

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Jamie Fox, Board Chairman
Veronique Hakim, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
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July 22, 2015

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, July 15, 2015.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, July 15, 2015.

Present

Jamie Fox, Chairman
Bruce M. Meisel, Vice Chairman
John Spinello, Governor's Representative
Steven Petrecca, Treasurer's Representative
Myron P. Shevell, Board Member
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting)

Also Present

Veronique Hakim, Executive Director
Dennis Martin, Vice President/General Manager, Bus Operations
Robert Lavell, Vice President/General Manager, Rail Operations
John Squitieri, Chief, Light Rail and Contract Services
Christopher Trucillo, Chief of Police
Warren Hersh, Auditor General
Kathleen M. Sharman, Chief Financial Officer & Treasurer
Michael Slack, Chief Information Officer
Penelope Bassett, Assistant Executive Director, Communications & Customer Service
Steve Santoro, Assistant Executive Director, Capital Planning & Programs
Alma Scott-Buczak, Assistant Executive Director, Succession Planning & Workforce Dev.
Ryan Frigo, Deputy Chief, Office of System Safety
Kenneth Worton, Deputy Attorney General
Joyce J. Zuczek, Acting Board Secretary

Darwin Alviar, Office of System Safety, provided a Public Safety Announcement.

Chairman Fox convened the Open Session at 9:08 a.m. in accordance with the Open Public Meetings Act.

Executive Director Hakim announced that beginning with this meeting, there would be a Pledge of Allegiance to the Flag at the beginning of the Board meetings. She asked Stephen Thorpe to join her since Mr. Thorpe had suggested a Pledge of Allegiance to the Flag be said at all Board meetings.

Acting Board Secretary Zuczek conducted a Roll Call and announced that Item #1507-29, Regulations: Rule-making Process Proposed Readoption with Amendments to N.J.A.C. 16:86 Advertising Standards, would not be considered at this meeting.

Acting Board Secretary Zuczek announced that adequate notice of the regularly scheduled 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. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L. 1975, and the meetings were occurring concurrently. Notices were mailed to newspapers of general distribution, forwarded to the Secretary of State, Trenton, New Jersey, and sent to each individual, agency and organization that requested such notice. In addition, notices of the meetings were posted in the main lobby of NJ TRANSIT's Headquarters in Newark, New Jersey. Acting Board Secretary Zuczek announced that the Board meetings were being video recorded

Chairman Fox asked for a motion to adopt the minutes of the June 10, 2015 Board meetings. A motion was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Myron P. Shevell and unanimously adopted.

Public Comments on Agenda Items and Other Matters

There were 22 public comments. Acting Board Secretary Zuczek suggested the public comments be limited to three minutes in order to give everyone an opportunity to be heard since there were many speakers.

Robert Field, Aide to Jersey City Mayor Steven Fulop, spoke on the Mayor's behalf voicing concerns about the Fare and Service Adjustments Authorization item. He commended the Amalgamated Transit Union for their commitment to New Jersey commuters and workers.

Mr. Field said Jersey City is thriving in many ways and is the fastest growing city in the state because residents and visitors can depend on mass transit. He said one-third of Jersey City residents do not own a car. Mr. Field wants investment in public transit, not elimination. He spoke against balancing the budget at the expense of middle class and working families, especially when commuters already pay the highest fares in the nation.

Mr. Field noted one New Jersey resident who works at Six Flags, who has taken bus route 307 since its inception, relies on it to get to and from work, and his ability to get to work will be affected by the discontinuance of the bus route. Additionally, Mr. Field said another resident, who works for a non-profit in New York City and doesn't make a lot of money, is concerned about the fare increase because his current monthly NJ TRANSIT fare is his family's third highest cost after the mortgage and food. Mr. Field also voiced concern that the proposal will negatively affect Jersey City's residents.

Mr. Field suggested alternatives to increasing the fares are selling vacant land, investing in Transit Oriented Development, and expanding train and bus capacity. He believes the fare increase is a short-term solution and a long-term solution is needed. Mr. Field urged NJ TRANSIT to reconsider the proposal to cut service and raise fares.

Steve Thorpe spoke against the service adjustment made to bus route 56 in Winfield Park. He said this route is a lifeline for senior citizens and handicapped residents. Mr. Thorpe said there were notices of schedule changes but argued that there should have been more notice and a hearing because the headways went from one hour to one and a half hours. He does not believe this is usable for most people.

Mr. Thorpe said the route headways went from half an hour to one hour in 2012, and now from one hour to one and a half hours. He said no one who has an option would use the bus. Mr. Thorpe believes what will result next is that the service will be cut because no one is riding it because of its inconvenient schedule.

Mr. Thorpe expressed his appreciation for adding the pledge of allegiance to the beginning of the meetings.

John Costa, International Vice President for Amalgamated Transit Union, said he has worked for NJ TRANSIT for 34 years. He said it was a shamed day for the Board and berated them and Governor Christie for not considering any alternatives.

Ben Evans, Amalgamated Transit Union, said the Board should have been present at the public hearings to hear for themselves how people can't afford the proposed fare increase. He believes the increase mainly affects those in Newark who are struggling to pay their bills. Mr. Evans said the Governor is not doing anything and is not trying to assist or look somewhere else for the funding. He also spoke against the service discontinuances, questioning how people will get to work.

Joseph Romeo, Amalgamated Transit Union, spoke against service cuts and a fare increase. He said New Jersey residents can't afford the increase. Mr. Romeo said NJ TRANSIT received \$330 million in funding when the Governor took office and only receives \$32 million today. He noted many families rely on NJ TRANSIT service to get to work, doctors, and other places. Mr. Romeo believes this puts the weight on the back of the working family commuters and hopes NJ TRANSIT will reconsider other ways to meet the budget gap.

Earl Hardy, Amalgamated Transit Union, asked the Board to think about the single mother or father that has to dig deeper into his or her pocket to make ends meet and has to make a choice between paying their bus fare and feeding their family. He asked the Board to think about everyone impacted by this and the fact that they all have lives, are trying to care for

their families, and depend on public transportation to get where they need to go. Mr. Hardy said the vehicles are already crowded so cuts are not needed. He asked the Board to think as they vote about the people they are impacting.

John Campanella, Amalgamated Transit Union, has worked for NJ TRANSIT for 34 years. He said the morale of the 11,000 management and union employees at NJ TRANSIT is the worst he has seen in 34 years. Mr. Campanella said they have been without a contract for five years and there has been no raise for six years. He said the CPI from 2010 to today is 9.4 percent and the proposal NJ TRANSIT offered the unions was 5.2 percent, which does not even keep up with inflation. Mr. Campanella urged NJ TRANSIT to improve morale by giving employees a contract.

Marty Heraghty, Amalgamated Transit Union, said he finds it troubling that Governor Christie, who did not fund the Transportation Trust Fund adequately, and is directly responsible for the fare hike and service cuts, is not even in the building. Mr. Heraghty said the fare hike is a tax and an unfair burden that punishes commuters. He urged the Board to get a backbone and demand the Governor demand he return the funding back to the Transportation Trust Fund. Mr. Heraghty said raising fares and cutting service results in more automobiles on the roadway, congestion, pollution, and potholes, and overall affecting the quality of life in New Jersey.

Rob Duffey, Policy and Communications Director for New Jersey Working Families, spoke against the fare and service proposal. He said Governor Christie has again chosen to balance the budget by making working families pay more and get less. Mr. Duffey said these need to be looked at in context. He said this was the second increase in five years and together it is more than a 30 percent increase. Mr. Duffey believes it is a tax hike, by another name, that falls on the back of those who can least afford it: low income workers, retirees, and people with disabilities who are more likely to use transit.

Mr. Duffey said during the last five years NJ TRANSIT state funding has been cut by 90 percent, while giving \$6 billion to some of the most profitable and politically connected corporations in the world. He said JP Morgan received hundreds of millions of dollars from the State last week, without delivering the jobs New Jersey desperately needs. Mr. Duffey believes to create jobs and help working commuters, they need to look at responsible sustainable revenue solutions that will move New Jersey forward and cut the corporate welfare.

Orrin Getz spoke against cancelling train 1601. He said Rockland County Executive Ed Day requested that NJ TRANSIT not cancel train 1601. Mr. Getz said Mr. Day is the only voting member of the New York Metropolitan Transportation Council (NYMTC) west of the Hudson River and could and should be an ally to NJ TRANSIT. Mr. Getz believes cancelling train 1601 risks alienating the Rockland County Executive.

Mr. Getz questioned what the true cost of eliminating the train is because he has heard varying amounts. He said the true cost is the cost avoided by eliminating the train, not the total cost of the train. Mr. Getz does not believe they have received an accurate accounting of cancelling train 1601. He said ridership on the Pascack Valley Line has been increasing and cutting 1601 could have a negative impact on ridership.

Mr. Getz questioned a recent deal with the Port Authority of New York and New Jersey to park buses in North Bergen. He said \$875,000 per year is not a great deal considering NJ TRANSIT is in financial distress and has to cut service. Mr. Getz believes NJ TRANSIT should renegotiate a better deal.

Mr. Getz does not believe NJ TRANSIT has a strategic capital plan for the next 20 years. He said the five-year capital plan, to replace Arrow III single level cars with multilevel power cars and put in 45 foot cruiser buses so more people can be crammed into the existing facilities into New York City, is not really a strategic plan of where NJ TRANSIT will be five to 20 years from now. He thinks that is a strategic mistake.

Mr. Getz said it is bad that some of the magnetic card readers in Secaucus are gone. He said it makes it difficult for people, who still have tickets with the magnetic strip, to use the gates.

Randy Glucksman represents Rockland County rail commuters on the Metro-North Railroad Commuter Council (MNRCC). He supports the addition of the pledge of allegiance. Mr. Glucksman opposes eliminating train 1601. He asked if this goes through whether Metro-North pays NJ TRANSIT less because the full services will not be provided.

Mr. Glucksman said commuting is stressful and it is important to have travel options. He said the Board's job is to properly fund and support those options. Mr. Glucksman believes regular commuters and discretionary riders will reconsider using the Pascack Valley Line if they no longer have a post-midnight train option.

Mr. Glucksman expressed disappointment with the Bergen County elected officials for not supporting efforts to keep train 1601. He said every Rockland County official he contacted opposes eliminating train 1601. Mr. Glucksman also finds it troubling that the Governor and Legislature has not given public transit the funding priority it requires. He said it is good public policy to use trains and buses.

Mr. Glucksman said he would like to take the Pascack Valley Line, which is the closest line to his house, but can't because of the late morning and early afternoon two hour service gaps.

Mr. Glucksman said Metropolitan Transportation Authority (MTA) has learned that fare increases coupled with service cuts are a losing combination.

David Peter Alan voiced objection to the reduced time to speak because there was no notice and he prepared a five-minute statement. Chairman Fox said he could have five minutes to speak.

Mr. Alan said he was not speaking for the Lackawanna Coalition because he already spoke during the fare increase and service reduction process and it made no difference. He said hundreds of riders spoke and it made no difference. Mr. Alan said he also was not speaking for the Senior Citizens and Disabled Residents Transportation Advisory Committee because everyone knows they need the grants.

Mr. Alan said he was speaking in his personal capacity as someone who depends on NJ TRANSIT. He said last month he invited the Board members to ride NJ TRANSIT with him, but no one has taken him up on his invitation. Mr. Alan thinks this means the Board members do not want to experience the transit services they oversee.

Mr. Alan said last month a Board member gave him the impression that they were a nuisance and listening to them was a burden on his time. He said he understands the Board members' time is valuable, but shouted that his time is valuable too. Mr. Alan said as a rider he often does not make connections because of the way the trains and buses are scheduled. He said they lose time, which could be used to make statements at a Board meeting. Mr. Alan said the transit provided often demonstrates a profound disrespect for their time.

Mr. Alan said he complained last month that a dissenting vote by a Board member was never permitted. He provided a document he obtained through an Open Public Records Act Request that he said lists every dissenting vote ever cast by a Board member throughout NJ TRANSIT's history, in support of his statement. Mr. Alan said a management initiative was only voted down twice, in 1995 and 1996. He said since then, a Board member voted against a proposal only twice in 2000, once in 2001, and once in 2003. Mr. Alan said every single issue before the Board was approved unanimously during the last 12 years. He believes this demonstrates that dissent is not permitted and the Board acts as a rubber stamp. Mr. Alan urged the Board to vote against the fare increase and service cuts if they don't like what he was saying.

Mr. Alan believes if one Board member voted against the proposal, it would constitute an act of independence, courage, and loyalty to the riders. He said it wouldn't change the outcome, but believes it would be the start of free and unfettered discourse with independent opinions where unanimous agreement is not required.

Jeff Tittel, Director of the New Jersey Sierra Club, said thousands have testified or written letters or emails against the fare and service adjustment proposal. He said it was now the Board Members' chance to stand up for them and vote against the proposal. He believes their vote for the proposal would start the dismantling of the best transit system they have ever had in New Jersey and one of the best in the country. Mr. Tittel said they would start the

downward spiral of fare hikes and service cuts, which will lead to drops in ridership and lead to more fare hikes and service cuts.

Mr. Tittel said transit matters and transportation opportunities should be expanded. He wants cities and corridors redeveloped with new transportation options and alternatives instead of cutting back on what exists. Mr. Tittel believes this is a tax on the poor, working poor, senior citizens, handicapped, and young people. He voiced concern that this would create transit poverty, areas that lose service, where people can't get anywhere. Mr. Tittel said that creates a tremendous blight in cities, rural areas, and suburbs. He said transit helps create jobs and grows the economy. Mr. Tittel believes this will cause longer commutes, cranky workers, lost productivity, and hurt businesses. He said business leave areas when transportation options are no longer there.

Mr. Tittel said when people stop taking the bus and train they get back in their cars, causing more air pollution, traffic, gridlock, and decaying roads. He said New Jersey has some of the worst air quality in the nation and the decision on the proposal will make it worse, affecting the lungs of children, especially in Camden, Newark, and New Brunswick. He said this is a bi-partisan issue. Mr. Tittel asked the Board not to rubber stamp the proposal because this affects the economy and people being able to breathe easier and get to work in a timely and safe manner.

Cyndi Steiner, Executive Director of the New Jersey Bike and Walk Coalition, said the fare and service adjustment proposal reduces transportation options, putting more stress on an already broken transportation system in New Jersey. She said it relies on the automobile as the sole transportation option. Ms. Steiner said by providing transportation options, they ensure a system with redundancy built into it and a diversified system that eliminates single points of failure. Ms. Steiner said with a fare increase, instead of a gas tax increase, they are staring several points of failure in the face. She noted the situation with the Amtrak tunnels, Portal Bridge, congestion, and the nation's longest commute times.

Ms. Steiner believes the budget is a failure. She believes transit fare increases will set the stage for a higher than average gas tax in the future as the roads absorb the additional wear and tear from drivers who lost access to NJ TRANSIT through the fare hike or loss of service. Ms. Steiner wants mass transit built out and believes it would result in a lower gas tax spread out over a longer period of time at a rate the public would be willing to absorb.

Ms. Steiner does not believe New Jerseyans are benefiting from having a low gas tax. She said they are paying for it in car repairs, lost time at work, and impacts on their environment and health. Ms. Steiner believes only residents of surrounding states are benefitting from the lower gas tax. Ms. Steiner believes everyone benefits from a successful and robust mass transit system. By favoring a low gas tax and instead taxing mass transit, she believes they are feeding the problem and starving the solution.

John Boyle, Research Director for the Bicycle Coalition of Greater Philadelphia, spoke against the fare and service proposal. He said many of the members are intermodal passengers with the bicycle providing the first and final part of their longer transit trips. Mr. Boyle said one of the primary reason people bike and ride is because many destinations are more than half a mile away. He believes reducing transit service will put more people beyond walking and biking distance from public transportation.

Mr. Boyle believes the bulk of transit cuts are heavily weighted on low and moderate-income communities in central and south Jersey. He said many Six Flags seasonal workers make slightly above minimum wage. He said low-income families who rely on the Six Flags bus in Camden and Philadelphia will no longer be able to access the park. Mr. Boyle said the loss of service on the 419 between Riverside and Burlington, will mean passengers who use the River LINE, which ceases operations at 9:30 p.m., will no longer have a late night or early morning connection to Camden and Philadelphia. He said the City of Beverly has a poverty rate of 18 percent, will have just one transit stop in the entire city, and will no longer have late night service.

Jack May, a resident of Montclair, said he dislikes the proposal for fare increases and service cutbacks because it singles out transit passengers, many of whom are living at or near the poverty level, to bear the brunt of its economic impact, as opposed to automobile drivers who haven't seen a raise in the gasoline tax in 27 years. At the same time, he does not blame NJ TRANSIT for submitting this realistic action.

Mr. May believes the fare increases and service cutbacks are the result of a budget cut, orchestrated by Governor Christie and approved by the State Legislature. He said it seems that Executive Director Hakim and NJ TRANSIT management has done its best to minimize the effect of the situation. He believes the proposal will be unanimously passed.

Mr. May spoke against the Regional Plan Association's (RPA) statements in favor of the fare increase and service cuts. Mr. May quoted Mr. Barone as stating, "NJ TRANSIT fares were low when the system wasn't as popular, but that improvements that made it easier to get from New Jersey into Manhattan increased ridership to the point that fares needed to be raised."

Mr. May said prices go down when volume increases, not the other way around, except for cartels and monopolies that illegally set prices based on only their own desires.

Mr. May said the assertion that fares were low before the increase is patently false. He said NJ TRANSIT fares have been higher than those of other similar agencies for almost every category and length of rail trip. Mr. May said the difference between the average fares between NJ TRANSIT and other organizations will now be even greater.

Mr. May believes the RPA should be leading the charge for the Hudson-Bergen Light Rail extension and the building of the Gateway tunnels, but instead provides comments

supporting Governor Christie's budget cuts. Mr. May wants the leadership of the RPA transportation department invigorated with people who support improvements to the transportation infrastructure.

Janna Chernetz, Senior New Jersey Policy Analyst for the Tri-State Transportation Campaign, said she has spoken for the last four years about needing to fix the broken funding structure in New Jersey. Ms. Chernetz focused on NJ TRANSIT's mission statement "to provide safe, reliable, convenient and cost-effective transit service with a skilled team of employees, dedicated to our customers' needs and committed to excellence."

Ms. Chernetz applauded NJ TRANSIT because she feels very safe using the services, especially after 9/11. She believes the reliable, convenient and cost-effective sections of the mission need a lot of work. With regards to reliability, she said she receives alerts almost every workday advising of several service delays. Ms. Chernetz said service is not convenient in Salem and Cumberland County, where there is no service. She said major service gaps force people to drive. With regards to cost-effective service, Ms. Chernetz said there have been five fare hikes since 2000. She said they pay the highest fares in the nation, pricing people out of transit, so it is not a transit system that is cost-effective.

Ms. Chernetz said two more transit villages were added, making 30. She said this is what municipalities need to grow the economy. Ms. Chernetz said New Jersey has the 46th ranked economy in the nation and is concerned with the need to fix the broken funding structure.

Tammy Ehrhart said she rides bus route 655 and was alarmed to learn too late about its discontinuance. She depends on it to get to work, and when she heard about the proposal she, and others she spoke to, sent emails and letters. Ms. Ehrhart said she took a job in Princeton because there was public transportation, instead of driving on Route 1, which is extremely crowded. She suggested considering peak hour commuter service if there is not enough ridership, and said it is already running on a weekday only schedule.

Eric Richard, spoke on behalf of the AFL-CIO, the largest labor organization in the state. He spoke against the fare increase, stating that it would cause significant economic hardship on those who can afford it the least. Mr. Richard said it would simultaneously make transit less attractive to its riders and further escalate the cost in the state, which already has the highest cost for mass transit. Mr. Richard said this will make the remaining service less affordable and less convenient, and demand would drop. He said further reduced ridership would result in future alignments or service cuts.

Mr. Richard said the crisis has been significantly exacerbated during the last six years and it will get worse before it gets better. He believes everyone recognizes it is a crisis of choice and neglect. Mr. Richards said state support for mass transit can only be reduced so much before the crisis crashes on commuters and employees. He said while this has been

camouflaged by recent diversions from other funds, everyone recognizes that these deferred costs, including labor, will come due and the diversions will run out.

Mr. Richard said NJ TRANSIT has the highest commuter rail fares in the nation. Mr. Richard wants NJ TRANSIT to work with advocates to help find a solution to the funding crisis. He asked NJ TRANSIT to table the proposal and go back to the Governor and Legislature to seek a solution to make transit work.

Liam Blank is an undergraduate student majoring in Urban Planning and Design at Rutgers University in New Brunswick and member of the New Jersey Commuters Action Network. He said New Jersey's public transit policy is not working and hasn't been for a while. Mr. Blank said the last gas tax increase was 1988, yet since then this is the eighth time New Jersey citizens have been asked to replace the funds that New Jersey's legislature has been siphoning off from NJ TRANSIT's funding. He said service cuts and fare increases haven't worked in the past.

Mr. Blank believes this is a temporary solution to a complex multifaceted problem. He said there are innate structural problems and the proposal only solves Trenton's problems, not those of New Jersey citizens as a whole. Mr. Blank said students live on a small budget and graduates have student loans, yet pay an ever increasing portion of their income on transit. He said the Legislature from both parties have heavily reduced NJ TRANSIT subsidies for years. He believes this fare hike is akin to a tax increase instead of embracing a new transit public policy.

Mr. Blank wants NJ TRANSIT's leaders to take a new approach. He said the Board must still be proactive and creative in thinking about improving service and increasing ridership. Mr. Blank suggested exploring a flat fare similar to MTA. He suggested a stronger partnership with universities to implement a universal pass program. He said New Jersey commuters deserve better than what Trenton and NJ TRANSIT are offering, which is the status quo, higher taxes, and less reliable service.

Doug O'Malley, Director for Environment New Jersey, said they represent over 20,000 citizens. He believes if a Board member opposed the fare and service proposal, they would receive a tremendous outpouring of support from commuters. He said if the Transportation Trust Fund crisis is not solved, the situation will be worse next year.

Mr. O'Malley said Governor Christie has the worst mass transit record in history. He said there was the fare increase in 2010, cancellation of the tunnel, and the Governor's failure to follow through on his own promises. Mr. O'Malley said Governor Christie talked about the importance of funding capital expenses for the Portal Bridge to justify the cancellation of the ARC tunnel and the Portal Bridge has not happened.

Mr. O'Malley said the budget uses the capital budget, clean energy fund, and ARC money and said this is a crisis of our own making, specifically a crisis of the Governor and Legislature. Mr. O'Malley is thankful NJ TRANSIT held so many hearing across the state. He pleaded with the Board to listen to the public by voting against the fare hike.

Ann Vardeman, Program Director for New Jersey Citizen Action, said they have 60,000 members. She asked the Board to vote against the fare and service proposal. Ms. Vardeman said it was a tax increase on public transit. She said it needs to be seen in relation to other financial burdens placed on low and middle income residents such as cuts to the Earned Income Tax Credit, property tax rebates and increased school fees, which all amount to shifting costs onto struggling families to balance a budget that rewards millionaires and giant corporations. Ms. Vardeman asked the Board to choose the people of New Jersey over the giant corporations and vote no on the fare and service proposal.

Advisory Committee Report

Suzanne Mack, on behalf of the North and South Jersey Committees, provided the Advisory Committee Report. She said Anna Maria Gonnella-Rosato, the Chairperson of the South Jersey Advisory Committee, asked her to cover a few items about her committee's concerns. Ms. Gonnella-Rosato wants the Board to know the fare increases do not help encourage transit use when it is more convenient to ride by automobile. The South Jersey Committee believes it is unfair the budget gap falls on workers who are fueling the economy. South Jersey has limited transit service and they strongly feel service cuts in South Jersey are disingenuous to their riders, causing a disparate impact in South Jersey. They are disappointed in the process of not being able to seek more state and federal money to fill the budget gap and instead putting the burden on the riders.

Ms. Mack said she has been there for 37 years and doesn't know if anyone has attended more Board meetings. She said Chairman Fox returned to New Jersey to try to help New Jersey fix the situation. Ms. Mack said this process has shown he has a lot of supporters now to help the Board look for a funding solution.

Ms. Mack said NJ TRANSIT staff reached out to the Advisory Committee and the original proposal was more draconian than now. She said at the beginning the budget gap was such that the original proposal was for double-digit increases, which the Committees thought would be unbearable. Ms. Mack said one of the biggest problems she has is that the final proposal suggested is as proposed and has no change. She said she read every one of the fare hearing statements and after all the comments and suggestions it seems disingenuous to not have a single change to the proposal.

Ms. Mack said the economy is trying to come back. She knows the Board must pass a balanced budget. Ms. Mack would prefer if the budget required there be no service cuts until a funding source is found. She said the service cuts savings were minimal in comparison to

the billion dollar budget and suggested putting back the service cuts is one compromise the Board should consider.

Ms. Mack believes there must be a solution to the problem and said they live in an area with the best and brightest economic resources. She suggested considering an accompanying resolution, calling on the Governor and President to come up with a stable source of funding.

Ms. Mack questioned if this was the 2016 budget, what would change in 2017. She said the system is fractured; the bridges are falling down; fares are going up; ridership is being impacted; and people are not able to get to their jobs. Ms. Mack said none of the Board wants that and only they can call for a commission, or some sort of solution, and suggested using the strength of the people in New Jersey to find a solution.

Board Customer Service Committee Report

Board Member Flora M. Castillo presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service update and a report on the Social Media Dashboard for May.

Board Administration Committee Report

Board Member Myron P. Shevell presented the report for the Administration Committee. The Administration Committee discussed the board items: Fare and Service Adjustments, Operating Budget, Capital Program, Grant Programs, and Access Link Contracted Service. The Committee was also provided a Financial Update for April, which included an analysis of ridership trends.

Board Capital Planning, Policy and Privatization Committee Report

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items: Fare and Service Adjustments, Operating Budget, Capital Program, Cameras for Locomotives and Cab Cars, Purchase of Cruiser Buses, and Undergrade Railroad Bridges.

Action Items:

1507-21: FARE AND SERVICE ADJUSTMENTS AUTHORIZATION

Executive Director Hakim provided a PowerPoint fare and service adjustments presentation and presented Action Item #1507-21 for approval.

Executive Director Hakim recommended approval of Item #1507-21, Fare and Service Adjustments Authorization. Approval was requested to take all actions necessary to implement the proposed changes to the fares and service levels set forth in this item and related exhibits.

Vice Chairman Bruce M. Meisel moved the resolution, with the assumption there would be discussion, and Board Member Myron P. Shevell seconded it.

Board Member Greaves thanked everyone for being there and said it was very interesting listening to all the comments. He encouraged the public speakers to keep attending the meetings and providing these comments. Board Member Greaves said mass transit is vital to the economy and good for the environment. He said he does not believe the proposal is "the way to go." Board Member Greaves recognized the members of "Fight the Hike" and the Amalgamated Transit Union, the AFL-CIO, working families, and all the other groups present for all of their efforts and hard work. He recognized Suzanne Mack's idea for sending a resolution to the Governor, said he would be the first to sign the letter, and encouraged all Board members to sign that same letter and encourage the Governor and Legislature to find a stable funding source for NJ TRANSIT and transportation.

Board Member Greaves said the Governor turned his back on NJ TRANSIT, riders, workers, and working families. He said it is important for the Board to consider all ideas and suggestions they heard during the past three months. Board Member Greaves thinks there have been some interesting good ideas that can still be taken into consideration before voting and urged the Board to oppose the cuts and fare hikes. He wants to go back to the drawing board to see if there is another way. Board Member Greaves believes if the proposal is approved, the motto will change to "NJ TRANSIT, the most expensive way to go."

Board Member Castillo thanked everyone for taking the time to share his or her concerns and comments at the Board meetings and the fare hearings and information sessions. Board Member Castillo said she read the transcripts, intensively reviewed the equity analysis, and heard firsthand the challenges the fare and service proposal presents to NJ TRANSIT's customers, especially the senior citizens, low-income and disabled customers. She spent a lot of time with the Chief Financial Officer and Executive Director looking at internal cost reductions strategies, and is satisfied that they thoroughly explored and implemented everything within their reach to fill the budget gap necessary to balance their budget.

Board Member Castillo said she would be voting yes for the proposal but asked the Executive Director to look at what transit systems across the country are doing regarding having a dedicated predictable fare policy that NJ TRANSIT customers can expect, with a special focus on low income, senior citizens, and disabled customers. She also asked that NJ TRANSIT continue to seek opportunities to provide more value to customers. Board Member Castillo said this was a theme she heard throughout the hearings she attended, and in reading the transcripts.

Board Member Castillo said while the team did a great job maximizing the outreach to obtain input on the proposal, she would like a more aggressive approach in the future to strengthen the outreach to hear from customers at the grassroots level.

Board Member Finkle said it was a difficult decision they were faced with that day and they have given it the necessary weight, time and consideration for a decision of that impact. They listened to the advocates and customers, considered the alternatives suggested, read through all the documents provided, and all gave it as much time as possible to make sure they are making the proper decision. Board Member Finkle said their primary goal is to provide reliable and safe service to NJ TRANSIT's customers and in order to do that, they need to balance the budget. He said in order to balance the budget to provide service, he recognized the need for a fare increase.

Board Member Finkle said it was not an easy decision, taking into consideration the impact it has on NJ TRANSIT's customers. He said they listen to the advocates and respect their opinions. In the end, their primary concern is providing safe and reliable service to the public and in order to do that, they must have a realistic and balanced budget, and the fare increase and service cuts provide the budget necessary to continue that service.

Vice Chairman Meisel said the Board has limited options and balanced difficult decisions. In the absence of implementing these recommendations, Executive Director Hakim said the alternative would need to include dramatic service cuts, which would necessarily include layoffs, to close the \$56 million gap. In response to a follow-up question by Board Member Greaves, Hakim noted that the proposed service cuts do not include layoffs.

Vice Chairman Meisel noted that unlike other transit systems with predictable and dedicated funding sources, NJ TRANSIT must annually address these difficult budget challenges. He said the role of the Board is to act in the best interest of NJ TRANSIT and its riders. Vice Chairman Meisel noted the Board members are not compensated and are not raising fares to make more money to distribute to shareholders, but rather NJ TRANSIT is a public entity, and the budget is for the sole purpose of continuing its operations.

Vice Chairman Meisel noted NJ TRANSIT is geographically the largest transit organization in the country, provides an amazing level of service, and people rely heavily on it for the economy. He recognized the economic contribution made to New Jersey by its robust transit system and the need to maintain it adequately.

Vice Chairman Meisel went on to note that the Board Members had received boxes of transcripts and reviewed them, and spent a lot of time thinking about the proposal so as to be prepared to vote based on their assessment of NJ TRANSIT and its customers' best interests.

Vice Chairman Meisel noted the extraordinary job of NJ TRANSIT’s management and employees. He acknowledged the commitment of the Executive Director, the Chief Financial Officer, and the rest of the senior leadership team, noting that they worked diligently to fulfill NJ TRANSIT’s mission on a daily basis.

Chairman Fox thanked everyone for attending the meetings over the many months the fare and service proposal was being considered. He noted it is not often he gets to be in the room and talk with transportation advocates. Chairman Fox said every single day he goes out and talks to people regarding the need for transportation and the need to renew the Transportation Trust Fund.

Chairman Fox said it is true that investment in transportation is a crisis that requires immediate and ongoing attention. He said the lack of investment in transportation has been over the last several decades, and noted that the Transportation Trust Fund is vital for fixing bridges, roads, and investments in mass transit and that we must all recognize the need for action.

Chairman Fox said he would vote yes for this recommendation because he would not vote for a budget that significantly reduces service and lays off people. He said they need money to provide the service and right now fares are unfortunately the only way to raise revenue. He finds it interesting when elected officials, business leaders, or community leaders do not want a fare increase, service cuts, or a Transportation Trust Fund renewal increase. Chairman Fox said he would continue to fight every day because mass transit is too important.

Vice Chairman Meisel noted that on a regional level, they have incredible limitations because a lot of NJ TRANSIT runs on the Northeast Corridor. He noted there were a lot of comments about delays, but there are operational constraints using Amtrak’s Northeast Corridor. Vice Chairman Meisel noted the Northeast Corridor, Amtrak, and Trans-Hudson tunnel constraints are issues for our customers, and require a regional commitment to address.

Since there was no further discussion, Acting Board Secretary Zuczek took a roll call vote and the resolution for Item #1507-21, Fare and Service Adjustments Authorization, was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrella	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-22: FISCAL YEAR 2016 OPERATING BUDGET

Executive Director Hakim introduced Kathleen Sharman, Chief Financial Officer & Treasurer, who provided a PowerPoint operating budget presentation and presented Action Item 1507-22 for approval.

Kathleen Sharman recommended approval of Item #1507-22, Fiscal Year 2016 Operating Budget. Approval was requested to adopt the Fiscal Year 2016 Operating Budget in the amount of \$2.116 billion as detailed in the item and on the attached Exhibits A, B and C.

Approval was also requested to continue to expend funds to meet obligations until the adoption of a Fiscal Year 2017 Operating Budget.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-23: FISCAL YEAR 2016 CAPITAL PROGRAM

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who provided a PowerPoint capital program presentation and presented Action Item #1507-23 for approval.

Steve Santoro recommended approval of Item #1507-23, Fiscal Year 2016 Capital Program. Approval was requested to adopt the Fiscal Year 2016 Capital Program in the amount of \$2.099 billion, as described in the item and to take whatever actions are necessary to seek and secure the funds envisioned by this program.

Approval was requested to transfer funding sources and amounts among programmed projects as circumstances require in compliance with the terms and conditions of the grants and other funding sources and to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

Vice Chairman Meisel noted NJ TRANSIT has smoothed out debt recently and they are not mortgaging their future to take on more debt. They are trying to reverse the debt situation, instead of kicking the can down the road, so the future Board will not be burdened with debt.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member Myron P. Shevell seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-24: NJ TRANSIT FISCAL YEAR 2016 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1507-24 for approval.

Steve Santoro recommended approval of Item #1507-24, NJ TRANSIT Fiscal Year 2016 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Economically Disadvantaged Residents.

NJ TRANSIT administers a variety of Federal and State grant programs for coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents and economically disadvantaged persons. These grant programs are detailed in the agenda and exhibits and assist a variety of private non-profit organizations, counties and various municipalities.

Approval was requested to implement all of the programs for Fiscal Year 2016 as detailed in the agenda item which includes the Senior Citizen and Disabled Resident Transportation Assistance Program for \$18,824,000.

Board Member Flora M. Castillo moved the resolution, Vice Chairman Bruce M. Meisel seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-25: PURCHASE OF 772 45-Foot Cruiser Buses

Executive Director Hakim introduced Dennis Martin, Vice President and General, Bus Operations, who presented Action Item #1507-25 for approval.

Dennis Martin recommended approval of Item #1507-25, Purchase of 772 45-Foot Cruiser Buses. The proposed purchase of cruiser buses will help renew NJ TRANSIT’s bus fleet over a period of seven years, consistent with Bus Operations’ fleet strategy.

Approval was requested to enter into a contract with Motor Coach Industries of Schaumburg, IL for the purchase of 772 45-foot cruiser buses at a cost not to exceed \$394,965,129.75, plus four percent for contingencies.

Board Member Flora M. Castillo moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-26: ACCESS LINK CONTRACTED SERVICE FOR REGION 5 (ESSEX, UNION, SOMERSET, MORRIS, AND PARTS OF HUDSON COUNTIES)

Executive Director Hakim introduced John Squitieri, Chief, Light Rail and Contract Services, who presented Action Item #1507-26 for approval.

John Squitieri recommended approval of Item #1507-26, Access Link Contracted Service for Region 5 (Essex, Union, Somerset, Morris, and Parts of Hudson Counties).

NJ TRANSIT’s current contract for Access Link paratransit service in Region 5 (Essex, Union, Somerset, Morris and parts of Hudson Counties, in New Jersey) will expire on April 9, 2016.

Approval was requested to enter into a contract with First Transit of Cincinnati, Ohio, to provide ADA paratransit service in Region 5, Essex, Union, Somerset, Morris and parts of Hudson Counties, for a base contract for the period from April 10, 2016 to June 30, 2019 at a cost not to exceed \$74,833,002.00, plus five percent for contingencies, and two (2) two-year options through April 9, 2023 for a total contract cost not to exceed \$192,967,801.00, plus five percent for contingencies.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-27: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS

Executive Director Hakim introduced Robert Lavell, Vice President and General Manager, Rail Operations, who presented Action Item #1507-27 for approval.

Robert Lavell recommended approval of Item #1507-27, Undergrade Railroad Bridges: Engineering Services to Perform In-Depth Inspections, Evaluations and Ratings.

NJ TRANSIT is responsible for maintaining a total of 659 undergrade bridges, of which 572 bridges are in active service carrying trains over roadways, waterways, and other features.

Approval was requested to enter into three separate contracts with WSP USA Corporation of Hamilton, New Jersey; Dewberry Engineers Incorporated of Bloomfield, New Jersey; and Hardesty & Hanover, LLC of West Trenton, New Jersey to perform in-depth structural inspections, evaluations, and load ratings of 144 undergrade bridges, for a total cost of \$2,739,722.00, plus five percent for contingencies.

Board Member Flora M. Castillo moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrella	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-28: INWARD AND OUTWARD FACING CAMERAS FOR LOCOMOTIVES AND CAB CARS

Executive Director Hakim introduced Robert Lavell, Vice President and General Manager, Rail Operations, who presented Action Item #1507-28 for approval.

Robert Lavell recommended approval of Item #1507-28, Inward and Outward Facing Cameras for Locomotives and Cab Cars.

NJ TRANSIT operates 704 trains daily transporting more than 300,000 customers each weekday. The safety of both customers and the employees who operate these trains are the highest priority. NJ TRANSIT previously installed outward facing cameras and video recorders on dual power locomotives, ALP-46A electric locomotives and multilevel cab cars. These camera systems have proved useful in a number of post-incident investigations.

Approval was requested to enter into a sole source procurement-by-exception with Apollo Video Technology of Bothell, WA to purchase outward and inward facing cameras, video recorders and related support equipment for installation by NJ TRANSIT’s employee workforce on locomotives, cab cars and Arrow III rail cars in an amount not to exceed \$7,000,000.00, plus five percent for contingencies.

Board Member Myron P. Shevell moved the resolution, Board Member Flora M. Castillo seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecce	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1507-29: REGULATIONS: RULE-MAKING PROCESS PROPOSED READOPTION WITH AMENDMENTS – N.J.A.C. 16:86 ADVERTISING STANDARDS

Item #1507-29, Regulations: Rule-making Process Proposed Readoption with Amendments – N.J.A.C. 16:86 Advertising Standards, was not considered at this Board Meeting.

Executive Session Authorization

At approximately 11:17 a.m., Chairman Fox requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, collective bargaining 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 Darling Opoku.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member Myron P. Shevell seconded it and it was unanimously adopted.

Acting Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. Chairman Fox, Vice Chairman Meisel, Board Members Spinello, Petrecce, Shevell, Finkle, and Castillo returned to open session at approximately 11:42 a.m. Board Member Greaves was absent for this portion of the meeting.

1507-30: PERSONAL INJURY CLAIM OF DARLING OPOKU

Executive Director Hakim introduced Kathleen Sharman, Chief Financial Officer & Treasurer, who presented Action Item #1507-30 for approval.

Kathleen Sharman recommended approval of Item #1507-30, Personal Injury Claim of Darling Opoku. Authorization is requested to settle the claim of Darling Opoku, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member Myron P. Shevell moved the resolution, Board Member Flora M. Castillo seconded it and it was unanimously adopted.

Roll Call Vote:

Fox	Meisel	Spinello	Petrecca	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

Adjournment

Since there were no further comments or business, Chairman Fox called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Myron P. Shevell and unanimously adopted. The meeting was adjourned at approximately 11:43 a.m.

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

JULY 15, 2015

MINUTES

PAGE

➤	SAFETY ANNOUNCEMENT	-
➤	CALL TO ORDER	-
➤	PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	47953
➤	PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤	ADVISORY COMMITTEE REPORT	-
➤	SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT DUE DECEMBER 2015)	-
➤	BOARD COMMITTEE REPORTS	-
	*Customer Service Committee	
	*Administration Committee	
	*Capital Planning, Policy and Privatization Committee	

ACTION ITEMS

1507-21	PRESENTATION AND ITEM: FARE AND SERVICE ADJUSTMENTS AUTHORIZATION	47978
	Authorization to take all actions necessary to implement the proposed changes to the fares and service levels set forth in this item and related exhibits.	
1507-22	PRESENTATION AND ITEM: FISCAL YEAR 2016 OPERATING BUDGET	48053
	Authorization to adopt the Fiscal Year 2016 Operating Budget in the amount of \$2.116 billion as detailed in the item and on the attached Exhibits A, B and C.	
	Authorization to continue to expend funds to meet obligations until the adoption of a Fiscal Year 2017 Operating Budget.	

NEW JERSEY TRANSIT CORPORATION
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
JULY 15, 2015
MINUTES
PAGE 2

1507-23 PRESENTATION AND ITEM: FISCAL YEAR 2016 CAPITAL PROGRAM 48070

Authorization to adopt the Fiscal Year 2016 Capital Program in the amount of \$2.099 billion, as described.

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

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

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

1507-24 NJ TRANSIT FISCAL YEAR 2016 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS 48093

Authorization to execute all appropriate contracts and agreements to implement the following programs, subject to the availability of funds:

- FY2016 Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP), as set forth in Exhibit B, for a total program amount of **\$18,824,000** funded by the Casino Revenue Tax.
- FY2016 FTA Section 5311 Rural and Small Urban Areas Program for Counties, as set forth in Exhibit C, for a total program amount of **\$5,131,126**, which includes **\$3,493,454** in Federal funds and **\$1,637,672**, as the NJ TRANSIT share of local match.
- FY2016 FTA Section 5311 Rural Intercity Bus Transportation Program at a cost not to exceed **\$568,624**.
- FY2016 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to **\$137,922** in Federal funds to supplement the New Jersey Community Transportation Training Program at no cost to NJ TRANSIT.
- FY2016 FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program at a cost not to exceed **\$8,200,000**, which includes **\$7,200,000** in Federal funds and **\$1,000,000**, as the NJ TRANSIT share of local match on vehicle purchases.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
JULY 15, 2015
MINUTES
PAGE 3

- FY2016 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program at a cost not to exceed **\$5,000,000**, which includes **\$4,000,000**, in NJ TRANSIT operating funds, and **\$1,000,000** in funds from the New Jersey Department of Human Services. Local providers match these funds on a 50/50 basis.
- Any specially-dedicated Congressional appropriations, FTA Section 5307, FTA Section 5309 and CMAQ local projects including funds which will be flexed into ongoing FTA programs under the FY2016 budget at a cost not to exceed **\$5,227,000**. This includes a small amount of NJ TRANSIT operating funds for one locally-operated shuttle.

1507-25 PURCHASE OF 772 45-FOOT CRUISER BUSES 48107

Authorization to enter into NJ TRANSIT Contract No. 15-007 with Motor Coach Industries of Schaumburg, IL, for the purchase of 772 45-foot cruiser buses at a cost not to exceed \$394,965,129.75, plus four percent for contingencies.

1507-26 ACCESS LINK CONTRACTED SERVICE FOR REGION 5 (ESSEX, UNION, SOMERSET, MORRIS AND PARTS OF HUDSON COUNTIES) 48113

Authorization to enter into NJ TRANSIT Contract No. 15-023 with First Transit of Cincinnati, Ohio, to provide ADA paratransit service in Region 5, Essex, Union, Somerset, Morris and parts of Hudson Counties, for a base contract for the period from April 10, 2016 to June 30, 2019 at a cost not to exceed \$74,833,002.00, plus five percent for contingencies, subject to the approval of future operating budgets and the availability of funds, and two (2) two-year options through April 9, 2023 for a total contract cost not to exceed \$192,967,801.00, plus five percent for contingencies, subject to the approval of future operating budgets and availability of funds.

1507-27 UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS 48120

Authorization to enter into three separate contracts with WSP USA Corporation of Hamilton, New Jersey (14-051D); Dewberry Engineers Incorporated of Bloomfield, New Jersey (14-051E); and Hardesty & Hanover, LLC of West Trenton, New Jersey (14-051F) to perform in-depth structural inspections, evaluations, and load ratings of 144 undergrade bridges, at costs not to exceed \$958,815, \$781,222 and \$999,685 respectively, for a total cost of \$2,739,722, plus five percent for contingencies, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
JULY 15, 2015
MINUTES
PAGE 4

1507-28 INWARD AND OUTWARD FACING CAMERAS FOR LOCOMOTIVES AND CAB CARS 48125

Authorization to enter into a sole source procurement by exception with Apollo Video Technology of Bothell, WA to purchase outward and inward facing cameras, video recorders and related support equipment for installation by NJ TRANSIT's employee workforce on locomotives, cab cars and Arrow III rail cars in an amount not to exceed \$7,000,000.00, plus five percent for contingencies, subject to the availability of funds.

1507-29 REGULATIONS: RULE-MAKING PROCESS PROPOSED READOPTION WITH AMENDMENTS TO N.J.A.C. 16:86 ADVERTISING STANDARDS 48129

This item will not be considered at the meeting.

- **EXECUTIVE SESSION AUTHORIZATION:** Discuss personnel matters, contract negotiations, collective bargaining 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 Darling Opoku. **48130**

1507-30 PERSONAL INJURY CLAIM OF DARLING OPOKU 48131

Authorization to settle the claim of Darling Opoku through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

➤ **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 June 10, 2015 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on June 15, 2015;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the June 10, 2015 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.

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Jamie Fox, Board Chairman
Veronique Hakim, Executive Director



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

TO: BOARD OF DIRECTORS
FROM: VERONIQUE "RONNIE" HAKIM 
DATE: JULY 15, 2015
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – JULY 2015

Today, we are seeking the approval of the Board of Directors for the agency's Fiscal Year 2016 (FY 2016) operating budget of \$2.116 billion and a \$2.099 capital program which supports continued investments in infrastructure and equipment to maintain the system in a state of good repair and enhance the overall customer experience.

Approximately 59 percent of the FY 2016 operating budget is dedicated to labor and fringe benefits costs. Other significant expenses include contracted transportation services, fuel and power, and materials, which together comprise approximately 27 percent of the operating plan.

The FY 2016 capital program will build upon NJ TRANSIT's aim toward protecting our assets and recovering from significant weather-related incidents. In addition, funding will be aimed toward Northeast Corridor upgrades as well as improvements to rail stations and rolling stock. Monies will also be directed toward the enhancement of our bus fleet.

The Northeast Corridor (NEC) is the agency's most utilized rail line and is allocated \$61 million in FY 2016 as part of NJ TRANSIT's ten-year, \$1 billion Northeast Corridor investment program. Additional highlights of the program include \$82 million in rail station improvements, \$87 million invested in rail rolling stock improvements and \$40 million toward the purchase of new buses.

In addition, the program is undertaking approximately \$913 million in major capital projects that will help advance NJ TRANSIT's resiliency to storms. Funding is also provided for technology and security upgrades, local programs, and rail, bus and light rail infrastructure improvements.

Finally, we are seeking the adoption of an average 9 percent increase in fares, with no customer paying more than 9.4% after rounding, and modest service changes for rail and bus that reflect a laser-like assessment of individual business lines in order to maximize cost efficiencies and maintain a safe transportation system.

Throughout the past five years, NJ TRANSIT held the line on fare increases while maintaining high quality services and implementing new customer amenities including MyTix, Departurevision, and MyBus Now.

However, costs such as contract services – Access Link, the organization's paratransit service, Hudson-Bergen Light Rail and private carriers – and healthcare and benefits, general liability insurance, workers' compensation and pensions have steadily risen. As a result, NJ TRANSIT was left with a significant budget gap. Although NJ TRANSIT identified more than \$40 million in reductions in overtime, fuel savings, energy and vehicle parts efficiencies, we still faced an approximate \$56 million budget gap for the 2016 fiscal year.

To close the gap, fare and service adjustments are before you for approval following a comprehensive community outreach program where we heard from more than 600 of our customers. Keeping their comments in mind, we put forth the plan before you which will allow us to operate a safe and reliable system state-wide without compromising customer service.

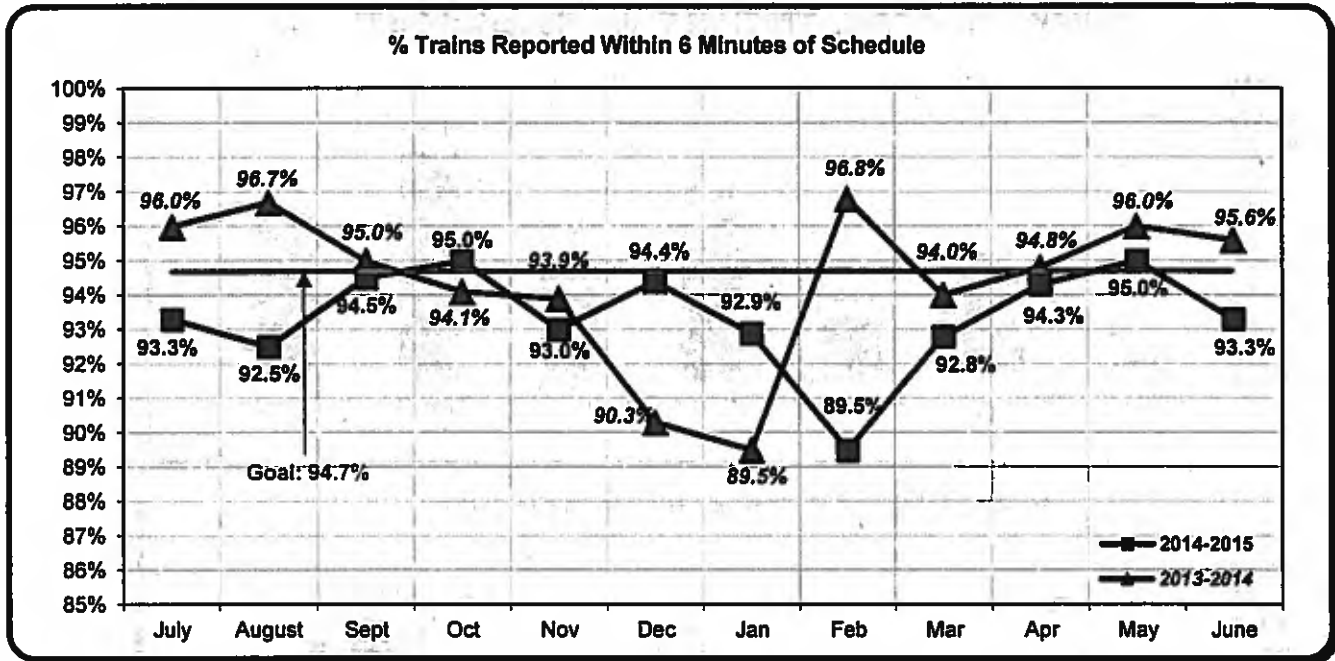
As transit professionals, we owe our customers and stakeholders a good-faith effort to implement a sound plan that has least impact on our riders. After much hard work, I am confident we have done just that.

EXECUTIVE DIRECTOR'S MONTHLY REPORT JULY 2015

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL JULY 2013 - JUNE 2015



	2014	2015	# Change
June Comparison	96.0%	93.3%	-2.7%

	2013-2014	2014-2015	# Change
12-Month Average July-June	94.4%	93.4%	-1.0%

Analysis:

Rail On-Time Performance was 93.3% for June 2015. Of the 18,306 trains scheduled to operate, 17,077 were on time, while 1,229 trains (or 6.7%) were delayed. Key causes included:

- An NJT operational issue, Amtrak weather-related catenary failure, Amtrak switch and signal failures, NJT weather-related signal problems and a trespasser fatality caused 156 delays for a total of 86.0% OTP on June 1.
- An NJT electric locomotive problem, Amtrak operational issue and NJT trackside interference caused 97 delays for a total of 85.2% OTP on June 2.
- A trespasser fatality, Amtrak Portal Bridge opening, and NJT dual mode engine problem caused 72 delays for a total of 85.5% OTP on June 5.

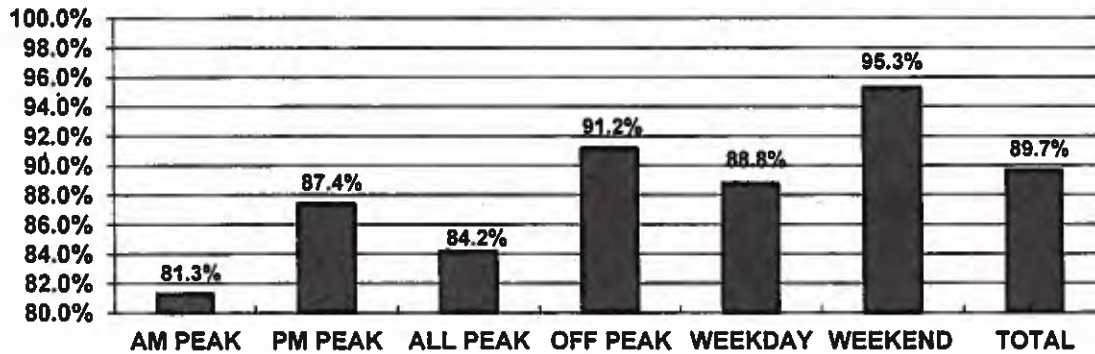
The 12-month average for Rail On-Time Performance for July 2013 - June 2015 was 93.9%.

ON-TIME PERFORMANCE RAIL

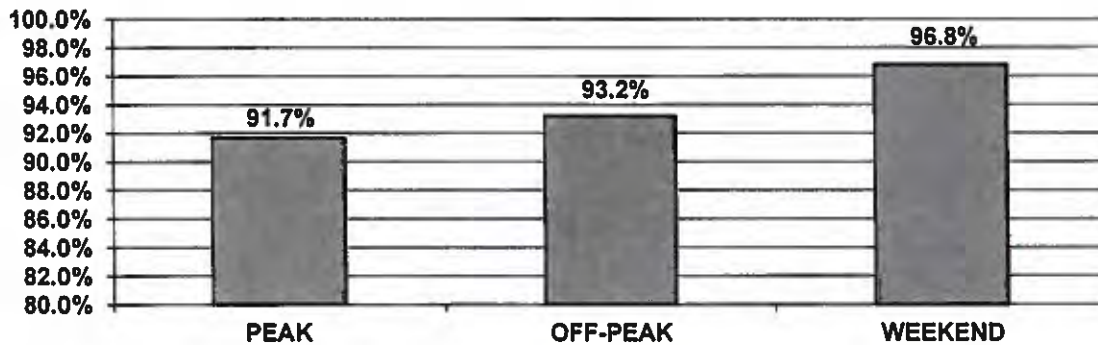
SUMMARY BY TIME PERIOD JUNE 2015

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

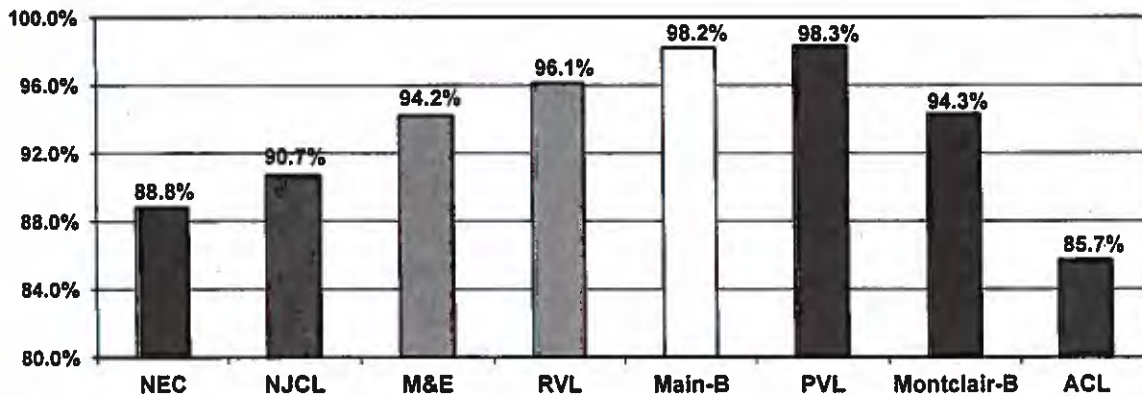
% NEW YORK PENN STATION Trains Reported On Time *



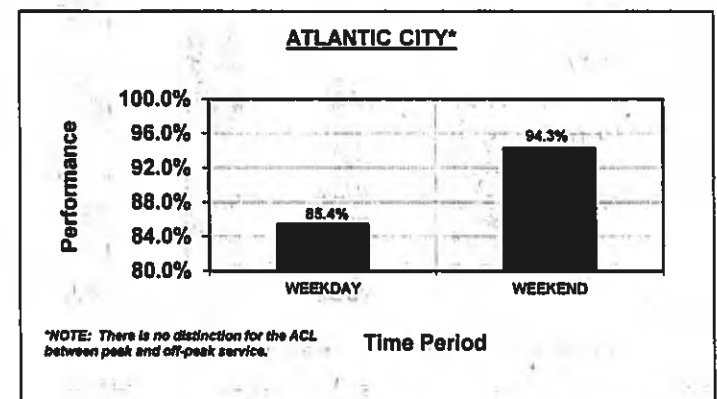
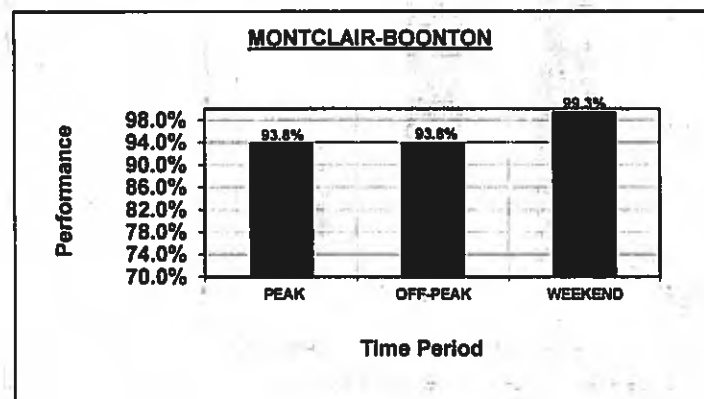
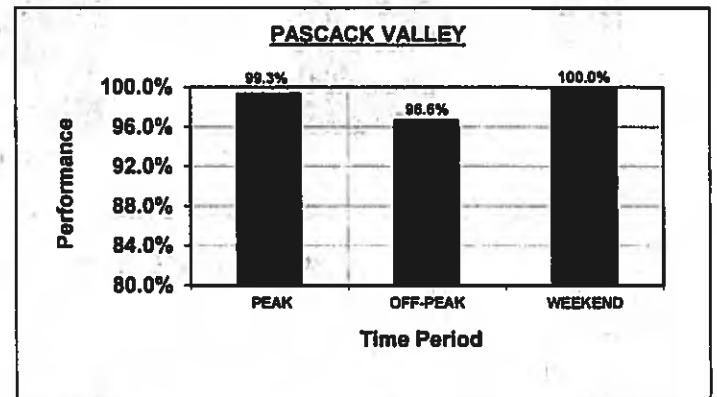
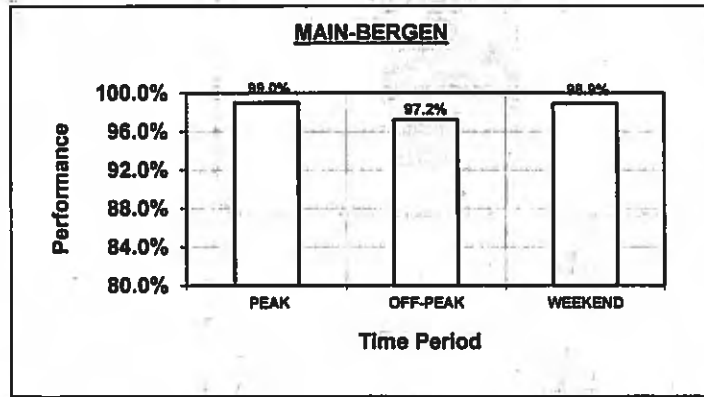
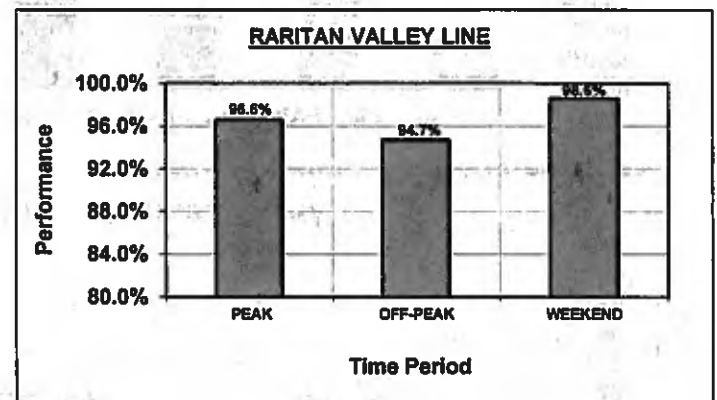
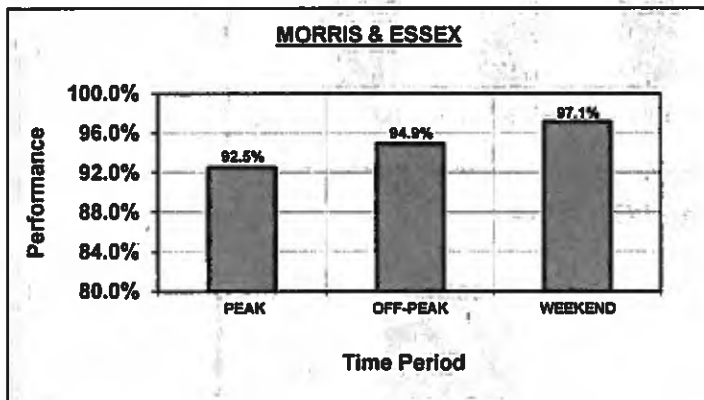
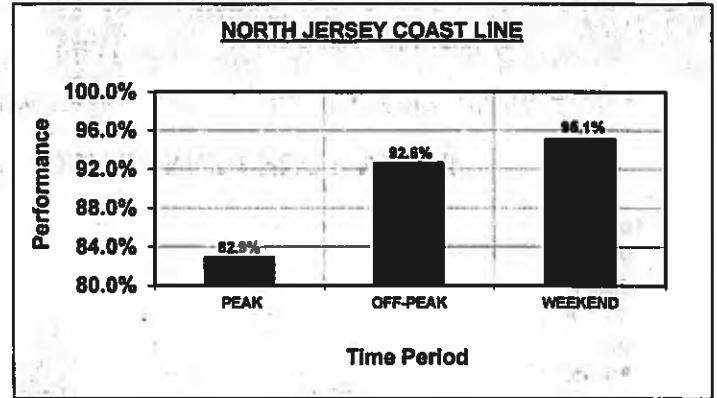
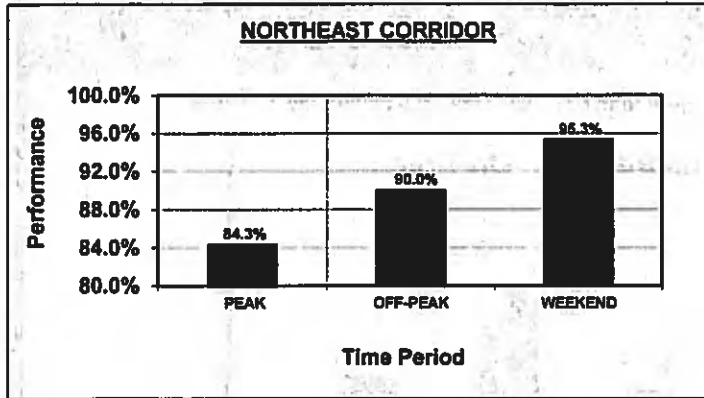
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JUNE 2015



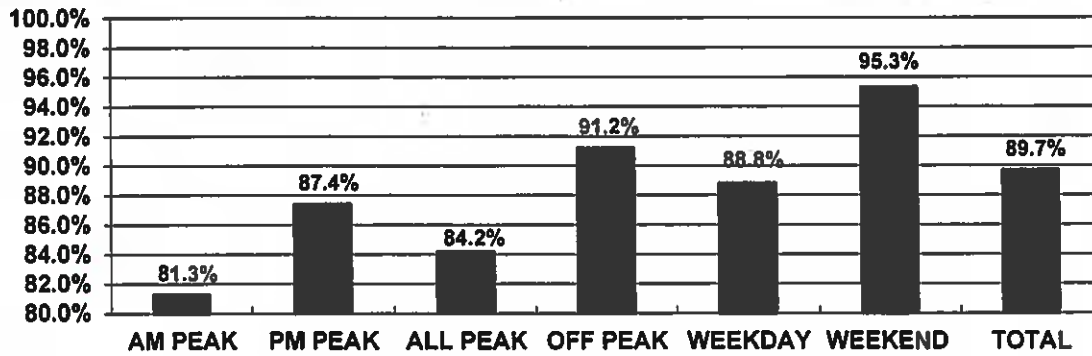
*NOTE: There is no distinction for the ACL between peak and off-peak service.

ON-TIME PERFORMANCE RAIL

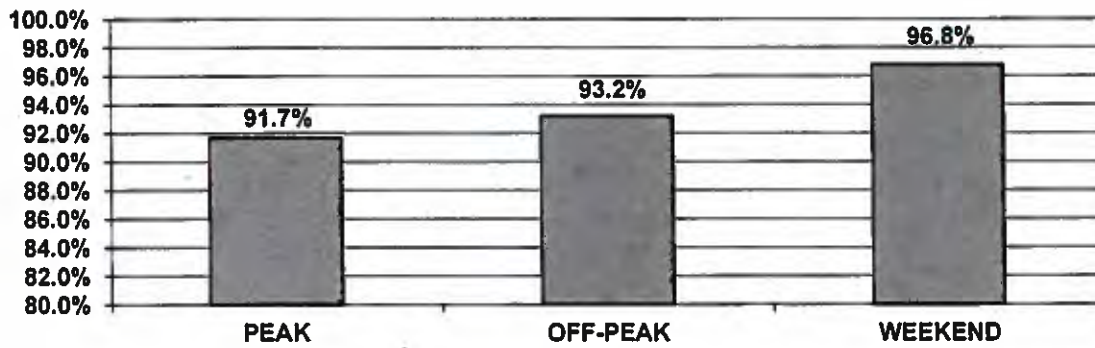
SUMMARY BY TIME PERIOD JUNE 2015

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

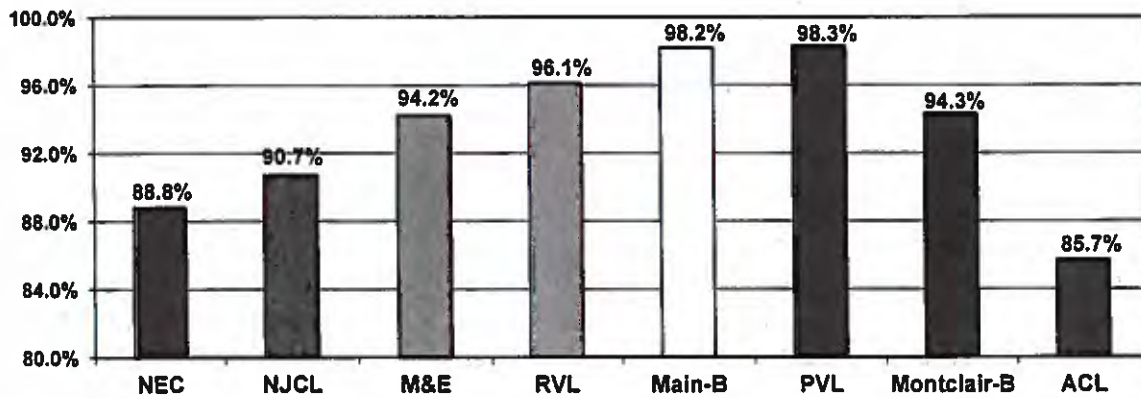
% NEW YORK PENN STATION Trains Reported On Time *



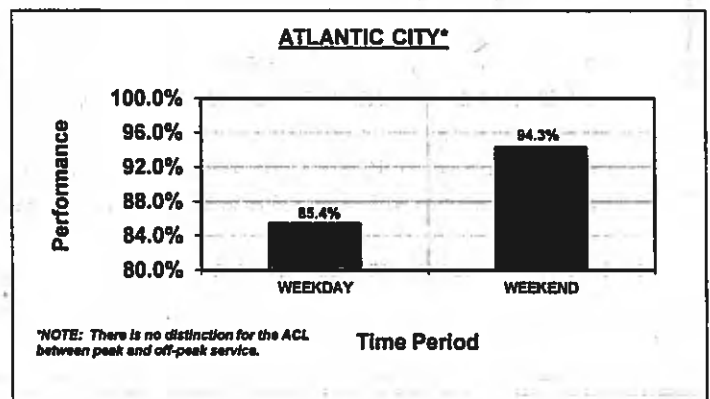
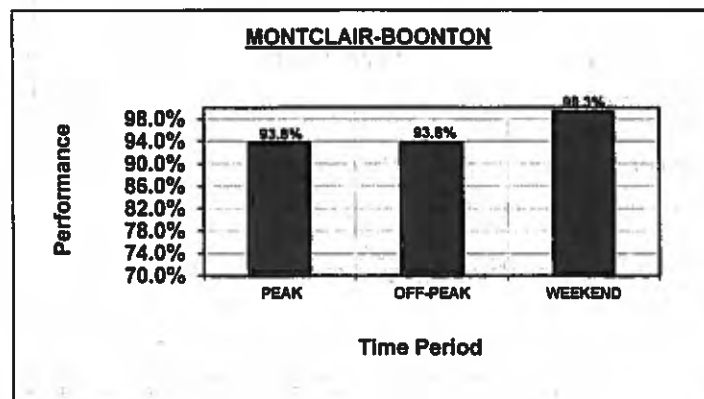
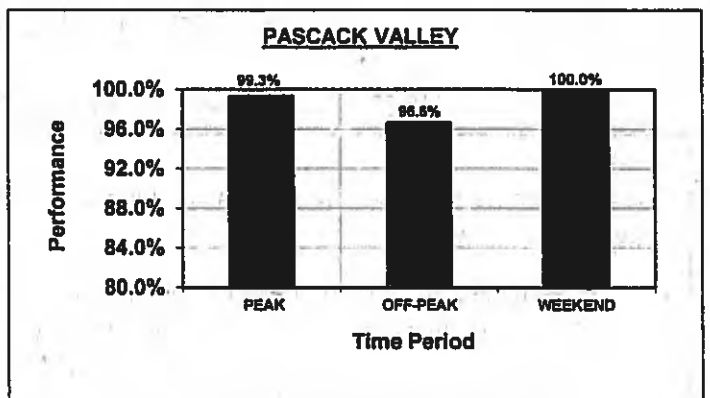
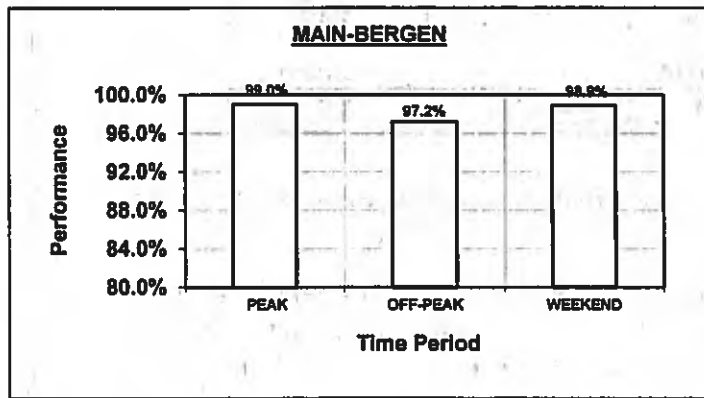
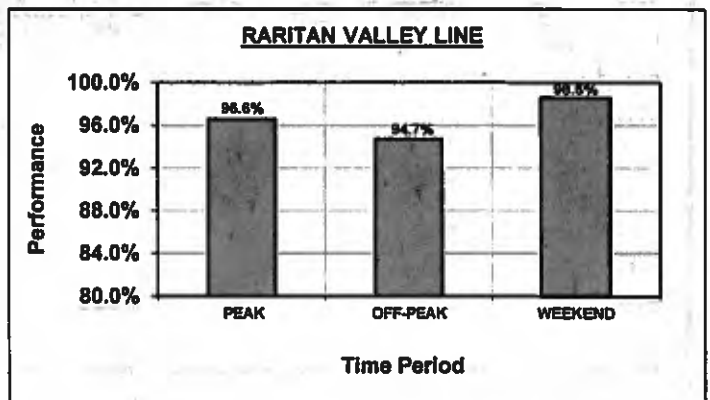
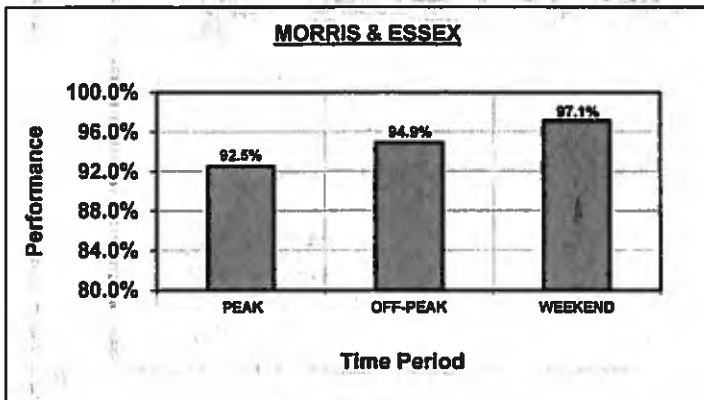
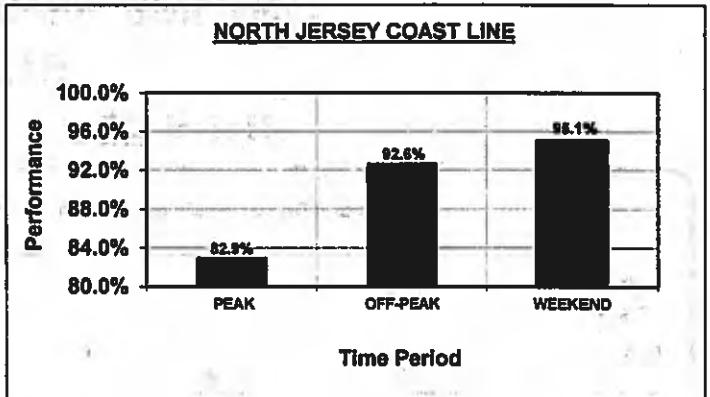
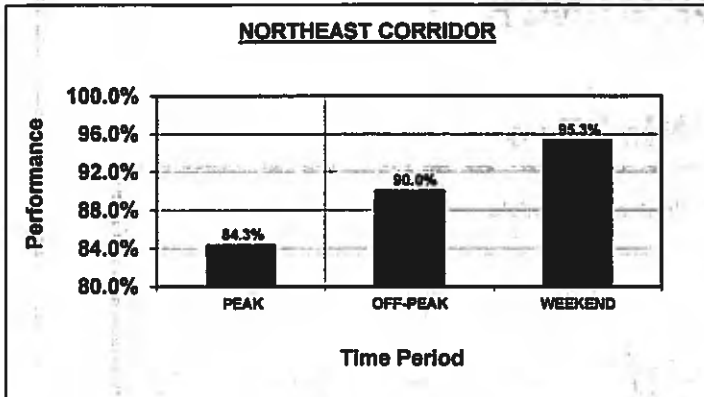
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

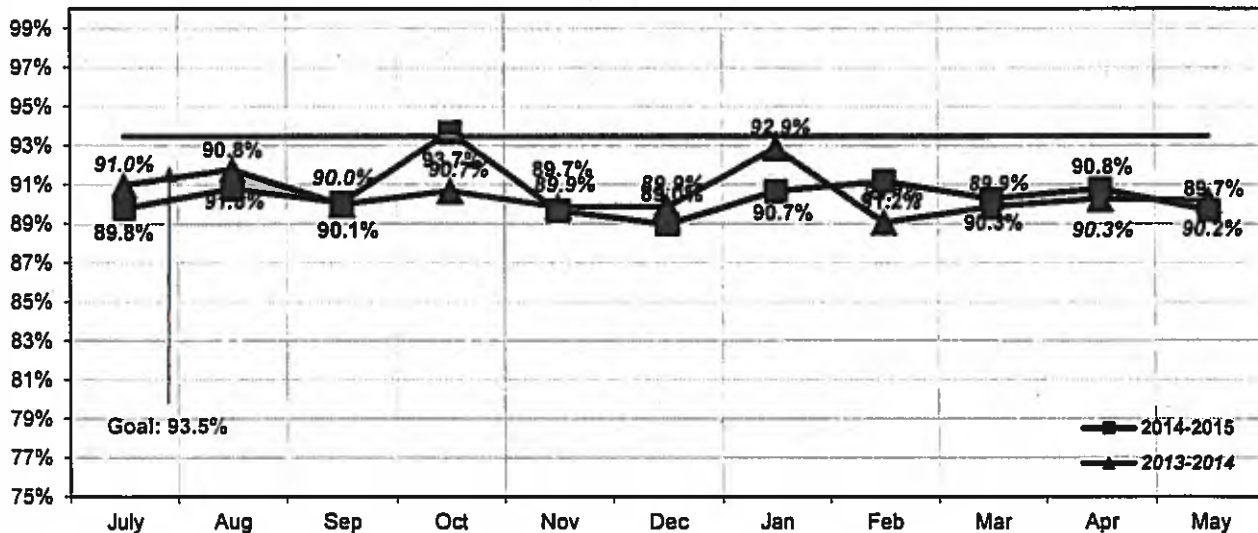


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JUNE 2015



NJ TRANSIT ON-TIME PERFORMANCE BUS JULY 2013 - JUNE 2015

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2014	2015	% Change
June Comparison	90.6%	89.5%	-1.1%

	2013-2014	2014-2015	% Change
12-Month Average July-June	90.5%	90.4%	-0.1%

Analysis:

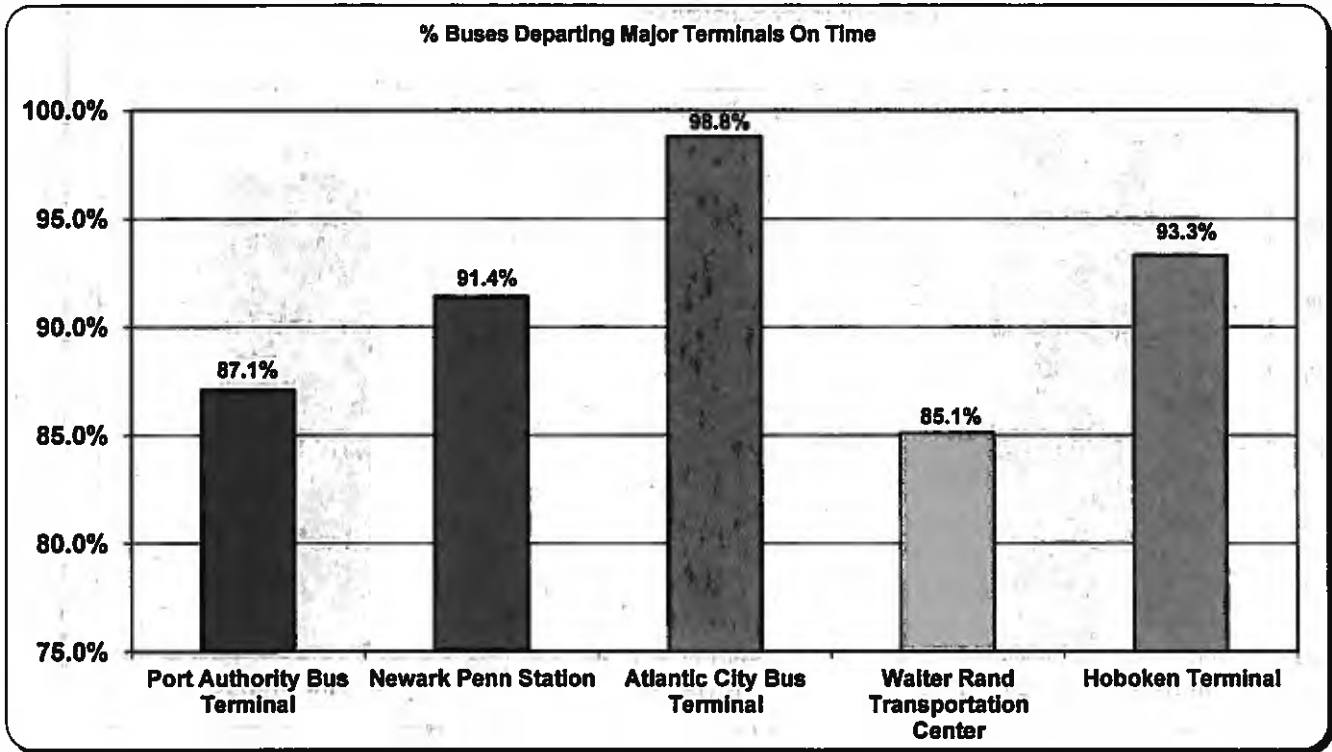
Bus On-Time Performance was 89.5% for June 2015. Of the 47,542 monitored departures, 4,685 (or 10.5%) experienced delays. Key causes included:

- A disabled bus and a pedestrian incident on June 5 caused 30-minute delays; a disabled bus at the Lincoln Tunnel caused delays of up to 2 hours on June 12; two oversized vehicles in the north tube and an overturned truck on the NJ Turnpike's Route 495 exit caused 30-minute delays on June 29 impacting Port Authority Bus Terminal service.
- Inclement weather, demonstrations in Philadelphia and local summer events in South Jersey and Philadelphia impacting Walter Rand Transportation Center service.
- A major power outage, accidents on the Garden State Parkway and the Atlantic City Expressway, traffic congestion caused by local detours affecting Atlantic City Terminal service.

The 12-month average for Bus On-Time Performance for July 2013 - June 2015 was 90.5%.

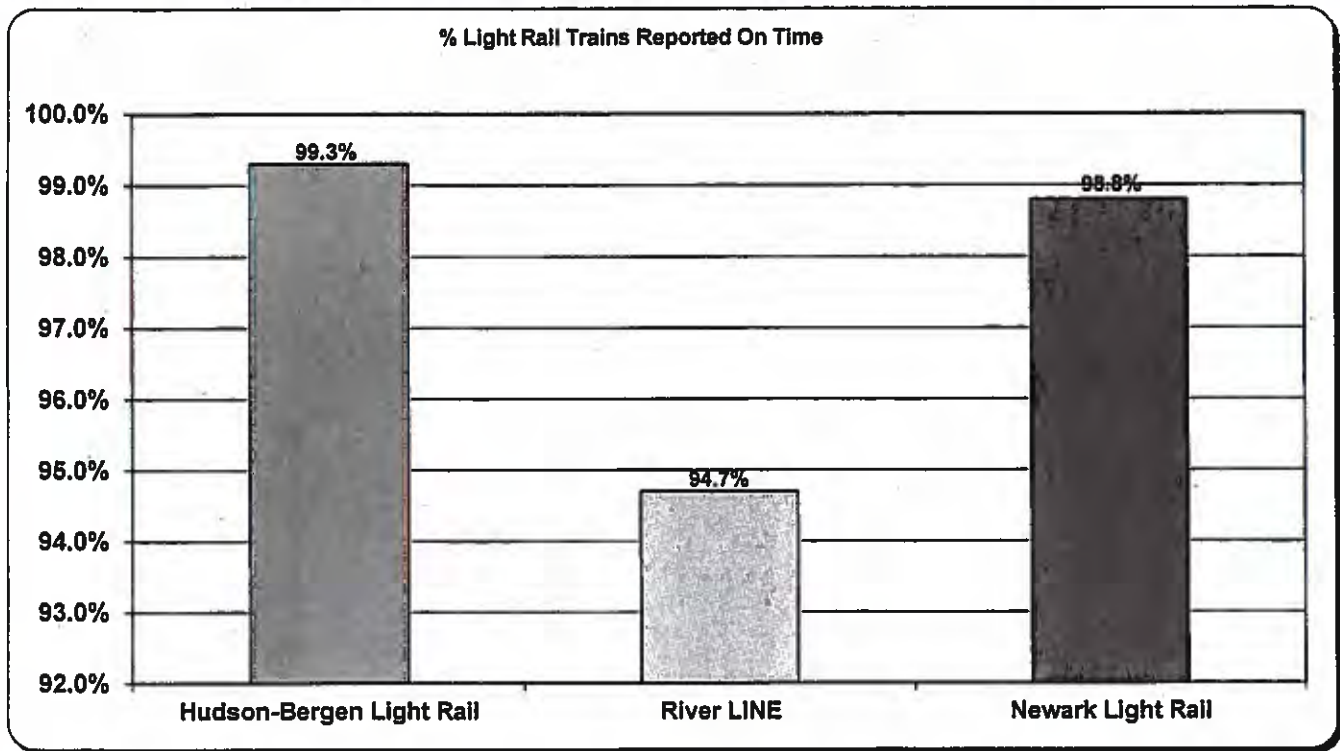
ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JUNE 2015

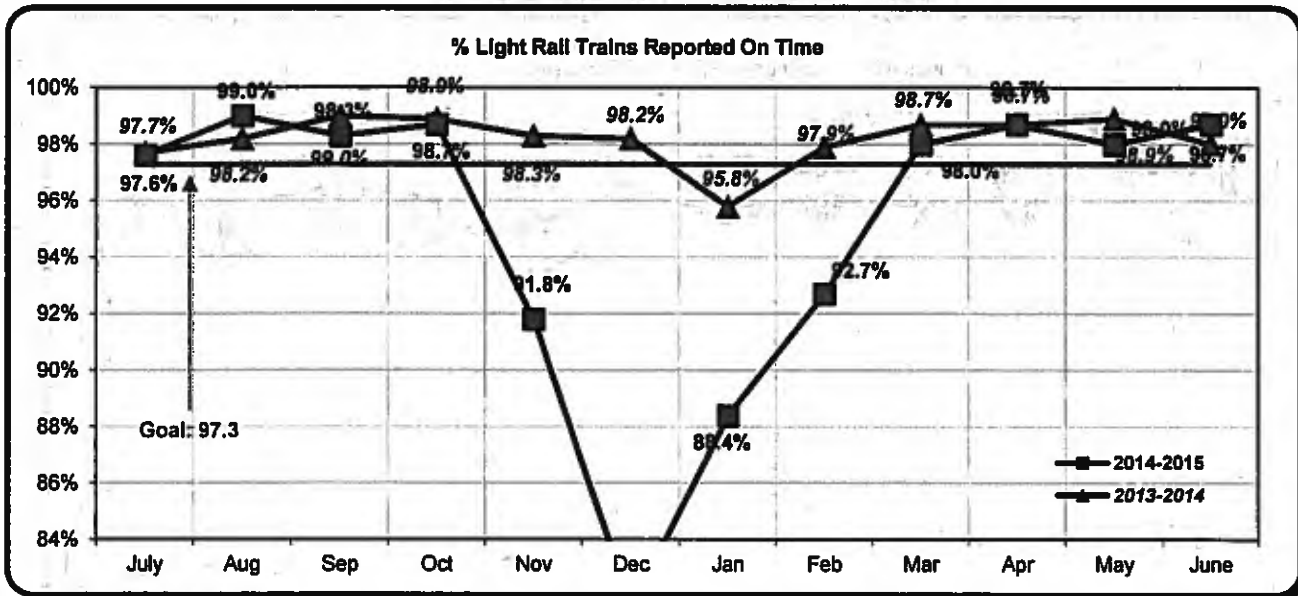


ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE JUNE 2015



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL JULY 2013 - JUNE 2015



	2014	2015	# Change
June Comparison	98.0%	98.7%	0.7%

	2013-2014	2014-2015	# Change
12-Month Average July-June	98.2%	95.1%	-3.1%

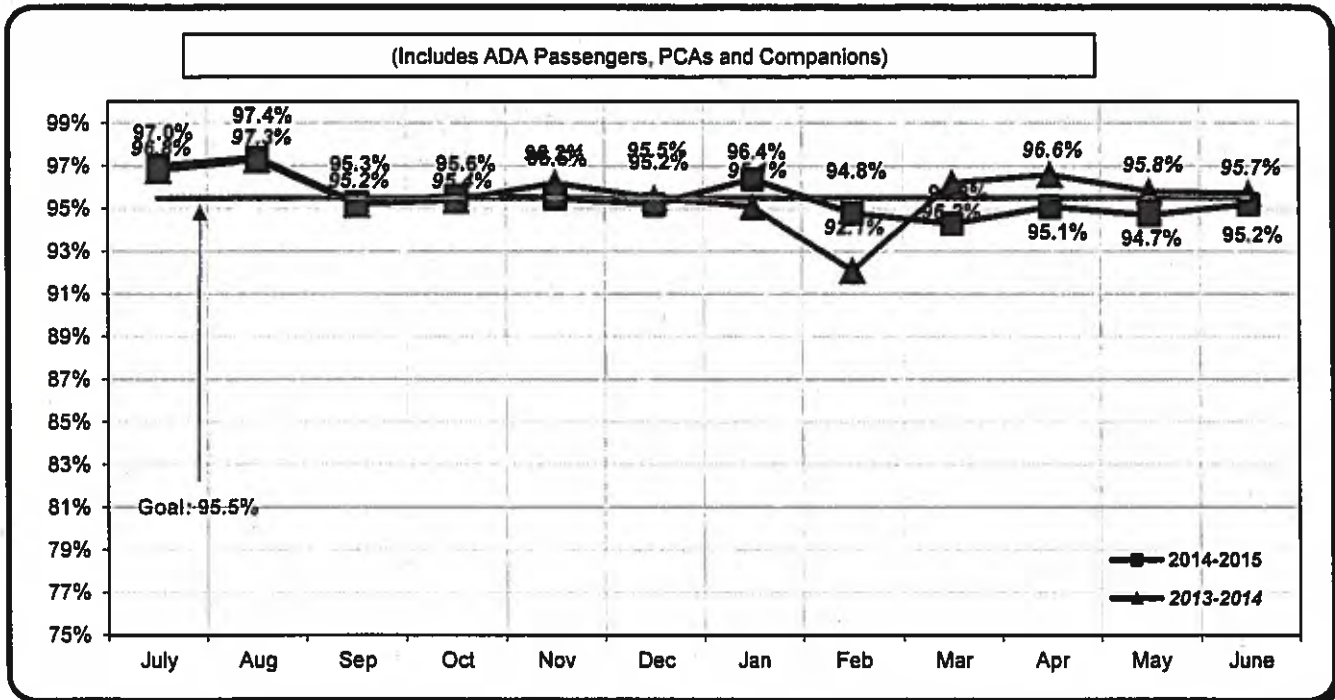
Analysis:

Light Rail On-Time Performance systemwide was 98.7% for the month of June 2015. Of the 26,726 monitored departures, 341 (or 1.3%) experienced delays. Key causes included:

- A vehicle blocking the tracks at Van Vorst Avenue delayed 15 Hudson-Bergen Light Rail trains on June 27.
- Weather-related issues delayed 33 River Line trains on June 1, 23 and 27.
- Power problems on a light rail vehicle delayed 37 Newark Light Rail trains on June 16th.

The 12-month average for Light Rail On-Time Performance for July 2013 - June 2015 was 96.7%.

NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JULY 2013 - JUNE 2015



	2014	2015	% Change
June Comparison	95.7%	95.2%	-0.5%

	2014	2015	Change
June Ridership	111,571	126,327	14,756

	2013-2014	2014-2015	% Change
12-Month Average July-June	95.7%	95.5%	-0.2%

Analysis:

Access Link On-Time Performance was 95.2% for June 2015. Of the 126,327 total trips, 6,001, (or 4.8%) experienced delays.

Key causes include:

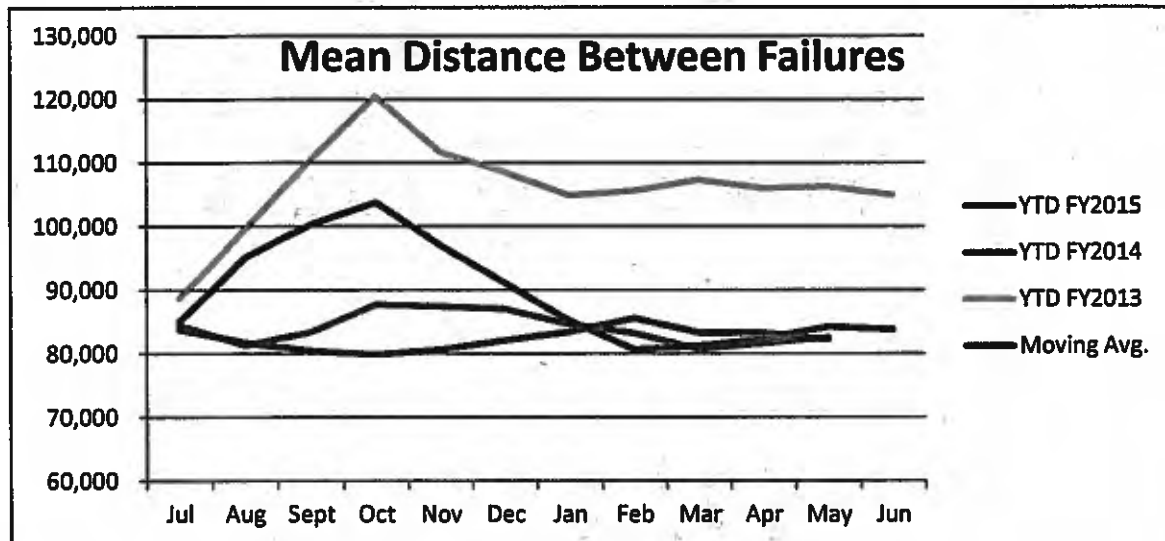
- * Traffic congestion.
- * Road closures / construction.
- * Trip canceled by customers and customer no-shows.

The 12-month average for Access Link On-Time Performance for July 2013 - June 2015 was 95.6%.

MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

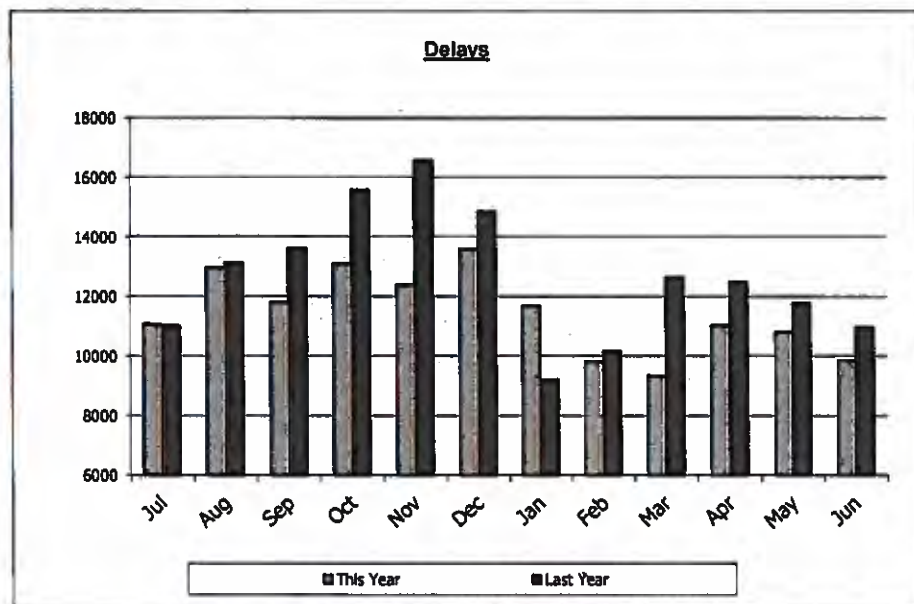
Month	YTD FY2015	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	84,508	85,097	88,735	78,933	83,750
Aug	81,319	95,116	99,585	87,525	81,718
Sept	83,368	100,341	110,530	89,028	80,405
Oct	87,750	103,813	120,591	91,327	79,867
Nov	87,434	97,112	111,758	90,518	80,641
Dec	87,042	91,128	108,579	91,523	82,064
Jan	84,607	85,161	104,917	92,489	83,493
Feb	83,179	80,639	105,580	96,166	85,552
Mar	80,659	81,229	107,335	98,412	83,308
Apr	81,649	82,293	106,048	102,149	83,222
May	82,566	84,237	106,287	102,237	82,285
Jun		83,798	104,975	103,748	-



Garage Performance Parameters

June 2015

Location	Miles Between In-Service Delays			
	FY2015 Goal	This Month	FY2015 YTD	FY2014 YTD
Fairview	7,500	3,957	6,048	7,068
Greenville	10,000	6,043	6,685	8,845
Market Street	12,500	7,522	8,823	13,350
Meadowlands	11,800	5,856	8,374	9,411
Oradell	15,000	9,376	9,696	10,513
Wayne	14,000	8,526	10,887	11,269
Northern Division	-	7,050	8,837	10,261
Big Tree	9,600	6,464	9,150	11,273
Hilton	10,500	9,473	10,420	12,385
Howell	16,750	31,664	21,186	16,911
Ironbound	9,800	9,361	9,817	9,434
Orange	10,200	9,684	11,312	11,568
Morris	10,500	51,017	50,031	50,267
Central Division	-	12,078	12,488	12,380
Egg Harbor	16,000	9,890	14,331	18,728
Hamilton	24,500	40,454	18,756	20,893
Newton Avenue	14,650	16,485	15,058	14,426
Washington Twp.	15,000	12,513	13,249	14,234
Southern Division	-	13,105	14,507	16,248
Bus Operations	-	9,857	11,308	12,310

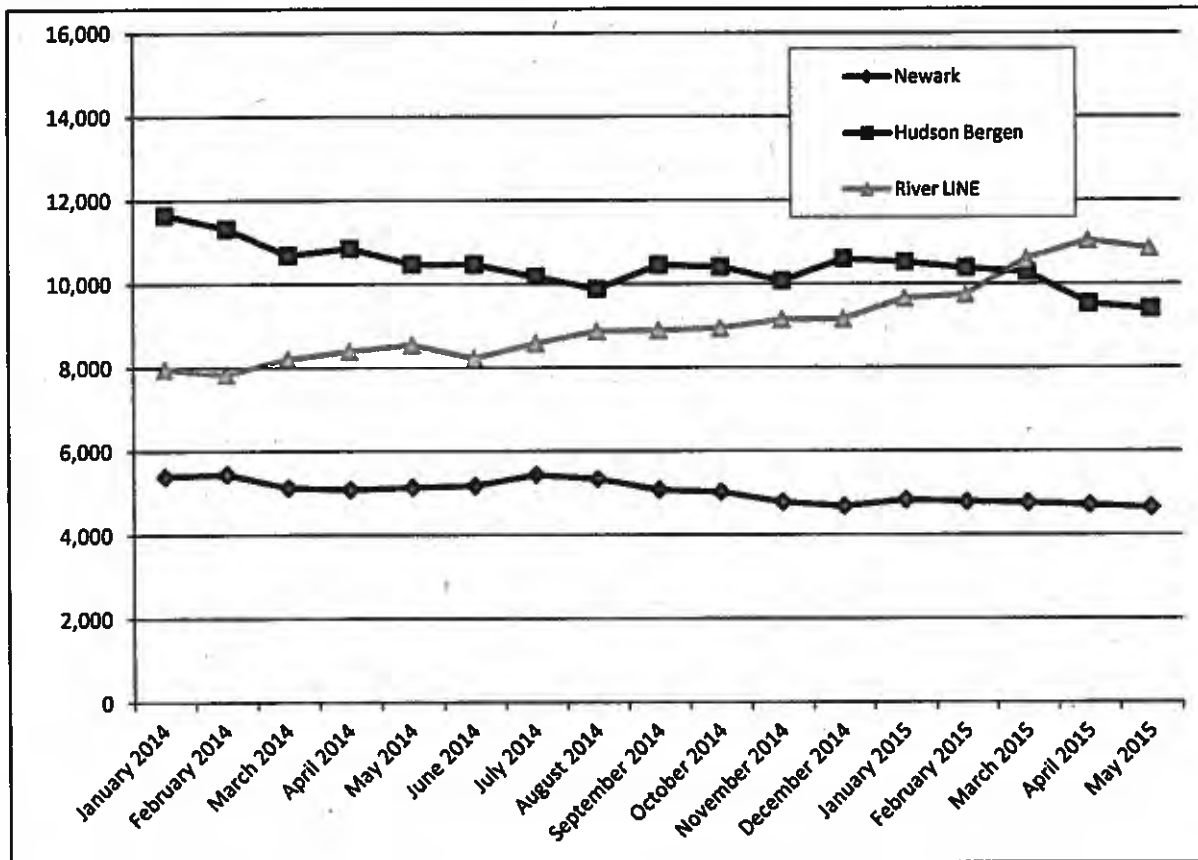


NJ TRANSIT - LIGHT RAIL, May 2015

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	May 2015 (Current Month)	12 Month Moving Average (Mean)
Newark Light Rail	5,770	4,648
Hudson Bergen	8,948	9,396
River LINE	7,095	10,849

MEAN DISTANCE MILES BETWEEN IN-SERVICE DELAYS (DELAYED TRAINS)



Notes: Newark Light Rail's totals are impacted by the short 5 mile alignment distance and single car consists.

DBE/MBE PROGRAM

State Funded Contracts

During the month of June 2015, NJ TRANSIT awarded \$0.00 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$0.00 or 0%.

During the State Fiscal Year 2015 (July 1, 2014 through June 30, 2015) NJ TRANSIT awarded \$42,708,221.89* in state funded contracts. Of that total, SBEs received \$7,410,845.16 or 17.35%.

* Previously awarded \$861,545.00 during the month of May that was not reported in the June ED Report.

SBE Goal Attainment from July 1, 2014 through June 30, 2015 (FY 2015)

Category 1 SBEs received	\$188,131.47	or 0.45%
Category 2 SBEs received	\$772,682.95	or 1.85%
Category 3 SBEs received	\$1,428,343.00	or 3.42%
Category 4 SBEs received	\$2,749,623.74	or 6.59%
Category 5 SBEs received	\$2,102,414.00	or 5.04%
Category 6 SBEs received	\$169,650.00	or 0.41%

FTA Funded Contracts (updated Quarterly – next update will occur at the end of June 2015)

During the 3rd Quarter (April 1, 2015 – June 30, 2015) of Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015), the FTA funded share of NJ TRANSIT's federal contracts awarded was \$0.00. Of that total, Disadvantaged Business Enterprises (DBEs) received \$0.00 or 0%.

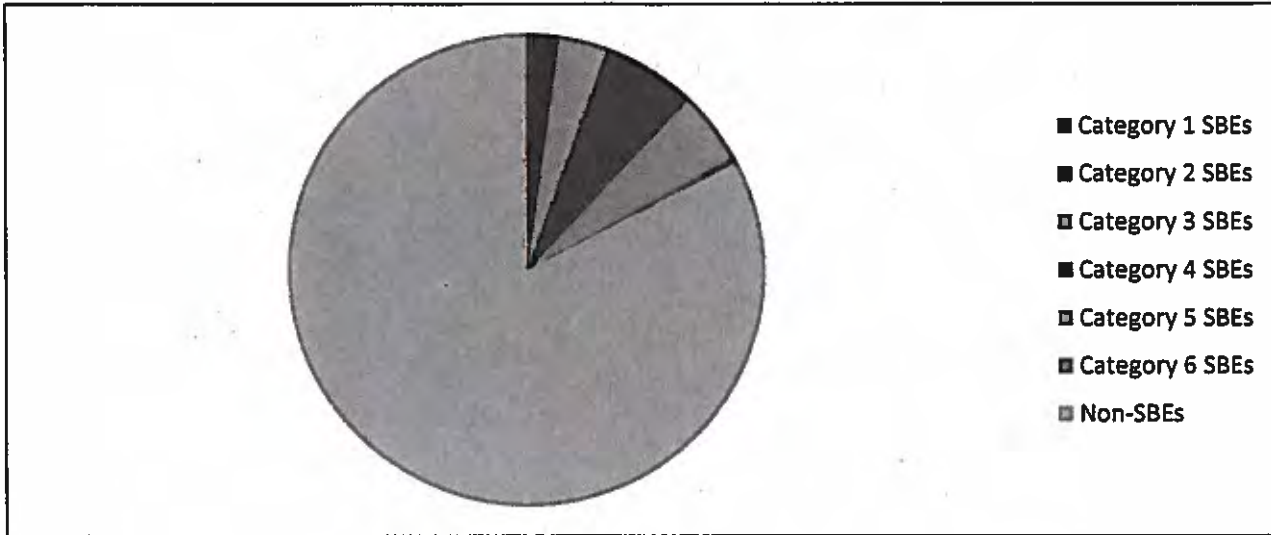
DBE Goal Attainment from October 1, 2013 (FFY 2014) - September 30, 2016 (FFY 2016)*

Contracts awarded	\$22,312,655.65
DBEs received	\$ 4,234,696.34 or 18.98%

*Numbers reflect federal share.

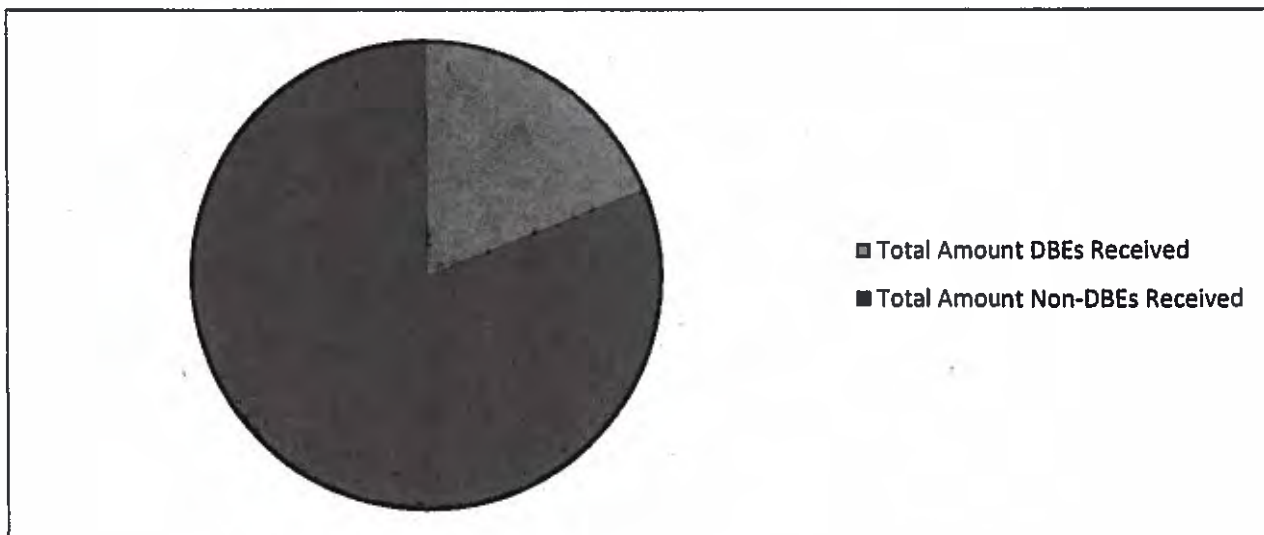
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2015

<i>Category 1 SBEs</i>	\$188,131.47	0.44%
<i>Category 2 SBEs</i>	\$772,682.95	1.81%
<i>Category 3 SBEs</i>	\$1,428,343.00	3.34%
<i>Category 4 SBEs</i>	\$2,749,623.74	6.44%
<i>Category 5 SBEs</i>	\$2,102,414.00	4.92%
<i>Category 6 SBEs</i>	\$169,650.00	0.40%
<i>Non-SBEs</i>	\$35,297,376.73	82.29%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2014-2016

Total Amount DBEs Received	\$4,234,696.34	18.98%
Total Amount Non-DBEs Received	\$18,077,959.30	81.02%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Thirty-eight NJ TRANSIT employees retired in June with careers ranging from 10 to 55 years of service:

1. Rollie Armstrong, Stock Clerk – Ironbound Garage – 27 years
2. Raymond Guglich, Driver Stores – Central Stores, 29 years
3. Benjamin Hester, Mechanic "A" – Egg Harbor Township Garage, 31 years
4. Edith Johnson, Bus Operator – Washington Township Garage, 22 years
5. Gerard Reuter, Bus Operator – Howell Garage, 15 years
6. Glenn Steele, Repairman Class "A" – Hilton Garage – 30 years
7. Frank Dino, Repairman Class "A" – Meadowlands Garage – 55 years
8. Peter Susberich, Bus Operator – Meadowlands Garage – 34 years
9. Pierre Volcy, Bus Operator – Orange Garage -- 10 years
10. Orlando Cruz, Schedule Maker – Penn Plaza – 34 years
11. Frank Curci, Manager Car Shops – Hoboken – 39 years
12. Robert D'Anna, Line Engineer – Long Branch – 27 years
13. Karen McCallum, Manager Rail Field Operations – PSNY – 18 years
14. Richard Loeven, Senior Project Engineer – Port Morris Station – 35 years
15. Christopher Skierski, Director, Financial Reporting – Penn Plaza – 28 years
16. Stephen Logan, Bus Operator – Egg Harbor Garage – 23 years
17. Harold Louis, Mechanic Class "AG" – Egg Harbor Garage -- 28 years
18. John Mehnert, Mechanic Class "A" – Newark – 33 years
19. Ronald O'Neil, Mechanic Class "AG" – Meadowlands Garage – 30 years
20. Frank Senteneri, Mechanic Class "AG" – Washington Township Garage, 30 years
21. Victoria Davis, Bus Operator – Howell Garage, 13 years
22. George McQuarrie, Serviceman – Howell Garage, 10 years
23. Richard Evans, Bus Operator – Washington Township Garage, 27 years
24. Willie James, Bus Operator – Newton Avenue Garage, 11 years
25. George Jones, Bus Operator – Oradell Garage, 33 years
26. Maria Lopez, Bus Operator – Oradell Garage, 18 years
27. George Williford, Bus Operator – Washington Township Garage, 13 years
28. Ramon Clinton, Inspector Class "A" – Market Street Garage, 20 years
29. David House, Bus Operator – Greenville Garage, 18 years
30. Barbara Clarke, Cleaner – Fairview Garage, 28 years
31. Carmelo Montanez, Bus Operator – Fairview Garage, 21 years
32. Michael Barbaro, Manager Facility Services – Maplewood, 31 years

33. Hubert McTague, Stations Supervisor -- Penn Station, 29 years
34. Sallie Morris, Regional Manager Community Relations -- Penn Plaza, 24 years
35. William O'Connell, Garage Supervisor -- Fairview Garage, 35 years
36. Edward Panick, Jr., Technical Specialist -- Penn Plaza, 26 years
37. Boris Rjedkin, Principal Control Specialist -- Penn Plaza, 21 years
38. John Tomlinson, Principal Schedule Maker -- Penn Plaza, 21 years

ACTION ITEMS

Fiscal Year 2016

Service and Fare
Adjustment Proposals
Outreach
Title VI Analysis
&
Recommendations

Fiscal Year 2016

Service and Fare Adjustment Proposals
Outreach

Public Outreach – Public Hearing Notice

- 33,650 Public Hearing Notices (**In English and Spanish**) Were Printed for Posting and Reposting on Vehicles and at Stations/Park & Rides.
- Public Notices Were Posted in Over 4,000 Rail, Bus, Light Rail, and Access Link Vehicles.
- 1,500 Public Notices Were Posted in 156 Stations.
- In April 2015, Public Hearing Notices Were Published in 21 Newspapers Throughout New Jersey and in Philadelphia, Including 4 Spanish Language Newspapers and 1 Portuguese Language Newspaper.
- In this and all other aspects, NJ TRANSIT followed its Title VI Public Participation and Language Assistance Plans in outreach to the public.

Fiscal Year 2016

Service and Fare Adjustment Proposals Outreach

Government and Community Relations Outreach

- The North and South Jersey Transportation Advisory Committees (TACs) were provided an information session.
- The North and South Jersey TAC members also received a briefing from NJ TRANSIT's Chief Financial Officer.
- GCR contacted more than four dozen state and local elected officials, Legislative Committee Chairs, Mayors and others, as well as transportation management associations and other stakeholders.

Fiscal Year 2016

Service and Fare Adjustment Proposals Outreach

External Communications

- Press Releases
April 20 Announcing Fare/Service adjustment proposal.
- Press Inquiries/Articles
(80) News reports including print, radio and television.
- On Board Communications (FYI Publications)
- Website Marquee:
fare comment section
fare and service presentations
proposed fare charts
- Board Remarks
Executive Director Remarks April and May.

Fiscal Year 2016

Service and Fare Adjustment Proposals Outreach

External Communications (cont'd)

- Social Media Support
 - Total of 11 hearing reminders and general information tweets sent with potential reach of over 68,000 people.
 - Over 300 tweets reacting to media articles and general questions.
 - Approximately 850 tweets received regarding fare/service adjustments.
 - Social Media team sent relative tweets from the fare hearings.

Fiscal Year 2016

Service and Fare Adjustment Proposals

NJ TRANSIT Volunteer Staff Support/Outside Agency Support

249

Positions

Slots Filled

Customer Assistance

▪ 208

Bus, Rail, Light Rail and Access Link

▪ 41

External

Court Reporter, Sign Language Interpreters,
Computer Assisted Translation

▪ 32

Fiscal Year 2016

Service and Fare Adjustment Proposals Outreach

Title VI Equity Analysis

- In compliance with FTA Circular 4702.1B, NJ TRANSIT performed a Title VI Equity Analysis to determine if the proposed fare and service changes had any disparate impacts (DI) on minority customers or posed a disproportionate burden (DB) on low-income customers
- Equity analysis showed that the fare change did not have any DI/DB results.
- A single DB indication was found in proposed service changes for the Northern New Jersey Local Bus market due to the discontinuance of the 307 Bus -- seasonal service created in 2001 primarily to serve employees and visitors to Six Flags Great Adventure.
- NJ TRANSIT explored alternatives to avoid, minimize, and mitigate the discontinuance of the 307 bus route. No practicable alternative was identified which would not impact better performing regular routes, serving a greater number of customers.
- The 307 remains on the list for proposed discontinuance.

Fiscal Year 2016

Service and Fare Adjustment Proposals Outreach

Public Comment – Title VI

- A portion of the public comments received was on the impact to minority and low-income communities. Majority of comments expressed suggested the proposal would create additional financial strain on fixed/low-income transit dependent customers.
- Several comments focused on the impact of particular service changes including the discontinuance of the 307 bus.
- NJ TRANSIT considered all comments and feedback received.
- Ultimately, no alternatives or mitigations were identified that would lessen the impact on customers, that would still have NJ TRANSIT meet its budgetary requirements.

Fiscal Year 2016

Service and Fare Adjustment
Recommendation

Recommended Service Adjustments - Rail Service

Recommendation includes elimination of the following weekday late night/early morning service (effective no later than September 2015):

Rail Line	Departure Time	Customers Affected
▪ Pascack Valley #1601	12:45 a.m.	40
▪ Montclair-Boonton #1043	1:35 a.m.	Less than 20

Fiscal Year 2016

Service and Fare Adjustment
Recommendation

Recommended Service Adjustments – Bus Service

Recommended service reductions include:

- Discontinuation of service on 3 routes:
 - **No. 307** Freehold-Great Adventure (seasonal)
 - **No. 318** Philadelphia-Great Adventure (seasonal)
 - **No. 655** Princeton-Plainsboro

- Discontinuation of route segments on 2 routes:
 - **No. 419** Camden-Pennsauken-Burlington
 - **No. 872** Morristown-Route 10-Livingston

- Discontinuation of selected evening trips on one route:
 - **No. 463** Woodbury-Avandale Park-Ride

Fiscal Year 2016

Service and Fare Adjustment Recommendation

Fare Adjustment Recommendation

- Recommended fare adjustment plan (effective October 1, 2015) includes:
 - **Average system-wide 9%** adjustment (subject to rounding)
 - **No fare would increase more than 9.4%** after rounding

ITEM 1507-21: FARE AND SERVICE ADJUSTMENTS AUTHORIZATION

BENEFITS

NJ TRANSIT's Fiscal Year 2016 preliminary budget proposal projected a budget gap of up to \$120 million. To address this potential shortfall, NJ TRANSIT implemented a number of internal actions including locking in fuel pricing, reducing scheduled overtime, and implementing parts and supplies efficiencies. These actions reduced the gap by more than \$42 million. In addition, the Department of Treasury provided NJ TRANSIT with more State Clean Energy funding. Even with these measures, NJ TRANSIT still faced a gap of about \$56 million. To close the remaining gap, NJ TRANSIT is proposing a fare adjustment that would average 9 percent with no customer experiencing an increase of more than 9.4 percent and a small number of service adjustments that would better align service with demand.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security, Financial Performance, and Employee Excellence)

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

PURPOSE

In April 2015, NJ TRANSIT outlined its Fiscal Year 2016 preliminary budget, including a proposed fare adjustment of an average 9 percent and a small number of service adjustments. This will help fund cost escalations, including on existing contracts for Access Link paratransit services, Hudson Bergen Light Rail, and private bus carriers; costs for increasing health benefits and pensions; general liability insurance; and tolls and fees. The preliminary budget identified an unfunded operating need of as much as \$56 million and a recommendation for consideration of a service and fare adjustment as an action of last resort.

Since that time, NJ TRANSIT has held one information session and nine public hearings throughout the State of New Jersey between May 16 and May 21, 2015 for the purpose of presenting the Fiscal Year 2016 Service and Fare Adjustment Proposals. NJ TRANSIT welcomed public recommendations regarding the proposal and has, accordingly, reviewed and considered all public comments prior to finalizing this plan.

Staff is seeking Board approval of this service adjustment plan to take effect no later than September 30, 2015 and the fare adjustment plan effective October 1, 2015.

BACKGROUND

Fare and Service Adjustment Proposal Process

In April 2015, management proposed a system-wide fare adjustment of an average 9 percent effective October 1, 2015.

The proposal also contemplated a small number of service changes:

Rail Service:

Elimination of two weekday late night/early morning rail service trains – Pascack Valley Train #1601 and Montclair-Boonton Line Train #1043.

Bus Service:

Discontinuation of service on three bus routes – the 307(seasonal), 318 (seasonal), and 655; discontinuation of route segments on two bus routes – the 419 and 872; and discontinuation of selected evening trips on one bus route – the 463.

Acting on the proposal, one information session and nine public hearings were held beginning on May 16, 2015 through May 21, 2015 throughout the State of New Jersey (Exhibit 1- Public Hearing Notice). Public input was also sought through letters and e-mails from the public. A special notice was distributed on all NJ TRANSIT buses, trains, and light rail vehicles as required by law.

A total of 836 public comments including transcripts of the hearings were prepared and distributed to the Board of Directors. A total of 610 people attended the hearings and 210 people offered public comments. The hearing officers' reports are set forth in Exhibit 2. A total of 626 individual submissions were received: via the dedicated njtransit.com Fare & Service Proposal Comment Form – 461; established Customer Service channels (website "Contact Us" form, field office walk-in and telephone) – 103; and hard copy letters - 62. Exhibit 3 is the dashboard, which provides a summary of the categories of written comments received on the fare and service proposal. It also captures the travel mode, bus route, rail line and light rail line used by the customer if their feedback contained that information.

Title VI Review

NJ TRANSIT conducted fare and service equity analyses on these proposals per NJ TRANSIT's Board and Federal Transit Administration (FTA) approved Title VI Program Plan for Federal Fiscal Years 2015-2017, in compliance with the Federal Transit Administration Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. The purpose of these analyses was to identify and explore possible steps to avoid, minimize and mitigate any disparate impacts (DI) on minority customers and/or disproportionate burdens (DB) on low-income customers. The equity analysis showed that the proposed fare change did not have any

DI/DB results. In the proposed service changes there was a single DB indication in the Northern New Jersey Local Bus market due to the discontinuance of the 307 Bus.

The 307 bus route is a seasonal service (traditionally operating between April – October) created in 2001 primarily to serve seasonal employees and visitors to Six Flags Great Adventure. Through 2013, the financial losses incurred by this low ridership route (a maximum of 87 customers per day) were covered through a cash subsidy by Great Adventure, which Great Adventure discontinued in 2014. Analysis indicated the discontinuance of the 307 would impact a disproportionate percentage of low-income riders. NJ TRANSIT explored alternatives to avoid, minimize, and mitigate the discontinuance of the 307 bus route, including engaging Great Adventure in talks to resume the subsidy, and the possible discontinuance and reduction of other routes. Great Adventure declined to resume the subsidy, and no alternative routes for discontinuance or reduction were identified which would not result in impacts to better performing regular route service, serving a greater number of customers. The 307 remains on the list of routes proposed for discontinuance.

Final Recommendation

Overall, these actions will result in an estimated \$56 million in revenue generated and savings for Fiscal Year 2016. The average system-wide fare adjustment of 9 percent will generate approximately \$53.5 million in revenue and these changes will be effective on October 1, 2015. The service adjustments will generate an estimated \$2.5 million in savings and these changes will take effect no later than September 30, 2015.

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

A listing of the recommended service changes is found in Exhibit 5.

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

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

FISCAL IMPACTS

Requested Authorization: Service changes effective no later than September 30, 2015 and fare adjustment of an average 9 percent effective October 1, 2015 listed in Exhibit 4 and Exhibit 5.

Past Authorization: N/A

Expenditures to Date: N/A

Total Project Cost:	N/A
Projected Date of Completion:	N/A
Capital Program Amount:	N/A
Operating Budget Amount:	\$56,000,000 (9 months)
Anticipated Source of Funds:	N/A
PRINTS ID Number:	N/A
DBE/SBE Goal:	N/A
<i>NJ Build</i> Amount:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	\$74,600,000 (full year)

RESOLUTION

WHEREAS, NJ TRANSIT proposed a preliminary Fiscal Year 2016 Budget and Service and Fare Adjustment plan on April 20, 2015; and

WHEREAS, NJ TRANSIT held one information session and nine public hearings on a Fiscal Year 2016 preliminary budget gap of as much as \$56,000,000, a proposed average 9 percent fare adjustment and service adjustments; and

WHEREAS, NJ TRANSIT requested letters and e-mails and held one information session and nine public hearings throughout New Jersey between May 16 and May 21, 2015; and

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

WHEREAS, as required by Title VI of the Civil Rights Act of 1964, NJ TRANSIT has evaluated the proposed fare and service 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 has determined the service changes will result in a disproportionate burden, and has explored alternatives to avoid, minimize, and mitigate this impact, and has found no alternatives were practicable without negative impacts to a larger number of customers on better performing routes; and

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

NOW, THEREFORE, BE IT RESOLVED that the recommended service changes take effect no later than September 30, 2015 and fare adjustment with an average increase of 9 percent is adopted for implementation effective October 1, 2015;

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

NJ TRANSIT PUBLIC HEARING NOTICE

(NJT Board - 07/15/2015)

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

Please be assured that no final decisions have been made. Your views on the proposals, as expressed at public hearings and/or information session, will be presented to the NJ TRANSIT Board of Directors prior to a final decision in these matters. Other ways to submit comments are through regular mail, NJ TRANSIT HQ, One Penn Plaza East, Newark, NJ 07105, via our website, www.njtransit.com, or at any of the NJ TRANSIT Customer Service offices.

Proposed Fare Changes Effective October 1, 2015:

- Fares would increase an average of 9 percent, with no individual customer paying more than 9.9 percent.

Proposed Rail and Bus Service Discontinuance or Service Reduction Effective No Later Than September 2015:

RAIL:

- Pascack Valley Line: Proposed Elimination of Train #1601, the 12:45 a.m. departure from Hoboken (Details at Hackensack and Secaucus Hearings)
- Montclair-Boonton Line: Proposed Elimination of Train #1043, the 1:35 a.m. departure from Montclair State University (Details at Newark and Secaucus Hearings)

BUS:

- 419 Camden – Pennsauken – Burlington: Proposed Elimination of Service Between Riverside and Burlington City (Details at Camden Hearing)
- 463 Woodbury – Avandale Park-Ride: Proposed Elimination of the Last PM Trip in Each Direction (Details at Camden Hearing)
- 307 Freehold – Great Adventure: Proposed Service Discontinuance (Details at Freehold Hearing)
- 318 Philadelphia – Great Adventure: Proposed Service Discontinuance (Details at Camden Hearing)
- 655 Princeton – Plainsboro: Proposed Service Discontinuance (Details at Trenton Hearing)
- 872 Morristown – Route 10 – Livingston: Proposed Elimination of Service Between Mack-Cali (Parsippany) and Livingston Mall (Details at Morristown Hearing)

Important Information

Public hearings will be held as required by N.J.S.A. 27:25-8(d). Public hearings and information session will be held at the locations and times listed on this notice. Written comments for the record may be sent to: PUBLIC HEARING OFFICE – FARE PROPOSAL COMMENTS, ONE PENN PLAZA EAST, NEWARK, NJ 07105 or on NJ TRANSIT's Website, www.njtransit.com, or at NJ TRANSIT Customer Service offices for receipt no later than 11:59 p.m., May 21, 2015. To view a description of the proposals under consideration, please visit www.njtransit.com or send your request to Public Hearing Office, One Penn Plaza East, Newark, NJ 07105. All documents will be available for inspection and comment at the public hearings and information session listed on this notice.

All public hearings/information session locations are accessible for persons with disabilities. A sign language interpreter will be available at each location. Individuals requesting special assistance or other accommodations to participate in a public hearing or information session should contact the Public Hearing Office at (973) 491-7453 or TTY (800) 772-2287 between the hours of 8:30 a.m. and 5:00 p.m. by May 6, 2015 in order for NJ TRANSIT to make necessary arrangements.

POST: APRIL 20-23, 2015 | REMOVE: MAY 22, 2015

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

PUBLIC HEARINGS & INFORMATION SESSION

Saturday, May 16, 2015 1:00 – 4:00 p.m.

NEW BRUNSWICK (INFORMATION SESSION)

New Brunswick Public Library – Carl T. Valenti Community Rm.,
60 Livingston Avenue, New Brunswick, NJ

Monday, May 18, 2015 5:30 – 8:30 p.m.

ATLANTIC CITY

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

FREEHOLD

Monmouth County Agricultural Building,
4000 Kozloski Road, Freehold, NJ

Tuesday, May 19, 2015 5:30 – 8:30 p.m.

SECAUCUS

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

CAMDEN

Camden City Hall – Council Chambers, 2nd Floor,
520 Market Street, Camden, NJ

Wednesday, May 20, 2015 5:30 – 8:30 p.m.

NEWARK

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

HACKENSACK

Learning Center, 4th Floor,
One Bergen County Plaza, Hackensack, NJ

Thursday, May 21, 2015 5:30 – 8:30 p.m.

TRENTON

Trenton Transit Center,
72 South Clinton Avenue, Trenton, NJ

MORRISTOWN

Morristown Town Hall – Senior Community Center, 3rd Floor,
200 South Street, Morristown, NJ

PATERSON

Paterson Museum – Thomas Rogers Building,
2 Market Street, Paterson, NJ

EXHIBIT 1 47995



**Hearing Officer's Report
Information Session – May 16, 2015
New Brunswick, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The Information Session began at 1:00 p.m. A total of approximately 20 people attended the session, of which 15 spoke for the record. Eleven speakers commented on and stated their opposition to the proposed fare increase. Six speakers indicated their opposition to the proposed service adjustments. NJ TRANSIT Board Members Flora Castillo and Ray Greaves attended in addition to NJ TRANSIT executive and support staff.

Elected Officials:

One elected official attended the hearing and spoke for the record. New Jersey Assemblyman John Wisniewski, representing New Jersey's 19th Legislative District, spoke about the magnitude of prior and proposed fare increases, 55 percent over the last ten years. He stated his "opposition to the nine percent fare hike and the cutbacks in service," cited the need to increase subsidies to NJ TRANSIT and renew the New Jersey Transportation Trust Fund.

Organizations:

Ray Greaves, representing the Amalgamated Transit Union and Fight the Hike non-profit group, also spoke for the record. He called for more funding for operations and renewal of the New Jersey Transportation Trust Fund.

There were thirteen (13) additional speakers following Assm. Wisniewski and Mr. Greaves.

During the three-hour session, NJ TRANSIT's Proposed Fare and Service Adjustments proposal was presented three times and all attendees who wished to speak had an opportunity to do so.

A reporter from News 12 NJ was present.

The following is a list of issues raised:

Generally opposed to fare increase	11
Generally opposed to service adjustments	6
Funding	
Need greater state subsidy for service and greater investment in the aging infrastructure.	2

There was a question about whether the State was getting appropriate compensation from Exxon Mobil which could be used to defer fare increases.	1
Port Authority should lower tolls for NJ TRANSIT buses on Hudson River crossings.	1
Fares	
NJ TRANSIT should lower fares and/or parking fees to increase ridership.	2
NJ TRANSIT should offer intermodal fares.	1
NJ TRANSIT should keep pass discounts for seniors and disabled.	1
No. 810 bus route fare zone breaks should be reevaluated.	1
Concerned that fare increase will impact minority community greatly.	1
Fare increases should be smaller and more frequent to lessen the impact on customers.	1
Cannot afford to pay higher fares because of a personal disability.	1
Service	
Bus service should be expanded. It is not frequent enough or does not serve locations where customers wish to travel.	3
No. 814 bus frequency and span of service needs to be increased to serve the new 24-hour Wal-Mart store.	1
NJ TRANSIT needs to communicate better with customers with disabilities.	1

Respectfully submitted,



Richard W. Andreski
Hearing Officer

EXHIBIT 2

**Hearing Officer's Report
Public Hearing - May 18, 2015
Atlantic City, NJ**

Re: NJ Transit Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 26 people attended and 11 people spoke for the record. Board Member Flora Castillo attended the public hearing.

Elected Officials:

No elected officials were in attendance at this hearing.

Organizations:

There were three speakers representing the Amalgamated Transit Union (ATU) who spoke for the record. Ray Greaves, NJ Chairman of the ATU, spoke about the partnership "Fight the Hike" formed with Mayors Fulop, Baraka and Torres and the transit riders of New Jersey. He noted he did not fault NJ Transit leadership for proposed fare increases but that the Administration has not taken responsibility for fully funding transit in NJ. Finally, he stated that the coalition outlines a plan to close the \$60 million NJ Transit budget gap on their website notransithike.com.

Joseph Romeo, President of ATU Local 880, indicated he echoed Chairman Greaves comments on the proposed fare increase and added that he felt the ending of the 318 service would prove a hardship for working families using the bus to access Six Flags Great Adventure amusement park. He added there should be a more active advertising and promotion for routes like the 318.

John Campanella, an officer of Local 880, raised the issue of the current \$1.50 flat fare on the River Line as compared to the multiple zone charges of \$4.40 for a bus ride between Trenton and Camden. He said the River Line fares should be increased to match the bus fares to raise additional revenue.

The speakers and other members of the ATU held signs and chanted "Fight the Hike" during the period after the initial speakers completed their comments.

Other Speakers:

There were eight other speakers, including one who spoke twice. Following were some of the issues raised by these speakers:

Seven of the eight speakers cited the impact of the fare increase on senior citizens, persons with disabilities and low income households.

EXHIBIT 2

Two other speakers raised the issue of the one zone fare for the entire length of the River Line and the need to set the zones to match the intrastate bus fare.
One speaker complained about the bunching of buses on the 504 and 505 routes which resulted in a less even headway and long waits for senior citizens who use these routes.
One speaker spoke of the need to increase the Atlantic City Rail Line service to an hourly frequency which would attract additional employees to use the rail service and consider the Pomona station to expand service to the Atlantic City Airport.
Another speaker cited the number of bus routes around Mays Landing and the need to provide a connection to the Egg Harbor City rail station to provide access to the Atlantic City Rail Line.
One speaker cited the need for additional bus shelters in Atlantic City, particularly for senior citizens using the NJT 500 series local bus services. Another speaker spoke of the hardship that the fare increase would have on individuals with disabilities using the local bus routes and Access Link.

Respectfully submitted,



Steven R. Fittante
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 18, 2015
Freehold, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30pm and lasted until 8:30pm. A total of 22 members of the public attended and 12 people spoke for the record.

Elected Officials:

Assemblywoman Amy Handlin, spoke, stating that fare increases are erratic and large. She said that NJT does management by crisis and has a higher cost per mile than other large systems. She said she looked at 5 years of consultant contracts, with millions spent. She asked "How do you monitor this and what does it cost in staff and money to do so?" She also gave examples of consultant line items that she found unnecessary (reviewing existing studies, etc.). She also inquired about future labor settlement costs.

Tom Cook, Freehold Township Mayor, spoke, stating that he rides the bus to New York and rates our service at "D+" with missing buses, bad PABT management, and a glaring disconnect with Academy buses. He said that we have poor, old-school management where nothing ever changes.

Organizations:

Martin Heraghty, representing the ATU (Local 824), spoke, stating that commuters to Jersey City will have to spend \$468 more annually, Newark will cost \$514 more, and New York City will cost \$700 more with the fare increase. He said that this is an unfair tax for the year and that we need more money for transit. Barry Segal also spoke on behalf of the ATU (Local 824), stating that people can't get to this hearing location by transit. He said that NJT prefers rail to bus and that buses are the "black sheep." He also stated that there is crowding and bad schedules on New York routes and the service has become unreliable.

Brendan Read, representing the Belmar Business Partnership, spoke, saying that he applauds rail service improvements for Belmar, but he opposes the fare increase, which will wipe out the gains, as higher fares hurt tourism travel.

Toni Granato, representing the NJ Sierra Club, spoke, saying that the fare increase is outrageous. He said it will reduce ridership and increase auto use and pollution. He also stated that cuts in service are cruel and will result in more dissatisfied customers...why not raise the gas tax?

Speakers:

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

How much of the fare increase goes to Access Link?	1
NJT has poor organizational structure	1
Need to provide compassionate service	1
Hearing location not served by transit	1
655 route should never have been started	1
General route/service suggestions	2
No service exists between Hightstown and Freehold	1
Red Bank Station was waste of money, no seats in bus shelters there	1
State spends money on highways when we need usable public transit	1
Rail fares are already too high	1
Trains are late	1
NJT management is to blame for everything	1
307 service didn't start when park opened	1
No bus service on Route 33 west of Freehold	1
No direct Route 9 service to Woodbridge Center Mall or Edison	1
No rail service in western Monmouth County	1

Respectfully submitted,



Dennis J. Martin
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 19, 2015
Secaucus, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of approximately 60 people attended and 22 people spoke for the record.

Elected Officials:

There were three elected officials in attendance at the hearing who spoke for the record. Darlene Post, Mayor of Little Falls Township, spoke about the detrimental impact a service cut on the Montclair-Boonton line would have on the township's application for Transit Village designation. They are looking for this designation to support their redevelopment plan and to restore and enhance tax ratables in the township.

New Jersey State Senator Loretta Weinberg of the 37th District commended NJ TRANSIT for the scheduling the hearings at times and locations convenient for the public to attend. She stated that the biggest problem that NJ TRANSIT had, aside from the service issues customers had previously related and what she hears from constituents was that state funding had been cut. She stated that she knows NJ TRANSIT has done a lot of work to cut the budget, but that it isn't enough and a 9 percent fare hike is still too much. She stated that she would be working through the legislative budget process to attempt restore money for infrastructure budgets, like NJ TRANSIT.

New Jersey State Senator Bob Gordon of the 38th District, and Vice Chairman of the Senate Transportation Committee, also commended NJ TRANSIT for how the hearings were scheduled. He stated that New Jersey commuters already pay the highest commutation fares in the country, and raising fares will make service even more cost-prohibitive and is contrary to good public policy. He said that New Jersey must do a long-term transportation needs assessment that will identify funding sources and allow more investment into infrastructure and less into business tax credits.

U.S. Senator Corey Booker was represented by a staff member who did not speak for the record.

Organizations:

There were three speakers representing organizations. Ray Greaves, State Business Agent and Chairman of the Amalgamated Transit Union, stated that the union had joined with a coalition of mayors from Newark, Jersey City, Paterson and Hoboken in a movement to stop the fare increase. He said that fare increases hurt riders, who may no longer be able to afford to travel on the system, which can lead to service cuts and

ultimately lost jobs for NJ TRANSIT employees. He stated that NJ TRANSIT needs funding and New Jersey needs a transportation trust fund.

Jamie Zaccaria represented the New Jersey Sierra Club and talked about the potential environmental impacts of the fare increase and service reductions proposal.

David Peter Alan representing the Lackawanna Coalition stated that if this fare increase is approved, it will be the 8th fare increase for commuters since 1988, when the gasoline tax reached its current level. He stated that Morris & Essex Lines commuters have limited service options, especially to New York. He also stated that commuters attempting to travel from Morris and Bergen County through Secaucus to points on the Northeast Corridor or North Jersey Coast lines have very limited ability to do so. He stated that the proposal to cut trains 1601 and 1043 is bad public transportation policy. Finally, he repeatedly stated 'this fare is unfair'.

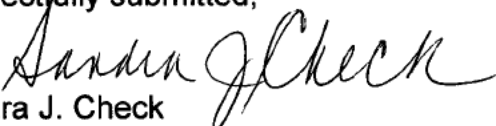
There were reporters for the Star-Ledger, Bergen Record, New York Times and News 12 NJ present.

There were 16 other speakers. The following is a list of issues raised:

Generally opposed to fare increase	16
Service delays	7
Reimbursement for delays	1
NJ TRANSIT executives should take 9% salary cut	1
Don't eliminate train 1601	4
Don't eliminate train 1043	2
Secaucus escalators have been out of service for months	2
Crowd control in Penn Station New York during service disruptions is non-existent and dangerous	2
NJ TRANSIT should have a rescue engine on standby for the Pt. Jervis Line to minimize delays during disruption rather than having to wait for the next train, sometimes an hour away, to come push the disabled train	1
Customer is a senior fare user, so fare hike really not an issue	1
The quality of service provided doesn't justify fare hike	1
Terrible equipment on the Pascack Valley Line with cars leaking, seats torn, etc. – want multi-levels	1
Consider congestion pricing, or higher fare, on trains instead of cancelling them	1
Seek other sources of revenue, like smoking fines from enforcement of the no smoking policy at Hoboken	1
Provide express service on the Montclair-Boonton Line in am/pm peak to encourage more ridership and make more revenue	1
Customer communication during delays is a problem	3
Give customers advanced warning of delays	1
Train crews in Penn Station New York do not help customers, especially when they are on the platform level.	1
Why pay Amtrak the rental fee on the Northeast Corridor if they are not maintaining	1

the infrastructure properly	
Customer hasn't had a raise in 3 years and fare increase will devastate her family	1
What is NJ TRANSIT doing to get state money restored to the budget	1
What is NJ TRANSIT doing to get federal dollars for infrastructure	1
Customer has no other options but NJ TRANSIT, and she would leave if she could	1
Metro-North customers just had a fare increase about a month ago, adding this fare increase on top of that one is a real hardship	1
Suggest holding Hoboken and New York fares steady	1
The claim that only 40 people are impacted if train 1601 is cancelled is 'misdirected'. If you cut service, people shy away from all trains because there is not a consistent schedule	1
Need more coordination with escalator direction in the 7 th Avenue Concourse in Penn Station New York so they are operating in the right direction for arrivals and departures	1
If you take away the last train of the night on weekends, taking the Pascack Valley Line to New York is not an option. The new 'last train' of the night would be too early for customers to go to a show or to a game in New York City. Doing so will encourage people to drive.	4
The Port Jervis line needs more service on weekdays, especially in the 9 p.m. hour from Hoboken	1
Fare increases in the past have not been accompanied by service improvements and therefore this one is not justified. What will be done with the additional money?	1
Customer says NJ TRANSIT is not as bad as some of the speakers were saying – he generally has a good travel experience	1
SEPTA, not a model of good service, even added a 2 a.m. train to make taking their trains attractive for people traveling to downtown Philadelphia.	1
NJ TRANSIT should wait for the final recommendations of the Northeast Corridor Commission regarding pricing for our use of the Northeast Corridor before making a fare increase recommendation	1

Respectfully submitted,


Sandra J. Check
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 19, 2015
Camden, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:30pm. A total of 22 members of the public attended and 20 people spoke for the record.

Elected Officials:

Camden County Clerk Joseph Ripa attended the hearing and did not speak for the record.

Organizations:

Joseph Romeo, representing the ATU (Local 880), spoke, saying that we should fund NJT instead of doing fare/service adjustments. He said that people rely on the 318 for family outings and the route needs better advertising. He also said the 419 doesn't do well due to the fare differential between the River LINE and bus...make the fares the same, instead of cutting the 419.

Doug O'Malley, representing Environment NJ, spoke, stating that there is an underinvestment for transit in NJ. He said the State funds only \$33 million vs. previous \$350 million under Gov. Christie, and that the Governor is raiding money from other programs and didn't fund the Transportation Trust Fund. He said, "call these proposals cuts/hikes, not 'adjustments'...be honest!"

Matthew Norris, representing Tri-State Transportation Campaign, said that you should expand service, not cut service and raise fares. He said that cuts force people to drive if they can afford to do so. He also noted that Camden residents use transit three times the statewide average, and we need more light rail development. He said that NJT moves capital money to fund operations due to insufficient funding, and we should look for other revenue opportunities.

John Boyle, representing the Bicycle Coalition of Greater Philadelphia, said that people need to bicycle to reach areas beyond transit routes. He said that the cuts target low and moderate income areas, and that the 419 cut removes late night service, especially for Beverly residents and will affect the River LINE as well.

Joseph Russell, representing South Jersey Urbanists, stated that he opposes cuts and fare hikes. He said we should increase the gas tax instead and fund the Trust Fund. He also opposes the 318 cuts, which penalize people by making them drive...there are gaps in the South Jersey bus schedules and we need more frequent service.

Anthony DiSantis, representing the Delaware Valley Association of Rail Passengers, spoke, asking that we don't raise fares without raising the gas tax. He stated that we need fare discounts and said we should review current services as there are some

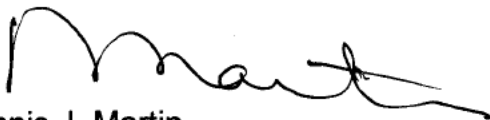
redundancies while other areas are not served. He also said we should coordinate with PATCO & SEPTA.

Speakers:

There were 14 other speakers. The following is a list of issues raised:

Are fares increasing on Access Link?	1
Raise the gas tax and fund the Trust Fund	2
Opposed to past ACRL cuts	1
Service changes hurt flexibility and lead to ridership loss	1
River Line experiences mechanical and signal problems, crowding on trains	1
Bus are late	2
419 needed to get to work and school, especially late at night or early morning when River Line doesn't run	4
Seat belts should be on buses for passenger safety	1
Conditions on buses are unsanitary	1
Some bus operators need anger management/courtesy training	2
Customers often overpay due to exact fare requirements	1
Light rail ticket validation period reduced is the same as a fare increase	1
419 cuts will inconvenience people who don't drive	1
General opposition to fare increase and service cuts	1
408 express trip shouldn't stop at WRTC	1
Customer service needs to be improved	1
Fares should be on sliding scale for customers with disabilities	1
Avandale Park-Ride is an unsafe location	1

Respectfully submitted,



Dennis J. Martin
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 20, 2015
Newark, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:31 p.m. A total of approximately 165 people attended and 51 people spoke for the record and there were a total of 59 separate comments (8 speakers returned to make additional comments).

Elected Officials:

No elected officials identified themselves or were identified in the audience, to the Hearing Officer.

Organizations:

There were 18 speakers representing organizations.

Janna Thernett identified herself as senior New Jersey policy analyst for Tri-State Transportation Campaign. Ms. Thernett said "The answer to New Jersey Transit's \$60 million budget shortfall for fiscal year 2016 is not a nine percent fare hike. The answer is to create dedicated funding to support New Jersey Transit's operating budget." She went on to say that "Having dedicated funding will remove transit from the yearly budget process and create funding reliability." Additionally, Ms. Thernett indicated the state legislature should mitigate the fare increases and service cuts and New Jersey Transit should look at advertising real estate; ensure 100% fare collection; and policy makers ought to consider partnerships with business community entities such as Panasonic, as well as increase the gas tax. "Transit riders have seen four hikes since 2000, and this will make five. Yet the gas tax, which could generate significant revenue for transportation and transit...hasn't been hiked in 27 years."

Fran Alexander-Higgs identified herself as a member of Amalgamated Transit Union, Local 819. Ms. Alexander-Higgs said "I find this [increase] unfair to the people of the State of New Jersey...The governor should have increased the gas tax...because by cutting the service you are making our senior citizens and people with disabilities stand at bus stops even longer to wait for a bus."

Jo-Ann Sims identified herself as a member of People's Organization for Progress and Dow Center for Independent Living. Ms. Sims said "I will be giving you some reasons why the residents of New Jersey do not want fare increases. Cannot afford it, for one." Ms. Sims indicated poor customer service, rude drivers and safety issues as additional issues. She went on to say "Again, the people should not allow New Jersey transit to take advantage of their dependency on public transportation."

John Costa identified himself as international vice-president for the Amalgamated Transit Union. Mr. Costa said "...it is disgraceful, first of all, that the board members are not here in New Jersey Transit's building." Mr. Costa indicated he was born and raised in New Jersey and worked for New Jersey Transit when "It was a proud company, a proud company to work for." Mr. Costa claimed Governor Christie changed company practices in a way that produced negative results. "People came to us to see how it was done. Now they look at us to see how not to do it."

Ray Greaves (NJ TRANST non-voting Board Member) identified himself and Amalgamated Transportation Union as a member of "Fight the Hike:" a coalition of mayors from Newark (Mayor Ras Baraka), Jersey City (Mayor Fulop) and Paterson (Mayer Torres) and others to "...sustain sufficient, efficient, and affordable transportation for the residents of New Jersey." Mr. Greaves said that "New Jersey Transit's hike for train and bus fares will make more difficult and expensive commutes for all of the half a million riders. One in ten New Jersey workers and New Jerseyans simply cannot afford another fair increase." Mr. Greaves claimed NJ TRANSIT's operating deficit was due to the Governor's not supporting transportation, and encouraged attendees to "Join us as we fight the hike."

Martin Haraghty identified himself as president of Local 824, Monmouth County. Mr. Haraghty stated the increase was wrong and the distances his wife and others had to travel made the nine percent increase financially burdensome. Mr. Haraghty claimed the ultimate result was that people would return to cars. "You guys are doing a great job pushing the public from the bus and rail back into their cars...these actions are a slap to the face of the riders and their wallets."

Pablo Gonzalez identified himself as a member of Amalgamated Transit Union Local 820. Mr. Gonzalez suggested that the fare increase was part of a trend of housing issues, declining salaries, and a rising costs of living. Mr. Gonzalez called upon the Governor to stop the fare increase.

Rob Duffey identified himself as the policy and communications director for New Jersey Working Families "a coalition of labor and community organizations that represents 50,000 activists around the state to fight for a socially and economically just New Jersey. Mr. Duffey said "The service cuts and nine percent fare hike under consideration is an unnecessary burden on the families least able to afford it." He stated that primarily low income workers, senior citizens and those with disabilities would be most affected. Additionally, Mr. Duffey linked the fare increase to other financial events in the state including a cut in the state's income tax credit, property tax relief, and increased tuition for college and universities with limited financial aid. Mr. Duffey claimed the increase was a result of diminished support for the transportation trust fund and corporate subsidies and business incentives. "In the short term, legislators must pass a budget that ends tax breaks for the wealthy corporations so that we can cover New Jersey Transit \$60 million deficit for the year. In the long-term we need to identify new revenue that allows us to replenish, sustain and improve New Jersey's transportation system."

Cindy Steiner identified herself as the executive director of the New Jersey Bike and Walk Coalition which "opposes the fare hikes and service cuts" because "Reducing transit will put more people even beyond biking distance from public transportation." Ms. Steiner suggested that raising fares would result in more people using cars and therefore making it more dangerous for bikers and pedestrians. "...the nation's most densely populated state should be embracing a mass transit-centered transportation policy that also encourages other transportation options to access transit."

David Peter Alan identified himself as chair of the Lackawanna Coalition representing "...the riders of the Morris-Essex, Montclair-Boonton and Gladstone rail lines and connecting transit..." and stated that if this fare increase is approved, it will be the 8th fare increase for commuters since 1988, when the gasoline tax reached its current level. "A fare increase is a tax increase." He claimed the policy violated Title VI because it "consistently forced transit riders alone to pay more...[than] Motorists and truckers..." He suggested that the proposal to cut trains 1601 and 1043 is bad public transportation policy since it leaves limited options for late visits to NYC. Finally, he repeatedly said "This fare is unfair." Later, David Peter Alan returned to the podium to advocate for return of the Off-Peak round trip ticket.

Doug O'Malley identified himself as the director of Environment New Jersey, representing more than 20,000 citizens and a member of New Jersey for Transit; a newly formed coalition of 18 organizations that span transit advocates. Mr. O'Malley emphasized that the fare adjustments were "fare hikes" and service adjustments were "service cuts." He asserted the lack of funding the Transportation Trust Fund and lack of general support of transportation by the Governor's administration is what caused the current deficit and it should not be raised by a fare increase. Finally, he suggested that the gas tax should be raised: "Axel Rose was on the charts the last time we raised the gas tax. It is time for the Christie Administration and the legislature to show leadership and to fund transit like it deserves."

William Post identified himself as representing the New Jersey Association of Railroad Passengers and stated he was concerned about the loss of off-peak fares.

Jackie Zaccaria identified herself as representing the New Jersey Sierra Club and stated the higher fares were a result of the Governor's administration and unfair to people who rely on services, as well as the environment.

William Holloway identified himself as being with New Jersey unicycle. He proposed training and marketing solutions with a unicycle.

Benjamin Evans identified himself as president of Local 819, Amalgamated Transit Union and a member of "Fight the Hike." Mr. Evans remarked that senior citizens, single parents, have expenses beyond transportation and the service provided is inadequate for the disabled and seniors. Mr. Evans spoke to a separation between the quality of services received in the inner-city and the suburbs and advocated for a gas tax. Later, Mr. Evans returned to the Mike to advocate for keeping the 872 bus.

Joseph Grandioso identified himself as president of Local 822, Amalgamated Transit Union and said that "...to raise fares, to cut service...is a terrible thing to do." He stated that the decision was being driven by the Governor's office. Later, Joseph Grandioso returned to the podium to express that the fare increase was a temporary solution, and other increases would follow in the future.

Earl Hardy identified himself as a member of "Fight the Hike" and stated that the fare increase will prevent the poor and young from being able to take the bus and train every day.

Richard Stark identified himself as Amalgamated Transit Union (member) and said "These fare hikes and cutbacks are ridiculous. We are blaming the Governor." He advocated for the need for more bus service and funding to operate New Jersey Transit.

There was 1 reporter from NJTV.

There were 33 other speakers. The following is a list of all issues raised:

Customer service/service quality/level should be improved before a fare increase	11
Operating deficit is a state executive leadership issue and should be mitigated by the governor's office	9
Absence of voting Board members reflects negatively on the hearing process	9
Transit riders can't afford a fair increase	7
Service changes harm senior citizens and disabled customers	7
Fare increase will result in more people using cars (which is bad for the environment)	6
There are safety concerns on trains and buses	6
Operating deficit is an organizational mismanagement and should be mitigated by internal measures	5
Operating deficit is a state legislature issue and increase should be mitigated by legislators	4
NJT does not (and should) ensure appropriate fares are collected 100% of the time	4
There should be an increase in the gas tax	4
Fare changes harm those on fixed/low-income	4
NJT is unresponsive to complaints	3
Operating deficit is due to lack of funding the Transportation Trust Fund	3
Rail stations are dirty	3
NJT/Transit infrastructure is deteriorating	3
NJT's fare/service models are lacking compared to local/regional agencies	3
Greater police presence is necessary	2
People/Businesses rely on the 872 bus (Don't discontinue service)	2
NJT needs to re-evaluate the current fare structure (prior to/concurrent with increase)	2
9% is too great a increase at one-time	2
There are issues with the 94 bus	2
A fare increase is a tax	2

9% is a substantive increase for people customers who travel long distances by rail	2
People who visit NYC need the last train on the Pascack Valley lines	2
Challenges using/understanding Access Link/Paratransit	2
Customer service should be available 24 hours	2
There is a lower quality of cleanliness in rail stations in poor neighborhoods/the inner-city	2
New Jersey needs more buses and trains not fewer	2
Should bring back the ORT	2
Service changes will negatively impact minorities/Have Title VI implications	1
Service changes will affect people's employment	1
NJT should bring back Newark "Reduced/Downtown Fare" program	1
Lack of accessibility for disabled customers	1
People who visit NYC need the last train on the Boonton train.	1
There is a low quality of service on the number six line	1
NJT should explore public/private partnership as a means of closing the budget gap	1
Absence of Governor's office representative reflects negatively on the hearing process	1
There should be a return to off-peak fares	1
People will leave the state because it is so expensive to live and commute here	1
Fire 20 executives who are making over 5 million	1
I should pay less because I live under "electrification"	1
Trains are dirty	1
Access Link is a very good service	1
Service in the city of Newark is terrible	1
Thanks to NJT for adding two trains that stop at North Elizabeth in addition to Elizabeth downtown station.	1
There is a security concern at the North Elizabeth train station	1
During peak hours, all trains in the NE Corridor should be "double decker"	
Need for greater regulation of transportation	1
NJT Board of Directors and executives should take a cut in their salary and contribute more toward pensions	1
There should be alternative public transportation providers in New Jersey	1

Respectfully submitted,



Leotis Sanders
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 20, 2015
Hackensack, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:31 p.m. A total of 47 registered people attended and 28 people spoke, including five individuals who spoke twice. The speakers represented various communities in the area including Hasbrouck Heights, Rivervale, Hillsdale, Westwood, Englewood, Hackensack, Cliffside Park, Paramus, Woodcliff Lake and included riders from every mode of service we currently or plan to offer in that area. There was another community meeting in the building that ended at about 6:45 and while a few attendees wandered in from that meeting, most of the attendees and speakers were there because of the hearing. We had a group of people arrive at the start of the meeting and another group arrived at about 6:50.

Because the early attendees had all spoken by 7:20 and so many of their comments were about day to day service issues, we took a break to give people time to talk to the NJT representatives around the room. We re-convened at about 7:40 at which time I re-did the hearing officer overview (minus reading the documents into the record) and had RJ Palladino repeat the presentation. We did take a couple more 5 to 10 minute breaks during the evening but because the people in the room remained constant we did not repeat the presentation.

Elected Officials:

Two elected officials spoke, the Mayor of Woodcliff Lake, Jeff Goldsmith and a State Legislator, Tim Eustace. Each of them stressed that they were not speaking in an official capacity but out of personal concern as well as concern for their neighbors. While both of them were respectful in their comments, the main theme was the need for the state to address broader transportation funding issues and not try to balance the state budget on the back of commuters. Rose Hecht who was in the building for the other meeting did poke her head into the room to say hello to the NJT staff but she did not stay.

Union Officials/ Press Representatives:

No one spoke in a capacity as a union official. When we arrived there was someone who appeared to have an id on that referred to a newspaper but that person left very early in the meeting.

Organizations:

A few organizations were also represented, including the Better Bus Alliance (a Manor section of Englewood centered organization), an Autism Advocacy group and another

grass roots organization whose name I did not catch. One of the speakers stated he sits on Accessibility Advisory boards.

Comment Summary:

While most of the speakers told stories about their personal circumstances and the impact these changes and our service in general would or does have on their lives, the comments can be summarized by the following themes.

Any fare hike even 9.4% is a burden on the riding public	1
The service reductions particularly the loss of the last train on the PVL which stops in area will limit people's ability to enjoy events, or activities in NYC or at the Meadowlands because they will have no alternative way to get home from Secaucus or NYC	1
It is unfair and unprofessional for NJT to ask for a fare hike when they still have some many service problems.	1
The fare increase will be most onerous on the elderly, working single parents, students, transit dependent, modest income, urban residents, the disabled, and households who never recovered from the economic downturn because of the slow rate of recovery in the state of NJ.	1
The lack of an increase in the gas tax or tolls is placing an undue burden on riders of public transit vs. those who travel in cars.	1
A higher gasoline user tax should be imposed to raise money to support transit.	1
There were the usual comments about our poor service, overpaid executives, and lack of customer service.	5
The fare increase is a tax by another name.	1
Several speakers blamed Governor Christie's mismanagement for the need for the fare hikes.	2
We should cut executive pay further.	1
There were several compliments about our Access Link service and concern over proposed fare hikes.	4
There were also complaints about the convoluted routes used by our Access Link service.	2
Before asking for a fare increase, the Governor should stop placing people into Transit at high salaries that know nothing about transportation.	1
Access vehicles should also provide transportation along train routes.	1
A vocal contingent of speakers made many comments about the lack of bus service on Knickerbocker Avenue in Englewood and Riverdale. There were a lot of comments from this group but they were not directly related to the fare or service changes proposed for 2016.	1
There should be a state gas tax to fund transportation.	1
The fare increase is a form of hidden taxes.	1
One speaker wanted to make sure I included her complement to Ruby Unger for being so helpful whenever she called for help understanding our confusing trip planning process.	1

One speaker did not understand why we had not decreased fares during periods when the price of fuel falls significantly.	1
A few senior speakers talked about the difficulty of getting around doing basic errands like shopping and doctors visit and asked for more service and no fare hike.	3
Only one speaker spent any time talking about the "hell hole" we call Port Authority. He believes we should not get any increase until we fix our service and terminals.	1
One speaker suggested charging a premium or surcharge for underused service rather than discontinuing it.	1
One speaker was concerned about her inability to get to work on time because the bus service was so unreliable.	1

Respectfully submitted,

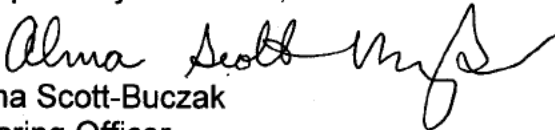

Alma Scott-Buczak
Hearing Officer

EXHIBIT 2

**Hearing Officer's Report
Public Hearing – May 21, 2015
Trenton, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30pm and lasted until 8:30pm. A total of 47 members of the public attended and 31 people spoke for the record. NJ TRANSIT Board Chairman Jamie Fox attended the public hearing.

Elected Officials:

Assemblyman Reed Gusciora spoke, stating that fewer cars on the road help the environment and reduce congestion. He said that if you dissuade people, especially poor people, with a light rail fare increase, it is unfair.

Senator Shirley Turner spoke, asking NJ TRANSIT to reconsider the proposal. She stated that there are other internal options, said to "tighten your belt," and that service cuts add insult to injury. She said that NJT rail fares are higher than MTA, and this hurts the poor who rely on public transportation. She further stated that this is a tax and it will reduce ridership, which causes fares to be raised again...service cuts are disturbing for urban or rural areas; they lose access to jobs.

Assemblywoman Elizabeth Maher Muoio spoke, noting that a healthy economy and environment needs the transit system. She said that a success example is the service to the Amazon warehouse. She also stated that this would be an almost 30% fare increase over 5 years; and it can cut off residents from jobs and drive away young couples due to cost.

Senator Linda Greenstein spoke, stating that this is the worst time to raise fares for the middle class and working poor, that we can't ask NJ residents to pay more, and we must find more savings. She said that raising fares won't stoke the fire of development. She also said that cutting the 655 would remove access to health care and leisure venues in Plainsboro and to mitigate this with adjustments to other routes as a minimum.

Councilman Duncan Harrison (Trenton) spoke, stating that residents can't afford a 9% fare increase. He said that people now wait, without shelter, for buses. He suggested NJ TRANSIT make other savings such as in the insurance/health/administrative areas.

Councilman Lester Varga (Plainsboro) spoke, asking NJ TRANSIT to save the 655, as it is integral to a future BRT. He said that it takes time to grow and succeed and represents a unique public/private partnership. He also stated that it is part of the Transit Village at the hospital and is vital and needed, and that the future build-out by the hospital will grow the ridership.

EXHIBIT 2

Mayor Liz Lempert (Princeton) spoke, asking NJ TRANSIT to preserve the 655 link to the hospital and keep fares stable. She stated that carless residents need it for access to hospital clinic service and new apartments on the old hospital site along the 655 route. She also said that this would be a 30% fare increase over 5 years.

Organizations:

John Costa, representing the ATU, stated that all was growing until Chris Christie, who takes from the poor to give to the rich. Steve Campbell also spoke (ATU-Hamilton/Local 540), stating that the last fare increase resulted in a loss in ridership. He said that this will cause more losses in ridership, especially among the working poor. He also said that if the 655 is cut, the 605/600 transfer at Quaker Bridge Mall will mean that people pay more for a longer trip. Also representing the ATU, Martin Haggerty spoke, stating that this is an unfair fare increase. He said, "Governor Christie must stop his personal agenda and do THIS job!"

Dan O'Connell, representing SMART Transit (formerly UTU), spoke, stating that the rail union opposes higher fares for less service. He said we need investment...a new rail tunnel, a new PABT.

Doug O'Malley, representing Environment NJ, spoke, stating that we need more equitable funding for transit. He said the Christie administration must be accountable. He also said they are the most anti-transit administration in history...the Governor is responsible...this will increase air pollution.

Dina Jaboroska, a rail rider representing NJ Citizen Action, spoke, stating that the State has failed to invest in the transit system. She said to reject this package and look for other funding sources. She also stated that transit connects people with jobs and training, a 9% hike is devastating for families, and other state cuts have already hurt."

Aaron Hynderman, representing the NJ Bike/Walk Coalition, said that higher fares lead to more car use. He also said that the 655 is a vital link to the hospital...the 605/600 transfer is highly inconvenient & unacceptable. He said, "Despite the financials, consider equity."

Speakers:

There were 17 other speakers. The following is a list of issues raised:

NJ should consider a free fare for seniors	1
College students and younger workers need a low fare	2
Don't eliminate the 655 route	3
Don't eliminate the 318 route	1
Extend the 607 route to serve both the hospital in Hopewell and Mercer Airport	1
Generally opposed to fare increase	3

EXHIBIT 2

Unfair to pay more when state assistance goes down by 17.6%	1
Kids benefit from jobs with bus service to Great Adventure	2
People with disabilities can't pay a higher fare	1
Don't tamper with the 602	1
Collect revenue on trains before raising fares	1
MyBus Now is great but doesn't always work	1
Need more Sunday bus service in Mercer County	1
Restore off-peak rail discounts	2
307 route is needed for people to get to work and to reduce traffic	1
Need more interconnectivity	1
Governor cancelled the ARC tunnel	1
PVL and Main/Bergen get increases when others don't	1
Eliminate a different train than the packed late train from Hoboken	1
Transfers will be difficult with late buses	1

Respectfully submitted,



Dennis J. Martin
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 21, 2015
Morristown, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 18 people attended and 10 people spoke for the record. Some of the ten people, who spoke, spoke more than once.

Elected Officials:

There were no elected officials attending the hearing.

Organizations:

David Peter Allen, Chair of the Lackawanna Coalition on M&E Corridor, spoke stating and chanting the "The Fare is Unfair". He also chanted, "Taxation without Representation" and stated that NJ TRANSIT should have commuters on the Board of Directors. He opposes the fare increases and service cuts, especially Bus Route 872. He mentioned the bus does not have good connections to rail. David Peter Allen's time was up and he was excused. He signed up to speak again and station that NJ TRANSIT is one company but has two branches: bus and rail but that a mobility network is needed. He stated this proposal did not come from NJ TRANSIT employees and that he believes NJT employees could do more but they are not given the opportunity. Patricia and Donald Winship also spoke. Patricia stated that New Jersey must find a fiscally responsible way to fund transportation. Donald stated that the proposal is a tax increase and that he was disappointed that management doesn't rise up but that the real blame lies with the Governor's Office. He stated that there is a need for a dedicated and sustainable funding source for transportation and that we are all in for a traffic nightmare.

Robert Field, Aid to Jersey City Mayor, Steven Fulop, spoke stating that Jersey City is the fastest growing city in the state and that NJ TRANSIT and the state of New Jersey should be investing in public transit not eliminating service or increasing fares. He mentioned and advocated for Jersey City resident Mark Finklestein who relies on the 307 Bus to get to work. He mentioned Ken Ramsey, another Jersey City resident who struggles financially and will be crippled by the fare increase. He asked that NJ TRANSIT reconsider the fare increase.

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

Generally opposed to the fare increase & service cuts	8
Increase the gas tax and/or dedicated tax	7
Don't eliminate the PVL # 1601 train	1

A 9% fare increase is just too high	5
Taxation without representation-need commuter(s) on Board, like colleges	2
Don't eliminate the 872 service from Livingston to Parsippany	2
Need to invest in transit	2
Replace PVL train #1601 with a bus	1
Have Coach 77 pick up on the route portion that is being eliminated on the 872	1
No parking at Union Station as Kean College students get all of the parking	1
Need hourly service on the Bus Route 113 otherwise waste gas driving in to NYC	1
RVL needs additional direct service to NYC as Newark as a transfer is not safe, almost robbed switching trains	1
Stampede in Newark transferring trains on RVL	1
Local Bus Route 1 is overcrowded	1
Solari Board needed at Newark Penn Station	1
Property values increase with transit so why are operating subsidies declining and corporations are getting tax subsidies	1
Need a climate at NJT open to new ideas and innovation	1

Respectfully submitted,



Janice Pepper
Hearing Officer

**Hearing Officer's Report
Public Hearing – May 21, 2015
Paterson, NJ**

Re: NJ TRANSIT Fiscal Year 2016 Service and Fare Adjustment Proposals

The public hearing opened at 5:30 p.m. and closed at 8:30 p.m. Approximately 24 people attended the hearing and a total of ten people spoke for the record. Three people spoke twice during the hearing.

Elected Officials or Elected Official's Representatives:

John Bertlett

He is the Passaic County Freeholder representing 502,000 people in Passaic County, New Jersey. He is also a member of the North Jersey Transportation Planning Authority Board.

He did not attend the hearing to dispute the fare hike. Rather, he contested the reduction of train service to Pascack Valley. Specifically, train number 1043 currently departs from New York after midnight and stops at Little Falls and Wayne, New Jersey. The proposal would remove the late train, and the last train would subsequently depart from New York at 9:50pm from Monday to Friday. He stated that this reduction would dramatically affect the working class in Passaic County who need public transportation from the New York City to Little Falls and Wayne. He stated that although there are late buses, many people buy a monthly rail pass and they would have to incur an additional cost to take a late bus. He stated that in light of the limited capacity at the Port Authority Bus Terminal, NJ TRANSIT should be encouraging customers from Passaic County to maximize their use of the trains.

He also stated that the service reductions run counter to the regional master plan at the county and state levels. The plan emphasizes transit-supported development in the North Jersey region. His constituents are making initiatives to make Little Falls a transit village designation. Also, in Wayne, reduction of transit service would adversely affect the \$51 million investment in the Wayne multi-level transit center on Route 23. The ability for people to get to Wayne, Wanaque, and Pequannock communities at night is essential.

Finally, the North Jersey Transportation Planning Authority recently allocated \$240 million for a seven year construction project to reconfigure the interchange of Route 3 and Route 46 in Little Falls, Clifton and Woodland Park. This project will create a greater need for public transportation in and out of New York City.

Omar Rodriguez

He is the Executive Assistant to the Mayor of Paterson, Joey Torres. He believed the three minute time limit is unfair.

He stated that the largest cities in New Jersey -Paterson, Newark and Jersey City- are in opposition of the fare hike. The hike would impact the working class because they generally work two jobs and they cannot afford to buy a monthly pass.

He stated that 1100 people at NJ TRANSIT make over \$100,000 a year. NJ TRANSIT should cut salaries to make up for the budget gap. He also questioned why NJ TRANSIT was not getting federal government subsidizes, like the airlines. He questioned how can NJ TRANSIT on one hand discourage the use of cars and on the other hand increase fares.

He believed that NJ TRANSIT has the highest fares in the country. The residents in Paterson who are below poverty level will suffer. They will not be able to make ends meet and it is very unfair.

He expressed that the Governor is telling municipalities not to exceed 2%. However, NJ TRANSIT is hiking rates 9%.

He suggested that NJ TRANSIT unload real estate before it implements a 9% fare hike. He advised people to go to www.notransithike.com and sign the petition to stop the abuse.

He demanded that NJ TRANSIT should be more user friendly rather than raising the fares, as the economy is still suffering.

Finally, he pointed out that there are more NJ TRANSIT employees in the room than customers because they are working for their families.

Representatives from Organizations:

Ken Vogel

He was a member of the Bergen-Hudson TRANSIT Committee in the 1990s. He is currently not associated with any organization. He does not think that NJ TRANSIT is planning for the future. He suggested that NJ TRANSIT deal with SEPTA and MTA regarding planning. He stated that NJ TRANSIT has the highest amount of passengers in history yet NJ TRANSIT seeks to raise fares.

David Gilmore

He is currently the president of Let's Save Paterson Organization. He pointed out that 55% of the people in Paterson are below the federal poverty guideline. A 9% increase

will have a disparate impact on the poor and minorities. He concluded that NJ TRANSIT employees are getting increases surpassing 9%. He stated that a 9% hike is a lot of money for the poor. He stated that he was speaking for the poor and the people that did not get the notice to attend.

Liccleotrled Gomez

She represented the Dominican Republic Organization. She expressed that Dominican people use public transportation for their jobs and for the growth of this country. The fare hike is not fair to them because their salaries are low. The reasons Dominicans come to this country are to help this country and to help the Dominican Republic. The fare hike only makes it harder for Dominicans to make a living in this country.

Eric Reynolds

He did not advise us verbally that he was a member of the ATU. However, he wore a shirt that stated ATU. He stated that the fare hike will impact hundreds of recent college graduates who use NJ TRANSIT to commute to work in the City. Riding NJ TRANSIT will be too expensive for recent college graduates considering their entry level salaries.

Robert Moss

He is on the executive committee of the New Jersey Chapter of the Sierra Club. The Sierra Club is vehemently opposed to the proposal. He expressed that global warming is one of the biggest threats to civilization. One of the ways to slow it down is to get people out of their cars and into TRANSIT. However, at this time, it is cheaper to drive than to take NJ TRANSIT. He disagrees that the fare hikes do not disproportionately impact minorities. He stated that the proposal is only looking at customers and not the total population to determine the impact on minorities and people with low income. Finally, he called for an increase of the gas tax instead of increasing fares.

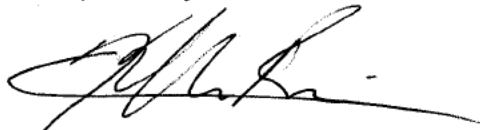
When he spoke again, he pointed out that in New York City, their passengers can travel 30 miles for \$2.75. NJ TRANSIT should not compare its one zone passes to NYC passes. Therefore, the conclusions in the proposal were misleading and disingenuous.

There were 10 speakers including the speakers listed above. The following is a list of issues raised:

Generally opposed to fare increase.	1
Fare increase will impact global warming because it is cheaper to drive.	1
The poor and/or minorities will be disproportionately impacted despite the conclusion in the proposal.	4
NJ TRANSIT employees should take salary cuts.	3
Increase the gas tax instead of the fares.	1
NJ TRANSIT will not be able to attract customers if it continues to increase fares.	1

It does not appear that NJ TRANSIT is planning for the future.	1
NJ TRANSIT has the highest amount of passengers and yet they continue to increase fares.	1
The fare increase will prevent Dominicans from making a living in this country as their salaries are already low.	1
The fare increase negatively impacts the working class in Paterson, Newark and Jersey City.	2
Paterson, Newark, Jersey City, the largest cities in New Jersey, oppose the fare increase.	1
The fare increase encourages people to drive their cars.	1
There is no purpose for a public transportation system if the fares continue to rise.	1
The public transportation service is poor in Paterson.	1
The bus shelters in Paterson look awful.	1
Instead of raising fares, there should be more service for the disabled.	1
NJ TRANSIT should sell real estate instead of raising fares.	1
People should go to www.notransithike.com and sign the petition against the hike.	1
The economy cannot support a fare increase.	1
Working people could not attend the meeting because they are working to support their families.	1
The proposal should not compare NJ TRANSIT's one zone pass to New York passes because passengers can travel for 30 miles for \$2.75 in New York.	1
Commuting to New York City will be too expensive for recent college graduates.	1
Oppose cutting late night service on 1043 train from New York City to Little Falls and Wayne.	1
The service cuts to the 1043 train impacts regional plans in Passaic County.	1

Respectfully submitted,



Kathleen Roseme
Hearing Officer

Find a dashboard...



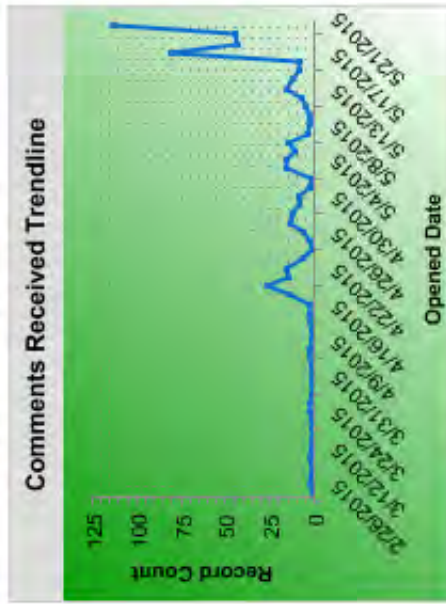
Edit Clone Refresh

As of Today at 3:04 PM

Comments Received - Total

Case Record Type	Comments Received - Total	Record Count
<u>CorrTrack Case</u>		62
<u>Customer Service Case</u>		103
<u>Public Comment Case</u>		461

Comments - Daily Volume Trendline



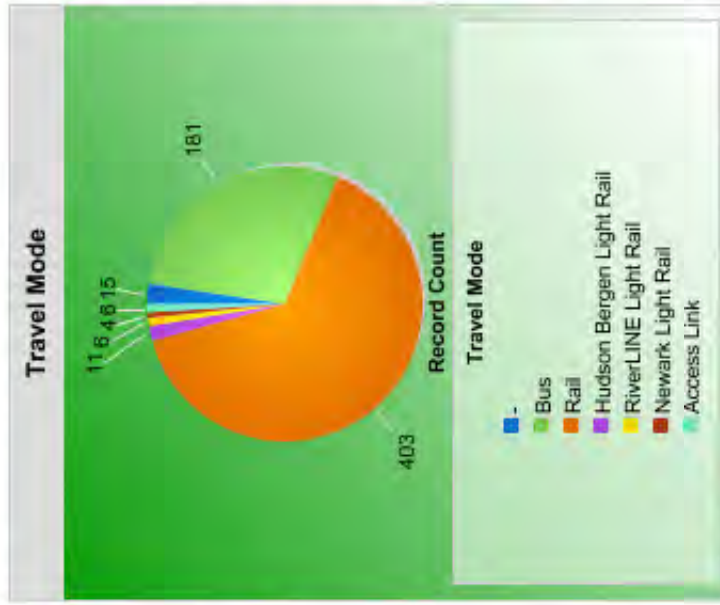
Comments - Service Proposal

- Elimination of PVL Train #1601
- Elimination of Montclair-Boonton Line Train #1043
- Discontinuation of Bus Route 307
- Discontinuation of Bus Route 318
- Discontinuation of Bus Route 655
- Discontinuation of Route Segments on Bus Route 419
- Discontinuation of Route Segments on Bus Route 872
- Discontinuation of Selected Evening Trips on Bus Route 463

TOTAL Specific Comments on Service Proposals

Comments - General Fare Proposal
Total Written Comments Received

Comments By Travel Mode



Comments By Rail Service

Rail Line	Record Count
<u>Northeast Corridor</u>	125
<u>North Jersey Coast Line</u>	65
<u>Pascack Valley Line</u>	45
<u>Morristown Line</u>	44
<u>Montclair/Boonton Line</u>	33
<u>Raritan Valley Line</u>	26
<u>Gladstone Branch</u>	16
<u>Main Line</u>	14
<u>Bergen County Line</u>	12
<u>Atlantic City Line</u>	5

Comments By Bus Route

Bus Route	Record Count
<u>655 - Princeton - Plainsboro</u>	21
<u>419 - Burlington - Riverside - Phila</u>	7
<u>872 - Morristown - Randolph - Cty</u>	7
<u>College</u>	
<u>137 - Toms River - New York</u>	6
<u>139 - Lakewood - Old Bridge - NY</u>	6
<u>165 - Westwood - New York</u>	4
<u>166 - Dumont - Tenafly - NY</u>	4
<u>320 - North Bergen Park/ Ride - New York</u>	4
<u>408 - Millville - Philadelphia</u>	4
<u>001 - Newark</u>	3

38
14
2
0
21
7
7
0
87
539
626

PROPOSED FARE CHANGE OCTOBER 1, 2015

LOCAL BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP W/ TRF		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	1.50	1.60	0.70	0.75	54.00	59.00	10.25	11.00	14.75	15.50	NA	NA
2	2.35	2.55	1.05	1.10	72.00	78.00	15.75	17.00	20.25	21.50	NA	NA
3	2.90	3.15	1.30	1.40	85.00	93.00	19.75	21.50			25.00	27.00
4	3.50	3.80	1.60	1.75	92.00	100.00	23.75	25.75			31.00	33.50
5	3.80	4.15	1.70	1.85	101.00	110.00					35.00	38.00
6	4.40	4.80	2.00	2.15	114.00	124.00					39.00	42.50
7	4.80	5.25	2.20	2.40	127.00	138.00					44.00	48.00
8	5.30	5.80	2.40	2.60	140.00	153.00					47.50	51.50
9	5.70	6.20	2.60	2.80	151.00	165.00					52.50	57.00
10	6.20	6.75	2.80	3.05	164.00	179.00					55.50	60.50
11	6.65	7.25	3.00	3.25	175.00	191.00					60.50	66.00
12	7.10	7.75	3.20	3.50	187.00	204.00					62.50	68.00
13	7.60	8.30	3.45	3.75	200.00	218.00					68.00	74.00
14	8.10	8.85	3.65	3.95	215.00	234.00					72.50	79.00
15	8.45	9.20	3.80	4.15	224.00	244.00					77.00	84.00
16	8.95	9.75	4.05	4.40	239.00	261.00					81.00	88.50
17	9.40	10.25	4.25	4.65	249.00	271.00					85.50	93.00
18	9.85	10.75	4.45	4.85	262.00	286.00					89.00	97.00
19	10.40	11.35	4.70	5.10							93.00	101.50
20	10.80	11.75	4.85	5.30							97.50	106.50
21	11.35	12.35	5.10	5.55							102.50	111.50
22	11.75	12.80	5.30	5.80							105.00	114.50
23	12.20	13.30	5.50	6.00							110.00	120.00
24	12.75	13.90	5.75	6.25								
25	13.25	14.45	6.00	6.55								
26	13.60	14.80	6.10	6.65								
27	14.10	15.35	6.35	6.90								
28	14.50	15.80	6.55	7.15								
29	15.05	16.40	6.75	7.35								
30	15.45	16.85	6.95	7.60								
31	15.95	17.40	7.20	7.85								
32	16.40	17.90	7.40	8.05								
33	16.90	18.40	7.60	8.30								
34	17.25	18.80	7.80	8.50								
35	17.80	19.40	8.00	8.70								
36	18.15	19.80	8.15	8.90								
37	18.70	20.40	8.40	9.15								
38	19.05	20.75	8.55	9.30								

Zones
1 Zone + Transfer
2 Zone + Transfer

Zones
1 Zone + Transfer
2 Zone + Transfer

INTERSTATE BUS, NEW YORK

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	1.70	1.85	0.80	0.85					NA	NA	NA	NA
2	3.20	3.50	1.45	1.55					98.00	107.00	27.00	29.50
3	4.25	4.50	1.90	2.05					136.00	148.00	39.00	42.50
4	5.50	6.00	2.50	2.70					153.00	167.00	47.00	51.00
5	6.50	7.00	2.95	3.20					183.00	199.00	55.50	60.50
6	7.50	8.00	3.50	3.80					216.00	235.00	64.00	70.00
7	9.00	9.75	4.00	4.35					230.00	251.00	76.50	83.50
8	10.00	10.75	4.50	4.90					245.00	267.00	85.00	92.50
9	11.00	12.00	5.00	5.45					259.00	282.00	93.50	102.00
10	12.00	13.00	5.50	6.00					278.00	303.00	102.00	111.00
11	12.75	13.75	5.75	6.25					299.00	326.00	108.50	118.50
12	13.75	15.00	6.25	6.80					324.00	353.00	117.00	127.50
13	14.75	16.00	6.50	7.10					346.00	377.00	125.50	137.00
14	15.25	16.50	6.75	7.35					366.00	399.00	129.50	141.00
15	16.50	18.00	7.50	8.20					386.00	421.00	140.50	153.00
16	17.50	19.00	8.00	8.70					411.00	448.00	149.00	162.50
17	18.25	19.75	8.25	9.00					431.00	470.00	155.00	169.00
18	19.50	21.25	8.75	9.55					455.00	496.00	166.00	181.00
19	20.00	21.75	9.00	9.80					455.00	496.00	170.00	185.50
20	21.00	22.75	9.50	10.35					455.00	496.00	178.50	194.50
21	22.00	24.00	10.00	10.90					455.00	496.00	187.00	204.00
22	23.25	25.25	10.50	11.45					455.00	496.00	197.50	215.50
23	23.75	25.75	10.75	11.70					455.00	496.00	202.00	220.00
24	28.25	30.75	12.75	13.90	51.00	55.00	23.00	25.00				
25	29.75	32.50	13.50	14.70	53.00	58.00	24.00	26.00				
26	30.75	33.50	13.75	15.00	55.00	60.00	25.00	27.00				
27	31.25	34.00	14.00	15.25	56.00	61.00	25.50	27.50				
28	32.25	35.25	14.50	15.80	59.00	64.00	26.50	29.00				
29	33.50	36.50	15.00	16.35	60.00	65.00	27.00	29.50				
30	34.75	38.00	15.75	17.15	61.00	66.00	27.50	30.00				
31	35.75	39.00	16.00	17.45	64.00	70.00	29.00	31.50				
32	37.00	40.25	16.75	18.25	66.00	72.00	29.50	32.00				
33	37.75	41.25	17.00	18.55	68.00	74.00	30.50	33.00				
34	38.75	42.25	17.50	19.10	70.00	76.00	31.50	34.00				
35	40.00	43.50	18.00	19.60	73.00	79.00	33.00	36.00				
36	41.25	45.00	18.50	20.15	74.00	80.00	33.50	36.50				
37	42.25	46.00	19.00	20.70	75.00	82.00	34.00	37.00				
38	43.25	47.25	19.50	21.25	79.00	86.00	35.50	38.50				
39	44.50	48.50	20.00	21.80	80.00	87.00	36.00	39.00				

INTRACOMMUTER BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
6	6.50	7.00	3.00	3.25					168.00	183.00	55.50	60.50
7	7.25	7.75	3.25	3.55					193.00	210.00	61.50	67.00
8	8.25	9.00	3.75	4.10					214.00	233.00	70.00	76.50
9	9.50	10.25	4.25	4.65					238.00	259.00	81.00	88.50
10	10.00	10.75	4.50	4.90					263.00	287.00	85.00	92.50
11	11.00	12.00	5.00	5.45					286.00	312.00	93.50	102.00
12	11.50	12.50	5.25	5.70					308.00	336.00	98.00	107.00
13	12.75	13.75	5.75	6.25					330.00	360.00	108.50	118.50
14	13.50	14.75	6.00	6.55					350.00	382.00	115.00	125.50
15	14.50	15.75	6.50	7.10					371.00	404.00	123.50	134.50
16	15.00	16.25	6.75	7.35					394.00	429.00	127.50	139.00
17	16.00	17.50	7.25	7.90					411.00	448.00	136.00	148.00
18	16.50	18.00	7.50	8.20					411.00	448.00	140.50	153.00
19	17.25	18.75	7.75	8.45					411.00	448.00	146.50	159.50
20	18.25	19.75	8.25	9.00					411.00	448.00	155.00	169.00
21	18.75	20.50	8.50	9.25					411.00	448.00	159.50	174.00
22	23.00	25.00	10.25	11.15	41.00	44.00	18.50	20.00				
23	23.75	25.75	10.75	11.70	43.00	47.00	19.50	21.00				
24	24.75	27.00	11.25	12.25	44.00	48.00	20.00	21.50				
25	25.75	28.00	11.50	12.55	46.00	50.00	20.50	22.00				
26	26.50	29.00	12.00	13.10	48.00	52.00	21.50	23.50				
27	27.50	30.00	12.50	13.65	50.00	54.00	22.50	24.50				
28	28.25	30.75	12.75	13.90	51.00	55.00	23.00	25.00				
29	29.00	31.50	13.00	14.15	53.00	58.00	24.00	26.00				
30	30.25	33.00	13.50	14.70	55.00	60.00	25.00	27.00				
31	31.00	33.75	14.00	15.25	56.00	61.00	25.50	27.50				
32	32.00	35.00	14.50	15.80	58.00	63.00	26.00	28.00				
33	33.25	36.25	15.00	16.35	59.00	64.00	26.50	29.00				
34	33.75	36.75	15.25	16.60	60.00	65.00	27.00	29.50				
35	34.75	38.00	15.75	17.15	61.00	66.00	27.50	30.00				
36	35.75	39.00	16.00	17.45	64.00	70.00	29.00	31.50				
37	36.25	39.50	16.25	17.70	66.00	72.00	29.50	32.00				
38	37.50	41.00	17.00	18.55	68.00	74.00	30.50	33.00				

LOCAL BUS, SOUTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP W/ TRF		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	1.50	1.60	0.70	0.75	50.00	54.00	10.25	11.00	14.75	15.50	NA	NA
2	2.10	2.25	0.95	1.00	65.00	71.00	14.50	15.75	19.00	20.25	NA	NA
3	2.55	2.75	1.15	1.25	76.00	83.00	17.25	18.75			22.50	24.50
4	3.10	3.35	1.40	1.50	83.00	90.00	21.00	22.75			28.00	30.50
5	3.50	3.80	1.60	1.75	92.00	100.00					31.00	33.50
6	3.90	4.25	1.75	1.90	105.00	114.00					36.00	39.00
7	4.40	4.80	2.00	2.15	114.00	124.00					39.00	42.50
8	4.75	5.15	2.15	2.35	127.00	138.00					43.00	47.00
9	5.25	5.70	2.35	2.55	136.00	148.00					47.00	51.00
10	5.65	6.15	2.55	2.75	149.00	162.00					50.50	55.00
11	6.00	6.55	2.75	3.00	160.00	174.00					54.50	59.50
12	6.50	7.10	2.90	3.15	171.00	186.00					57.00	62.00
13	6.80	7.40	3.05	3.30	183.00	199.00					61.50	67.00
14	7.30	7.95	3.30	3.60	195.00	213.00					66.00	72.00
15	7.70	8.40	3.45	3.75	204.00	222.00					69.00	75.00
16	8.15	8.90	3.65	3.95	216.00	235.00					73.00	79.50
17	8.45	9.20	3.80	4.15	227.00	247.00					77.00	84.00
18	8.95	9.75	4.05	4.40	239.00	261.00					81.00	88.50
19	9.40	10.25	4.25	4.65							84.00	91.50
20	9.80	10.70	4.40	4.80							88.00	96.00
21	10.30	11.25	4.60	5.00							92.00	100.50
22	10.60	11.55	4.75	5.15							96.50	105.00
23	11.10	12.10	5.00	5.45							99.00	108.00
24	11.50	12.55	5.20	5.65								

Zones
1 Zne + Transfer
2 Zne + Transfer

ONEWAY ADULT		ONEWAY REDUCED	
Current	Proposed	Current	Proposed
2.15	2.30	1.00	1.05
2.75	2.95	1.25	1.30

Zones
1 Zne + Transfer
2 Zne + Transfer

INTERSTATE BUS, PHILADELPHIA

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	1.80	1.95	0.80	0.85					NA	NA	NA	NA
2	2.80	3.05	1.25	1.35					88.00	96.00	24.00	26.00
3	3.90	4.25	1.75	1.90					123.00	134.00	34.00	37.00
4	4.90	5.35	2.20	2.40					138.00	150.00	41.50	45.00
5	5.80	6.30	2.60	2.80					166.00	181.00	49.50	54.00
6	7.00	7.50	3.25	3.55					196.00	214.00	59.50	65.00
7	7.75	8.25	3.50	3.80					225.00	245.00	66.00	72.00
8	9.00	9.75	4.00	4.35					241.00	263.00	76.50	83.50
9	10.00	10.75	4.50	4.90					259.00	282.00	85.00	92.50
10	10.75	11.75	4.75	5.15					278.00	303.00	91.50	99.50
11	13.25	14.50	6.00	6.55	21.00	22.00	9.50	10.00	299.00	326.00	112.50	122.50
12	13.75	15.00	6.25	6.80	25.00	27.00	11.50	12.50	324.00	353.00	117.00	127.50
13	14.75	16.00	6.75	7.35	28.00	30.00	12.50	13.50	346.00	377.00	125.50	137.00
14	16.00	17.50	7.25	7.90	29.00	31.00	13.00	14.00	366.00	399.00	136.00	148.00
15	16.50	18.00	7.50	8.20	30.00	32.00	13.50	14.50	386.00	421.00	140.50	153.00
16	17.50	19.00	8.00	8.70	31.00	33.00	14.00	15.00	411.00	448.00	149.00	162.50
17	18.50	20.00	8.25	9.00	33.00	36.00	15.00	16.00	431.00	470.00	157.50	171.50
18	19.75	21.50	9.00	9.80	34.00	37.00	15.50	16.50	455.00	496.00	168.00	183.00
19	20.75	22.50	9.25	10.10	38.00	41.00	17.00	18.50	455.00	496.00	176.50	192.50
20	21.50	23.50	9.75	10.65	40.00	43.00	18.00	19.50	455.00	496.00	183.00	199.50
21	22.75	24.75	10.25	11.15	41.00	44.00	18.50	20.00	455.00	496.00	193.50	211.00

OTHER BUS & LIGHT RAIL FARES

320 LINCOLN TUNNEL PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING RT PACKAGE		REDUCED PACKAGE		MONTHLY PASS	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Secaucus	3.95	4.25	1.80	1.95					136.00	148.00
Park Ride Lot	3.00	3.25	1.35	1.45	9.50	10.00	6.20	6.40		

321 VINCE LOMBARDI PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING RT PACKAGE		REDUCED PACKAGE	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Park Ride Lot	3.75	4.00	1.70	1.85	9.25	9.75	5.15	5.45

308 GREAT ADVENTURE

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	17.50	19.00	8.00	8.70	35.00	38.00	16.00	17.40
Newark	12.75	13.75	5.75	6.25	25.50	27.50	11.50	12.50

137 SEASIDE PARK

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		ROUND TRIP CHILD	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Seaside	1.50	1.60	0.70	0.75				
Toms River	2.90	3.15	1.30	1.40				
Newark	16.00	17.00	7.00	7.50	30.00	32.00	13.50	14.50
Jersey City	18.00	19.00	8.00	8.50	31.00	33.00	14.00	15.00
Union City	18.00	19.00	8.00	8.50	33.00	36.00	15.00	16.00
New York	25.00	27.00	11.50	12.00	45.00	49.00	20.50	22.00

BUS TRANSFER

	ADULT		REDUCED		STUDENT	
	Current	Proposed	Current	Proposed	Current	Proposed
North	0.70	0.75	0.35	0.35	0.45	0.45
South	0.65	0.70	0.30	0.30	0.45	0.45

319 NEW YORK-ATLANTIC CITY

	ROUND TRIP	
	Current	Proposed
New York	39.00	42.00
Jersey City	39.00	42.00
Newark	39.00	42.00

551 PHILADELPHIA-ATLANTIC CITY

	ROUND TRIP	
	Current	Proposed
Philadelphia	19.00	20.00

7 NEWARK CITY SUBWAY		Downtown	
ONEWAY ADULT	Current	Proposed	
	0.70	0.75	
BERGEN COMMUNITY COLLEGE		Campus	
ONEWAY ADULT	Current	Proposed	
	0.70	0.75	
966 CONVENT STATION EMPLOYEE SHUTTLE		Shuttle	
ONEWAY ADULT	Current	Proposed	
	0.70	0.75	
ONEWAY REDUCED	Current	Proposed	
	0.35	0.35	
MONTHLY PASS	Current	Proposed	
	26.00	28.00	
67-137-317 FORT DIX-McGUIRE AFB CONTINUING TRIP		New York Newark	
ONEWAY ADULT	Current	Proposed	
	18.25	19.75	
	11.00	12.00	
ONEWAY REDUCED	Current	Proposed	
	8.25	9.00	
	5.00	5.45	
ROUND TRIP	Current	Proposed	
	33.00	36.00	
ROUND TRIP CHILD	Current	Proposed	
	15.00	16.00	
353 MEADOWLANDS SPORTS COMPLEX		Secaucus	
ROUND TRIP	Current	Proposed	
	4.50	4.50	
ROUND TRIP CHILD	Current	Proposed	
	2.00	2.00	
HUDSON BERGEN LIGHT RAIL		HBLR	
ONEWAY ADULT	Current	Proposed	
	2.10	2.25	
ONEWAY REDUCED	Current	Proposed	
	1.05	1.10	
MONTHLY PASS	Current	Proposed	
	64.00	70.00	
SCHOOL TEN TRIP	Current	Proposed	
	16.00	17.00	
TEN TRIP	Current	Proposed	
	21.00	22.50	
RIVER LINE		Zone 1	
ONEWAY ADULT	Current	Proposed	
	1.50	1.60	
	2.15	2.30	
	2.80	3.05	
ONEWAY REDUCED	Current	Proposed	
	0.70	0.75	
	1.00	1.05	
	1.25	1.35	
MONTHLY PASS	Current	Proposed	
	50.00	54.00	
SCHOOL TEN TRIP	Current	Proposed	
	10.25	11.00	
TEN TRIP	Current	Proposed	
	15.00	16.00	
1 Plus Transfer			
Phila CT	88.00	96.00	24.00
			26.00

INTERSTATE RAIL

Zone	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
2	5.00	5.25	2.25	2.45	10.00	10.50	4.50	4.90	139.00	152.00	104.00	113.00	42.50	46.50	50.00	52.50
3	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
4	6.25	6.75	2.75	3.00	12.50	13.50	5.50	6.00	169.00	184.00	127.00	138.00	51.50	56.00	62.50	67.50
5	6.75	7.25	3.00	3.25	13.50	14.50	6.00	6.50	193.00	210.00	145.00	158.00	59.50	65.00	67.50	72.50
6	7.25	7.75	3.25	3.55	14.50	15.50	6.50	7.10	208.00	227.00	156.00	170.00	63.00	68.50	72.50	77.50
7	8.00	8.50	3.50	3.80	16.00	17.00	7.00	7.60	233.00	254.00	175.00	191.00	70.50	77.00	80.00	85.00
8	8.75	9.25	4.00	4.35	17.50	18.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	87.50	92.50
9	9.25	9.75	4.25	4.65	18.50	19.50	8.50	9.30	273.00	298.00	205.00	224.00	82.50	90.00	92.50	97.50
10	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
11	11.00	11.75	5.00	5.45	22.00	23.50	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	117.50
12	11.50	12.25	5.25	5.70	23.00	24.50	10.50	11.40	324.00	353.00	243.00	265.00	98.00	107.00	115.00	122.50
13	12.25	13.25	5.50	6.00	24.50	26.50	11.00	12.00	349.00	380.00	262.00	285.00	106.50	116.00	122.50	132.50
14	13.00	14.00	5.75	6.25	26.00	28.00	11.50	12.50	361.00	393.00	271.00	295.00	110.00	120.00	130.00	140.00
15	13.75	14.75	6.25	6.80	27.50	29.50	12.50	13.60	386.00	421.00	290.00	316.00	117.00	127.50	137.50	147.50
16	14.00	15.00	6.25	6.80	28.00	30.00	12.50	13.60	400.00	436.00	300.00	327.00	122.00	133.00	140.00	150.00
17	14.25	15.25	6.50	7.10	28.50	30.50	13.00	14.20	408.00	445.00	306.00	334.00	124.00	135.00	142.50	152.50
18	14.75	16.00	6.75	7.35	29.50	32.00	13.50	14.70	414.00	451.00	311.00	338.00	126.50	138.00	147.50	160.00
19	14.75	16.00	6.75	7.35	29.50	32.00	13.50	14.70	414.00	451.00	311.00	338.00	126.50	138.00	147.50	160.00
20	15.00	16.25	6.75	7.35	30.00	32.50	13.50	14.70	425.00	463.00	319.00	347.00	129.50	141.00	150.00	162.50
21	15.00	16.25	6.75	7.35	30.00	32.50	13.50	14.70	425.00	463.00	319.00	347.00	129.50	141.00	150.00	162.50
22	15.50	16.75	7.00	7.65	31.00	33.50	14.00	15.30	440.00	480.00	330.00	360.00	134.00	146.00	155.00	167.50
23	15.50	16.75	7.00	7.65	31.00	33.50	14.00	15.30	440.00	480.00	330.00	360.00	134.00	146.00	155.00	167.50
Princeton	16.50	17.75	7.50	8.20	33.00	35.50	15.00	16.40	458.00	499.00	344.00	374.00	139.50	152.00	165.00	177.50
Newark	5.00	5.25	2.25	2.45	10.00	10.50	4.50	4.90	139.00	152.00	104.00	113.00	42.50	46.50	50.00	52.50

INTRASTATE RAIL TO NEWARK PENN (Newark Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
5	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
6	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
7 & Secaucus	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
8	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
9	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
10	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
11	7.00	7.50	3.25	3.55	14.00	15.00	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
12	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
13	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
14	9.00	9.75	4.00	4.35	18.00	19.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	90.00	97.50
15	9.75	10.50	4.50	4.90	19.50	21.00	9.00	9.80	273.00	298.00	205.00	224.00	82.50	90.00	97.50	105.00
16	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
17	10.25	11.00	4.50	4.90	20.50	22.00	9.00	9.80	291.00	317.00	218.00	238.00	89.00	97.00	102.50	110.00
18	10.75	11.75	4.75	5.15	21.50	23.50	9.50	10.30	299.00	326.00	224.00	245.00	90.50	98.50	107.50	117.50
19	10.75	11.75	4.75	5.15	21.50	23.50	9.50	10.30	299.00	326.00	224.00	245.00	90.50	98.50	107.50	117.50
20	11.00	12.00	5.00	5.45	22.00	24.00	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	120.00
21	11.00	12.00	5.00	5.45	22.00	24.00	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	120.00
22	11.50	12.50	5.25	5.70	23.00	25.00	10.50	11.40	324.00	353.00	243.00	265.00	98.00	107.00	115.00	125.00
23	11.50	12.50	5.25	5.70	23.00	25.00	10.50	11.40	324.00	353.00	243.00	265.00	98.00	107.00	115.00	125.00
Princeton	12.50	13.50	5.75	6.25	25.00	27.00	11.50	12.50	349.00	380.00	262.00	285.00	106.50	116.00	125.00	135.00

INTRASTATE RAIL TO HOBOKEN (Hoboken Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
2	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
3	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
4	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
5	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
6	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
7	7.00	7.50	3.25	3.55	14.00	15.00	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
8	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
9	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
10	9.00	9.75	4.00	4.35	18.00	19.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	90.00	97.50
11	9.75	10.50	4.50	4.90	19.50	21.00	9.00	9.80	273.00	298.00	205.00	224.00	82.50	90.00	97.50	105.00
12	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
14	10.25	11.00	4.50	4.90	20.50	22.00	9.00	9.80	291.00	317.00	218.00	238.00	89.00	97.00	102.50	110.00
16	10.75	11.75	4.75	5.15	21.50	23.50	9.50	10.30	299.00	326.00	224.00	245.00	90.50	98.50	107.50	117.50
17	10.75	11.75	4.75	5.15	21.50	23.50	9.50	10.30	299.00	326.00	224.00	245.00	90.50	98.50	107.50	117.50
18	11.00	12.00	5.00	5.45	22.00	24.00	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	120.00
19	11.00	12.00	5.00	5.45	22.00	24.00	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	120.00
Newark Penn	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00

ATLANTIC CITY RAIL

Atlantic City to	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Absecon	1.50	1.50	0.75	0.75	41.00	44.00	31.00	33.00	12.50	13.50
Egg Harbor	3.25	3.50	1.50	1.60	89.00	97.00	67.00	73.00	27.50	30.00
Hammononton	4.75	5.00	2.25	2.45	133.00	145.00	100.00	109.00	40.00	43.50
Atco	4.75	5.00	2.25	2.45	133.00	145.00	100.00	109.00	40.00	43.50
Lindenwold	5.00	5.25	2.25	2.45	139.00	152.00	104.00	113.00	42.50	46.50
Cherry Hill	6.50	7.00	3.00	3.25	183.00	199.00	137.00	149.00	56.50	61.50
Pennsauken	6.50	7.00	3.00	3.25	183.00	199.00	137.00	149.00	56.50	61.50
Philadelphia	10.00	10.75	4.50	4.90	284.00	310.00	213.00	233.00	86.50	94.50
Lindenwold to										
Absecon	4.00	4.25	1.75	1.90	116.00	126.00	87.00	95.00	35.50	38.50
Egg Harbor	4.00	4.25	1.75	1.90	116.00	126.00	87.00	95.00	35.50	38.50
Hammononton	2.75	3.00	1.25	1.35	75.00	82.00	56.00	61.00	24.00	26.00
Atco	1.50	1.50	0.75	0.75	41.00	44.00	31.00	33.00	12.50	13.50
Cherry Hill	2.00	2.00	1.00	1.00	46.00	50.00	35.00	38.00	14.50	15.50
Pennsauken	2.00	2.00	1.00	1.00	46.00	50.00	35.00	38.00	14.50	15.50
Philadelphia	5.00	5.25	2.25	2.45	139.00	152.00	104.00	113.00	42.50	46.50
Philadelphia to										
Absecon	9.50	10.25	4.25	4.65	259.00	282.00	194.00	212.00	79.00	86.00
Egg Harbor	9.50	10.25	4.25	4.65	259.00	282.00	194.00	212.00	79.00	86.00
Hammononton	7.50	8.00	3.50	3.80	208.00	227.00	156.00	170.00	64.00	70.00
Atco	6.50	7.00	3.00	3.25	183.00	199.00	137.00	149.00	56.50	61.50
Cherry Hill	4.00	4.25	1.75	1.90	116.00	126.00	87.00	95.00	35.50	38.50
Pennsauken	4.00	4.25	1.75	1.90	116.00	126.00	87.00	95.00	35.50	38.50
Local Trip	1.50	1.50	0.75	0.75	41.00	44.00	31.00	33.00	12.50	13.50
Local Trip	2.25	2.25	1.00	1.05	55.00	60.00	41.00	44.00	16.50	18.00
Local Trip	3.25	3.50	1.50	1.60	89.00	97.00	67.00	73.00	27.50	30.00
Local Trip	3.50	3.75	1.50	1.60	95.00	103.00	71.00	77.00	29.00	31.50
Local Trip	3.75	4.00	1.75	1.90	106.00	116.00	80.00	87.00	32.50	35.50
Local Trip	4.00	4.25	1.75	1.90	116.00	126.00	87.00	95.00	35.50	38.50
Local Trip	4.50	4.75	2.00	2.15	121.00	132.00	91.00	99.00	36.50	39.50
Local Trip	6.00	6.50	2.75	3.00	168.00	183.00	126.00	137.00	50.50	55.00

LOCAL RAIL

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Local Trip	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Local Trip	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Local Trip	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Local Trip	3.50	3.75	1.50	1.60	7.00	7.50	3.00	3.20	95.00	103.00	71.00	77.00	29.00	31.50	35.00	37.50
Local Trip	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Local Trip	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Local Trip	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Local Trip	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Local Trip	6.25	6.75	2.75	3.00	12.50	13.50	5.50	6.00	169.00	184.00	127.00	138.00	51.50	56.00	62.50	67.50
Local Trip	7.00	7.50	3.25	3.55	14.00	15.00	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
Local Trip	7.25	7.75	3.25	3.55	14.50	15.50	6.50	7.10	208.00	227.00	156.00	170.00	63.00	68.50	72.50	77.50
Local Trip	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Local Trip	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
Local Trip	8.50	9.25	3.75	4.10	17.00	18.50	7.50	8.20	245.00	267.00	184.00	200.00	75.00	82.00	85.00	92.50
Local Trip	9.00	9.75	4.00	4.35	18.00	19.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	90.00	97.50
Local Trip	9.75	10.50	4.50	4.90	19.50	21.00	9.00	9.80	273.00	298.00	205.00	224.00	82.50	90.00	97.50	105.00
Local Trip	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
Local Trip	10.25	11.00	4.50	4.90	20.50	22.00	9.00	9.80	291.00	317.00	218.00	238.00	89.00	97.00	102.50	110.00
Local Trip	10.75	11.75	4.75	5.15	21.50	23.50	9.50	10.30	299.00	326.00	224.00	245.00	90.50	98.50	107.50	117.50
Local Trip	11.00	12.00	5.00	5.45	22.00	24.00	10.00	10.90	308.00	336.00	231.00	252.00	93.00	101.50	110.00	120.00
Local Trip	11.50	12.50	5.25	5.70	23.00	25.00	10.50	11.40	324.00	353.00	243.00	265.00	98.00	107.00	115.00	125.00
Local Trip	12.50	13.50	5.75	6.25	25.00	27.00	11.50	12.50	349.00	380.00	262.00	285.00	106.50	116.00	125.00	135.00

PASCACK VALLEY RAIL

Indicated Fares are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR. In the event of a subsequent Metro North RR fare change the implemented fare will be authorized to increase as allowed by pricing agreement, with the authorized fare as a maximum

ONEWAY ADULT	
Current	Proposed
10.00	10.75
10.00	10.50

Proposed fare to be authorized (parity with stations on other Rail lines in the same fare structure and same fare zone)
Proposed fare to be implemented October 1, 2015 in accordance with Metro North RR pricing agreements

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Authorized Implemented	10.00 10.00	10.75 10.50	4.50 4.50	4.90 4.90	20.00 16.25	21.50 16.25	9.00 8.25	9.80 8.35	284.00 284.00	310.00 302.00	213.00 213.00	233.00 227.00	85.50 85.50	93.00 91.75	100.00 100.00	107.50 100.50
Zone 10 Montvale, Park Ridge, Woodcliff Lake to																
NY Penn Authorized Implemented	10.00 10.00	10.75 10.50	4.50 4.50	4.90 4.90	20.00 16.25	21.50 16.25	9.00 8.25	9.80 8.35	284.00 284.00	310.00 302.00	213.00 213.00	233.00 227.00	85.50 85.50	93.00 91.75	100.00 100.00	107.50 100.50
Hoboken Authorized Implemented	9.00 9.00	9.75 9.50	4.00 4.00	4.35 4.35	18.00 14.25	19.50 14.25	8.00 7.25	8.70 7.25	248.00 248.00	270.00 262.00	186.00 186.00	203.00 197.00	75.50 75.50	82.50 81.25	90.00 90.00	97.50 90.50
Zone 1 Authorized Implemented	6.00 6.00	6.50 6.50	2.75 2.75	3.00 3.00	12.00 12.00	13.00 13.00	5.50 5.50	6.00 6.00	168.00 168.00	183.00 183.00	126.00 126.00	137.00 137.00	50.50 50.50	55.00 55.00	60.00 60.00	65.00 65.00
Zone 3 Authorized Implemented	4.75 4.75	5.00 5.00	2.25 2.25	2.45 2.45	9.50 9.50	10.00 9.50	4.50 4.50	4.90 4.75	133.00 133.00	145.00 145.00	100.00 100.00	109.00 109.00	40.00 40.00	43.50 43.50	47.50 47.50	50.00 50.00
Zone 4 Authorized Implemented	4.00 4.00	4.25 4.25	1.75 1.75	1.90 1.90	8.00 8.00	8.50 8.25	3.50 3.50	3.80 3.80	116.00 116.00	126.00 126.00	87.00 87.00	95.00 95.00	35.50 35.50	38.50 38.50	40.00 40.00	42.50 42.50
Zone 5 Authorized Implemented	3.25 3.25	3.50 3.50	1.50 1.50	1.60 1.60	6.50 6.50	7.00 6.75	3.00 3.00	3.20 3.20	89.00 89.00	97.00 97.00	67.00 67.00	73.00 73.00	27.50 27.50	30.00 30.00	32.50 32.50	35.00 35.00
Zone 6 Authorized Implemented	2.75 2.75	3.00 3.00	1.25 1.25	1.35 1.35	5.50 5.50	6.00 5.50	2.50 2.50	2.70 2.70	75.00 75.00	82.00 82.00	56.00 56.00	61.00 61.00	23.00 23.00	25.00 25.00	27.50 27.50	30.00 30.00
Zone 7 Authorized Implemented	2.25 2.25	2.25 2.25	1.00 1.00	1.05 1.05	4.50 4.50	4.50 4.50	2.00 2.00	2.10 2.10	55.00 55.00	60.00 60.00	41.00 41.00	44.00 44.00	16.50 16.50	18.00 18.00	22.50 22.50	22.50 22.50
Zone 8 Authorized Implemented	2.25 2.25	2.25 2.25	1.00 1.00	1.05 1.05	4.50 3.75	4.50 3.75	2.00 2.00	2.10 2.00	55.00 55.00	60.00 60.00	41.00 41.00	44.00 44.00	16.50 16.50	18.00 18.00	22.50 22.50	22.50 22.50
Zone 9 Authorized Implemented	2.25 2.25	2.25 2.25	1.00 1.00	1.05 1.00	4.50 3.50	4.50 3.50	2.00 1.75	2.10 1.75	55.00 55.00	60.00 56.00	41.00 41.00	44.00 42.00	16.50 16.50	18.00 17.25	22.50 21.50	22.50 21.50
Zone 10 Authorized Implemented	2.25 2.25	2.25 2.25	1.00 1.00	1.05 1.00	4.50 3.50	4.50 3.50	2.00 1.75	2.10 1.75	55.00 55.00	60.00 56.00	41.00 41.00	44.00 42.00	16.50 16.50	18.00 17.25	22.50 21.50	22.50 21.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 9 Hillsdale, Westwood to																
NY Penn Authorized Implemented	9.25	9.75	4.25	4.65	18.50	19.50	8.50	9.30	273.00	298.00	205.00	224.00	82.50	90.00	92.50	97.50
Hoboken Authorized Implemented	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
Zone 1 Authorized Implemented	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Zone 3 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 4 Authorized Implemented	3.50	3.75	1.50	1.60	7.00	7.50	3.00	3.20	95.00	103.00	71.00	77.00	29.00	31.50	35.00	37.50
Zone 5 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 6 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 8 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 9 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
	2.25	2.25	1.00	1.00	3.50	3.50	1.75	1.75	55.00	56.00	41.00	42.00	16.50	17.25	21.50	21.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 8 Emerson to																
NY Penn Authorized Implemented	8.75	9.25	4.00	4.35	17.50	18.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	87.50	92.50
Hoboken Authorized Implemented	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Zone 1 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 3 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 4 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 5 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 6 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 6 River Edge New Bridge Landing to New Bridge Landing																
NY Penn Authorized Implemented	7.25	7.75	3.25	3.55	14.50	15.50	6.50	7.10	208.00	227.00	156.00	170.00	63.00	68.50	72.50	77.50
Hoboken Authorized Implemented	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Zone 1 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 3 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 4 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 5 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 6 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

MAIN LINE BERGEN COUNTY RAIL

Indicated Fares are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR. In the event of a subsequent Metro North RR fare change the implemented fare will be authorized to increase as allowed by pricing agreement, with the authorized fare as a maximum

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Authorized	13.00	14.00	5.75	6.25	26.00	28.00	11.50	12.50	361.00	383.00	271.00	295.00	110.00	120.00	130.00	140.00
Implemented	13.00	13.75	5.75	6.25	21.75	22.25	10.75	10.95	361.00	370.00	271.00	278.00	110.00	114.25	129.50	132.00
Zone 14 Suffern, Mahwah to	10.25	11.00	4.50	4.90	20.50	22.00	9.00	9.80	291.00	317.00	218.00	238.00	89.00	97.00	102.50	110.00
NY Penn Authorized	8.50	9.25	3.75	4.10	17.00	18.50	7.50	8.20	245.00	267.00	184.00	200.00	75.00	82.00	85.00	92.50
Implemented	8.50	9.25	3.75	4.10	16.25	16.25	7.50	8.20	245.00	267.00	184.00	200.00	75.00	82.00	85.00	92.50
Zone 1 Authorized	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
Implemented	8.25	9.00	3.75	4.10	14.25	14.25	7.25	7.25	225.00	225.00	170.00	170.00	69.75	69.75	82.50	90.00
Zone 2 Authorized	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Implemented	7.50	8.00	3.50	3.80	13.25	13.25	6.75	6.75	208.00	208.00	156.00	157.00	63.00	64.75	75.00	80.00
Zone 3 Authorized	7.00	7.50	3.25	3.55	14.00	15.00	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
Implemented	7.00	7.50	3.25	3.55	12.50	12.50	6.25	6.25	193.00	196.00	145.00	147.00	59.50	60.75	70.00	75.00
Zone 4 Authorized	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Implemented	6.00	6.50	2.75	3.00	11.25	11.25	5.50	5.75	168.00	174.00	126.00	131.00	50.50	54.00	60.00	65.00
Zone 5 Authorized	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Implemented	5.25	5.50	2.25	2.45	10.50	10.50	4.50	4.90	156.00	162.00	117.00	122.00	47.50	50.25	52.50	55.00
Zone 6 Authorized	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	141.00	100.00	106.00	40.00	43.50	47.50	50.00
Zone 7 Authorized	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 8 Authorized	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 9 Authorized	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00

Zone 11 Authorized Implemented	2.25 2.25	1.00 1.00	1.05 1.05	4.50 4.50	2.00 2.00	2.10 2.10	55.00 55.00	60.00 60.00	41.00 41.00	44.00 44.00	16.50 16.50	18.00 18.00	22.50 22.50	22.50 22.50	Zone 11 Authorized Implemented
Zone 12 Authorized Implemented	2.25 2.25	1.00 1.00	1.05 1.05	4.50 4.50	2.00 2.00	2.10 2.10	55.00 55.00	60.00 60.00	41.00 41.00	44.00 44.00	16.50 16.50	18.00 18.00	22.50 22.50	22.50 22.50	Zone 12 Authorized Implemented
Zone 14 Authorized Implemented	2.25 2.25	1.00 1.00	1.05 1.05	4.50 3.75	2.00 2.00	2.10 2.00	55.00 55.00	60.00 60.00	41.00 41.00	44.00 44.00	16.50 16.50	18.00 18.00	22.50 22.50	22.50 22.50	Zone 14 Authorized Implemented

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 12 Route 17 Ramsey to																
NY Penn Authorized Implemented	11.50	12.25	5.25	5.70	23.00	24.50	10.50	11.40	324.00	353.00	243.00	285.00	98.00	107.00	115.00	122.50
Hoboken Authorized Implemented	11.50	12.25	5.25	5.70	21.75	22.25	10.50	10.95	324.00	353.00	243.00	285.00	98.00	107.00	115.00	122.50
Zone 1 Authorized Implemented	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
Zone 2 Authorized Implemented	10.00	10.75	4.50	4.90	16.25	16.25	8.25	8.25	284.00	294.00	213.00	221.00	85.50	91.25	100.00	102.00
Zone 3 Authorized Implemented	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Zone 4 Authorized Implemented	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Zone 5 Authorized Implemented	7.00	7.50	3.25	3.55	14.00	15.00	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
Zone 6 Authorized Implemented	7.00	7.50	3.25	3.55	14.00	14.25	6.50	7.10	193.00	210.00	145.00	158.00	59.50	65.00	70.00	75.00
Zone 7 Authorized Implemented	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Zone 8 Authorized Implemented	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Zone 9 Authorized Implemented	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Zone 10 Authorized Implemented	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Zone 11 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 12 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 1 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 2 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 3 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 4 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 5 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 6 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 8 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 9 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 10 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 11 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 12 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 12 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 10 Waldwick Ho-Ho-Kus to																
NY Penn Authorized Implemented	10.00	10.75	4.50	4.90	20.00	21.50	9.00	9.80	284.00	310.00	213.00	233.00	85.50	93.00	100.00	107.50
Hoboken Authorized Implemented	9.00	9.75	4.00	4.35	18.00	19.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	90.00	97.50
Zone 1 Authorized Implemented	6.00	6.50	2.75	3.00	12.00	13.00	5.50	6.00	168.00	183.00	126.00	137.00	50.50	55.00	60.00	65.00
Zone 2 Authorized Implemented	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Zone 3 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 4 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 5 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 6 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 8 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 9 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 10 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 9 Ridgewood to																
NY Penn Authorized Implemented	9.25	9.75	4.25	4.65	18.50	19.50	8.50	9.30	273.00	298.00	205.00	224.00	82.50	90.00	92.50	97.50
Hoboken Authorized Implemented	8.25	9.00	3.75	4.10	16.50	18.00	7.50	8.20	233.00	254.00	175.00	191.00	70.50	77.00	82.50	90.00
Zone 1 Authorized Implemented	5.25	5.50	2.25	2.45	10.50	11.00	4.50	4.90	156.00	170.00	117.00	128.00	47.50	51.50	52.50	55.00
Zone 2 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 3 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 4 Authorized Implemented	3.50	3.75	1.50	1.60	7.00	7.50	3.00	3.20	95.00	103.00	71.00	77.00	29.00	31.50	35.00	37.50
Zone 5 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 6 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 8 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

	ONEWAY ADULT		ONEWAY REDUCED		ADULT ROUND TRIP		CHILD ROUND TRIP		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone 8 Glen Rock Boro Hall to																
NY Penn Authorized Implemented	8.75	9.25	4.00	4.35	17.50	18.50	8.00	8.70	248.00	270.00	186.00	203.00	75.50	82.50	87.50	92.50
Hoboken Authorized Implemented	7.50	8.00	3.50	3.80	15.00	16.00	7.00	7.60	208.00	227.00	156.00	170.00	63.00	68.50	75.00	80.00
Zone 1 Authorized Implemented	4.75	5.00	2.25	2.45	9.50	10.00	4.50	4.90	133.00	145.00	100.00	109.00	40.00	43.50	47.50	50.00
Zone 2 Authorized Implemented	4.00	4.25	1.75	1.90	8.00	8.50	3.50	3.80	116.00	126.00	87.00	95.00	35.50	38.50	40.00	42.50
Zone 3 Authorized Implemented	3.25	3.50	1.50	1.60	6.50	7.00	3.00	3.20	89.00	97.00	67.00	73.00	27.50	30.00	32.50	35.00
Zone 4 Authorized Implemented	2.75	3.00	1.25	1.35	5.50	6.00	2.50	2.70	75.00	82.00	56.00	61.00	23.00	25.00	27.50	30.00
Zone 5 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 6 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50
Zone 7 Authorized Implemented	2.25	2.25	1.00	1.05	4.50	4.50	2.00	2.10	55.00	60.00	41.00	44.00	16.50	18.00	22.50	22.50

Zone 8
Glen Rock
Boro Hall
to

Zone 8
Glen Rock
Boro Hall
to

Gladstone-Peapack Special School Pass		SCHOOL PASS		Student
Current	Proposed	Current	Proposed	
43.00	47.00			

Change-In-Terminal Fee				
Current	Proposed	Current	Proposed	
2.75	3.00			NWK Division
4.00	4.25			
2.75	3.00			HOB Division
4.00	4.25			

NEWARK AIRPORT RAIL STATION		MONTHLY PASS		TEN TRIP	
Current	Proposed	Current	Proposed	Current	Proposed
0.00	0.00	44.00	44.00		

NEWARK AIRPORT RAIL STATION		OW SENIOR & PWD		ONEWAY CHILD		Facility Access Fee	
Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
5.50	5.50	5.50	5.50	0.00	0.00	44.00	44.00

Facility Access Fee		Access Fee	
Current	Proposed	Current	Proposed
0.00	0.00		

Combination Rail + Access Fee		Access Fee	
Current	Proposed	Current	Proposed
193.00	210.00	114.00	119.00
193.00	210.00	114.00	119.00
75.00	82.00	71.50	76.50
NA	NA	NA	NA
NA	NA	NA	NA
75.00	82.00	71.50	76.50
116.00	126.00	84.00	89.00
133.00	145.00	91.50	96.50
156.00	170.00	96.50	101.50
168.00	183.00	104.00	111.50
193.00	210.00	114.00	121.50
208.00	227.00	119.00	126.50
233.00	254.00	126.50	136.50
248.00	270.00	134.00	144.00
273.00	298.00	141.50	151.50
284.00	310.00	144.00	154.00
291.00	317.00	146.50	156.50
299.00	326.00	151.50	164.00
299.00	326.00	151.50	164.00
308.00	336.00	154.00	166.50
308.00	336.00	154.00	166.50
324.00	353.00	159.00	171.50
349.00	380.00	169.00	181.50

1	NY Penn	114.00	119.00
2	(Newark Penn)	71.50	76.50
3		NA	NA
4		NA	NA
5		71.50	76.50
6		NA	NA
7		84.00	89.00
8		91.50	96.50
9		96.50	101.50
10		104.00	111.50
11		114.00	121.50
12		119.00	126.50
13		126.50	136.50
14		134.00	144.00
15		141.50	151.50
16		144.00	154.00
17		146.50	156.50
18		151.50	164.00
19		151.50	164.00
20		154.00	166.50
21		154.00	166.50
22		159.00	171.50
23	Princeton	169.00	181.50

ACCESS LINK

Current		Proposed		Current		Proposed		Current		Proposed		Current		Proposed		Current		Proposed	
Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares	Fares
1.35	1.45	4.95	5.40	7.50	8.20	10.05	10.95	12.60	13.75	15.20	16.55	18.10	19.75	20.75	22.60				
1.45	1.55	5.00	5.45	7.55	8.25	10.10	11.00	12.65	13.80	15.25	16.60	18.15	19.80	20.80	22.65				
1.90	2.05	5.05	5.50	7.60	8.30	10.15	11.05	12.70	13.90	15.30	16.70	18.20	19.85	20.85	22.75				
1.95	2.10	5.10	5.55	7.65	8.35	10.20	11.10	12.75	13.95	15.35	16.75	18.25	19.90	20.90	22.80				
2.00	2.15	5.15	5.60	7.70	8.40	10.25	11.15	12.80	13.95	15.40	16.80	18.30	19.95	20.95	22.85				
2.15	2.35	5.20	5.65	7.75	8.45	10.30	11.25	12.85	14.00	15.45	16.85	18.40	20.05	21.05	22.95				
2.25	2.45	5.25	5.70	7.80	8.50	10.35	11.30	12.90	14.05	15.50	16.90	18.45	20.10	21.10	23.00				
2.30	2.50	5.30	5.80	7.85	8.55	10.40	11.35	12.95	14.10	15.55	16.95	18.50	20.15	21.15	23.05				
2.50	2.70	5.35	5.85	7.90	8.60	10.45	11.40	13.00	14.15	15.60	17.00	18.55	20.20	21.20	23.10				
2.55	2.75	5.40	5.90	7.95	8.65	10.50	11.45	13.05	14.20	15.65	17.05	18.60	20.25	21.25	23.15				
2.65	2.90	5.45	5.95	8.00	8.70	10.55	11.50	13.10	14.25	15.70	17.10	18.65	20.30	21.30	23.20				
2.70	2.95	5.50	6.00	8.05	8.75	10.60	11.55	13.15	14.30	15.75	17.15	18.70	20.35	21.35	23.25				
2.75	3.00	5.55	6.05	8.10	8.85	10.65	11.60	13.20	14.40	15.80	17.20	18.75	20.45	21.40	23.35				
2.80	3.05	5.60	6.10	8.15	8.90	10.70	11.65	13.25	14.45	15.85	17.30	18.80	20.50	21.45	23.40				
2.90	3.15	5.65	6.15	8.20	8.95	10.75	11.70	13.30	14.50	15.90	17.35	18.85	20.55	21.50	23.45				
2.95	3.20	5.70	6.20	8.25	9.00	10.80	11.75	13.35	14.55	15.95	17.40	18.90	20.60	21.55	23.50				
3.05	3.30	5.75	6.25	8.30	9.05	10.85	11.85	13.40	14.60	16.00	17.45	18.95	20.65	21.60	23.55				
3.10	3.35	5.80	6.30	8.35	9.10	10.90	11.90	13.45	14.65	16.05	17.50	19.00	20.70	21.65	23.60				
3.20	3.50	5.85	6.40	8.40	9.15	10.95	11.95	13.50	14.70	16.10	17.55	19.05	20.75	21.70	23.65				
3.25	3.55	5.90	6.45	8.45	9.20	11.00	12.00	13.55	14.75	16.15	17.60	19.10	20.80	21.75	23.70				
3.30	3.60	5.95	6.50	8.50	9.25	11.05	12.05	13.60	14.80	16.20	17.65	19.20	20.95	21.80	23.75				
3.35	3.65	6.00	6.55	8.55	9.30	11.10	12.10	13.65	14.90	16.25	17.70	19.25	21.00	21.85	23.80				
3.40	3.70	6.05	6.60	8.60	9.35	11.15	12.15	13.70	14.95	16.35	17.80	19.30	21.05	21.95	23.95				
3.45	3.75	6.10	6.65	8.65	9.45	11.20	12.20	13.75	15.00	16.40	17.90	19.35	21.10	22.00	24.00				
3.50	3.80	6.15	6.70	8.70	9.50	11.25	12.25	13.80	15.05	16.50	18.00	19.40	21.15	22.05	24.05				
3.55	3.85	6.20	6.75	8.75	9.55	11.30	12.30	13.85	15.10	16.55	18.05	19.45	21.20	22.10	24.10				
3.60	3.90	6.25	6.80	8.80	9.60	11.35	12.35	13.90	15.15	16.60	18.10	19.50	21.25	22.15	24.15				
3.70	4.00	6.30	6.85	8.85	9.65	11.40	12.40	13.95	15.20	16.65	18.15	19.55	21.30	22.20	24.20				
3.75	4.10	6.35	6.90	8.90	9.70	11.45	12.45	14.00	15.25	16.70	18.20	19.60	21.35	22.30	24.30				
3.80	4.15	6.40	7.00	8.95	9.75	11.50	12.55	14.05	15.30	16.75	18.25	19.65	21.40	22.35	24.35				
3.85	4.20	6.45	7.05	9.00	9.80	11.55	12.60	14.10	15.35	16.80	18.30	19.70	21.45	22.40	24.40				
3.90	4.25	6.50	7.10	9.05	9.85	11.60	12.65	14.15	15.40	16.90	18.40	19.75	21.55	22.45	24.45				
3.95	4.30	6.55	7.15	9.10	9.90	11.65	12.70	14.20	15.45	16.95	18.50	19.80	21.60	22.50	24.55				
4.00	4.35	6.60	7.20	9.15	9.95	11.70	12.75	14.30	15.50	17.05	18.60	19.85	21.65	22.55	24.60				
4.05	4.40	6.65	7.25	9.20	10.05	11.75	12.80	14.35	15.55	17.10	18.65	19.90	21.70	22.60	24.65				
4.10	4.45	6.70	7.30	9.25	10.10	11.80	12.85	14.40	15.70	17.20	18.75	19.95	21.75	22.65	24.70				
4.15	4.50	6.75	7.35	9.30	10.15	11.85	12.90	14.45	15.75	17.25	18.80	20.00	21.80	22.70	24.75				
4.20	4.55	6.80	7.40	9.35	10.20	11.90	12.95	14.50	15.80	17.30	18.85	20.05	21.85	22.75	24.80				
4.25	4.65	6.85	7.45	9.40	10.25	11.95	13.05	14.55	15.85	17.35	18.90	20.10	21.90	22.80	24.85				
4.30	4.70	6.90	7.50	9.45	10.30	12.00	13.10	14.60	15.90	17.40	18.95	20.15	21.95	22.85	24.90				
4.35	4.75	6.95	7.60	9.50	10.35	12.05	13.15	14.65	15.95	17.45	19.00	20.20	22.00	22.90	24.95				
4.40	4.80	7.00	7.65	9.55	10.40	12.10	13.20	14.70	16.00	17.50	19.10	20.25	22.05	22.95	25.00				
4.45	4.85	7.05	7.70	9.60	10.45	12.15	13.25	14.75	16.10	17.55	19.15	20.30	22.10	23.05	25.10				
4.55	4.95	7.10	7.75	9.65	10.50	12.20	13.30	14.80	16.15	17.65	19.25	20.35	22.20	23.10	25.20				
4.60	5.00	7.15	7.80	9.70	10.55	12.25	13.35	14.85	16.20	17.70	19.30	20.40	22.25	23.15	25.25				
4.65	5.05	7.20	7.85	9.75	10.65	12.30	13.40	14.90	16.25	17.80	19.40	20.45	22.30	23.20	25.30				
4.70	5.10	7.25	7.90	9.80	10.70	12.35	13.45	14.95	16.30	17.85	19.45	20.50	22.35	23.25	25.35				
4.75	5.15	7.30	7.95	9.85	10.75	12.40	13.50	15.00	16.35	17.90	19.50	20.55	22.40	23.35	25.45				
4.80	5.25	7.35	8.00	9.90	10.80	12.45	13.55	15.05	16.40	17.95	19.55	20.60	22.45	23.40	25.50				
4.85	5.30	7.40	8.05	9.95	10.85	12.50	13.65	15.10	16.45	18.00	19.60	20.65	22.50	23.50	25.60				
4.90	5.35	7.45	8.10	10.00	10.90	12.55	13.70	15.15	16.50	18.05	19.65	20.70	22.55	23.55	25.65				

ACCESS LINK continued

Fares		Fares	
Current	Proposed	Current	Proposed
23.60	25.70		
23.70	25.85		
23.75	25.90		
23.80	25.95		
23.85	26.00		
23.90	26.05		
23.95	26.10		
24.00	26.15		
24.25	26.45		
24.40	26.60		
24.45	26.65		
24.50	26.70		
24.55	26.75		
24.70	26.90		
24.85	27.10		
25.05	27.30		
25.25	27.50		
25.30	27.60		
25.45	27.75		
25.55	27.85		
25.60	27.90		
25.65	27.95		
25.70	28.00		
25.75	28.05		
26.00	28.35		
26.30	28.65		
27.10	29.55		
28.25	30.80		

Proposed Rail and Bus Service Discontinuance or Service Reduction Effective No Later Than September 2015:

RAIL:

- Pascack Valley Line: Proposed Elimination of Train #1601, the 12:45 a.m. departure from Hoboken
- Montclair-Boonton Line: Proposed Elimination of Train #1043, the 1:35 a.m. departure from Montclair State University

BUS:

- 419 Camden – Pennsauken – Burlington: Proposed Elimination of Service Between Riverside and Burlington City
- 463 Woodbury – Avandale Park-Ride: Proposed Elimination of the Last PM Trip in Each Direction
- 307 Freehold – Great Adventure: Proposed Service Discontinuance
- 318 Philadelphia – Great Adventure: Proposed Service Discontinuance
- 655 Princeton – Plainsboro: Proposed Service Discontinuance
- 872 Morristown – Route 10 – Livingston: Proposed Elimination of Service Between Mack-Cali (Parsippany) and Livingston Mall

FY2016 BUDGET RECOMMENDATION



FY 2016 BUDGET – COST DRIVER EXAMPLES

Contract Service cost growth

- Access Link Paratransit service
 - Hudson-Bergen Light Rail
 - Private Bus Carriers
-

Increases in general liability insurance and workers' compensation

Growth for healthcare and benefits

Increased costs for tolls and fees

FY 2016 BUDGET – COST DRIVER EXAMPLES

	FY 2011 Actuals	FY 2016 Prelim.	\$ Change	% Change
EXPENSES (in Millions)				
Access Link Paratransit Service	\$ 41.3	\$ 64.9	\$ 23.6	57.1%
Hudson Bergen Light Rail	38.2	47.5	9.3	24.3
Private Bus Carriers	36.5	45.4	8.9	24.4
General Liability Insurance	7.8	15.2	7.4	94.9
Workers' Compensation & FELA	23.0	25.5	2.5	10.9
Healthcare and Benefits	171.6	247.6	76.0	44.3
Tolls and fees	45.9	68.6	22.7	49.5
TOTAL EXPENSES	\$ 364.3	\$ 514.7	\$ 150.4	41.3%

FY 2016 BUDGET – DRIVING DOWN THE BUDGET GAP



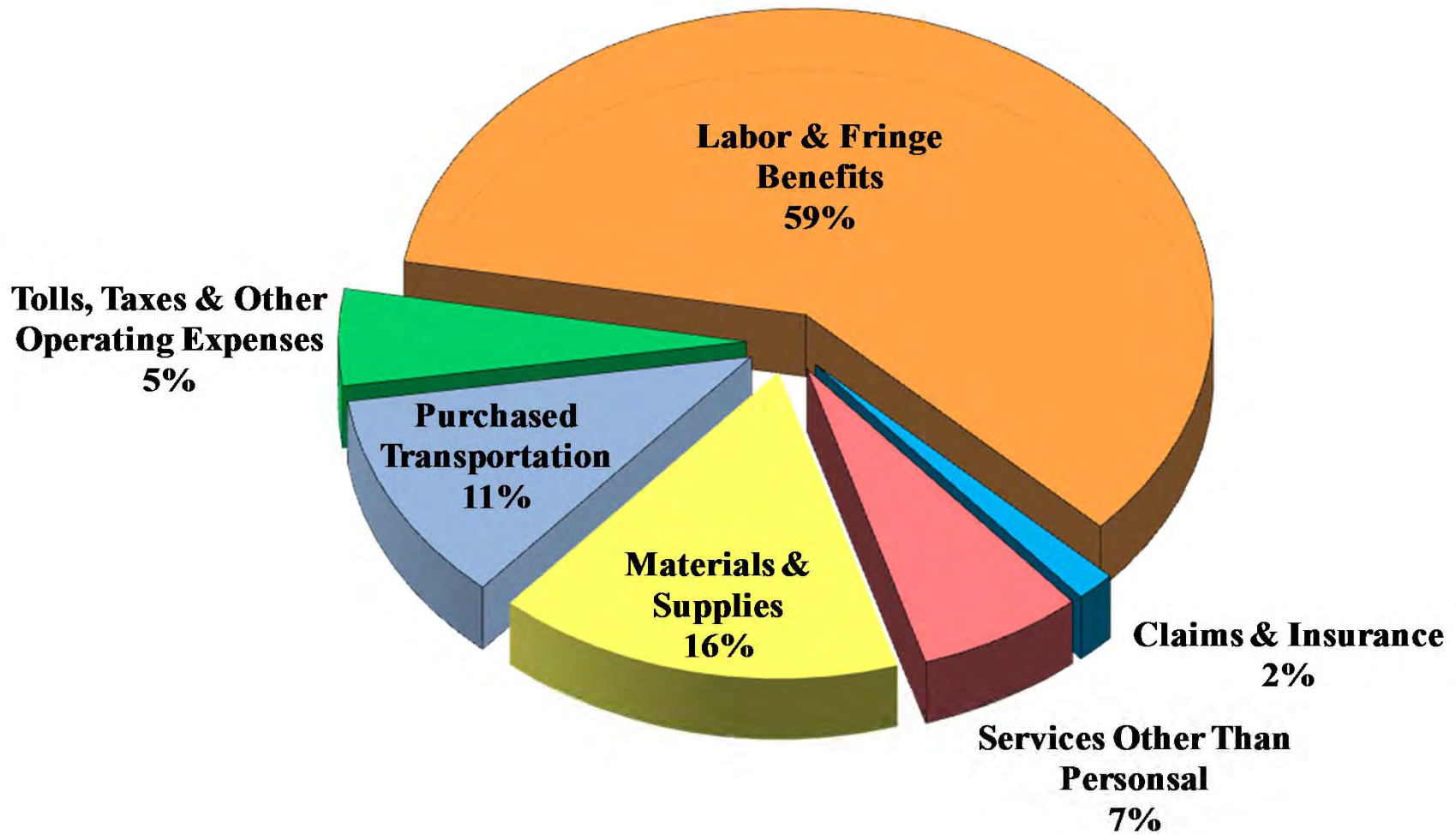
NJ TRANSIT reviewed all options to reduce operating costs internally, and identified \$42 million in cost reductions:

- Fuel savings
 - Port Authority Bus Terminal efficiencies
 - Reduction of scheduled overtime
 - Parts and supplies efficiencies
 - Renegotiation of service contracts
-

FY 2016 BUDGET – OPERATING BUDGET EXPENSE

	FY 2015	FY 2016	\$ Change	% Change
EXPENSES (in Millions)				
Labor & Fringe Benefits	\$ 1,172.2	\$ 1,255.9	\$ 83.7	7.1%
Material & Supplies	364.4	341.5	(22.9)	-6.3
Services Other than Personal	133.0	139.1	6.1	4.6
Purchased Transportation	225.4	237.8	12.4	5.5
Insurance and Claims	31.5	33.3	1.8	5.7
Tolls, Taxes & Other Operating Expenses	92.2	107.9	15.7	17.0
TOTAL EXPENSES	\$ 2,018.7	\$ 2,115.5	\$ 96.8	4.8%

FY 2016 BUDGET – WHERE THE MONEY GOES



FY 2016 BUDGET – OPERATING BUDGET REVENUE

	FY 2015	FY 2016	\$ Change	% Change
REVENUES (in Millions)				
Customer Fares	\$ 928.6	\$ 1,005.3	\$ 76.7	8.3%
Other Commercial Revenue	113.7	115.2	1.5	1.3
State Operating Assistance	40.3	33.2	(7.1)	(17.6)
Other State and Federal Reimbursements	936.1	961.8	25.7	2.7
TOTAL REVENUE	\$ 2,018.7	\$ 2,115.5	\$ 96.8	4.8%

FY 2016 BUDGET – REVENUE BUDGET HIGHLIGHTS

FARES

- **Fare adjustment** of an **average 9%**, importantly no single increase of more than 9.4%

REVENUE

- Customer revenue **growth of 8.3%** based on fare adjustment and ridership trends
- Non-farebox revenue **growth of \$1.5m**

STATE FUNDING

- State operating assistance **increases by \$22.1m** when factoring in funding from the State Clean Energy Funds

OTHER RESOURCES

- Includes **\$460m of preventative maintenance** funding, **\$62.1m of State Clean Energy Funds**, and **\$295m of NJ Turnpike Authority** funding

FY 2016 BUDGET – SUMMARY

GROWTH

- **\$96.8 million** over FY 2015

SAVINGS

- **Over \$42 million** for locking in fuel pricing, reducing scheduled overtime, parts and supplies efficiencies

SERVICE ADJUSTMENTS

- **Better aligns** service with demand

ITEM 1507-22: FISCAL YEAR 2016 OPERATING BUDGET

BENEFITS

NJ TRANSIT's \$2.116 billion Fiscal Year 2016 Operating Budget provides for the continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail and Access Link services for its customers. The Fiscal Year 2016 incremental budget growth is 4.8 percent or \$96.8 million, when compared to Fiscal Year 2015.

For Fiscal Year 2016, NJ TRANSIT faced a budget gap of approximately \$120 million. To address this shortfall, NJ TRANSIT implemented a number of internal actions including locking in fuel pricing, reducing scheduled overtime, parts and supplies efficiencies, and a variety of smaller steps. These actions reduced the gap by more than \$42 million. In addition, the Department of Treasury provided NJ TRANSIT with additional State Clean Energy funding. Even with these measures, NJ TRANSIT still faced a gap of about \$56 million. To close the remaining gap, this budget includes an average 9 percent fare adjustment and a small number of service adjustments that would better align service with demand.

This budget recommendation continues NJ TRANSIT's commitment to operate as efficiently as possible. The Fiscal Year 2016 Operating Budget funds cost escalations on existing contracts for Access Link paratransit services, Hudson Bergen Light Rail, and private bus carriers; costs for increasing health benefit costs and pensions; general liability insurance; and tolls and fees.

From a revenue perspective, resources of \$2.116 billion are estimated to be available from various sources. Passenger revenue and other commercial revenue represent 53 percent of the total revenue. State Operating Assistance grows by \$22.1 million from the Fiscal Year 2015 level when factoring in the allocation from the State Clean Energy Fund of \$62.1 million. Other State and Federal reimbursements are projected to remain relatively flat.

For Fiscal Year 2016, capital maintenance funding from both Federal and State sources used to support the operating budget will total \$460 million supporting projects such axle replacements, pantograph conversions, traction motor repairs, repairing engines, transmissions and alternators.

A summary of the Fiscal Year 2016 Revenues is presented in Exhibit A.

From an expense perspective, 59 percent - \$1.256 billion - of the Fiscal Year 2016 Operating Budget is dedicated to labor and fringe benefit expenses. Other significant expenses comprising 25 percent - \$535.7 million - of the Fiscal Year 2016 Operating Budget consist of purchased transportation, materials, and fuel and power. Exhibit B summarizes the expenses of \$2.116 billion by category. With respect to expense growth, almost \$84 million or about 86 percent of the proposed operating budget growth in Fiscal Year 2016 is concentrated in labor and fringe benefits.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security, Financial Performance, Employee Excellence)

Staff seeks the NJ TRANSIT Board of Directors' adoption of the Fiscal Year 2016 Operating Budget in the amount of \$2.116 billion as detailed in the item and on the attached Exhibits A, B and C.

Staff also seeks authorization to continue to expend funds to meet obligations until the adoption of a Fiscal Year 2017 Operating Budget.

PURPOSE

As required under Article II, Section 4(c) of the agency's By-Laws, staff is requesting the Board of Directors adopt the Fiscal Year 2016 Operating Budget for NJ TRANSIT as detailed on the attached exhibits. This budget includes appropriations for public transportation contained in the Fiscal Year 2016 State Budget adopted by the New Jersey Legislature. With the approval of this item, the Board acknowledges and accepts its responsibility to set fares, administer a single, unified NJ TRANSIT operating budget and manage Federal Transit Administration assistance.

Approval of this item will also allow the execution of numerous agreements necessary to advance and continue its Private Carrier Capital Improvement Program, bus maintenance, debit and credit card processing and settlement services, marketing programs, and provide substitute service in support of NJ TRANSIT's capital program and for service interruptions. It will also allow NJ TRANSIT to provide local share and other in-kind services or act as a pass-through agency for Federal or State capital or operating funds. In addition to seeking approval of the Fiscal Year 2016 Operating Budget, staff is requesting authorization to continue to expend funds to meet NJ TRANSIT's obligations until the adoption of a Fiscal Year 2017 Operating Budget. NJ TRANSIT is required by its By-Laws to adopt a final budget at its annual meeting in June if the State of New Jersey has completed the process of appropriating funds for public transportation purposes or at the first meeting subsequent to action by the State. Since the State budget process is often not completed before NJ TRANSIT's annual meeting in June, staff may not be able to make final recommendations to the Board on the Fiscal Year 2017 budget prior to the start of the Fiscal Year. Therefore, authorization to expend funds to carry on NJ TRANSIT's day-to-day business is necessary.

BACKGROUND

NJ TRANSIT's operating budget is the result of an annual process involving both internal personnel and other State agencies. Approval of the operating budget is necessary to direct resources to support the continued operation of NJ TRANSIT Bus, Rail, Light Rail, and Access Link services for its customers. Within NJ TRANSIT, development of the operating budget is an agency-wide effort, involving all the departments. The Budget Department works with all the departments to establish a

balanced budget while prioritizing the needs of our customers, being more efficient and advancing the goals of the Scorecard.

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

FISCAL IMPACTS

Requested Authorization:	\$2.116 billion
Past Authorizations:	July 2014 (Fiscal Year 2015 Operating Budget)
Expenditures to Date:	N/A
Total Project Cost:	N/A
Projected Date of Completion:	June 30, 2016
Capital Program Amount:	N/A
Operating Budget Amount:	N/A
Anticipated Source of Funds:	Passenger fares and other revenues State operating assistance Other State and Federal reimbursements
PRINTS ID Number:	N/A
DBE/SBE Goal:	Various
<i>NJ Build</i> Amount:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

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

WHEREAS, the New Jersey Legislature has enacted a Fiscal Year 2016 State Budget which includes appropriations for public transportation purposes; and

WHEREAS, staff has recommended a Fiscal Year 2016 Operating Budget for NJ TRANSIT as detailed in the item and Exhibits A, B and C attached hereto; and

WHEREAS, the Fiscal Year 2016 Operating Budget recognizes State operating assistance of \$33.2 million; and

WHEREAS, it is also necessary for NJ TRANSIT to enter into numerous agreements in order to advance and continue its Private Carrier Capital Improvement Program, bus maintenance, debit and credit card processing and settlement services, marketing programs, and provide substitute service in support of NJ TRANSIT's capital program and for service interruptions as described in the item attached hereto; and

WHEREAS, if the State's Fiscal Year 2017 Budget is not finalized prior to the June 2016 NJ TRANSIT Board meeting, the Board may defer adoption of the annual budget until the next special or regular Board meeting subsequent to the final actions by the State; and

WHEREAS, if the Board is unable to approve a Fiscal Year 2017 budget prior to July 2016, it will be necessary to expend funds after July 1, 2016, prior to the final adoption of the Fiscal Year 2017 budget;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors acknowledges and accepts its responsibility to set fares, administer a single, unified NJ TRANSIT operating budget, and that the Board recognizes its responsibility to accept and manage State and Federal Transit Administration assistance; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to continue or enter into any agreements and expend funds in order to continue NJ TRANSIT's Private Carrier Capital Improvement Program, bus maintenance, debit and credit card processing and settlement services, marketing programs, and provide substitute service in support of NJ TRANSIT's capital program and for service interruptions, subject to the availability of funds; and

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

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to expend, in the normal course of business, the funds necessary to meet NJ TRANSIT's obligations, essentially in accordance with this Fiscal Year 2016 Operating Budget item, resolution and attachments and until the adoption and approval of the Fiscal Year 2017 Operating Budget.

EXHIBIT A**FISCAL YEAR 2016
OPERATING BUDGET
REVENUES**

Total Revenues **\$2,115.5 million**

NJ TRANSIT revenues are budgeted at approximately \$2.116 billion, an increase of \$96.8 million compared to the Fiscal Year 2015 Operating Budget. Specific assumptions are described below.

Passenger Revenue **\$1,005.3 million**

The Fiscal Year 2016 Operating Budget includes passenger revenue of \$1,005.3 million, an increase of \$76.7 million over the Fiscal Year 2015 Operating Budget. This increase is the result of an average 9 percent fare adjustment and incremental growth of 2.5 percent based on ridership trends.

Other Commercial Revenue **\$115.2 million**

Other commercial revenues are budgeted at \$115.2 million, which is \$1.5 million more when compared to the Fiscal Year 2015 Operating Budget. The growth is attributable to a base revenue increase predicated on upward trending advertising and parking permit revenue.

State Operating Assistance **\$33.2 million**

Consistent with the State Budget proposed by the Governor and adopted by the Legislature, State operating assistance is budgeted at \$33.2 million in Fiscal Year 2016. When factoring in the allocation from the State Clean Energy Fund of \$62.1 million, State Operating Assistance increases by \$22.1 million from the Fiscal Year 2015 level.

Other State and Federal Reimbursements **\$961.8 million**

Other State and Federal reimbursements budgeted at \$961.8 million is composed of major items such as \$460 million in capital-to-operating transfers that support major repair and rehabilitation projects including axle replacements, pantograph conversions, traction motor repairs, repairing engines, transmissions and alternators. These non-routine projects not only extend the useful life of the asset being repaired but also help keep it in a state of good repair.

Other sources of funding include continuation funding of \$295 million from the NJ Turnpike and an allocation from the State Clean Energy fund of \$62.1 million to offset the reduction in State Operating Assistance and provide additional State funding.

EXHIBIT B**FISCAL YEAR 2016
OPERATING BUDGET
EXPENSES**

Total Expenses **\$2,115.5 million**

NJ TRANSIT expenses are budgeted at almost \$2.116 billion, an increase of \$96.8 million compared to the Fiscal Year 2015 Operating Budget. Growth is primarily limited to costs such as escalating health benefit costs, pensions, previously negotiated contractual agreements for services and purchased transportation, general liability insurance, and tolls and fees.

Labor and Fringe Benefits **\$1,255.9 million**

Labor and fringe benefits are budgeted at about \$1.256 billion and represent 59 percent of budgeted expenses. Departments throughout NJ TRANSIT are effectively managing labor costs by both strategically evaluating positions and tasks.

Fuel, Power, Materials and Supplies and Utilities **\$341.5 million**

Fuel, power, materials and supplies costs are budgeted at \$341.5 million, a decrease of \$22.9 million from the Fiscal Year 2015 Operating Budget. The savings is from locking in fuel pricing, parts and supplies efficiencies, and using more energy efficient lighting.

Purchased Transportation **\$237.8 million**

Purchased transportation expenses are budgeted at \$237.8 million, or a \$12.4 million increase due primarily to growth in existing Access Link, Light Rail, and Private Carrier Bus contracts.

Other Expenses **\$280.3 million**

All other expenses are budgeted at \$280.3 million, a net increase of \$23.6 million over the Fiscal Year 2015 Operating Budget. This includes funding for outside services, claims and insurance, tolls, trackage fees and other miscellaneous costs.

EXHIBIT C

**NEW JERSEY TRANSIT CONSOLIDATED OPERATIONS
FISCAL YEAR 2016 Proposed Operating Budget
(\$ in millions)**

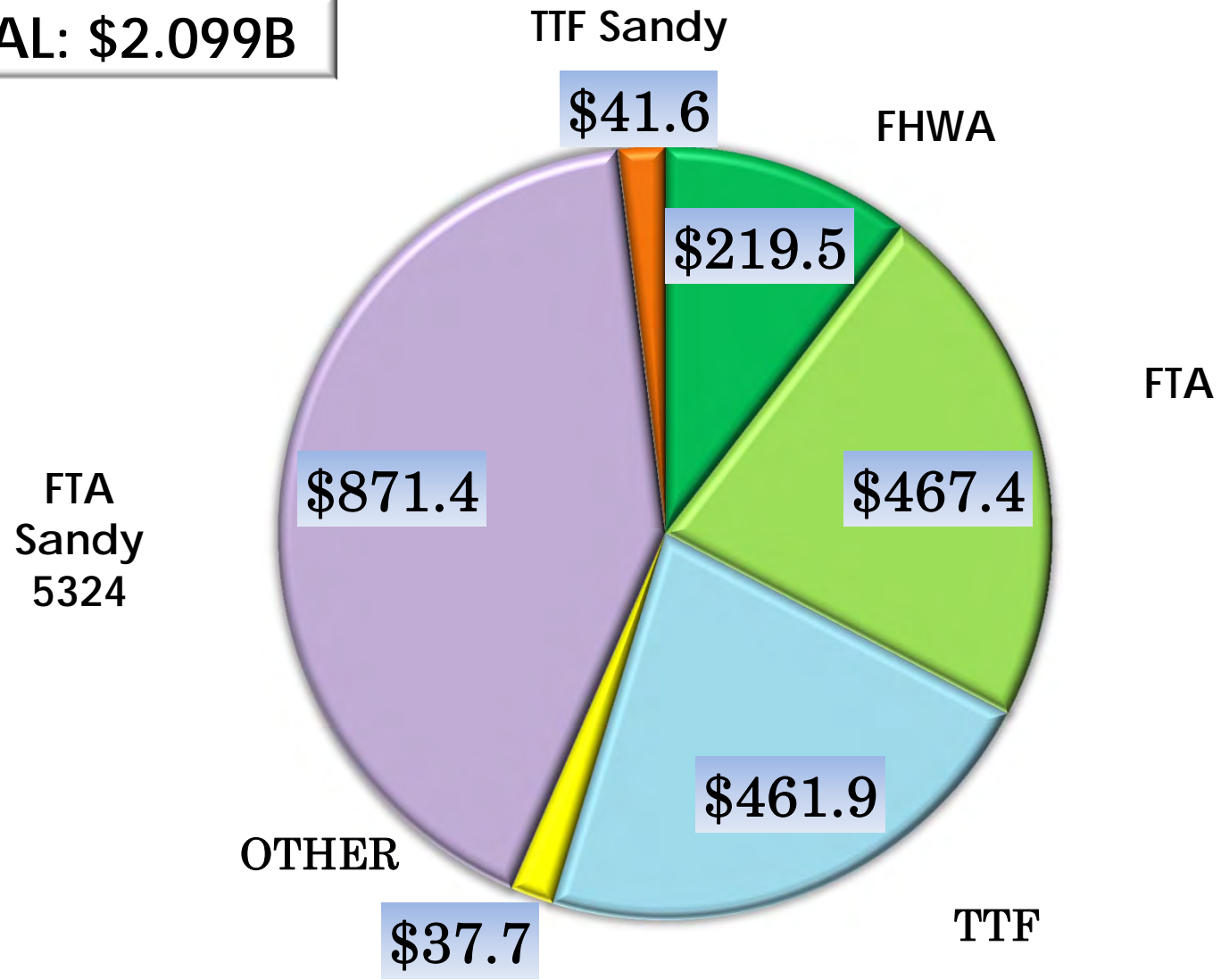
	FY 2015	FY 2016	Difference	
	Board Approved Budget	Proposed Budget	\$	%
<u>REVENUES:</u>				
Passenger Revenue	\$928.6	\$1,005.3	\$76.7	8.3%
Other Revenue	\$113.7	\$115.2	\$1.5	1.3%
TOTAL REVENUE	\$1,042.3	\$1,120.5	\$78.2	7.5%
<u>OPERATING ASSISTANCE:</u>				
State Operating Assistance	\$40.3	\$33.2	(\$7.1)	-17.6%
Other State and Federal Reimbursements	\$936.1	\$961.8	\$25.7	2.7%
TOTAL OPERATING ASSISTANCE	\$976.4	\$995.0	\$18.6	1.9%
<u>TOTAL REVENUES & OPERATING ASSISTANCE</u>	<u>\$2,018.7</u>	<u>\$2,115.5</u>	<u>\$96.8</u>	<u>4.8%</u>
<u>EXPENSES:</u>				
Labor and Fringe Benefits	\$1,172.2	\$1,255.9	\$83.7	7.1%
Services	\$133.0	\$139.1	\$6.1	4.6%
Fuel & Power	\$167.1	\$147.6	(\$19.5)	-11.7%
Materials & Supplies	\$154.6	\$150.3	(\$4.3)	-2.8%
Utilities	\$42.7	\$43.6	\$0.9	2.1%
Claims & Insurance	\$31.5	\$33.3	\$1.8	5.7%
Purchased Transportation	\$225.4	\$237.8	\$12.4	5.5%
Tolls & Trackage Fees	\$57.9	\$68.6	\$10.7	18.5%
Other	\$34.3	\$39.3	\$5.0	14.6%
<u>TOTAL EXPENSES</u>	<u>\$2,018.7</u>	<u>\$2,115.5</u>	<u>\$96.8</u>	<u>4.8%</u>

FY 2016 CAPITAL PROGRAM



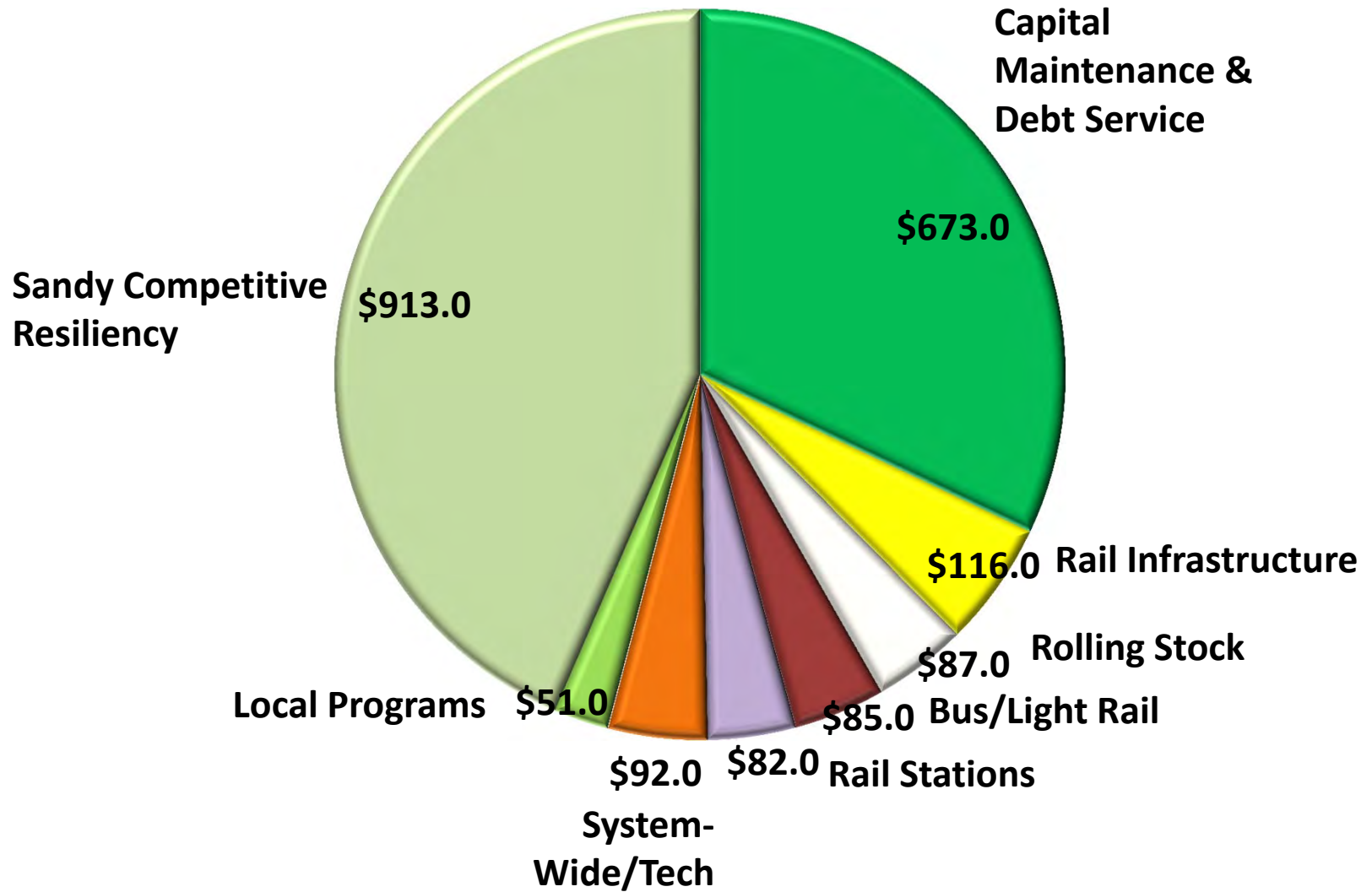
FY 2016 CAPITAL PROGRAM SOURCE OF FUNDS

TOTAL: \$2.099B



FY 2016 CAPITAL PROGRAM USE OF FUNDS

TOTAL: \$2.099B

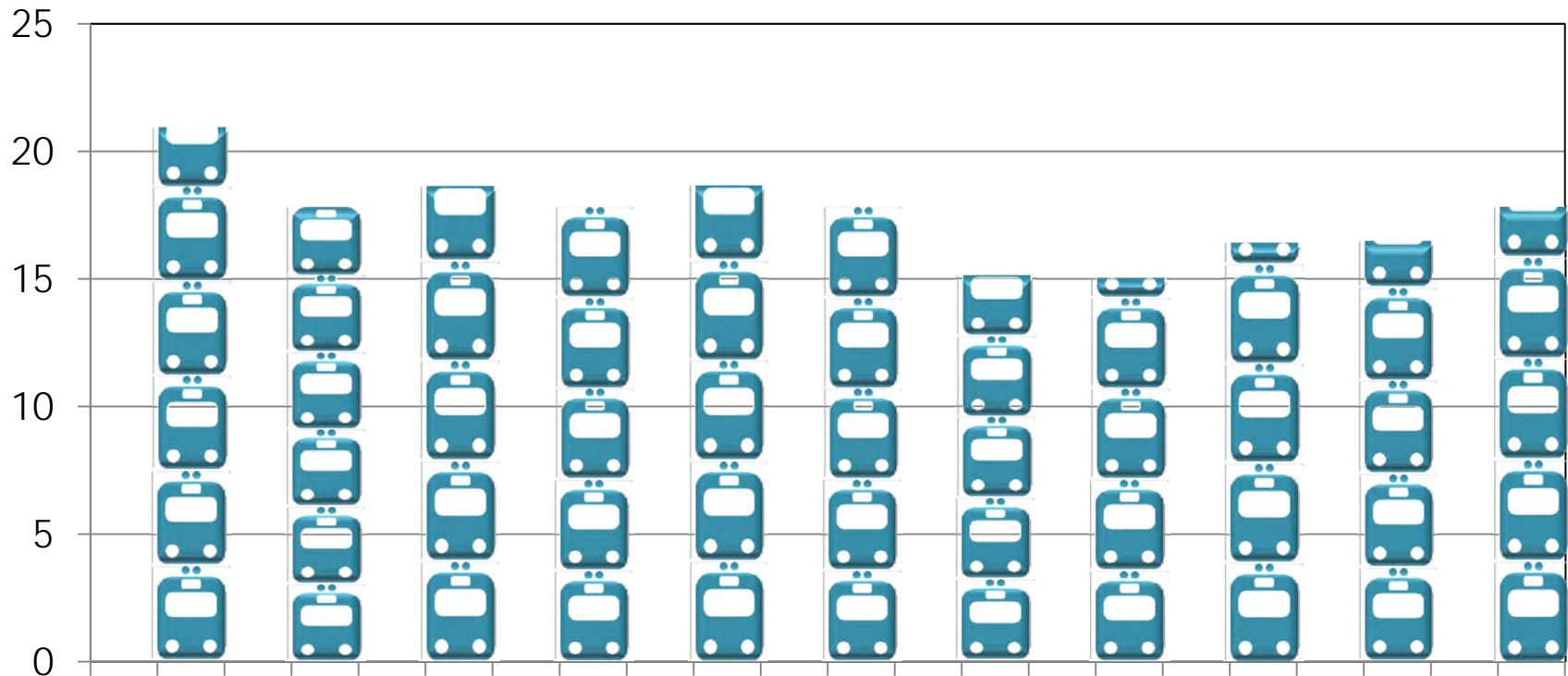


AVERAGE RAIL FLEET AGE



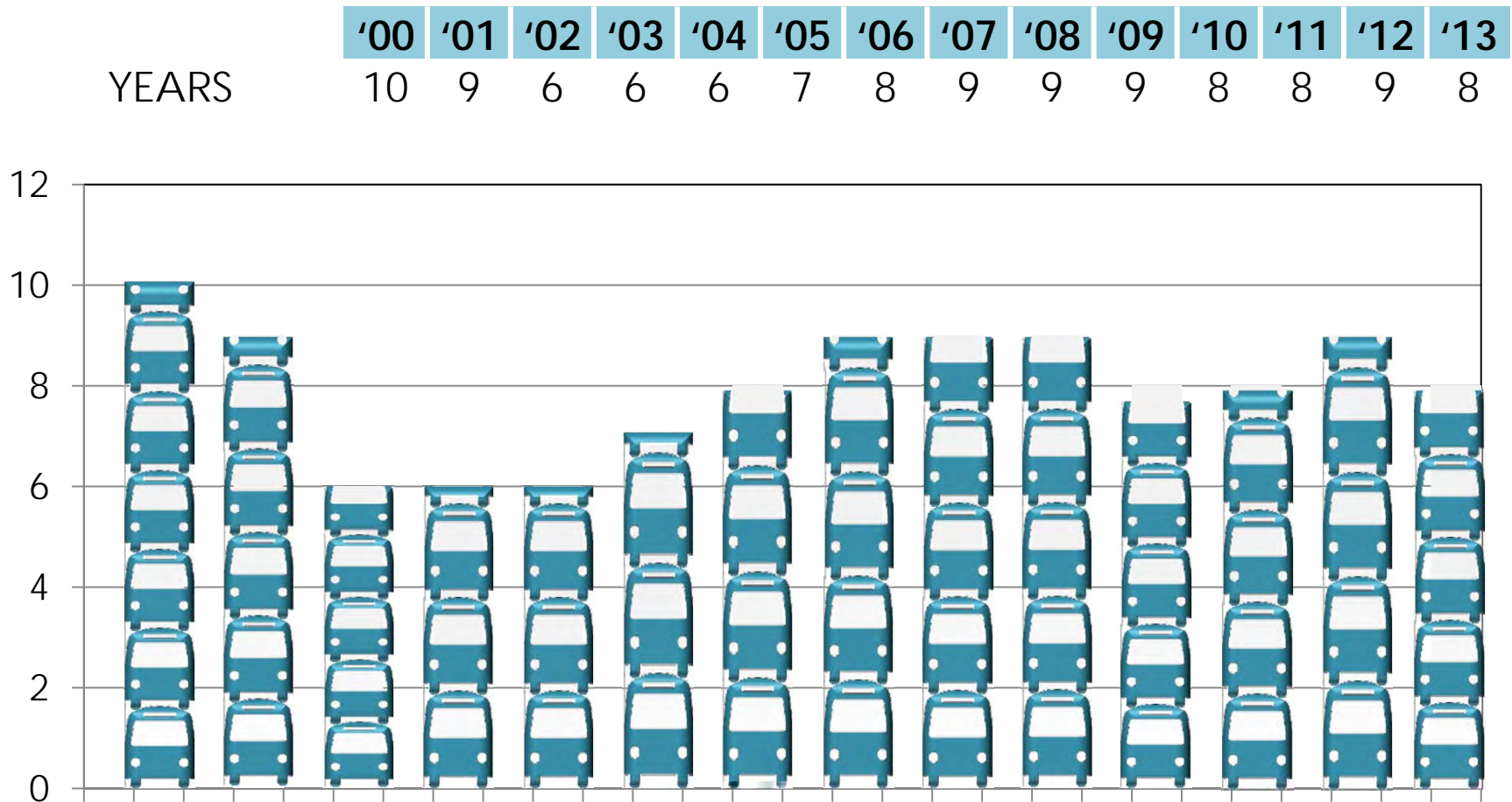
National Transit Database

YEARS	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13
	21	17	18	17	18	17	15	15	16	16	17



AVERAGE BUS FLEET AGE

National Transit Database



CAPITAL PROGRAM HIGHLIGHTS

Sandy Competitive Resiliency	<ul style="list-style-type: none">• NJ Transit Grid, Hoboken Long Slip• Raritan River Bridge, Train Control• Delco Lead Train Safe Haven
SAFETY	<ul style="list-style-type: none">• Positive Train Control
SECURITY	<ul style="list-style-type: none">• Police Department
STATE OF GOOD REPAIR (ALL MODES)	<ul style="list-style-type: none">• Track, signals & electric traction• Bridges & Maintenance shops• Stations & ADA improvements
STATIONS	<ul style="list-style-type: none">• Elizabeth & New Brunswick• Lyndhurst & Perth Amboy• Newark Penn Station & Summit
ROLLING STOCK RELIABILITY	<ul style="list-style-type: none">• Locomotive overhauls & Emission reduction• Bus replacements & Rail passenger vehicles• Non-revenue vehicles
NORTHEAST CORRIDOR	<ul style="list-style-type: none">• Amtrak Joint Benefits
SENIOR & DISABLED	<ul style="list-style-type: none">• Mini-Bus purchases & operating support
TECHNOLOGY	<ul style="list-style-type: none">• Asset Management Systems & Accounting System Upgrade

ITEM 1507-23: FISCAL YEAR 2016 CAPITAL PROGRAM**BENEFITS**

NJ TRANSIT's \$2.099 billion Fiscal Year 2016 Capital Program calls for continued investment in the state's transit infrastructure in order to improve the overall state-of-good-repair of the system, improve reliability, safety, and resiliency, and augment the customer service experience.

The program continues to invest in upgrades to the efficiency and state-of-good-repair of the Northeast Corridor (NEC) with a \$61 million installment in Fiscal Year 2016 for both infrastructure and stations, part of NJ TRANSIT's 10-year \$1 billion dollar NEC investment program.

The program also invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations and bus shelter upgrades. Funding is also provided to augment security.

In addition, the program is undertaking approximately \$913 million in major capital projects that will help advance our resiliency to storms. NJ TRANSIT is on the cutting edge of energy resiliency with NJ TRANSITGRID, which will serve as an electrical micro-grid capable of supplying highly reliable power when the centralized power grid is compromised. Along with the NJ TRANSITGRID, other projects that will be funded are:

- Delco Lead Train Safe Haven Storage and Service Restoration
- Hoboken Long Slip Fill Improvement
- Train Control Resiliency
- Raritan River Bridge

Anticipated resources of \$2.099 billion are estimated to be available from federal, state and other sources in Fiscal Year 2016. A summary of the Fiscal Year 2016 Sources of Funds is presented in **Attachment 1**.

Attachments 2 and 3 summarize funds and percent of the total program by category. Approximately 61 percent of the Fiscal Year 2016 Capital Program (excluding Sandy) – \$724 million – is dedicated to fixed expenses, as follows:

- \$673 million will be spent on capital maintenance (\$458 million) and debt service (\$215 million) needs related to the acquisition of buses, trains, locomotives and the construction of light rail projects; and
- \$51 million will be spent using funds mandated for a specific use including Casino Revenue Funds and the federal rural transit program.

Approximately 39 percent of the program (excluding Sandy) – or \$462 million – funds the basic capital program improvements needed to maintain and improve the transit system as follows:

- \$116 million will be invested in rail infrastructure improvement needs, including \$64 million to fund track and bridge improvements and \$28 million to fund electric traction and signal improvements on the railroad;
- \$87 million will be invested in rail rolling stock improvements, including \$31 million to continue funding for locomotive overhauls to maintain reliability, \$1 million for upgrades of the non-revenue fleet, and \$55 million to replace the aging Arrow III fleet with higher capacity trainsets;
- \$82 million will be invested in rail station improvements, including \$4 million for Newark Penn Station upgrades, \$4 million to reconstruct Lyndhurst Station to make it accessible to persons with disabilities, \$14 million for Elizabeth Station, \$2 million for New Brunswick Station, \$6 million for Perth Amboy Station, and \$27 million for Summit Station improvements;
- \$85 million will be invested in bus and light rail infrastructure improvements, including \$40 million to replace aging cruiser buses and \$19 million for Capital Asset Replacement Program for both the River Line, and Hudson-Bergen Light Rail systems; and
- \$92 million will be invested in system-wide improvements.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security, Financial Performance, Employee Excellence)

Staff seeks the NJ TRANSIT Board of Directors' adoption of the Fiscal Year 2016 Capital Program in the amount of \$2.099 billion, as described.

Staff also seeks authorization to take whatever actions are necessary to seek and secure the funds envisioned by this program.

Staff also seeks authorization to transfer funding sources and amounts among programmed projects as circumstances require in compliance with the terms and conditions of the grants and other funding sources.

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

PURPOSE

The annual Capital Program is formulated to guide NJ TRANSIT's capital investment plans for the coming year. The authority embodied in the Board's approval of this Capital Program permits staff to take the necessary steps to secure funds from various sources and to initiate individual capital projects (subject to subsequent contract authorization as required by the NJ TRANSIT By-Laws). The program is submitted to various Metropolitan Planning Organizations (MPOs) throughout the State, whose

approvals are required as a prerequisite to federal grant awards, as well as to the State Legislature as part of that body's annual appropriation process, and is consistent with the Capital Investment Strategy submitted to the Legislature.

BACKGROUND

NJ TRANSIT's Capital Program is the result of an established, annual process involving both internal personnel and external agencies. The purpose of the program is to provide NJ TRANSIT with the authority to secure capital funding in support of the various individual projects and programs authorized by the NJ TRANSIT Board of Directors throughout the year. NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), along with federal partners, collaborate to estimate resource levels. The Fiscal Year 2016 anticipated capital resources are \$2.099 billion; including \$1,558.3 million of federal funds, \$503.5 million of Transportation Trust funds, and \$37.7 million of Local Match and Casino Revenue funds. Within NJ TRANSIT, development of the Capital Program is an interdepartmental effort, involving operating units, planners, engineers, architects, as well as police, customer service and environmental specialists. Working together, they establish and prioritize a pool of projects, balancing corporate Scorecard objectives against limited resources to ensure the highest and best use of limited capital funds.

The program includes projects that have undergone a development process from the planning and design phases through construction and startup. Consistent with multiyear funding requirements, critical projects are added, completed projects removed, and adjustments made to ongoing projects to optimize cash flow. All aspects of the Scorecard, including Customer Experience, Safety and Security, Financial Performance, Corporate Accountability, and Employee Excellence are encompassed in the plan.

The program is simultaneously included in the Transportation Improvement Program (TIP) of the three Metropolitan Planning Organizations (MPOs), namely, the North Jersey Transportation Planning Authority (NJTPA), the South Jersey Transportation Planning Organization (SJTPO) and the Delaware Valley Regional Planning Commission (DVRPC). The three TIPs are combined and sent to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval as the Statewide Transportation Improvements Program (STIP) on a bi-annual basis. Finally, the federal, state and casino revenue portions of the capital program are incorporated into the state budget, approved by the legislature and signed into law by the Governor.

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

FISCAL IMPACTS

Requested Authorization: \$2.099 billion

Past Authorizations:	NA
Expenditures to Date:	NA
Total Project Cost:	NA
Projected Date of Completion:	NA
Capital Program Amount:	NA
Operating Budget Amount:	NA
Anticipated Source of Funds:	Federal Transit Administration Transportation Trust Fund Other Capital Sources
PRINTS ID Number:	Various
DBE/SBE Goal:	Various
<i>NJ Build</i> Amount:	NA
Related/Future Authorizations:	NA
Impacts on Subsequent Operating Budgets:	NA

RESOLUTION

WHEREAS, each year NJ TRANSIT's Board of Directors adopts a Capital Program for the upcoming year to enable staff to take the actions necessary to seek and secure capital funding which advances established priorities; and

WHEREAS, the Fiscal Year 2016 Capital Program will address the needs of existing transit riders by ensuring system reliability and safety through state-of-good-repair investments; and addressing system capacity demands; and

WHEREAS, in Fiscal Year 2016, the Capital Program will be consistent with the Annual Capital Investment Strategy submitted to the State Legislature; and

WHEREAS, the Fiscal Year 2016 Capital Program is submitted to various Metropolitan Planning Organizations throughout the state whose approvals are required as a prerequisite to federal grant awards; and

WHEREAS, the Fiscal Year 2016 Capital Program is submitted to the State Legislature for consideration as part of its annual budget appropriation process;

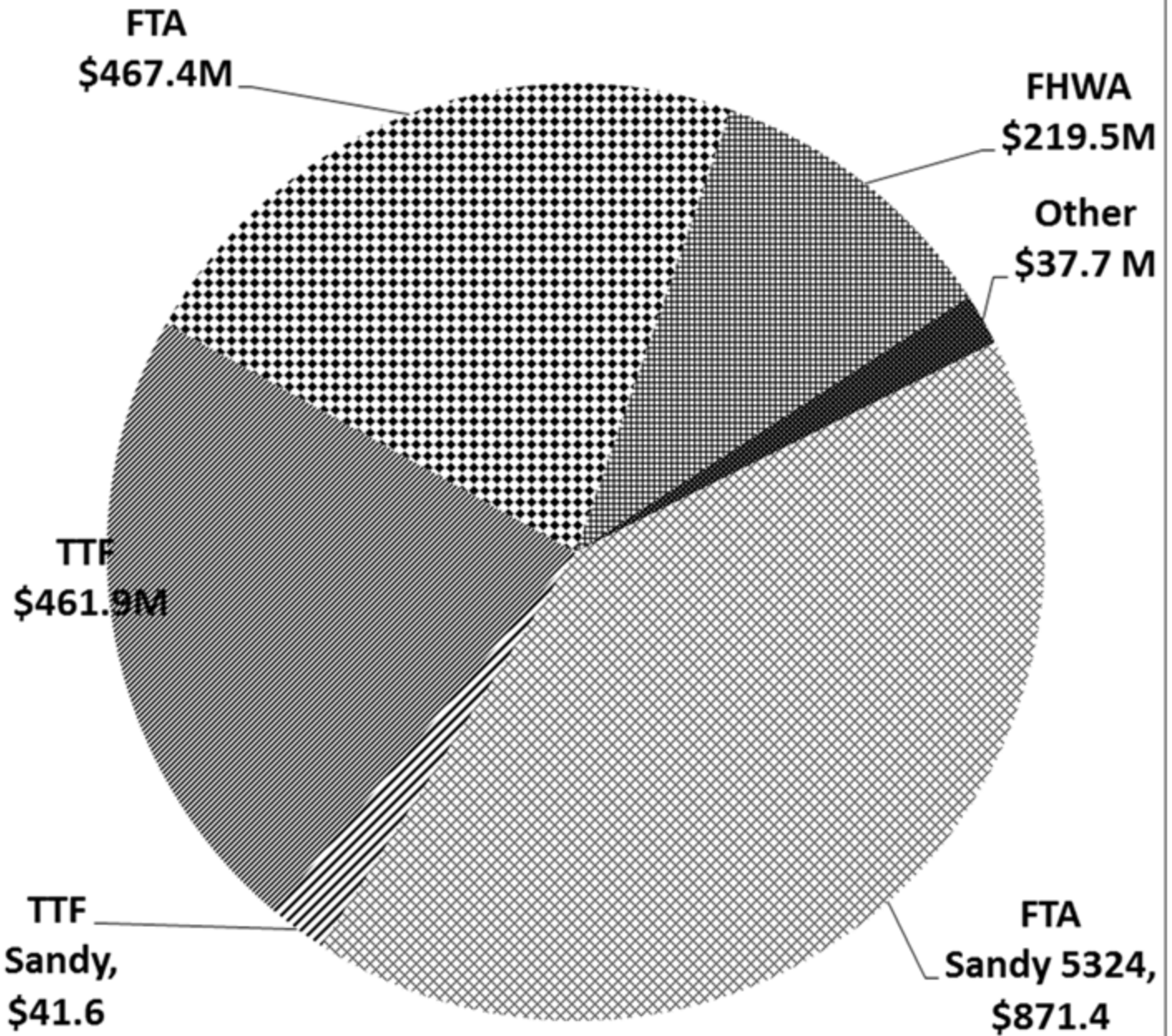
NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors adopts the Fiscal Year 2016 Capital Program in the amount of \$2.099 billion, as described; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to take whatever actions are necessary to seek and secure the funds envisioned by this program; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to transfer funding sources and amounts among programmed projects as circumstances require in compliance with the terms and conditions of the grants and other funding sources; and

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

ATTACHMENT 1 NJ TRANSIT FY16 CAPITAL PROGRAM Sources of Funds \$2.099 Billion



ATTACHMENT 2

NJ TRANSIT FY16 CAPITAL PROGRAM						
SUMMARY						
(\$ in millions)						
CATEGORY	FY16 AMOUNT	FY16 PERCENT	FY15 AMOUNT	FY15 PERCENT	AMOUNT CHANGED	PERCENT CHANGED
CAPITAL MAINTENANCE / DEBT SERVICE	\$673	57%	\$674	57%	(\$1)	0%
PASS-THROUGH	\$51	4%	\$51	4%	\$0	0%
RAIL INFRASTRUCTURE IMPROVEMENTS	\$116	10%	\$180	15%	(\$64)	-36%
RAIL ROLLING STOCK IMPROVEMENTS	\$87	7%	\$104	9%	(\$17)	-16%
RAIL STATION IMPROVEMENTS	\$82	7%	\$46	4%	\$36	79%
BUS/LIGHT RAIL IMPROVEMENTS	\$85	7%	\$76	5%	\$9	12%
SYSTEM-WIDE IMPROVEMENTS	\$92	8%	\$55	5%	\$37	68%
SYSTEM EXPANSION	\$0	0%	\$17	1%	(\$17)	-99%
SUB TOTAL	\$1,186	100%	\$1,204	100%	(\$17)	-1%
SANDY COMPETITIVE RESILIENCY PROJECTS	\$913		\$0			
TOTAL	\$2,099		\$1,204		\$896	

NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

	----- FEDERAL FUNDING -----										Percentage of Total Program	
	URBAN	FIXED	RURAL/	5339	FHWA	STP-	STATE	OTHER	SANDY	TOTAL		
	5307	GUIDEWAY	DISABLED	BUS/BUS	FLEX	TE			5324			
Capital Maintenance/Debt Service												
<u>RAIL</u>												
Rolling Stock-Rail	43.046	0.000	0.000	0.000	17.858	0.000	11.869	0.000	0.000	72.773		
Rolling Stock-Rail Debt Serv/Prev. Maint. Pass Th	14.790	0.000	0.000	0.000	46.360	0.000	0.000	0.000	0.000	61.150		
<u>RAIL SUBTOTAL</u>	57.836	0.000	0.000	0.000	64.218	0.000	11.869	0.000	0.000	133.923	6.4%	
<u>BUS/LRT</u>												
River Line Intermodal Improvements	0.000	0.000	0.000	0.000	0.000	0.000	51.228	0.000	0.000	51.228		
Rolling Stock-Bus	0.000	0.000	0.000	0.000	0.000	0.000	12.776	0.000	0.000	12.776		
<u>BUS/LRT SUBTOTAL</u>	0.000	0.000	0.000	0.000	0.000	0.000	64.004	0.000	0.000	64.004	3.0%	
<u>NEW INITIATIVES</u>												
Hudson/Bergen LRT MOS II	43.421	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.421		
<u>NEW INITIATIVES SUBTOTAL</u>	43.421	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.421	2.1%	
<u>SYSTEMWIDE</u>												
	156.771	157.000	0.000	0.000	104.282	0.000	13.200	0.000	0.000	431.253		
<u>SYSTEMWIDE SUBTOTAL</u>	156.771	157.000	0.000	0.000	104.282	0.000	13.200	0.000	0.000	431.253	20.5%	
Capital Maintenance/Debt Service TOTAL	258.028	157.000	0.000	0.000	168.500	0.000	89.073	0.000	0.000	672.601	32.0%	

- Percentages shown above are based on the \$2.099 billion NJ Transit Capital Program that includes Sandy Competitive Resiliency Projects.

NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u> <u>5307</u>	<u>FIXED</u> <u>GUIDEWAY</u> <u>5309/5337</u>	<u>RURAL/</u> <u>DISABLED</u>	<u>5339</u> <u>BUS/BUS</u> <u>FACILITY</u>	<u>FHWA</u> <u>FLEX</u>	<u>STP-</u> <u>TE</u>	<u>STATE</u>	<u>OTHER</u>	<u>SANDY</u> <u>5324</u>	<u>TOTAL</u>	<u>Percentage</u> <u>of Total</u> <u>Program</u>
Pass-through											
<u>RAIL</u>											
Metro North Joint Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.690	0.000	0.690	
<u>RAIL SUBTOTAL</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.690	0.000	0.690	<u>0.0%</u>
<u>BUS/LRT</u>											
Cumberland County Bus Program	1.020	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.020	
East Windsor Community Shuttle	0.100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.100	
Small Bus Programs	0.000	0.000	11.400	0.000	0.000	0.000	1.000	8.025	0.000	20.425	
<u>BUS/LRT SUBTOTAL</u>	1.120	0.000	11.400	0.000	0.000	0.000	1.000	8.025	0.000	21.545	<u>1.0%</u>
<u>SYSTEMWIDE</u>											
Casino Revenue Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.824	0.000	18.824	
Job Access and Reverse Commute Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.120	0.000	10.120	
<u>SYSTEMWIDE SUBTOTAL</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	28.944	0.000	28.944	<u>1.4%</u>
Pass-through TOTAL	1.120	0.000	11.400	0.000	0.000	0.000	1.000	37.659	0.000	51.179	<u>2.4%</u>

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NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u>	<u>FIXED</u>		<u>5339</u>	<u>FHWA</u>	<u>STP-</u>			<u>SANDY</u>		<u>Percentage</u>
	<u>5307</u>	<u>GUIDEWAY</u>	<u>RURAL/</u>	<u>BUS/BUS</u>	<u>FLEX</u>	<u>TE</u>	<u>STATE</u>	<u>OTHER</u>	<u>5324</u>	<u>TOTAL</u>	<u>of Total</u>
		<u>5309/5337</u>	<u>DISABLED</u>	<u>FACILITY</u>							<u>Program</u>

Rail Station Improvements

<u>RAIL</u>											
Lyndhurst Station Reconstruction	2.000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	4.000	
Newark Penn Station	0.579	0.000	0.000	1.901	0.000	0.500	0.800	0.000	0.000	3.780	
Rail Station Improvements	21.573	0.000	0.000	11.300	0.000	0.500	37.993	0.000	0.000	71.366	
Stars Program	0.000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	
Station/Facilities Inspections/Repairs	0.000	0.000	0.000	0.000	0.000	0.000	0.810	0.000	0.000	0.810	
RAIL SUBTOTAL	24.152	0.000	0.000	13.201	0.000	1.000	43.603	0.000	0.000	81.956	<u>3.9%</u>
=====											
Rail Station Improvements TOTAL	24.152	0.000	0.000	13.201	0.000	1.000	43.603	0.000	0.000	81.956	<u>3.9%</u>

- Percentages shown above are based on the \$2.099 billion NJ Transit Capital Program that includes Sandy Competitive Resiliency Projects.

NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u>	<u>FIXED</u>		<u>5339</u>							<u>Percentage</u>
	<u>5307</u>	<u>GUIDEWAY</u>	<u>RURAL/</u>	<u>BUS/BUS</u>	<u>FHWA</u>	<u>STP-</u>	<u>STATE</u>	<u>OTHER</u>	<u>SANDY</u>	<u>TOTAL</u>	<u>of Total</u>
		<u>5309/5337</u>	<u>DISABLED</u>	<u>FACILITY</u>	<u>FLEX</u>	<u>TE</u>			<u>5324</u>		<u>Program</u>

Bus/Light Rail Improvements

<u>BUS/LRT</u>											
ADA Access Link Vehicles	0.000	0.000	0.000	0.000	0.000	0.000	3.021	0.000	0.000	3.021	
Articulated Bus Replacemnt (85)	0.000	0.000	0.000	0.000	0.000	0.000	6.038	0.000	0.000	6.038	
Bus Facilities Midlife Rehabilitation	0.000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	
Bus Operations Support Equipment	0.000	0.000	0.000	0.000	0.000	0.000	4.170	0.000	0.000	4.170	
Bus Passenger Facilities	0.700	0.000	0.000	1.800	0.000	0.000	0.800	0.000	0.000	3.300	
Cruiser Bus Replacement (1450) Emergency	0.000	0.000	0.000	0.000	0.000	0.000	40.462	0.000	0.000	40.462	
Response Bus Facilities Hudson/Bergen LRT	0.000	0.000	0.000	0.000	0.000	0.000	1.100	0.000	0.000	1.100	
Capital Asset Replacement Private Carrier	0.000	0.000	0.000	0.000	0.000	0.000	16.030	0.000	0.000	16.030	
Equipment	0.000	0.000	0.000	0.000	0.000	0.000	3.000	0.000	0.000	3.000	
River Line Intermodal Improvements	0.000	0.000	0.000	0.000	0.000	0.000	3.250	0.000	0.000	3.250	
Rolling Stock-Bus	0.000	0.000	0.000	0.000	0.000	0.000	2.206	0.000	0.000	2.206	
Support Facilities/Equipment	0.000	0.000	0.000	0.000	0.000	0.000	0.430	0.000	0.000	0.430	
<u>BUS/LRT SUBTOTAL</u>	0.700	0.000	0.000	1.800	0.000	0.000	82.507	0.000	0.000	85.007	<u>4.0%</u>
=====											
Bus/Light Rail Improvements TOTAL	0.700	0.000	0.000	1.800	0.000	0.000	82.507	0.000	0.000	85.007	<u>4.0%</u>

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NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u> <u>5307</u>	<u>FIXED</u> <u>GUIDEWAY</u> <u>5309/5337</u>	<u>RURAL/</u> <u>DISABLED</u>	<u>5339</u> <u>BUS/BUS</u> <u>FACILITY</u>	<u>FHWA</u> <u>FLEX</u>	<u>STP-</u> <u>TE</u>	<u>STATE</u>	<u>OTHER</u>	<u>SANDY</u> <u>5324</u>	<u>TOTAL</u>	<u>Percentage</u> <u>of Total</u> <u>Program</u>
Systemwide Improvements											
<u>SYSTEMWIDE</u>											
Capital Program Implementation	0.000	0.000	0.000	0.000	0.000	0.000	21.470	0.000	0.000	21.470	
Claims Support	0.000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	
Emergency Response Capital Planning & Progra	0.000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	
Emergency Response Headquarters	0.000	0.000	0.000	0.000	0.000	0.000	8.980	0.000	0.000	8.980	
Environmental Compliance	0.000	0.000	0.000	0.000	0.000	0.000	3.000	0.000	0.000	3.000	
Non-Revenue Rolling Stock	0.000	0.000	0.000	0.000	0.000	0.000	0.220	0.000	0.000	0.220	
Penn Plaza Consolidation and Relocation	0.000	0.000	0.000	0.000	0.000	0.000	1.300	0.000	0.000	1.300	
Photocopy Equipment Lease	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.000	0.800	
Physical Plant	0.000	0.000	0.000	0.000	0.000	0.000	1.450	0.000	0.000	1.450	
ROC Emergency Backup Facility	0.000	0.000	0.000	0.000	0.000	0.000	1.800	0.000	0.000	1.800	
Security Improvements	0.000	0.000	0.000	0.000	0.000	0.000	2.610	0.000	0.000	2.610	
Study & Development	0.000	0.000	0.000	0.000	0.000	0.000	5.810	0.000	0.000	5.810	
Travel Demand Management	0.000	0.000	0.000	0.000	0.000	0.000	0.973	0.000	0.000	0.973	
Vanpool Sponsorship Program	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.000	0.400	
Vital Records	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	
<u>SYSTEMWIDE SUBTOTAL</u>	0.000	0.000	0.000	0.000	0.000	0.000	53.313	0.000	0.000	53.313	<u>2.5%</u>
<u>TECHNOLOGY/CUSTOMER SERVICE</u>											
ADA Access Link Computers	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	
Technology Improvements	0.000	0.000	0.000	0.000	0.000	0.000	38.078	0.000	0.000	38.078	
<u>TECHNOLOGY/CUSTOMER SERVICE SUBTO</u>	0.000	0.000	0.000	0.000	0.000	0.000	38.578	0.000	0.000	38.578	<u>1.8%</u>
=====											
Systemwide Improvements TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	91.891	0.000	0.000	91.891	<u>4.4%</u>

- Percentages shown above are based on the \$2.099 billion NJ Transit Capital Program that includes Sandy Competitive Resiliency Projects.

NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u>	<u>FIXED</u>		<u>5339</u>					<u>SANDY</u>		<u>Percentage</u>
	<u>5307</u>	<u>GUIDEWAY</u>	<u>RURAL/</u>	<u>BUS/BUS</u>	<u>FHWA</u>	<u>STP-</u>	<u>STATE</u>	<u>OTHER</u>	<u>5324</u>	<u>TOTAL</u>	<u>of Total</u>
		<u>5309/5337</u>	<u>DISABLED</u>	<u>FACILITY</u>	<u>FLEX</u>	<u>TE</u>					<u>Program</u>

System Expansion

NEW INITIATIVES											
Transit Rail Initiatives	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	
NEW INITIATIVES SUBTOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	<u>0.0%</u>
=====											
System Expansion TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	<u>0.0%</u>

- Percentages shown above are based on the \$2.099 billion NJ Transit Capital Program that includes Sandy Competitive Resiliency Projects.

NJ TRANSIT Fiscal Year 2016 CAPITAL PROGRAM

(\$ in Millions)

----- FEDERAL FUNDING -----

	<u>URBAN</u> <u>5307</u>	<u>FIXED</u> <u>GUIDEWAY</u> <u>5309/5337</u>	<u>RURAL/</u> <u>DISABLED</u>	<u>5339</u> <u>BUS/BUS</u> <u>FACILITY</u>	<u>FHWA</u> <u>FLEX</u>	<u>STP-</u> <u>TE</u>	<u>STATE</u>	<u>OTHER</u>	<u>SANDY</u> <u>5324</u>	<u>TOTAL</u>	<u>Percentage</u> <u>of Total</u> <u>Program</u>
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Sandy Competitive Resiliency Projects

	0.000	0.000	0.000	0.000	0.000	0.000	41.640	0.000	871.407	913.047	
<u>SUBTOTAL</u>	0.00	0.000	0.000	0.000	0.000	41.640	0.000	871.407	913.047	<u>43.5%</u>	
=====											
Sandy Competitive Resiliency Projects TOTA	0.000	0.000	0.000	0.000	0.000	0.000	41.640	0.000	871.407	913.047	<u>43.5%</u>
	284.000	157.000	11.400	15.001	218.500	1.000	503.500	37.659	871.407	2,099.467	

- Percentages shown above are based on the \$2.099 billion NJ Transit Capital Program that includes Sandy Competitive Resiliency Projects.

ITEM 1507-24: NJ TRANSIT FISCAL YEAR 2016 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

BENEFITS

NJ TRANSIT administers a variety of Federal and State grant programs dedicated to maintenance and development of coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents and economically disadvantaged persons transitioning from welfare as well as special local transportation projects, as described in Exhibit A. The services funded through these grants provide non-emergency life-sustaining and life-enhancing transportation that include but are not limited to demand-responsive, route deviation services, feeder services and community shuttles. NJ TRANSIT requires that grant sub-recipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible. NJ TRANSIT also monitors sub-recipients for compliance with relevant Federal and State laws and regulations.

ACTION (Scorecard: Corporate Accountability, Customer Experience)

Staff seeks authorization to execute all appropriate contracts and agreements to implement the following programs, subject to the availability of funds:

- FY2016 Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP), as set forth in Exhibit B, for a total program amount of **\$18,824,000** funded by the Casino Revenue Tax.
- FY2016 FTA Section 5311 Rural and Small Urban Areas Program for Counties, as set forth in Exhibit C, for a total program amount of **\$5,131,126**, which includes **\$3,493,454** in Federal funds and **\$1,637,672**, as the NJ TRANSIT share of local match.
- FY2016 FTA Section 5311 Rural Intercity Bus Transportation Program at a cost not to exceed **\$568,624**.
- FY2016 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to **\$137,922** in Federal funds to supplement the New Jersey Community Transportation Training Program at no cost to NJ TRANSIT.
- FY2016 FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program at a cost not to exceed **\$8,200,000**, which includes **\$7,200,000** in Federal funds and **\$1,000,000**, as the NJ TRANSIT share of local match on vehicle purchases.
- FY2016 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program at a cost not to exceed **\$5,000,000**, which includes **\$4,000,000**, in NJ TRANSIT

operating funds, and **\$1,000,000** in funds from the New Jersey Department of Human Services. Local providers match these funds on a 50/50 basis.

- Any specially-dedicated Congressional appropriations, FTA Section 5307, FTA Section 5309 and CMAQ local projects including funds which will be flexed into ongoing FTA programs under the FY2016 budget at a cost not to exceed **\$5,227,000**. This includes a small amount of NJ TRANSIT operating funds for one locally-operated shuttle.

PURPOSE

The NJ TRANSIT Capital Planning and Programs Department administers the State-funded Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP) as well as a variety of Federal programs funded through the Federal Transportation Administration (FTA): Transportation for Elderly Persons and Persons with Disabilities Program (Section 5310), Rural and Small Urban Areas Program (Section 5311), the New Jersey Community Transportation Training Program funded in part by the Rural Transit Assistance Program (RTAP), New Jersey Jobs Access and Reverse Commute Program (NJ-JARC), as well as ongoing planning efforts under the FTA Human Services Transportation Coordination Plan requirements. In addition, from time to time local shuttle initiatives funded through a variety of Federally-funded sources, including specially-dedicated congressional appropriations and the Congestion Mitigation and Air Quality (CMAQ) and Small Urban Areas (Section 5307) and Major Capital Investments (Section 5309) programs, are applied for and administered by NJ TRANSIT on behalf of designated local providers.

These programs assist a variety of private non-profit organizations, counties, various municipalities, county improvement authorities and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, persons with disabilities, and transportation-disadvantaged and rural residents. Board authorization is sought to implement these programs for Fiscal Year 2016 (FY2016), including authorization to execute sub-recipient leases for vehicles, which will be competitively procured, under each of the various Federal programs. Details of the program and funding are found in Exhibits D and E.

The funding level specified for SCDRTAP is the amount anticipated in the State budget for FY2016. The funding levels specified for the Federal 5311 and 5307 programs are estimates based on Federal apportionments for Federal FY2014. The funding level for the Federal Section 5310 program is a projection based on anticipated FY2013 and FY2014 apportionments for urbanized and non-urbanized areas in New Jersey. Due to changes enacted in MAP-21, Section 5310 funding, which also includes funding formerly provided under the New Freedom program, is apportioned by urbanized area. The funding levels for CMAQ funds are anticipated Federal FY2016 Federal highway funds to be flexed to transit.

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

FISCAL IMPACTS

Requested Authorization:

Senior Citizen and Disabled Resident Transportation Assistance Program

100% Casino Revenue Tax \$ 18,824,000

Federal Transit Administration Formula Programs (includes local match provided by NJ TRANSIT when applicable)

Section 5311 Counties \$ 5,131,126 (\$3,493,454 Federal; \$1,601,318 Operating; \$36,354 Capital)

Section 5311 Intercity \$ 568,624

Section 5311(b)(3) \$ 137,922

Section 5310 \$ 8,200,000 (\$7,200,000 Federal; \$1,000,000 Capital)

NJ-JARC \$ 5,000,000 (\$1,000,000 DHS; \$4,000,000 Operating)

Sections 5307, 5309, CMAQ and various Special Appropriations (Local) \$ 5,227,000 (\$4,927,000 Federal; \$300,000 Operating)

Past Authorizations: None

Expenditures to Date: None

Total Project Cost: \$ 43,088,672

Projected Date of Completion: June 30, 2016

Capital Program Amount: \$ 37,287,354

Operating Budget Amount: \$ 5,901,318

PRINTS ID Number:	HQS00036	NJT00362
	HQS00037	NJT00363
	HQS00038	NJT00364
	NJT00246	NJT00464
	NJT00361	NJT00617

Anticipated Source of Funds: Casino Revenue Funds
FTA Section 5307, 5310, 5311, 5311(b)(3),
Specially-dedicated Congressional appropriations
CMAQ
New Jersey Department of Human Services
NJ TRANSIT Operating Budget
Transportation Trust Fund

DBE/SBE Goal:

Vehicle Purchases Transit Vehicle Manufacturer

Other Program Contracts Race Neutral or Various Race Conscious
DBE Goals TBD

***NJ Build* Amount:** None

Related/Future Authorizations: NA

**Impacts on Subsequent
Operating Budgets:** \$ 5,901,318

RESOLUTION

WHEREAS, the New Jersey Senior Citizen and Disabled Resident Transportation Assistance Act provides 100 percent State funding for the counties or their designees to provide community-based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties, and to develop, provide and maintain accessible improvements to fixed route systems; and

WHEREAS, the Federal Transit Administration (FTA) makes available, under the Section 5311 Rural and Small Urban Areas program, 80 percent of the non-operating assistance and 50 percent of the operating assistance, with NJ TRANSIT providing one-half of the local match, to improve public transit services in rural areas; and

WHEREAS, the FTA requires 15 percent of a State's allocation of Section 5311 Rural Program to be spent for the development and support of intercity bus transportation unless the State certifies that the intercity bus needs of the State are adequately met; and

WHEREAS, the FTA makes available, under Section 5311(b)(3) Rural Transit Assistance Program (RTAP), 100 percent of the funding for training and technical assistance to FTA Section 5311 and FTA Section 5310, and Casino Revenue sub-recipients; and

WHEREAS, the FTA makes available, under Section 5310 Transportation for Elderly Persons and Persons with Disabilities, 80 percent of the purchase price, with NJ TRANSIT providing the 20 percent match, for vehicles which are purchased for private non-profit organizations and/or designated public bodies to transport senior and disabled residents; and

WHEREAS, up to 45 percent of the funds FTA makes available under Section 5310 Transportation for Elderly Persons and Persons with Disabilities may be used for operating assistance, with 50 percent local match to be provided by the sub-recipient, and a portion of the funds may also be used for mobility management, with 20 percent local match to be provided by the sub-recipient; and

WHEREAS, the New Jersey Department of Human Services makes available funding to address the needs of low income customers transitioning from welfare and/or seeking employment and this funding supplements the New Jersey Job Access and Reverse Commute (NJ-JARC) program that has succeeded the Federal JARC program; and

WHEREAS, the FTA makes available funds, under specially-dedicated Congressional appropriations, Congestion Mitigation Air Quality (CMAQ), Section 5307 Small Urban Cities, and Section 5309 Major Capital Investments, for the provision of operating, planning assistance and/or capital assistance with various matches provided by state, local agencies or toll credit for capital projects or equipment and/or local transit services that address the needs of community transit services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to execute, extend or modify contracts to implement the FY2016 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit B for a total program amount of \$18,824,000 subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2016 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit C, in the amount of \$5,131,126, which includes \$3,493,454 Federal funds and \$1,637,672, as the NJ TRANSIT share of the local match, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2016 Section 5311 Rural Intercity Program for a total program amount of \$568,624, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2016 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to \$137,922 in Federal funds at no cost to NJ TRANSIT; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to execute all appropriate agreements and leases to implement the FY2016 FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities program at a cost not to exceed \$8,200,000 which includes \$7,200,000 in Federal funds and \$1,000,000 as the NJ TRANSIT share of the local match; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2016 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program at a cost not to exceed \$5,000,000 which includes \$4,000,000, in NJ TRANSIT operating funds and \$1,000,000 in state funds from the New Jersey Department of Human Services; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, FTA Section 5309 Major Capital Investments and Congestion Mitigation Air Quality (CMAQ) and other local projects including funds which will be flexed into ongoing FTA programs under the FY2016 budget at a cost not to exceed \$5,227,000.

DESCRIPTION OF LOCAL PROGRAMS ADMINISTERED BY NJ TRANSIT ON BEHALF OF COUNTIES, MUNICIPALITIES, AUTHORITIES AND PRIVATE NON-PROFIT ORGANIZATIONS

The transit services funded through the grant programs administered by NJ TRANSIT's Community Services and Local Programs unit encompass more than 90 local partnerships, providing needed transportation to the State's senior citizens, persons with disabilities, and rural and low-income residents where services would otherwise not be available. Staff provides day-to-day grant support, planning and technical assistance, driver and management training, and state and Federal compliance oversight to county, municipal and private non-profit transit services funded through these programs.

A description of each grant program is provided below.

The **Senior Citizen and Disabled Resident Transportation Assistance Program** is funded from the Casino Revenue Tax Fund. Eighty-five percent of the annual appropriation is allocated by formula among the 21 counties for transportation of senior citizens and persons with disabilities. NJ TRANSIT is allocated the remaining 15 percent to provide administrative and compliance oversight, provide technical assistance to the counties, coordinate the program within and among the counties, and develop, provide and maintain those portions of capital improvements that afford accessibility to fixed-route and other transit services.

Under administrative costs, technical assistance includes, as necessary, the awarding of grants to counties or the initiation of studies by NJ TRANSIT for planning efforts that foster coordination among counties as well as between counties, local community transportation and public transportation. Also included under planning efforts would be any studies that address statewide efforts to examine coordination of local transportation and human services programs as part of New Jersey's response to the Federal United We Ride initiative. The Casino Revenue Program is shown in Exhibit B.

The **FTA Section 5311 Rural and Small Urban Area Program** provides operating, administrative and capital assistance for public transportation services in small urban and rural areas in New Jersey pursuant to a population-based formula. Board approval of the FY2016 Program will allow 15 Section 5311 Projects and one Section 5311 Intercity project to continue operation. Two additional designated rural areas are eligible for funding but have no active projects at this time. Starting with FY2016, sub-recipients will be eligible to apply for funding for new route deviation services. The Section 5311 program is shown in Exhibit C.

Through the **FTA Section 5311(b)(3) Rural Transit Assistance Program (RTAP)**, NJ TRANSIT provides training and technical assistance for all small transit operators

**DESCRIPTION OF LOCAL PROGRAMS ADMINISTERED BY NJ TRANSIT ON
BEHALF OF COUNTIES, MUNICIPALITIES, AUTHORITIES AND PRIVATE NON-
PROFIT ORGANIZATIONS**

receiving Federal funds. Private operators under contract to funding sub-recipients are also allowed to participate. The Program is sponsored 100 percent by the FTA under Section 5311 and, together with additional Casino Revenue administrative funds which allow urban sub-recipients to participate, provides a variety of training through the National Transit Institute (NTI) as well as in-house. In addition to holding training classes and workshops, NTI maintains a Community Transportation Training Program website (www.njcttp.org), publishes a quarterly newsletter and together with NJ TRANSIT co-sponsors the annual New Jersey paratransit driver roadeo every spring.

Federal law requires that each State receiving Section 5311 Rural funding spend no less than 15 percent of that funding for the development and support of intercity bus transportation unless the State certifies, after consultation with affected intercity bus service providers, that the intercity bus service needs are being adequately met. One intercity project, a service connecting rural Ocean County with New York City, has been funded. NJ TRANSIT is currently conducting a study and a consultative process to determine whether or not intercity bus needs are adequately met. FY2016 funding is being set aside in the event that the study finds there are additional intercity needs that have not yet been met.

The **FTA Section 5310 Program** provides Federal funds to States for the purchase of vehicles and related equipment for private non-profit organizations and designated public bodies to provide transit services to senior citizens and persons with disabilities. It also allows for the funding of mobility management projects that further coordination of services under the United We Ride effort. The Federal funds available under this program can be used to pay up to 80 percent of the cost of vehicles. Since assuming administration of the program in 1979, NJ TRANSIT has purchased over 1,800 vehicles for non-profit organizations and designated coordinated public bodies in all 21 counties. Reflecting FTA regulations outlined in the latest program circular, all local projects selected must meet a need identified in a locally-developed human services-public transit transportation coordination plan.

In July 2012, Congress reauthorized the Federal transit program with the enactment of Moving Ahead for Progress in the 21st Century (MAP-21). Among other changes, the Section 5317 New Freedom program was discontinued as a separate program. Starting with Federal Fiscal Year 2013 funding, the Section 5317 New Freedom program has been blended with the Section 5310 program. The overall funding for the 5310 program was increased and up to 35 percent of the total funding can now be spent on operating assistance. NJ TRANSIT will conduct a competitive application process for vehicles,

DESCRIPTION OF LOCAL PROGRAMS ADMINISTERED BY NJ TRANSIT ON BEHALF OF COUNTIES, MUNICIPALITIES, AUTHORITIES AND PRIVATE NON-PROFIT ORGANIZATIONS

mobility management, and operating projects and it is anticipated a final application under the FY2016 program will be submitted to the FTA in spring 2015.

MAP-21 also discontinued the Section 5316 Job Access and Reverse Commute (JARC) program as a separate program, blending its funding and purposes with the Section 5307 and Section 5311 programs that fund transit in urban and non-urban areas. A portion of the funding formulas under which Section 5307 and Section 5311 funding is distributed to transit agencies nationwide is now based on the proportion of low-income residents in urban and non-urban areas.

The New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program is intended to be the successor program to the JARC program formerly administered with Federal funds. In blending the JARC program with other transit programs, MAP-21 gave transit agencies more flexibility in how they use Federal transit funds. In order to make the most efficient use of its Federal transit funds, NJ TRANSIT has decided not to set aside any Federal funds for services formerly supported through the Federal JARC program. Instead, NJ TRANSIT will use these Federal funds to maintain its own services, and provide operating funding to continue JARC services formerly supported by the Federal JARC program. This funding is supplemented with \$1,000,000 in State Human Services funding. In FY2015, NJ TRANSIT anticipated the need for total NJ-JARC funding at \$2,000,000 as some services are still drawing down funding from previous Federal JARC grants. Starting in FY2016, the total need for the NJ-JARC program is anticipated to be \$5,000,000 of which \$1,000,000 will come from State Human Services funding, and \$4,000,000 will come from NJ TRANSIT operating funds. A dollar-for-dollar match is required of sub-recipients to participate in the NJ-JARC program, and all projects must meet a need identified in a locally-developed human services/public transportation coordination plan.

In addition, in FY2016 it is anticipated that there are various **Local Community Transit Initiatives** funded through specially-dedicated Congressional appropriations, Section 5307 (Cumberland County and East Windsor), Section 5309, CMAQ, and operating funding that will require the purchase of capital equipment and/or contracting for operating and/or planning services for local transportation services.

**SENIOR CITIZEN AND DISABLED RESIDENT
TRANSPORTATION ASSISTANCE PROGRAM
FY2016**

COUNTY	FY2015 ALLOCATION	FY2016 ALLOCATION
Atlantic	\$ 500,273	\$ 515,938
Bergen	1,363,164	1,404,961
Burlington	805,376	830,596
Camden	855,666	882,461
Cape May	341,016	351,472
Cumberland	341,016	351,472
Essex	1,181,619	1,218,620
Gloucester	470,465	485,197
Hudson	860,730	887,683
Hunterdon	341,016	351,472
Mercer	599,959	618,746
Middlesex	1,281,524	1,321,655
Monmouth	1,131,684	1,167,122
Morris	883,518	911,184
Ocean	1,363,164	1,404,961
Passaic	783,538	808,074
Salem	341,016	351,472
Somerset	521,492	537,818
Sussex	341,016	351,472
Union	869,332	896,554
Warren	<u>341,016</u>	<u>351,472</u>
Total Counties	\$ 15,517,600	\$ 16,000,402
NJ TRANSIT	<u>2,738,400</u>	<u>2,823,598</u>
TOTAL	<u>\$ 18,256,000</u>	<u>\$ 18,824,000</u>

100% State funds from the Casino Revenue Tax funds.

EXHIBIT C
Page 1 of 1

**SECTION 5311 RURAL AND SMALL URBAN AREAS PROGRAM
PROJECTED FY2016**

	FEDERAL (A)	STATE* (B)	TOTAL BUDGET (A+B)	LOCAL** (C)	TOTAL PROGRAM (A+B+C)
NORTHERN REGION					
Morris*	\$ 272,758	\$ 136,379	\$ 409,137	\$ 136,379	\$ 545,516
Passaic (West Milford)	97,147	48,574	145,721	48,574	194,295
Sussex****	604,896	302,448	907,344	302,448	1,209,792
Warren****	436,970	204,422	641,392	204,422	845,814
CENTRAL REGION					
Hunterdon****	366,816	183,408	550,224	183,408	733,632
Mercer****	67,041	33,521	100,562	33,521	134,083
Middlesex***	-	-	-	-	-
Monmouth	124,233	62,117	186,350	62,117	248,467
Ocean***	-	-	-	-	-
Somerset	98,407	49,204	147,611	49,204	196,815
SOUTHERN REGION					
Atlantic****	252,020	126,010	378,030	126,010	504,040
Burlington	310,626	110,781	421,407	110,781	532,188
Camden	44,025	22,013	66,038	22,013	88,051
Cape May****	89,168	38,864	128,032	38,864	166,896
Cumberland****	393,645	169,822	563,467	169,822	733,289
Gloucester	126,371	63,186	189,557	63,186	252,743
Salem	209,331	86,923	296,254	86,923	383,177
TOTAL	<u>\$ 3,493,454</u>	<u>\$ 1,637,672</u>	<u>\$ 5,131,126</u>	<u>\$ 1,637,672</u>	<u>\$ 6,768,798</u>
Operating	\$ 3,202,635	\$ 1,601,318	\$ 4,803,953	\$ 1,601,318	\$ 6,405,271
Non-Operating (Administration & Cap)	\$ 290,819	\$ 36,354	\$ 327,173	\$ 36,354	\$ 363,527

* Provided by NJ TRANSIT Capital Program and Operating Budget.

** Provided by local recipient and not reflected in Board Authorization.

*** Middlesex and Ocean Counties are currently inactive projects.

**** Funding for these counties includes additional operating funds for new route deviation services

EXHIBIT D
Page 1 of 1

PROGRAM TOTALS

	FY2014 AUTHORIZATION	FY2015 AUTHORIZATION	FY2016 REQUESTED AUTHORIZATION
Casino Revenue	\$ 20,343,000	\$ 18,256,000	\$ 18,824,000
Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program	\$ 8,200,000	\$ 8,200,000	\$ 8,200,000
Section 5311 Rural and Small Urban Area Program	\$ 4,275,024	\$ 4,143,444	\$ 5,131,126
Section 5311 Intercity Program	\$ 1,067,803 ¹	\$ 601,237	\$ 568,624
Section 5311(b)(3) Rural Transit Assistance Program	\$ 153,826	\$ 119,365	\$ 137,922
Section 5316 Jobs Access and Reverse Commute Program ²	\$ 4,791,548	NA	NA
NJ-JARC ³	NA	\$ 2,000,000	\$ 5,000,000
Section 5317 New Freedom Program ⁴	\$ 3,009,344	NA	NA
Other (Small Urban, CMAQ) ⁵	<u>\$ 6,000,000</u>	<u>\$ 6,000,000</u>	<u>\$ 5,227,000</u>
TOTAL	<u>\$ 47,840,545</u>	<u>\$ 39,320,046</u>	<u>\$ 43,088,672</u>

¹ Represents two years of Section 5311 Intercity Program funding.

² Starting with the FY2015 Program, Section 5316 and Section 5317 no longer exist as separate Federal programs. The NJ-JARC program is the successor to the Federal Section 5316 program.

³ The NJ-JARC Program is the successor to the Federal Section 5316 program. The FY2016 funding authorization request is consistent with the average annual funding allocation for the program in prior years, with the exception of FY2015. The FY2016 requested authorization was lower than the average annual allocation due to subrecipient use of remaining federal funding allocations from prior years.

⁴ Starting with the FY2015 authorization, Section 5317 no longer exists as a separate federal program.

⁵ Other includes CMAQ funding for both operating and capital expenditures, which is allocated by MPOs. For example, NJTPA has allocated funding for a "last mile shuttle" program that provides local entities with three years of operating assistance for shuttle service that connects with main line transit. Also included in this category is Section 5307 funding for on-going services in East Windsor and Cumberland County.

FUNDING SOURCES

PROGRAM	FEDERAL	NJ TRANSIT MATCH – CAPITAL	NJ TRANSIT MATCH – OPERATING	OTHER FUNDING	CASINO REVENUE	TOTAL
Senior Citizen and Disabled Resident					\$18,824,000	\$ 18,824,000
Section 5310	\$ 7,200,000	\$1,000,000				\$ 8,200,000
Section 5311 Counties	\$ 3,493,454	\$ 36,354	\$ 1,601,318			\$ 5,131,126
Section 5311 Intercity	\$ 568,624					\$ 568,624
Section 5311 (b)	\$ 137,922					\$ 137,922
NJ JARC			\$ 4,000,000	\$1,000,000		\$ 5,000,000
Other	\$ 4,927,000		\$ 300,000			\$ 5,227,000
TOTAL	\$16,327,000	\$1,036,354	\$ 5,901,318	\$1,000,000	\$18,824,000	\$43,088,672

ITEM 1507-25: PURCHASE OF 772 45-FOOT CRUISER BUSES

BENEFITS

The proposed purchase of 772 45-foot Cruiser Buses will help renew NJ TRANSIT's cruiser bus fleet over a period of seven years, consistent with Bus Operations' fleet strategy that was previously presented to the Board of Directors. This purchase will replace aging 2000 through 2008 model year cruiser buses. The base order of 772 buses will replace 235 45-foot cruiser buses operated by NJ TRANSIT; 177 45-foot cruiser buses operated by private carriers and 360 40-foot cruiser buses operated by NJ TRANSIT. More than 70 percent of the buses being replaced have already operated in excess of 500,000 miles. Replacement of these buses will improve service reliability, improve the customer experience, and reduce operating costs. By replacing some of NJ TRANSIT's 40-foot cruiser bus fleet with 45-foot cruiser buses, seating capacity of NJ TRANSIT's cruiser bus fleet will be increased by six percent. The new buses will be equipped with wheelchair lifts and will be compliant with Americans with Disabilities Act (ADA) mandates. The new buses will also incorporate Diesel Exhaust Fluid (DEF) to reduce exhaust emissions as prescribed by the Clean Air Act Amendment. The new buses will enhance customer safety by including 3-point seat belts at all passenger seating positions, and a vehicle stability system, offering improvements in both roll and yaw stability. The buses will be WIFI capable, offering additional customer amenities.

ACTION (Scorecard: Customer Experience, Corporate Accountability, and Financial Performance)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-007 with Motor Coach Industries of Schaumburg, IL, for the purchase of 772 45-foot cruiser buses at a cost not to exceed \$394,965,129.75, plus four percent for contingencies.

PURPOSE

Authorization of this contract will allow for the purchase of 772 new 45-foot cruiser buses for use by NJ TRANSIT Bus Operations and Private carriers. This multi-year contract will deliver approximately 128 buses per year to replace obsolete and/or over-age buses.

Two different configurations of 45-foot cruiser bus are included in the proposed purchase: 712 of the buses will not be equipped with lavatories and will seat 57 passengers; 60 of the buses will be equipped with lavatories and will seat 55 passengers. All the new buses will be 102 inches wide and 45 feet long. The operating life of the new buses is expected to be 12 years or 500,000 miles.

BACKGROUND

This action is in accordance with the Comprehensive Bus Rolling Stock Replacement Plan presented to the Board of Directors. The warranties provided in this contract exceed current commuter bus guidelines as shown in the APTA Bus Procurement Guidelines, but are allowable under FTA guidelines.

BIDS SOLICITED:

Bids were solicited from 27 bus OEM's and/or suppliers. Of these, three submitted proposals:

ABC Companies
17469 West Colonial Drive
Winter Garden, FL 34787

Motor Coach Industries
200 East Oakton Street
Des Plaines, IL 60018

Prevost Bus
35 Gagnon Blvd.
Sainte-Claire, Quebec G0R 2V0

PROCUREMENT PROCESS:

The RFP No. 15-007 was advertised on February 17, 2015, which resulted in an electronic mailing of solicitation packages to 27 firms. A pre-proposal conference was held on March 5, 2015 to review the bid requirements. On April 10, 2015 three (3) proposals were received. The Technical and Cost proposals were separated and the Technical proposals were distributed to the Technical Evaluation Committee (TEC). The TEC consisted of five (5) people representing NJ TRANSIT. Included were one (1) representative from Private Carrier Affairs, two (2) representatives from Bus Operations, one (1) representative from Equipment Design Engineering Bus and One (1) representative from Equipment Design Engineering Rail. The TEC evaluated the proposals according to the Technical Evaluation Criteria contained in the RFP.

An evaluation of the technical proposals ranked Motor Coach Industries of Schaumburg, IL highest of the three proposals submitted. Based on the combined Technical (60%) and Cost (40%) scores of technical submittals and pricing, Motor Coach Industries was determined to offer the best value and advantageous proposal to NJ TRANSIT through the competitive RFP procurement process.

NOTE:

The RFP No. 15-007 includes options for purchasing up to an additional 75 cruiser buses each year of the contract. This was included in the RFP to cover changes in the number of buses required to fulfill NJ TRANSIT’s mission that may occur during the seven years needed to complete this procurement. The per bus costs for any optional units is set by this contract though NJ TRANSIT is not obligated to exercise any of these options.

Bid Price

Average Unit Cost (772):	\$ 495,036.75
Extended Drivetrain Warranty:	\$ 5,703.14
Bond:	\$ 2,451,602.00
Capital Spares	\$ 5,942,326.75

Total Bid for 772 Buses (including warranty, bond and capital spares): \$394,965,129.75 plus four percent for contingencies for a total potential contract value of \$410,763,734.94

NJ TRANSIT BUS LOCATIONS: (772 Buses)

This order will replace buses operating at private carrier garages and the following NJ TRANSIT garages: Howell, Ironbound, Meadowlands, Wayne, Egg Harbor, Newton Avenue, and Washington Township.

BUS FEATURES

Feature	New 45-Foot Cruiser
Engine	Detroit Diesel DD13, 410 hp (12.8 Liter) Fully EPA Certified and Compliant
Transmission	Allison B500
Cooling System	Modine Electric Cooling System Package with Radiator and Charge Air Cooler mounted above the engine to reduce overheating due to radiator clogging with dirt and road debris
Axles	Front Suspension – Meritor Drive Axle – Meritor Tag Axle – Fixed Meritor
Structure	Stainless steel structure below floor, High-Tensile low alloy steel in upper body framing in high stress areas.

	Bonded aluminum roof skin, fiberglass front and rear caps. Stainless steel exterior sidewall panels below floor
Brake System	Buses will be equipped with disc brakes (front and rear and tag) with ABS and stability control
A/C System	Engine Driven Bitzer A/C Compressor
Destination Sign	Full LED Front and Side Sign Visible in Daylight and at Night
Electrical System	I/O Controls G4 Dinex
Passenger Seating	57 (55 on Buses with lavatories) Seated Passengers with vinyl seat covers matching NJT multilevel railcars
Flooring	Altro Non-Slip Flooring in NJ TRANSIT Colors
Amenities	Aircraft Style Overhead Parcel Racks with Individual LED Reading Lights, Individual Air Diffusers, three point seat belts for all passenger seating positions, WIFI capable
Engine Emissions	US EPA over-the-road emissions, with oxidation catalyst, diesel particulate filter, and SCR catalyst
<u>Warranties</u>	
Complete Bus	12 months/50,000 miles
Engine	5 years/300,000 miles
Transmission	5 years/300,000 miles
Axles	5 years/300,000 miles
HVAC System	3years/150,000 miles
Skeleton, Body	12 years/500,000 miles
Suspension, air dryer, destination signs, air dryer, starter, alternator, fire suppression, multiplexing, Operator's seat Wheelchair Restraint, Air Compressor	3 year/150,000 miles

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

FISCAL IMPACTS

Requested Authorization:	\$394,965,129.75, plus 4% for contingencies
Past Authorization:	None
Expenditures to Date:	\$250,000
Total Project Cost:	\$423.36 million
Projected Date of Completion:	June 2022
Capital Program Amount:	\$423.36 million
Operating Budget Amount:	Estimated Operational savings of \$5.95 million
Anticipated Source of Funds:	Transportation Trust Fund
PRINTS ID Number:	BRS00038
DBE/SBE Goal:	0% SBE
NJ Build Amount:	NA
Future Related Authorizations:	The contract provides an option for the purchase of up to 75 additional buses per contract to cover future fleet needs
Impacts on Subsequent Operating Budgets:	Reduced repair costs during warranty period

RESOLUTION

WHEREAS, funding is available from the Transportation Trust Fund for the purchase of 772 45- foot cruiser buses; and

WHEREAS, this procurement will replace 772 40- and 45-foot cruiser buses manufactured between 2000 and 2008 that are or will soon be overage and eligible for replacement; and

WHEREAS, a Request for Proposals was advertised on February 17, 2015; with proposals due on April 10, 2015 and

WHEREAS, an evaluation of the technical proposals ranked Motor Coach Industries of Schaumburg, IL highest of the three proposals submitted and

WHEREAS, Motor Coach Industries was determined to offer the best value and advantageous proposal to NJ TRANSIT through the competitive RFP procurement process;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Motor Coach Industries of Schaumburg, IL for the acquisition of 772 45-foot cruiser buses at a cost not to exceed \$394,965,129.75, plus four percent for contingencies, subject to the availability of funds.

ITEM 1507-26: ACCESS LINK CONTRACTED SERVICE FOR REGION 5 (ESSEX, UNION, SOMERSET, MORRIS AND PARTS OF HUDSON COUNTIES)

BENEFITS

In July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities who cannot use the fixed-route service.

NJ TRANSIT provides paratransit service (known as Access Link) everywhere in the state where fixed-route local bus transportation systems operated by NJ TRANSIT, or private carriers under contract to NJ TRANSIT, are offered. NJ TRANSIT's current contract for ADA complementary paratransit service, Access Link, in Region 5 (Essex, Union, Somerset, Morris and parts of Hudson Counties, in New Jersey) will expire on April 9, 2016.

NJ TRANSIT contracts with vendors to provide service in different regions throughout the State. In Region 5, which includes Essex, Union, Somerset, Morris and parts of Hudson Counties, 11,776 people are certified to use Access Link and approximately 1,736 average weekday passenger trips are provided.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-023 with First Transit of Cincinnati, Ohio, to provide ADA paratransit service in Region 5, Essex, Union, Somerset, Morris and parts of Hudson Counties, for a base contract for the period from April 10, 2016 to June 30, 2019 at a cost not to exceed \$74,833,002.00, plus five percent for contingencies, subject to the approval of future operating budgets and the availability of funds, and two (2) two-year options through April 9, 2023 for a total contract cost not to exceed \$192,967,801.00, plus five percent for contingencies, subject to the approval of future operating budgets and availability of funds.

PURPOSE

Authorization of this contract will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the ADA paratransit service to residents and visitors. It will ensure that those who are unable to use NJ TRANSIT's fixed-route local bus service have the opportunity to become more independent and increase their community participation. It also gives NJ TRANSIT the opportunity to foster SBE participation for our local small business community. The existing contract with First Transit, Inc. of Cincinnati, Ohio, for Access Link paratransit service in Region 5 expires on April 9, 2016.

BACKGROUND

History

In July 1990, the ADA was signed into law. This Federal law requires public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities. In response to the requirements of the ADA, NJ TRANSIT submitted a plan to the Federal Transit Administration (FTA) on January 26, 1992 explaining how its ADA paratransit obligations would be met. NJ TRANSIT's ADA paratransit system was implemented throughout the State in four phases over five years.

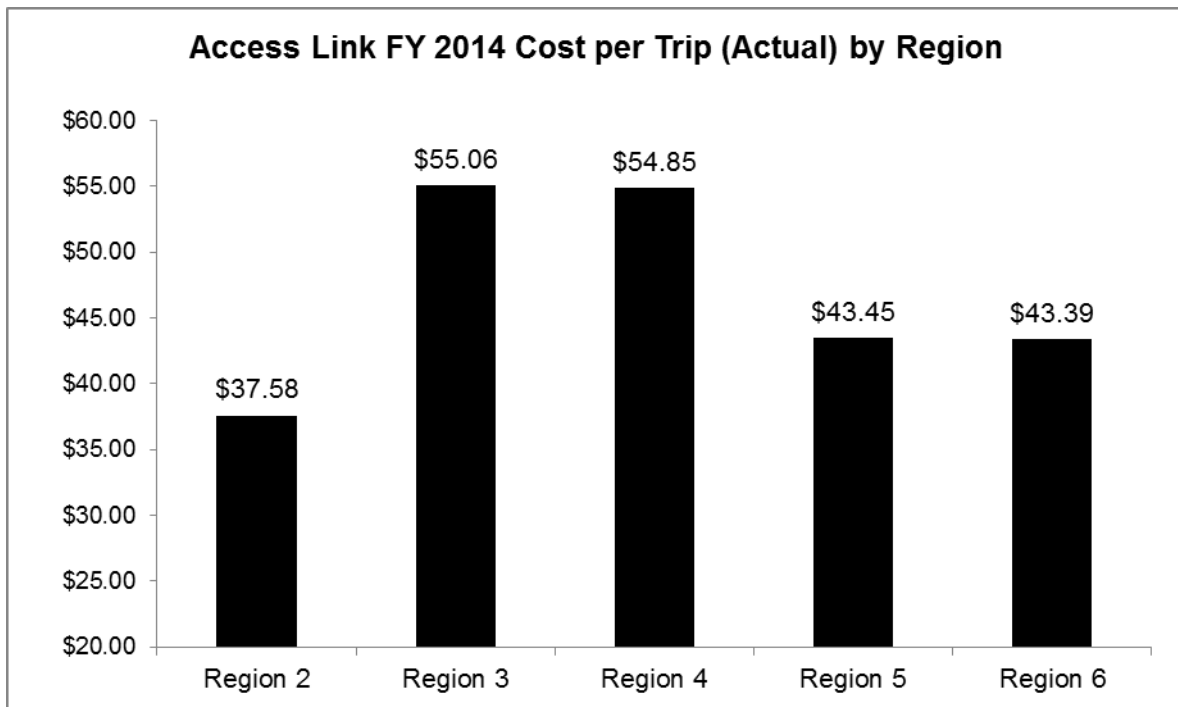
The current Access Link contracts are as follows:

Region 2	Burlington, Camden, Salem and Gloucester Counties Service provider: First Transit, Inc. Contract period: 07/14/12 – 07/12/19
Region 3	Atlantic, Cumberland, Cape May and Southern Ocean Counties Service provider: Easton Coach Company Contract period: 07/7/13 – 07/11/20
Region 4	Mercer, Middlesex, Monmouth and Northern Ocean Counties Service provider: First Transit, Inc. Contract period: 05/08/14 – 06/12/21
Region 5	Essex, Union, Somerset, Morris and Western Hudson Counties Service provider: First Transit, Inc. Contract period: 06/13/09 – 04/09/16
Region 6	Bergen, Hudson and Passaic Counties Service provider: First Transit, Inc. Contract period: 06/16/13 – 06/19/20

Each current contract has a three-year base period and four (4) one-year option periods.

- From June, 2009 through April, 2015, 3,101,491 ADA passenger trips in Region 5 only were delivered, at a cost of approximately \$42.33 per trip (assumes an average fare of \$1.35 per passenger), with an average growth of 9% per year.
- As of April 30, 2015, 37,437 people are eligible to ride Access Link statewide, 11,776 of whom live in the Region 5 service area: Essex (7,411), Union (2,937), Somerset (213), Morris (1,047) and parts of Hudson Counties (168). On average, Access Link provides approximately 1,735 weekday trips per day to this region.

The following chart illustrates the actual cost per trip (including fuel costs and excluding NJ TRANSIT administration costs) for FY2014 by Access Link Region.



Project Justification

A new contract for ADA complementary paratransit service in Region 5 is necessary for NJ TRANSIT's continued compliance with the Americans with Disabilities Act (ADA) which requires public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities who cannot use the fixed-route service.

Procurement

On February 23, 2015, NJ TRANSIT advertised a Request for Proposals (RFP) for paratransit service in Region 5 in *The Star-Ledger* and *The Trenton Times*. A Pre-Proposal Conference was held on March 10, 2015 at NJ TRANSIT Headquarters.

The RFP required prospective carriers to provide a proposed price for both the base contract period (three years) and the two two-year option periods. Proposals were due on April 10, 2015 and NJ TRANSIT received responses from three companies: First Transit, Inc. Transdev Services, Inc., and MPC Bus Corp. The responses included a technical and a cost proposal.

The Technical Proposals were reviewed by the Technical Evaluation Committee (TEC) comprised of:

- Light Rail and Contract Services, ADA Services
- CP&P Local Programs & Minibus Support

The Technical Proposals were evaluated on the basis of Technical Evaluation Criteria that included project understanding, management plan, driver quality, safety and training, vehicle maintenance, start-up plan, and references and qualifications. The TEC also visited the proposed facilities for both companies.

The Technical Proposal submitted by MPC Bus Corp. was deemed non-responsive due to the inadequacy of the proposed facility. The facility proposed by MPC Bus Corp. did not have adequate parking and was not suitable for expansion. The proposer was afforded the opportunity to submit alternative suitable locations but failed to do so. Therefore, their proposal was deemed non-responsive.

The Technical Proposal submitted by First Transit, Inc. was scored higher than the Technical Proposal submitted by Transdev Services, Inc. in the TEC evaluation process. The Cost Proposal of First Transit, Inc. also was scored higher than the Cost Proposal submitted by Transdev Services, Inc.

A Best and Final Offer (BAFO) was submitted by First Transit, Inc. on May 18, 2015.

VENDOR	BEST AND FINAL OFFER
First Transit, Inc.	\$192,967,801.00

The Office of Business Development has assigned a three (3) percent SBE Category 3 Goal to this contract. Office of State Comptroller approval for this contract was received on March 25, 2015.

Contract Performance Standards

The contract contains performance standards for Access Link regarding customer service, system efficiency, performance incentives, operator development, vehicle maintenance, and quality safeguards. These performance standards are shown below:

Customer Service – Customer Service initiatives include monthly financial awards earned by the Service Provider when there are no confirmable customer complaints and financial awards payable to vehicle operators who go one year working full time without being involved in a confirmed complaint or preventable accident. Also included are standards for customer pick-ups, drop-offs, securement and requirements for the use of the electronic external vehicle arrival announcement feature

System Efficiency – System Efficiency is fostered through the establishment of minimum staffing levels to ensure adequate service control, constant monitoring of Provider service schedules, the use of Mobile Data Terminals (MDT) on all

vehicles, annual computer system proficiency certification requirements for operations staff and a Productivity Incentive that financially rewards Providers for achieving efficiency goals

Performance Incentives/Assessments – Performance Incentives include Operator Excellence Incentives, Productivity Incentives and On-time Performance Incentives. Performance Assessments, which are included in the contract to enable NJ TRANSIT to recoup funds paid for services not rendered per specifications, cover a myriad of circumstances including missed trips, late trips, improperly maintained vehicles, customer complaints, unsafe operation, missing or incomplete reports, etc. Assessments associated with the Performance Incentives are levied in terms of multipliers of the Provider’s variable rate. For example, the assessment for the most egregious violation could result in a payment of up to 25 times the variable rate, per incident, depending on the operational impact and severity of the incident. For a provider whose hourly variable rate is \$35, that could mean \$875.

Operator Development – Basic driver skills are developed and maintained through 104 hours of vehicle operator training, Behind-the-Wheel (BTW) Driver Trainer certification and the use of the Drive-Cam system utilization standards

Vehicle Maintenance – Fleet condition is ensured through daily reporting of vehicle availability status, the capabilities for NJ TRANSIT staff to access the Provider’s computerized vehicle maintenance system and random audits of fleet condition and maintenance records.

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

FISCAL IMPACTS

Requested Authorization:	This Authorization:	
	\$74,833,002 + 5% contingency	(3-year base)
	\$57,704,541 + 5% contingency	(2-year Option # 1)
	\$60,430,258 + 5% contingency	(2-year Option # 2)

Past Authorizations: None

Expenditures to Date: None

Total Project Cost: \$192,967,801 + 5% contingency

Projected Date of Completion: April 2023

Capital Program Amount: N/A

Operating Budget Amount: \$192,967,801 + 5% contingency

Anticipated Source of Funds: NJ TRANSIT FY 2016 to FY 2023 Operating Budgets

PRINTS ID Number: N/A

DBE/SBE Goal: 3% SBE Category 3

***NJ Build* Amount:** None

Related/Future Authorizations: Purchase of Access Link Vehicles

Impacts on Subsequent Operating Budgets:	FY2016	\$4,758,364	(2.7 months)
	FY2017	\$21,676,537	
	FY2018	\$23,220,793	
	FY2019	\$25,177,308	
	FY2020	\$27,463,506	
	FY2021	\$30,241,035	
	FY2022	\$32,639,803	
	FY2023	\$27,790,455	(9.3 months)

RESOLUTION

WHEREAS, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities; and

WHEREAS, the existing contract for Access Link paratransit service in Region 5 (Essex, Union, Somerset, Morris and parts of Hudson Counties) expires on April 9, 2016; and

WHEREAS, providing uninterrupted Access Link service is an ongoing requirement of the Federal Government; and

WHEREAS, upon completion of a competitive procurement process, it was determined that First Transit, Inc. of Cincinnati, Ohio, whose proposal conforming to the RFP, was in the best interest of, and offers the best value to NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-023 with First Transit, Inc. of Cincinnati, Ohio to provide ADA paratransit service in Region 5 (Essex, Union, Somerset, Morris and parts of Hudson Counties), for a base contract for the period from April 10, 2016 to June 30, 2019 at a cost not to exceed \$74,833,002.00, plus five percent for contingencies, subject to the approval of future operating budgets and the availability of funds, and two (2) two-year options through April 9, 2023 for a total contract cost not to exceed \$192,967,801.00, plus five percent for contingencies, subject to the approval of future operating budgets and availability of funds.

ITEM 1507-27: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS

BENEFITS

NJ TRANSIT is responsible for maintaining a total of 659 undergrade bridges, of which 572 bridges are in active service carrying trains over roadways, waterways, and other features. These in-depth bridge inspections, evaluations and ratings are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair and ultimately ensure safe and reliable service for customers. Also these in-depth inspections and ratings satisfy one element of NJ TRANSIT's Bridge Management Program which is mandated by the Federal Railroad Administration.

NJ TRANSIT uses information from these inspections to plan and prioritize future capital investments. The findings from these in-depth inspections and ratings will be used to identify future capital investments in bridges.

ACTION (Scorecard: Corporate Accountability, Safety and Security)

Staff seeks authorization to enter into three separate contracts with WSP USA Corporation of Hamilton, New Jersey (14-051D); Dewberry Engineers Incorporated of Bloomfield, New Jersey (14-051E); and Hardesty & Hanover, LLC of West Trenton, New Jersey (14-051F) to perform in-depth structural inspections, evaluations, and load ratings of 144 undergrade bridges, at costs not to exceed \$958,815, \$781,222 and \$999,685 respectively, for a total cost of \$2,739,722, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

NJ TRANSIT is responsible for maintaining safe and reliable bridges throughout its rail system. NJ TRANSIT's Bridge Management Program requires that every undergrade bridge that NJ TRANSIT operates over will have an in-depth bridge inspection and rating performed on a five-year cycle. This Board Item is for authorization for the next cycle of inspections and ratings to meet these requirements.

Further, these in-depth inspections and ratings address the requirements mandated by the Federal Railroad Administration (FRA) in 49 CFR Part 237, which calls for the owner of the track on a railroad bridge to implement a bridge management program, which must include inspections and the determination of the safe load capacity (ratings) of all of their railroad bridges.

This bridge inspection program is an integral part of NJ TRANSIT's asset management strategy and important to the long-term planning and prioritization of future capital investments.

These contracts will provide in-depth structural and underwater inspections, evaluations, and ratings for 144 undergrade railroad bridges.

BACKGROUND

History

In 1971 the National Bridge Inspection Standards (NBIS) came into being and set policy regarding inspection frequency, inspector qualifications, report format, and inspection and rating procedures. The in-depth inspection frequency was set at a two-year cycle for highway bridges.

Although NJ TRANSIT does not come under the jurisdiction of the Federal Highway Administration (FHWA), it implemented some of the guidelines and procedures when it started its bridge inspection program in the mid-eighties. It was felt that the two-year in-depth inspection and rating cycle was too burdensome and that a five-year cycle of in-depth inspection and rating would identify any issues between cycles. Also having a five-year cycle meant that roughly 20 percent of the bridges would be inspected every year.

On July 15, 2010, the FRA adopted 49 CFR Part 237 – Bridge Safety Standards; this regulation required that all railroads formally implement bridge management programs. The two main elements of the Bridge Management Program are load carrying determination (ratings) of all in-service bridges and annual bridge inspections.

NJ TRANSIT utilizes outside consultant engineers for its in-depth bridge inspections which generates the safe load carrying capacity (ratings) and its in-house bridge inspectors/engineers for the annual bridge inspections to satisfy the FRA requirements. The FRA has the right to audit and evaluate these bridge management programs. NJ TRANSIT's Bridge Management Program was audited by the FRA in July 2011. This audit resulted in no FRA violations; as policy the FRA does not issue a formal approval of these bridge management programs.

Justification

The FRA regulations require in-depth bridge inspections with the potential for significant civil penalties if NJ TRANSIT does not comply. Additionally, in-depth inspections help to ensure the safe and reliable operation of train service, which is in the best interests of NJ TRANSIT customers and New Jersey taxpayers.

Procurement

The intent of the Request for Proposal (RFP) was to select six consultants to perform in-depth inspection, evaluation and rating services over a two-year period. This authorization will allow the second three contracts to be awarded in September 2015.

The chronology of the procurement is as follows:

- Advertised: June 24, 2014
- Pre-proposal conference: July 8, 2014
- Technical proposals received: July 22, 2014
- Selection of six (6) highest rated firms: August 5, 2014
- Board Approval for Contracts 14-051, A, B, & C: October 8, 2014
- Cost Proposals received for Contracts 14-051D, E & F: March 27, 2015
- Award Contracts 14-051D, E & F: September 2015

The Office of Business Development assigned 20% SBE, Category 1, 2, and 3 goals to all six contracts. The actual SBE participation is as follows:

Contract No. 14-051D: 21.18%
Contract No. 14-051E: 21.64%
Contract No. 14-051F: 21.24%

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

FISCAL IMPACTS

Requested Authorization:	\$958,815 (Contract No. 14-051D) \$781,222 (Contract No. 14-051E) \$999,685 (Contract No. 14-051F) \$2,739,722 plus 5% contingencies (TOTAL)
Past Authorizations:	\$0
Expenditures to Date:	\$0
Total Project Cost:	\$2.740M
Projected Date of Completion:	September 2016
Capital Program Amount:	\$2.740M
Operating Budget Amount:	\$0
PRINTS ID Number:	RNF00046
Anticipated Source of Funds:	TTF- FY16/17
DBE/SBE Goal:	SBE 20% for all contracts (Category 1, 2 & 3)

***NJ Build* Amount:** None

Related/Future Authorizations: None

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, NJ TRANSIT is responsible for maintaining 659 rail-carrying (undergrade) bridges; and

WHEREAS, periodic evaluation of all undergrade bridges is necessary to ensure service reliability and safe train operations; and

WHEREAS, the in-depth bridge inspections are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair; and

WHEREAS, these in-depth bridge inspections and ratings are main elements of NJ TRANSIT's Bridge Management Program as mandated by Federal Railroad Administration Regulation 49 CFR Part 237 – Bridge Safety Standards; and

WHEREAS, upon completion of a competitive procurement process, it was determined that WSP USA Corporation, Dewberry Engineers Incorporated, and Hardesty & Hanover, LLC submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to award separate contracts to WSP USA Corporation of Hamilton, New Jersey (14-051D); Dewberry Engineers Incorporated of Bloomfield, New Jersey (14-051E); and Hardesty & Hanover, LLC of West Trenton, New Jersey (14-051F) to perform in-depth structural inspections, evaluations, and load ratings of 144 undergrade bridges, at costs not to exceed \$958,815, \$781,222 and \$999,685 respectively, for a total cost of \$2,739,722, plus five percent for contingencies, subject to the availability of funds.

ITEM 1507-28: INWARD AND OUTWARD FACING CAMERAS FOR LOCOMOTIVES AND CAB CARS

BENEFITS

NJ TRANSIT operates 704 trains daily transporting more than 300,000 customers each weekday. The safety of both customers and the employees who operate these trains are the highest priority for NJ TRANSIT.

NJ TRANSIT previously installed outward facing cameras and video recorders on dual power locomotives, ALP-46A electric locomotives and multilevel cab cars. These camera systems have proved useful in a number of post-incident investigations.

The installation of outward and inward facing cameras on the remaining fleet of locomotives and cab cars will aid in post-incident investigations and ultimately improve safety by allowing investigators to more quickly determine root causes of future incidents.

ACTION (Scorecard: Safety & Security, Corporate Accountability)

Staff seeks authorization to enter into a sole source procurement by exception with Apollo Video Technology of Bothell, WA to purchase outward and inward facing cameras, video recorders and related support equipment for installation by NJ TRANSIT's employee workforce on locomotives, cab cars and Arrow III rail cars in an amount not to exceed \$7,000,000.00, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

NJ TRANSIT was previously awarded a Department of Homeland Security grant to install outward facing camera systems as a security measure. These cameras and video recorders have performed well, providing excellent video quality and operating with a high degree of reliability in an active railroad environment.

Earlier this year, prior to the Amtrak derailment in May 2015, NJ TRANSIT initiated procurement activities and identified funding to install additional outward as well as new inward facing cameras to further improve security and safety. The new inward facing cameras will provide video of the engineer and operating console, taking advantage of video recorders and wiring that were installed previously as part of the outward facing camera pilot program. Additional hard drives will be acquired to replace units that are removed during the course of an investigation or for routine maintenance.

The previous installation of outward facing cameras and digital video recorders was performed by Apollo Video Technology under a vehicle maintenance program with Bombardier. Apollo was selected as the provider of this technology because it offered purpose-built hardware for a railroad environment and integration with the event data

recorders already installed on NJ TRANSIT locomotives and cab cars. This integration provides greater utility in a post-incident investigation.

In order to ensure compatibility with the already installed hardware, staff is recommending a sole source, procurement by exception with Apollo Video Technology to purchase the camera systems. The installation will be performed by NJ TRANSIT's employees at the Meadows Maintenance Complex in Kearny, New Jersey.

BACKGROUND

History

NJ TRANSIT fleet of locomotives and cab cars are equipped with cab control signaling, providing the engineer with real time signal indications and maximum authorized speeds. The equipment also features "alerter" systems to ensure engineers remain attentive and maintain situational awareness.

More recently, NJ TRANSIT has installed outward facing cameras on many locomotives and cab cars. These cameras have aided NJ TRANSIT in determining the circumstances and root causes of incidents. In a number of instances, the availability of the video retrieved from an outward facing camera has helped demonstrate that trespassers and motor vehicle operators were ignoring safety devices at grade crossings and/or warning systems such as the locomotive horn prior to the incident.

Project Justification

The Federal Railroad Administration is considering regulations requiring the use of inward and outward facing cameras on locomotives and cab cars. This possibility has gained new urgency following recent train derailments, where the investigations focused on engineer actions in the cab.

Procurement

The Apollo system for outward facing cameras is already installed on 133 NJ TRANSIT locomotives and cab cars (through May 2015). This sole source procurement by exception will complete the installation of both outward and inward facing cameras and ensure compatibility with the existing already installed equipment. The project also includes Metro-North equipment operated by NJ TRANSIT. Metro-North will reimburse NJ TRANSIT for their costs.

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

FISCAL IMPACTS

Requested Authorization: \$7,000,000.00 plus 5% for contingencies

Past Authorizations: None

Expenditures to Date: \$4,275,000

Total Project Cost: \$11,428,000 (includes prior expenditures to purchase cameras, video recorders and related support equipment as well as \$2,042,000 for the installation of the camera systems by NJ TRANSIT's employee workforce)

Projected Date of Completion: December 2017

Capital Program Amount: \$11,675,000

Operating Budget Amount: None

Anticipated Source of Funds: \$5,275,000 Department of Homeland Security Grant
\$6,400,000 NJ Transportation Trust Fund

PRINTS ID Number: NJT01076
NJT01010
NJT01009
NJT01026
NJT01109

DBE/SBE Goal: TBD

***NJ Build* Amount:** None

Related/Future Authorizations: None

Impacts on Subsequent Operating Budgets: \$880,000 annually for in-house labor to inspect, maintain and repair cameras
\$250,000 annually for parts and materials

RESOLUTION

WHEREAS, NJ TRANSIT operates 704 trains daily transporting more than 300,000 customers each weekday; and

WHEREAS, NJ TRANSIT's employee workforce previously installed outward facing cameras and supporting digital video recorders by Apollo Video Technology of Bothell, WA; and

WHEREAS, the camera system by Apollo Video Technology of Bothell, WA was previously selected because it offered purpose-built hardware for a railroad environment and integration with the onboard train event recorder; and

WHEREAS, the installation of inward and outward facing cameras on NJ TRANSIT's entire fleet of locomotives and cab cars will aid in post-incident investigations and ultimately improve safety by allowing investigators to more quickly determine root causes of future incidents; and

WHEREAS, pursuant to N.J.A.C. 16:72-1.5, competitive procurement requirements may be waived in instances where only one source of supply is available; and

WHEREAS, it has been determined that Apollo Video Technology of Bothell, WA is certified to be the sole/single source supplier for the purchase of materials and services in accordance with N.J.A.C. 16:72-1.5 and Executive Order No. 37; and

WHEREAS, procurement-by-exception waiver authorizations are required to expeditiously support installation of inward and outward facing cameras;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a sole source procurement by exception with Apollo Video Technology of Bothell, WA to purchase outward and inward facing cameras, video recorders and related support equipment for installation by NJ TRANSIT's employee workforce on locomotives, cab cars and Arrow III rail cars in an amount not to exceed \$7,000,000.00, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1507-29: REGULATIONS: RULE-MAKING PROCESS PROPOSED
READOPTION WITH AMENDMENTS TO N.J.A.C. 16:86
ADVERTISING STANDARDS**

This item will not be considered at the meeting.

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, collective bargaining 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 Darling Opoku; and

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

ITEM 1507-30: PERSONAL INJURY CLAIM OF DARLING OPOKU

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the serious injuries that resulted, staff recommends a settlement in the claim of Darling Opoku.

ACTION

Staff seeks authorization to settle the claim of Darling Opoku through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000. This case venued in the Essex County Superior Court, Newark, NJ and initiated from a bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Darling Opoku
Projected Date of Completion:	FY 2016
Anticipated Source of Funds:	FY 2016 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

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

WHEREAS, Darling Opoku 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 Chairman or Executive Director is authorized to settle the claim of Darling Opoku through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.