

Richard J. Codey  
Acting Governor

Jack Lettiere  
Board Chairman

George D. Warrington  
Executive Director

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



April 25, 2005

Dear Governor Codey:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the re-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 Thursday, April 21, 2005.

Sincerely,

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

Gwen A. Watson  
Board Secretary

Enclosures

Honorable Richard J. Codey  
Acting Governor, State of New Jersey  
State House  
Trenton, NJ 08625

Minutes of the actions taken at the Open Session of the rescheduled Board of Directors' meetings of the New Jersey Transit Corporation (NJ TRANSIT), 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 Thursday, April 21, 2005.

**Present:**

Jack Lettiere, Chairman  
Myron P. Shevell, Vice Chairman  
Keith Barrack, Governor's Representative  
Patrick W. Parkinson  
Robert Smartt  
Kenneth E. Pringle

George D. Warrington, Executive Director  
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs  
James Gigantino, Acting Vice President & General Manager, Bus Operations  
Charles T. Prehm, Acting Vice President & General Manager, Rail Operations  
Mark Holmes, Deputy Attorney General  
Vincent Soleo, Acting Assistant Executive Director, Procurement & Support Services  
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services  
Richard Sarles, Assistant Executive Director, Capital Planning and Programs  
H. Charles Wedel, Chief Financial Officer & Controller  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Gwen A. Watson, Board Secretary  
Robert Guarnieri, Auditor General

Chairman Jack Lettiere convened the Open Session at 9:10 am in accordance with the Open Public Meetings Act and asked for a motion to enter into Executive Session to discuss litigation matters. A motion was made by Myron P. Shevell, seconded by Kenneth E. Pringle and unanimously adopted.

Chairman Jack Lettiere reconvened the Open Session at 10:10 am and asked for a motion to adopt the minutes of the March 9, 2005 meeting. A motion was made by Myron P. Shevell, seconded by Patrick W. Parkinson and adopted with one abstention by Kenneth E. Pringle.

Chairman Lettiere announced the appointment of Kenneth E. Pringle to the NJ TRANSIT Board of Directors. Chairman Lettiere said Mr. Pringle has served as the Mayor of Belmar since 1990 and is the managing partner of a 23-member law firm. His practice is focused primarily on complex insurance and financial fraud litigation and land use matters. Chairman Lettiere said Mr. Pringle lives in Belmar with his wife Kathleen T. Ellis and their two children. Chairman Lettiere said Mr. Pringle has great integrity and a strong sense of public service and will do an extraordinary job as a board member. Chairman Lettiere conducted the official swearing-in ceremony for Kenneth E. Pringle.

Executive Director George Warrington highlighted the following from his monthly business report.

Executive Director Warrington welcomed Kenneth E. Pringle to the Board of Directors. Executive Director Warrington said he is very pleased to have Mr. Pringle on the Board and looks forward to his leadership.

Executive Director Warrington said last fall, he presented to the Board the details of the financial planning process that was undertaken in preparation for Fiscal Year 2006. He said at that time, a preliminary budget was presented with revenue forecasts and cost projections. Executive Director Warrington presented the updated Fiscal Year 2006 financial planning assumptions. Based on recent ridership trends, NJ TRANSIT is assuming continued passenger revenue growth of 3 percent next year. NJ TRANSIT is also forecasting commercial revenue growth based on an aggressive program of real estate development. Executive Director Warrington said that given the budget constraints facing the State, NJ TRANSIT assumes level funding consistent with the support received in Fiscal Year 2005. He said that NJ TRANSIT also acknowledged that the federal prohibition on leveraged lease transactions substantially reduced the ability to secure certain non-fare revenues. Executive Director Warrington said that capital to operating transfers have been frozen for the second year in a row.

Executive Director Warrington said that on the cost side, NJ TRANSIT projects extraordinary expense growth from fuel, health costs, and police and security expenses that are driven by the marketplace or passenger security.

In addition, he said record ridership on the system has developed as a consequence of both new and expanded services. To meet growing demand, service has been increased, particularly on the rail side, where train service levels have increased by an average of about 15 percent on weekdays and by more than 20 percent on weekends.

Executive Director Warrington said that all of these factors are overlaid on a base of another economic driver – inflation – that at 3 percent means expense growth of \$40 million on a \$1.4 billion budget. He said in January, NJ TRANSIT concluded that in Fiscal Year 2006 NJ TRANSIT could be facing a budget gap of about \$60.6 million.

Executive Director Warrington said that in January, NJ TRANSIT also proposed a fare plan that would generate about \$60 million through an average systemwide fare increase of nearly 15 percent. At that time, NJ TRANSIT committed to a public process of extensive, statewide public hearings to solicit customer feedback to the proposal.

He said simultaneously, management continued efforts to identify more internal efficiencies, building on the success of reducing about \$50 million in costs over the last three years.

Executive Director Warrington discussed NJ TRANSIT's belt-tightening efforts. He said NJ TRANSIT identified several key action areas with a total cost savings value of more

than \$8 million. He said NJ TRANSIT will accomplish this with tough, but necessary, actions that do not adversely impact service, including freezing salaries of senior management, abolishing 25 budgeted management positions (with a particular focus on administration), and reducing overtime expense by 2 percent as well as continued management controls on administration costs, including travel and third-party service contracts.

Executive Director Warrington said that on the revenue side, NJ TRANSIT would generate new income by continuing to aggressively sell advertising space throughout the system. He said since the new advertising agency, Titan, came on board, net sales are up by 18 percent, which represents a 34 percent gross sales increase. Titan has been able to do this by implementing innovative and creative marketing concepts.

Executive Director Warrington said NJ TRANSIT is optimistic that one more cross-border leveraged lease transaction can be executed, which is permissible through a grandfather provision under the new federal guidelines.

Executive Director Warrington said that these combined actions would generate \$12.6 million in internal efficiencies.

He said these actions would directly benefit customers by enabling NJ TRANSIT to reduce the originally proposed fare increase by 20 percent.

Executive Director Warrington said the good news is that commuter rail and interstate bus fares will increase only 9.9 percent. He said that level of increase tracks closely with inflation, which is already at 9 percent since April 2002 and is expected to exceed 10 percent by July.

Executive Director Warrington said rail monthly passes will be cross-honored on all other modes for added customer flexibility in using the system, and feeder fares will be free for both monthly and weekly pass holders.

Single trip tickets will rise from \$1.10 to \$1.25 for local bus and River LINE tickets, and from \$1.50 to \$1.75 on Hudson Bergen Light Rail. Executive Director Warrington said customers who buy local bus and light rail monthly passes would experience no fare increase.

Executive Director Warrington said NJ TRANSIT has worked hard to squeeze costs and reduce the amount of the fare increase. He said NJ TRANSIT listened to the customers and stakeholders and heard the 154 people who spoke at 13 hearings around the State and every one of the 309 e-mails and 13 letters received were read.

Executive Director Warrington said customers had good ideas and many of them were incorporated into the final plan.

He said, for example, advocates told NJ TRANSIT that the proposed reduction of the off-peak discount for incidental riders was too steep. In the final plan, NJ TRANSIT restored some of that discount, so that the roundtrip tickets for off-peak travel will be discounted at 15 percent.

Executive Director Warrington said the Lackawanna Coalition made a compelling case against a flat change-in-terminal fee of \$3.10. In response and to simplify the current complex calculation, the change-in-terminal fee will either be \$2.00 or \$3.00, depending upon boarding location.

Executive Director Warrington said NJ TRANSIT heard the Camden customers' complaints about the "intra-Camden" bus fare, which was an antiquated part of the fare structure aimed at differentiating between interstate and intrastate travel. He said NJ TRANSIT agreed that it does not work, and customers will now pay the lower local fare which means bus fares from Camden to Atlantic City and Shore points will decrease by a range of about 10-35 percent for one-way tickets, depending on boarding location.

Executive Director Warrington said that in addition to suggestions on the fare plan, NJ TRANSIT received comments about transit services as well as overall funding policy during the hearing process.

Executive Director Warrington said that NJ TRANSIT has a number of substantial initiatives underway that will address many of the concerns heard. He said NJ TRANSIT is fixing and overhauling the public address and signage systems and currently have a program underway or planned at 19 locations, particularly at the flagship station at Newark, where NJ TRANSIT is overhauling and installing new public address systems, a project that is scheduled for completion by the end of 2006.

Executive Director Warrington said NJ TRANSIT continues to squeeze capacity out of the existing fleet and schedules, and next week a few more trains will be added, a net increase of 27. He said NJ TRANSIT would continue to tweak the schedules to meet demand.

Executive Director Warrington said NJ TRANSIT brought a new level of management focus to the operation in New York Penn Station, which resulted in improved boarding, signage, climate control, and other customer benefits that were a consequence of focusing on the details.

He said that same level of focus and attention would be brought to Newark with the creation of a Newark Penn Station Operations Center, which will be supervised by Hossein Goodarz. Executive Director Warrington said that Mr. Goodarz would create a nexus for all services there, giving the same day-to-day attention to detail for the railroad, subway system, bus operations and customer services, as Kevin O'Connor provides in New York.

Executive Director Warrington also recognized that the frontline employees are the first and most important contacts the customers have with NJ TRANSIT. He said NJ TRANSIT employees are striving to provide the high level of service the customers deserve. Executive Director Warrington said that to help them refine their skills and to give them the tools they need to work through challenges, the Board approved a program to develop a customer service and communications program that has benefited from extensive employee input.

Executive Director Warrington was pleased to report that NJ TRANSIT delivered on the Board's commitment to the program and already 400 rail and bus employees have been trained and training will be continued for 2000 employees through 2006.

Executive Director Warrington said NJ TRANSIT has also worked extensively with customer focus groups to redesign the timetables, with an eye toward making them easier to read and understand. He said the new design would be printed in-house at a cost savings of \$140,000 annually. Customers can expect to see the new design in June.

Executive Director Warrington said Access Link customers asked for more reliable service. He said NJ TRANSIT is completing the implementation of a reservation and scheduling system that will enable customers to get the real time status of their trips. Executive Director Warrington said NJ TRANSIT is also reviewing how to improve pick up time windows to better meet customer requests.

Executive Director Warrington said NJ TRANSIT is also in the process of modernizing the bus and rail fleet, including replacing nearly 300 of the 16-year-old Metro B buses. He said the first of the new bi-level cars will be on the property later this summer before going out, along with four other bi-level coaches to the FRA track in Colorado for testing this fall. NJ TRANSIT is expected to begin taking delivery of the new cars in the spring of 2006.

Executive Director Warrington said several hearing participants offered comments about the importance and urgency of coming to grips with capital and operating funding support for existing and expanded transit operations, recognizing that a one-time fare adjustment does not offer a long-term solution. He said these comments really highlight the challenge NJ TRANSIT faces going forward.

Executive Director Warrington said the historic practice of transferring capital funds to support the operating budget is a trend that should be reversed. He said it cannot be reversed without first identifying public funds to substitute. He said as policymakers come to grips with capital program funding looking forward, this operating funding issue must also be addressed. Additionally, the effort to address the operating funding problem must include reasonable assumptions with respect to generating incremental passenger revenue through an inflation-based fare structure.

Executive Director Warrington said the transit economic model relies on some reasonable cost recovery from the fare box. He said this will be only the second fare increase in 14 years and it has to be recognized that fares have been artificially held below inflation over this period.

Executive Director Warrington said the combination of capital to operating transfer and holding fares below inflation have historically limited the ability to invest in and expand the system.

He said looking forward, the economic model requires a long-term structural fix that combines adequate public funding for operations and predictable, inflation-based fare increases.

Executive Director Warrington briefly commented on two additional items.

He said Amtrak is working to maximize its service offering for intercity customers using their conventional fleet of equipment while Acela train sets are out of service. He said NJ TRANSIT applauds their efforts and to assist them and customers, NJ TRANSIT will operate two trains in substitution for regular Clocker service, between Trenton and New York, one in the morning and one in the evening peak period.

Executive Director Warrington said that using NJ TRANSIT equipment and crews, these two trains will run on the Clocker schedules, which provide heavily utilized express service for commuters on the Northeast Corridor.

He said beginning next Monday, NJ TRANSIT will offer a third substitute train for an afternoon Clocker departure. In the morning, Amtrak will cancel another morning Clocker departure, and to accommodate as many of those customers as possible, NJ TRANSIT will add cars to one of the existing trains that operates in a nearby time slot.

Executive Director Warrington thanked Chuck Prehm and his team for putting this together quickly.

Executive Director Warrington introduced one of the rail crew members who has long been popular with customers on the Northeast Corridor. Executive Director Warrington said that more recently he has become not only a local, but a national and international celebrity, when the world learned that Walter O'Rourke works not because he has to, but because he wants to. Executive Director Warrington said Walter O'Rourke is known as the "Millionaire Conductor" and has been featured on the Today Show, CNN, and even German television. Executive Director Warrington said that Mr. O'Rourke is retiring later this month after 6 years of service, and on behalf of the Board and management of NJ TRANSIT, congratulated and thanked him for his contribution and wished him well in retirement. Executive Director Warrington said that Mr. O'Rourke would be missed by NJ TRANSIT and more importantly by the customers whom he served so well. Executive Director Warrington thanked Mr. O'Rourke for making railroading his profession as well as his passion over the last decade.

Mr. O'Rourke said he welcomed the opportunity to address the Board. He said the Board is doing a good job under difficult circumstances. Mr. O'Rourke said he enjoys working for NJ TRANSIT and there is always something different every day.

Suzanne Mack was not present and there was no Advisory Committee report to the Board.

There were two public comments on agenda items.

David Peter Alan, on behalf of the Lackawanna Coalition and the New Jersey Association of Railroad Passengers, commented on the item, Authorization for Fare Policy and Fare Change Proposal. Mr. Alan was disappointed with the fare increase proposal because it discriminates against off-peak rail riders. Mr. Alan acknowledged that the 9.9 percent increase for commuters and other peak-hour riders is not as bad as the original proposal recommended. However, the original proposal called for an increase in off-peak round trip fares that is two and one-half times as much as the increases in peak hour and commutation fares. He said it is unfair to force one class of riders to suffer a price increase of two and one half times the percentage increase to be borne by other riders. Mr. Alan urged the Chairman and the Board Members to exercise independent judgment on behalf of the riders of NJ TRANSIT. Mr. Alan also urged the Board Members to continue the fight for stable, secure and sufficient funding for both the capital and operating needs of NJ TRANSIT.

William R. Wright, on behalf of the State, Regional and County Transit Boards, commented on the item, Authorization for Fare Policy and Fare Change Proposal. Mr. Wright said the fare increase further discriminates against transit because it is the third fare increase during which time the low gasoline tax remains stagnant. Mr. Wright said that road construction funds should be shifted to NJ TRANSIT for operating and capital needs. Mr. Wright said the gas tax should be increased by at least 25 cents. Mr. Wright said mobility for all means all, not just those who own cars. He said transit is a necessity for all.

Executive Director Warrington presented the following Action Items for approval:

0504-13: AUTHORIZATION FOR FARE POLICY AND FARE CHANGE PROPOSAL

Approval is requested to take all actions necessary to implement the fare policy and fare change proposals outlined in the item and related exhibits.

Board Member Parkinson commented that this is only the second fare increase in 15 years. He said NJ TRANSIT has done an excellent job in adding efficiencies to the system and said the fare increase is warranted.

Board Member Pringle agreed with Board Member Parkinson's comments. He said given the history of NJ TRANSIT's ability to hold the line on fare increases during the years, this fare increase is needed. Board Member Pringle said he shares Mr. Alan's concerns regarding the off-peak riders and said he will be monitoring that issue in the coming years. Board Member Pringle agreed that other sources of revenue are needed to fund the capital and operating needs of NJ TRANSIT.

Board Member Shevell said during his 11 years as a Board Member he has seen the incredible work done at NJ TRANSIT. For example, new start projects, Access Link service, Secaucus, River LINE to name a few. Board Member Shevell said NJ TRANSIT cannot continue to do projects like these without a fare increase. Board Member Shevell said the fare increase is needed to continue to modernize NJ TRANSIT so it can run efficiently for the riders and to be the best public transit agency.

Chairman Lettiere said NJ TRANSIT staff and the Board Members have taken the fare increase very seriously. Chairman Lettiere said a few years ago, a fare increase was considered and he made a comment that he would not ask the customers for one nickel more than he had to. He said that he and Executive Director Warrington continued to look at further reductions and revenue enhancements and that has not been an easy task. Since then, projects such as the River LINE, Secaucus and fleet replacement were accomplished. Chairman Lettiere said that Executive Director Warrington has done a masterful job in driving costs down. He said NJ TRANSIT staff worked very hard to reduce costs and reduce the amount of the fare increase and listened intently to what riders had to say during the public hearing process. Chairman Lettiere said that all of the public comments were reviewed and, as a result, a number of changes were made to address the public's concerns. Chairman Lettiere said on balance, the fare increase is fair and he thanked Executive Director Warrington and staff for recommending the proposal. Chairman Lettiere said although no one wants a fare increase, this recommendation meets the needs of the system and the customers. Chairman Lettiere recommended approval of the fare proposal.

Myron P. Shevell moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

0504-14: PROPOSED LABOR AGREEMENT: NJ TRANSIT MERCER, INC. AND THE AMALGAMATED TRANSIT UNION, DIVISION NO. 540, MERCER

NJ TRANSIT reached agreement on a labor contract with the Amalgamated Transit Union (ATU) at NJ TRANSIT Mercer, representing 182 employees at the Hamilton Bus Garage. When NJ TRANSIT acquired the former Mercer Metro from the Mercer County Improvement Authority in 1984, the terms required that the unionized employees retain their own union and labor contract. Approval is requested for a three-year contract through June 30, 2005 expected to cost \$1.4 million. In this contract, NJ TRANSIT negotiated work rule changes to increase the utilization of part time bus drivers as well as more effective holiday

scheduling. The agreement provides wage increases of 1.5 percent at six-month intervals, totaling nine percent for the entire contract period. This is consistent with the current labor agreement with the ATU for the bus subsidiary.

Patrick W. Parkinson moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

0504-15: **MULTI-LEVEL RAIL CAR PURCHASE: CONTRACT AMENDMENT FOR ENGINEERING SERVICES**

NJ TRANSIT engaged LTK Engineering Services in 1999 to provide support during the design and engineering phase of the multi-level railcar procurement. As the project evolved, significant scope changes occurred. During the pre-procurement design phase the composition of the order was changed from only trailer cars without restrooms to a mix of trailers with restrooms, without restrooms and with cab control cars to better accommodate operational needs. Secondly, an intense joint design development effort with the rail car manufacturer, Bombardier, was executed to better address customer and operational needs through engineering and design. Focus groups participated, as well as operations and maintenance staff. Third, a significantly expanded inspection and testing program was undertaken during production and will continue through full delivery. Approval is sought to amend the original LTK contract in the amount of \$10,410,967. This engineering support will continue through the conclusion of warranty work in 2010.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

0504-16: **BUS SCHEDULING SYSTEM REPLACEMENT PROJECT**

NJ TRANSIT Bus Operations has been scheduling bus operators and vehicles for over 20 years with a system that has become outdated and inefficient. The original software developer ceased operations five years ago. The result is chronically malfunctioning software and intensive manual error detection. Approval is sought to contract with GIRO Inc. to develop replacement bus and light rail scheduling software for a three-year period, which will integrate with other data systems and greatly improve the scheduling abilities and efficiencies. The contract will not exceed \$1,087,539 plus five percent for contingencies.

Patrick W. Parkinson moved the resolution, Keith Barrack seconded it and it was unanimously adopted.

Executive Director Warrington presented the following Consent Item for approval:

0504-17      **MORRISVILLE YARD PHASE 3: ENGINEERING SERVICES**

Authorization to amend the existing professional services contract (No. 02-074) with STV, Inc. of New York, NY for the engineering services related to the design of a traction power substation for Morrisville Yard, at a cost not to exceed \$600,000, plus five percent for contingencies for a total contract authorization of \$5,343,800.

Kenneth E. Pringle moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

There were two public comments on non-agenda items.

Frank Coye, on behalf of the Lackawanna Coalition, commented about the safety at grade crossings. Mr. Coye described several recent newspaper articles where fatal accidents occurred. The news articles indicated that if safety precautions were taken, lives would have been saved. Mr. Coye said he is concerned about the grade crossings located on the River LINE in Burlington County.

Gary Kazim commented on the timetable service changes. He said he received an advance copy of the Morris & Essex line schedule and thanked NJ TRANSIT for the schedule changes. He said riders on that line would be pleased since the service changes will save time for commuters.

Since there were no further comments or business, the Chairman called for adjournment and a motion to adjourn was made by Robert Smartt, seconded by Patrick W. Parkinson and unanimously adopted.

The meeting was adjourned at approximately 11:00 am.

**NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
RE-SCHEDULED BOARD OF DIRECTORS MEETING**

**APRIL 21, 2005**

**MINUTES**

	<b>PAGE</b>
▶ EXECUTIVE SESSION AUTHORIZATION	36084
▶ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	36085
▶ EXECUTIVE DIRECTOR'S MONTHLY REPORT	36086
▶ ADVISORY COMMITTEE REPORTS	-
▶ PUBLIC COMMENTS ON AGENDA ITEMS	36078

**ACTION ITEMS**

0504-13: AUTHORIZATION FOR FARE POLICY AND FARE CHANGE PROPOSAL	36105
<p>Authorization to take all actions necessary to implement the fare policy and fare increases set forth in this item and related exhibits.</p>	
0504-14: PROPOSED LABOR AGREEMENT: NJ TRANSIT MERCER, INC. AND THE AMALGAMATED TRANSIT UNION, DIVISION NO. 540, MERCER	36167
<p>Authorization to execute a new labor agreement between NJ TRANSIT Mercer, Inc. (NJTMercer) and the Amalgamated Transit Union Division 540, Mercer (ATU Mercer).</p>	
0504-15: MULTI-LEVEL RAIL CAR PURCHASE: CONTRACT AMENDMENT FOR ENGINEERING SERVICES	36170
<p>Authorization to amend the contract (No. 99CX134) with LTK Engineering Services of Ambler, PA for additional engineering support for the purchase of multi-level rail cars in the amount of \$10,410,967 for a total contract authorization of \$19,014,864, plus five percent for contingencies applied to the total authorized amount, subject to the availability of funds.</p>	

0504-16: BUS SCHEDULING SYSTEM REPLACEMENT PROJECT 36713

Authorization to contract (No. 05-007) with GIRO, Inc. of Montreal (Quebec) Canada to develop replacement bus and light rail scheduling software in an amount not to exceed \$1,087,539, plus five percent for contingencies. This would cover the initial software and three years of maintenance.

**CONSENT CALENDAR**

0504-17: MORRISVILLE YARD PHASE 3: ENGINEERING SERVICES 36177

Authorization to amend the existing professional services contract (No. 02-074) with STV, Inc. of New York, NY for the engineering services related to the design of a traction power substation for Morrisville Yard, at a cost not to exceed \$600,000, plus five percent for contingencies for a total contract authorization of \$5,343,800.

► PUBLIC COMMENTS ON NON-AGENDA ITEMS 36081

**EXECUTIVE SESSION AUTHORIZATION**

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss litigation matters; and

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

## **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 9, 2005 Board meeting of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc. and NJ TRANSIT Mercer, Inc. were forwarded to the Governor on March 11, 2005;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the March 9, 2005 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors' meetings are hereby approved.

(NJT BOARD - 4/21/05)

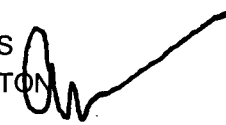
Richard J. Codey  
Acting Governor

Jack Lettiere  
Board Chairman

George D. Warrington  
Executive Director

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



**TO:** BOARD OF DIRECTORS  
**FROM:** GEORGE D. WARRINGTON   
**DATE:** APRIL 21, 2005  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT - APRIL 2005

I would like to take this opportunity to welcome our newest Board member, Kenneth E. Pringle. Ken brings to NJ TRANSIT an impressive background in finance and land use, along with his service as mayor of Belmar since 1990. His experience and commitment to public service make him a valuable addition to our Board of Directors, and I have no doubt that he will make an outstanding contribution on behalf of our customers.

Today's Board meeting marks the end of a fare change process that began more than five months ago. Back in November, I presented our initial projections for the fiscal year 2006 budget, which we refined in January. Our forecast was based on certain assumptions, including for example, that state support was likely to remain at the FY 05 level, given budgetary constraints. We also knew that several expense categories, such as fuel and security costs, were increasing faster than the rate of inflation. Changes in federal regulations restricting the use of leveraged lease transactions, as well as our cap on the transfer of capital funds to the operating budget, further limited non-passenger revenue sources. As a result, it became clear that a fare increase—our second increase in 14 years—would be a last resort action necessary to close a forecasted budget gap of \$60 million.

I committed to focus on management actions that would achieve more internal efficiencies, building on more than \$50 million in reduced costs over the last three years. I am pleased to report that we have met that commitment in the final plan before the Board today, and I would like to extend my thanks to Chief Financial Officer Charlie Wedel and his team for their efforts over the past several months.

I also committed that we would listen carefully to what the public—our customers—had to say about the fare proposal before submitting our final plan to the Board. We heard the 154 people who spoke at 13 hearings around the state, and we read every one of the 309 emails and 13 letters we received. Our customers had good ideas, and we have incorporated many of them into our final plan. For example, advocates told us that our proposed reduction of the off-peak discount for incidental riders was too steep, and in the final plan we have restored some of that discount. Also, the Lackawanna Coalition made a compelling case in support of a simplified change-in-terminal fee structure. Their ideas, too, have been incorporated.

Under the revised plan, customers will benefit from improved flexibility of tickets when using the NJ TRANSIT system. Rail monthly and weekly passes will be cross-honored on all other modes (bus and light rail) for trips of equal or lesser value. As a result, rail pass customers will be able to take a train to work in the morning and, if they wish, take a bus home in the evening using the same pass. In addition, feeder fares, which provide rail customers with continuing bus or light rail transportation, will be free for monthly and weekly rail pass customers.

As I have said throughout this process, a fare increase is always the option of last resort, and it is an action we have undertaken with careful consideration for our customers. Today, we renew our commitment to operate the most efficient transit system we can, while continuing to provide the safe and reliable service upon which this state depends.

# EXECUTIVE DIRECTOR'S MONTHLY REPORT

## **I. HIGHLIGHTS**

NJ TRANSIT's Top Stories

## **II. CUSTOMER AND COMMUNITY INITIATIVES**

Customer and Community Projects

## **III. EMPLOYEE RECOGNITION**

NJ TRANSIT Employees Recognized

## **IV. DBE/MBE PROGRAM**

A review of DBE and MBE Programs

## **V. PERFORMANCE MEASURES**

NJ TRANSIT's Operational Performance During the Past Month

# HIGHLIGHTS

**April schedule changes brings online 27 more trains**

NJ TRANSIT will add 27 new trains as part of its spring timetable change, which takes effect Sunday, April 24.

Customers on the Northeast Corridor will benefit from a major effort to alleviate crowding on peak-period trains. The schedule includes a new morning peak train and a new evening peak train, providing approximately 2,000 more seats to address crowding conditions on the system's busiest line.

A number of schedule improvements were made based on customer requests, including new express service from the new Montclair State University (MSU) and Ramsey/Route 17 stations. In addition, Main/Bergen County Line customers will find more midday service between the hours of 10:00 a.m. and 3:00 p.m., with two trains an hour will operating between Suffern and Hoboken.

- **Ramsey/MSU** – Customers who use the new Montclair State University and Ramsey Route 17 stations will soon be able to save time and money as a result of half-price parking discounts and new express train service that will cut up to 17 minutes off the regular travel time to Hoboken. Morning commuters from Ramsey Route 17 will have two new express trains to get them to Secaucus and Hoboken even faster, and MSU customers will find three new express trains and a new late night train to Hoboken.
- **Parking discounts:** New multi-month parking discounts, which are available until June 30, enable customers to park for as little as 92 cents/day at MSU and \$1.25/day at Ramsey 17.
- **Montclair-Boonton Line** – About 3,000 off-peak seats will be added.
- **Morris & Essex Lines** – 2,500 seats will be added.
- **North Jersey Coast Line** – 1,800 more seats will be offered in the off-peak.
- **Raritan Valley Line** – 800 seats will be added during the off-peak hours.

**Building on success of TOC, NJT introduces NOC (Newark Operations Center)**

The new Newark Operations Center will serve as a nerve center within Newark Penn Station, facilitating communication between several NJ TRANSIT departments (rail operations, bus operations, customer service and management) and the three transportation providers at the station (NJT, Amtrak and PATH).

The NOC is expected to improve the customer experience, minimize delays and improve coordination between agencies and departments – just as the TOC has done at New York Penn Station.

In addition to the new facility, a single point-person, Hossein Goodarz, has been designated as the “Newark Czar,” and will act as a point person for all operational matters concerning Newark Penn Station.

# **CUSTOMER AND COMMUNITY INITIATIVES**

**Access Link customer service improvements**

The fare hearing process two months ago highlighted that there was room for improvement with Access Link service—in particular, improvements in the reservation booking process for our Access Link customers.

Access Link is NJ TRANSIT's paratransit service, providing customers with disabilities service comparable to their local bus. Access Link service is specifically for people whose disability prevents them from using the local fixed route bus service.

NJ TRANSIT is currently implementing a new computer system that improves Access Link's ability to reserve and schedule service.

The implementation phase started last year, and the initial feedback has been positive. Access Link customers have found the new system faster by a 3 to 1 margin. To date, 60 percent of customers indicated that their ride time is now shorter. In all, 86 percent of surveyed customers deem Access Link service as "reliable."

In addition, NJ TRANSIT is examining whether the 20-minute "pick up window" before and after the scheduled time can be reduced without sacrificing efficiency.

The Corporation plans to provide customers with real-time vehicle location information that will allow them to find out when their ride will arrive by calling us.

**NJ TRANSIT upgrades passenger communication systems**

Ongoing deployment of state-of-the-art communication technology upgrades to NJ TRANSIT's passenger communication systems is continuing at stations around the state. Modern technology hardware and software systems are replacing older systems, which are beyond their useful life.

New public address and dynamic signage systems are linked to a network enabling NJ TRANSIT to provide customers with real-time information about train status and system information.

To date, there are 19 facilities that either have or will receive upgrades, including NJ TRANSIT's flagship Newark Penn Station. The program is scheduled to be completed at the end of 2006.

### **NJ TRANSIT begins next round of improvements to website**

NJ TRANSIT's website has become a critical tool for customers to get the information they need to plan their trip. In response to customer feedback, the Corporation is once again enhancing its website, [www.njtransit.com](http://www.njtransit.com), to make it easier and faster to use.

The latest round of enhancements includes a new interface for rail station information that provides more detail than ever before, including:

- Maps and directions
- Hours of operation
- Ticketing options (number/location of ticket vending machines, ticket office hours)
- Parking lot information (number of regular and accessible spaces, hours, fees, rules)
- Bike rack information

In addition, the "Fast Fare" feature will become faster, enabling rail and light rail customers to enter their origin and destination and receive complete fare information with a single click. This function for bus customers is expected in a few weeks.

NJ TRANSIT will continue to listen to customer suggestions in an ongoing effort to make [www.njtransit.com](http://www.njtransit.com) the best possible resource for our customers.

### **Timetable redesign based on customer feedback**

In June, NJ TRANSIT will unveil the redesign of its railroad timetables based on customer feedback to make them more user friendly. In addition, the printing of timetables will be brought in-house, saving \$140,000 per year.

NJ TRANSIT's first major rail system passenger timetable redesign initially focused on developing an easier, more cost-effective format for the Morris & Essex Lines timetable, which traditionally has been the largest and most expensive to produce. After listening to customer feedback, NJ TRANSIT settled on a design that is a vast improvement on the current timetable. The new version features a crisp cover design, an accordion fold, individual times that are distinctly shaded and legibly highlighted and a simplified fare table.

In the new design, both inbound and outbound service is visible on one opened side. When customers look at the new timetables, their eyes will intuitively lead them to what they want to see most: what time their trains are arriving and departing, and how much it will cost them.

The major stations are presented in capital letters, and the arriving and departing times are highlighted in boldface. Gone are the multiple phone numbers that cluttered the schedules, replaced by one clearly displayed voice-conversant toll-free number for all areas of NJ TRANSIT customer service.

# **EMPLOYEE RECOGNITION**

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

Six NJ TRANSIT employees retired in April, with careers ranging from 14 to 31 years of service.

1. Alfred J. Price (Barnegat), Manager S&I Facility – 31 years
2. Merilus Bruno (Irvington), Hilton Garage Repairman – 24 years
3. Joseph G. Koe (Sparta), Market Street Garage Bus Operator – 24 years
4. Mary J. Barr (Passaic), Bus Operator – 19 years
5. Ethel J. King (Hillside), Orange Garage Cleaner – 14 years
6. James A. Williams (Maplewood), Orange Garage Bus Operator – 14 years

# **DBE / MBE PROGRAM**

**NJ TRANSIT – Office of Business Diversity SBE/DBE/WBE Participation**

**Federally Funded Contracts**

\$19,995,797 in federal funds was awarded during October thru March of FY 05\*.

Disadvantaged Business Enterprises (DBEs) were awarded \$3,293,632 or 16.5 percent, which includes both race conscious and race neutral awards.

**State Funded Contracts**

\$44,425,662 in state-funded contract dollars was awarded during July through February FY 05\*\*. Of that total, Small Business Enterprises (SBE) received \$7,682,799 or 17.3 percent.

Category 1 SBEs received \$4,958,048 or 11.2 percent. Category 2 SBEs received \$672,250 or 1.5 percent. Category 3 SBEs received \$113,354 or 0.2 percent. Category 4 SBEs received \$1,939,147 or 4.4 percent\*\*\*.

**Federal & State Contracts Total**

Of \$64,421,459 in federal and state contract dollars awarded by NJ TRANSIT (federal and state fiscal years combined), \$3,293,632 or 16.5 percent of federal contract dollars was won by Disadvantaged Business Enterprises. Small Business Enterprises received \$7,682,799 or 17.3 percent of state contract dollars. \$10,976,431 or 17 percent of federal and state contract dollars was won by DBEs and SBEs.

**Hudson-Bergen Light Rail Transit System Project**

Of \$1,451,425,825 in contract dollars awarded for the Hudson-Bergen Light Rail Transit System project\*\*\*\*, \$177,834,850 or 12.3 percent has been received by DBEs. Of the \$177,834,850, 5.9 percent or \$86,063,855 has been won by Women Business Enterprises (WBEs) who are classified as DBEs.

\* Fiscal year beginning October 1, 2004

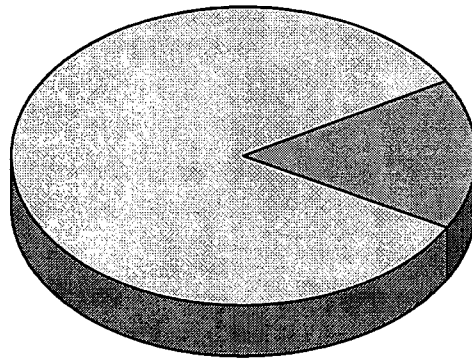
\*\* Fiscal year beginning July 1, 2004

\*\*\* Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million

\*\*\*\* This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through January 2005

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (THRU MARCH 2005)**

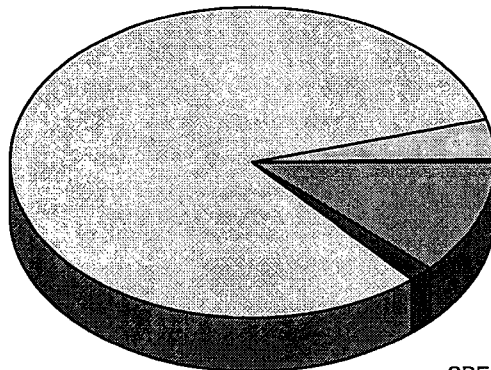
NON-DBE  
FEDERAL  
12,938,834  
83.5%



DBE RACE  
NEUTRAL &  
RACE  
CONSCIOUS  
2,025,582  
16.5%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THRU MARCH 2005)**

NON-SBE STATE  
36,742,863  
82.7%



SBE-4  
1,939,147  
4.4%

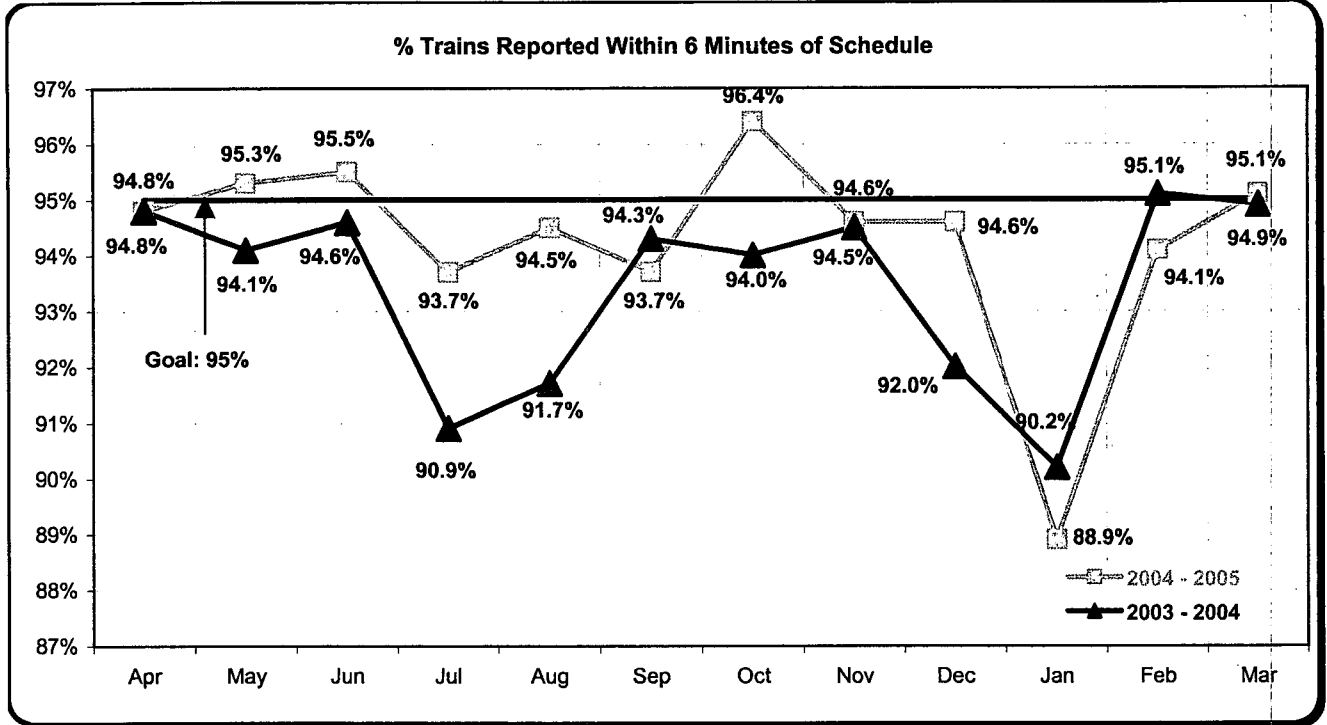
SBE-3  
113,354  
0.2%

SBE-1  
4,958,048  
11.2%

SBE-2  
672,250  
1.5%

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON TIME PERFORMANCE RAIL APRIL 2003 - MARCH 2005



	2004	2005	# Change
March Comparison	94.9%	95.1%	0.2%

	2003 - 2004	2004 - 2005	# Change
12-Month Average April - March	93.4%	94.3%	0.9%

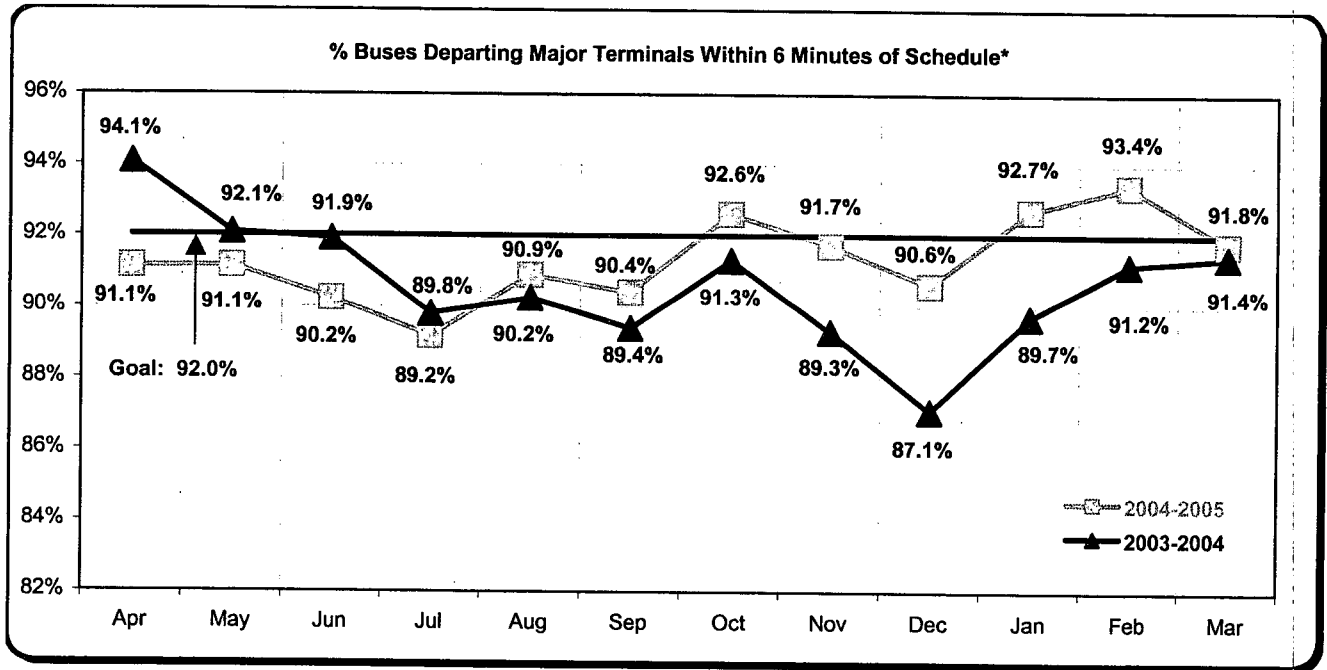
### Analysis:

Rail On Time Performance for March 2005 was 95.1%, exceeding the goal of 95.0%. Of the 18,844 trains that were scheduled to operate, 17,915 were on time, while 929 trains (or 4.9%) were delayed.

The snow storm on March 7th and 8th was the primary cause of delays during the month. Problems with overhead wiring and switches resulted in 69 delays on March 8th. That same day, a disabled Amtrak train near the Jersey Avenue Station resulted in 38 delays.

The 12-month average for Rail On Time Performance for April 2004 - March 2005 was 94.3%, 0.9 of a percentage point above the average for the previous 12-month period.

# NJ TRANSIT ON TIME PERFORMANCE BUS APRIL 2003 - MARCH 2005



	2004	2005	# Change
<b>March Comparison</b>	91.4%	91.8%	0.4%
	2003-2004	2004-2005	# Change
<b>12-Month Average April - March</b>	90.6%	91.3%	0.7%

**Analysis:**

*Beginning with this month's Bus On Time Performance report, the statistic shown reflects monitored departures at NJ TRANSIT's four major bus terminals: Port Authority Bus Terminal, Newark Penn Station, Walter Rand Transportation Center, and Atlantic City Bus Terminal. Previous reports have provided information for the Port Authority Bus Terminal only. The performance of this facility will now be combined with three other large terminals to provide a broader view of performance across the bus system.*

Bus On Time Performance for March 2005 was 91.8%, just below the goal of 92.0%. Of the 33,261 monitored departures, 2,738 (or 8.2%) experienced delays. Significant sources of delay included:

Heavy traffic in Center City, Philadelphia resulting in delays at the Walter Rand Transportation Center during the evening rush hour on March 7th;

Inclement weather, which caused hazardous road conditions around the state on March 8th;

An accident on the inbound side of the Ben Franklin Bridge, which resulted in delays at the Walter Rand Transportation Center during the morning rush hour on March 16th; and

Snow and freezing rain that caused hazardous conditions and gridlock on Route 495, resulting in delays around the Port Authority Bus Terminal on March 23rd.

The 12-month average for Bus On Time Performance for April 2004 - March 2005 was 91.3%, 0.7 of a percentage point above the average for the previous 12-month period.

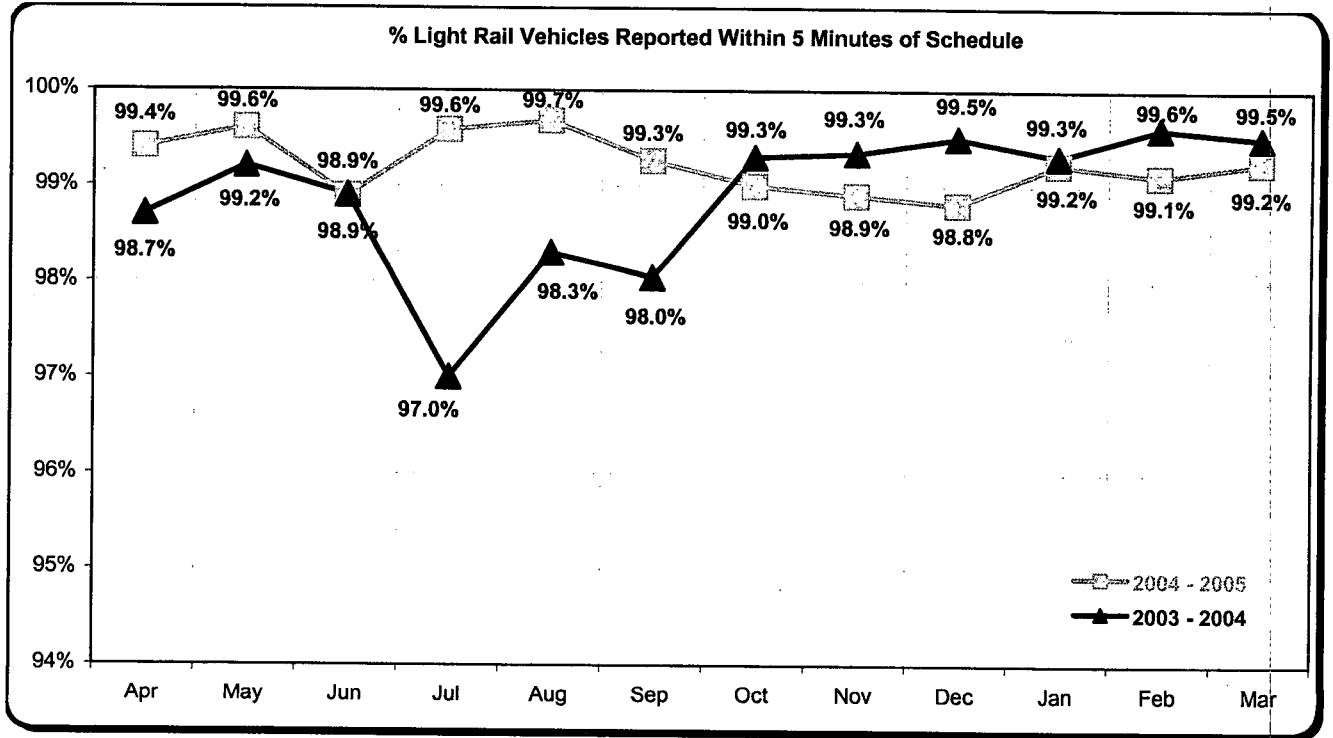
\*Note: Includes the Walter Rand Transportation Center, Atlantic City Bus Terminal, Port Authority Bus Terminal, and Newark Penn Station

# NJ TRANSIT

## ON TIME PERFORMANCE

### HUDSON BERGEN LIGHT RAIL

#### APRIL 2003 - MARCH 2005



	2004	2005	# Change
March Comparison	99.5%	99.2%	-0.3%

	2003 - 2004	2004 - 2005	# Change
12-Month Average April - March	98.9%	99.2%	0.3%

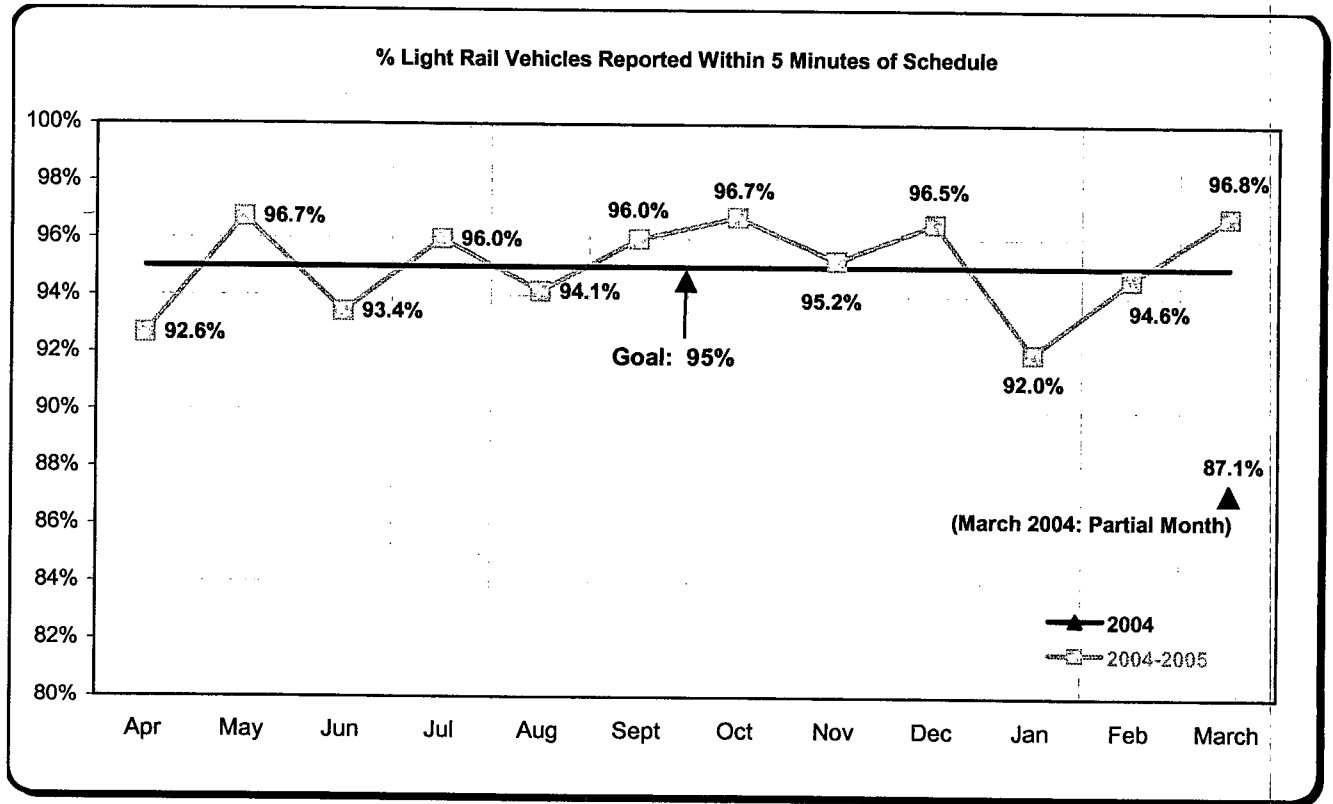
**Analysis:**

Hudson Bergen Light Rail (HBLR) On Time Performance for March 2005 was 99.2%, slightly below the 99.5% rate of March 2004. Of the 16,536 scheduled trips, 126 (or 0.8%) were delayed. Significant sources of delay included:

- A signal malfunction on March 3rd;
- A car blocking the tracks on March 13th; and
- A track circuit malfunction on March 14th.

The 12-month average for HBLR On Time Performance for April 2004 - March 2005 was 99.2%, 0.3 of a percentage point above the average for the previous 12-month period.

# NJ TRANSIT ON TIME PERFORMANCE River LINE APRIL 2004 - MARCH 2005



OTP Monthly Comparison	2005		# Change
	February	March	
	94.6%	96.8%	2.2%

OTP - Year To Date 95.1%

**Analysis:**

The River LINE's On Time Performance for March 2005 was 96.8%, 2.2 percentage points above the 94.6% level for the previous month. Of the 3,031 trips scheduled for the month, 98 delays were reported. The majority of the delays were due to inclement weather during the month. Major sources of delay included:

A track obstruction caused by a car on the tracks in Burlington City on March 2nd;

An equipment malfunction on March 14th; and

Delays due to high water in Camden streets, which resulted in the cancellation of trips between the Walter Rand Transportation Center and the Entertainment Center on March 28th. On the same day, there were also a number of delays due to a signal malfunction.

Year-to-Date On Time Performance for the River LINE is 95.1%, surpassing the established goal of 95.0%.

# **ACTION ITEMS**

**ITEM 0504-13: AUTHORIZATION FOR FARE POLICY AND FARE CHANGE PROPOSALS****BENEFITS**

At the January 19, 2005 Board meeting, NJ TRANSIT staff presented its preliminary Fiscal Year 2006 Budget that included an initial fare policy and fare change proposal (Exhibit 1).

***Initial Fare Proposal***

- 1) An initial average of nearly 15 percent fare increase effective July 1, 2005.
- 2) A series of pricing and ticketing changes, including:
  - Rail and interstate bus fares would increase 13.3 percent.
  - The rail off-peak round trip discount would be reduced to 12.5 percent.
  - Certain Main Line and Pascack Valley Line fares would increase an additional five percent to address long-standing differences between those fares and rail fares charged for comparable trips elsewhere in the NJ TRANSIT system.
  - A standard \$3.10 Change-In-Terminal fee for Newark-Penn or Hoboken tickets used for travel to New York-Penn.
  - Local Bus, Newark City Subway, River LINE, Access Link and Bus Contract Carriers single trip fares would increase from \$1.10 to a base level of \$1.25.
  - Hudson-Bergen Light Rail single trip fare would increase from \$1.50 to a base level of \$1.75.
  - The cost of monthly passes would not increase for local bus, Newark City Subway, River LINE, Hudson-Bergen Light Rail and Bus Contract Carriers
  - Systemwide interchangeability of monthly passes between transit modes, based on the price paid.
  - #351 New York-Meadowlands Sports Complex fares would increase from \$3.50 to \$4.50.
  - Newark Airport Rail Station to Penn Station New York rail fares would increase from \$11.55 to \$14.00.
  - The Special Excursion Weekend Rail ticket would be discontinued.
  - The Ozone Pass program fare would increase from \$1.00 to \$1.25.
  - The George Washington Bridge fare would increase from 1.00 to \$1.25.

Acting on the proposal, 13 public hearings and information sessions throughout the state and New York City were held to receive public comments on the proposed fare changes. Public input was also sought through letters and e-mails from the public. A special notice was also distributed on all NJ TRANSIT buses, trains and light rail vehicles.

The public hearings and information sessions were held on seven dates beginning on February 15, 2005 and ending on February 26, 2005 (Exhibit 2). Two hundred fifteen people attended the hearings and information sessions, and 154 testified on the fare policy and fare increase proposals. In addition, 322 letters and e-mails were received from January 19, 2005 through February 26, 2005. The hearing officers' reports are set forth in Exhibit 3. Transcripts of the hearings were prepared and distributed to the Board of Directors and to staff.

Approximately 20 percent of comments focused on the proposed fare change, while the majority of comments related to service, equipment, facilities and communications. They identified the need for NJ TRANSIT to continue to identify ways to cut costs to reduce the fare increase package, and spoke directly about the need for a stable and secure funding source to insulate the public from unpredictable fare increases.

#### Emails Received

A total of 309 emails were received; some of the emails contained multiple comments. These comments include:

- 116 comments expressed dissatisfaction with general service.
- 95 comments related specifically to the proposed fare change.
- 82 comments related to rail service.
- 61 comments related to equipment and facilities.
- 31 comments related to communications.
- 29 comments related to customer service.
- 15 comments related to funding issues.
- 92 additional issues were tallied.

#### Letters Received

Thirteen letters were received during the public comment period. Elected officials and advocacy groups raised concerns regarding a stable source of funding for transit, Transportation Trust Fund renewal, and fare increases. Individuals focused on service, equipment, customer service, and fare issues.

#### Written Testimony Received

Nine pieces of written testimony were received. These focused on fare, service and funding issues.

After reviewing the transcripts of the hearings and information sessions, all of the correspondence, and the hearing officers' reports, staff seeks Board approval of a revised fare increase and fare policy recommendation.

### ***Final Fare Recommendation***

The final recommendation follows:

- Rail and interstate bus fares will increase 9.9 percent instead of the 13.3 percent initially proposed, a reduction of more than 25 percent. These fares will be rounded to the nearest \$0.25.
- The cost of monthly passes will not increase for local bus, Newark City Subway, River LINE, Hudson-Bergen Light Rail and Bus Contract Carriers.
- Rail monthly passes will be interchangeable on bus and light rail services based on the price paid.
- Feeder fares will be free with the use of a rail monthly or weekly pass.
- The rail off-peak round trip discount will be reduced from 25 percent to 15 percent instead of the 12.5 percent initially proposed.
- Bus monthly passes of two fare zones and greater will be accepted on Hudson Bergen Light Rail.
- The Rail Change-In-Terminal fee structure will be \$2.00 and \$3.00, depending on boarding location, instead of the universal \$3.10 initially proposed.
- The Intra-Camden bus fare structure will be eliminated.
- Local bus, Newark City Subway, River LINE, Access Link and Bus Contract Carriers single trip fares will increase to a base level of \$1.25.
- Hudson-Bergen Light Rail single trip fare will increase to a base level of \$1.75.
- Certain Main Line and Pascack Valley Line fares will increase an additional 5 percent to address long-standing differences between those fares and rail fares charged for comparable trips elsewhere in the NJ TRANSIT system.
- #351 New York-Meadowlands Sports Complex fares will increase from \$3.50 to \$4.50.
- Newark Airport Rail Station to Penn Station New York rail fares will increase from \$11.55 to \$14.00.
- The Special Excursion Weekend Rail ticket will be discontinued.
- The Ozone Pass program fare will increase from \$1.00 to \$1.25.
- The George Washington Bridge fare will increase from 1.00 to \$1.25.

Overall, these actions result in an average systemwide fare increase of 11.5 percent that will generate \$48 million annually. The fare changes will be implemented on July 1, 2005.

A listing of existing and recommended fares is found in Exhibit 4.

## PURPOSE

In January 2005, NJ TRANSIT outlined its Fiscal Year 2006 preliminary budget, including a proposed average fare increase of nearly 15 percent to cover the cost of new and expanded services, inflation, and spiraling fuel and security expenses. The preliminary budget identified \$60.6 million of revenue that would need to be generated through a fare increase.

In response to Acting Governor Codey's direction and that of the Board of Directors, management has identified internal efficiencies and commercial revenue enhancements that reduce the needed fare revenue by more than 20 percent – from \$60,600,000 to \$48,000,000.

The efficiencies include \$8,400,000 in savings from freezing senior management salaries; vacancy management and overtime expense reduction; restrictions on travel and training; and renegotiating third party service contracts. Additional commercial revenues of \$4,200,000 will be generated by a (grandfathered) cross-border leveraged lease transaction and innovative new advertising contracts.

NJ TRANSIT held thirteen public hearings and information sessions throughout the State and New York City between February 15 and February 25, 2005 for the purpose of presenting the preliminary Fiscal Year 2006 Budget and Fare Proposal. NJ TRANSIT welcomed public recommendations regarding the proposal and has, accordingly, incorporated multiple changes in its recommended final fare plan.

Staff is seeking Board approval of that final fare plan, to take effect on July 1, 2005. The cost of monthly bus and light rail passes will not increase. System ticket interchangeability will be encouraged through several programs: feeder fares will be free for all rail monthly and weekly ticket holders, rail monthly tickets will be honored on local buses across the system based on the value of the monthly pass, and monthly bus passes of two zones or greater will be honored on the Hudson-Bergen Light Rail system. Commuter rail and interstate bus fares will increase by only 9.9 percent, 25 percent below the proposed 13.3 percent. Single ride trips on Local Bus, Newark City Subway, River LINE, Access Link and Bus Contract Carriers will increase to a base fare level of \$1.25. Single ride trips on Hudson-Bergen Light Rail will increase to a base fare level of \$1.75. The intra-Camden bus fares will be eliminated. In addition, the Rail Off-Peak Round Trip ticket discount will be retained at 15 percent. The Rail Change-In-Terminal fee structure will be \$2.00 and \$3.00, depending on boarding location, rather than the proposed \$3.10 flat fee.

**ACTION**

Staff seeks authorization to take all actions necessary to implement the fare policy and fare change proposals set forth in this item and related exhibits.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Fare Increase Averaging 11.5 percent, to be effective July 1, 2005
<b>Total Project Cost:</b>	N/A
<b>Projected Date of Completion:</b>	N/A
<b>Anticipated Source of Funds:</b>	N/A
<b>DBE Goal:</b>	N/A
<b>Related/Future Authorizations:</b>	N/A
<b>Impacts on Subsequent Operating Budgets:</b>	\$48,000,000 revenue annually

## RESOLUTION

**WHEREAS**, NJ TRANSIT proposed a preliminary Fiscal Year 2006 Budget and Fare Increase program on January 19, 2005; and

**WHEREAS**, NJ TRANSIT authorized the holding of public hearings and information sessions on a Fiscal Year 2006 preliminary budget gap of a \$60,600,000 and a proposed 15 percent average fare increase; and

**WHEREAS**, NJ TRANSIT requested letters and e-mails and held 13 public hearings and information sessions throughout New Jersey and New York City between February 15 and February 25, 2005; and

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

**WHEREAS**, NJ TRANSIT has been able to reduce the increase required from fare revenues by more than 20 percent, from \$60,600,000 to \$48,000,000; and

**WHEREAS**, as a result of the reduced budget gap and a review of the correspondence and public hearings, staff has modified the originally proposed fare increase and has recommended the changes set forth in this Board item;

**NOW, THEREFORE, BE IT RESOLVED** that the recommended fare proposal with an average increase of 11.5 percent is adopted for implementation on July 1, 2005; and

**BE IT FURTHER RESOLVED**, that the Executive Director is authorized to take whatever actions are necessary to implement these proposed fare increases.

**NEW JERSEY TRANSIT CORPORATION**

**EXHIBITS**

- Exhibit 1: Fiscal Year 2006 Budget and Fare Proposal
- Exhibit 2: Public Hearing Locations
- Exhibit 3: Hearing Officers' Reports
- Exhibit 4: Fare Chart – Current and Proposed Fares

**EXHIBIT 1**

**FISCAL YEAR 2006 BUDGET AND FARE PROPOSAL**

# **NJ TRANSIT**

---

## **Fiscal Year 2006 Budget and Fare Proposal**

### **Fiscal Year 2006 Budget Considerations**

---

- NJ TRANSIT's basic inflation-driven costs
  
- Certain cost factors growing at a rate above general inflation
  
- NJ TRANSIT's recent system expansions and service improvements
  
- Lack of certain non-fare revenue opportunities

## **Basic Inflation**

---

- The base operating budget is \$1.4 billion.
  
- A 3% rate of inflation adds \$40 million in additional expense growth

3

## **Extraordinary Costs**

---

- Several key cost components are increasing faster than general inflation
  - Diesel fuel
  - Security costs

4

## **Fuel Costs**

---

- Fuel costs projected to be 46% higher than FY 2005 budget, or \$15 million
- Uncertainty of fuel price increases results in a potential exposure in FY 2006 of \$15 to 20 million

5

## **Increased Security Needs**

---

- Security expenses since 9/11 have grown by \$13 million annually
- Annual Police budget has nearly doubled from \$15 million to \$28 million

6

## **Expanded and New Service**

- Significant increases in rail service
  - 86 more weekday/105 weekend trains
  
- More bus service
  - Increased service on 47 bus routes
  
- 11,000 new parking spaces

7

## **Expanded and New Service**

- New rail connections
  
- Light rail service expansion

8

### **Revenue Sources Are Not Available**

- State operating assistance is assumed to remain flat
- Use of capital funds for operating expenses capped
- Federal policy precludes using leveraged lease transactions

9

### **Projected Operating Budget Shortfall**

FY 2006 operating budget shortfall

**\$60.6 million**

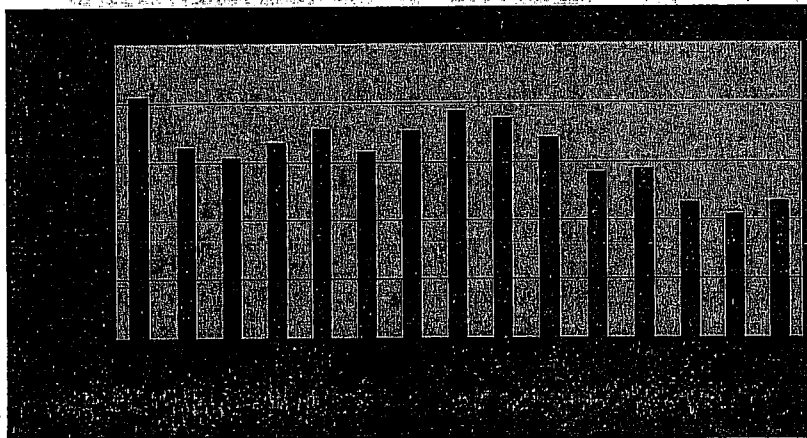
10

## We're Focused on Cutting Costs

- Cut \$50M in administrative expenses since 2002
- The objective is to reduce the ultimate FY 2006 budget gap

11

## Farebox Recovery Ratio FY 1991 – FY 2005



12

## Fare Increases A Last Resort

- Fares raised once in 14 years
- Fares increased 10%
- Consumer Price Index rose 48%

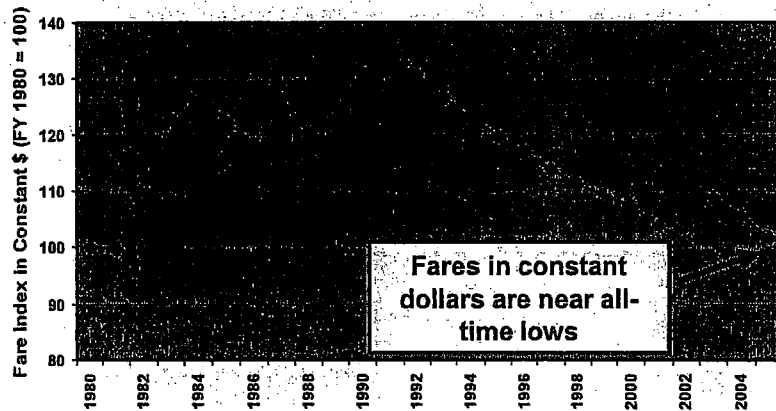
13

## Fare Increase History

Date Implemented	Avg. % Fare Increase
July 1980	11%
July 1981	22%
July 1982	17.5%
Sept. 1983	9%
July 1986	10.6%
May 1988	9%
May 1989	12.5%
July 1990	9%
April 2002	10%

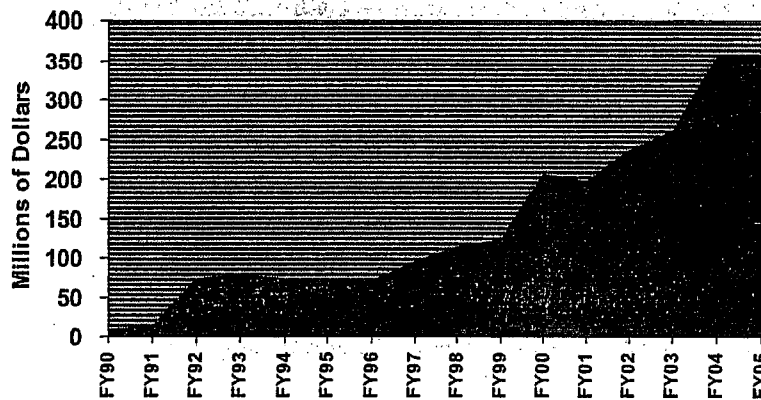
14

## NJ TRANSIT Fares In Constant Dollars



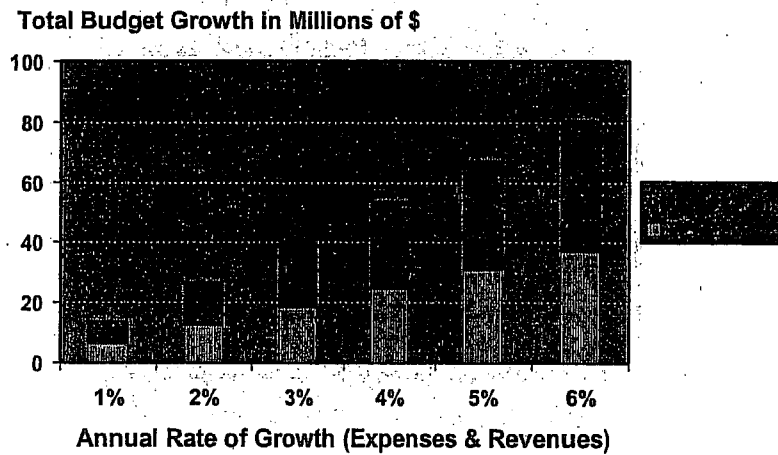
15

## Operating Costs Funded By Capital Dollars



16

## Future Budgets Continue to Face Challenges



17

## Fare Hearing

- Basic elements of the fare proposal
- Collect customer input on specific elements of the proposal and ideas on how it might be improved

18

## Fare Proposal

- Maximum yield with lowest impact on fares
- Encourage intermodal travel through ticket interchangeability

19

## Average Fare Increase

	Rail	Commuter Bus	HBLR	Local Bus City Subway	River LINE
Single Ride	13.3%	13.3%	16.7%	13.3%	13.3%
Monthly Pass	13.3%	13.3%	0.0%	0.0%	0.0%
Off Peak Round Trip	13.3% + Discount 12.5%				
<i>Summary</i>		<i>15.0% Average</i>		<i>\$60.6 M Yield</i>	

## Components of Fare Proposal

- 13.3% base increase in most fares
- Reposition pricing in some markets
- Enhance interconnectivity within NJ TRANSIT services

21

## Components of Fare Proposal

- Local Bus, Subway, River LINE
  - Average 13.3% increase on single trips
  - One Zone fare \$1.25
  - ***NO INCREASE ON MONTHLY PASS***

22

## Components of Fare Proposal

- Hudson-Bergen Light Rail
  - One Zone fare \$1.75
  - ***NO INCREASE ON MONTHLY PASS***

23

## Components of Fare Proposal

- Interstate and Commuter Bus
  - Average 13.3% increase on one-way tickets
  - Average 13.3% increase on Interstate Bus monthly pass

24

## **Components of Fare Proposal**

### **■ Rail**

- Average 13.3% increase on one-way tickets
- Average 13.3% increase on Rail monthly pass
- Average 13.3% increase on off-peak round-trip tickets and discount reduced from 25% to 12.5%

25

## **Components of Fare Proposal**

### **■ Rail**

- Additional 5% increase for certain stations in Bergen County
- Standard \$3.10 fee to upgrade a Newark-Penn or Hoboken ticket to travel to NY-Penn

26

## **Components of Fare Proposal**

- Systemwide Interchangeability
  - Monthly Passes honored on other NJ TRANSIT services

27

## **Fare Proposal Summary**

- Maximum yield with minimum impact
- Encourage intermodal travel
- Average fare increase - 15%
- Local Bus and Light Rail monthly - 0%
- Reduction of rail off-peak discount

28

## **Conclusion**

---

- NJ TRANSIT FY2006 budget gap projected to be \$60.6 million
- Fare proposal aimed to close immediate budget gap
- Efforts underway to bring down costs and ultimate magnitude of fare increase
- Future requires funding fix

29

**EXHIBIT 2:**  
**PUBLIC HEARING LOCATIONS**

# FARE INCREASE PUBLIC HEARINGS SCHEDULE

FEBRUARY 2005

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
14	15	16	17	18	19
	<p><b>Passaic County Admin. Bldg.</b> Freeholders' Board Room 401 Grand Street Paterson, NJ 07505 5:30 - 8:30 pm</p>	<p><b>Camden City Hall</b> City Council Chamber, Room 201 520 Market Street Camden, NJ 08102 5:30 - 8:30 pm</p>	<p><b>NJ TRANSIT Headquarters</b> Board Room One Penn Plaza East Newark, NJ 07105 5:30 - 8:30 pm</p>		
	<p><b>NJ Dept. of Env. Protection</b> Public Hearing Room, 1st Floor 401 E. State Street Trenton, NJ 5:30 - 8:30 pm</p>	<p><b>John Wiley &amp; Sons, Inc.</b> 2nd Floor, Cafeteria 111 River Street Hoboken, NJ 5:30 - 8:30 pm</p>	<p><b>Somerset County Admin. Bldg.</b> Freeholders' Meeting Room 20 Grove Street Somerville, NJ 08876 5:30 - 8:30 pm</p>		
21	22	23	24	25	26
	<p><b>Summit City Hall</b> Council Chambers/Courtroom 512 Springfield Avenue Summit, NJ 07901 5:30 - 8:30 pm</p>	<p><b>Atlantic City Convention Center</b> Meeting Room #301 One Miss America Way Atlantic City, NJ 08401 5:30 - 8:30 pm</p>	<p><b>Bergen County Freeholders</b> Freeholders' Public Meeting Room One Bergen County Plaza Hackensack, NJ 07601 5:30 - 8:30 pm</p>		<p><b>Edward J. Bloustein School</b> Special Events Forum 33 Livingston Avenue New Brunswick, NJ 1:00 - 4:00 pm</p>
	<p><b>Monmouth County Library</b> Rooms 1 &amp; 2 125 Symmes Drive Manalapan, NJ 07726 5:30 - 8:30 pm</p>	<p><b>Port Authority Bus Terminal</b> Times Square Hall 625 Eighth Avenue New York, NY 10018 5:30 - 8:30 pm</p> <p><b>(INFORMATION SESSION)</b></p>	<p><b>Toms River Park &amp; Ride</b> Lobby 400 Highland Parkway South Toms River, NJ 08763 5:30 - 8:30 pm</p>		<p><b>(INFORMATION SESSION)</b></p>

**EXHIBIT 3:**  
**HEARING OFFICERS' REPORTS**

**Hearing Officer's Report**  
**Public Hearing - February 15, 2005**  
**New Jersey Department of Environmental Protection**  
**Trenton, New Jersey**  
**Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 20 people attended the hearing and 12 individuals spoke for the record.

There was a speaker who was the Director, New Jersey Sierra Club, who stated that increases in transit fares result in decreases in transit ridership. He further stated that the off-peak discounts encourage flex hours and reduce the stress on transit's infrastructure. He stated that the State needed to develop a stable source of funding to subsidize mass transit.

There was a speaker who represented the New Jersey Association of Railroad Passengers, and who is a rail customer, who presented the argument for a stable, secure and substantial funding mechanism that deals solely with the operational requirements of the state's mass transit service providers. He also stated that off-peak riders are being asked to shoulder a disproportionate amount of the fare increase.

One speaker suggested that revenues from a gas tax should be used to fund mass transit and that land use and property tax assessments should be redirected to fund mass transit.

There was one bus customer who objected to the fare increase and suggested that passengers ought to be able to use a bus pass on the rail system. She also stated that much of the information she received from customer service was inaccurate.

There were seven rail customers who were generally opposed to the fare increase. Two of them were particularly concerned about the reduction in the off-peak discount and one stated that a modest increase would be acceptable. They had the following suggestions/comments:

- 1 Tax gas so automobile usage becomes more expensive, thus encouraging people to use mass transit.
- 1 It is time for the State to find a mass transit funding system
- 1 Divert turnpike and parkway funds to mass transit
- 1 Increase the gas tax to fund NJT
- 1 NJT needs more commuter funding

There was one Access Link user who stated that increases in fares would affect Access Link users dramatically. She requested more public transit between the New Jersey Shore and New Brunswick and Trenton and questioned the need for specified transfer points for Access Link users in those circumstances when there was only one user on the trip.

Generally, the speakers objected to the amount of the fare increase and the reduction in the off-peak discount and suggested that other sources of funding for mass transit be found.

Respectfully submitted,



Joyce C. Gallagher  
Hearing Officer

**Hearing Officer's Report  
Public Hearing – February 15, 2005  
Passaic County Administration Building – Paterson, NJ  
Re: Proposed Fare Policy and Fare Change**

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

Two organizations presented statements:

1. The first speaker was a representative of the Tri-State Transportation Campaign, who presented the case for a dedicated funding mechanism for NJ TRANSIT. A copy of this organization's statement is included within the hearing record.
2. The second speaker was a representative of the Sierra Club, who stressed the need to establish a dedicated funding mechanism for NJ TRANSIT and undertake cost economies before implementation of any fare increase.

The third speaker detailed a number of experiences using NJ TRANSIT which suggest the system is not operated as efficiently as possible. Addressing issues of operating inefficiencies would mitigate the need for fare increase.

The remaining two speakers were individuals with disabilities who use the Access Link system on a regular basis. They both requested NJTRANSIT not increase Access Link fares as a part of this proposal as this impacts a segment of the riding public least capable of absorbing increased costs.

Respectfully submitted,



Glenn Ridsdale  
Hearing Officer

**Hearing Officer's Report  
Public Hearing - February 16, 2005  
Camden City Hall Council Chambers  
Camden, New Jersey  
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 15 people attended the hearing and 10 individuals spoke for the record.

The first speaker was the President of the Delaware Valley Association of Rail Passengers. He stated that a fare increase to cover inflation is acceptable but one that goes significantly above that is excessive and unacceptable. He strongly urged NJT management to reassess its current fare proposal and devise a stable, secure and substantial permanent funding mechanism to moderate NJ TRANSIT's annual operational funding shortfall.

The second speaker was the Director, Voices of Progress, and a bus and light rail customer. He discussed two specific issues with respect to fare collection: abuse of the monthly bus pass and fare payment avoidance on the River LINE. He further stated that the River LINE was the cause of NJ TRANSIT's budget shortfall.

One speaker was the President and CEO of Global Substance Abuse Coalition in Camden, New Jersey. She suggested that individuals should pay fares on a sliding scale according to income. She also suggested that buses should be equipped with seat belts and that there should be better lighting at bus stops.

There were one speaker who was a bus, rail and light rail customer. He stated that the fare increase should cover higher operating costs but not discourage mass transit usage. He suggested that, between Philadelphia and Atlantic City, bus fares should be decreased and rail fares increased to close the fare gap between the two services. He also suggested that bus routes in South Jersey should be restructured to tap new markets, draw new riders and add revenue, and complement rail service.

There were six bus customers at the hearing who had the following suggestions/comments:

- 1 Eliminate the Intra-Camden fare.
- 1 Implement a bus monthly pass at the senior citizen reduced rate
- 1 Provide additional bus service to western Atlantic County
- 1 Install cameras on buses for better security
- 1 User amenities at Ben Franklin Bridge Plaza need to be improved

Respectfully submitted



Joyce C. Gallagher  
Hearing Officer

**Hearing Officer's Report  
Public Hearing – February 16, 2005  
Wiley Building – Hoboken, NJ  
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 20 people attended the hearing and spoke for the record.

Three organizations presented statements:

1. Two representatives of the Lackawanna Rail Coalition presented separate statements. They objected to the proposed fare increase. They highlighted the inequity between the increase for mass transit users and the failure to raise the gas tax for motorists. They urged NJ TRANSIT to find a smaller off-peak rail increase, saying that the proposed hike will drive discretionary riders away. In a later statement, said that there is a critical need to address the funding deficit and offered their support for management and the riders. A prepared statement was provided for the record.
2. A representative of the Tri-State Transportation Campaign presented a prepared statement, citing the difference between this increase for transit users and the fact that NJ auto users are taxed on fuel at the 4<sup>th</sup> lowest rate in the country. Said that if the fare hike is unavoidable, we should be addressing the long term issues with a dedicated revenue source for transit. He reference the findings of the Blue Ribbon Commission report and applauded NJ TRANSIT for putting the greater burden on the rail passengers with this fare proposal. A copy of a prepared statement was provided.
3. Two representatives from the New Jersey Association of Rail Passengers (NJARP) presented statements. They said that the proposed fare increase takes unfair advantage of seniors and off peak users, while favoring commuters. Cited 'white elephants' built in the system in the past three years, and complained about the effectiveness of the publicity for Secaucus. Also said that there should not be an increase to \$3.10 just for going through the turnstiles at Secaucus. The NJARP will make a formal presentation tomorrow to share their response.

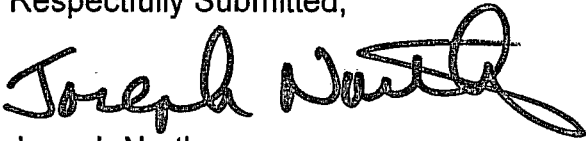
Nine individuals offered a range of comments in opposition to the proposed fare increase. Among the specific points raised were the following:

1. For working class people and senior citizens, it is very difficult to come up with the increase in fares.
2. The increase for the use of Secaucus [turnstiles] is too high at \$3.10.
3. Was there a feasibility study done to investigate the agency costs?
4. Identify dedicated funding – use customers to help lobby for that.

There were five other speakers who did not specifically oppose the fare increase but asked for various system improvements. These included:

1. NJ TRANSIT should have anticipated and budgeted for the increase in fuel costs.
2. Changes on the rail system have eliminated popular trains.
3. Need better information on the web site for senior citizen fare impacts.
4. Need to improve safety and customer services.
5. Establish a customer advisory group for feedback [like PATH].
6. To help parking shortages, NJ TRANSIT should establish more bus service to train stations.
7. Use NJ Turnpike tolls to fund transit.
8. Too many crowded buses in Hoboken.

Respectfully Submitted,

A handwritten signature in black ink that reads "Joseph North". The signature is written in a cursive, flowing style with a large initial "J" and a long, sweeping underline.

Joseph North  
Hearing Officer

**Hearing Officer's Report  
Public Hearing - February 17, 2005  
New Jersey Transit Headquarters  
Newark, New Jersey  
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 34 people attended the hearing and 29 people spoke for the record.

There was one speaker for the New Jersey Association of Railroad Passengers, who also spoke for the Lackawanna Coalition. In addition, three other speakers represented the Lackawanna Coalition. The theme for each of these speakers was dedicated funding, opposition to the fare increase and in particular, the off-peak fare increase.

One elected official attended the hearing and spoke for the record. Mayor and Assemblyman Hackett (27<sup>th</sup> District) spoke on behalf of people in his district who could not afford the impact of the proposed fare increase. He indicated the fare increase would be a hardship on many of his constituents.

Also, Mr. Dan O'Connell, New Jersey State Director for the United Transportation Union, spoke on behalf of the fare increase and in support of dedicated funding for NJ TRANSIT.

While there were 29 speakers, the following is a listing of the issues raised:

- 9 Against fare increase for off-peak riders.
- 7 Against fare increase.
- 7 Presented various Access Link issues.
- 6 Presented various Bus Service issues.
- 6 Complained of train delays.
- 2 Identified the need for dedicated funding.
- 3 Spoke of security concerns.
- 2 Spoke of impact of fare increase to poor and handicapped.
- 1 Discussed rail comfort.
- 1 Indicated that the public notice for the hearing was improper.
- 1 Complained of customer service responses.

While the primary theme was opposition to the proposed fare increase, other concerns related to rail, bus and Access Link service and customer sensitivity.

Respectfully submitted,

  
Frank J. Hopper  
Hearing Officer

**Hearing Officer's Report**  
**Public Hearing – February 17, 2005**  
**Somerset County Administration Building – Somerville, NJ**  
**Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:40 p.m. and lasted until 8:30 p.m. A total of 12 people attended the hearing and 7 individuals spoke for the record.

Three organizations presented statements:

1. A representative of the Raritan Valley Coalition, presented a statement opposing the fare change proposal. Specific areas of concern which were highlighted included the change in the off-peak discount, the need for a dedicated funding source, and increased cost economies in daily operations. A copy of this organization's statement is included within the hearing record.
2. A representative of the Committee for Better Transit presented a statement opposing the fare change proposal. Specific areas of concern included the change in the off-peak discount, better marketing of the off-peak options such as employed by METRA (Chicago) and Trans-Bridge Lines as well as greater operating efficiencies such as electronic fare collection. A copy of this organization's statement is included within the hearing record.
3. A representative of the regional Plan Association presented a statement stressing the importance of a stable long-term funding source for NJ TRANSIT which will help to eliminate the use of capital funds for operating expenses and ensure maintenance is not deferred. A copy of this organization's statement is included within the hearing record.

Four individuals offered comments generally opposed to a fare increase. These individuals raised the following issues:

- 3 – There should be no increase in off-peak fares
- 2 – Minimize inefficiencies and eliminate poor performing services
- 2 – Implement greater cost efficiencies in operations
- 1 – Establish dedicated funding sources not dependent upon fare revenues

The general sentiment of the speakers was that fares should not be increased as much as the present proposal, especially as it relates to off-peak fares, and that greater efficiencies and dedicated funding sources should be implemented to minimize the impact upon individual commuters.

Respectfully submitted,



Glenn Ridsdale  
Hearing Officer

**Hearing Officer's Report  
Public Hearing - February 22, 2005  
Monmouth County Library Headquarters  
Manalapan, New Jersey  
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 17 people attended the hearing and 9 people elected to speak for the record.

We had one speaker for the New Jersey Association of Railroad Passengers speaking against the off-peak fare increase and in favor of stable funding for NJ TRANSIT.

The following issues were raised and the number of instances are indicated:

- 2 Against increased fare to off-peak riders and supported dedicated funding.
- 2 Issues of courtesy and respect from rail crews
- 2 Ten-trip discount—only transit system that does not offer a discount on this ticket.
- 1 Location of hearing not fair for rail riders.
- 1 Against senior citizen discount being reduced.
- 1 Secaucus Transfer Station adds to delay on Coastline travel.
- 1 River Line fares are low compared to comparable trip on commuter rail.
- 1 Need dedicated lanes on Route 9 into Garden State Parkway and also at New Jersey Turnpike Exit 11.
- 1 Reducing fares may increase ridership.
- 1 Increase fares in small increments; i.e., 2-3 percent annually.
- 1 Public transportation is very essential.

As can be seen from the foregoing comments, the themes were varied and reflected a basic caution against a large fare increase.

Respectfully submitted,

  
Frank J. Hopper  
Hearing Officer

Hearing Officer's Report  
Public Hearing – February 22, 2005  
Summit, NJ

36139

Re: Proposed Fare Policy and Fare Change

The public hearing opened at 5:35 p.m. and lasted until 8:30 p.m. A total of 30 people attended the hearing and 25 individuals spoke for the record.

The first speaker was Mayor Jordan Glatt, who presented the case that a fifteen percent increase is too high. The Mayor also expressed his concern that Summit Station is being neglected in regard to cleanliness.

There were several speakers representing the Lackawanna Coalition, who consistently expressed opposition to the elimination of the off-peak discount. They felt that elimination of the discount unfairly impacts periodic, lower income and intra-state riders. They also criticized the State for ignoring a sustainable solution to the operating budget problem. They consistently communicated that the gas tax should be increased to address NJ TRANSIT's budget crisis so that the financial burden is not unfairly placed on mass transit users.

One speaker represented the New Jersey Association of Railroad Passengers (New Jersey ARP), who expressed that New Jersey ARP is disappointed with the substance, structure and timing of the proposed fare increase proposal. Also presented the case that New Jersey has no independent funding operational mechanism intact to fund mass transit operational needs.

One speaker representing the New Jersey JDDC, Monday Morning Network of New Jersey, raised the issue of accessibility for disabled persons at several NJ TRANSIT stations.

Two speakers opposed the Lackawanna cut-off project, which they felt would primarily benefit Pennsylvania residents and the financial burden would fall on New Jersey.

Two to three speakers expressed alarm and opposition to the "garbage" freight trains that were rumored to be attempting to use the M & E Lines through Summit.

One speaker commented that the fare proposal notice was not in the NJ Register and that there may be a legal challenge on the notice period. He also indicated that the increase would require a "job impact study" prior to the implementation of the increase.

There were several rail customers at this session who were generally opposed to the fare increase. They raised the following issues:

- Overcrowding
- Poor, inaccurate communications
- Reliability
- Service frequency/gaps in service
- Rude conductors

The general sentiment of the speakers was that fares should not be increased as much, and if there is an increase, there should be improvements in service that are implemented.

Respectfully submitted,

  
James Zullo  
Hearing Officer

**Hearing Officer's Report  
Public Hearing - February 23, 2005  
Atlantic City Convention Center  
Atlantic City, New Jersey  
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 10 people attended the hearing and 9 individuals spoke for the record.

There was a speaker who represented the New Jersey Association of Railroad Passengers, and who is a rail and light rail customer, who presented the argument for a stable, secure and substantial funding mechanism that deals solely with the operational requirements of the state's mass transit service providers. He also stated that off-peak riders are being asked to shoulder a disproportionate amount of the fare increase.

One speaker represented the ARC of Atlantic County. She objected to the fare increase because she and her co-workers are on tight budgets and fixed incomes. She also requested that the twenty-minute window for the Access Link pick-up be expanded.

One speaker represented the Green Party of New Jersey. He requested bus service from the Woodlands section of Atlantic County to the Hamilton Mall and the establishment of a transit center in Hamilton Township. He also suggested that NJ TRANSIT increase the use of natural gas-powered and hybrid buses.

Two speakers represented the Coalition for Peace and Justice of South Jersey. Both speakers objected to the fare increase. One speaker identified the need for dedicated funding and for an increase in bus service in Cumberland, Salem and Gloucester Counties.

One speaker suggested the use of casino-generated revenues to fund mass transit.

There were three bus customers at the hearing. They had the following suggestions/comments:

- 1 Eliminate the Intra-Camden fare
- 1 Restore Camden-Wildwood-Cape May bus service
- 1 Provide additional bus service to Baltic Plaza in Atlantic City
- 1 Provide additional bus service to western Atlantic County

The general sentiment of the speakers was that there was a need for additional bus service in Atlantic, Cumberland, Salem and Gloucester Counties.

Respectfully submitted,



Joyce C. Gallagher  
Hearing Officer

**Hearing Officer's Report  
Public Information Session – February 23, 2005  
Port Authority Bus Terminal – New York, NY  
Re: Proposed Fare Policy and Fare Change**

The information session opened at 5:50 p.m. and lasted until 8:30 p.m. A total of 7 people attended the session and 5 individuals spoke for the record.

The first speaker was a representative of the Tri-State Transportation Campaign, who presented the case for a dedicated funding mechanism for NJ TRANSIT.

There was one bus customer who requested additional service during gaps in the morning and evening peak hours on the 137 and 319 bus routes to/from Toms River.

There were three rail customers at this session who were generally opposed to the fare increase. They raised the following issues:

- 1 Need to reduce NJ TRANSIT costs to reduce fare increase
- 1 Problem with Maitik
- 1 Overcrowding
- 1 Poor, inaccurate communications
- 1 Reliability
- 1 Service frequency/gaps in service

The general sentiment of the speakers was that fares should not be increased as much, and if there is an increase, there should be improvements in service that are implemented.

Respectfully submitted,



James Redeker  
Hearing Officer

**Hearing Officer's Report  
Public Hearing - February 24, 2005  
Toms River Park & Ride  
Toms River, New Jersey  
Re: Proposed Fare Policy and Fare Change**

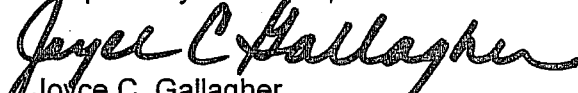
Prior to the commencement of the hearing, one bus customer, who could not wait for the hearing, asked to have his comments noted. He stated that he had no problem with the fare increase, because service was excellent, but believed that the fare increase should be applied evenly to all riders. Specifically, he stated that the monthly bus pass fare should be increased.

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

All eight individuals who spoke were bus customers and all, but one, were generally opposed to the fare increase. Their additional comments/suggestions were as follows:

- 1 Fare hikes would be supported if there were better bus service for Ocean County and bus service from Toms River to Philadelphia
- 1 Fare increases should be distributed evenly among all riders (bus, light rail and interstate bus)
- 1 Fares should not be increased for senior citizens and handicapped individuals.
- 1 More service is required on buses from Toms River to New York City, especially on matinee days.
- 1 On-time performance for departures from New York to Toms River needs to be improved

Respectfully submitted,

  
Joyce C. Gallagher  
Hearing Officer

**Hearing Officer's Report**  
**Public Hearing – February 24, 2005**  
**County Administration Building – Hackensack, NJ**  
**Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 10 people attended the hearing and spoke for the record.

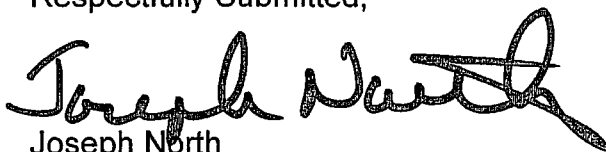
One organization presented a statement:

1. A representative of the Tri-State Transportation Campaign presented a prepared statement, citing the difference between this increase for transit users and the fact that NJ auto users are taxed on fuel at the 4<sup>th</sup> lowest rate in the country. Said that we should be addressing the long-term issues with a dedicated revenue source for transit. Said the problem isn't with NJT but is with the legislators in Trenton. NJ needs to follow the lead of every other major system being operated in the country and dedicate a stable funding source for transit. He said he has attended several of the fare increase hearings and has heard the message from riders calling for dedicated funding. A copy of a prepared statement was provided.

Seven other individuals offered comments regarding the proposed fare increase [some offered multiple comments]. Among the specific points were the following:

1. As a disabled Access Link rider, on a fixed income, it is particularly hard to come up with the increase in fares.
2. Don't raise the prices for the off peak user.
3. Glad to see that the monthly pass cost is not being raised.
4. Agency needs to look at cost efficiencies
5. Fare increases should be done incrementally and more often.
6. The peak directional service on the Pascack Valley line is too restrictive and there needs to be passing sidings put in.
7. NJ needs both a dedicated funding source for transit and a gas tax passed.
8. Discontinue the gates at Secaucus to save costs and boost ridership.
9. Look carefully at specific areas with competitive service before you raise fares and lose riders. Cited examples of Ft. Lee-George Washington Bridge bus services and the rail trip from Newark airport to New York City.

Respectfully Submitted,



Joseph North  
Hearing Officer

**Hearing Officer's Report**  
**Public Information Session – February 26, 2005**  
**New Brunswick, NJ**  
**Re: Proposed Fare Policy and Fare Change**

36144

The information session opened at 1:00 p.m. and lasted until 4:00 p.m. A total of 15 people attended the session and 8 individuals spoke for the record.

The first speaker, who was visually impaired, commented that the proposed fare increases for Access Link would put significant strain on disabled passengers who rely on Access Link for independence.

One speaker indicated that motorists should pay an increase in gas tax to fund NJ TRANSIT. This tax should be looked at as a traffic relief fund and provide an operating subsidy for NJ TRANSIT, help restore the Transportation Trust Fund (TTF), provide money for sidewalk and bike paths and provide tax relief in the way of grants to municipalities for road repair and maintenance.

One speaker questioned why light rail monthly passengers are exempt from the fare increase. She stated that this was unfair and the fare increases should be implemented across the board.

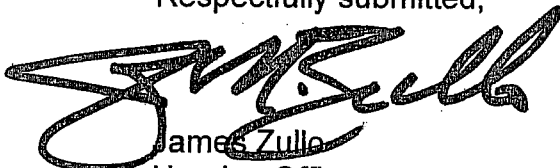
One speaker who travels Northeast Corridor, Coast Line and Bergen Line complained about TVM's taking too long to process tickets (43 seconds) and commuters being unfairly charged a \$5 surcharge when they are unable to purchase a ticket in time. He also complained of the rude and disrespectful nature of conductors and suggested that NJ TRANSIT provide "secret shoppers" to evaluate the level of customer service provided to patrons.

There were several rail customers at this session who were generally opposed to the fare increase. They raised the following issues:

- Overcrowding
- Poor, inaccurate communications
- Reliability
- Service frequency/gaps in service
- Rude conductors

The general sentiment of the speakers was that fares should not be increased as much, and if there is an increase, there should be improvements in service that are implemented.

Respectfully submitted,

  
James Zullo  
Hearing Officer

**Hearing Officer's Report  
Public Comments Received  
Email, Correspondence and Written Testimony**

Emails Received

The public comment period lasted from February 15, 2005, through February 26, 2005. A total of 309 emails were received (136 emails were received prior to February 15, 2005 but are included in this report). 17 duplicate emails were received. 521 total email comments were counted, excluding duplicate emails.

116 comments express dissatisfaction with general service, including:

- 21 Overcrowding
- 12 Hoboken diversions
- 11 Poor bus service
- 11 Winter service problems
- 6 NY Penn Station crowding and boarding problems
- 5 Short trains
- 4 Failure of conductors to collect tickets

95 responses relate specifically to the proposed fare change. The most prevalent comments include:

- 19 Extra 5% increase related to Metro-North historical 'hold downs'
- 13 Increase too high
- 10 Opposition to Change in Terminal Fee proposal
- 8 Opposition to reduction in Off-Peak Round Trip (ORT) discounts
- 7 Commuter rail fare too high

82 comments discuss rail service delays.

61 comments relate to the maintenance of equipment and facilities, including:

- 16 Broken and dirty seats and dirty rail cars
- 15 Rail car door problems
- 9 The condition of and shelter provided by certain train stations
- 4 On-board bathroom condition

31 comments discuss lack of effective announcements regarding delays, including:

- 10 Lack of conductor or public address announcements
- 8 Malfunctioning public address systems on trains or platforms

29 comments relate to customer service, including:

- 15 Rude conductors on board trains
- 7 General customer service

15 comments relate to funding issues, including:

- 10 Dedicated revenue stream

92 additional issues were tallied, including:

- 21 Opposition to perceived subsidies of new projects (Secaucus Junction)

- 12 Lack of express PVL service in New Jersey
- 10 Facilities issues (unrelated to maintenance)
- 6 Need for budgetary transparency

Letters Received

13 letters were received during the public comment period. 6 were received from elected officials and advocacy groups. 7 were received from individuals.

1 additional letter written by an individual was forwarded to NJ TRANSIT by the Governors Office.

Elected officials and advocacy groups raise the following concerns:

- Hunterdon Area Rural Transit calls for identifying a stable source of funding for transit.
- Raritan Valley Rail Coalition calls for TTF renewal and new sources of funding to address transportation needs.
- The New Jersey Council on Developmental Disabilities calls for a fully accessible NJ TRANSIT system
- Senator Diane Allen opposes raising RiverLine fares
- Hudson County Board of Freeholders protests increased bus and light rail fares
- Union City Board of Commissioners protests increased bus and light rail fares

Individual correspondence expresses the following concerns:

- 3 On-time performance
- 1 Opposition to reduction in ORT discounts
- 1 Need for dedicated funding "from Trenton"
- 1 Opposition to the cost of new projects such as Secaucus Junction
- 1 More TVMs on the Morristown Line
- 1 NJ TRANSIT should eliminate ORT discounts
- 1 Overcrowding
- 1 Improve Gladstone Branch connections and increase frequency
- 1 Improve conditions at major facilities
- 1 Improve equipment reliability
- 1 Fare increase is too high
- 1 Poor announcements
- 1 Concern with perceived lack of planning for emergencies
- 1 Additional 5% rate increase related to historic Metro-North hold-down
- 1 Lack of express train serving New Jersey on Pascack Valley Line
- 1 Inadequate parking
- 1 Lack of accessibility for disabled
- 1 Poor customer service
- 1 Poor equipment maintenance

Written Testimony Received

8 pieces of written testimony were received from individuals (2 were submitted by the same individual).

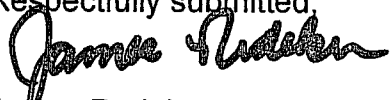
1 was received from an advocacy group, the New Jersey Association of Railroad Passengers, raising the following concerns:

- Disproportionate impact on off-peak passengers
- Opposition to Change in Terminal Fee proposal
- Need for stable, secure, substantial state funding source

Comments from individuals include:

- 2 Maintain ORT discount
- 1 Cut gasoline use by raising gas tax
- 1 NJ motorists should pay for transportation costs through 15% gas tax increase
- 1 Initiate game-day bus service from Secaucus Junction to Meadowlands
- 1 On-time rail performance
- 1 Need for increased government support via increased gas tax
- 1 Opposition to Change in Terminal Fee proposal
- 1 Opposition to increase at airport station
- 1 Favorable reaction to cross-honoring proposal
- 1 NJ TRANSIT system is not accessible for people with disabilities
- 1 Lack of extensive bus service in Atlantic City to Camden/Trenton market

Respectfully submitted,



James Redeker  
Hearing Officer

**EXHIBIT 4:**

**Fare Chart – Current and Proposed Fares**

LOCAL BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL TEN-TRIP		SCHOOL W/TRANSFER		TEN-TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.10	1.25	0.50	0.60		45.00	45.00	7.50	8.50	10.50	12.00	NA	NA	1
2	1.70	1.95	0.75	0.90		59.00	59.00	11.50	13.00	14.50	16.50	NA	NA	2
3	2.10	2.40	0.95	1.10		70.00	70.00	14.25	16.25	17.25	19.75	18.00	20.50	3
4	2.55	2.90	1.15	1.30		76.00	76.00	17.25	19.50	20.25	23.00	22.50	25.50	4
5	2.80	3.15	1.25	1.40		84.00	84.00	19.00	21.50	22.00	25.00	25.50	29.00	5
6	3.20	3.65	1.45	1.65		95.00	95.00	21.50	24.25	24.50	27.75	28.50	32.50	6
7	3.50	3.95	1.60	1.80		105.00	105.00	23.75	27.00	26.75	30.50	32.00	36.50	7
8	3.85	4.35	1.75	1.95		116.00	116.00					34.50	39.00	8
9	4.20	4.75	1.90	2.15		125.00	125.00					38.00	43.00	9
10	4.55	5.15	2.05	2.30		136.00	136.00					40.50	46.00	10
11	4.85	5.50	2.20	2.50		145.00	145.00					44.00	50.00	11
12	5.15	5.85	2.30	2.60		155.00	155.00					46.00	52.00	12
13	5.55	6.30	2.50	2.85		166.00	166.00					50.00	56.50	13
14	5.90	6.70	2.65	3.00		177.00	177.00					53.00	60.00	14
15	6.20	7.00	2.80	3.15		186.00	186.00					56.00	63.50	15
16	6.55	7.40	2.95	3.35		197.00	197.00					59.00	67.00	16
17	6.90	7.80	3.10	3.50		206.00	206.00					62.00	70.50	17
18	7.20	8.15	3.25	3.65		217.00	217.00					65.00	73.50	18
19	7.60	8.60	3.40	3.85								68.00	77.00	19
20	7.85	8.90	3.55	4.00								71.00	80.50	20
21	8.25	9.35	3.70	4.20								74.50	84.50	21
22	8.60	9.75	3.85	4.40								77.00	87.00	22
23	8.90	10.10	4.00	4.55								80.50	91.00	23
24	9.30	10.55	4.20	4.75										24
25	9.65	10.95	4.35	4.95										25
26	9.95	11.25	4.50	5.05										26
27	10.30	11.65	4.65	5.25										27
28	10.60	12.00	4.75	5.40										28
29	11.00	12.45	4.95	5.60										29
30	11.30	12.80	5.10	5.75										30
31	11.65	13.20	5.25	5.95										31
32	11.95	13.55	5.40	6.10										32
33	12.30	13.95	5.55	6.30										33
34	12.60	14.30	5.65	6.45										34
35	13.00	14.75	5.85	6.65										35
36	13.25	15.00	5.95	6.75										36
37	13.65	15.45	6.15	6.95										37
38	13.90	15.75	6.25	7.10										38

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zne + Transfer	1.60	1.85	0.75	0.90
2 Zne + Transfer	2.20	2.55	1.00	1.20

INTERSTATE BUS, NEW YORK

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.00	1.25	0.45	0.60					NA	NA	NA	NA	1
2	2.10	2.30	0.95	1.05					65.00	71.00	17.50	19.00	2
3	2.80	3.10	1.25	1.40					90.00	99.00	25.50	28.00	3
4	3.60	4.00	1.60	1.80					101.00	111.00	28.50	31.50	4
5	4.35	4.75	1.95	2.15					121.00	133.00	34.00	37.50	5
6	5.05	5.50	2.25	2.50					143.00	157.00	40.50	44.50	6
7	5.85	6.50	2.65	3.00					152.00	167.00	43.00	47.50	7
8	6.55	7.25	2.95	3.25					162.00	178.00	46.00	50.50	8
9	7.20	8.00	3.25	3.50					171.00	188.00	48.00	53.00	9
10	7.85	8.75	3.55	4.00					184.00	202.00	52.50	57.50	10
11	8.45	9.25	3.80	4.25					198.00	218.00	56.50	62.00	11
12	9.10	10.00	4.10	4.50					215.00	236.00	61.00	67.00	12
13	9.70	10.75	4.35	4.75					229.00	252.00	65.50	72.00	13
14	10.30	11.25	4.65	5.00					243.00	267.00	70.50	77.50	14
15	10.90	12.00	4.90	5.50					257.00	282.00	74.50	82.00	15
16	11.50	12.75	5.20	5.75					272.00	299.00	78.50	86.50	16
17	12.10	13.25	5.45	6.00					286.00	314.00	83.00	91.00	17
18	12.70	14.00	5.70	6.25					301.00	331.00	87.50	96.00	18
19	13.30	14.50	6.00	6.50					301.00	331.00	91.00	100.00	19
20	13.90	15.25	6.25	6.75					301.00	331.00	95.00	104.50	20
21	14.50	16.00	6.55	7.25					301.00	331.00	99.00	109.00	21
22	15.15	16.75	6.80	7.50					301.00	331.00	103.50	114.00	22
23	15.75	17.25	7.10	7.75					301.00	331.00	107.50	118.00	23
24	16.70	20.50	8.40	9.25	34.00	37.00	15.30	16.50					24
25	19.50	21.50	8.80	9.75	35.00	38.00	15.75	17.00					25
26	20.15	22.25	9.05	10.00	36.00	40.00	16.20	18.00					26
27	20.80	22.75	9.35	10.25	37.00	41.00	16.65	18.50					27
28	21.45	23.50	9.65	10.50	39.00	43.00	17.55	19.50					28
29	22.15	24.25	9.95	11.00	40.00	44.00	18.00	20.00					29
30	22.90	25.25	10.30	11.25	41.00	45.00	18.45	20.50					30
31	23.60	26.00	10.60	11.75	42.00	46.00	18.90	21.00					31
32	24.35	26.75	10.95	12.00	44.00	48.00	19.80	21.50					32
33	25.10	27.50	11.30	12.50	45.00	49.00	20.25	22.00					33
34	25.80	28.25	11.60	12.75	46.00	51.00	20.70	23.00					34
35	26.50	29.00	11.95	13.00	48.00	53.00	21.60	24.00					35
36	27.25	30.00	12.25	13.50	49.00	54.00	22.05	24.50					36
37	28.00	30.75	12.60	13.75	50.00	55.00	22.50	25.00					37
38	28.70	31.50	12.90	14.25	52.00	57.00	23.40	25.50					38
39	29.45	32.25	13.25	14.50	53.00	58.00	23.85	26.00					39

**INTRA-COMMUTER BUS**

Zones	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zones
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
6	4.25	4.75	1.90	2.10					111.00	122.00	32.50	36.50	6
7	4.85	5.25	2.20	2.40					127.00	140.00	36.50	41.00	7
8	5.45	6.00	2.45	2.75					142.00	156.00	41.50	46.50	8
9	6.05	6.75	2.70	3.00					157.00	173.00	45.50	51.00	9
10	6.65	7.25	3.00	3.25					174.00	191.00	50.50	56.50	10
11	7.25	8.00	3.25	3.50					189.00	208.00	54.50	61.00	11
12	7.80	8.50	3.50	3.75					204.00	224.00	58.50	65.50	12
13	8.35	9.25	3.75	4.25					218.00	240.00	62.50	70.00	13
14	8.90	9.75	4.00	4.50					232.00	255.00	67.00	75.00	14
15	9.45	10.50	4.25	4.75					246.00	270.00	71.00	79.50	15
16	10.00	11.00	4.50	5.00					261.00	287.00	75.50	84.50	16
17	10.50	11.50	4.75	5.25					272.00	299.00	79.00	88.50	17
18	11.00	12.00	4.95	5.50					272.00	299.00	82.50	92.50	18
19	11.45	12.50	5.15	5.75					272.00	299.00	86.50	97.00	19
20	11.95	13.25	5.40	6.00					272.00	299.00	89.50	100.00	20
21	12.45	13.75	5.60	6.25					272.00	299.00	93.50	104.50	21
22	15.15	16.75	6.80	7.50	27.00	30.00	12.15	13.50					22
23	15.75	17.25	7.10	7.75	28.00	31.00	12.60	14.00					23
24	16.35	18.00	7.35	8.00	29.00	32.00	13.05	14.50					24
25	16.95	18.75	7.65	8.50	31.00	34.00	13.95	15.50					25
26	17.55	19.25	7.90	8.75	32.00	35.00	14.40	16.00					26
27	18.15	20.00	8.15	9.00	33.00	36.00	14.85	16.00					27
28	18.75	20.50	8.45	9.25	34.00	37.00	15.30	16.50					28
29	19.35	21.25	8.70	9.50	35.00	38.00	15.75	17.00					29
30	19.95	22.00	9.00	9.75	36.00	40.00	16.20	18.00					30
31	20.55	22.50	9.25	10.25	37.00	41.00	16.65	18.50					31
32	21.20	23.25	9.55	10.50	38.00	42.00	17.10	19.00					32
33	21.80	24.00	9.80	10.75	39.00	43.00	17.55	19.50					33
34	22.40	24.50	10.10	11.00	40.00	44.00	18.00	20.00					34
35	23.00	25.25	10.35	11.50	41.00	45.00	18.45	20.50					35
36	23.60	26.00	10.60	11.75	42.00	46.00	18.90	20.50					36
37	24.20	26.50	10.80	12.00	44.00	48.00	19.80	21.50					37

LOCAL BUS, SOUTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL W/ TRANSFER		TEN TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.10	1.25	0.50	0.60		41.00	41.00	7.50	8.50	10.50	12.00	NA	NA	1
2	1.55	1.75	0.70	0.80		54.00	54.00	10.50	12.00	13.50	15.50	NA	NA	2
3	1.85	2.10	0.85	0.95		63.00	63.00	12.50	14.25	15.50	17.75	16.50	18.50	3
4	2.25	2.55	1.00	1.15		68.00	68.00	15.25	17.25	18.25	20.75	20.50	23.00	4
5	2.55	2.90	1.15	1.30		76.00	76.00	17.25	19.50	20.25	23.00	22.50	25.50	5
6	2.85	3.25	1.30	1.45		86.00	86.00	19.25	21.75	22.25	25.25	26.00	29.50	6
7	3.20	3.65	1.45	1.65		95.00	95.00	21.50	24.25	24.50	27.75	28.50	32.50	7
8	3.45	3.90	1.55	1.75		105.00	105.00					31.50	35.50	8
9	3.80	4.30	1.70	1.95		113.00	113.00					34.00	38.50	9
10	4.15	4.70	1.85	2.10		123.00	123.00					37.00	42.00	10
11	4.40	5.00	2.00	2.25		132.00	132.00					39.50	45.00	11
12	4.70	5.35	2.10	2.40		141.00	141.00					42.00	47.50	12
13	5.00	5.65	2.25	2.55		151.00	151.00					45.00	51.00	13
14	5.35	6.05	2.40	2.70		161.00	161.00					48.00	54.50	14
15	5.60	6.35	2.50	2.85		168.00	168.00					50.50	57.00	15
16	5.95	6.75	2.70	3.05		178.00	178.00					53.50	60.50	16
17	6.20	7.00	2.80	3.15		187.00	187.00					56.00	63.50	17
18	6.55	7.40	2.95	3.35		197.00	197.00					59.00	67.00	18
19	6.90	7.80	3.10	3.50								61.50	69.50	19
20	7.15	8.10	3.20	3.65								64.50	73.00	20
21	7.50	8.50	3.40	3.85								67.00	76.00	21
22	7.75	8.80	3.50	3.95								70.00	79.50	22
23	8.10	9.20	3.65	4.15								72.50	82.00	23
24	8.40	9.50	3.80	4.30										24

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zne + Transfer	1.55	1.80	0.70	0.85
2 Zne + Transfer	2.00	2.30	0.90	1.05

**INTERSTATE BUS, PHILADELPHIA**

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.20	1.30	0.55	0.60					NA	NA	NA	NA	1
2	1.85	2.05	0.85	0.90					58.00	64.00	16.00	17.50	2
3	2.55	2.80	1.15	1.25					81.00	89.00	22.50	24.50	3
4	3.25	3.55	1.45	1.60					91.00	100.00	26.00	28.50	4
5	3.90	4.25	1.75	1.95					110.00	121.00	31.00	34.00	5
6	4.55	5.00	2.05	2.25					130.00	143.00	37.00	40.50	6
7	5.30	5.75	2.40	2.50					149.00	164.00	42.00	46.00	7
8	5.95	6.50	2.70	3.00					180.00	176.00	45.50	50.00	8
9	6.55	7.25	2.95	3.25					171.00	188.00	48.00	53.00	9
10	7.15	7.75	3.20	3.50					184.00	202.00	52.50	57.50	10
11	8.55	9.50	3.85	4.25	15.00	16.00	6.75	7.00	198.00	218.00	56.50	62.00	11
12	9.15	10.00	4.10	4.50	16.00	18.00	7.25	8.00	215.00	236.00	61.00	67.00	12
13	9.75	10.75	4.40	4.75	18.00	20.00	8.10	9.00	229.00	252.00	65.50	72.00	13
14	10.35	11.50	4.65	5.00	19.00	21.00	8.55	9.50	243.00	267.00	70.50	77.50	14
15	11.00	12.00	4.95	5.50	20.00	22.00	9.00	10.00	257.00	282.00	74.50	82.00	15
16	11.65	12.75	5.25	5.75	21.00	23.00	9.45	10.50	272.00	299.00	78.50	86.50	16
17	12.30	13.50	5.55	6.00	22.00	24.00	9.90	11.00	286.00	314.00	83.00	91.00	17
18	13.00	14.25	5.85	6.50	23.00	25.00	10.35	11.50	301.00	331.00	87.50	96.00	18
19	13.65	15.00	6.15	6.75	25.00	27.00	11.25	12.00	301.00	331.00	91.00	100.00	19
20	14.30	15.75	6.45	7.00	26.00	29.00	11.70	13.00	301.00	331.00	95.00	104.50	20
21	14.95	16.50	6.75	7.50	27.00	30.00	12.15	13.50	301.00	331.00	99.00	109.00	21

**INTRA-CAMDEN BUS**

This fare structure is being consolidated with Local Bus, South Jersey

Zones	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zones
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.10	1.25	0.50	0.60					41.00	41.00	NA	NA	1
2	1.55	1.75	0.70	0.80					54.00	54.00	NA	NA	2
3	1.85	2.10	0.85	0.95					63.00	63.00	16.50	18.50	3
4	2.25	2.65	1.00	1.15					68.00	68.00	20.50	23.00	4
5	2.55	2.90	1.15	1.30					76.00	76.00	22.50	25.50	5
6	2.85	3.25	1.30	1.45	Two OW Replaces		Two OW Replaces		86.00	86.00	26.00	29.50	6
7	3.20	3.65	1.45	1.65					95.00	95.00	28.50	32.50	7
8	3.45	3.90	1.55	1.75					105.00	105.00	31.50	35.50	8
9	3.80	4.30	1.70	1.95					113.00	113.00	34.00	38.50	9
10	5.30	4.70	2.40	2.10	10.00	9.40	4.50	4.20	123.00	123.00	37.00	42.00	10
11	6.00	5.00	2.70	2.25	11.00	10.00	5.00	4.50	132.00	132.00	39.50	45.00	11
12	6.70	5.35	3.00	2.40	12.00	10.70	5.40	4.80	141.00	141.00	42.00	47.50	12
13	7.45	5.65	3.35	2.55	13.00	11.30	5.85	5.10	151.00	151.00	45.00	51.00	13
14	8.15	6.05	3.65	2.70	15.00	12.10	6.75	5.40	161.00	161.00	48.00	54.50	14
15	8.90	6.35	4.00	2.85	16.00	12.70	7.20	5.70	168.00	168.00	50.50	57.00	15
16	9.70	6.75	4.35	3.05	17.00	13.50	7.65	6.40	178.00	178.00	53.50	60.50	16
17	10.45	7.00	4.70	3.15	19.00	14.00	8.55	6.30	187.00	187.00	56.00	63.50	17
18	11.15	7.40	5.00	3.35	20.00	14.80	9.00	6.70	197.00	197.00	59.00	67.00	18
19	11.90	7.80	5.35	3.50	21.00	15.60	9.45	7.00			61.50	69.50	19
20	12.60	8.10	5.65	3.65	23.00	16.20	10.35	7.30			64.50	73.00	20

**OTHER BUS & LIGHT RAIL FARES**

**320 LINCOLN TUNNEL PARK RIDE**

	ONEWAY ADULT		ONEWAY REDUCED		PARKING /RT PACKAGE		MONTHLY PASS	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Secaucus	2.60	2.85	1.15	1.30			90.00	99.00
Park Ride Lot	2.00	2.20	0.90	1.00	7.00	7.75		

Secaucus  
Park Ride Lot

**321 VINCE LOMBARDI PARK RIDE**

	ONEWAY ADULT		ONEWAY REDUCED		PARKING /RT PACKAGE	
	Current	Proposed	Current	Proposed	Current	Proposed
Park Ride Lot	2.50	2.75	1.15	1.25	6.50	7.25

Park Ride Lot

**308 GREAT ADVENTURE**

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	12.50	14.00	5.65	6.50	22.50	25.00	10.50	11.50
Newark	9.75	11.00	4.40	5.00	17.50	19.00	8.00	8.50

New York  
Newark

**137 SEASIDE PARK**

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Seaside	1.10	1.25	0.50	0.60				
Toms River	2.20	2.40	1.00	1.10				
Newark	11.00	12.00	4.95	5.50	20.00	22.00	9.00	10.00
Jersey City	11.50	13.00	5.20	5.75	21.00	23.00	9.50	10.50
Union City	12.00	13.00	5.40	5.75	22.00	24.00	10.00	11.00
New York	16.50	18.00	7.45	8.00	30.00	33.00	13.50	15.00

Seaside  
Toms River  
Newark  
Jersey City  
Union City  
New York

**126 HOBOKEN-NEW YORK**

	MONTHLY STICKER	
	Current	Proposed
Rail Sticker	33.00	

*126 Rail Sticker replaced with Pass cross-honoring policy*

Rail Sticker

**BUS-RAIL FEEDER FARE**

	SINGLE RIDE		MONTHLY STICKER	
	Current	Proposed	Current	Proposed
North	0.50		20.00	
South	0.45		18.00	

*Feeder Fare replaced with Pass cross-honoring policy*

*Feeder Fare Sticker replaced with Pass cross-honoring policy*

North  
South

**BUS TRANSFER**

	ADULT		REDUCED		STUDENT	
	Current	Proposed	Current	Proposed	Current	Proposed
North	0.50	0.60	0.25	0.30	0.30	0.35
South	0.45	0.55	0.20	0.25	0.30	0.35

North  
South

**319 NEW YORK-ATLANTIC CITY**

		ROUND TRIP	
		Current	Proposed
New York		25.00	28.00
Jersey City		25.00	28.00
Newark		25.00	28.00

New York  
Jersey City  
Newark

**551 PHILADELPHIA-ATLANTIC CITY**

		ROUND TRIP	
		Current	Proposed
Philadelphia		12.50	14.00
Camden		12.50	14.00

Philadelphia  
Camden

**7 NEWARK CITY SUBWAY**

		ONEWAY ADULT	
		Current	Proposed
Downtown		0.50	0.60

Downtown

**BERGEN COMMUNITY COLLEGE**

		ONEWAY ADULT	
		Current	Proposed
Campus		0.55	0.60

Campus

**976 LAWRENCE- WEST WINDSOR- PRINCETON JCT**

		ONEWAY ADULT		ONEWAY REDUCED	
		Current	Proposed	Current	Proposed
Shuttle		0.55	0.60	0.25	0.30

Shuttle

**137-317 FORT DIX-McGUIRE AFB CONTINUING TRIP**

		ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York		12.10	13.25	5.45	6.00	22.00	24.00	10.00	11.00	286.00	314.00	83.00	91.00
Newark		7.20	8.00	3.25	3.50								

New York  
Newark

**351 MEADOWLANDS SPORTS COMPLEX**

		ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York		3.50	4.50	1.60	2.00	7.00	9.00	3.20	4.00
On-Board		4.25	5.50						

New York  
On-Board

**801-802-803-804-805 Metropark Loops**

		ONEWAY ADULT	
		Current	Proposed
Base Fare		1.10	1.25
Feeder Fare		0.50	

Base Fare  
Feeder Fare

*Feeder Fare replaced with Pass cross-honoring policy*

**JOINT TICKETING WEEHAWKEN FERRY- only NJT portion shown**

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		MONTHLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1 zone	1.10	1.25			2.20	2.50	34.00	34.00	10.00	11.50	1 zone
2 zone	1.70	1.95			3.40	3.90	47.00	47.00	14.00	16.00	2 zone

**Fee to use Rail RVL Newark Monthly Pass on weekends to PABT on 108,113,114 Bus**

	MONTHLY PASS		
	Current	Proposed	
Rail on Bus	2.20		Rail on Bus

*Fee replaced with Pass cross-honoring policy*

**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	1.50	1.75	0.75	0.85	53.00	53.00	11.25	13.25	13.00	15.00	HBLR
Joint Rail					30.00						Joint Rail

*Joint Rail Pass replaced with Pass cross-honoring policy*

**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	1.10	1.25	0.50	0.60	41.00	41.00	7.50	8.50	11.00	12.50	Zone 1
1 Plus Transfer	1.55	1.80	0.70	0.85							1 Plus Transfer
Phila CT	1.85	2.05	0.85	0.90	58.00	64.00			16.00	17.50	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	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	77.00	85.00	58.00	64.00	23.50	26.00	27.50	30.00	1
2	3.30	3.75	1.50	1.75	5.00	6.25	2.50	3.00	92.00	101.00	69.00	76.00	28.00	31.00	33.00	37.50	2
3	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	104.00	114.00	78.00	86.00	31.50	34.50	37.00	40.00	3
4	4.00	4.50	1.80	2.00	6.00	7.50	3.00	3.75	112.00	123.00	84.00	92.00	34.00	37.50	40.00	45.00	4
5	4.65	5.00	2.05	2.25	7.00	8.50	3.55	4.25	127.00	140.00	96.00	105.00	39.00	43.00	45.50	50.00	5
6	4.95	5.25	2.20	2.50	7.50	9.00	3.80	4.50	137.00	151.00	103.00	113.00	42.00	46.00	49.00	52.50	6
7	5.50	6.00	2.50	2.75	8.50	10.25	4.30	5.25	154.00	169.00	116.00	127.00	47.00	51.50	55.00	60.00	7
8	5.85	6.50	2.65	3.00	9.00	11.00	4.55	5.50	164.00	180.00	123.00	135.00	50.00	55.00	58.50	65.00	8
9	6.45	7.00	2.90	3.25	9.75	12.00	4.90	6.00	181.00	198.00	136.00	149.00	55.00	60.00	64.50	70.00	9
10	6.70	7.25	3.05	3.25	10.25	12.50	5.15	6.25	188.00	207.00	141.00	155.00	57.00	62.50	67.00	72.50	10
11	7.25	8.00	3.30	3.50	11.00	13.75	5.55	6.75	203.00	224.00	153.00	168.00	62.00	68.00	72.50	80.00	11
12	7.65	8.50	3.45	3.75	11.50	14.25	5.80	7.25	214.00	235.00	161.00	176.00	65.00	71.50	76.50	85.00	12
13	8.25	9.00	3.75	4.00	12.50	15.50	6.30	7.75	231.00	254.00	174.00	191.00	70.50	77.50	82.50	90.00	13
14	8.55	9.50	3.85	4.25	13.00	16.00	6.55	8.00	239.00	263.00	180.00	197.00	73.00	80.00	85.50	95.00	14
15	9.10	10.00	4.10	4.50	13.75	17.00	6.90	8.50	255.00	280.00	192.00	210.00	77.50	85.00	91.00	100.00	15
16	9.45	10.25	4.25	4.75	14.25	17.50	7.15	8.75	265.00	291.00	199.00	218.00	80.50	88.50	94.50	102.50	16
17	9.65	10.50	4.35	4.75	14.50	18.00	7.30	9.00	270.00	297.00	203.00	223.00	82.00	90.00	96.50	105.00	17
18	9.80	10.75	4.40	4.75	14.75	18.25	7.40	9.25	274.00	301.00	206.00	226.00	83.50	92.00	98.00	107.50	18
19	9.80	10.75	4.40	4.75	14.75	18.25	7.40	9.25	274.00	301.00	206.00	226.00	83.50	92.00	98.00	107.50	19
20	10.05	11.00	4.55	5.00	15.25	18.75	7.65	9.25	281.00	309.00	211.00	232.00	85.50	94.00	100.50	110.00	20
21	10.05	11.00	4.55	5.00	15.25	18.75	7.65	9.25	281.00	309.00	211.00	232.00	85.50	94.00	100.50	110.00	21
22	10.40	11.50	4.70	5.25	15.75	19.50	7.90	9.75	291.00	320.00	219.00	240.00	88.50	97.50	104.00	115.00	22
23	10.40	11.50	4.70	5.25	15.75	19.50	7.90	9.75	291.00	320.00	219.00	240.00	88.50	97.50	104.00	115.00	23
Princeton	10.85	12.00	4.90	5.50	16.25	20.25	8.15	10.00	303.00	333.00	226.00	250.00	92.50	101.50	108.50	120.00	Princeton
Newark Penn	3.30	3.75	1.50	1.75	5.00	6.25	2.50	3.00	92.00	101.00	69.00	76.00	28.00	31.00	33.00	37.50	Newark Penn

**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	1.80	2.00	0.80	1.00	2.75	3.25	1.40	1.75	50.00	55.00	38.00	41.00	15.50	17.00	18.00	20.00	5
6	2.15	2.25	0.95	1.00	3.25	4.00	1.65	2.00	60.00	65.00	45.00	49.00	18.50	20.00	21.50	22.50	6
7 & Secaucus	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	77.00	85.00	58.00	64.00	23.50	26.00	27.50	30.00	7 & Secaucus
8	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	87.00	96.00	65.00	72.00	26.50	29.00	31.00	35.00	8
9	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	104.00	114.00	78.00	86.00	31.50	34.50	37.00	40.00	9
10	3.95	4.25	1.80	2.00	6.00	7.50	3.00	3.75	111.00	122.00	83.00	92.00	33.50	37.00	39.50	42.50	10
11	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	126.00	140.00	95.00	105.00	38.50	43.00	45.00	50.00	11
12	4.90	5.50	2.20	2.50	7.25	9.25	3.65	4.50	137.00	151.00	103.00	113.00	41.50	46.00	49.00	55.00	12
13	5.50	6.00	2.50	2.75	8.25	10.25	4.15	5.25	154.00	169.00	116.00	127.00	47.00	51.50	55.00	60.00	13
14	5.80	6.50	2.60	3.00	8.75	11.00	4.40	5.50	162.00	180.00	122.00	135.00	49.50	55.00	58.00	65.00	14
15	6.35	7.00	2.85	3.25	9.50	12.00	4.75	6.00	178.00	198.00	134.00	149.00	54.00	60.00	63.50	70.00	15
16	6.70	7.25	3.00	3.25	10.00	12.50	5.00	6.25	188.00	207.00	141.00	155.00	57.00	62.50	67.00	72.50	16
17	6.90	7.50	3.10	3.50	10.25	13.00	5.15	6.50	193.00	212.00	145.00	159.00	58.50	64.50	69.00	75.00	17
18	7.05	7.75	3.15	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	18
19	7.05	7.75	3.15	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	19
20	7.30	8.00	3.30	3.50	11.00	13.75	5.50	6.75	204.00	224.00	153.00	168.00	62.00	68.00	73.00	80.00	20
21	7.30	8.00	3.30	3.50	11.00	13.75	5.50	6.75	204.00	224.00	153.00	168.00	62.00	68.00	73.00	80.00	21
22	7.65	8.50	3.45	3.75	11.50	14.25	5.75	7.25	214.00	235.00	161.00	176.00	65.00	71.50	76.50	85.00	22
23	7.65	8.50	3.45	3.75	11.50	14.25	5.75	7.25	214.00	235.00	161.00	176.00	65.00	71.50	76.50	85.00	23
Princeton	8.10	9.00	3.65	4.00	12.00	15.50	6.00	7.75	226.00	254.00	170.00	191.00	69.00	77.50	81.00	90.00	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	1.80	2.00	0.80	1.00	2.75	3.25	1.40	1.75	50.00	55.00	38.00	41.00	15.50	17.00	18.00	20.00	1
2	2.15	2.25	0.95	1.00	3.25	4.00	1.65	2.00	60.00	65.00	45.00	49.00	18.50	20.00	21.50	22.50	2
3	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	77.00	85.00	58.00	64.00	23.50	26.00	27.50	30.00	3
4	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	87.00	96.00	65.00	72.00	26.50	29.00	31.00	35.00	4
5	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	104.00	114.00	78.00	86.00	31.50	34.50	37.00	40.00	5
6	3.95	4.25	1.80	2.00	6.00	7.50	3.00	3.75	111.00	122.00	83.00	92.00	33.50	37.00	39.50	42.50	6
7	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	126.00	140.00	95.00	105.00	38.50	43.00	45.00	50.00	7
8	4.90	5.50	2.20	2.50	7.25	9.25	3.65	4.50	137.00	151.00	103.00	113.00	41.50	46.00	49.00	55.00	8
9	5.50	6.00	2.50	2.75	8.25	10.25	4.15	5.25	154.00	169.00	118.00	127.00	47.00	51.50	55.00	60.00	9
10	5.80	6.50	2.60	3.00	8.75	11.00	4.40	5.50	162.00	180.00	122.00	135.00	49.50	55.00	58.00	65.00	10
11	6.35	7.00	2.85	3.25	9.50	12.00	4.75	6.00	178.00	198.00	134.00	149.00	54.00	60.00	63.50	70.00	11
12	6.70	7.25	3.00	3.25	10.00	12.50	5.00	6.25	188.00	207.00	141.00	155.00	57.00	62.50	67.00	72.50	12
14	6.90	7.50	3.10	3.50	10.25	13.00	5.15	6.50	193.00	212.00	145.00	159.00	58.50	64.50	69.00	75.00	14
16	7.05	7.75	3.15	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	16
17	7.05	7.75	3.15	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	17
18	7.30	8.00	3.30	3.50	11.00	13.75	5.50	6.75	204.00	224.00	153.00	168.00	62.00	68.00	73.00	80.00	18
19	7.30	8.00	3.30	3.50	11.00	13.75	5.50	6.75	204.00	224.00	153.00	168.00	62.00	68.00	73.00	80.00	19
Newark Penn	2.15	2.25	0.95	1.00	3.25	4.00	1.65	2.00	60.00	65.00	45.00	49.00	18.50	20.00	21.50	22.50	Newark Penn

ATLANTIC CITY RAIL

Zone	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Atlantic City to:											
Absecon	0.95	1.00	0.45	0.50	27.00	30.00	20.00	23.00	8.00	9.00	Absecon
Egg Harbor	2.05	2.25	0.90	1.00	57.00	65.00	43.00	49.00	17.50	20.00	Egg Harbor
Hammonton	3.10	3.50	1.40	1.50	87.00	96.00	65.00	72.00	26.50	29.00	Hammonton
Atco	3.15	3.50	1.40	1.50	88.00	96.00	66.00	72.00	27.00	29.00	Atco
Lindenwold	3.30	3.75	1.50	1.75	92.00	101.00	69.00	76.00	28.00	31.00	Lindenwold
Cherry Hill	4.40	4.75	2.00	2.25	123.00	133.00	92.00	100.00	37.50	40.50	Cherry Hill
Philadelphia	6.60	7.25	3.00	3.25	185.00	207.00	139.00	155.00	56.00	62.50	Philadelphia
Lindenwold to:											
Absecon	2.75	3.00	1.25	1.50	77.00	85.00	58.00	64.00	23.50	26.00	Absecon
Egg Harbor	2.70	3.00	1.20	1.50	76.00	85.00	57.00	64.00	23.00	26.00	Egg Harbor
Hammonton	1.75	2.00	0.80	1.00	49.00	55.00	37.00	41.00	15.00	17.00	Hammonton
Atco	0.95	1.00	0.45	0.50	27.00	30.00	20.00	23.00	8.00	9.00	Atco
Cherry Hill	1.10	1.25	0.50	0.50	31.00	34.00	23.00	26.00	9.50	10.50	Cherry Hill
Philadelphia	3.30	3.75	1.50	1.75	92.00	101.00	69.00	76.00	28.00	31.00	Philadelphia
Philadelphia to:											
Absecon	6.05	6.75	2.70	3.00	169.00	188.00	127.00	141.00	51.50	57.00	Absecon
Egg Harbor	6.00	6.75	2.70	3.00	168.00	188.00	126.00	141.00	51.00	57.00	Egg Harbor
Hammonton	5.05	5.50	2.25	2.50	141.00	151.00	106.00	113.00	43.00	46.00	Hammonton
Atco	4.25	4.75	1.90	2.25	119.00	133.00	89.00	100.00	36.00	40.50	Atco
Cherry Hill	2.75	3.00	1.25	1.50	77.00	85.00	58.00	64.00	23.50	26.00	Cherry Hill
Local Trip	0.95	1.00	0.45	0.50	27.00	30.00	20.00	23.00	8.00	9.00	Local Trip
Local Trip	1.00	1.00	0.45	0.50	28.00	30.00	21.00	23.00	8.50	9.00	Local Trip
Local Trip	1.40	1.50	0.65	0.75	39.00	40.00	29.00	30.00	12.00	12.00	Local Trip
Local Trip	2.05	2.25	0.90	1.00	57.00	65.00	43.00	49.00	17.50	20.00	Local Trip
Local Trip	2.20	2.50	1.00	1.25	62.00	69.00	47.00	52.00	18.50	21.00	Local Trip
Local Trip	2.50	2.75	1.15	1.25	70.00	77.00	53.00	58.00	21.50	23.50	Local Trip
Local Trip	2.70	3.00	1.20	1.50	76.00	85.00	57.00	64.00	23.00	26.00	Local Trip
Local Trip	2.85	3.25	1.30	1.50	80.00	88.00	60.00	66.00	24.00	26.50	Local Trip
Local Trip	3.80	4.25	1.70	2.00	106.00	122.00	80.00	92.00	32.50	37.00	Local Trip
Local Trip	3.85	4.25	1.75	2.00	108.00	122.00	81.00	92.00	32.50	37.00	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	1.30	1.50	0.60	0.75	2.00	2.50	1.00	1.25	36.00	40.00	27.00	30.00	11.00	12.00	13.00	15.00	Local Trip
Local Trip	1.80	2.00	0.80	1.00	2.75	3.25	1.40	1.75	50.00	55.00	38.00	41.00	15.50	17.00	18.00	20.00	Local Trip
Local Trip	2.15	2.25	0.95	1.00	3.25	4.00	1.65	2.00	60.00	65.00	45.00	49.00	18.50	20.00	21.50	22.50	Local Trip
Local Trip	2.25	2.50	1.00	1.25	3.50	4.25	1.75	2.00	63.00	69.00	47.00	52.00	19.00	21.00	22.50	25.00	Local Trip
Local Trip	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	77.00	85.00	58.00	64.00	23.50	26.00	27.50	30.00	Local Trip
Local Trip	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	87.00	96.00	65.00	72.00	26.50	29.00	31.00	35.00	Local Trip
Local Trip	3.20	3.50	1.45	1.50	4.75	5.75	2.40	3.00	90.00	96.00	68.00	72.00	27.00	29.00	32.00	35.00	Local Trip
Local Trip	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	104.00	114.00	78.00	86.00	31.50	34.50	37.00	40.00	Local Trip
Local Trip	3.95	4.25	1.80	2.00	6.00	7.50	3.00	3.75	111.00	122.00	83.00	92.00	33.50	37.00	39.50	42.50	Local Trip
Local Trip	4.05	4.50	1.80	2.00	6.00	7.50	3.00	3.75	113.00	123.00	85.00	92.00	34.50	37.50	40.50	45.00	Local Trip
Local Trip	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	126.00	140.00	95.00	105.00	38.50	43.00	45.00	50.00	Local Trip
Local Trip	4.55	5.00	2.05	2.25	6.75	8.50	3.40	4.25	127.00	140.00	95.00	105.00	38.50	43.00	45.50	50.00	Local Trip
Local Trip	4.90	5.50	2.20	2.50	7.25	9.25	3.65	4.50	137.00	151.00	103.00	113.00	41.50	46.00	49.00	55.00	Local Trip
Local Trip	5.50	6.00	2.50	2.75	8.25	10.25	4.15	5.25	154.00	169.00	116.00	127.00	47.00	51.50	55.00	60.00	Local Trip
Local Trip	5.80	6.25	2.60	2.75	8.75	10.75	4.40	5.50	162.00	178.00	122.00	134.00	49.50	54.50	58.00	62.50	Local Trip
Local Trip	6.00	6.50	2.70	3.00	9.00	11.00	4.50	5.50	168.00	180.00	126.00	135.00	51.00	55.00	60.00	65.00	Local Trip
Local Trip	6.10	6.75	2.75	3.00	9.25	11.50	4.65	5.75	171.00	188.00	128.00	141.00	52.00	57.00	61.00	67.50	Local Trip
Local Trip	6.45	7.00	2.90	3.25	9.75	12.00	4.90	6.00	181.00	198.00	136.00	149.00	55.00	60.00	64.50	70.00	Local Trip
Local Trip	6.70	7.25	3.00	3.25	10.00	12.50	5.00	6.25	188.00	207.00	141.00	155.00	57.00	62.50	67.00	72.50	Local Trip
Local Trip	6.90	7.50	3.10	3.50	10.25	13.00	5.15	6.50	193.00	212.00	145.00	159.00	58.50	64.50	69.00	75.00	Local Trip
Local Trip	7.05	7.75	3.15	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	Local Trip
Local Trip	7.30	8.00	3.30	3.50	11.00	13.75	5.50	6.75	204.00	224.00	153.00	168.00	62.00	68.00	73.00	80.00	Local Trip
Local Trip	7.65	8.50	3.45	3.75	11.50	14.25	5.75	7.25	214.00	235.00	161.00	176.00	65.00	71.50	76.50	85.00	Local Trip
Local Trip	8.20	9.00	3.70	4.00	12.25	15.50	6.15	7.75	230.00	254.00	173.00	191.00	69.50	77.50	82.00	90.00	Local Trip

**PRINCETON 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	
Trenton (22)	4.15	4.50	1.90	2.00	6.25	7.50	3.15	3.75	116.00	123.00	87.00	92.00	35.50	37.50	41.50	45.00	Trenton (22)
Hamilton (20)	2.35	2.50	1.10	1.25	3.50	4.25	1.75	2.00	65.00	69.00	49.00	52.00	20.00	21.00	23.50	25.00	Hamilton (20)
Princeton Jct (19)	1.80	2.00	0.80	1.00	2.75	3.25	1.40	1.75	50.00	55.00	38.00	41.00	15.50	17.00	18.00	20.00	Princeton Jct (19)
New Brunswick (14)	4.75	5.25	2.15	2.50	7.00	9.00	3.50	4.50	133.00	151.00	100.00	113.00	40.50	46.00	47.50	52.50	New Brunswick (14)
Edison (13)	5.00	5.50	2.30	2.50	7.50	9.25	3.75	4.50	140.00	151.00	105.00	113.00	42.50	48.00	50.00	55.00	Edison (13)
Metuchen (11)	5.95	6.50	2.70	3.00	8.75	11.00	4.40	5.50	166.00	180.00	125.00	135.00	50.50	55.00	59.50	65.00	Metuchen (11)
Metropark (10)	6.55	7.25	3.00	3.25	9.75	12.50	4.90	6.25	183.00	207.00	138.00	155.00	56.00	62.50	65.50	72.50	Metropark (10)
Rahway (8)	6.65	7.50	3.10	3.50	10.25	13.00	5.15	6.50	191.00	212.00	144.00	159.00	58.50	64.50	68.50	75.00	Rahway (8)
Linden (7)	7.05	7.75	3.20	3.50	10.50	13.25	5.25	6.50	197.00	217.00	148.00	163.00	60.00	66.00	70.50	77.50	Linden (7)
Elizabeth (5)	7.15	7.75	3.25	3.50	10.75	13.25	5.40	6.50	200.00	217.00	150.00	163.00	61.00	66.00	71.50	77.50	Elizabeth (5)
Newark Penn	8.10	9.00	3.65	4.00	12.00	15.50	6.00	7.75	226.00	254.00	170.00	191.00	69.00	77.50	81.00	90.00	Newark Penn
New York	10.85	12.00	4.90	5.50	16.25	20.25	8.15	10.00	303.00	333.00	228.00	250.00	92.50	101.50	108.50	120.00	New York

**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

	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	
NY Penn to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)																	NY Penn to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)
	8.55	9.50	3.85	4.25	13.00	14.75	0.55	7.50	239.00	260.00	180.00	195.00	75.00	80.00	65.50	94.00	
	8.55	9.50	3.85	4.25	13.00	14.75	0.55	7.50	239.00	260.00	180.00	195.00	75.00	80.00	65.50	94.00	
Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)	6.45	7.00	2.90	3.25	9.75	11.75	4.90	6.00	181.00	198.00	136.00	149.00	55.00	60.00	64.50	70.00	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	6.45	7.00	2.90	3.25	9.75	11.75	4.90	6.00	181.00	198.00	136.00	149.00	55.00	60.00	64.50	70.00	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	6.70	7.25	3.05	3.25	10.25	11.75	5.15	6.00	188.00	207.00	141.00	155.00	57.00	62.50	67.00	71.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	6.70	7.25	3.05	3.25	10.25	11.75	5.15	6.00	188.00	207.00	141.00	155.00	57.00	62.50	67.00	71.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)

	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	
Hoboken to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)																	Hoboken to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)
	5.80	6.50	2.60	3.00	8.75	11.00	4.40	5.50	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.00	
	5.80	6.50	2.60	3.00	8.75	11.00	4.40	5.50	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.00	
	6.00	7.00	2.75	3.25	9.00	11.75	4.50	6.00	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.50	
	6.00	7.00	2.75	3.25	9.00	11.75	4.50	6.00	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.50	
	6.00	7.00	2.75	3.25	9.00	11.75	4.50	6.00	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.50	
	6.00	7.00	2.75	3.25	9.00	11.75	4.50	6.00	155.00	178.00	116.00	134.00	48.00	55.00	57.00	65.50	
Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)	5.25	6.00	2.50	2.75	7.75	10.25	4.00	5.25	143.00	164.00	107.00	123.00	44.00	50.50	50.00	57.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	5.25	6.00	2.50	2.75	7.75	10.25	4.00	5.25	143.00	164.00	107.00	123.00	44.00	50.50	50.00	57.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	5.25	6.00	2.50	2.75	7.75	10.25	4.00	5.25	143.00	164.00	107.00	123.00	44.00	50.50	50.00	57.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)
	5.25	6.00	2.50	2.75	7.75	10.25	4.00	5.25	143.00	164.00	107.00	123.00	44.00	50.50	50.00	57.50	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)

	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	
Secaucus to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)																	Secaucus to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)
	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	112.00	129.00	84.00	97.00	34.75	40.00	45.00	50.00	
	4.90	5.50	2.20	2.50	7.25	9.25	3.65	4.50	112.00	129.00	84.00	97.00	34.75	40.00	49.00	55.00	
	4.90	5.50	2.20	2.50	7.25	9.25	3.65	4.50	112.00	129.00	84.00	97.00	34.75	40.00	49.00	55.00	
	5.50	6.25	2.50	2.75	8.25	10.75	4.15	5.50	112.00	129.00	84.00	97.00	34.75	40.00	52.25	60.00	
	5.50	6.25	2.50	2.75	8.25	10.75	4.15	5.50	112.00	129.00	84.00	97.00	34.75	40.00	52.25	60.00	
	5.50	6.25	2.50	2.75	8.25	10.75	4.15	5.50	112.00	129.00	84.00	97.00	34.75	40.00	52.25	60.00	
Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)																	Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)

Zone 2 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)	4.05	4.50	1.80	2.00	6.00	7.50	3.00	3.75	107.00	123.00	80.25	92.00	33.25	37.50	40.50	45.00
Ramsey (12)	4.25	5.00	2.05	2.25	6.75	8.50	3.40	4.25	107.00	123.00	80.25	92.00	33.25	38.00	45.50	50.00
Route 17 (12)	3.65	3.00	2.05	2.25	6.75	8.50	3.40	4.25	107.00	123.00	80.25	92.00	33.25	38.00	45.50	50.00
Mahwah (14)	5.75	6.00	2.50	2.75	7.75	10.25	3.90	5.25	107.00	123.00	80.25	92.00	33.25	38.00	49.00	56.50
Suffern (14)	5.75	6.00	2.50	2.75	7.75	10.25	3.90	5.25	107.00	123.00	80.25	92.00	33.25	38.00	49.00	56.50
Westwood (9)																
Hillsdale (9)																
Woodcliff Lk (10)																
Park Ridge (10)																
Montvale (10)																

Zone 2 to:  
Ridgewood (9)  
Ho-Ho-Kus (10)  
Waldwick (10)  
Allendale (11)  
Ramsey (12)  
Route 17 (12)  
Mahwah (14)  
Suffern (14)  
Westwood (9)  
Hillsdale (9)  
Woodcliff Lk (10)  
Park Ridge (10)  
Montvale (10)

Zone 3 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	102.00	114.00	76.50	86.00	31.50	34.50	37.00	40.00
Ramsey (12)	3.95	4.25	1.80	2.00	6.00	7.50	3.00	3.75	102.00	117.00	76.50	86.00	31.50	36.00	39.50	42.50
Route 17 (12)	3.95	4.25	1.80	2.00	6.00	7.50	3.00	3.75	102.00	117.00	76.50	86.00	31.50	36.00	39.50	42.50
Mahwah (14)	4.80	5.50	2.20	2.50	7.20	9.25	3.60	4.50	102.00	117.00	76.50	86.00	31.50	36.00	45.50	52.50
Suffern (14)	4.80	5.50	2.20	2.50	7.20	9.25	3.60	4.50	102.00	117.00	76.50	86.00	31.50	36.00	45.50	52.50
Westwood (9)																
Hillsdale (9)																
Woodcliff Lk (10)	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	83.00	95.00	62.25	71.00	25.75	29.00	30.00	34.50
Park Ridge (10)	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	83.00	95.00	62.25	71.00	25.75	29.00	30.00	34.50
Montvale (10)	3.10	3.50	1.40	1.50	4.75	5.75	2.40	3.00	83.00	95.00	62.25	71.00	25.75	29.00	30.00	34.50

Zone 3 to:  
Ridgewood (9)  
Ho-Ho-Kus (10)  
Waldwick (10)  
Allendale (11)  
Ramsey (12)  
Route 17 (12)  
Mahwah (14)  
Suffern (14)  
Westwood (9)  
Hillsdale (9)  
Woodcliff Lk (10)  
Park Ridge (10)  
Montvale (10)

Zone 4 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)																
Ramsey (12)	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	95.00	109.00	71.25	82.00	29.50	34.00	37.00	40.00
Route 17 (12)	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	95.00	109.00	71.25	82.00	29.50	34.00	37.00	40.00
Mahwah (14)	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	95.00	109.00	71.25	82.00	29.50	34.00	42.75	49.00
Suffern (14)	4.50	5.00	2.05	2.25	6.75	8.50	3.40	4.25	95.00	109.00	71.25	82.00	29.50	34.00	42.75	49.00
Westwood (9)																
Hillsdale (9)																
Woodcliff Lk (10)	2.75	3.00	1.25	1.50	4.20	5.25	2.10	2.50	73.00	84.00	54.75	63.00	22.75	26.00	26.50	30.00
Park Ridge (10)	2.75	3.00	1.25	1.50	4.20	5.25	2.10	2.50	73.00	84.00	54.75	63.00	22.75	26.00	26.50	30.00
Montvale (10)	2.75	3.00	1.25	1.50	4.20	5.25	2.10	2.50	73.00	84.00	54.75	63.00	22.75	26.00	26.50	30.00

Zone 4 to:  
Ridgewood (9)  
Ho-Ho-Kus (10)  
Waldwick (10)  
Allendale (11)  
Ramsey (12)  
Route 17 (12)  
Mahwah (14)  
Suffern (14)  
Westwood (9)  
Hillsdale (9)  
Woodcliff Lk (10)  
Park Ridge (10)  
Montvale (10)

**Zone 5:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

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
	3.95	4.25	1.80	2.00	5.00	7.50	3.00	3.75	89.00	102.00	66.75	77.00	27.50	31.50
	3.95	4.25	1.80	2.00	5.00	7.50	3.00	3.75	89.00	102.00	66.75	77.00	27.50	31.50

**Zone 5:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

**Zone 6 to:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

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
	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	83.00	95.00	62.25	71.00	25.75	29.50
	3.70	4.00	1.65	1.75	5.50	7.00	2.75	3.50	83.00	95.00	62.25	71.00	25.75	29.50

**Zone 6 to:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

**Zone 7 to:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

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
	3.10	3.50	1.40	1.60	4.75	5.75	2.40	3.00	77.00	88.00	57.75	66.00	23.75	27.50
	3.10	3.50	1.40	1.60	4.75	5.75	2.40	3.00	77.00	88.00	57.75	66.00	23.75	27.50

**Zone 7 to:**  
 Ridgewood (9)  
 Ho-Ho-Kus (10)  
 Waldwick (10)  
 Allendale (11)  
 Ramsey (12)  
 Route 17 (12)  
 Mahwah (14)  
 Suffern (14)

Zone 8 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)																
Ramsey (12)																
Route 17 (12)																
Mahwah (14)	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	71.00	82.00	53.25	62.00	22.00	25.50	27.50	30.00
Suffern (14)	2.75	3.00	1.25	1.50	4.25	5.25	2.15	2.50	71.00	82.00	53.25	62.00	22.00	25.50	27.50	30.00
Westwood (9)																
Hillsdale (9)																
Woodcliff Lk (10)	1.30	1.50	0.60	0.75	2.00	2.50	1.00	1.25	34.00	39.00	25.50	29.00	10.50	12.00	12.75	14.50
Park Ridge (10)	1.30	1.50	0.60	0.75	2.00	2.50	1.00	1.25	34.00	39.00	25.50	29.00	10.50	12.00	12.75	14.50
Montvale (10)	1.30	1.50	0.60	0.75	2.00	2.50	1.00	1.25	34.00	39.00	25.50	29.00	10.50	12.00	12.75	14.50

Zone 9 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)																
Ramsey (12)																
Route 17 (12)																
Mahwah (14)																
Suffern (14)																
Westwood (9)	1.30	1.50	0.60	0.75	2.00	2.25	1.00	1.25	36.00	40.00	27.00	30.00	11.00	12.00	13.00	14.25
Hillsdale (9)	1.30	1.50	0.60	0.75	2.00	2.25	1.00	1.25	36.00	40.00	27.00	30.00	11.00	12.00	13.00	14.25
Woodcliff Lk (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50
Park Ridge (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50
Montvale (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50

Zone 10 to:	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
Ridgewood (9)																
Ho-Ho-Kus (10)																
Waldwick (10)																
Allendale (11)																
Ramsey (12)																
Route 17 (12)																
Mahwah (14)																
Suffern (14)																
Westwood (9)																
Hillsdale (9)																
Woodcliff Lk (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50
Park Ridge (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50
Montvale (10)	1.15	1.50	0.55	0.75	1.75	2.25	0.90	1.25	29.00	33.00	21.75	25.00	9.00	10.50	11.00	12.50

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TWO-Trip	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 14 to: Ridgewood (9) Ho-Ho-Kus (10) Waldwick (10) Allendale (11) Ramsey (12) Route 17 (12) Mahwah (14) Suffern (14)																
	1.50	1.50	0.60	0.75	2.00	2.50	1.00	1.25	32.00	37.00	24.00	28.00	10.00	11.50	12.75	14.50
	1.30	1.50	0.60	0.75	2.00	2.50	1.00	1.25	32.00	37.00	24.00	28.00	10.00	11.50	12.75	14.50
Westwood (9) Hillsdale (9) Woodcliff Lk (10) Park Ridge (10) Montvale (10)																

Unlimited One Day Excursion Pass

	Current	Proposed
Adult	24.00 disc	
Reduced	11.00 disc	

Gladstone-Peapack Special School Pass

	Current	Proposed
Student	28.00	31.00

Change-In-Terminal Fee

	Current	Proposed
NWK Division	When difference between NY Penn and Newark Penn OW Adult fares is \$2.00 or less	Varies 2.00
	When difference between NY Penn and Newark Penn OW Adult fares is greater than \$2.00	Varies 3.00
HOB Division	When difference between NY Penn and Hoboken OW Adult fares is \$2.00 or less	Varies 2.00
	When difference between NY Penn and Hoboken OW Adult fares is greater than \$2.00	Varies 3.00

**Newark Airport Rail Station**

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Facility Access Fee									Facility Access Fee
NY Penn	7.00	9.00	7.00	9.00	40.00	40.00	60.00	77.00	NY Penn
Other Stations	5.00	5.50	5.00	5.50	40.00	40.00	40.00	44.00	Other Stations

**Combination Rail + Access Fee**

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		TEN TRIP		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
NY Penn	11.55	14.00	9.05	11.25	167.00	180.00	105.50	127.00	NY Penn
1	9.55	10.50	7.05	7.75	167.00	180.00	85.50	94.00	1
Newark Penn	6.80	7.50	5.80	6.50	90.00	95.00	58.00	64.00	Newark Penn
5	6.80	7.50	5.80	6.50	90.00	95.00	58.00	64.00	5
6	7.15	7.75	5.95	6.50	100.00	105.00	61.50	66.50	6
7	7.75	8.50	6.25	7.00	117.00	125.00	67.50	74.00	7
8	8.10	9.00	6.40	7.00	127.00	136.00	74.00	79.00	8
9	8.70	9.50	6.65	7.25	144.00	154.00	77.00	84.00	9
10	8.95	9.75	6.80	7.50	151.00	162.00	79.50	86.50	10
11	9.50	10.50	7.05	7.75	166.00	180.00	85.00	94.00	11
12	9.90	11.00	7.20	8.00	177.00	191.00	89.00	99.00	12
13	10.50	11.50	7.50	8.25	194.00	209.00	95.00	104.00	13
14	10.80	12.00	7.60	8.50	202.00	220.00	98.00	109.00	14
15	11.35	12.50	7.85	8.75	218.00	238.00	103.50	114.00	15
16	11.70	12.75	8.00	8.75	228.00	247.00	107.00	118.50	16
17	11.90	13.00	8.10	9.00	233.00	252.00	109.00	119.00	17
18	12.05	13.25	8.15	9.00	237.00	257.00	110.50	121.50	18
19	12.05	13.25	8.15	9.00	237.00	257.00	110.50	121.50	19
20	12.30	13.50	8.30	9.00	244.00	264.00	113.00	124.00	20
21	12.30	13.50	8.30	9.00	244.00	264.00	113.00	124.00	21
22	12.65	14.00	8.45	9.25	254.00	275.00	116.50	129.00	22
23	12.65	14.00	8.45	9.25	254.00	275.00	116.50	129.00	23
Princeton	13.10	14.50	8.65	9.50	266.00	294.00	124.00	134.00	Princeton

4-1-05 AT

**ITEM 0504-14: PROPOSED LABOR AGREEMENT: NJ TRANSIT MERCER, INC. AND THE AMALGAMATED TRANSIT UNION, DIVISION NO. 540, MERCER**

**BENEFITS**

The Amalgamated Transit Union, Division No. 540, ("ATU Mercer") represents 182 NJ TRANSIT Mercer, Inc. ("NJTMercer") employees at the Hamilton Bus Garage. This is a one-garage union with its own collective bargaining agreement with NJ TRANSIT. On July 1, 2002, the labor agreement between NJTMercer and ATU Mercer expired. Staff then conducted negotiations with ATU Mercer. After multiple meetings and discussions, on February 28, 2005, the parties met for a final negotiations session and reached an agreement in principle through the execution of a Memorandum of Agreement ("MOA"), which was executed on the same date. Ratification by the Union's voting membership occurred on March 13, 2005.

In 1984, NJ TRANSIT acquired Mercer Metro from the Mercer County Improvement Authority. Mercer Metro was maintained as a separate wholly owned subsidiary under the name of "NJ TRANSIT Mercer, Inc." Under the terms and conditions of this acquisition, the unionized employees of NJTMercer retained their own union and their own labor contract.

The total cost for this Agreement over the three-year period through June 30, 2005 is expected to be approximately \$1,438,000. As part of the agreement, NJ TRANSIT received work rules changes focused at increasing part-time operator utilization and operational efficiency. Under this newly negotiated provision with Local 540, part-time employees must work at least 20 days per quarter or, ultimately, be subject to discipline or discharge. Additional incentives to part-timer drivers will also maximize the use of part-time operators and reduce higher payments and reduce payment of over-time to full-time operators, thereby also lowering certain fringe costs. Another change involves the use of a new "same day only pick" for certain holidays. This will enable more effective bus scheduling to meet particular demands on certain holidays when travel is light, thereby lowering overhead and wage costs on these days. Also negotiated are changes to the rules for qualification of Field Salary employees who will have to wait at least 12 months after failing to qualify in a job before bidding for the same position again. The prior arrangement permitted an employee to immediately bid the same job after failing to qualify for that position. This new work rule will reduce the costs associated with repeat training and qualification of the same field salary employees.

The ATU Mercer agreement provides for wage increases of 1.5 percent every six months totaling nine percent for the entire contract period which is consistent with the current NJTBus labor agreement with the Amalgamated Transit Union (ATU). The proposed contract contains pension increases for ATU Mercer retirees of 10 percent for those who retired prior to July 1, 2000 and five percent for those who retired between July 1, 2000 and June 30, 2002. A further provision provides that the spouse of an employee with twenty (20) or more years of service that dies while still an active

employee, regardless of the employee's age, will be afforded survivorship option. These are likewise consistent with the pension increases approved by the Board in the ATU's current labor agreement. In addition, uniform allowance was increased \$25, tool allowance was increased \$50, disability retirement allowance was increased by \$25, disability sick benefits were increased \$15, two additional sick days were granted, a part-time bonus program is included, and the perfect attendance award amount was increased by \$50, all consistent with the current ATU labor agreement.

**PURPOSE**

The purpose of this item is to obtain Board authorization for a negotiated settlement in connection with the collective bargaining agreement between NJTMercer and the ATU Mercer, representing Local 540.

**ACTION**

Staff seeks authorization to execute a new labor agreement between NJ TRANSIT Mercer, Inc. (NJTMercer) and the Amalgamated Transit Union Division 540, Mercer (ATU Mercer).

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

**FISCAL IMPACT**

<b>Requested Authorization:</b>	Approve ATU Mercer collective bargaining Agreement
<b>Projected Date of Completion:</b>	June 30, 2005
<b>Anticipated Source of Funds:</b>	FY2003, FY2004, FY2005 and beyond operating and capital budgets
<b>DBE Goal:</b>	N/A

## RESOLUTION

**WHEREAS**, all operating employees of NJ TRANSIT Mercer, Inc. (NJTMercer) at Hamilton Bus Garage are represented by the Amalgamated Transit Union Division 540 (ATU Mercer); and

**WHEREAS**, negotiations between NJTMercer and the ATU Mercer have been conducted and have concluded in a tentative agreement contained in a Memorandum of Agreement between the parties which terms and conditions will be reduced to contractual language; and

**WHEREAS**, the parties have reached a tentative agreement which is reasonable and fair to all involved; and

**WHEREAS**, the agreement between NJTMercer and the ATU Mercer contains certain changes to the pension plan, which changes shall require the amendment of the ATU Mercer pension plan document;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors hereby approves the proposed changes in the existing labor agreement between NJ TRANSIT Mercer, Inc. and the Amalgamated Transit Union Division 540 and authorizes the Executive Director and the Acting Vice President and General Manager of Bus and Light Rail Operations of NJ TRANSIT, to take all necessary actions to implement same and to amend NJ TRANSIT Mercer, Inc.'s pension plan document consistent with the approved collective bargaining agreement.

**ITEM 0504-15: MULTI-LEVEL RAIL CAR PURCHASE – CONTRACT AMENDMENT FOR ENGINEERING SERVICES****BENEFITS**

The contract amendment will provide for the continuation of engineering, inspection, and project management services in support of the procurement of multi-level coaches from Bombardier. The engineering services contract supports an unprecedented design development program for the unique multi-level rail cars that will produce a state-of-the-art, customer-friendly, and operationally efficient vehicle. The engineering services contract will also support warranty work through 2010 following completion of the manufacturing phase.

**PURPOSE**

LTK Engineering Services of Ambler, PA has provided engineering support on the project since its inception in 1999.

Originally, the project was conceived as only consisting of trailer coaches. During the early design development, the scope was revised to provide for cab cars and coaches with toilets as well as the original trailer configuration. These design configurations were reflected in the procurement of the multi-level coaches from Bombardier in order to better address operational and customer needs.

In order to produce a timely, high quality design responsive to both customer and employee needs, NJ TRANSIT with the support of LTK Engineering Services engaged in a joint design development effort with Bombardier involving customer focus groups, as well as operating and maintenance staff. NJ TRANSIT staff and consultants worked on-site to more quickly advance design by early resolution of design issues and made design modifications that improved the overall quality and comfort of the vehicles including more comfortable seats, an enhanced operator cab environment, ergonomic passenger amenities, and improved restrooms while maintaining the project schedule and budget. The first set of coaches for testing are presently in the manufacturing stage.

Finally, the contract amendment for engineering services will support an expanded inspection and testing phase and support through the warranty period to ensure that equipment operates according to design specifications with minimal downtime. The additional services for testing is based on recent experience with other new rolling stock procurements

**ACTION (Capital Programs Justification: Capacity)**

Staff seeks authorization to amend the contract (No. 99CX134) with LTK Engineering Services of Ambler, PA for additional engineering support for the purchase of multi-level rail cars in the amount of \$10,410,967 for a total contract authorization of \$19,014,864, plus five percent for contingencies applied to the total authorized amount, subject to the availability of funds.

This board item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization.

**FISCAL IMPACT**

<b>Requested Authorization:</b>	\$10,410,967 (Amendment) \$19,014,864 + 5% contingency (Total Contract)
<b>Total Project Cost:</b>	\$19,014,864 + 5% contingency
<b>Projected Date of Completion:</b>	June 2010 (Completion of warranty period)
<b>Anticipated Source of Funds:</b>	Transportation Trust Fund
<b>DBE Goal:</b>	20%
<b>Related/Future Authorizations:</b>	N/A
<b>Impact on Subsequent Operating Budgets:</b>	N/A

## RESOLUTION

**WHEREAS,** NJ TRANSIT has conducted an unprecedented joint design effort for the multi-level rail cars incorporating customer and employee input to produce a state-of-the-art, customer-friendly, and operationally efficient vehicle which is on schedule and budget; and

**WHEREAS,** the project requires continued engineering support for final design modifications and to ensure that the rail car manufacturer meets specifications through completion of manufacturing;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to amend the contract (No. 99CX134) with LTK Engineering Services of Ambler, PA for additional engineering support for the purchase of multi-level rail cars in the amount of \$10,410,967 for a total contract authorization of \$19,014,864, plus five percent for contingencies applied to the total authorized amount, subject to the availability of funds.

**ITEM 0504-16: BUS SCHEDULING SYSTEM REPLACEMENT PROJECT****BENEFITS**

This system would replace NJ TRANSIT's existing bus and light rail vehicle scheduling software. The new system will improve accuracy, create opportunities to achieve operating efficiencies, and provide more timely and complete data to various operator and customer information systems.

**PURPOSE**

NJ TRANSIT has been using scheduling software created by a vendor over 20 years ago who has not been in business over five years. Parts of the system have been re-created by in house staff to enable software maintenance, but other parts have not. The parts that have not been updated use 20-year old computer programming languages no longer supported. As a result, users must work around chronic problems and manually detect errors.

Functions performed in this system include creating vehicle and operator schedules and exporting them to the system used by Bus Operations to manage daily operations and payroll. Other critical systems include public timetables and information displays, the call center, the World Wide Web for trip itinerary planning, the Integrated Voice Response (IVR) system, financial and ridership reporting, mapping systems, and vehicle dispatch.

Replacing the existing system will achieve a high degree of internal integration in basic data used by many other systems. It will facilitate managing such variables as different work rules at different garages, special holiday schedules, extra trips needed on just some days of the week, and construction detours. It will speed the evaluation of alternative improvements in bus and light rail schedules, leading to potential cost savings and/or service improvements. Beyond just replacing existing functions, it will facilitate new functions automating the linkage of bus destination sign codes and bus stop locations to schedule information.

**ACTION (Justification: Business Efficiencies)**

Staff seeks authorization to contract (No. 05-007) with GIRO, Inc. of Montreal (Quebec) Canada to develop replacement bus and light rail scheduling software in an amount not to exceed \$1,087,539, plus five percent for contingencies. This would cover the initial software and three years of maintenance.

This board item has been reviewed and recommended by the Board Administration Committee.

**FISCAL IMPACT**

**Requested Authorization:** \$1,087,539 + 5% contingency

**Total Project Cost:** \$1,087,539 + 5% contingency

**Projected Date of Completion:** June 30, 2007

**Anticipated Source of Funds:** Transportation Trust Fund

**DBE Goals:** There are no DBE goals set for this project, due to the specialized services required. Project costs involve software licensing, configuration, and customization, documentation, and training of NJT staff in its use

**Related/Future Authorization:** N/A

**Impacts on Subsequent Operating Budgets:** \$172,184 over three years, 2008-2011

## RESOLUTION

**WHEREAS**, the existing bus and light rail scheduling software system is not supported by any outside vendor; and

**WHEREAS**, portions of the system cannot be updated due to the use of obsolete programming languages; and

**WHEREAS**, scheduling is a critical source for many other operator and passenger information systems; and

**WHEREAS**, a new system offers additional benefits such as rapid costing of service alternatives and automation of current manual processes; and

**WHEREAS**, upon completion of a competitive procurement process, GIRO Inc. was determined to be the most highest ranked proposer;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to contract with GIRO, Inc. of Montreal (Quebec) Canada to develop replacement bus and light rail scheduling and run software system, at a cost not to exceed \$1,087,539, plus five percent for contingencies, subject to the availability of funds and future budgets.

# CONSENT CALENDAR

**ITEM 0504-17: MORRISVILLE YARD PHASE 3: ENGINEERING SERVICES****BENEFITS**

The proposed Morrisville Yard Phase 3 project will include construction of a new electric substation operated and controlled by NJ TRANSIT to improve operational reliability to the catenary power system at Morrisville Yard.

Morrisville Yard Phase 1 opened for operations on March 7, 2004, providing train storage capacity to accommodate train service for the Northeast Corridor (NEC) service. Morrisville Yard Phase 2, now in final design, will provide additional train storage capacity necessary to accommodate the expected growth of NJ TRANSIT's fleet.

**PURPOSE**

Authorization of the contract amendment will allow for final design of the new traction power substation for Morrisville Yard.

**ACTION (Capital Program Justification – Capacity)**

Staff seeks authorization to amend the existing professional services contract (No. 02-074) with STV, Inc. of New York, NY for the engineering services related to the design of a traction power substation for Morrisville Yard, at a cost not to exceed \$600,000, plus five percent for contingencies for a total contract authorization of \$5,343,800.

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

**FISCAL IMPACTS**

<b>Requested Amount:</b>	\$600,000 + 5% contingency (Additional Design Services) \$5,343,800 (Total Authorization)
<b>Total Project Cost:</b>	\$11,460,000 – Phase 3 only (\$184,500,000 - Phase 1, 2 and 3)
<b>Projected Date of Completion:</b>	July 2006: Train Storage Yard December 2006: S&I and Wheel Truing Facilities December 2007: Traction Power Substation

<b>Anticipated Source of Funds:</b>	Transportation Trust Fund
<b>DBE Goals:</b>	30%
<b>Related/Future Authorization:</b>	Construction Assistance - December 2005
<b>Impact on Subsequent Operating Budgets:</b>	\$80,000 annually

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to improve the reliability and quality of its transportation services; and

**WHEREAS**, construction of a new electric substation will improve operational reliability of the catenary power at Morrisville Yard; and

**WHEREAS**, engineering services are required to complete final design of these improvements;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend the existing professional services contract (No. 02-074) with STV, Inc. of New York, NY, for the engineering services related to the design of a traction power substation for Morrisville Yard, at a cost not to exceed \$600,000, plus five percent for contingencies for a total contract authorization of \$5,343,800, subject to the availability of funds.