

**NJ TRANSIT BOARD MEETING
MINUTES (Portion)
OPEN SESSION
4/14/2010**

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

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

April 15, 2010

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit a portion of the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc. Board of Directors held on Wednesday, April 14, 2010.

NJ Transit's customers will begin purchasing their May monthly tickets on April 19, 2010. In order to meet this target date, staff requires a window of time to download and activate the new fares throughout the statewide fare collection ticketing network. Further, the printing and distribution of pre-printed tickets, tariffs and customer fare information requires this lead time before the May 1, 2010 effective date of the new fares.

Therefore, I respectfully request early approval of these minutes by April 16, 2010 in order to meet our deadline for the fare increase implementation.

Sincerely,



Gwen A. Watson
Board Secretary

Enclosures

Honorable Chris Christie
Governor, State of New Jersey
State House
Trenton, NJ 08625

**NJ TRANSIT BOARD MEETING
NARRATIVE (Portion)
OPEN SESSION
4/14/2010**

A portion of minutes of actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 14, 2010.

Present:

James S. Simpson, Chairman
Myron P. Shevell, Vice Chairman
Deborah L. Gramiccioni, Governor's Representative
Steve Petrecca, Treasurer's Representative
Flora Castillo
Kenneth E. Pringle

James Weinstein, Executive Director
Lynn Bowersox, Assistant Executive Director, Communications & Customer Service
James Gigantino, Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Kenneth Worton, Deputy Attorney General
Steve Santoro, Assistant Executive Director, Capital Planning & Programs
Kim Vaccari, Chief Financial Officer & Treasurer
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Gwen A. Watson, Board Secretary
Leotis Sanders, Vice President, Diversity
Warren Hersh, Auditor General

Chairman James S. Simpson convened the Open Session at 9:04 a.m. in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Myron P. Shevell, seconded by Flora Castillo and unanimously adopted.

Chairman James S. Simpson reconvened the Open Session at 9:45 a.m. and asked for a motion to adopt the minutes of the February 17, 2010 meetings. A motion was made by Myron P. Shevell, seconded by Kenneth E. Pringle and unanimously adopted.

Highlights of Public Comments on Agenda Item #1004-10, Fare Pricing and Service Changes Authorization

There were 18 public comments on agenda item #1004-10. Board Secretary Watson announced a three minute time limit for speakers.

Patricia Winship, on behalf of the Lackawanna Coalition, said the Coalition represents the riders on the Morris & Essex and Montclair-Boonton rail lines and the communities

along those lines. Ms. Winship said she and her son live in Mount Tabor and depend on the Morris & Essex Lines for basic mobility. Much of the rail service to Mount Tabor was lost in 2008 and she fought to get the trains back. Some trains were restored, but not all. The Coalition will not criticize NJ TRANSIT for giving the bus riders a break, but they maintain their strong objection to the new rail fares, especially the increase in off-peak fares of 47 percent, some as high as 64 percent. This will have an unfair and discriminatory effect on people who do not have an automobile and must use NJ TRANSIT for all of their transportation needs.

It is unfair and mean-spirited that motorists and truckers will not pay higher user fees for the convenience of the roads when they buy gasoline or pay a toll, while only transit riders are forced to pay more and rail riders are forced to pay some of the largest fare increases in history. The policy is an act of contempt toward people who are disabled, can't afford an automobile or try to keep communities livable and the environment cleaner by using transit, especially rail. There is a well-known word for this sort of treatment: discrimination.

NJ TRANSIT management wants to spend billions of dollars that New Jersey does not have to build a deep-cavern terminal far below 34th Street that is neither necessary, convenient nor safe. If NJ TRANSIT needs money, there is \$1.25 billion pledged from toll revenue that could be spent on needed transit operations and projects, rather than on a dead end terminal. It is time for this Board to speak up for the transit riders of New Jersey by saying no to the deep-cavern and no to the fare increase and service cuts. There is enough money to run a first rate transit system, if it is spent wisely. That means spending it in New Jersey for New Jersey's riders.

David Peter Alan spoke personally as he is a rider who depends on NJ TRANSIT for all of his mobility needs. Mr. Alan is aware that management has chosen to give local bus riders a break and gives credit to Assemblywoman L. Grace Spencer and her constituents who made their voices heard. However, there is no similar act of relative compassion for rail riders, especially those who use NJ TRANSIT trains outside of peak commuting hours. Their fares will go up 47 percent; some as high as 64 percent. Mr. Alan said that is unconscionable. It is particularly abhorrent that motorists and truckers will pay no additional user fees on the highways, either in tolls or when they buy fuel for their vehicles. Only transit riders will suffer and those who are not commuters will suffer the worst. There is a word for such a policy: discrimination. Mr. Alan said this fare is unfair. The new policy is also being implemented unlawfully. There has been no official disclosure of which bus lines will be eliminated, at least it was not on the NJ TRANSIT website. That means this Board is voting to implement a policy that has not been fully disclosed to the public in violation of New Jersey's Open Public Meetings Act N.J.S.A. 10:-6-4 et seq. The proposed ban on use of previously purchased off-peak rail tickets as of May 23, 2010 is also an indication of the lengths management will take to protect its contracts with big corporate entities. Unfortunately, a contract with the riders is not deemed to be worthy of that level of respect.

Mr. Alan said the Board never disapproves a request by management, but he hopes an example can impart some courage. Mr. Alan said the Board has a duty to the transit riders of New Jersey that is stronger than any owed to any manager or politician. In the interest of justice for the rail riders of this State, he again pleads in vain for this Board to say no to management's proposal. He is working with legislators to find a way to save the off-peak rail fares and asked the Board to delay the implementation of this policy.

Gary Johnson stated that he has lived both a suburban car-centered lifestyle and an urban transit-oriented life, thereby living on both sides of the issues. He noted that when the cost of gas hit \$4.00 a gallon in 2008, people drove less. When the cost of transit goes up 25 percent this year, fewer people will ride transit. This will put more commuters onto the highways. Since 1972, the gasoline user fee for motorists has gone up 2-1/2 percent per gallon, costing the average motorist only \$15 per year. On May 1, a typical NJ TRANSIT rail commuter will see his cost go up about \$50 a month or \$600 a year. An adjustment to the gasoline user fee should be used to fund the green modes of transportation: transit, biking and walking. He stressed that we have to transition toward a transportation system that emphasizes the movement of people, instead of the movement of automobiles.

William Wright stated that the fare increase is unfair and is basic discrimination. The Board should correct the situation and vote no and then form a Blue Ribbon Panel to determine how much of a subsidy should be placed on fuel. It is important to keep the state mobile and all should remember that if service is cut, revenues will go down. The Board should move to end discrimination against the transit rider.

Salaam Ismial, Director, United Youth Council, Inc. said he is grateful that NJ TRANSIT listened to the fare hike complaints of many transit riders but there are more issues. Mr. Ismial urged the Board to extend the deadline for the fare hikes to September and place no increase more than 10 percent on the riders while looking at other options to close its financial gap. If the working class and poor have to struggle with this heavy fare hike burden, it should be done with a reasonable, fair and thought out plan.

Joseph M. Clift thanked the Board for an opportunity to speak on one specific subject – the proposal to eliminate the 15 percent off-peak rail travel discount, an 18 percent price increase on top of the proposed across the board 25 percent price increase, for a combined total of 47 percent, a startlingly large number that has eluded most of the free press. Mr. Clift believes that such an analysis has not yet been completed because he made the opposite recommendation to increase the off-peak discount to a very similar body of policy makers facing a very similar situation just over 24 years ago as Director of Planning for the Long Island Railroad. That policy making body was the New York Metropolitan Transit Authority's (MTA) Board of Directors and they approved his recommendation.

Mr. Clift asked the policy making body of NJ TRANSIT to defer the elimination of this discount for business bottom-line reasons until such time as a careful, scalpel-like analysis has been conducted on this policy change and said he is available to assist in that effort.

Albert Papp, Vice Chair of the National Association of Railroad Passengers, stated that there is a lack of leadership here at NJ TRANSIT and at the State and Federal level. He noted that we stand here and say the same old things. The motor fuel user fee has not been raised in 22 years. Fifty cents of that fee could be directed toward NJ TRANSIT operations which would obliterate the reason we are all here today.

Kate Slevin, Executive Director of the Tri-State Transportation Campaign (TSTC), a non-profit advocacy organization working toward an environmentally sustainable and socially just transportation system in NJ, NY and CT. She said that the TSTC is pleased that NJ TRANSIT listened to the call to reduce the impact of this proposal on local bus riders, but still believes the overall plan is a bad deal for New Jerseyans and a tax increase on the working people of the state. TSTC urges NJ TRANSIT and its elected leaders to use federal stimulus dollars to pay for day-to-day operations. Also, the Transportation Trust Fund (TTF) must be fixed to ensure adequate funding for NJ TRANSIT. When the TTF is fixed, a dedicated fund for transit operations must be created. Finally, if the fare increases are approved, she asked Governor Christie to pledge to transit riders that he will not raise fares again during his first term.

David Merwin, representing Old Bridge Mayor Phillips thanked the Board for saving the No. 68 and 138 Lines. However, the No. 134 line is still being cut and Old Bridge is reaching out to surrounding communities to find ways to lessen the impact on the highways.

Daniel Chazin, Teaneck resident, said that although he does not depend on public transportation, it is wrong to increase bus and rail fares when there is no additional tax on the automobile driver. Also, eliminating the off-peak discount is a big mistake. As an example, he said that a family of four now pays \$71 for a round trip ticket. It will go up to \$104 and it will be cheaper to drive. He strongly supports the retention of the off peak discount or to increase the discount.

L. McClain, Elizabeth Community Action Relations, urged the Board to look at the little people who have to look for nickels and dimes to go on the bus. With everything else going up, there should be no increase in bus or rail fares.

Omar Dyer, representing students and Next Step Newark, noted that disabled people will be harmed with an immediate fare increase. He said he could better understand it if the increases were incremental and it would work better. To implement the 25 percent increase in two weeks will push a lot of people away. If this happens, people will be back to rally against the increases.

(NJT BOARD – 04/14/2010)

Jeff Tittle, Director of the Sierra Club, stated that the proposed increase and service cuts are a train wreck. NJ TRANSIT will lose ridership and wreck the best transit system in the country. To many people, it will mean food off their tables. Also, New Jersey has the nation's worst air pollution and this increase will put more vehicles on the roads to create more pollution thereby violating the state's implementation of the Clean Air Act.

Ethan Ellis, President of Next Step, said there is no social and economic justice in the fare increase plan. People with disabilities are the poorest in the country and every penny helps. He explained that he left home today at 7:30 a.m. The train was so crowded that when he reached his Newark destination, the conductor was unable to collect his fare. He wondered how much money is lost this way. Regarding customer service, Mr. Ellis said that he had to maneuver his scooter through another train to gain access to exit the station. People who are in isolation and require personal assistance to get to their transportation will have to cut expenses to ride transit by cutting payments to their personal assistants. Also, it will be impossible to attend any outside community activities, because off-peak services will be cut. He urged the Board to reconsider this action and look for other alternatives.

Anita Ellington, disabled transit rider, thanked the Board for restoring some bus service, but said that by cutting routes Access Link service is also cut and this means that people with disabilities will lose their jobs. She also noted that she, too, had a problem exiting the train on the way to the meeting and said it was very unpleasant for the disabled commuters.

John Costa, Amalgamated Transit Union (ATU), recognized that this administration needed to make changes, but the ATU urges that the Governor seek a stable funding source. The ATU will be back on the Hill to gain operating assistance and hopes that the Governor will join them.

Ron Monaco, 30-year member of the North Jersey Transit Advisory Committee, said that the proposed increases and cuts are personally devastating. He urged the Governor to look at the Department of Transportation budget, stop subsidizing the automobile and give NJ TRANSIT the subsidy it needs.

Douglas Krakauer, said he was opposed to the Board item for a financial consultant and to slash a number of items on the budget. Mr. Krakauer said library funds are also being cut and if a person cannot get to a library, they cannot get a bus schedule.

Executive Director Weinstein clarified that all Access Link service in operation today will continue to operate. No Access Link service will be curtailed.

Executive Director James Weinstein presented the following Action Item for approval:

1004-10: FARE PRICING AND SERVICE CHANGES AUTHORIZATION

NJ TRANSIT proposes service adjustments, a systemwide fare increase of 22 percent and the elimination of certain discount programs. NJ TRANSIT listened to almost 500 citizens at the public hearings, read more than 5,000 comments from the website and regular mail and heard the riders. NJ TRANSIT proposed a 25 percent increase for bus riders, and today proposed a reduction in that fare increase to 10 percent for local bus riders, contract bus riders and light rail riders. Many of the bus service cuts that were proposed are being restored, some \$3.9 million in service continuation. This will provide relief to low-income riders, seniors and people with disabilities who depend on bus and light rail as their sole modes of transportation. NJ TRANSIT proposed a 25 percent fare increase for rail riders, along with elimination of the rail off peak round trip ticket and the bus 10 trip ticket discounts to take effect May 1, 2010. NJ TRANSIT knows that today's actions are difficult and pledged that it will continue to reduce administrative costs, limit the operating cost growth and will aggressively pursue other ways to increase revenue. Authorization is requested to take all actions necessary to implement the fare changes, fare policies and service levels set forth in the item, resolution and related exhibits.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and Chairman Simpson asked for any discussion on the item.

Myron P. Shevell, Vice Chairman said raising fares is always a last resort. It is a decision that he, along with everyone on this Board, takes very seriously. He listened to the public's suggestions and comments and it was heart wrenching. The problem is how to continue to keep this agency solid and continue to provide the service. There is a terrible budget deficit and it is a fact of life. However, this budget also protects and preserves the customers who rely on Access Link which provides service to many seniors and the disabled around the state. Many of these customers are among the most vulnerable and are dependent on the service to maintain their quality of life. Everything has been done to maintain this service and keep fares down for these customers. NJ TRANSIT was fortunate to have spent hundreds of millions of dollars and to provide the customers with the best equipment in the country. He pledged to do everything in his power to continue to cut costs and make the operations more efficient. Board Member Shevell said there is a great team here at NJ TRANSIT, a wonderful Executive Director and Commissioner who have tremendous abilities and knowledge of transportation. They have spent their whole lives in transportation and that will help NJ TRANSIT in the future. He pledged to continue to do everything he can to support senior citizens and people with disabilities. He said this is not a rubber stamp Board and will do everything in his power to look out for the best interests of the customers.

(NJT BOARD – 04/14/2010)

Flora Castillo, Board Member, said it pains her that these measures must be taken by the Board to balance the budget and close the \$300 million gap NJ TRANSIT faces. Raising fares puts additional stress on riders who are already dealing with the squeeze of a tough economy at their jobs and at their homes. Board Member Castillo was pleased to see that every possible step has been taken to provide relief to those who can least afford it: the lower income riders, those who are dependent on transit to get around, and seniors and those with physical disabilities.

These are good, hard-working people like Karen Arnold who testified at one of the public hearings. NJ TRANSIT provides a vital service for them. Large fare hikes are difficult for everyone. But many, many of these particular customers live on a fixed income and cannot absorb large increases like Muriel Cooper and Rosella Johnson who also testified at the public hearings.

Board Member Castillo said we must find a way to avoid such large increases in the future. Increases such as these are too much of a budget shock for riders. We cannot predict the economy, but we can put NJ TRANSIT in a better position to weather economic recessions without resorting to such large fare hikes.

Board Member Castillo recommended that staff do a thorough investigation into the concept of indexing fares based on inflation or some other reasonable, relevant measure. She said if this had been done five or eight years ago, the fare increase could have been much less. A small increase every other year or so, tied to inflation, would be much easier for riders to handle and much more predictable for them and their budgets. Board Member Castillo pledged and committed to always look out for the best interests of the riders and to continue to provide mobility options.

Kenneth E. Pringle, Board Member, commended staff for all of their efforts for the fare hearings which occurred on short notice. Everyone has done an extraordinary job in making sure the Board was provided with every single comment made at the hearings, website and written comments. Many of the comments are heartbreaking, students who rely on the bus for transportation to college, Access Link customers with no other transportation option who rely on Access Link to participate in society which is essential to their lives. Board Member Pringle said he is happy to restore the Access Link service.

Board Member Pringle said he is particularly upset about the loss of the off-peak train discount and agreed with Joseph Clift on the impact that it is going to have. Board Member Pringle said he has an obligation to vote for the budget today but it does not minimize his concern. He also said Governor Christie is not to blame. Fare increases are not popular during election years and he agrees with Board Member Castillo that there ought to be a consistent system for fare increases, whether in an election year or not, to contribute toward operations and the upkeep of the transportation system.

Today is a watershed moment for transportation in New Jersey. It is a shock to the system and New Jersey's success in developing one of the most successful

(NJT BOARD – 04/14/2010)

transportation systems is going to be tested. NJ TRANSIT offers riders great equipment and expanded service and a sense of reliability that transit will be there. People choose homes close to train stations and depend on this. Yet a message has been sent to them that they cannot depend on transportation in New Jersey in the future and that has to be dealt with. Do not hold the Governor responsible. What happens from this day forward in New Jersey is about connecting the dots. It is about educating children, providing transportation for people with disabilities and getting the young people to their jobs. It is all connected. Society will pay for it by providing meaningful transportation or it will pay in other ways. Board Member Pringle said he hopes it is a wake- up call for Trenton on both sides of the aisle and hopes they will be talking about the need to solve the problem once and for all going forward.

Deborah L. Gramiccioni, Board Member, thanked everyone for their comments and feedback during the public hearing process and at today's Board Meeting. She said the comments and concerns will help create fiscally responsible alternatives.

Steve Petrecca, Board Member, thanked everyone and said these are unfortunately difficult times. NJ TRANSIT has done a thorough job of reviewing the fare and service proposal.

James S. Simpson, Chairman, said this Administration is focused on transportation and assured everyone that every stone is being turned over to try to obtain funding. Chairman Simpson said he is working non-stop with Executive Director Weinstein. We cannot move forward and do business as it was done before and he is looking for everyone's assistance to help craft a solution to look at different financing mechanisms. Transportation agencies throughout the country are faced with similar situations. Chairman Simpson recalled back to 1982 when Governor Kean talked about establishing a transportation trust fund. Commissioner Sheridan said the transit system was falling apart and there was no money. Chairman Simpson said we have come very far from 1982 to today. There is another lull, but he is convinced this Administration will get us out of it.

Chairman Simpson called for a vote and the item was unanimously approved.

This ends the portion of the minutes for early approval of Item No. 1004-10,
Fare Pricing and Service Changes Authorization

ITEM 1004-10: FARE PRICING AND SERVICE CHANGES AUTHORIZATION

BENEFITS

NJ TRANSIT's FY2011 preliminary budget proposal projects a budget gap of up to \$300 million. In addition to internal efforts implemented to cut spending, the Fiscal Year 2011 preliminary budget includes service adjustments, a proposed fare increase of 22 percent and the elimination of certain discount programs. The proposed service and fare adjustments included:

Original Fare and Service Change Proposal

In March 2010, management proposed a system wide fare increase of 25 percent effective May 1, 2010. The proposal contained a series of pricing and policy changes, including: the elimination of Rail off-peak round-trip (ORT) ticket discounts; increasing selected fares on the Main-Bergen and Pascack Valley Rail Lines to provide equity with pricing on other similar-distance rail lines; and capping the bus ten-trip ticket discount at 15 percent off.

The proposal also contemplated a series of service changes: reducing rail service by about 4 percent; reducing frequencies on certain bus routes, essentially increasing intervals between bus frequencies. Also, three bus routes were proposed for elimination, as well as certain underutilized WHEELS mini-bus and NJ TRANSIT-contracted local bus routes. Additionally, light rail service frequencies were slated for reduction.

Acting on the proposal, 12 public hearings and information sessions were held beginning on March 25, 2010 through March 27, 2010 throughout the State and New York City (Exhibit 1). Public input was also sought through letters and e-mails from the public. A special notice was distributed on all NJ TRANSIT buses, trains, and light rail vehicles as required by law.

A total of 1,186 people attended the hearings and 485 people offered public comments. The hearing officers' reports are set forth in Exhibit 2. Transcripts of the hearings were prepared and distributed to the Board of Directors.

A total of 3,983 individual submissions were received: via website – 3,620, email – 300, and hard copy letters - 63. These submissions contained 5,377 specific comments regarding the fare and service proposals. Over 2,500 of the comments related directly to the fare increase. The remaining comments related to service changes, savings proposals and the elimination of certain ticket discounts. The comments included:

(NJT Board-04/14/10)

<u>Issue</u>	<u>Comments</u>
General Fare Increase	2,526
Service Changes	2,098
Savings/Revenue Suggestions	607
Rail ORT Discount	112
Bus and HBLT 10-Trip Ticket Discounts	31
<u>Metro North Fares</u>	<u>3</u>
TOTAL	5,377

NJ TRANSIT staff also analyzed the proposal in compliance with the Federal Transit Administration Circular 4702.1A, Title VI and Title VI-Dependent Guidelines for FTA Recipients.

After reviewing the public comments, correspondence, and the hearing officers' reports, as well as the Title VI analysis, staff seeks Board approval of a modified fare increase, fare policy and service adjustment recommendation.

Final Fare and Service Change Recommendation

In response to comments from the public and concerns expressed by Board members, management proposes reducing the fare increase on Local and Contract Bus, and Light Rail from 25 percent to 10 percent. This revision will reduce the originally proposed increase in Local Bus, Contract Carrier, Newark Light Rail, and RiverLINE fares by 15 percent, with the base one-zone fare changing from \$1.35 to \$1.50. Also, the fare increase on the Hudson-Bergen Light Rail will be reduced from 25 percent to 10 percent. The fare increase for Rail and interstate bus will remain at the 25 percent level.

In addition, \$3.9 million in proposed bus service changes (i.e. proposed WHEELS, regular route and rural service) will be restored to continue providing local bus service to our most transit-dependent customers. These actions were taken to reduce the impact to low-income riders, as well as seniors and people with disabilities that utilize NJ TRANSIT local, contract bus and light rail as their sole mode of transportation. These revisions also leave intact all current Access Link paratransit services.

Overall, these actions result in \$126.6 million in revenue generated by a modified systemwide fare increase of 22 percent (115.3 million) and by eliminating Rail ORT and Bus 10-Trip ticket discount (\$11.3 million). These changes will be implemented on May 1, 2010.

The original Bus, Rail, and Light Rail service adjustments were expected to generate \$23.3 million. Based on input from our customers \$3.9 million in initial local bus changes were restored. This proposal is now expected to generate \$19.4 million in savings.

A listing of existing and recommended fares is found in Exhibit 3.

A listing of the original and recommended service changes is found in Exhibit 4.

PURPOSE

In February 2010, NJ TRANSIT outlined its Fiscal Year 2011 preliminary budget, including a proposed fare increase of 25 percent to cover the cost of lost one-time non-recurring revenue, reduced passenger revenue caused by the economic downturn and limited inflationary growth for core services. The preliminary budget identified an unfunded operating need of as much as \$300 million and a recommendation for consideration of a fare adjustment as an action of last resort.

Since that time, NJ TRANSIT has held 12 public hearings and information sessions throughout the State and New York City between March 25 and March 27, 2010 for the purpose of presenting the preliminary Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal. NJ TRANSIT welcomed public recommendations regarding the proposal and has, accordingly, incorporated recommendations to the budget, service reduction and fare plan.

As a result of the feedback from our customers, the original fare proposal was modified to reduce the initial increases on Local and Contract Bus, the Newark City Subway, Hudson-Bergen Light Rail and the RiverLine by 15 percent, to a total of 10 percent. Also, a total of \$3.9 million or 51 percent of the contract bus changes were restored.

These actions are a result of testimony given by our customers during the comment period and public hearing process focusing on keeping Local Bus service affordable for lower income and transit dependent riders.

Staff is seeking Board approval of this fare and service change plan to take effect on May 1, 2010 and August 30, 2010, respectively.

ACTION

Staff seeks authorization to take all actions necessary to implement the proposed changes to the fares, fare policies and service levels set forth in this item and related exhibits.

This item has been reviewed and recommended by the Board Capital Planning Policy and Privatization Committee and the Board Administration Committee.

FISCAL IMPACTS

Requested Authorization:

Fare increase of 22 percent and the elimination of certain ticket discounts no later than May 1, 2010 and service changes listed in Exhibit 3 and Exhibit 4, effective no later than August 30, 2010.

Total Project Cost:	N/A
Projected Date of Completion:	N/A
Anticipated Source of Funds:	N/A
Diversity Goal:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	\$146,000,000

RESOLUTION

WHEREAS, NJ TRANSIT proposed a preliminary Fiscal Year 2011 Budget and Fare Increase program on February 17, 2010; and

WHEREAS, NJ TRANSIT held several public hearings and information sessions on a Fiscal Year 2011 preliminary budget gap of as much as \$300,000,000 and a proposed 25 percent fare increase; and

WHEREAS, NJ TRANSIT requested letters and e-mails and held 12 public hearings and information sessions throughout New Jersey and at the Port Authority Bus Terminal in New York City between March 25 and March 27, 2010; and

WHEREAS, the hearing officers have submitted their reports which summarizes the public input; and

WHEREAS, after reviewing the public comments, correspondence and hearing officers' reports, staff has recommended the final fare and service changes recommendation proposal set forth in this Board item;

NOW, THEREFORE, BE IT RESOLVED that the recommended fares, fare policies and service level proposals with an increase of 22 percent is adopted for implementation on May 1, 2010;

BE IT FURTHER RESOLVED that the Executive Director is authorized to take whatever actions are necessary to implement the proposed changes to the fares, fare policies and service levels set forth in this item and related exhibits.

NJ TRANSIT PUBLIC HEARING NOTICE

PROPOSED CHANGES TO BUS, RAIL, LIGHT RAIL, ACCESS LINK AND BUS CONTRACT CARRIERS' FARES, FARE POLICIES AND SERVICE LEVELS

Proposed fare changes effective May 1, 2010:

- Local bus, Newark Light Rail, River Line, Access Link and Bus Contract Carriers' fares would increase an average of 25 percent, subject to rounding. The base one-zone local bus fare would change from \$1.35 to \$1.70 and the base one-zone monthly bus pass from \$49.00 to \$61.00 in northern New Jersey and from \$45.00 to \$56.00 in southern New Jersey.
- Rail fares would increase 25 percent, subject to rounding. The Off-Peak Round Trip (ORT) discount would be eliminated. Based on future changes in Metro-North fares in New York State, rail fares on the Main/Bergen County and Pascack Valley lines would be authorized to be raised to levels that provide parity with pricing on other similar-distance NJ TRANSIT rail lines.
- Hudson-Bergen Light Rail fares would increase an average of 25 percent. The base fare would change from \$1.90 to \$2.40 and the base monthly pass from \$58.00 to \$73.00. The Hudson-Bergen Light Rail ten-trip ticket discount would be eliminated.

Proposed service changes effective no later than July 2010:

- Rail service would be reduced four percent, from 725 trains to 695 trains on a typical weekday. Montclair-Boonton Line shuttle trains west of Montclair State University would be eliminated. Select trains on Northeast Corridor, North Jersey Coast, Morris & Essex, Raritan Valley, Main/Bergen County and Atlantic City rail lines would be eliminated, resulting in longer intervals between some trains.
- Bus service frequency would be reduced on selected routes, resulting in longer intervals between some trips. Certain underutilized local bus routes (operated by private contract carriers) and WHEELS mini-bus service would be eliminated. NJ TRANSIT would discontinue service on three bus routes with the expectation of service being assumed by private bus carriers.
- Light rail service would be reduced systemwide from 1,144 to 1,058 trips on weekdays and from 560 to 422 trips on weekend days. Redundant Hudson-Bergen Light Rail weekend service between Tonnelles Avenue and Hoboken Terminal would be eliminated.

Important Information

Public hearings will be held as required by N.J.S.A. 27:25-8(d). Public hearings and information sessions will be held at the locations and times listed on this notice. Written comments for the record may be sent to: PUBLIC HEARING OFFICE - FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105 or on NJ TRANSIT's Website, www.njtransit.com, for receipt no later than 11:59 p.m., March 27, 2010. To view a description of the proposals under consideration, please visit www.njtransit.com or send your request to Public Hearing Office, One Penn Plaza East, Newark, NJ 07105. All documents will be available for inspection and comment at the public hearings and information sessions listed on this notice.

All public hearing/information session locations are accessible for persons with disabilities. Individuals requesting special assistance such as a sign language interpreter or other accommodation to participate in a public hearing or information session should contact the Public Hearing Office at (973) 491-7453 or TT (800) 772-2287 by March 12, 2010 in order for NJ TRANSIT to make necessary arrangements.

Please be assured that no final decisions have been made. Your views on the proposals, as expressed at public hearings and/or information sessions, will be presented to the NJ TRANSIT Board of Directors prior to a final decision in these matters.

POST MARCH 8, 2010 | REMOVE MARCH 28, 2010

NON-DISCRIMINATION POLICY: NJ TRANSIT is committed to ensuring that no person is excluded from, or denied the benefits of, our services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. No person or group of persons shall be discriminated against with regard to the routing, scheduling or quality of transportation service on the basis of race, color or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color or national origin. Any person who believes that they have, individually, or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color or national origin may file a complaint in writing to NJ TRANSIT Customer Service - Title VI Division, One Penn Plaza East, Newark, NJ 07105. A complaint must be filed within 180 days of the alleged discrimination.

PUBLIC HEARINGS & INFORMATION SESSIONS

Thursday, March 25, 2010 5:30 - 8:30 p.m.

PATERSON

Passaic County Community College - Theater
Ellison Street & Memorial Drive, Paterson, NJ

NEWARK

NJ TRANSIT Headquarters - Board Room
One Penn Plaza East, Newark, NJ

TRENTON

Trenton Transit Center
72 South Clinton Avenue, Trenton, NJ

MANALAPAN

Monmouth County Library - Meeting Rooms 2 & 3
125 Symmes Drive, Manalapan, NJ

Friday, March 26, 2010 5:30 - 8:30 p.m.

SECAUCUS

Frank R. Lautenberg Rail Station
County Road & County Avenue, Secaucus, NJ

CAMDEN

Camden City Hall - Council Chambers (2nd Fl.)
520 Market Street, Camden, NJ

MORRISTOWN

Morristown Town Hall - Senior Community Center (3rd Fl.)
200 South Street, Morristown, NJ

LONG BRANCH

Long Branch Middle School - Auditorium
350 Indiana Avenue, Long Branch, NJ

NEW YORK (INFORMATION SESSION)

Port Authority Bus Terminal - Times Square Hall (2nd Fl.)
625 Eighth Avenue, New York, NY

Saturday, March 27, 2010 1:00 - 4:00 p.m.

HACKENSACK (INFORMATION SESSION)

Bergen County Freeholders - Public Meeting Room (5th Fl.)
One Bergen County Plaza, Hackensack, NJ

ATLANTIC CITY (INFORMATION SESSION)

Atlantic City Rail Terminal - Lobby
One Atlantic City Expressway, Atlantic City, NJ

njtransit.com

NJ TRANSIT
The Way To Go. 

EXHIBIT 2

HEARING OFFICERS' REPORTS

Hearing Officer's Report
Public Hearing – March 25, 2010
Passaic Community College, Paterson, NJ
Re: Proposed Fare and Service Proposal

Hearing Officer: Thomas J. Woods, Chief Procurement & Support Services
Presenter: James Gilligan, Director, Bus Service Planning

General:

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 60 people attended and 27 people spoke for the record.

Elected Officials:

There were two elected officials who attended the hearing and spoke for the record: Jeffrey Jones, Council Member, City of Paterson, and Matthew J. Ward, Council Member, City of Clifton. Both speakers found the proposal to present a hardship for poor, urban riders and stated that, when eliminating routes, ridership cannot be the only factor for those with no other transportation options.

Organizations:

There were two speakers representing organizations. Jennifer Gonzalez spoke on behalf of the Passaic County Planning Board and referred to a letter from the Board Chair to Executive Director Weinstein protesting the elimination of the 970/971, 722 and MCM 1 Bus Routes. Sherman Ariel, Vice-President of ATU Local 822, spoke about the previous budget cuts that NJ TRANSIT has implemented and advised that the ATU was requesting that New Jersey's Senators seek a greater allocation of Federal funds for NJ TRANSIT to avoid these budget cuts.

Speakers:

There were 27 speakers, the following is a list of issues raised:

Major Topics:

- Fare Increases are unaffordable for low-income residents and students. For these customers, their transportation costs are a significant percentage of their income. A 25% increase may make their jobs or schooling unaffordable.
- Elimination of service, particularly the #722 bus from Paterson to Hawthorne, the 970/971 Wheels routes and the MCM 1 Rte. 202 Willowbrook Mall service, will make it almost impossible for some customers to get to their jobs. Alternative service options will increase their costs on top of the fare increase and add hours to a daily commute.
- Service reductions will be a hardship, due to earlier/later buses/trains that will have a negative impact on their quality of life.

- Several customers complained that it was unfair for the government to force NJ TRANSIT to raise fares while not raising the gas tax or tolls on the Turnpike & Parkway.
- Several riders complained that NJ TRANSIT did not do anything to stop jitney buses from stealing their riders and revenue. Also, even though they considered the jitneys to be unsafe, the jitneys would now benefit from the fare increase because more people will take them.

Comment Topics	# of Comments
Increased fares are a hardship and unaffordable for many, particularly in these economic times	24
Service elimination will make it difficult to get to jobs	7
Service reductions will have negative impact on quality of life	11
State should provide greater subsidies, either thru increasing gas tax, raising Parkway & Turnpike fares, or all three	5
Jitney buses should be regulated like NJ TRANSIT because they are not safe and are stealing NJ TRANSIT revenue	3
Put all agencies in New Jersey (e.g. Turnpike, NJT) under one authority to save money	1
No Bus shelters in Haledon (quality complaint)	1
Willing to pay the increased fare to keep Train #1211 (included petition with @ 400 signature)	1
Not enough parking	1
Review weekend rail service on the Montclair/Boonton Line)	1
Eliminate the 401K contribution entirely	1
Need dedicated funding source	1
Require NJ TRANSIT employees to ride the system so that they understand the quality of service	1
Privatize the rail system and separate it from bus because rail subsidizes the bus system	1
Not all schools provide the student discount, so the increased fare is a major hardship on those students	1
Local bus cuts service in the densest part of Paterson	1
If fares are increased, put the extra money in the pockets of the employees (operators, conductors, police officers)	1

Respectfully submitted,



Thomas J. Woods
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 25, 2010
Newark, New Jersey**

Re: Proposed Fiscal Year 2011 Budget, Service Reduction and Fare Change

The public hearing opened at 5:30 p.m. and lasted until 10:00 p.m. A total of 250 registered people attended and approximately 83 people spoke, including two individuals who spoke twice. The speakers hailed from every corner of our state as well as NJ Transit riders who commute to jobs in New Jersey from the outer boroughs of New York City. The crowd was, passionate, enthusiastic but for the most part well controlled. At one point during the meeting, the room reached capacity but most attendees were able to get into the meeting before it ended. A large contingent of current ATU employees attended the hearing. While they did not all speak, they had "Save our Jobs" signs and provided counter point to the statement made by their union council president, John Costa. John arrived late so by the time he spoke most of the press had left.

Elected Officials:

There were three elected officials who spoke, Assemblywoman Cleopatra Tucker, Assemblywoman Grace Spencer, and a Newark mayoral candidate Mirna White. In all three cases, they spoke both about the hardship a combination fare increase and service reduction will have on their constituents, as well as suggesting that attendees make their concerns about these changes and the direction of state government known to their representatives and Governor Christie.

Union Officials:

Union officers from the ATU, UTU, and TWU also spoke. Their comments were aimed at their disappointment with Governor Christie for actions like the cut on funding for public transportation and state benefits that they believe are targeted at the working class.

Organizations:

Several organizations were also represented, including the Lackawanna Coalition, Newark Downtown Development Association, National Youth Council Incorporated, NJ Association of Rail Riders, Tri-State Transportation Campaign and members of several advisory boards.

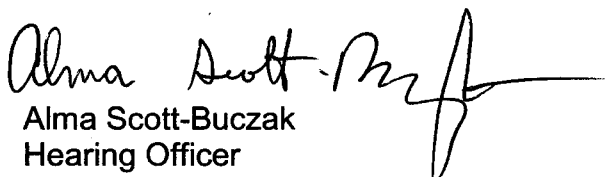
Comment Summary:

While we had many individual speakers, some of which told compelling stories about their personal circumstances and the impact these changes would have on their lives, the comments can be summarized by the following themes.

1. A 25% fare hike is too much.
2. A fare hike coupled with service reductions is too onerous.
3. The fare increase will be most onerous on the elderly, working single parents, students, urban residents, the disabled, and households already impacted by the economic downturn.
4. The impact of the cuts runs from an inconvenience to a loss of all means of transportation for transit dependant riders who have no other alternative.
5. While neither action is welcome, the service cuts seemed to be more of a concern than fare increases.
6. The lack of an increase in the gas tax or tolls is placing an undue burden on riders of public transit vs. those who travel in cars.

7. A gasoline user tax should be imposed to raise money to support transit.
8. Tolls should be raised or placed on all interstate highways in New Jersey to raise money to support Transit.
9. The Transportation Trust fund needs to be funded to provide enough money for operating cost of NJ Transit.
10. We should use federal stimulus funds to fill our budget gap this year like we did last year.
11. If we need to hike fares, we should make the fare hike smaller or introduce it over several years instead of all at once.
12. Some of the specific line reductions will result in eliminating some of the speakers' only transit option.
13. There were the usual comments about our poor service, rude employees, overpaid executives, and lack of customer service.
14. There were also comments about our comfortable new equipment, capable employees and customer service focus.
15. The fare increase is a tax by another name.
16. We should delay the start date of the changes.
17. We were asked to look at alternative ways to raise additional revenues.
18. There were complaints about NJ Transit employees riding the system for free.
19. We were thanked for holding public hearings and encouraged to use the comments to find alternatives to close our budget gap.
20. Some attendees had come from the other end of the state because they thought the public hearing was somehow different from the information sessions.
21. Several speakers blamed Governor Christie for the fare hikes.
22. There was a suggestion to eliminate the new station in New York and bring all of the trains into Penn Station New York and eliminate the widening of highways to find money for the transit system.
23. There were lots of suggestions for raising money - taxes on cigarettes and liquor, charging or issuing summonses to riders who use a second seat for packages; one young man had very detailed suggestions for combining bus routes to save money, improving our fare collection, eliminating waste in our operations, etc.
24. Several speakers felt the increase and service changes have an undue impact on urban, non-white populations.
25. There were several comments about the service and timelines of our contract carriers.
26. We should provide a better understanding of our ridership, fares, and zones.
27. We should cut executive pay further.
28. We should be more sensitive to our sight impaired readers and use a larger font for our public notices.
29. There were a few calls for a boycott of NJ Transit if these actions go into place.
30. There were several compliments about our Access Link service and concern over proposed cuts and fare hikes.

Respectfully submitted,


Alma Scott-Buczak
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 25, 2010
Trenton, NJ**

Re: Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 99 people attended and 46 people spoke for the record.

Elected Officials:

There was two elected official who attended the hearing and spoke for the record. Mercer County Freeholder Lucy Walter represented the Mercer County Board of Chosen Freeholders. She stated that transportation is the economic engine that drives New Jersey and urged that the proposals be put on hold until the budget of the State of New Jersey can be reviewed and some funding reinstated. Mercer County Executive Brian Hughes stated that one of the great things Mercer County has going for it is access to trains and transportation and that the fare increases are pricing that asset out of the market. He expressed his dismay at the extent of the fare increases.

Organizations:

There were seven speakers representing organizations. Bonnie Tillery and Laura Lynch spoke on behalf of the New Jersey Chapter of the Sierra Club. Their comments addressed the environmental impacts of the proposed fare increases and service cuts. Rebecca Alper spoke on behalf of the New Jersey Public Interest Research Group. Her comments addressed the burden of a 25% fare increase on those who can least afford it. Doug O'Malley spoke on behalf of Environment New Jersey. His comments addressed four themes: the environment, the economics of the service cuts, the inequity and the lack of elasticity of the cuts. Mr. O'Malley also stated that he would be submitting 800 names of members and activists who are opposed to the service cuts. Tony DeSantis and Scott Maits spoke on behalf of the Delaware Valley Association of Rail Passengers. Their comments addressed the need to increase the gas tax and balance transit and highway subsidies. Corey Piasecki spoke on behalf of Regional Plan Association, New Jersey. His comments addressed the need to recapitalize the Transportation Trust Fund and establish a dedicated source of funding for NJ Transit.

There were 37 other speakers. The following is a list of issues raised:

Generally opposed to the fare increase	11
Increase the gas tax and/or dedicated tax	9
Don't eliminate the 5:28 train from Trenton	6
A 25% fare increase is just too high	5
Don't eliminate the off-peak Round Trip fare	3
Generally opposed to the service cuts	2
Insulting conductors on the 5:28 train	2

(NJT Board-04/14/10)

Don't cut the 811 bus, but the 822 is hardly ever used	1
People with disabilities can't afford the fare increase	1
Questioned if the Board of Directors will listen to the comments from the hearings	1
Burlington County's BurLink is poorly operated	1
Called for a forensic audit of NJ Transit's operations	1
Subcontractors providing service are not properly monitored	1
Riders in the State should be able to transfer seamlessly among transit systems	1
OSHA violations were observed during the construction of Trenton Transit Complex	1
Unfair dispersion of equipment and/or services in various parts of the State – South Jersey gets slighted	1
Implement an employer-based fare discount program	1
Free passes for everyone	1
Students and mothers with children should pay only what they can afford	1
Fare collection on the River Line is a problem	1
Evaluate the costs to the State's infrastructure of adding more cars to the highways	1
Why wasn't the River Line extended to downtown Trenton?	1
Weekly and monthly passes should be Smart Card type technology that can be automatically replenished	1
Concern about the destructive spiral of loss of ridership/service cuts/more loss of ridership/more cuts, etc.	1
Fund the public employee pension fund	1
Reduce NJ State government expenditures	1
Recapitalize the Transportation Trust Fund	1
Implement shuttle service to mainline buses and trains in rural areas.	1
Trenton Train Station is an elaborate waste of money	1
Redesign the ACR tunnel project and save \$2 billion	1
Eliminate prohibition in New Jersey against self-service gas pumps	1
Combine bus services and reduce costs	1

Individual doesn't believe our ridership has dropped	1
Develop public/private partnership	1
Not sufficient time since the Governor took office to consider all of the option other than fare increases and service cuts	1
Shift in the financing of public transportation from the public to the users is a bad thing.	1
Some drivers are horrendous in their treatment of people with disabilities	1
Fare increase is going to push him back into his car	1
We have no idea how many riders we really have	1
Criticized decrease in the avenues through which customers can interface with NJT - like reduction in hours TIC is available and elimination of toll free number	1
If the Dinky service is eliminated, save the dinky rail ROW	1
More accountability within the transit agency	1
We're asked to pay for something (bus service) that isn't doing us very much good because the service is unreliable	1

Respectfully submitted,



Hearing Officer

**Hearing Officer's Report
Public Hearing – March 25, 2010
Manalapan, NJ**

Re: Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal

HEARING OPENED: 5:30 P.M.

NUMBER OF ATTENDEES: 85

NUMBER OF SPEAKERS: 30

NJ TRANSIT STAFF IN ATTENDANCE:

In addition to staff assigned to administer the hearing, the following NJ TRANSIT staff members were in attendance:

William Duggan, V.P & General Manager, NJT Rail Operations
James Samuelson, DGM Safety & Training, Rail Operations
Carol Wise, DGM Bus Operations
Churindranaught Dhansew, Director of Transportation (Central) Bus Operations

ELECTED OFFICIALS: 1

Mr. Erik Wong spoke on behalf of **Representative Frank Pallone, Jr.**, of Congressional District number 6 of New Jersey, and read a letter into the record from the Congressman. In the letter, the Congressman expressed general objections to both the proposed fare increase and service reductions.

LOCAL GOVERNMENT:

Mr. Henry Nicholson, Director of the Monmouth County Division of Transportation, objected to the proposal to eliminate the 833 and 835 bus lines and to the proposed service reduction on the 139 line. He believed disabled residents and senior citizens in Monmouth County will be significantly impacted by these proposed changes.

Ms. Nora Shepard, Supervising Planner for the Transportation Planning Section of the Monmouth County Planning Board, objected in general to the proposed fare and service changes, and offered the following suggestions as alternatives:

- Decrease service on the 833 and 835 bus lines as an alternative to elimination
- Install bike racks on all NJ TRANSIT buses
- In light of TVM's, review the continued need to employ ticket agents at stations
- Allow on-board cash payments on all bus lines

Ms. Shepard also indicated the Monmouth County Board of Chosen Freeholders was preparing a resolution, directed at the NJ TRANSIT Board of Directors, at its meeting, which was taking place at the same time as the hearing.

LABOR UNION OFFICIALS: 2

Mr. Jack Hill, President of the Amalgamated Transit Union Local 824 (New Brunswick), objected in general to service reductions, which may result in workforce reductions in the ranks of his union's members. He indicated he had letters in his possession from Assemblywoman Linda R. Greenstein and Assemblyman Wayne P. DeAngelo of Legislative District 14, and from Mayor Richard Pucci of Monroe Township, however, he submitted no documents.

Mr. John Costa, State Chairman of the Amalgamated Transit Union, also objected in general to service reductions, which may result in workforce reductions in the ranks of his union's members. In addition, he objected to the proposed fare increases, characterizing proposal as a "public tax".

BUSINESSES AND ORGANIZATIONS: 2

Mr. Scott Sprengel, General Manager of Suburban Transit, announced that his company intended to provide service NJ TRANSIT proposed to discontinue on lines 134, 138, and 68.

Ms. Grace Sica spoke on behalf of the New Jersey Sierra Club, objecting to both the proposed fare and service changes on the grounds that the actions would result in more automobile traffic, thereby having a negative affect on the environment.

SPEAKERS:

There were 30 speakers in total, including those previously listed above. Objections to proposed service reductions were raised more frequently than objections regarding fare increases by a 2 to 1 margin. The following is a summary of themes and excerpts from comments received:

- Objection to elimination of 68, 134 and 138 bus services
- Objection to elimination of # 833 bus service
- Perception private bus carriers' services not equal to quality provided by NJ TRANSIT
- Suggestion: Phase in fare increase over time... 25% fare increase too much for riders to absorb all at once
- Perception NJ TRANSIT has too many executives
- Access Link cuts will be a severe hardship for persons with disabilities
- Perception NJ TRANSIT is mismanaged
- Suburban Transit fares will cost # 34 line riders additional \$2,000/year and 1 hour of additional travel time/day
- Suggestion: Raise Gas Tax to pay for mass transit
- Tunnel and other unnecessary capital projects to blame for NJ TRANSIT budget issues
- Perception # 138 line is well traveled... why was it targeted for elimination?
- Suggestion: Eliminate Princeton Shuttle
- Suggestion: Generate revenue by providing bus transportation services to New Jersey schools
- Suggestion: Sell NJ TRANSIT Bus operations to private carriers
- Perception buses are often late... Suggestion: Improve service reliability
- Fare increase is a de facto tax increase
- Suggestion: Disclose all details of fixed and variable costs to public
- Why was 68 line targeted for elimination?
- Objection to recent purchase of new bus registers
- Objection to new bus seat design ... Perception recline feature useless/wasteful
- Suggestion: NJ TRANSIT should solicit riders to appeal to increase transit funding
- Suggestion: NJ TRANSIT should abandon Atlantic City, River LINE, and Tunnel Project to reduce expenses
- Perception NJ TRANSIT has wasted funds on Monmouth, Ocean, and Middlesex studies
- Suggestion: Use fees for roads should be increased ... not transit fares

HEARING CLOSED:

8:30 P.M.



Frank Fittipoldi

March 26, 2010

**Hearing Officer's Report
Public Hearing – March 26th, 2010
Secaucus, NJ**

Re: NJ TRANSIT Proposed Fare and Service Adjustment Hearing

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. 65 people attended, and there were 40 speakers for the record.

Elected Officials:

No elected officials were identified and none identified themselves.

Organizations:

There were three speakers representing organizations:

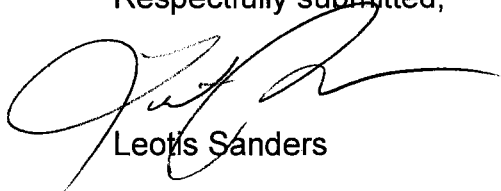
- Zoe Baldwin spoke on behalf of the Tri-state Transportation Campaign regarding dedicated funding resources from the states for NJ TRANSIT.
- Douglas Bowen spoke on behalf New Jersey Association of Railroad Passengers against the fare increase and the elimination of off-peak for rail riders.
- Betsy Kohn spoke on behalf of the Sierra Club North Jersey Group urging withdrawal of fare high proposals to avoid increased use of automobiles.

The 40 speakers raised the following list of issues:

Actual complaint against increasing fares	11
Service cuts will limit mobility and increase crowding.	8
NJ TRANSIT mismanages funds and resources.	5
Corporate sponsorship of rail lines, stations, guides (etc.) as an alternative to raising fares.	4
Improving ridership by offering better service, amenities, and additional value (e.g. wireless internet).	3
Increase the gas tax.	3
Fare hike will cause more people to drive which infrastructure and the environment cannot sustain.	3
Elimination of the 981 bus will leave residents in Port Liberte without any means of public transportation.	2

NJ TRANSIT needs dedicated funding from the State.	2
NJ TRANSIT should maintain some form of discount structure.	2
Greater transparency and monitoring of NJ TRANSIT is needed	2
Impact on college students (pricing)	1
Use sales tax in stations to fund transit	1
NJ TRANSIT should not be working with private bus companies.	1
Postpone a portion / stagger the increases over a period of years.	1
Lower the fare increase for bus riders	1
Poor performance on rail lines	1
Request for more information on how NJ TRANSIT will increase efficiency.	1
Jersey City has a need to receive greater transit service.	1
Limit rail service rather than eliminate.	1
NJ TRANSIT employee wages and benefits are too high and should be cut.	1
NJTRANSIT should save costs by closing the George Washington bridge bus terminal.	1
NEC trains are very crowded.	1
NJ TRANSIT should lower costs to increase ridership.	1
NJ TRANSIT should privatize the bus system.	1

Respectfully submitted,



Leotis Sanders

Hearing Officer

**Hearing Officer's Report
Public Hearing – March 26, 2010
Camden, NJ
Re: Proposed Fare Policy and Service Reduction Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 35 people attended and 28 people spoke for the record.

Elected Officials:

There were two elected officials who attended the hearing and spoke for the record. Assemblyman Angel Fuentes. (5th District) spoke on behalf of people of his district. He urged NJ TRANSIT to pursue all possible alternatives to lessen the impact of service cuts and the fare increase on poor residents who only means of travel is the bus system and RiverLine. Councilwoman Deborah Person-Polk also spoke on behalf of poor transit dependent riders, asking if the increase and cuts could be scaled back to avoid the hardship that these proposals will cause.

Organizations:

There were three speakers representing organizations. Fred Mattison spoke on behalf of the Brotherhood of Locomotive Engineers. Scott Martz and Tony DeSantis spoke on behalf of the Delaware Valley Rail Passengers Association. Doug O'Malley spoke on behalf of Environment NJ. The themes for these speakers ranged from not eliminating service and the negative environmental impacts of this plan, to increasing taxes to fund NJ TRANSIT's budget gap.

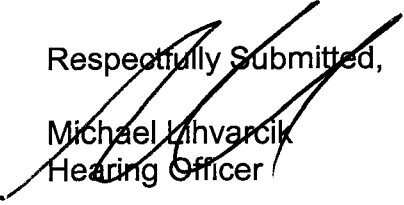
Several speakers spoke multiple times.

There were 28 speakers, 8 of whom spoke multiple times. The following is a list of issues raised:

<u>Comments</u>	<u>Topic</u>
7	Hurts people on fixed income/transit dependent
6	Hurts working class/transit dependent
4	Increase too high/will increase congestion
4	Can't afford fare increase
3	NJT lifeline for disabled
3	Don't cut service (generic)
3	Negative effect on disabled
1	Don't eliminate 423 bus service
1	Don't eliminate 419 bus
1	Don't eliminate AC line service

<u>Comments</u>	<u>Topic</u>
1	Schedule changes could achieve same end
1	Allow disabled to ride free - PA & NY
1	Increase gas tax, mv fees
1	Hurts environment
1	School cuts will cause bus riders to increase
1	Cut late night buses
1	Cut back on special services
1	Look at smart card technology to reduce costs
1	Find other alternatives to bus cuts
1	Customer service bad
1	Copy BurLink in Camden
1	Collected 1,000 names to oppose cuts
1	Run RiverLine longer
1	More RiverLine fare officers
1	Replace old buses
1	Eliminate overcrowding
1	Convert AC Line to system like PATCO
1	Negative impact on seniors
1	4 zone pass increase too high
<u>1</u>	<u>Base fares on sliding scale</u>
56	TOTAL

Respectfully Submitted,


Michael Lihvarcik
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 26, 2010
Morristown, NJ**

Re: Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal

The public hearing opened at 5:30 p.m. and lasted until 9:24 p.m. A total of 192 people signed the attendance sheet and 83 people spoke for the record.

Elected Officials:

There was three elected official who attended the hearing and spoke for the record.

Morris County Freeholder Director Gene Feyl spoke on behalf of the Morris County Board of Chosen Freeholders. He stated that the elimination of the Morris County routes strikes at the heart of the economic viability of Morris County and urged NJ Transit to reconsider the service cut proposals. He reiterated Morris County's financial commitment in support of the service and presented a resolution signed by all seven Morris County freeholders requesting that NJ Transit restore the MCM 1, 2, 3 and 966. (The Resolution is attached to this report.) He further stated that Morris County Board of Transportation would be submitting a detailed service proposal.

Assemblyman Anthony Bucco, representing the 25th Legislative District, spoke on behalf of 17 towns in Morris County. He stated that the proposed cuts will have a terrible impact on the most vulnerable and those that use the services to get to and from work on a daily basis. He recognized that NJ Transit is in a tough financial situation, but urged NJ Transit to understand the unintended consequences of the proposed cuts and consider the County's proposal.

Thomas Getzendanner represented the Town of Summit. He spoke about the size of the fare increase and requested Notice Boards for real time train arrival and departure information at Summit station, improvements to the Summit station and acceleration of the Morris Avenue bridge replacement. Mr. Getzendanner's Statement is attached to this report.

Organizations:

There were twenty-two speakers representing organizations.

Paul Boudreau spoke as President of the Morris County Chamber of Commerce. He emphasized the Chamber's support of the position put forth by Freeholder Director Gene Feyl regarding the proposed service cuts. His Statement is attached to this report

Raymond Greaves (Amalgamated Transit Union), Benjamin Evans (Business Agent Amalgamated Transit Union Local 819) and John Costa (Chairman, Amalgamated Transit Union) spoke about the need to divert Federal funds from capital to operating assistance.

They also spoke on behalf of the 30 employees of PABCO Transit who would lose their jobs if the service proposals were implemented as well as the thousands of PABCO passengers' jobs that will be in jeopardy. Mr. Costa urged those assembled to "Fight Back" against service cuts and fare increases. He also stressed the need for a dedicated funding source and the need to use a portion of federal transit funding for operating assistance. Jose Ayala, an ATU member and representative of the PABCO drivers, presented approximately 2,223 signatures from individuals who signed a "Petition to Reconsider the Closing of Morris County Public Bus Transportation". The petitions are attached to this report.

Sonia Burroughs spoke on behalf of the Monday Morning Projects for Morris County. She stated that cutting the bus and rail service would put people with disabilities in a situation where they can't be part of society.

Theresa Davis spoke on Behalf of the Morris County Division on Aging, Disabilities and Veterans. She stated that eliminating access to public buses of those who are no longer able to drive will not help the County meet the needs of residents who wish to keep their independence. She also pointed out that NJ Transit's actions appear to be contradictory to its own instructions with regard to the "United We Ride" mandate. Ms. Davis' Statement is attached to this report.

Hope Hezel spoke on behalf of the Morris Area Paratransit System (MAPS). She stated that MAPS will not be able to absorb the Access Link clientele displaced as a result of the service cut proposals and the elimination of the Morris Metro routes will result in a major gap in affordable transportation for residents who are physically disabled. Ms. Hezel's Statement is attached to this report.

James JeBran spoke on behalf of Delaware River Coach Lines. He stated that, since Phillipsburg has no other local transit service, the proposed service cutbacks will deprive area residents who are transit dependent of the opportunity to travel in and around Phillipsburg and Easton, Pennsylvania. He also mentioned the potential impacts of the cuts on the employees of Delaware River Coach Lines. Mr. JeBran's letter is attached to this report.

Mary Jo Buchanan spoke on behalf of the Morris County Department of Human Services. She spoke about the impacts of the proposed cuts to the MCM service as they relate to the many destinations of Morris County Department of Human Services clients, among them the Hanover Avenue Complex, the Central Avenue Complex, the County College of Morris and the Morris View Health Care Center. Ms. Buchanan's Statement is attached to this report.

Mark Stephenson spoke on behalf of Employment Horizons, a not-for-profit vocational rehabilitation organization. Mr. Stephenson's comments addressed the economic impacts on the individuals and the local economy if the people served by his organization lose their jobs because they can no longer get to them because of the loss of public transit. Mr. Stephenson's written Testimony is attached to this report.

Linda Groszew spoke on behalf of the New Jersey Foundation for the Blind. She stated that Access Link means independence for its users and 75% of the students that come to the New Jersey Foundation for the Blind use Access Link.

Michael Spector spoke on behalf of the Morris County Green Party. Mr. Spector spoke about the environmental impact of fare increases and pointed out the irony of having NJ Transit raise its fares during the same week as National Air Quality Awareness Week. Mr. Spector's Statement is attached to this report.

Joann McEniry spoke on behalf of New Jersey AIDS Services. She stated that her clients are entirely dependent on public transportation to access care and services provided through the facility located on the Executive Drive Central Avenue Greystone Park Complex. Eliminating the MCM 3 line would cut of her clients from the only support system they have.

Charles Lamb spoke on behalf of the County College of Morris. He stated that the College would like to partner with NJ Transit to increase NJ Transit and that termination of six NJ Transit routes in Morris County does not save money, but rather prevents NJ Transit from numerous opportunities to make much more money. Mr. Lamb's Statement is attached to this report.

Ilene Dorf Manahan spoke on behalf of the Morris County Board of Transportation. She presented the counterproposal of the Morris County Board of Transportation in which the Board acknowledged that the rural routes were not being utilized as they had hoped but that the retention of the MCM 1, 2, 3 and the WHEELS 966 was imperative. She stated that a majority of the people using these services are going to work, are elderly, are handicapped and make less than \$50,000. The Board's proposal is attached to this report.

Jeff Bashe spoke on behalf of the Interfaith Council for Homeless Families of Morris County, which is, he said, one of the agencies which is now a resident of the non-profit mall at Greystone Park. He said that, without the Morris County Metro 3 bus, the mall would turn into a nightmare because the agencies which are there would have to find ways to get their clients and volunteers to the site. This would drain money away from essential services provided by the agencies.

Patrice Picard spoke on behalf of Family Services of Morris County. She stated that the effects of the proposed service cuts would not be a burden or an inconvenience, but would be devastating for her clients.

Janet Bonar spoke on behalf of the Morristown Area Clergy Council. She read a statement which addressed the concerns of the Council that eliminating bus line which are the personal, educational and economic lifelines for their users. Her Statement is attached to this report.

Sandra Hoyt spoke on behalf of Saint Clare's Behavioral Health Systems. Ms. Hoyt stated that the focus of her organization is empowering clients to achieve independence through education, medical attention, and employment and that without public transportation individuals may not be able to access the services they so desperately need. Her Statement is attached to this report.

Victoria Bronson represented the student government at the County College of Morris. She said that there were about one hundred and fifty students who relied on public transportation to the College.

Sue Nobleman represented the Willow Tree Center for Counseling and Education. She stated that many of her clients use the transit system to get to the facility and that, without the public transit system, they would lose the ability to serve their clients.

Petitions:

In addition to the petition presented by Mr. Ayala, there were the following petitions presented:

Petition of Morris & Essex Line Passengers to New Jersey Transit Concerning Proposed Elimination of Train Nos. 870 and 465 – 153 signatures – Submitted by Lorraine Graves

We, the Citizens of Morris County respectfully request the Operators of New Jersey Transit to reconsider the suspension of Service on the Pabco Lines #1, 2 and 3. People use the services of these Buses to go to Their Jobs and earn their living. Without this Bus Service, Unemployment will rise and hardships will ensue, in a short time frame. Below, You will find a list of People who use these Buses on a regular basis. Thank You for Your time. – 15 signatures

Petition to Annul Proposed Cuts to 891 & 890 Bus Routes – 75 signatures

Save Bus Route 967 – 176 signatures – Submitted by Christopher Bluett

Petition to keep the 966 Bus – 117 signatures – Submitted by Christopher Bluett

To NJ Transit: On behalf of the at-risk people of Morris County, we the undersigned, strongly object to the elimination of NJ Transit/Morris metro bus routes 1, 2, 3, 4, 5, and 7 which serve our area. This action will severely impact our community's

- * Working Population
- * Low-income people
- * Elderly
- * People with a disability
- * Students

And many others who rely on public transportation for employment; groceries; school; medical appointments and other basic life activities - 995 signatures – Submitted by Joel Aronson.

There were 56 other speakers. Many speakers mentioned concerns that other speakers had already raised. For example, many speakers protesting the service cuts mentioned the impact on Access Link riders and many mentioned the impacts on quality of life. The following is intended to give a sense of the relative frequency with which the concerns were raised:

Don't eliminate the Wheels 890 and 891 in Phillipsburg	19
Don't discontinue the Morris County Metro routes – either individually or as a group	16
Access Link service is eliminated if the fixed route service is eliminated – don't eliminate any fixed route service that impacts Access Link riders	3
Raise fares, but don't eliminate service	3
25% fare increase is a pretty stunning number. Fare increase is crazy.	2
Don't eliminate the 884	1
Elimination of Train # 870 will result in the loss of nearly 20% of train service and a 50-minute wait	1
Concern about elimination of service to the Mt. Tabor train station	1
Disagrees with the Morris County Freeholders - Don't eliminate the WHEELS 967	1
Don't eliminate the off-peak service on the Boonton Line	1
When it comes to taking his family of four to New York, getting rid of the off-peak RT fare is like adding an extra person to his family.	1
Understands that the state is in financial difficulty, but the larger the population that has to accept these burdens, the less any individual or subgroup will have to. What sacrifices or burdens are automobile users expected to make? Are highways going to be abandoned?	1
Maybe we can increase the fares in some of these areas where there is only one bus system that is running	1
Riders who lose their bus service cannot afford cabs	1
Press legislators to create a dedicated source of funding for public transportation operations and/or raise the gas tax	1
Funding for the Morris Area Paratransit System budget is going to be cut as well. They will not be able to absorb Access link riders	1
As a result of the 25% fare increase, and the loss of	1

the off-peak round trip fare, his fares increase 42.3%	
There is one strength to the Weinstein Plan - he is not seeking subsidies or aid from the federal government. But there are four weaknesses: no effort to encourage ridership; price elasticity of demand; off-peak travel is discouraged; consider linkage between employee pay and their performance.	1
Price increases will lead to pricing customers out of the market	1
Sell annual passes. Sell six-month passes. Bring the revenue forward and then invest it appropriately	1
Overcrowding on trains caused by service cuts will make it difficult for train conductors to collect the fares.	1
Many persons living with mental illness cannot afford cars or insurance	1
Self-esteem, independence and not feeling isolated are very important and the bus service provides the necessary link.	1
There are about a dozen cab companies in the Parsippany-Morristown area - three of them provide no local service. The other nine provide service at exorbitant fees – Speaker presented a survey of livery companies in the area	1
And we have only heels and we don't have wheels, it's one big letter difference in a county like Morris and a state like New Jersey	1
The HIV/AIDS community depends on the bus service in Morris County.	1
Asked - What happens in terms of the quality of human life if the service is eliminated?	1
Advanced a route restructuring proposal of his own with a better positive impact	1
Upset that the service cut/fare increase hearings were not in Spanish	1
If NJ Transit eliminates the MCM routes, you will send Morris County and New Jersey from the great recession to the great depression.	1
Implement 15 to 20% pay cut for New Jersey executives.	1
Re-introduce tax on super-rich	1
If NJ Transit continues to cut back, there will be less people to work, less people to pay taxes, less money to take care of those who need it.	1
NJ Transit does not promote the 967 enough.	1
Cutting out the bus service in Morris County and reducing MAPS and Access Link will put the non-profit and disabled population back 10 to 20 years.	1
We're going to become invisible, not just the disabled,	

the poor, the shift workers, the students. We're going to become low class, invisible, back in the closet.	1
Concerned about double and triple dipping on the pension plan of politicians in Trenton and people loading up on overtime so they get more pension when they retire.	1
Raise the fares 10% and then in January 10% and then the next January 10% - over a period of three years, you have your 30%	1
The management that runs NJ Transit is incompetent, lacks skill and imagination	1
Nothing in the proposal uses technology to increase productivity or efficiency	1
Fringe benefits for NJ Transit employees are 75% and cost \$150 million a year	1
Would NJ Transit consider extending the comment period, or at least the period in which this is going to go into effect, to gather ideas from other groups to hammer this thing through so that there's equitable service for all	1
If you cut the service, you will cut a lot of people out of jobs	1
How are we going to live if we raise the fares?	1
Increasing fares and service reductions is the wrong way to go. It will create a huge incentive for residents to drive.	1
Cutting service and raising fares will significantly increase air and water pollution and harm public health.	1
NJ Transit should get more involved in the affairs of its private carriers. He sees the same complaints about PABCO happening again and again and they don't get addressed	1
Train service on the Gladstone branch has been made so inconvenient on weekends that he doesn't take it any more	1
Don't cut the 401K plans for NJ Transit employees	1

In addition, fifteen individuals or organizations submitted written statements or letters, but did not speak:

Patty Sly, representing Jersey Battered Women's Service, urged NJ Transit to reconsider the elimination of the Morris County Metro 1, 2 and 3.

Steve Marvin, representing the Warren County Board of Chosen Freeholders and David Dech, representing the Warren County Planning Department, urged NJ Transit to reconsider the elimination of the WHEELS service in Phillipsburg and Hackettstown.

The New Jersey Highlands Coalition submitted comments regarding the proposed funding cuts and fare increases and the proposed Lackawanna Cutoff Passenger Rail Restoration Project.

Russ Hall, representing the Interfaith Food Pantry, urged NJ Transit not to eliminate the Morris County Metro routes, especially the MCM 3.

Marc Molde and Carmela Slivinski, representing DAWN Center for Independent Living, opposed the elimination of bus service in Morris, Sussex and Warren counties, for both regular riders and Access Link users.

Christine Brino represented the Morris County Office for the Disabled and protested the elimination of the MCM service.

Seven individuals submitted comments and raised the following concerns:

One individual had a number of questions regarding why NJ Transit is cutting the route that serves the County College of Morris.

One was from a resident of Chatham protesting the elimination of the MCM 3 and reduction in train service and one was a resident of Parsippany protesting the elimination of the MCM 1/

One protested the elimination of bus service in Phillipsburg.

Two protested the elimination of the MCM 1, 2, and 3 one urged NJ Transit not to raise rates by 25%

One urged NJ Transit to work with TransOptions to develop a plan so that some form of public transportation is provided on at least some of the MCM routes.

Respectfully submitted,



Hearing Officer

**Hearing Officer's Report
Public Hearing – March 26, 2010
Long Branch Middle School, Long Branch, NJ
Re: Proposed Fare and Service Proposal**

Hearing Officer: Thomas J. Woods, Chief Procurement & Support Services
Presenter: Charles Ingoglia, Director, Capital Program Management Public Affairs

General:

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 68 people attended and 41 people spoke for the record.

Elected Officials:

Two elected officials were represented or made statements. Alexandra Maldonado read a statement from Representative Frank Pallone. Mr. Pallone stated that raising fares was unwise, would reverse years of effort to increase transit ridership and represented a tax increase on riders. Monmouth County Freeholder John D'Amico stated that fare increases and service cuts were counterproductive and called on the Governor and Legislature to provide enough operating assistance to mitigate the fare increases and service cuts.

Organizations:

Several speakers spoke on behalf of the administration and students of Brookdale Community College, in particular Webster Trammell, Vice President of Community, Development and Government Relations at Brookdale. He advocated on behalf of keeping the #833 bus as it is the only transit option to get to Brookdale from Red Bank and Freehold. Jack Hill, Vice President of ATU Local 824 spoke against the elimination of the Rt. 18 bus routes (#68, #134, #138), stating that the buses had standing room only. Jesse Gribin spoke on behalf of the Lackawanna Coalition and objected to fare increases instead of raising the gas tax.

Speakers:

There were 41 speakers, the following is a list of issues raised:

Major Topics:

- The elimination of the #833 bus will take away a lifeline service for low-income riders and students seeking access to Brookdale Community College and social services in Freehold.
- Fare Increases are unaffordable for low-income residents and students. For these customers, their transportation costs are a significant percentage of their income. A 25% increase may make their jobs or schooling unaffordable.
- Several customers commented that the fare increase will increase the cost of their commute from approximately \$4,000 annually to \$5,000 annually and expressed

(NJT Board-04/14/10)

outrage at the price. Some advised that they would seek alternate transportation, including the Academy Bus service, car-pooling or simply driving.

- Elimination of the bus routes will take away Access Link service for the most transit-dependent population, leaving them homebound and unemployable.
- Several customers complained that it was unfair for the government to force NJ TRANSIT to raise fares while not raising the gas tax or tolls on the Turnpike & Parkway and that the fare increase represented a discriminatory tax on transit riders.

Comment Topics	# of Comments
Increased fares are a hardship, the size of the increase is outrageous and unaffordable for many, particularly in these economic times.	26
Elimination of the #833 route will eliminate a lifeline route for students and low-income riders	11
State should provide greater subsidies, either thru increasing gas tax, raising Parkway & Turnpike fares, or all three	7
Capital funds should be diverted to pay for operating expenses	5
NJCL trains are consistently late	5
Elimination of bus routes will devastate Access Link Riders, leaving them homebound and unemployable – most transit-dependent people in the State.	4
Elimination of the ORT will drive away ridership and harm low income commuters	4
Decrease executive pay	3
MLV's- no storage downstairs and coat hooks useless	3
Conductors are rude	2
Not enough parking	2
Eliminating Hoboken Train will be inconvenient and will be disastrous on Fridays and Mondays in the summer when ridership jumps	2
Elimination of the #835 is a hardship on low income riders	1
Eliminate Pascack Valley Line weekend service before cutting NJCL peak service.	1
Need dedicated funding source	1
Privatize the system	
Eliminate marketing department, discontinue printing schedules and flyers, stop putting in new TVM's and disallow employees from taking vehicles home	1

Respectfully submitted,



Thomas J. Woods
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 26, 2010
Port Authority Bus Terminal, New York
Re: Proposed Fare Change and Service Reductions**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. The presentation was offered three times over the course of the three hour hearing period. A total of 21 people attended and 15 spoke for the record. One person spoke for the record and left a written statement with us. Another customer left two written comments in addition to his testimony. One written comment was left by an unnamed customer.

Organizations

One speaker, Barry Segal, represented ATU Local 824, which is the union to which bus operators who work the 68, 134 and 138 lines belong.

Following is a summary of the comments received from the 15 speakers:

Fare Increase Proposal Comments
Actual complaint against increasing fares – the 25% proposal will 'kill me' and I won't be able to ride
Fare is already high
Fare is not cheaper than NY as stated in presentation
NJ TRANSIT does not show revenue losses by line in any proposal documentation
Vans in Union City will become an even stronger competitor with fare increase because they will not raise fares and will be even more attractive to customers
Don't eliminate the ORT
Headway changes on the light rail services have a negative impact on the established validity periods for one-way tickets
Service Reduction Proposal Comments
In the proposal we do not show ridership numbers/passengers impacted on bus service reductions as we do for the rail service reductions
Bus Service Eliminations
No. 138 Old Bridge-East Brunswick-New York <ul style="list-style-type: none"> - these buses are full every day – ridership is not low - elimination will strain bus services on the No. 139 line, which are already overcrowded

<ul style="list-style-type: none"> - will we provide more parking along Route 9 for customers who now have to drive to get the bus there? -
Do we need to give the three East Brunswick routes to a private carrier?
<p>Numerous comments on the No. 126 service reduction proposal</p> <ul style="list-style-type: none"> - The weekend schedule is already inadequate and we will be even less able to handle crowds with these reductions - The No. 126 should be an overnight service – we lose many customers to PATH and this could generate revenue - Eliminate weekend service on the Montclair-Boonton line instead of the No. 126 – why did we initiate that service in the first place? - Back-up material has a typo in it regarding No. 126 service- there is no 6:10 a.m. trip on Sundays – it is a p.m. trip
<p>Contract Carrier Route eliminations</p> <ul style="list-style-type: none"> - customers using these routes (811, 822, 833, 835) are transit dependent
Why are we spending money on new equipment (bus and rail) rather than putting that money into service provision
<p><u>Rail Service Eliminations</u></p> <p>Montclair-Boonton Line</p> <ul style="list-style-type: none"> - previous service cuts on this line from Montclair stations to Hoboken (direct) have resulted in ridership losses. If we restored service to Montclair (Montclair Heights and Mountain Avenue) we would see an increase in ridership and therefore an increase in revenue <p>Northeast Corridor</p> <ul style="list-style-type: none"> - customer cannot believe that ridership is low in the rush hour and on weekends
<p><u>Light Rail Service Reductions</u></p> <p>Newark Light Rail</p> <ul style="list-style-type: none"> - widening headways is not a good idea <p>Hudson Bergen Light Rail</p> <ul style="list-style-type: none"> - discontinuing service north of Hoboken Terminal on weekends is a bad idea <p>River LINE</p> <ul style="list-style-type: none"> - using one-car trains is not good for this busy service

Bus Service Comments
On-time performance is a problem
Scheduled service/frequency <ul style="list-style-type: none"> - the No. 194 P route is terrific – please don't do anything to change it - Service on the No. 319 to Toms River is not frequent enough and connections at Lakewood Terminal (from the 139) are not dependable
Overcrowding/bypassing <ul style="list-style-type: none"> - operators don't pick up even when hailed and when head signs indicate capacity. This results in lost fare revenue
Discourteous Employees
Maintenance of equipment
Bus Stops/Terminals/Facilities Maintenance <ul style="list-style-type: none"> - PABT is antiquated and outdated and does not encourage people to ride
Performance/Communication during disruptions needs improvement
Rail Service Comments
Scheduled service/frequency
Overcrowding
On Time Performance
Performance/Communication during disruptions
General Fare Policy/Comments
Bus passes should be honored on rail services as rail passes are on buses

Specific Suggestions Offered

1. Cut weekend Montclair-Boonton Line service to save money and therefore save bus routes
2. Restore our Charter business as a way to increase revenues.
3. We should establish different fares for different levels of service. For example, if a line has a very rich level of service, there should be a premium fare charged. Likewise, if there is limited service, lower fares should apply.
4. We should promote our services more – particularly the benefits of monthly passes. We are not proactive enough in seeking customers. Our plan only responds to ridership losses, it doesn't seek ways to increase ridership.

Other questions asked off the official record:

1. Will senior/disabled discounts be retained at the same level
2. When will the summary report referenced in the presentation be available and when will the Board act on it?
3. Will the fare to Newark Airport from New York be retained at its current level?

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sandra J. Check", with a long horizontal flourish extending to the right.

Sandra J. Check
Hearing Officer

Attachments – written statements from customers

**Hearing Officer's Report
Public Hearing – March 27, 2010
Hackensack, NJ**

Re: Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal

The public hearing opened at 1:00 p.m. and lasted until 4:00 p.m. A total of 42 people attended and 24 people spoke for the record.

Elected Officials:

There was one elected official who attended the hearing and spoke for the record. Bergen County Executive, Dennis McNerney, spoke on behalf of the transit riders in Bergen County. He urged NJ TRANSIT to reconsider the fare increases and service reductions proposal. He indicated people will leave mass transportation and put more cars on the already congested roadways if the fares increase and service is reduced. He also recommended NJ TRANSIT co-operate and coordinate service with Metro-North to better serve Bergen County.

Organizations:

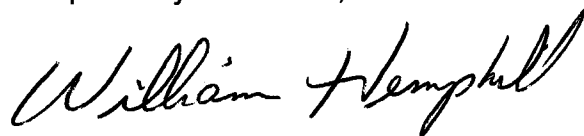
There was one speaker representing an organization. Betsy Kohn spoke on behalf of the Sierra Club North Jersey Group. She urged that the proposed fare hikes and service cutbacks be reconsidered and withdrawn. She proposed alternatives for Gov. Christie to close NJ TRANSIT's budget gap. Among her proposals are: increase the gas tax, place tolls on inter-state roads, shift money from current wasteful capital projects, and restore the original, and more cost effective, user friendly design for the ARC project.

There were 24 speakers, the following is a list of issues raised:

Actual complaint against increasing fares	16
Customer Service not getting answers to problems	1
Fare increase bad environmental policy	3
Poor bus/rail/LRT headways	1
Add additional rail stops on Pascack Valley & Main Bergen Lines	1
Need gas tax	2
Buses in poor condition	1
Poor condition in platform area at Port Authority Bus Terminal	1
Good service by Access Link staff and drivers	4
New Bus Operators not trained well	1
Bus tickets not cross honored like rail	1
Upset about service cuts	2
Maintain current Disabled & Senior fare	7
Questioned the cost of outsourcing service and statues at Secaucus Station	1
Need more bus stops in Hackensack	1
Poor bus service	2
Better connections from Secaucus Station	1

Offer weekly off peak transit pass	2
Market transit pass to tourists	1
Market bus services to school districts	1
Coordinate service in NJ with Metro North	1
Suggested one operating rail division	1
Review staffing levels at Secaucus Station	1
Want Governor to review other options to address budget short fall	1
Complained about Bus Operators eating, smoking and talking on cell phone while driving	1
Urged NJ TRANSIT's Executive Director to participate in Undercover Boss TV show	1
Recommended monthly pass for Access Link service	1
Review Access Link fare structure	1
Cut number of cars early and late on M&E line to save maintenance cost.	1
Need to improve technology regarding fare collection and service information	1
Do a better job to explain the budget gap	1
Urged a boycott of NJ TRANSIT services if fare increase is not changed	1

Respectfully submitted,



William Hemphill
Hearing Officer

Hearing Officer's Report
Public Information Session – March 27, 2010
Atlantic City Rail Terminal, Atlantic City, NJ
Re: Proposed Fare and Service Proposal

Hearing Officer: Thomas J. Woods, Chief Procurement & Support Services
Presenter: Alan Maiman, Deputy General Manager, Bus Service Planning

General:

This Public Information Session opened at 1:00 p.m. and lasted until 4:00 p.m. A total of 53 people signed in as attendees, however, since the session was held in the terminal, dozens of other NJ TRANSIT customers listened to portions of the session while waiting for trains. 23 people spoke for the record.

Elected Officials:

One elected official made a statement. Atlantic County Freeholder James Curcio stated that service cuts were counterproductive and did not mesh with the State's efforts to help Atlantic City compete with new gaming operations in Pennsylvania. Instead of reducing service, NJ TRANSIT should be increasing the number of trains and better coordinating the commuter service to Philadelphia. He stated that the Freeholders had received a lot of negative feedback. They also took no position on the fare increase.

Organizations:

Dan O'Connell of the UTU stated that NJ TRANSIT was on a path to shutting down the ACRL. The last service reduction on the line caused it to lose 108,000 annual trips. He suggested that current NJ TRANSIT management review the 2002 ACRL Study which recommended increasing service. Joe Sullivan, Vice President of ATU Local 880 stated that NJ TRANSIT needed dedicated funding and that tolls should be increased and gas taxes raised. He stated that he considered the fare hike a tax on the poor.

Speakers:


There were 23 speakers, the following is a list of issues raised:

Major Topics:

- Reduction of ACRL trains is putting the line on a glide path to elimination. Service is already not robust so the remaining service is not sufficient to get commuters to work on a reasonable schedule – our previous service reduction drove several hundred customers off of the system.
- Fare Increases are unaffordable for low-income residents and students.
- Reduction of local bus service, in particular the #551, is a hardship. Many buses are already crowded and standing room only.
- Several customers complained that it was unfair for the government to force NJ TRANSIT to raise fares while not raising the gas tax or tolls on the Turnpike & Parkway and that the fare increase represented a discriminatory tax on transit riders.

Comment Topics	# of Comments
Reduction of ACRL service is driving customers off the system	13
Increased fares are a hardship, the size of the increase is outrageous and unaffordable for many, particularly in these economic times.	12
Local bus service should not be reduced, but increased.	9
State should provide greater subsidies, either thru increasing gas tax, raising Parkway & Turnpike fares, or all three	5
NJ TRANSIT treats South Jersey like a poor stepchild – we live in an ivory tower in Newark and don't believe people from southern New Jersey are entitled to same level of service as people from northern New Jersey.	3
Reduce complexity and adjust/normalize fares for different services (ACRL, NJTBus, Riverline)	2
Service decisions are made without consulting riders and previous cuts were made without sufficient prior notice	2
NJ TRANSIT employees are rude	1
Concern that persons with disabilities who take the ACRL are being affected by the reduction in train service	1
Increase in fares is especially unfair to Access Link Riders, lowest income and most transit-dependent people in the State.	1
Elimination of the ORT will drive away ridership and harm low income commuters	1
Some bus operators do not activate the "kneeling bus" or make able-bodied customers vacate ADA seats on the bus for persons with disabilities	1

Respectfully submitted,



Thomas J. Woods
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 27, 2010
East Brunswick, NJ**

Re: Fiscal Year 2011 Budget, Service Reduction and Fare Change Proposal

HEARING OPENED: 1:00 P.M.

NJ TRANSIT Executive Director **James Weinstein** introduced himself to the audience, made opening remarks, explained the context of the public hearings, and assured the audience that NJ TRANSIT was in the process of reevaluating its proposals based on the public comments from the hearings. He then introduced **David Stahl, Mayor of East Brunswick**.

Mayor Stahl welcomed the attendees and thanked NJ TRANSIT for holding the hearing in East Brunswick.

NUMBER OF ATTENDEES: 216
NUMBER OF SPEAKERS: 46

NJ TRANSIT STAFF IN ATTENDANCE:

In addition to staff assigned to administer the hearing, the following NJ TRANSIT staff members were in attendance:

James Gigantino, V.P & General Manager, NJT Bus Operations

ELECTED OFFICIALS: 9

Senator Barbara Buono, of Legislative district 18, questioned the rationale for selecting the 68, 134 and 138 bus lines for elimination, suggesting the proposal would disproportionately affect constituents in her district.

Assemblyman Patrick J. Diegnan, Jr., of Legislative District 18, expressed concern that the service reduction and fare change proposal would result in more automobile traffic in the state. He suggested an increase in the state's gas tax as an alternative to fare increases, and requested that NJ TRANSIT delay implementation of the plan until the State adopted a budget in July.

Mr. Erik Wong spoke on behalf of **Representative Frank Pallone, Jr.**, of Congressional District number 6 of New Jersey, and read a letter into the record from the Congressman. In the letter, the Congressman expressed general objections to both the proposed fare increase and service reductions.

Assemblywoman Linda R. Greenstein, of Legislative District 14, objected in general to proposed service cuts.

Mayor Ray Eppinger, of South River, objected to the proposed elimination of the # 68 line.

Councilman Michael Leibowitz, of Monroe Township, objected to the proposed elimination of the 134 line and asserted that a 25% fare increase was excessive.

Councilwoman Margaret Drozd, of Spotswood, objected in general to proposed service reductions and asked NJ TRANSIT to consider alternative ways to reduce spending.

Councilwoman Nancy Pinkin, of East Brunswick, objected in general to proposed service reductions, and expressed particular concern for the disabled residents throughout the state.

Councilman Edward Lester, of East Brunswick, objected in general to proposed service reductions, and expressed concern about how this will affect Route 18 traffic and clean air.

LOCAL GOVERNMENT:

6

Mr. Wayne Hamilton, Monroe Township Business Administrator, objected to the proposal to eliminate service on the 68, 134 and 138 lines.

Mr. David Merwin, representing the Old Bridge Township Parking Authority, objected in general to proposed service reductions.

Mr. William Neary, Executive Director of Keep Middlesex Moving (TMA), objected in general to proposed service reductions.

Mr. Tony Gambilonghi, Supervising Transportation Planner for the Middlesex County Planning Department, objected in general to proposed fare increases.

Mr. Steve Fittante, representing the Middlesex County Department of Transportation, objected to the proposed elimination of service on the # 811 and 980 lines, and suggested service reductions as an alternative.

Mr. Barry Frost, Monmouth County Transportation Commissioner, objected in general to proposed service reductions and chided NJ TRANSIT for the police presence at the hearing.

LABOR UNION OFFICIALS: 4

Mr. John Costa, State Chairman of the Amalgamated Transit Union, objected in general to service reductions, which may result in workforce reductions in the ranks of his union's members. In addition, he objected to the proposed fare increases, characterizing as a "public tax".

Mr. Jack Hill, President of the Amalgamated Transit Union Local 824 (New Brunswick), questioned the rationale for selecting the 68, 134 and 138 bus lines for elimination, and suggested NJ TRANSIT take advantage of H.R. 2746, which provides for increased flexibility in the use of federal transit funds by allowing transit systems of all sizes to use a percentage of their formula funds for operations.

Mr. Rocco Galluzzo, representing the Amalgamated Transit Union members of Local 824 in Howell Bus Garage, objected in general to service reductions, which he suggested would have a negative impact on riders of the system who are disabled.

Mr. Barry Segal, a member of the Amalgamated Transit Union Local 824 in Howell Bus Garage, objected to the proposed elimination of the 68, 134 and 138 bus lines, and objected in general to the proposed 25% fare increase.

BUSINESSES AND ORGANIZATIONS: 1

Mr. Scott Sprengel, General Manager of Suburban Transit, announced that his company intended to provide service on bus 134, 138, and 68, which NJ TRANSIT proposed to discontinue.

SPEAKERS: 46

There were 46 speakers in total, including those previously listed above. Objections to proposed service reductions were raised more frequently than objections regarding fare increases by a 2 to 1 margin. In addition to comments summarized above, the following is a list of themes and excerpts from other comments received:

- Objection to elimination of bus 68, 134, and 138 services
- Rider's decision to make residence in New Jersey was influenced by availability of mass transportation services
- Rider willing to pay more to retain services on the 68 bus line
- Perception private bus carriers' services are not equal to quality provided by NJ TRANSIT
- Perception Suburban Transit fares are too expensive
- Why were 68, 134, and 138 lines targeted for elimination? Perception is that these lines are well traveled.
- 25% fare increase too much for riders to absorb

- Service cuts equals loss of freedom for visually impaired and other persons with disabilities
- Perception NJ TRANSIT is mismanaged
- Proposed service cuts hurt Middlesex County residents disproportionately
- Bus 68, 134, and 138 lines are perceived as profitable
- Off-peak/Round Trip Ticket prices increases are 46%
- Mass transit makes 1-car family possible for 2 income family
- Concern over environmental impact of service reductions
- Perception service cuts are targeted to weaken labor unions
- Perception service cuts are targeted by governor to punish Middlesex County voters
- Fare increase is a de facto tax increase targeted at lower income residents
- State should cut other programs, not mass transit.
- Perception large rail capital projects are given precedence over service to bus riders

HEARING CLOSED:

4:03 P.M.



Frank Fittipoldi

March 29, 2010

EXHIBIT 3

LOCAL BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY-PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP w/ TRIP		TEN TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.35	1.50	0.65	0.70		49.00	54.00	9.25	10.25	13.25	14.75	NA	NA	1
2	2.15	2.35	1.00	1.05		65.00	72.00	14.25	15.75	18.25	20.25	NA	NA	2
3	2.65	2.90	1.20	1.30		77.00	85.00	18.00	19.75			22.50	25.00	3
4	3.20	3.50	1.45	1.60		84.00	92.00	21.50	23.75			28.00	31.00	4
5	3.45	3.80	1.55	1.70		92.00	101.00					32.00	35.00	5
6	4.00	4.40	1.80	2.00		104.00	114.00					35.50	39.00	6
7	4.35	4.80	2.00	2.20		115.00	127.00					40.00	44.00	7
8	4.80	5.30	2.15	2.40		127.00	140.00					43.00	47.50	8
9	5.20	5.70	2.35	2.60		137.00	151.00					47.50	52.50	9
10	5.65	6.20	2.55	2.80		149.00	164.00					50.50	55.50	10
11	6.05	6.65	2.75	3.00		159.00	175.00					55.00	60.50	11
12	6.45	7.10	2.90	3.20		170.00	187.00					57.00	62.50	12
13	6.90	7.60	3.15	3.45		182.00	200.00					62.00	68.00	13
14	7.35	8.10	3.30	3.65		195.00	215.00					66.00	72.50	14
15	7.70	8.45	3.45	3.80		204.00	224.00					70.00	77.00	15
16	8.15	8.95	3.70	4.05		217.00	239.00					73.50	81.00	16
17	8.55	9.40	3.85	4.25		226.00	249.00					77.50	85.50	17
18	8.95	9.85	4.05	4.45		238.00	262.00					81.00	89.00	18
19	9.45	10.40	4.25	4.70								84.50	93.00	19
20	9.80	10.80	4.40	4.85								88.50	97.50	20
21	10.30	11.35	4.65	5.10								93.00	102.50	21
22	10.70	11.75	4.85	5.30								95.50	105.00	22
23	11.10	12.20	5.00	5.50								100.00	110.00	23
24	11.60	12.75	5.20	5.75										24
25	12.05	13.25	5.45	6.00										25
26	12.35	13.60	5.55	6.10										26
27	12.80	14.10	5.75	6.35										27
28	13.20	14.50	5.95	6.55										28
29	13.70	15.05	6.15	6.75										29
30	14.05	15.45	6.30	6.95										30
31	14.50	15.95	6.55	7.20										31
32	14.90	16.40	6.70	7.40										32
33	15.35	16.90	6.90	7.60										33
34	15.70	17.25	7.10	7.80										34
35	16.20	17.80	7.30	8.00										35
36	16.50	18.15	7.45	8.15										36
37	17.00	18.70	7.65	8.40										37
38	17.30	19.05	7.80	8.55										38

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zne + Transfer	2.00	2.20	0.95	1.05
2 Zne + Transfer	2.80	3.05	1.30	1.40

Zones
1 Zne + Transfer
2 Zne + Transfer

INTERSTATE BUS, NEW YORK

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.35	1.70	0.65	0.80					NA	NA	NA	NA	1
2	2.55	3.20	1.15	1.45					78.00	98.00	21.00	27.00	2
3	3.40	4.25	1.55	1.90					109.00	136.00	31.00	39.00	3
4	4.40	5.50	2.00	2.50					122.00	153.00	34.50	47.00	4
5	5.25	6.50	2.35	2.95					146.00	183.00	41.00	55.50	5
6	6.00	7.50	2.75	3.50					173.00	216.00	49.00	64.00	6
7	7.25	9.00	3.25	4.00					184.00	230.00	52.00	76.50	7
8	8.00	10.00	3.50	4.50					196.00	245.00	55.50	85.00	8
9	8.75	11.00	3.90	5.00					207.00	259.00	58.50	93.50	9
10	9.50	12.00	4.25	5.50					222.00	278.00	63.00	102.00	10
11	10.25	12.75	4.50	5.75					239.00	299.00	68.00	108.50	11
12	11.00	13.75	5.00	6.25					259.00	324.00	73.50	117.00	12
13	11.75	14.75	5.25	6.50					277.00	346.00	79.00	125.50	13
14	12.25	15.25	5.50	6.75					293.00	366.00	85.00	129.50	14
15	13.25	16.50	6.00	7.50					309.00	386.00	90.00	140.50	15
16	14.00	17.50	6.25	8.00					329.00	411.00	95.00	149.00	16
17	14.50	18.25	6.50	8.25					345.00	431.00	100.00	155.00	17
18	15.50	19.50	7.00	8.75					364.00	455.00	105.50	166.00	18
19	16.00	20.00	7.25	9.00					364.00	455.00	110.00	170.00	19
20	16.75	21.00	7.50	9.50					364.00	455.00	115.00	178.50	20
21	17.50	22.00	8.00	10.00					364.00	455.00	120.00	187.00	21
22	18.50	23.25	8.25	10.50					364.00	455.00	125.50	197.50	22
23	19.00	23.75	8.50	10.75					364.00	455.00	129.50	202.00	23
24	22.50	28.25	10.25	12.75	41.00	51.00	18.00	23.00					24
25	23.75	29.75	10.75	13.50	42.00	53.00	19.00	24.00					25
26	24.50	30.75	11.00	13.75	44.00	55.00	20.00	25.00					26
27	25.00	31.25	11.25	14.00	45.00	56.00	20.50	25.50					27
28	25.75	32.25	11.50	14.50	47.00	59.00	21.50	26.50					28
29	26.75	33.50	12.00	15.00	48.00	60.00	22.00	27.00					29
30	27.75	34.75	12.50	15.75	49.00	61.00	22.50	27.50					30
31	28.50	35.75	12.75	16.00	51.00	64.00	23.00	29.00					31
32	29.50	37.00	13.25	16.75	53.00	66.00	24.00	29.50					32
33	30.25	37.75	13.50	17.00	54.00	68.00	24.50	30.50					33
34	31.00	38.75	14.00	17.50	56.00	70.00	25.50	31.50					34
35	32.00	40.00	14.25	18.00	58.00	73.00	26.50	33.00					35
36	33.00	41.25	14.75	18.50	59.00	74.00	27.00	33.50					36
37	33.75	42.25	15.25	19.00	60.00	75.00	27.50	34.00					37
38	34.50	43.25	15.50	19.50	63.00	78.00	28.50	35.50					38
39	35.50	44.50	16.00	20.00	64.00	80.00	29.00	36.00					39

INTRACOMMUTER BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP		Zones
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
6	5.25	6.50	2.35	3.00					134.00	168.00	39.00	55.50	6
7	5.75	7.25	2.65	3.25					154.00	193.00	44.00	61.50	7
8	6.50	8.25	3.00	3.75					171.00	214.00	50.00	70.00	8
9	7.50	9.50	3.35	4.25					190.00	238.00	55.00	81.00	9
10	8.00	10.00	3.60	4.50					210.00	263.00	61.00	85.00	10
11	8.75	11.00	3.90	5.00					229.00	286.00	66.00	93.50	11
12	9.25	11.50	4.20	5.25					246.00	308.00	71.00	98.00	12
13	10.25	12.75	4.75	5.75					264.00	330.00	75.50	108.50	13
14	10.75	13.50	5.00	6.00					280.00	350.00	81.00	115.00	14
15	11.50	14.50	5.25	6.50					297.00	371.00	85.50	123.50	15
16	12.00	15.00	5.50	6.75					315.00	394.00	91.00	127.50	16
17	12.75	16.00	5.75	7.25					329.00	411.00	95.50	136.00	17
18	13.25	16.50	6.00	7.50					329.00	411.00	99.50	140.50	18
19	13.75	17.25	6.25	7.75					329.00	411.00	104.50	146.50	19
20	14.50	18.25	6.50	8.25					329.00	411.00	108.50	155.00	20
21	15.00	18.75	6.75	8.50					329.00	411.00	113.00	159.50	21
22	18.50	23.00	8.25	10.25	33.00	41.00	15.00	18.50					22
23	19.00	23.75	8.50	10.75	34.00	43.00	15.50	19.50					23
24	19.75	24.75	8.75	11.25	35.00	44.00	16.00	20.00					24
25	20.50	25.75	9.25	11.50	37.00	46.00	17.00	20.50					25
26	21.25	26.50	9.50	12.00	38.00	48.00	17.50	21.50					26
27	22.00	27.50	10.00	12.50	40.00	50.00	17.50	22.50					27
28	22.50	28.25	10.25	12.75	41.00	51.00	18.00	23.00					28
29	23.25	29.00	10.50	13.00	42.00	53.00	19.00	24.00					29
30	24.25	30.25	10.75	13.50	44.00	55.00	20.00	25.00					30
31	24.75	31.00	11.25	14.00	45.00	56.00	20.50	25.50					31
32	25.50	32.00	11.50	14.50	46.00	58.00	21.00	26.00					32
33	26.50	33.25	11.75	15.00	47.00	59.00	21.50	26.50					33
34	27.00	33.75	12.00	15.25	48.00	60.00	22.00	27.00					34
35	27.75	34.75	12.50	15.75	49.00	61.00	22.50	27.50					35
36	28.50	35.75	13.00	16.00	51.00	64.00	22.50	29.00					36
37	29.00	36.25	13.00	16.25	53.00	66.00	24.00	29.50					37
38	30.00	37.50	13.50	17.00	54.00	68.00	24.50	30.50					38

LOCAL BUS, SOUTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP W/ TRF		TEN TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.35	1.50	0.65	0.70		45.00	50.00	9.25	10.25	13.25	14.75	NA	NA	1
2	1.90	2.10	0.85	0.95		59.00	65.00	13.25	14.50	17.25	19.00	NA	NA	2
3	2.30	2.55	1.05	1.15		69.00	76.00	15.75	17.25			20.50	22.50	3
4	2.80	3.10	1.25	1.40		75.00	83.00	19.00	21.00			25.50	28.00	4
5	3.20	3.50	1.45	1.60		84.00	92.00					28.00	31.00	5
6	3.55	3.90	1.60	1.75		95.00	105.00					32.50	36.00	6
7	4.00	4.40	1.80	2.00		104.00	114.00					35.50	39.00	7
8	4.30	4.75	1.95	2.15		115.00	127.00					39.00	43.00	8
9	4.75	5.25	2.15	2.35		124.00	136.00					42.50	47.00	9
10	5.15	5.65	2.30	2.55		135.00	149.00					46.00	50.50	10
11	5.50	6.00	2.50	2.75		145.00	160.00					49.50	54.50	11
12	5.90	6.50	2.65	2.90		155.00	171.00					52.00	57.00	12
13	6.20	6.80	2.80	3.05		166.00	183.00					56.00	61.50	13
14	6.65	7.30	3.00	3.30		177.00	195.00					60.00	66.00	14
15	7.00	7.70	3.15	3.45		185.00	204.00					62.50	69.00	15
16	7.40	8.15	3.35	3.65		196.00	216.00					66.50	73.00	16
17	7.70	8.45	3.45	3.80		206.00	227.00					70.00	77.00	17
18	8.15	8.95	3.65	4.05		217.00	239.00					73.50	81.00	18
19	8.55	9.40	3.85	4.25								76.50	84.00	19
20	8.90	9.80	4.00	4.40								80.00	88.00	20
21	9.35	10.30	4.20	4.60								83.50	92.00	21
22	9.65	10.60	4.35	4.75								87.50	96.50	22
23	10.10	11.10	4.55	5.00								90.00	99.00	23
24	10.45	11.50	4.70	5.20										24

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zne + Transfer	1.95	2.15	0.90	1.00
2 Zne + Transfer	2.50	2.75	1.10	1.25

Zones
1 Zne + Transfer
2 Zne + Transfer

INTERSTATE BUS, PHILADELPHIA

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.45	1.80	0.65	0.80					NA	NA	NA	NA	1
2	2.25	2.80	1.00	1.25					70.00	88.00	19.00	24.00	2
3	3.10	3.90	1.40	1.75					98.00	123.00	27.00	34.00	3
4	3.90	4.90	1.75	2.20					110.00	138.00	31.50	41.50	4
5	4.65	5.80	2.15	2.80					133.00	166.00	37.50	49.50	5
6	5.50	7.00	2.50	3.25					157.00	196.00	44.50	59.50	6
7	6.25	7.75	2.75	3.50					180.00	225.00	50.50	66.00	7
8	7.25	9.00	3.25	4.00					193.00	241.00	55.00	76.50	8
9	8.00	10.00	3.50	4.50					207.00	259.00	58.50	85.00	9
10	8.50	10.75	3.75	4.75					222.00	278.00	63.00	91.50	10
11	10.50	13.25	4.75	6.00	17.00	21.00	7.50	9.50	239.00	299.00	68.00	112.50	11
12	11.00	13.75	5.00	6.25	20.00	25.00	8.50	11.50	259.00	324.00	73.50	117.00	12
13	11.75	14.75	5.25	6.75	22.00	28.00	10.00	12.50	277.00	346.00	79.00	125.50	13
14	12.75	16.00	5.50	7.25	23.00	29.00	10.50	13.00	293.00	366.00	85.00	136.00	14
15	13.25	16.50	6.00	7.50	24.00	30.00	11.00	13.50	309.00	386.00	90.00	140.50	15
16	14.00	17.50	6.25	8.00	25.00	31.00	11.50	14.00	329.00	411.00	95.00	149.00	16
17	14.75	18.50	6.50	8.25	26.00	33.00	12.00	15.00	345.00	431.00	100.00	157.50	17
18	15.75	19.75	7.25	9.00	27.00	34.00	12.50	15.50	364.00	455.00	105.50	168.00	18
19	16.50	20.75	7.50	9.25	30.00	38.00	13.00	17.00	364.00	455.00	110.00	176.50	19
20	17.25	21.50	7.75	9.75	32.00	40.00	14.50	18.00	364.00	455.00	115.00	183.00	20
21	18.25	22.75	8.25	10.25	33.00	41.00	15.00	18.50	364.00	455.00	120.00	193.50	21

OTHER BUS & LIGHT RAIL FARES

320 LINCOLN TUNNEL PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING RT PACKAGE		REDUCED PACKAGE		MONTHLY PASS		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Secaucus	3.15	3.95	1.40	1.80					109.00	136.00	Secaucus
Park Ride Lot	2.40	3.00	1.10	1.35	8.25	9.50	5.50	6.20			Park Ride Lot

321 VINCE LOMBARDI PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING RT PACKAGE		REDUCED PACKAGE		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Park Ride Lot	3.00	3.75	1.35	1.70	7.75	9.25	4.25	5.15	Park Ride Lot

308 GREAT ADVENTURE

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
New York	15.00	17.50	7.00	8.00	27.00	35.00	12.50	16.00	New York
Newark	12.00	12.75	5.50	5.75	21.00	25.50	9.50	11.50	Newark

137 SEASIDE PARK

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Seaside	1.35	1.50	0.65	0.70					Seaside
Toms River	2.65	2.90	1.20	1.30					Toms River
Newark	13.00	16.00	6.00	7.00	24.00	30.00	11.00	13.50	Newark
Jersey City	14.00	18.00	6.25	8.00	25.00	31.00	11.50	14.00	Jersey City
Union City	14.00	18.00	6.25	8.00	26.00	33.00	12.00	15.00	Union City
New York	20.00	25.00	8.75	11.50	36.00	45.00	16.00	20.50	New York

BUS TRANSFER

	ADULT		REDUCED		STUDENT		
	Current	Proposed	Current	Proposed	Current	Proposed	
North	0.65	0.70	0.30	0.35	0.40	0.45	North
South	0.60	0.65	0.25	0.30	0.40	0.45	South

319 NEW YORK-ATLANTIC CITY

	ROUND TRIP		
	Current	Proposed	
New York	31.00	39.00	New York
Jersey City	31.00	39.00	Jersey City
Newark	31.00	39.00	Newark

551 PHILADELPHIA-ATLANTIC CITY

	ROUND TRIP		
	Current	Proposed	
Philadelphia	15.00	19.00	Philadelphia

7 NEWARK CITY SUBWAY

	ONEWAY ADULT	
	Current	Proposed
Downtown	0.65	0.70

Downtown

BERGEN COMMUNITY COLLEGE

	ONEWAY ADULT	
	Current	Proposed
Campus	0.65	0.70

Campus

966 CONVENT STATION EMPLOYEE SHUTTLE

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS	
	Current	Proposed	Current	Proposed	Current	Proposed
Shuttle	0.65	0.70	0.30	0.35	24.00	26.00

Shuttle

976 LAWRENCE- WEST WINDSOR- PRINCETON JCT

	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
Shuttle	0.65	0.70	0.30	0.35

Shuttle

137-317 FORT DIX-McGUIRE AFB CONTINUING TRIP

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	14.50	18.25	6.50	8.25	26.00	33.00	12.00	15.00
Newark	8.75	11.00	3.90	5.00				

New York
Newark

351 MEADOWLANDS SPORTS COMPLEX

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	5.00	6.25	2.20	2.80	10.00	12.50	4.40	5.60
On-Board	6.00	7.00						

New York
On-Board

801-802-803-804-805 Metropark Loops

	ONEWAY ADULT	
	Current	Proposed
Base Fare	1.35	1.50

Base Fare

JOINT TICKETING WEEHAWKEN FERRY- only NJT portion shown

	ONEWAY ADULT		ROUND TRIP		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1 zone	1.35	1.50	2.70	3.00	37.00	41.00	12.50	14.00
2 zone	2.15	2.35	4.30	4.70	52.00	57.00	17.50	19.50

1 zone
2 zone

HUDSON BERGEN LIGHT RAIL

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
HBLR	1.90	2.10	0.95	1.05	58.00	64.00	14.50	16.00	16.25	21.00

HBLR

RIVER LINE

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 1	1.35	1.50	0.65	0.70	45.00	50.00	9.25	10.25	13.50	15.00
1 Plus Transfer	1.95	2.15	0.90	1.00						
Phila CT	2.25	2.80	1.00	1.25	70.00	88.00			19.00	24.00

Zone 1
1 Plus Transfer
Phila CT

INTERSTATE RAIL

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	93.00	116.00	70.00	87.00	28.50	35.50	32.50	40.00	1
2	4.00	5.00	1.75	2.25	7.00	10.00	3.25	4.50	111.00	139.00	83.00	104.00	34.00	42.50	40.00	50.00	2
3	4.25	5.25	1.75	2.25	7.75	10.50	3.25	4.50	125.00	156.00	94.00	117.00	38.00	47.50	42.50	52.50	3
4	5.00	6.25	2.00	2.75	8.25	12.50	3.75	5.50	135.00	169.00	101.00	127.00	41.00	51.50	50.00	62.50	4
5	5.50	6.75	2.50	3.00	9.25	13.50	4.75	6.00	154.00	193.00	116.00	145.00	47.50	59.50	55.00	67.50	5
6	5.75	7.25	2.75	3.25	9.75	14.50	5.00	6.50	166.00	208.00	125.00	156.00	50.50	63.00	57.50	72.50	6
7	6.50	8.00	3.00	3.50	11.25	16.00	5.75	7.00	186.00	233.00	140.00	175.00	56.50	70.50	65.00	80.00	7
8	7.00	8.75	3.25	4.00	12.25	17.50	6.00	8.00	198.00	248.00	149.00	186.00	60.50	75.50	70.00	87.50	8
9	7.50	9.25	3.50	4.25	13.00	18.50	6.50	8.50	218.00	273.00	164.00	205.00	66.00	82.50	75.00	92.50	9
10	8.00	10.00	3.50	4.50	13.75	20.00	6.75	9.00	227.00	284.00	170.00	213.00	68.50	85.50	80.00	100.00	10
11	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	11
12	9.25	11.50	4.00	5.25	15.75	23.00	7.75	10.50	259.00	324.00	194.00	243.00	78.50	98.00	92.50	115.00	12
13	9.75	12.25	4.25	5.50	17.00	24.50	8.25	11.00	279.00	349.00	209.00	262.00	85.00	106.50	97.50	122.50	13
14	10.50	13.00	4.75	5.75	17.75	26.00	8.75	11.50	289.00	361.00	217.00	271.00	88.00	110.00	105.00	130.00	14
15	11.00	13.75	5.00	6.25	18.75	27.50	9.25	12.50	309.00	386.00	232.00	290.00	93.50	117.00	110.00	137.50	15
16	11.25	14.00	5.25	6.25	19.25	28.00	9.50	12.50	320.00	400.00	240.00	300.00	97.50	122.00	112.50	140.00	16
17	11.50	14.25	5.25	6.50	19.75	28.50	9.75	13.00	326.00	408.00	245.00	306.00	99.00	124.00	115.00	142.50	17
18	11.75	14.75	5.25	6.75	20.00	29.50	10.00	13.50	331.00	414.00	248.00	311.00	101.00	126.50	117.50	147.50	18
19	11.75	14.75	5.25	6.75	20.00	29.50	10.00	13.50	331.00	414.00	248.00	311.00	101.00	126.50	117.50	147.50	19
20	12.00	15.00	5.50	6.75	20.50	30.00	10.25	13.50	340.00	425.00	255.00	319.00	103.50	129.50	120.00	150.00	20
21	12.00	15.00	5.50	6.75	20.50	30.00	10.25	13.50	340.00	425.00	255.00	319.00	103.50	129.50	120.00	150.00	21
22	12.50	15.50	5.75	7.00	21.50	31.00	10.75	14.00	352.00	440.00	264.00	330.00	107.00	134.00	125.00	155.00	22
23	12.50	15.50	5.75	7.00	21.50	31.00	10.75	14.00	352.00	440.00	264.00	330.00	107.00	134.00	125.00	155.00	23
Princeton	13.25	16.50	6.00	7.50	22.50	33.00	11.00	15.00	366.00	458.00	275.00	344.00	111.50	139.50	132.50	165.00	Princeton
Newark	4.00	5.00	1.75	2.25	7.00	10.00	3.25	4.50	111.00	139.00	83.00	104.00	34.00	42.50	40.00	50.00	Newark

INTRASTATE RAIL TO NEWARK PENN (Newark Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
5	2.25	2.75	1.00	1.25	3.50	5.50	1.75	2.50	60.00	75.00	45.00	56.00	18.50	23.00	22.50	27.50	5
6	2.50	3.25	1.00	1.50	4.25	6.50	1.75	3.00	71.00	89.00	53.00	67.00	22.00	27.50	25.00	32.50	6
7 & Secaucus	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	93.00	116.00	70.00	87.00	28.50	35.50	32.50	40.00	7 & Secaucus
8	3.75	4.75	1.50	2.25	6.25	9.50	2.75	4.50	106.00	133.00	80.00	100.00	32.00	40.00	37.50	47.50	8
9	4.25	5.25	1.75	2.25	7.75	10.50	3.25	4.50	125.00	156.00	94.00	117.00	38.00	47.50	42.50	52.50	9
10	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	134.00	168.00	101.00	126.00	40.50	50.50	47.50	60.00	10
11	5.50	7.00	2.50	3.25	9.25	14.00	4.75	6.50	154.00	193.00	116.00	145.00	47.50	59.50	55.00	70.00	11
12	6.00	7.50	2.75	3.50	10.25	15.00	5.00	7.00	166.00	208.00	125.00	156.00	50.50	63.00	60.00	75.00	12
13	6.50	8.25	3.00	3.75	11.25	16.50	5.75	7.50	186.00	233.00	140.00	175.00	56.50	70.50	65.00	82.50	13
14	7.25	9.00	3.25	4.00	12.25	18.00	6.00	8.00	198.00	248.00	149.00	186.00	60.50	75.50	72.50	90.00	14
15	7.75	9.75	3.50	4.50	13.25	19.50	6.50	9.00	218.00	273.00	164.00	205.00	66.00	82.50	77.50	97.50	15
16	8.00	10.00	3.50	4.50	13.75	20.00	6.75	9.00	227.00	284.00	170.00	213.00	68.50	85.50	80.00	100.00	16
17	8.25	10.25	3.75	4.50	14.25	20.50	7.25	9.00	233.00	291.00	175.00	218.00	71.00	89.00	82.50	102.50	17
18	8.50	10.75	3.75	4.75	14.50	21.50	7.25	9.50	239.00	299.00	179.00	224.00	72.50	90.50	85.00	107.50	18
19	8.50	10.75	3.75	4.75	14.50	21.50	7.25	9.50	239.00	299.00	179.00	224.00	72.50	90.50	85.00	107.50	19
20	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	20
21	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	21
22	9.25	11.50	4.00	5.25	15.75	23.00	7.75	10.50	259.00	324.00	194.00	243.00	78.50	98.00	92.50	115.00	22
23	9.25	11.50	4.00	5.25	15.75	23.00	7.75	10.50	259.00	324.00	194.00	243.00	78.50	98.00	92.50	115.00	23
Princeton	10.00	12.50	4.25	5.75	17.00	25.00	8.25	11.50	279.00	349.00	209.00	262.00	85.00	106.50	100.00	125.00	Princeton

INTRASTATE RAIL TO HOBOKEN (Hoboken Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	2.25	2.75	1.00	1.25	3.50	5.50	1.75	2.50	60.00	75.00	45.00	56.00	18.50	23.00	22.50	27.50	1
2	2.50	3.25	1.00	1.50	4.25	6.50	1.75	3.00	71.00	89.00	53.00	67.00	22.00	27.50	25.00	32.50	2
3	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	93.00	116.00	70.00	87.00	28.50	35.50	32.50	40.00	3
4	3.75	4.75	1.50	2.25	6.25	9.50	2.75	4.50	106.00	133.00	80.00	100.00	32.00	40.00	37.50	47.50	4
5	4.25	5.25	1.75	2.25	7.75	10.50	3.25	4.50	125.00	156.00	94.00	117.00	38.00	47.50	42.50	52.50	5
6	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	134.00	168.00	101.00	126.00	40.50	50.50	47.50	60.00	6
7	5.50	7.00	2.50	3.25	9.25	14.00	4.75	6.50	154.00	193.00	116.00	145.00	47.50	59.50	56.00	70.00	7
8	6.00	7.50	2.75	3.50	10.25	15.00	5.00	7.00	168.00	208.00	125.00	156.00	50.50	63.00	60.00	75.00	8
9	6.50	8.25	3.00	3.75	11.25	16.50	5.75	7.50	186.00	233.00	140.00	175.00	56.50	70.50	65.00	82.50	9
10	7.25	9.00	3.25	4.00	12.25	18.00	6.00	8.00	198.00	248.00	149.00	186.00	60.50	75.50	72.50	90.00	10
11	7.75	9.75	3.50	4.50	13.25	19.50	6.50	9.00	218.00	273.00	164.00	205.00	66.00	82.50	77.50	97.50	11
12	8.00	10.00	3.50	4.50	13.75	20.00	6.75	9.00	227.00	284.00	170.00	213.00	68.50	85.50	80.00	100.00	12
14	8.25	10.25	3.75	4.50	14.25	20.50	7.25	9.00	233.00	291.00	175.00	218.00	71.00	89.00	82.50	102.50	14
16	8.50	10.75	3.75	4.75	14.50	21.50	7.25	9.50	239.00	299.00	179.00	224.00	72.50	90.50	85.00	107.50	16
17	8.50	10.75	3.75	4.75	14.50	21.50	7.25	9.50	239.00	299.00	179.00	224.00	72.50	90.50	85.00	107.50	17
18	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	18
19	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	19
Newark Penn	2.50	3.25	1.00	1.50	4.25	6.50	1.75	3.00	71.00	89.00	53.00	67.00	22.00	27.50	25.00	32.50	Newark Penn

ATLANTIC CITY RAIL

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Atlantic City to:											
Absecon	1.25	1.50	0.50	0.75	33.00	41.00	25.00	31.00	10.00	12.50	Absecon
Egg Harbor	2.50	3.25	1.00	1.50	71.00	89.00	53.00	67.00	22.00	27.50	Egg Harbor
Hammonton	3.75	4.75	1.50	2.25	106.00	133.00	80.00	100.00	32.00	40.00	Hammonton
Atco	3.75	4.75	1.50	2.25	106.00	133.00	80.00	100.00	32.00	40.00	Atco
Lindenwold	4.00	5.00	1.75	2.25	111.00	139.00	83.00	104.00	34.00	42.50	Lindenwold
Cherry Hill	5.25	6.50	2.50	3.00	146.00	183.00	110.00	137.00	45.00	56.50	Cherry Hill
Philadelphia	8.00	10.00	3.50	4.50	227.00	284.00	170.00	213.00	69.00	86.50	Philadelphia
Lindenwold to:											
Absecon	3.25	4.00	1.50	1.75	93.00	116.00	70.00	87.00	28.50	35.50	Absecon
Egg Harbor	3.25	4.00	1.50	1.75	93.00	116.00	70.00	87.00	28.50	35.50	Egg Harbor
Hammonton	2.25	2.75	1.00	1.25	60.00	75.00	45.00	56.00	19.00	24.00	Hammonton
Atco	1.25	1.50	0.50	0.75	33.00	41.00	25.00	31.00	10.00	12.50	Atco
Cherry Hill	1.50	2.00	0.50	1.00	37.00	46.00	28.00	35.00	11.50	14.50	Cherry Hill
Philadelphia	4.00	5.00	1.75	2.25	111.00	139.00	83.00	104.00	34.00	42.50	Philadelphia
Philadelphia to:											
Absecon	7.50	9.50	3.25	4.25	207.00	259.00	155.00	194.00	63.00	79.00	Absecon
Egg Harbor	7.50	9.50	3.25	4.25	207.00	259.00	155.00	194.00	63.00	79.00	Egg Harbor
Hammonton	6.00	7.50	2.75	3.50	166.00	208.00	125.00	156.00	51.00	64.00	Hammonton
Atco	5.25	6.50	2.50	3.00	146.00	183.00	110.00	137.00	45.00	56.50	Atco
Cherry Hill	3.25	4.00	1.50	1.75	93.00	116.00	70.00	87.00	28.50	35.50	Cherry Hill
Local Trip											
Local Trip	1.25	1.50	0.50	0.75	33.00	41.00	25.00	31.00	10.00	12.50	Local Trip
Local Trip	1.75	2.25	0.75	1.00	44.00	55.00	33.00	41.00	13.00	16.50	Local Trip
Local Trip	2.50	3.25	1.00	1.50	71.00	89.00	53.00	67.00	22.00	27.50	Local Trip
Local Trip	2.75	3.50	1.25	1.50	76.00	95.00	57.00	71.00	23.00	29.00	Local Trip
Local Trip	3.00	3.75	1.25	1.75	86.00	106.00	64.00	80.00	26.00	32.50	Local Trip
Local Trip	3.25	4.00	1.50	1.75	93.00	116.00	70.00	87.00	28.50	35.50	Local Trip
Local Trip	3.50	4.50	1.50	2.00	97.00	121.00	73.00	91.00	29.00	36.50	Local Trip
Local Trip	4.75	6.00	2.00	2.75	134.00	168.00	101.00	126.00	40.50	50.50	Local Trip

LOCAL RAIL

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Local Trip	1.75	2.25	0.75	1.00	2.75	4.50	1.25	2.00	44.00	55.00	33.00	41.00	13.00	16.50	17.50	22.50	Local Trip
Local Trip	2.25	2.75	1.00	1.25	3.50	5.50	1.75	2.50	60.00	75.00	45.00	56.00	18.50	23.00	22.50	27.50	Local Trip
Local Trip	2.50	3.25	1.00	1.50	4.25	6.50	1.75	3.00	71.00	89.00	53.00	67.00	22.00	27.50	25.00	32.50	Local Trip
Local Trip	2.75	3.50	1.25	1.50	4.75	7.00	2.00	3.00	76.00	95.00	57.00	71.00	23.00	29.00	27.50	35.00	Local Trip
Local Trip	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	83.00	116.00	70.00	87.00	28.50	35.50	32.50	40.00	Local Trip
Local Trip	3.75	4.75	1.50	2.25	6.25	9.50	2.75	4.50	106.00	133.00	80.00	100.00	32.00	40.00	37.50	47.50	Local Trip
Local Trip	4.25	5.25	1.75	2.25	7.75	10.50	3.25	4.50	125.00	158.00	94.00	117.00	38.00	47.50	42.50	52.50	Local Trip
Local Trip	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	134.00	168.00	101.00	128.00	40.50	50.50	47.50	60.00	Local Trip
Local Trip	5.00	6.25	2.00	2.75	8.25	12.50	3.75	5.50	135.00	169.00	101.00	127.00	41.00	51.50	50.00	62.50	Local Trip
Local Trip	5.50	7.00	2.50	3.25	9.25	14.00	4.75	6.50	154.00	193.00	116.00	145.00	47.50	59.50	55.00	70.00	Local Trip
Local Trip	5.75	7.25	2.75	3.25	9.75	14.50	5.00	6.50	166.00	208.00	125.00	156.00	50.50	63.00	57.50	72.50	Local Trip
Local Trip	6.00	7.50	2.75	3.50	10.25	15.00	5.00	7.00	166.00	208.00	125.00	156.00	50.50	63.00	60.00	75.00	Local Trip
Local Trip	6.50	8.25	3.00	3.75	11.25	16.50	5.75	7.50	186.00	233.00	140.00	175.00	56.50	70.50	65.00	82.50	Local Trip
Local Trip	6.75	8.50	3.00	3.75	11.75	17.00	5.75	7.50	196.00	245.00	147.00	184.00	60.00	75.00	67.50	85.00	Local Trip
Local Trip	7.25	9.00	3.25	4.00	12.25	18.00	6.00	8.00	198.00	248.00	149.00	186.00	60.50	76.50	72.50	90.00	Local Trip
Local Trip	7.75	9.75	3.50	4.50	13.25	19.50	6.90	9.00	218.00	273.00	164.00	205.00	66.00	82.50	77.50	97.50	Local Trip
Local Trip	8.00	10.00	3.50	4.50	13.75	20.00	6.75	9.00	227.00	284.00	170.00	213.00	68.50	85.50	80.00	100.00	Local Trip
Local Trip	8.25	10.25	3.75	4.50	14.25	20.50	7.25	9.00	233.00	291.00	175.00	218.00	71.00	89.00	82.50	102.50	Local Trip
Local Trip	8.50	10.75	3.75	4.75	14.50	21.50	7.25	9.50	239.00	299.00	179.00	224.00	72.50	90.50	85.00	107.50	Local Trip
Local Trip	8.75	11.00	3.75	5.00	15.00	22.00	7.25	10.00	246.00	308.00	185.00	231.00	74.50	93.00	87.50	110.00	Local Trip
Local Trip	9.25	11.50	4.00	5.25	15.75	23.00	7.75	10.50	259.00	324.00	194.00	243.00	78.50	98.00	92.50	115.00	Local Trip
Local Trip	10.00	12.50	4.25	5.75	17.00	25.00	8.25	11.50	279.00	349.00	209.00	262.00	85.00	106.50	100.00	125.00	Local Trip

PASCACK VALLEY RAIL

Indicated Fares are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR

In the event of a subsequent Metro North RR fare change the implemented fare will be increased as allowed by pricing agreement, with the authorized fare as a maximum

ONEWAY ADULT		Proposed fare to be authorized (parity with stations on other Rail lines in the same fare zone)
Current	Proposed	
	10.00	
	8.75	Proposed fare to be implemented May 1, 2010 in accordance with Metro North RR pricing agreements

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Zone 10 Montvale, Park Ridge, Woodcliff Lake to: NY Penn	7.50	10.00	3.50	4.50	11.75	20.00	6.00	9.00	217.00	284.00	162.00	213.00	66.25	85.50	71.50	100.00	Zone 10 Montvale, Park Ridge, Woodcliff Lake to: NY Penn
		8.75		4.25		13.50		6.75		251.00		188.00		76.75		83.50	
Hoboken	6.50	9.00	3.00	4.00	10.25	18.00	5.25	8.00	180.00	248.00	135.00	188.00	55.50	75.50	63.00	90.00	Hoboken
		7.75		3.75		11.50		5.75		215.00		161.00		66.75		73.50	
Zone 1	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	134.00	168.00	101.00	126.00	40.50	50.50	47.50	60.00	Zone 1
		6.00		2.75		11.50		5.50		168.00		126.00		50.50		60.00	
Zone 3	3.75	4.75	1.50	2.25	6.25	9.50	2.75	4.50	104.00	133.00	78.00	100.00	32.00	40.00	37.50	47.50	Zone 3
		4.75		2.25		7.50		3.75		127.00		95.00		39.25		47.50	
Zone 4	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	92.00	116.00	69.00	87.00	28.50	35.50	32.50	40.00	Zone 4
		4.00		1.75		6.75		3.50		116.00		87.00		35.50		40.00	
Zone 5	2.50	3.25	1.00	1.50	4.25	6.50	1.75	3.00	71.00	89.00	53.00	67.00	22.00	27.50	25.00	32.50	Zone 5
		3.25		1.50		5.75		3.00		89.00		67.00		27.50		32.50	
Zone 6	2.25	2.75	1.00	1.25	3.50	5.50	1.75	2.50	60.00	75.00	45.00	56.00	18.50	23.00	22.50	27.50	Zone 6
		2.75		1.25		4.50		2.25		75.00		56.00		23.00		27.50	
Zone 7	1.75	2.25	0.75	1.00	2.75	4.50	1.25	2.00	44.00	55.00	33.00	41.00	13.00	16.50	17.50	22.50	Zone 7
		2.25		1.00		3.75		2.00		55.00		41.00		16.50		22.50	
Zone 8	1.75	2.25	0.75	1.00	2.75	4.50	1.25	2.00	43.00	55.00	32.00	41.00	13.00	16.50	16.00	22.50	Zone 8
		2.00		1.00		3.00		1.50		55.00		41.00		16.50		19.00	
Zone 9	1.50	2.25	0.75	1.00	2.25	4.50	1.25	2.00	36.00	55.00	27.00	41.00	11.50	16.50	13.50	22.50	Zone 9
		1.75		0.75		2.75		1.50		46.00		35.00		14.25		16.75	
Zone 10	1.50	2.25	0.75	1.00	2.25	4.50	1.25	2.00	36.00	55.00	27.00	41.00	11.50	16.50	13.50	22.50	Zone 10
		1.75		0.75		2.75		1.50		46.00		35.00		14.25		16.75	

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Zone 9 Hillsdale, Westwood to: NY Penn	7.50	9.25 8.75	3.50	4.25 4.25	11.75	18.50 13.50	6.00	8.50 6.75	217.00	273.00 251.00	162.00	205.00 188.00	66.00	82.50 76.75	71.50	92.50 83.50	Zone 9 Hillsdale, Westwood to: NY Penn
Hoboken	6.50	8.25 7.75	3.00	3.75 3.75	10.25	16.50 11.50	5.25	7.50 5.75	180.00	233.00 215.00	135.00	175.00 161.00	55.50	70.50 66.75	63.00	82.50 73.50	Hoboken
Zone 3	3.25	4.00 4.00	1.50	1.75 1.75	5.75	8.00 7.50	2.75	3.50 3.50	93.00	116.00 116.00	70.00	87.00 87.00	28.50	35.50 35.50	32.50	40.00 40.00	Zone 3
Zone 4	2.75	3.50 3.50	1.25	1.50 1.50	4.75	7.00 6.75	2.00	3.00 3.00	76.00	95.00 95.00	57.00	71.00 71.00	23.00	29.00 29.00	27.50	35.00 35.00	Zone 4
Zone 7	1.75	2.25 2.25	0.75	1.00 1.00	2.75	4.50 3.75	1.25	2.00 2.00	44.00	55.00 55.00	33.00	41.00 41.00	13.00	16.50 16.50	17.50	22.50 22.50	Zone 7
Zone 8	1.75	2.25 2.00	0.75	1.00 1.00	2.75	4.50 3.00	1.25	2.00 1.50	44.00	55.00 55.00	33.00	41.00 41.00	13.00	16.50 16.50	16.75	22.50 19.00	Zone 8
Zone 9	1.50	2.25 1.75	0.75	1.00 0.75	2.25	4.50 2.75	1.25	2.00 1.50	40.00	55.00 46.00	30.00	41.00 35.00	12.50	16.50 14.25	14.25	22.50 16.75	Zone 9
Zone 8 Emerson to: NY Penn	7.00	8.75 8.75	3.25	4.00 4.00	11.75	17.50 13.50	6.00	8.00 6.75	198.00	248.00 248.00	149.00	186.00 186.00	60.50	75.50 75.50	70.00	87.50 83.50	Zone 8 Emerson to: NY Penn
Hoboken	6.00	7.50 7.50	2.75	3.50 3.50	10.25	15.00 11.50	5.00	7.00 5.75	186.00	208.00 208.00	125.00	156.00 156.00	50.50	63.00 63.00	60.00	75.00 73.50	Hoboken
Zone 7	1.75	2.25 2.25	0.75	1.00 1.00	2.75	4.50 3.75	1.25	2.00 2.00	44.00	55.00 55.00	33.00	41.00 41.00	13.00	16.50 16.50	17.50	22.50 22.50	Zone 7
Zone 7 Oradell to: NY Penn	6.50	8.00 8.00	3.00	3.50 3.50	11.25	16.00 13.50	5.75	7.00 6.75	186.00	233.00 233.00	140.00	175.00 175.00	56.50	70.50 70.50	65.00	80.00 80.00	Zone 7 Oradell to: NY Penn
Hoboken	5.50	7.00 7.00	2.50	3.25 3.25	9.25	14.00 11.50	4.75	6.50 5.75	154.00	193.00 193.00	116.00	145.00 145.00	47.50	59.50 59.50	55.00	70.00 70.00	Hoboken

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 6 River Edge, New Bridge Landing to: NY Penn	5.75	7.25	2.75	3.25	9.75	14.50	5.00	6.50	166.00	208.00	125.00	156.00	50.50	63.00	57.50	72.50
		7.25		3.25		13.50		6.50		208.00		156.00		63.00		72.50
Hoboken	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	134.00	168.00	101.00	126.00	40.50	50.50	47.50	60.00
		6.00		2.75		11.50		5.50		168.00		126.00		50.50		60.00

Zone 6
River Edge,
New Bridge Landing
to:
NY Penn

Hoboken

MAIN LINE BERGEN COUNTY RAIL

Indicated Fares are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR

In the event of a subsequent Metro North RR fare change the implemented fare will be increased as allowed by pricing agreement, with the authorized fare as a maximum

ONEWAY ADULT	
Current	Proposed
	13.00
	11.50

Proposed fare to be authorized (parity with stations on other Rail lines in the same fare zone)

Proposed fare to be implemented May 1, 2010 in accordance with Metro North RR pricing agreements

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Zone 14 Suffern, Mahwah to: NY Penn	10.00	13.00	4.75	5.75	15.25	26.00	7.50	11.50	265.00	361.00	199.00	271.00	81.75	110.00	96.50	130.00	Zone 14 Suffern, Mahwah to: NY Penn
		11.50		5.50		18.75		9.00		309.00		232.00		95.00		110.50	
Hoboken	7.75	10.25	3.50	4.50	11.75	20.50	6.00	9.00	196.00	291.00	147.00	218.00	60.50	89.00	72.00	102.50	Hoboken
		8.75		4.25		13.25		6.50		239.00		179.00		74.00		83.00	
Zone 1	6.75	8.50	3.00	3.75	11.75	17.00	5.75	7.50	142.00	245.00	107.00	184.00	44.00	75.00	66.00	85.00	Zone 1
		8.50		3.75		13.25		6.50		239.00		179.00		74.00		83.00	
Zone 2	6.50	8.25	3.00	3.75	10.25	16.50	5.25	7.50	135.00	233.00	101.00	175.00	42.00	70.50	62.00	82.50	Zone 2
		7.75		3.75		11.50		5.75		184.00		138.00		57.00		73.75	
Zone 3	6.00	7.50	2.75	3.50	9.50	15.00	4.75	7.00	129.00	208.00	97.00	156.00	39.50	63.00	57.50	75.00	Zone 3
		7.25		3.50		10.75		5.50		170.00		127.00		53.00		69.00	
Zone 4	5.50	7.00	2.50	3.25	9.00	14.00	4.50	6.50	120.00	193.00	90.00	145.00	37.50	59.50	54.00	70.00	Zone 4
		6.75		3.25		10.25		5.25		160.00		120.00		50.00		64.25	
Zone 5	4.75	6.00	2.00	2.75	8.25	12.00	3.75	5.50	112.00	168.00	84.00	126.00	34.50	50.50	47.50	60.00	Zone 5
		6.00		2.75		9.50		4.75		142.00		107.00		44.00		59.50	
Zone 6	4.25	5.25	1.75	2.25	7.50	10.50	3.25	4.50	104.00	156.00	78.00	117.00	32.00	47.50	42.50	52.50	Zone 6
		5.25		2.25		8.75		4.50		133.00		100.00		41.25		52.50	
Zone 7	3.75	4.75	1.50	2.25	6.25	9.50	2.75	4.50	97.00	133.00	73.00	100.00	30.00	40.00	37.50	47.50	Zone 7
		4.75		2.25		8.25		4.25		116.00		87.00		36.00		47.50	
Zone 8	3.25	4.00	1.50	1.75	5.75	8.00	2.75	3.50	90.00	116.00	68.00	87.00	28.00	35.50	32.50	40.00	Zone 8
		4.00		1.75		7.50		3.50		107.00		80.00		33.25		40.00	
Zone 12	1.75	2.25	0.75	1.00	2.75	4.50	1.25	2.00	44.00	55.00	33.00	41.00	13.00	16.50	17.50	22.50	Zone 12
		2.25		1.00		3.75		2.00		55.00		41.00		16.50		22.50	
Zone 14	1.75	2.25	0.75	1.00	2.75	4.50	1.25	2.00	41.00	55.00	31.00	41.00	12.50	16.50	16.00	22.50	Zone 14
		2.00		1.00		3.00		1.50		55.00		41.00		16.50		19.00	

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Zone 12 Route 17, Ramsey to: NY Penn	9.25	11.50 11.50	4.00	5.25 5.25	15.25	23.00 18.75	7.50	10.50 9.00	259.00	324.00 309.00	194.00	243.00 232.00	78.50	98.00 95.00	92.50	115.00 110.50	Zone 12 Route 17, Ramsey to: NY Penn
Hoboken	7.75	10.00 8.75	3.50	4.50 4.25	11.75	20.00 13.25	6.00	9.00 6.50	196.00	284.00 239.00	147.00	213.00 179.00	60.50	85.50 74.00	72.00	100.00 83.00	Hoboken
Zone 1	6.00	7.50 7.50	2.75	3.50 3.50	10.25	15.00 13.25	5.00	7.00 6.50	142.00	208.00 208.00	107.00	156.00 156.00	44.00	63.00 63.00	60.00	75.00 75.00	Zone 1
Zone 2	5.50	7.00 7.00	2.50	3.25 3.25	9.25	14.00 11.50	4.75	6.50 5.75	135.00	193.00 184.00	101.00	145.00 138.00	42.00	59.50 57.00	55.00	70.00 70.00	Zone 2
Zone 3	4.75	6.00 6.00	2.00	2.75 2.75	8.25	12.00 10.75	3.75	5.50 5.50	129.00	168.00 168.00	97.00	126.00 126.00	39.50	50.50 50.50	47.50	60.00 60.00	Zone 3
Zone 4	4.25	5.25 5.25	1.75	2.25 2.25	7.75	10.50 10.25	3.25	4.50 4.50	120.00	156.00 156.00	90.00	117.00 117.00	37.50	47.50 47.50	42.50	52.50 52.50	Zone 4
Zone 12	1.75	2.25 2.25	0.75	1.00 1.00	2.75	4.50 3.75	1.25	2.00 2.00	44.00	55.00 55.00	33.00	41.00 41.00	13.00	16.50 16.50	17.50	22.50 22.50	Zone 12
Zone 11 Allendale to: NY Penn	8.75	11.00 11.00	3.75	5.00 5.00	15.00	22.00 18.75	7.25	10.00 9.00	246.00	308.00 308.00	185.00	231.00 231.00	74.50	93.00 93.00	87.50	110.00 110.00	Zone 11 Allendale to: NY Penn
Hoboken	7.75	9.75 8.75	3.50	4.50 4.25	11.75	19.50 13.25	6.00	9.00 6.50	196.00	273.00 239.00	147.00	205.00 179.00	60.50	82.50 74.00	72.00	97.50 83.00	Hoboken
Zone 1	5.50	7.00 7.00	2.50	3.25 3.25	9.25	14.00 13.25	4.75	6.50 6.50	142.00	193.00 193.00	107.00	145.00 145.00	44.00	59.50 59.50	55.00	70.00 70.00	Zone 1
Zone 2	5.00	6.25 6.25	2.00	2.75 2.75	8.25	12.50 11.50	3.75	5.50 5.50	135.00	169.00 169.00	101.00	127.00 127.00	41.00	51.50 51.50	50.00	62.50 62.50	Zone 2
Zone 10 Waldwick, Ho-Ho-Kus to: NY Penn	8.00	10.00 10.00	3.50	4.50 4.50	13.75	20.00 18.75	6.75	9.00 9.00	227.00	284.00 284.00	170.00	213.00 213.00	68.50	85.50 85.50	80.00	100.00 100.00	Zone 10 Waldwick, Ho-Ho-Kus to: NY Penn
Hoboken	7.25	9.00 8.75	3.25	4.00 4.00	11.75	18.00 13.25	6.00	8.00 6.50	196.00	248.00 239.00	147.00	186.00 179.00	60.50	75.50 74.00	72.00	90.00 83.00	Hoboken

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 9 Ridgewood to: Hoboken	6.50	8.25 8.25	3.00	3.75 3.75	11.25	16.50 13.25	5.75	7.50 6.50	186.00	233.00 233.00	140.00	175.00 175.00	56.50	70.50 70.50	65.00	82.50 82.50
Zone 8 Glen Rock, Boro Hall to: Hoboken	6.00	7.50 7.50	2.75	3.50 3.50	10.25	15.00 13.25	5.00	7.00 6.50	166.00	208.00 208.00	125.00	156.00 156.00	50.50	63.00 63.00	60.00	75.00 75.00
Zone 7 Hawthorne to: Hoboken	5.50	7.00 7.00	2.50	3.25 3.25	9.25	14.00 13.25	4.75	6.50 6.50	154.00	193.00 193.00	116.00	145.00 145.00	47.50	59.50 59.50	55.00	70.00 70.00

Zone 9
Ridgewood
to:
Hoboken

Zone 8
Glen Rock,
Boro Hall
to:
Hoboken

Zone 7
Hawthorne
to:
Hoboken

Monthly Rail Pass, One Zone Bus Option (MOZ)

	MONTHLY PASS		SCHOOL PASS	
	Current	Proposed	Current	Proposed
North	5.00	8.00	4.00	6.00
South		13.00		10.00

North
South

Gladstone-Peapack Special School Pass

	SCHOOL PASS	
	Current	Proposed
Student	34.00	43.00

Student

Change-In-Terminal Fee

		Current		Proposed	
		Current	Proposed	Current	Proposed
NWK Division	When difference between NY Penn and Newark Penn OW Adult fare is \$2.75 or less	2.25	2.75		
NWK Division	When difference between NY Penn and Newark Penn OW Adult fare is greater than \$2.75	3.25	4.00		
HOB Division	When difference between NY Penn and Newark Penn OW Adult fare is \$2.75 or less	2.25	2.75		
HOB Division	When difference between NY Penn and Newark Penn OW Adult fare is greater than \$2.75	3.25	4.00		

NWK Division

HOB Division

NEWARK AIRPORT RAIL STATION

	ONEWAY ADULT		OW SENIOR & PWD		ONEWAY CHILD		MONTHLY PASS		TEN TRIP		Facility Access Fee
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Facility Access Fee											
NY Penn	8.00	8.00	8.00	8.00	0.00	0.00	0.00	0.00	69.00	69.00	NY Penn
Other Stations	5.50	5.50	5.50	5.50	0.00	0.00	0.00	0.00	44.00	44.00	Other Stations

Combination Rail + Access Fee

Direct Routing & Connecting at Newark Penn

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Princeton
NY Penn	15.00	15.00	11.25	11.25	3.25	3.25																		
	11.00	12.25	8.00	8.50	2.50	3.00																		
Newark Penn	7.75	8.25	6.50	6.75	1.00	1.25																		
	7.75	8.25	6.50	6.75	1.00	1.25																		
	8.00	8.75	6.50	7.00	1.00	1.50																		
	8.75	9.50	7.00	7.25	1.50	1.75																		
	9.25	10.25	7.00	7.75	1.50	2.25																		
	9.75	10.75	7.25	7.75	1.75	2.25																		
	10.25	11.50	7.50	8.25	2.00	2.75																		
	11.00	12.50	8.00	8.75	2.50	3.25																		
	11.50	13.00	8.25	9.00	2.75	3.50																		
	12.00	13.75	8.50	9.25	3.00	3.75																		
	12.75	14.50	8.75	9.50	3.25	4.00																		
	13.25	15.25	9.00	10.00	3.50	4.50																		
	13.50	15.50	9.00	10.00	3.50	4.50																		
	13.75	15.75	9.25	10.00	3.75	4.50																		
	14.00	16.25	9.25	10.25	3.75	4.75																		
	14.00	16.25	9.25	10.25	3.75	4.75																		
	14.25	16.50	9.25	10.50	3.75	5.00																		
	14.25	16.50	9.25	10.50	3.75	5.00																		
	14.75	17.00	9.50	10.75	4.00	5.25																		
	14.75	17.00	9.50	10.75	4.00	5.25																		
Princeton	15.50	18.00	9.75	11.25	4.25	5.75																		

Combination Rail + Access Fee
Direct Routing & Connecting at Newark Penn

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Princeton
NY Penn	139.00	139.00																						
	99.00	111.50																						
Newark Penn	66.50	71.50																						
	66.50	71.50																						
	69.00	76.50																						
	76.50	84.00																						
	81.50	91.50																						
	86.50	96.50																						
	91.50	104.00																						
	99.00	114.00																						
	104.00	119.00																						
	109.00	126.50																						
	116.50	134.00																						
	121.50	141.50																						
	124.00	144.00																						
	126.50	146.50																						
	129.00	151.50																						
	129.00	151.50																						
	131.50	154.00																						
	131.50	154.00																						
	136.50	159.00																						
	136.50	159.00																						
Princeton	144.00	169.00																						

Combination Rail + Access Fee
Connecting at Secaucus Jct

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	11.00	12.25	8.00	8.50	2.50	3.00												
	11.00	12.25	8.00	8.50	2.50	3.00												
	11.00	12.25	8.00	8.50	2.50	3.00												
	11.00	12.25	8.00	8.50	2.50	3.00												
	11.25	12.75	8.25	8.75	2.75	3.25												
	12.00	13.50	8.50	9.00	3.00	3.50												
	12.50	14.25	8.75	9.50	3.25	4.00												
	13.00	14.75	9.00	9.75	3.50	4.25												
	13.50	15.50	9.00	10.00	3.50	4.50												
	14.25	16.50	9.25	10.50	3.75	5.00												
	14.75	17.00	9.50	10.75	4.00	5.25												
	16.00	18.50	10.25	11.25	4.75	5.75												
	16.75	19.50	10.75	11.75	5.25	6.25												
	17.00	19.75	10.75	12.00	5.25	6.50												
	17.25	20.25	10.75	12.25	5.25	6.75												

Combination Rail + Access Fee
Connecting at Secaucus Jct

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	99.00	111.50																
	99.00	111.50																
	99.00	111.50																
	99.00	111.50																
	101.50	116.50																
	109.00	124.00																
	114.00	131.50																
	119.00	136.50																
	124.00	144.00																
	131.50	154.00																
	136.50	159.00																
	149.00	174.00																
	156.50	184.00																
	159.00	186.50																
	161.50	191.50																

NJ TRANSIT PROPOSED SERVICE REDUCTIONS BY MODE

RAIL - Effective no later than June 30, 2010

Pascack Valley Line

- Weekday train 1600 (4:56 a.m. departure from Spring Valley) would either be discontinued or no longer serve New Jersey stations.
- Weekday train 1639 (6:55 p.m. departure from Hoboken) would either be discontinued or no longer serve New Jersey stations.
- Approximately 330 New Jersey customers impacted.

Atlantic City Rail Line

- The following trains would be discontinued:
 - Weekday train 4600 (12:46 a.m. departure from Atlantic City)
 - Weekday train 4609 (4:24 a.m. from Philadelphia)
 - Weekend train 4646/4696 (11:47 p.m. departure from Atlantic City)
 - Weekend train 4653 (1:50 a.m. departure from Philadelphia)
 - Weekend train 4660 (5:45 a.m. departure from Atlantic City)
 - Weekend train 4665 (7:54 a.m. departure from Philadelphia)
- Approximately 100 customers impacted on weekdays; 425 customers affected on weekends.

Main/Bergen County Line

- The following trains would be discontinued:
 - Weekday train 1211 (4:50 p.m. departure from Hoboken)
 - Weekday train 1218 (6:10 p.m. departure from Waldwick)
 - Weekday train 1279 (9:15 p.m. departure from Hoboken)
 - Weekday train 1282 (10:26 p.m. departure from Waldwick)
- Approximately 400 customers impacted.

Morris & Essex Lines

- The following trains would be discontinued:
 - Weekday train 870 (5:27 a.m. departure from Hackettstown)
 - Weekday train 873 (7:57 a.m. departure from Hoboken)
 - Weekday train 813 (6:40 p.m. departure from Hoboken)
 - Weekday train 323 (11:20 a.m. departure from Hoboken)
 - Weekday train 348 (3:06 p.m. departure from Summit)
 - Weekday train 465 (5:06 p.m. departure from Hoboken)
 - Weekday train 464 (6:43 p.m. departure from Murray Hill)
- Montclair-Boonton Line train 1000 would be extended to start in Hackettstown as train 1070 (replacing the Hackettstown and Mount Olive stops on 870).
- Approximately 1000 customers impacted.

North Jersey Coast Line

- The following trains would be discontinued:
 - Weekday train 2306 (6:41 a.m. departure from Bay Head)
 - Weekday train 2309 (5:10 p.m. departure from Hoboken)
 - Weekday train 3517 (7:42 p.m. departure from New York)
 - Weekday train 3518 (9:13 p.m. departure from South Amboy)
- Approximately 1000 customers impacted.

Montclair-Boonton Line

- The following trains would be discontinued:
 - Weekday train 1024 (10:21 a.m. departure from Hackettstown)
 - Weekday train 1025 (12:18 p.m. departure from Montclair State University)
 - Weekday train 1028 (1:44 p.m. departure from Mount Olive)
 - Weekday train 1029 (3:15 p.m. departure from Montclair State University)
 - Weekday train 247 (2:27 p.m. departure from Hoboken)
 - Weekday train 244 (3:37 p.m. departure from Montclair State University)
- Trains 247 and 1029 would be replaced with a new train (#1001).
- Train 1000 would be extended to start in Hackettstown as train 1070 (replacing Hackettstown and Mount Olive stops from Morris & Essex Lines train 870).
- Approximately 150 customers impacted.

Raritan Valley Line

- The following trains would be discontinued:
 - Weekday train 5724 (7:19 a.m. departure from High Bridge)
 - Weekday train 5903 (4:55 p.m. departure from Newark Penn)
- Approximately 900 customers impacted.

Northeast Corridor

- The following trains would be discontinued:
 - Weekday train 3916 (6:17 a.m. departure from Trenton)
 - Weekday train 3171 (5:41 p.m. departure from New York)
 - Weekday train 3933 (10:01 a.m. departure from New York)
 - Weekday train 3868 (5:28 p.m. departure from Trenton)
 - Weekday train 3801 (12:43 a.m. departure from New York)
- Approximately 2700 customers impacted.

BUS - Effective April 2010**Discontinued Routes**

- No. 134 Browntown-Lower Manhattan (effective June 26, 2010)

Weekday Service Reductions

- **No. 5 Kinney:** Reduce service by 8 round-trips, throughout the day (operate summer service level year-round)
- **No. 25 Springfield Avenue:** Minor PM peak trip reductions; 8 one-way trips eliminated
- **No. 30 North Arlington-Kearny-Newark:** Off-peak interval between buses widened from 25 min to 30 min midday/40 min night
- **No. 37/107 Lyons Avenue/Irvington-New York:** Eliminated 4 one-way trips throughout the day on the #107; (complementary service added on the #37 line)
- **No. 39 Irvington-Newark:** 11 round-trips eliminated throughout the day
- **No. 67 Toms River-Lakewood-Newark:** Eliminate the 1:55 PM trip from Jersey City
- **No. 73 Newark-Orange-Livingston:** Eliminate the 7:01 AM & 8:21 AM outbound trips from Newark
- **No. 74 Main-Passaic:** Cut 14 off-peak one-way trips throughout the day; interval between buses widened
- **No. 78 Newark-Secaucus:** Eliminate the 3:25 PM inbound trip to Newark
- **No. 83 Hackensack-Jersey City:** Eliminate two AM peak Westside Avenue branch trips
- **No. 86 Union City-Jersey City:** Eliminate one AM & one PM peak trip and widen late night interval between buses
- **No. 93 Bloomfield-Newark Light Rail:** Widen interval between buses throughout the day; eliminate 15 round-trips
- **No. 94 Stuyvesant Crosstown:** Eliminate the 7:03 AM & 7:14 AM northbound trips and the 2:40 PM southbound short trips
- **No. 128 Boulevard East-New York:** Eliminate 3 overnight trips and replace with new overnight #166 trip via Boulevard East
- **No. 131 Sayreville-New York:** Eliminate one AM trip between 6:30 AM & 7:30 AM
- **No. 139 Lakewood-New York:** Eliminate the 6:00 AM trip from Old Bridge Park-Ride to New York
- **No. 159 Fort Lee-New York:** Eliminate selected overnight trips
- **No. 164 Midland Park-New York:** Shorten four AM/PM peak trips from Midland Park to Ridgewood Term.
- **No. 188 River Road-New York:** Change peak frequency from 30 to 45 minutes
- **No. 192 Clifton-New York:** Eliminate two AM peak trips

- **No. 193 Packanack Lake-Willowbrook-New York:** Minor frequency adjustments/trip reductions throughout the day to coordinate with service reductions on #324
- **No. 194 Newfoundland-New York:** Minor frequency adjustments/trip reductions throughout the day to coordinate with service reductions on #324
- **No. 324 Wayne Rt. 23 Transit Center-New York Express:** Reductions in AM/PM peak hour service
- **No. 400 Sicklerville-Philadelphia:** Eliminate the 2:56 PM trip from Philadelphia
- **No. 403 Camden-Lindenwold PATCO-Turnersville:** Eliminate the 10:22 PM trip from Cross Keys Commons inbound to Camden
- **No. 406 Berlin-Marlton-Philadelphia:** Eliminate the 6:37 AM & 7:04 AM trips from Philadelphia and the 5:36 AM inbound trip from Berlin
- **No. 417 Mt. Holly-Willingboro-Philadelphia:** Eliminate the 6:17 AM trip from Mt. Holly and the 4:37 PM trip from Philadelphia
- **No. 606 Princeton-Mercerville-Hamilton Marketplace:** Widen AM frequency from 15 to 20 min; widen PM frequency from 20 to 30 min

Saturday Service Reductions

- **No. 30 North Arlington-Kearny-Newark:** Night frequency widened from 40 to 60 minutes after 8:00 PM
- **No. 40 Kearny-Jersey Gardens:** Eliminate 7 round-trips between Newark Penn Station and Jersey Gardens throughout the day
- **No. 41 Park Avenue:** Widen interval between buses from 30 to 45 minutes
- **No. 74 Main-Passaic:** Eliminate 10 one-way trips throughout the day
- **No. 80 Newark Avenue:** Widen interval between buses from 25 to 35 minutes between 8:10 AM and 7:15 PM
- **No. 81 Greenville:** Widen interval between buses from 30 to 40 minutes between 5:30 AM and 7:30 PM
- **No. 86 Union City-Jersey City:** Widen interval between buses from 30 to 60 minutes
- **No. 90 Grove Street Crosstown:** Widen interval between buses from 30 to 40 minutes between 8:00 AM and 7:00 PM
- **No. 92 Orange Crosstown:** Widen interval between buses from 30 to 40 minutes between 6:00 AM and 6:00 PM
- **No. 125 Journal Square-NY:** Widen interval between buses from 60 to 90 minutes all day
- **No. 126 Hoboken-New York:** Widen interval between buses from 15 to 20 minutes between 11:00 AM and 12:00 Midnight
- **No. 128 Boulevard East-New York:** Eliminate 3 overnight trips and replace with new overnight #166 trip via Boulevard East
- **No. 156 Englewood Cliffs-New York:** Eliminate most "R" River Road trips throughout the day

- **No. 159 Fort Lee-New York:** Eliminate short trips between Bergenline HBLR Station and PABT
- **No. 167 Harrington Park-Dumont-New York:** Eliminate one midday inbound trip between 1:00 PM and 2:00 PM
- **No. 190 Paterson-New York:** Trip reductions throughout the day
- **No. 324 Wayne Rt. 23 Transit Center-New York Express:** Eliminate all weekend service; replace with rerouted #198 trips
- **No. 502 Atlantic City-Hamilton Mall-Atlantic/Cape Comm.Coll.:** Widen evening interval between buses to 30 minutes after 6:45 PM; eliminate the 7:48 AM outbound trip from Atlantic City
- **No. 505 Atlantic City-Margate-Longport:** Widen early AM interval between buses between 4:00 AM and 7:00 AM
- **No. 551 Philadelphia-Atlantic City:** Widen midday interval between buses from 30 to 60 minutes
- **No. 552 Cape May-Atlantic City:** Widen interval between buses to 30 minutes between Wildwood and Crest Haven complex between 1:00 PM and 5:00 PM
- **No. 603 Mercer Mall-Hamilton Square-Hamilton Marketplace:** Eliminate the 8:03 PM trip from Quaker Bridge Mall
- **No. 613 Mercer Mall-Yardville-Hamilton Marketplace:** Eliminate the 6:08 AM trip from Franklin Corner Road to Yardville and the 11:55 PM trip from Hamilton Marketplace
- **No. 609 Ewing-Quaker Bridge Mall:** Widen interval between buses after 7:00 PM to 60 minutes; eliminate the 6:00 AM trip from Hamilton
- **No. 619 Ewing-Mercer County College:** Eliminate one trip after 9:00 PM; revise remaining schedule

Sunday Service Reductions

- **No. 21 Main Street:** Widen interval between buses from 15 to 18 minutes throughout the day
- **No. 30 North Arlington-Kearny-Newark:** Evening frequency widened from 40 to 60 minutes after 8:00 PM
- **No. 71 Newark-West Caldwell:** Eliminate the 4:26 PM trip from Livingston to East Orange
- **No. 74 Main-Passaic:** Eliminate 10 one-way trips throughout the day
- **No. 80 Newark Avenue:** Widen interval between buses from 35 to 45 minutes between 1:00 PM and 10:00 PM
- **No. 86 Union City-Jersey City:** Eliminate selected early and late trips when Newport Mall is not open
- **No. 99 Clifton Avenue Crosstown:** Widen interval between buses from 30 to 35 minutes
- **No. 126 Hoboken-New York:** Eliminate the 9:50 AM & 6:10 AM inbound trips and the 10:20 AM, 5:30 PM, & 6:40 PM outbound trips

(NJT Board-04/14/10)

- **No. 128 Boulevard East-New York:** Eliminate 3 overnight trips and replace with new overnight #166 trip via Boulevard East
- **No. 159 Fort Lee-New York:** Eliminate selected overnight trips
- **No. 190 Paterson-New York:** Trip reductions throughout the day
- **No. 324 Wayne Rt. 23 Transit Center-New York Express:** Eliminate all weekend service; replace with rerouted 198 trips
- **No. 400 Sicklerville-Philadelphia:** Widen interval between buses from 20 to 30 minutes between 9:00 AM and 5:00 PM
- **No. 505 Atlantic City-Margate-Longport:** Widen early AM interval between buses between 4:00 AM and 7:00 AM and eliminate the 7:14 PM trip from Margate
- **No. 551 Philadelphia-Atlantic City:** Widen midday interval between buses from 30 to 60 minutes
- **No. 552 Cape May-Atlantic City:** Widen interval between buses to 30 minutes between Wildwood and Crest Haven complex between 1:00 PM and 5:00 PM
- **No. 613 Mercer Mall-Yardville-Hamilton Marketplace:** Eliminate the 10:07 AM trip from Hamilton Marketplace and the 11:15 PM trip from Mercer Mall

PRIVATE CARRIER BUS

Discontinued Routes

- 970 Bergen/Passaic Minibus
- 971 Bergen/Passaic Minibus
- 978 Essex/Middlesex Minibus
- 979 Essex/Middlesex Minibus
- 981 Hudson County Wheels Minibus Service
- 305 Hudson County Wheels Minibus Service
- 884 Hunterdon/Somerset/Union Minibus
- 980 Hunterdon/Somerset/Union Minibus
- MCM 4 Morris County Rural
- MCM 5 Morris County Rural
- MCM 7 Morris County Rural
- 973 Morris/Warren Minibus
- 967 Morris/Warren Minibus
- 742 Passaic Local
- 423 Salem County Local

Reduced Service

- 772 Bergen Local: Saturday service discontinued; Weekday service reduced.
- 722 Passaic Local: Weekday off-peak and Saturday service discontinued
- 890/891 Warren County Minibus: Weekday service reduced and Saturday service discontinued

LIGHT RAIL**Hudson-Bergen Light Rail (effective August 2010)**

- Thirty-six trips would be eliminated on weekday evenings, beginning at 8 p.m., by expanding the interval between trains from every 20 minutes to every 30 minutes on each service line.
- On weekends and holidays, direct service between Tonnelle Avenue and Hoboken Terminal would be discontinued, resulting in longer trips for some customers. All stations would continue to be served.

Newark Light Rail (effective no later than June 30, 2010)

- On Sundays, the interval between trains would be expanded to every 25 minutes, rather than every 20 minutes.
- On weekdays, off-peak service between Broad Street and Newark Penn stations would be reduced to every 30 minutes.

River Line (effective April 2010)

- On weekdays, four peak-period trips would operate with a single car train, rather than a double-car train.
- Late night trips that operate only between Entertainment Center and Pennsauken Route 73 stations will operate for concerts and special events only, rather than nightly.