

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

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April 15, 2024

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

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, April 10, 2024.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 10, 2024. The meetings occurred concurrently.

Board Members

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

Staff

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

Chair O'Connor convened the Open Session at 10:01 a.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Board Secretary Umukoro asked everyone to mute their phones and turn their attention to the Public Safety Announcement. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Board Members Medina and Kanef were participating remotely.

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on April 4, 2024, with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair O'Connor asked for a motion to approve the minutes of the March 12, 2024 Board meetings. Board Member Richard A. Maroko made the motion and Board Member Anthony N. Abrantes seconded the motion. The minutes were adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO's Monthly Report

President & CEO Corbett opened with an update on service planning before he dived into the budget and other organizational updates.

Following February's announcement that MetLife Stadium would host the 2026 FIFA World Cup Final, along with seven additional World Cup matches, President & CEO Corbett was pleased to note that NJ TRANSIT's advance planning, strategy, and preparations for accommodating this international event were already well underway. On March 22, 2024, he was pleased to participate in a panel discussion at the Meadowlands Chamber of Commerce's "Mdest Tourism Conference" to discuss the multifaceted logistical preparations and infrastructure enhancements necessary for the World Cup. There, he covered their advancing Secaucus/Meadowlands Transitway Project, their success moving hundreds of thousands of customers to and from MetLife Stadium over the past four years, and all the ways they were closely collaborating with the FIFA 2026 World Cup Host Committee and many other external stakeholders, including UITP, and Rutgers CAIT. Not only to ensure that the transportation component of the games set a new standard of excellence for a global event like the World Cup, but also to ensure that this incredible opportunity brought sustained social, economic, cultural, and public transportation benefits to New Jersey.

As NJ TRANSIT planned for one of the most high-profile events in New Jersey's history, they also remained focused on encouraging the use of public transportation to continue to increase ridership. President & CEO Corbett was pleased to note that they launched a new spring ridership campaign. Beginning March 27, 2024 and running through April 30, 2024, NJ TRANSIT was offering several promotional discounts through their "Spring Forward With Savings" deal, which would allow customers to receive a free round-trip ticket for a traveling companion, with the purchase of a round-trip ticket. For additional benefits and more information, please visit njtransit.com/spring.

As part of that campaign, and to support one of America's favorite pastimes that is synonymous with spring, NJ TRANSIT has a webpage listing all the ways they can take you out to the ballgame. Baseball fans can visit njtransit.com/baseball for a listing of major

and minor league teams in the region, some of which were NJT Rewards partners, such as the Trenton Thunder and Somerset Patriots, along with all the public transit options to get to the game.

President & CEO Corbett said while planning for historic events like the 2026 World Cup, and working to build ridership back to pre-pandemic levels, it has never been more important to ensure NJ TRANSIT had sufficient, stable, and predictable funding for the short and long term, for all their services and customers. On April 11, 2024 and April 15, 2024, President & CEO Corbett would testify at the Senate and Assembly budget hearings in Trenton, along with their Board Chair and Acting NJDOT Commissioner Francis O'Connor.

This would be the President & CEO's seventh time testifying before the Senate and Assembly budget committee since joining NJ TRANSIT in 2018, and this year's testimony would cover their strategy for both ensuring NJ TRANSIT's financial stability for fiscal year 2025, as well as preparing for growth to meet future demand, which they see as akin to a three-legged stool. The first leg was their ongoing internal effort to drive efficiencies and maximize cost-savings and non-farebox revenues. The second leg would be to solve the immediate need for their Fiscal Year 2025 operating budget gap of \$106.6 million, through the fare adjustment proposal the Board of Directors would consider later that morning. While a fare increase was always the last resort, and they recognized the impact an increase of any size would have on their customers, President & CEO Corbett remained strongly committed to ensuring that overall service levels would not be reduced through Fiscal Year 2025. The third, and arguably the most critical leg, was to solve the long-term funding needs for Fiscal Year 2026 and beyond, which would be achieved by Governor Murphy's proposed Corporate Transit Fee to provide NJ TRANSIT with stable and predictable funding.

This would not only maintain the status quo but would allow NJ TRANSIT to plan for service expansion where demand was continuing to grow, in what was the most densely populated state in the nation, with a population that was continuing to grow. Together, these measures form a comprehensive financial strategy that would allow them to take a multi-year look-ahead, ensuring NJ TRANSIT was primed for sustainable service improvements and strategic planning.

As they worked to shore up and solidify NJ TRANSIT's fiscal future, they remained committed to improving and expanding their infrastructure to meet the demands of a growing New Jersey. President & CEO Corbett was pleased to note that bids for the second phase of their Brick Church Station project opened on April 4, 2024. This contract was for the interior renovation and restoration of the station house and included improvements to customer amenities such as refurbished bathrooms, new climate control, lighting, security features, and improved ADA-compliant accessibility. Brick Church was the perfect example of the profound impact that Transit-Oriented Development (TOD) could have on a community and its economic development. Thanks to TOD, there was now so much development in East Orange that you could not even see the Brick Church anymore from the Brick Church Station.

They also continued to advance one of their largest resiliency projects, the Raritan River Bridge. Bids for this project's second contract, which mainly consisted of constructing the lift bridge and flanking spans, opened on March 27, 2024, and they expected to award the contract early in the third quarter of this year. President & CEO Corbett said this was well-timed with the anticipated completion of the Raritan River Bridge's first \$248 million contract, in the fourth quarter of this year.

President & CEO Corbett said as they continued to aggressively advance these and more than 60 other active infrastructure projects, they were also expanding their focus on technology to improve every aspect of the customer experience. He was pleased to note that NJ TRANSIT had been awarded a \$1.6 million grant from the USDOT for the implementation of Artificial Intelligence-based systems, designed to improve safety at light rail grade crossings. The project, which NJ TRANSIT would undertake in collaboration with Rutgers University's Center for Advance Infrastructure and Transportation, or CAIT, focused on reducing pedestrian and vehicle strikes by providing critical safety data, laying the groundwork for community-driven safety solutions. The first stage involved prototyping AI-powered technology, including stationary cameras at five grade crossing and forward-facing cameras on a Hudson-Bergen Light Rail vehicle, to improve safety and inform future mass transit infrastructure enhancements. This technology would leverage deep learning AI algorithms and Edge Computing to analyze real-time video data for safety monitoring, moving towards wider implementation across 50 grade crossings and additional light rail vehicles to bolster safety, reduce delays, and expand safe transportation access across the state.

NJ TRANSIT was also leveraging technology to enhance the boarding process on buses, through an initiative named, "Tap, Scan, Ride." Beginning last week, customers on all buses could scan their paper or mobile tickets at the onboard validator, reducing the time it takes to board. Customers could also use the onboard validator to pay their fare by tapping a contactless payment card or mobile device wallet. Customers at the Port Authority Bus Terminal would continue boarding as they always have, for the time being.

President & CEO Corbett said in addition to infrastructure and technology, they were similarly focused on their people to ensure that NJ TRANSIT's future was built on the same foundation of highly skilled, highly qualified professionals that have come to define them. This focus has contributed to NJ TRANSIT being recognized by *Forbes* for four consecutive years, three as one of America's Best-in-State Employers, and this year as one of the Best Employers in America.

Aligned with this recognition, President & CEO Corbett was pleased to note that NJ TRANSIT's popular summer internship program this year received more than 12,000 applications for the 100 available spots. Top colleges and universities have also expressed interest in becoming involved with NJ TRANSIT's summer internship program, as a further testament to NJ TRANSIT's standing as a premier employer. These included, but were not limited to, schools such as NJIT, Stevens, Princeton, Yale, the University of Michigan, and other top-tier institutions across the country.

Building on NJ TRANSIT's focus on people and their development, NJ TRANSIT's initiatives expanded into broader community engagement. April was Autism Acceptance Month, and NJ TRANSIT used this opportunity to introduce three new initiatives that would make their system more accessible and more inclusive. On April 2, 2024, NJ TRANSIT launched MagnusCards for light rail, a technology that significantly improved the experience of neurodiverse customers on their light rail system, including customers with autism. NJ TRANSIT introduced this technology for their bus system in 2022, and their rail system in 2023.

Through their ongoing partnership with Magnusmode, NJ TRANSIT would assist neurodiverse customers throughout their entire system, with the help of Magnus, an illustrated character in the free MagnusCards app. The app combined specialized instruction with real-world images to aid neurodiverse customers, and anyone else who could use a little extra help navigating everyday experiences on public transit. Customers could learn more and find links to download the app at njtransit.com/magnusmode.

Also, through their ongoing partnership with Happy Hour 4 Kids, NJ TRANSIT was pleased to invite autistic children once again from around the state to record announcements at train stations, which were now being played throughout their system for the month of April. President & CEO Corbett encouraged everyone to visit their YouTube channel for a very special and heart-warming video, showcasing some of the kids recording their announcements. Earlier in the month, they unveiled an NJ TRANSIT bus wrapped with an Autism Acceptance Month creative. This bus was now in revenue service, showcasing NJ TRANSIT's commitment to supporting Autism Awareness and inclusivity across New Jersey.

President & CEO Corbett was pleased to note that NJ TRANSIT continued to be recognized by prominent external organizations, in this case for two notable infrastructure projects. He was honored to be on hand last month to accept two awards from New Jersey Alliance for Action, one of the foremost industry organizations in New Jersey. At the Alliance's annual construction awards ceremony, he represented NJ TRANSIT to accept awards for their work to advance the \$800 million-plus Hoboken Connect Project, and their Market Street Bus Garage rehabilitation project in Paterson. NJ TRANSIT was very proud that Alliance for Action recognized the caliber of work on those two critical capital projects, and thanked New Jersey Alliance for Action President Jerry Keenan, and everyone at the Alliance, for the honor.

As they celebrated their organizational accomplishments, President & CEO Corbett took a moment to spotlight the exceptional dedication of individuals within NJ TRANSIT. That morning it was his pleasure to present proclamations to two New Jersey Transit Police Department Officers, Nickolas DePasquale and Kevin O'Brien, who in February saved a woman's life while on duty. Officers DePasquale and O'Brien were on patrol at the Linden Station, when they discovered a woman lying face down on the stairs unconscious and without a pulse. After calling EMS, the officers spang into action and began performing CPR. They were able to revive the woman, and continued CPR until EMS arrived. It was

very likely this woman would not be alive today had it not been for the actions of those brave officers, which was why, on behalf of the entire NJ TRANSIT family, President & CEO Corbett extended their heartfelt thanks and appreciation to Officers DePasquale and O'Brien, for their swift and decisive action under pressure.

They were fortunate to be joined that morning by Officers DePasquale and O'Brien, along with NJTPD Chief Christopher Trucillo. President & CEO Corbett invited Officers DePasquale and O'Brien to join him in front of the room, presented the proclamations, and a photo was taken with the Board.

President & CEO Corbett concluded with a fond and heartfelt farewell to former Board Member Sangeeta Doshi, whose four-year term recently expired. Sangeeta Doshi was appointed by then-Senate President Steve Sweeney to serve on the NJ TRANSIT Board in 2020. Since that time, Sangeeta has brought invaluable insights from her extensive background in telecommunications, business management, and public service. Her diverse experience, including her role as Cherry Hill Councilwoman, along with the passion she particularly brought to her role on the Board's Energy & Sustainability Policy Committee, has greatly enriched their agency, and she would truly be missed. President & CEO Corbett read Sangeeta Doshi's proclamation, asked her to join him and the Board in the front, and a photo was taken.

Advisory Committee Report

Anna Marie Gonnella Rosato provided the North and South Jersey Passenger Advisory Committee Report. She said they met jointly on March 15, 2024 and received updates on federal and state legislation, local government affairs, and heard from the community relations team. Also, a presentation was provided by Jim Smith, Chief Communications Officer, on the fare adjustments proposed. She noted she attended the public hearing in Cherry Hill.

Ms. Gonnella Rosato noted NJ TRANSIT recently received awards. The first was a 2024 Engineering Excellence Award from the American Council of Engineering companies in New Jersey, for NJ TRANSIT's electric bus project infrastructure upgrades at Newton Avenue Bus Garage in Camden. They also received awards from the Alliance for Action for leading capital construction, with the Hoboken Connect Project and the Market Street Bus Garage Rehabilitation Project in Paterson.

Ms. Gonnella Rosato also noted NJ TRANSIT received a \$1.6 million USDOT grant to develop Artificial Intelligence based systems to improve safety at light rail grade crossings. For the second year in a row, NJ TRANSIT has recognized April as Autism Acceptance Month. The marketing promotion buy one get one, Spring Forward With Savings, kicked off the spring season.

Ms. Gonnella Rosato submitted a statement regarding Board Item 2404-16: Fare Adjustment Proposal, which stated the North and South Jersey Passenger Advisory Committee were disappointed with the proposed 15 percent fare adjustment and the

impact this would have on NJ TRANSIT customers. While they would prefer any fare adjustment to be incremental over time, they understood NJ TRANSIT's financial situation and regretted incremental fare hikes were not in place as far back as 2015. She noted along with the adjusted fares, NJ TRANSIT planned to implement new revenue strategies and increase existing ones. Without these increases, they risked service cuts in Fiscal Year 2025. The Advisory Committees were hopeful that dedicated funding sources for NJ TRANSIT could be implemented.

Ms. Gonnella Rosato said the Advisory Committees were in support of Board Items 2404-22 and 2404-23. The next North and South Jersey Passenger Advisory Committees' meeting will be held on May 1, 2024, at the TransAction Conference in Atlantic City.

Chair O'Connor asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were 13 in-person speakers and six pre-registered telephone speakers.

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

Public Comments

Mayor Ravi Bhalla of Hoboken wanted to speak before the Board in opposition of the fare adjustment authorization. His ask was for the Board to vote no on the fare increase, which he thought was a backdoor tax on working families, was not right and unconscionable, and asked the Board to vote their conscience. He said there were a lot of good things about NJ TRANSIT, he praised the agency for the Hoboken Connect Project where they worked cooperatively together, but the fare hikes were an exception. Mayor Bhalla said the 15 percent fare increase was completely unconscionable because the agency was doing it on the backs of working-class families in Hoboken and throughout New Jersey. He said these people lived paycheck to paycheck to get to work, and they relied on mass transit.

Mayor Bhalla asked how it was good policy to impose such a heavy financial burden on these individuals. He said the fare hike also disproportionately impacted black and brown communities because they were the ones who relied on mass transit at a higher level than other communities. Mayor Bhalla asked that everyone think about this from an equity standpoint, racial, social equity, climate action, and sustainability. He said this agency talked about sustainability, but when there were fare increases, more people took to their cars, which promoted higher carbon emission, and increased the problems they were already facing with the climate crisis.

Mayor Bhalla said it has been said that this Board was nothing but a rubber stamp Board for the Governor's policies, asked the Board were they a rubber stamp Board, and said if not, prove him wrong. He raised his cell phone and provided his personal number for the Board to call him on and asked them to write it down. He said if they were not a rubber stamp Board to the Governor's policies, to call him and tell him why not. Mayor Bhalla said if the Board voted for this fare increase because Trenton wanted it, he did not see it any other way, and what he saw happening that day were people around the room who did not want a fare increase and wanted fairness.

Mayor Bhalla asked what ever happened to standing up for the little guy, people who needed a helping hand, and wasn't that what NJ TRANSIT should be about. He said this was not a business, it was a public service. Mayor Bhalla said if the Board had to vote yes to the fare increase, to please work behind the scenes and partner with him to find solutions to decrease the burdens they keep putting on the middle class through these types of proposals. He said there were other ways to go about this, whether it be the Corporate Tax or other sustainable funding streams that they need to find, in order to make NJ TRANSIT sustainable, and support economic activity and working families in the State of New Jersey.

David Peter Alan, Chair of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), said he was commenting on behalf of their committee. He said their membership subcommittee was interviewing applicants for openings in Northern and Central Jersey, they hoped to fill them soon, and they continued to look for a South Jersey candidate. Mr. Alan said they must address three items on the agenda that day.

Mr. Alan said page 14 of Exhibit 2, in the summary of the hearings, on Item 2404-16: Fare Adjustment Authorization, did not mention that SCDRTAC was affiliated with NJ TRANSIT even though it had been for all its 40-year history. They understood that their opinions did not necessarily represent those of other persons at NJ TRANSIT since their members were seniors or persons with disabilities, and some depended on NJ TRANSIT and affiliated carriers for all their mobility. Mr. Alan said they submitted the committee statement as an exhibit.

Mr. Alan said Board Item 2404-23: Local Programs and Community Mobility Purchase of 17 Light-Duty Vehicles was squarely in the SCDRTAC purview as recognized by the Board and NJ TRANSIT management, yet they were not informed of this purchase until the general public was and were denied the opportunity to express the rider's perspective about those vehicles. He said while they understood that a commercial driver's license was not required to drive vehicles with as low capacity as being purchased, they must express their deep concern that the full committee was not given the opportunity to comment, while this item was under consideration.

Mr. Alan said even though Access Link was also within SCDRTAC's reaffirmed purview, they were never informed about Item 2404-21: Renewal of Access Link Contract for Region 4. He said given that the U.S. Justice Department was increasing strict standards

for Access Link, under a consent agreement in the middle of its three-year duration, the public interest demanded that any provider must be subjected to the strictest scrutiny before any extension of a contract to provide Access Link services was considered. Mr. Alan said their efforts to communicate with Access Link about this issue had been rebuffed several times. He said the severe problems with Access Link persisted as they continued to hear complaints from riders, and members of their Access Link subcommittee could provide plenty.

Mr. Alan said a worse case involved a member who was forced to miss their 40th anniversary meeting in January because Access Link could not get her there, and she had no other way to get around. He said their reaffirmed and broad statutory purview included Access Link, yet managers continued to avoid communicating with their committee appropriately and directly, while managers at Local Programs appeared to lack the authority to ensure that Access Link managers engaged with their committee in a meaningful way. Mr. Alan said they requested the help of the Board and Senior Management to bring Access Link to the table to speak with the SCDRTAC committee, to see what they could do to help them improve service.

Annecia Steiniger, Campaign Organizer for New Jersey League of Conservation Voters (NJLCV), said NJLCV was the political voice for the environment in New Jersey and they advocated for access to clean air and water, equitable open space, and sustainable transportation. Ms. Steiniger said they strongly encouraged NJ TRANSIT's Board of Directors to reconsider the double-digit fare increase, which would hurt working families in New Jersey. She was in strong support of sustainable, reliable, and equitable sources of funding for the agency and the punitive rate hikes would not do that.

Ms. Steiniger said with the introduction of Governor Murphy's budget proposal and proposed corporate transit fee, which would provide the agency with more than \$800 million annually, it was more important than ever to reconsider the proposed fare hikes. In addition, while not the intended use, clean energy funds that were continually redirected to NJ TRANSIT, should only be used for electrification and clean energy projects to help NJ TRANSIT meet their sustainability goals.

Ms. Steiniger said fare hikes should never be used as a major stop gap for lack of funding, especially when the fare increase would not result in improved quality of service. She said public transit was essential for millions of New Jerseyans, especially those who could not afford to purchase individual vehicles, and those who lived in urban communities that did not have the infrastructure to support the ownership of personal vehicles.

Ms. Steiniger said increased ticket prices could further deter utilization of public transit, while increasing financial strain on working families who could not afford it, and they continued to experience reliability issues with the service. She said standing in coalition with other partner organizations, they believed it was vital to protect community members who were most vulnerable for paying full price increases. Ms. Steiniger said New Jersey LCV encouraged the Board to consider rolling back future fare hikes to a more reasonable annual increase, with lower rates especially on local bus routes, save the FlexPass

program, reversing the proposed 30-day expiration on all one-way tickets, commit to holding hearings on future fare hikes with a virtual option for the public, refrain from voting on the double-digit hike increase, and commit to working with the Governor and Legislature to provide a reliable and sustainable budget for NJ TRANSIT.

Christina Kata, New Jersey Policy Associate for Regional Plan Association (RPA), said she relied on NJ TRANSIT to get around because she did not own a car and was transit dependent. Ms. Kata said she was there to ask the Board to vote with their conscience, as Mayor Bhalla stated, and vote no on the fare hike proposed. She said RPA had been a staunch supporter of NJ TRANSIT for years. Ms. Kata said one of their staff members, Jeff Zupan, was one of the first planners for NJ TRANSIT. She said their Coalition has advocated for recurring dedicated operating funding for NJ TRANSIT, but regarding the fare hike, increases of this magnitude should be the last resort.

Ms. Kata said a 15 percent fare increase this summer, and three percent annual increases in perpetuity, were more severe than those being implemented by peer transit agencies and would disproportionately hurt essential workers and low-income residents. They would need to dig deep in order to afford to get to school, work, grocery stores, or medical appointments, on their already tight budgets. Ms. Kata said transit riders deserved better and the fare hikes would cause unnecessary pain for families already struggling with the skyrocketing cost of living. She said at a time when they should be encouraging more people to take public transit, double-digit fare increases were not only punitive but short-sighted and would not fix NJ TRANSIT's budget issues. Ms. Kata said fare hikes would yield approximately \$120 million, which sounded sizable and might cover the shortfalls for this year, but it was nowhere near enough to address NJ TRANSIT's billion-dollar fiscal cliff. She said it would barely make a dent in the budget deficit, while creating a heavy burden for riders.

Ms. Kata said they were glad to see Governor Murphy propose a funding mechanism via a corporate transit fee. RPA was incredibly disappointed by the Governor's recent comments that it was not meant to be a permanent solution for NJ TRANSIT funding issues, and that NJ TRANSIT needed to find a way towards being able to stand, if not on its own, largely on its own.

Ms. Kata said to be clear, there were no public transit agencies in the world that stand on its own. Every public agency requires financial support, whether for capital programs or operating expenses. Ms. Kata said this was not a handout, but instead a recognition that public transit was a critical service that provided multifaceted benefits. NJ TRANSIT was an economic driver, not a financial liability, and New Jersey should recognize that and support the agency by providing it with the funding that it needs to fulfill its mission and help make the state more equitable, sustainable, and less car dependent. Ms. Kata said budgets reflected their values and RPA urged NJ TRANSIT's Board of Directors to talk to state leadership about the value of public transit and push the State to come up with a dedicated recurring source of funding.

Eric Benson said he worked with For the Many New Jersey Coalition. Mr. Benson said he was privileged to have been able to attend one of the public hearings and listen in. His group also co-hosted an event with a virtual town hall to allow frustrated New Jerseyans to express their opinion of the proposed fare hikes since NJ TRANSIT lacked one.

Mr. Benson said he did not hear any disputes that they needed to invest more money into mass transit, but it was fair for New Jersey residents to question the one-two punch of their elected officials offering tax breaks to the world's richest corporations with one hand, while giving fare hikes to families and workers of New Jersey who were already struggling to make ends meet. He said the poorest New Jerseyans, who most likely relied on mass transit as their primary mode of transportation, would not have a choice. They would be forced to pay the increased fares while making difficult household budget choices. Mr. Benson said the raising of fares could send mass transit into a death spiral and raising fares decreased ridership, which resulted in decreased service. He said the plan was not only unjust but also bad transit policy.

Mr. Benson said there was an obvious plan that their elected officials could enact and that they did not have to wait until June 30, 2024. He said the crisis was here and the answer fit the bill. Mr. Benson said restore the full corporate business tax, which was on the books until last January, provided \$1 billion in annual revenue to the State, which was almost the exact number as NJ TRANSIT's operating shortfall for the upcoming fiscal year. Directing the revenue towards the beleaguered mass transit system was a solution that asked the richest corporations in the state to pay their fair share. Mr. Benson said it was both more equitable and sustainable than asking the poorest residents in New Jersey to reach deeper into their pockets for higher fares.

Mr. Benson said before they asked the working families to dig deeper, they needed to ask wealthy corporate executives and shareholders to pay their fair share. Corporations might not be the ones that ride NJ TRANSIT, but they reap massive benefits when their employees can take the bus or train to get to work, and their customers can take transit to shop, dine, and go to events across the state. Mr. Benson said he urged the Board to vote no on the fare hikes and wait for the Governor and the Legislature to enact a sustainable funding plan. He said bringing back the corporate business tax was the fairest way to fund their infrastructure and create a strong economy that worked for all families.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said they wanted to stress their concern about both the substance, in particular the proposal to impose a 30-day limitation on paper tickets, and the process for the fare increases. Ms. Gellert said the hearings only had 121 attendees, fewer speakers despite widespread opposition. The 1,300 plus e-mail comments, unread by reporters or the public unless they took time to send an OPRA request that was honored, showed the people were concerned, but it appeared that the agency did not particularly care about hearing from the customers it served. Ms. Gellert said minimum announcements were made so that legal checkboxes could be checked.

Ms. Gellert said a few years ago when she was in Washington D.C., she saw that the Washington Metropolitan Area Transit Authority (WMATA) had posted customer-survey announcements at random bus stops and the Pentagon Metro Station had an actual survey-taker talking to individuals. Ms. Gellert said their opaque agency had a long way to go to achieve a reasonable level of transparency.

Ms. Gellert said the issue of transparent windows continued to come up when talking to riders, who needed to be able to see out their windows both day and night. She said it had been quite some time since they asked Rutgers University to investigate a solution, and they were still struggling to determine where they were, especially if the on-board visual display was not working, the public announcement system was out or garbled, or if a passenger had a hearing disability. Ms. Gellert asked when they could expect to see the world go by again.

Ms. Gellert said their info@lackawannacoalition.org e-mail address recently received an email from Attorney Brendan Nolan of Caldwell, which she attached to her full written statement. She said the gist of the email stated that Mr. Nolan was a commuter from Short Hills, who preferred riding the quiet car on the train. On multiple occasions, he asked the conductor to require other passengers to abide by the quiet car policy and had been refused. Ms. Gellert said Mr. Nolan believed the lack of action by NJ TRANSIT, after promising but not providing a quiet car, was at best negligent and perpetrating a fraud on their customers. She replied to Mr. Nolan with various feedback options and believed he would be following up directly with President & CEO Corbett.

Ms. Gellert said in closing, she wanted to brag a bit. The day prior, the Lackawanna Coalition celebrated their 45th anniversary of advocacy for rail passengers. Ms. Gellert said they shared dinner at Trattoria Gian Marco in their hometown of Millburn, where the Coalition had met in the town-hall conference room since its inception, moving to virtual meetings in March 2022, and now with a hybrid zoom option. She said they had spoken at most, if not all board meetings, at least in the last decade. Ms. Gellert said she joined the Lackawanna Coalition in 2015. They testified at Legislative Committee budget hearings, including this year. In the 1990s, they had a station inspection program by members, that they were currently working on bringing back in a 21st century digital version, in which any rider could participate. Ms. Gellert said they welcomed all to attend their meetings, which started with a presentation on rail, public transit, or governmental topic. Her full statement was submitted.

Alex Ambrose, Policy Analyst with New Jersey Policy Perspective, said she might be biased because she worked in transit, but she thought the Board represented one of the most important agencies in the state. Ms. Ambrose said she was asking the Board to vote no on the fare hike. She said the fare hike was anything but fair, and she shared NJ TRANSIT's concern for a lack of funding. Ms. Ambrose said the agency has been underfunded for years and they were still suffering under some of the cuts made under the previous administration.

Ms. Ambrose said the answer was more public funding. Over reliance on fares was one of the reasons they were in this mess to begin with. Ms. Ambrose said not only did it not solve the problem of the larger fiscal cliff anticipated for 2025, but it was also highly inequitable, especially for bus. She said former Governor Christie's administration recognized that bus fares should not be raised at the same rate as rail fares. Ms. Ambrose said asking riders to pay more without improvements to service added to the inequity.

Ms. Ambrose said NJ TRANSIT was a public service and it should be treated as such, not as a business that needs to subsist on its own revenue. For that reason, she supported Governor Murphy's proposal for a corporate transit fee, a modest fee on the wealthiest corporations in the country, which was one of the most equitable ways to fund transit. Ms. Ambrose said they needed more people to take trains and buses, not less. She said transit had many benefits, including, economic, environmental, and accessibility. Ms. Ambrose said they should explore how they could make transit more accessible and affordable, not less.

Ms. Ambrose said she also wanted to express additional concerns about looking for efficiencies within NJ TRANSIT. There were real improvements that could be made to service, which would better reflect the current age of commuters. She said it was difficult to imagine any efficiencies that did not result in service cuts. For example, New York Metropolitan Transportation Authority (MTA) was able to avoid drastic service cuts and fare hikes by raising taxes on extremely wealthy corporations. Ms. Ambrose said the best way to save money and operations and find efficiency was to invest in capital.

Ms. Ambrose asked the Board to roll back the three percent in perpetuity and commit to holding hearings on all future fare hikes, including virtual options. She said they were fortunate that some riders were able to attend the meeting today, but a lot of them were not able to make it because they were at work or caring for their families at the time. Ms. Ambrose asked the Board not to think of the vote as a number on a page or in an Excel spreadsheet. She said this vote would have real life implications for riders and raise expenses for some of the most vulnerable New Jerseyans. Ms. Ambrose asked the Board to stand up for riders, work with the Legislature and the Governor, and vote no.

David Pringle said he represented Empower NJ, the state's largest climate coalition with over 100 faith and community groups. Mr. Pringle said they could not oppose the proposed fare hike more than they did. At best, it was premature and at worst, it would be devastating. Mr. Pringle said they called on the Governor and this supposedly independent Board of Directors to reject the fare hike, or at the very least postpone it. He said it would be devastating because this fare hike was bad for the environment, the climate, the economy, environmental justice communities, and equity. Mr. Pringle said it was premature because the state budget was not due yet. He said the fiscal year for the State did not begin until July 1, 2024 and less than two months ago the Governor proposed a massive infusion of hundreds of millions of dollars to NJ TRANSIT. Mr. Pringle said the Turnpike Authority hiked the tolls up by three percent, which would more than cover the proposed fare hike. He said at the very least, they should postpone the decision until they had a better understanding of the State's finances moving forward.

Mr. Pringle said the fare hike would devastate riders. So many people used public transit to get to work, medical appointments, the grocery store, and much more, especially the low-income population. Mr. Pringle said transportation, especially individual cars and trucks, were the largest source of greenhouse gas emissions. He said the fare hike would create a vicious cycle. Increased fare would lead to less ridership, less revenue, and less service. Mr. Pringle said they were calling on the Governor and the Board to stop the proposed fare hike, or at the very least delay it until they knew what they were doing. He said if they were not being an independent Board, they should resign, or at least look in the mirror the next time they got a chance. Mr. Pringle said they were doing someone else's business and not the public's.

Talia Crawford, Advocacy and Organizing Manager for Tri-State Transportation Campaign, spoke on behalf of the non-profit advocacy and policy organization dedicated to fighting for improved mobility, accessibility, affordability, and sustainability in New York, New Jersey, and Connecticut. Ms. Crawford said they strongly urged the Board to vote no to the proposed fare increases. For years, transit advocates had been saying that without stable and dedicated funding sources for NJ TRANSIT, riders would face unjust and unfair fare hikes and service cuts, and today they had reached that juncture. Ms. Crawford said the proposed 15 percent increase that would begin on July 1, 2024, and the three percent increase annually would create major financial barriers for riders. She said NJ TRANSIT's budget should not be balanced on the backs of riders.

Ms. Crawford said public transportation was not prioritized like other essential utilities in New Jersey and has been extremely underfunded, which meant NJ TRANSIT had to make do with what they had, continuing with the practice of capital to operating transfers to pursue preventative maintenance measures. She said this practice diverted almost \$10 billion away from expanding service, redesigning routes, electrifying the bus fleet, and modernizing infrastructure. All of that plus the residual impacts of COVID like decreased ridership, left the agency to the fiscal deficit by Fiscal Year 2026.

Ms. Crawford said it was a shame that the Board had to vote on this tremendous fare increase without knowing if the corporate transit fee would be passed by New Jersey Legislature. She said the corporate tax was estimated to generate \$800 million for NJ TRANSIT, almost enough to cover the agency's budget deficit, but if it was not passed, there were plenty of other viable funding mechanisms that would alleviate NJ TRANSIT's budget deficit, besides the double-digit fare hike, such as increasing the New Jersey Turnpike Authority's annual contributions to the agency or diverting money from the highway expansion to NJ TRANSIT. Ms. Crawford said fare hikes should be a last resort option.

Ms. Crawford said the proposal would place a considerable burden on New Jerseyans, especially the most vulnerable populations who rely on public transit for their daily needs. She said over 270 million passengers a year depended on the system to get to work, school, essential services, and social engagements. Ms. Crawford said a 15 percent increase on their transportation costs would have a huge impact. She asked the Board to

reconsider the fare increase and said New Jersey riders deserved service that was affordable, accessible, reliable, and sustainable.

John Reichman, Environment Chair of Blue Wave New Jersey, and Steering Committee Member of Empower NJ, said the fare increase was anything but fair as all the other speakers had articulately advised. Mr. Reichman said he thought every NJ TRANSIT rider and every New Jersey resident would appreciate the Board members answering questions before they voted. He asked were they a rubber stamp Board or were they going to be using their independent judgment to determine whether the fare increase was in the best interest of NJ TRANSIT riders. Mr. Reichman said he hoped they would explain their vote, why they needed the vote to go forward, and what alternatives they looked at and advocated for to avoid the fare increase. He thought the most important question for the Board to answer publicly was why they were voting on the proposed fare increase.

Mr. Reichman said it was premature and asked why they were not putting pressure on the Legislature to provide the stable funding for years to come to avoid a fare increase. He said the Legislature had numerous ways in which it could fund the deficit. Mr. Reichman said the Governor proposed a \$65 billion budget and the \$100 million that the fare increase would raise was sofa cushion money that could be found in any different number of ways. He said it could be found by passing the corporate tax fee and applying that money this year to avoid the fare increase. Mr. Reichman said the Legislature could stop the ridiculous \$10.7 billion turnpike expansion project. He asked the Board were they going to advocate to stop the expansion project and have that money go to mass transit.

Tineen Howard, former employee at the New Jersey Department of Transportation (DOT), said he did not plan to speak at the meeting, but after listening to what the other speakers were saying, it moved him to talk about his experience at DOT. Mr. Howard said the culture at the Department of Transportation was not beneficial to New Jersey. He said they had a history of discrimination in the workplace, especially towards black men. Mr. Howard said based on how they treated their employees, they had no respect for the greater public. He said like DOT, at NJ TRANSIT there was retaliation against employees when they complained, and both agencies went out of their way to quell employees' dissenting opinions. Mr. Howard said the public needed to pay attention to what was happening with the New Jersey Transportation Trust Fund to see where the money was going. He said the fund was consultant driven. Mr. Howard said he opposed the fare increase.

Tanisha Garner, resident of Newark, said where she lived in the Ironbound section was an environmental justice community. Ms. Garner said she wanted to discuss the highway expansion project and how it would affect her community which was already burdened. She said the highway expansion was a \$1.1 billion project.

Ms. Garner asked the Board why they were asking for a 15 percent fare increase with a three percent annual increase in perpetuity, which meant for life. She said with the way things were going, they did not know what would happen next, so how could they put up structures that would protect the riders. Ms. Garner said the state recently experienced a

4.8 magnitude earthquake and once there was one earthquake, there were more to follow. She asked the Board what they planned to do to protect the citizens of New Jersey and NJ TRANSIT's infrastructure. Ms. Garner said she was a member of the Tri-State Transportation Bus Campaign, they had been fighting against these issues for a long time, and requested a meeting with Board Member Narra, which had not happened.

Ms. Garner said the Bus No. 31 route that NJ TRANSIT recently picked up from Coach was originally an NJ TRANSIT bus line before the private carrier took it over. She asked the Board what they were doing to make sure they were not affecting the residents. Ms. Garner said everyone needed to remember that although corporations were taxed, it was the residents and employees who brought the money into corporations to make a profit. She asked the Board how they were protecting the children and parents that rely on the buses to take their children to school every day. Ms. Garner asked about the buses and trains that were not running on time. She said when there were bus delays, riders were not properly notified of the issues causing the delays. Ms. Garner requested a meeting with the Board to come up with solutions.

Vito Havrilla, Legislative Director for the Lackawanna Coalition, read from the Coalition's statement and said their statement was calling for hourly weekend service between Hoboken and Montclair State University on the Montclair-Boonton Line. Mr. Havrilla said on November 28, 2022, his organization adopted a resolution calling for better service on the Montclair-Boonton Line. Currently, there were services every two hours, including a three-hour gap. Mr. Havrilla said they would like service to run every hour between Hoboken and Montclair State University on the weekends. He said he wanted to remind everyone again that the Lackawanna Coalition met every month in Millburn, usually on the fourth Monday of the month, and anyone who would like to join their organization and have this improvement become a reality to please join.

Holly Cox, 25-year resident of Montville, said the proposed NJ TRANSIT rate hikes were bad for New Jersey working class residents who relied on NJ TRANSIT. Ms. Cox said they were also bad for the environment as they would discourage the use of mass transit and contribute to emissions in a time of climate crisis. She said instead of the \$10.7 billion budgeted for the turnpike expansion project, those funds should instead be used to expand bus and rail operations.

Ms. Cox said the future was mass transit and NJ TRANSIT should be investing towards that goal. She said the rate hike and its burden on working class residents would cause fewer people to use mass transit, at a time when they needed to make public transit more accessible for everyone. Ms. Cox said NJ TRANSIT should work to encourage the use of mass transit and thereby help reduce traffic causing air pollution, which disproportionately harmed people of color and low-income communities and violated New Jersey's environmental justice law.

Ms. Cox said the rate hike would have a devastating impact on urban areas and minority communities, as people were already struggling to make ends meet. She said she echoed Mr. Benson's comment that these burdens always fall on working class people. Ms. Cox

said corporations were rolling in unbelievable profits. She asked why they were not being taxed and bearing the burden of the hike. Ms. Cox said corporations were the ones benefiting from the workers coming into work.

Ms. Cox said the \$11 billion cost of the proposed turnpike expansion was better spent on public transportation. She said public transportation improvements stimulated more economic development and jobs, decreased traffic congestion, lowered emissions and pollution, was a lifeline for low-income families and essential workers, and were being demanded more by people of all income levels who wanted low-emission transportation options. Ms. Cox said this rate hike would cause real hardship to people and discourage the use of mass transit, which would increase emissions.

Ms. Cox said they had to stop making the climate crisis worse. She said it was impossible to ignore the climate, as they were experiencing the hottest days and the hottest year on record, in all of history. Ms. Cox said the New York City subway was flooding and people were dying in basement apartments, barely containable wildfires across the entire globe was causing unbreathable air affecting citizens in New Jersey, and there were stronger and scarier storms, droughts, and one million species threatened with extinction. Ms. Cox said climate scientists said they had six years to drastically cut their emissions, to keep the planet habitable. The need to act on climate was urgent and their leaders were failing them. Ms. Cox said they needed dedicated state funding for NJ TRANSIT, and public mass transit was the future.

Matty Buchys-Hyland, Levittown resident, said Happy Autism Awareness Month. Mr. Buchys-Hyland said he went to General Douglas MacArthur High School, where they celebrated Autism Awareness every April on behalf of the millions around the world who had autism. He was thankful to be in a world where he was accepted and understood for who he was.

Mr. Buchys-Hyland said on the topic of fares, he wanted to give a brief history. He said this was the first time NJ TRANSIT was raising fares since 2015. Mr. Buchys-Hyland said the 15 percent increase might seem like too much, but on August 19, 2011, the Port Authority of New York and New Jersey voted to raise the toll from \$8.00 to \$15.00, over time. On September 18, 2011, it was raised from \$8.00 to \$12.00 and then to \$15.00 on December 13, 2015, with the approval of the Commissioners, one of which was William Pat Schuber, who was a former Bergen County executive. He said it was also approved by then New York Governor Cuomo and New Jersey Governor Chris Christie as well. Mr. Buchys-Hyland said he wanted to echo former Commissioner Neal Zuckerman, when he said, nobody wants to pay more, but ultimately someone had to pay it, and unfortunately nobody volunteers to pay more, but the debt would keep growing if the fares were not increased.

Rachel Davis, Public Policy and Justice Organizer for Water Spirit, said Water Spirit was a spiritual ecology non-profit whose mission was to hear the cry of the Earth and the cry of the poor. Ms. Davis said she wanted to talk directly to the people who had a stake in this decision, especially those who would be voting today. She wanted to amplify the voice

of those who would be impacted regarding the proposed fare increases and continued spending on the turnpike expansion project. Ms. Davis said they were both troubling developments that burdened commuters, but also contributed heavily to environmental degradation and unsustainable urban sprawl.

Ms. Davis said it was clear that their priorities had to shifted towards a more sustainable and equitable transportation system that clearly prioritized public transit over highway expansion. She implored the Board and Governor Murphy to reconsider the fare increases and halt further spending on the turnpike expansion project. Ms. Davis said as pointed out by Mr. Pringle, this was not necessary and did not have to happen now. She said, as many pointed out, this was a failure from generations ago, who could have prevented this problem from happening if there had been a coherent plan in place, considering the very clear climate crisis.

Ms. Davis said as Ms. Garner stated, there would be many more earthquakes to follow the one they just had, and by investing in public transit they could reduce congestion, lower emissions, and possibly have a stake at living in the future. They had unfortunately doubled down on increasing fossil fuels with all the decisions that had been made in the past. Ms. Davis said they had an opportunity now to move forward towards a positive livable future for all New Jersey residents. She said it was beyond time to prioritize the well-being of their communities and their environment, over short-sighted infrastructure projects like this. Ms. Davis said they also urged that they work together to build a future where public transit was reliable, affordable, and sustainable for generations to come. She said they could speak to the need for accessibility enhancements, while not taking away from that, but only adding to it. Ms. Davis urged the Board to vote no on the fare hike item. She said this was not a favorable vote.

Paula Rogovin, Don't Gas the Meadowlands Coalition, said she strongly opposed the fare hike and urged the Board to vote note. Ms. Rogovin said it was interesting that President & CEO Corbett advertised discounts for the Spring to encourage ridership, but at the same time they were proposing fare hikes. She said with the climate crisis intensifying storms, floods, forest fires, drought, and displacement of millions of people around the world, it was the responsibility of the government and government commissions such as NJ TRANSIT Board of Commissioners to do everything possible to help prevent the expanding climate crisis.

Ms. Rogovin said her organization successfully worked for several years to stop NJ TRANSIT's proposed gas plant in Kearny. She said hiking transit fares would hurt low-income people and it would drive people away from mass transit. It was a horrendous tax on working people and at this precise time in history they needed to be expanding mass transit. Ms. Rogovin said fares should go down to encourage people to use the trains, buses, and light rail, and transition away from cars. She said trains and bus routes should be expanded so more people would use mass transit.

Ms. Rogovin said the late folk singer Pete Seeger wrote the song When Will They Ever Learn, and she asked NJ TRANSIT when they would learn that it was their responsibility

to protect and not harm the people of New Jersey. She said they needed to vote no on the fare hike and pressure the state Legislature to create a dedicated funding source for NJ TRANSIT. Ms. Rogovin said taxing millionaires was one way and another way was for NJ TRANSIT Board members to call on Governor Murphy to reject the \$10.7 billion highway expansion project, which would pollute environmental justice communities such as Jersey City. She said do not waste those billions of dollars on a project that would harm people and instead spend those billions of dollars from the highway expansion project on NJ TRANSIT. Ms. Rogovin said they held each of the Board members responsible for protecting the lungs and the pocketbooks of New Jersey residents. She said vote no on the fare hike.

Adam Reich asked the Board to display their independence and reject the current fare hike proposal. He said the 15 percent this year was too high for working class riders and the three percent increase in perpetuity were unacceptable, especially without a commitment to provide service improvements and preserve service levels beyond the current fiscal year. Mr. Reich said it was ridiculous to have a fare structure that theoretically could bind his children, grandchildren, and great grandchildren, without a promise of a public hearing. He said the public hearing process was very flawed and NJ TRANSIT deliberately chose not to offer a public virtual participation option so that few riders could come. Mr. Reich said because of that they should not be considering a 15 percent increase and a three percent automatic increase.

Mr. Reich said there were signals from the Governor and the Legislature that dedicated funding might finally be around the corner, so it was imperative that NJ TRANSIT wait on any future year proposals, since there was no offer of enhancements to service. He said the Board should not be voting on something now, when they did not know what was ahead and could not see the fiscal picture. Mr. Reich said they would not point one of their NJ TRANSIT trains or buses in a direction where they did not know what was in front of it.

Mr. Reich said the Board's fiduciary duty would require them to hold off on any fare increases for future years and consider only the current year. He also asked that they keep the FlexPass, which was one of the best things that stemmed from the pandemic and would help with the impending fare increase. Lastly, he said a 30-day expiration date for a ticket was unacceptable considering many people bought multiple tickets in advance, and the window should be increased to 90 days or six months. Mr. Reich also asked Board Member Narra to provide an update on the Customer Advocate.

Bill Ritzler, Transportation Committee Chair for Tri-County Sustainability (TCS), said they were a hub for 101 municipalities and 1.2 million residents in the 10 legislative districts in Burlington, Camden, and Gloucester counties. He thanked NJ TRANSIT for allowing him to speak and he thanked the workers for providing mobility for New Jersey residents and visitors.

Mr. Ritzler said later that morning the NJ TRANSIT Board faced a crucial decision on whether to increase fares by 15 percent, as well as an automatic fare increase of three percent per year going forward. TCS, in concert with the nearly universal consensus

expressed by the multitude of engaged transportation stakeholders, has previously outlined the negative impact this fare increase would have on the riding public. This was especially true for passengers that belong to the low-and-moderate-income category, in which NJ TRANSIT may be the only affordable mobility alternative. Additionally, some existing passengers may turn to their vehicles, creating pollution and contributing to climate change as a result.

Mr. Ritzler asked that the Board use their authority, as a public body with responsibility for oversight of a major state agency, to vote against the proposed fare increase, to protect the interest of NJ TRANSIT passengers. He said although the Board was responsible for making sure that NJ TRANSIT functions properly, it cannot ignore the needs of New Jersey residents in the process. Mr. Ritzler said the NJ TRANSIT Board should be mindful of growing momentum to implement external oversight of the agency. He said NJ TRANSIT has a demonstrated recent history of marginal public input, by way of the Passenger Advisory committees and the long-awaited vacant Customer Advocate position. Mr. Ritzler asked the Board not to ignore the needs of the residents and the environment and to vote no for the fare increase.

Jason Anthony, from the Long Island Railroad ADA Taskforce, said it was very unfortunate to hear President & CEO Corbett offering discounts and at the same time implementing a fare increase, which was a hypocrisy. He said also at the same time, New Jersey was forgetting those people on the eastside of the Hudson that use the system as well. Mr. Anthony said everyone should remember that New Yorkers use the system to go into New Jersey to MetLife Stadium, to shop, to work, or they live there. He said the fare hike was unfair.

Mr. Anthony said there was a lawsuit that was pending in federal court, that was started by the Governor and Josh Gottheimer against the State of New York. He said settle this lawsuit because the MTA needed federal funding to invest in signaling, ADA improvements, and other things, and if this was not settled, they all would be in more danger. Mr. Anthony also would like to see NJ TRANSIT made an independent agency, and not dependent on the New Jersey Department of Transportation. Lastly, he asked that the Board vote no on the fare hike.

Samantha DiFalco, Organizer with Food & Water Watch, spoke on behalf of their 75,000 members and supporters. They were in opposition to the fare hike, which she said was nothing more than an attack on the poor. Ms. DiFalco said they were in a climate emergency, the fare hike would make it more difficult for people to access public transit, and this would allow for more cars to be on the road. She said the funds for the turnpike expansion project should be repurposed to NJ TRANSIT because they do not need more traffic backed up at the Holland Tunnel. Lastly, she asked that the Board to vote no on the fare hike and not be a rubber stamp Board.

Tim Sevener, Director of the New Jersey Association of Rail Passengers, said their President Joe Versaggi testified in Newark against the fare hikes. Mr. Sevener said the fare hike would decrease ridership, impose a burden on the people who must use the trains, and

he agreed with the other comments that NJ TRANSIT should wait until after the budget. He said they also needed to look at other funding sources, follow Washington D.C.'s lead and increase vehicle registration fees based on the weight of the vehicle, and use this source of funding to help NJ TRANSIT. Another source of funding he suggested before, could be a tax and private jet ownership fees, because the rich were not carrying their fair share of cost for traveling. Mr. Sevener said they did not need highway expansions on the Atlantic City Expressway or the Turnpike. Lastly, he said the Atlantic City Rail Line should be electrified and powered with offshore wind.

Joseph Clift said he was a past Director of Planning at the Long Island Railroad and follower of NJ TRANSIT Capital Projects for the last 20 years. He had one request on the fare increase proposal, which was to extend the expiration date on tickets from 30 days to 90 days. A previous speaker spoke about the difficulty of people buying tickets in bulk if they were sight-impaired, because it was difficult to buy tickets if they went from 90 days to 30. He asked that the change be made in the proposal that day, because the cost was not significant, and it would help people who had difficulty buying tickets one by one. Mr. Clift said regarding the fare increase, two numbers stuck out and no one had talked about them. He noted there was 32 percent general inflation since the last fare increase and a 42 percent increase in NJ TRANSIT's operating costs from 2009 to 2015. Mr. Clift said NJ TRANSIT customers have gone from paying 48 percent of the cost of operating NJ TRANSIT to 27 percent.

Mr. Clift said the problem they had was that the Governor dictated to NJ TRANSIT and its rubber stamp Board that there not be any fare increases for eight years. He said the MTA has had fare increases, and almost every other agency has had fare increases, but the Governor bragged about not having one. Mr. Clift said now what was the result, a 15 percent fare increase beginning July 1, 2024, and it only covered half of inflation.

Mr. Clift said customers must be willing to pay their fair share and suggested they were getting a good deal. Even though it was a 15 percent fare increase, they were way ahead of inflation. He said with three percent annually, they would never catch up. Mr. Clift said if they looked at who the problem was, Board members should look at themselves because they were the ones who just sat there, did nothing, and knew about these problems for years.

Doug O'Malley, Director of Environment New Jersey, representing more than 80,000 members across the state, started by thanking NJ TRANSIT for having a virtual option for this meeting, but noted that was not the case for the fare hike hearings. Mr. O'Malley asked that all Board members look at the hearing transcripts because they would tell them very clearly what commuters have been saying. He said not to trust everything they were hearing that day, but trust the riders that showed up at the fare hike hearings.

Mr. O'Malley said as they have heard already that morning, the NJ TRANSIT fare hikes historically have had one clear result, the more they ask riders to pay, the less riders they will have on the system. He said the fare hike of 15 percent would hurt the most vulnerable

bus riders the hardest. This fare hike would also drive other riders back to cars, which would mean more pollution and more traffic.

Mr. O'Malley said this fare hike was being presented as a solution to NJ TRANSIT's budget crisis and it was not. He said it was a false solution, they cannot balance the budget on the backs of bus and train riders, the fiscal cliff was looming, and NJ TRANSIT Board members should listen to the riders and show independence, by opposing the fare hike or least not vote on it. Mr. O'Malley said the Board were the customer advocates, they should talk to the riders and listen to what they had heard that morning, and they should not get rid of the FlexPass. He asked they also invite the Governor, Mayors, and other legislative leaders to be customer advocates and join riders on NJ TRANSIT.

Chris Nowell, of Fort Lee with Bergen County Complete Streets, expressed his opposition to the fare adjustment hike. He said they already subsidized the sprawl lobby and big car, which was the auto cementing mortgage industry, with highway improvement and expansion. Mr. Nowell said now the Governor backed expansion of the turnpike in environmental justice communities in Newark, Bayonne, and Jersey City was almost an \$11 billion subsidy that would be paid by taxpayers, including non-drivers. He said the non-drivers would have to pay again, paying more to ride public transit, which was inadequate. Mr. Nowell said Governor Murphy and Congressman Gottheimer were worried about increased traffic congestion and air pollution in New Jersey from New York's Congestion Pricing, yet the Governor was proposing what was a tax on the transit riders, who were helping to reduce traffic congestion and air pollution in New Jersey.

Mr. Nowell said combined with the turnpike expansion, this seemed like a scheme to keep people driving because that was what it would do. He did not know if this was the Governor paying back political favors, but he said do not be complicit in it. Mr. Nowell said a fare increase would cause fewer people to use transit, because people who had a choice would choose to drive. He said people who did not live where they work, shop, or get healthcare and could not afford to pay, would not be able to use public transportation, and asked what would happen to them. Mr. Nowell said please do not leave them hanging out to dry. He said this was just perpetuating the historic dumping on low-income and minority residents in every way possible. Mr. Nowell said the agency needed reliable sustainable funding and discussions on ways to do it.

Jenny Kari said she was in opposition of the fare adjustment. Being a senior citizen, a widow, and for 30 years the sole caregiver for her mom, she had to use public transportation to work part-time, even now, in New York City. She said this increase would have a tremendous effect on her, but more so on the people who were fighting cancer. Ms. Kari has friends in their 80s with cancer, whose doctors were in New York City, physically could not drive to New York, and they used public transportation. She has offered to ride in with some of them and they would never recoup that money. Ms. Kari said they would buy one-year worth of train tickets or bus tickets in advance. She said they were senior citizens who do not use the apps or things on their mobile phone because they were too afraid. Ms. Kari asked the Board to consider the senior citizens that must go into the city to see doctors and how this fare hike would be so hard on them. Ms. Kari felt like the public was not aware of

this proposal, it was not prepared well, and she asked the Board not to approve the fare adjustment item. She suggested they wait another year or six months, and purchased tickets should not expire until one year.

Public Comments Submitted in Lieu of Speaking

Vikram Sikand wrote in opposition to the proposed fare increase. Mr. Sikand suggested taxing corporations, not riders.

Brian Jankowitz wrote that tickets were already expensive and people could not afford to pay more. Mr. Jankowitz suggested NJ TRANSIT should look for ways to reduce costs, expand transit, and reduce congestion in the Lincoln Tunnel, by converting bus service to trains. He suggested light rail service should be expanded into Hudson County and free transfers should be offered between the PATH train and NJ TRANSIT light rail and bus.

Rebecca Overholt wrote that raising the fare was going to further hurt ridership. She noted fare hikes impacted the poorest and least mobile populations. Ms. Overholt believed the budget shortfall should come from the funds for the turnpike, which did not need to be expanded.

Dan Rappaport wrote the annual three percent increase was a terrible idea. Mr. Rappaport did not know what the inflation rate would be year to year and neither did Jerome Powell, Chair of the United States Federal Reserve.

William Walto wrote, as stated by the Tri-State Transportation Campaign, the corporate business tax that was proposed by Governor Murphy's Budget Address would generate \$800 million for NJ TRANSIT, which would help alleviate the enormous budget crisis the agency was facing. He noted NJ TRANSIT proposed a 15 percent increase and an additional three percent annual increase, but believed if the corporate business tax was passed, more than enough money would be generated to fund NJ TRANSIT. Mr. Walto believed they needed the New Jersey Legislature to pass the corporate business tax and representatives to advocate against the fare hikes. He urged NJ TRANSIT to reconsider the proposed fare hikes, which would decrease many peoples' ability to use the system. Mr. Walto wanted other means to be the primary drivers to boost funding for NJ TRANSIT, which he believed was a vital agency.

Deborah L. Duncan wrote public transit fare increases meant loss of equity, decreased use, and lower income, necessitating another fare increase. Ms. Duncan believed this was a death sentence for NJ TRANSIT, and a failure for New Jersey residents, employers, the commercial sector, tourism, the transportation industry, social safety nets, and the environment. Ms. Duncan believed raising transit fares meant that public transit would become prohibitive for those who needed it, often the marginalized and economically challenged. Ridership would be discouraged to those for who it was merely an option and increased the existing negative social bias.

Ms. Duncan believed the cost of transportation would then be spent with private companies, like automobile dealerships, repair facilities, fuel providers, and ride services. She believed public transportation was an essential public service and not a profit-making undertaking. Like public utilities, ongoing maintenance and upkeep was essential to vitality and needed to be built into the planning and budgeting. Ms. Duncan believed government had a responsibility to maintain efficient, safe, and reliable transportation, if it was to exist. She noted there were examples to study, to explore alternatives means of supporting transit to benefit all parties involved.

Robin Zeh wrote with impending congestion pricing in Manhattan, it was even more imperative that NJ TRANSIT be reliable and reasonably priced for New Jersey workers in New York City.

Board Comments

Board Member Maroko thanked former Board Member Sangeeta Doshi for her years of service and said it was a real pleasure working with her. Also, he commended NJ TRANSIT on all their efforts made surrounding Autism Acceptance Month. On the fare increase, Board Member Maroko echoed what President & CEO Corbett said, that fare increases always were a last resort, which was the reason the agency had not increased fares in almost a decade. The alternative to filling the budget gap was cutting services and doing that would be a great disservice to working families in New Jersey.

Board Member Maroko agreed there needed to be additional funding going forward, and noted they all acknowledged that. He applauded Governor Murphy for his proposal on the corporate transit fee, which was necessary, and he encouraged the Legislature, and the Governor to find additional sources of funding, to ensure in the future transit did not have to cut services. Board Member Maroko also said if there was any way to help relieve the burden on working families, low income, and other communities that were particularly vulnerable, he would encourage the Governor and Legislature to look at that as well.

Board Member Narra said she wanted to respond to Mr. Reich on the status of the Customer Advocate position, however, she could not provide an update yet. She said there would be one soon. Board Member Narra addressed Ms. Garner from the Tri-State Transportation Committee, apologized for missing their request, and if she could not stay for the duration of the meeting, Board Member Narra would touch base with her to set up a meeting with their committee.

Regarding the fare increase, Board Member Narra noted people asked whether they were a rubber stamp Board for the Governor, and while she would not speak for anyone else on the Board, she was not. She was frank and told everyone the vote on the fare adjustment pained her very much. Although she would be voting yes, her explanation in doing so was her fiduciary duty to the agency. As a member of this Board, they had a fiduciary duty to the agency and there was no alternative right now. Anything happening with the Legislature or the Governor would be later that year.

Board Member Narra said right now, the alternative was service cuts, which meant job losses. In terms of job losses, it would be devastating to their fellow citizens who worked very hard for this agency. The service cuts were the biggest concern. They had already seen, some of the private bus carriers abandoned their lines. NJ TRANSIT had to take those abandoned lines on, sometimes not to the satisfaction of the residents because they would like more service, which she understood. Board Member Narra said taking on the abandoned lines was a big fiscal burden for the agency because they did not receive extra money during the year to do that. This budget took into account the lines that were picked up.

Board Member Narra understood the communities that were going to be impacted. She said, as many knew, she was commuter and although her line was a private line, she was fully aware that the private companies were waiting on this because it gave them the opportunity to also raise fares. Board Member Narra said while she did not make a fortune, she certainly made enough that she would be able to continue to commute on the buses. She knew many of their residents were going to be digging deep into pockets that were nearly empty and said this was so hard to do.

Board Member Narra said there have been intense conversations amongst the Board about this, but it was a process. She noted a lot of people have been talking about the Board waiting on this vote, but the problem was that there were financial consequences to waiting. Board Member Narra said quite frankly she did not know what was going to happen, and no one else knew what was going to happen, in July or beyond. She noted she asked if it turned out that dedicated funding not only filled the budget gap now, but in the future, was there a possibility of rolling back the fare increases. Board Member Narra said there was a lot on the table, but everything was uncertain and all they could do as a Board Member with a fiduciary duty, was deal with the situation as it existed now. She said unpleasant as it may be for many of them, she was reluctantly voting yes, and this was a very difficult decision.

Board Member Narra said she attended two of the fare hearings, read comments for the meetings she did not attend, and listened to every one of the speakers who got up and said New Jersey deserved safe, reliable, efficient, and affordable public transportation. She said they were 100 percent right, and if there was a way to deliver that without the fare increases, she would be 100 percent onboard. She thanked everyone for coming to the meeting, as well as other meetings, said she appreciated all their dedication, and said they all had been heard.

Vice Chair Carson said both of her Board colleagues said it better than she could have, but she did want to follow-up on the comment that Board Member Narra referenced around this Board rubber stamping the decision. She said that implies they took this lightly, had not done their due diligence in looking at all the factors that needed to be considered, and did not understand the implications to the public. Vice Chair Carson said that could not be further from the truth. She said, like Board Member Narra, her vote would also be yes. Although they had not gotten to that point yet, Vice Chair Carson wanted to be clear that it was not a yes just as a rubber stamp, but it was a yes considering

all the factors that they discussed, and they heard from her colleagues. She thought it was important for the public to understand that.

Board Operations and Customer Service Committee Report

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

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year’s comparable period and Fiscal Year 2024 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for February 2024.

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for the: Execution of Contract 20-084 Option Period One for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, North Ocean Counties); and Local Program and Community Mobility Purchase of 17 Light-Duty Vehicles.

Action Items

2404-16: FARE ADJUSTMENT AUTHORIZATION

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2404-16. Jacqueline Stamford presented for approval Action Item #2404-16: Fare Adjustment Authorization.

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

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O’Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2404-17: REGULATIONS – ADOPTION OF N.J.A.C. 16:77 USE OR OCCUPANCY OF NJ TRANSIT-OWNED PROPERTY

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2404-17. Jacqueline Stamford presented for approval Action Item #2404-17: Regulations – Adoption of N.J.A.C. 16:77 Use or Occupancy of NJ TRANSIT-Owned Property.

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

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members Brown and Thomas were recused from Items #2404-18, 2404-19, and 2404-20, and would not comment on the items.

2404-18: PERSONAL INJURY CLAIM OF JOHN HORACE

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer to present Action Item #2404-18. Jacqueline Stamford presented for approval Action Item #2404-18: Personal Injury claim of John Horace.

Board Member Shanti Narra made a motion, Board Member Richard A. Maroko seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2404-19: PERSONAL INJURY CLAIM OF MARIE PARAISON

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2404-19. Jacqueline Stamford presented for approval Action Item #2404-19: Personal Injury Claim of Marie Paraison.

Board Member Shanti Narra made a motion, Board Member Richard A. Maroko seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2404-20: PERSONAL INJURY CLAIM OF THE ESTATE OF KEVIN MILFORT-SANCHEZ

President & CEO Corbett introduced Jacqueline Stamford, Acting Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2404-20. Jacqueline Stamford presented for approval Action Item #2404-20: Personal Injury Claim of The Estate of Kevin Milfort-Sanchez.

Board Member Richard A. Maroko made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2404-21: EXECUTION OF CONTRACT 20-084 OPTION PERIOD ONE FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, NORTH OCEAN COUNTIES)

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2404-21. Michael Kilcoyne presented for approval Action Item #2404-21: Execution of Contract 20-084 Option Period One for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, North Ocean Counties).

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

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Vice Chair Carson was recused from Item #2404-22 and would not comment on the item.

2404-22: RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT BETWEEN NEW JERSEY TRANSIT CORPORATION AND THE GATEWAY DEVELOPMENT COMMISSION

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2404-22. Richard Schaefer presented for approval Action Item #2404-22: Resolution Authorizing Entering into a Funding Agreement Between New Jersey Transit Corporation and the Gateway Development Commission.

Board Member Shanti Narra made a motion, Board Member Richard A. Maroko seconded the motion, and the item was adopted.

Roll Call Vote:

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

2404-23: LOCAL PROGRAMS AND COMMUNITY MOBILITY PURCHASE OF 17 LIGHT-DUTY VEHICLES

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2404-23. Richard Schaefer presented for approval Action Item #2404-23: Local Programs and Community Mobility Purchase of 17 Light-Duty Vehicles.

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

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair O'Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O'Connor asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the

attorney-client privilege, including but not limited to, the Personal Injury Claim of Thomas Dougan and the Personal Injury Claim of Khalilah Raybon.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 12:02 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 12:31 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session except Board Members Brown, Kanef, and Thomas.

Adjournment

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

The meetings were adjourned at approximately 12:32 p.m.

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

APRIL 10, 2024

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	67752
➤ PRESIDENT & CEO'S MONTHLY REPORT	67753
➤ ADVISORY COMMITTEE REPORT	
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2404-16	FARE ADJUSTMENT AUTHORIZATION – Authorization that the recommended fare adjustment take effect as set forth in Exhibit 3, with a proposed system-wide fare adjustment effective July 1, 2024, that would increase by no more than 15 percent, with annual increases of no more than three percent effective July 2025. Authorization to take whatever actions are necessary to implement the proposed fare changes set forth in the item and related exhibits.	67776
2404-17	REGULATIONS – ADOPTION OF N.J.A.C. 16:77 USE OR OCCUPANCY OF NJ TRANSIT-OWNED PROPERTY – Authorization to take all actions necessary to adopt N.J.A.C. 16:77 et seq., Use or Occupancy of NJ TRANSIT-Owned Property, consistent with this Board item and corresponding Exhibits, format the regulations as appropriate and to take all other actions necessary to effectuate the final adoption and promulgation.	67836
2404-18	PERSONAL INJURY CLAIM OF JOHN HORACE – Authorization to settle the claim of John Horace through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.	67845
2404-19	PERSONAL INJURY CLAIM OF MARIE PARAISON – Authorization to settle the claim of Marie Paraison through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.	67846

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
BOARD OF DIRECTORS' MEETINGS
APRIL 10, 2024
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- 2404-20 PERSONAL INJURY CLAIM OF THE ESTATE OF KEVIN MILFORT-SANCHEZ** – Authorization to settle the claim of the Estate of Kevin Milfort-Sanchez through the estate’s attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **67847**
- 2404-21 EXECUTION OF CONTRACT 20-084 OPTION PERIOD ONE FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, NORTH OCEAN COUNTIES)** – Authorization to exercise the first option to extend NJ TRANSIT Contract 20-084 with Transdev United States, of Lombard, Illinois, formerly known as First Transit, Inc., of Cincinnati, Ohio, to operate Access Link service in Region 4 (Mercer, Middlesex, Monmouth, and North Ocean Counties) for a 24-month period from July 1, 2024 through June 30, 2026, at a cost not to exceed \$35,121,894.00, plus five percent for contingencies, for a total contract authorization of \$36,877,989.00, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget. **67848**
- 2404-22 RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT BETWEEN NEW JERSEY TRANSIT CORPORATION AND THE GATEWAY DEVELOPMENT COMMISSION** – Authorization to enter into a Funding Agreement with the Gateway Development Commission, whereby NJ TRANSIT would convey to the Gateway Development Commission, from funds received from the New Jersey Department of the Treasury, in an amount not to exceed \$19,391,467.67, for the purpose of supporting the Gateway Development Commission’s Fiscal Year 2024 budget. **67850**
- 2404-23 LOCAL PROGRAMS AND COMMUNITY MOBILITY PURCHASE OF 17 LIGHT-DUTY VEHICLES** – Authorization to approve the use of the Michigan Department of Transportation procurement for the purchase of 17 light-duty vehicles for subrecipients of NJ TRANSIT’s Local Programs and Community Mobility department in the amount not to exceed \$1,853,000, subject to the availability of funds. **67852**
- **EXECUTIVE SESSION AUTHORIZATION** **67854**
- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 12, 2024 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 19, 2024;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 12, 2024 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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



TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT
DATE: APRIL 10, 2024
SUBJECT: PRESIDENT & CEO'S REPORT – APRIL 2024

A handwritten signature in black ink, appearing to read 'K. S. Corbett', written over the typed name in the header.

Following February's announcement that MetLife Stadium will host the 2026 FIFA World Cup Finals, I'll begin by noting that NJ TRANSIT's advance planning, strategy, and preparations for accommodating this international event are already well underway. On March 22nd, I was pleased to participate in a panel discussion at the Meadowlands Chamber of Commerce's "Mdest Tourism Conference" to discuss the multifaceted logistical preparations and infrastructure enhancements necessary for the World Cup. There, I covered all the ways we are ramping up collaboration with the FIFA 2026 World Cup Host Committee and many other external stakeholders, including UTP and Rutgers CAIT.

As we plan for one of the most high-profile events in New Jersey's history, we remain focused on encouraging the use of public transportation to continue to increase ridership. To that end, NJ TRANSIT has launched a new spring ridership campaign, available at njtransit.com/spring, through which we are offering several promotional discounts.

While NJ TRANSIT plans for historic events like the 2026 World Cup Finals, and works to build ridership back to pre-pandemic levels, it's never been more important to ensure that we have sufficient, stable, and predictable funding for the short- and long-term, for all our services and customers. Tomorrow and on April 15th, I will testify at the Senate and Assembly budget hearings in Trenton, along with our Board Chair and Acting NJDOT Commissioner Fran O'Connor. This year's testimony will cover our strategy for ensuring NJ TRANSIT's financial stability for FY25 and beyond, which we see as akin to a three-legged stool. The first leg is our ongoing internal efforts to drive efficiencies and maximize cost-savings and non-farebox revenues. The second leg is to solve for the immediate need to fill a \$106.6 million gap in our FY25 operating budget, through the fare adjustment proposal the Board is considering today. The third and arguably most critical leg is to solve the long-term funding needs for FY26 and beyond, which would be achieved by Governor Murphy's proposed Corporate Transit Fee to provide NJ TRANSIT with stable and predictable funding.

As we work to shore up and solidify NJ TRANSIT's fiscal future, we remain committed to improving and expanding our infrastructure to meet the demands of a growing New Jersey. Toward that end, I'm pleased to note that bids for the second phase of our Brick Church Station project opened on April 4th, and bids for the second contract of our Raritan River Bridge Replacement project opened on March 27th. We expect to award the bridge's second contract early in the third quarter of this year, to dovetail with the anticipated completion of the first \$248 million contract in the fourth quarter of this year.

As we continue to aggressively advance these and many other infrastructure projects, we are expanding our focus on technology to improve every aspect of the customer experience. I'm pleased to note that NJ TRANSIT has been awarded a \$1.6 million grant from USDOT for the implementation of Artificial Intelligence-based systems, designed to improve safety at light rail grade crossings. The project – which we will undertake in collaboration with Rutgers CAIT – focuses on reducing pedestrian and vehicle strikes by providing critical safety data. The first stage involves prototyping AI-powered technology, including stationary cameras at five grade crossings and forward-facing cameras on a Hudson-Bergen Light Rail vehicle, moving toward wider implementation across 50 grade crossings and additional light rail vehicles to bolster safety, reduce delays, and expand safe transportation access across the state.

In addition to infrastructure and technology, we are similarly focused on our people, as a way to ensure that NJ TRANSIT's future is built on the same foundation of highly-skilled, highly-qualified professionals that has come to define us today. Aligned with this year's recognition from *Forbes* naming us one of the best employers in America, I'm pleased to note that NJ TRANSIT's popular summer internship program this year received more than 12,000 applications for just 100 available spots. Top colleges and universities have also expressed interest in becoming involved with our summer internship program, as a further testament to our standing as a premier employer.

Our focus on people is not just internal for our own employees, but extends into the communities we serve. April is Autism Acceptance Month, and NJ TRANSIT used this opportunity to introduce three new initiatives that will make our system at once more accessible and more inclusive. On April 2nd, NJ TRANSIT launched MagnusCards for light rail – a technology, now available systemwide, that significantly improves the experience of neurodiverse customers, including customers with autism. Also, through our ongoing partnership with Happy Hour 4 Kids, NJ TRANSIT once again invited autistic children from around the state to record announcements at train stations, which are now being played throughout our system for the month of April. Finally, earlier this month we unveiled a NJ TRANSIT bus, now in revenue service, wrapped with Autism Acceptance Month creative, showcasing our commitment to supporting Autism Awareness across New Jersey.

In conclusion, I'd like to extend a fond and heartfelt farewell to our former Board Member, Sangeeta Doshi, whose four-year term recently expired. Sangeeta's diverse experience – including her role as Cherry Hill Councilwoman – along with the passion she particularly brought to her role on the Board's Energy & Sustainability Committee, has greatly enriched our agency. We wish her all the best in her future endeavors.



PRESIDENT & CEO'S MONTHLY REPORT

April 10, 2024

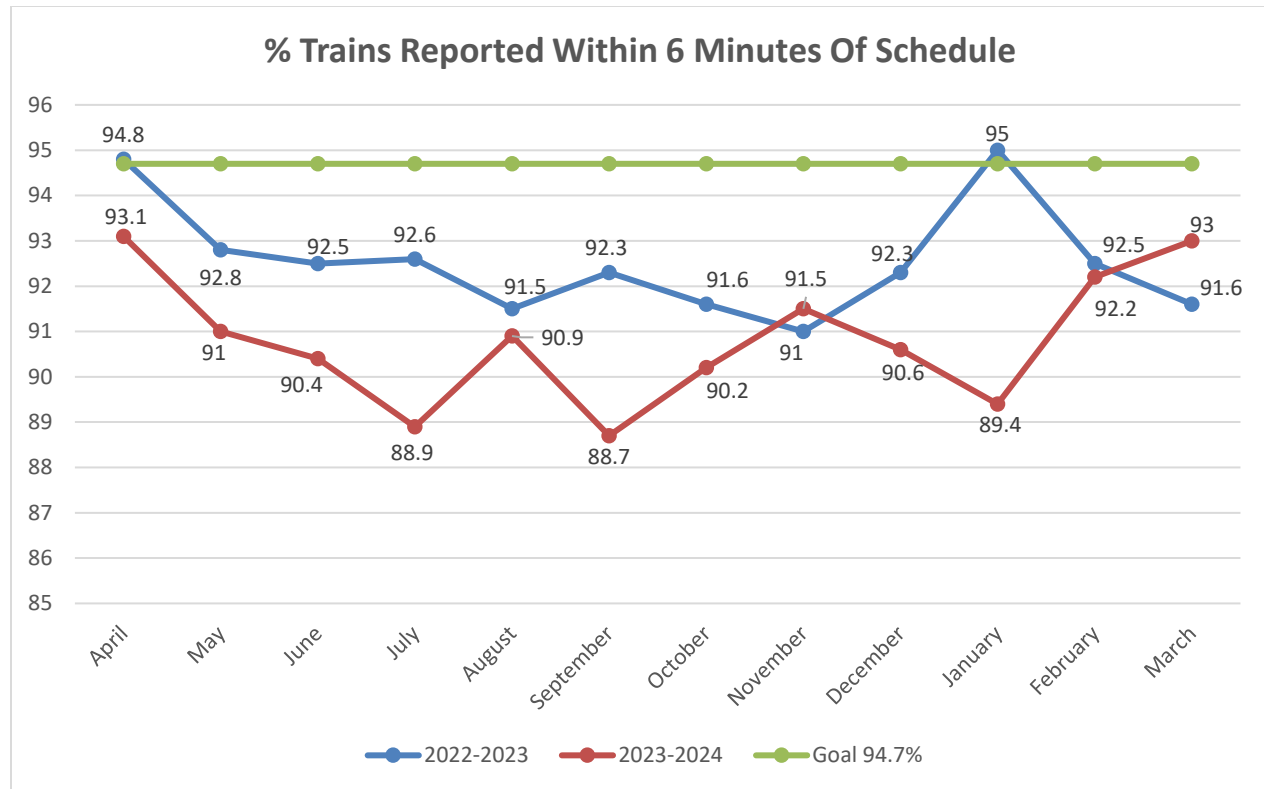
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April 10, 2024

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2022 – MARCH 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
Mar. Comparison	91.6%	93.0%	1.4%
12-Month Average Apr. 2022 – Mar. 2024	92.5%	90.8%	-1.7%

Analysis:

Rail On-time Performance was 93.0% for the month of March 2024. Of the 18,346 trains scheduled to operate, 117,070 were on time, while 1,276 trains (or 7.0% were delayed).

Key Causes included:

- Amtrak Portal Bridge issues, power interruption, NJT Arrow MU issues, PTC mechanical, electric locomotive issue and switch issue contributed 110 delays on March 7.
- NJT trackside interference, weather related signal issues and diesel issue contributed 24 delays on March 23.
- Amtrak track issue contributed 53 delays on March 26.

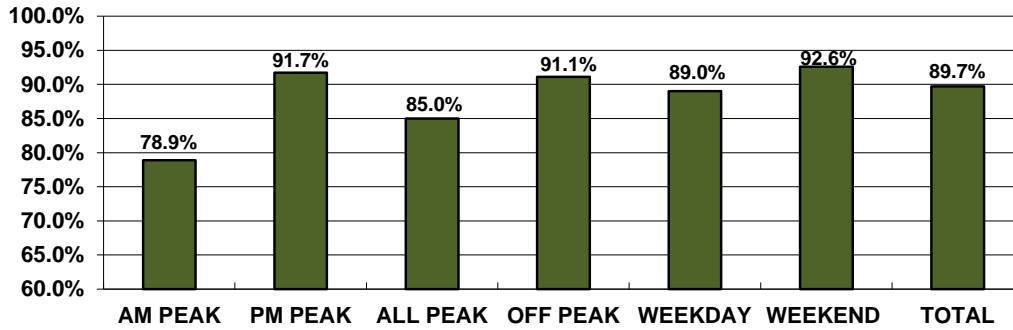
The 12-month Average for Rail On-Time Performance was 90.8%.

ON-TIME PERFORMANCE RAIL

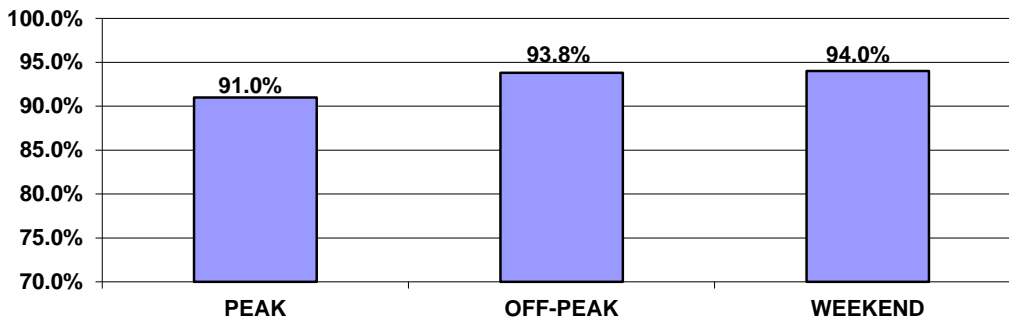
SUMMARY BY TIME PERIOD MARCH 2024

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

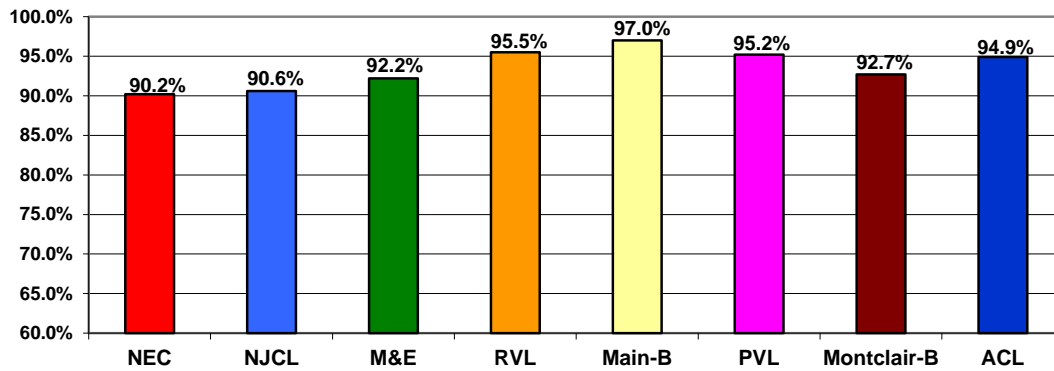
% NEW YORK PENN STATION Trains Reported On Time *



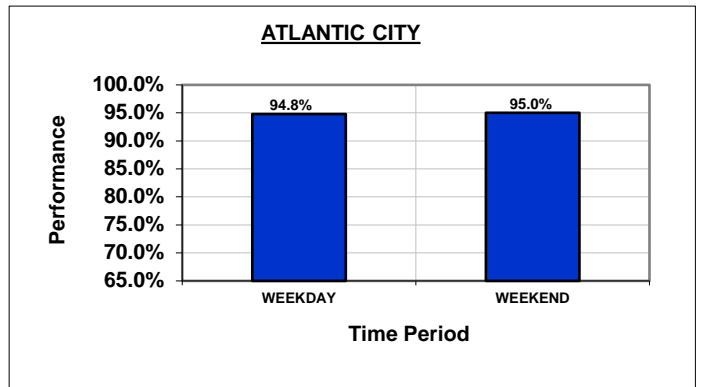
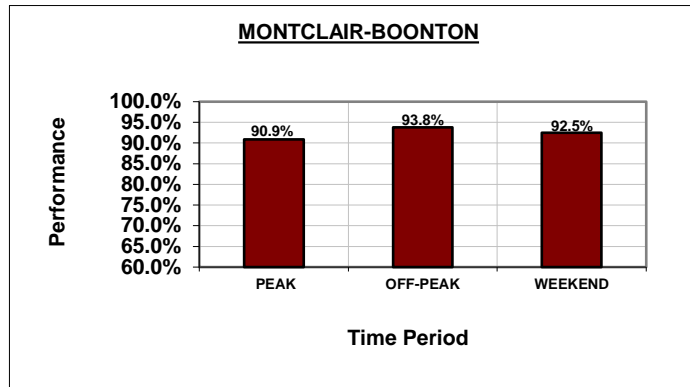
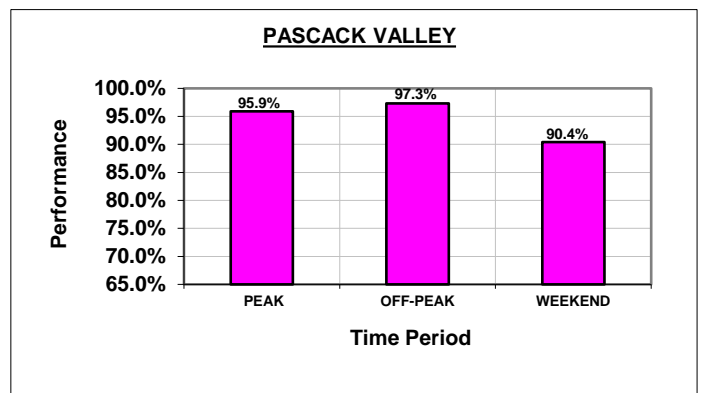
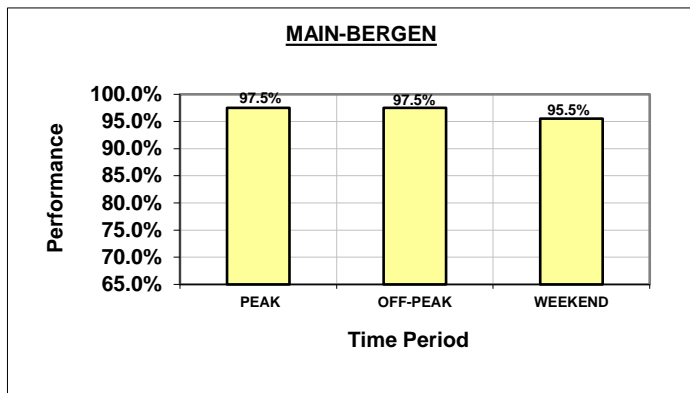
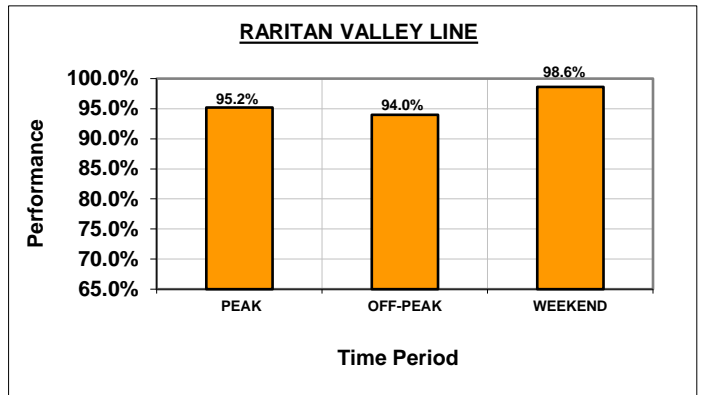
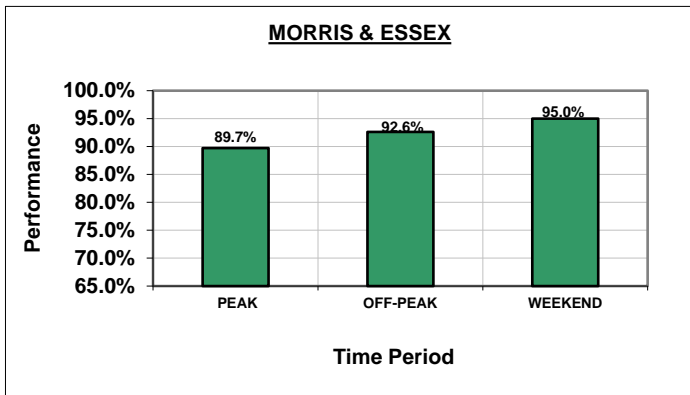
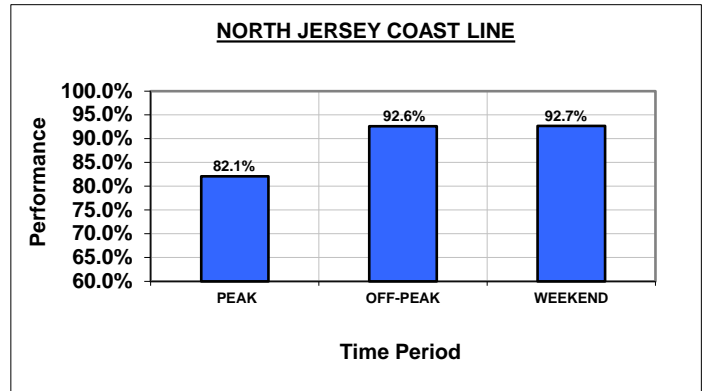
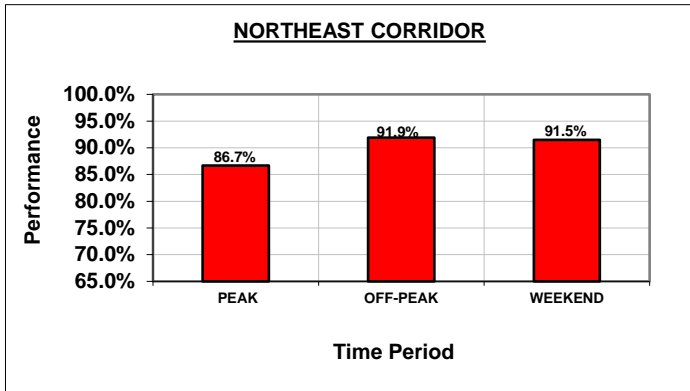
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

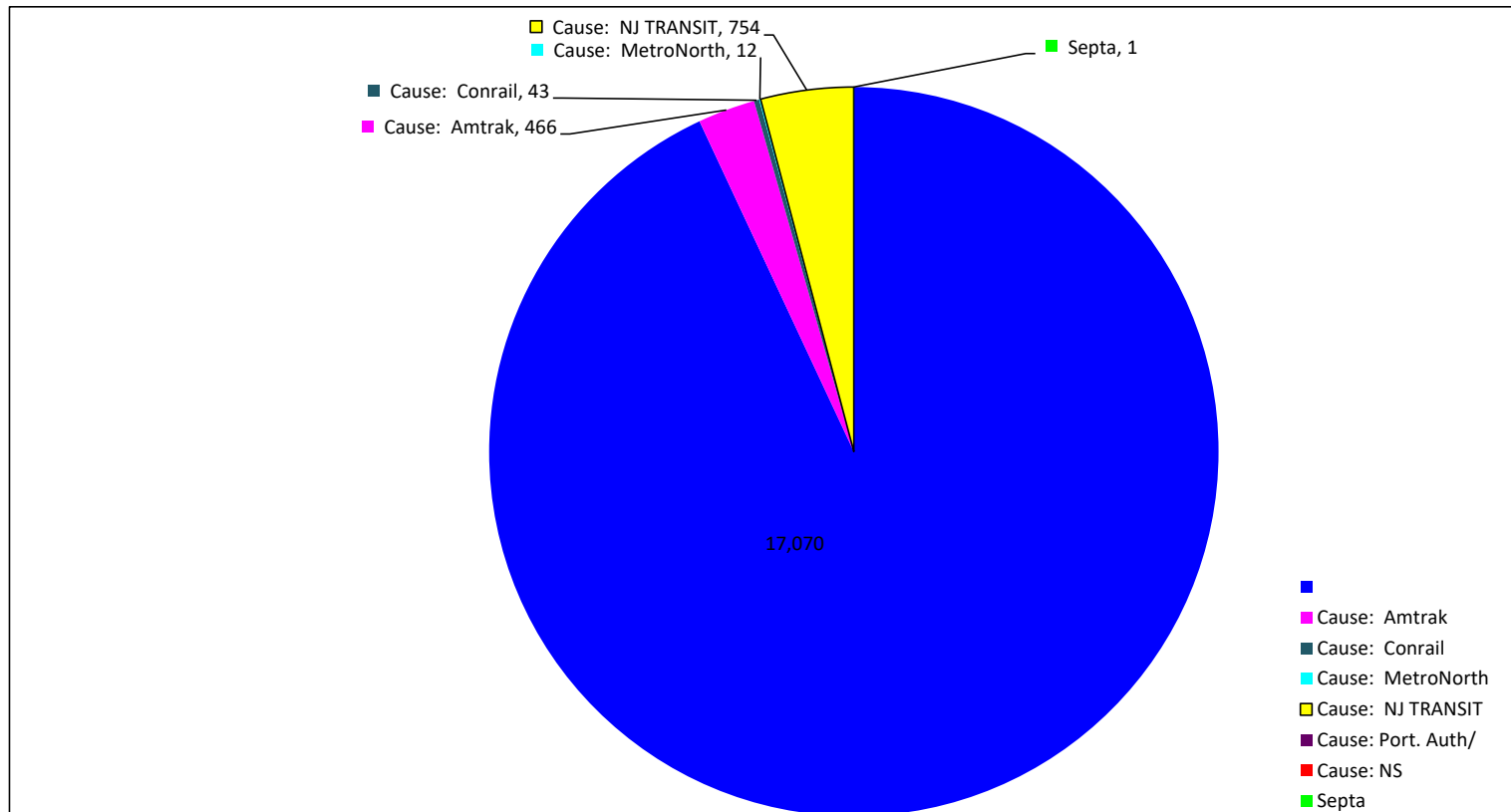


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD March 2024

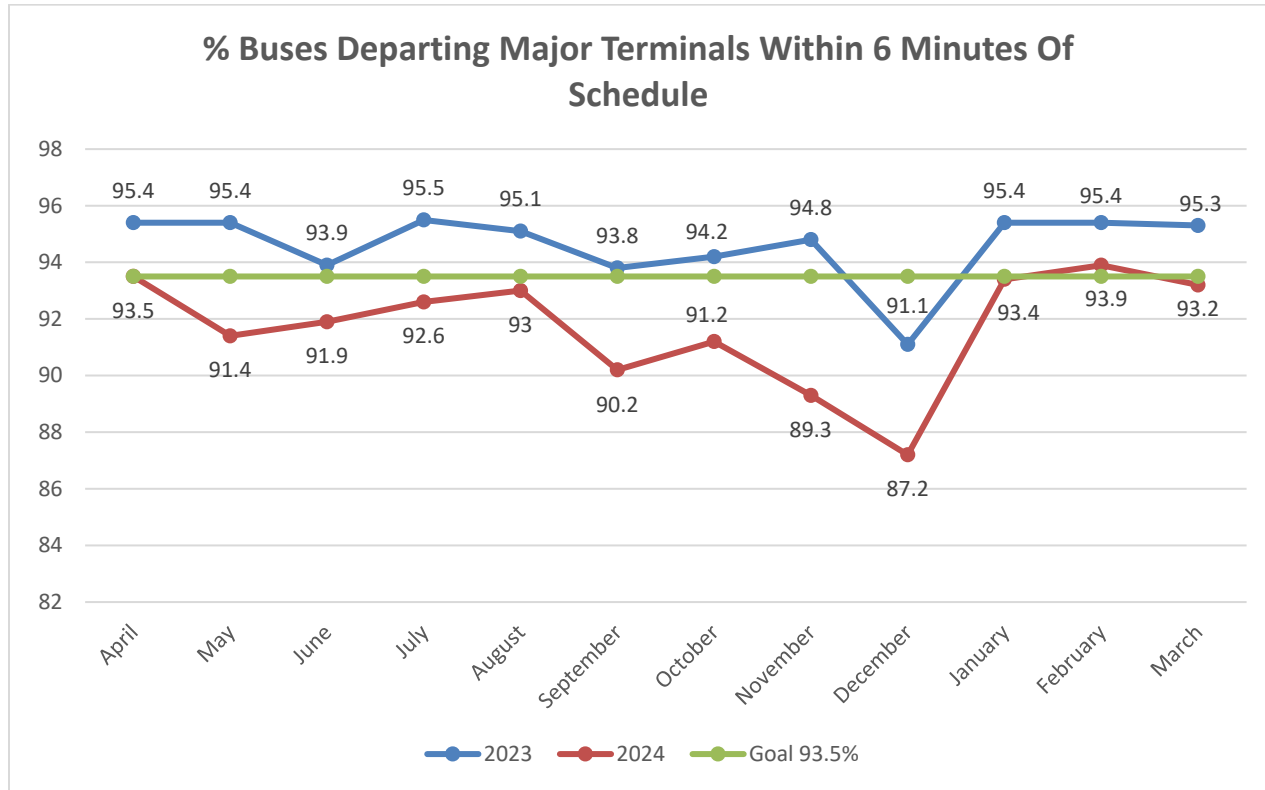


NJ TRANSIT Performance - March 2024 Late NJ TRANSIT Trains

# of Trains On Time	17,070	Cause: Amtrak 466 2.54%	Cause: Conrail 43 0.23%	Cause: MetroNorth 12 0.07%	Cause: NJ TRANSIT 754 4.11%	Cause: Port. Auth/	Cause: NS 0.00%	Septa 1 0.01%
# of Late Trains	1,276							
Total # of Trains	18,346							
Percentage On Time	93.0%							



NJ TRANSIT ON-TIME PERFORMANCE BUS Apr 2022 – Mar 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
Mar Comparison	95.3%	93.2%	-2.1%
12-Month Average Apr 2023 – Mar 2024	94.6%	91.7%	-2.9%

Analysis*:

Bus On-Time Performance systemwide was 93.2% for the month of March 2024. Of the 45,937 monitored departures, 3,133 experienced delays.

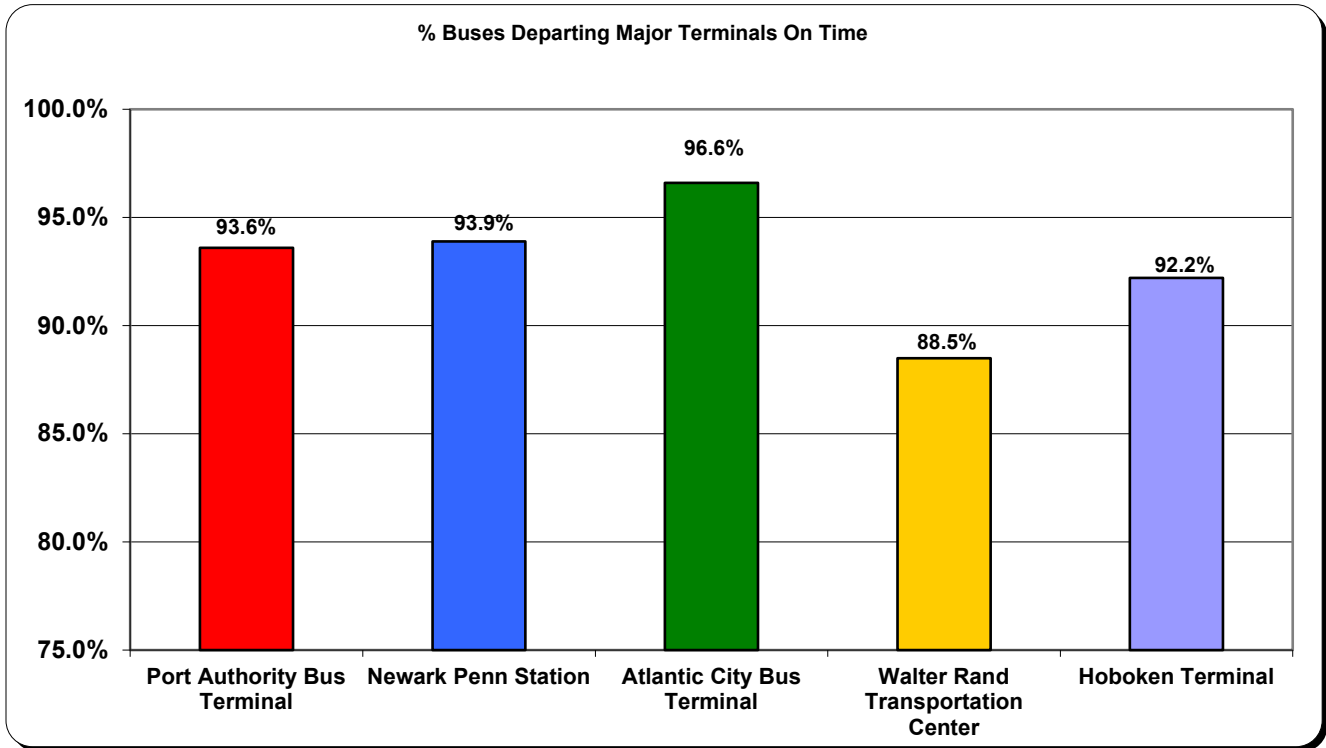
Key Causes included:

- At PABT, on the 6th, heavy rain caused significant delays. On the 18th, a disabled vehicle in the terminal. On the 20th, a disabled bus at the entrance ramp blocked traffic. On the 22nd, a minor accident in the north wing and a breakdown. On the 27th, sick passenger in the unloading area and a disabled bus. On the 28 & 29th, heavy traffic caused up to 30 minutes of delays.
- At Newark Penn, on the 1st, accidents, road closures due to utility work caused significant traffic along detour routes. On the 6th, police activity, bus/auto accident, road closures due to construction and utility work. On the 21st, customer in need of medical assistance, police activity, delays due to road closures due to construction.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

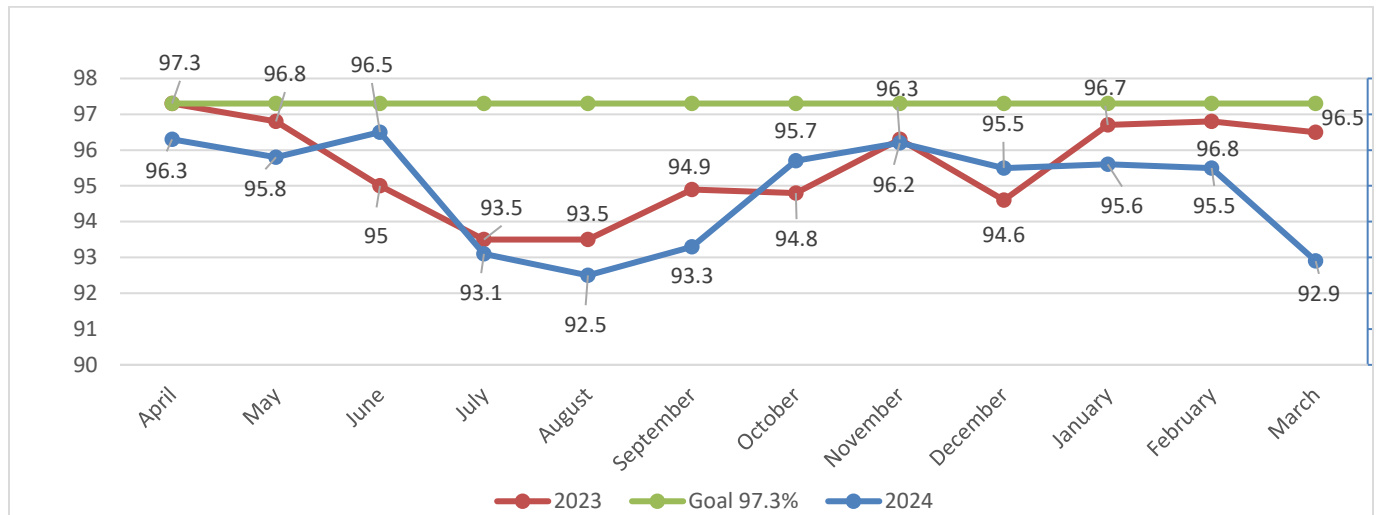
The 12-month average for Bus On-Time Performance was 91.7%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



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



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
March Comparison	96.5%	92.9%	-3.6%
12-Month Average April 2023 – March 2024	95.4%	94.9%	-0.5%

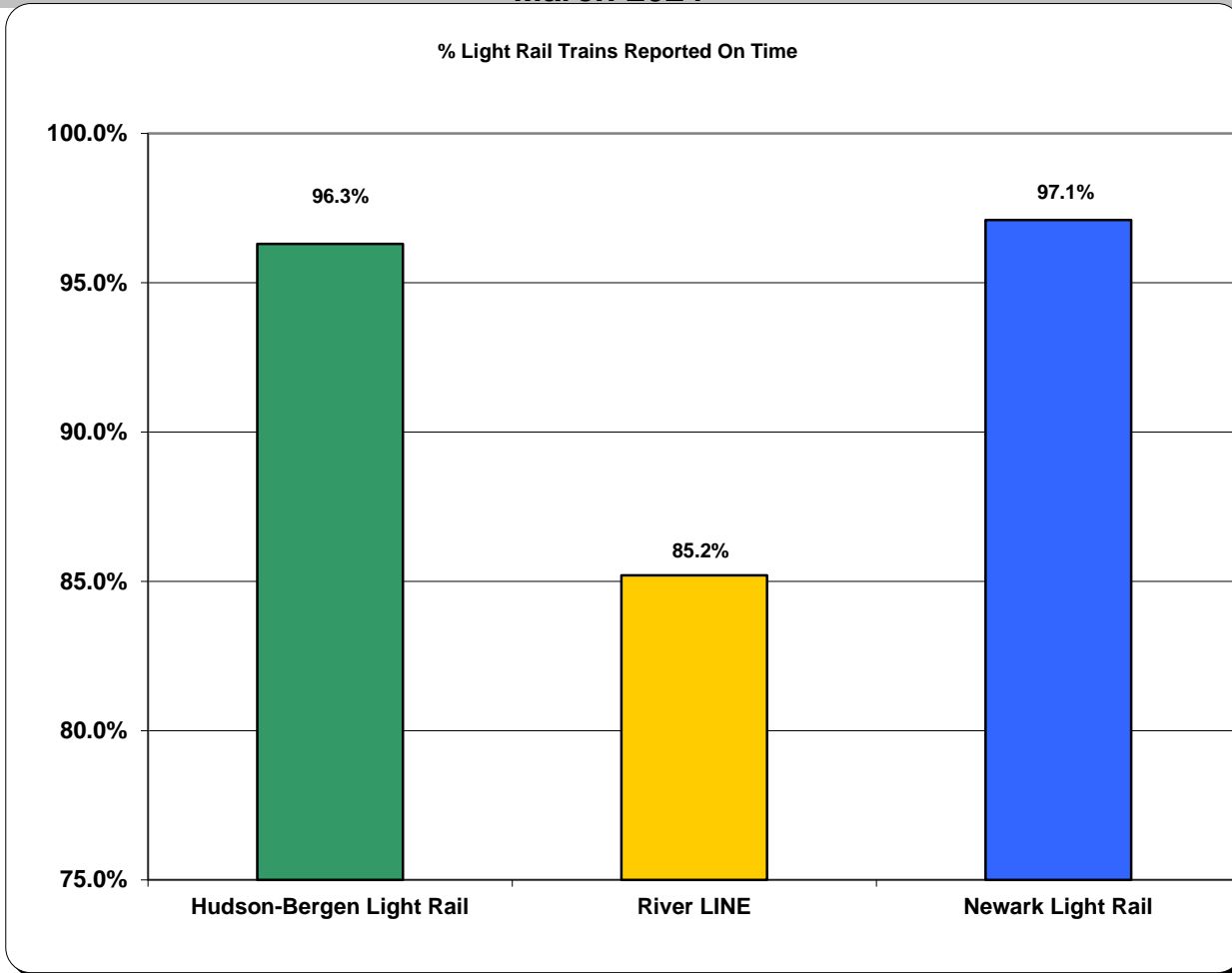
Analysis: Light Rail On-Time Performance system wide was 92.9% for the month of March. Of the 27,151 scheduled departures, 1,957 experienced delays.

Key Causes included:

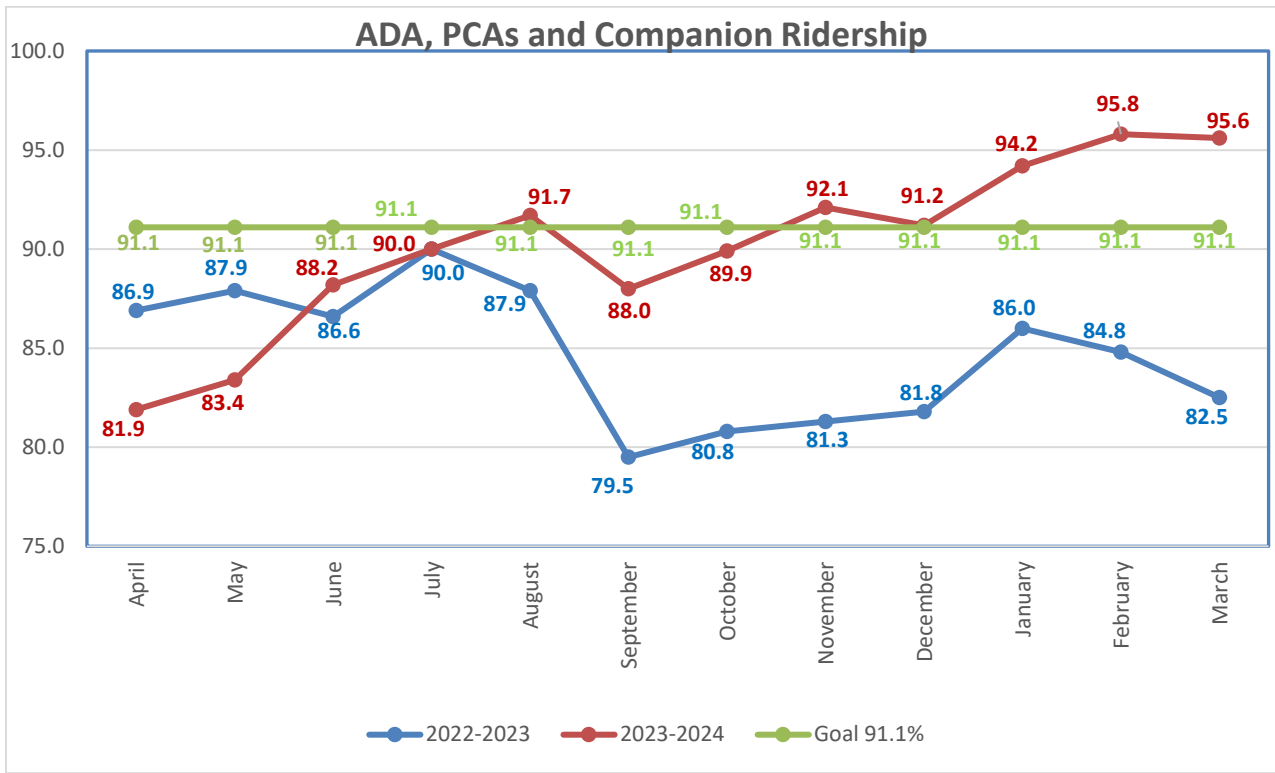
- **Newark Light Rail** – General maintenance such as door, power, brake, and propulsion issues affecting service taking place throughout the month. Manpower issues impacted service throughout the month.
- **River LINE** – Incidents involving general maintenance taking place across multiple dates, including engine, door, signal, and brake issues. Delays incurred throughout the month due to equipment availability. Police activity on 3/11, 3/17, and 3/28 resulted in 4 delays and 2 canceled trains. External passenger incidents throughout the month resulted in 6 delays and 7 canceled trains. Motor vehicles fouling tracks on 3/2 and 3/31 resulted in 2 delays and 4 canceled trains.
- **HBLR** – Incidents involving general maintenance taking place across multiple dates, including door issues, power/propulsion issues, brakes, and other issues. General police activity throughout the month resulted in 176 affected trains. Motor vehicles fouling tracks on 3/1, 3/9, and 3/24 impacted 11 trains. External passenger incidents throughout the month affected 38 trains. Interlocking outages and subsequent repair on 3/14, 3/21, and 3/25 resulted in 120 affected trains.
- The 12-month Average for Light Rail On-Time Performance is 94.9%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2024



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



	<u>2023</u>	<u>2024</u>	<u>% Change</u>
March Comparison	82.5%	95.6%	13.1%
March Ridership	124,963	136,832	11,869
12-Month Average April 2023–March 2024	84.7%	90.2%	5.5%

Analysis:

Access Link On-Time Performance was 95.6% for March 2024. In serving 150,826 total customers, for 136,832 ADA customers trips, 6,012 or (4.4%) experienced delays.

Key Causes included:

- Delays due to operator availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 90.2%.

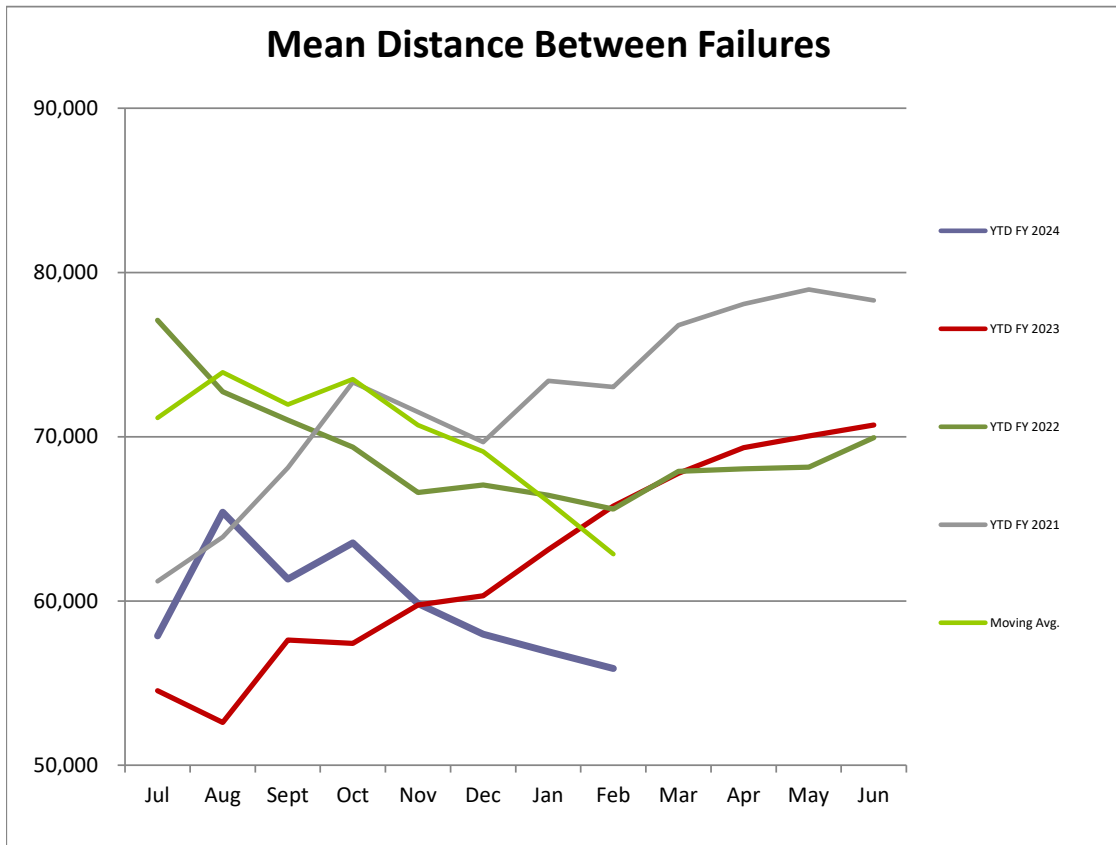
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

February 2024

NJ TRANSIT Rail Operations
Mean Distance Between Failures

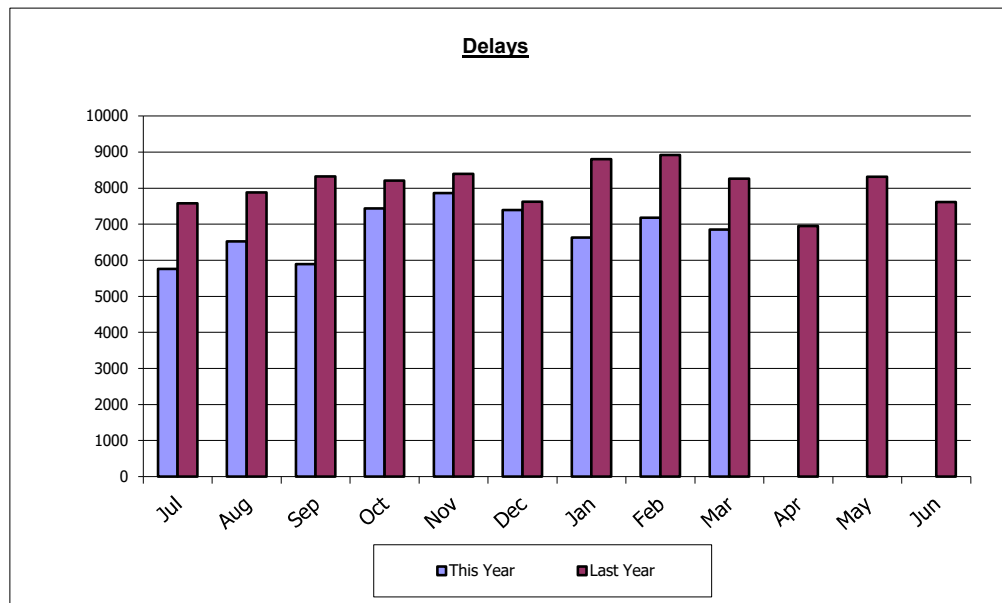
Month	YTD FY 2024	YTD FY 2023	YTD FY 2022	YTD FY 2021	12 Month Moving Avg.
Jul	57,875	54,531	77,087	61,198	71,148
Aug	65,403	52,602	72,743	63,891	73,920
Sept	61,324	57,623	71,005	68,109	71,966
Oct	63,539	57,410	69,368	73,320	73,504
Nov	59,844	59,761	66,597	71,498	70,708
Dec	57,968	60,315	67,060	69,664	69,102
Jan	56,904	63,121	66,433	73,392	66,050
Feb	55,888	65,780	65,594	73,030	62,852
Mar	-	67,778	67,894	76,790	-
Apr	-	69,327	68,050	78,072	-
May	-	70,045	68,153	78,962	-
Jun	-	70,712	69,949	78,300	-



Garage Performance Parameters

March 2024

Location	Miles Between In-Service Delays			
	FY2024 Goal	This Month	FY2024 YTD	FY2023 YTD
Fairview	6,500	6,716	6,564	7,677
Market Street	6,500	4,078	4,123	4,001
Meadowlands	8,500	3,327	3,626	5,341
Oradell	16,000	16,671	14,719	13,603
Wayne	12,000	10,044	8,740	10,569
WestWood	20,000	35,268	24,556	18,504
Northern Division	-	6,107	6,191	7,274
Big Tree	7,500	3,651	4,248	4,978
Greenville	6,000	3,575	4,923	6,221
Hilton	8,500	5,603	4,923	6,513
Howell	17,500	24,357	21,414	25,936
Ironbound	8,000	5,500	5,452	7,023
Orange	7,800	2,917	2,758	3,325
Morris	10,500	50,919	21,433	18,055
Central Division	-	5,830	5,643	7,118
Egg Harbor	12,000	12,961	12,114	12,004
Hamilton	9,000	7,248	8,172	9,140
Newton Avenue	11,000	11,095	9,272	11,955
Washington Twp.	16,000	13,235	13,805	16,861
Southern Division	-	11,585	11,270	12,720
Bus Operations	-	6,851	6,771	8,190

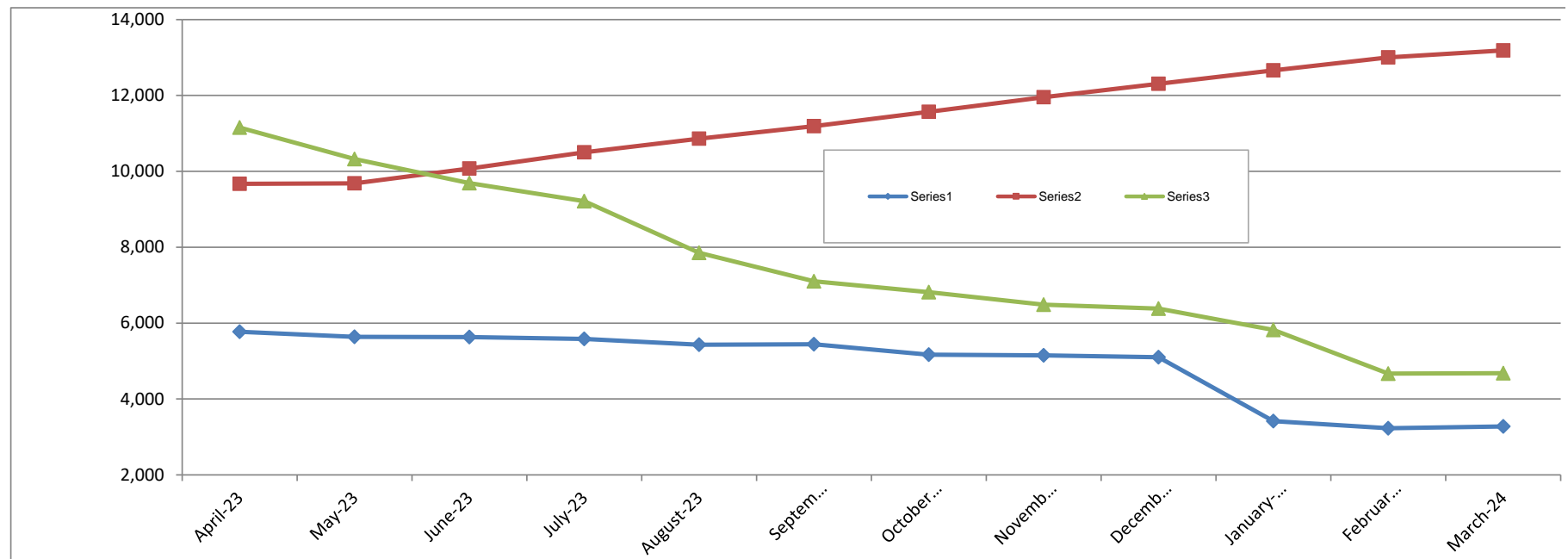


NJ TRANSIT - LIGHT RAIL, March 2024

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * March 2024	MDBSF * February 2024
Newark Light Rail	3,274	3,230
Hudson Bergen	13,188	13,004
River LINE	4,679	4,670

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

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

During the month of **March 2024**, NJ TRANSIT awarded **\$24,012,835.44** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$9,745,258.94** or **40.58%**.

State Fiscal Year 2024 YTD (July 1, 2023, through June 30, 2024) NJ TRANSIT awarded **\$1,035,248,422.60** in state-funded contracts. Of that total, SBE/DVOBs received **\$26,335,761.44**, or **2.54%**.

Note: The above reflects the Procurement Report of Awards received on April 8, 2024.

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

Category 1 SBE/DVOBs	\$200,000.00	0.01%
Category 2 SBE/DVOBs	\$12,996,859.38	1.26%
Category 3 SBE/DVOBs	\$7,468,723.84	0.72%
Category 4 SBE/DVOBs	\$386,581.19	0.04%
Category 5 SBE/DVOBs	\$2,842,354.10	0.27%
Category 6 SBE/DVOBs	\$2,441,242.93	0.24%

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

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

During the 2nd Quarter (January 1, 2024 – March 31, 2024), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was **\$5,611,869.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$305,380.00** or **5.44%**.

FFY 2023 through FFY 2025 Q2 (October 1, 2023 – September 30, 2025) NJ TRANSIT awarded **\$61,455,321.91**** in federally funded contracts. Of that total, DBEs received **\$22,776,853.08** or **37.06%**.

**Numbers reflect federal share*

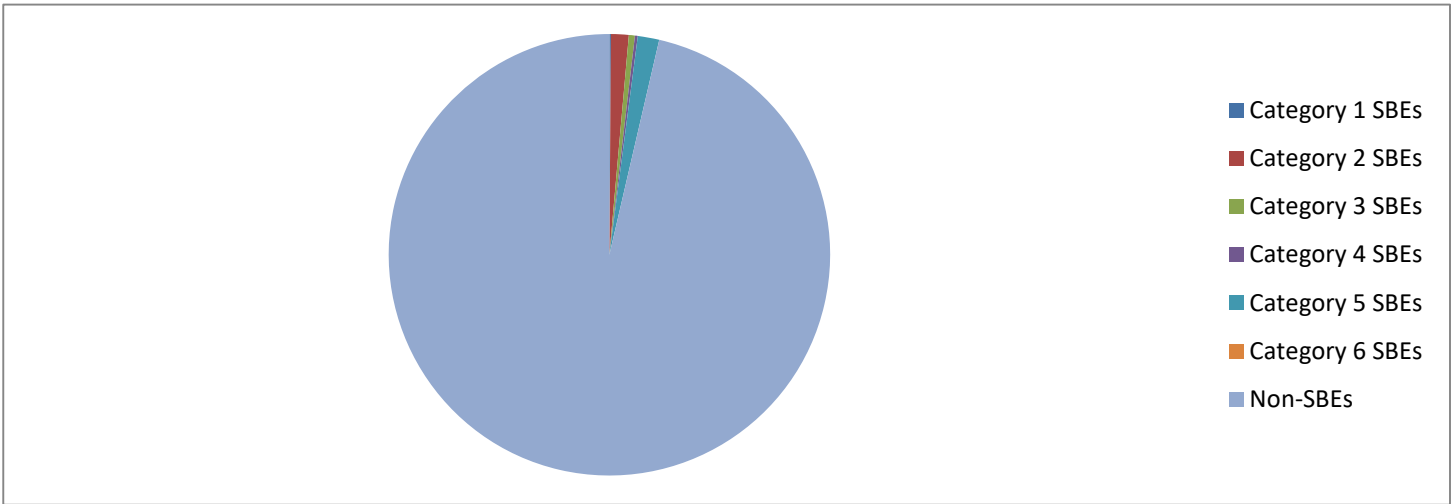
*** Number includes subrecipient awards*

Transit Vehicle Manufacturer (TVM)¹ Awards

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

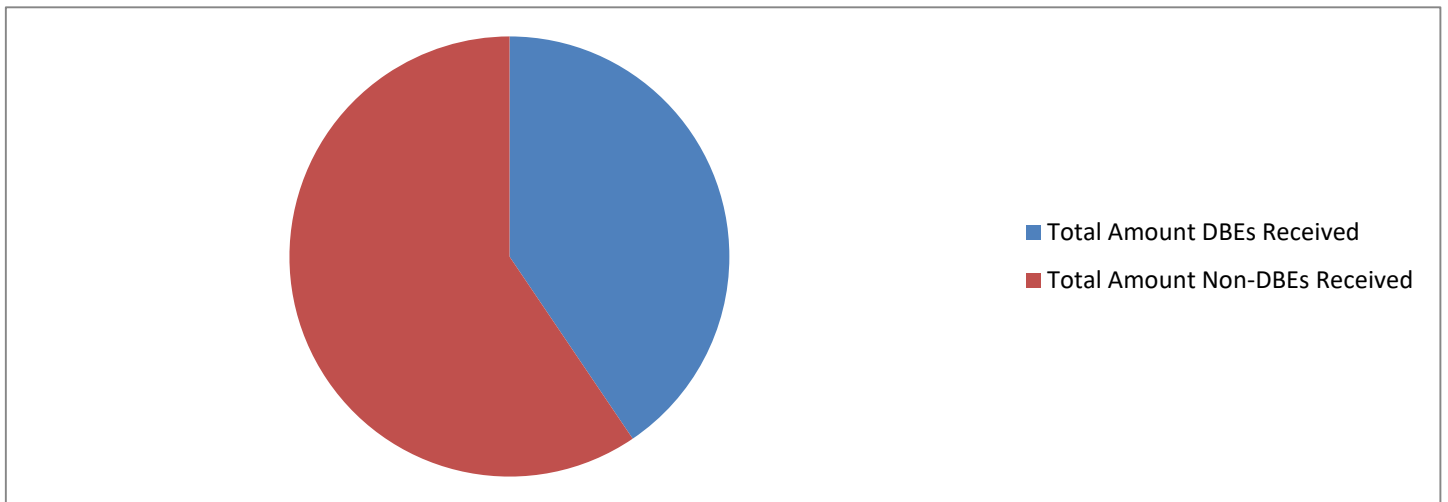
STATE CONTRACTS
STATE FYTD 2024

<i>Category 1 SBE/DVOBs</i>	\$200,000.00	0.01%
<i>Category 2 SBE/DVOBs</i>	\$12,996,859.38	1.26%
<i>Category 3 SBE/DVOBs</i>	\$7,468,723.84	0.72%
<i>Category 4 SBE/DVOBs</i>	\$386,581.19	0.04%
<i>Category 5 SBE/DVOBs</i>	\$2,842,354.10	0.27%
<i>Category 6 SBE/DVOBs</i>	\$2,441,242.93	0.24%
<i>Non-SBE/DVOBs</i>	\$1,008,912,661.16	97.46%



DBE PARTICIPATION
FEDERAL CONTRACTS
CUMULATIVE FEDERAL FY 2023-2025

Total Amount DBEs Received	\$22,776,853.08	37.06%
Total Amount Non-DBEs Received	\$38,678,468.83	62.94%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

46 NJ TRANSIT employees retired recently:

1. Timothy Jenks, Communications Maintainer -- Red Bank -- 20 years
2. David Lear, Lead Tech -- MMC -- 36 years
3. Edward Biggins, Serviceman -- Market St. -- 12 years
4. Lorili Brown, Operator -- Washington Twp. -- 10 years
5. Thomas Burgess, Depot Master -- Big Tree -- 29 years
6. Barney Finch, Repairman -- Big Tree -- 19 years
7. Jean Francois, Stock Clerk -- Ironbound -- 31 years
8. Jose Martins, Din Crew -- NBC -- 49 years
9. Dora Martinell, Operator -- Market St. -- 18 years
10. Luis Osorio, Operator -- Wayne -- 28 years
11. Jose Rebustes, Repairman -- Hilton -- 18 years
12. Trevor Simon, Operator -- Hilton -- 21 years
13. Arnetta Simpson, Depot Master -- Oradell -- 29 years
14. Ramon Soriano, Operator -- Meadowlands -- 20 years
15. Jorge Valle, Operator -- Greenville -- 30 years
16. Otu Acheampong, Parking Lot -- Weehawken -- 21 years
17. Alfredo Belo, Mechanic A -- Wayne -- 30 years
18. Victor Boyd, Operator -- Washington Twp. -- 10 years
19. Wayne Bradbury, Operator -- Wayne -- 34 years
20. Eleanor Brown, Starter -- PABT -- 30 years
21. Steven Burke, Mechanic A -- Oradell -- 25 years
22. William Butler, Operator -- Ironbound -- 35 years
23. Catherine Carter, Operator -- Orange -- 23 years
24. Henry Cribb, Operator -- Hamilton -- 25 years
25. Robinson Delva, Operator -- Wayne -- 22 years
26. Ralph Demarco, Electric Tech -- NBC -- 18 years
27. Carl Fennell, Store Spc -- NBC -- 39 years
28. Allan Gibson, Operator -- Hilton -- 23 years
29. Edward Hamilton, Operator -- Westwood -- 29 years
30. Wanda Johnson, Operator -- Egg Harbor -- 32 years
31. Carlos Kelly, Repairman A -- Oradell -- 22 years
32. Jagnandan Motilall, Light Rail Operator -- Bloomfield -- 29 years
33. Jorge Orihuela, Operator -- Meadowlands -- 19 years
34. Isam Rashid, Operator -- Hamilton -- 14 years
35. Veneice Ross-Winfrey, Operator -- Market St. -- 28 years
36. Albert Scott, Operator -- Wayne -- 23 years
37. Donna Selby, Operator -- Egg Harbor -- 18 years
38. Pawel Strycharz, Operator -- Wayne -- 15 years
39. Veronica Terry, Depot Master -- Meadowlands -- 30 years
40. Lewis Wilkes, Operator -- Market St. -- 27 years
41. Cassandra Williams, Inspector A -- Bloomfield -- 25 years
42. Donald Williamson, Repairman A -- Wayne -- 35 years
43. Miriam Coto-Flores, Operator -- Howell -- 12 years
44. Maxwell Dazulma, Operator -- Hilton -- 23 years
45. Vera Hamilton, Manager Community Mobility Finance -- HQ -- 33 years
46. Barry Rogers, Shift Supervisor -- HQ -- 23 years

ACTION ITEMS

NJ TRANSIT FISCAL YEAR 2025 FARE ADJUSTMENT PROPOSAL

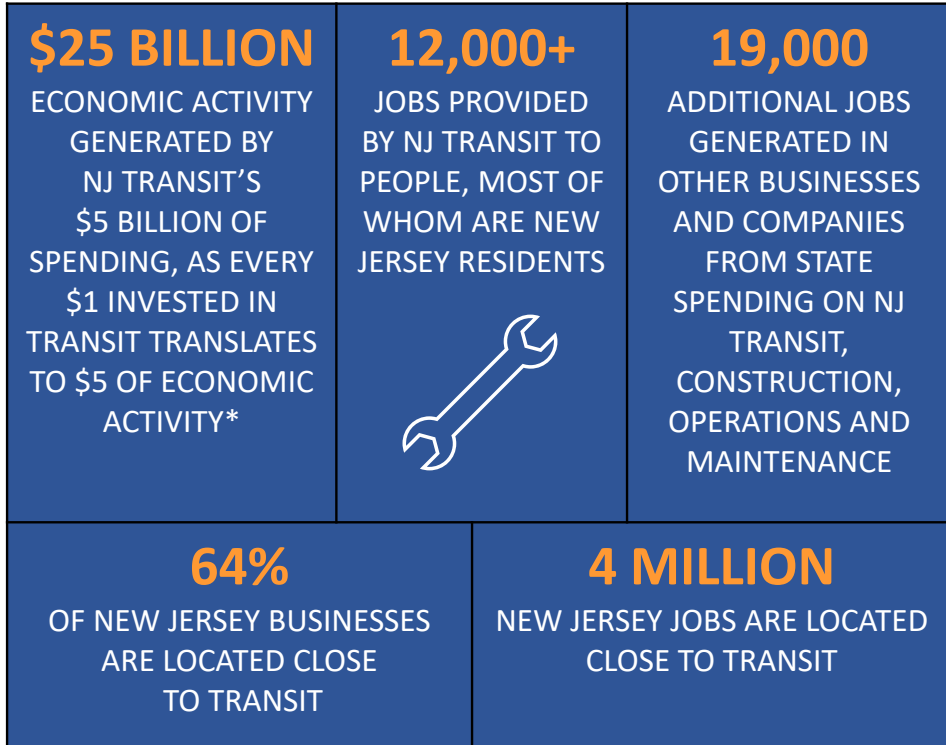
MARCH 2024

WHO WE ARE

NJ TRANSIT is the **third largest transit system in the country, and the nation's largest statewide public transportation system**, providing over 215 million annual passenger trips linking major points in New Jersey, Philadelphia & New York via:

- 263 bus routes, 19,000+ bus stops
- ~700 daily trains across 12 commuter rail lines, 166 rail stations
- 3 light rail lines, 62 light rail stations
- Statewide Access Link paratransit service

NJ TRANSIT HAS A PROFOUND IMPACT ON THE REGION'S ECONOMY



* Per [APTA](#)

Capital Projects

The \$13.3 billion of projects proposed in NJ TRANSIT's updated 5-Year Capital Plan would generate:

- **192,000 FTE job-years of employment with \$14.5 billion in earnings**
- **\$1.2 billion in direct state taxes**

NJ TRANSIT also has a direct & positive impact on:

- **Highway Traffic & Safety**
- **Property Values**
- **Tourism & Recreation**
- **Sustainability & Environmental Justice**
- **Education & Veterans**

NJ TRANSIT: PUTTING RESOURCES TO GOOD USE

- **Achieved record-high Customer Satisfaction scores – 83% of survey respondents would recommend NJ TRANSIT.**
- **Received APTA’s highest award - 2023 Outstanding Public Transportation System in North America.**
- Fully restored our depleted ranks of train engineers and graduated more than 2,300 new bus operators since 2018.
- Since 2018, \$4 billion in capital projects underway or soon to enter procurement; set to advance \$8 billion more over next 3 years – up from just \$60 million in hard money contracts on the street in 2017.
- Broke ground in August 2022 on the new Portal North Bridge, awarding a \$1.6 billion construction contract – the largest in the agency's history.
- Met the federal requirements for Positive Train Control (PTC) in December 2020.
- Maintained full service throughout the pandemic, by responsibly using federal COVID-relief funding over a multi-year period.

<u>Improving Service, Reliability & Safety</u>	<u>Enhancing Our Customer Experience</u>
<u>Setting A Vision for the Future</u>	<u>Providing Nationally-Recognized Security</u>
<u>Advancing Major Capital Projects</u>	<u>Responding to COVID-19</u>

4 For more details, visit njtransit.com/progress

FY25 BUDGET CONSIDERATIONS (1 OF 2)

- As the FY25 budget projections were refined and updated, cost drivers increased substantially, which will be highlighted later in the presentation.
 - One example of a significant cost driver is the ongoing operating costs for the assumption of abandoned private carrier bus services by DeCamp, Coach USA and A&C, which is **more than \$30 million, alone**.
- Revenue from federal COVID-relief funding will be lower in FY25 than in FY24, as remaining relief funding completely runs out in FY25.
- As NJ TRANSIT began the preparations for the FY25 budget process, the agency underwent an intensive internal assessment to **identify and maximize cost reductions and revenue enhancements**.

FY25 BUDGET CONSIDERATIONS (2 OF 2)

- A combination of **\$44 million in cost reductions**, along with an **additional \$52 million in revenue enhancements**, helps NJ TRANSIT reduce the projected FY25 deficit and offset some mandatory, non-discretionary cost escalations.
- Internal savings and revenue enhancements alone are not sufficient to eliminate this budget gap.
- We will continue to pursue additional federal support; however, at this point NJ TRANSIT cannot rely on any further federal assistance for operating expenses.
- A proposed fare adjustment of 15%, along with NJ TRANSIT's internal efficiencies, savings and revenue enhancements would allow for a fully funded FY25 operating budget that avoids reducing service levels.
- **IMPORTANT**: This proposal would maintain current overall service levels through FY25.

HOW WE GOT HERE (1 OF 2)

- While NJ TRANSIT ridership exceeds that of many peer agencies, it continues to lag pre-pandemic levels.
- NJ TRANSIT is entering the 5th year of ridership that will be below pre-COVID levels.
- The 5th consecutive year of ridership below pre-COVID levels has resulted in a reduction of nearly **\$2 billion** in fare revenue since March 2020.
- This is not only a NJ TRANSIT issue. **Transit agencies across the country are facing similar budget deficits.**

HOW WE GOT HERE (2 OF 2)

- NJ TRANSIT's responsible use of over \$4 billion in federal COVID-relief funds allowed the agency to fully fund its FY20 thru FY24 operating budgets and maintain current service levels, unlike many other agencies which cut service.
- As such, NJ TRANSIT ridership has bounced back to about 80% overall of pre-COVID, with many peak period trips already at or exceeding pre-COVID levels.
- This strong return in ridership is largely the result of continuing to run full service throughout the pandemic.
- However, the COVID pandemic has exacerbated the structural funding issues that have existed since NJ TRANSIT was created more than 40 years ago.
- **The last NJ TRANSIT fare increase was in 2015.**

COST DRIVERS HAVE INCREASED SIGNIFICANTLY

- **Inflation**

- Overall inflation has risen over **30%** since **2015**, affecting things such as fuel costs & materials

- **Operational Costs**

- **More than \$30 million** associated with operating emergency bus service to replace abandoned private carrier bus routes.

- **Contracted Services**

- Such as our Access Link paratransit service, the River LINE & Hudson-Bergen Light Rail systems, and contracted bus service operated by private carriers.

- **Contractual Annual Wage Increases**

- Related to labor collective bargaining agreements covering over 10,000 of 12,000+ employees

- **Healthcare Costs**

- Have risen nearly **47%** during this period.

DRIVING DOWN THE BUDGET GAP

NJ TRANSIT continuously identifies and implements measures to reduce costs and increase revenue.

- Identified cost reductions of \$44 million in FY25.
- NJ TRANSIT has also identified a package of additional revenue enhancements of ~\$52 million in FY25, including but not limited to:
 - Enhanced fare enforcement
 - Increasing advertising & sponsorships
 - Implementing a 30-day expiration date on all one-way tickets
 - Discontinuing the FLEXPASS pilot

These measures reduce the projected FY25 operating budget deficit and offset mandatory, non-discretionary, and contractual increases despite substantial cost driver escalations.



CLOSING THE FY25 BUDGET GAP

- Despite the cost reductions and revenue enhancements to help offset the mandatory, non-discretionary, and contractual increases and substantial cost driver escalations, a \$106.6 million gap remains in the FY25 operating budget.
- To close the remaining \$106.6 million FY25 operating budget gap, NJ TRANSIT proposes:
 - A 15 percent system-wide fare adjustment, effective July 1, 2024.
 - No fare would increase more than 15%.

FUTURE SMALLER ADJUSTMENTS PROVIDE ADDITIONAL STABILITY & PREDICTABILITY BEYOND FY25

This fare adjustment proposal also includes annual systemwide increases of 3%, to take effect on July 1, 2025, and again on July 1st of each subsequent year. No fare would increase more than 3% annually.

Smaller annual adjustments are a longer-term solution that:

- Provide predictability for customers, while avoiding larger, double-digit increases that become necessary following multiple years of stagnant fares.
- Provide enhanced predictability for NJ TRANSIT's annual budget planning.
- Help keep pace with inflation and mandatory contractual cost escalations.

GOVERNOR'S FY25 BUDGET PROPOSAL

CORPORATE TRANSIT FEE

- Governor Murphy proposed a Corporate Transit Fee (CTF) in the State's FY25 Budget Proposal.
- The CTF is included in the next slide for the FY26 operating budget projection – important to note the CTF is currently just a proposal, and still needs approval by the legislature before it can be implemented.
- Even if the CTF is approved, the fare increase is still necessary.
- The CTF is an additional dedicated funding solution for FY26 and beyond – it does not solve for the immediate funding need to close the FY25 operating budget gap.

FY24-26 OPERATING BUDGET: ACTUAL & PROJECTED

All figures in \$ millions	FY24	FY25 Preliminary (w/ 15% fare adjustment)	FY26 Projected (w/ 3% adjustment)
Farebox Revenue	776.3	947.0	1,005.0
Other Revenue	121.0	131.7	135.4
Operating Revenue	897.3	1,078.7	1,140.4
State Operating Subsidy	142.0	145.0	145.0
Corporate Transit Fee	0.0	0.0	766.8
NJ Turnpike Funding	440.0	455.0	470.0
Clean Energy Fund	70.1	70.1	70.1
State Assistance	652.1	670.1	1,451.9
Federal Capital Preventive Maintenance	334.0	334.0	334.0
State Capital Preventive Maintenance	0.0	0.0	0.0
Capital Preventive Maintenance	334.0	334.0	334.0
All Other Reimbursements	176.4	171.4	172.9
Subtotal Revenues	2,059.8	2,254.2	3,099.2
Federal COVID-19 Assist.	808.8	749.3	0.0
TOTAL REVENUE	\$2,868.6	\$3,003.5	\$3,099.2
TOTAL EXPENDITURES	\$2,868.6	\$3,003.5	\$3,099.2
NET REVENUE	\$0.0	\$0.0	\$0.0

SAMPLE FARES WITH PROPOSED FY25 ADJUSTMENT

EFFECTIVE JULY 1, 2024

Travel Mode	Current One-Way Fare	Proposed One-Way Fare
▪ Bus (One-Zone Local)	\$1.60	\$1.80
▪ Bus (Interstate to NY)		
— Jersey City to PABT	\$3.50	\$4.00
— Toms River to PABT	\$21.25	\$24.40
▪ Access Link Base Fare*	\$1.45	\$1.65
▪ Newark Light Rail	\$1.60	\$1.80
▪ River LINE	\$1.60	\$1.80
▪ HBLR	\$2.25	\$2.55
▪ Rail		
— Philadelphia to Pennsauken	\$4.25	\$4.85
— Princeton JCT to PSNY	\$16.00	\$18.40

14 * Access Link fares are based on comparable bus fares

FY25 FARE ADJUSTMENT PROPOSAL FEATURES

This proposed fare adjustment:

- **Maintains current overall service levels**
- **Closes the operating budget gap** when combined with internal efficiencies, savings & revenue enhancements
- **Preserves discounts** for seniors, people with disabilities, military personnel and students
- **Preserves current travel flexibility features**

TITLE VI REVIEW (1 OF 2)

Title VI of the Civil Rights Act of 1964 requires federally funded transit providers to ensure non-discrimination in the level and quality of transportation services. To comply with this requirement, NJ TRANSIT must, per Federal Transit Administration (FTA) regulation, “evaluate, prior to implementation, any and all service changes that exceed the transit provider’s major service change threshold, as well as all fare changes, to determine whether those changes will have a discriminatory impact based on race, color, or national origin.” Additionally, “FTA requires transit providers to evaluate proposed service and fare changes to determine whether low-income populations will bear a disproportionate burden of the changes.” This process of evaluation is referred to as an *equity analysis*.

An *equity analysis* is a mathematical process that combines ridership (by volume and ticket type), demographic, and geographic population data, and measures the projected results of a proposed fare and/or major service change against predetermined thresholds, to identify any disproportionate impacts to minority and/or low-income populations (compared to non-minority and/or non-low-income populations). The analysis is specifically designed to uncover any disproportionately *adverse* impacts to minority users (known as a “Disparate Impact” or “DI”) and/or low-income users (known as a “Disproportionate Burden” or “DB”) that would result from a proposed fare and/or major service change.

TITLE VI REVIEW (2 OF 2)

In January 2024, with the assistance of KFH Group, NJ TRANSIT conducted a fare equity analysis in compliance with FTA Circular 4702.1B (October 1, 2012). NJ TRANSIT evaluated the proposed fare changes to determine whether the changes may have a disparate impact on minority populations (DI) or a disproportionate burden on low-income populations (DB). This fare equity analysis was conducted using NJ TRANSIT's Title VI Program Submission for FFY 2024-2026, *Policies and Procedures for Title VI Equity Analysis of Fare and Service Changes*, in compliance with the Federal Transit Administration Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

The equity analyses for both the 15 percent fare adjustment effective July 1, 2024, and the three (3) percent fare adjustment effective July 1, 2025, and annually thereafter, found that none of the fare changes would result in a disparate impact (DI) on minority riders or a disproportionate burden (DB) on low-income riders.

None of the proposed fare changes met NJ TRANSIT's disparate impact/disproportionate burden policy threshold, and no disparate impacts or disproportionate burdens were found.

PUBLIC HEARING SCHEDULE

Date	Time	County	Location	Hearing Facility
Monday, March 4	11am-1pm	Camden	Cherry Hill	Cherry Hill Public Library
Monday, March 4	6pm-8pm	Atlantic	Atlantic City	Atlantic City Convention Center
Tuesday, March 5	10am-Noon	Passaic	Paterson	Passaic County Community College
Tuesday, March 5	6pm-8pm	Bergen	Hackensack	Bergen County Administration Bldg.
Wednesday, March 6	10am-Noon	Mercer	Trenton	Trenton Transit Center
Wednesday, March 6	6-8pm	Monmouth	Belmar	Belmar Municipal Building
Thursday, March 7	10am-Noon	Middlesex	Woodbridge	Berkeley College
Thursday, March 7	6-8pm	Union	Union	Kean University
Friday, March 8	10am-Noon	Hudson	Secaucus	Frank R. Lautenberg Rail Station
Friday, March 8	6-8pm	Essex	Newark	NJ TRANSIT Headquarters

**For more details and to submit comments,
visit njtransit.com/hearing**



YOUR INPUT MATTERS!

- FY25 Fare Proposal Information and Comments:

njtransit.com/hearing

- Comments may also be submitted to hearing@njtransit.com or mailed to:

NJ TRANSIT

Attn: Public Hearing Office – Fare Proposal Comments

One Penn Plaza East

Newark, NJ 07105

- **Public Comment period is open through 11:59 p.m. Friday, March 8, 2024.**
- Non-fare adjustment proposal feedback should be submitted via njtransit.com/contact or by calling Customer Service at (973) 275-5555 between 8:30am-5pm, 7 days a week.

PUBLIC COMMENT SUMMARY TABLE

Category	Mentions
The 15% increase is too large	921
Service improvements	381
Discontinuation of FlexPass	189
30-day expiration date	139
The 3% annual increases in perpetuity are too large or should be subject to annual public hearings	90
Turnpike expansion	38
Corporate Business Tax / Corporate Transit Fee – Why is a fare increase needed at all with the Governor’s Corporate Transit Fee?	30
Lack of Virtual option	29
In favor of or neutral about the 15% adjustment	21
Not related to fare adjustment	20
Delay Board approval of fare increase until June 30 state budget passes	12

Total Comments

1,151 comments

E-mail and Web

1,030 Comments

Public Hearing

121 comments

Postal Mail

0 comments

ITEM 2404-16: FARE ADJUSTMENT AUTHORIZATION

WHEREAS, NJ TRANSIT proposed a preliminary Fiscal Year 2025 Fare Adjustment plan on January 24, 2024, at which time the public comment opened for written feedback to be received for the record via an online comment form at njtransit.com, e-mail, and postal mail, and remained open until 11:59pm on March 8, 2024; and

WHEREAS, NJ TRANSIT held 10 public hearings, beginning on March 4, 2024, through March 8, 2024, in 10 counties throughout the State of New Jersey for the purpose of presenting a proposed system-wide fare adjustment effective July 1, 2024, that would increase fares by no more than 15 percent, with subsequent annual increases of no more than three percent effective July 1, 2025; and

WHEREAS, the 10 hearing reports were submitted, which summarized the public input; and

WHEREAS, as required by Title VI of the Civil Rights Act of 1964, NJ TRANSIT evaluated the proposed fare adjustments to determine whether these changes would have a disparate impact on minority populations or a disproportionate burden on low-income populations, and has determined the fare changes will not result in a disparate impact or a disproportionate burden; and

WHEREAS, after reviewing the public comments and hearing summary reports, staff has recommended the fare adjustment recommendation proposal set forth in this Board item;

NOW, THEREFORE, BE IT RESOLVED that the recommended fare adjustment take effect as set forth in Exhibit 3, with a proposed system-wide fare adjustment effective July 1, 2024, that would increase by no more than 15 percent, with annual increases of no more than three percent effective July 2025; and

BE IT FURTHER RESOLVED that the President & CEO is authorized to take whatever actions are necessary to implement the proposed fare changes set forth in this item and related exhibits.

NJ TRANSIT PUBLIC HEARING NOTICE

PROPOSED CHANGES TO RAIL, BUS, LIGHT RAIL, ACCESS LINK AND BUS CONTRACT CARRIERS' FARES

Proposed Fare Changes: Fares would increase by no more than 15% effective July 1, 2024, with future annual increases of no more than 3%.

Important Information: Public hearings will be held as required by N.J.S.A. 27:25-8 at the locations and times listed on this notice. Written comments may be sent to: PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, or submitted via NJ TRANSIT’s website at njtransit.com/hearing or email to hearing@njtransit.com, for receipt no later than 11:59 p.m., March 8, 2024.

All public hearing locations are accessible for persons with disabilities. Individuals requesting a sign language interpreter, language assistance or other accommodations to participate in a public hearing should contact the Public Hearing Office at (973) 491-8520 or TTY (800) 772-2287 between the hours of 8:30 a.m. and 5:00 p.m. by February 16, 2024, in order for NJ TRANSIT to make necessary arrangements.

Monday, March 4, 2024

11:00 AM – 1:00 PM
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

6:00 PM – 8:00 PM
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

Tuesday, March 5, 2024

10:00 AM – 12:00 PM
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

6:00 PM – 8:00 PM
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

Wednesday, March 6, 2024

10:00 AM – 12:00 PM
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

6:00 PM – 8:00 PM
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

Thursday, March 7, 2024

10:00 AM – 12:00 PM
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

6:00 PM – 8:00 PM
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

Friday, March 8, 2024

10:00 AM – 12:00 PM
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

6:00 PM – 8:00 PM
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

AVISO SOBRE AUDIENCIA PÚBLICA DE NJ TRANSIT

CAMBIOS PROPUESTOS EN LAS TARIFAS DE LAS LÍNEAS DE TRENES, AUTOBUSES, LIGHT RAIL, ACCESS LINK Y LÍNEAS DE AUTOBUSES CONTRATADOS

Cambios de tarifas propuestas: Las tarifas aumentarán no más de un 15 % con entrada en vigencia a partir del 1 de julio de 2024 y futuros aumentos anuales de no más de un 3 %.

Información importante: Las audiencias públicas se celebrarán de acuerdo con N.J.S.A. 27:25-8 en los lugares y horarios indicados en este aviso. Puede enviar comentarios por escrito a: PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, o a través del sitio web de NJ TRANSIT en njtransit.com/hearing, o por correo electrónico escribiendo a hearing@njtransit.com, para su recepción antes de las 11:59 p.m. del 8 de marzo de 2024.

Todos los lugares donde se realizarán las audiencias públicas son accesibles para personas con discapacidad. Las personas que solicitan un intérprete en el lenguaje de señas, asistencia con el idioma u otras adaptaciones para participar en una audiencia pública, deben contactar a Public Hearing Office (Oficina de Audiencia Pública) al (973) 491-8520 o TTY (800) 772-2287 en el horario de 8:30 a.m. a 5:00 p.m. antes del 16 de febrero de 2024, para que NJ TRANSIT pueda hacer los arreglos necesarios.

Lunes, 4 de marzo de 2024

11:00 AM a 1:00 PM
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

6:00 PM a 8:00 PM
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

Martes, 5 de marzo de 2024

10:00 AM a 12:00 PM
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

6:00 PM a 8:00 PM
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

Miércoles, 6 de marzo de 2024

10:00 AM a 12:00 PM
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

6:00 PM a 8:00 PM
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

Jueves, 7 de marzo de 2024

10:00 AM a 12:00 PM
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

6:00 PM a 8:00 PM
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

Viernes, 8 de marzo de 2024

10:00 AM a 12:00 PM
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

6:00 PM a 8:00 PM
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

AVIS D'AUDIENCE PUBLIQUE DE NJ TRANSIT

MODIFICATIONS PROPOSÉES AUX TARIFS DES TRAINS, DES BUS, DE LIGHT TRAIL, D'ACCESS LINK ET DES TRANSPORTEURS CONTRACTUELS DE BUS

Modifications tarifaires proposées : Les tarifs augmenteraient de 15 % maximum à partir du 1er juillet 2024, avec des augmentations annuelles ultérieures de 3 % maximum.

Informations importantes : Des audiences publiques seront organisées conformément aux dispositions de N.J.S.A. 27:25-8 aux lieux et heures indiqués dans le présent avis. Les commentaires écrits peuvent être envoyés à : PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, ou soumis via le site Web de NJ TRANSIT à njtransit.com/hearing, ou par courriel à hearing@njtransit.com, pour réception au plus tard à 23h59, le 8 mars 2024.

Tous les lieux d'audience publique sont accessibles aux personnes handicapées. Les personnes qui ont besoin d'un interprète en langue des signes, d'une aide linguistique ou d'autres arrangements pour participer à une audience publique doivent contacter le bureau des audiences publiques au (973) 491-8520 ou au TTY (800) 772-2287 entre 8 h 30 et 17 h au plus tard le 16 février 2024, afin que NJ TRANSIT puisse prendre les dispositions nécessaires.

Lundi 4 mars 2024

11 h – 13 h
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

18 h – 20 h
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

Mardi 5 mars 2024

10 h – 12 h
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

18 h – 20 h
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

Mercredi 6 mars 2024

10 h – 12 h
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

18 h – 20 h
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

Jeudi 7 mars 2024

10 h – 12 h
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

18 h – 20 h
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

Vendredi 8 mars 2024

10 h – 12 h
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

18 h – 20 h
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

AVISO DE AUDIÊNCIA PÚBLICA DA NJ TRANSIT

ALTERAÇÕES PROPOSTAS ÀS TARIFAS DAS TRANSPORTADORAS FERROVIÁRIAS, AUTOCARROS, LIGHT RAIL, LIGAÇÃO DE ACESSO E CONTRATO DE TRANSPORTE POR AUTOCARRO

As alterações de tarifa propostas: As tarifas terão um aumento máximo de 15%, que entrará em vigor no dia 1 de julho de 2024, com futuros aumentos anuais não superiores a 3%.

Informação importante: As audiências públicas serão realizadas de acordo com o exigido pela N.J.S.A. 27:25-8 nos locais e datas indicados neste aviso. Os comentários escritos podem ser enviados para: PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, ou por via eletrônica através do site da NJ TRANSIT em njtransit.com/hearing, ou através de email para hearing@njtransit.com, tendo os mesmos de ser recebidos até às 23:59 de 8 de março de 2024.

Todas as localizações das audiências públicas são acessíveis para pessoas com deficiência. As pessoas que pretendam um intérprete de linguagem gestual, apoio linguístico ou outro apoio, para participarem na audiência pública, devem contactar o Public Hearing Office através do (973) 491-8520 ou TTY (800) 772-2287 entre as 8:30 e as 17:00, até 16 de fevereiro de 2024, para que a NJ TRANSIT possa diligenciar para satisfazer as suas necessidades.

Segunda-feira, 4 de março de 2024

11:00 – 13:00
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

18:00 – 20:00
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

Terça-feira, 5 de março de 2024

10:00 – 12:00
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

18:00 – 20:00
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

Quarta-feira, 6 de março de 2024

10:00 – 12:00
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

18:00 – 20:00
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

Quinta-feira, 7 de março de 2024

10:00 – 12:00
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

18:00 – 20:00
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

Sexta-feira, 8 de março de 2024

10:00 – 12:00
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

18:00 – 20:00
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

新泽西运输公司 公众听证会通知

铁路、公共汽车、轻轨、ACCESS LINK 和公共汽车签约承运商票价的拟议调整

拟议的票价调整：票价将于 2024 年 7 月 1 日起上涨，涨幅不超过 15%，以后的年度涨幅不超过 3%。

重要事项：将按照 N.J.S.A. 27:25-8 的要求举行公众听证会，具体地点和时间见本通知。书面意见可寄到：PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, 或经由新泽西运输公司 (NJ TRANSIT) 网站 njtransit.com/hearing 提交, 或电邮至 hearing@njtransit.com, 收到时间不得晚于 2024 年 3 月 8 日晚上 11:59。

所有公众听证会地点均为残障人士提供无障碍通道。如需手语翻译、语言协助或其他便利条件以参与公众听证会，请最晚在 2024 年 2 月 16 日于上午 8:30 至下午 5:00 致电 (973) 491-8520 或 TTY (800) 772-2287 联系公众听证会办公室，以便新泽西运输公司做出必要安排。

2024 年 3 月 4 日周一

上午 11:00 – 下午 1:00
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

晚上 6:00 – 8:00
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

2024 年 3 月 5 日周二

上午 10:00 – 中午 12:00
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

晚上 6:00 – 8:00
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

2024 年 3 月 6 日周三

上午 10:00 – 中午 12:00
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

晚上 6:00 – 8:00
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

2024 年 3 月 7 日周四

上午 10:00 – 中午 12:00
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

晚上 6:00 – 8:00
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

2024 年 3 月 8 日周五

上午 10:00 – 中午 12:00
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

晚上 6:00 – 8:00
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

NJ TRANSIT 공청회 공지

철도, 버스, 라이트 레일, 액세스 링크, 운송 계약 체결 버스 운임료 변경

제한된 운임료 변경: 운임료가 2024년 7월 1일부터 15% 이내에서 인상되며, 향후 매년 3% 이내에서 인상됩니다

중요 정보: 공청회는 N.J.S.A. 27:25-8에 따라 본 공지에 명시된 장소 및 시간에 열립니다. 서면으로 된 의견을 PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105로 보내거나, NJ TRANSIT 웹사이트(njtransit.com/hearing) 또는 이메일(hearing@njtransit.com)로 2024년 3월 8일 오후 11:59까지 제출하시면 됩니다.

장애가 있는 분을 위해 모든 공청회 장소는 휠체어 이용이 가능합니다. 수화 통역사, 언어 지원, 공청회 참여를 위한 기타 편의를 요청하시려는 분은 2024년 2월 16일까지 오전 8:30 – 오후 5:00에 (973) 491-8520번 또는 TTY (800) 772-2287번으로 Public Hearing Office 로 연락하여, 필요하신 편의를 제공받을 수 있도록 해 주십시오.

2024년 3월 4일 월요일

오전 11:00 – 오후 1:00
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

오후 6:00 – 오후 8:00
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

2024년 3월 5일 화요일

오전 10:00 – 오후 12:00
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

오후 6:00 – 오후 8:00
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

2024년 3월 6일 수요일

오전 10:00 – 오후 12:00
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

오후 6:00 – 오후 8:00
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

2024년 3월 7일 목요일

오전 10:00 – 오후 12:00
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

오후 6:00 – 오후 8:00
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

2024년 3월 8일 금요일

오전 10:00 – 오후 12:00
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

오후 6:00 – 오후 8:00
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

УВЕДОМЛЕНИЕ О ПРОВЕДЕНИИ ОБЩЕСТВЕННЫХ СЛУШАНИЙ КОМПАНИЕЙ NJ TRANSIT

ПРЕДЛАГАЕМЫЕ ИЗМЕНЕНИЯ ТАРИФОВ НА ЖЕЛЕЗНОДОРОЖНЫЕ, АВТОБУСНЫЕ, ТРАМВАЙНЫЕ ПЕРЕВОЗКИ, ПЕРЕВОЗКИ ACCESS LINK И АВТОБУСНЫЕ КОНТРАКТНЫЕ ПЕРЕВОЗКИ

Предлагаемые изменения тарифов: Тарифы вырастут не более чем на 15% с 1 июля 2024 г. В будущем ежегодное повышение тарифов не будет превышать 3%.

Важная информация! Общественные слушания будут проводиться в соответствии с требованиями раздела Административного кодекса штата Нью-Джерси N.J.S.A. 27:25-8. Место и время проведения общественных слушаний указаны в настоящем уведомлении. Письменные замечания можно направить по адресу: PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105, а также через веб-сайт NJ TRANSIT по адресу njtransit.com/hearing или по электронной почте hearing@njtransit.com не позднее 23:59 8 марта 2024 г.

Все места проведения общественных слушаний доступны для лиц с ограниченными возможностями. Лица, которым требуется сурдопереводчик, помощь с переводом на иностранные языки или другая помощь для участия в общественных слушаниях, должны обратиться в Отдел общественных слушаний по телефону (973) 491-8520 или по номеру линии TTY (800) 772-2287 с 8:30 до 17:00 до 16 февраля 2024 г., чтобы компания NJ TRANSIT приняла необходимые меры.

Понедельник, 4 марта 2024 г.

11:00 – 13:00
Cherry Hill Public Library – Conference Center
1100 Kings Hwy N, Cherry Hill, NJ 08034

18:00 – 20:00
Atlantic City Convention Center – Meeting Room 309
1 Convention Blvd, Atlantic City, NJ 08401

Вторник, 5 марта 2024 г.

10:00 – 12:00
Passaic County Community College – Paterson Room
1 College Blvd, Paterson, NJ 07505

18:00 – 20:00
Bergen County Administration Building – Conference Center
2 Bergen County Plaza – 1st Floor, Hackensack, NJ 07601

Среда, 6 марта 2024 г.

10:00 – 12:00
Trenton Transit Center
72 S Clinton Ave, Trenton, NJ 08609

18:00 – 20:00
Belmar Municipal Building – Council Chambers
601 Main St, Belmar, NJ 07719

Четверг, 7 марта 2024 г.

10:00 – 12:00
Berkeley College Woodbridge Campus – Student Center
430 Rahway Ave, Woodbridge Township, NJ 07095

18:00 – 20:00
Kean University – North Avenue Academic Building – Conference Center, Room 606
1000 Morris Ave – 6th Floor, Union, NJ 07083

Пятница, 8 марта 2024 г.

10:00 – 12:00
Frank R. Lautenberg Rail Station – Long Hallway
County Road & County Avenue, Secaucus, NJ 07094

18:00 – 20:00
NJ TRANSIT Headquarters – Board Room
1 Penn Plaza East, Newark, NJ 07105

**Hearing Summary
Public Hearing – March 4, 2024
Cherry Hill, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 11:00 a.m. and lasted until 1:00 p.m. A total of 24 people attended, and 10 people spoke for the record. Board members Anthony Abrantes and Aaron Cruz attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

William Healey, representing NJ Alliance for Action, voiced support for the fare adjustment and transformation of the agency’s operations and efforts over the past six years, including promoting Transit Oriented Developments and continuing investments via a stable source of revenue.

Debra Coyle, executive director of New Jersey Work Environment Council, a coalition of labor, community, and environmental organizations, which is also a member of the Electrified New Jersey Coalition, acknowledged the fiscal cliff faced by NJ TRANSIT. However, she opposes fare increases that try to balance the budget on the backs of riders. She supports system investments and efforts to electrify buses but prefers the corporate transit fee and federal funding to cover budget gaps.

Bill Ritzler of Tri-County Sustainability opposed fare increases, saying they represent a substantial burden for many NJ TRANSIT riders. He supports long-term legislative and executive branch efforts to find a stable funding source, such as the corporate transit fee and redirecting highway expansion funding to transit. He also is against service cuts that will have adverse equity impacts.

There were reporters for WNYC, NJ Spotlight News, Philadelphia Inquirer, NJ Monitor, KYW Radio, and Action News/6ABC present.

Other Speakers:

There were seven additional speakers, with a mix of views on the fare increase but consensus about the need to improve reliability, equity, service, and create a stable revenue source.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	4
The 3% annual increases in perpetuity are too large or should be subjected to annual public hearings	2

EXHIBIT 2

Service improvements	7
30-day expiration date	1
Corporate Business Tax / Corporate Transit Fee – Why is a fare increase needed at all with the Governor’s Corporate Transit Fee?	2

**Hearing Summary
Public Hearing – March 4, 2024
Atlantic City, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 6:00 p.m. and lasted until 8:00 p.m. A total of 10 people attended and four people spoke for the record. Board members Aaron Creuz and Evan Weiss attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

Jamie Horwitz, representing the Brotherhood of Locomotive Engineers and Trainmen, opposed the 15% fare increase and emphasized 500 engineers of NJ TRANSIT are part of the union. Mr. Horwitz questioned NJ TRANSIT’s funding for a new headquarters and \$44,000 a month for parking for 125 spaces. He also stated that the public hearing’s location was inaccessible.

There were reporters for Triax 57 and Press of Atlantic City present.

Other Speakers:

There were three additional public speakers, with mixed reviews of the 15% fare increase and the current bus and rail services. Speakers highlighted system safety and reliability, NJ TRANSIT revenue, and ridership concerns.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	2
Service improvements	3

**Hearing Summary
Public Hearing – March 5, 2024
Paterson, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 10:00 a.m. and lasted until 12:00 p.m. A total of 13 people attended and three people spoke for the record. Board members Anthony Abrantes and Carlos Medina attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

No organizations were represented at this hearing.

There were reporters for WCBS-TV, Univision 41, Channel 7/WABC-TV, News 12 NJ, FOX 5 NY, NorthJersey.com, 1010 WINS/WCBS 880, WABC-TV, NJ PBS, WMBC, Gannett/Record, Ch 4 NBC, and WPIX 11 present.

Speakers:

There were three public speakers, with a mixed review of the 15% fare hike and the current bus and rail services. Speakers highlighted system safety and reliability, NJ TRANSIT revenue, and ridership concerns.

During the two-hour session, NJ TRANSIT's proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	3
Service improvements	3
Corporate Business Tax / Corporate Transit Fee	2

**Hearing Summary
Public Hearing – March 5, 2024
Hackensack, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 6:00 p.m. and lasted until 8:00 p.m. A total of 19 people attended, 17 members of the public and two elected officials. 10 members of the public and two elected officials spoke for the record. Board members Richard Maroko and Shanti Narra attended the hearing.

Elected Officials:

New Jersey Assemblywoman Shama Haider, representing the 37th Legislative District, spoke about there not being a Zoom, internet or phone option for more people to participate and 6 p.m. being a difficult time for many people to attend in-person. She also said her constituents include a significant number of commuters and NJ TRANSIT daily customers who rely on affordable, accessible public transportation daily. She requested that the agency drop the proposed fare increase, noting that Bergen County is one of the most expensive places to live in the state and the proposed increase places hardship on those who rely on public transportation. The Assemblywoman said the Governor is committed to a corporate transit fee that will provide \$800 million or more to NJ TRANSIT, while the agency is committed to making more than \$40 million in cost reductions. She proposed expanding the scope of the corporate transit fee from businesses making over \$10 million in profit to all businesses making over \$1 million in profit to avoid the transit fare hike.

New Jersey Assemblyman Clinton Calabrese, representing the 36th Legislative District, spoke about being the new chair of the Assembly Transportation Committee and looking forward to working with NJ TRANSIT to help the agency meet its mission. He noted, however, that it is his job to advocate on behalf of New Jersey residents. He said that he also cannot imagine how much work goes into running one of the largest transportation networks in the country, but he is here to assist NJ Transit and advocate on behalf of residents; and looks forward to working with NJ Transit.

Organizations:

Three speakers from the Lackawanna Coalition commented. They said the comment period was too short, cited the need for a virtual option, while praising the 10 geographic hearing locations throughout the state. They considered the proposed 15% fare increase reasonable, given inflation since the last increase nine years ago, and said and the 3% future annual fare increase, along with the corporate transit fee, will enable NJ TRANSIT to have a dedicated funding source and avoid service cuts in 2026. They opposed the 30-day expiration date for tickets, questioned the new headquarters deal, and requested that funds generated from corporate transit fee not be diverted to non-transit uses. They want the agency to avoid service cuts, arguing transit service is a public benefit and almost always requires subsidy. Additionally, they asked for discounts for off-peak riding and family passes to take cars off the road and decrease pollution, improve fare collection to ensure all riders pay their fair share and increase farebox recovery. Concerns also were cited about equipment in disrepair and the lack of signage and announcements for train stops.

EXHIBIT 2

Former Senator Loretta Weinberg said there are “much-needed capital improvements and long-term strategic plans to help NJ TRANSIT thrive in the future, and it must be able to rely on consistent, predictable funds” like the corporate transit fee, which she supports. Her desire would be for funding targeted for the NJ Turnpike expansion to be redirected to NJ TRANSIT and other mass-transit investments. She opposes the 15% initial increase and the 3% future annual increases. She called on the agency to delay adoption of the new fares until after the state budget is enacted on June 30, so that the agency’s financial outlook will be clearer. She criticized the costs of NJ TRANSIT’s move to a new headquarters and the agency’s decision not to provide a virtual hearing option.

There were reporters for The Record, News 12, and NJ.com present.

Other Speakers:

There were an additional six public speakers that were generally opposed to the proposed fare increase. Many also cited service improvements and maintenance issues.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	5
The 3% annual increases in perpetuity are too large	2
Service improvements	4
Discontinuation of FlexPass	1
Delay Board approval of fare increase until June 30 state budget passes	1
Corporate Business Tax / Corporate Transit Fee – Why is fare increase needed at all with the Governor’s Corporate Transit Fee	1
Lack of virtual option	2
Turnpike expansion	1

**Hearing Summary
Public Hearing – March 6, 2024
Trenton, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 10:00 a.m. and lasted until 12:00 p.m. A total of 22 people attended and 14 spoke for the record. Board members Michael Kanef and Aaron Creuz attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

Doug O’Malley representing Environment New Jersey, called the proposed increase too much and not equitable, citing the corporate transit fee as a solution that should lead to a delay in considering the increase until after the June 30 budget enactment. He also chided the agency for the lack of a virtual meeting option.

Anjela Ramos, representing NJ Sierra Club, raised concerns about the lack of accessibility for the public in attending meetings, while also saying a virtual option should have been offered. She criticized the increases from an equity standpoint and praised the corporate transit fee as an equitable way of funding the state’s transit needs.

There were reporters for NJ PBS and The Trentonian present.

Other Speakers:

There were 12 additional speakers. Most speakers were generally opposed to the fare adjustments and most of the speakers also raised concerns about equity and service quality.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	9
The 3% annual increases in perpetuity are too large	2
Service improvements	9
30-day expiration date	3
Delay Board approval of fare increase until June 30 state budget passes	1
Corporate Business Tax / Corporate Transit Fee – Why is fare increase needed at all with the Governor’s Corporate Transit Fee	2
Lack of virtual option	3

**Hearing Summary
Public Hearing – March 6, 2024
Belmar, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 6:00 p.m. and lasted until 8:00 p.m. A total of nine people attended and seven people spoke for the record. Board members Joseph Bertoni and Michael Kanef attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

David Roberts, president of Climate Revolution Action Network, questioned the reasons for the reduction of ridership to pre-COVID levels and what other sources of revenue (other than fare increases) were explored. He thought it was unfair for working-class riders to bear the brunt of the increase.

Zeke Weston, representing New Jersey Future, supported the corporate transit fee that Governor Murphy has cited and recommended that solution before any fare increases. He stated that a double-digit fare increase was neither equitable nor sustainable and will disproportionately harm working-class families and Black and Latino residents. He supported flat fares and fare holidays.

There was a reporter for Star News Group/The Coast Star present.

Other Speakers:

There were five additional speakers.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	4
Service improvements	3
30-day expiration date	1
Delay Board approval of fare increase until June 30 state budget passes	1
Corporate Business Tax / Corporate Transit Fee – Why is a fare increase needed at all with the Governor’s Corporate Transit Fee?	1
Lack of Virtual option	1

**Hearing Summary
Public Hearing – March 7, 2024
Woodbridge, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 10:03 a.m. and lasted until 12:03 p.m. A total of 15 people attended and eight people spoke for the record. Board members Kiabi Carson and Karen Thomas attended the hearing.

Elected Officials:

No elected officials were at this hearing.

Organizations:

William Healey, representing NJ Alliance for Action, a Business and Labor Coalition, highlighted the importance of the investment being made in mass transit, which aligns with NJ Alliance for Action’s mission. The organization supports the transformation over the past six years and what will come over the next three years. NJ TRANSIT is vital for the future of the state’s well-being, he added.

Talia Crawford, advocacy and organizing manager for Tri-State Transportation Campaign, is opposed to the 15% fare increase beginning on July 1 and future annual 3% fare increases for NJ TRANSIT riders, saying the increases will create a financial barrier. Ms. Crawford highlighted the additional funding source from Governor Murphy’s corporate transit fee and benefits to the agency. An alternative solution, she said, is to divert funding from the NJ Turnpike expansion to NJ TRANSIT. She added that a double-digit fare hike can be considered as a last resort, but New Jersey riders deserve a service that is affordable, accessible, reliable and sustainable.

Other Speakers:

There were six additional public speakers, with mixed reviews of the 15% fare increase and the current bus and rail services. Speakers highlighted system safety and reliability, NJ TRANSIT revenue, and ridership concerns.

During the two-hour session, NJ TRANSIT’s proposed FY25 Fare Adjustment proposal was presented once and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	6
The 3% annual increases in perpetuity are too large or should be subject to annual public hearings	1
Service Improvements	7
Delay Board approval of fare increase until June 30 state budget passes	1
Corporate Business Tax / Corporate Transit Fee	1
Turnpike Expansion	1

**Hearing Summary
Public Hearing – March 7, 2024
Union, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 6:00 p.m. and lasted until 8:00 p.m. A total of 21 people attended, 19 members of the public and two elected officials. 12 members of the public and two elected officials spoke for the record.

Elected Officials:

Two elected officials attended the hearing and spoke for the record. New Jersey state Senator Joseph Cryan, representing New Jersey's 20th Legislative District, and Union County Commissioner Bette Jane Kowalski.

Senator Cryan noted the capital investment in stations in his district, specifically Union station adjacent to Kean University and NJ TRANSIT's support of bus lines when a private bus line terminated service. He cited his support for the Corporate Business Tax increase. While he was not happy about the fare increase, he was very unhappy about the automated 3% rate increase and urged NJ TRANSIT to reevaluate after hearing from the public, noting that many New Jersey residents do not get a 3% annual increase in wages.

Commissioner Kowalski spoke as both a commissioner and member of the Raritan Valley Rail Coalition. She opposes having riders balance the NJ TRANSIT budget, since transportation is a key to the state's economic vitality. She cited rising costs for food and gas as making the fares more difficult to afford. She would like a different way to fund NJ TRANSIT, such as increasing the corporate business tax and the levy on the highest bracket of income for taxpayers. She underscored her support for the one-seat ride into New York City for Raritan Valley Line passengers.

Organizations:

Bruce Bergen, chairman of the Raritan Valley Rail Coalition, urged NJ TRANSIT to postpone the fare increase until the state budget is enacted since the governor has proposed a dedicated funding source for NJ TRANSIT. The 3% automated increase should be postponed for the same reason. He said that these increases impact the people least able to afford it, predicting it would reduce ridership, and reduce efforts to manage air pollution and climate change.

Jordy Hernandez, representing the North NJ Chapter of Democratic Socialists of America, said he feels NJ TRANSIT does not have its priorities straight. He cited the Governor's recent proposal for a dedicated corporate transit tax. He said passengers cannot afford this increase.

Carla Bonacci, representing Westfield Advocates for Responsible Development, said she feels the 3% automatic increase is not transparent or accountable and is not justified by the evidence presented and doesn't appear to have an end date. She suggested a property tax surcharge on large commercial developers within a certain distance of rail stations, noting the developers enjoy the proximity to train stations, but don't pay NJ TRANSIT. She said she believes the fare increase is regressive.

EXHIBIT 2

David Pringle, representing Empower New Jersey and a member of the Fund New Jersey Transit Coalition, noted the health dangers of relying on motor vehicles. He supports the increase in the corporate business tax. He also denounced the lack of virtual hearings. He opposes the NJ Turnpike widening near Jersey City.

Other Speakers:

There were eight additional speakers.

During the two-hour session, NJ TRANSIT's proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	8
The 3% annual increases in perpetuity are too large or should be subject to annual public hearings	4
Service improvements	5
30-day expiration date	1
Discontinuation of FlexPass	1
Corporate Business Tax / Corporate Transit Fee – Why is a fare increase needed at all with the Governor's Corporate Transit Fee?	3
Turnpike expansion	1

**Hearing Summary
Public Hearing – March 8, 2024
Secaucus, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 10:00 a.m. and lasted until 12:00 p.m. A total of 20 people attended, 19 members of the public and one elected official. A total of 12 members of the public and one elected official spoke for the record. Board members Aaron Creuz and Karen Thomas attended the hearing.

Elected Officials:

Hoboken Mayor Ravi Bhalla opposed the 15% fare increase, saying it will negatively impact the lives of residents in Hoboken because of the importance of mass transit. The mayor said mobility is essential to community residents and the proposed fare increases will create rough times for working class people who are living paycheck to paycheck. Higher fare costs will create more people on the road, worsening congestion and traffic, he predicted. The mayor supports Governor Murphy's corporate transit tax as a viable alternative for NJ TRANSIT. He also encouraged NJ TRANSIT to host a series of public hearings every year for the annual 3% fare increase to help gain feedback from those most impacted, as well as a streaming option for future public hearings.

Organizations:

Corey Hannigan, active transportation program manager of Tri-State Transportation Campaign, opposed the 15% fare increase and 3% future annual increases, and said NJ TRANSIT commuters pay the highest fare in the nation compared with 10 other major commuter railroads. The corporate transit tax should allow NJ TRANSIT to reconsider the fare increase proposal, along with the potential to redirect funding for the NJ Turnpike expansion.

Christian Hartman, senior vice president of NJ Alliance for Action, supports the investments made by NJ TRANSIT and what they provide the public. The environmental investment the agency will make with an electric bus fleet is critical to the state, he said.

Emmanuelle Morgan, executive director of Hudson County Complete Streets, said the time and location of NJ TRANSIT public hearings were inconvenient to most Hudson County transit riders. He supports the Bus 119 service, which increased ridership by 52% and proves the benefits of effective and efficient service. Mr. Morgan is opposed to the 15% fare increase and the NJ Turnpike expansion, instead supporting Governor Murphy's corporate transit fee.

Talya Schwartz, representing SafeStreetsJC, asked NJ TRANSIT to reconsider the 15% fare increase to New Jersey riders. Mass transit should be accessible, reliable, and affordable to all, and service improvements are necessary for commuters, she said. Ms. Schwartz expressed concern that many commuters did not have the ability to attend public hearings.

There were reporters for The Record, Hudson County View, Jersey Journal, and WMBC News present.

Other Speakers:

EXHIBIT 2

There were eight additional speakers.

There were mixed reviews of the 15% fare increase and current bus and rail services. Speakers highlighted system safety and reliability, NJ TRANSIT revenue, and ridership concerns.

During the two-hour session, NJ TRANSIT's Proposed FY25 Fare Adjustment proposal was presented twice and all attendees who wished to speak had an opportunity to do so.

The following is a list of issues raised:

The 15% increase is too large	11
The 3% annual increases in perpetuity are too large or should be subject to annual public hearings	5
Service improvements	5
30-day expiration date	3
Discontinuation of FlexPass	1
Corporate Business Tax / Corporate Transit Fee	4
Lack of Virtual option	4
Turnpike Expansion	4

**Hearing Summary
Public Hearing – March 8, 2024
Newark, NJ**

Re: NJ TRANSIT Fiscal Year 2025 Fare Adjustment Proposal

The public hearing opened at 6:06 p.m. and lasted until 8:19 p.m. A total of 49 people attended and 36 people spoke for the record. Board members Shanti Narra and Richard Maroko attended the hearing.

Elected Officials:

No elected officials attended this hearing.

Organizations:

Joe Versaggi, president of the New Jersey Association of Railroad Passengers, opposed the fare adjustment and contended NJ TRANSIT has the nation's highest commuter rail fares even after nine years without an increase. He decried the abolishment of the FlexPass, addition of a new 30-day expiration on tickets, and reductions in service like loss of Long Branch rush-hour trains to Hoboken.

Chris Neidenburg, Vito Havrilla, Sally Gellert, and David Anderson of the Lackawanna Coalition spoke. The organization raised concerns about the agency's expensive move to a new Gateway headquarters in Newark, service issues, and problems with numbers not on buses and broken bus fare boxes, as well as concern over tickets expiring after just 30 days. There was support for the corporate transit tax to fund NJ TRANSIT.

David Peter Alan of SCDRTAC, a senior and disabled transportation advocacy group, supported the corporate transit tax to fund transit, and sought compassion for the most vulnerable riders facing fare increases. He also raised concerns about the loss of discounted fares and service cuts and said fare increases won't fill projected gaps in coming years.

John Richmond, representing Empower New Jersey and Blue Wave New Jersey, raised concerns for low- and middle-income commuters who rely on NJ TRANSIT and recommended reducing or eliminating inner-city bus fares. He also opposed the planned NJ Turnpike expansion.

Jordy Hernandez, representing Democratic Socialists of America, opposed the fare adjustment and NJ Turnpike expansion, supported the corporate transit tax to fund transit, supported service improvements, and cited equity issues.

Alex Ambrose representing New Jersey Policy Perspective, opposed fare increases, supported the corporate transit tax, cited equity issues, called for virtual meetings for future fare hearings, and opposed 30-day expiration of tickets and the elimination of FlexPass.

Zoe Baldwin, representing the Regional Plan Association, said fare increases are incredibly frustrating for riders who want more accessible and better service, calling transit a critical service for riders.

EXHIBIT 2

Doug O'Malley, director of Environment New Jersey, and member of New Jersey Public Interest Research Group, New Jersey Working Families, Empower New Jersey, and New Jersey Work Environment Council, opposed the fare hikes, supported the corporate transit tax, called for a virtual meeting option, cited equity issues, and called for a delay in the vote until the state budget is voted upon by June 30.

Other Speakers:

There were an additional 28 speakers:

The 15% increase is too large	29
The 3% annual increases in perpetuity are too large	9
Service improvements	25
30-day expiration date	5
Discontinuation of FlexPass	5
Delay Board of approval of fare increase until June 30 state budget passes	2
Corporate Business Tax / Corporate Transit Fee – Why is a fare increase needed at all with the Governor’s Corporate Transit Fee?	11
Lack of Virtual option	8
Turnpike expansion	10

PROPOSED FARE CHANGE JULY 1, 2024
LOCAL BUS NORTH JERSEY

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.60	\$ 0.75	\$ -	\$ 59.00	\$ 44.00
2	\$ 2.55	\$ 1.10	\$ -	\$ 78.00	\$ 59.00
3	\$ 3.15	\$ 1.40	\$ 27.00	\$ 93.00	\$ 70.00
4	\$ 3.80	\$ 1.75	\$ 33.50	\$ 100.00	\$ 75.00
5	\$ 4.15	\$ 1.85	\$ 38.00	\$ 110.00	\$ 83.00
6	\$ 4.80	\$ 2.15	\$ 42.50	\$ 124.00	\$ 93.00
7	\$ 5.25	\$ 2.40	\$ 48.00	\$ 138.00	\$ 104.00
8	\$ 5.80	\$ 2.60	\$ 51.50	\$ 153.00	\$ 115.00
9	\$ 6.20	\$ 2.80	\$ 57.00	\$ 165.00	\$ 124.00
10	\$ 6.75	\$ 3.05	\$ 60.50	\$ 179.00	\$ 134.00
11	\$ 7.25	\$ 3.25	\$ 66.00	\$ 191.00	\$ 143.00
12	\$ 7.75	\$ 3.50	\$ 68.00	\$ 204.00	\$ 153.00
13	\$ 8.30	\$ 3.75	\$ 74.00	\$ 218.00	\$ 164.00
14	\$ 8.85	\$ 3.95	\$ 79.00	\$ 234.00	\$ 176.00
15	\$ 9.20	\$ 4.15	\$ 84.00	\$ 244.00	\$ 183.00
16	\$ 9.75	\$ 4.40	\$ 88.50	\$ 261.00	\$ 196.00
17	\$ 10.25	\$ 4.65	\$ 93.00	\$ 271.00	\$ 203.00
18	\$ 10.75	\$ 4.85	\$ 97.00	\$ 286.00	\$ 215.00
19	\$ 11.35	\$ 5.10	\$ 101.50	\$ -	\$ -
20	\$ 11.75	\$ 5.30	\$ 106.50	\$ -	\$ -
21	\$ 12.35	\$ 5.55	\$ 111.50	\$ -	\$ -
22	\$ 12.80	\$ 5.80	\$ 114.50	\$ -	\$ -
23	\$ 13.30	\$ 6.00	\$ 120.00	\$ -	\$ -
24	\$ 13.90	\$ 6.25	\$ -	\$ -	\$ -
25	\$ 14.45	\$ 6.55	\$ -	\$ -	\$ -
26	\$ 14.80	\$ 6.65	\$ -	\$ -	\$ -
27	\$ 15.35	\$ 6.90	\$ -	\$ -	\$ -
28	\$ 15.80	\$ 7.15	\$ -	\$ -	\$ -
29	\$ 16.40	\$ 7.35	\$ -	\$ -	\$ -
30	\$ 16.85	\$ 7.60	\$ -	\$ -	\$ -
31	\$ 17.40	\$ 7.85	\$ -	\$ -	\$ -
32	\$ 17.90	\$ 8.05	\$ -	\$ -	\$ -
33	\$ 18.40	\$ 8.30	\$ -	\$ -	\$ -
34	\$ 18.80	\$ 8.50	\$ -	\$ -	\$ -
35	\$ 19.40	\$ 8.70	\$ -	\$ -	\$ -
36	\$ 19.80	\$ 8.90	\$ -	\$ -	\$ -
37	\$ 20.40	\$ 9.15	\$ -	\$ -	\$ -
38	\$ 20.75	\$ 9.30	\$ -	\$ -	\$ -

Proposed 15% Increase

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ -	\$ 67.00	\$ 50.00
2	\$ 2.90	\$ 1.25	\$ -	\$ 89.00	\$ 67.00
3	\$ 3.60	\$ 1.60	\$ 31.00	\$ 106.00	\$ 80.00
4	\$ 4.35	\$ 2.00	\$ 38.50	\$ 115.00	\$ 86.00
5	\$ 4.75	\$ 2.10	\$ 43.50	\$ 126.00	\$ 95.00
6	\$ 5.50	\$ 2.45	\$ 48.50	\$ 142.00	\$ 106.00
7	\$ 6.00	\$ 2.75	\$ 55.00	\$ 158.00	\$ 119.00
8	\$ 6.65	\$ 2.95	\$ 59.00	\$ 175.00	\$ 132.00
9	\$ 7.10	\$ 3.20	\$ 65.50	\$ 189.00	\$ 142.00
10	\$ 7.75	\$ 3.50	\$ 69.50	\$ 205.00	\$ 154.00
11	\$ 8.30	\$ 3.70	\$ 75.50	\$ 219.00	\$ 164.00
12	\$ 8.90	\$ 4.00	\$ 78.00	\$ 234.00	\$ 175.00
13	\$ 9.50	\$ 4.30	\$ 85.00	\$ 250.00	\$ 188.00
14	\$ 10.15	\$ 4.50	\$ 90.50	\$ 269.00	\$ 202.00
15	\$ 10.55	\$ 4.75	\$ 96.50	\$ 280.00	\$ 210.00
16	\$ 11.20	\$ 5.05	\$ 101.50	\$ 300.00	\$ 225.00
17	\$ 11.75	\$ 5.30	\$ 106.50	\$ 311.00	\$ 233.00
18	\$ 12.35	\$ 5.55	\$ 111.50	\$ 328.00	\$ 247.00
19	\$ 13.05	\$ 5.85	\$ 116.50	\$ -	\$ -
20	\$ 13.50	\$ 6.05	\$ 122.00	\$ -	\$ -
21	\$ 14.20	\$ 6.35	\$ 128.00	\$ -	\$ -
22	\$ 14.70	\$ 6.65	\$ 131.50	\$ -	\$ -
23	\$ 15.25	\$ 6.90	\$ 138.00	\$ -	\$ -
24	\$ 15.95	\$ 7.15	\$ -	\$ -	\$ -
25	\$ 16.60	\$ 7.50	\$ -	\$ -	\$ -
26	\$ 17.00	\$ 7.60	\$ -	\$ -	\$ -
27	\$ 17.65	\$ 7.90	\$ -	\$ -	\$ -
28	\$ 18.15	\$ 8.20	\$ -	\$ -	\$ -
29	\$ 18.85	\$ 8.45	\$ -	\$ -	\$ -
30	\$ 19.35	\$ 8.70	\$ -	\$ -	\$ -
31	\$ 20.00	\$ 9.00	\$ -	\$ -	\$ -
32	\$ 20.55	\$ 9.25	\$ -	\$ -	\$ -
33	\$ 21.15	\$ 9.50	\$ -	\$ -	\$ -
34	\$ 21.60	\$ 9.75	\$ -	\$ -	\$ -
35	\$ 22.30	\$ 10.00	\$ -	\$ -	\$ -
36	\$ 22.75	\$ 10.20	\$ -	\$ -	\$ -
37	\$ 23.45	\$ 10.50	\$ -	\$ -	\$ -
38	\$ 23.85	\$ 10.65	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2024
INTERSTATE BUS NEW YORK

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.85	\$ 0.85	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 3.50	\$ 1.55	\$ -	\$ -	\$ 29.50	\$ 107.00	\$ 80.00
3	\$ 4.50	\$ 2.05	\$ -	\$ -	\$ 42.50	\$ 148.00	\$ 111.00
4	\$ 6.00	\$ 2.70	\$ -	\$ -	\$ 51.00	\$ 167.00	\$ 125.00
5	\$ 7.00	\$ 3.20	\$ -	\$ -	\$ 60.50	\$ 199.00	\$ 149.00
6	\$ 8.00	\$ 3.80	\$ -	\$ -	\$ 70.00	\$ 235.00	\$ 176.00
7	\$ 9.75	\$ 4.35	\$ -	\$ -	\$ 83.50	\$ 251.00	\$ 188.00
8	\$ 10.75	\$ 4.90	\$ -	\$ -	\$ 92.50	\$ 267.00	\$ 200.00
9	\$ 12.00	\$ 5.45	\$ -	\$ -	\$ 102.00	\$ 282.00	\$ 212.00
10	\$ 13.00	\$ 6.00	\$ -	\$ -	\$ 111.00	\$ 303.00	\$ 227.00
11	\$ 13.75	\$ 6.25	\$ -	\$ -	\$ 118.50	\$ 326.00	\$ 245.00
12	\$ 15.00	\$ 6.80	\$ -	\$ -	\$ 127.50	\$ 353.00	\$ 265.00
13	\$ 16.00	\$ 7.10	\$ -	\$ -	\$ 137.00	\$ 377.00	\$ 283.00
14	\$ 16.50	\$ 7.35	\$ -	\$ -	\$ 141.00	\$ 399.00	\$ 299.00
15	\$ 18.00	\$ 8.20	\$ -	\$ -	\$ 153.00	\$ 421.00	\$ 316.00
16	\$ 19.00	\$ 8.70	\$ -	\$ -	\$ 162.50	\$ 448.00	\$ 336.00
17	\$ 19.75	\$ 9.00	\$ -	\$ -	\$ 169.00	\$ 470.00	\$ 353.00
18	\$ 21.25	\$ 9.55	\$ -	\$ -	\$ 181.00	\$ 496.00	\$ 372.00
19	\$ 21.75	\$ 9.80	\$ -	\$ -	\$ 185.50	\$ 496.00	\$ 372.00
20	\$ 22.75	\$ 10.35	\$ -	\$ -	\$ 194.50	\$ 496.00	\$ 372.00
21	\$ 24.00	\$ 10.90	\$ -	\$ -	\$ 204.00	\$ 496.00	\$ 372.00
22	\$ 25.25	\$ 11.45	\$ -	\$ -	\$ 215.00	\$ 496.00	\$ 372.00
23	\$ 25.75	\$ 11.70	\$ -	\$ -	\$ 220.00	\$ 496.00	\$ 372.00
24	\$ 30.75	\$ 13.90	\$ 55.00	\$ 25.00	\$ -	\$ -	\$ -
25	\$ 32.50	\$ 14.70	\$ 58.00	\$ 26.00	\$ -	\$ -	\$ -
26	\$ 33.50	\$ 15.00	\$ 60.00	\$ 27.00	\$ -	\$ -	\$ -
27	\$ 34.00	\$ 15.25	\$ 61.00	\$ 27.50	\$ -	\$ -	\$ -
28	\$ 35.25	\$ 15.80	\$ 64.00	\$ 29.00	\$ -	\$ -	\$ -
29	\$ 36.50	\$ 16.35	\$ 65.00	\$ 29.50	\$ -	\$ -	\$ -
30	\$ 38.00	\$ 17.15	\$ 66.00	\$ 30.00	\$ -	\$ -	\$ -
31	\$ 39.00	\$ 17.45	\$ 70.00	\$ 31.50	\$ -	\$ -	\$ -
32	\$ 40.25	\$ 18.25	\$ 72.00	\$ 32.00	\$ -	\$ -	\$ -
33	\$ 41.25	\$ 18.55	\$ 74.00	\$ 33.00	\$ -	\$ -	\$ -
34	\$ 42.25	\$ 19.10	\$ 76.00	\$ 34.00	\$ -	\$ -	\$ -
35	\$ 43.50	\$ 19.60	\$ 79.00	\$ 36.00	\$ -	\$ -	\$ -
36	\$ 45.00	\$ 20.15	\$ 80.00	\$ 36.50	\$ -	\$ -	\$ -
37	\$ 46.00	\$ 20.70	\$ 82.00	\$ 37.00	\$ -	\$ -	\$ -
38	\$ 47.25	\$ 21.25	\$ 86.00	\$ 38.50	\$ -	\$ -	\$ -
39	\$ 48.50	\$ 21.80	\$ 87.00	\$ 39.00	\$ -	\$ -	\$ -

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.10	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 4.00	\$ 1.75	\$ -	\$ -	\$ 33.50	\$ 123.00	\$ 92.00
3	\$ 5.15	\$ 2.35	\$ -	\$ -	\$ 48.50	\$ 170.00	\$ 127.00
4	\$ 6.90	\$ 3.10	\$ -	\$ -	\$ 58.50	\$ 192.00	\$ 143.00
5	\$ 8.05	\$ 3.65	\$ -	\$ -	\$ 69.50	\$ 228.00	\$ 171.00
6	\$ 9.20	\$ 4.35	\$ -	\$ -	\$ 80.50	\$ 270.00	\$ 202.00
7	\$ 11.20	\$ 5.00	\$ -	\$ -	\$ 96.00	\$ 288.00	\$ 216.00
8	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 307.00	\$ 230.00
9	\$ 13.80	\$ 6.25	\$ -	\$ -	\$ 117.00	\$ 324.00	\$ 243.00
10	\$ 14.95	\$ 6.90	\$ -	\$ -	\$ 127.50	\$ 348.00	\$ 261.00
11	\$ 15.80	\$ 7.15	\$ -	\$ -	\$ 136.00	\$ 374.00	\$ 281.00
12	\$ 17.25	\$ 7.80	\$ -	\$ -	\$ 146.50	\$ 405.00	\$ 304.00
13	\$ 18.40	\$ 8.15	\$ -	\$ -	\$ 157.50	\$ 433.00	\$ 325.00
14	\$ 18.95	\$ 8.45	\$ -	\$ -	\$ 162.00	\$ 458.00	\$ 343.00
15	\$ 20.70	\$ 9.40	\$ -	\$ -	\$ 175.50	\$ 484.00	\$ 363.00
16	\$ 21.85	\$ 10.00	\$ -	\$ -	\$ 186.50	\$ 515.00	\$ 386.00
17	\$ 22.70	\$ 10.35	\$ -	\$ -	\$ 194.00	\$ 540.00	\$ 405.00
18	\$ 24.40	\$ 10.95	\$ -	\$ -	\$ 208.00	\$ 570.00	\$ 427.00
19	\$ 25.00	\$ 11.25	\$ -	\$ -	\$ 213.00	\$ 570.00	\$ 427.00
20	\$ 26.15	\$ 11.90	\$ -	\$ -	\$ 223.50	\$ 570.00	\$ 427.00
21	\$ 27.60	\$ 12.50	\$ -	\$ -	\$ 234.50	\$ 570.00	\$ 427.00
22	\$ 29.00	\$ 13.15	\$ -	\$ -	\$ 247.00	\$ 570.00	\$ 427.00
23	\$ 29.60	\$ 13.45	\$ -	\$ -	\$ 253.00	\$ 570.00	\$ 427.00
24	\$ 35.35	\$ 15.95	\$ 63.25	\$ 28.75	\$ -	\$ -	\$ -
25	\$ 37.35	\$ 16.90	\$ 66.70	\$ 29.90	\$ -	\$ -	\$ -
26	\$ 38.50	\$ 17.25	\$ 69.00	\$ 31.05	\$ -	\$ -	\$ -
27	\$ 39.10	\$ 17.50	\$ 70.15	\$ 31.60	\$ -	\$ -	\$ -
28	\$ 40.50	\$ 18.15	\$ 73.60	\$ 33.35	\$ -	\$ -	\$ -
29	\$ 41.95	\$ 18.80	\$ 74.75	\$ 33.90	\$ -	\$ -	\$ -
30	\$ 43.70	\$ 19.70	\$ 75.90	\$ 34.50	\$ -	\$ -	\$ -
31	\$ 44.85	\$ 20.05	\$ 80.50	\$ 36.20	\$ -	\$ -	\$ -
32	\$ 46.25	\$ 20.95	\$ 82.80	\$ 36.80	\$ -	\$ -	\$ -
33	\$ 47.40	\$ 21.30	\$ 85.10	\$ 37.95	\$ -	\$ -	\$ -
34	\$ 48.55	\$ 21.95	\$ 87.40	\$ 39.10	\$ -	\$ -	\$ -
35	\$ 50.00	\$ 22.50	\$ 90.85	\$ 41.40	\$ -	\$ -	\$ -
36	\$ 51.75	\$ 23.15	\$ 92.00	\$ 41.95	\$ -	\$ -	\$ -
37	\$ 52.90	\$ 23.80	\$ 94.30	\$ 42.55	\$ -	\$ -	\$ -
38	\$ 54.30	\$ 24.40	\$ 98.90	\$ 44.25	\$ -	\$ -	\$ -
39	\$ 55.75	\$ 25.05	\$ 100.05	\$ 44.85	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2024
INTRACOMMUTER BUS NORTH JERSEY

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
6	\$ 7.00	\$ 3.25	\$ -	\$ -	\$ 60.50	\$ 183.00	\$ 137.00
7	\$ 7.75	\$ 3.55	\$ -	\$ -	\$ 67.00	\$ 210.00	\$ 158.00
8	\$ 9.00	\$ 4.10	\$ -	\$ -	\$ 76.50	\$ 233.00	\$ 175.00
9	\$ 10.25	\$ 4.65	\$ -	\$ -	\$ 88.50	\$ 259.00	\$ 194.00
10	\$ 10.75	\$ 4.90	\$ -	\$ -	\$ 92.50	\$ 287.00	\$ 215.00
11	\$ 12.00	\$ 5.45	\$ -	\$ -	\$ 102.00	\$ 312.00	\$ 234.00
12	\$ 12.50	\$ 5.70	\$ -	\$ -	\$ 107.00	\$ 336.00	\$ 252.00
13	\$ 13.75	\$ 6.25	\$ -	\$ -	\$ 118.50	\$ 360.00	\$ 270.00
14	\$ 14.75	\$ 6.55	\$ -	\$ -	\$ 125.50	\$ 382.00	\$ 287.00
15	\$ 15.75	\$ 7.10	\$ -	\$ -	\$ 134.50	\$ 404.00	\$ 303.00
16	\$ 16.25	\$ 7.35	\$ -	\$ -	\$ 139.00	\$ 429.00	\$ 322.00
17	\$ 17.50	\$ 7.90	\$ -	\$ -	\$ 148.00	\$ 448.00	\$ 336.00
18	\$ 18.00	\$ 8.20	\$ -	\$ -	\$ 153.00	\$ 448.00	\$ 336.00
19	\$ 18.75	\$ 8.45	\$ -	\$ -	\$ 159.50	\$ 448.00	\$ 336.00
20	\$ 19.75	\$ 9.00	\$ -	\$ -	\$ 169.00	\$ 448.00	\$ 336.00
21	\$ 20.50	\$ 9.25	\$ -	\$ -	\$ 174.00	\$ 448.00	\$ 336.00
22	\$ 25.00	\$ 11.15	\$ 44.00	\$ 20.00	\$ -	\$ -	\$ -
23	\$ 25.75	\$ 11.70	\$ 47.00	\$ 21.00	\$ -	\$ -	\$ -
24	\$ 27.00	\$ 12.25	\$ 48.00	\$ 21.50	\$ -	\$ -	\$ -
25	\$ 28.00	\$ 12.55	\$ 50.00	\$ 22.00	\$ -	\$ -	\$ -
26	\$ 29.00	\$ 13.10	\$ 52.00	\$ 23.50	\$ -	\$ -	\$ -
27	\$ 30.00	\$ 13.65	\$ 54.00	\$ 24.50	\$ -	\$ -	\$ -
28	\$ 30.75	\$ 13.90	\$ 55.00	\$ 25.00	\$ -	\$ -	\$ -
29	\$ 31.50	\$ 14.15	\$ 58.00	\$ 26.00	\$ -	\$ -	\$ -
30	\$ 33.00	\$ 14.70	\$ 60.00	\$ 27.00	\$ -	\$ -	\$ -
31	\$ 33.75	\$ 15.25	\$ 61.00	\$ 27.50	\$ -	\$ -	\$ -
32	\$ 35.00	\$ 15.80	\$ 63.00	\$ 28.00	\$ -	\$ -	\$ -
33	\$ 36.25	\$ 16.35	\$ 64.00	\$ 29.00	\$ -	\$ -	\$ -
34	\$ 36.75	\$ 16.60	\$ 65.00	\$ 29.50	\$ -	\$ -	\$ -
35	\$ 38.00	\$ 17.15	\$ 66.00	\$ 30.00	\$ -	\$ -	\$ -
36	\$ 39.00	\$ 17.45	\$ 70.00	\$ 31.50	\$ -	\$ -	\$ -
37	\$ 39.50	\$ 17.70	\$ 72.00	\$ 32.00	\$ -	\$ -	\$ -
38	\$ 41.00	\$ 18.55	\$ 74.00	\$ 33.00	\$ -	\$ -	\$ -

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
6	\$ 8.05	\$ 3.70	\$ -	\$ -	\$ 69.50	\$ 210.00	\$ 157.00
7	\$ 8.90	\$ 4.05	\$ -	\$ -	\$ 77.00	\$ 241.00	\$ 181.00
8	\$ 10.35	\$ 4.70	\$ -	\$ -	\$ 87.50	\$ 267.00	\$ 201.00
9	\$ 11.75	\$ 5.30	\$ -	\$ -	\$ 101.50	\$ 297.00	\$ 223.00
10	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 330.00	\$ 247.00
11	\$ 13.80	\$ 6.25	\$ -	\$ -	\$ 117.00	\$ 358.00	\$ 269.00
12	\$ 14.35	\$ 6.55	\$ -	\$ -	\$ 123.00	\$ 386.00	\$ 289.00
13	\$ 15.80	\$ 7.15	\$ -	\$ -	\$ 136.00	\$ 414.00	\$ 310.00
14	\$ 16.95	\$ 7.50	\$ -	\$ -	\$ 144.00	\$ 439.00	\$ 330.00
15	\$ 18.10	\$ 8.15	\$ -	\$ -	\$ 154.50	\$ 464.00	\$ 348.00
16	\$ 18.65	\$ 8.45	\$ -	\$ -	\$ 159.50	\$ 493.00	\$ 370.00
17	\$ 20.10	\$ 9.05	\$ -	\$ -	\$ 170.00	\$ 515.00	\$ 386.00
18	\$ 20.70	\$ 9.40	\$ -	\$ -	\$ 175.50	\$ 515.00	\$ 386.00
19	\$ 21.55	\$ 9.70	\$ -	\$ -	\$ 183.00	\$ 515.00	\$ 386.00
20	\$ 22.70	\$ 10.35	\$ -	\$ -	\$ 194.00	\$ 515.00	\$ 386.00
21	\$ 23.55	\$ 10.60	\$ -	\$ -	\$ 200.00	\$ 515.00	\$ 386.00
22	\$ 28.75	\$ 12.80	\$ 50.60	\$ 23.00	\$ -	\$ -	\$ -
23	\$ 29.60	\$ 13.45	\$ 54.05	\$ 24.15	\$ -	\$ -	\$ -
24	\$ 31.05	\$ 14.05	\$ 55.20	\$ 24.70	\$ -	\$ -	\$ -
25	\$ 32.20	\$ 14.40	\$ 57.50	\$ 25.30	\$ -	\$ -	\$ -
26	\$ 33.35	\$ 15.05	\$ 59.80	\$ 27.00	\$ -	\$ -	\$ -
27	\$ 34.50	\$ 15.65	\$ 62.10	\$ 28.15	\$ -	\$ -	\$ -
28	\$ 35.35	\$ 15.95	\$ 63.25	\$ 28.75	\$ -	\$ -	\$ -
29	\$ 36.20	\$ 16.25	\$ 66.70	\$ 29.90	\$ -	\$ -	\$ -
30	\$ 37.95	\$ 16.90	\$ 69.00	\$ 31.05	\$ -	\$ -	\$ -
31	\$ 38.80	\$ 17.50	\$ 70.15	\$ 31.60	\$ -	\$ -	\$ -
32	\$ 40.25	\$ 18.15	\$ 72.45	\$ 32.20	\$ -	\$ -	\$ -
33	\$ 41.65	\$ 18.80	\$ 73.60	\$ 33.35	\$ -	\$ -	\$ -
34	\$ 42.25	\$ 19.05	\$ 74.75	\$ 33.90	\$ -	\$ -	\$ -
35	\$ 43.70	\$ 19.70	\$ 75.90	\$ 34.50	\$ -	\$ -	\$ -
36	\$ 44.85	\$ 20.05	\$ 80.50	\$ 36.20	\$ -	\$ -	\$ -
37	\$ 45.40	\$ 20.35	\$ 82.80	\$ 36.80	\$ -	\$ -	\$ -
38	\$ 47.15	\$ 21.30	\$ 85.10	\$ 37.95	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2024
LOCAL BUS SOUTH JERSEY

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.60	\$ 0.75	\$ -	\$ 54.00	\$ 41.00
2	\$ 2.25	\$ 1.00	\$ -	\$ 71.00	\$ 53.00
3	\$ 2.75	\$ 1.25	\$ 24.50	\$ 83.00	\$ 62.00
4	\$ 3.35	\$ 1.50	\$ 30.50	\$ 90.00	\$ 68.00
5	\$ 3.80	\$ 1.75	\$ 33.50	\$ 100.00	\$ 75.00
6	\$ 4.25	\$ 1.90	\$ 39.00	\$ 114.00	\$ 86.00
7	\$ 4.80	\$ 2.15	\$ 42.50	\$ 124.00	\$ 93.00
8	\$ 5.15	\$ 2.35	\$ 47.00	\$ 138.00	\$ 104.00
9	\$ 5.70	\$ 2.55	\$ 51.00	\$ 148.00	\$ 111.00
10	\$ 6.15	\$ 2.75	\$ 55.00	\$ 162.00	\$ 122.00
11	\$ 6.55	\$ 3.00	\$ 59.50	\$ 174.00	\$ 131.00
12	\$ 7.10	\$ 3.15	\$ 62.00	\$ 186.00	\$ 140.00
13	\$ 7.40	\$ 3.30	\$ 67.00	\$ 199.00	\$ 149.00
14	\$ 7.95	\$ 3.60	\$ 72.00	\$ 213.00	\$ 160.00
15	\$ 8.40	\$ 3.75	\$ 75.00	\$ 222.00	\$ 167.00
16	\$ 8.90	\$ 3.95	\$ 79.50	\$ 235.00	\$ 176.00
17	\$ 9.20	\$ 4.15	\$ 84.00	\$ 247.00	\$ 185.00
18	\$ 9.75	\$ 4.40	\$ 88.50	\$ 261.00	\$ 196.00
19	\$ 10.25	\$ 4.65	\$ 91.50	\$ -	\$ -
20	\$ 10.70	\$ 4.80	\$ 96.00	\$ -	\$ -
21	\$ 11.25	\$ 5.00	\$ 100.50	\$ -	\$ -
22	\$ 11.55	\$ 5.15	\$ 105.00	\$ -	\$ -
23	\$ 12.10	\$ 5.45	\$ 108.00	\$ -	\$ -
24	\$ 12.55	\$ 5.65	\$ -	\$ -	\$ -

Proposed 15% Increase

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ -	\$ 62.00	\$ 47.00
2	\$ 2.55	\$ 1.15	\$ -	\$ 81.00	\$ 60.00
3	\$ 3.15	\$ 1.40	\$ 28.00	\$ 95.00	\$ 71.00
4	\$ 3.85	\$ 1.70	\$ 35.00	\$ 103.00	\$ 78.00
5	\$ 4.35	\$ 2.00	\$ 38.50	\$ 115.00	\$ 86.00
6	\$ 4.85	\$ 2.15	\$ 44.50	\$ 131.00	\$ 98.00
7	\$ 5.50	\$ 2.45	\$ 48.50	\$ 142.00	\$ 106.00
8	\$ 5.90	\$ 2.70	\$ 54.00	\$ 158.00	\$ 119.00
9	\$ 6.55	\$ 2.90	\$ 58.50	\$ 170.00	\$ 127.00
10	\$ 7.05	\$ 3.15	\$ 63.00	\$ 186.00	\$ 140.00
11	\$ 7.50	\$ 3.45	\$ 68.00	\$ 200.00	\$ 150.00
12	\$ 8.15	\$ 3.60	\$ 71.00	\$ 213.00	\$ 161.00
13	\$ 8.50	\$ 3.75	\$ 77.00	\$ 228.00	\$ 171.00
14	\$ 9.10	\$ 4.10	\$ 82.50	\$ 244.00	\$ 184.00
15	\$ 9.65	\$ 4.30	\$ 86.00	\$ 255.00	\$ 192.00
16	\$ 10.20	\$ 4.50	\$ 91.00	\$ 270.00	\$ 202.00
17	\$ 10.55	\$ 4.75	\$ 96.50	\$ 284.00	\$ 212.00
18	\$ 11.20	\$ 5.05	\$ 101.50	\$ 300.00	\$ 225.00
19	\$ 11.75	\$ 5.30	\$ 105.00	\$ -	\$ -
20	\$ 12.30	\$ 5.50	\$ 110.00	\$ -	\$ -
21	\$ 12.90	\$ 5.75	\$ 115.50	\$ -	\$ -
22	\$ 13.25	\$ 5.90	\$ 120.50	\$ -	\$ -
23	\$ 13.90	\$ 6.25	\$ 124.00	\$ -	\$ -
24	\$ 14.40	\$ 6.45	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2024
INTERSTATE BUS PHILADELPHIA

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.95	\$ 0.85	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 3.05	\$ 1.35	\$ -	\$ -	\$ 26.00	\$ 96.00	\$ 72.00
3	\$ 4.25	\$ 1.90	\$ -	\$ -	\$ 37.00	\$ 134.00	\$ 101.00
4	\$ 5.35	\$ 2.40	\$ -	\$ -	\$ 45.00	\$ 150.00	\$ 113.00
5	\$ 6.30	\$ 2.80	\$ -	\$ -	\$ 54.00	\$ 181.00	\$ 136.00
6	\$ 7.50	\$ 3.55	\$ -	\$ -	\$ 65.00	\$ 214.00	\$ 161.00
7	\$ 8.25	\$ 3.80	\$ -	\$ -	\$ 72.00	\$ 245.00	\$ 184.00
8	\$ 9.75	\$ 4.35	\$ -	\$ -	\$ 83.50	\$ 263.00	\$ 197.00
9	\$ 10.75	\$ 4.90	\$ -	\$ -	\$ 92.50	\$ 282.00	\$ 212.00
10	\$ 11.75	\$ 5.15	\$ -	\$ -	\$ 99.50	\$ 303.00	\$ 227.00
11	\$ 14.50	\$ 6.55	\$ 22.00	\$ 10.00	\$ 122.50	\$ 326.00	\$ 245.00
12	\$ 15.00	\$ 6.80	\$ 27.00	\$ 12.50	\$ 127.50	\$ 353.00	\$ 265.00
13	\$ 16.00	\$ 7.35	\$ 30.00	\$ 13.50	\$ 137.00	\$ 377.00	\$ 283.00
14	\$ 17.50	\$ 7.90	\$ 31.00	\$ 14.00	\$ 148.00	\$ 399.00	\$ 299.00
15	\$ 18.00	\$ 8.20	\$ 32.00	\$ 14.50	\$ 153.00	\$ 421.00	\$ 316.00
16	\$ 19.00	\$ 8.70	\$ 33.00	\$ 15.00	\$ 162.50	\$ 448.00	\$ 336.00
17	\$ 20.00	\$ 9.00	\$ 36.00	\$ 16.00	\$ 171.50	\$ 470.00	\$ 353.00
18	\$ 21.50	\$ 9.80	\$ 37.00	\$ 16.50	\$ 183.00	\$ 496.00	\$ 372.00
19	\$ 22.50	\$ 10.10	\$ 41.00	\$ 18.50	\$ 192.50	\$ 496.00	\$ 372.00
20	\$ 23.50	\$ 10.65	\$ 43.00	\$ 19.50	\$ 199.50	\$ 496.00	\$ 372.00
21	\$ 24.75	\$ 11.15	\$ 44.00	\$ 20.00	\$ 211.00	\$ 496.00	\$ 372.00

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.20	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 3.50	\$ 1.55	\$ -	\$ -	\$ 29.50	\$ 110.00	\$ 82.00
3	\$ 4.85	\$ 2.15	\$ -	\$ -	\$ 42.50	\$ 154.00	\$ 116.00
4	\$ 6.15	\$ 2.75	\$ -	\$ -	\$ 51.50	\$ 172.00	\$ 129.00
5	\$ 7.20	\$ 3.20	\$ -	\$ -	\$ 62.00	\$ 208.00	\$ 156.00
6	\$ 8.60	\$ 4.05	\$ -	\$ -	\$ 74.50	\$ 246.00	\$ 185.00
7	\$ 9.45	\$ 4.35	\$ -	\$ -	\$ 82.50	\$ 281.00	\$ 211.00
8	\$ 11.20	\$ 5.00	\$ -	\$ -	\$ 96.00	\$ 302.00	\$ 226.00
9	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 324.00	\$ 243.00
10	\$ 13.50	\$ 5.90	\$ -	\$ -	\$ 114.00	\$ 348.00	\$ 261.00
11	\$ 16.65	\$ 7.50	\$ 25.30	\$ 11.50	\$ 140.50	\$ 374.00	\$ 281.00
12	\$ 17.25	\$ 7.80	\$ 31.05	\$ 14.35	\$ 146.50	\$ 405.00	\$ 304.00
13	\$ 18.40	\$ 8.45	\$ 34.50	\$ 15.50	\$ 157.50	\$ 433.00	\$ 325.00
14	\$ 20.10	\$ 9.05	\$ 35.65	\$ 16.10	\$ 170.00	\$ 458.00	\$ 343.00
15	\$ 20.70	\$ 9.40	\$ 36.80	\$ 16.65	\$ 175.50	\$ 484.00	\$ 363.00
16	\$ 21.85	\$ 10.00	\$ 37.95	\$ 17.25	\$ 186.50	\$ 515.00	\$ 386.00
17	\$ 23.00	\$ 10.35	\$ 41.40	\$ 18.40	\$ 197.00	\$ 540.00	\$ 405.00
18	\$ 24.70	\$ 11.25	\$ 42.55	\$ 18.95	\$ 210.00	\$ 570.00	\$ 427.00
19	\$ 25.85	\$ 11.60	\$ 47.15	\$ 21.25	\$ 221.00	\$ 570.00	\$ 427.00
20	\$ 27.00	\$ 12.20	\$ 49.45	\$ 22.40	\$ 229.00	\$ 570.00	\$ 427.00
21	\$ 28.45	\$ 12.80	\$ 50.60	\$ 23.00	\$ 242.50	\$ 570.00	\$ 427.00

PROPOSED FARE CHANGE JULY 1, 2024
LIGHT RAIL FARES

EXHIBIT 3

HUDSON BERGEN LIGHT RAIL

Current Fares

ZONE	OW	REDUCED	ROUND TRIP	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.25	\$ 1.10	\$ 4.50	\$ 2.20	\$ 22.50	\$ 70.00	\$ 53.00

NEWARK CITY SUBWAY

Current Fares

ZONE	OW	REDUCED	UNDERGROUND	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.60	\$ 0.75	\$ 0.75	\$ 16.00	\$ 59.00	\$ 44.00

RIVERLINE

Current Fares

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.60	\$ 0.75	\$ 16.00	\$ 54.00	\$ 41.00

HUDSON BERGEN LIGHT RAIL

Proposed 15% Increase

ZONE	OW	REDUCED	ROUND TRIP	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.55	\$ 1.25	\$ 5.10	\$ 2.50	\$ 25.50	\$ 80.00	\$ 60.00

NEWARK CITY SUBWAY

Proposed 15% Increase

ZONE	OW	REDUCED	UNDERGROUND	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ 0.85	\$ 18.00	\$ 67.00	\$ 50.00

RIVERLINE

Proposed 15% Increase

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ 18.00	\$ 62.00	\$ 47.00

PROPOSED FARE CHANGE JULY 1, 2024
INTERSTATE RAIL NEW YORK

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
2	\$ 5.25	\$ 2.45	\$ 10.50	\$ 4.90	\$ 52.50	\$ 46.50	\$ 152.00	\$ 113.00
3	\$ 5.50	\$ 2.45	\$ 11.00	\$ 4.90	\$ 55.00	\$ 51.50	\$ 170.00	\$ 128.00
4	\$ 6.75	\$ 3.00	\$ 13.50	\$ 6.00	\$ 67.50	\$ 56.00	\$ 184.00	\$ 138.00
5	\$ 7.25	\$ 3.25	\$ 14.50	\$ 6.50	\$ 72.50	\$ 65.00	\$ 210.00	\$ 158.00
6	\$ 7.75	\$ 3.55	\$ 15.50	\$ 7.10	\$ 77.50	\$ 68.50	\$ 227.00	\$ 170.00
6	\$ 7.75	\$ 3.55	\$ 15.50	\$ 7.10	\$ 77.50	\$ 68.50	\$ 227.00	\$ 170.00
7	\$ 8.50	\$ 3.80	\$ 17.00	\$ 7.60	\$ 85.00	\$ 77.00	\$ 254.00	\$ 191.00
7	\$ 8.50	\$ 3.80	\$ 16.75	\$ 7.60	\$ 85.00	\$ 77.00	\$ 254.00	\$ 191.00
8	\$ 9.25	\$ 4.35	\$ 18.50	\$ 8.70	\$ 92.50	\$ 82.50	\$ 270.00	\$ 203.00
8	\$ 9.25	\$ 4.35	\$ 16.75	\$ 8.60	\$ 92.50	\$ 82.50	\$ 270.00	\$ 203.00
9	\$ 9.75	\$ 4.65	\$ 19.50	\$ 9.30	\$ 97.50	\$ 90.00	\$ 298.00	\$ 224.00
9	\$ 9.75	\$ 4.65	\$ 16.75	\$ 8.60	\$ 97.50	\$ 90.00	\$ 298.00	\$ 224.00
10	\$ 10.75	\$ 4.90	\$ 21.50	\$ 9.80	\$ 107.50	\$ 93.00	\$ 310.00	\$ 233.00
10	\$ 10.75	\$ 4.90	\$ 16.75	\$ 8.60	\$ 102.50	\$ 93.00	\$ 307.00	\$ 230.00
10	\$ 10.75	\$ 4.90	\$ 21.50	\$ 9.80	\$ 107.50	\$ 93.00	\$ 310.00	\$ 233.00
11	\$ 11.75	\$ 5.45	\$ 23.50	\$ 10.90	\$ 117.50	\$ 101.50	\$ 336.00	\$ 252.00
11	\$ 11.75	\$ 5.45	\$ 22.50	\$ 10.90	\$ 117.50	\$ 101.50	\$ 336.00	\$ 252.00
12	\$ 12.25	\$ 5.70	\$ 24.50	\$ 11.40	\$ 122.50	\$ 107.00	\$ 353.00	\$ 265.00
12	\$ 12.25	\$ 5.70	\$ 22.50	\$ 10.95	\$ 122.50	\$ 107.00	\$ 353.00	\$ 265.00
13	\$ 13.25	\$ 6.00	\$ 26.50	\$ 12.00	\$ 132.50	\$ 116.00	\$ 380.00	\$ 285.00
14	\$ 14.00	\$ 6.25	\$ 28.00	\$ 12.50	\$ 140.00	\$ 120.00	\$ 393.00	\$ 295.00
14	\$ 14.00	\$ 6.25	\$ 22.50	\$ 10.95	\$ 134.50	\$ 116.00	\$ 376.00	\$ 282.00
15	\$ 14.75	\$ 6.80	\$ 29.50	\$ 13.60	\$ 147.50	\$ 127.50	\$ 421.00	\$ 316.00
16	\$ 15.00	\$ 6.80	\$ 30.00	\$ 13.60	\$ 150.00	\$ 133.00	\$ 436.00	\$ 327.00
17	\$ 15.25	\$ 7.10	\$ 30.50	\$ 14.20	\$ 152.50	\$ 135.00	\$ 445.00	\$ 334.00
18	\$ 16.00	\$ 7.35	\$ 32.00	\$ 14.70	\$ 160.00	\$ 138.00	\$ 451.00	\$ 338.00
19	\$ 16.00	\$ 7.35	\$ 32.00	\$ 14.70	\$ 160.00	\$ 138.00	\$ 451.00	\$ 338.00
20	\$ 16.25	\$ 7.35	\$ 32.50	\$ 14.70	\$ 162.50	\$ 141.00	\$ 463.00	\$ 347.00
21	\$ 16.25	\$ 7.35	\$ 32.50	\$ 14.70	\$ 162.50	\$ 141.00	\$ 463.00	\$ 347.00
22	\$ 16.75	\$ 7.65	\$ 33.50	\$ 15.30	\$ 167.50	\$ 146.00	\$ 480.00	\$ 360.00
23	\$ 16.75	\$ 7.65	\$ 33.50	\$ 15.30	\$ 167.50	\$ 146.00	\$ 480.00	\$ 360.00
24	\$ 17.75	\$ 8.20	\$ 35.50	\$ 16.40	\$ 177.50	\$ 152.00	\$ 499.00	\$ 374.00
77	\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
91	\$ 10.75	\$ 5.30	\$ 16.75	\$ 8.60	\$ 102.50	\$ 93.25	\$ 307.00	\$ 230.00
92	\$ 14.00	\$ 6.85	\$ 22.50	\$ 10.95	\$ 134.50	\$ 116.00	\$ 376.00	\$ 282.00
93	\$ 15.50	\$ 7.60	\$ 24.75	\$ 12.20	\$ 149.00	\$ 117.25	\$ 380.00	\$ 285.00
94	\$ 17.00	\$ 8.35	\$ 27.00	\$ 13.20	\$ 163.00	\$ 120.75	\$ 391.00	\$ 293.00
95	\$ 18.50	\$ 9.10	\$ 29.25	\$ 14.45	\$ 177.50	\$ 126.25	\$ 409.00	\$ 307.00
96	\$ 19.50	\$ 9.60	\$ 30.75	\$ 15.20	\$ 187.00	\$ 130.50	\$ 423.00	\$ 317.00
97	\$ 21.00	\$ 10.35	\$ 33.00	\$ 16.20	\$ 201.00	\$ 138.00	\$ 447.00	\$ 335.00
98	\$ 23.25	\$ 11.35	\$ 36.50	\$ 17.95	\$ 222.50	\$ 148.25	\$ 480.00	\$ 360.00

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
2	\$ 6.00	\$ 2.80	\$ 12.00	\$ 5.60	\$ 60.00	\$ 53.00	\$ 174.00	\$ 129.00
3	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
4	\$ 7.75	\$ 3.45	\$ 15.50	\$ 6.90	\$ 77.50	\$ 64.00	\$ 211.00	\$ 158.00
5	\$ 8.30	\$ 3.70	\$ 16.60	\$ 7.40	\$ 83.00	\$ 74.50	\$ 241.00	\$ 181.00
6	\$ 8.90	\$ 4.05	\$ 17.80	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
6	\$ 8.90	\$ 4.05	\$ 17.05	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
7	\$ 9.75	\$ 4.35	\$ 19.50	\$ 8.70	\$ 97.50	\$ 88.50	\$ 292.00	\$ 219.00
7	\$ 9.75	\$ 4.35	\$ 17.05	\$ 8.70	\$ 97.50	\$ 88.50	\$ 292.00	\$ 219.00
8	\$ 10.60	\$ 5.00	\$ 21.20	\$ 10.00	\$ 106.00	\$ 94.50	\$ 310.00	\$ 233.00
8	\$ 10.60	\$ 5.00	\$ 17.05	\$ 8.75	\$ 106.00	\$ 94.50	\$ 310.00	\$ 233.00
9	\$ 11.20	\$ 5.30	\$ 22.40	\$ 10.60	\$ 112.00	\$ 103.50	\$ 342.00	\$ 257.00
9	\$ 11.20	\$ 5.30	\$ 17.05	\$ 8.75	\$ 108.50	\$ 98.75	\$ 325.00	\$ 244.00
10	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
10	\$ 11.35	\$ 5.55	\$ 17.05	\$ 8.75	\$ 108.50	\$ 98.75	\$ 325.00	\$ 244.00
10	\$ 12.35	\$ 5.60	\$ 23.40	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
11	\$ 13.50	\$ 6.25	\$ 27.00	\$ 12.50	\$ 135.00	\$ 116.50	\$ 386.00	\$ 289.00
11	\$ 13.50	\$ 6.25	\$ 23.40	\$ 11.35	\$ 135.00	\$ 116.50	\$ 386.00	\$ 289.00
12	\$ 14.05	\$ 6.55	\$ 28.10	\$ 13.10	\$ 140.50	\$ 123.00	\$ 405.00	\$ 304.00
12	\$ 14.05	\$ 6.55	\$ 23.40	\$ 11.35	\$ 140.50	\$ 121.50	\$ 394.00	\$ 296.00
13	\$ 15.20	\$ 6.90	\$ 30.40	\$ 13.80	\$ 152.00	\$ 133.00	\$ 437.00	\$ 327.00
14	\$ 16.10	\$ 7.15	\$ 32.20	\$ 14.30	\$ 161.00	\$ 138.00	\$ 451.00	\$ 339.00
14	\$ 14.60	\$ 7.10	\$ 23.40	\$ 11.35	\$ 140.50	\$ 121.50	\$ 394.00	\$ 296.00
15	\$ 16.95	\$ 7.80	\$ 33.90	\$ 15.60	\$ 169.50	\$ 146.50	\$ 484.00	\$ 363.00
16	\$ 17.25	\$ 7.80	\$ 34.50	\$ 15.60	\$ 172.50	\$ 152.50	\$ 501.00	\$ 376.00
17	\$ 17.50	\$ 8.15	\$ 35.00	\$ 16.30	\$ 175.00	\$ 155.00	\$ 511.00	\$ 384.00
18	\$ 18.40	\$ 8.45	\$ 36.80	\$ 16.90	\$ 184.00	\$ 158.50	\$ 518.00	\$ 388.00
19	\$ 18.40	\$ 8.45	\$ 36.80	\$ 16.90	\$ 184.00	\$ 158.50	\$ 518.00	\$ 388.00
20	\$ 18.65	\$ 8.45	\$ 37.30	\$ 16.90	\$ 186.50	\$ 162.00	\$ 532.00	\$ 399.00
21	\$ 18.65	\$ 8.45	\$ 37.30	\$ 16.90	\$ 186.50	\$ 162.00	\$ 532.00	\$ 399.00
22	\$ 19.25	\$ 8.75	\$ 38.50	\$ 17.50	\$ 192.50	\$ 167.50	\$ 552.00	\$ 414.00
23	\$ 19.25	\$ 8.75	\$ 38.50	\$ 17.50	\$ 192.50	\$ 167.50	\$ 552.00	\$ 414.00
24	\$ 20.40	\$ 9.40	\$ 40.80	\$ 18.80	\$ 204.00	\$ 174.50	\$ 573.00	\$ 430.00
77	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
91	\$ 12.35	\$ 6.05	\$ 24.70	\$ 12.10	\$ 123.50	\$ 107.00	\$ 353.00	\$ 264.00
92	\$ 16.10	\$ 7.85	\$ 32.20	\$ 15.70	\$ 161.00	\$ 133.00	\$ 432.00	\$ 324.00
93	\$ 17.80	\$ 8.70	\$ 35.60	\$ 17.40	\$ 178.00	\$ 134.50	\$ 437.00	\$ 327.00
94	\$ 19.55	\$ 9.60	\$ 39.10	\$ 19.20	\$ 195.50	\$ 138.50	\$ 449.00	\$ 336.00
95	\$ 21.25	\$ 10.45	\$ 42.50	\$ 20.90	\$ 212.50	\$ 145.00	\$ 470.00	\$ 353.00
96	\$ 22.40	\$ 11.00	\$ 44.80	\$ 22.00	\$ 224.00	\$ 150.00	\$ 486.00	\$ 364.00
97	\$ 24.15	\$ 11.90	\$ 48.30	\$ 23.80	\$ 241.50	\$ 158.50	\$ 514.00	\$ 385.00
98	\$ 26.70	\$ 13.05	\$ 53.40	\$ 26.10	\$ 267.00	\$ 170.00	\$ 552.00	\$ 414.00

PROPOSED FARE CHANGE JULY 1, 2024
 INTERSTATE RAIL TO NEWARK PENN (Newark Division)

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
5	\$ 3.00	\$ 1.35	\$ 6.00	\$ 2.70	\$ 30.00	\$ 25.00	\$ 82.00	\$ 61.00
6	\$ 3.50	\$ 1.60	\$ 7.00	\$ 3.20	\$ 35.00	\$ 30.00	\$ 97.00	\$ 73.00
7	\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
8	\$ 5.00	\$ 2.45	\$ 10.00	\$ 4.90	\$ 50.00	\$ 43.50	\$ 145.00	\$ 109.00
9	\$ 5.50	\$ 2.45	\$ 11.00	\$ 4.90	\$ 55.00	\$ 51.50	\$ 170.00	\$ 128.00
10	\$ 6.50	\$ 3.00	\$ 13.00	\$ 6.00	\$ 65.00	\$ 55.00	\$ 183.00	\$ 137.00
11	\$ 7.50	\$ 3.55	\$ 15.00	\$ 7.10	\$ 75.00	\$ 65.00	\$ 210.00	\$ 158.00
12	\$ 8.00	\$ 3.80	\$ 16.00	\$ 7.60	\$ 80.00	\$ 68.50	\$ 227.00	\$ 170.00
13	\$ 9.00	\$ 4.10	\$ 18.00	\$ 8.20	\$ 90.00	\$ 77.00	\$ 254.00	\$ 191.00
14	\$ 9.75	\$ 4.35	\$ 19.50	\$ 8.70	\$ 97.50	\$ 82.50	\$ 270.00	\$ 203.00
15	\$ 10.50	\$ 4.90	\$ 21.00	\$ 9.80	\$ 105.00	\$ 90.00	\$ 298.00	\$ 224.00
16	\$ 10.75	\$ 4.90	\$ 21.50	\$ 9.80	\$ 107.50	\$ 93.00	\$ 310.00	\$ 233.00
17	\$ 11.00	\$ 4.90	\$ 22.00	\$ 9.80	\$ 110.00	\$ 97.00	\$ 317.00	\$ 238.00
18	\$ 11.75	\$ 5.15	\$ 23.50	\$ 10.30	\$ 117.50	\$ 98.50	\$ 326.00	\$ 245.00
19	\$ 11.75	\$ 5.15	\$ 23.50	\$ 10.30	\$ 117.50	\$ 98.50	\$ 326.00	\$ 245.00
20	\$ 12.00	\$ 5.45	\$ 24.00	\$ 10.90	\$ 120.00	\$ 101.50	\$ 336.00	\$ 252.00
21	\$ 12.00	\$ 5.45	\$ 24.00	\$ 10.90	\$ 120.00	\$ 101.50	\$ 336.00	\$ 252.00
22	\$ 12.50	\$ 5.70	\$ 25.00	\$ 11.40	\$ 125.00	\$ 107.00	\$ 353.00	\$ 265.00
23	\$ 12.50	\$ 5.70	\$ 25.00	\$ 11.40	\$ 125.00	\$ 107.00	\$ 353.00	\$ 265.00
24	\$ 13.50	\$ 6.25	\$ 27.00	\$ 12.50	\$ 135.00	\$ 116.00	\$ 380.00	\$ 285.00
1	\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
77	\$ 3.50	\$ 1.60	\$ 7.00	\$ 3.20	\$ 35.00	\$ 30.00	\$ 97.00	\$ 73.00

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
5	\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
6	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
7	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
8	\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
9	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
10	\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
11	\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
12	\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
13	\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
14	\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
15	\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
16	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
17	\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
18	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
19	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
20	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
21	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
22	\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
23	\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
24	\$ 15.50	\$ 7.15	\$ 31.00	\$ 14.30	\$ 155.00	\$ 133.00	\$ 437.00	\$ 327.00
1	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
77	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00

PROPOSED FARE CHANGE JULY 1, 2024
INTERSTATE RAIL TO HOBOKEN (Hoboken Division)

EXHIBIT 3

Current Fares

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 3.00	\$ 1.35	\$ 6.00	\$ 2.70	\$ 30.00	\$ 25.00	\$ 82.00	\$ 61.00
2	\$ 3.50	\$ 1.60	\$ 7.00	\$ 3.20	\$ 35.00	\$ 30.00	\$ 97.00	\$ 73.00
3	\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
4	\$ 5.00	\$ 2.45	\$ 10.00	\$ 4.90	\$ 50.00	\$ 43.50	\$ 145.00	\$ 109.00
5	\$ 5.50	\$ 2.45	\$ 11.00	\$ 4.90	\$ 55.00	\$ 51.50	\$ 170.00	\$ 128.00
6	\$ 6.50	\$ 3.00	\$ 13.00	\$ 6.00	\$ 65.00	\$ 55.00	\$ 183.00	\$ 137.00
7	\$ 7.50	\$ 3.55	\$ 15.00	\$ 7.10	\$ 75.00	\$ 65.00	\$ 210.00	\$ 158.00
8	\$ 8.00	\$ 3.80	\$ 16.00	\$ 7.60	\$ 80.00	\$ 68.50	\$ 227.00	\$ 170.00
9	\$ 9.00	\$ 4.10	\$ 18.00	\$ 8.20	\$ 90.00	\$ 77.00	\$ 254.00	\$ 191.00
10	\$ 9.75	\$ 4.35	\$ 19.50	\$ 8.70	\$ 97.50	\$ 82.50	\$ 270.00	\$ 203.00
11	\$ 10.50	\$ 4.90	\$ 21.00	\$ 9.80	\$ 105.00	\$ 90.00	\$ 298.00	\$ 224.00
12	\$ 10.75	\$ 4.90	\$ 21.50	\$ 9.80	\$ 107.50	\$ 93.00	\$ 310.00	\$ 233.00
14	\$ 11.00	\$ 4.90	\$ 22.00	\$ 9.80	\$ 110.00	\$ 97.00	\$ 317.00	\$ 238.00
16	\$ 11.75	\$ 5.15	\$ 23.50	\$ 10.30	\$ 117.50	\$ 98.50	\$ 326.00	\$ 245.00
17	\$ 11.75	\$ 5.15	\$ 23.50	\$ 10.30	\$ 117.50	\$ 98.50	\$ 326.00	\$ 245.00
18	\$ 12.00	\$ 5.45	\$ 24.00	\$ 10.90	\$ 120.00	\$ 101.50	\$ 336.00	\$ 252.00
19	\$ 12.00	\$ 5.45	\$ 24.00	\$ 10.90	\$ 120.00	\$ 101.50	\$ 336.00	\$ 252.00
91	\$ 9.75	\$ 4.75	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
92	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
93	\$ 12.50	\$ 6.25	\$ 18.75	\$ 9.50	\$ 119.00	\$ 94.25	\$ 304.00	\$ 228.00
94	\$ 14.00	\$ 7.00	\$ 21.00	\$ 10.50	\$ 133.00	\$ 97.75	\$ 315.00	\$ 236.00
95	\$ 15.50	\$ 7.75	\$ 23.25	\$ 11.75	\$ 147.50	\$ 103.25	\$ 333.00	\$ 250.00
96	\$ 16.50	\$ 8.25	\$ 24.75	\$ 12.50	\$ 157.00	\$ 107.50	\$ 347.00	\$ 260.00
97	\$ 18.00	\$ 9.00	\$ 27.00	\$ 13.50	\$ 171.00	\$ 115.00	\$ 371.00	\$ 278.00
98	\$ 20.25	\$ 10.00	\$ 30.50	\$ 15.25	\$ 192.50	\$ 125.25	\$ 404.00	\$ 303.00
6	\$ 6.50	\$ 3.00	\$ 13.00	\$ 6.00	\$ 65.00	\$ 55.00	\$ 183.00	\$ 137.00
7	\$ 7.50	\$ 3.55	\$ 14.75	\$ 7.10	\$ 75.00	\$ 65.00	\$ 210.00	\$ 158.00
8	\$ 8.00	\$ 3.80	\$ 14.75	\$ 7.50	\$ 80.00	\$ 68.50	\$ 227.00	\$ 170.00
9	\$ 9.00	\$ 4.10	\$ 14.75	\$ 7.50	\$ 90.00	\$ 77.00	\$ 254.00	\$ 191.00
10	\$ 9.75	\$ 4.35	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.50	\$ 267.00	\$ 200.00
7	\$ 7.50	\$ 3.55	\$ 15.00	\$ 7.10	\$ 75.00	\$ 65.00	\$ 210.00	\$ 158.00
8	\$ 8.00	\$ 3.80	\$ 16.00	\$ 7.60	\$ 80.00	\$ 68.50	\$ 227.00	\$ 170.00
9	\$ 9.00	\$ 4.10	\$ 16.50	\$ 8.20	\$ 90.00	\$ 77.00	\$ 254.00	\$ 191.00
10	\$ 9.75	\$ 4.35	\$ 16.50	\$ 8.25	\$ 97.50	\$ 82.50	\$ 270.00	\$ 203.00
11	\$ 10.50	\$ 4.90	\$ 16.50	\$ 8.25	\$ 104.50	\$ 90.00	\$ 298.00	\$ 224.00
12	\$ 10.75	\$ 4.90	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
14	\$ 11.00	\$ 4.90	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00

Proposed 15% Increase

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
2	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
3	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
4	\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
5	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
6	\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
7	\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
10	\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
11	\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
12	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
14	\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
16	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
17	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
18	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
19	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
91	\$ 11.20	\$ 5.45	\$ 22.40	\$ 10.90	\$ 112.00	\$ 95.00	\$ 307.00	\$ 230.00
92	\$ 12.65	\$ 6.30	\$ 25.30	\$ 12.60	\$ 126.50	\$ 106.50	\$ 345.00	\$ 258.00
93	\$ 14.35	\$ 7.15	\$ 28.70	\$ 14.30	\$ 143.50	\$ 108.00	\$ 349.00	\$ 262.00
94	\$ 16.10	\$ 8.05	\$ 32.20	\$ 16.10	\$ 161.00	\$ 112.00	\$ 362.00	\$ 271.00
95	\$ 17.80	\$ 8.90	\$ 35.60	\$ 17.80	\$ 178.00	\$ 118.50	\$ 382.00	\$ 287.00
96	\$ 18.95	\$ 9.45	\$ 37.90	\$ 18.90	\$ 189.50	\$ 123.50	\$ 399.00	\$ 299.00
97	\$ 20.70	\$ 10.35	\$ 41.40	\$ 20.70	\$ 207.00	\$ 132.00	\$ 426.00	\$ 319.00
98	\$ 23.25	\$ 11.50	\$ 46.50	\$ 23.00	\$ 232.50	\$ 144.00	\$ 464.00	\$ 348.00
6	\$ 7.45	\$ 3.45	\$ 14.75	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
7	\$ 8.60	\$ 4.05	\$ 14.75	\$ 7.50	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 14.75	\$ 7.50	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 9.75	\$ 4.70	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
10	\$ 9.75	\$ 4.75	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
7	\$ 8.60	\$ 4.05	\$ 16.50	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 16.50	\$ 8.25	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 10.35	\$ 4.70	\$ 16.50	\$ 8.25	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
10	\$ 11.00	\$ 5.00	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
11	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
12	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
14	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00

PROPOSED FARE CHANGE JULY 1, 2024
ATLANTIC CITY RAIL LINE

EXHIBIT 3

Current Fares

OW	REDUCED	WEEKLY	MONTHLY	STUDENT
\$ 1.50	\$ 0.75	\$ 13.50	\$ 44.00	\$ 33.00
\$ 3.50	\$ 1.60	\$ 30.00	\$ 97.00	\$ 73.00
\$ 5.00	\$ 2.45	\$ 43.50	\$ 145.00	\$ 109.00
\$ 5.00	\$ 2.45	\$ 43.50	\$ 145.00	\$ 109.00
\$ 5.25	\$ 2.45	\$ 46.50	\$ 152.00	\$ 113.00
\$ 7.00	\$ 3.25	\$ 61.50	\$ 199.00	\$ 149.00
\$ 7.00	\$ 3.25	\$ 61.50	\$ 199.00	\$ 149.00
\$ 10.75	\$ 4.90	\$ 94.50	\$ 310.00	\$ 233.00
\$ 1.50	\$ 0.75	\$ 13.50	\$ 44.00	\$ 33.00
\$ 4.00	\$ 1.90	\$ 35.50	\$ 116.00	\$ 87.00
\$ 4.25	\$ 1.90	\$ 38.50	\$ 126.00	\$ 95.00
\$ 4.25	\$ 1.90	\$ 38.50	\$ 126.00	\$ 95.00
\$ 6.50	\$ 3.00	\$ 55.00	\$ 183.00	\$ 137.00
\$ 6.50	\$ 3.00	\$ 55.00	\$ 183.00	\$ 137.00
\$ 10.25	\$ 4.65	\$ 86.00	\$ 282.00	\$ 212.00
\$ 2.25	\$ 1.05	\$ 18.00	\$ 60.00	\$ 44.00
\$ 3.75	\$ 1.60	\$ 31.50	\$ 103.00	\$ 77.00
\$ 4.25	\$ 1.90	\$ 38.50	\$ 126.00	\$ 95.00
\$ 6.50	\$ 3.00	\$ 55.00	\$ 183.00	\$ 137.00
\$ 6.50	\$ 3.00	\$ 55.00	\$ 183.00	\$ 137.00
\$ 10.25	\$ 4.65	\$ 86.00	\$ 282.00	\$ 212.00
\$ 1.50	\$ 0.75	\$ 13.50	\$ 44.00	\$ 33.00
\$ 3.00	\$ 1.35	\$ 26.00	\$ 82.00	\$ 61.00
\$ 4.75	\$ 2.15	\$ 39.50	\$ 132.00	\$ 99.00
\$ 4.75	\$ 2.15	\$ 39.50	\$ 132.00	\$ 99.00
\$ 8.00	\$ 3.80	\$ 70.00	\$ 227.00	\$ 170.00
\$ 1.50	\$ 0.75	\$ 13.50	\$ 44.00	\$ 33.00
\$ 3.50	\$ 1.60	\$ 30.00	\$ 97.00	\$ 73.00
\$ 3.50	\$ 1.60	\$ 30.00	\$ 97.00	\$ 73.00
\$ 7.00	\$ 3.25	\$ 61.50	\$ 199.00	\$ 149.00
\$ 2.00	\$ 1.00	\$ 15.50	\$ 50.00	\$ 38.00
\$ 2.00	\$ 1.00	\$ 15.50	\$ 50.00	\$ 38.00
\$ 5.25	\$ 2.45	\$ 46.50	\$ 152.00	\$ 113.00
\$ 1.50	\$ 0.75	\$ 13.50	\$ 44.00	\$ 33.00
\$ 4.25	\$ 1.90	\$ 38.50	\$ 126.00	\$ 95.00
\$ 4.25	\$ 1.90	\$ 38.50	\$ 126.00	\$ 95.00

Proposed 15% Increase

OW	REDUCED	WEEKLY	MONTHLY	STUDENT
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 5.75	\$ 2.80	\$ 50.00	\$ 166.00	\$ 125.00
\$ 5.75	\$ 2.80	\$ 50.00	\$ 166.00	\$ 125.00
\$ 6.00	\$ 2.80	\$ 53.00	\$ 174.00	\$ 129.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 12.35	\$ 5.60	\$ 108.50	\$ 356.00	\$ 267.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.60	\$ 2.15	\$ 40.50	\$ 133.00	\$ 100.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 11.75	\$ 5.30	\$ 98.50	\$ 324.00	\$ 243.00
\$ 2.55	\$ 1.20	\$ 20.50	\$ 69.00	\$ 50.00
\$ 4.30	\$ 1.80	\$ 36.00	\$ 118.00	\$ 88.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 11.75	\$ 5.30	\$ 98.50	\$ 324.00	\$ 243.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 3.45	\$ 1.55	\$ 29.50	\$ 94.00	\$ 70.00
\$ 5.45	\$ 2.45	\$ 45.00	\$ 151.00	\$ 113.00
\$ 5.45	\$ 2.45	\$ 45.00	\$ 151.00	\$ 113.00
\$ 9.20	\$ 4.35	\$ 80.50	\$ 261.00	\$ 195.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 2.30	\$ 1.15	\$ 17.50	\$ 57.00	\$ 43.00
\$ 2.30	\$ 1.15	\$ 17.50	\$ 57.00	\$ 43.00
\$ 6.00	\$ 2.80	\$ 53.00	\$ 174.00	\$ 129.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00

*No zones shown for these fares. They are programmed in NJT systems between origin and destination points.

PROPOSED FARE CHANGE JULY 1, 2024
LOCAL RAIL

EXHIBIT 3

Current Fares

OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
\$ 2.25	\$ 1.05	\$ 4.50	\$ 2.10	\$ 22.50	\$ 18.00	\$ 60.00	\$ 44.00
\$ 3.00	\$ 1.35	\$ 6.00	\$ 2.70	\$ 30.00	\$ 25.00	\$ 82.00	\$ 61.00
\$ 3.50	\$ 1.60	\$ 7.00	\$ 3.20	\$ 35.00	\$ 30.00	\$ 97.00	\$ 73.00
\$ 3.75	\$ 1.60	\$ 7.50	\$ 3.20	\$ 37.50	\$ 31.50	\$ 103.00	\$ 77.00
\$ 4.25	\$ 1.90	\$ 8.50	\$ 3.80	\$ 42.50	\$ 38.50	\$ 126.00	\$ 95.00
\$ 5.00	\$ 2.45	\$ 10.00	\$ 4.90	\$ 50.00	\$ 43.50	\$ 145.00	\$ 109.00
\$ 5.50	\$ 2.45	\$ 11.00	\$ 4.90	\$ 55.00	\$ 51.50	\$ 170.00	\$ 128.00
\$ 6.50	\$ 3.00	\$ 13.00	\$ 6.00	\$ 65.00	\$ 55.00	\$ 183.00	\$ 137.00
\$ 6.75	\$ 3.00	\$ 13.50	\$ 6.00	\$ 67.50	\$ 56.00	\$ 184.00	\$ 138.00
\$ 7.50	\$ 3.55	\$ 15.00	\$ 7.10	\$ 75.00	\$ 65.00	\$ 210.00	\$ 158.00
\$ 7.75	\$ 3.55	\$ 15.50	\$ 7.10	\$ 77.50	\$ 68.50	\$ 227.00	\$ 170.00
\$ 8.00	\$ 3.80	\$ 16.00	\$ 7.60	\$ 80.00	\$ 68.50	\$ 227.00	\$ 170.00
\$ 9.00	\$ 4.10	\$ 18.00	\$ 8.20	\$ 90.00	\$ 77.00	\$ 254.00	\$ 191.00
\$ 9.25	\$ 4.10	\$ 18.50	\$ 8.20	\$ 92.50	\$ 82.00	\$ 267.00	\$ 200.00
\$ 9.75	\$ 4.35	\$ 19.50	\$ 8.70	\$ 97.50	\$ 82.50	\$ 270.00	\$ 203.00
\$ 10.50	\$ 4.90	\$ 21.00	\$ 9.80	\$ 105.00	\$ 90.00	\$ 298.00	\$ 224.00
\$ 10.75	\$ 4.90	\$ 21.50	\$ 9.80	\$ 107.50	\$ 93.00	\$ 310.00	\$ 233.00
\$ 11.00	\$ 4.90	\$ 22.00	\$ 9.80	\$ 110.00	\$ 97.00	\$ 317.00	\$ 238.00
\$ 11.75	\$ 5.15	\$ 23.50	\$ 10.30	\$ 117.50	\$ 98.50	\$ 326.00	\$ 245.00
\$ 12.00	\$ 5.45	\$ 24.00	\$ 10.90	\$ 120.00	\$ 101.50	\$ 336.00	\$ 252.00
\$ 12.50	\$ 5.70	\$ 25.00	\$ 11.40	\$ 125.00	\$ 107.00	\$ 353.00	\$ 265.00
\$ 13.50	\$ 6.25	\$ 27.00	\$ 12.50	\$ 135.00	\$ 116.00	\$ 380.00	\$ 285.00

Proposed 15% Increase

OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
\$ 2.55	\$ 1.20	\$ 5.10	\$ 2.40	\$ 25.50	\$ 20.50	\$ 69.00	\$ 50.00
\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
\$ 4.30	\$ 1.80	\$ 8.60	\$ 3.60	\$ 43.00	\$ 36.00	\$ 118.00	\$ 88.00
\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.75	\$ 3.45	\$ 15.50	\$ 6.90	\$ 77.50	\$ 64.00	\$ 211.00	\$ 158.00
\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
\$ 8.90	\$ 4.05	\$ 17.80	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
\$ 10.60	\$ 4.70	\$ 21.20	\$ 9.40	\$ 106.00	\$ 94.00	\$ 307.00	\$ 230.00
\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
\$ 15.50	\$ 7.15	\$ 31.00	\$ 14.30	\$ 155.00	\$ 133.00	\$ 437.00	\$ 327.00

*No zones shown for these fares. They are programmed in NJT systems between origin and destination points.

PROPOSED FARE CHANGE JULY 1, 2025
LOCAL BUS NORTH JERSEY

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ -	\$ 67.00	\$ 50.00
2	\$ 2.90	\$ 1.25	\$ -	\$ 89.00	\$ 67.00
3	\$ 3.60	\$ 1.60	\$ 31.00	\$ 106.00	\$ 80.00
4	\$ 4.35	\$ 2.00	\$ 38.50	\$ 115.00	\$ 86.00
5	\$ 4.75	\$ 2.10	\$ 43.50	\$ 126.00	\$ 95.00
6	\$ 5.50	\$ 2.45	\$ 48.50	\$ 142.00	\$ 106.00
7	\$ 6.00	\$ 2.75	\$ 55.00	\$ 158.00	\$ 119.00
8	\$ 6.65	\$ 2.95	\$ 59.00	\$ 175.00	\$ 132.00
9	\$ 7.10	\$ 3.20	\$ 65.50	\$ 189.00	\$ 142.00
10	\$ 7.75	\$ 3.50	\$ 69.50	\$ 205.00	\$ 154.00
11	\$ 8.30	\$ 3.70	\$ 75.50	\$ 219.00	\$ 164.00
12	\$ 8.90	\$ 4.00	\$ 78.00	\$ 234.00	\$ 175.00
13	\$ 9.50	\$ 4.30	\$ 85.00	\$ 250.00	\$ 188.00
14	\$ 10.15	\$ 4.50	\$ 90.50	\$ 269.00	\$ 202.00
15	\$ 10.55	\$ 4.75	\$ 96.50	\$ 280.00	\$ 210.00
16	\$ 11.20	\$ 5.05	\$ 101.50	\$ 300.00	\$ 225.00
17	\$ 11.75	\$ 5.30	\$ 106.50	\$ 311.00	\$ 233.00
18	\$ 12.35	\$ 5.55	\$ 111.50	\$ 328.00	\$ 247.00
19	\$ 13.05	\$ 5.85	\$ 116.50	\$ -	\$ -
20	\$ 13.50	\$ 6.05	\$ 122.00	\$ -	\$ -
21	\$ 14.20	\$ 6.35	\$ 128.00	\$ -	\$ -
22	\$ 14.70	\$ 6.65	\$ 131.50	\$ -	\$ -
23	\$ 15.25	\$ 6.90	\$ 138.00	\$ -	\$ -
24	\$ 15.95	\$ 7.15	\$ -	\$ -	\$ -
25	\$ 16.60	\$ 7.50	\$ -	\$ -	\$ -
26	\$ 17.00	\$ 7.60	\$ -	\$ -	\$ -
27	\$ 17.65	\$ 7.90	\$ -	\$ -	\$ -
28	\$ 18.15	\$ 8.20	\$ -	\$ -	\$ -
29	\$ 18.85	\$ 8.45	\$ -	\$ -	\$ -
30	\$ 19.35	\$ 8.70	\$ -	\$ -	\$ -
31	\$ 20.00	\$ 9.00	\$ -	\$ -	\$ -
32	\$ 20.55	\$ 9.25	\$ -	\$ -	\$ -
33	\$ 21.15	\$ 9.50	\$ -	\$ -	\$ -
34	\$ 21.60	\$ 9.75	\$ -	\$ -	\$ -
35	\$ 22.30	\$ 10.00	\$ -	\$ -	\$ -
36	\$ 22.75	\$ 10.20	\$ -	\$ -	\$ -
37	\$ 23.45	\$ 10.50	\$ -	\$ -	\$ -
38	\$ 23.85	\$ 10.65	\$ -	\$ -	\$ -

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.85	\$ 0.85	\$ -	\$ 69.00	\$ 51.00
2	\$ 2.95	\$ 1.25	\$ -	\$ 91.00	\$ 69.00
3	\$ 3.70	\$ 1.60	\$ 31.50	\$ 109.00	\$ 82.00
4	\$ 4.45	\$ 2.05	\$ 39.50	\$ 118.00	\$ 88.00
5	\$ 4.85	\$ 2.15	\$ 44.50	\$ 129.00	\$ 97.00
6	\$ 5.65	\$ 2.50	\$ 49.50	\$ 146.00	\$ 109.00
7	\$ 6.15	\$ 2.80	\$ 56.50	\$ 162.00	\$ 122.00
8	\$ 6.80	\$ 3.00	\$ 60.50	\$ 180.00	\$ 135.00
9	\$ 7.30	\$ 3.25	\$ 67.00	\$ 194.00	\$ 146.00
10	\$ 7.95	\$ 3.60	\$ 71.50	\$ 211.00	\$ 158.00
11	\$ 8.50	\$ 3.80	\$ 77.50	\$ 225.00	\$ 168.00
12	\$ 9.15	\$ 4.10	\$ 80.00	\$ 241.00	\$ 180.00
13	\$ 9.75	\$ 4.40	\$ 87.50	\$ 257.00	\$ 193.00
14	\$ 10.45	\$ 4.60	\$ 93.00	\$ 277.00	\$ 208.00
15	\$ 10.85	\$ 4.85	\$ 99.00	\$ 288.00	\$ 216.00
16	\$ 11.50	\$ 5.20	\$ 104.50	\$ 309.00	\$ 231.00
17	\$ 12.10	\$ 5.45	\$ 109.50	\$ 320.00	\$ 240.00
18	\$ 12.70	\$ 5.70	\$ 114.50	\$ 337.00	\$ 254.00
19	\$ 13.40	\$ 6.00	\$ 120.00	\$ -	\$ -
20	\$ 13.90	\$ 6.20	\$ 125.50	\$ -	\$ -
21	\$ 14.60	\$ 6.50	\$ 131.50	\$ -	\$ -
22	\$ 15.10	\$ 6.80	\$ 135.00	\$ -	\$ -
23	\$ 15.70	\$ 7.10	\$ 142.00	\$ -	\$ -
24	\$ 16.40	\$ 7.35	\$ -	\$ -	\$ -
25	\$ 17.05	\$ 7.70	\$ -	\$ -	\$ -
26	\$ 17.50	\$ 7.80	\$ -	\$ -	\$ -
27	\$ 18.15	\$ 8.10	\$ -	\$ -	\$ -
28	\$ 18.65	\$ 8.40	\$ -	\$ -	\$ -
29	\$ 19.40	\$ 8.70	\$ -	\$ -	\$ -
30	\$ 19.90	\$ 8.95	\$ -	\$ -	\$ -
31	\$ 20.60	\$ 9.25	\$ -	\$ -	\$ -
32	\$ 21.15	\$ 9.50	\$ -	\$ -	\$ -
33	\$ 21.75	\$ 9.75	\$ -	\$ -	\$ -
34	\$ 22.20	\$ 10.00	\$ -	\$ -	\$ -
35	\$ 22.95	\$ 10.30	\$ -	\$ -	\$ -
36	\$ 23.40	\$ 10.50	\$ -	\$ -	\$ -
37	\$ 24.15	\$ 10.80	\$ -	\$ -	\$ -
38	\$ 24.55	\$ 10.95	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2025
INTERSTATE BUS NEW YORK

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.10	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 4.00	\$ 1.75	\$ -	\$ -	\$ 33.50	\$ 123.00	\$ 92.00
3	\$ 5.15	\$ 2.35	\$ -	\$ -	\$ 48.50	\$ 170.00	\$ 127.00
4	\$ 6.90	\$ 3.10	\$ -	\$ -	\$ 58.50	\$ 192.00	\$ 143.00
5	\$ 8.05	\$ 3.65	\$ -	\$ -	\$ 69.50	\$ 228.00	\$ 171.00
6	\$ 9.20	\$ 4.35	\$ -	\$ -	\$ 80.50	\$ 270.00	\$ 202.00
7	\$ 11.20	\$ 5.00	\$ -	\$ -	\$ 96.00	\$ 288.00	\$ 216.00
8	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 307.00	\$ 230.00
9	\$ 13.80	\$ 6.25	\$ -	\$ -	\$ 117.00	\$ 324.00	\$ 243.00
10	\$ 14.95	\$ 6.90	\$ -	\$ -	\$ 127.50	\$ 348.00	\$ 261.00
11	\$ 15.80	\$ 7.15	\$ -	\$ -	\$ 136.00	\$ 374.00	\$ 281.00
12	\$ 17.25	\$ 7.80	\$ -	\$ -	\$ 146.50	\$ 405.00	\$ 304.00
13	\$ 18.40	\$ 8.15	\$ -	\$ -	\$ 157.50	\$ 433.00	\$ 325.00
14	\$ 18.95	\$ 8.45	\$ -	\$ -	\$ 162.00	\$ 458.00	\$ 343.00
15	\$ 20.70	\$ 9.40	\$ -	\$ -	\$ 175.50	\$ 484.00	\$ 363.00
16	\$ 21.85	\$ 10.00	\$ -	\$ -	\$ 186.50	\$ 515.00	\$ 386.00
17	\$ 22.70	\$ 10.35	\$ -	\$ -	\$ 194.00	\$ 540.00	\$ 405.00
18	\$ 24.40	\$ 10.95	\$ -	\$ -	\$ 208.00	\$ 570.00	\$ 427.00
19	\$ 25.00	\$ 11.25	\$ -	\$ -	\$ 213.00	\$ 570.00	\$ 427.00
20	\$ 26.15	\$ 11.90	\$ -	\$ -	\$ 223.50	\$ 570.00	\$ 427.00
21	\$ 27.60	\$ 12.50	\$ -	\$ -	\$ 234.50	\$ 570.00	\$ 427.00
22	\$ 29.00	\$ 13.15	\$ -	\$ -	\$ 247.00	\$ 570.00	\$ 427.00
23	\$ 29.60	\$ 13.45	\$ -	\$ -	\$ 253.00	\$ 570.00	\$ 427.00
24	\$ 35.35	\$ 15.95	\$ 63.25	\$ 28.75	\$ -	\$ -	\$ -
25	\$ 37.35	\$ 16.90	\$ 66.70	\$ 29.90	\$ -	\$ -	\$ -
26	\$ 38.50	\$ 17.25	\$ 69.00	\$ 31.05	\$ -	\$ -	\$ -
27	\$ 39.10	\$ 17.50	\$ 70.15	\$ 31.60	\$ -	\$ -	\$ -
28	\$ 40.50	\$ 18.15	\$ 73.60	\$ 33.35	\$ -	\$ -	\$ -
29	\$ 41.95	\$ 18.80	\$ 74.75	\$ 33.90	\$ -	\$ -	\$ -
30	\$ 43.70	\$ 19.70	\$ 75.90	\$ 34.50	\$ -	\$ -	\$ -
31	\$ 44.85	\$ 20.05	\$ 80.50	\$ 36.20	\$ -	\$ -	\$ -
32	\$ 46.25	\$ 20.95	\$ 82.80	\$ 36.80	\$ -	\$ -	\$ -
33	\$ 47.40	\$ 21.30	\$ 85.10	\$ 37.95	\$ -	\$ -	\$ -
34	\$ 48.55	\$ 21.95	\$ 87.40	\$ 39.10	\$ -	\$ -	\$ -
35	\$ 50.00	\$ 22.50	\$ 90.85	\$ 41.40	\$ -	\$ -	\$ -
36	\$ 51.75	\$ 23.15	\$ 92.00	\$ 41.95	\$ -	\$ -	\$ -
37	\$ 52.90	\$ 23.80	\$ 94.30	\$ 42.55	\$ -	\$ -	\$ -
38	\$ 54.30	\$ 24.40	\$ 98.90	\$ 44.25	\$ -	\$ -	\$ -
39	\$ 55.75	\$ 25.05	\$ 100.05	\$ 44.85	\$ -	\$ -	\$ -

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.15	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 4.10	\$ 1.80	\$ -	\$ -	\$ 34.50	\$ 126.00	\$ 94.00
3	\$ 5.30	\$ 2.40	\$ -	\$ -	\$ 49.50	\$ 175.00	\$ 130.00
4	\$ 7.10	\$ 3.15	\$ -	\$ -	\$ 60.00	\$ 197.00	\$ 147.00
5	\$ 8.25	\$ 3.75	\$ -	\$ -	\$ 71.50	\$ 234.00	\$ 176.00
6	\$ 9.45	\$ 4.45	\$ -	\$ -	\$ 82.50	\$ 278.00	\$ 208.00
7	\$ 11.50	\$ 5.15	\$ -	\$ -	\$ 98.50	\$ 296.00	\$ 222.00
8	\$ 12.70	\$ 5.75	\$ -	\$ -	\$ 109.00	\$ 316.00	\$ 236.00
9	\$ 14.20	\$ 6.40	\$ -	\$ -	\$ 120.50	\$ 333.00	\$ 250.00
10	\$ 15.35	\$ 7.10	\$ -	\$ -	\$ 131.00	\$ 358.00	\$ 268.00
11	\$ 16.25	\$ 7.35	\$ -	\$ -	\$ 140.00	\$ 385.00	\$ 289.00
12	\$ 17.75	\$ 8.00	\$ -	\$ -	\$ 150.50	\$ 417.00	\$ 313.00
13	\$ 18.95	\$ 8.35	\$ -	\$ -	\$ 162.00	\$ 446.00	\$ 334.00
14	\$ 19.50	\$ 8.70	\$ -	\$ -	\$ 166.50	\$ 471.00	\$ 353.00
15	\$ 21.30	\$ 9.65	\$ -	\$ -	\$ 180.50	\$ 498.00	\$ 373.00
16	\$ 22.50	\$ 10.30	\$ -	\$ -	\$ 192.00	\$ 530.00	\$ 397.00
17	\$ 23.35	\$ 10.65	\$ -	\$ -	\$ 199.50	\$ 556.00	\$ 417.00
18	\$ 25.10	\$ 11.25	\$ -	\$ -	\$ 214.00	\$ 587.00	\$ 439.00
19	\$ 25.75	\$ 11.55	\$ -	\$ -	\$ 219.00	\$ 587.00	\$ 439.00
20	\$ 26.90	\$ 12.25	\$ -	\$ -	\$ 230.00	\$ 587.00	\$ 439.00
21	\$ 28.40	\$ 12.85	\$ -	\$ -	\$ 241.50	\$ 587.00	\$ 439.00
22	\$ 29.85	\$ 13.50	\$ -	\$ -	\$ 254.00	\$ 587.00	\$ 439.00
23	\$ 30.45	\$ 13.85	\$ -	\$ -	\$ 260.50	\$ 587.00	\$ 439.00
24	\$ 36.40	\$ 16.40	\$ 65.15	\$ 29.60	\$ -	\$ -	\$ -
25	\$ 38.45	\$ 17.40	\$ 68.70	\$ 30.75	\$ -	\$ -	\$ -
26	\$ 39.65	\$ 17.75	\$ 71.05	\$ 31.95	\$ -	\$ -	\$ -
27	\$ 40.25	\$ 18.00	\$ 72.25	\$ 32.50	\$ -	\$ -	\$ -
28	\$ 41.70	\$ 18.65	\$ 75.80	\$ 34.35	\$ -	\$ -	\$ -
29	\$ 43.20	\$ 19.35	\$ 76.95	\$ 34.90	\$ -	\$ -	\$ -
30	\$ 45.00	\$ 20.25	\$ 78.15	\$ 35.50	\$ -	\$ -	\$ -
31	\$ 46.15	\$ 20.65	\$ 82.90	\$ 37.25	\$ -	\$ -	\$ -
32	\$ 47.60	\$ 21.55	\$ 85.25	\$ 37.90	\$ -	\$ -	\$ -
33	\$ 48.80	\$ 21.90	\$ 87.65	\$ 39.05	\$ -	\$ -	\$ -
34	\$ 50.00	\$ 22.60	\$ 90.00	\$ 40.25	\$ -	\$ -	\$ -
35	\$ 51.50	\$ 23.15	\$ 93.55	\$ 42.60	\$ -	\$ -	\$ -
36	\$ 53.30	\$ 23.80	\$ 94.75	\$ 43.20	\$ -	\$ -	\$ -
37	\$ 54.45	\$ 24.50	\$ 97.10	\$ 43.80	\$ -	\$ -	\$ -
38	\$ 55.90	\$ 25.10	\$ 101.85	\$ 45.55	\$ -	\$ -	\$ -
39	\$ 57.40	\$ 25.80	\$ 103.05	\$ 46.15	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2025
INTRACOMMUTER BUS NORTH JERSEY

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
6	\$ 8.05	\$ 3.70	\$ -	\$ -	\$ 69.50	\$ 210.00	\$ 157.00
7	\$ 8.90	\$ 4.05	\$ -	\$ -	\$ 77.00	\$ 241.00	\$ 181.00
8	\$ 10.35	\$ 4.70	\$ -	\$ -	\$ 87.50	\$ 267.00	\$ 201.00
9	\$ 11.75	\$ 5.30	\$ -	\$ -	\$ 101.50	\$ 297.00	\$ 223.00
10	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 330.00	\$ 247.00
11	\$ 13.80	\$ 6.25	\$ -	\$ -	\$ 117.00	\$ 358.00	\$ 269.00
12	\$ 14.35	\$ 6.55	\$ -	\$ -	\$ 123.00	\$ 386.00	\$ 289.00
13	\$ 15.80	\$ 7.15	\$ -	\$ -	\$ 136.00	\$ 414.00	\$ 310.00
14	\$ 16.95	\$ 7.50	\$ -	\$ -	\$ 144.00	\$ 439.00	\$ 330.00
15	\$ 18.10	\$ 8.15	\$ -	\$ -	\$ 154.50	\$ 464.00	\$ 348.00
16	\$ 18.65	\$ 8.45	\$ -	\$ -	\$ 159.50	\$ 493.00	\$ 370.00
17	\$ 20.10	\$ 9.05	\$ -	\$ -	\$ 170.00	\$ 515.00	\$ 386.00
18	\$ 20.70	\$ 9.40	\$ -	\$ -	\$ 175.50	\$ 515.00	\$ 386.00
19	\$ 21.55	\$ 9.70	\$ -	\$ -	\$ 183.00	\$ 515.00	\$ 386.00
20	\$ 22.70	\$ 10.35	\$ -	\$ -	\$ 194.00	\$ 515.00	\$ 386.00
21	\$ 23.55	\$ 10.60	\$ -	\$ -	\$ 200.00	\$ 515.00	\$ 386.00
22	\$ 28.75	\$ 12.80	\$ 50.60	\$ 23.00	\$ -	\$ -	\$ -
23	\$ 29.60	\$ 13.45	\$ 54.05	\$ 24.15	\$ -	\$ -	\$ -
24	\$ 31.05	\$ 14.05	\$ 55.20	\$ 24.70	\$ -	\$ -	\$ -
25	\$ 32.20	\$ 14.40	\$ 57.50	\$ 25.30	\$ -	\$ -	\$ -
26	\$ 33.35	\$ 15.05	\$ 59.80	\$ 27.00	\$ -	\$ -	\$ -
27	\$ 34.50	\$ 15.65	\$ 62.10	\$ 28.15	\$ -	\$ -	\$ -
28	\$ 35.35	\$ 15.95	\$ 63.25	\$ 28.75	\$ -	\$ -	\$ -
29	\$ 36.20	\$ 16.25	\$ 66.70	\$ 29.90	\$ -	\$ -	\$ -
30	\$ 37.95	\$ 16.90	\$ 69.00	\$ 31.05	\$ -	\$ -	\$ -
31	\$ 38.80	\$ 17.50	\$ 70.15	\$ 31.60	\$ -	\$ -	\$ -
32	\$ 40.25	\$ 18.15	\$ 72.45	\$ 32.20	\$ -	\$ -	\$ -
33	\$ 41.65	\$ 18.80	\$ 73.60	\$ 33.35	\$ -	\$ -	\$ -
34	\$ 42.25	\$ 19.05	\$ 74.75	\$ 33.90	\$ -	\$ -	\$ -
35	\$ 43.70	\$ 19.70	\$ 75.90	\$ 34.50	\$ -	\$ -	\$ -
36	\$ 44.85	\$ 20.05	\$ 80.50	\$ 36.20	\$ -	\$ -	\$ -
37	\$ 45.40	\$ 20.35	\$ 82.80	\$ 36.80	\$ -	\$ -	\$ -
38	\$ 47.15	\$ 21.30	\$ 85.10	\$ 37.95	\$ -	\$ -	\$ -

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
6	\$ 8.25	\$ 3.80	\$ -	\$ -	\$ 71.50	\$ 216.00	\$ 161.00
7	\$ 9.15	\$ 4.15	\$ -	\$ -	\$ 79.00	\$ 248.00	\$ 186.00
8	\$ 10.65	\$ 4.80	\$ -	\$ -	\$ 90.00	\$ 275.00	\$ 207.00
9	\$ 12.10	\$ 5.45	\$ -	\$ -	\$ 104.50	\$ 305.00	\$ 229.00
10	\$ 12.70	\$ 5.75	\$ -	\$ -	\$ 109.00	\$ 339.00	\$ 254.00
11	\$ 14.20	\$ 6.40	\$ -	\$ -	\$ 120.50	\$ 368.00	\$ 277.00
12	\$ 14.75	\$ 6.70	\$ -	\$ -	\$ 126.50	\$ 397.00	\$ 297.00
13	\$ 16.25	\$ 7.35	\$ -	\$ -	\$ 140.00	\$ 426.00	\$ 319.00
14	\$ 17.45	\$ 7.70	\$ -	\$ -	\$ 148.00	\$ 452.00	\$ 339.00
15	\$ 18.60	\$ 8.35	\$ -	\$ -	\$ 159.00	\$ 477.00	\$ 358.00
16	\$ 19.20	\$ 8.70	\$ -	\$ -	\$ 164.00	\$ 507.00	\$ 381.00
17	\$ 20.70	\$ 9.30	\$ -	\$ -	\$ 175.00	\$ 530.00	\$ 397.00
18	\$ 21.30	\$ 9.65	\$ -	\$ -	\$ 180.50	\$ 530.00	\$ 397.00
19	\$ 22.15	\$ 9.95	\$ -	\$ -	\$ 188.00	\$ 530.00	\$ 397.00
20	\$ 23.35	\$ 10.65	\$ -	\$ -	\$ 199.50	\$ 530.00	\$ 397.00
21	\$ 24.25	\$ 10.90	\$ -	\$ -	\$ 206.00	\$ 530.00	\$ 397.00
22	\$ 29.60	\$ 13.15	\$ 52.10	\$ 23.65	\$ -	\$ -	\$ -
23	\$ 30.45	\$ 13.85	\$ 55.65	\$ 24.85	\$ -	\$ -	\$ -
24	\$ 31.95	\$ 14.45	\$ 56.85	\$ 25.40	\$ -	\$ -	\$ -
25	\$ 33.15	\$ 14.80	\$ 59.20	\$ 26.05	\$ -	\$ -	\$ -
26	\$ 34.35	\$ 15.50	\$ 61.55	\$ 27.80	\$ -	\$ -	\$ -
27	\$ 35.50	\$ 16.10	\$ 63.95	\$ 28.95	\$ -	\$ -	\$ -
28	\$ 36.40	\$ 16.40	\$ 65.15	\$ 29.60	\$ -	\$ -	\$ -
29	\$ 37.25	\$ 16.70	\$ 68.70	\$ 30.75	\$ -	\$ -	\$ -
30	\$ 39.05	\$ 17.40	\$ 71.05	\$ 31.95	\$ -	\$ -	\$ -
31	\$ 39.95	\$ 18.00	\$ 72.25	\$ 32.50	\$ -	\$ -	\$ -
32	\$ 41.45	\$ 18.65	\$ 74.60	\$ 33.15	\$ -	\$ -	\$ -
33	\$ 42.90	\$ 19.35	\$ 75.80	\$ 34.35	\$ -	\$ -	\$ -
34	\$ 43.50	\$ 19.60	\$ 76.95	\$ 34.90	\$ -	\$ -	\$ -
35	\$ 45.00	\$ 20.25	\$ 78.15	\$ 35.50	\$ -	\$ -	\$ -
36	\$ 46.15	\$ 20.65	\$ 82.90	\$ 37.25	\$ -	\$ -	\$ -
37	\$ 46.75	\$ 20.95	\$ 85.25	\$ 37.90	\$ -	\$ -	\$ -
38	\$ 48.55	\$ 21.90	\$ 87.65	\$ 39.05	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2025
LOCAL BUS SOUTH JERSEY

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ -	\$ 62.00	\$ 47.00
2	\$ 2.55	\$ 1.15	\$ -	\$ 81.00	\$ 60.00
3	\$ 3.15	\$ 1.40	\$ 28.00	\$ 95.00	\$ 71.00
4	\$ 3.85	\$ 1.70	\$ 35.00	\$ 103.00	\$ 78.00
5	\$ 4.35	\$ 2.00	\$ 38.50	\$ 115.00	\$ 86.00
6	\$ 4.85	\$ 2.15	\$ 44.50	\$ 131.00	\$ 98.00
7	\$ 5.50	\$ 2.45	\$ 48.50	\$ 142.00	\$ 106.00
8	\$ 5.90	\$ 2.70	\$ 54.00	\$ 158.00	\$ 119.00
9	\$ 6.55	\$ 2.90	\$ 58.50	\$ 170.00	\$ 127.00
10	\$ 7.05	\$ 3.15	\$ 63.00	\$ 186.00	\$ 140.00
11	\$ 7.50	\$ 3.45	\$ 68.00	\$ 200.00	\$ 150.00
12	\$ 8.15	\$ 3.60	\$ 71.00	\$ 213.00	\$ 161.00
13	\$ 8.50	\$ 3.75	\$ 77.00	\$ 228.00	\$ 171.00
14	\$ 9.10	\$ 4.10	\$ 82.50	\$ 244.00	\$ 184.00
15	\$ 9.65	\$ 4.30	\$ 86.00	\$ 255.00	\$ 192.00
16	\$ 10.20	\$ 4.50	\$ 91.00	\$ 270.00	\$ 202.00
17	\$ 10.55	\$ 4.75	\$ 96.50	\$ 284.00	\$ 212.00
18	\$ 11.20	\$ 5.05	\$ 101.50	\$ 300.00	\$ 225.00
19	\$ 11.75	\$ 5.30	\$ 105.00	\$ -	\$ -
20	\$ 12.30	\$ 5.50	\$ 110.00	\$ -	\$ -
21	\$ 12.90	\$ 5.75	\$ 115.50	\$ -	\$ -
22	\$ 13.25	\$ 5.90	\$ 120.50	\$ -	\$ -
23	\$ 13.90	\$ 6.25	\$ 124.00	\$ -	\$ -
24	\$ 14.40	\$ 6.45	\$ -	\$ -	\$ -

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.85	\$ 0.85	\$ -	\$ 63.00	\$ 48.00
2	\$ 2.60	\$ 1.15	\$ -	\$ 83.00	\$ 61.00
3	\$ 3.20	\$ 1.40	\$ 28.50	\$ 97.00	\$ 73.00
4	\$ 3.95	\$ 1.75	\$ 36.00	\$ 106.00	\$ 80.00
5	\$ 4.45	\$ 2.05	\$ 39.50	\$ 118.00	\$ 88.00
6	\$ 4.95	\$ 2.20	\$ 45.50	\$ 134.00	\$ 100.00
7	\$ 5.65	\$ 2.50	\$ 49.50	\$ 146.00	\$ 109.00
8	\$ 6.05	\$ 2.75	\$ 55.50	\$ 162.00	\$ 122.00
9	\$ 6.70	\$ 2.95	\$ 60.00	\$ 175.00	\$ 130.00
10	\$ 7.25	\$ 3.20	\$ 64.50	\$ 191.00	\$ 144.00
11	\$ 7.70	\$ 3.55	\$ 70.00	\$ 206.00	\$ 154.00
12	\$ 8.35	\$ 3.70	\$ 73.00	\$ 219.00	\$ 165.00
13	\$ 8.75	\$ 3.85	\$ 79.00	\$ 234.00	\$ 176.00
14	\$ 9.35	\$ 4.20	\$ 84.50	\$ 251.00	\$ 189.00
15	\$ 9.90	\$ 4.40	\$ 88.50	\$ 262.00	\$ 197.00
16	\$ 10.50	\$ 4.60	\$ 93.50	\$ 278.00	\$ 208.00
17	\$ 10.85	\$ 4.85	\$ 99.00	\$ 292.00	\$ 218.00
18	\$ 11.50	\$ 5.20	\$ 104.50	\$ 309.00	\$ 231.00
19	\$ 12.10	\$ 5.45	\$ 108.00	\$ -	\$ -
20	\$ 12.65	\$ 5.65	\$ 113.00	\$ -	\$ -
21	\$ 13.25	\$ 5.90	\$ 118.50	\$ -	\$ -
22	\$ 13.60	\$ 6.05	\$ 124.00	\$ -	\$ -
23	\$ 14.30	\$ 6.40	\$ 127.50	\$ -	\$ -
24	\$ 14.80	\$ 6.60	\$ -	\$ -	\$ -

PROPOSED FARE CHANGE JULY 1, 2025
INTERSTATE BUS PHILADELPHIA

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.20	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 3.50	\$ 1.55	\$ -	\$ -	\$ 29.50	\$ 110.00	\$ 82.00
3	\$ 4.85	\$ 2.15	\$ -	\$ -	\$ 42.50	\$ 154.00	\$ 116.00
4	\$ 6.15	\$ 2.75	\$ -	\$ -	\$ 51.50	\$ 172.00	\$ 129.00
5	\$ 7.20	\$ 3.20	\$ -	\$ -	\$ 62.00	\$ 208.00	\$ 156.00
6	\$ 8.60	\$ 4.05	\$ -	\$ -	\$ 74.50	\$ 246.00	\$ 185.00
7	\$ 9.45	\$ 4.35	\$ -	\$ -	\$ 82.50	\$ 281.00	\$ 211.00
8	\$ 11.20	\$ 5.00	\$ -	\$ -	\$ 96.00	\$ 302.00	\$ 226.00
9	\$ 12.35	\$ 5.60	\$ -	\$ -	\$ 106.00	\$ 324.00	\$ 243.00
10	\$ 13.50	\$ 5.90	\$ -	\$ -	\$ 114.00	\$ 348.00	\$ 261.00
11	\$ 16.65	\$ 7.50	\$ 25.30	\$ 11.50	\$ 140.50	\$ 374.00	\$ 281.00
12	\$ 17.25	\$ 7.80	\$ 31.05	\$ 14.35	\$ 146.50	\$ 405.00	\$ 304.00
13	\$ 18.40	\$ 8.45	\$ 34.50	\$ 15.50	\$ 157.50	\$ 433.00	\$ 325.00
14	\$ 20.10	\$ 9.05	\$ 35.65	\$ 16.10	\$ 170.00	\$ 458.00	\$ 343.00
15	\$ 20.70	\$ 9.40	\$ 36.80	\$ 16.65	\$ 175.50	\$ 484.00	\$ 363.00
16	\$ 21.85	\$ 10.00	\$ 37.95	\$ 17.25	\$ 186.50	\$ 515.00	\$ 386.00
17	\$ 23.00	\$ 10.35	\$ 41.40	\$ 18.40	\$ 197.00	\$ 540.00	\$ 405.00
18	\$ 24.70	\$ 11.25	\$ 42.55	\$ 18.95	\$ 210.00	\$ 570.00	\$ 427.00
19	\$ 25.85	\$ 11.60	\$ 47.15	\$ 21.25	\$ 221.00	\$ 570.00	\$ 427.00
20	\$ 27.00	\$ 12.20	\$ 49.45	\$ 22.40	\$ 229.00	\$ 570.00	\$ 427.00
21	\$ 28.45	\$ 12.80	\$ 50.60	\$ 23.00	\$ 242.50	\$ 570.00	\$ 427.00

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.25	\$ 0.95	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 3.60	\$ 1.55	\$ -	\$ -	\$ 30.00	\$ 113.00	\$ 84.00
3	\$ 4.95	\$ 2.20	\$ -	\$ -	\$ 43.50	\$ 158.00	\$ 119.00
4	\$ 6.30	\$ 2.80	\$ -	\$ -	\$ 53.00	\$ 177.00	\$ 132.00
5	\$ 7.40	\$ 3.25	\$ -	\$ -	\$ 63.50	\$ 214.00	\$ 160.00
6	\$ 8.85	\$ 4.15	\$ -	\$ -	\$ 76.50	\$ 253.00	\$ 190.00
7	\$ 9.70	\$ 4.45	\$ -	\$ -	\$ 84.50	\$ 289.00	\$ 217.00
8	\$ 11.50	\$ 5.15	\$ -	\$ -	\$ 98.50	\$ 311.00	\$ 232.00
9	\$ 12.70	\$ 5.75	\$ -	\$ -	\$ 109.00	\$ 333.00	\$ 250.00
10	\$ 13.90	\$ 6.05	\$ -	\$ -	\$ 117.00	\$ 358.00	\$ 268.00
11	\$ 17.15	\$ 7.70	\$ 26.05	\$ 11.80	\$ 144.50	\$ 385.00	\$ 289.00
12	\$ 17.75	\$ 8.00	\$ 31.95	\$ 14.75	\$ 150.50	\$ 417.00	\$ 313.00
13	\$ 18.95	\$ 8.70	\$ 35.50	\$ 15.95	\$ 162.00	\$ 446.00	\$ 334.00
14	\$ 20.70	\$ 9.30	\$ 36.70	\$ 16.55	\$ 175.00	\$ 471.00	\$ 353.00
15	\$ 21.30	\$ 9.65	\$ 37.90	\$ 17.15	\$ 180.50	\$ 498.00	\$ 373.00
16	\$ 22.50	\$ 10.30	\$ 39.05	\$ 17.75	\$ 192.00	\$ 530.00	\$ 397.00
17	\$ 23.65	\$ 10.65	\$ 42.60	\$ 18.95	\$ 202.50	\$ 556.00	\$ 417.00
18	\$ 25.40	\$ 11.55	\$ 43.80	\$ 19.50	\$ 216.00	\$ 587.00	\$ 439.00
19	\$ 26.60	\$ 11.90	\$ 48.55	\$ 21.85	\$ 227.50	\$ 587.00	\$ 439.00
20	\$ 27.80	\$ 12.55	\$ 50.90	\$ 23.05	\$ 235.50	\$ 587.00	\$ 439.00
21	\$ 29.30	\$ 13.15	\$ 52.10	\$ 23.65	\$ 249.50	\$ 587.00	\$ 439.00

PROPOSED FARE CHANGE JULY 1, 2025
LIGHT RAIL FARES

EXHIBIT 3

HUDSON BERGEN LIGHT RAIL

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	ROUND TRIP	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.55	\$ 1.25	\$ 5.10	\$ 2.50	\$ 25.50	\$ 80.00	\$ 60.00

NEWARK CITY SUBWAY

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	UNDERGROUND	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ 0.85	\$ 18.00	\$ 67.00	\$ 50.00

RIVERLINE

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.80	\$ 0.85	\$ 18.00	\$ 62.00	\$ 47.00

HUDSON BERGEN LIGHT RAIL

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	ROUND TRIP	RTC	TEN TRIP	MONTHLY	STUDENT
1	\$ 2.60	\$ 1.25	\$ 5.20	\$ 2.50	\$ 26.00	\$ 82.00	\$ 61.00

NEWARK CITY SUBWAY

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	UNDERGROUND	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.85	\$ 0.85	\$ 0.85	\$ 18.50	\$ 69.00	\$ 51.00

RIVERLINE

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	TEN TRIP	MONTHLY	STUDENT
1	\$ 1.85	\$ 0.85	\$ 18.50	\$ 63.00	\$ 48.00

PROPOSED FARE CHANGE JULY 1, 2025
INTERSTATE RAIL NEW YORK

EXHIBIT 3

Proposed 15% Effective 7/1/2024

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
2	\$ 6.00	\$ 2.80	\$ 12.00	\$ 5.60	\$ 60.00	\$ 53.00	\$ 174.00	\$ 129.00
3	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
4	\$ 7.75	\$ 3.45	\$ 15.50	\$ 6.90	\$ 77.50	\$ 64.00	\$ 211.00	\$ 158.00
5	\$ 8.30	\$ 3.70	\$ 16.60	\$ 7.40	\$ 83.00	\$ 74.50	\$ 241.00	\$ 181.00
6	\$ 8.90	\$ 4.05	\$ 17.80	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
6	\$ 8.90	\$ 4.05	\$ 17.05	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
7	\$ 9.75	\$ 4.35	\$ 19.50	\$ 8.70	\$ 97.50	\$ 88.50	\$ 292.00	\$ 219.00
7	\$ 9.75	\$ 4.35	\$ 17.05	\$ 8.70	\$ 97.50	\$ 88.50	\$ 292.00	\$ 219.00
8	\$ 10.60	\$ 5.00	\$ 21.20	\$ 10.00	\$ 106.00	\$ 94.50	\$ 310.00	\$ 233.00
8	\$ 10.60	\$ 5.00	\$ 17.05	\$ 8.75	\$ 106.00	\$ 94.50	\$ 310.00	\$ 233.00
9	\$ 11.20	\$ 5.30	\$ 22.40	\$ 10.60	\$ 112.00	\$ 103.50	\$ 342.00	\$ 257.00
9	\$ 11.20	\$ 5.30	\$ 17.05	\$ 8.75	\$ 108.50	\$ 98.75	\$ 325.00	\$ 244.00
10	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
10	\$ 11.35	\$ 5.55	\$ 17.05	\$ 8.75	\$ 108.50	\$ 98.75	\$ 325.00	\$ 244.00
10	\$ 12.35	\$ 5.60	\$ 23.40	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
11	\$ 13.50	\$ 6.25	\$ 27.00	\$ 12.50	\$ 135.00	\$ 116.50	\$ 386.00	\$ 289.00
11	\$ 13.50	\$ 6.25	\$ 23.40	\$ 11.35	\$ 135.00	\$ 116.50	\$ 386.00	\$ 289.00
12	\$ 14.05	\$ 6.55	\$ 28.10	\$ 13.10	\$ 140.50	\$ 123.00	\$ 405.00	\$ 304.00
12	\$ 14.05	\$ 6.55	\$ 23.40	\$ 11.35	\$ 140.50	\$ 121.50	\$ 394.00	\$ 296.00
13	\$ 15.20	\$ 6.90	\$ 30.40	\$ 13.80	\$ 152.00	\$ 133.00	\$ 437.00	\$ 327.00
14	\$ 16.10	\$ 7.15	\$ 32.20	\$ 14.30	\$ 161.00	\$ 138.00	\$ 451.00	\$ 339.00
14	\$ 14.60	\$ 7.10	\$ 23.40	\$ 11.35	\$ 140.50	\$ 121.50	\$ 394.00	\$ 296.00
15	\$ 16.95	\$ 7.80	\$ 33.90	\$ 15.60	\$ 169.50	\$ 146.50	\$ 484.00	\$ 363.00
16	\$ 17.25	\$ 7.80	\$ 34.50	\$ 15.60	\$ 172.50	\$ 152.50	\$ 501.00	\$ 376.00
17	\$ 17.50	\$ 8.15	\$ 35.00	\$ 16.30	\$ 175.00	\$ 155.00	\$ 511.00	\$ 384.00
18	\$ 18.40	\$ 8.45	\$ 36.80	\$ 16.90	\$ 184.00	\$ 158.50	\$ 518.00	\$ 388.00
19	\$ 18.40	\$ 8.45	\$ 36.80	\$ 16.90	\$ 184.00	\$ 158.50	\$ 518.00	\$ 388.00
20	\$ 18.65	\$ 8.45	\$ 37.30	\$ 16.90	\$ 186.50	\$ 162.00	\$ 532.00	\$ 399.00
21	\$ 18.65	\$ 8.45	\$ 37.30	\$ 16.90	\$ 186.50	\$ 162.00	\$ 532.00	\$ 399.00
22	\$ 19.25	\$ 8.75	\$ 38.50	\$ 17.50	\$ 192.50	\$ 167.50	\$ 552.00	\$ 414.00
23	\$ 19.25	\$ 8.75	\$ 38.50	\$ 17.50	\$ 192.50	\$ 167.50	\$ 552.00	\$ 414.00
24	\$ 20.40	\$ 9.40	\$ 40.80	\$ 18.80	\$ 204.00	\$ 174.50	\$ 573.00	\$ 430.00
77	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
91	\$ 12.35	\$ 6.05	\$ 24.70	\$ 12.10	\$ 123.50	\$ 107.00	\$ 353.00	\$ 264.00
92	\$ 16.10	\$ 7.85	\$ 32.20	\$ 15.70	\$ 161.00	\$ 133.00	\$ 432.00	\$ 324.00
93	\$ 17.80	\$ 8.70	\$ 35.60	\$ 17.40	\$ 178.00	\$ 134.50	\$ 437.00	\$ 327.00
94	\$ 19.55	\$ 9.60	\$ 39.10	\$ 19.20	\$ 195.50	\$ 138.50	\$ 449.00	\$ 336.00
95	\$ 21.25	\$ 10.45	\$ 42.50	\$ 20.90	\$ 212.50	\$ 145.00	\$ 470.00	\$ 353.00
96	\$ 22.40	\$ 11.00	\$ 44.80	\$ 22.00	\$ 224.00	\$ 150.00	\$ 486.00	\$ 364.00
97	\$ 24.15	\$ 11.90	\$ 48.30	\$ 23.80	\$ 241.50	\$ 158.50	\$ 514.00	\$ 385.00
98	\$ 26.70	\$ 13.05	\$ 53.40	\$ 26.10	\$ 267.00	\$ 170.00	\$ 552.00	\$ 414.00

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
2	\$ 6.15	\$ 2.85	\$ 12.30	\$ 5.70	\$ 61.50	\$ 54.50	\$ 179.00	\$ 132.00
3	\$ 6.45	\$ 2.85	\$ 12.90	\$ 5.70	\$ 64.50	\$ 60.50	\$ 200.00	\$ 151.00
4	\$ 7.95	\$ 3.55	\$ 15.90	\$ 7.10	\$ 79.50	\$ 65.50	\$ 217.00	\$ 162.00
5	\$ 8.50	\$ 3.80	\$ 17.00	\$ 7.60	\$ 85.00	\$ 76.50	\$ 248.00	\$ 186.00
6	\$ 9.15	\$ 4.15	\$ 18.30	\$ 8.30	\$ 91.50	\$ 80.50	\$ 268.00	\$ 200.00
6	\$ 9.15	\$ 4.15	\$ 17.10	\$ 8.30	\$ 91.50	\$ 80.50	\$ 268.00	\$ 200.00
7	\$ 10.00	\$ 4.45	\$ 20.00	\$ 8.90	\$ 100.00	\$ 91.00	\$ 300.00	\$ 225.00
7	\$ 10.00	\$ 4.45	\$ 17.10	\$ 8.75	\$ 100.00	\$ 91.00	\$ 300.00	\$ 225.00
8	\$ 10.90	\$ 5.15	\$ 21.80	\$ 10.30	\$ 109.00	\$ 97.00	\$ 319.00	\$ 240.00
8	\$ 10.90	\$ 5.15	\$ 17.10	\$ 8.75	\$ 109.00	\$ 97.00	\$ 319.00	\$ 240.00
9	\$ 11.50	\$ 5.45	\$ 23.00	\$ 10.90	\$ 115.00	\$ 106.50	\$ 352.00	\$ 264.00
9	\$ 11.45	\$ 5.45	\$ 17.10	\$ 8.75	\$ 109.50	\$ 99.75	\$ 329.00	\$ 247.00
10	\$ 12.70	\$ 5.75	\$ 25.40	\$ 11.50	\$ 127.00	\$ 109.50	\$ 366.00	\$ 275.00
10	\$ 11.45	\$ 5.60	\$ 17.10	\$ 8.75	\$ 109.50	\$ 99.75	\$ 329.00	\$ 247.00
10	\$ 12.70	\$ 5.75	\$ 23.60	\$ 11.40	\$ 127.00	\$ 109.50	\$ 366.00	\$ 275.00
11	\$ 13.90	\$ 6.40	\$ 27.80	\$ 12.80	\$ 139.00	\$ 120.00	\$ 397.00	\$ 297.00
11	\$ 13.90	\$ 6.40	\$ 23.60	\$ 11.40	\$ 139.00	\$ 120.00	\$ 397.00	\$ 297.00
12	\$ 14.45	\$ 6.70	\$ 28.90	\$ 13.40	\$ 144.50	\$ 126.50	\$ 417.00	\$ 313.00
12	\$ 14.45	\$ 6.70	\$ 23.60	\$ 11.40	\$ 141.50	\$ 122.50	\$ 398.00	\$ 299.00
13	\$ 15.65	\$ 7.10	\$ 31.30	\$ 14.20	\$ 156.50	\$ 136.50	\$ 450.00	\$ 336.00
14	\$ 16.55	\$ 7.35	\$ 33.10	\$ 14.70	\$ 165.50	\$ 142.00	\$ 464.00	\$ 349.00
14	\$ 14.70	\$ 7.15	\$ 23.60	\$ 11.40	\$ 141.50	\$ 122.50	\$ 398.00	\$ 299.00
15	\$ 17.45	\$ 8.00	\$ 34.90	\$ 16.00	\$ 174.50	\$ 150.50	\$ 498.00	\$ 373.00
16	\$ 17.75	\$ 8.00	\$ 35.50	\$ 16.00	\$ 177.50	\$ 157.00	\$ 516.00	\$ 387.00
17	\$ 18.00	\$ 8.35	\$ 36.00	\$ 16.70	\$ 180.00	\$ 159.50	\$ 526.00	\$ 395.00
18	\$ 18.95	\$ 8.70	\$ 37.90	\$ 17.40	\$ 189.50	\$ 163.00	\$ 533.00	\$ 399.00
19	\$ 18.95	\$ 8.70	\$ 37.90	\$ 17.40	\$ 189.50	\$ 163.00	\$ 533.00	\$ 399.00
20	\$ 19.20	\$ 8.70	\$ 38.40	\$ 17.40	\$ 192.00	\$ 166.50	\$ 547.00	\$ 410.00
21	\$ 19.20	\$ 8.70	\$ 38.40	\$ 17.40	\$ 192.00	\$ 166.50	\$ 547.00	\$ 410.00
22	\$ 19.80	\$ 9.00	\$ 39.60	\$ 18.00	\$ 198.00	\$ 172.50	\$ 568.00	\$ 426.00
23	\$ 19.80	\$ 9.00	\$ 39.60	\$ 18.00	\$ 198.00	\$ 172.50	\$ 568.00	\$ 426.00
24	\$ 21.00	\$ 9.65	\$ 42.00	\$ 19.30	\$ 210.00	\$ 179.50	\$ 590.00	\$ 442.00
77	\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
91	\$ 12.70	\$ 6.20	\$ 25.40	\$ 12.40	\$ 127.00	\$ 110.00	\$ 363.00	\$ 271.00
92	\$ 16.55	\$ 8.05	\$ 33.10	\$ 16.10	\$ 165.50	\$ 136.50	\$ 444.00	\$ 333.00
93	\$ 18.30	\$ 8.95	\$ 36.60	\$ 17.90	\$ 183.00	\$ 138.50	\$ 450.00	\$ 336.00
94	\$ 20.10	\$ 9.85	\$ 40.20	\$ 19.70	\$ 201.00	\$ 142.50	\$ 462.00	\$ 346.00
95	\$ 21.85	\$ 10.75	\$ 43.70	\$ 21.50	\$ 218.50	\$ 149.00	\$ 484.00	\$ 363.00
96	\$ 23.05	\$ 11.30	\$ 46.10	\$ 22.60	\$ 230.50	\$ 154.50	\$ 500.00	\$ 374.00
97	\$ 24.85	\$ 12.25	\$ 49.70	\$ 24.50	\$ 248.50	\$ 163.00	\$ 529.00	\$ 396.00
98	\$ 27.50	\$ 13.40	\$ 55.00	\$ 26.80	\$ 275.00	\$ 175.00	\$ 568.00	\$ 426.00

PROPOSED FARE CHANGE JULY 1, 2025
 INTERSTATE RAIL TO NEWARK PENN (Newark Division)

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
5	\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
6	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
7	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
8	\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
9	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
10	\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
11	\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
12	\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
13	\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
14	\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
15	\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
16	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
17	\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
18	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
19	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
20	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
21	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
22	\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
23	\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
24	\$ 15.50	\$ 7.15	\$ 31.00	\$ 14.30	\$ 155.00	\$ 133.00	\$ 437.00	\$ 327.00
1	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
77	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
5	\$ 3.55	\$ 1.55	\$ 7.10	\$ 3.10	\$ 35.50	\$ 29.00	\$ 96.00	\$ 72.00
6	\$ 4.10	\$ 1.85	\$ 8.20	\$ 3.70	\$ 41.00	\$ 35.50	\$ 114.00	\$ 85.00
7	\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
8	\$ 5.90	\$ 2.85	\$ 11.80	\$ 5.70	\$ 59.00	\$ 51.50	\$ 170.00	\$ 128.00
9	\$ 6.45	\$ 2.85	\$ 12.90	\$ 5.70	\$ 64.50	\$ 60.50	\$ 200.00	\$ 151.00
10	\$ 7.65	\$ 3.55	\$ 15.30	\$ 7.10	\$ 76.50	\$ 64.50	\$ 216.00	\$ 161.00
11	\$ 8.85	\$ 4.15	\$ 17.70	\$ 8.30	\$ 88.50	\$ 76.50	\$ 248.00	\$ 186.00
12	\$ 9.45	\$ 4.45	\$ 18.90	\$ 8.90	\$ 94.50	\$ 80.50	\$ 268.00	\$ 200.00
13	\$ 10.65	\$ 4.80	\$ 21.30	\$ 9.60	\$ 106.50	\$ 91.00	\$ 300.00	\$ 225.00
14	\$ 11.50	\$ 5.15	\$ 23.00	\$ 10.30	\$ 115.00	\$ 97.00	\$ 319.00	\$ 240.00
15	\$ 12.40	\$ 5.75	\$ 24.80	\$ 11.50	\$ 124.00	\$ 106.50	\$ 352.00	\$ 264.00
16	\$ 12.70	\$ 5.75	\$ 25.40	\$ 11.50	\$ 127.00	\$ 109.50	\$ 366.00	\$ 275.00
17	\$ 13.00	\$ 5.75	\$ 26.00	\$ 11.50	\$ 130.00	\$ 114.50	\$ 374.00	\$ 281.00
18	\$ 13.90	\$ 6.05	\$ 27.80	\$ 12.10	\$ 139.00	\$ 116.00	\$ 385.00	\$ 289.00
19	\$ 13.90	\$ 6.05	\$ 27.80	\$ 12.10	\$ 139.00	\$ 116.00	\$ 385.00	\$ 289.00
20	\$ 14.20	\$ 6.40	\$ 28.40	\$ 12.80	\$ 142.00	\$ 120.00	\$ 397.00	\$ 297.00
21	\$ 14.20	\$ 6.40	\$ 28.40	\$ 12.80	\$ 142.00	\$ 120.00	\$ 397.00	\$ 297.00
22	\$ 14.75	\$ 6.70	\$ 29.50	\$ 13.40	\$ 147.50	\$ 126.50	\$ 417.00	\$ 313.00
23	\$ 14.75	\$ 6.70	\$ 29.50	\$ 13.40	\$ 147.50	\$ 126.50	\$ 417.00	\$ 313.00
24	\$ 15.95	\$ 7.35	\$ 31.90	\$ 14.70	\$ 159.50	\$ 136.50	\$ 450.00	\$ 336.00
1	\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
77	\$ 4.10	\$ 1.85	\$ 8.20	\$ 3.70	\$ 41.00	\$ 35.50	\$ 114.00	\$ 85.00

PROPOSED FARE CHANGE JULY 1, 2025
INTERSTATE RAIL TO HOBOKEN (Hoboken Division)

EXHIBIT 3

Proposed 15% Effective 7/1/2024

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
2	\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
3	\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
4	\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
5	\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
6	\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
7	\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
10	\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
11	\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
12	\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
14	\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
16	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
17	\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
18	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
19	\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
91	\$ 11.20	\$ 5.45	\$ 22.40	\$ 10.90	\$ 112.00	\$ 95.00	\$ 307.00	\$ 230.00
92	\$ 12.65	\$ 6.30	\$ 25.30	\$ 12.60	\$ 126.50	\$ 106.50	\$ 345.00	\$ 258.00
93	\$ 14.35	\$ 7.15	\$ 28.70	\$ 14.30	\$ 143.50	\$ 108.00	\$ 349.00	\$ 262.00
94	\$ 16.10	\$ 8.05	\$ 32.20	\$ 16.10	\$ 161.00	\$ 112.00	\$ 362.00	\$ 271.00
95	\$ 17.80	\$ 8.90	\$ 35.60	\$ 17.80	\$ 178.00	\$ 118.50	\$ 382.00	\$ 287.00
96	\$ 18.95	\$ 9.45	\$ 37.90	\$ 18.90	\$ 189.50	\$ 123.50	\$ 399.00	\$ 299.00
97	\$ 20.70	\$ 10.35	\$ 41.40	\$ 20.70	\$ 207.00	\$ 132.00	\$ 426.00	\$ 319.00
98	\$ 23.25	\$ 11.50	\$ 46.50	\$ 23.00	\$ 232.50	\$ 144.00	\$ 464.00	\$ 348.00
6	\$ 7.45	\$ 3.45	\$ 14.75	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
7	\$ 8.60	\$ 4.05	\$ 14.75	\$ 7.50	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 14.75	\$ 7.50	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 9.75	\$ 4.70	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
10	\$ 9.75	\$ 4.75	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
7	\$ 8.60	\$ 4.05	\$ 16.50	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
8	\$ 9.20	\$ 4.35	\$ 16.50	\$ 8.25	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
9	\$ 10.35	\$ 4.70	\$ 16.50	\$ 8.25	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
10	\$ 11.00	\$ 5.00	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
11	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
12	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
14	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00

Additional 3% Effective 7/1/2025

ZONE	OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
1	\$ 3.55	\$ 1.55	\$ 7.10	\$ 3.10	\$ 35.50	\$ 29.00	\$ 96.00	\$ 72.00
2	\$ 4.10	\$ 1.85	\$ 8.20	\$ 3.70	\$ 41.00	\$ 35.50	\$ 114.00	\$ 85.00
3	\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
4	\$ 5.90	\$ 2.85	\$ 11.80	\$ 5.70	\$ 59.00	\$ 51.50	\$ 170.00	\$ 128.00
5	\$ 6.45	\$ 2.85	\$ 12.90	\$ 5.70	\$ 64.50	\$ 60.50	\$ 200.00	\$ 151.00
6	\$ 7.65	\$ 3.55	\$ 15.30	\$ 7.10	\$ 76.50	\$ 64.50	\$ 216.00	\$ 161.00
7	\$ 8.85	\$ 4.15	\$ 17.70	\$ 8.30	\$ 88.50	\$ 76.50	\$ 248.00	\$ 186.00
8	\$ 9.45	\$ 4.45	\$ 18.90	\$ 8.90	\$ 94.50	\$ 80.50	\$ 268.00	\$ 200.00
9	\$ 10.65	\$ 4.80	\$ 21.30	\$ 9.60	\$ 106.50	\$ 91.00	\$ 300.00	\$ 225.00
10	\$ 11.50	\$ 5.15	\$ 23.00	\$ 10.30	\$ 115.00	\$ 97.00	\$ 319.00	\$ 240.00
11	\$ 12.40	\$ 5.75	\$ 24.80	\$ 11.50	\$ 124.00	\$ 106.50	\$ 352.00	\$ 264.00
12	\$ 12.70	\$ 5.75	\$ 25.40	\$ 11.50	\$ 127.00	\$ 109.50	\$ 366.00	\$ 275.00
14	\$ 13.00	\$ 5.75	\$ 26.00	\$ 11.50	\$ 130.00	\$ 114.50	\$ 374.00	\$ 281.00
16	\$ 13.90	\$ 6.05	\$ 27.80	\$ 12.10	\$ 139.00	\$ 116.00	\$ 385.00	\$ 289.00
17	\$ 13.90	\$ 6.05	\$ 27.80	\$ 12.10	\$ 139.00	\$ 116.00	\$ 385.00	\$ 289.00
18	\$ 14.20	\$ 6.40	\$ 28.40	\$ 12.80	\$ 142.00	\$ 120.00	\$ 397.00	\$ 297.00
19	\$ 14.20	\$ 6.40	\$ 28.40	\$ 12.80	\$ 142.00	\$ 120.00	\$ 397.00	\$ 297.00
91	\$ 11.50	\$ 5.60	\$ 23.00	\$ 11.20	\$ 115.00	\$ 97.50	\$ 316.00	\$ 236.00
92	\$ 13.00	\$ 6.45	\$ 26.00	\$ 12.90	\$ 130.00	\$ 109.50	\$ 355.00	\$ 265.00
93	\$ 14.75	\$ 7.35	\$ 29.50	\$ 14.70	\$ 147.50	\$ 111.00	\$ 359.00	\$ 269.00
94	\$ 16.55	\$ 8.25	\$ 33.10	\$ 16.50	\$ 165.50	\$ 115.00	\$ 372.00	\$ 279.00
95	\$ 18.30	\$ 9.15	\$ 36.60	\$ 18.30	\$ 183.00	\$ 122.00	\$ 393.00	\$ 295.00
96	\$ 19.50	\$ 9.70	\$ 39.00	\$ 19.40	\$ 195.00	\$ 127.00	\$ 410.00	\$ 307.00
97	\$ 21.30	\$ 10.65	\$ 42.60	\$ 21.30	\$ 213.00	\$ 135.50	\$ 438.00	\$ 328.00
98	\$ 23.90	\$ 11.80	\$ 47.80	\$ 23.60	\$ 239.00	\$ 148.00	\$ 477.00	\$ 358.00
6	\$ 7.65	\$ 3.55	\$ 14.75	\$ 7.10	\$ 76.50	\$ 64.50	\$ 216.00	\$ 161.00
7	\$ 8.85	\$ 4.15	\$ 14.75	\$ 7.50	\$ 88.50	\$ 76.50	\$ 248.00	\$ 186.00
8	\$ 9.45	\$ 4.45	\$ 14.75	\$ 7.50	\$ 92.50	\$ 80.50	\$ 267.00	\$ 200.00
9	\$ 9.75	\$ 4.75	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
10	\$ 9.75	\$ 4.75	\$ 14.75	\$ 7.50	\$ 92.50	\$ 82.75	\$ 267.00	\$ 200.00
7	\$ 8.85	\$ 4.15	\$ 16.50	\$ 8.25	\$ 88.50	\$ 76.50	\$ 248.00	\$ 186.00
8	\$ 9.45	\$ 4.45	\$ 16.50	\$ 8.25	\$ 94.50	\$ 80.50	\$ 268.00	\$ 200.00
9	\$ 10.65	\$ 4.80	\$ 16.50	\$ 8.25	\$ 104.50	\$ 91.00	\$ 300.00	\$ 225.00
10	\$ 11.00	\$ 5.15	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
11	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
12	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00
14	\$ 11.00	\$ 5.50	\$ 16.50	\$ 8.25	\$ 104.50	\$ 93.00	\$ 300.00	\$ 225.00

PROPOSED FARE CHANGE JULY 1, 2025
ATLANTIC CITY RAIL LINE

EXHIBIT 3

Proposed 15% Effective 7/1/2024

OW	REDUCED	WEEKLY	MONTHLY	STUDENT
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 5.75	\$ 2.80	\$ 50.00	\$ 166.00	\$ 125.00
\$ 5.75	\$ 2.80	\$ 50.00	\$ 166.00	\$ 125.00
\$ 6.00	\$ 2.80	\$ 53.00	\$ 174.00	\$ 129.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 12.35	\$ 5.60	\$ 108.50	\$ 356.00	\$ 267.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.60	\$ 2.15	\$ 40.50	\$ 133.00	\$ 100.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 11.75	\$ 5.30	\$ 98.50	\$ 324.00	\$ 243.00
\$ 2.55	\$ 1.20	\$ 20.50	\$ 69.00	\$ 50.00
\$ 4.30	\$ 1.80	\$ 36.00	\$ 118.00	\$ 88.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.45	\$ 3.45	\$ 63.00	\$ 210.00	\$ 157.00
\$ 11.75	\$ 5.30	\$ 98.50	\$ 324.00	\$ 243.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 3.45	\$ 1.55	\$ 29.50	\$ 94.00	\$ 70.00
\$ 5.45	\$ 2.45	\$ 45.00	\$ 151.00	\$ 113.00
\$ 5.45	\$ 2.45	\$ 45.00	\$ 151.00	\$ 113.00
\$ 9.20	\$ 4.35	\$ 80.50	\$ 261.00	\$ 195.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 4.00	\$ 1.80	\$ 34.50	\$ 111.00	\$ 83.00
\$ 8.05	\$ 3.70	\$ 70.50	\$ 228.00	\$ 171.00
\$ 2.30	\$ 1.15	\$ 17.50	\$ 57.00	\$ 43.00
\$ 2.30	\$ 1.15	\$ 17.50	\$ 57.00	\$ 43.00
\$ 6.00	\$ 2.80	\$ 53.00	\$ 174.00	\$ 129.00
\$ 1.70	\$ 0.85	\$ 15.50	\$ 50.00	\$ 37.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00
\$ 4.85	\$ 2.15	\$ 44.00	\$ 144.00	\$ 109.00

Additional 3% Effective 7/1/2025

OW	REDUCED	WEEKLY	MONTHLY	STUDENT
\$ 1.75	\$ 0.85	\$ 15.50	\$ 51.00	\$ 38.00
\$ 4.10	\$ 1.85	\$ 35.50	\$ 114.00	\$ 85.00
\$ 5.90	\$ 2.85	\$ 51.50	\$ 170.00	\$ 128.00
\$ 5.90	\$ 2.85	\$ 51.50	\$ 170.00	\$ 128.00
\$ 6.15	\$ 2.85	\$ 54.50	\$ 179.00	\$ 132.00
\$ 8.25	\$ 3.80	\$ 72.50	\$ 234.00	\$ 176.00
\$ 8.25	\$ 3.80	\$ 72.50	\$ 234.00	\$ 176.00
\$ 12.70	\$ 5.75	\$ 111.50	\$ 366.00	\$ 275.00
\$ 1.75	\$ 0.85	\$ 15.50	\$ 51.00	\$ 38.00
\$ 4.70	\$ 2.20	\$ 41.50	\$ 136.00	\$ 103.00
\$ 4.95	\$ 2.20	\$ 45.00	\$ 148.00	\$ 112.00
\$ 4.95	\$ 2.20	\$ 45.00	\$ 148.00	\$ 112.00
\$ 7.65	\$ 3.55	\$ 64.50	\$ 216.00	\$ 161.00
\$ 7.65	\$ 3.55	\$ 64.50	\$ 216.00	\$ 161.00
\$ 12.10	\$ 5.45	\$ 101.00	\$ 333.00	\$ 250.00
\$ 2.60	\$ 1.20	\$ 21.00	\$ 71.00	\$ 51.00
\$ 4.40	\$ 1.85	\$ 37.00	\$ 121.00	\$ 90.00
\$ 4.95	\$ 2.20	\$ 45.00	\$ 148.00	\$ 112.00
\$ 7.65	\$ 3.55	\$ 64.50	\$ 216.00	\$ 161.00
\$ 7.65	\$ 3.55	\$ 64.50	\$ 216.00	\$ 161.00
\$ 12.10	\$ 5.45	\$ 101.00	\$ 333.00	\$ 250.00
\$ 1.75	\$ 0.85	\$ 15.50	\$ 51.00	\$ 38.00
\$ 3.55	\$ 1.55	\$ 30.00	\$ 96.00	\$ 72.00
\$ 5.60	\$ 2.50	\$ 46.00	\$ 155.00	\$ 116.00
\$ 5.60	\$ 2.50	\$ 46.00	\$ 155.00	\$ 116.00
\$ 9.45	\$ 4.45	\$ 82.50	\$ 268.00	\$ 200.00
\$ 1.75	\$ 0.85	\$ 15.50	\$ 51.00	\$ 38.00
\$ 4.10	\$ 1.85	\$ 35.50	\$ 114.00	\$ 85.00
\$ 4.10	\$ 1.85	\$ 35.50	\$ 114.00	\$ 85.00
\$ 8.25	\$ 3.80	\$ 72.50	\$ 234.00	\$ 176.00
\$ 2.35	\$ 1.15	\$ 18.00	\$ 58.00	\$ 44.00
\$ 2.35	\$ 1.15	\$ 18.00	\$ 58.00	\$ 44.00
\$ 6.15	\$ 2.85	\$ 54.50	\$ 179.00	\$ 132.00
\$ 1.75	\$ 0.85	\$ 15.50	\$ 51.00	\$ 38.00
\$ 4.95	\$ 2.20	\$ 45.00	\$ 148.00	\$ 112.00
\$ 4.95	\$ 2.20	\$ 45.00	\$ 148.00	\$ 112.00

*No zones shown for these fares. They are programmed in NJT systems between origin and destination points.

PROPOSED FARE CHANGE JULY 1, 2025
LOCAL RAIL

EXHIBIT 3

Proposed 15% Effective 7/1/2024

OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
\$ 2.55	\$ 1.20	\$ 5.10	\$ 2.40	\$ 25.50	\$ 20.50	\$ 69.00	\$ 50.00
\$ 3.45	\$ 1.55	\$ 6.90	\$ 3.10	\$ 34.50	\$ 28.50	\$ 94.00	\$ 70.00
\$ 4.00	\$ 1.80	\$ 8.00	\$ 3.60	\$ 40.00	\$ 34.50	\$ 111.00	\$ 83.00
\$ 4.30	\$ 1.80	\$ 8.60	\$ 3.60	\$ 43.00	\$ 36.00	\$ 118.00	\$ 88.00
\$ 4.85	\$ 2.15	\$ 9.70	\$ 4.30	\$ 48.50	\$ 44.00	\$ 144.00	\$ 109.00
\$ 5.75	\$ 2.80	\$ 11.50	\$ 5.60	\$ 57.50	\$ 50.00	\$ 166.00	\$ 125.00
\$ 6.30	\$ 2.80	\$ 12.60	\$ 5.60	\$ 63.00	\$ 59.00	\$ 195.00	\$ 147.00
\$ 7.45	\$ 3.45	\$ 14.90	\$ 6.90	\$ 74.50	\$ 63.00	\$ 210.00	\$ 157.00
\$ 7.75	\$ 3.45	\$ 15.50	\$ 6.90	\$ 77.50	\$ 64.00	\$ 211.00	\$ 158.00
\$ 8.60	\$ 4.05	\$ 17.20	\$ 8.10	\$ 86.00	\$ 74.50	\$ 241.00	\$ 181.00
\$ 8.90	\$ 4.05	\$ 17.80	\$ 8.10	\$ 89.00	\$ 78.50	\$ 261.00	\$ 195.00
\$ 9.20	\$ 4.35	\$ 18.40	\$ 8.70	\$ 92.00	\$ 78.50	\$ 261.00	\$ 195.00
\$ 10.35	\$ 4.70	\$ 20.70	\$ 9.40	\$ 103.50	\$ 88.50	\$ 292.00	\$ 219.00
\$ 10.60	\$ 4.70	\$ 21.20	\$ 9.40	\$ 106.00	\$ 94.00	\$ 307.00	\$ 230.00
\$ 11.20	\$ 5.00	\$ 22.40	\$ 10.00	\$ 112.00	\$ 94.50	\$ 310.00	\$ 233.00
\$ 12.05	\$ 5.60	\$ 24.10	\$ 11.20	\$ 120.50	\$ 103.50	\$ 342.00	\$ 257.00
\$ 12.35	\$ 5.60	\$ 24.70	\$ 11.20	\$ 123.50	\$ 106.50	\$ 356.00	\$ 267.00
\$ 12.65	\$ 5.60	\$ 25.30	\$ 11.20	\$ 126.50	\$ 111.50	\$ 364.00	\$ 273.00
\$ 13.50	\$ 5.90	\$ 27.00	\$ 11.80	\$ 135.00	\$ 113.00	\$ 374.00	\$ 281.00
\$ 13.80	\$ 6.25	\$ 27.60	\$ 12.50	\$ 138.00	\$ 116.50	\$ 386.00	\$ 289.00
\$ 14.35	\$ 6.55	\$ 28.70	\$ 13.10	\$ 143.50	\$ 123.00	\$ 405.00	\$ 304.00
\$ 15.50	\$ 7.15	\$ 31.00	\$ 14.30	\$ 155.00	\$ 133.00	\$ 437.00	\$ 327.00

Additional 3% Effective 7/1/2025

OW	REDUCED	RT	RTC	TEN TRIP	WEEKLY	MONTHLY	STUDENT
\$ 2.60	\$ 1.20	\$ 5.20	\$ 2.40	\$ 26.00	\$ 21.00	\$ 71.00	\$ 51.00
\$ 3.55	\$ 1.55	\$ 7.10	\$ 3.10	\$ 35.50	\$ 29.00	\$ 96.00	\$ 72.00
\$ 4.10	\$ 1.85	\$ 8.20	\$ 3.70	\$ 41.00	\$ 35.50	\$ 114.00	\$ 85.00
\$ 4.40	\$ 1.85	\$ 8.80	\$ 3.70	\$ 44.00	\$ 37.00	\$ 121.00	\$ 90.00
\$ 4.95	\$ 2.20	\$ 9.90	\$ 4.40	\$ 49.50	\$ 45.00	\$ 148.00	\$ 112.00
\$ 5.90	\$ 2.85	\$ 11.80	\$ 5.70	\$ 59.00	\$ 51.50	\$ 170.00	\$ 128.00
\$ 6.45	\$ 2.85	\$ 12.90	\$ 5.70	\$ 64.50	\$ 60.50	\$ 200.00	\$ 151.00
\$ 7.65	\$ 3.55	\$ 15.30	\$ 7.10	\$ 76.50	\$ 64.50	\$ 216.00	\$ 161.00
\$ 7.95	\$ 3.55	\$ 15.90	\$ 7.10	\$ 79.50	\$ 65.50	\$ 217.00	\$ 162.00
\$ 8.85	\$ 4.15	\$ 17.70	\$ 8.30	\$ 88.50	\$ 76.50	\$ 248.00	\$ 186.00
\$ 9.15	\$ 4.15	\$ 18.30	\$ 8.30	\$ 91.50	\$ 80.50	\$ 268.00	\$ 200.00
\$ 9.45	\$ 4.45	\$ 18.90	\$ 8.90	\$ 94.50	\$ 80.50	\$ 268.00	\$ 200.00
\$ 10.65	\$ 4.80	\$ 21.30	\$ 9.60	\$ 106.50	\$ 91.00	\$ 300.00	\$ 225.00
\$ 10.90	\$ 4.80	\$ 21.80	\$ 9.60	\$ 109.00	\$ 96.50	\$ 316.00	\$ 236.00
\$ 11.50	\$ 5.15	\$ 23.00	\$ 10.30	\$ 115.00	\$ 97.00	\$ 319.00	\$ 240.00
\$ 12.40	\$ 5.75	\$ 24.80	\$ 11.50	\$ 124.00	\$ 106.50	\$ 352.00	\$ 264.00
\$ 12.70	\$ 5.75	\$ 25.40	\$ 11.50	\$ 127.00	\$ 109.50	\$ 366.00	\$ 275.00
\$ 13.00	\$ 5.75	\$ 26.00	\$ 11.50	\$ 130.00	\$ 114.50	\$ 374.00	\$ 281.00
\$ 13.90	\$ 6.05	\$ 27.80	\$ 12.10	\$ 139.00	\$ 116.00	\$ 385.00	\$ 289.00
\$ 14.20	\$ 6.40	\$ 28.40	\$ 12.80	\$ 142.00	\$ 120.00	\$ 397.00	\$ 297.00
\$ 14.75	\$ 6.70	\$ 29.50	\$ 13.40	\$ 147.50	\$ 126.50	\$ 417.00	\$ 313.00
\$ 15.95	\$ 7.35	\$ 31.90	\$ 14.70	\$ 159.50	\$ 136.50	\$ 450.00	\$ 336.00

*No zones shown for these fares. They are programmed in NJT systems between origin and destination points.

ITEM 2404-17: REGULATIONS – ADOPTION OF N.J.A.C. 16:77 USE OR OCCUPANCY OF NJ TRANSIT-OWNED PROPERTY

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

WHEREAS, NJ TRANSIT determined that it is necessary to provide standards for the use and/or occupancy of NJ TRANSIT-owned properties and facilities and its subsidiaries; and

WHEREAS, the Board authorized initiation of the rulemaking process for N.J.A.C. 16:77 et seq., Use or Occupancy of NJ TRANSIT-owned property, at its September 2023 Board meeting; and

WHEREAS, the rules were published in the New Jersey Register on December 18, 2023 (Exhibit A). The public comment period expired on February 16, 2024, and no comments were received. Its proposed Notice of Adoption is set forth in Exhibit B; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or the President & CEO, or the appropriate designee, is hereby authorized to take all actions necessary to adopt N.J.A.C. 16:77 et seq., Use or Occupancy of NJ TRANSIT-Owned Property, consistent with this Board item and corresponding Exhibits, format the regulations as appropriate and to take all other actions necessary to effectuate the final adoption and promulgation.

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officials, method of filing declaring a political party affiliation, and the effect of political party declaration.

Subchapter 3 sets forth the rules governing the development of election district maps, the responsibility of county boards of election, the delineation of election district boundaries, and the specifications of maps for the county, municipalities, and congressional, legislative, and commissioner districts.

Subchapter 4 governs the reproduction of vote by mail applications, the responsibilities of county clerks, the requirements of the Secretary of State and the completion requirements of vote by mail applications.

Subchapter 5 defines the county voter registration official.

Subchapter 6 governs voting accessibility for the elderly and people with disabilities, the definitions used in the subchapter, the establishment of the Voting Accessibility Advisory Committee, sets forth polling place accessibility standards, including the use of voting aids, and requires reporting by the county boards of elections.

Subchapter 7 sets forth the purpose and scope of the electronic poll book rules, the definitions used throughout Subchapter 7, the requirements for electronic poll book systems to receive Department approval, Secretary of State's authority to examine and test e-poll book systems, technical requirements for e-poll book systems, requirements for e-poll book review and approval by the New Jersey Cybersecurity and Communications and Division of Gaming Enforcement, and requirements for e-poll book system pilot program.

As the Division of Elections has provided a 60-day comment period on this notice of proposal, this notice is exempted from the rulemaking calendar requirement pursuant to N.J.A.C. 1:30-3.3(a)5.

Social Impact

The expired rules proposed herein as new rules will have a beneficial social impact on the citizens of New Jersey in that the expired rules proposed herein as new rules provide guidance to county election officials in administering the registration process; provide specifics on registration requirements, forms availability, and procedures for declaring party affiliation; and how to become unaffiliated. The expired rules proposed as new rules will also have a positive social impact on people with disabilities because the expired rules proposed herein as new rules set forth accessibility standards for polling locations, including the establishment of "Voting Accessibility Committees" throughout the various counties to inspect and report to the Secretary of State, not only a list of those polling places that are presently not accessible, but also to present a plan designed to correct any polling place that is inaccessible. The expired rules proposed herein as new rules also provide additional guidance for the use of electronic poll books for elections. Electronic poll books have a beneficial impact on the State's elections by converting many elections processes from paper to electronic format, thereby increasing efficiency of elections and ease-of-use for both poll workers and voters.

Economic Impact

The expired rules proposed herein as new rules will have little to no economic impact on the general public or businesses.

Federal Standards Statement

State law generally governs the administering of elections and registration in New Jersey. To the extent that Federal laws apply to the registration of voters, the laws are referenced in this chapter. The expired rules proposed herein as new rules do not exceed applicable Federal laws, 42 U.S.C. §§ 12101, as it pertains to the American with Disabilities Act, 52 U.S.C. § 20501, as it pertains to the National Voter Registration Act (NVRA), and 52 U.S.C. § 20901, as it pertains to the Help America Vote Act (HAVA).

Jobs Impact

Jobs will not be generated or lost by the expired rules proposed herein as new rules.

Agriculture Industry Impact

The expired rules proposed herein as new rules will have no impact on the agriculture industry in the State of New Jersey.

Regulatory Flexibility Statement

A regulatory flexibility analysis is not required because the expired rules proposed herein as new rules will impose no reporting, recordkeeping, or other requirements on small businesses, as defined in the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq. The expired rules proposed herein as new rules will impose requirements on individuals and State and local agencies concerning voter registration and elections.

Housing Affordability Impact Analysis

The Department does not anticipate that the expired rules proposed herein as new rules will have any impact on the average cost of housing, as the expired rules proposed herein as new rules set forth requirements concerning voter registration, voter declaration of political party, election district maps, absentee ballots, voting accessibility for the elderly and people with disabilities, and e-poll books.

Smart Growth Development Impact Analysis

The Department does not anticipate that the expired rules proposed herein as new rules will have any impact on housing production in Planning Areas 1 or 2, or within designated centers, under the State Development and Redevelopment Plan, as the expired rules proposed as new rules set forth requirements concerning voter registration, voter declaration of political party, election district maps, absentee ballots, voting accessibility for the elderly and people with disabilities, and e-poll books.

Racial and Ethnic Community Criminal Justice and Public Safety Impact

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

Full text of the expired rules proposed herein as new rules may be found in the New Jersey Administrative Code at N.J.A.C. 15:10.

TRANSPORTATION

(a)

NEW JERSEY TRANSIT CORPORATION

Use or Occupancy of NJ TRANSIT-Owned Property for Utility Facilities

Proposed New Rules: N.J.A.C. 16:77

Authorized By: New Jersey Transit Corporation, Kevin S. Corbett, President and CEO.

Authority: N.J.S.A. 27:25-5.e, h, and k, and 27:25-7.b.

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

Proposal Number: PRN 2023-120.

Submit comments by February 16, 2024, to:

Adam Phelps
New Jersey Transit Corporation
One Penn Plaza East
Newark, NJ 07105-2246
Email: commentsuseandoccupancyrules@njtransit.com

The agency proposal follows:

Summary

The New Jersey Transit Corporation ("NJ TRANSIT" or "Corporation") was established by the New Jersey Public Transportation Act of 1979 (the Act) (N.J.S.A. 27:25-1 et seq.), as an instrumentality of the State government responsible to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner. One of the programs by which NJ TRANSIT has fulfilled this responsibility was through the issuance of permits for certain fees to use its property for various types of occupancies. Permits are license agreements for the use and occupancy of

EXHIBIT A

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property by a utility, municipality, county, or private entity. In accordance with N.J.S.A. 52:14B-5.1, N.J.A.C. 16:77, Use or Occupancy of NJ TRANSIT-Owned Property, expired on February 15, 2018, and, therefore, NJ TRANSIT proposes this expired chapter as new rules.

N.J.A.C. 16:77 establishes guidelines, procedures, and fees pursuant to which NJ TRANSIT will operate its use or occupancy program. The expired rules proposed as new rules have been in effect in essentially their present form since 1985. The primary changes to the expired rules proposed as new rules relate to a 33 percent increase for annual permit fees. This represents a reasonable increase in fees, which have not been increased since 2011. A survey of use and occupancy programs for similar agencies provided to NJ TRANSIT by its Property Management Consultant indicates that the proposed increase would maintain NJ TRANSIT's fees consistent with industry standards and is similar to the most recent increases in permit fees of 20 percent in both 2005 and 2011.

A review of each of the proposed new sections at N.J.A.C. 16:77 follows:

N.J.A.C. 16:77-1.1, Definitions, sets forth the definitions of words and terms used in the regulations so that the meanings designated by NJ TRANSIT may be commonly understood by the public.

N.J.A.C. 16:77-1.2, Permit applications, sets forth the procedure for the application of permits.

N.J.A.C. 16:77-1.3, Permit conditions, sets forth the permit conditions.

N.J.A.C. 16:77-1.4, Administrative fees, sets forth the description of the administrative fees.

N.J.A.C. 16:77-1.5, Permit fees; general conditions, sets forth the description of the permit fees for general conditions.

N.J.A.C. 16:77-1.6, Permit fees; transverse occupation, sets forth the description of the permit fees for transverse occupations.

N.J.A.C. 16:77-1.7, Permit fees: longitudinal occupations, sets forth the description of the permit fees for longitudinal occupations.

N.J.A.C. 16:77-1.8, Other provisions, authorizes permanent occupancy permits for low-value occupancies for those applicants with a large number of occupancy permits.

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

Social Impact

The expired rules proposed as new rules will have a minimal social impact on the citizens of New Jersey as a whole, but will specifically impact the permittees who presently, or may in the future, occupy and use NJ TRANSIT property. Those parties affected will have to pay the fees set forth in the chapter, as increased by the expired rules proposed as new rules.

Economic Impact

The expired rules proposed as new rules to increase fees will have a positive impact on NJ TRANSIT. The expired rules proposed as new rules will increase the amount of non-farebox revenue to NJ TRANSIT available to pay the administrative costs to NJ TRANSIT of requests for occupancies and other operational costs. The proposed fees are consistent with industry standards and similar to the last increase eight years ago. In addition, the impact on the users, especially the major utility companies, is considered minimal and it is anticipated that it can be borne by the parties in the ordinary course of business. In addition to the administrative and permit fees, the costs of application and meeting the permit conditions must be borne by the applicant/permittee. These costs vary based upon the nature of the use or occupancy of NJ TRANSIT-owned property.

Federal Standards Statement

The expired rules proposed as new rules are not subject to any Federal standards and, therefore, a Federal standards analysis is not necessary.

Job Impact

The expired rules proposed as new rules will not affect the creation or loss of jobs.

Agriculture Industry Impact

The expired rules proposed as new rules have no impact on the agriculture industry.

Regulatory Flexibility Analysis

Based on review of NJ TRANSIT's current permits, very few small businesses, as defined pursuant to the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq., will be impacted by the expired rules proposed as new rules. If any businesses are affected, the compliance requirements consist of applying for a permit pursuant to N.J.A.C. 16:77-1.2, meeting the N.J.A.C. 16:77-1.3 permit conditions, and payment of the appropriate administrative and permit fees. Compliance with the permit conditions will involve both capital costs and, possibly, the engaging of professional services, such as engineers and attorneys. The amount of such costs depends upon the nature of the project and the permittee's internal staff resources. Given the historic lack of small business applicants/permittees, NJ TRANSIT has not provided different requirements for such entities. The need for compliance with this chapter to ensure the safe and proper use of NJ TRANSIT-owned property requires uniform application, regardless of the business size of the applicant/permittee.

Housing Affordability Impact Analysis

NJ TRANSIT does not anticipate any impact on affordability of housing as a result of the expired rules proposed as new rules. The expired rules proposed as new rules establish guidelines, procedures, and fees pursuant to which NJ TRANSIT will operate its use or occupancy program. As such, the expired rules proposed as new rules will have no effect on housing units or on the average cost of housing.

Smart Growth Development Impact Analysis

NJ TRANSIT does not anticipate any impact upon smart growth or the implementation of the State Development and Redevelopment Plan as a result of the expired rules proposed as new rules. The expired rules proposed as new rules establish guidelines, procedures, and fees pursuant to which NJ TRANSIT will operate its use or occupancy program. The expired rules proposed as new rules will have no effect on new construction within Planning Areas 1 or 2, or within designated centers, pursuant to the State Development and Redevelopment Plan.

Racial and Ethnic Community Criminal Justice and Public Safety Impact

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

Full text of the expired rules proposed as new rules follows:

CHAPTER 77

USE OR OCCUPANCY OF NJ TRANSIT-OWNED PROPERTY FOR UTILITY FACILITIES

SUBCHAPTER 1. PERMITS AND CONDITIONS

16:77-1.1 Definitions

The following words and terms, as used in this chapter, shall have the following meanings, unless the context clearly means otherwise:

"Cable" consists of more than two conductors insulated from each other, with or without a protective covering, either self-supporting or having a common support.

"Coaxial television cable" means a transmission line cable having an inner conductor surrounded by insulation and an outer sheath serving as the second conductor.

"Communication wires" means wires used for telephone, fire alarm, police and signal circuits, for public or private communication of signal service, which operate at a voltage not exceeding 400 volts to ground or 750 volts, between any two points of the circuit and transmitted power that does not exceed 150 watts.

"Composite coaxial cable" means a cable made up of one or more transmission lines in which one conductor is centered inside a metallic tube that serves as the second conductor. Other standard insulated conductors may be included in the same overall sheath.

"Individual service" means a service to a single individual building.

"Involved jurisdiction" means the New Jersey Transit Corporation (NJ TRANSIT), its authorized representative(s), agent(s), or designee(s), NJ TRANSIT's authorized railroad, bus operations or light rail system, and

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any railroad operating on NJ TRANSIT-owned property, where appropriate.

“Lightfiber, fiberoptic, and glassfiber cable” means any cable using light as a transmitter and receiver and a glass or plastic fiber as the transmission medium including optical ground wire, which has the capability to serve as both a ground wire and for data transmission.

“Longitudinal occupation” means any occupation of NJ TRANSIT-owned property other than a transverse occupation as defined in this section.

“Messenger wires” means any support wire that carries no current, signal, or communication transmission and has a specific purpose to assist in installing, servicing, and replacing overhead occupancies. Messenger wires shall be considered as part of the wires or cables supported and no charge shall be assessed therefor.

“Municipality” means a local governing body such as a borough, township, city, or village.

“NJ TRANSIT-owned property” means property in the States of New Jersey, New York, and Pennsylvania owned by NJ TRANSIT or operated on by NJ TRANSIT, regardless of the operating agent or active status of the property.

“Permit” means the written permission to use or occupy NJ TRANSIT-owned property. Uses or occupancies of NJ TRANSIT-owned property shall include, but not be limited to:

- 1. Transverse or longitudinal crossings on, over, or under NJ TRANSIT-owned property:
 - i. Aerial or underground wires and cables (communications and power);
 - ii. Poles, towers, guys, anchors, and monopoles or metal poles with engineered foundations;
 - iii. Pipes and sewers; and
 - iv. Uses for overhead or underground conveyors, pipe bridges, pedestrian tunnels, or any other facility NJ TRANSIT determines a permit is required; and
- 2. Uses or occupancies for short-term activities, of less than one-year duration.

“Permittee” means the owner of a facility that is to be constructed, installed, or maintained on NJ TRANSIT-owned property, or a user of said property for a fixed term.

“Power wires” means all wires used for transmitting a supply of electrical energy, except those defined as “communication wires” above.

“Transverse occupation” means that part of any overhead or underground line that crosses a track or tracks or any NJ TRANSIT-owned right-of-way.

“Wire” means a solid or stranded single conductor, either bare or insulated.

16:77-1.2 Permit applications

(a) No person, company, corporation, business, governmental agency, or other entity may use or occupy NJ TRANSIT-owned property with equipment, utilities, and/or facilities, including, but not limited to, electrical and communications wires, sewer and water pipes, and various types of infrastructure related thereto without obtaining a permit from NJ TRANSIT. The permits as defined herein do not apply to occupancy of NJ TRANSIT property for other uses. All requests for permits shall be submitted, in writing, in accordance with NJ TRANSIT’s Guidelines for Working within or in vicinity of NJ TRANSIT’s right-of-way or applicable document in effect at the time of application, which shall govern the use of NJ TRANSIT-owned property for which a permit is issued. Written requests for permits shall be addressed to:

NJ TRANSIT
Real Estate Division
Manager, Property Management—Permits
One Penn Plaza East
Newark, New Jersey 07105-2246

(b) Once a request for a permit has been received, the applicant shall be responsible to NJ TRANSIT for application fees, regardless of permit completion. The application fee will be \$350.00 for each permit.

(c) Once stamped drawings have been entered into the review process, the applicant shall be responsible to the involved jurisdiction for the applicable review fees, regardless of permit completion.

(d) No refund of any fees shall be made after an application for a permit has been submitted.

(e) NJ TRANSIT will notify the applicant of its decision, which may be made in its sole and absolute discretion, regarding the issuance of a permit. If NJ TRANSIT approves the application, after being reviewed by the involved jurisdiction, a permit will be sent to the applicant for completion. It shall be the applicant’s responsibility to complete the permit and return it to NJ TRANSIT with the designated fee(s). No permit shall be issued nor shall a permittee enter upon NJ TRANSIT’s property unless the permit is fully executed and all designated fee(s), including application fee, administrative fee, review fee(s), and at least the first year’s occupancy fee have been paid.

(f) If at any time the permittee seeks to modify its use or occupancy of the NJ TRANSIT-owned property, the permittee shall be required to apply for a new or amended permit according to the provisions of this section.

(g) Upon expiration of a permit, NJ TRANSIT may issue a new permit without requiring the permittee to submit a new application. A new occupancy fee will be assessed in accordance with the fee schedule rates in effect at the time.

16:77-1.3 Permit conditions

(a) The permittee shall provide the indemnification and insurance coverage as required by NJ TRANSIT, which may be updated from time to time in accordance with State and Federal law, regulations, policy, and as best practices may require.

1. The permittee shall indemnify, defend, keep, and save harmless New Jersey Transit Corporation, Inc., NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., the State of New Jersey, and their contractors, operators, and other railroad(s) operating on the affected property, their successors, assigns, contractors, agents, employees, servants or officials, and each and every one of them or any other designee of NJ TRANSIT (indemnified parties) against all claims, just or unjust, made against the indemnified parties on account of injuries, deaths, losses of any kind whatsoever; damages, suits, liabilities, judgments, claims for infringement of patent, trademark or copyright, cost and expenses that may in any way accrue against the indemnified parties in consequence of the granting of a permit or that may in any way result therefrom; and whether or not it shall be alleged or determined that the cause thereof was the negligent acts or omissions of the indemnified parties and the permittee shall appear, defend and pay, as its own expense, all costs, including counsel fees, arising therefrom or incurred in connection therewith, and, if any judgment shall be rendered against the indemnified parties in any such action, the permittee shall, at its own expense, satisfy, and discharge the same.

2. Operations at or near the facilities involve some risk, and the permittee, as part of the consideration for a permit, and with full knowledge and appreciation of such risk, shall release and waive any right to ask for or demand any special, direct, incidental, indirect, punitive, reliance or consequential damages, whether foreseeable or not, for or on account of any loss or injury to any property of the permittee and its employees, including property in the care, custody, and control of the permittee, and to the facilities and contents thereof that are over, under, upon, or in the property of NJ TRANSIT, including loss of, or interference with, service or use thereof, or loss of profits or revenue, cost of capital, cost of replacement services, claims of customers or third parties, whether or not it shall be alleged or determined that the cause thereof was breach of contract, breach of warranty, negligent acts or omissions of the indemnified parties or the permittee, their successors, assigns, contractors, agents, employees, servants, and officials or of other persons.

(b) The permittee shall properly safeguard all work performed under the conditions of the permit. If considered necessary by the involved jurisdiction, the permittee will be required to employ additional safety devices including uniformed traffic directors.

(c) Upon approval of a permit, the permittee shall give notice, in writing, to the involved jurisdiction.

(d) Construction work materials and workmanship shall conform to NJ TRANSIT specifications.

(e) Work or occupancy shall not begin until a formal written notice to proceed or a temporary access permit is issued to the permittee by NJ TRANSIT.

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(f) All uses, work, or occupancy within NJ TRANSIT-owned property shall be subject to the review by the involved jurisdiction affecting safety and operations. The safety and continuity of operation shall be of the first importance and shall be at all times protected and safeguarded, and the permittee, and the permittee's contractor and/or subcontractors, shall perform and arrange all use, work, and occupancy accordingly. All use and work shall be performed carefully and shall be regulated so as to avoid interruption and interference of train, bus, or light rail movements and damage to the tracks or other facilities and appurtenances.

(g) Upon completion of installation or vacation of the site, the permittee shall restore the affected area to the satisfaction of NJ TRANSIT and/or involved jurisdiction.

(h) NJ TRANSIT assumes no obligations whatsoever in connection with the use, work, and/or occupancy by the permittee and is not obligated to make any repairs to the property or furnish people, equipment, or materials in connection with use, work, and/or occupancy by the permittee. The use, work, and/or occupancy provided for by the permit shall be performed at no cost to the involved jurisdiction.

(i) The permittee is responsible for compliance with all applicable environmental laws/regulations including, but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. §§ 9601 et seq. (CERCLA), the Resource Conservation and Recovery Act, 42 U.S.C. §§ 6901 et seq., the Water Pollution Control Act, N.J.S.A. 58:10A-1 et seq., the Industrial Site Recovery Act, N.J.S.A. 13:1K-6 et seq., the New Jersey Spill Compensation and Control Act, N.J.S.A. 58:10-23.11 et seq. (the Spill Act), the Brownfield and Contaminated Site Remediation Act, N.J.S.A. 58:10B-1 et seq., the Site Remediation Reform Act, N.J.S.A. 58:10C-1 et seq., and the Underground Storage Tank Act, N.J.S.A. 58:10A-21 et seq., and all regulations promulgated under such laws to the extent applicable. Any costs associated with contamination and/or pollution caused by the permittee is the responsibility of the permittee. Permittee is also required to indemnify NJ TRANSIT against any losses or expenses relating to any third-party claims arising from any pollution and/or contamination caused by the permittee; and against any losses, claims, and expenses relating to exacerbation of existing pollution and/or contaminants caused by the permittee. The act of discovery by permittee of contamination and/or pollution at the property not caused by the permittee is not deemed exacerbation of environmental conditions. Activities that allow discovered contamination and/or pollution to migrate, spill, release, or discharge are not considered "discovery" but exacerbation of existing conditions and therefore the responsibility of the permittee. In addition to the aforementioned requirements, NJ TRANSIT reserves the right to impose additional environmental and/or safety requirements and conditions on any permit application that it decides to approve.

(j) The permittee shall reimburse the involved jurisdiction for all actual costs incurred by the involved jurisdiction as a result of the permit project, which shall include, but not be limited to, inspectors, watchmen, operators, flagmen, and other personnel. All costs will be billed at the then current billing rates, which are subject to revision. The permittee shall remit payment to NJ TRANSIT within 30 days after receipt of an invoice. The permittee shall pay NJ TRANSIT a late charge of three percent of the total unpaid invoice amount for every month any invoice is owed and outstanding until the invoice is paid in full.

(k) The permittee shall have the responsibility during the term of the permit to maintain its facility in a safe and proper manner, to the satisfaction of the involved jurisdiction. If repair or maintenance of the permittee's facility is required, the permittee must notify NJ TRANSIT, in writing, and request permission to perform the repair or to maintain such facility. The permittee may not begin such work without prior written approval from NJ TRANSIT. The permittee is responsible for all costs incurred for repair, maintenance, or replacement of the permittee's equipment.

(l) In the event of an emergency, the permittee shall take immediate corrective action upon notification from the involved jurisdiction.

(m) If it is deemed necessary by NJ TRANSIT, the permittee shall be required to submit a deposit in an amount sufficient to guarantee that, should the permittee fail to restore the disturbed area in a safe and proper manner, there will be sufficient funds to pay for the cost of any work performed by the involved jurisdiction in consequence of that failure. This

guarantee shall not operate to waive the permittee's complete responsibility with regard to restoring the affected area. When NJ TRANSIT deems it necessary to demand a deposit pursuant to this subsection, NJ TRANSIT will return to the permittee any unused funds upon the completion of the approved corrective measures. The deposit will be reduced by costs incurred by NJ TRANSIT including, but not limited to, administrative fees, personnel, equipment, and damages, as determined by NJ TRANSIT.

(n) When occupations require movement or relocation of facilities by NJ TRANSIT, the appropriate involved jurisdiction shall prepare an estimate of cost. Using this estimate, NJ TRANSIT shall request as a condition in granting the permit, a written agreement by the permittee, stating that the permittee shall assume all expenses involved in the movement or relocation of facilities and any expenses for additional facilities necessitated by the move. Upon the written request of NJ TRANSIT, the permittee shall promptly change the location of its facilities, or any of them, at the sole expense of the permittee and within 30 days after such request is made, so as to enable NJ TRANSIT to make any alterations or improvements upon its property and/or any changes in or additions to its facilities that it may deem necessary or advisable at any time, and nothing shall in any way be so construed as to limit NJ TRANSIT in the full and free use and occupation of the full width of its right-of-way and property at the location.

(o) Upon the termination of the permit, the permittee, subject to the review and approval by NJ TRANSIT, shall remove all permit-related facilities, unless otherwise authorized by NJ TRANSIT, and shall restore the affected area to the satisfaction of NJ TRANSIT. The permittee is responsible for all costs incurred for restoring the affected area.

(p) The involved jurisdiction reserves the right to impose special conditions in appropriate cases, as required at its sole discretion.

(q) The fees set forth within this chapter for transverse and longitudinal occupations are minimum fees. NJ TRANSIT reserves the right to negotiate higher fees for any use or occupation in order to accommodate circumstances and conditions specific to individual applications.

16:77-1.4 Administrative fees

(a) The fees described in this section are intended to cover the cost of processing of papers and other incidental expenses incurred by NJ TRANSIT, and are in addition to the application fee and the occupation fees in this chapter.

(b) Administrative fees will be charged as follows:

1. Wire and cable crossings and longitudinal occupations over or under NJ TRANSIT-owned property:

i. All transverse crossings not exceeding 300 volts to one individual service: \$300.00.

ii. All other transverse crossings: \$500.00.

iii. All longitudinal occupations and any other agreement not already identified in this section, regardless of voltage: \$1,500.

2. Pipe, sewer crossings, surface drainage, and longitudinal occupations over or under NJ TRANSIT-owned property:

i. Pipe not exceeding three inches inside diameter to one individual service: \$300.00.

ii. All other transverse crossings: \$750.00.

iii. All longitudinal occupations and any other agreement not already identified in this section, regardless of pipe contents: \$1,500.

3. All surface drainage not contained within a pipe and occupying NJ TRANSIT property: \$1,500.

4. Any application for any type of permit by a municipality or county: \$300.00.

5. Additional fees:

i. All occupations requiring engineering reviews will be assessed an additional fee as compensation to the involved jurisdiction.

ii. In addition, when railroad personnel or services are utilized by the permittee, reimbursement to NJ TRANSIT Rail Operations or other involved jurisdictions will be made within 30 days of receipt of billing.

iii. Any longitudinal or transverse occupation, regardless of the size of the facility, requiring more than one field excursion by NJ TRANSIT personnel shall be charged an additional \$400.00 for every outing beyond the single outing allotted each application.

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16:77-1.5 Permit fees; general conditions

(a) Use or occupancy permit fees are subject to the following conditions:

1. The permit fee equals the annual occupancy rate described within this schedule.

2. The minimum annual permit fee under any application shall be \$317.00.

3. Should the facility be terminated at any time less than the estimated years of occupancy, the permit fees collected are not subject to a refund.

4. NJ TRANSIT reserves the right to consider additional fees for crossings in excess of 200 feet. When increased preparation costs are incurred, the increases will be passed on to the permittee.

5. Any occupation of NJ TRANSIT property other than transverse track crossings will be charged as a longitudinal crossing based on the lineal foot of the occupation.

6. Fees are an annual rate applicable up to a 200-foot width. For all crossings in excess of 200 linear feet, and no more than 700 linear feet, the facility will be calculated as a longitudinal occupation. With respect to any facility crossing exceeding 700 linear feet, NJ TRANSIT reserves the right to negotiate the fee. The formula for a transverse occupation over 200 feet is as follows:

First 200 LF: $x = \text{base rate}$.

200 LF to 700 LF: $y = \text{longitudinal fee divided by four}$.

Add all components ($x + y$) to establish the annual fee.

Over 700 LF: NJ TRANSIT reserves the right to negotiate fee(s).

7. All fees for occupancies encased as a group or otherwise bundled or joined together will be calculated as if they were individual occupations.

8. Should the facility be modified during the term of the permit, during the processing of a new permit, or there is a supplement to an existing permit, the associated increase in fees will be charged. If a new permit is approved, an amount proportionate to the time remaining on the superseded permit will be credited toward the new fee.

9. In the event the facility goes beyond its paid estimated life, a new fee will be assessed in accordance with the fee schedule rates in effect at that time.

(b) An annual occupancy fee for attachments will be charged as follows when higher rates are not fixed:

1. Attachments of aerial wires and cables to poles and other structures of NJ TRANSIT-owned facilities used in wire line construction:

i. Up to and including 32,500 volts for each attachment to NJ TRANSIT-owned cross-arms or brackets: \$17.00.

ii. Up to and including 32,500 volts for each attachment to permittee's cross-arms or brackets when those brackets are attached to an NJ TRANSIT-owned facility: \$13.00.

iii. Wires over 32,500 volts attached to the NJ TRANSIT-owned cross-arms or brackets: \$31.00 per attachment.

iv. Wires over 32,500 volts and attached to permittee's cross-arms or brackets when those brackets are attached to NJ TRANSIT-owned facilities: \$27.00 per attachment.

2. Attachments of aerial wires and cables to buildings or other structures:

i. Each wire or cable attached to NJ TRANSIT's bridges or structures, including railroad or highway bridges: \$31.00 per attachment.

3. Attachments of cable terminals to poles, buildings, or structures, including highway bridges and railroad bridges owned by NJ TRANSIT:

i. Each cable terminal, loading coil, transformer or like device is subject to special consideration in each case, but not less than \$114.00.

4. Charges for attachment(s) of pipelines carried along NJ TRANSIT-owned property on bridges or other supports are subject to special consideration in each case if permitted by current New Jersey Department of Transportation specifications.

5. Charges for attachments of pipes to bridges, buildings, or structures of the NJ TRANSIT-owned property are subject to special consideration in each case.

(c) An annual occupancy fee for guy wire crossings and overhanging cross-arms and power wires and cables of transmission lines outside of NJ TRANSIT-owned right-of-way will be calculated as follows:

1. Each guy wire crossing NJ TRANSIT-owned property but not anchored thereon: \$17.00.

2. Cross-arms overhanging NJ TRANSIT-owned property from poles located outside thereof, one or more cross-arms on any pole: \$13.00.

3. Power wires and cables overhanging NJ TRANSIT-owned property from poles located outside thereof shall be calculated at the rates specified at N.J.A.C. 16:77-1.6(b) and (c), and on a prorated basis, depending upon the number of overhanging wires, excluding the neutral, ground static, or lighting wires.

(d) Occupation charges for overhead or underground conveyors, pipe bridges, pedestrian tunnels, or any other facilities not covered by this section will be subject to special consideration.

(e) The minimum permit fee under any agreement where a miscellaneous use of occupancy is involved, not previously defined, shall be \$317.00. The applicant may be subject to possible charges, which may result from expenses incurred by the involved jurisdiction. (NOTE: Permit fees for miscellaneous use or occupancy of NJ TRANSIT-owned property will be determined and charged on an individual basis because of the various types of requests.)

(f) A permit will be issued at no charge where a facility is relocated, upon NJ TRANSIT's written request, to NJ TRANSIT-owned property from a public thoroughfare.

(g) All permits will be charged a fee in accordance with this section; however, at no time shall any fee for an existing occupancy be less than the fee established by the previous owner(s) unless there has been a significant reduction in the occupancy. The discount in the fee shall be calculated as a ratio between the old occupancy and fee to the new configuration and fee. Any increase in occupancy shall warrant an increase in the existing fee.

(h) Short-term use or occupancy fees are subject to the following conditions:

1. The permit fee equals the annual occupancy rate prorated for the estimated duration of occupancy.

2. The minimum permit fee under any application shall be \$317.00.

3. Should the facility be terminated at any time less than the estimated period of occupancy, the permit fees collected are not subject to a refund.

4. At no time shall a short-term use and/or occupancy fee be less than the estimated annual fee for the same use covered under the long-term fee schedule.

5. Should the facility be modified during the term of the permit, a new permit and fee will be required. If a new permit is approved, an amount proportionate to the time remaining on the superseded permit will be credited toward the new fee.

6. In the event the facility goes beyond its paid estimated life, a new fee will be assessed in accordance with the fee schedule rates in effect at that time.

(i) NJ TRANSIT may negotiate lower permit fees when requested to do so by any municipal or county applicant acting on its own behalf.

16:77-1.6 Permit fees; transverse occupation

(a) All fees in this section are applicable for rights of-way up to a 200-foot width. For all crossings in excess of 200 feet, an adjustment in the annual fee will be assessed and calculated in accordance with the example contained within this schedule pursuant to N.J.A.C. 16:77-1.5(a)6.

(b) Aerial and underground wire (power and communication) crossings not exceeding 200 feet in length will be charged an annual occupancy fee as follows:

1. Power:

i. All crossings up to but not exceeding 6,900 volts: \$317.00.

ii. Over 6,900 volts but not exceeding 32,500 volts: \$583.00.

iii. Over 32,500 volts but not exceeding 50,000 volts: \$968.00.

iv. Over 50,000 volts but not exceeding 345,000 volts: \$1,293.

v. Over 345,000 volts but not exceeding 500,000 volts: \$1,944.

vi. Over 500,000 volts: \$2,586.

vii. Ducts or pipes carrying conductors: no charge.

viii. Manholes (each): \$165.00.

(NOTE: Attachments of wires, cables, etc. to bridges, buildings, poles, or structures to NJ TRANSIT-owned property are subject to special consideration in each case. Crossings of right-of-way by pipe type cable consisting of one or more high voltage cables encased in a steel pipe, under inert oil pressure and/or further encased in a larger steel pipe and the space between the pipes filled with compacted or thermal sand will be

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subject to special consideration and each case will be handled individually.)

2. Communication:

i. Telephone and other communication cables (not including composite coaxial cables or fiber optic cables):

- (1) Cable containing not more than 500 pairs: \$317.00.
- (2) Cable containing 501 to 1,100 pairs: \$561.00.
- (3) Cable containing 1,101 to 1,800 pairs: \$814.00.
- (4) Cable containing over 1,800 pairs: \$1,299.

ii. Composite coaxial cables and coaxial television cables containing not more than four conductors: \$472.00.

iii. All cables containing over four conductors shall be at a rate of \$68.00 for each additional conductor.

3. Fiberoptic:

i. Fiberoptic cable crossings: \$3,304.

ii. Fiberoptic cable crossings used for retail distribution to 500 or less than 500 households and/or retail businesses: \$1,762.

(c) Poles, towers, guys, and anchors and spare ducts or pipes will be charged an annual fee as follows:

1. Single wooden pole (per pole): \$77.00.

2. All other supporting structures other than the auxiliary facilities and appurtenances listed at (c)3, 4, 5, 6, and 7 below: \$153.00.

3. Each brace, stub, pole, or anchor: \$77.00.

4. Each guy anchored on or crossing NJ TRANSIT-owned property: \$16.00.

5. All towers, if not included in a longitudinal occupation shall be assessed per tower leg at: \$98.00.

6. Each span guy wire crossing: \$98.00.

7. Spare or unoccupied ducts or pipes, each (when the duct shall be occupied in the future by a cable, the annual fee for the facility occupying the duct shall govern and the \$77.00 charge cease): \$77.00

8. Guys, stubs, anchors, and push or pull braces required by specification for the support of a crossing pole on NJ TRANSIT-owned right-of-way and at the request of NJ TRANSIT shall be considered as part of the crossing pole and no charge will be made therefor.

9. Fees for towers and monopoles or metal poles with engineered foundations will be arrived at through negotiations.

(NOTE: The above charges at (c)1 through 9 above are in addition to the wire and cable occupation charges provided at (b)1, 2, and 3 above.)

(d) Annual permit occupancy fees for pipes and sewer crossings not exceeding 200 feet in length will be calculated as follows:

1. Circular lines carrying no pressure:

i. Pipes up to and including 12 inches inside diameter (ID): \$317.00.

ii. Pipes over 12 inches and not exceeding 24 inches ID: \$440.00.

iii. Pipes over 24 inches and not exceeding 60 inches ID will be charged at a rate of \$11.00 per inch of ID over the first 24 inches. This rate is in addition to a minimum fee of: \$446.00.

iv. Pipes over 60 inches ID will be charged at a rate of \$7.00 per inch of ID over the first 60 inches. This rate is in addition to a minimum fee of: \$968.00.

v. All surface drainage not contained within a pipe and occupying NJ TRANSIT-owned property: \$1,293.

2. Circular lines under pressure and carrying non-flammable, non-explosive, or non-combustible supporting materials, except coal and water slurry:

i. Pipes up to and including 12 inches ID: \$383.00.

ii. Pipes over 12 inches but not exceeding 24 inches ID: \$485.00.

iii. Pipes over 24 inches ID and not exceeding 60 inches ID will be charged at a rate of \$17.00 per inch of ID over the first 24 inches. This rate is in addition to the minimum fee of: \$85.00.

iv. Pipes over 60 inches ID will be charged at a rate of \$13.00 per inch of ID over the first 60 inches. This rate is in addition to the minimum fee of: \$1,035.

3. Circular lines under pressure and carrying flammable, explosive, or combustible supporting materials, except coal and water slurry:

i. Pipes not exceeding three inches inside nominal diameter--minimum charge for any one crossing: \$472.00.

ii. Pipes over three inches inside nominal diameter and not exceeding 12 inches inside diameter--minimum charge for any one crossing: \$652.00.

iii. Pipes over 12 inches inside diameter and not exceeding 24 inches inside diameter shall be charged at a rate of \$31.00 per inch of ID over the first 12 inches. This rate is in addition to a minimum charge for any one crossing of: \$652.00.

iv. Pipes exceeding 24 inches in inside diameter shall be charged at a rate of \$29.00 per inch of ID over the first 24 inches. This is in addition to a minimum charge for any one crossing of: \$1,035.

4. Charges for non-circular pipes shall be determined by the diameter of a circular pipe having an equivalent cross-sectional area.

5. Charges for pipe tunnels or other special underground construction shall be subject to special consideration.

6. Pipe lines carried over NJ TRANSIT-owned property or other support structures are subject to special consideration in each case if permitted by NJ TRANSIT current specifications.

7. Manholes (each): \$154.00.

8. Charges for attachments of pipes to bridges, buildings, or structures of NJ TRANSIT-owned property are subject to special consideration in each case.

9. Where pipe or pipes are encased in a protective pipe of larger diameter, no charge shall be made for the protective encasement.

16:77-1.7 Permit fees; longitudinal occupations

(a) Recognizing the many variables and intangibles involved in each longitudinal occupation of NJ TRANSIT-owned property, each application shall be considered on its own merits, with minimum permit fee per year of occupancy being applied as set forth in this section. NJ TRANSIT reserves the right to negotiate all longitudinal fees.

(b) For occupations less than one mile in length, the minimum charge, as set forth at (c) below, shall be a proportionate amount of the rates calculated to the nearest dollar but no fee shall be less than the charge for one-quarter mile of such occupation.

(c) The following minimum annual charges cover longitudinal occupations. Guy wires, messengers, and grounded conductors shall be subject to special consideration.

1. Aerial wires:

i. Transmission line, highest voltage not exceeding 6,900 volts: \$3,227 per circuit per mile.

ii. Transmission line over 6,900 volts up to, but not including, 32,500 volts: \$5,815 per circuit per mile.

iii. Transmission line 32,500 volts, up to and including 50,000 volts: \$8,082 per circuit mile.

iv. Transmission line 50,000 volts and over. The fee will be negotiated.

2. Aerial and underground cables:

i. All longitudinal fiberoptic facility occupancy fees will be arrived at through negotiations.

ii. Telephone communication cables (not including composite coaxial cables):

(1) Cable containing not more than 1,100 pairs: \$3,227 per cable per mile.

(2) Cable containing 1,101 to 1,800 pairs: \$5,815 per cable per mile.

(3) Cable containing over 1,800 pairs: The fee will be negotiated at a rate not less than \$5,815 per cable per mile.

(4) For underground communication cables, the minimum charge is \$6,464 per cable per mile.

iii. Composite coaxial cable and coaxial television cables subject to negotiation, but not less than: \$7,862 per cable mile.

iv. Underground power cables:

(1) When a cable is buried in an open trench and covered with soil: \$4,658 per circuit per mile.

(2) When a cable is buried in an open trench and surrounded with from six to 12 inches of thermal sand: \$8,082 per circuit per mile.

(3) When a cable is encased in a steel pipe under inert oil pressure and/or further encased in a larger steel pipe and the space between the pipes filled with compacted sand: \$8,082 per mile or \$17.00 per inch of nominal diameter of the largest pipe per 100 feet of occupation or fraction thereof, whichever is greater.

v. Spare or unoccupied ducts or pipes, each per mile: \$968.00.

vi. Manholes, splicing chambers, or pull boxes, each when these structures are necessary for longitudinal occupation: no charge.

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vii. An additional charge shall be made for use of NJ TRANSIT-owned property duct lines based on the negotiated value of the facility.

(NOTE: Charges shown at (c)2v, vi, and vii above are in addition to the charges shown pursuant to (c)2ii, iii, and iv above, inclusive.)

(d) All manholes necessary for periodic inspection, cleaning, and maintenance will be covered under the longitudinal pipeline fee. On transverse occupations all manholes will be charged in excess of the transverse facilities occupancy fee.

(e) Fees for all structures other than manholes will be arrived at through negotiations. Examples of these structures include, but are not limited to, meter chambers, siphon chambers, substations, pump stations, well sites, towers, and monopoles or metal poles with engineered foundations.

(f) An annual occupancy fee for pipes and sewers will be charged as follows:

1. Circular lines carrying no pressure: \$8.00 per inch of inside nominal diameter or fraction thereof per 100 feet of occupation or fraction thereof.

2. Circular lines under pressure and carrying non-flammable, non-explosive, and non-combustible supporting materials, except coal and water slurry: \$8.00 per inch of inside nominal diameter per 100 feet of occupation or fraction thereof.

3. Circular lines under pressure and carrying flammable, explosive, and combustible supporting materials, and coal and water slurry: \$17.00 per inch of inside nominal diameter per 100 feet of occupation or fraction thereof.

4. Charges of non-circular pipes shall be determined by the diameter of a circular pipe having an equivalent cross-sectional area.

5. Charges for pipe tunnels or other special underground construction shall be subject to special consideration.

16:77-1.8 Other provisions

(a) For those applicants having over 200 occupancy permits with NJ TRANSIT, NJ TRANSIT reserves the right to negotiate permanent occupancy permits for any occupancy having an annual fee of \$479.00 or less at the time of application. The permittee shall pay to NJ TRANSIT a lump sum, which will be equivalent to 20 times the annual rate that will satisfy the annual fee for the life of the facility occupation so long as it remains unchanged. No refunds will be given for any facility that is terminated, cancelled, removed, or abandoned. Permittees who qualify for this option, request such option, and are accepted by NJ TRANSIT, will receive a single "blanket agreement" with an attachment containing a list of the affected occupancies covered under individual permits. Acceptance of any request for a blanket agreement and lump sum payment will be at the sole discretion of NJ TRANSIT, which shall not be unreasonably exercised. The existence of this option shall not obligate NJ TRANSIT to enter into a blanket agreement with any permittee.

(b) Any facility that is altered in such a manner so as to increase the annual fee beyond the original \$479.00 limit will result in that permit being extracted from the blanket agreement and a new annual fee will be calculated, based on the existing fee schedule, and assessed annually thereafter. Monetary credit will be allocated to the new facility fee based on the unused portion of the initial 20-year period. No credit will be given for any facility requiring reassessment which has exceeded the initial 20 years of occupancy.

EXHIBIT B

TRANSPORTATION

NEW JERSEY TRANSIT CORPORATION

Use or Occupancy of NJ TRANSIT-Owned Property for Utility Facilities

Notice of Adoption: N.J.A.C. 16:77

Proposed: December 18, 2023, at 55 N.J.R. 2463 (a).

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

Filed: ____, 2024 as R. 2024 ____, **without change**.

Authority: N.J.S.A. 27:25-5.e, h, and k, and 27:25-7.b.

Effective Date:

Expiration Date:

Summary of Public Comments and Agency Responses:

No comments were received.

Federal Standards Statement

The expired rules proposed as new rules are not subject to any Federal standards and, therefore, a Federal standards analysis is not required.

Full text of the adoption follows:

ITEM 2404-18: PERSONAL INJURY CLAIM OF JOHN HORACE

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

WHEREAS, John Horace has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

ITEM 2404-19: PERSONAL INJURY CLAIM OF MARIE PARAISSON

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

WHEREAS, Marie Paraisson has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

**ITEM 2404-20: PERSONAL INJURY CLAIM OF THE ESTATE OF KEVIN
MILFORT-SANCHEZ**

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

WHEREAS, the Estate of Kevin Milfort-Sanchez has presented a claim with a probable settlement cost greater than \$500,000; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the claim of the Estate of Kevin Milfort-Sanchez through the estate's attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 2404-21: EXECUTION OF CONTRACT 20-084 OPTION PERIOD ONE FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTH OCEAN COUNTIES)

WHEREAS, staff has determined it is appropriate for Transdev United States, of Lombard, Illinois, formerly known as First Transit, Inc., of Cincinnati, Ohio, to continue to provide Access Link service in Mercer, Middlesex, Monmouth, and North Ocean Counties for the contract's option one period, beginning July 1, 2024 and ending June 30, 2026; and

WHEREAS, a Request for proposal (RFP 20-084) was issued in 2020 to seek competitive proposals from paratransit carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development established a three percent SBE Category 6 goal for this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Access Link service in Region 4; and

WHEREAS, upon completion of the competitive procurement process, it has been determined that Transdev United States submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

WHEREAS, NJ TRANSIT entered into agreements for Transdev United States formerly known as First Transit, Inc. to provide service in Region 4 following NJ TRANSIT Board of Directors approval with Board Item 2107-51 dated July 21, 2021, for an initial term of August 16, 2021 through June 30, 2024, at a cost of \$45,930,576.00, plus five percent for contingencies, for a total contract authorization of \$48,227,105.00, with options to extend those services for two 24-month periods until July 10, 2028, for a combined cost of \$121,169,984.00, plus five percent for contingencies, for a total authorization of \$127,228,483.00, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget; and

WHEREAS, providing uninterrupted Access Link service for the provision of ADA paratransit is a requirement of the ADA and federal government; and

WHEREAS, the procurement included two option periods required to be priced by the proposers and to be exercised at NJ TRANSIT's sole discretion. Staff will seek further authorization at a later date should NJ TRANSIT decide to exercise the second option period, with Transdev U.S. formerly known as First Transit, Inc. to operate Access Link Region 4 service for the period July 1, 2026 through July 10, 2028;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise the first option to extend NJ TRANSIT Contract 20-084 with

Transdev United States, of Lombard, Illinois, formerly known as First Transit, Inc., of Cincinnati, Ohio, to operate Access Link service in Region 4 (Mercer, Middlesex, Monmouth, and North Ocean Counties) for a 24-month period from July 1, 2024 through June 30, 2026, at a cost not to exceed \$35,121,894.00, plus five percent for contingencies, for a total contract authorization of \$36,877,989.00, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

ITEM 2404-22: RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT BETWEEN NEW JERSEY TRANSIT CORPORATION AND THE GATEWAY DEVELOPMENT COMMISSION.

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

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

WHEREAS, GDC is in the final process of organizing and establishing its operations in accordance with the requirements of the GDC Act and needs funding to support these organizational and establishment activities; and

WHEREAS, pursuant to the GDC Act, the State of New Jersey has agreed to fund one-third of the annual budget for the GDC as approved by the GDC Board; and

WHEREAS, on December 11, 2023, the GDC Board adopted the Final Annual Operating and Capital Budget for Fiscal Year 2024; and

WHEREAS, in December 2021, the New Jersey Turnpike's (NJTA) Board of Commissioners authorized the NJTA to enter into negotiations for a Funding Agreement (Turnpike Agreement) with the New Jersey Department of the Treasury (NJ Treasury) to fund the State's obligations in connection with the HTP; and

WHEREAS, in December 2022, the NJTA's Board of Commissioners authorized a resolution approving the terms of the Turnpike Agreement with NJ Treasury, and the parties executed the Turnpike Agreement on January 31, 2023; and

WHEREAS, the Turnpike Agreement provides that, beginning on or about January 1, 2023, and continuing on the first of each month thereafter, the NJTA agrees to start making payments to the NJ Treasury for the purpose of supporting GDC operations until completion of construction of the HTP; and

WHEREAS, the Turnpike Agreement is contingent on annual appropriations and requires the NJ Treasury to transfer the NJTA payments to NJ TRANSIT, which then would transfer such funds to the GDC for the sole purpose of fulfilling the State's obligations; and

WHEREAS, NJ TRANSIT would enter into a Funding Agreement with the GDC whereby NJ TRANSIT would convey the amount received from the New Jersey Department of the Treasury to the GDC in an amount not to exceed \$19,391,467.67, for the purpose of supporting GDC's Fiscal Year 2024 budget; and

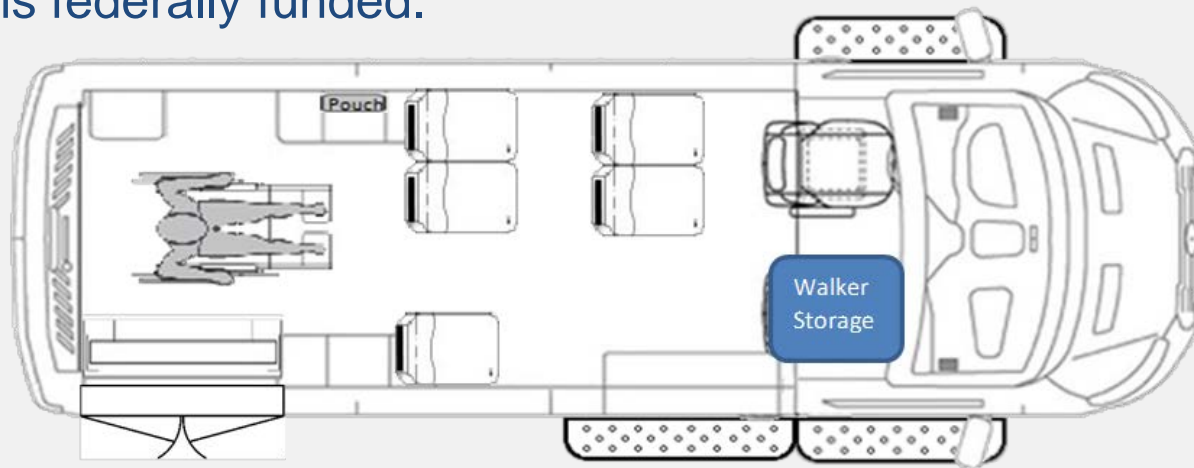
WHEREAS, once the Funding Agreement is executed and the NJTA payments are appropriated, NJ TRANSIT would proceed with the transfer of funds as provided in the Funding Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is hereby authorized to enter into a Funding Agreement with the Gateway Development Commission, whereby NJ TRANSIT would convey to the Gateway Development Commission, from funds received from the New Jersey Department of the Treasury, in an amount not to exceed \$19,391,467.67, for the purpose of supporting the Gateway Development Commission's Fiscal Year 2024 budget.

ITEM 2404-23: LOCAL PROGRAMS & COMMUNITY MOBILITY PURCHASE OF 17 LIGHT-DUTY VEHICLES

This is a NJ TRANSIT purchase for light-duty vehicles in support of community transportation through subrecipient agencies. This purchase replaces gasoline vehicles that have met their useful life (age and/or miles) to ensure that community transportation providers can provide services where there are specific needs for seniors and people with disabilities and where there are gaps in other transportation options.

- Seeking authorization to use a Michigan DOT Cooperative procurement for the purchase of 17 light-duty vehicles, not to exceed \$1,853,000, plus five percent for contingencies, subject to the availability of funds.
- This project is federally funded.



ITEM 2404-23: LOCAL PROGRAMS AND COMMUNITY MOBILITY PURCHASE OF 17 LIGHT-DUTY VEHICLES

WHEREAS, the State of New Jersey has applied for and funded local transit services throughout the state through the Federal Transit Administration (FTA) Section 5310 grant program; and

WHEREAS, funding will be available to purchase vehicles for local transportation programs; and

WHEREAS, Local Programs and Community Mobility will be purchasing the vehicles through a procurement conducted by the Michigan Department of Transportation and has been approved by NJ TRANSIT; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) has reviewed the bid and assigned a TVM goal; and

WHEREAS, staff seeks authorization to use the Michigan Department of Transportation contract for the purchase of 17 light-duty vehicles;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to approve the use of the Michigan Department of Transportation procurement for the purchase of 17 light-duty vehicles for subrecipients of NJ TRANSIT's Local Programs and Community Mobility department in the amount not to exceed \$1,853,000, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Personal Injury Claim of Thomas Dougan, and the Personal Injury Claim of Khalilah Raybon.

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