

**Philip D. Murphy**, Governor  
**Tahesha L. Way**, Lieutenant Governor  
**Francis K. O'Connor**, Acting Commissioner  
**Kevin S. Corbett**, President & CEO

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March 19, 2024

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

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 Tuesday, March 12, 2024.

Sincerely,

*Meghan Clark Umukoro*

Meghan Clark Umukoro  
Board Secretary

Enclosures

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 Tuesday, March 12, 2024. The meetings occurred concurrently.

**Board Members**

Francis K. O'Connor, Chair  
Kiabi D. Carson, Vice Chair  
Aaron J. Creuz, Governor's Representative  
Andrea Spalla, Treasurer's Representative  
Anthony N. Abrantes, Board Member  
Richard A. Maroko, Board Member  
Carlos A. Medina, Board Member  
Shanti Narra, Board Member – ABSENT  
Evan S. Weiss, Board Member  
Rashonda A. Brown, Board Member (Non-Voting)  
Karen Thomas, Board Member (Non-Voting)

**Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)  
Meghan Clark Umukoro, Board Secretary  
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel  
Richard Schaefer, Senior Vice President, Capital Programs  
James Sincaglia, Senior Vice President and General Manager, Rail Operations  
Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Ops.  
Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer & Treasurer  
Anthony Grieco, Senior Vice President, Communications & Customer Experience

Chair O'Connor convened the Open Session at 10:02 a.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Board Secretary Umukoro asked everyone to mute their phones and turn their attention to the Public Safety Announcement. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Vice Chair Carson and Board Members Spalla and Medina were participating remotely and Board Member Narra was absent.

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 March 6, 2024 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.

**Approval of Minutes**

Chair O’Connor asked for a motion to approve the minutes of the February 13, 2024 Board meetings. Board Member Richard A. Maroko made the motion and Board Member Anthony N. Abrantes seconded the motion. The minutes were adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O’Connor
Yes	Yes	Yes	Absent	Yes	Abstain	Yes	Abstain	Yes

**President & CEO’s Monthly Report**

President & CEO Corbett began with what he said to be one of the most significant state funding proposals in NJ TRANSIT history. At his February 27, 2024 Budget Address, they were honored by Governor Murphy’s recognition of the tremendous progress NJ TRANSIT made over the last six years, and were particularly grateful that he prioritized creating a consistent, additional dedicated funding source for NJ TRANSIT.

To be clear, President & CEO Corbett said this investment went far beyond an investment in transit. This was not just transportation for transportation’s sake. Maintaining these critical services were absolutely vital. Transit was the underpinning of any state or regional economy, and a lifeline for the many New Jerseyans who rely on those services for getting to work, school, recreation, or medical and other appointments.

President & CEO Corbett said he and NJ TRANSIT thank Governor Murphy for his leadership and vision, not only in prioritizing this critical investment, but for his support from day one, that allowed them to bring NJ TRANSIT from the brink of despair just six short years ago, to an agency that today was nationally recognized by APTA, and had the second largest capital program in the country behind only the MTA. He said they knew they were not perfect, and there was much work still to be done moving forward. Sufficient, reliable, and predictable funding was absolutely essential to ensure the vitality of their transportation system, and to build on the progress they had made to improve reliability and safety, while improving accessibility and fostering growth in communities across the state.

President & CEO Corbett said while Governor Murphy’s proposal would support their long-term fiscal health, NJ TRANSIT’s fare adjustment proposal remained under consideration, as it was necessary to bridge the short-term funding gap of \$106.6 million in their Fiscal Year 2025 operating budget. Since January 24, 2024, NJ TRANSIT conducted a comprehensive public engagement process to gather feedback on their fare

proposal, cumulating last week with a series of 10 public hearings in 10 different counties across the state. There were five during the day and five in the evening to comply with current legislation. In order to maximize public participation and feedback, they offered customers multiple additional channels to submit their feedback for the record, for those who could not attend one of the 10 public hearings. Those included an online form on the NJ TRANSIT website, via e-mail, and by postal mail.

President & CEO Corbett said he was happy to report they received 1,197 public comments across all feedback channels, including the in-person public hearings, almost doubling the 672 comments received in 2015. All feedback, regardless of whether it was shared at the hearings or in writing, would be reviewed, considered, and weighted equally by NJ TRANSIT's Board of Directors before any final decisions were made.

If ever there were an opportune moment to ensure NJ TRANSIT continued to improve its service and operations, it was now, as they focused on an upcoming global event that positioned New Jersey on the world's stage, the 2026 FIFA World Cup. NJ TRANSIT was ramping up collaboration with the FIFA 2026 World Cup Host Committee, UITP Rutgers CAIT, the RPA, and other stakeholders to evaluate best practices, both nationally and internationally, to ensure that the transportation component of the games set a new standard of excellence for a global event like the World Cup. They were also committed to ensuring this incredible opportunity brought sustained social, economic, cultural, and public transportation benefits to New Jersey long after the World Cup's final whistle was sounded.

In addition to preparations for the global stage, NJ TRANSIT employees were prepared for a cherished local tradition that brought communities together, with the St. Patrick's Day celebrations taking place around the state and in New York City. This month, for St. Patrick's Day, NJ TRANSIT was increasing service and encouraging parade-goers to "go green," by leaving the driving to NJ TRANSIT and helping the environment. On March 3, 2024, they provided enhanced rail capacity for the Annual St. Patrick's Day parade in Belmar. President & CEO Corbett said some people may have seen pictures on NJ TRANSIT social media channels of both Board Chair Francis O'Connor, who attended the parade, and Senior Vice President, Chief Legal Officer & General Counsel Brian Wilton, who marched in the parade. On March 16, 2024, they would offer full, regular, weekday service on all trains, buses, and light rail systems for New York City's parade, and would also enhance rail capacity on their Pascack Valley Line on March 17, 2024 to and from the parade in Pearl River.

President & CEO Corbett highlighted four agenda items up for Board consideration. First, they would seek Board approval to transmit their final proposed Fiscal Year 2025 Operating Budget to the State Legislature. They would also introduce an update to their Fiscal Year 2021 through Fiscal Year 2025 Five-Year Capital Plan. Overall, the Capital Plan update promised to build on the significant transformation underway at NJ TRANSIT by continuing the projects and programs that improved reliability, on-time performance, customer comfort, and the overall customer experience. As they updated the Capital Plan, they had two significant infrastructure projects up for Board consideration, including a

contract to begin construction on the second phase of their Long Slip project in Hoboken. The first phase of that \$300 million project was complete, with the entire length of the canal filled, protecting the Hoboken Terminal and the City of Hoboken from flood water intrusion. Phase 2 included three ADA-accessible platforms to support six new tracks, maintenance and fleet reliability facilities, and other amenities. As this project progresses, NJ TRANSIT has approximately half-a-billion worth of work underway in Hoboken, a figure that did not even include Hoboken Connect, the transformational infrastructure project also on the agenda that morning.

On the construction front, and in conjunction with the many improvements NJ TRANSIT had underway at the Hoboken Terminal, that day the Board would vote to execute a Ground Lease Agreement for Hoboken Connect, which would set the stage for an official ground-breaking of this over \$800 million region-changing project, jump-started in 2022 through the cooperation between NJ TRANSIT, LCOR, Hoboken, and the State, with a \$176 million investment commitment from Governor Murphy. The ground lease would initiate the beginning of construction of a 27-story residential building, with more than 1,200 square feet of retail space, launching a project that would truly transform their Hoboken Terminal and its surroundings into one of the crown jewels of their system.

Speaking of significant Transit-Oriented Development projects (TOD), on Friday, March 8, 2024, President & CEO Corbett was pleased to join Governor Murphy and a host of other elected officials and stakeholders at Metropark Station, to celebrate the beginning of construction for what would soon be Hackensack Meridian Health's newest Health and Wellness Center. In addition to providing unparalleled access to a wide spectrum of health services, this \$200 million project, expected to create at least 1,000 jobs for the region, was a perfect example of their broader TOD strategy to both generate additional non-farebox revenues as well as drive sustainable growth, through enhanced public transportation access throughout New Jersey. Overall the Metropark Development Project would support local and regional economic development through the creation of Class A office and retail space, housing opportunities, community amenities, and station-area improvements, including bicycle, pedestrian, and infrastructure upgrades.

President & CEO Corbett talked about the employees responsible for keeping New Jersey moving, as well as their commitment to diversity and inclusion. On February 26, 2024, he was honored to speak at a press conference in Newark Penn Station to celebrate Black History Month, and their new partnership with Horizon Blue Cross Blue Shield, with coordination and support from NJ TRANSIT's Marketing Department, as well as their Black/African American Company Employee Resource Group called BRIDGES. They unveiled one locomotive and two bus wraps, generously sponsored by Horizon, transforming those vehicles into moving tributes to African American heritage.

President & CEO Corbett said they really appreciated Board Chair Francis O'Connor joining them to celebrate and share his support for that initiative. He also hoped those wraps served as a symbol of their commitment to view Black History Month not just one moment in time, but as a continuous, year-round effort to embrace and celebrate diversity and inclusion at NJ TRANSIT.

President & CEO Corbett said as they continued their efforts to support employees through various recognition programs and initiatives, he also wanted to acknowledge National Transit Employee Appreciation Day, coming up on March 18, 2024. This recognition, formerly known as National Transit Operator Appreciation Day, highlights the dedication and hard work of not only their frontline operators, but all transit employees. He said the truth was, every member of their team, no matter what department they worked in across the organization, played an essential role in the success of the transit system.

NJ TRANSIT was using Transit Employee Appreciation Day to re-introduce a campaign that honored the employees who keep their system and state moving every day. Through their "Say Thanks" campaign, beginning March 13, 2024 and running through March 22, 2024, they were once again providing customers with an easy-to-fill-out form, available at [njtransit.com/thanks](http://njtransit.com/thanks), to offer their comments for an NJ TRANSIT employee that has made a positive difference to them during their trip.

President & CEO Corbett said speaking of appreciation, though he was not there to join them, he wanted to give a shout out to Rail Division's Chief Signal Engineer Ed Joscelyn, who recently celebrated his 55<sup>th</sup> work anniversary. He said a 55-year career for any one individual was a noteworthy achievement, but to accomplish it at one organization was truly rare and an impressive milestone, and congratulated Ed. He also added to those who had the chance to work with Ed on the Positive Train Control (PTC) challenge six years ago he was truly an inspiration.

President & CEO Corbett wrapped up with a heartwarming story that exemplified NJ TRANSIT's commitment to the communities they served, and the extraordinary length their team went to make a difference. On February 23, 2024, he had the pleasure of joining New Jersey Transit Police Department (NJTPD) Sergeant Dominick Segro and Officer Daniel Jackman, and other members from NJ TRANSIT's Marketing and Communications team, at Skylands Animal Sanctuary & Rescue in Sussex County, to present a \$10,000 check to the sanctuary's founder, Mike Stura. The check was made possible through the sales of a stuffed animal they created in the likeness of Ricardo, which sold quickly, after they were made available at the Transit Shoppe. President & CEO Corbett said as many would recall Ricardo, a Texas longhorn steer, whose unexpected journey began with a visit to the train tracks at Newark Penn Station back in December, garnered worldwide attention. Thanks to the prompt attention of the NJTPD, in collaboration with other law enforcement and animal rescue teams, Ricardo was safely rescued and relocated to the sanctuary where their donation would support Ricardo's care.

As they extended their recognition and support to community organizations like Skylands Animal Sanctuary, NJ TRANSIT itself continued to be recognized by distinguished external entities like APTA, *Forbes*, and most recently the American Council of Engineering Companies of New Jersey (ACECNJ). President & CEO Corbett was pleased to share that NJ TRANSIT's infrastructure upgrades at the Newton Avenue Bus

Garage in Camden had been recognized with a 2024 Engineering Excellence Award from ACECNJ. The contractor for that project was awarded the honor for their work in designing the bus charging infrastructure project, that set the stage for NJ TRANSIT to launch its deployment of the eight battery electric buses in the Camden region.

President & CEO Corbett said their Fiscal Year 2023 Annual Report was available on their website at [njtransit.com/report](http://njtransit.com/report). He said the report offered a substantive summary of the year's progress, accomplishments, and customer experience improvements, as well as on-time performance statistics and a comprehensive financial summary. President & CEO Corbett said once everyone had a chance to review it, he hoped they would be as proud as he was of the work they had done as an agency during the last fiscal year.

### **Advisory Committee Report**

Suzanne Mack welcomed Board Chair O'Connor and Board Member Abrantes since she did not attend the February meetings. She said her counterpart Anna Marie Gonnella Rosato provided the North and South Jersey Passenger Advisory Committee Report at the February Board meetings. They meet bi-monthly, and their next meeting would be held on March 15, 2024. Ms. Mack said next month she would return with a report on their meeting and see how their services could be used to assist the Board.

Ms. Mack said their concern was the fare increase, their riding public, and how they react to that. She said NJ TRANSIT did an outstanding job of getting participation on the fare increase issue. She said without a doubt, when the advisory committee got together on Friday, they would be combing through the comments.

Ms. Mack said there had been a lot of changes within a month. Last month, they were worried about dedicated funding sources for NJ TRANSIT. She noted she was part of the original Advisory Board, and this was the first time they have seen a Governor provide a possible dedicated source of funding for the agency. She thanked the Board, who represents him, on behalf of all of the riding public. Ms. Mack said they knew he was working on it, and when Governor Murphy came into office there was a change in the air, but now they actually see it. As President & CEO Corbett said, there may still have to be a slight fare increase in order to bridge the gap. Ms. Mack did not think anyone could really tell NJ TRANSIT how monumental it was to transmit that budget, and the Board was part of it. She said all the accolades from APTA and the others could not thank NJ TRANSIT enough for putting together the framework from which this actually may work, and it was a testament to the agency.

Ms. Mack said she was always amazed when coming to the Board meetings. She was there for Sandy, 9/11, and COVID. To be talking about normal things that NJ TRANSIT has been doing to support the residents of New Jersey, like stuffed animals, helping people, marching in parades, and celebrating Black History Month was the normalcy of what the agency was supposed to be doing. This was helping the economy and the people of New Jersey live normal lives. She congratulated the Board and the agency.

Ms. Mack said the Advisory Board's role was to help and take assignments. Over the years, they have been involved in creating a number of policies, including the fare policy and bike-on-board policy, as well as made recommendations regarding the Port Authority Bus Terminal. Ms. Mack said not to just think of them as somebody who provides a report once a month. She noted they used to have a Board Liaison. As the Board settles in, and things get less hectic, they should know they can use the Advisory Board to assist them.

Chair O'Connor asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were two in-person speakers and five pre-registered telephone speakers.

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to pre-registered in-person speakers, followed by any additional in-person speakers. They would then take comments from pre-registered telephone speakers, followed by any additional telephone participants queued to speak. 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.

### **Public Comments**

**David Peter Alan**, Chair of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), reported on recent developments concerning the SCDRTAC Committee. They have established a County Service Subcommittee as a pilot program, in the hope that those bodies would improve their ability to help their constituents through SCDRTAC's advice.

Mr. Alan said their County Service Subcommittee was off to a good start, and at their February meeting, Bergen County Transportation Managers provided a presentation to their committee. He said elected officers and other members gave the presentation high marks, and its preparation included a conference call with county managers and members of their County Services Subcommittee. They were able to raise a number of issues unique to Bergen County, including potential improvements to the county sponsored downtown shuttle in Hackensack, the need for more connectivity to the main Bergen and Pascack Valley Rail Lines, and the severe lack of service in Northern Bergen County since Coach USA slashed service on several lines. Mr. Alan said the county directors were positive about their efforts and acknowledged that it did help improve their presentation. They planned to continue the dialogue with managers and their local citizens advisory committee.

Mr. Alan said their Administrative Subcommittee held an online conference with a representative from NJ TRANSIT management and an administrator at a university, where a program called Otter AI was used to record meetings. This was an effort to find a system that worked better than Microsoft Teams, which has been difficult for some of their members to access and provided only a substandard transcript. They were hoping to test Otter AI

soon, and this was the sort of routine task that their Administrative Subcommittee could handle, which freed up their meeting time for other topics.

Mr. Alan said they were still concerned about Access Link, which transported their most-vulnerable constituents. The Riders' Choice program, which uses taxi-like vehicles, has been popular with riders and has been expanded to more counties. Mr. Alan said the U.S. Justice Department was still watching Access Link under a consent agreement though, and Access Link has so far refused their requests to start a constructive dialogue. They hoped NJ TRANSIT officials who were concerned about riders with disabilities would use their good offices to help and get dialogue started.

Mr. Alan said their Membership Subcommittee had been busy filling vacancies on their Committee. A full complement was 18 members and six from each of the state's three regions. Over the past 18 months they lost five members. They were pleased to report that, between candidates who came to them through outreach conducted by the Local Programs Support managers and their own recruiting efforts, they had more than enough applicants to fill the two vacancies in North Jersey and the two in Central Jersey. Mr. Alan said those applicants were attending meetings, getting to know them, and becoming acquainted with SCDRTAC. They were having difficulty finding applicants to fill the South Jersey slot, and encouraged seniors or younger persons with disabilities to apply. The regions included Burlington County, Atlantic County, and counties south of there.

Mr. Alan concluded with a personal remark and said as President & CEO Corbett stated about appreciating NJ TRANSIT employees, he himself depended on transit for all mobility. He encountered NJ TRANSIT employees on every mode every day and did not think there was anyone at the meeting that day who could appreciate them more than he did.

**Tineen Howard** welcomed Acting Commissioner O'Connor to the Board and congratulated former Commissioner Gutierrez-Scaccetti on her promotion to Chief of Staff to Governor Murphy. Mr. Howard said he was formerly employed with New Jersey Department of Transportation (NJDOT) and he wanted to talk about discrimination at NJDOT. He said he wanted to compare the discrimination at NJDOT to the discrimination at NJ TRANSIT. Mr. Howard said NJ TRANSIT was dealing with a bunch of legal settlements, two of which involved retaliation, and they were using similar tactics to harass employees, as the NJDOT. Mr. Howard said NJ TRANSIT would use New Jersey Transit police officers to harass employees and the NJDOT would use the state police or Inspector General to harass their employees. Mr. Howard planned to speak more on this matter at the New Jersey Transportation Trust Fund meeting to ensure NJ TRANSIT and NJDOT would do better.

**Sally Jane Gellert**, Chairperson of the Lackawanna Coalition, said their statement that was made at the Hackensack and Newark public hearings on the Fare Increase Proposal was sent to the Board. Ms. Gellert said they wanted to register their strong objection to the scheduling of the hearings. She said the proposal was announced on January 24, 2024 but no hearings were held until 40 to 45 days thereafter. Therefore, complaints of the short public comment period were unjustified, assuming NJ TRANSIT opened the comment portal right after the announcement.

Ms. Gellert said the appearance, however, was that the agency did not want to hear from the public. She said NJ TRANSIT required notice by February 16, 2024, two and a half weeks before the first hearing of any need for language assistance, sign language interpretation, or other accommodations. Ms. Gellert said this was too much for an agency of NJ TRANSIT's size, which should have only needed a week's notice. She said counties provided election materials in multiple languages as a matter of course, and best practice for public gatherings included sign-language interpretation. She said if grassroots activist could do that, at least for large events, then why could NJ TRANSIT not do the same.

Ms. Gellert said she stumbled across a PBS article dated April 14, 2022 regarding NJ TRANSIT's approved plan to give riders a fare card by 2024. She noted they were in 2024, and asked if there was an update. Ms. Gellert asked would such a project save money for the agency or cost money. If the latter, she would argue that covering the cost with the new funds currently planned for the new headquarters lease would be better for their customers. She said they continued to support the acceptance of cash fares as universally available and self-controlled but realized that some riders would prefer to use a digital card.

Ms. Gellert said they had entered state budget season and, Governor Murphy gave his budget address on the last legally allowable day, and they were concerned about the implications for NJ TRANSIT. Ms. Gellert said they were taking things one day at a time and encouraged the Board to do likewise. This meant they stood with a number of speakers at the recent hearings in asking the Board to vote no on a fare increase in April, or at least follow Senator Weinberg's recommendation to wait to vote on a fare increase until after they saw the state budget and where that left the agency. Ms. Gellert said they had noted a relative decrease in directly appropriated state aid and would suggest that it be increased. She said the deadline to submit the budget to the Legislature would have already passed by the time they voted in April, and they should take their time and get it right.

Ms. Gellert said she mentioned accessibility because the Fare Increase Hearings did not offer a virtual or telephone component, and many people at the two hearings she attended complained about it. She believed in 2024, post pandemic, it was ridiculous not have a virtual option. Ms. Gellert said as a member of SCDRTAC, she knew that people ran into a similar situation with NJ TRANSIT's use of Microsoft Teams. She read an email from someone who experienced difficulty accessing the February SCDRTAC meeting. She said according to someone from the City University of New York, Teams was excellent for collaboration, but substandard for meetings and that people expected Zoom. Ms. Gellert said she suspected it was worse for hybrid meetings.

**Matthew Buchys-Hyland** said he listened to Governor Murphy's budget address for the fiscal year ending June 30, 2025, in relationship to fares. Mr. Buchys-Hyland said they should thank their Legislatures for that. He said he particularly wanted to thank the Budget and Appropriations Committee Chairman Paul A. Sarlo, Assembly Budget Chair Eliana Pintor Marin, Transportation Assembly Chair Clinton Calabrese, and Senator Patrick J.

Diegnan Jr., Senate President Nicholas P. Scutari, and Assembly Speaker Craig J. Coughlin for their part. Mr. Buchys-Hyland said fares were important to cover the shortfall, and it was required by law that the budget be balanced. He said no one wanted to pay more fares but it was necessary for someone to pay for them. Mr. Buchys-Hyland said for someone who has commuted to New Jersey from Long Island using the Long Island Railroad (LIRR), they had direct access all the way to Trenton. He said safety was a top priority to be concerned about.

**Doug O'Malley**, Director of Environment New Jersey, said he wanted to provide feedback on the currently concluded NJ TRANSIT fare hike process, as well as provide advice for future hearings. Mr. O'Malley said the Board should not move forward with a fare hike vote at the April 10, 2024 Board meeting. He said there should not be a fare hike until the \$56 billion budget was approved by the New Jersey Legislature at the end of June and signed by Governor Murphy. Mr. O'Malley said they should not balance NJ TRANSIT's budget on the backs of train and bus riders and Governor Murphy and leadership needed to step up and go beyond providing dedicated funding, which was incredibly important.

Mr. O'Malley thanked NJ TRANSIT Board members and staff that attended the various fare hike hearings, including Board Members Shanti Narra, Richard A. Maroko, Anthony N. Abrantes, Aaron J. Creuz, Carlos A. Medina, Karen Thomas, and others, as well as Legislators that spoke out against the fare hikes, including Assemblywoman Shama A. Haider, former Senate Majority Leader Loretta Weinberg, Senator Joseph P. Cryan, Mayor Ravi Bhalla, and Senator Raj Mukherji.

Mr. O'Malley said the problem they all heard at the hearings was that NJ TRANSIT was not a perfect market. As economists have said, it was both an inelastic and elastic market and if they raised fares, less riders would ride the system. Mr. O'Malley said more riders would join the roads, and they would lose revenue. It was also inelastic because the most vulnerable riders did not have a Plan B NJ TRANSIT service to turn to.

Mr. O'Malley said his tips for future hearings were the NJ TRANSIT Reform Law should serve as a guide and not as an absolute. Virtual hearings should increase participation both for riders and for Board members, more hearings should be held at transit stops, and there should be more focus on the importance of holding hearings in Jersey City and Hoboken. Mr. O'Malley said there should be clearer postings, and they should fix the discrepancy between bus and train riders.

Mr. O'Malley wanted to end by saying this should not be an end of an era. Fare hike hearings provide the necessary service to allow riders the ability to share their feedback directly with NJ TRANSIT. Mr. O'Malley said it was a democratic process, and right now, the fare hike proposal would abolish it. He said it was wrong for nothing to be said about the stealth fare hike of three percent annually. Mr. O'Malley said NJ TRANSIT should look at other transit agencies, who did not have the stealth hike with no public input embedded into it. He said the fare hike by itself was creating a lot of agita, but they should not have a system that allowed a three percent increase to move forward permanently. He said it was not right for riders, and it was not right for the Board.

**Adam Reich** asked whether Chair O'Connor or Board Secretary Umukoro received a written update regarding the status of the Customer Advocate position from Board Member Narra, which she indicated she would do at the previous Operations & Customer Service Committee meeting. Mr. Reich said he could not help but notice that the Board meeting was being held in the same room that a fare hike hearing was held last Friday night. He said Board meetings and other types of meeting held since April 2020 offered a virtual option in the same room, yet they did not do so last Friday.

Mr. Reich asked the Board to reopen the public comment period to rectify what he would contend was a disability discrimination. He said he was in a high-risk category that prevented him from participating in indoor events without a masking requirement and was able to talk to them today because of the virtual option. By not offering a virtual option, he felt that he was denied a reasonable accommodation and the benefit of equal access. Mr. Reich said he did not hear what other riders had to say at the hearings in order to enable more informed comments in response to the fare hike proposal. He said it did not allow him to be heard as other riders had. Mr. Reich believed either management or possibly the Governor's office did not want to have unfavorable anecdotes through virtual comments, which was not a justification for denying a disability accommodation. He said the standard would be an undue burden, and it was disingenuous to suggest that they could not have done what they were doing that day, at least for the hearing held in Newark.

Mr. Reich asked the Board to remedy this by offering at least one daytime and one evening virtual hearing on the fare hike proposal, before the Board considered the proposal. He said the Board did not have to acknowledge it as a disability discrimination in any way. They could say that they recognized there was a lot of desire among riders to participate at the hearings. Mr. Reich said big cities with transit dependent populations like Camden and Jersey City were left out, and they wanted to give them a chance to participate. He did not believe that the Board wanted to jeopardize the process with the risk of litigation or a civil rights complaint about the hearings.

Mr. Reich expressed his concern regarding President & CEO Corbett recently meeting with the United Railroad Historical Society (URHS). He noted URHS's history of poorly handling disability accommodation requests and how they ignored harassment by their members on the issues of disability. Mr. Reich said if President & CEO Corbett did not send a signal to the groups that they worked with that change was required, it would send a tacit signal that the agency was fine with their behavior. He asked that a pause be placed on the working relationship with those groups until they committed to a meaningful change. Mr. Reich asked for a dialogue to discuss the issues he raised with URHS in September 2023. He said appearances mattered even if it was not their intent. He said there were larger issues with systemic discrimination involving NJ TRANSIT employees as well that were linked to this group.

**Tim Sevener**, resident of the Transit Village of Mount Tabor and Board Member of the New Jersey Association of Rail Passengers, said he applauded the dedicated funding for

NJ TRANSIT, which they needed. Mr. Sevenser suggested that the state consider fees for electric vehicles such as in Washington D.C. and increase registrations fees based on weight with that money going to NJ TRANSIT. He also thought they should collect a fee from those owning private jets and that money could go to NJ TRANSIT, stating private jets were one of the most polluting forms of transportation.

Mr. Sevenser said he had the pleasure of taking the Morris & Essex Line to the St. Patrick's Day Parade in Morristown, New Jersey. He said the trains were packed and the conductors were very helpful, as usual. Mr. Sevenser said this was evidence of potential for extended weekend service. He said they needed to go beyond service going to New York City Midtown as the main goal of NJ TRANSIT. Mr. Sevenser said they needed to increase frequency.

Mr. Sevenser said on the Morris & Essex Line there had been 10 cuts a day made to the service going to Hoboken on the weekdays and 12 cuts a day on the service coming from Hoboken. He said there were 20 cuts made to weekend service on the line. Mr. Sevenser said it was good to see that Hoboken had gotten a Hoboken Connect, but he was unable to get to Hoboken because of the service cuts. He said this gave access for local transit, and the Morristown Parade showed how local transit could be useful if it was available and ran more frequently. Mr. Sevenser said they were wasting their resources in Hoboken because they were not providing access to it from the Morris & Essex and Montclair-Boonton Lines. He said this issue dated back to 2008, when major cuts were made to Hoboken.

**Jason Anthony**, Long Island Railroad Americans with Disabilities Act (ADA) Task Force, said sadly President & CEO Corbett's monthly report was laughable to the disabled community and sad to hear because during last week's fare hike hearings, New Yorkers like himself were disenfranchised from attending the hearings. Mr. Anthony said New York Penn Station was the worst terminal for NJ TRANSIT Rail Operations, Inc. He said thousands of people used New York Penn Station every weekday and weekend to go to and from New Jersey. Mr. Anthony asked why NJ TRANSIT did not host a hearing at the New York Penn Station location and offer a virtual option. He said the Metropolitan Transportation Authority (MTA) had done this since the pandemic for people with disabilities and the elderly who could not attend the meeting in person. Mr. Anthony said President & CEO Corbett and the NJ TRANSIT Board should be ashamed of themselves because they violated the First Amendment rights and the Americans with Disabilities Act (ADA). He said New Yorkers would no longer tolerate NJ TRANSIT's actions.

Lastly, Mr. Anthony said NJ TRANSIT should settle their lawsuit with the MTA once and for all. He said due to the lawsuit, they did not have working elevators or modernized signals, among other things. Mr. Anthony said they should do the right thing for the accessibility community.

**William Ritzler**, Transportation Committee Chairman of the Tri-County Sustainability Organization, said he would read from the testimony they shared at the Fare Increase Hearings so the full Board would be familiarized with their position. Mr. Ritzler said the

Tri-County Sustainability Committee (TCS) did not support the proposed Fiscal Year 2025 15 percent fare increase and the associated future year three percent automatic increases. The committee appreciated that the future operating budget deficits and a fare increase represented action that NJ TRANSIT could implement alone. The scale of resources required to address those challenges were beyond the capacity of NJ TRANSIT to correct unilaterally.

Mr. Ritzler said the full power of the State of New Jersey must be employed to solve this issue. He said the planned fare increases represented a substantial burden for many NJ TRANSIT riders. The committee used the forum as a call for the legislative and executive branches to identify and implement solutions that provided NJ TRANSIT with a long-term stable source of dedicated funding for operating expenses that were not subject to the whims of competing priorities or political agendas. Mr. Ritzler said the committee supported the corporate transit fee advanced by Governor Murphy, as well as the elimination of any proposed highway capacity enhancements. He said funding from the proposed highway capacity enhancements should be redirected to NJ TRANSIT operating support.

Tri-County Sustainability Committee also rejected future regressive actions implemented that would inconvenience NJ TRANSIT riders. These included service eliminations or reductions that radically reduced the value and attractiveness of public transportation as a mobility alternative; service eliminations or reductions based solely on fare box recovery ratio instead of a matrix of factors including social justice and environmental impact; modification of the pass options in the manner that was detrimental to NJ TRANSIT passengers; and modifications of the existing fare zone system in a manner that moved passengers into a higher zone or increased the number of zones required for travel of an existing trip, resulting in a backdoor fare increase in an amount even greater than proposed by NJ TRANSIT.

Mr. Ritzler said properly funding public transportation was not a luxury in New Jersey, a state with a high population density. He said providing attractive mobility alternatives in the state was necessary to keep all transportation modes from grinding to a halt, and to reduce the impact of climate change. Mr. Ritzler said state level government leaders needed to do the right thing and provide NJ TRANSIT with funding resources that would eliminate the potential for undue financial burden on passengers. He wanted to echo and support the previous public comment calling for a delay on the vote for the fare increase until after the state budget has been passed.

**Andy Pollack** said he was with Passengers United and wanted to comment on the proposed NJ TRANSIT fare hike, which would go into effect summer 2024. Mr. Pollack said, for the record, his organization would not be in support of the fare hikes. He said they were proposing, beginning on July 1, 2024, to raise the fares by 15 percent in a time when New York was considering implementing congestion pricing on drivers, the New Jersey Turnpike along with the Garden State Parkway raised tolls, and toll hikes were implemented on all Port Authority bridges and tunnel crossings.

Mr. Pollack said this was another burden to the millions of people who lived in the Garden State. He said yearly increases beginning in 2025 up to three percent were also an unfair burden to the people of New Jersey. Mr. Pollack said just as they stated to the MTA, they would not be in support of congestion pricing, and would not be in support of the fare hikes. He agreed with an earlier public comment and asked why there was no fare hearing held in Hoboken. Mr. Pollack said there should have been one held in Hoboken as well as New York Penn Station.

**Richard Grant** said the Hackensack fare hike hearing worked fine without the distracting two-minutes and one-minute countdown. Mr. Grant said for the benefit of Chair O'Connor and other new Board members, he wanted to restate and modify his November 9, 2022, comments. He said in fall 2022, he visited the website of their peer transit agency, MTA where it posted video recordings, materials, and documents of MTA committee and Board meetings at which the public could comment. Mr. Grant said their July 2022 committee meeting video ran just under eight and a half hours, led with the Safety Committee and included the Audit and Capital Program Committees. He said the MTA has posted meeting videos since January 2014, four years before New Jersey Senate Bill S630 created a new NJ TRANSIT Board with four new standing committees.

Mr. Grant said the NJ TRANSIT Board was taking a different approach, the kind that a Board might take when it does not have genuine intent on representing and serving the interest of the running public, and therefore making a persistent effort not to be as transparent as possible. He said three of NJ TRANSIT's six Board committees were not open to the riding public, and the public was not allowed to comment at these meetings. Mr. Grant said the meeting dates, agendas, and audio recordings were not posted on the website either. He said the Audit, Capital Planning, and Safety meetings were conducted in tinted window secrecy.

Mr. Grant asked why the long-established practice of going in and out of executive session did not enable the closed committee meetings to be open to the public. He said the riding public would not be aware that the three committees existed if not for the agency's website naming each Board members committees and the ordering and capital planning provisions in Senate Bill S630. Mr. Grant said the riding public had no information on what specific Board concerns drove the creation of the ad hoc Safety Committee, how often they met, what duties or functions were within their purview, or what areas it reviewed, monitored, and advised the Board on.

Mr. Grant said regarding the other three committees, the Board created a second and different policy. The riding public could attend and comment at meetings for Administration, Operations & Customer Service, and Energy & Sustainability Policy Committee meetings. Mr. Grant said meeting agendas and audio recordings of the meetings were posted to the agency's website. Mr. Grant said although the Board followed a long-standing practice of limiting public comment time at its own meetings to three minutes per speaker, it decided that the three committees that did not entirely shut out the public must slash the three minutes by a third, as if there was a football stadium of people wanting to speak at committee meetings. He said had the Board increased the

public comment period up to four and a half minutes per speaker it would have been just as off. Mr. Grant said if the Board was to be about more than improving contracts or projects, and representing and serving the riding public, they needed full transparency.

### **Board Comments**

Board Member Maroko said he wanted to echo the sentiments of President & CEO Corbett and several of the other speakers in expressing their appreciation to Governor Murphy for proposing a corporate transit fee, which was critical for NJ TRANSIT to fulfill its mission. Also he expressed appreciation to the NJ TRANSIT staff who keep NJ TRANSIT running, not just on the 18<sup>th</sup> but every day, and he appreciated their work.

### **Board Operations and Customer Service Committee Report**

Board Member Creuz presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, 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 Maroko 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 2024 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 January 2024.

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

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for the: NJ TRANSIT Resilience Program: Long Slip Fill and Rail Enhancement Phase 2 – Rail, Track, and Station Construction Contract Award and Contract Amendment for Phase 2 Construction Assistance; Special Trackwork for Long Slip Fill and Rail Enhancement Phase 2 Rail, Track, and Station; Purchase of Harsco Rail TX-16 Switch and Production Tamper for NJ TRANSIT Track Department; Purchased Transportation Services Contract Extension, Twenty-First Century Rail Corporation, Hudson-Bergen Light Rail; and Ground Lease Agreement for Hoboken Connect Transit-Oriented Development Project (Site 2).

**Energy and Sustainability Policy Committee Report**

Board Member Weiss presented the report for the Energy and Sustainability Policy Committee. The Energy & Sustainability Policy Committee introduced the Energy & Sustainability Team Members and reported on the Sustainability Plan and the Battery Electric Locomotives.

**Action Items**

Board Secretary Umukoro noted Board Member Medina was recused from Item #2403-05 and would not comment or vote on the item.

**2403-05: NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 – RAIL, TRACK, AND STATION CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR PHASE 2 CONSTRUCTION ASSISTANCE**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2403-05. Richard Schaefer presented for approval Action Item #2403-05: NJ TRANSIT Resilience Program: Long Slip Fill and Rail Enhancement Phase 2 – Rail, Track, and Station Construction Contract Award and Contract Amendment for Phase 2 Construction Assistance.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Recused	Absent	Yes	Yes	Yes	Yes	Yes

**2403-06: SPECIAL TRACKWORK FOR LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 RAIL, TRACK, AND STATION**

President & CEO Corbett introduced James Sincaglia, Senior Vice President and General Manager, Rail Operations, to present Action Item #2403-06. James Sincaglia presented for approval Action Item #2403-06: Special Trackwork for Long Slip Fill and Rail Enhancement Phase 2 Rail, Track, and Station.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-07: PURCHASE OF HARSCO RAIL TX-16 SWITCH AND PRODUCTION TAMPER FOR NJ TRANSIT TRACK DEPARTMENT**

President & CEO Corbett introduced James Sincaglia, Senior Vice President and General Manager, Rail Operations, to present Action Item #2403-07. James Sincaglia presented for approval Action Item #2403-07: Purchase of Harsco Rail TX-16 Switch and Production Tamper for NJ TRANSIT Track Department.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-08: PURCHASED TRANSPORTATION SERVICES CONTRACT EXTENSION, TWENTY-FIRST CENTURY RAIL CORPORATION, HUDSON-BERGEN LIGHT RAIL**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2403-08. Michael Kilcoyne presented for approval Action Item #2403-08: Purchased Transportation Services Contract Extension, Twenty-First Century Rail Corporation, Hudson-Bergen Light Rail.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN CONNECT TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)**

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2403-09. Jacqueline Stamford presented for approval Action Item #2403-09: Ground Lease Agreement for Hoboken Connect Transit-Oriented Development Project (Site 2).

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-10: ANNUAL BUDGET PROPOSAL TRANSMITTAL**

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2403-10. Jacqueline Stamford presented for approval Action Item #2403-10: Annual Budget Proposal Transmittal.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members Brown and Thomas were recused from Items #2403-11 and #2403-12 and would not comment on the items.

**2403-11: PERSONAL INJURY CLAIM OF ZENAIDA LONDONO**

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2403-11. Jacqueline Stamford presented for approval Action Item #2403-11: Personal Injury Claim of Zenaida Londono.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes

seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-12: PERSONAL INJURY CLAIM OF SANDRA HOLMES**

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2403-12. Jacqueline Stamford presented for approval Action Item #2403-12: Personal Injury Claim of Sandra Holmes.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-13: REGULATIONS: ADOPTION OF N.J.A.C. 16:86 ADVERTISING STANDARDS**

President & CEO Corbett introduced Anthony Grieco, Senior Vice President, Communications and Customer Experience, to present Action Item #2403-13. Anthony Grieco presented for approval Action Item #2403-13: Regulations: Adoption of N.J.A.C. 16:86 Advertising Standards.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2403-14: MASON SUBSTATION TOTAL AUTHORIZATION INCREASE #2 REQUEST-PAYMENTS FOR PSE&G SERVICES AND CONSTRUCTION**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2403-14. Richard Schaefer presented for approval Action Item #2403-14: Mason Substation Total Authorization Increase #2 Request-Payments for PSE&G Services and Construction.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Vice Chair Carson was recused from Item #2403-15 and would not comment or vote on the item.

**2403-15: RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT WITH THE GATEWAY DEVELOPMENT COMMISSION IN SUPPORT OF THE CONSTRUCTION OF THE HUDSON TUNNEL PROJECT**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2403-15. Richard Schaefer presented for approval Action Item #2403-15: Resolution Authorizing Entering into a Funding Agreement with The Gateway Development Commission in Support of the Construction of the Hudson Tunnel Project.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Recused	Yes

**Executive Session Authorization**

Chair O'Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O'Connor 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 Personal Injury Claim of John Horace, the Personal Injury Claim of Marie Paraison, and the Personal Injury Claim of The Estate of Kevin Milfort-Sanchez.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 11:13 a.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

Abrantes	Maroko	Medina	Narra	Weiss	Spalla	Creuz	Carson	O'Connor
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**Return to Open Session**

Chair O'Connor reconvened Open Session at 11:33 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session except Board Members Brown and Thomas.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member Richard A. Maroko, seconded by Board Member Anthony N. Abrantes, and the motion was adopted.

The meetings were adjourned at approximately 11:34 a.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**

**MARCH 12, 2024**

**MINUTES**

**PAGE**

➤	<b>CALL TO ORDER</b>	-
➤	<b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	67373
➤	<b>PRESIDENT &amp; CEO'S MONTHLY REPORT</b>	67374
➤	<b>ADVISORY COMMITTEE REPORT</b>	-
➤	<b>PUBLIC COMMENTS</b>	-
➤	<b>BOARD COMMITTEE REPORTS</b>	-

**ACTION ITEMS**

<b>2403-05</b>	<p><b>NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 – RAIL, TRACK, AND STATION CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR PHASE 2 CONSTRUCTION ASSISTANCE</b> – Authorization to amend NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide Construction Assistance Services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$6,000,000.00, plus five percent for contingencies, subject to the availability of funds.</p> <p>Authorization to enter into NJ TRANSIT Contract No. 22-048X with Schiavone Construction Co., LLC of Secaucus, New Jersey, to provide construction services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$211,134,822.00, plus 10 percent for contingencies, subject to the availability of funds.</p>	<b>67397</b>
<b>2403-06</b>	<p><b>SPECIAL TRACKWORK FOR LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 RAIL, TRACK, AND STATION</b> – Authorization to enter into NJ TRANSIT Contract No. 0000030 with Voestalpine Railway Systems Nortrak, LLC of Birmingham, Alabama, for Long Slip Special Trackwork in the amount not to exceed \$1,898,198, plus five percent for contingency.</p>	<b>67399</b>
<b>2403-07</b>	<p><b>PURCHASE OF HARSCO RAIL TX-16 SWITCH AND PRODUCTION TAMPER FOR NJ TRANSIT TRACK DEPARTMENT</b> – Authorization to enter into NJ TRANSIT Contract No. 24-615 with Harsco Rail of Charlotte, North Carolina, for the purchase of TX-16 Switch and Production Tamper in the amount not to exceed \$2,301,829.</p>	<b>67401</b>

NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS, INC.  
 NJ TRANSIT RAIL OPERATIONS, INC.  
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- 2403-08 PURCHASED TRANSPORTATION SERVICES CONTRACT EXTENSION, TWENTY-FIRST CENTURY RAIL CORPORATION, HUDSON-BERGEN LIGHT RAIL –** Authorization to amend NJ TRANSIT Contract No. 96CT001 with Twenty-First Century Rail Corporation of Jersey City, New Jersey, to extend the contract end date by five months, from April 15, 2025 to September 14, 2025, for a cost not-to-exceed \$42,821,279, including five percent for contingencies, subject to the availability of funds. **67403**
- 2403-09 GROUND LEASE AGREEMENT FOR HOBOKEN CONNECT TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)–** Authorization to take all necessary actions to execute the Ground Lease Agreement for Hoboken Connect Site 2 between NJ TRANSIT and LCOR Hoboken Rail Station Redevelopment, LLC, as well as all other necessary agreements to implement the mixed-use, multi-phase Transit-Oriented Development Project. **67405**
- 2403-10 ANNUAL BUDGET PROPOSAL TRANSMITTAL –** Authorization to transmit Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee. **67412**
- 2403-11 PERSONAL INJURY CLAIM OF ZENAIDA LONDONO –** Authorization to settle the claim of Zenaida Londono through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **67486**
- 2403-12 PERSONAL INJURY CLAIM OF SANDRA HOLMES –** Authorization to settle the claim of Sandra Holmes through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **67487**
- 2403-13 REGULATIONS: ADOPTION OF N.J.A.C. 16:86 ADVERTISING STANDARDS –** Authorization to take all actions necessary to adopt N.J.A.C. 16:86 Advertising Standards, consistent with this Board item and corresponding Exhibits. **67488**
- 2403-14 MASON SUBSTATION TOTAL AUTHORIZATION INCREASE #2 REQUEST – PAYMENTS FOR PSE&G SERVICES AND CONSTRUCTION –** Authorization to increase the funding required to complete the Mason Substation as discussed in Executive Session at the February 2024 Board meeting. Additionally, staff is directed to take all actions necessary to comply with the Agreement for completion of the Mason Substation. **67492**

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
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NJ TRANSIT MORRIS, INC.  
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- 2403-15 RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT WITH THE GATEWAY DEVELOPMENT COMMISSION IN SUPPORT OF THE CONSTRUCTION OF THE HUDSON TUNNEL PROJECT** – Authorization to enter into a funding agreement and any amendments thereto with the Gateway Development Commission whereby NJ TRANSIT, subject to annual appropriations and the availability of funds, would convey the amount received from the New Jersey Department of the Treasury for the payment of the State of New Jersey’s obligations for payments made to satisfy Railroad Rehabilitation and Improvement Financing loans as part of the State of New Jersey’s obligation to support the Hudson Tunnel Project. **67493**
- **EXECUTIVE SESSION AUTHORIZATION** **67495**
- **ADJOURNMENT**

### **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 February 13, 2024 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 February 22, 2024 and;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the February 13, 2024 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  
Tahesha L. Way, Lieutenant Governor  
Francis K. O'Connor, Acting Commissioner  
Kevin S. Corbett, President & CEO

ONE PENN PLAZA EAST  
NEWARK, NJ 07105-2246  
973-491-7000



TO: BOARD OF DIRECTORS  
FROM: KEVIN S. CORBETT  
DATE: MARCH 12, 2024  
SUBJECT: PRESIDENT & CEO'S REPORT – MARCH 2024

A handwritten signature in black ink, appearing to read 'K. S. Corbett', written over the 'FROM' line of the memo.

I am pleased to begin my report with one of the most significant State funding proposals in NJ TRANSIT's history. At his February 27<sup>th</sup> Budget Address, we are grateful that Governor Murphy prioritized creating a consistent, additional dedicated funding source for NJ TRANSIT. Sufficient, reliable, and predictable funding is absolutely essential to ensure the vitality of our transportation system, and to build on the progress we have made to improve reliability and safety, while improving accessibility, and fostering growth in communities across the state.

While the Governor's proposal will support our long-term fiscal health, NJ TRANSIT's fare adjustment proposal remains under consideration, as it is necessary to bridge a short-term operating budget gap of \$106.6 million in FY 2025. Toward that end, last week NJ TRANSIT held a series of ten public hearings across the state, where customers shared their feedback on the proposal. In order to maximize public participation and feedback, from January 24<sup>th</sup> through March 8<sup>th</sup>, we offered customers multiple additional channels to submit their feedback for the record, including in-person, web, email, and postal mail. We received a total of 1,197 public comments across all feedback channels, almost doubling the 672 comments received in 2015.

If ever there were an opportune moment to ensure that NJ TRANSIT continues to improve its services and operations, it is now, as we focus on an upcoming global event that positions New Jersey on the world's stage: the 2026 FIFA World Cup. We are currently ramping up collaboration with the FIFA 2026 World Cup Host Committee, UITP, Rutgers CAIT, the RPA, and other stakeholders to evaluate best practices, both nationally and internationally, to ensure that the transportation component of the games sets a new standard of excellence for a global event like the World Cup. We are also committed to ensuring this incredible opportunity brings sustained social, economic, cultural, and public transportation benefits to New Jersey, long after the World Cup's final whistle has sounded.

On our agenda this morning, we have four items up for Board consideration that I would like to highlight. First, we will seek Board approval to transmit our final proposed FY 2025 Operating Budget to the State Legislature. We will also introduce an update to our FY 2021–2025 Capital Plan, and submit for Board approval a contract to begin construction on the second phase of our Long Slip project in Hoboken. In conjunction with the many improvements we have underway at our Hoboken Terminal, the Board will also vote to execute a Ground Lease Agreement for the transformational, Transit-Oriented Development (TOD) "Hoboken Connect" project, setting the stage for its official groundbreaking in the coming months.

While on the subject of significant TOD projects, this past Friday I was pleased to join Governor Murphy at our Metropark Station to celebrate the beginning of construction for what will soon be Hackensack Meridian Health's newest Health and Wellness Center. In addition to providing unparalleled access to a wide spectrum of health services, this \$200 million project is a perfect example of our broader TOD strategy to both generate additional non-farebox revenues as well as drive sustainable growth through enhanced public transportation access throughout New Jersey.

Beyond our strategic development projects, our dedication to enriching New Jersey communities extends to initiatives that reflect the extraordinary lengths our team goes to make a difference. On February 23<sup>rd</sup>, I had the pleasure of presenting a \$10,000 check to Skylands Animal Sanctuary & Rescue, made possible through the sales of a stuffed animal we created in the likeness of Ricardo, a Texas longhorn steer, whose unexpected journey began with a visit to the train tracks at Newark Penn Station back in December, garnering worldwide attention. Thanks to the prompt efforts of our NJTPD, in collaboration with other law enforcement and animal rescue teams, Ricardo was safely rescued and relocated to the sanctuary, where our donation will go toward supporting Ricardo's care.

As we extend our recognition and support to community organizations like Skylands Animal Sanctuary, NJ TRANSIT itself continues to be recognized by distinguished external entities like APTA, *Forbes*, and most recently, the American Council of Engineering Companies of New Jersey, or ACEC/NJ. I am pleased to share that NJ TRANSIT's infrastructure upgrades at our Newton Avenue bus garage in Camden have been recognized with a 2024 Engineering Excellence Award from ACEC/NJ.

Finally, I want to make sure everyone knows that our Fiscal Year 2023 Annual Report is now available on our website at [njtransit.com/report](https://njtransit.com/report). The report offers a substantive summary of the year's progress, accomplishments, and customer experience improvements, as well as on-time performance statistics and a comprehensive financial summary. I hope when you get a chance to review it, you're as proud of the work we've done as an agency during the last fiscal year as I am.



**PRESIDENT & CEO'S MONTHLY REPORT**

**March 12, 2024**

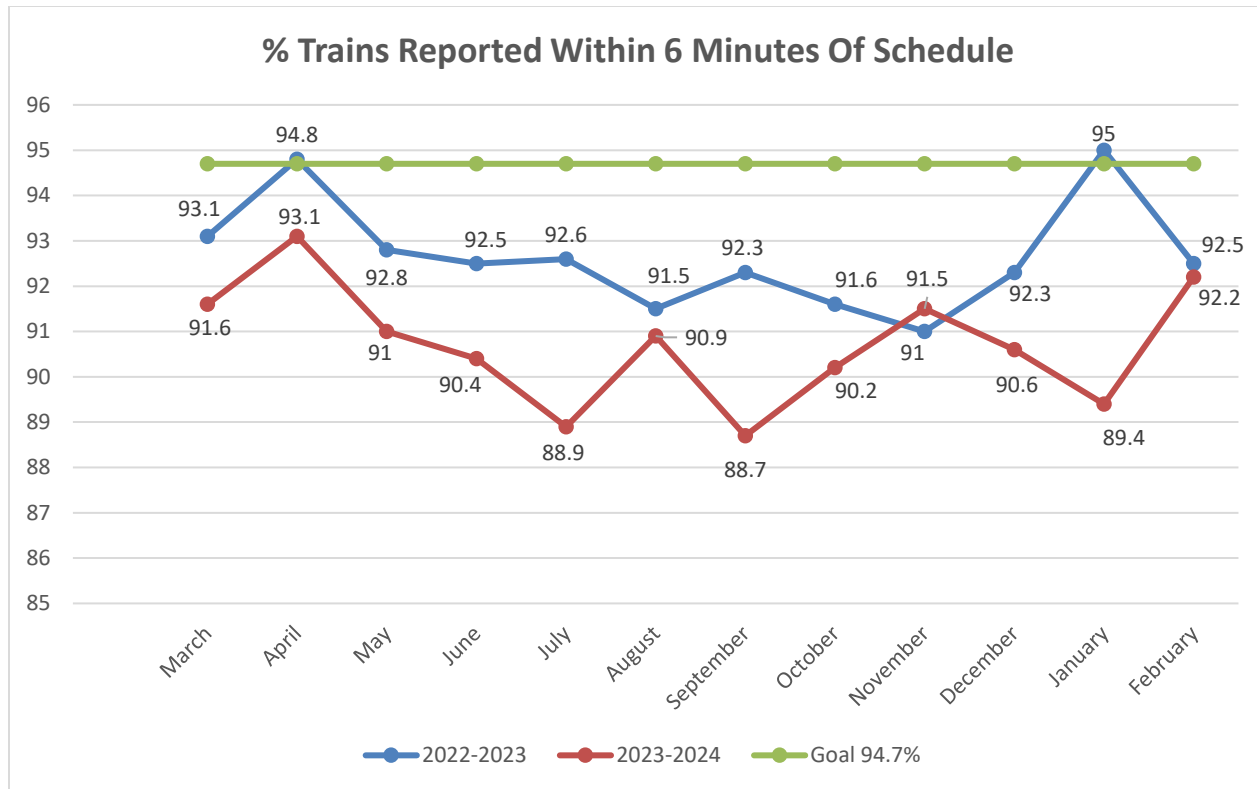
# **TABLE OF CONTENTS**

## **March 12, 2024**

- 1. PERFORMANCE MEASURES**
- 2. MEAN DISTANCE BETWEEN FAILURES**
- 3. DBE/SBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2022 – FEBRUARY 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>Feb. Comparison</b>	92.5%	92.2%	-0.3%
<b>12-Month Average Mar. 2022 – Feb. 2024</b>	92.7%	90.7%	-2.0%

**Analysis:**

Rail On-time Performance was 92.2% for the month of February 2024. Of the 17,313 trains scheduled to operate, 15,971 were on time, while 1,342 trains (or 7.8% were delayed).

**Key Causes included:**

- Amtrak trackside interference-weather, NJT weather related, diesel issue, PTC mechanical and dual mode engine issue contributed 119 delays on February 13.
- Amtrak signal issue and NJT electric locomotive contributed 74 delays on February 16.
- Amtrak signal issue, programmed maintenance, NJT PTC mechanical, cab car issue and bridge strike contributed 122 delays on February 23.

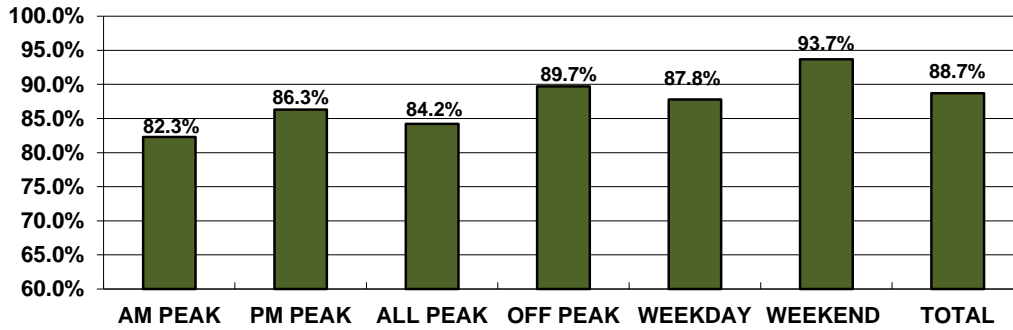
The 12-month Average for Rail On-Time Performance was 90.7%.

# ON-TIME PERFORMANCE RAIL

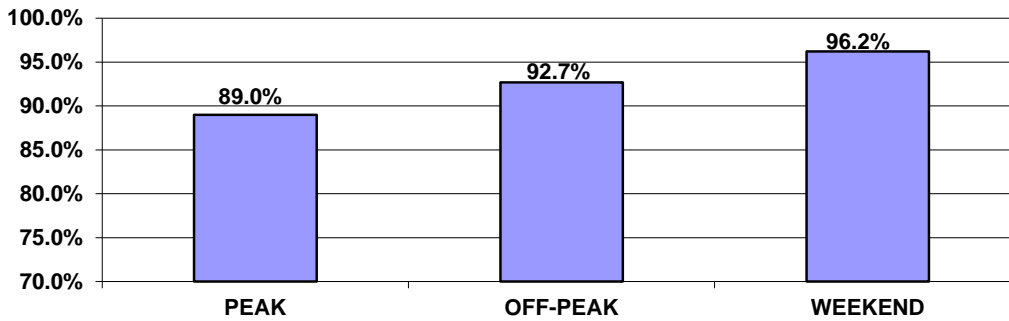
## SUMMARY BY TIME PERIOD FEBRUARY 2024

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

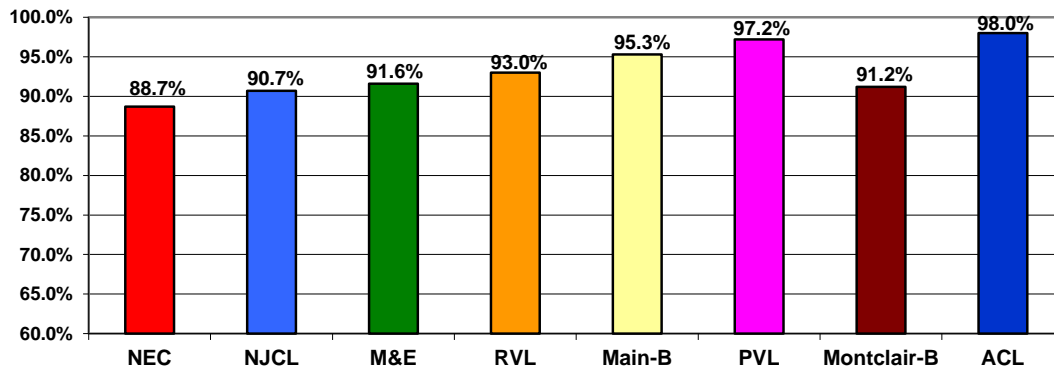
### % NEW YORK PENN STATION Trains Reported On Time \*



### % SYSTEMWIDE Trains Reported On Time

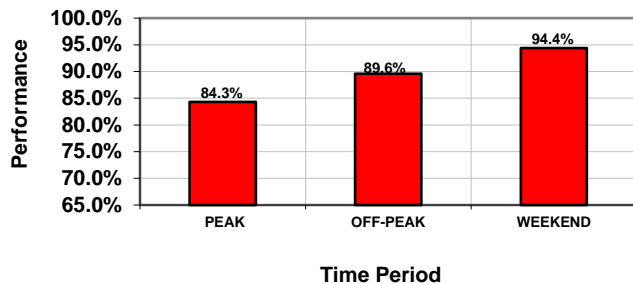


### % BY LINE Trains Reported On Time

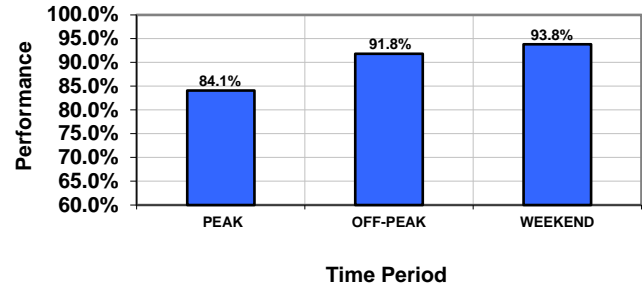


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD February 2024

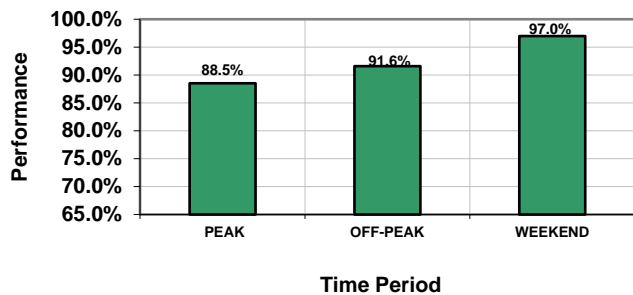
**NORTHEAST CORRIDOR**



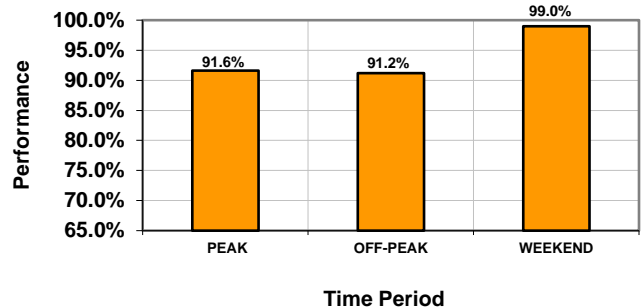
**NORTH JERSEY COAST LINE**



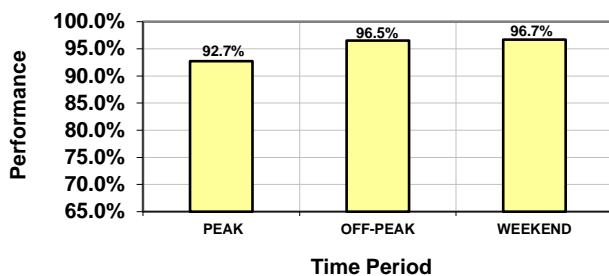
**MORRIS & ESSEX**



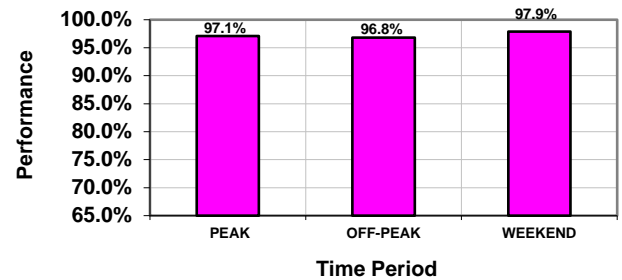
**RARITAN VALLEY LINE**



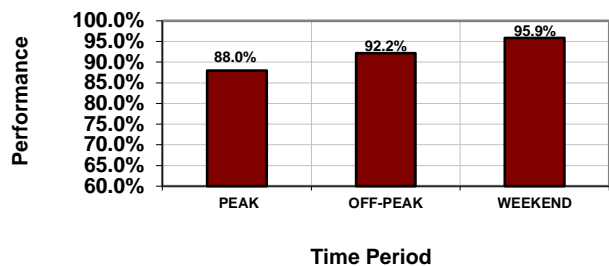
**MAIN-BERGEN**



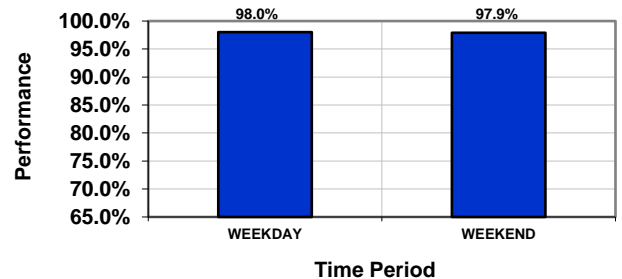
**PASCACK VALLEY**



**MONTCLAIR-BOONTON**

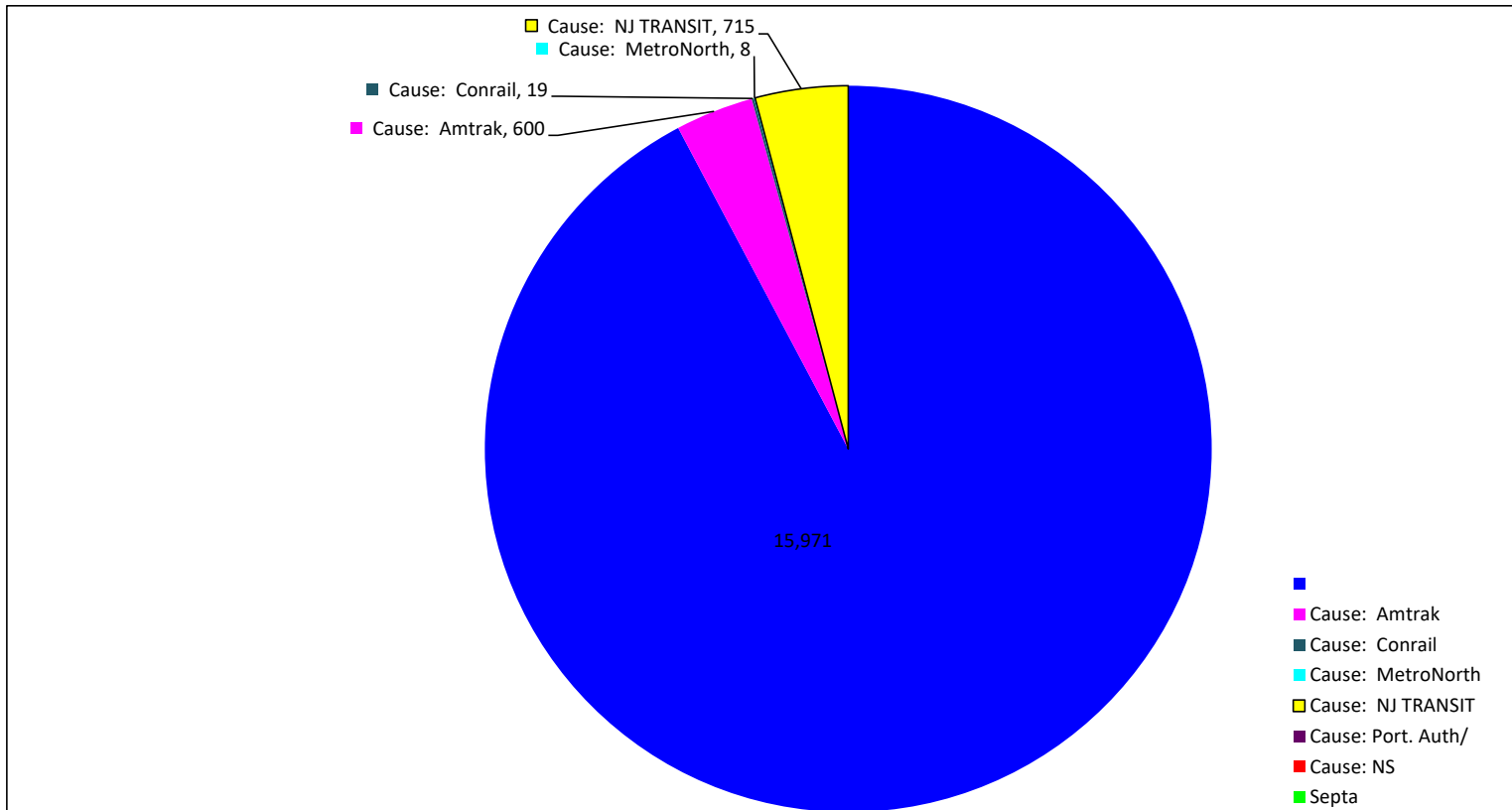


**ATLANTIC CITY**

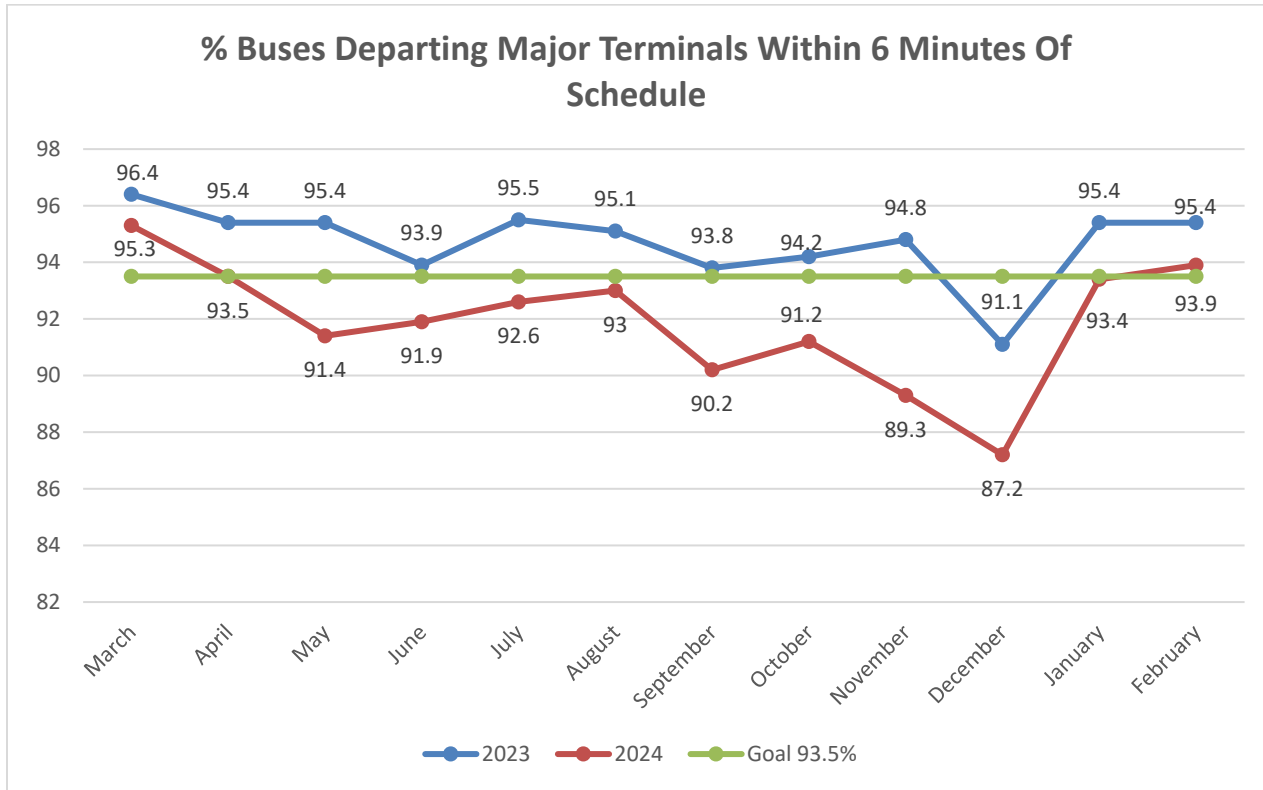


### NJ TRANSIT Performance - February 2024 Late NJ TRANSIT Trains

# of Trains On Time	15,971	Cause: Amtrak 600 3.47%	Cause: Conrail 19 0.11%	Cause: MetroNorth 8 0.05%	Cause: NJ TRANSIT 715 4.13%	Cause: Port. Auth/	Cause: NS 0.00%	Septa 0.00%
# of Late Trains	1,342							
Total # of Trains	17,313							
Percentage On Time	92.2%							



# NJ TRANSIT ON-TIME PERFORMANCE BUS Mar 2023 – Feb 2024



	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>%Change</u></b>
<b>Feb Comparison</b>	95.4%	93.9%	-1.5%
<b>12-Month Average Mar 2023 – Feb 2024</b>	94.7%	91.9%	-2.8%

**Analysis\*:**

Bus On-Time Performance systemwide was 93.9% for the month of February 2024. Of the 45,380 monitored departures, 2,763 experienced delays.

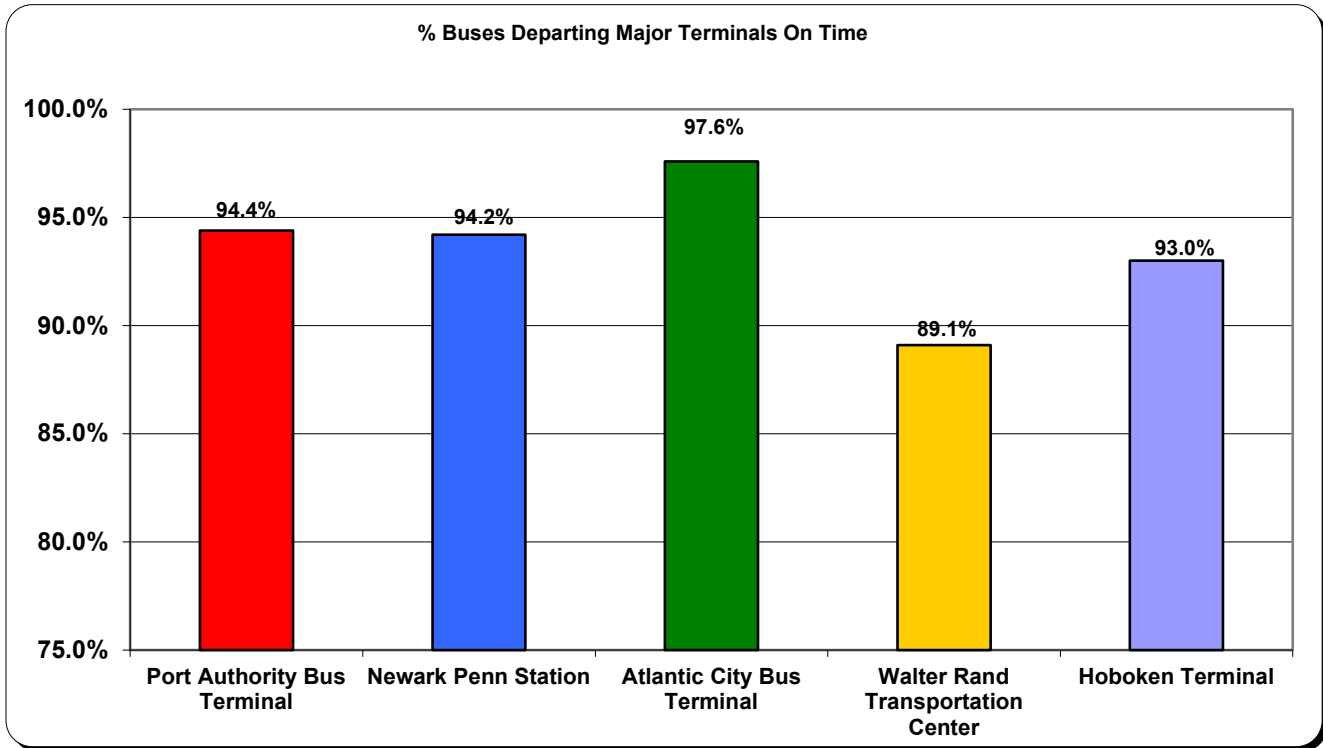
**Key Causes included:**

- At PABT, on the 13<sup>th</sup>, a snowstorm caused significant delays. On the 16<sup>th</sup>, heavier than usual traffic delays. On the 22<sup>nd</sup>, heavy outbound traffic caused delays.
- At Newark Penn, on the 6<sup>th</sup>, two accidents, road closures due to PSEG work in Newark caused significant traffic along detour routes resulting in delays. On the 16<sup>th</sup>, mechanical issues, road closures due to construction and utility work caused delays. On the 28<sup>th</sup>, customer in need of medical assistance, delays due to road closures due to construction, contributed to delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

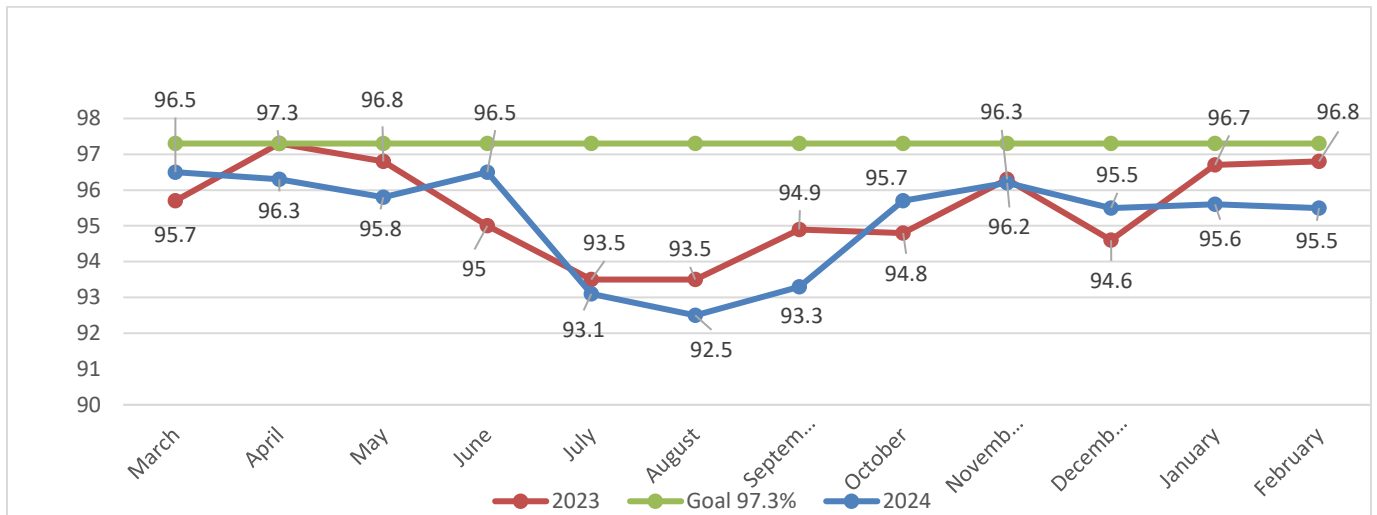
The 12-month average for Bus On-Time Performance was 91.9%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



### NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL March 2022 – February 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>February Comparison</b>	96.8%	95.5%	-1.3%
<b>12-Month Average March 2023 – February 2024</b>	95.4%	95.2%	-0.2%

**Analysis:** Light Rail On-Time Performance system wide was 95.5% for the month of February. Of the 25,519 scheduled departures, 856 experienced delays.

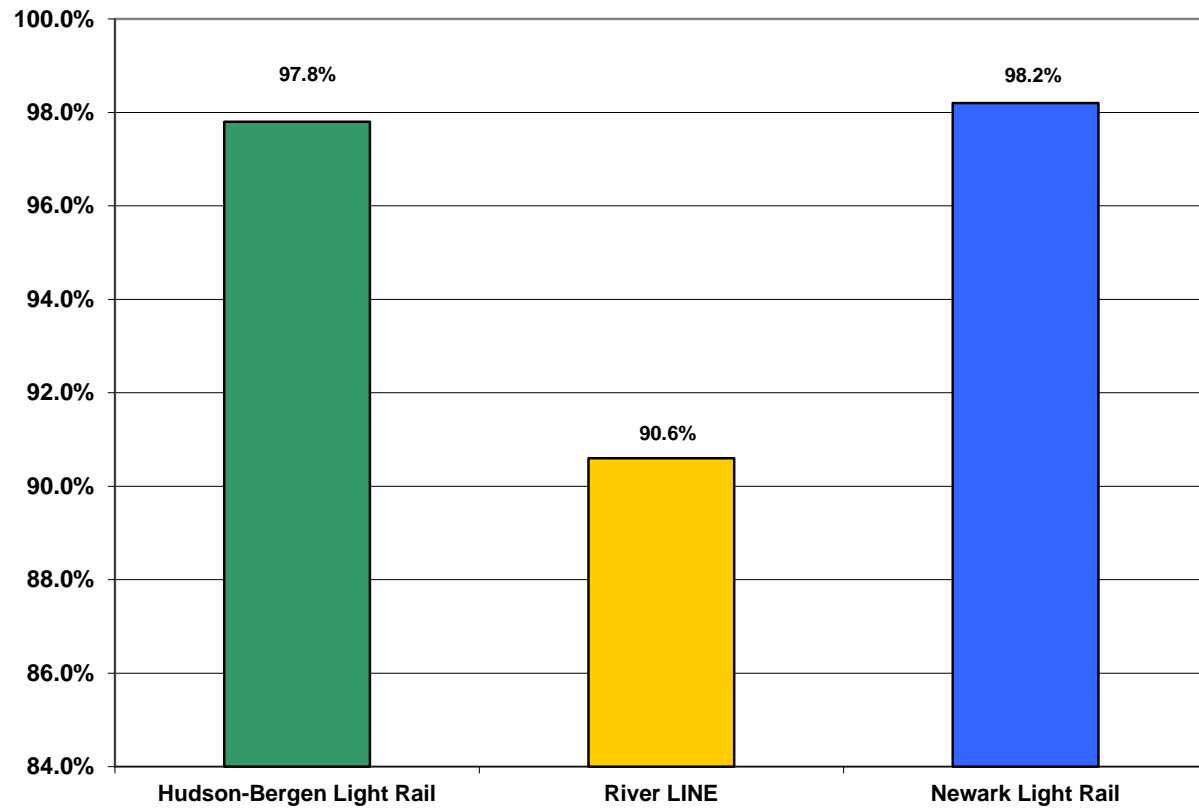
**Key Causes included:**

- **Newark Light Rail** – General maintenance such as door, power, brake, and propulsion issues affecting service taking place throughout the month. External/passenger incidents throughout the month resulted in 9 canceled trains and 23 delays.
- **River LINE** – Incidents affecting OTP involving general maintenance of LRV/equipment issues taking place across multiple dates, including engine, door, signal, and brake issues. Police activity on 2/9, 2/13, 2/21, and 2/23 resulted in 8 delays and 1 canceled train. External passenger incidents throughout the month resulted in 9 delays and 10 canceled trains. Motor vehicles fouling tracks on 2/3, 2/18, 2/23, and 2/26 resulted in 19 delays and 7 canceled trains.
- **HBLR** – Incidents affecting OTP involving general maintenance of LRV taking place across multiple dates, including door, power/propulsion issues, brakes, and other issues. General police activity throughout the month resulted in 102 affected trains. Motor vehicles fouling tracks on 2/12, 2/21, 2/27, and 2/29 impacted 13 trains. External passenger incidents throughout the month affected 47 trains.
- The 12-month Average for Light Rail On-Time Performance is 95.2%

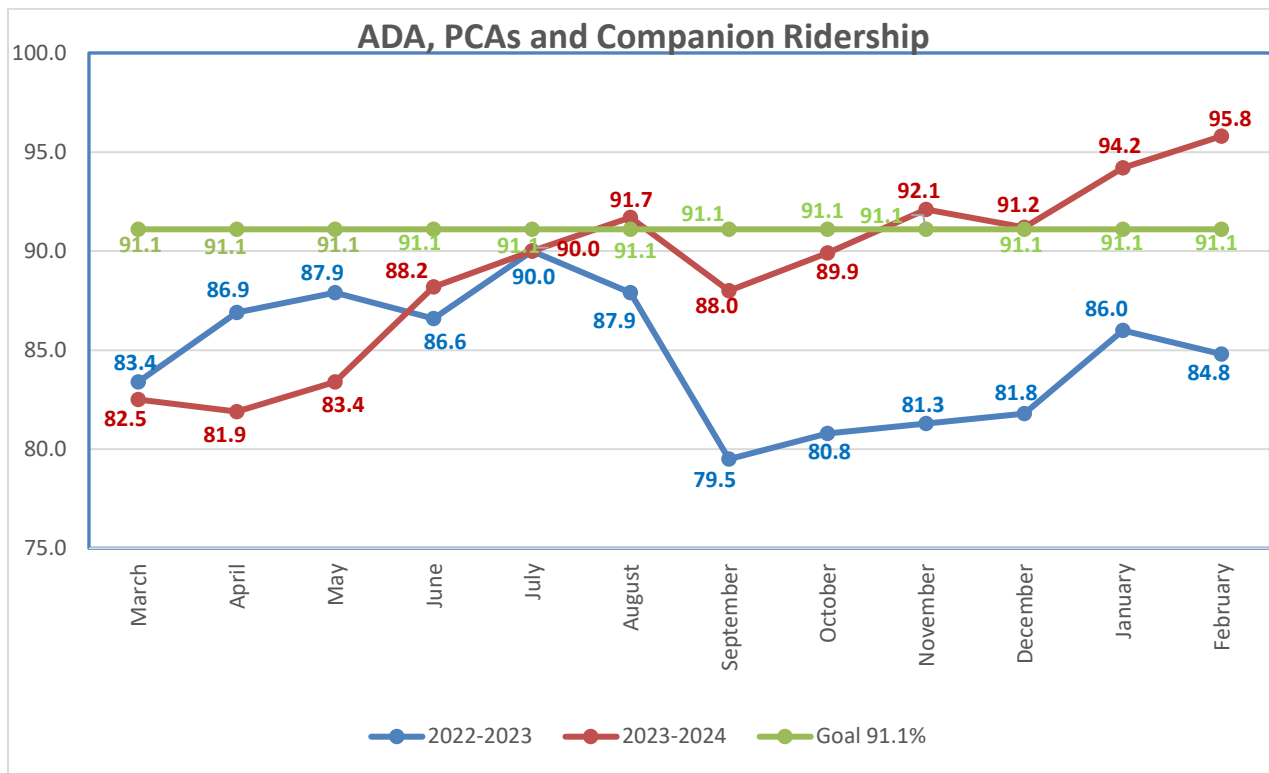
# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE February 2024

% Light Rail Trains Reported On Time



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2022–FEBRUARY 2024



	<u>2023</u>	<u>2024</u>	<u>% Change</u>
<b>February Comparison</b>	84.8%	95.8%	11.0%
<b>February Ridership</b>	107,855	125,718	17,863
<b>12-Month Average March 2023–February 2024</b>	84.7%	89.1%	4.4%

**Analysis:**

Access Link On-Time Performance was 95.8% for February 2024. In serving 137,751 total customers, for 125,718 ADA customers trips, 5,272 or (4.2%) experienced delays.

Key Causes included:

- Delays due to inclement weather on 2/13/24 and 2/17/24 (snow)
- Delays due to operator availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 89.1%.

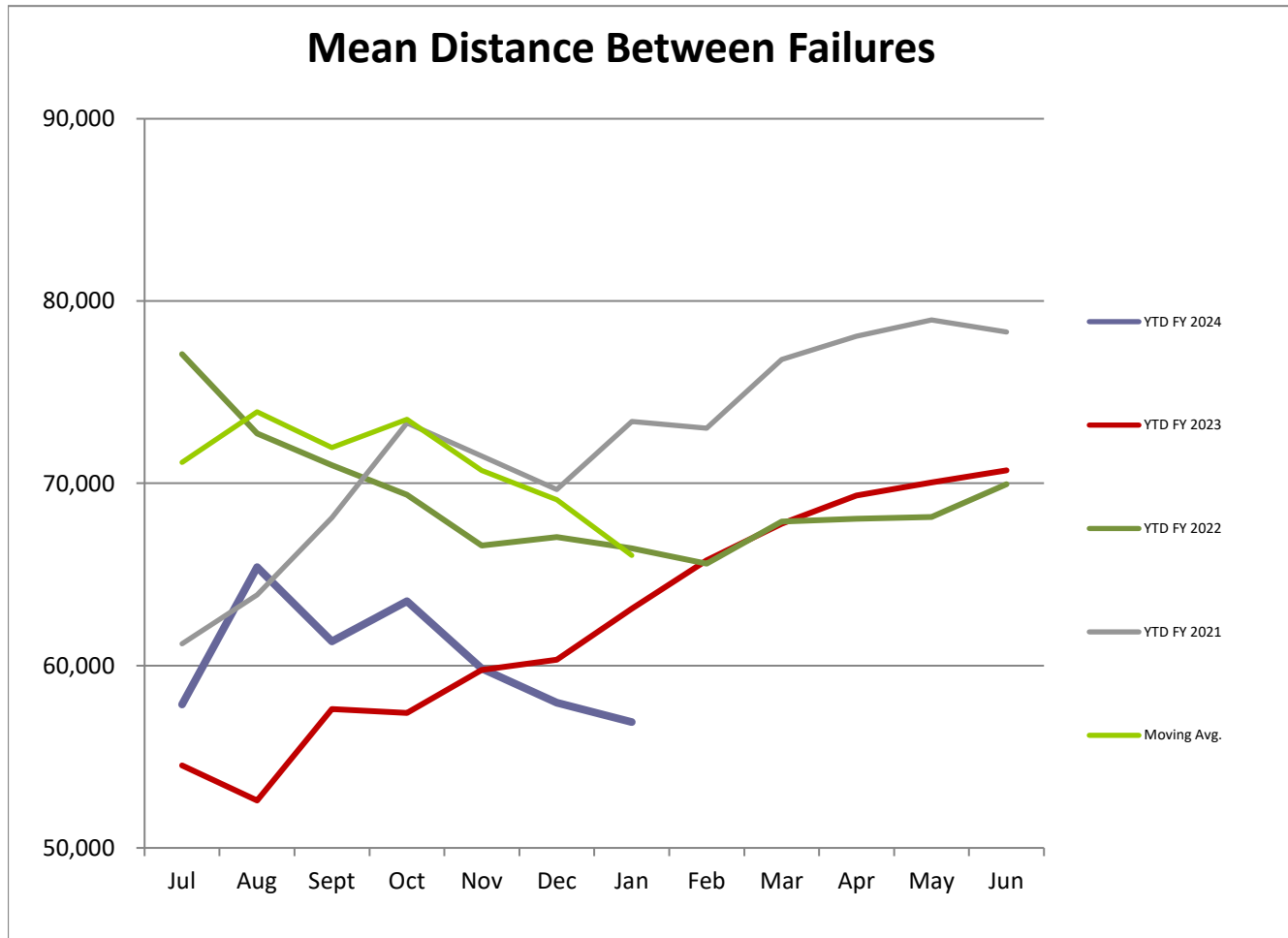
\* Statistics comprise both dedicated and non-dedicated service.

# **MEAN DISTANCE BETWEEN FAILURES**

January 2024

**NJ TRANSIT Rail Operations**  
**Mean Distance Between Failures**

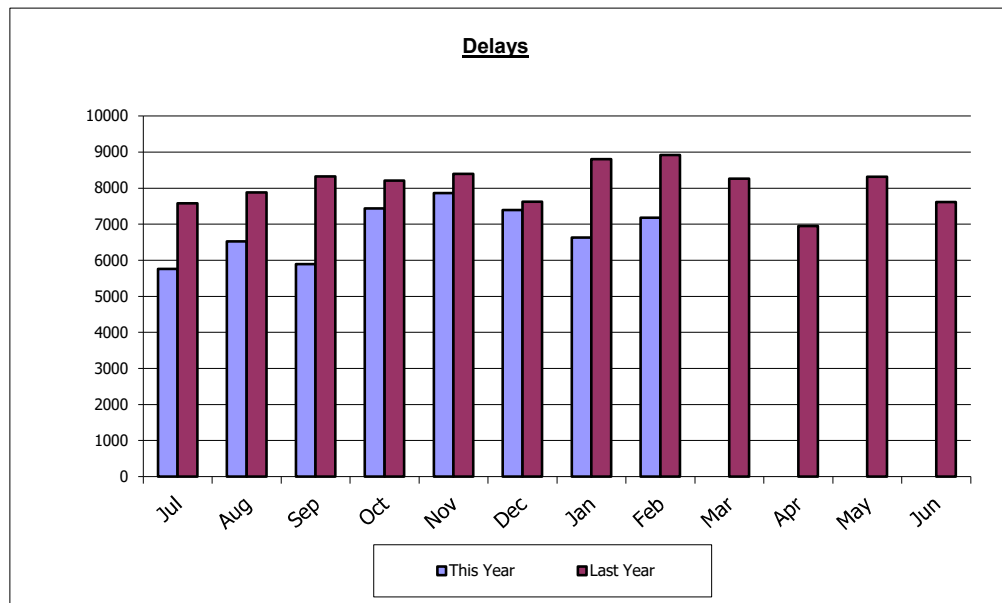
Month	YTD FY 2024	YTD FY 2023	YTD FY 2022	YTD FY 2021	12 Month Moving Avg.
Jul	57,875	54,531	77,087	61,198	71,148
Aug	65,403	52,602	72,743	63,891	73,920
Sept	61,324	57,623	71,005	68,109	71,966
Oct	63,539	57,410	69,368	73,320	73,504
Nov	59,844	59,761	66,597	71,498	70,708
Dec	57,968	60,315	67,060	69,664	69,102
Jan	56,904	63,121	66,433	73,392	66,050
Feb	-	65,780	65,594	73,030	-
Mar	-	67,778	67,894	76,790	-
Apr	-	69,327	68,050	78,072	-
May	-	70,045	68,153	78,962	-
Jun	-	70,712	69,949	78,300	-



### Garage Performance Parameters

#### February 2024

Location	Miles Between In-Service Delays			
	FY2024 Goal	This Month	FY2024 YTD	FY2023 YTD
Fairview	6,500	8,257	6,546	7,992
Market Street	6,500	4,465	4,128	3,905
Meadowlands	8,500	3,607	3,670	5,401
Oradell	16,000	21,418	14,497	13,054
Wayne	12,000	12,018	8,598	10,554
WestWood	20,000	31,123	23,664	18,350
<b>Northern Division</b>	<b>-</b>	<b>7,131</b>	<b>6,202</b>	<b>7,248</b>
Big Tree	7,500	3,932	4,335	5,013
Greenville	6,000	4,687	4,845	6,221
Hilton	8,500	4,002	4,845	6,526
Howell	17,500	21,487	21,098	25,790
Ironbound	8,000	5,528	5,446	6,998
Orange	7,800	3,061	2,739	3,397
Morris	10,500	49,002	19,959	20,923
<b>Central Division</b>	<b>-</b>	<b>5,584</b>	<b>5,621</b>	<b>7,181</b>
Egg Harbor	12,000	15,506	12,015	11,787
Hamilton	9,000	7,433	8,299	8,692
Newton Avenue	11,000	10,419	9,086	12,064
Washington Twp.	16,000	13,723	13,882	16,458
<b>Southern Division</b>	<b>-</b>	<b>12,213</b>	<b>11,231</b>	<b>12,463</b>
<b>Bus Operations</b>	<b>-</b>	<b>7,183</b>	<b>6,761</b>	<b>8,181</b>

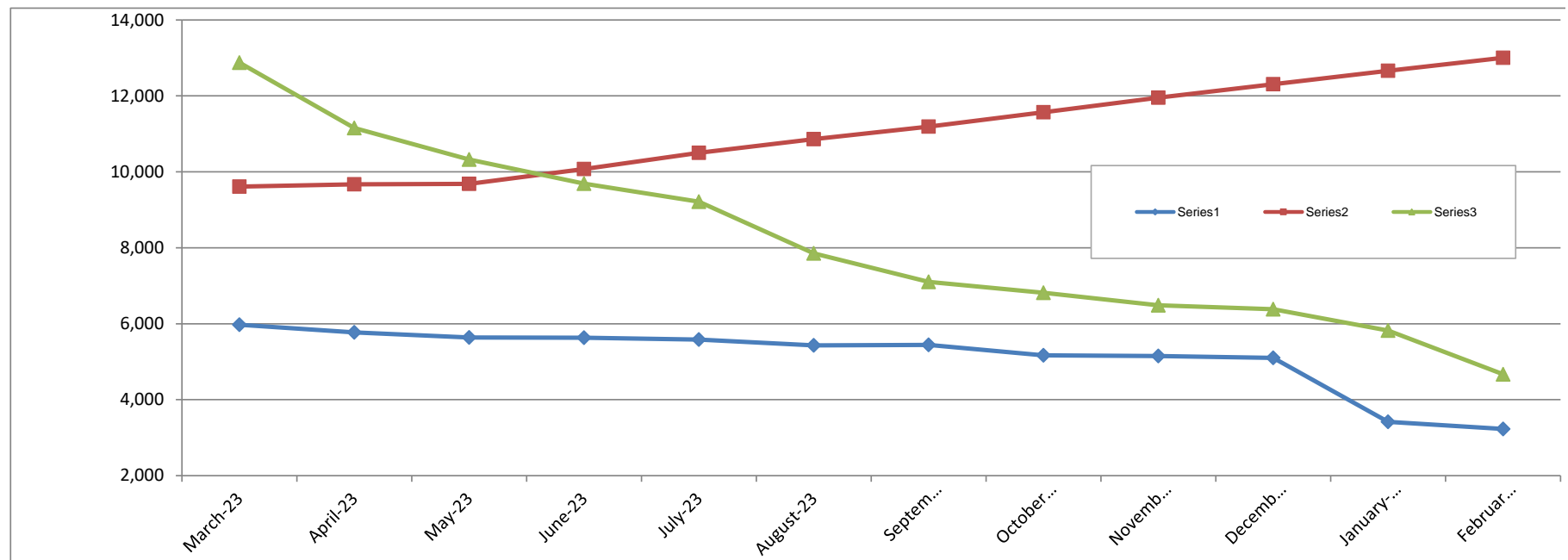


### NJ TRANSIT - LIGHT RAIL, February 2024

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	February 2024	January 2024
Newark Light Rail	3,230	3,417
Hudson Bergen	13,004	12,661
River LINE	4,670	5,822

#### AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



# **DBE/SBE PROGRAM**

NJ TRANSIT - DBE/SBE/DVOB Participation for February 2024

State Funded Contracts

State Fiscal Year 2024 - July 1, 2023, through June 30, 2024

During the month of **February 2024**, NJ TRANSIT awarded **\$959,669,048.05** in state-funded contracts; of that total, Small Business Enterprises (SBEs) received **\$12,164,626.00** or **1.27%**.

**State Fiscal Year 2024 YTD** (July 1, 2023, through June 30, 2024) NJ TRANSIT awarded **\$1,011,235,587.56** in state-funded contracts. Of that total, SBEs received **\$16,590,502.50**, or **1.64%**.

*Note: The above reflects the Procurement Report of Awards received on March 5, 2024.*

SBE Goal Attainment from July 1, 2023, through June 30, 2024 (SFY 2024)

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$12,696,859.38	1.26%
Category 3 SBEs	\$23,790.00	0.00%
Category 4 SBEs	\$299,081.19	0.03%
Category 5 SBEs	\$1,229,529.00	0.12%
Category 6 SBEs	\$2,341,242.93	0.23%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur April 2024)

Federal Fiscal Year (FFY) 2024 - October 1, 2023, through September 30, 2024

During the 1st Quarter (October 1, 2023 – December 31, 2023), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was **\$981,360.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$323,385.00** or **32.95%**.

**FFY 2023 through FFY 2025 Q1** (October 1, 2023 – September 30, 2025) NJ TRANSIT awarded **\$30,405,133.43\*\*** in federally funded contracts. Of that total, DBEs received **\$9,624,248.06** or **31.65%**.

*\*Numbers reflect federal share*

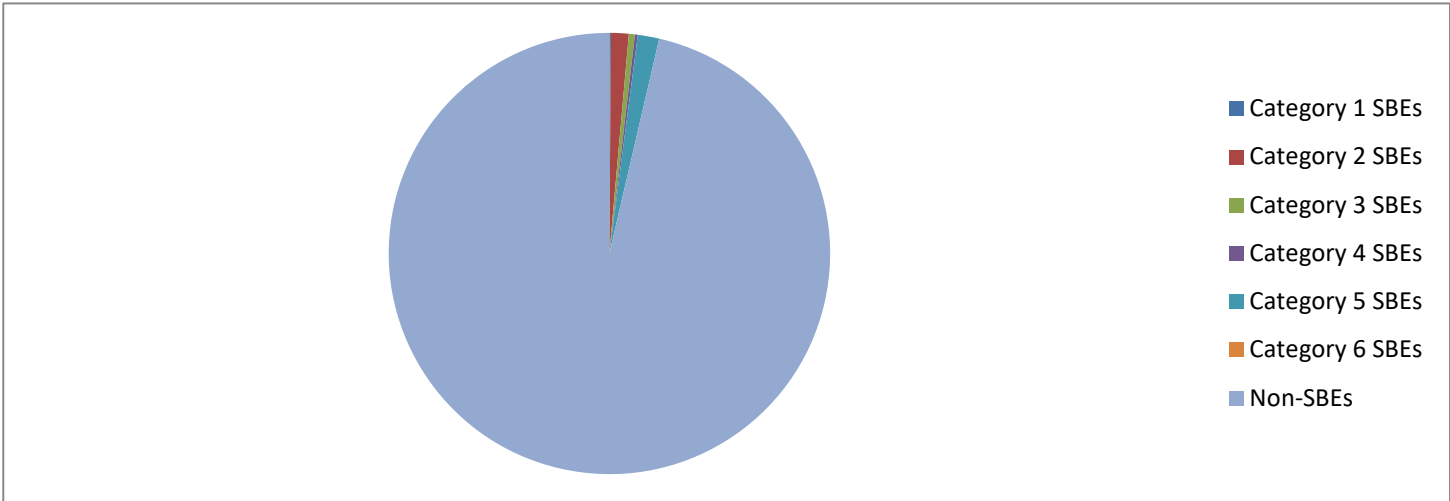
*\*\* Number includes subrecipient awards*

Transit Vehicle Manufacturer (TVM)<sup>1</sup> Awards

<sup>1</sup> 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.

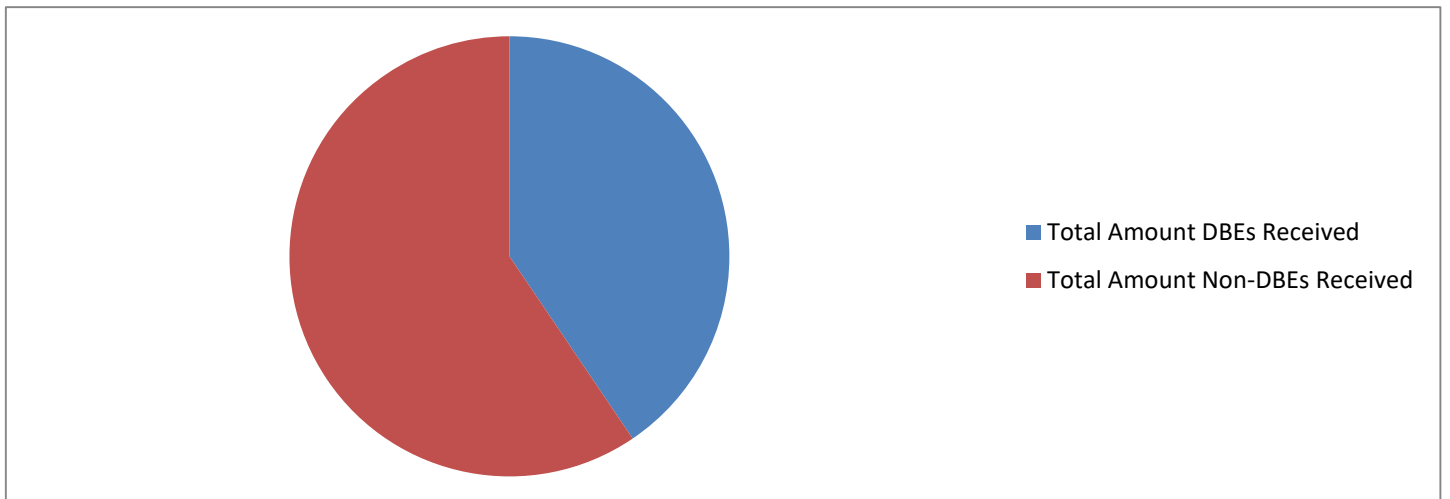
STATE CONTRACTS  
STATE FYTD 2024

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$12,696,859.38	1.26%
<i>Category 3 SBEs</i>	\$23,790.00	0.00%
<i>Category 4 SBEs</i>	\$299,081.19	0.03%
<i>Category 5 SBEs</i>	\$1,229,529.00	0.12%
<i>Category 6 SBEs</i>	\$2,341,242.93	0.23%
<i>Non-SBEs</i>	\$994,645,085.06	98.36%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
CUMULATIVE FEDERAL FY 2023-2025

<b>Total Amount DBEs Received</b>	<b>\$9,624,248.06</b>	<b>31.65%</b>
Total Amount Non-DBEs Received	\$20,780,885.37	68.35%



# **EMPLOYEE RECOGNITION**

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

42 NJ TRANSIT employees retired recently:

1. Brian Franey, Machinist -- MMC -- 5 years
2. Robin Good, Car Appearance Maintainer -- PSNY -- 30 years
3. Eugene Hohenstein, Block Operator -- Morgan Draw -- 23 years
4. Cynthia Huggins, Sr. Contract Specialist -- HQ -- 11 years
5. Peter McKnight Jr., Assistant Director Rail Claims -- HQ -- 22 years
6. Scott Mitchell, Locomotive Engineer -- Various -- 27 years
7. Richard Robertson, Storekeeper Lead -- MMC -- 30 years
8. Lona Travis, Car Appearance Maintainer -- Hoboken -- 19 years
9. Marvin Wheeler, Mechanic A -- Hoboken -- 36 years
10. Chan-Chin Yen, Principal Project Engineer -- HQ -- 32 years
11. Noreen Blackman, Info Clerk -- GOB -- 19 years
12. Nathan Bostic, Repairman A -- Howell -- 10 years
13. James Capers, Operator -- Orange -- 21 years
14. Renard Chin, Operator -- Oradell -- 16 years
15. Larry Cooper, Light Rail Tech -- Bloomfield -- 16 years
16. Kenneth Housward, Operator -- Big Tree -- 17 years
17. Gary King, Spec Mech/Wld -- Newark Bus -- 30 years
18. Issah Lamptey, Repairman A -- Orange -- 23 years
19. Cedric Mullings, Operator -- Oradell -- 23 years
20. Walter Pizarro, Mechanic A -- Newark Bus -- 21 years
21. Sandy Rollack Jr., Operator -- Hilton -- 35 years
22. Eugene Victor, Operator -- Howell -- 21 years
23. Dwight Anderson, Operator -- Oradell -- 27 years
24. Richard Bruno, Mechanic A -- Wayne -- 29 years
25. Elias Casado, Operator -- Market St. -- 23 years
26. Jean Durand, Operator -- Oradell -- 22 years
27. Garry Givens, Repairman A -- Hilton -- 26 years
28. Tyrone High, Operator -- Ironbound -- 21 years
29. Rubin Jones, Info Clerk -- GOB -- 21 years
30. Christopher King, Operator -- Ironbound -- 26 years
31. Samuel Manful, Operator -- Howell -- 20 years
32. Yolanda Privott, Depot Master -- Market St. -- 28 years
33. Raul Rodriguez, Operator -- Howell -- 18 years
34. Luis Romero, Operator -- Oradell -- 23 years
35. David Shaw Jr., Mechanic A -- Hamilton -- 26 years
36. Marian Smolarski, Operator -- Ironbound -- 20 years
37. Tia Townes, Operator -- Hilton -- 27 years
38. Marchelle Tucker, Depot Master -- Oradell -- 26 years
39. Michael Wisdom, Repairman A -- Hilton -- 20 years
40. Jose Fuentes, Foreman -- Fairview -- 37 years
41. Merle Wise, Director Bus Service Planning, HQ -- 21 years
42. Lihurur Yen, Sr. Director Rail Finance -- HQ -- 21 years

# **ACTION ITEMS**

**ITEM 2403-05: NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 – RAIL, TRACK, AND STATION CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR PHASE 2 CONSTRUCTION ASSISTANCE**

**WHEREAS**, NJ TRANSIT's Long Slip Fill and Rail Enhancement Project area is located within the Hoboken Rail Yard along the Hudson River Waterfront along the boundary of southern Hoboken and northeastern Jersey City; and

**WHEREAS**, the Long Slip Canal is a boat slip within Jersey City, which was initially used as a shipping port but has not been active for over four decades; and

**WHEREAS**, the Hoboken Yard and the City of Hoboken suffered significant storm-surge from Superstorm Sandy on October 30, 2012, due in part to the speed with which wind-driven Hudson River water was able to travel up the Long Slip and enter the Yard, leading to more rapid and possibly deeper flooding than would have occurred had Long Slip not existed; and

**WHEREAS**, the Long Slip Fill and Rail Enhancement Project involves the combined sewer overflow extension and the filling of the Long Slip Canal (Phase 1); and the construction of new tracks on the filled area to serve ADA-accessible, high-level boarding platforms, as well as mechanical equipment inspection improvements, track, bridge, mobility and capacity Improvements, and traction power, catenary and control system improvements (Phase 2); and

**WHEREAS**, the Federal Transit Administration selected the Long Slip Canal Fill and Rail Enhancement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

**WHEREAS**, NJ TRANSIT Board took action on April 4, 2017 to approve Board Item 1704-14 to retain AECOM USA, Inc. to undertake preliminary and final design services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement per NJ TRANSIT Contract No. 16-006; and

**WHEREAS**, on October 12, 2023, NJ TRANSIT solicited a proposal from AECOM USA, Inc. for Construction Assistance Services; and

**WHEREAS**, a proposal was received from AECOM USA, Inc. on October 31, 2023; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned a 23 percent Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 16-006, and the NJ TRANSIT Office of Business Development reviewed the proposal and identified 23.1 percent DBE participation; and

**WHEREAS**, NJ TRANSIT issued an Invitation for Bid on November 4, 2022 for Phase 2 for construction services on the new railroad track, bridges and infrastructure, six new station tracks with platforms and office and locker crew quarters for the Mechanical Equipment personnel; and

**WHEREAS**, bids were received electronically from seven responsive firms and opened on November 16, 2023 at NJ TRANSIT Headquarters in Newark; and

**WHEREAS**, Schiavone Construction Co., LLC of Secaucus, New Jersey, was the lowest responsive and responsible bidder; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned an eighteen percent Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 22-048X, and the NJ TRANSIT Office of Business Development reviewed the proposal and identified 18 percent DBE participation; and

**WHEREAS**, the Federal Transit Administration and the Transportation Trust Fund are the anticipated sources of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President and CEO is authorized to amend NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide Construction Assistance Services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$6,000,000.00, plus five percent for contingencies, subject to the availability of funds; and

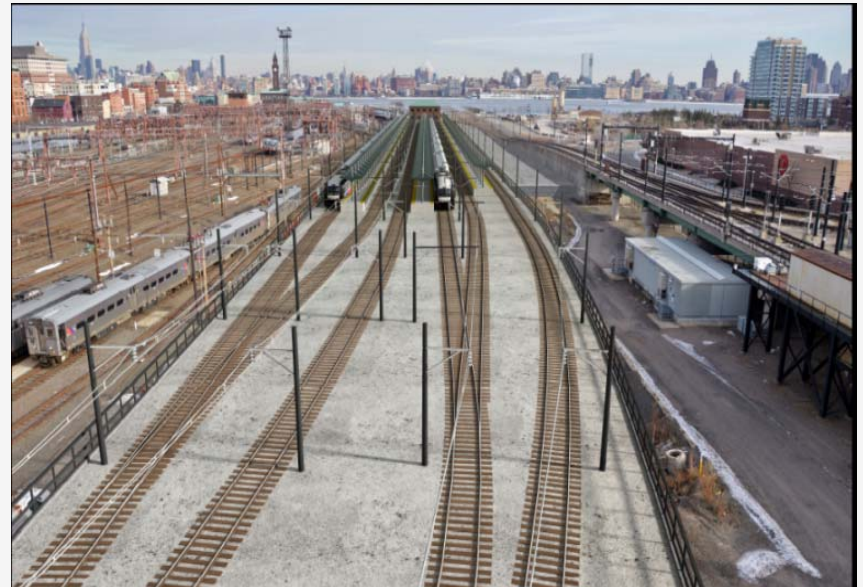
**BE IT FURTHER RESOLVED** that the Chair or President and CEO is authorized to enter into NJ TRANSIT Contract No. 22-048X with Schiavone Construction Co., LLC of Secaucus, New Jersey, to provide construction services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$211,134,822.00, plus 10 percent for contingencies, subject to the availability of funds.

## Special Trackwork for Long Slip Fill and Rail Enhancement Phase 2 Rail, Track, and Station

---

NJ TRANSIT Rail Infrastructure Engineering Track Department is seeking to procure 11 special trackwork packages to be used for Long Slip Fill and Rail Enhancement Phase 2 Rail, Track, and Station

For this project, special trackwork specifically refers to five wood timber turnouts, four concrete crosstie turnouts, one wood timber crossover, and one wood timber double slip switch, totaling 11 individual special trackwork packages.



**ITEM 2403-06: SPECIAL TRACKWORK FOR LONG SLIP FILL AND RAIL ENHANCEMENT PHASE 2 RAIL, TRACK, AND STATION**

**WHEREAS**, NJ TRANSIT uses special trackwork items to support rail operations; and

**WHEREAS**, NJ TRANSIT will use 11 special trackwork packages for federally funded capital rail project “Long Slip Canal Fill and Rail Enhancement Phase 2 Rail, Track, & Station”; and

**WHEREAS**, The NJ TRANSIT Office of Business Development (OBD) has deemed this a Race Neutral project for the Special Trackwork. OBD reviewed and approved the zero percent DBE utilization commitment identified by Voestalpine Railway Systems Nortrak, LLC; and

**WHEREAS**, upon completion of a competitive procurement process, Voestalpine Railway Systems Nortrak, LLC of Birmingham, Alabama, was determined to be the lowest responsive and responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000030 with Voestalpine Railway Systems Nortrak, LLC of Birmingham, Alabama, for Long Slip Special Trackwork in the amount not to exceed \$1,898,198, plus five percent for contingency.

## ITEM 2403-07: PURCHASE OF HARSCO RAIL TX-16 SWITCH AND PRODUCTION TAMPER FOR NJ TRANSIT TRACK DEPARTMENT



Staff is seeking authorization to enter into NJ TRANSIT Contract No. 24-615 with **Harsco Rail of Charlotte, North Carolina**, to purchase one TX-16 Switch and Production Tamper at a negotiated cost not to exceed \$2,301,829.00.

**ITEM 2403-07: PURCHASE OF HARSCO RAIL TX-16 SWITCH AND PRODUCTION TAMPER FOR NJ TRANSIT TRACK DEPARTMENT**

**WHEREAS**, NJ TRANSIT uses tamper equipment items to support rail operations; and

**WHEREAS**, NJ TRANSIT will use state funded capital rail maintenance “Purchase of Harsco Rail TX-16 Switch and Production Tamper”; and

**WHEREAS**, NJ TRANSIT will require a zero percent SBE Category 6 utilization commitment due to Procurement By Exception identified by Harsco; and

**WHEREAS**, upon completion of a competitive procurement process, Harsco Rail of Charlotte, North Carolina, was determined to be the lowest responsive and responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 24-615 with Harsco Rail of Charlotte, North Carolina, for the purchase of TX-16 Switch and Production Tamper in the amount not to exceed \$2,301,829.

## ITEM 2403-08: PURCHASED TRANSPORTATION SERVICES CONTRACT EXTENSION, TWENTY-FIRST CENTURY RAIL CORPORATION, HUDSON-BERGEN LIGHT RAIL

**NJ TRANSIT is in the process of finalizing a solicitation for Proposals for the continued operations and maintenance of the HBLR. The resulting contract award is anticipated in early 2025. A five-month extension to the existing Twenty-First Century Rail Corporation (TFCRC) contract is proposed to provide for a seamless transition from the current contract to the next contract**

- Seeking authorization to amend NJ TRANSIT Contract No. 96CT001 with Twenty-First Century Rail Corporation of Jersey City, New Jersey, to extend the contract end date by five months, from April 15, 2025 to September 14, 2025, for a cost not-to-exceed \$42,821,279, including five percent for contingencies, subject to the availability of funds.



**ITEM 2403-08: PURCHASED TRANSPORTATION SERVICES CONTRACT EXTENSION, TWENTY-FIRST CENTURY RAIL CORPORATION, HUDSON-BERGEN LIGHT RAIL**

**WHEREAS**, Twenty-First Century Rail Corporation is the primary contract operator for the Hudson-Bergen Light Rail and was the original Design-Build-Operate-Maintain contractor per NJ TRANSIT Contract No. 96CT001; and

**WHEREAS**, Twenty-First Century Rail Corporation's most recent contract extension ends on April 14, 2025; and

**WHEREAS**, NJ TRANSIT is in the process of soliciting proposals to competitively procure an operations and maintenance contractor for the Hudson-Bergen Light Rail that provides the best value to NJ TRANSIT; and

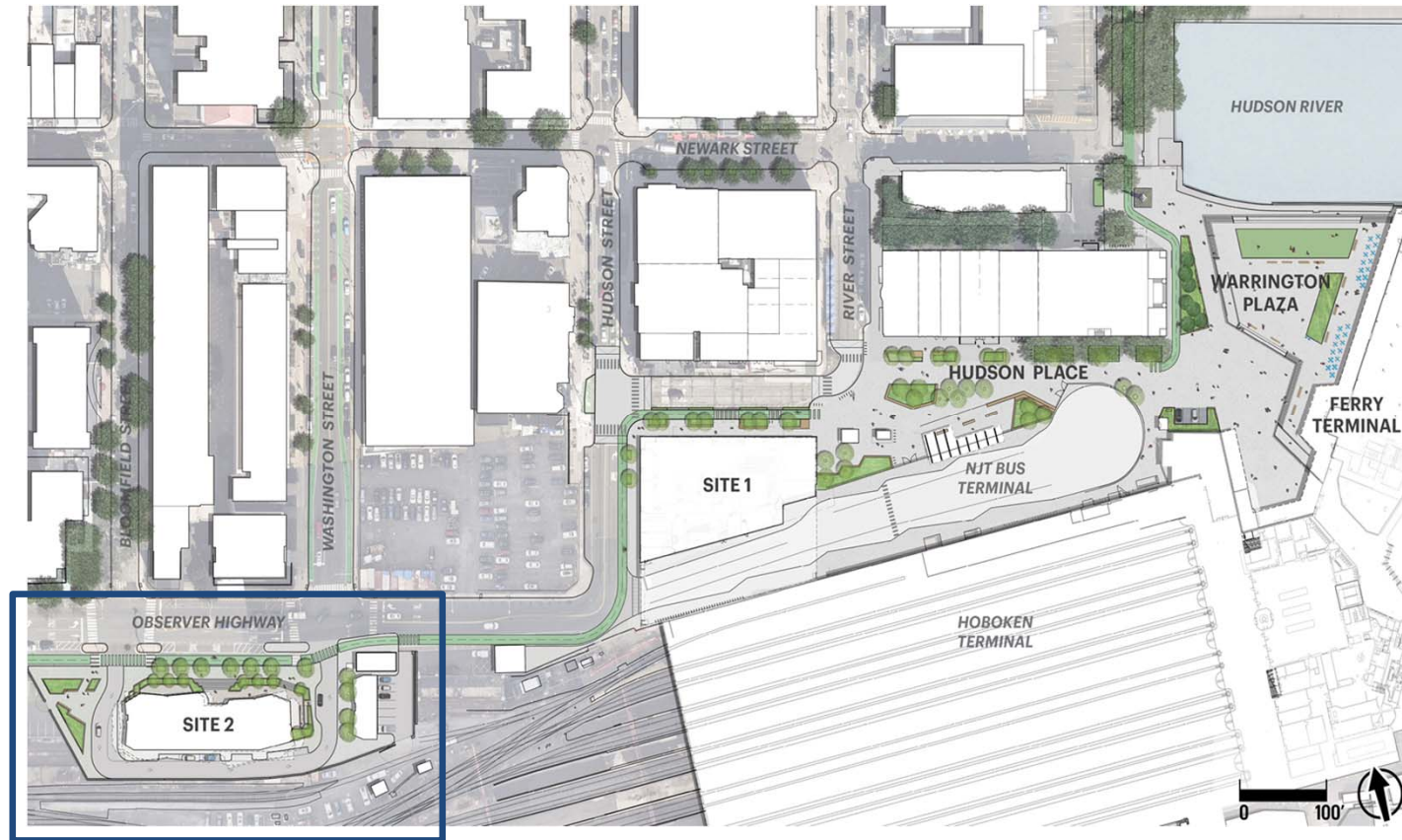
**WHEREAS**, an extension of Twenty-First Century Rail Corporation's contracted services will enable the successful completion of FY 2025 Capital Asset Replacement Projects and provide a comprehensive transition to the prospective operations and maintenance contractor that provides the best value to NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT's Department of Light Rail Operations has determined the terms for which a five-month extension to September 14, 2025 will address the maintenance, operations, and improvements necessary to continue to provide safe and reliable services for NJ TRANSIT's customers; and

**WHEREAS**, The Office of Business Development Goal for this amendment is 15 percent DBE for LRT System Operations, 10 percent DBE for LRT System Maintenance, and 20 percent DBE for Professional Services related to System Operations and Maintenance;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 96CT001 with Twenty-First Century Rail Corporation of Jersey City, New Jersey, to extend the contract end date by five months, from April 15, 2025 to September 14, 2025, for a cost not-to-exceed \$42,821,279.00, including five percent for contingencies, subject to the availability of funds.

# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)



DRAFT

# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)

## STATION ACCESS HIERARCHY



## TOD GOALS

- Increase **RIDERSHIP**.
- Promote development of **COMPLETE COMMUNITIES**.
- Expand **TRANSPORTATION CHOICES**.
- Increase **EQUITY** and **AFFORDABILITY**.
- Promote **ECONOMIC GROWTH**.
- Increase **SUSTAINABILITY**.
- Create and **CAPTURE VALUE**.

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# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)

## PROJECT & SITE 2 OVERVIEW

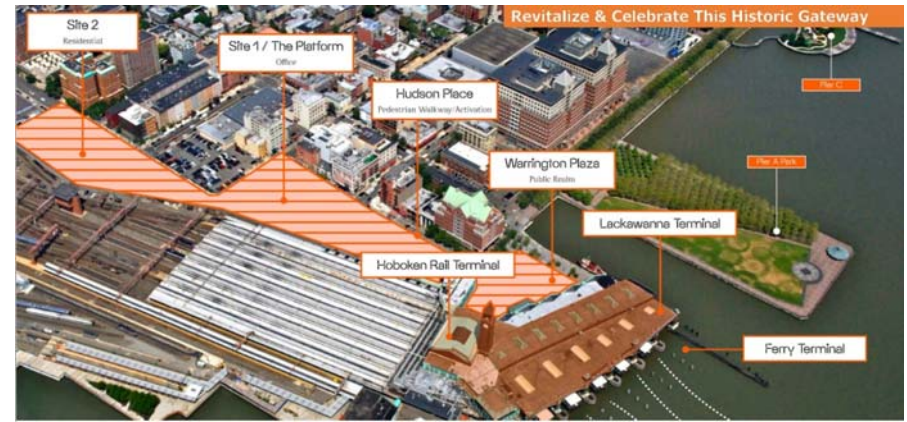
### Developer:

LCOR – LCOR Hoboken Rail Station Redevelopment, LLC

### Project Overview (Initial Private Development Phase):

27-Story Residential Building

- 386 apartment homes (20% affordable)
- Approximately 1,050 SF of ground floor retail
- Surface parking spaces dedicated for NJ TRANSIT's use
- Future private development phase(s) subject to market conditions and stakeholder coordination
- Estimated \$260 million construction costs (Site 2)



DRAFT

# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)

## SCHEDULE

### Recent Board Authorizations & Milestones:

- Q2 2022** NJ Debt Defeasance Act, appropriation of \$176 million
- Q4 2022** LCOR & City of Hoboken execute RDA
- Q1 2023** NJT Board Auth. of MDA 7th Amendment
- Q2 2023** NJT Board Auth. of DMA for Public Improvements
- Q3 2023** NJT Board Auth. of Consultant Services Contract Award for Public Improvements
- Q4 2023** City of Hoboken Planning Board Approval
- Q1 2024** LCOR & NJ EDA finalize \$90 million tax credit award

### Next Steps:

- Q1 2024** NJT & LCOR finalize Parking Mitigation Plan
- Q1 2024** NJT Board Consideration of Ground Lease Agreement
- Q1 2024** City of Hoboken Execution of Financial Agreement (PILOT)

### Construction Schedule:

- Q1 2024** Lift Building Demo (6 months duration)
- Q2 2024** Site 2 Demo, Construction Start (30-42 months duration)



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# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)

## GROUND LEASE AGREEMENT

**Lease Term:** 99 years

**Previous Payments:** \$1.05 million

**Up Front Payment:** \$4 million

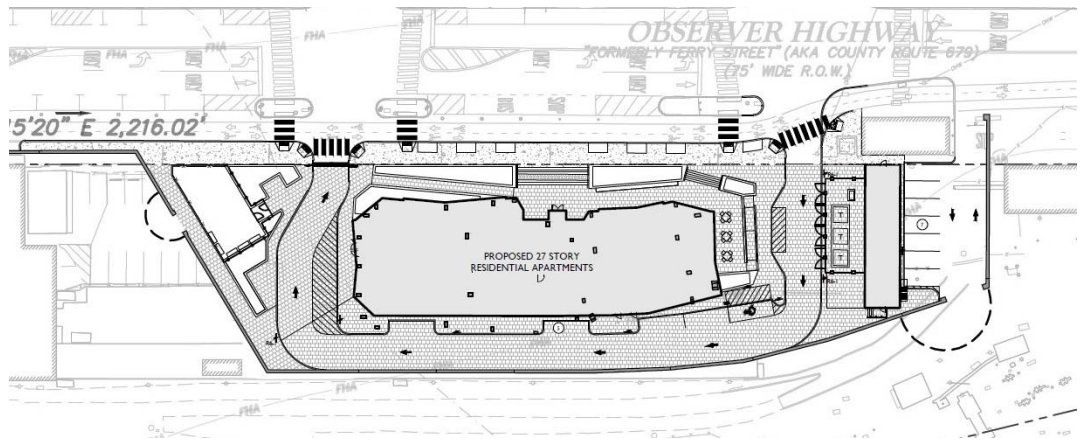
**Starting Annual Base Rent:** \$450,000, 2% increases

**Participation Rent:** 0.25-1% of gross revenue

**Capital Event Participation:** 1% of proceeds

**Construction:** requires NJT approval of Construction, Phasing and Logistics Plans & coordination with RBD Flood Wall project + NJT capital initiatives

**Future Development (Site 1 office building):** Subject to market conditions, stakeholder coordination & Ground Lease Agreement for Board consideration



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# ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)

## KEY NEXT STEPS

- Finalize necessary Development Approvals (e.g., City, PATH, NJDEP, PSE&G, NHSA)
- Coordinate RBD Flood Wall construction with NJDEP
- Financing commitment from LCOR's lender, Tax Credit Agreement for ASPIRE credits awarded by NJEDA, and Financial Agreement between the City and LCOR (i.e., PILOT Agreement)
- Finalize Phasing, Logistics & Construction Plans, including related Communication Plans
- Groundbreaking event anticipated Q2/Q3 2024

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**ITEM 2403-09: GROUND LEASE AGREEMENT FOR HOBOKEN CONNECT TRANSIT-ORIENTED DEVELOPMENT PROJECT (SITE 2)**

**WHEREAS**, consistent with the NJT2030 Strategic Plan and statewide policy objectives, NJ TRANSIT supports Transit-Oriented Development (TOD) land use patterns centered at its facilities to support economic development, housing diversity and affordability; grow transit ridership; enhance multimodal access to the transportation system; contribute to environmental sustainability; and maximize the value of its real estate assets; and

**WHEREAS**, NJ TRANSIT and LCOR Hoboken Rail Station Redevelopment, LLC (LCOR) entered into a certain Master Development Agreement (MDA) dated October 26, 2005, as amended, which sets forth the framework for Hoboken Connect, a mixed-use, multi-phased, TOD project that will consist of private and public components, including new residential and commercial uses, as well as public infrastructure improvements centered at Hoboken Terminal (the Project); and

**WHEREAS**, components of this phase of the Project will consist of a residential building, including approximately 386 rental apartment homes with 20 percent of the apartment homes dedicated as affordable housing; ground floor retail; surface parking spaces dedicated for NJ TRANSIT's use; and related infrastructure and access improvements; and

**WHEREAS**, improvements will be constructed on approximately 0.84 acres of land adjacent to Observer Highway at the Hoboken Terminal and Rail Yard in the City of Hoboken, Hudson County (the Station), located at what is known as Site 2, with supporting improvements performed in the broader Station area; and

**WHEREAS**, execution of the Ground Lease Agreement to convey conditioned development rights will facilitate construction of these initial improvements, and overall implementation of the Project; enhance customer convenience; create meaningful housing opportunities, including affordable housing directly proximate to transportation choices and public amenities; maximize the value of NJ TRANSIT's real estate assets; and produce multiple benefits for NJ TRANSIT's customers and the broader region consistent with the NJT2030 Strategic Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to take all necessary actions to execute the Ground Lease Agreement for Hoboken Connect Site 2 between NJ TRANSIT and LCOR Hoboken Rail Station Redevelopment, LLC, as well as all other necessary agreements to implement the mixed-use, multi-phase Transit-Oriented Development Project.

**ITEM 2403-10: ANNUAL BUDGET PROPOSAL TRANSMITTAL**

**WHEREAS**, Public Law 2018, Chapter 162 requires the NJ TRANSIT Board of Directors to approve transmittal of an “annual proposed budget recommendation” submitted to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee, or their successor committees; and

**WHEREAS**, the Operating Budget component of the transmittal should include actual results for Fiscal Year 2023, current projections for Fiscal Year 2024, a proposed Fiscal Year 2025 Operating Budget, and projected Fiscal Year 2026 Operating Budget for NJ TRANSIT as detailed in Exhibits A and B attached hereto; and

**WHEREAS**, staff has projected results for Fiscal Year 2024’s Operating Budget for NJ TRANSIT as detailed in Exhibit A and Exhibit B attached hereto; and

**WHEREAS**, the Governor of New Jersey has proposed a Fiscal Year 2025 Operating Budget for NJ TRANSIT as detailed in Exhibit A and Exhibit B attached hereto; and

**WHEREAS**, the proposed Fiscal Year 2025 Operating Budget includes a State General Fund operating subsidy of \$145 million; and

**WHEREAS**, staff has preliminarily projected a Fiscal Year 2026 Operating Budget for NJ TRANSIT as detailed in Exhibit A and Exhibit B attached hereto; and

**WHEREAS**, Public Law 2018, Chapter 162 requires the transmittal should provide the following additional information, as detailed in Exhibit B; and

- (1) An executive summary outlining the highlights of the budget document;
- (2) A profile describing the history of the corporation and the services it provides;
- (3) An analysis of regional and agency transportation trends, including a detailed ridership analysis;
- (4) A synopsis of the current corporation business plan;
- (5) A list of key performance indicators;
- (6) A statement of current budget year assumptions regarding funding and ridership;

(7) A summary of the internal corporation budgeting process and its interaction with the Statewide budgeting process;

(8) A description of the current corporation organizational structure;

(9) Detailed operating revenue and expense projections for each division within the corporation, with 10-year revenue and expense trends and five-year revenue and expense projections;

(10) A detailed headcount analysis by department or unit, which includes actual employee count, funded headcount, actual salary and fringe expenses, and recent employment trends; and

(11) A summary of the capital program and analysis of current capital projects for which capital funds have already been appropriated, but where the project is not yet complete, which includes the years of appropriation, amounts expended, future appropriations required to complete the project, and a brief analysis of project progress; and

**NOW, THEREFORE, BE IT RESOLVED** that the NJ TRANSIT Board of Directors approves the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.



# **FY25 Operating Budget**

**MARCH 2024**

# Agenda

# EXHIBIT A



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<b>NJ TRANSIT Overview</b>	3 - 4
<b>Farebox Revenue Post COVID-19 Pandemic</b>	
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Farebox Revenue Recovery	6
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# NJ TRANSIT Overview

# EXHIBIT A

Established in 1979 as an “instrumentality of the State”

**Mission:**

Move New Jersey and region by providing safe, reliable, and affordable public transportation

**Service:**

- Third largest provider of bus, rail, and light rail in terms of passenger miles (2B in 2022, 1<sup>st</sup> MTA NYC Transit, 2<sup>nd</sup> MTA LIRR)
- Serves New Jersey, New York, and Philadelphia (5,325 Sq. Miles)
- 2,258 buses, 1,211 rail locomotive and cars and 72 light rail cars
- 263 bus routes, 12 rail lines and 3 light rail lines
- 200+ million passenger trips in FY23 (~80% of pre-pandemic)
- ~12,500 employees (90% involved in operations, 80% union)

**Also Provides:**

- Transit programs for people with disabilities, senior citizens and people living in the state's rural areas
- Support and equipment to privately-owned contract bus carriers
- Transit-Oriented Economic Development

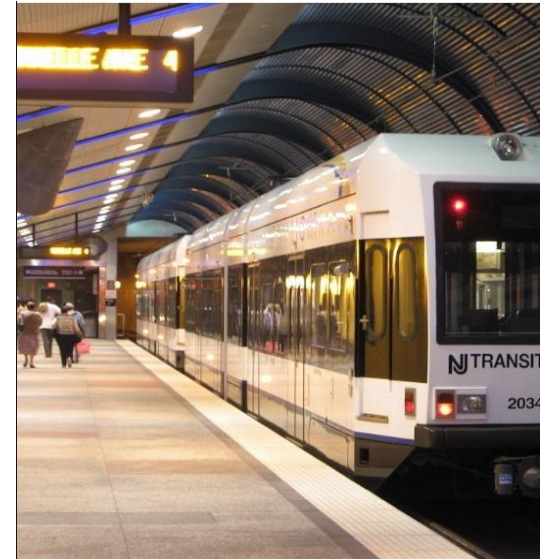


## NJ TRANSIT Serves New Jersey

## EXHIBIT A

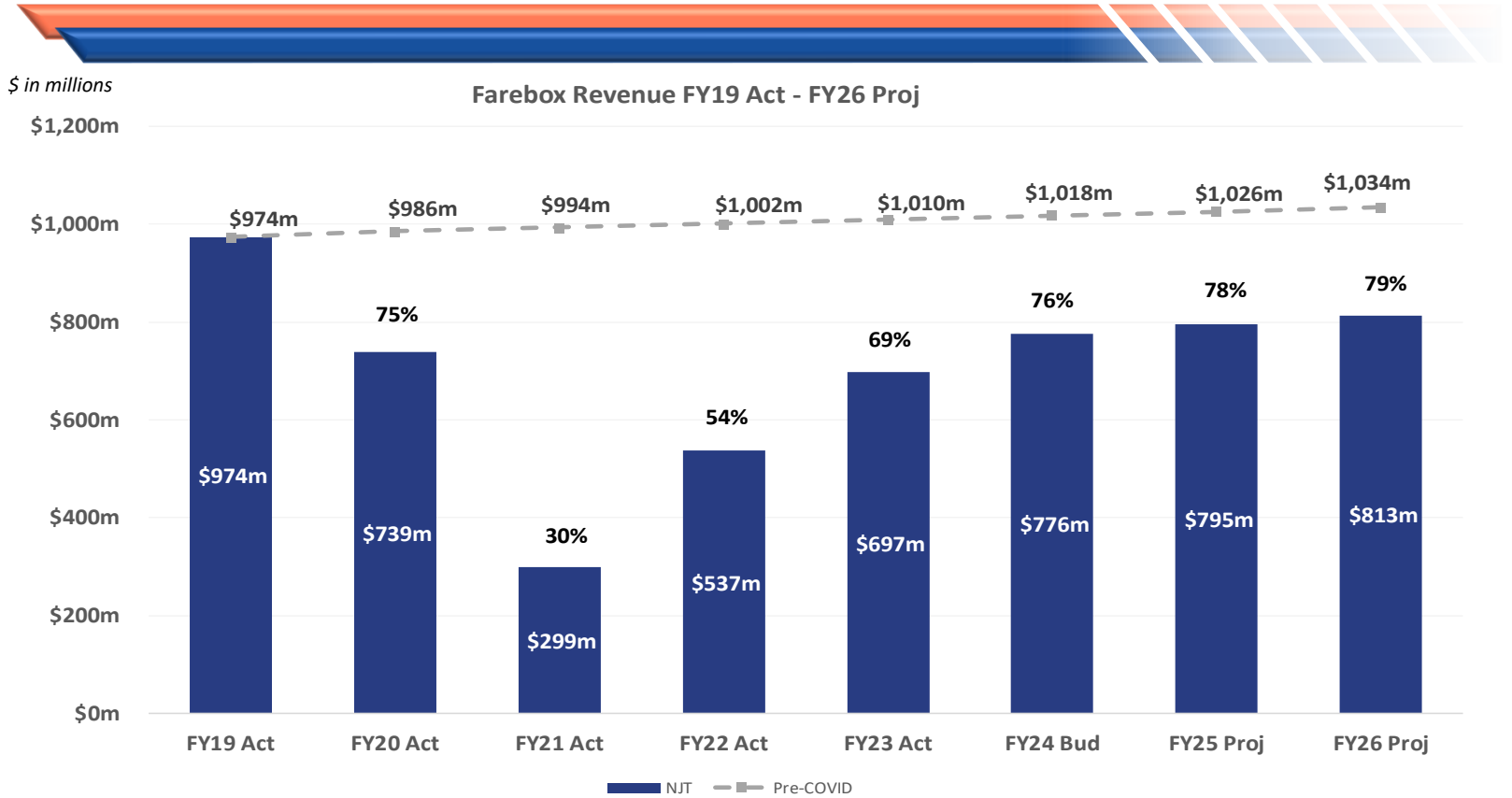
By connecting New Jerseyans with employment, education, health care, and recreational opportunities in and around the Garden State, NJ TRANSIT is vital to the state's economic and social well-being, as well as its quality of life.

- 12,000+ Jobs NJ TRANSIT
- 19,000 Additional Jobs
- \$1 invested in Transit Services = \$5 Economic Return (APTA, 2020)



# COVID-19 Recovery - Farebox Revenue by Fiscal Year

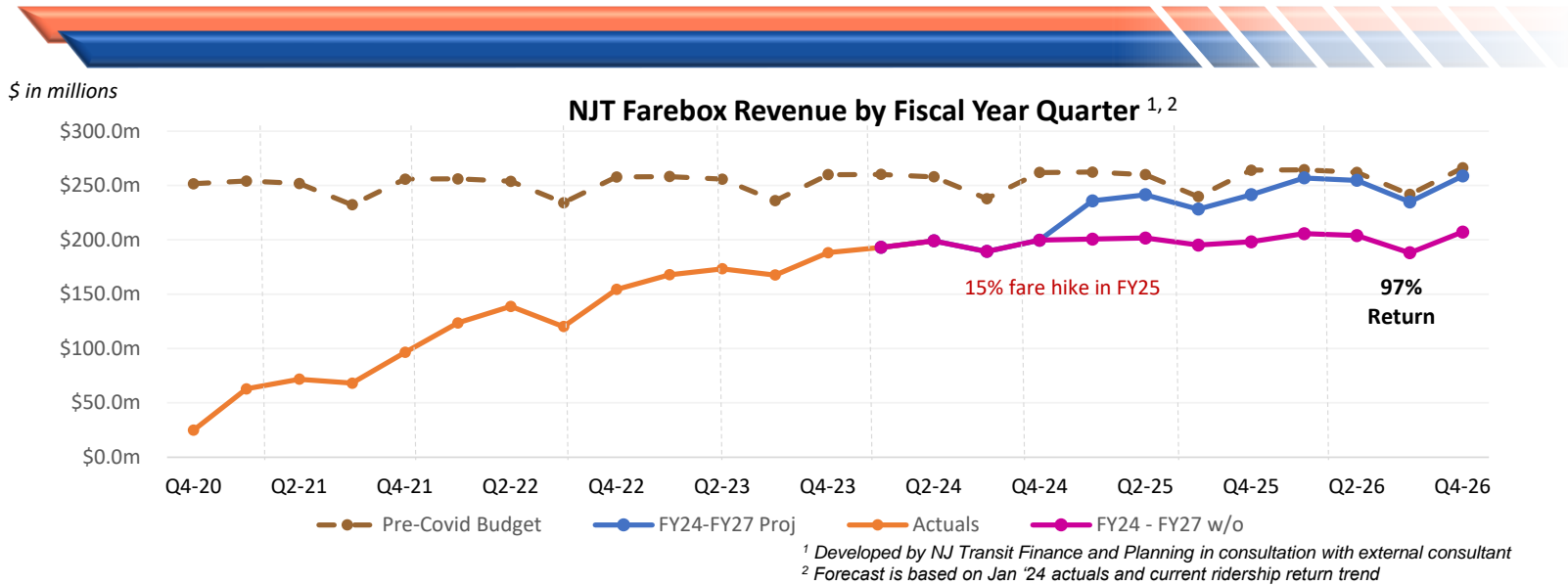
## EXHIBIT A



- FY19 Act to FY26 -2% CAGR
- FY25, FY26 exclude potential escalations for NYC congestion pricing

*FY25 & FY26 does not include fare increases*

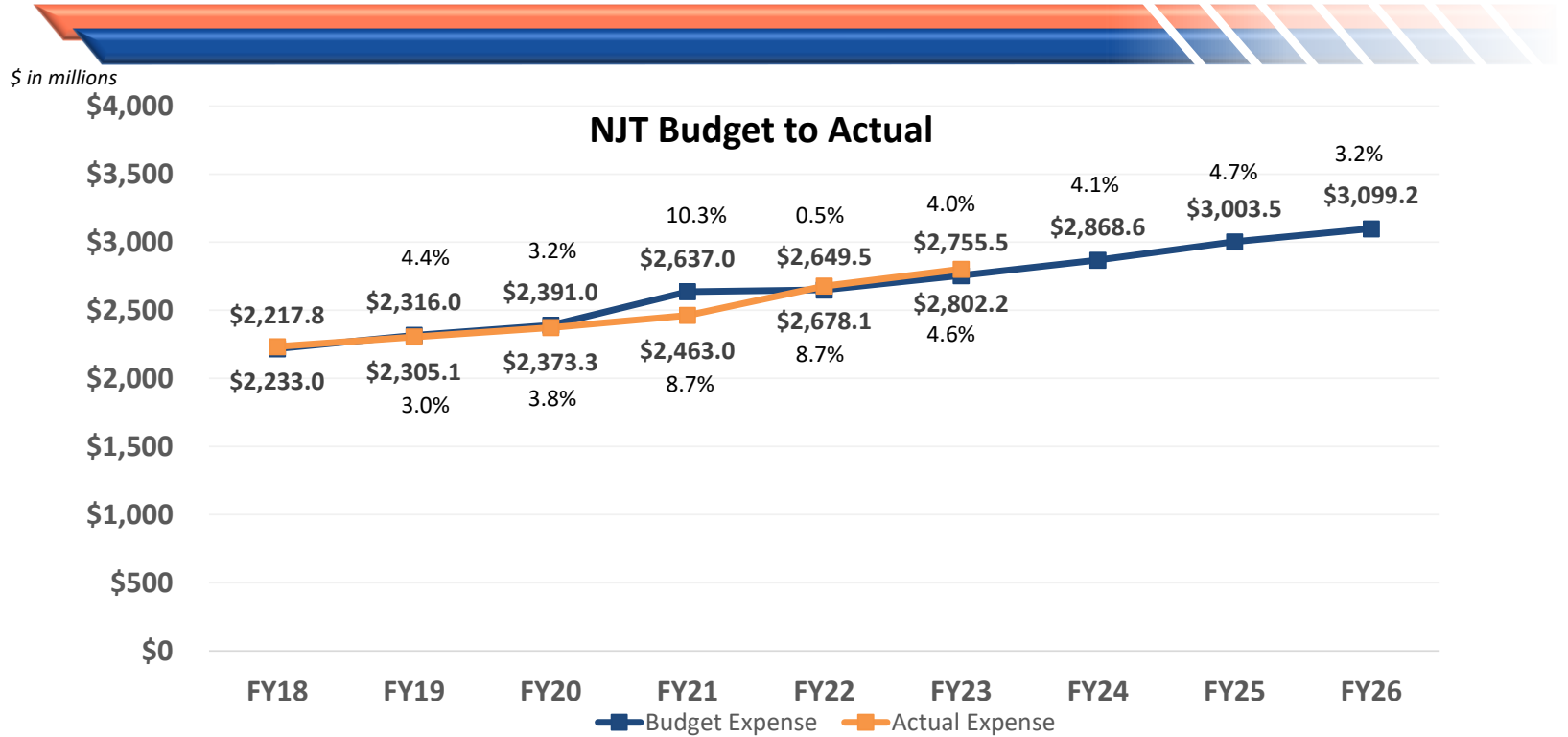
# COVID-19 Recovery - Farebox Revenue by Fiscal Year Quarter **EXHIBIT A**



- Assumes 15% fare increases in FY25 & 3% annually thereafter
- FY21 Actual \$299.1m or ~30% Pre-COVID
- FY22 Actual \$536.7m is ~53% Pre-COVID
- FY23 Projection \$696.2m is ~69% of Pre-COVID
- FY24 Budget \$776.3m is ~76% of Pre-COVID
- FY25 & beyond assumes 15% - 20% of ridership working remotely or flexible work arrangement

# Budget Trend

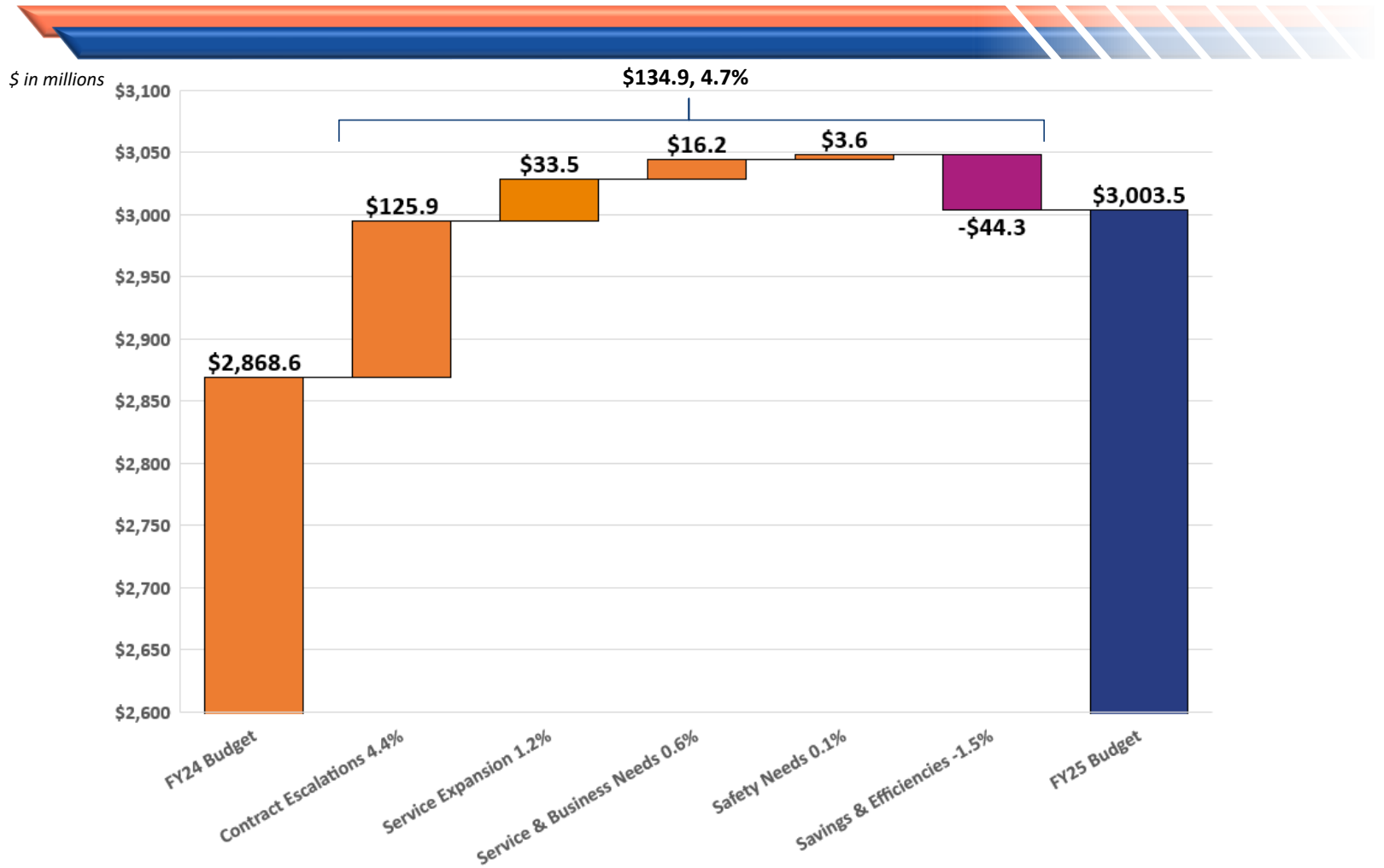
# EXHIBIT A



- Average annual budget growth between FY18 and Proposed FY25 is 4.4%
- Average annual actual spending growth between FY18 and FY23 was 4.6%
- Increase of 10.3% in FY21 was primarily driven by anticipated costs of COVID-19 response, contractual increases, and targeted service enhancements

# FY24 to FY25 Budget Change by Category

# EXHIBIT A



# FY25 Budget Non-Discretionary Increases: \$179.1m (6.3%)

## EXHIBIT A



### Contractual Escalations 4 HC, \$125.9m 4.4%

- Contractual Wage Increases \$46.6m
- ADA/Access Link Contracts \$18.6m
- Revenue Vehicles Parts and Supplies \$14.0m
- Two Gateway Office Lease \$11.9m
- HBLR Contract New in Jan 2025 4 HC, \$11.2m
- Amtrak Fees and Charges \$8m
- Computer Software and Systems \$4.2m
- Insurance Premiums \$3.7m
- Private Bus Service \$3.2m
- Light Rail Operating and Maintenance \$2.0m
- PABT & Turnpike Tolls and Fees \$1.3m
- Various \$1.2m



### Assumption of Service 282 HC, \$33.5m 1.2%

- Assumption of Private Bus Service 266 HC, \$30.8m
- Increased Rail Footprint at NYC Penn Station 13 HC, \$2.3m
- Micro-Transit Shuttle Route Service 3HC, \$455K



### Safety Needs 23 HC, \$3.6m 0.1%

- Uniformed Officers and Police Equipment 17 HC, \$2.2m
- Enhanced Safety System Inspection 6 HC, \$1.4m



### Service and Business Needs 43 HC, \$16.2m 0.6%

- Rail Operations and Maintenance Services 39 HC, \$6.8m
- New and Enhanced Information Technology 2 HC, \$5.5m
- Enhance Customer Information and Awareness \$2.2m
- Enhance Procurement and Inventory Management 2 HC, \$680K

## FY25 Operating Budget Reductions: \$44.3m (1.5%)

## EXHIBIT A

### Cost Reductions Items (89.25) HC, (\$44.3m)

- FY24 Discretionary Items (70) HC, (\$10.0m)
  - Fully fund 30 Rail HC newly authorized in FY23 (\$2.4m)
  - (17) additional HC in Police, including (15) uniformed (\$1.5m)
  - (9) Rail stations attendants and expanded station cleaning (\$1.3m)
  - (11) HR positions for compliance, benefits, and talent acquisition (\$1.2m)
  - (9) Positions in System Safety and Light Rail Operations (\$1.0m)
  - (8) IT positions for insourcing of data system maintenance and development (\$824k)
  
- ADA/Access Link Transportation Network Co (TNC) Pilot Savings (\$6.6m)
- NABI Bus Mid-life rehabilitation Parts Savings (\$6.5m)
- Private Carrier Contracted Services Cessation (\$5.4m)
- Eliminate 1 of 5 Rail Conductor Classes (\$5.0m)
- Remove FY24 Leap Year Additional Service Requirement (\$3.5m)
- Fully Outsource Medical Services Unit (19.25) HC, (\$2.0m)
- Information Technology Efficiencies (\$1.8m)
- Major Storm Preparedness Services (\$1.3m)
- Eliminate Bus Operator Hiring Bonus (\$1.1m)

# FY25 Operating Budget: Revenue Items to Bridge the Gap

## EXHIBIT A



# History of Fare Increases

# EXHIBIT A



Governor	Month	Year	Years Since Last Increase	Fiscal Year	% Increase	Estimated Annual Revenue Increase
Brendan Byrne	Jul-80	1980		FY81	11%	\$16.1 million
Brendan Byrne	Jul-81	1981	1	FY82	22%	\$27.0 million
Thomas Kean	Jul-82	1982	1	FY83	18%	\$25.0 million
Thomas Kean	Sep-83	1983	1	FY84	9%	\$16.2 million
Thomas Kean	Jul-86	1986	3	FY87	11%	\$25.0 million
Thomas Kean	May-88	1988	2	FY88	9%	\$32.5 million
Thomas Kean	May-89	1989	1	FY89	13%	\$30.0 million
James Florio	Jul-90	1990	1	FY91	9%	\$18.7 million
Jim McGreevey	Apr-02	2002	12	FY02	10%	\$38.0 million
Richard Codey	Jul-05	2005	3	FY06	12%	\$48.0 million
Jon Corzine	Jun-07	2007	2	FY07	10%	\$55.4 million
Chris Christie	May-10	2010	3	FY10	22%	\$126.6 million
Chris Christie	Oct-15	2015	5	FY16	9%	\$71.3 million

# Budget Forecast FY22 – FY26 – Scenario

# EXHIBIT A

<i>\$ in millions</i>	FY22	FY23	FY24	FY24	FY25	FY26
<b>Revenue</b>	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projection</b>	<b>Gov Budget</b>	<b>Prelim.</b>
Farebox <sup>1</sup>	\$536.7	\$696.8	\$776.3	\$785.3	\$947.0	\$1,005.0
Commercial Revenue	147.3	146.0	121.0	134.7	131.7	135.4
State Operating Subsidy	100.0	100.0	142.0	142.0	145.0	145.0
Corporate Transit Fee	0.0	0.0	0.0	0.0	0.0	766.8
Turnpike Funding	325.0	721.0	440.0	440.0	455.0	470.0
Clean Energy Fund	82.1	82.1	70.1	70.1	70.1	70.1
Federal Preventive Maintenance	432.2	356.7	334.0	334.0	334.0	334.0
State Preventive Maintenance	0.0	0.0	0.0	0.0	0.0	0.0
Other Reimbursements	174.3	216.6	176.4	191.6	171.4	172.9
COVID-19 Relief (CARES, CRRSAA, ARPA)	1,030.8	479.3	808.8	808.8	749.3	0.0
<b>Total Revenue</b>	<b>\$2,828.5</b>	<b>\$2,798.5</b>	<b>\$2,868.6</b>	<b>\$2,906.5</b>	<b>\$3,003.5</b>	<b>\$3,099.2</b>
<b>Total Expense</b>	<b>\$2,678.1</b>	<b>\$2,802.2</b>	<b>\$2,868.6</b>	<b>\$2,906.5</b>	<b>\$3,003.5</b>	<b>\$3,099.2</b>
<b>Net Revenue to Expense</b>	<b>\$150.4</b>	<b>(\$3.7)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>COVID-19 Relief Funding Remaining</b>	<b>\$2,037.4</b>	<b>\$1,558.1</b>	<b>\$749.3</b>	<b>\$749.3</b>	<b>\$0.0</b>	<b>\$0.0</b>

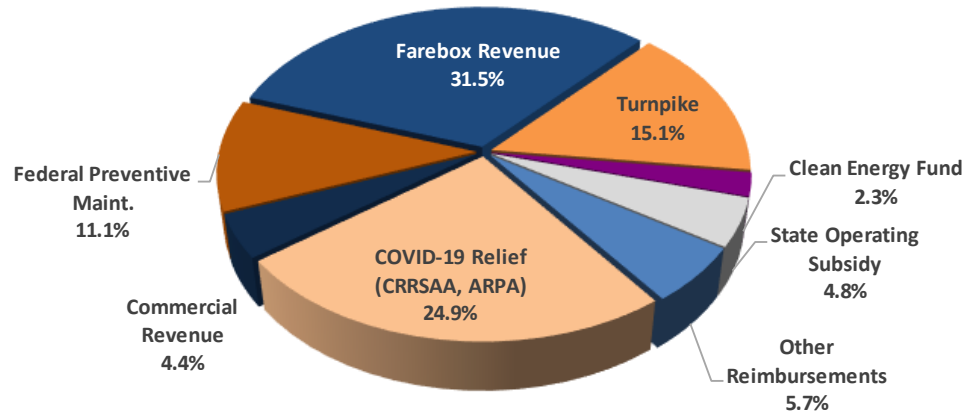
<sup>1</sup> Developed by NJ Transit Finance and Planning in consultation with external consultant

- Farebox revenue:
  - Fare increase of 15% effective July 1, 2024
  - FY25 Increase from FY24 22%
  - FY26 Forecast reflective of increased ridership and 3% fare increase
- Major FY25 funding assumptions:
  - COVID Relief fully depleted in 4<sup>th</sup> Quarter FY25
  - \$455 NJ Turnpike Funding
  - \$145m State Operating Subsidy
  - \$70m Clean Energy Fund

# FY25 Operating Budget – Summary by Revenue Category

## EXHIBIT A

\$ in millions

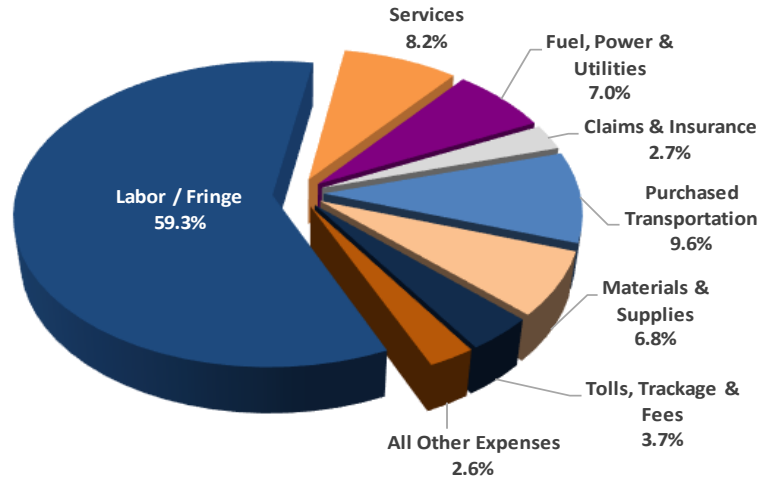


(\$ in millions)	FY24	FY25	FY25B vs. FY24B	
	Budget	Budget	Δ \$	Δ %
Farebox	\$ 776.3	\$ 947.0	\$ 170.7	22.0%
Commercial Revenue	121.0	131.7	10.7	8.8%
State Operating Subsidy	142.0	145.0	3.0	2.1%
Turnpike Funding	440.0	455.0	15.0	3.4%
Clean Energy Fund	70.1	70.1	-	-
Federal Preventive Maint.	334.0	334.0	-	-
Other Reimbursements	176.4	171.4	(5.0)	(2.8%)
COVID-19 Relief	808.8	749.3	(59.5)	(7.4%)
<b>Total Revenue</b>	<b>\$ 2,868.6</b>	<b>\$ 3,003.5</b>	<b>\$ 134.9</b>	<b>4.7%</b>

# FY25 Operating Budget – Summary by Expense Category

## EXHIBIT A

\$ in millions



(\$ in millions)	FY24	FY25	FY25B vs. FY24B	
	Budget	Budget	Δ \$	Δ %
Labor	\$ 920.3	\$ 953.6	\$ 33.3	3.6%
Fringe Benefits	802.0	827.9	25.9	3.2%
Services	234.7	246.9	12.2	5.2%
Fuel & Power	147.1	156.4	9.3	6.3%
Utilities	52.8	53.3	0.5	0.9%
Purchased Transportation	269.7	288.7	19.0	7.0%
Materials & Supplies	191.9	205.6	13.7	7.1%
Tolls, Trackage & Fees	111.2	111.9	0.7	0.6%
Claims & Insurance	77.2	80.9	3.7	4.8%
All Other Expenses	61.7	78.3	16.6	26.9%
<b>Total Expense</b>	<b>\$ 2,868.6</b>	<b>\$ 3,003.5</b>	<b>\$ 134.9</b>	<b>4.7%</b>

## FY25 Operating Budget – Summary by Department

## EXHIBIT A

FY25				
<i>\$ in millions</i>	Budget	Budget %	FTE	FTE %
Bus	976.1	32.5%	6,026.50	47.0%
Rail	1,164.3	38.8%	4,699.75	36.6%
Light Rail and Contracted Service	304.8	10.1%	233.00	1.8%
Police	93.3	3.1%	427.00	3.3%
System Safety	11.9	0.4%	75.00	0.6%
Info and Digital Technology	134.8	4.5%	174.00	1.4%
Admin	318.3	10.6%	1,194.25	9.3%
<b>NJT Total</b>	<b>\$ 3,003.5</b>	<b>100%</b>	<b>12,829.50</b>	<b>100%</b>

Positions				
	FY24	FY25	Growth (#)	Growth (%)
Bus	5,757.50	6,026.50	269.00	4.7%
Rail	4,665.75	4,699.75	34.00	0.7%
Light Rail and Contracted Service	233.00	233.00	-	0.0%
Police	427.00	427.00	-	0.0%
System Safety	74.00	75.00	1.00	1.4%
Info and Digital Technology	180.00	174.00	(6.00)	-3.3%
Admin	1,229.50	1,194.25	(35.25)	-2.9%
<b>NJT Total</b>	<b>12,566.75</b>	<b>12,829.50</b>	<b>262.75</b>	<b>2.1%</b>

### BUDGET

#### Operations – 89.7% of Budget

- Bus – 32.5%
- Rail – 38.8%
- Light Rail – 10.1%
- Police – 3.1%
- System Safety – 0.4%
- Info and Digital Technology – 4.5%

### HEADCOUNT

#### Operations – 90.7% of FTE

- Bus – 47.0%
- Rail – 36.6%
- Light Rail – 1.8%
- Police – 3.3%
- System Safety – 0.6%
- Info and Digital Technology – 1.4%

#### Admin – 9.3% of FTE

- Reduced by 2.9% in FY25
- 283 Capital & Grant Funded – 2.2%

**Philip D. Murphy**, Governor  
**Tahesha L. Way**, Lieutenant Governor  
**Francis K. O'Connor**, Acting Commissioner  
**Kevin S. Corbett**, President & CEO

ONE PENN PLAZA EAST  
NEWARK, NJ 07105-2246  
973-491-7000



# New Jersey Transit Budget Proposal Transmittal

March 12, 2024

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## Executive Summary

Dear Commissioner and Members of the State Legislature:

Pursuant to the requirements outlined in Public Law 2018 Chapter 162 subsection g. of section 20 (C.27:25-20), I am pleased to present NJ TRANSIT's statutorily mandated budget transmittal. As the nation's largest statewide provider of bus, rail and light rail services, NJ TRANSIT's mission is to ensure the availability of safe, reliable, convenient and cost-effective mass transit service that focuses on the needs of our customers.

NJ TRANSIT covers a service area of over 5,300 square miles and strives to provide a viable public transportation system and network that serves the needs of all types of commuters and customers. As the engine that connects many New Jerseyans with employment, education, health care, and recreational opportunities in and around the Garden State, NJ TRANSIT is a lifeline for the state's economic and social well-being.

This report will summarize a combination of the Corporation's history and business plan, outline the current organizational structure, highlight both current and future investments including funding needs, and provide staffing and other key performance data. The transmittal represents yet another step toward rebuilding the foundation of NJ TRANSIT and execution of a comprehensive strategic plan that prioritizes customers and their safety, while also restoring the Corporation as an exemplary transportation agency of the nation.

Sincerely,

Kevin S. Corbett  
President & CEO

## History

NJ TRANSIT is a state-owned public transportation corporation that was created by the New Jersey Public Transportation Act of 1979 and established to acquire, operate and contract for transportation service in the public interest. By law, NJ TRANSIT is “in but not of” the New Jersey Department of Transportation (NJDOT), which means that the Corporation operates independent of any direct supervision or control by the NJDOT.

In 1980, NJ TRANSIT purchased Transport of New Jersey, the State's largest private bus company at that time, and took over operations of the Newark City Subway. Between 1981-1985, the services of several other bus companies were incorporated into NJ TRANSIT Bus Operations, Inc. and on January 1, 1983, a second subsidiary, NJ TRANSIT Rail Operations, Inc. was launched to assume operations of commuter rail in the State after Congress ordered Consolidated Rail Corporation (Conrail) to cease its passenger operations. A third subsidiary, NJ TRANSIT Mercer, Inc., was established in 1984 when the agency assumed operation of bus service in the Trenton/Mercer County area. In 1992, following a full reorganization, all three subsidiaries were unified and operations were significantly streamlined. Additional services, facilities and stations have been launched since then, including the first segment of the Hudson-Bergen Light Rail and opening of the River LINE in 2000 and 2004 respectively.

NJ TRANSIT is governed by a 13-member Board of Directors that is chaired by the Commissioner of the NJDOT. Eleven are voting members and appointed by the Governor with various consenting conditions. Of the 11 voting members, eight are from the general public and three are State officials including the NJDOT Commissioner, State Treasurer and a third member of the Executive Branch. The two non-voting members are also appointed by the Governor, but upon the recommendations of the labor organizations involved in rail and bus operations (one from each organization). NJ TRANSIT's Board holds a minimum of ten public meetings annually at the Corporation's headquarters in Newark, New Jersey. Separately, two transit advisory committees provide the Corporation with additional guidance and input from the public. Both the North Jersey Transit Advisory Committee and South Jersey Transit Advisory Committee are comprised of fifteen uncompensated members who all serve four-year terms.

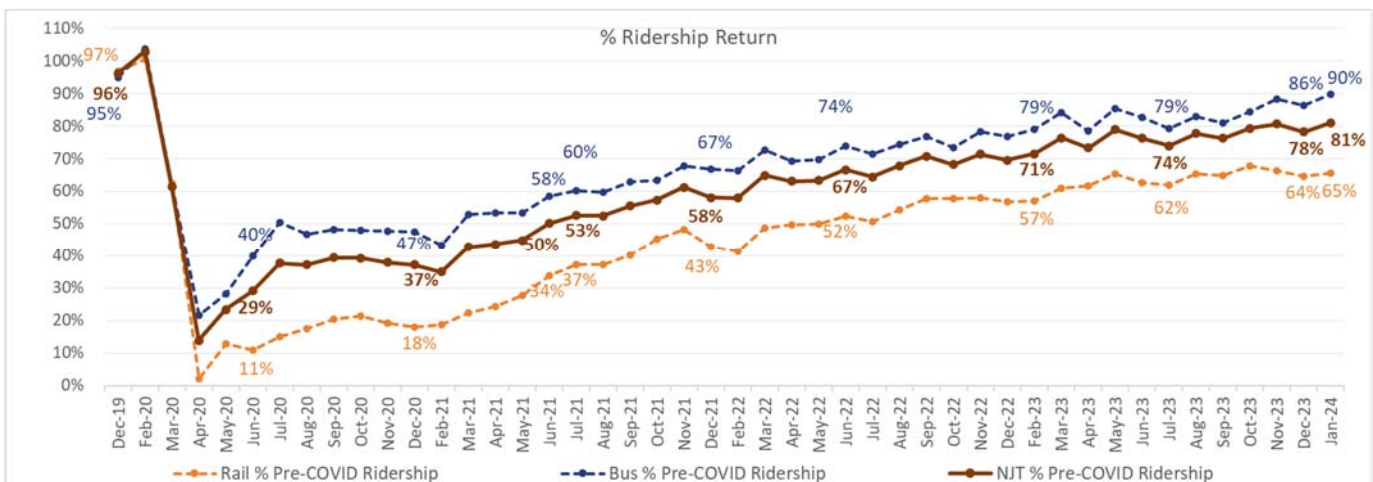
On December 20, 2018, Governor Murphy signed bill S630 in order to provide for additional governance, oversight and accountability reforms at NJ TRANSIT. That legislation is now commonly known today as the NJ TRANSIT reform legislation and reflects the single, largest reform in the Corporation's 40-year history. Among other things, this budget transmittal is a mandatory byproduct of that legislation.

### Regional and Agency Trends

NJ TRANSIT produces a quarterly document on ridership trends, by transportation mode, day of the week and market, as well as regional economic statistics for comparative purposes. The most current quarterly document of FY24, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix A.

Ridership trends systemwide were significantly impacted by the COVID-19 pandemic. NJ TRANSIT saw a low of 86% reduction in passenger trips in April of 2020. Since that time, ridership has gradually returned to pre-pandemic levels with average monthly increases of 5.5% in FY21, 3.1% in FY22, 1.5% in FY23 and 0.1% through December 2023. Monthly ridership as of December of 2023 was 78% of pre-pandemic levels. All of FY24 is estimated to have a monthly average of 78% of pre-pandemic levels. Ridership for FY25 is estimated at 79% of pre-pandemic levels.

FY24 2<sup>nd</sup> quarter ridership by mode is estimated at 69% of pre-pandemic levels for Rail, 91% for Bus and 85% for Light Rail. FY24 2<sup>nd</sup> quarter ridership by day is estimated at 86% on Weekdays, 100% on Saturdays and 91% on Sundays, relative to pre-pandemic levels.



Regionally, transit ridership in New York, New Jersey and Connecticut has returned to nearly 76% as of December 2023, according to the FTA’s National Transit Database. The continuation of reduced ridership has adversely affected the budgets of regional transit operators with New York’s Metropolitan Transportation Authority (MTA) having forecast a \$1.2 billion deficit in 2024, Southeastern Pennsylvania Transportation Authority (SEPTA) reporting an estimated \$240 million deficit in 2025 and the Washington Metropolitan Area Transit Authority (WMATA) forecasting a \$750 million shortfall in the same year.

MTA has since eliminated its 2024 budget shortfall with the help of a 4% fare increase in 2023 and future increases of 4% planned for 2025 and 2027. It also received roughly \$1.1 billion in additional annual revenue from an increase to New York’s Metropolitan Commuter Transportation District Payroll Mobility Tax. SEPTA and WMATA are currently evaluating options to address their budget shortfalls including fare increases, increased funding from taxes as well as service reductions.

Faced with similar budgetary challenges, NJ TRANSIT has proposed a fare increase of 15% starting on July 1, 2024 with increases of 3% on July 1<sup>st</sup> of subsequent years. Additionally, the Governor has included the creation of a Corporate Transit Fee in his FY25 State Budget. This consists of a 2.5% fee on New Jersey business profits when they are \$10 million or greater. The funding generated by the fee will provide \$766.8 million dedicated to NJ Transit in FY26. Taken together, the fare increases and the dedicated funding from the New Jersey Corporate Transit Fee is forecast to eliminate NJ Transit's funding gap in the foreseeable future.

## List of Key Performance Indicators

Included in Appendix B is a list of key performance indicators (KPIs). The KPIs expand across an array of functional areas: operational, financial, and administrative. Each KPI contains three years of data with topics ranging from on-time performance and rail training programs to farebox recovery ratios and outstanding debt.

## Corporate Business Plan

NJ TRANSIT's mission is to move New Jersey and the region by providing safe, reliable, and affordable public transportation that connects people to their everyday lives, one trip at a time. Our 10-year strategic plan, NJT2030, is necessary to meet our customers' expectations and to deliver high-quality service now and into the future. NJT2030 will be achieved through a series of strategies and initiatives to meet the following goals:

1. ***Ensure the reliability and continued safety of our transit system:*** We are committed to operating a reliable public transportation system that New Jerseyans and others can count on to safely bring them where they want to go, when they are scheduled to arrive.
2. ***Deliver a high-quality experience for all our customers, with their entire journey in mind:*** We will become an industry leader in customer service, understanding our customers' needs and supporting them throughout their entire journey. We will provide timely travel information through their preferred touchpoints, and leverage technology to make their entire travel experience easy and convenient.
3. ***Power a stronger and fairer economy for all communities in the region:*** We must ensure our public transportation network provides inclusive mobility, connecting individuals and communities to employment and educational opportunities, cultural and entertainment destinations, and health services.
4. ***Promote a more sustainable future for our planet:*** We are stewards for our natural resources and need to promote a more

sustainable future. Our plan supports the State's ambitious efforts to reduce energy consumption and emissions from the transportation sector.

5. ***Build an accountable, innovative and inclusive organization that delivers for New Jersey:*** We are committed to fostering a high-performing, innovative and inclusive organization that holds itself accountable for the delivery of excellent public transportation.

## Four-Year Budget Outlook

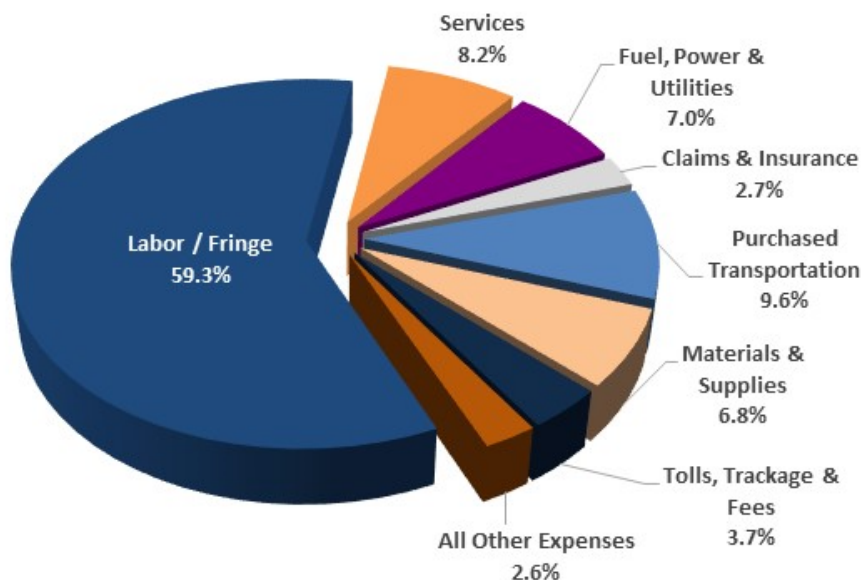
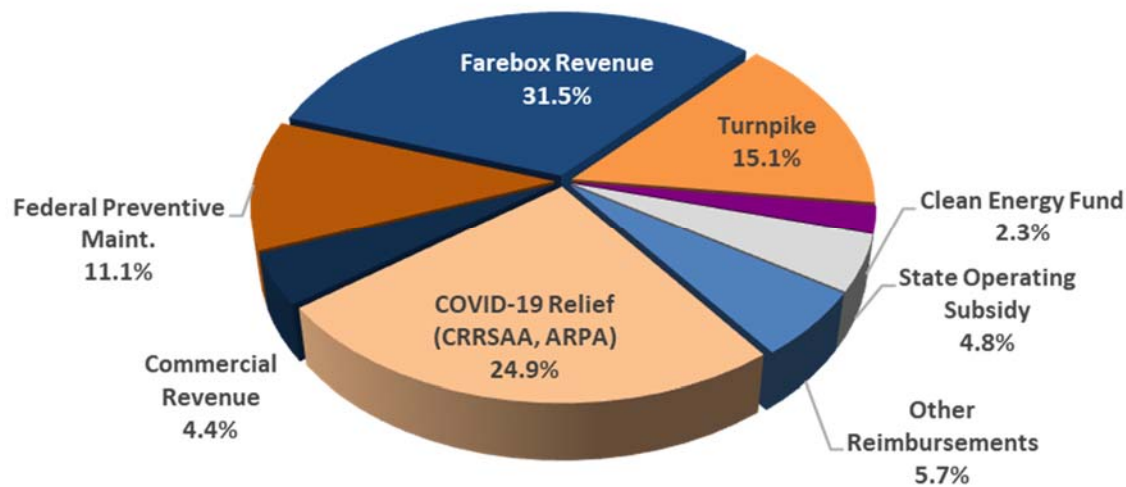
NJ TRANSIT currently expects to end FY24 with \$0 Net Operating Income and to utilize federal COVID-19 relief from the American Rescue Plan Act (ARPA) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding to offset reductions to Farebox revenue experienced due to the COVID-19 pandemic. FY25 reflects a 15% increase in fares, but anticipates a continuation of lower than pre-pandemic ridership (approximately 79% of pre-pandemic levels) with reductions offset by remaining CRRSAA funding. FY26, reflects a 3% increase in fares resulting in over \$1 billion in Farebox Revenues as well as the inclusion of \$766.8 million in dedicated revenues from the Corporate Transit Fee, which is newly proposed in the Governor's FY25 State Budget. The Governor's FY25 State Budget also includes a \$5 million increase in State Operating Assistance funding.

## EXHIBIT B

<i>(\$ in millions)</i>	FY23	FY24	FY24	FY25	FY26
REVENUE	Actual	Budget	Projection	Gov Budget	Prelim.
Farebox Revenue	\$ 696.8	\$ 776.3	\$ 785.3	\$ 947.0	\$ 1,005.0
Commercial Revenue	146.0	121.0	134.7	131.7	135.4
State Operating Subsidy	100.0	142.0	142.0	145.0	145.0
Corporate Transit Fee	-	-	-	-	766.8
Turnpike Funding <sup>1</sup>	721.0	440.0	440.0	455.0	470.0
Clean Energy Fund	82.1	70.1	70.1	70.1	70.1
Federal Preventive Maint.	356.7	334.0	334.0	334.0	334.0
Other Reimbursements	216.6	176.4	191.6	171.4	172.9
COVID-19 Relief	479.3	808.8	808.8	749.3	-
<b>TOTAL REVENUE</b>	<b>\$ 2,798.5</b>	<b>\$ 2,868.6</b>	<b>\$ 2,906.5</b>	<b>\$ 3,003.5</b>	<b>\$ 3,099.2</b>
<b>EXPENSE</b>					
Labor	\$ 907.7	\$ 920.3	\$ 942.5	\$ 953.6	\$ 987.8
Fringe Benefits	773.5	802.0	809.6	827.9	856.1
Services	229.5	234.7	223.6	246.9	254.3
Fuel & Power	136.5	147.1	152.7	156.4	161.1
Utilities	53.1	52.8	52.2	53.3	55.0
Purchased Transportation	263.5	269.7	265.5	288.7	295.1
Materials & Supplies	195.7	191.9	211.5	205.6	210.3
Tolls, Trackage & Fees	105.7	111.2	109.4	111.9	115.4
Claims & Insurance	75.4	77.2	77.2	80.9	83.4
All Other Expenses	61.6	61.7	62.3	78.3	80.7
<b>TOTAL EXPENSE</b>	<b>\$ 2,802.2</b>	<b>\$ 2,868.6</b>	<b>\$ 2,906.5</b>	<b>\$ 3,003.5</b>	<b>\$ 3,099.2</b>
<b>Net Revenue to Expense</b>	<b>\$ (3.7)</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>

<sup>1</sup> Does not reflect an additional \$25.0m in FY23 to FY26 for the Portal North Bridge capital project

The pie charts below reflect the revenues and expenses of NJ TRANSIT's operating budget as proposed in the Governor's FY25 Budget.

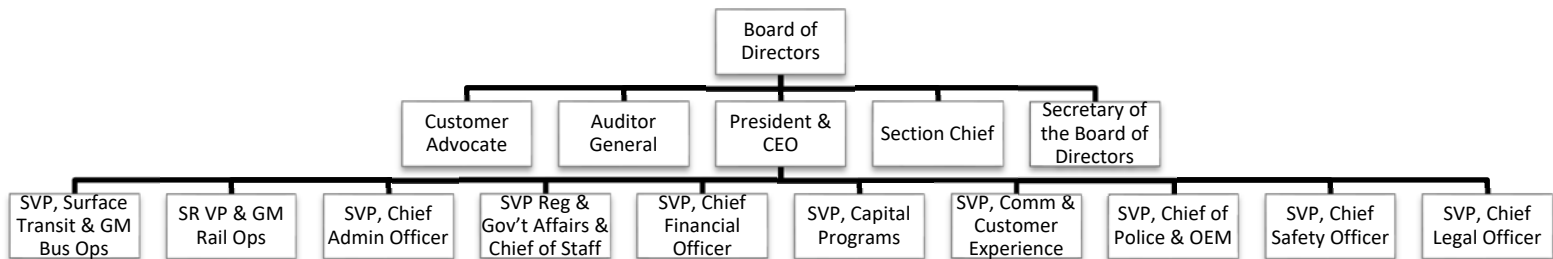


### Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY25 Budget recommends a General Fund subsidy of \$145 million, which along with \$455 million in New Jersey Turnpike funding and \$70.1 million in Clean Energy support, represents \$670.1 million, or more than 22% of NJ TRANSIT's total operating budget of \$3,003.5 million. The budgeting timeline and process for both the Corporation and the State are reflected in Appendix C.

## Organizational Structure

The Corporation is comprised of approximately 12,500 employees, including , nearly 85% of whom are represented by a union. The current organizational hierarchy is shown immediately below.



## Operating Revenue and Expense Trends

NJ TRANSIT is currently estimating modest budgetary increases of 4.7% from FY24 to FY25, with approximately 3% increases in future fiscal years. It is expected that Federal COVID-19 relief funds will be fully utilized in the last quarter of FY25, causing a funding gap in that fiscal year. To close this gap, the FY25 Budget includes \$44.3 million in cost reductions, \$52 million in revenue enhancements and a 15% increase to fares expected to generate roughly \$106 million. Fare increases are also planned for subsequent fiscal years, generating roughly \$33 million in FY26. And lastly, \$766.8 million in dedicated revenues from the newly proposed Corporate Transit Fee is included in FY26.

## Current Year Headcount Analysis

In FY24, NJ TRANSIT has a budgeted headcount of 12,567. At the end of January 2024, there were 12,224 positions filled. This left 343 vacancies at this time, reflecting a vacancy rate of 2.7% of the total budgeted headcount. This vacancy rate compares to the 4.0% vacancy rate published by the US Bureau of Labor Statistics for the Transportation/Warehousing/Utilities industry the for the month of December 2023.

During the Covid-19 pandemic, hiring challenges have been experienced particularly for Bus Operator positions, reflecting an industry shortage in commercial vehicle operators. However, with recruitment enhancements such as increased size and frequency of recruitments, Bus Operator positions have increased from 3,474 in January of 2023 to 3,705 as of January 2024.

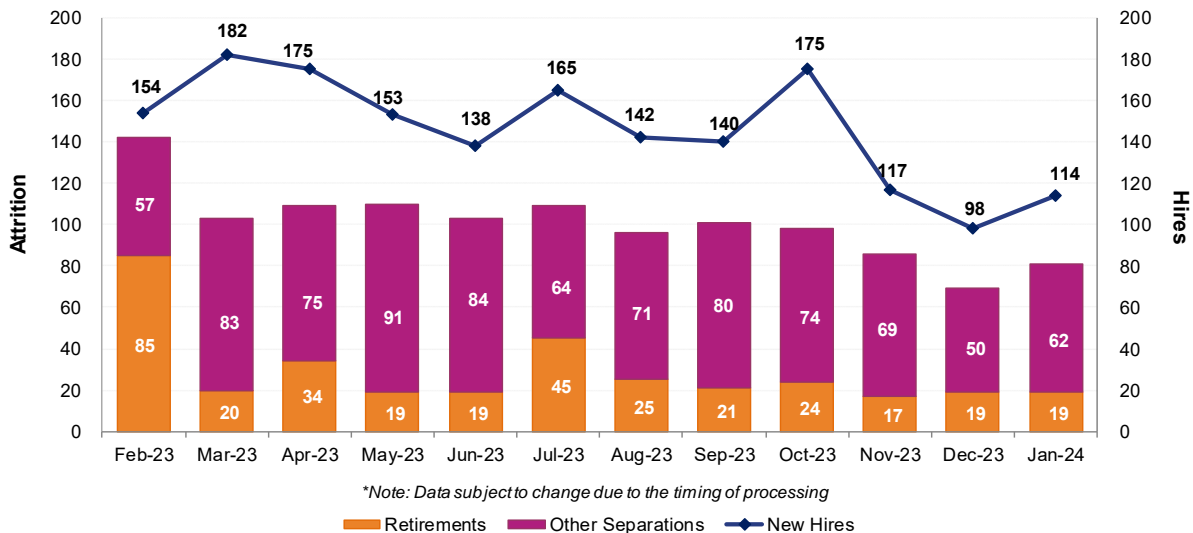
Total labor and fringe costs through January 2024 were \$1.1 billion, equating to an average annual cost (labor + fringe) per employee of \$155,000 annually.

FY 2024 January Year-to-Date

	Headcount			
	Actual	Budget	Vacant	% Vacant
Rail	4,629	4,666	37	0.8%
Bus	5,744	5,758	14	0.2%
Light Rail	211	233	22	9.4%
Administration	1,641	1,911	270	14.1%
<b>TOTAL</b>	<b>12,224</b>	<b>12,567</b>	<b>343</b>	<b>2.7%</b>

Between February 2023 and January 2024, NJ TRANSIT has hired 1,753 and lost 1,207 staff, for a net gain of 546. Roughly 29%, or 347 separations were due to retirements. During that time, vacant positions reduced from 799 to 343, or 57%. Vacant positions as of January 2023 represent 2.7% of budgeted positions.

Rolling 12 Month Attrition and Hiring



Capital Program and Analysis

NJ TRANSIT’s capital program is largely comprised of Transportation Trust Fund and federal funding from the Federal Transit Administration and Federal Highway Administration. A summary of current capital appropriations and proposed out-year needs for those projects are reflected in Appendix E. Additional information regarding our Five Year Capital Plan can be found at njtplans.com.

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**APPENDIX A**

**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS  
Second Quarter, Fiscal Year 2024**

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*Data collected and developed for performance analysis purposes; the data may differ from that utilized for other reporting purposes.*

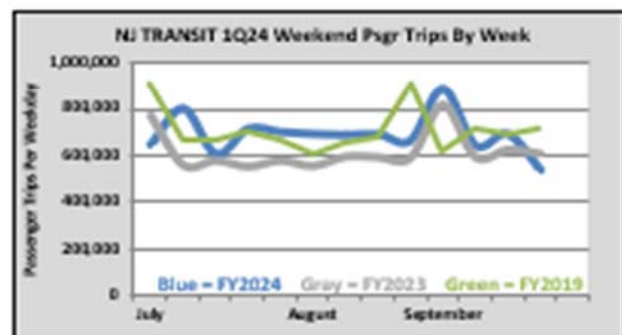
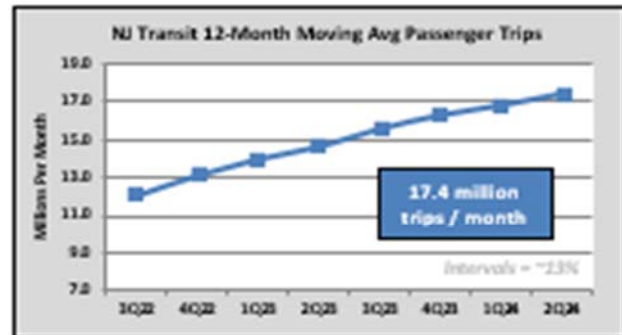
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

2Q24

**NJ TRANSIT RIDERSHIP**

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	55.5 million	66.9 million
Growth*	+15.0%	(- 17.1%)
Average Weekday Trips	732,200	923,100
Change*	+95,100	(- 190,900)
Growth*	+14.9%	(- 20.7%)
Average Saturday Trips	418,200	416,450
Change*	+67,100	+1,750
Growth*	+19.1%	+0.4%
Average Sunday Trips	278,100	307,200
Change*	+3,600	(- 29,100)
Growth*	+1.3%	(- 9.5%)
Weekends (Saturday + Sunday)		
Growth*	+11.3%	(- 3.8%)
-----		
Rail Trips	15.4 million	22.5 million
Growth*	+15.8%	(- 31.4%)
Bus Trips	34.8 million	38.3 million
Growth*	+14.5%	(- 9.1%)
Light Rail Trips	5.3 million	6.1 million
Growth*	+16.0%	(- 14.4%)
-----		
New York City Trips all modes		
Growth*	+15.5%	(- 19.2%)
Northern New Jersey Trips all modes		
Growth*	+15.2%	(- 9.8%)
Southern New Jersey Trips all modes		
Growth*	+9.3%	(- 29.0%)

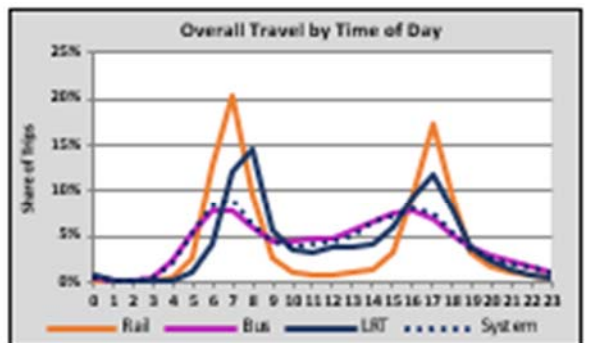
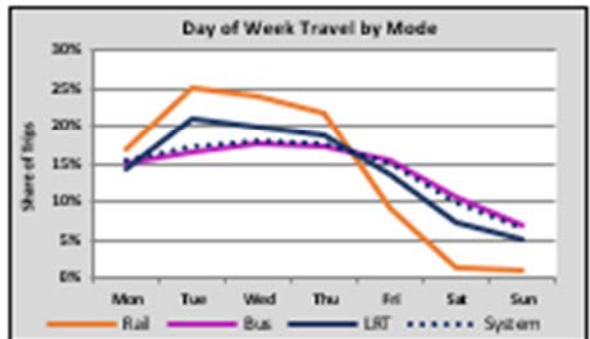


Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

MARKET RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2024		2 <sup>nd</sup> Quarter	Q2 FY2019
Rail New York City Market Psgr Trips	12.6 million	18.6 million	
Growth*	+16.2%	(- 32.2%)	
Bus New York City Market Psgr Trips	15.0 million	15.6 million	
Growth*	+14.9%	(- 3.7%)	
<b>Total New York City Market Trips</b>	<b>27.6 million</b>	<b>34.2 million</b>	
<b>Growth*</b>	<b>+15.5%</b>	<b>(- 19.2%)</b>	
Rail Northern NJ Market Psgr Trips	1.4 million	1.7 million	
Growth*	+8.9%	(- 16.3%)	
Bus Northern NJ Market Psgr Trips	16.6 million	18.2 million	
Growth*	+15.3%	(- 8.7%)	
Light Rail Northern NJ Market Trips	4.8 million	5.5 million	
Growth*	+16.6%	(- 11.5%)	
<b>Total Northern NJ Market Psgr Trips</b>	<b>22.8 million</b>	<b>25.3 million</b>	
<b>Growth*</b>	<b>+15.2%</b>	<b>(- 9.8%)</b>	
Rail Southern NJ Market Psgr Trips	0.1 million	0.1 million	
Growth*	+14.1%	+127.2%	
Bus Southern NJ Market Psgr Trips	3.2 million	4.5 million	
Growth*	+9.1%	(- 29.4%)	
Light Rail Southern NJ Market Trips	0.4 million	0.7 million	
Growth*	+9.6%	(- 37.2%)	
<b>Total Southern NJ Market Psgr Trips</b>	<b>3.7 million</b>	<b>5.2 million</b>	
<b>Growth*</b>	<b>+9.3%</b>	<b>(- 29.0%)</b>	



Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

**FLEX PASS OVERVIEW**

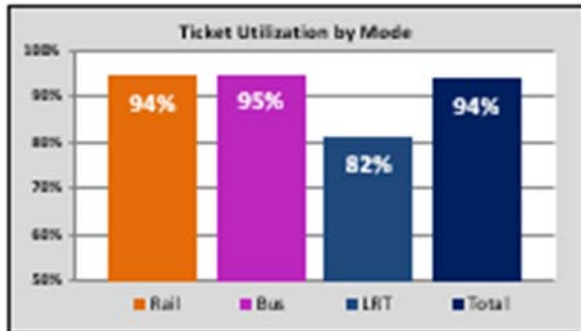
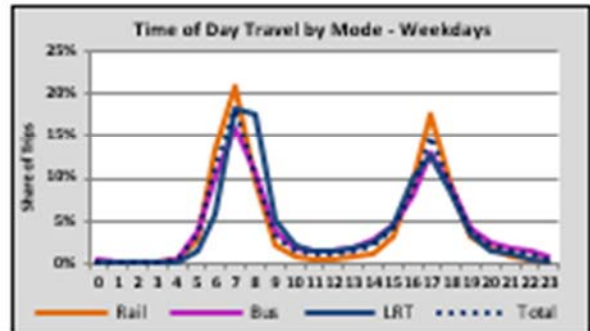
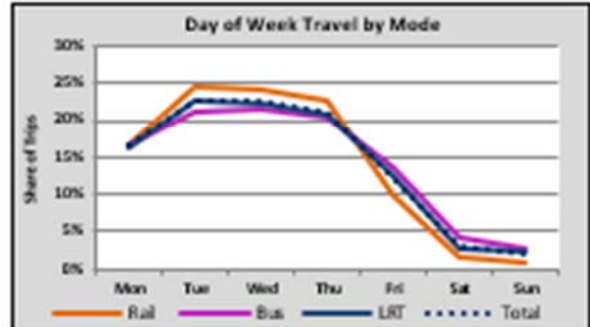
NJ TRANSIT  
Passenger Ridership Statistics  
Fiscal Year 2023



	4 <sup>TH</sup> Quarter	Q4 FY2022
Total FlexPass Tickets	2,243,500	1,491,040
Growth*	+50.5%	
Total FlexPass Tickets - Rail	949,500	577,490
Growth*	+64.4%	
Total FlexPass Tickets - Bus	1,233,920	866,900
Growth*	+42.3%	
Total FlexPass Tickets - LRT	60,080	46,650
Growth*	+28.8%	

**FlexPass Purchases by Mode**

Passes	Rail	Bus	LRT	Total
1	81%	73%	87%	77%
2	19%	26%	12%	22%
3	0%	1%	0%	1%



# 2Q24

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

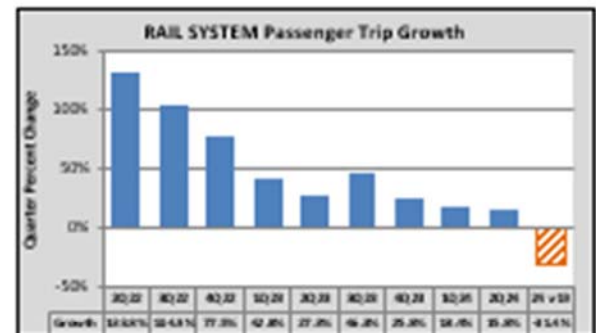
• **RAIL RIDERSHIP**

NJ TRANSIT Rail Passenger Ridership Statistics Fiscal Year 2024		
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	15.4 million	22.5 million
Growth*	+15.8%	(- 31.4%)
Average Weekday Trips	205,900	322,250
Change*	+30,200	(- 116,350)
Growth*	+17.2%	(- 36.1%)
Average Saturday Trips	118,900	121,700
Change*	+19,500	(- 2,800)
Growth*	+19.6%	(- 2.3%)
Average Sunday Trips	98,400	101,900
Change*	+2,550	(- 3,500)
Growth*	+2.7%	(- 3.4%)
Weekends (Saturday + Sunday)		
Growth*	+11.3%	(- 2.8%)
Monthly Passholders#	55,568	218,252
Change*	+4,141	(- 162,685)
Growth*	+8.1%	(- 74.5%)
<b>Market – Weekday Trips</b>		
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
New York Trips	132,300	193,550
Change*	+19,400	(- 61,250)
Growth*	+17.2%	(- 31.6%)
Newark Trips	19,850	38,650
Change*	+3,150	(- 18,800)
Growth*	+18.9%	(- 48.6%)
Hoboken Trips	15,700	33,550
Change*	+2,650	(- 17,850)
Growth*	+20.3%	(- 53.2%)
Atlantic City Trips	900	1,000*
Growth*	+5.9%	(- 10.0%)
Philadelphia Trips	450	550*
Growth*	+28.6%	(- 18.2%)
Local Trips	16,800	21,400
Growth*	+10.2%	(- 21.5%)
Transfers	17,900	31,750
Growth*	+20.9%	(- 43.6%)

\* Compared to same period last year; # Passholders average two Rail trips per weekday.



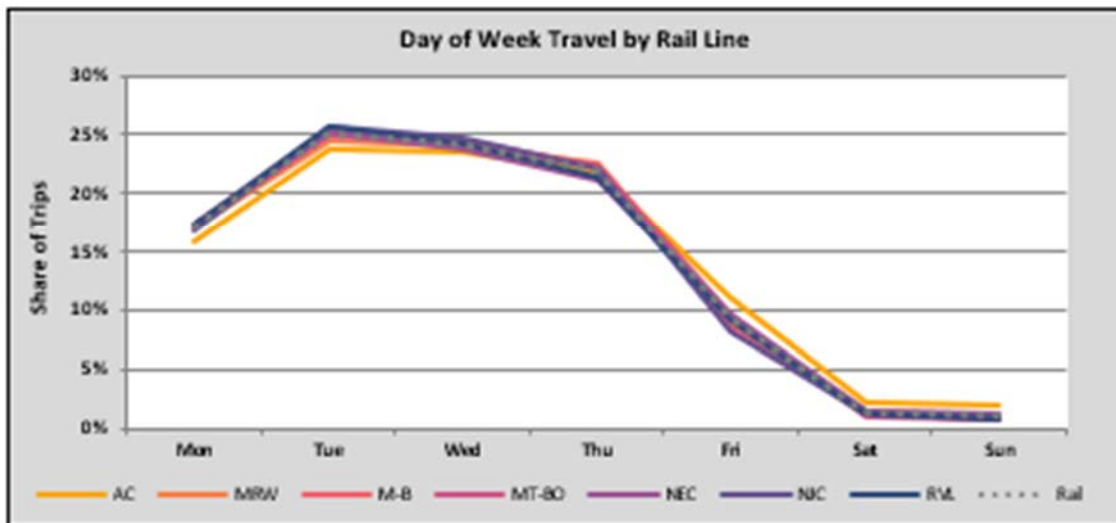
RAIL SYSTEM Ridership Trends	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
<b>By Ticket Type</b>			
Oneway	+17.0%	+5.1%	+28.0%
Round Trip			
Ten Trip			
Weekly	+16.9%	(- 10.9%)	+24.5%
Senior Citizen	+8.1%	(- 74.5%)	+9.1%
Monthly Pass			
<b>TOTAL</b>	<b>+15.5%</b>	<b>(- 30.5%)</b>	<b>+24.1%</b>



# 2Q24

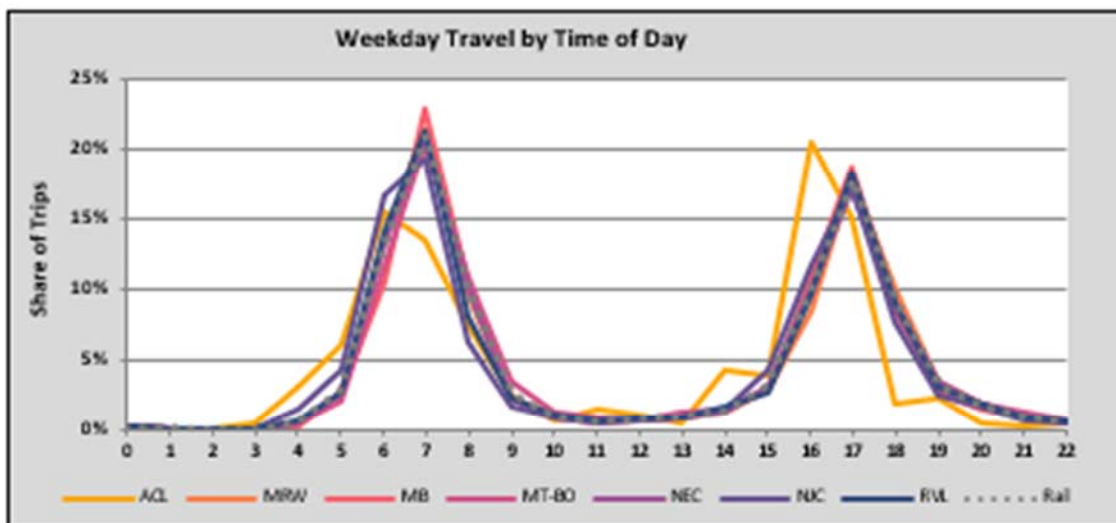
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023



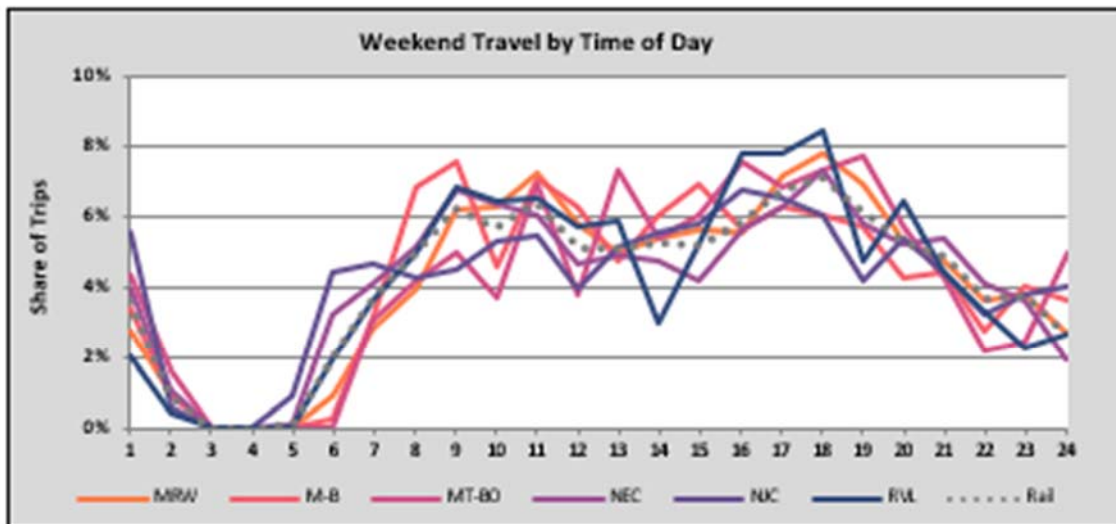
### Differences by Day of Week

Most commuters (~71%) opted to travel during midweek days, Tuesday – Thursday. Within Q1 of FY24, only 9% of weekly trips took place on Fridays. ACRL deviates a bit from patterns identified on other rail lines.



### Differences by Time of Day: Weekdays

The graphed weekday rail data conforms to traditional commuting patterns—peaked in the AM and PM. 7AM saw the highest share of weekday trips (21%) with 5PM being the second busiest hour of travel (18%). ACRL deviates from patterns, more peaked in PM.



### Differences by Time of Day: Weekends

Weekend ridership is much more sporadic with patterns differing by rail line. Overall, ridership picks up around 8-10AM and remains stable until about 8PM, with 6PM being the busiest travel time.

# 2Q24

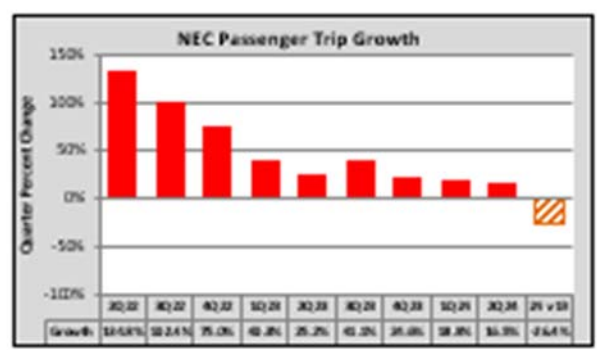
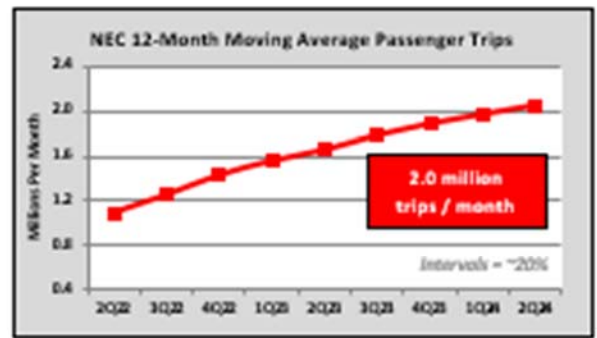
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

NORTHEAST CORRIDOR Passenger Ridership Statistics Fiscal Year 2024		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	6.8 million	9.3 million
Growth*	+16.5%	(- 26.4%)
Average Weekday Trips	86,000	125,400
Change*	+13,300	(- 39,400)
Growth*	+18.3%	(- 31.4%)
Average Saturday Trips	62,850	65,000
Change*	+11,100	(- 2,150)
Growth*	+21.4%	(- 3.3%)
Average Sunday Trips	53,300	56,650
Change*	+1,400	(- 3,350)
Growth*	+2.7%	(- 5.9%)
Weekends (Saturday + Sunday)		
Growth*	+12.1%	(- 4.5%)
Monthly Passholders#	22,323	81,158
Change*	+1,473	(- 58,835)
Growth*	+7.1%	(- 72.5%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	68,400	94,500
Change*	+10,500	(- 26,100)
Growth*	+18.1%	(- 27.6%)
Newark Trips	11,200	22,700
Change*	+1,950	(- 11,500)
Growth*	+21.1%	(- 50.7%)
Hoboken Trips	300	850
Change*	+50	(- 550)
Growth*	+20.0%	(- 64.7%)
Local Trips	6,100	7,350
Change*	+800	(- 1,250)
Growth*	+15.1%	(- 17.0%)



NORTHEAST CORRIDOR Ridership Trends By Ticket Type			
	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+17.8%	(- 0.1%)	+27.6%
Round Trip			
Ten Trip			
Weekly	+19.4%	(- 9.8%)	+25.0%
Senior Citizen	+7.1%	(- 72.5%)	+6.1%
Monthly Pass			
<b>TOTAL</b>	<b>+16.5%</b>	<b>(- 26.4%)</b>	<b>+23.8%</b>



\* Compared to same period last year.  
# Passholders average two Rail trips per weekday.

# 2Q24

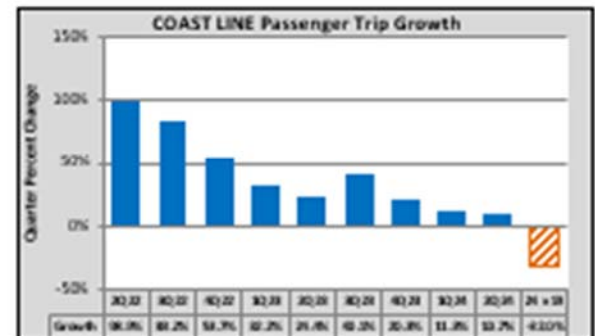
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

COAST LINE		
Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.1 million	1.6 million
Growth*	+10.7%	(- 32.0%)
Average Weekday Trips	14,400	22,500
Change*	+1,550	(- 8,100)
Growth*	+12.1%	(- 36.0%)
Average Saturday Trips	9,300	10,500
Change*	+1,050	(- 1,200)
Growth*	+12.7%	(- 11.4%)
Average Sunday Trips	7,100	8,000
Change*	(- 100)	(- 900)
Growth*	(- 1.4%)	(- 11.3%)
Weekends (Saturday + Sunday)		
Growth*	+6.1%	(- 11.4%)
Monthly Passholders#	3,630	15,430
Change*	+18	(- 11,800)
Growth*	+0.5%	(- 76.5%)
<b>Market – Weekday Trips</b>		
	2 <sup>nd</sup> Quarter	Q2 FY2019
New York Trips	9,300	13,400
Change*	+1,100	(- 4,100)
Growth*	+13.4%	(- 30.6%)
Newark Trips	2,400	5,000
Change*	+200	(- 2,600)
Growth*	+9.1%	(- 52.0%)
Hoboken Trips	200	1,000
Change*	+50	(- 800)
Growth*	+33.3%	(- 80.0%)
Local Trips	2,500	3,100
Change*	+200	(- 600)
Growth*	+8.7%	(- 19.4%)



COAST LINE			
Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway	+12.5%	(- 0.3%)	+21.0%
Round Trip			
Ten Trip			
Weekly	+12.6%	(- 19.7%)	+19.2%
Senior Citizen	+0.5%	(- 76.5%)	+6.5%
Monthly Pass			
<b>TOTAL</b>	<b>+10.7%</b>	<b>(- 32.0%)</b>	<b>+18.7%</b>



\* Compared to same period last year.  
# Passholders average two Rail trips per weekday.

# 2Q24

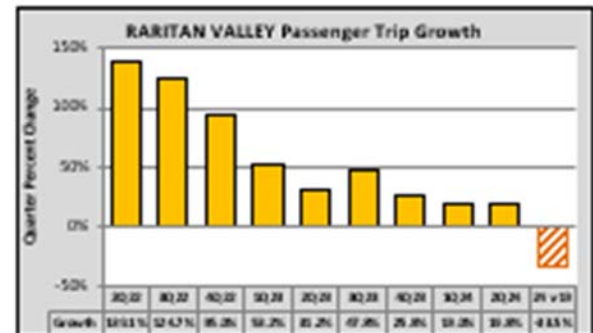
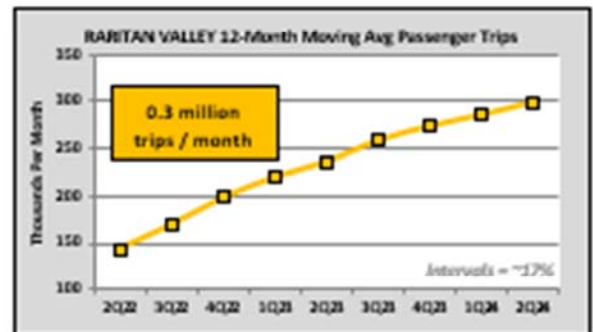
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

RARITAN VALLEY LINE		
Passenger Ridership Statistics		
Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.0 million	1.5 million
Growth*	+19.8%	(- 33.5%)
Average Weekday Trips	14,050	22,500
Change*	+2,400	(- 8,450)
Growth*	+20.6%	(- 37.6%)
Average Saturday Trips	5,800	5,500
Change*	+1,100	+300
Growth*	+23.4%	+5.5%
Average Sunday Trips	4,450	4,100
Change*	+300	+350
Growth*	+7.2%	+8.5%
Weekends (Saturday + Sunday)		
Growth*	+15.8%	+6.8%
Monthly Passholders#	5,013	20,208
Change*	+414	(- 15,195)
Growth*	+9.0%	(- 75.2%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	6,750	10,100
Change*	+1,300	(- 3,350)
Growth*	+23.9%	(- 33.2%)
Newark Trips	5,850	10,300
Change*	+1,000	(- 4,450)
Growth*	+20.6%	(- 43.2%)
Hoboken Trips	100	250
Change*	+50	(- 150)
Growth*	+100.0%	(- 60.0%)
Local Trips	1,350	1,850
Change*	+50	(- 500)
Growth*	+3.8%	(- 27.0%)



RARITAN VALLEY Ridership Trends			
	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>By Ticket Type</b>			
Oneway	+23.8%	+22.5%	+32.8%
Round Trip			
Ten Trip Weekly			
Senior Citizen	+16.4%	(- 15.7%)	+25.2%
Monthly Pass	+9.0%	(- 75.2%)	+9.2%
<b>TOTAL</b>	<b>+19.8%</b>	<b>(- 33.5%)</b>	<b>+26.6%</b>





\* Compared to same period last year.  
# Passholders average two Rail trips per weekday.

# 2Q24

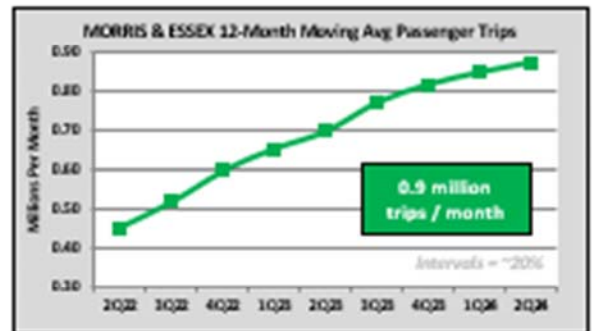
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

MORRIS & ESSEX LINES Morristown Line & Gladstone Branch Passenger Ridership Statistics Fiscal Year 2024		
		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	2.7 million	4.1 million
Growth*	+12.7%	(- 32.3%)
Average Weekday Trips	38,200	59,950
Change*	+4,600	(- 21,750)
Growth*	+13.7%	(- 36.3%)
Average Saturday Trips	17,950	17,950
Change*	+2,300	+0
Growth*	+14.7%	+0.0%
Average Sunday Trips	13,950	14,100
Change*	+350	(- 150)
Growth*	+2.6%	(- 1.1%)
Weekends (Saturday + Sunday)		
Growth*	+9.1%	(- 0.5%)
Monthly Passholders#	11,975	46,978
Change*	+1,030	(- 35,003)
Growth*	+9.4%	(- 74.5%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	29,800	45,550
Change*	+3,800	(- 15,750)
Growth*	+14.6%	(- 34.6%)
Broad Street (BRD) Trips	1,350	2,000
Change*	+100	(- 650)
Growth*	+8.0%	(- 32.5%)
Hoboken Trips	3,950	7,950
Change*	+700	(- 4,000)
Growth*	+21.5%	(- 50.3%)
Local Trips	3,050	4,400
Change*	+0	(- 1,350)
Growth*	+0.0%	(- 30.7%)

\* Compared to same period last year.  
# Passholders average two Rail trips per weekday.

MORRIS & ESSEX Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+13.5%	+7.4%	+28.5%
Round Trip			
Ten Trip Weekly			
Senior Citizen	+13.2%	(- 14.2%)	+26.3%
Monthly Pass	+9.4%	(- 74.5%)	+12.5%
<b>TOTAL</b>	<b>+12.7%</b>	<b>(- 32.3%)</b>	<b>+25.2%</b>



# 2Q24

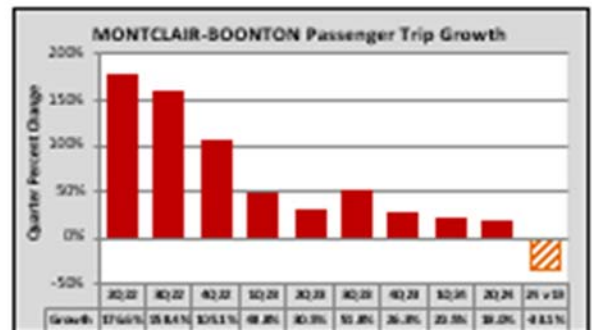
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

MONTCLAIR-BOONTON LINE Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0.8 million	1.2 million
Growth*	+18.0%	(- 33.1%)
Average Weekday Trips	12,250	18,950
Change*	+1,900	(- 6,700)
Growth*	+18.4%	(- 35.4%)
Average Saturday Trips	2,350	1,950
Change*	+400	+400
Growth*	+20.5%	+20.5%
Average Sunday Trips	1,900	1,800
Change*	+50	+100
Growth*	+2.7%	+5.6%
Weekends (Saturday + Sunday)		
Growth*	+11.8%	+13.3%
Monthly Passholders#	4,495	16,485
Change*	+673	(- 11,990)
Growth*	+17.6%	(- 72.7%)
Market – Weekday Trips	2 <sup>nd</sup> Quarter	Q2 FY2019
New York Trips	8,800	12,900
Change*	+1,400	(- 4,100)
Growth*	+18.9%	(- 31.8%)
Broad Street (BRD) Trips	600	850
Change*	+100	(- 250)
Growth*	+20.0%	(- 29.4%)
Hoboken Trips	2,050	4,350
Change*	+300	(- 2,300)
Growth*	+17.1%	(- 52.9%)
Local Trips	800	850
Change*	+150	(- 50)
Growth*	+23.1%	(- 5.9%)



MONTCLAIR-BOONTON LINE Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+17.6%	+18.4%	+29.4%
Round Trip			
Ten Trip			
Weekly	+22.9%	(- 0.8%)	+35.1%
Senior Citizen	+17.6%	(- 72.7%)	+18.6%
Monthly Pass			
<b>TOTAL</b>	<b>+18.0%</b>	<b>(- 33.1%)</b>	<b>+27.4%</b>



\* Compared to same period last year.  
# Passholders average two Rail trips per weekday.

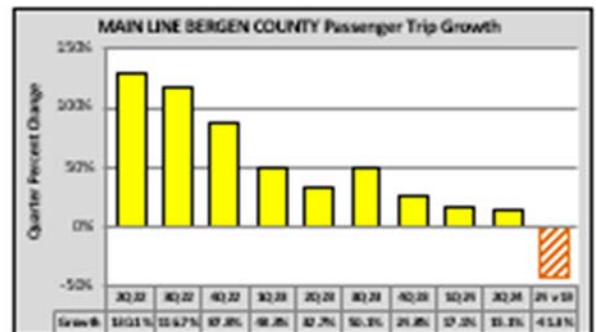
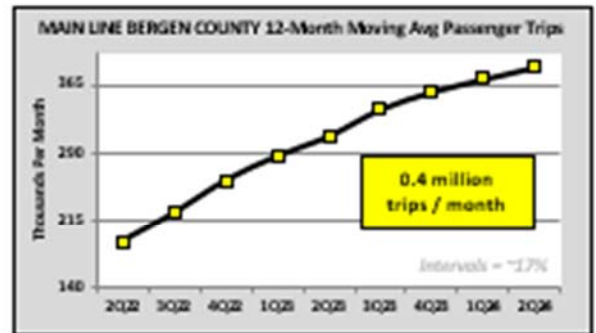
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

MAIN LINE BERGEN COUNTY Passenger Ridership Statistics Fiscal Year 2024		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	1.2 million	2.1 million
Growth*	+15.1%	(- 41.3%)
Average Weekday Trips	17,200	31,850
Change*	+2,350	(- 14,650)
Growth*	+15.8%	(- 46.0%)
Average Saturday Trips	7,550	6,800
Change*	+1,150	+750
Growth*	+18.0%	+11.0%
Average Sunday Trips	5,750	5,350
Change*	+100	+400
Growth*	+1.8%	+7.5%
Weekends (Saturday + Sunday)		
Growth*	+10.4%	+9.5%
Monthly Passholders#	6,280	29,357
Change*	+235	(- 23,077)
Growth*	+3.9%	(- 78.6%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	7,500	14,000
Change*	+1,000	(- 6,500)
Growth*	+15.4%	(- 46.4%)
Newark Trips	250	400
Change*	+0	(- 150)
Growth*	+0.0%	(- 37.5%)
Hoboken Trips	7,100	14,550
Change*	+1,050	(- 7,450)
Growth*	+17.4%	(- 51.2%)
Local Trips	2,300	2,900
Change*	+250	(- 600)
Growth*	+12.2%	(- 20.7%)



MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	+19.0%	+10.3%	+30.7%
Ten Trip			
Weekly			
Senior Citizen	+14.9%	(- 13.6%)	+25.0%
Monthly Pass	+3.9%	(- 78.6%)	+8.8%
<b>TOTAL</b>	<b>+15.1%</b>	<b>(- 41.3%)</b>	<b>+24.8%</b>



\* Compared to same period last year.  
# Passholders average two rail trips per weekday.

# 2Q24

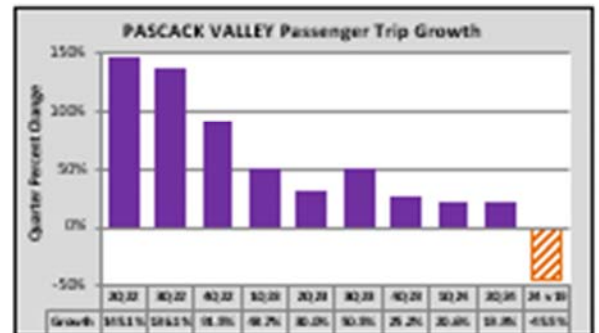
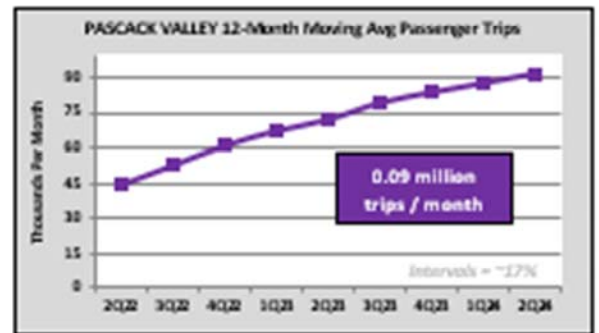
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

PASCACK VALLEY LINE		
Passenger Ridership Statistics		
Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0.3 million	0.5 million
Growth*	+19.9%	(- 45.5%)
Average Weekday Trips	4,350	8,550
Change*	+750	(- 4,200)
Growth*	+20.8%	(- 49.1%)
Average Saturday Trips	1,450	1,350
Change*	+200	+100
Growth*	+16.0%	+7.4%
Average Sunday Trips	1,200	1,100
Change*	+100	+100
Growth*	+9.1%	+9.1%
Weekends (Saturday + Sunday)		
Growth*	+12.8%	+8.2%
Monthly Passholders#	1,600	8,245
Change*	+260	(- 6,645)
Growth*	+19.4%	(- 80.6%)
Market – Weekday Trips		
	2 <sup>nd</sup> Quarter	Q2 FY2019
New York Trips	1,750	3,100
Change*	+300	(- 1,350)
Growth*	+20.7%	(- 43.5%)
Newark Trips	100	200
Change*	+0	(- 100)
Growth*	+0.0%	(- 50.0%)
Hoboken Trips	1,950	4,500
Change*	+400	(- 2,550)
Growth*	+25.8%	(- 56.7%)
Local Trips	550	700
Change*	+50	(- 150)
Growth*	+10.0%	(- 21.4%)



PASCACK VALLEY Ridership Trends			
By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+20.9%	+12.3%	+34.4%
Round Trip			
Ten Trip			
Weekly	+14.4%	(- 20.8%)	+21.7%
Senior Citizen	+19.4%	(- 80.6%)	+13.2%
Monthly Pass			
<b>TOTAL</b>	<b>+19.9%</b>	<b>(- 45.5%)</b>	<b>+27.5%</b>



# 2Q24

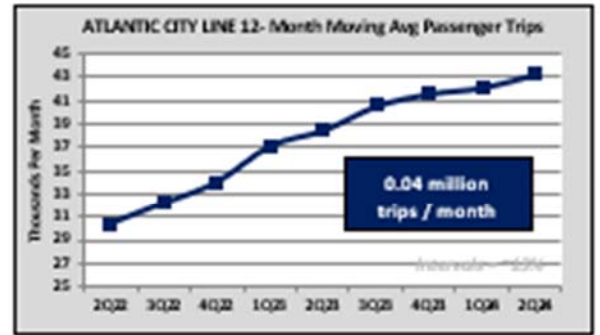
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

ATLANTIC CITY LINE		
Passenger Ridership Statistics		
Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2018
Total Passenger Trips	0.1 million	0.2 million
Growth*	+13.2%	(- 26.9%)
Average Weekday Trips	1,450	2,000
Change*	+150	-550
Growth*	+11.5%	(- 27.5%)
Average Saturday Trips	1,250	1,700
Change*	+300	(- 450)
Growth*	+31.6%	(- 26.5%)
Average Sunday Trips	1,150	1,450
Change*	+250	(- 300)
Growth*	+27.8%	(- 20.7%)
Weekends (Saturday + Sunday)		
Growth*	+29.7%	(- 23.8%)
Monthly Passholders#	253	793
Change*	+40	(- 540)
Growth*	+18.8%	(- 68.1%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2018</b>
Atlantic City Trips	900	1,000
Change*	+50	(- 100)
Growth*	+5.9%	(- 10.0%)
Philadelphia Trips	450	550
Change*	+100	(- 100)
Growth*	+28.6%	(- 18.2%)
Local Trips	100	450
Change*	+0	(- 350)
Growth*	+0.0%	(- 77.8%)



ATLANTIC CITY Ridership Trends			
By Ticket Type			
	2 <sup>nd</sup> Quarter	Q2 FY2018	Last 12 Months
Oneway	+12.6%	(- 19.9%)	+12.7%
Round Trip			
Ten Trip			
Weekly	+12.9%	(- 11.1%)	+13.2%
Senior Citizen			
Monthly Pass	+18.8%	(- 68.1%)	+9.3%
<b>TOTAL</b>	<b>+13.2%</b>	<b>(- 26.9%)</b>	<b>+12.6%</b>



ACL Service was suspended from Sep 2018 through Apr 2019. Bus service was provided with discount tickets. Comparison is to "normal" conditions in FY18, pre-PTC disruptions.

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

NEWARK AIRPORT RAIL STATION Passenger Ridership Statistics Fiscal Year 2024		
	<u>1<sup>st</sup> Quarter</u>	<u>Q1 FY2019</u>
Total Passenger Trips	723,761	784,075
Growth*	+16.8%	(- 7.7%)
Northeast Corridor Trips	693,196	752,576
Growth*	+16.8%	(- 7.9%)
Coast Line Trips	21,578	22,566
Growth*	+13.3%	(- 4.4%)
Raritan Valley Line Trips	2,369	3,262
Growth*	+19.6%	(- 27.4%)
Morris & Essex Lines Trips	1,040	867
Growth*	+37.0%	+20.0%
Main Line Bergen County Trips	4,130	3,342
Growth*	+10.6%	+23.6%
Montclair-Boonton Line Trips	193	324
Growth*	+14.2%	(- 40.4%)
Pascack Valley Line Trips	1,255	1,138
Growth*	+57.3%	+10.3%
<b>Main Markets</b>	<b><u>1<sup>st</sup> Quarter</u></b>	<b><u>Q1 FY2019</u></b>
New York Trips	515,670	576,628
Growth*	+17.9%	(- 10.6%)
Newark Trips	38,182	40,778
Growth*	+12.1%	(- 6.4%)
Hoboken Trips	1,140	1,355
Growth*	+22.4%	(- 15.9%)
Local Trips	130,707	129,302
Growth*	+13.9%	+1.1%

\* Compared to same period last year.

NEWARK AIRPORT RAIL STATION Ridership trends By Ticket Type	<u>1<sup>st</sup> Quarter</u>	<u>Q1 FY2019</u>	<u>Last 12 Months</u>
Oneway	} +15.8%	(- 10.2%)	+26.9%
Round Trip			
Ten Trip			
Child	+31.2%	+49.8%	+42.4%
Senior Citizen	+27.3%	(- 2.2%)	+37.0%
Monthly Pass	+6.7%	+2.9%	+13.4%
<b>TOTAL</b>	<b>+16.8%</b>	<b>(- 7.7%)</b>	<b>+27.6%</b>



Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

**MEADOWLANDS SPORTS COMPLEX STATION**

*Passenger Ridership Statistics*

*Fiscal Year 2024*

	<b>1<sup>st</sup> Quarter</b>	<b>Q1 FY2019</b>
<b>Total Counted Passenger Trips</b>	222,189	215,052
<b>Growth*</b>	+58.3%	+58.3%
<b>Average Counted Trips Per Event</b>	13,070	11,319
<b>Change*</b>	+3,044	+1,751
<b>Growth*</b>	+30.4%	+15.5%
<b>Events &amp; Average Counted Trips</b>		
NFL Football	12,537 - 5 events	11,229 - 7 events
Concerts	12,613 - 11 evts	13,107 - 8 events
Soccer	20,766 - 1 event	7,900 - 4 events
<b>Passenger Origin (based on ticket sales)</b>		
NY Penn Station	+78.0%	(- 26.1%)
Hoboken Terminal	+35.7%	+3.7%
Secaucus Junction	+132.5%	+66.7%
<b>Subtotal</b>	<b>+82.6%</b>	<b>(- 16.1%)</b>
<b>Northeast Corridor stations</b>		
Northeast Corridor stations	+80.5%	(- 24.1%)
Coast Line stations	+58.3%	(- 4.2%)
Raritan Valley Line stations	+59.6%	+18.6%
<b>Subtotal</b>	<b>+80.0%</b>	<b>(- 23.7%)</b>
<b>Morris &amp; Essex stations</b>		
Morris & Essex stations	+106.5%	+20.0%
<b>Montclair-Boonton Line stations</b>		
Montclair-Boonton Line stations	+276.8%	+109.4%
<b>Main/Bergen stations</b>		
Main/Bergen stations	+47.2%	+6.2%
<b>Pascack Valley Line stations</b>		
Pascack Valley Line stations	+66.5%	+50.6%
<b>Subtotal</b>	<b>+76.7%</b>	<b>+18.5%</b>

\* Compared to same period last year.

<b>MEADOWLANDS STATION</b>	<b>1Q FY2024</b>	<b>Last 12 Months</b>
<b>Ridership Trends</b>		
NFL Football	(- 11.7%)	+64.4%
Concerts	+100.0%	+98.9%
Soccer	-----	-----
College Football	-----	-----
Other	-----	-----
<b>TOTAL</b>	<b>+58.3%</b>	<b>+76.2%</b>

As a result of the COVID-19 pandemic, rail service to the Meadowlands Sports Complex was suspended from Q3FY20 to about Q1FY21.

Q4 marks the start of concert season at the MetLife Stadium, with the bulk of these events taking place in June. Meadowlands Sports Complex visits tend peak around Q1 and Q2 (July – December) due to concerts and sporting events.

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

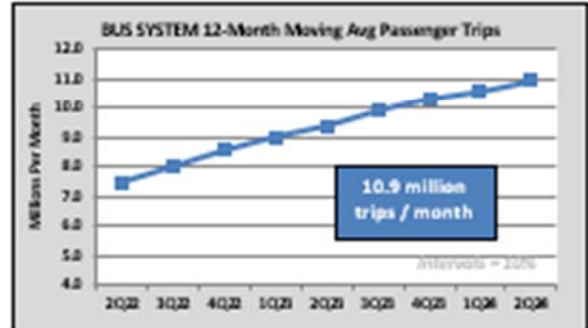
**BUS RIDERSHIP**

**NJ TRANSIT Bus**

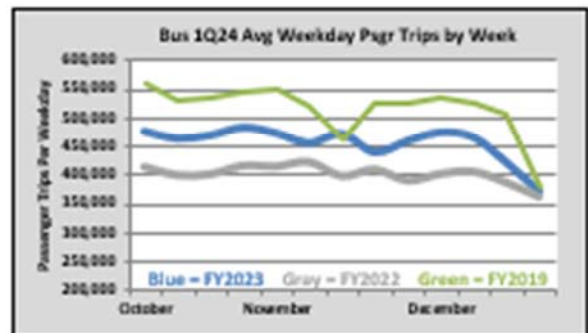
**Passenger Ridership Statistics  
Fiscal Year 2024**

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
<b>Total Passenger Trips</b>	<b>34.8 million</b>	<b>38.3 million</b>
<b>Growth*</b>	<b>+14.5%</b>	<b>(- 9.1%)</b>
<b>Average Weekday Trips</b>	<b>457,200</b>	<b>517,550</b>
<b>Change*</b>	<b>+56,850</b>	<b>(- 60,350)</b>
<b>Growth*</b>	<b>+14.2%</b>	<b>(- 11.7%)</b>
<b>Average Saturday Trips</b>	<b>262,400</b>	<b>257,550</b>
<b>Change*</b>	<b>+38,500</b>	<b>+4,850</b>
<b>Growth*</b>	<b>+17.2%</b>	<b>+1.9%</b>
<b>Average Sunday Trips</b>	<b>151,650</b>	<b>178,800</b>
<b>Change*</b>	<b>(- 3,900)</b>	<b>(- 27,150)</b>
<b>Growth*</b>	<b>(- 2.5%)</b>	<b>(- 15.2%)</b>
<b>Weekends (Saturday + Sunday)</b>		
<b>Growth*</b>	<b>+9.1%</b>	<b>(- 5.1%)</b>

\* Compared to same period last year.

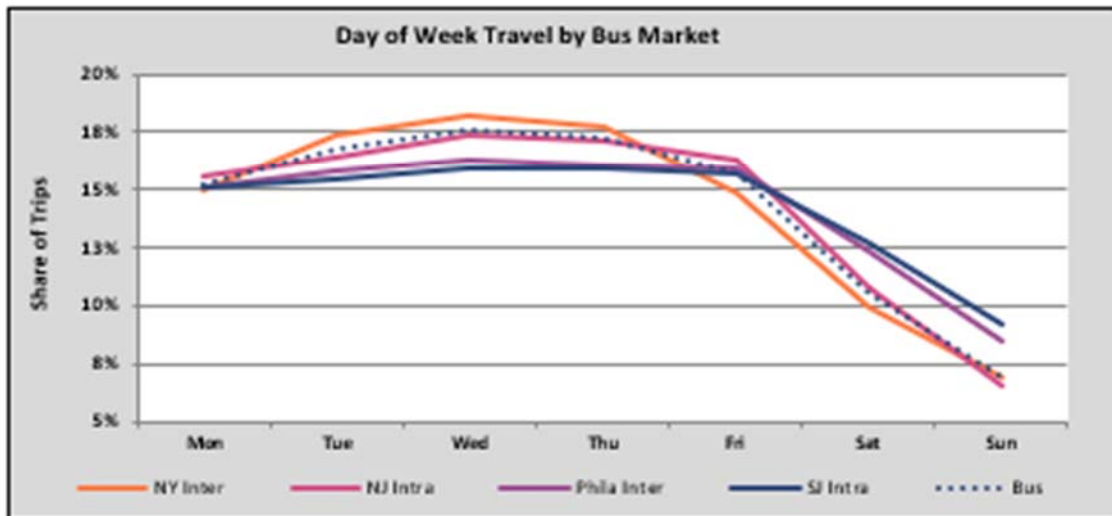


<b>BUS SYSTEM Ridership Trends By Route Group</b>	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
New York Interstate	+14.9%	(- 3.7%)	+22.5%
North Jersey Intrastate	+16.7%	(- 5.2%)	+15.1%
Philadelphia Interstate	+4.0%	(- 28.0%)	+16.0%
South Jersey Intrastate	+11.1%	(- 30.0%)	+8.8%
Special Event / Seasonal	+1.5%	(- 20.5%)	+14.1%
<b>NJ TRANSIT Operated</b>	<b>+15.1%</b>	<b>(- 7.6%)</b>	<b>+17.9%</b>
<b>Contracted Services</b>	<b>+4.5%</b>	<b>(- 30.2%)</b>	<b>(- 3.7%)</b>
<b>TOTAL BUS</b>	<b>+14.5%</b>	<b>(- 9.1%)</b>	<b>+16.5%</b>



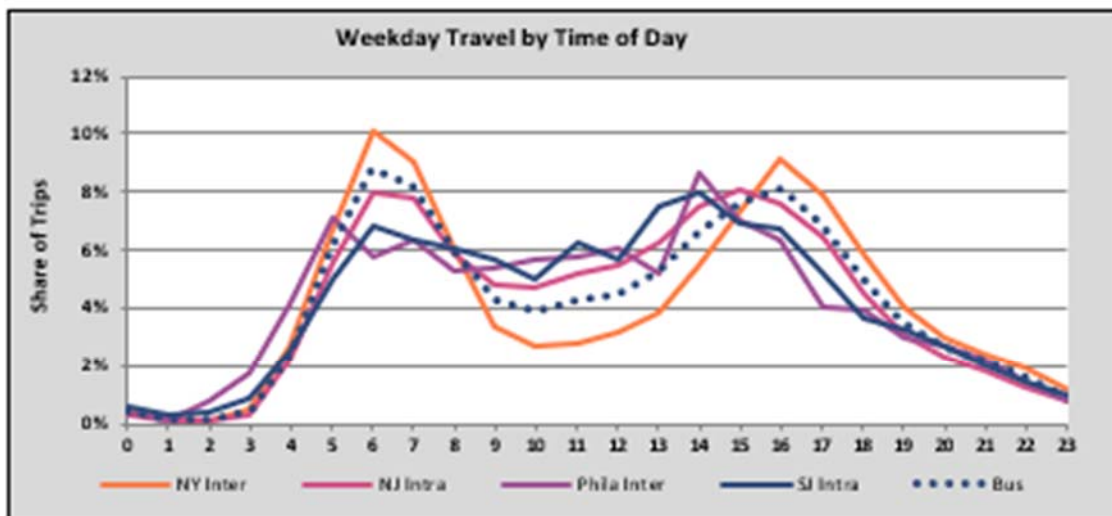
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023



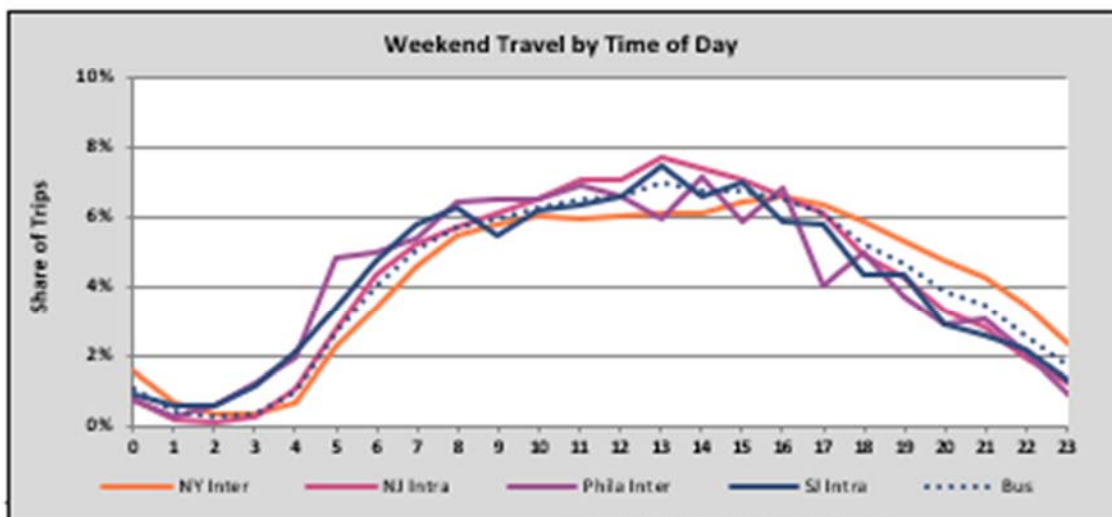
### Differences by Day of Week

Most commuters (~52%) travel during midweek days, Tuesday – Thursday. NY Interstate travel on midweek days surpassed rates observed for bus overall. Share of weekend ridership on Philadelphia Interstate and South Jersey Intrastate routes surpass rates seen in other bus markets.



### Differences by Time of Day: Weekdays

Weekday bus data is peaked during traditional AM and PM hours. Buses are busiest from 6-7AM and 3-4PM, NY Interstate share of travel higher at these times when compared to bus overall. Conversely, other bus markets have higher share of trips during the midday period.



### Differences by Time of Day: Weekends

Share of weekend ridership is highest from 12-4PM, travel is not as peaked as observed during weekdays. NY Interstate travel is lower than bus overall during most hours of the day but higher than other markets from 5PM into the evening.

Source: BARS

# 2Q24

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

### NEW YORK INTERSTATE BUS ROUTES

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	15.0 million	15.6 million
Growth*	+14.9%	(- 3.7%)
Average Weekday Trips	197,700	210,750
Change*	+25,650	(- 13,600)
Growth*	+14.9%	(- 6.5%)

\* Compared to same period last year.

### NORTH JERSEY INTRASTATE BUS ROUTES

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	14.9 million	15.7 million
Growth*	+16.7%	(- 5.2%)
Average Weekday Trips	195,300	212,050
Change*	+27,450	(- 16,750)
Growth*	+16.4%	(- 7.9%)

\* Compared to same period last year.

### NEW YORK INTERSTATE

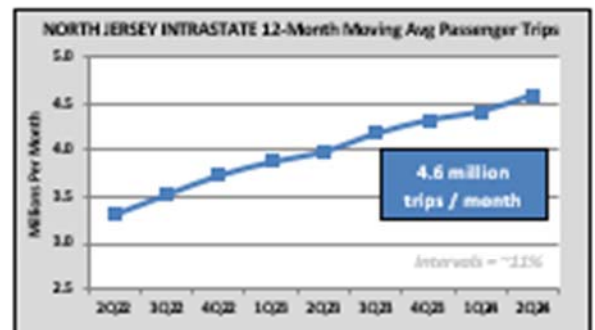
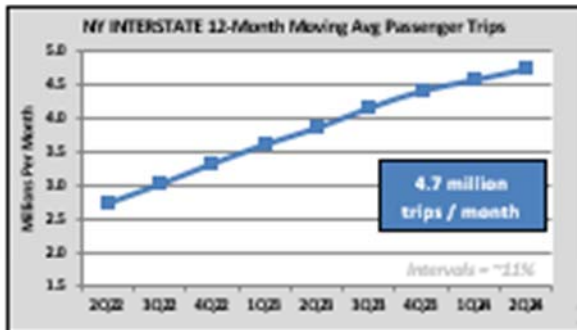
Ridership Trends  
By Route Group

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Bergen- Passaic- Hudson	+15.4%	(- 0.8%)	+24.3%
Essex- Union- North Middlesex	+18.5%	(- 6.4%)	+17.9%
Geo Washington Bridge	+7.4%	(- 6.3%)	+14.5%
Lower Manhattan	+22.3%	(- 12.7%)	+29.3%
South Middlesex- Monmouth- Ocean	+9.2%	(- 25.7%)	+16.1%
<b>NEW YORK INTERSTATE</b>	<b>+14.9%</b>	<b>(- 3.7%)</b>	<b>+22.5%</b>

### NORTH JERSEY INTRASTATE BUS

Ridership Trends  
By Route Group

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Bergen-Passaic	+4.9%	(- 7.0%)	+14.3%
Essex- Union- West Hudson	+17.9%	(- 8.4%)	+14.7%
Hudson County	+16.7%	+14.4%	+16.3%
South Middlesex- Monmouth- Ocean	+27.7%	(- 39.4%)	+36.8%
Morris County	+11.9%	(- 15.6%)	+6.4%
<b>NORTH JERSEY INTRASTATE</b>	<b>+16.7%</b>	<b>(- 5.2%)</b>	<b>+15.1%</b>



# 2Q24

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

### PHILADELPHIA INTERSTATE BUS ROUTES

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	0.9 million	1.2 million
Growth*	+4.0%	(- 28.0%)
Average Weekday Trips	11,350	16,250
Change*	+400	(- 4,900)
Growth*	+3.7%	(- 30.2%)

\* Compared to same period last year.

### SOUTH JERSEY INTRASTATE BUS ROUTES

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	2.3 million	3.3 million
Growth*	+11.1%	(- 30.0%)
Average Weekday Trips	30,450	44,750
Change*	+2,950	(- 14,300)
Growth*	+10.7%	(- 32.0%)

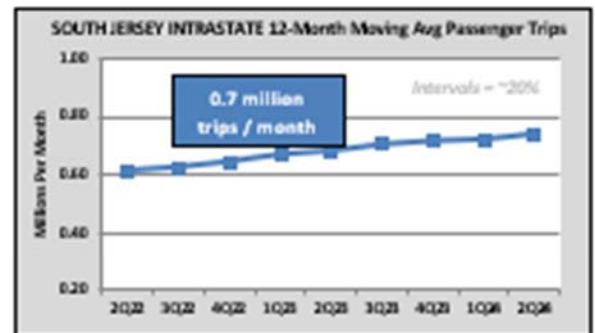
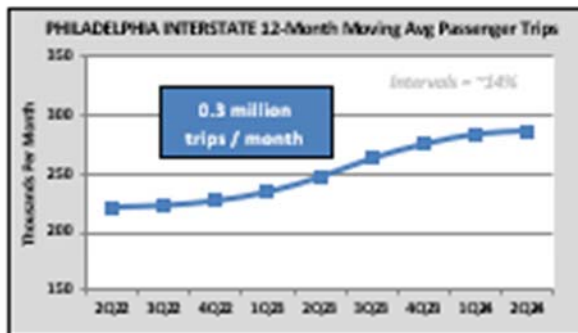
\* Compared to same period last year.

### PHILADELPHIA INTERSTATE BUS Ridership Trends By Route Group

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Camden- Burlington- Mercer	+1.0%	(- 34.8%)	+8.9%
Camden-Gloucester	+4.2%	(- 23.3%)	+24.0%
Gloucester- Salem- Cumberland	+6.4%	(- 29.0%)	+9.5%
<b>PHILADELPHIA INTERSTATE</b>	<b>+4.0%</b>	<b>(- 28.0%)</b>	<b>+16.0%</b>

### SOUTH JERSEY INTRASTATE BUS Ridership Trends By Route Group

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Atlantic County	+4.6%	(- 28.2%)	+9.5%
Atlantic Regional	+8.0%	(- 25.0%)	+9.4%
Camden- Burlington- Mercer	+6.9%	(- 37.9%)	+11.6%
Camden- Gloucester- Burlington	+2.1%	(- 56.5%)	(- 15.2%)
Mercer County	+5.1%	(- 31.2%)	+12.8%
<b>SOUTH JERSEY INTRASTATE</b>	<b>+11.1%</b>	<b>(- 30.0%)</b>	<b>+8.8%</b>



Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

**SPECIAL EVENT & SEASONAL BUS ROUTES**

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	0.01 million	0.01 million
Growth*	+1.5%	(- 20.5%)
Average Weekday Trips	100	100
Change*	+0	+0
Growth*	+0.0%	+0.0%

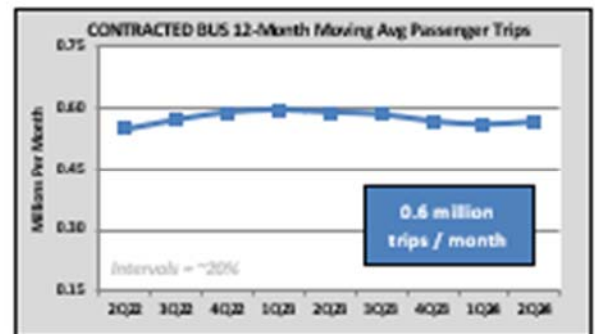
\* Compared to same period last year.

**CONTRACTED BUS ROUTES**

Passenger Ridership Statistics  
Fiscal Year 2024

	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	1.7 million	2.5 million
Growth*	+4.5%	(- 30.2%)
Average Weekday Trips	22,850	33,650
Change*	+950	(- 10,800)
Growth*	+4.3%	(- 32.1%)

\* Compared to same period last year.



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Covering the period October through December 2023

• LIGHT RAIL RIDERSHIP

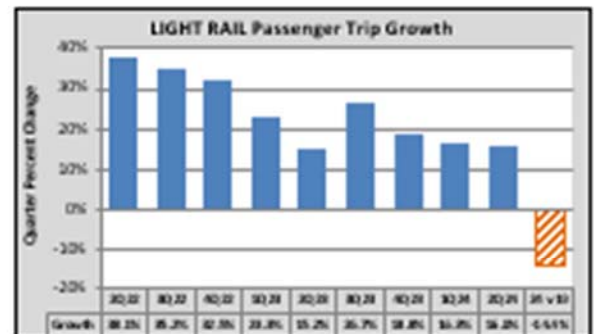
NJ TRANSIT Light Rail Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	5.3 million	6.1 million
Growth*	+16.0%	(- 14.4%)
Average Weekday Trips	69,100	83,300
Change*	+8,050	(- 14,200)
Growth*	+13.2%	(- 17.0%)
Average Saturday Trips	36,900	37,200
Change*	+9,100	(- 300)
Growth*	+32.7%	(- 0.8%)
Average Sunday Trips	28,050	26,500
Change*	+4,950	+1,550
Growth*	+21.4%	+5.8%
Weekends (Saturday + Sunday)		
Growth*	+27.6%	+2.0%

\* Compared to same period last year.

LIGHT RAIL SYSTEM	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Ridership Trends By Ticket Type			
Oneway	+2.6%	(- 43.7%)	(- 2.2%)
Senior Citizen	+3.0%	(- 38.8%)	(- 1.4%)
Ten Trip	(- 4.3%)	(- 60.4%)	(- 2.9%)
Monthly Pass & Other	+19.9%	(- 1.5%)	+25.7%
<b>TOTAL</b>	<b>+16.0%</b>	<b>(- 14.4%)</b>	<b>+19.0%</b>



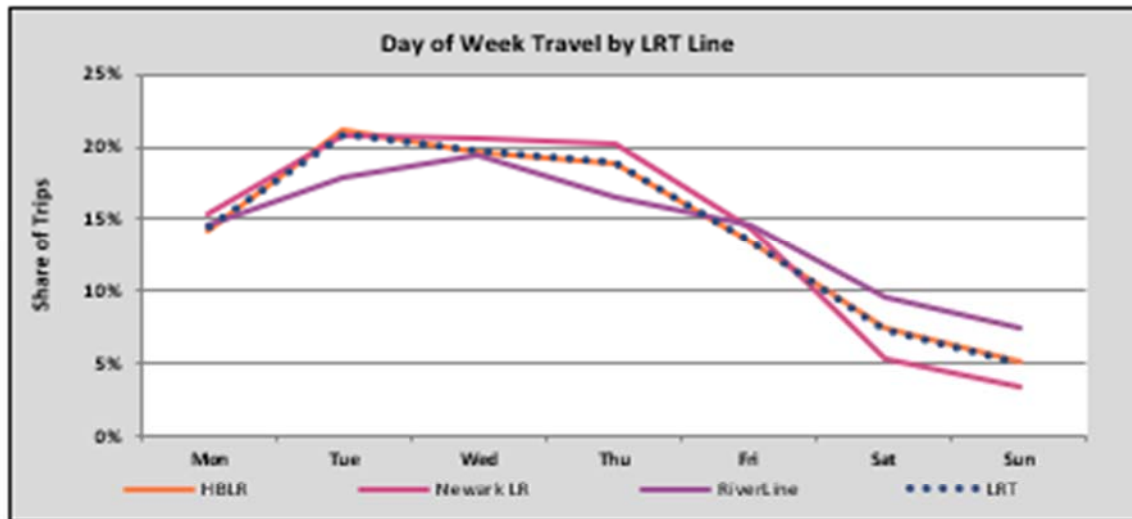
LIGHT RAIL Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
By Service			
Newark Light Rail	+16.7%	(- 13.7%)	+15.2%
Hudson Bergen Light Rail	+16.6%	(- 10.8%)	+23.2%
Rail	+9.6%	(- 37.2%)	(- 0.3%)
River LINE			
<b>TOTAL LIGHT RAIL</b>	<b>+16.0%</b>	<b>(- 14.4%)</b>	<b>+19.0%</b>



# 2Q24

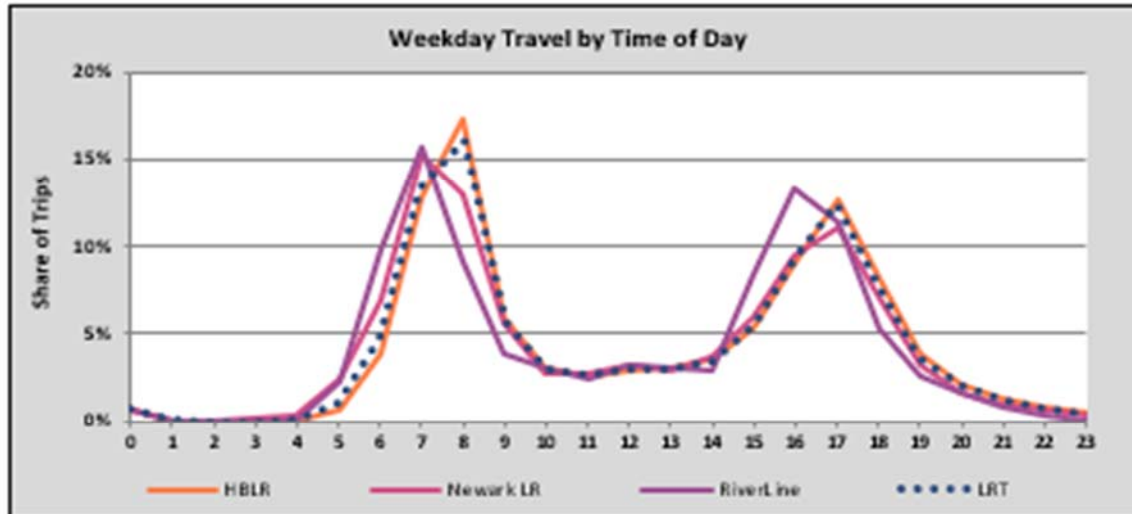
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023



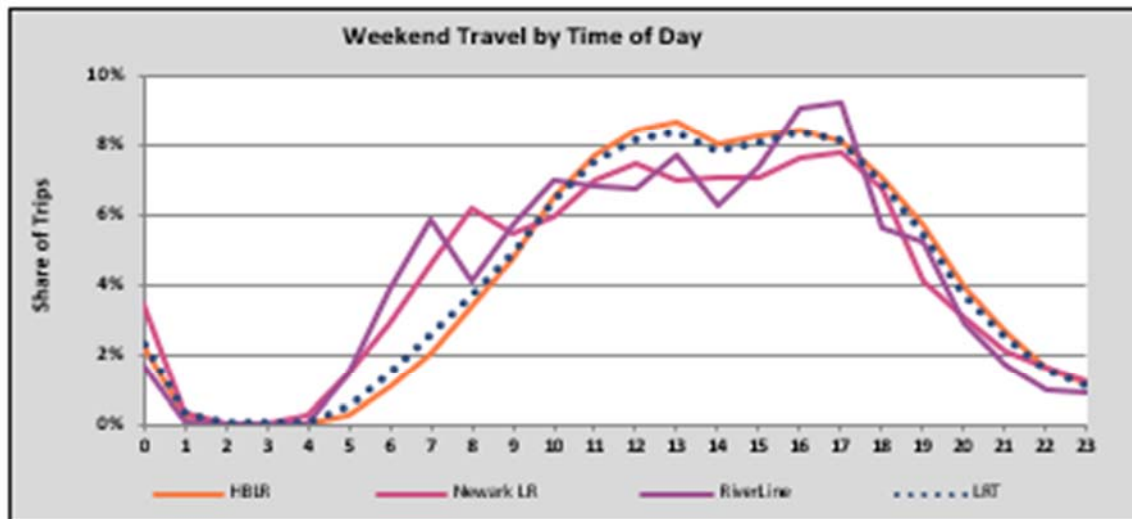
### Differences by Day of Week

**Most commuters (~60%) travel during midweek days, Tuesday – Thursday.** Weekend travel accounted for a ~12% share of weekly trips, ~88% of trips were on a weekday. Newark Light Rail had a higher share of Monday trips and lower weekend usage than the other light rail lines.



### Differences by Time of Day: Weekdays

Weekday light rail data is peaked during traditional AM and PM hours. The light rail system is busiest from 7-9AM and 4-6PM, HBLR travel peaks later than other LRT lines. River Line’s ridership peaks earlier in the afternoon.



### Differences by Time of Day: Weekends

Share of weekend ridership is highest from 12-5PM, travel is not as peaked as observed during weekdays. River Line ridership is noticeably higher between 4-6PM when compared to other lines.

Source: LRT Ticket Activations

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

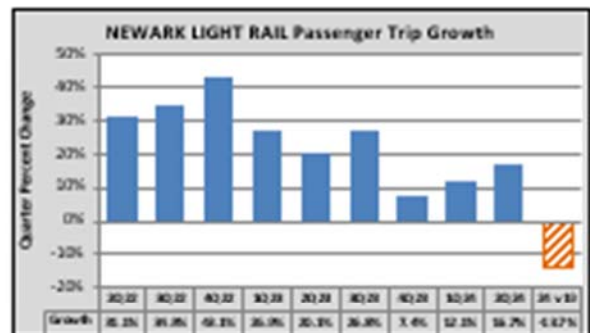
NEWARK LIGHT RAIL

NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.2 million	1.4 million
Growth*	+16.7%	(- 13.7%)
Average Weekday Trips	16,450	19,850
Change*	+1,700	(- 3,400)
Growth*	+11.5%	(- 17.1%)
Average Saturday Trips	7,000	5,900
Change*	+2,600	+1,100
Growth*	+59.1%	+18.6%
Average Sunday Trips	4,550	3,400
Change*	+850	+1,150
Growth*	+23.0%	+33.8%
Weekends (Saturday + Sunday)		
Growth*	+42.6%	+24.2%

\* Compared to same period last year.

NEWARK LIGHT RAIL Average Weekday Boardings			
	2 <sup>nd</sup> Quarter	Q2 FY2023	Q2 FY2019
Non-CBD Stations	7,670	+10.7%	(- 12.1%)
Newark CBD Stations	8,140	+11.1%	(- 21.2%)
Broad Street Extension	650	+29.4%	(- 18.4%)
<b>TOTAL NEWARK LIGHT RAIL</b>	<b>16,450</b>	<b>+11.5%</b>	<b>(- 17.1%)</b>

NEWARK LIGHT RAIL Ridership Trends			
By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+4.0%	(- 49.8%)	(- 4.7%)
Senior Citizen	(- 3.4%)	(- 39.5%)	(- 7.9%)
Ten Trip	(- 43.0%)	(- 87.9%)	(- 38.4%)
Monthly Pass & Other	+21.2%	+4.0%	+22.4%
<b>TOTAL</b>	<b>+16.7%</b>	<b>(- 13.7%)</b>	<b>+15.2%</b>



# 2Q24

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

## • HUDSON-BERGEN LIGHT RAIL

HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2024			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	3.6 million	4.1 million	
Growth*	+16.6%	(- 10.8%)	
Average Weekday Trips	47,450	54,800	
Change*	+6,050	(- 7,350)	
Growth*	+14.6%	(- 13.4%)	
Average Saturday Trips	26,250	26,000	
Change*	+6,050	+250	
Growth*	+30.0%	+1.0%	
Average Sunday Trips	20,250	18,850	
Change*	+3,350	+1,400	
Growth*	+19.8%	+7.4%	
Weekends (Saturday + Sunday)			
Growth*	+25.3%	+3.7%	

\* Compared to same period last year.

HUDSON-BERGEN Ridership Trends			
By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+2.2%	(- 36.0%)	(- 0.1%)
Senior Citizen	+7.6%	(- 32.3%)	+4.5%
Ten Trip	(- 1.2%)	(- 55.4%)	+0.8%
Monthly Pass & Other	+20.1%	(- 0.9%)	+29.6%
<b>TOTAL</b>	<b>+16.6%</b>	<b>(- 10.8%)</b>	<b>+23.2%</b>



HUDSON-BERGEN Average Weekday Boardings			
	2 <sup>nd</sup> Quarter	Q2 FY2023	Q2 FY2019
Stations Bayonne 8 <sup>th</sup> -Richard	7,890	+11.0%	(- 10.1%)
Stations West Side-Garfield	4,780	+11.6%	(- 2.5%)
Stations LSP-Hoboken	24,540	+19.0%	(- 16.0%)
Stations Hoboken 2nd-Tonnelle	10,270	+9.0%	(- 14.0%)
<b>TOTAL HUDSON-BERGEN</b>	<b>47,450</b>	<b>+14.6%</b>	<b>(- 13.4%)</b>



# 2Q24

Second Quarter, Fiscal Year 2024

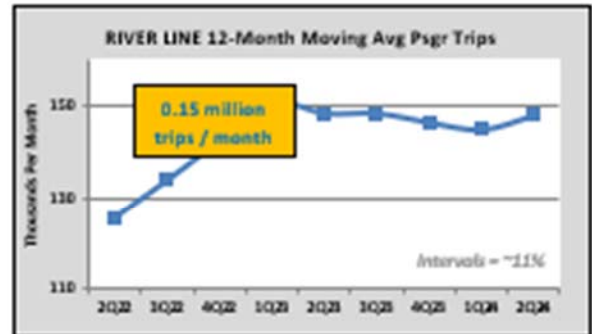
Covering the period October through December 2023

**RIVER LINE**

RIVER LINE Passenger Ridership Statistics Fiscal Year 2024		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0.4 million	0.7 million
Growth*	+9.6%	(- 44.5%)
Average Weekday Trips	5,200	8,650
Change*	+300	(- 3,450)
Growth*	+6.1%	(- 39.9%)
Average Saturday Trips	3,650	5,300
Change*	+450	(- 1,650)
Growth*	+14.1%	(- 31.1%)
Average Sunday Trips	3,250	4,250
Change*	+750	(- 1,000)
Growth*	+30.0%	(- 23.5%)
Weekends (Saturday + Sunday)		
Growth*	+21.1%	(- 27.7%)

\* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+1.6%	(- 59.1%)	(- 7.4%)
Senior Citizen	+0.6%	(- 51.9%)	(- 6.4%)
Ten Trip	(- 13.7%)	(- 72.8%)	(- 19.4%)
Monthly Pass & Other	+14.0%	(- 19.7%)	+3.4%
<b>TOTAL</b>	<b>+9.6%</b>	<b>(- 44.5%)</b>	<b>(- 0.3%)</b>



RIVER LINE Average Weekday Boardings	2 <sup>nd</sup> Quarter	Q2 FY2023	Q2 FY2019
Trenton Stations	1,300	+7.2%	(- 34.0%)
Bordentown-Beverly	1,400	+2.4%	(- 45.3%)
Delanco-Pennsauken	1,100	+9.5%	(- 29.3%)
Camden Stations	1,400	+6.4%	(- 45.4%)
<b>TOTAL RIVER LINE</b>	<b>5,200</b>	<b>+6.1%</b>	<b>(- 39.9%)</b>



# 2Q24

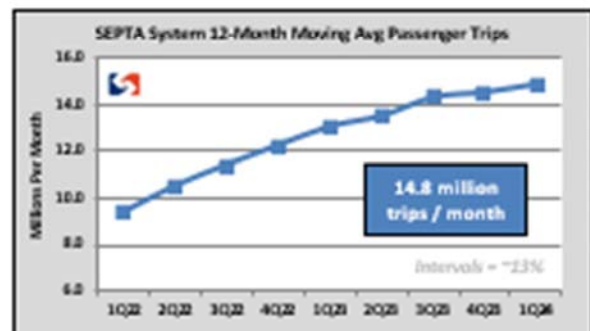
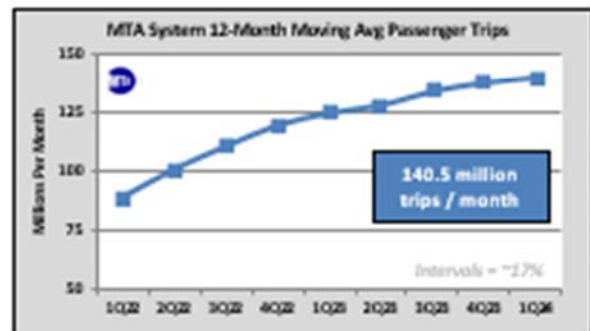
Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

## REGIONAL TRANSPORTATION TRENDS

REGIONAL TRANSPORTATION TRENDS		
Percent Change		
Fiscal Year 2024		
Ridership	2 <sup>nd</sup> Quarter	Q2 FY2019
<b>NJ TRANSIT System</b>		
Rail	+15.8%	(-31.4%)
Bus	+14.5%	(-9.1%)
Light Rail	+16.0%	(-14.4%)
<b>MTA System</b>		
NYC Transit	+6.5%	(-33.3%)
Staten Island Railroad	+9.1%	(-51.4%)
Long Island Railroad	+18.8%	(-25.8%)
Metro North Railroad	+14.9%	(-30.9%)
<b>PATH System</b>		
Newark station	+8.0%	(-48.9%)
Hoboken station	+11.7%	(-39.5%)
33rd Street station	+9.4%	(-34.0%)
World Trade Center station	+20.3%	(-40.4%)
<b>SEPTA System</b>		
City Transit	+9.6%	(-33.9%)
Suburban Transit	+10.8%	(-33.2%)
Regional Rail	+13.1%	(-44.7%)
<b>PATCO</b>		
	+3.9%	(-50.8%)
<b>Amtrak Northeast</b>		
Acela (Boston-NYC-Washington)	+24.0%	+12.4%
Regional (Boston-NYC-Washington)	+23.2%	(-2.5%)
Keystone (NYC-Pho-Harrisburg)	+21.1%	(-23.8%)
Empire (NYC-Albany)	+17.8%	+15.2%
<b>NJ Ferry Services</b>		
Trans-Hudson Downtown	+12.7%	(-40.7%)
Trans-Hudson Midtown	+11.9%	(-53.3%)
Monmouth County	+13.6%	(-31.6%)
<b>Port Authority NY &amp; NJ Airports – Air Travelers</b>		
Newark EWR	+8.5%	+2.9%
Kennedy JFK	+11.9%	+6.7%
LaGuardia LGA	+7.6%	(-1.0%)
	+5.4%	+5.5%
<b>Vehicles<sup>1</sup></b>		
	1 <sup>st</sup> Quarter	Q1 FY2019
<b>MTA Bridges &amp; Tunnels</b>		
Port Authority Bridges & Tunnels	+1.0%	+2.2%
George Washington Bridge	(-0.6%)	+0.2%
Lincoln Tunnel	(-0.9%)	(-3.4%)
Holland Tunnel	(-4.3%)	+1.7%
Bayonne Bridge	+4.6%	+1.7%
Goethals Bridge	+1.1%	+44.3%
Outerbridge Crossing	(-0.7%)	+3.6%
	+0.0%	(-2.9%)
<b>Vehicle Miles Traveled on NJ Roads &amp; Highways</b>		
	+3.4%	(-2.9%)
<b>Unleaded Gasoline Price v Last Year</b>		
	(-23.0%)	
<b>Unleaded Gasoline Price v 2 Yrs Ago</b>		
	+16.6%	
<b>Unleaded Gasoline Price v 3 Yrs Ago</b>		
	+57.2%	
<b>Unleaded Gasoline Price v 4 Yrs Ago</b>		
	+15.9%	
<b>Unleaded Gasoline Price v 5 Yrs Ago</b>		
	+12.2%	

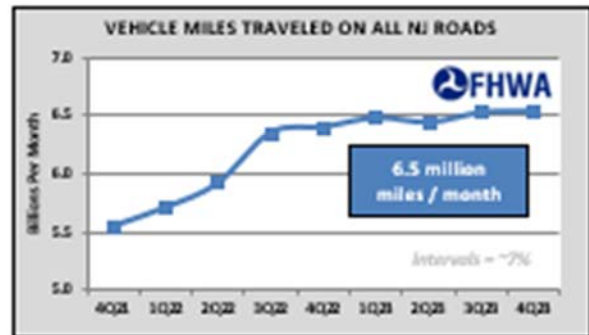
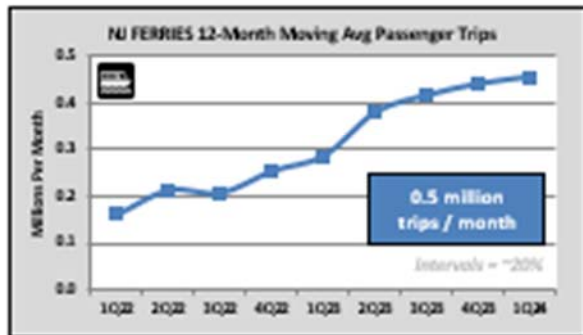
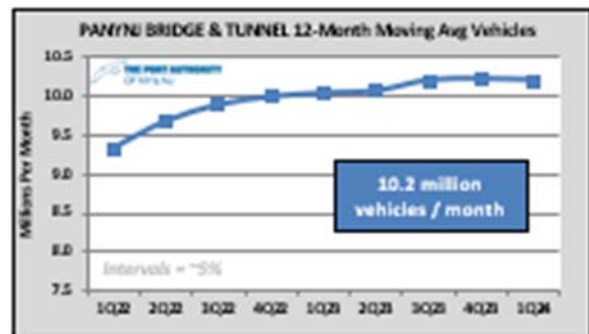
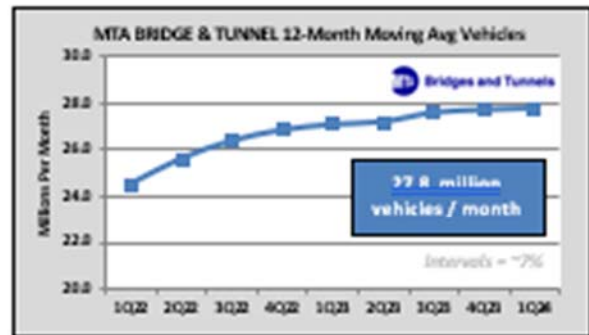
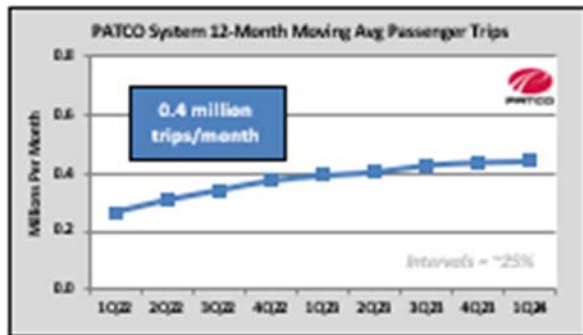
1 Auto volume shown except for MTA Bridge & Tunnels and NJ Vehicle Miles Traveled, which are all vehicles.



# 2Q24

Second Quarter, Fiscal Year 2024

Covering the period October through December 2023



Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

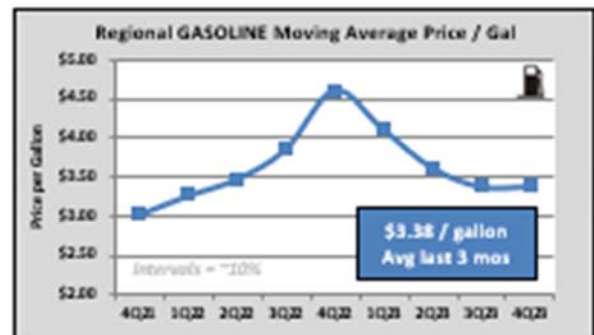
• THE REGIONAL ECONOMY

**REGIONAL ECONOMIC TRENDS**  
Percent Change  
Fiscal Year 2024

Employment	2nd Quarter	Q2 FY2019
<b>New Jersey</b>	<b>+1.6%</b>	<b>+4.0%</b>
Newark-Union Metro	+1.9%	+2.8%
Edison-New Brunswick Metro	+0.9%	+4.6%
Bergen-Passaic-Hudson	+0.6%	+1.9%
Northern New Jersey	+1.2%	+3.1%
Camden Metro	+2.4%	+6.9%
Trenton-Ewing	+3.7%	+7.6%
Atlantic City-Hammonton	+2.5%	+1.3%
Vineland-Milville-Hammonton	+1.2%	+3.6%
Ocean City	+9.1%	+12.2%
Southern New Jersey*	+2.9%	+6.4%
<b>New York City</b>	<b>+1.6%</b>	<b>+1.9%</b>
<b>Philadelphia</b>	<b>+2.7%</b>	<b>+5.7%</b>
<b>NJ-NYC-Phila Region</b>	<b>+1.7%</b>	<b>+3.1%</b>
<b>U.S. Total</b>	<b>+1.9%</b>	<b>+4.9%</b>

\* Due to U.S. Bureau of Labor Statistics estimating techniques, local New Jersey labor market totals and trends may not sum to the New Jersey statewide total.

Source: U.S. Bureau of Labor Statistics



Second Quarter, Fiscal Year 2024

Covering the period October through December 2023

WEATHER CONDITIONS

CLIMATE ANALYSIS

Fiscal Year 2024

	2 <sup>nd</sup> Quarter	Q2 FY2019
Average Temperature	51.0 F	46.8 F
Vs. normal	+3.5 F	+0.2 F
Vs. last year	+2.6 F	(- 1.4 F)

Precipitation – Weekdays

This year	14 days	22 days
Last year	22 days	

Precipitation – Weekends

This year	9 days	14 days
Last year	11 days	

Precipitation – Total

This year	23 days	36 days
Last year	33 days	

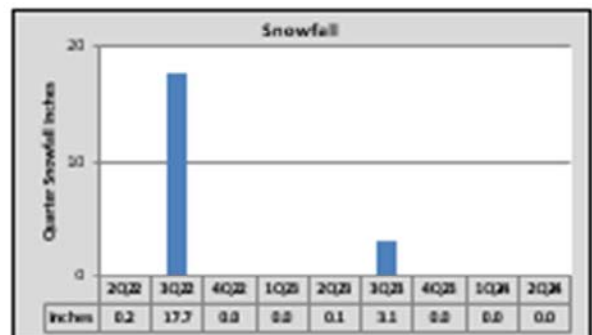
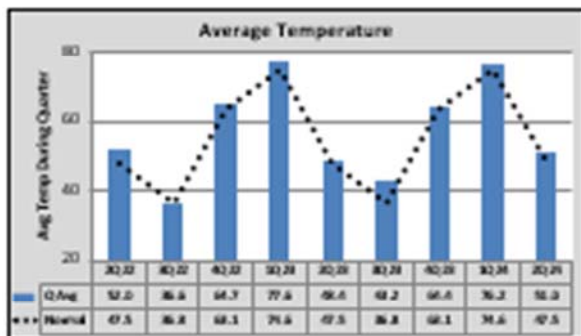
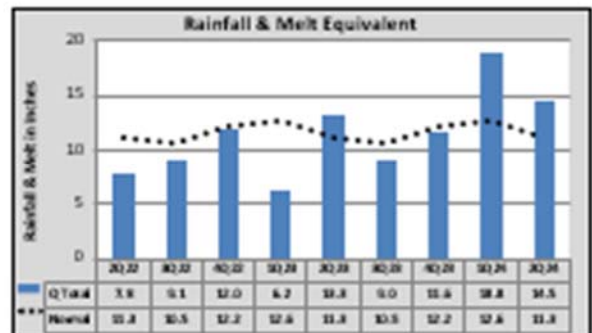
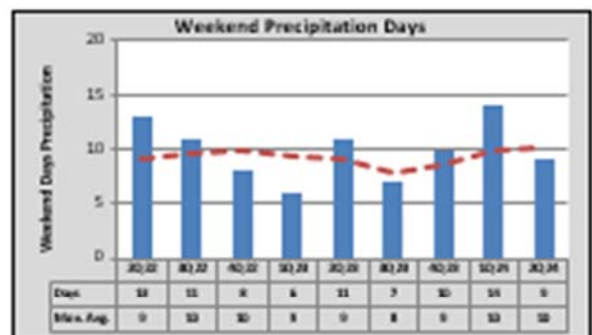
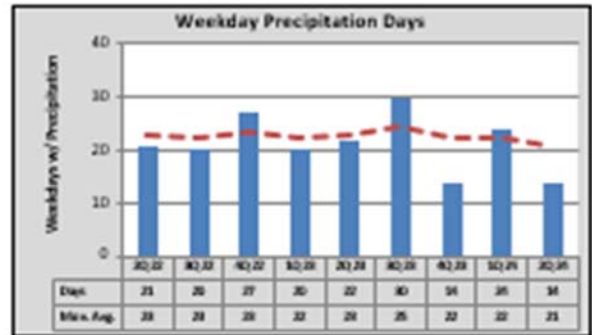
Rainfall & Equivalent

This year	14.5 inches	17.9 inches
Last year	13.3 inches	
Normal	11.3 inches	

Snowfall

This year	0 inches	6.4 inches
Last year	0.1 inches	

Source: National Weather Service, Newark Airport reporting station



## APPENDIX B

## KEY PERFORMANCE INDICATORS



	FY21 Actual	FY22 Actual	FY23 Actual
<b>Operational:</b>			
Training			
Locomotive engineer trainees enrolled (LETP)	100	91	53
Retention of graduated LETP classes <sup>1</sup>	41.0%	49.5%	44.6%
Assistant conductor trainees enrolled (ACTP)	132	125	99
Retention of graduated ACTP classes <sup>1</sup>	70.5%	84.8%	78.6%
On-Time Performance			
Rail	93.3%	92.5%	90.5%
Bus	98.0%	95.0%	94.0%
Light Rail	96.9%	96.3%	95.7%
Equipment			
# of Revenue Locomotives	173	171	171
Total number of buses	3,104	3,028	2,954
<b>Financial:</b>			
Total state operating assistance received (millions)	\$ 425.6	\$ 507.1	\$ 903.1
Federal COVID-19 Relief Funding	\$ 979.0	\$ 1,030.7	\$ 479.3
Average daily cash balance (millions)	\$ 109.8	\$ 113.5	\$ 185.7
Farebox Recovery			
Systemwide	13.2%	21.8%	32.9%
Rail <sup>2</sup>	13.7%	27.3%	42.4%
Bus <sup>2</sup>	20.5%	29.5%	34.5%
Light Rail <sup>2</sup>	8.5%	10.7%	10.3%
Outstanding debt at year-end <sup>3</sup> (millions)	\$ 1,065.6	\$ 1,119.0	\$ 1,448.9
Revolving line of credit outstanding at year-end (millions)	\$ 0.0	\$ 185.0	\$ 240.0
<b>Administrative:</b>			
Year-end headcount	11,648	11,798	12,251
Percentage of workforce full-retirement eligible	12.0%	12.5%	12.1%

**Notes:**

<sup>1</sup> Annual LETP and ACTP retention rates are calculated from the classes that graduated in that fiscal year.

<sup>2</sup> Farebox recovery calculations do not include overhead

<sup>3</sup> Does not include revolving debt

### APPENDIX C

<b>Month(s)</b>	<b>Budget Process</b>
<b>August - September</b>	<b>NJT Budget Planning</b> <ul style="list-style-type: none"><li>• Develop Preliminary Budgetary Assumptions, Priorities &amp; Opportunities</li><li>• Internal Budget Planning Meetings within each Department</li></ul>
<b>October - January</b>	<b>NJT Budget Development and Request</b> <ul style="list-style-type: none"><li>• Budget Planning Instructions Sent to Departments</li><li>• Review of Department Budget Submissions</li><li>• Finalized Recommendations by NJT Executive Management</li><li>• Submission of NJT Budget Request to OMB ("Fishbowl" Meeting)</li></ul>
<b>February - March</b>	<b>Governor's Proposed Budget</b> <ul style="list-style-type: none"><li>• Executive Branch Analysis of NJT Budget Request</li><li>• Governor's Fiscal Year Budget Address to Legislature</li><li>• NJT Board Approves Budget Transmittal Letter to Legislature</li></ul>
<b>April - June</b>	<b>Appropriations Act</b> <ul style="list-style-type: none"><li>• Senate and Assembly Hearings on Budget</li><li>• Legislature Adopts Budget Appropriations Act</li><li>• Governor Signs Budget Appropriations Act</li></ul>
<b>July</b>	<b>NJT Board Budget Adoption</b>

## APPENDIX D

**NJ Transit Corporation  
Revenue and Expense Trends**

(\$ in millions)

	Rail		Bus		Light Rail		Admin / All Other		Covid-19	Total NJT	
	Rev	Exp	Rev	Exp	Rev	Exp	Rev	Exp	Relief	Rev	Exp
FY14 - Actual	663.3	804.5	374.1	670.8	164.6	349.3	885.2	281.1	-	2,087.2	2,105.7
FY15 - Actual	666.3	797.4	374.6	672.0	39.5	223.4	995.0	382.1	-	2,075.4	2,074.9
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.2	1,188.0	415.4	-	2,305.4	2,305.1
FY20 - Actual	552.1	926.7	305.2	746.0	32.8	246.2	1,292.1	454.3	360.8	2,543.0	2,373.3
FY21 - Actual	233.7	965.7	171.2	790.4	28.7	248.7	981.7	458.3	979.0	2,394.4	2,463.0
FY22 - Actual	388.2	1,068.5	256.2	832.9	30.5	260.3	1,122.7	516.4	1,030.7	2,828.4	2,678.1
FY23 - Actual	515.4	1,089.4	316.0	874.4	36.8	286.4	1,451.0	552.0	479.3	2,798.5	2,802.2
FY24 - Projected	541.2	1,128.9	325.5	910.1	38.6	291.1	1,192.3	576.4	808.8	2,906.5	2,906.5
FY25 - Gov Bud <sup>1</sup>	622.4	1,166.6	374.3	940.4	48.4	300.8	1,209.1	595.7	749.3	3,003.5	3,003.5
FY26 - Prelim <sup>1</sup>	642.3	1,203.8	386.3	970.4	50.0	310.4	2,020.6	614.7	-	3,099.2	3,099.2
FY27 - Prelim <sup>1</sup>	662.8	1,237.9	398.6	997.9	51.6	319.2	2,074.0	632.1	-	3,187.1	3,187.1
FY28 - Prelim <sup>1</sup>	684.0	1,272.5	411.4	1,025.8	53.2	328.1	2,127.5	649.8	-	3,276.2	3,276.2

**Projected Revenues for FY24 – FY28**

	Corp									Total Resources
	Passenger	Other Revenue	State Subsidy <sup>1</sup>	Transit Fee	Turnpike <sup>2</sup>	Clean Energy <sup>1</sup>	PM / CM <sup>1</sup>	Other Reim	COVID-19 Relief	
FY24 - Projected	781.1	130.7	142.0	-	440.0	70.1	334.0	199.8	808.8	<b>2,906.5</b>
FY25 - Gov Bud <sup>1</sup>	947.0	131.7	145.0	-	455.0	70.1	334.0	171.4	749.3	<b>3,003.5</b>
FY26 - Prelim <sup>1</sup>	1,005.0	135.4	145.0	766.8	470.0	70.1	334.0	172.9	-	<b>3,099.2</b>
FY27 - Prelim <sup>1</sup>	1,058.4	139.2	145.0	776.5	485.0	70.1	334.0	178.9	-	<b>3,187.1</b>
FY28 - Prelim <sup>1</sup>	1,111.9	143.1	145.0	791.6	500.0	70.1	334.0	180.5	-	<b>3,276.2</b>

<sup>1</sup> Resources assume the same level of State Subsidy, Clean Energy and PM / CM funding in FY25 - FY28

<sup>2</sup> Total Turnpike Funding for FY24 - FY28 does not include \$25m each year allotted for the Portal North Bridge capital project

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY25)	Proposed Appropriation (FY26)	Proposed Appropriation (FY27 - FY34)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY25-FY34)
Appropriation Line	Narrative Summary						
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	N/A	\$0.50	\$0.50	\$4.00	N/A	Yes
All Stations Accessibility Program (ASAP) - T951	Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs. Increase the number of existing (as of November 15, 2021) stations or facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR Part 37. Eligibility is designated recipients that operate or allocate funds to inaccessible pre-ADA—or “legacy” — rail fixed guideway public transportation systems.  Grants are for three projects: Anderson Street (Hackensack) and New Bridge Landing (River Edge) rail stations on the Pascack Valley Line; Bradley Beach rail station on the North Jersey Coast Line; and a Track Curvature Study to the Chatham and Orange rail stations on the Morris and Essex Line. Requires STATE (TTF) and/or Other match.	\$64.13	\$0.00	\$0.00	\$0.00	\$0.07	Yes
Bridge and Tunnel Rehabilitation - T05	This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.	\$687.59	\$16.63	\$16.63	\$133.04	\$385.64	Yes
Bus Acquisition Program - T111	The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, 40 foot buses and 60 foot articulated buses.	\$170.14	\$141.78	\$142.19	\$1,512.37	\$1.16	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.	N/A	\$0.80	\$0.80	\$6.40	N/A	Yes
Bus Support Facilities and Equipment - T08	The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components.	\$303.07	\$43.10	\$114.04	\$1,518.64	\$128.71	Yes
Bus Vehicle and Facility Maintenance/Capital Maintenance - T09	Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.	\$137.35	\$1.10	\$0.10	\$0.80	\$0.29	Yes
Capital Ferry Improvement Program - T700	The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.	N/A	\$6.49	\$6.49	\$51.96	N/A	Yes
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery.	N/A	\$40.00	\$40.00	\$320.00	N/A	Yes
Casino Revenue Fund - T515	Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.	N/A	\$40.10	\$41.30	\$376.75	N/A	Yes
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$0.31	\$0.10	\$0.10	\$0.80	\$0.18	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.	N/A	\$1.02	\$1.02	\$8.16	N/A	Yes
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	N/A	\$3.00	\$3.00	\$24.00	N/A	Yes
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.	N/A	\$2.60	\$2.60	\$20.80	N/A	Yes
Hoboken Terminal /Yard Rehabilitation - T82	Funding is provided for design and construction of repair/replacement to Hoboken Terminal including, but not limited to, the core passenger facility, bus terminal, yards, terminal ferry slip rehabilitation, substructure, Long Slip walkway and Observer Highway Sewer.	\$176.10	\$0.00	\$0.00	\$0.00	\$55.62	Yes
Hudson-Bergen and Newark LRT System - T87	Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.	\$31.00	\$0.00	\$5.00	\$40.00	\$22.00	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Hudson-Bergen LTR Northern Extension - T301	Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelles Avenue in North Bergen.	\$79.45	\$0.00	\$0.00	\$0.00	\$0.01	Yes
Immediate Action Program - T20	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.	\$13.20	\$32.40	\$83.80	\$1,025.84	\$10.50	Yes
Lackawanna Cutoff MOS Project - T535	Funding is provided for Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line.	\$94.03	\$0.00	\$0.00	\$0.00	\$54.13	Yes
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$15.39	\$18.28	\$18.28	\$146.20	\$7.12	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Light Rail Vehicle Rolling Stock - T550	Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Funding will be provided to support the Mid-Life Overhaul of the LRV fleet operating on NJ TRANSIT RiverLine Light Rail System.	\$76.34	\$0.00	\$0.00	\$0.00	\$56.16	Yes
Locomotive Overhaul - T53E	Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.	\$230.93	\$44.00	\$46.50	\$20.00	\$4.09	Yes
Lyndhurst Improvements - T610	Funding is provided for the construction for new Lyndhurst Intermodal Station. It will also make the station ADA accessible.	\$42.50	\$0.00	\$0.00	\$0.00	\$30.28	Yes
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	N/A	\$0.50	\$0.50	\$4.00	N/A	Yes
NEC Elizabeth Rail Station Improvements - T600	Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space.	\$94.25	\$0.00	\$0.00	\$0.00	\$77.76	Yes
NEC Improvements - T44	The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.	\$138.85	\$107.88	\$132.88	\$912.99	\$43.50	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
New Brunswick Station Platform Ext. and Elevator Imprvmts(Liberty Corridor) - T532	This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-model hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.	\$69.16	\$0.00	\$0.00	\$0.00	\$13.22	Yes
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$582.54	\$18.00	\$7.31	\$58.48	\$107.55	Yes
Passaic-Bergen Intermodal (Earmark) - T534	Funding is provided for SAFETEA-LU earmarks for Passaic-Bergen Intermodal Transportation Deployment Initiative.	\$21.09	\$0.00	\$0.00	\$0.00	\$1.16	Yes
Perth Amboy Station Improvements - T620	Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations.	\$68.91	\$0.00	\$0.00	\$0.00	\$62.30	Yes
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$15.75	\$9.28	\$9.28	\$73.30	\$16.42	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY25)	Proposed Appropriation (FY26)	Proposed Appropriation (FY27 - FY34)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY25-FY34)
Appropriation Line	Narrative Summary						
Portal North Bridge - T538	Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. \$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ TRANSIT was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program. \$591M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project. FTA has allotted an additional \$25.034M of FY2023 Consolidated Discretionary funds for the PNB project.	\$2,008.56	\$136.60	\$64.98	\$302.46	\$1,847.41	Yes
Preventive Maintenance-Bus - T135	Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.	N/A	\$105.31	\$105.31	\$842.52	N/A	Yes
Preventive Maintenance-Rail - T39	State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	N/A	\$228.69	\$228.69	\$1,829.48	N/A	Yes
Private Carrier Equipment Program - T106	This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.	N/A	\$3.00	\$3.00	\$24.00	N/A	Yes
Rail Capital Maintenance - T34	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	\$9.12	\$0.00	\$0.00	\$0.00	\$0.73	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$46.27	\$2.50	\$0.00	\$0.00	\$36.94	Yes
Rail Rolling Stock Procurement - T112	This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.	\$1,629.22	\$471.88	\$467.86	\$3,211.11	\$1,618.95	Yes
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$753.59	\$30.02	\$43.37	\$43.41	\$284.99	Yes
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$6.50	\$0.73	\$0.73	\$5.80	\$0.13	Yes
Section 5310 Program - T150	The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.	\$4.81	\$13.67	\$14.02	\$121.11	\$4.79	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Section 5311 Program - T151	Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.	\$0.57	\$8.04	\$8.22	\$70.29	\$0.57	Yes
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	\$6.51	\$2.47	\$2.47	\$19.76	\$1.28	Yes
Signals and Communications/Electric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$1,624.55	\$21.72	\$11.00	\$88.00	\$946.81	Yes
Small/Special Services Program - T120	This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.	\$4.30	\$1.47	\$1.47	\$11.78	\$4.33	Yes
Study and Development - T88	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.	\$36.88	\$7.91	\$7.33	\$39.27	\$26.27	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$179.26	\$9.41	\$9.41	\$75.25	\$115.94	Yes
Track Program - T42	The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.	N/A	\$28.50	\$28.50	\$228.00	N/A	Yes
Transit Enhancements - T210	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.	\$49.76	\$18.51	\$0.00	\$688.43	\$6.36	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY25)	Appropriation (FY26)	Appropriation (FY27 - FY34)	And/Or Committed To Date	With Future Appropriations (FY25-FY34)
Transit Rail Initiatives - T300	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&amp;W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&amp;W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.</p> <p>The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.</p>	\$503.06	\$30.75	\$26.97	\$366.06	\$306.43	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY25)	Proposed Appropriation (FY26)	Proposed Appropriation (FY27 - FY34)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY25-FY34)
Appropriation Line	Narrative Summary						
	Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.						
Walter Rand Transportation Center - T303	The Water Rand Transportation Center (WRTC) is the regional transit hub for southern New Jersey, located across from Cooper University Hospital and Cooper Medical School of Rowan University, in the center of the Business District. WRTC services the Port Authority Transit Corporation (PATCO) high speed line, NJ Transit RiverLINE and proposed Glassboro-Camden Line (GCL), as well as serving as the hub for 26 regional NJ Transit bus lines that connect to Philadelphia, New Jersey and New York. Proposed changes include significant improvements to the building façade, renovations to the interior waiting area (including retail amenities) and new way finding signage. In addition, bus, taxi and train access may be consolidated and made more efficient. Critical to the concept development phase of this project is a focus on improved pedestrian and vehicular traffic flow, which will be accomplished by consolidating all of the existing bus lines inside an expanded and redesigned bus terminal. The redesign of the WRTC will provide better connections for parking, buses, taxis, public transit and retail space making it easier for pedestrians to navigate the transit center and the surrounding area.	\$251.99	\$0.00	\$0.00	\$0.00	\$11.65	Yes
Wood Ridge Maintenance of Way Facility Relocated Projects - T38	Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation of the Wood Ridge Maintenance Of Way facility.	\$48.00	\$0.00	\$0.00	\$0.00	\$5.89	Yes
<b>Total No. of Appropriation Line Item: 52</b>		<b>\$10,275.01</b>	<b>\$1,648.71</b>	<b>\$1,695.63</b>	<b>\$14,225.25</b>	<b>\$6,297.35</b>	

Notes: Appropriation to Date amounts and Amounts Expended and/or Committed are not applicable for certain capital, operating, and pass-through programs because they are renewable annual appropriations.

**ITEM 2403-11: PERSONAL INJURY CLAIM OF ZENAIDA LONDONO**

**WHEREAS**, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000; and

**WHEREAS**, Zenaida Londono has presented a claim with a probable settlement cost greater than \$500,000; and

**WHEREAS**, staff has reviewed the claim and recommends settling this case out of court;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to settle the claim of Zenaida Londono through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

**ITEM 2403-12: PERSONAL INJURY CLAIM OF SANDRA HOLMES**

**WHEREAS**, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000; and

**WHEREAS**, Sandra Holmes has presented a claim with a probable settlement cost greater than \$500,000; and

**WHEREAS**, staff has reviewed the claim and recommends settling this case out of court;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to settle the claim of Sandra Holmes through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

**ITEM 2403-13: REGULATIONS: ADOPTION OF N.J.A.C. 16:86 ADVERTISING STANDARDS**

**WHEREAS**, the New Jersey Transit Corporation (“NJ TRANSIT”) was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

**WHEREAS**, NJ TRANSIT determined that it is necessary to provide standards for the installation, display and maintenance of advertising on properties and facilities owned or operated by NJ TRANSIT and its subsidiaries; and

**WHEREAS**, the Board authorized initiation of the rulemaking process for N.J.A.C. 16:86 et seq., Advertising Standards, at its May 2023 Board meeting; and

**WHEREAS**, the proposed regulations, set forth in Exhibit A, were published in the New Jersey Register on July 17, 2023. NJ TRANSIT received no comments and the comment period expired September 15, 2023; and

**WHEREAS**, staff reviewed the proposed rules, and determined that the rules are necessary, adequate, reasonable, efficient, and responsible to the purposes for which they shall be promulgated, and should be adopted as new rules; and

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or the President & CEO, or the appropriate designee, is hereby authorized to take all actions necessary to adopt N.J.A.C. 16:86 Advertising Standards, consistent with this Board item and corresponding Exhibits.

## TRANSPORTATION

## PROPOSALS

(a)

**NEW JERSEY TRANSIT CORPORATION**  
**Advertising Standards**  
**Proposed New Rules: N.J.A.C. 16:86**

Authorized By: New Jersey Transit Corporation, Kevin S. Corbett,  
 President and Chief Executive Officer.

Authority: N.J.S.A. 27:25-5 and 27:25-6.

Calendar Reference: See Summary below for explanation of  
 exception to calendar requirement.

Proposal Number: PRN 2023-067.

Submit comments by September 15, 2023, to:

Compliance Department  
 New Jersey Transit Corporation  
 One Penn Plaza East, 8th Floor  
 Newark, NJ 07105-2246  
 Email: [commentsadvertisingstandards@njtransit.com](mailto:commentsadvertisingstandards@njtransit.com)

The agency proposal follows:

**Summary**

New Jersey Transit Corporation (“NJ TRANSIT,” “Agency,” or “the Corporation”) was established by the New Jersey Public Transportation Act of 1979 (the Act), N.J.S.A. 27:25-1 et seq., as the instrumentality of the State of New Jersey that establishes and provides for the operation and improvement of a coherent public transportation system in the most efficient manner. The purpose of these expired rules proposed herein as new rules is to enhance and maximize NJ TRANSIT’s non-farebox revenue through advertising revenue by encouraging and maintaining a professional advertising environment that helps promote the security, safety, comfort, and convenience of NJ TRANSIT’s customers. Towards that end, the expired rules proposed herein as new rules prohibit certain advertisements from appearing on property owned or controlled by NJ TRANSIT.

NJ TRANSIT has reviewed the expired rules and seeks to propose N.J.A.C. 16:86, which expired on March 10, 2023, as new rules. The expired rules proposed herein as new rules include two changes to the previously expired rules. NJ TRANSIT has updated the title of the Agency head from “Executive Director” to “President and Chief Executive Officer.” All other expired rules are proposed as new rules without substantive change.

A summary of each of the subchapters follows:

Subchapter 1, General Provisions, states the purpose of the program and provides the limitations on advertisements.

Subchapter 2, Procedures, outlines the procedures used to make determinations on advertisements and to challenge an initial decision made by the advertising provider.

Subchapter 3, Severability, states that if any category set forth at N.J.A.C. 16:86-1.2 is determined to be invalid as applied to any type of property, the category shall remain applicable to other types of NJ TRANSIT property.

NJ TRANSIT has determined that the comment period for this notice of proposal shall be 60 days; therefore, pursuant to N.J.A.C. 1:30-3.3(a)5, this notice is excepted from the rulemaking calendar requirement.

**Social Impact**

The social impact of the program has not changed since it was first implemented. The expired rules proposed herein as new rules allow New Jersey and regional businesses to advertise their products and services on NJ TRANSIT facilities and equipment, including on exterior and interior buses and rail cars, as well as in-station digital screens and posters. Additionally, the expired rules proposed herein as new rules provide guidelines prohibiting advertisements that are false, disparaging, unsafe, or political in nature.

**Economic Impact**

With the expired rules proposed herein as new rules, NJ TRANSIT will be able to continue a program that allows it to obtain non-farebox revenue. Each year, the program contributes millions of dollars to the Corporation’s budget, contributing to the Agency’s ability to keep fares stable.

In determining the fee structure for the program, the Corporation considers a variety of factors, including, but not limited to, the reach and frequency of the advertisements, production costs, and any unique requests (that is, whether the advertisements are displayed at a specific station or on a specific line). This impact is considered minimal, and it is anticipated that it can be borne by the parties in the ordinary course of business.

**Federal Standards Statement**

The expired rules proposed herein as new rules are not subject to any Federal statutes, regulations, or standards. Accordingly, a Federal standards analysis is not required.

**Jobs Impact**

The expired rules proposed herein as new rules will allow the Corporation’s advertisers to continue their contribution to the New Jersey and regional economy by, among other things, providing employment opportunities.

**Agriculture Impact Statement**

NJ TRANSIT does not anticipate that the implementation of the expired rules proposed herein as new rules will have an impact on the agriculture industry. Accordingly, no further analysis is required.

**Regulatory Flexibility Statement**

Numerous advertisers participate in this program, and some may be “small businesses,” as defined at N.J.S.A. 52:14B-17. The expired rules proposed herein as new rules do not add any additional operational responsibilities. The contractual agreements between NJ TRANSIT and its advertisers impose additional operational responsibilities, including recordkeeping, reporting, and compliance requirements that may be satisfied by the advertisers and their existing staff without the need for additional professional services. The expired rules proposed herein as new rules provide for equal treatment of businesses in the process, whether large or small, in the interest of public safety. No different treatment has been provided for small businesses.

**Housing Affordability Impact Analysis**

NJ TRANSIT does not anticipate any impact on housing affordability as a result of the expired rules proposed herein as new rules. They will have no effect on housing units or on the average costs associated with housing because they concern advertising between NJ TRANSIT and advertisers. Accordingly, no further analysis is required.

**Smart Growth Development Impact**

NJ TRANSIT does not anticipate that the expired rules proposed herein as new rules will have any impact on smart growth or the implementation of the State Development and Redevelopment Plan (SDRP). The expired rules proposed herein as new rules will have no impact on the affordability of housing or on new construction within Planning Areas 1 or 2, or within designated centers, under the SDRP.

**Racial and Ethnic Community Criminal Justice and Public Safety Impact**

NJ TRANSIT has evaluated this rulemaking and determined that it will not have an impact on pretrial detention, sentencing, probation, or parole policies concerning adults and juveniles in the State. Accordingly, no further analysis is required.

**Full text** of the expired rules proposed herein as new rules may be found in the New Jersey Administrative Code at N.J.A.C. 16:86.

**Full text** of the proposed amendments to the expired rules proposed herein as new rules follows (additions indicated in boldface **thus**; deletions indicated in brackets [thus]):

SUBCHAPTER 1. GENERAL PROVISIONS

16:86-1.1 Purpose

(a) The purpose of [these rules] **this chapter** is to enhance and maximize NJ TRANSIT’s non-farebox revenues through advertising revenue by encouraging and maintaining a professional advertising environment that helps promote the security, safety, comfort, and convenience of NJ TRANSIT’s customers. Towards that end, [these rules] **this chapter** prohibits advertisements that contain or depict tobacco and

## PROPOSALS

## TREASURY—TAXATION

tobacco-related products, including electronic cigarettes[,] and advertisements that are obscene, false, political in nature, disparaging, unsafe, controversial, deceptive or misleading, or promote illegal goods, services, or activities on facilities, vehicles, equipment, electronic and digital equipment and media, and other property (collectively, “property”) owned or controlled by the New Jersey Transit Corporation or its subsidiaries (collectively “NJ TRANSIT”).

(b)-(c) (No change.)

## 16:86-1.2 Limitation upon advertisements

(a) No advertisement located on property owned or controlled by NJ TRANSIT shall be displayed or maintained that falls within one or more of the following categories:

1. (No change.)
2. The advertisement or information contained in it promotes unlawful or illegal goods, services, or activities;
3. The advertisement or information contained therein declares or implies an endorsement by NJ TRANSIT of any service, product, or point of view without prior written authorization of NJ TRANSIT;
4. The advertisement contains obscene material as defined [by] at N.J.S.A. 2C:34-3;
- 5.-7. (No change.)
8. The advertisement proposes the use of, or promotes, tobacco or tobacco-related products, including electronic cigarettes;
- 9.-10. (No change.)
11. The advertisement promotes or opposes a political party, the election of a candidate, or any group of candidates for Federal, state, or local government offices, or initiatives, referendums, or other ballot measures;
- 12.-13. (No change.)

## SUBCHAPTER 2. PROCEDURES

## 16:86-2.1 Advertising Standards Committee

The **President and Chief Executive** [Director] **Officer** shall establish a [three member] **three-member** Advertising Standards Committee ([“Committee”]) comprised of representatives from NJ TRANSIT subunits, with expertise in real estate and economic development, communications and customer service, and government and community relations. Such Committee shall be independent and its determinations shall constitute NJ TRANSIT’s final agency determinations.

## 16:86-2.2 Review of advertisements

(a) NJ TRANSIT’s advertising contractor or advertising sales entity (collectively “advertising provider”) shall review each advertisement submitted for installation, display, and maintenance on NJ TRANSIT property to determine whether the advertisement falls within, or may fall within, one or more of the categories set forth [in] at N.J.A.C. 16:86-1.2. NJ TRANSIT may also review such advertisement for compliance with N.J.A.C. 16:86-1.2. If NJ TRANSIT or its advertising provider determines that an advertisement falls within, or may fall within, one or more of the categories set forth [in] at N.J.A.C. 16:86-1.2:

1.-4. (No change.)

## SUBCHAPTER 3. SEVERABILITY

## 16:86-3.1 Severability

If any category set forth [in] at N.J.A.C. 16:86-1.2 is determined to be invalid as applied to any particular type of NJ TRANSIT property, the category shall remain applicable to other types of NJ TRANSIT property. If any category set forth [in] at N.J.A.C. 16:82-1.2 is determined to be invalid as applied to all NJ TRANSIT property, the remaining categories shall remain valid.

## TREASURY—TAXATION

(a)

## DIVISION OF TAXATION

## Farmland Assessment Act

**Proposed Amendments: N.J.A.C. 18:15-1.1, 2.2, 2.3, 2.4, 2.5, 2.7, 2.10, 2.13, 3.5, 3.6, 4.5, 5.1, 5.3, 6.1, 6.2, 6.3, and 6.5**

Authorized By: John J. Ficara, Acting Director, New Jersey Division of Taxation.

Authority: N.J.S.A. 54:4-23.21.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2023-068.

Submit written comments by September 15, 2023, to:

Allison Sheppard  
Administrative Practice Officer  
Division of Taxation  
PO Box 269  
3 John Fitch Way  
Trenton, NJ 08695-0269  
Email: [Tax.RuleMakingComments@treas.nj.gov](mailto:Tax.RuleMakingComments@treas.nj.gov)

The agency proposal follows:

## Summary

The Division of Taxation (Division) is proposing amendments to the Farmland Assessment Act (Act), N.J.A.C. 18:15. The proposed amendments incorporate changes required pursuant to P.L. 2009, c. 256. These statutes govern the administration of farmland assessments. P.L. 2009, c. 256 was implemented to create a forest stewardship program in order to develop and promote the long-term active management of the State’s forest resources. The Division is also proposing amendments to make technical changes, such as grammar and formatting, as well as substantive changes in order to properly reflect current statutory provisions. The following summarizes the proposed amendments:

N.J.A.C. 18:15-1.1 is proposed for amendment to modify or add the following definitions: the definition of “agricultural use” is proposed for amendment to include land that is devoted to sustainable forestland in compliance with a written forest stewardship plan approved by the State Forester. The definition of “devoted to agricultural or horticultural use” is proposed for amendment to include land that is devoted to sustainable forestland. The definition of “forest stewardship plan” is added to require that such plan satisfy the eligibility requirements in accordance with N.J.A.C. 7:3-5. To qualify for farmland assessment treatment, the owner must file a forest stewardship plan with the assessor in accordance with N.J.A.C. 18:15-2.7 and the Commissioner of the Department of Environmental Protection, in accordance with N.J.A.C. 7:3-5.9, if the owner has not filed a woodland management plan. The definition of “mixed-use property” is proposed for amendment to include acreage devoted to non-appurtenant woodlands under an “approved forest stewardship plan,” in addition to acreage devoted to non-appurtenant woodlands under an approved woodland management plan or other agricultural/horticultural use. The definition of “non-appurtenant woodland” is proposed for amendment to include certain woodland that can only qualify for farmland assessment on the basis of being in compliance with a forest stewardship plan. The definition of “sustainable forestland” is proposed to be added. The definition of “woodland management plan” is proposed for amendment to clarify the filing requirements if the owner has not filed a forest stewardship plan.

N.J.A.C. 18:15-2.2 is proposed for amendment to add forest stewardship activity in addition to woodland management with reference to the annual filing requirements of an FA-1 application.

N.J.A.C. 18:15-2.3 is proposed for amendment to state that when a woodland management plan “or forest stewardship plan” is filed, there is no need to resubmit a soil map.

N.J.A.C. 18:15-2.4 is proposed for amendment to delete subsection (c), as it applies to non-income-producing acres.

**EXHIBIT B**

**TRANSPORTATION**

**NEW JERSEY TRANSIT CORPORATION**

**Advertising Standards**

**Adopted New Rules: N.J.A.C 16:86**

Proposed: July 17, 2023, at 55 N.J.R. 1374(a).

Adopted: \_\_\_\_, 2024, by New Jersey Transit Corporation, Kevin S. Corbett, President and Chief Executive Officer.

Filed: \_\_\_\_, 2023 as R. 2024\_\_, **without change.**

Authority: N.J.S.A. 27:25-5 and 27:25-6

Effective Date: \_\_\_\_, 2024

Expiration Date: \_\_\_\_, 2024

**Summary of Public Comments and Agency Responses:**

**No comments were received.**

**Federal Standards Statement**

The adopted new rules are not subject to any Federal statutes, regulations, or standards.

Accordingly, a federal standards analysis is not required.

**Full text** of the adopted new rules follows:

**ITEM 2403-14: MASON SUBSTATION TOTAL AUTHORIZATION INCREASE #2  
REQUEST – PAYMENTS FOR PSE&G SERVICES AND  
CONSTRUCTION**

**WHEREAS**, NJ TRANSIT's Mason and Building 9 Substations (collectively referred to as Mason Substation), are located in Kearny, New Jersey, and are critical to the operations of the NJ TRANSIT rail system; and

**WHEREAS**, in 2017, NJ TRANSIT entered into a Construction Coordination and Protocol Agreement (Agreement) with Public Service Electric & Gas (PSE&G) to design, construct, operate, maintain, and own the new Mason and Building 9 Substations; and

**WHEREAS**, in September 2017, the NJ TRANSIT Board of Directors authorized the funding of an amount identified in the Agreement, which did not include the PSE&G gross up taxes for Contribution-in-aid-of-Construction (CIAC); and

**WHEREAS**, in September 2022, the NJ TRANSIT Board of Directors authorized the increase of funding of an amount identified in Executive Session, to cover unanticipated costs and taxes for Contribution-in-aid-of-Construction (CIAC) not anticipated in the Agreement; and

**WHEREAS**, project completion had been delayed further and costs have increased beyond the current Board authorization due to equipment failures, unanticipated costs, and other impacts to the Project; and

**WHEREAS**, NJ TRANSIT has exhausted the Board of Directors' originally authorized funding on the Project; and

**WHEREAS**, NJ TRANSIT staff has reviewed the updated documents submitted by PSE&G related to all cost increases and projected spending and have found them fair and reasonable;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to increase the funding required to complete the Mason Substation as discussed in Executive Session at the February 2024 Board meeting. Additionally, staff is directed to take all actions necessary to comply with the Agreement for completion of the Mason Substation.

**ITEM 2403-15: RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT WITH THE GATEWAY DEVELOPMENT COMMISSION IN SUPPORT OF THE CONSTRUCTION OF THE HUDSON TUNNEL PROJECT**

**WHEREAS**, the existing Hudson River North River Tunnel (“NRT”), built in 1910, is more than 110 years old and was designed and built to early 20<sup>th</sup> century standards; and

**WHEREAS**, the National Railroad Passenger Corporation (“Amtrak”) owns the NRT and over 200,000 NJ TRANSIT train passengers travel through the NRT daily; and

**WHEREAS**, service reliability through the NRT, already suboptimal because of its age and antiquated design, was further compromised as a result of damage sustained during Superstorm Sandy in 2012; and

**WHEREAS**, the Hudson Tunnel Project (“HTP”) is a component of the Gateway Program (“Program”) and contains three elements: (1) construction of a new two-track tunnel known as the Hudson River Tunnel (“HRT”); (2) construction of the Hudson Yards concrete casing in New York City; and (3) rehabilitation of the existing NRT; and

**WHEREAS**, in July 2019, the States of New York and New Jersey created the Gateway Development Commission (“GDC”) through the enactment of parallel legislation by each state and codified as the Gateway Development Commission Act (“GDC Act”); and

**WHEREAS**, the GDC is a seven-member public authority and a government-sponsored authority (with three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner directly appointed by Amtrak) that is empowered to facilitate and coordinate activities and encourage the actions of others to effectuate the Gateway Program; in particular, Phase 1 of the Program, which includes the HTP; and

**WHEREAS**, GDC intends to enter into one or more loan agreements with the United States Department of Transportation (“USDOT”) through its Build America Bureau, pursuant to which a lender will make loans to GDC under the Railroad Rehabilitation and Improvement Financing (“RRIF”) program administered by USDOT to help finance the construction of the HTP; and

**WHEREAS**, the State of New Jersey previously committed to fund a portion of the HTP by allocating toll revenue earned by the New Jersey Turnpike Authority (“NJTA”), to repay New Jersey’s share of the RRIF loan; and

**WHEREAS**, the NJTA has committed to allocate the toll revenue funds to New Jersey's Department of Treasury, which in turn will annually appropriate those funds to NJ TRANSIT for NJ TRANSIT to then transmit to GDC;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is hereby authorized to enter into a funding agreement and any amendments thereto with the Gateway Development Commission whereby NJ TRANSIT, subject to annual appropriations and the availability of funds, would convey the amount received from the New Jersey Department of the Treasury for the payment of the State of New Jersey's obligations for payments made to satisfy Railroad Rehabilitation and Improvement Financing loans as part of the State of New Jersey's obligation to support the Hudson Tunnel Project.

**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 Personal Injury Claim of John Horace, the Personal Injury Claim of Marie Paraison, and the Personal Injury Claim of The Estate of Kevin Milfort-Sanchez; 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.