

**Philip D. Murphy, Governor**  
**Sheila Y. Oliver, Lieutenant Governor**  
**Diane Gutierrez-Scaccetti, Commissioner**  
**Kevin S. Corbett, President & CEO**



March 17, 2021

Dear Governor Murphy:

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, March 10, 2021.

Sincerely,

*Joyce J. Zuczek*

Joyce J. Zuczek  
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at 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. conducted virtually by telephone on Wednesday, March 10, 2021. The meetings occurred concurrently.

### **Board Members**

Diane Gutierrez-Scaccetti, Chair  
Cedrick T. Fulton, Vice Chair  
James D. Adams, Board Member  
Dini Ajmani, Treasurer's Representative  
Sangeeta P. Doshi, Board Member  
Bob Gordon, Board Member  
Richard A. Maroko, Board Member  
Shanti Narra, Board Member  
David A. Rasmussen, Board Member (Non-Voting)  
Brian T. Wilton, Governor's Representative

### **Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)  
Joyce J. Zuczek, Board Secretary  
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer  
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations  
Justin P. Davis, Senior Vice President, Regulatory & Government Affairs & Chief of Staff  
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General  
Caroline Vachier, Deputy Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 6:00 p.m. in accordance with the Open Public Meetings Act and Board Secretary Zuczek conducted a roll call. Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on March 4, 2021 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

### **Approval of Minutes**

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the February 10, 2021 Board meetings. Board Member Brian T. Wilton made the motion, Board Member Shanti Narra seconded the motion, and it was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**President & CEO's Monthly Report**

President & CEO Corbett said as in previous months, he would start with updates related to COVID-19. He was deeply saddened to report that they have lost three long-serving members of NJ TRANSIT's family since the last Board meeting, due to COVID-19-related complications.

Carlos Martinez worked as a Bus Operator for more than 20 years, primarily operating the 139 Line between Marlboro, New Jersey and the Port Authority Bus Terminal out of Howell Garage. Cynthia Johnson was also a Bus Operator for 35 years, also primarily working out of the Howell Garage on routes along the Route 9 corridor to and from the Port Authority. Ramnauth Dukhi, who was known as Ned to his co-workers, has worked for NJ TRANSIT Bus Operations for more than 26 years, most recently as a Mechanic A in the Central Maintenance Facility.

President & CEO Corbett said Carlos, Cynthia, and Ned will be deeply missed, and they are grateful for their service to NJ TRANSIT and their customers. He asked that everyone keep their families, loved ones, friends, and colleagues in their thoughts and prayers at this difficult time. President & CEO Corbett asked for a moment of silence in their honor.

Yesterday marked the one-year anniversary since Governor Murphy first declared a State of Emergency in New Jersey due to the pandemic on March 9, 2020. In recognition of the anniversary, NJ TRANSIT released a short video both honoring the employees they lost much too soon and thanking all their employees for their extraordinary efforts over the past year. Over the past year, 21 NJ TRANSIT employees have lost their lives to this deadly virus.

President & CEO Corbett said while they continue to maintain their rigorous safety protocols to protect employees and customers from the spread of COVID-19, they know that ultimately, vaccines are essential in the fight against the pandemic. To support the State's rapidly expanding vaccine distribution efforts, today NJ TRANSIT introduced a new initiative called VAXRIDE.

Through VAXRIDE, NJ TRANSIT created a new webpage, available at [njtransit.com/vaxride](https://njtransit.com/vaxride), that includes state vaccine registration information and a map linking all of their services to vaccine sites across the state. This information is searchable by address as well as by clicking on one of the vaccination icons on the map of New Jersey. Search results will yield the bus routes, rail lines and light rail lines within a half-mile of the vaccination site. They plan to update VAXRIDE regularly and add new

information and features over time. Again, that web page is available at [njtransit.com/vaxride](http://njtransit.com/vaxride).

President & CEO Corbett thanked Governor Murphy for announcing last week that all transportation workers will be eligible to receive COVID-19 vaccines this coming Monday, March 15, 2021. They are grateful to Governor Murphy for prioritizing their state's indispensable transit workers. They certainly deserve it. Since the onset of the pandemic, their dedicated employees have been keeping the region moving, delivering service for essential workers, and all those who depend on public transit.

President & CEO Corbett was also pleased to report that NJ TRANSIT received a limited supply of COVID-19 vaccines from the New Jersey Department of Health (NJDOH) for their own eligible employees. They have been preparing for this moment for months. Some of their efforts include: purchasing three freezers, with backup battery storage and proven settings for the appropriate cooling environment; preparing two sites, in Camden and Maplewood, for socially distant employee vaccinations; an online system that allows employees to schedule vaccination appointments; and their Medical Department has a team of nurses, staff, and volunteers ready to process and vaccinate employees, as they do every year for the flu.

As a result, they were fully prepared when the vaccines became available, and began vaccinating employees last week on March 4, 2021. Only active, frontline, public-facing NJ TRANSIT employees, such as police officers, bus operators, conductors, locomotive engineers, and customer service representatives, who also met current NJDOH vaccination eligibility requirements, were permitted to receive the vaccine at NJ TRANSIT.

President & CEO Corbett was pleased to report that they have administered all 300 doses, finishing up today at their Camden location. They believe the vaccine will add yet another layer of safety to the many measures they already have in place, particularly their aggressive and extensive cleaning and daily disinfection protocols.

President & CEO Corbett said they were also optimistic that a widely administered vaccine will encourage more customers to come back to transit, although it is still early in the process, and they have not yet seen much movement in their ridership numbers since his last report to the Board in February. Rail ridership remains at approximately 20 to 25 percent of pre-COVID levels, systemwide. Bus ridership continues to hold steady at around 50 percent from pre-COVID levels, systemwide. Overall, light rail ridership remains at approximately 50 percent of pre-COVID levels.

As part of NJ TRANSIT's continuing efforts to protect customers and employees, they once again participated in the region-wide Mask Force initiative. On February 25, 2021, they held their third Mask Force distribution effort, where employees throughout the organization volunteered at several stations, and onboard vehicles. To date, NJ TRANSIT has distributed nearly 50,000 masks overall, including masks distributed during all Mask Force events and at customer service and ticket offices throughout their system. The next Mask Force deployment is scheduled for March 18, 2021.



President & CEO Corbett said next, he would provide three quick updates before moving on to recent developments in their three core focus areas: people, technology, and infrastructure.

In addition to vaccine distribution, President & CEO Corbett thanked Governor Murphy for prioritizing transit through the State Budget. Despite the impacts of the pandemic across the State, the Governor's proposed budget for NJ TRANSIT will allow NJ TRANSIT to maintain full service for customers who depend on transit, while keeping fares stable for the fourth consecutive year.

Second, and also as it relates to their budget, President & CEO Corbett was pleased to note that earlier today Congress passed the American Rescue Plan, a \$1.9 trillion pandemic relief bill. The bill includes about \$30 billion dollars for U.S. transit agencies and could not be a more welcome development for agencies like theirs, and the millions of customers and local economies who depend on them. They don't yet know what NJ TRANSIT's share of the \$30 billion allocation will be, but they will certainly keep the Board apprised of details as they become available.

They are once again grateful to Governor Murphy, Senators Menendez and Booker, and New Jersey's entire Congressional Delegation for fighting for New Jersey and for their customers. NJ TRANSIT also worked hard behind-the-scenes to make this bill a reality, both directly with elected and other officials, and through their ongoing collaboration with transit agencies and transit advocates throughout the region. A strong NJ TRANSIT is a necessary component of a strong and equitable recovery for their state and region as they come out on the other side of this pandemic.

Third, President & CEO Corbett noted that on February 24, 2021, they held the first meeting of their new Board Energy & Sustainability Policy Committee. This new Committee is comprised of Board Vice-Chair Fulton, who is also chairing the Committee, and Board Members Doshi and Adams. Among other priorities, the Committee is working to: ensure NJ TRANSIT maximizes the use of renewable energy on their TRANSITGRID project; monitor substation and energy systems investments; and help develop their first-ever Corporate Sustainability Plan, as part of NJ TRANSIT's ten-year Strategic Plan goal to promote a more sustainable future for the planet.

President & CEO Corbett said now, he would move on to recent developments as they relate to their three core focus areas, beginning with people. He was proud to report that NJ TRANSIT is leading an effort to enhance employment opportunities for veterans during the COVID-19 crisis, by partnering with the nationally successful Edge4Vets jobs preparation program. President & CEO Corbett thanked their Board's Vice-Chair Cedrick Fulton, an Air Force veteran himself, for his work to connect NJ TRANSIT with the Edge4Vets program. The program, which will be introduced in New Jersey this spring, prepares and connects New Jersey veterans, National Guard members, transitioning military service personnel, and their spouses to careers in transportation.

This leadership effort by NJ TRANSIT will be the first implementation of Edge4Vets in the state, and one that is near-and-dear to President & CEO Corbett's heart. When considering the devastating impact COVID-19 has had on the region's economy and employment opportunities, President & CEO Corbett can think of no better way to give back and to honor the nation's veterans. It's also a big win for NJ TRANSIT, which will benefit from the tremendous value and leadership skills their nation's veterans bring to the organization.

In addition to their focus on recruiting, NJ TRANSIT continues their many efforts to leverage technology to improve the customer experience, in this case for their Access Link customers. On Monday, they proudly launched a dedicated mobile app specifically for Access Link customers, providing them with a user-friendly interface for making, canceling, and monitoring reservations. Customers can also update their information and monitor the status of their EZ-Wallet payment accounts with just a few clicks on the app.

Since its introduction in 2019, NJ TRANSIT has booked hundreds of thousands of trips through Access Link Online, which allows customers to schedule rides, pre-pay fares electronically, and check trip status. Now, Access Link customers can do much of the same through this app, building on their many efforts to improve mobility and modernize this indispensable service. The app was developed in direct response to customer feedback and provides one-stop shopping for customers who previously would have to call in and speak to an operator or visit the website to log in to their account.

Moving on to infrastructure, on February 17, 2021, Governor Murphy and Commissioner Scaccetti were in Camden to announce the first major step of a \$250 million redevelopment of the Walter Rand Transportation Center, one of the most vital transportation hubs in New Jersey, serving 26 NJ TRANSIT bus lines and their River LINE light rail system. They also announced an upcoming Request for Proposal (RFP) for the design of a new facility to replace the existing terminal. The initial design phase, once commenced, is expected to take about nine months to complete. With funding provided by the Transportation Trust Fund, this new design will set them on a path to realize a greater vision for downtown Camden and its economic revitalization.

These improvements will also complement their many current efforts to improve this aging, undersized, and maintenance-intensive facility. They recently completed a \$4 million parking deck renovation at the Center, and with Commissioner Gutierrez-Scaccetti's support, they delivered a \$7.5 million grant to the Camden County Board of Commissioners to build a new pedestrian bridge, spanning the six-lane Martin Luther King Boulevard. This will significantly improve safety, lifting pedestrian traffic above cars, trucks, buses, light rail vehicles, and bicycles.

NJ TRANSIT also continues to advance its zero-emission bus program through the February 19, 2021 release of an RFP for the purchase of eight battery electric buses to be used in a limited deployment later this year, also in the City of Camden. Through this effort, NJ TRANSIT will play a significant role in improving air quality for many of the communities they serve who disproportionately bear the burden of the ongoing effects of

climate change. In conjunction with the purchase, they are also in the midst of modernizing their Newton Avenue Garage with electric bus charging infrastructure, through the \$3.4 million contract awarded at last September's Board meeting. They expect this project to be completed by this summer.

Their next update today qualifies as both an infrastructure and technology project, their Innovation Challenge, which has now moved into the next phase of the development process. On February 18, 2021, they issued an RFP to develop an inventive and original solution to increase mass transit capacity between Secaucus Junction and the Meadowlands Complex. This RFP will allow NJ TRANSIT to receive and evaluate proposals from the best and brightest in the industry. They are seeking proposals that can provide end-to-end solutions for peak capacity service, including design, build, operation and management, as well as identifying the financial resources necessary to make a proposal a reality.

In continuing to advance this critical initiative, they are looking to the future of the post-pandemic demands on their mass transit system, and making the investments, planning, and design decisions required for projects with long lead times. To date, 170 people, representing 132 companies, have requested the RFP. President & CEO Corbett thanked and commended Commissioner Gutierrez-Scaccetti for leading the charge on this effort to tap into private sector partnerships, leveraging both money and innovation, to help increase capacity through this important corridor.

They also continue to advance their TRANSITGRID project, a critically important reliability project for NJ TRANSIT and their customers. A week from today, on March 17, 2021, they will sponsor a virtual contractor networking event, hosted by New Jersey Alliance for Action, where interested contractors and developers can hear about the project first-hand, and network with one another to explore opportunities for partnerships. The event will support their many efforts to make TRANSITGRID as environmentally friendly as possible by maximizing the use of renewable energy, while still meeting their system's reliability and power needs. Interested contractors can register for the event online at [allianceforaction.com/registernow.php](http://allianceforaction.com/registernow.php).

To wrap up today, President & CEO Corbett noted that March is Women's History Month, where they take time as a nation to honor the contributions made by women, from both their past and present, and look forward to what can be in the future. Thankfully, they live in an age where women are empowered more than at any other point in history, and they can see signs of that everywhere they look.

In addition to the groundbreaking election of the first woman to hold the Office of the American Vice-President, there in New Jersey, Governor Murphy's Administration has been noted as having the most women appointed to the Cabinet in their state's history. President & CEO Corbett was proud this includes their very own Board Chair, Diane Gutierrez-Scaccetti, in her role as NJ DOT Commissioner. Of course, despite these notable examples and significant gains over the past decades, they must all continue to strive to achieve gender equity and create opportunities for women to move forward.

Finally, because they can all use some good news in their lives right now, President & CEO Corbett wanted to close with a story that recently made headlines, when their own New Jersey Transit Police Department rescued a badly injured dog. They may have also seen the story on the social media accounts of NJ TRANSIT and the NJ TRANSIT Police Department. Patrol, K9, and Emergency Service Unit officers found the dog pinned under a Newark Light Rail vehicle. They worked feverishly together to remove the dog, taking great care not to further add to its injuries, and rushed it to an animal hospital.

Thankfully, as a result of their quick-acting and professional officers, the dog is now on track to make a full recovery. President & CEO Corbett is sure this incident will serve as a good reminder for the pup to always keep off the tracks in the future.

### **Public Comments**

Chair Gutierrez-Scaccetti asked the event call operator to open the floor for public comments and to provide instructions for entering the queue to make a public comment. The event call operator said the floor was open for public comments. If individuals wanted to make a public comment, they were instructed to press \*1 on their telephone keypad to enter the queue. They would hear a brief tone to indicate they have successfully entered the queue. Priority access would be given to any participant who has pre-registered, and those comments will be taken in turn. They would then take public comments from remaining participants on a first-come first-serve basis. Each person would have three (3) minutes for their public comment. A warning would be provided with one (1) minute remaining and again with 15 seconds remaining.

**Andy Pollack**, Public Advisor to Passengers United, said the House of Representatives passed the third stimulus package which is excellent news for New Jersey. He said Governor Murphy must have a big smile on his face knowing that President Biden is going to help the Garden State. Mr. Pollack said NJ TRANSIT is going to get some of this funding as well and this needed to be acknowledged.

Mr. Pollack hopes that Board Items 2103-09 and 2103-12 both get passed this evening because with funding now coming in most of the procurements can now be done. Lastly, he said in regard to the 319-bus route from Atlantic City to New York on the weekend they have been receiving complaints that this bus has been overcrowded on the weekend and was hoping more buses could be added to the weekend schedule.

**Adam Reich** said with respect to Board Item 2103-11 the Transmittal of the Budget Proposal for the next fiscal year he wanted to know if there was still a transfer of capital funds to cover operating costs, and asked that the Board work with the Legislature and the Murphy Administration to do all they can to ensure that this practice stops in future years, and that the agency work on getting a dedicated funding source. He said many of the problems riders and agencies experienced in recent years can be attributed to chronic capital under investment and said having a dedicated funding source in place would help counter that as well and keep other problems from popping up in the future. He said they

as riders should not have to be dependent on how transit friendly the administration is and having a dedicated funding source in place allows the agency to better plan its capital needs and will go a long way solving these issues.

As it relates to the Customer Advocate position, Mr. Reich said it has been about five months since Stewart Mader left the position, and based on the last Operations and Customer Service Committee meeting, part of the delay was based on a review of the job description for that title. He also stated a few Board Members requested at the last Operations & Customer Service Committee meeting that NJ TRANSIT provide the public with an update on the status of the position, and let them know when NJ TRANSIT expects to announce that the position is open for applications, the goals, and timeline.

Mr. Reich also wanted to know what the public could expect in terms of the Customer Advisory Board under the Customer Advocate position which he said was promised one-year ago, and there has been no action on this either. He said it was critical as NJ TRANSIT makes plans for schedules and service in a post-pandemic world to ensure the needs of riders are being met. Mr. Reich believes there also must be an active group to act as a conduit between the Customer Advocate and other riders, which would go a long way in improving that.

Lastly, Mr. Reich wants NJ TRANSIT to take a look at what happened to Long Island Railroad to avoid some of the problems they had when they cutback schedules on Monday and found themselves overcrowded on certain trains.

**Nihal Bhujle**, from Glen Ridge, said he works at UBS in Weehawken and has been riding NJ TRANSIT Rail since 1993 during his college days, and today takes the Montclair Line to Hoboken and then switches to Light Rail to go to his office in Weehawken. He said as vaccines roll-out, they will start seeing an increase in ridership and the return is going to be radically different. Mr. Bhujle said his firm UBS said there is no way they will be going back to five days a week in the office. However, his previous employer was flexible about when employees needed to be in the office. Mr. Bhujle said the office was empty on Fridays, when it rained, and over the summer, and people came in for afternoon meetings. He said imagine this model for many other businesses.

In order to understand how ridership patterns are going to change, Mr. Bhujle encouraged NJ TRANSIT to start engaging much more aggressively with customers and start doing it as soon possible to keep pace and get ahead of the ridership changes that are going to happen. He concurs with Mr. Reich that NJ TRANSIT needs to find another Customer Advocate and would love the Board to create the Customer Advisory Board. Also, he asked that NJ TRANSIT connect with New York City and New Jersey's largest employers and get the conversation going because they do not know what they are going to do either.

Mr. Bhujle said this is a once in a lifetime radical change in how people like him go to work, when they go to work, and why they go to work, and encouraged the Board to

aggressively engage with their customers to understand how their needs are going to change.

**Kailey McAllister** congratulated NJ TRANSIT on making the PTC Implementation deadline and said she was one of those concerned people who did not think they would make it. Ms. McAllister said she has not called in for a while but felt compelled to do so after hearing the same one or two people talking month after month about the Customer Advocate position as though this one person was some magic bullet that would fundamentally transform public transportation.

Ms. McAllister said if this position was that important every transit agency in the country would have one and they do not. She said in the last six months she has to admit service has been pretty reliable, and that everyone knows what transit agencies really need is predictable and reliable funding, especially coming out of a pandemic that has severely impacted transit ridership and revenues across the country.

Ms. McAllister said she would much rather see her money going towards a real advocacy initiative that will fight to secure the necessary funding transit needs to give them all a better customer experience, rather than putting more money towards funding more government positions. She said what good are the ideas this new Customer Advocate can bring to the table, if the money is not there to fund the ideas and asked then what is the point. She wants to focus a little less on adding another layer of positions and a little more on what matters to transit advocating for sufficient funding.

**Joseph Clift** spoke about Board Item 2103-11 the Budget Proposal Transmittal and said he hoped when they got to the presentation it would be showing via livestream. He asked everyone to refer to page 21 of the agenda and page two of Exhibit A which showed sources and uses of money. He said on the third line under sources listed the State's Operating Subsidy and in Fiscal Year 2021 the Governor's budget which was done as the pandemic was hitting \$590 million was going to come from the general fund to NJ TRANSIT. He said the actual projection for Fiscal Year 2021 is \$215 million. Mr. Clift said looking at the Governor's proposal that just came out for Fiscal Year 2022, it is \$100 million, which is down \$490 million, which is 83 percent.

Mr. Clift said President & CEO Corbett said that the Governor's Budget prioritized NJ TRANSIT, but he would argue that this kind of drop is the opposite of prioritizing and is what he would call making NJ TRANSIT the universal blood donor for the state budget. He said there is still money coming from the federal government, CARES Act, and now the second round, but this puts NJ TRANSIT at great risk in another year and it looks as though they will be basically falling off a cliff in terms of money. Mr. Clift said maybe this was all thought about before knowing there would be subsidy support from the federal government. He would like to see someone tonight talk about why a drop of 83 percent or \$490 million is supporting NJ TRANSIT.

Mr. Clift said in the past Board Members Adams and Gordon have said they wished that NJ TRANSIT staff had gone to the Administration Committee to talk about the budget. He

said the most recently changed NJ TRANSIT Reform Law stated the Administration Committee must be consulted on the budget, but from what he could tell that did not happen. Mr. Clift asked someone to explain why this drop is so great, and how they plan to climb out of the hole in Fiscal Year 2023.

**Sally Jane Gellert**, Chairperson of the Lackawanna Coalition said she had submitted a number of documents including a statement which she said she would not read but would refer to, which are the comments they will be submitting to the Assembly Budget Committee which includes support for dedicated funding to NJ TRANSIT. Also, she said she provided the latest issue of the *Railgram*.

Ms. Gellert said in regard to Stewart Mader, he was never a Customer Advocate and although he held the title, he was doing public relations, and agreed with the previous speaker who said hiring a new Customer Advocate is not going to solve the problem.

Ms. Gellert said the Washington transit agency is doing customer surveys and said they know how to do it right and would send a link to their website. She said they provide examples on all the changes they want to make and propose questions like will this work for you in January 2022 and what would you like to see, which she said has been done before. Ms. Gellert said NJ TRANSIT's quarterly surveys were decent in the past but felt they could do better now.

Ms. Gellert said her colleagues at the Lackawanna Coalition remember the former roundtable forums between advocacy groups and management and were not all that excited about starting them up again, because they felt this was more like a public relations opportunity showing the agency was listening, but very little action came out of it. She said if they had more surety that action would take place they would participate again if NJ TRANSIT would talk to the advocacy organizations as well as do the customer surveys. She said the New Jersey Association of Rail Passengers and the Lackawanna Coalition have worked together in the past and will gladly do so with NJ TRANSIT again.

Ms. Gellert said at their February meeting they passed a resolution in support of David Peter Alan's suggestion last month for NJ TRANSIT to make the Secaucus Junction station and other stations available to the Department of Health for vaccination and testing sites and were glad to hear plans about the employees, but said it would be a great public relation opportunity to know that transit dependent customers could get to an easy site like Secaucus.

Ms. Gellert also noted that she had some suggestions for NJ TRANSIT's website. In particular, she said the Trip Planner does not always suggest the direct route and the maps do not always match and can be very confusing for visitors. She said Departure Vision promotes some problems, and at times they have to back all the way out to look up second trips.

Lastly, Ms. Gellert said they were glad to see the Budget Transmittal Board Item 2103-11.

**Board Member Comments**

**Board Member Adams** thanked President & CEO Corbett for the video he sent out and said he could not believe it had been a year since Governor Murphy declared a State of Emergency for the COVID-19 pandemic. He said dealing with the pandemic has been a difficult year and he knows everyone on the Board and the transit family is looking forward to a much better year. He also thanked President & CEO Corbett for acknowledging those hardworking transit workers who kept New Jersey moving and kept the State mobile and acknowledging those who lost someone throughout the year.

Board Member Adams wanted the public speakers to know that the Board hears all of their comments and said they do discuss their issues in committee meetings and amongst themselves and wanted to reiterate that. He said just because the Board does not address the public comments individually does not mean they do not hear them. Board Member Adams said they will probably be discussing some of their issues later.

Board Member Adams said something that President & CEO Corbett did not mention and wanted to thank the staff for was the new lighting at Newark Penn Station. He said that he rode NJ TRANSIT out of Newark Penn Station down to Trenton for three years when he worked for the School Development Authority, and said he has never seen Newark Penn Station look brighter and more welcoming to passengers than he did a couple of days ago. He said kudos to staff for the lighting program put in place because it does give the station a more open and brighter look.

Board Member Adams mentioned there is a way on the NJ TRANSIT website for people to provide comments to the Board. He said he reads every single one because he was the one that made a big deal about seeing them. However, he said the comments from the public must be respectful, to the point, and they cannot be profanity laden. He said there was a comment received on March 5, 2021 from Alex Resnick that had profanity in it and said NJ TRANSIT, and he personally, would not tolerate that. Board Member Adams said the staff and people who get these comments should not have to tolerate it either. He asked the Administration if they see something like this not to respond to it because it is disrespectful and harassing to the Customer Service Agents that are trying to help the NJ TRANSIT travelers get their questions answered.

**Board Member Doshi** thanked the members of the public who provided comments tonight. She also thanked President & CEO Corbett, leadership, and especially all the frontline workers because it has been a tough year. Board Member Doshi said on behalf of South Jersey, thanks for the Walter Rand Transportation Center because it was a very important initiative investing in South Jersey, especially in this underserved community.

**Board Member Gordon** echoed his colleagues and thanked members of the public who participated this evening. He also thanked staff for all of their efforts throughout a very tough year.



**Board Member Maroko** reiterated his fellow Board colleagues' comments in thanking staff and all the frontline workers for doing such a good job throughout a difficult year.

**Board Member Narra** added her compliments to all the staff at NJ TRANSIT for everything that's gone on this last year. Also, she provided condolences to the families and friends of staff lost this past year, especially due to COVID. She said although this has been tough on everyone, everyone has been out doing the work while even suffering with illness and losing people, which makes it that much harder. Board Member Narra appreciates everyone's dedication to serving the public.

Board Member Narra also echoed Board Member Adams comments and said they do hear the public comments and some of the things raised they have also raised. She said Mr. Reich made a comment about hoping that going forward they find a dedicated funding source, so they do not have to transfer capital funds to cover operating cost. Board Member Narra noted this has also been a topic of conversation. They appreciate the comments and while they heard some of the same things and some new topics, she thanked the public for participating.

**Board Member Rasmussen** stands in full agreement with his Board colleagues and appreciated their comments.

**Vice Chair Fulton** echoed his Board colleagues in providing condolences to the families and friends and also said he appreciates the employees who go to work every day making things happen. He also commended President & CEO Corbett, Jeannie, Valerie, and all the others who have embraced the notion of helping Veterans find job opportunities at NJ TRANSIT. Vice Chair Fulton believes, through their shining leadership, this program has great potential both at NJ TRANSIT and across the State of New Jersey. He thanked them, noting often people hear ideas and do not pick-up the ball but from everything he has seen, the team at NJ TRANSIT is going above and beyond to do their part to help their most deserving Veterans and the public. Vice Chair Fulton acknowledged and commended them for their hard work and dedication.

**Chair Gutierrez Scaccetti** echoed the many comments of the Board Members and personally commended the New Jersey Transit Police for saving the poor dog, noting she has a soft spot for them. She said she wanted to talk about the fact that it was Women's History Month. While she appreciates President & CEO Corbett talking about the many women in leadership, she said it is really the women who work day in and day out without recognition. Chair Gutierrez Scaccetti said they have a wonderful Board filled with very talented women, and have staff at NJ TRANSIT, with Board Secretary Zuczek leading the way, who put their heart and soul into the work. She wanted to recognize them as much as the rest of them.

### **Advisory Committee Report**

**Anna Marie Gonnella Rosato** presented the Advisory Committee Report and said the Committees met on February 25, 2021 via video. She said the first presentation was made

by Rich Shaefer, Chief Engineer of Design, Environment, Capital Programs. He updated the committees on plans for the improvements at Newark Penn Station, noting it was an exciting opportunity to create a welcoming transit hub and gateway for growth while pursuing historic restoration of the station's iconic features. Some of the improvements include platform level modernization, concourse level revisioning, exterior and grand waiting room restorations, restroom updates, lighting upgrades, improved HVAC, and accessibility. Ms. Gonnella Rosato said these additions will be pleasing to existing riders and encourage others to ride NJ TRANSIT.

There was also an update on the Glassboro-Camden Line presented by Kiran Patel, Chief Project Manager, Capital Programs. Mr. Patel updated the members on the progress of the Glassboro-Camden light rail line. He said the Final EIS was released on February 17, 2021, and that the project was being led by the DRPA. Preliminary engineering will begin in conjunction with on-going project outreach. The 18-mile corridor passes through 11 communities with 14 proposed stations and includes two maintenance and yard locations. The proposed station at Walter Rand Transportation Center in Camden will offer connections to PATCO, the River LINE, and NJ TRANSIT bus routes. Mr. Patel discussed track alignment, center and side platforms, and the proposed fleet of 18 light rail vehicles, which will be similar to the River LINE. The light rail line will reduce traffic congestion, offer increased travel options, and promote economic development along the route. Ms. Gonnella Rosato said the committee encourages funding of this project.

Ms. Gonnella Rosato said there was a Legislative Relations Update by Senior Director of Legislative Relations, John Del Colle and Federal and State Legislative Liaison, Matt McHale. Senior Director Del Colle and Legislative Liaison Matt McHale provided the committees with updates on the status of transportation-related bills currently before the New Jersey State Legislature. They also provided a recap of federal legislative activity and committee assignments, as well as topics before the NJ TRANSIT Board of Directors.

The members also received a comprehensive memorandum of federal discretionary grant programs from the FRA, FHA, and FTA, and the status of applications currently being pursued by NJ TRANSIT Capital Programs. Also included for review were letters of support for the various grant applications from local, county, state, and federal elected officials. The Advisory Committees were pleased to see the aggressive approach NJ TRANSIT is taking towards the much-needed funding from Washington.

Last they heard a Government and Community Relations Update from Chief of Staff Justin Davis, Chief of Government & External Affairs Paul Wyckoff, and Senior Director of Government and Community Relations Barbara Lazzaro. They spoke on recent agency initiatives such as: NJ TRANSIT partnership with MTA, Amtrak, PATCO, and SEPTA on the Mask Force initiative, in which face masks and other PPE supplies are distributed to customers to encourage universal mask compliance on public transit. The Advisory Committees complements the staff and Board for their leadership and protecting the well-being of the riders.

They spoke on NewBus Newark, an initiative to reimagine local bus service in the Newark region based on current transit markets, existing service performance, and community input, as well as South Jersey Bus Rapid Transit, the implementation of high quality service from three new park and ride locations in Camden and Gloucester Counties with direct connections to Camden and Philadelphia. They also spoke about Princeton Transitway Study, a concept review of potential next steps for the Princeton Branch Corridor and finally they spoke on FLEXPASS, a pilot program offering a discounted, customizable ticket option available on the NJ TRANSIT Mobile App.

Further, the Advisory Committees heard about updates on the Mobile App for Access Link. Ms. Gonnella Rosato said two years ago they were instrumental in the implementation of EZ-Wallet, the electronic contactless fare payment system for Access Link, which was a needed system for differently abled communities. They also heard about procurements for electric buses in Camden, \$255 million for the overall Walter Rand Transportation Center in Camden, the new NJ TRANSIT partnership to connect veterans to jobs, working with the homeless, and now getting people to vaccine sites. She noted this shows NJ TRANSIT has a heart. Lastly, Ms. Gonnella Rosato said she wanted to report on the great job NJ TRANSIT did with the massive snow removal efforts during the February snowstorm.

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

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

#### **Board Administration Committee Report**

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

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

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the Bus Shelter Purchase and Installation of 150 Units over 24 Months; Corporate Facilities Maintenance Improvements – State of Good Repair and Modernization Program; and Procurement by Exception to Extend Hastus (GIRO, Inc.) Software Solution to Manage Daily Bid Operations and Timekeeping for Bus Operations.

### **Board Energy and Sustainability Policy Committee Report**

Vice Chair Fulton presented the report for the Energy and Sustainability Policy Committee. The Committee discussed the updates to NJ TRANSITGRID, which included a project overview, updates since the October 2020 Board of Directors Presentation, and a schedule for moving forward with the project. The Committee also received a briefing from SVP Eric Daleo and his staff on Substations and Energy Systems. Topics included an update on the construction status of the Mason Substation, AMTRAK Substation 41, and the PSE&G Substation Assessment Program.

### **Action Items**

#### **2103-07: REVENUE PROCESSING AND ARMORED CAR SERVICES**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2103-07.

William Viqueira recommended approval of Action Item #2103-07: Revenue Processing and Armored Car Services.

Approval was requested to enter into a contract with Wells Fargo Bank, N.A. for Revenue Processing and Armored Car Services in the amount not to exceed \$14,043,449, plus five percent for contingencies, subject to the availability of funds.

Board Member Edmund Caulfield made a motion and Board Member Shanti Narra seconded the motion.

Board Member Adams said he fully intends to approve this board Item but would like to encourage staff to look at more creative ways to increase competition for items like this and it appears to him that they only had one bidder for the past couple of procurements. He also pointed out that this board item had a zero SBE Goal and again encouraged staff to find new and creative ways to increase their SBE Goals on individual procurements like this one but said overall NJ TRANSIT does an excellent job. He felt that if they take it one procurement project at a time, they can increase those numbers.

Board Member Gordon echoed Board Member Adams about trying to promote competition for procurements like this.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

#### **Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-08: PROCUREMENT BY EXCEPTION TO EXTEND HASTUS (GIRO, INC.)  
SOFTWARE SOLUTION TO MANAGE DAILY BID OPERATIONS AND  
TIMEKEEPING FOR BUS OPERATIONS**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2103-08.

Michael Kilcoyne recommended approval of Action Item #2103-08: Procurement By Exception to Extend Hastus (Giro, Inc.) Software Solution to Manage Daily Bid Operations and Timekeeping for Bus Operations.

Approval was requested to enter into a procurement by exception contract for the purchase of additional HASTUS software modules (Bid/BidWeb, DailyCrew/DailyVehicle, and SelfService) with GIRO, Incorporated, at a cost not to exceed \$3,906,745, subject to the availability of funds, for a period of up to 24 months, for software customization, installation, and NJ TRANSIT's approval and implementation, following the approved Notice to Proceed.

Board Member James D. Adams made a motion and Board Member Bob Gordon seconded the motion.

Board Member Adams was happy to see that NJ TRANSIT was upgrading their IT systems and hopes to see the spirit carried through to the rest of the agency because it is much needed. He pointed out again the zero SBE requirement or goals and said while he understands the procurement by exception is a limited field, he would encourage staff to do what they can. He also thanked the staff for explaining to him what the bid entailed.

Vice Chair Fulton commended staff for an excellent presentation as they advance this procurement by exception. He said most of them would prefer to adhere to maximizing competition in the marketplace, however, staff was able to show obtaining software modules that are consistent with what they have, through this approach, not only provide cost savings, but also efficiency savings and crossroads and pathways to future enhancements. Vice Chair Fulton commended staff for demonstrating how this will benefit the frontline staff and drivers as well. He said this was clearly one of the times when a procurement by exception is appropriate.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-09: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2103-09.

Michael Kilcoyne recommended approval of Action Item #2103-09: Bus Shelter Purchase and Installation of 150 Units Over 24 Months.

Approval was requested to enter into a contract with Handi-Hut, Inc., of Clifton, New Jersey, for the purchase and installation of 150 new bus shelters throughout the State of New Jersey over 24 months at a cost not to exceed \$1,751,932.00, plus five percent contingency, with an option to exercise a time extension up through 11 months supported by existing funds.

Board Member Richard A. Maroko made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-10: CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS – STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM**

President & CEO Corbett introduced Justin Davis, Senior Vice President, Regulatory & Government Affairs & Chief of Staff, to present Action Item #2103-10.

Justin Davis recommended approval of Action Item #2103-10: Corporate Facilities Maintenance Improvements – State of Good Repair and Modernization Program.

Approval was requested to enter into a contract with Federal Equipment & Manufacturing Co. Inc., of Lodi, New Jersey, for three years for corporate facilities maintenance improvements in the amount not to exceed \$1,035,732.00, subject to the availability of funds.

Board Member James D. Adams made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-11: BUDGET PROPOSAL TRANSMITTAL**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2103-11.

William Viqueira recommended approval of Action Item #2103-11: Budget Proposal Transmittal.

Mr. Viqueira said this presentation reflects Exhibit A of Item 2103-11, the Annual Budget Proposal Transmittal. As required by the statute, the transmittal must be approved by the Board prior to the submission to the New Jersey DOT Commissioner, President of the Senate, Speaker of the General Assembly, and other legislative committees by April 1, 2021. The transmittal document is structured and organized to meet the specific requirements of the statute and is Exhibit B to the board item.

Mr. Viqueira said they were not asking the Board today to adopt a budget for Fiscal Year 2022. Only for approval to transmit the attached Exhibits A and B to the Commissioner and members of the Legislature as required. They expect to request the adoption of a Fiscal Year 2022 budget at the July Board meeting, after the State adopts its final budget.

On slide two of Exhibit A, Four Year Budget Outlook, they present operating budget resources and expenses for Fiscal Year 2020 actual results, Fiscal Year 2021 original budget as adopted, updated projections for Fiscal Year 2021, proposed Fiscal Year 2022 budget based on the recent Governor's Budget Recommendation, and a preliminary budget estimate for Fiscal Year 2023.

They revised Fiscal Year 2021 operating expenses downward by over \$200 million as a result of savings in labor and fringe from filling only essential positions, lower purchased transportation costs, delaying the majority of Fiscal Year 2021 strategic and discretionary investments, and a reduction in the budgeted COVID-related contingency expenses based on their actual experiences to date.

For Fiscal Year 2022, the proposed budget totals \$2.65 billion compared to their revised estimated \$2.4 billion for Fiscal Year 2021, growth of 9 percent.

Farebox revenue continues to be negatively impacted by the effects of Covid-19. Fiscal Year 2021 farebox revenue has been revised downward and is now projected at \$245 million, or 10 percent expense recovery. This is a decrease of \$129 million from their original budget as a result of the second COVID wave experienced. Fiscal Year

2022 assumes revenues of \$591 million, or approximately 61 percent of pre-COVID Fiscal Year 2019 fares and Fiscal Year 2023 assumes revenues of \$763 million, or 78 percent of Fiscal Year 2019 fares. Farebox recovery ratios in Fiscal Year 2022 and Fiscal Year 2023 are estimated to be 22 percent and 27 percent, respectively compared to low 40 percent pre-COVID.

These revenue projections were developed by a team consisting of NJ TRANSIT Finance staff, NJ TRANSIT Planning staff and their partners from AECOM and VHB. Key assumptions include population vaccinations, reopening assumptions, unemployment rates, teleworking, a general feeling of being safe at work, and a feeling of safety while riding transit.

They do not expect a return to pre-COVID ridership levels until at least Fiscal Year 2026. As they have been doing throughout the pandemic, they will continue to update the projections periodically and will provide the Board with an update again in July when they request formal adoption of the Fiscal Year 2022 budget.

Moving on to other sources of funding, the State Operating Subsidy originally budgeted for Fiscal Year 2021 was eliminated for the March to June period resulting in a reduction of \$171 million, from \$386 million to \$215 million, all of which has been received. Consequently, they will rely more heavily on CARES funding for the remainder of the fiscal year and expect to fully utilize CARES funds by the end of this June. The Fiscal Year 2022 State Operating Subsidy is proposed to be \$100 million and the Fiscal Year 2023 amount will be determined in next year's State budget.

CRRSAA splits are still being finalized and therefore the approximately \$1.2 billion presented is their best estimate at this time. They expect to be heavily reliant on CRRSAA throughout Fiscal Year 2022 and into Fiscal Year 2023. They also expect to receive funding through the American Rescue Plan which contains \$30 billion for public transportation. Their exact amount will be determined if and when the Bill becomes Law and the FTA publishes funding tables.

Turnpike funding is expected to significantly increase from \$129 million in Fiscal Year 2021 to \$350 million in Fiscal Year 2022, and \$746 million in Fiscal Year 2023, with \$25 million of those funds dedicated to support Portal North Bridge debt service and are shown below the line on this chart. This funding is subject to the finalization of a Memorandum of Understanding which they expect to bring to the Board for approval in April. Clean Energy Funds are flat year over year at \$82 million.

Total State funding support, including the State Operating Subsidy, Turnpike Funding, and the Clean Energy Fund, total \$507.1 million in the Fiscal Year 2022 Proposed Budget, or nearly 20 percent of the total funding. Total State funding support from these sources total \$2.6 billion under Governor Murphy from Fiscal Year 2018 through the Fiscal Year 2022 Proposed Budget.



State and Federal funds used for preventative maintenance, referred to as the capital transfer, is being reduced by \$98.8 million from \$461 million to \$362 million in each of Fiscal Year 2022 and Fiscal Year 2023, freeing up nearly \$200 million for other, unfunded capital projects. Preventative maintenance expenses, which total over \$500 million each year for the agency, will be funded through other operating funding sources.

Their preliminary Fiscal Year 2023 budget assumes expense increases of \$128.5 million, or 4.75 percent. This increase is in line with prior years as they catch up on years of disinvestment and invest towards achieving their Strategic Plan goals. Based on the assumptions shown, Fiscal Year 2023 currently has an additional funding need of \$355 million, highlighted on the chart in yellow. Options to close the gap include, but are not limited to, additional Federal funding through the American Rescue Plan, additional State resources, and potential passenger revenue assumption changes due to changes in ridership return patterns.

Fiscal Year 2022 proposed expenditures anticipate maintaining current service levels for all modes and seek to balance limited funding while upholding their commitment to sustain essential travel and support for the state and regions economic recovery while not losing sight of longer-term strategic and capital needs.

The Fiscal Year 2022 Proposed Budget includes mandatory cost increases totaling \$114.5 million including: \$68.8 million for Contractual Escalations; \$8.4 million for Federal and State Mandates; and \$37.3 million for Other Mandatory items. Fiscal Year 2022 Proposed Budget also includes \$31 million in discretionary investments intended to advance initiatives outlined in the Strategic Plan. These increases are offset by efficiencies, savings, and reductions of \$158 million including eliminating contingencies related to COVID, rate of hiring, continued health benefit reforms and a reduction in their anticipated credit card fees due to lower passenger revenues.

Page three provides a graphical look at the distribution of Fiscal Year 2022 proposed operating budget sources and uses of funds. Only 22 percent of resources are assumed to come from passenger revenues with the largest amount, or 35 percent projected to come from CARES and CRRSAA. State support, including the General Fund Subsidy, Turnpike Funding, and Clean Energy Funds, are expected to cover 20 percent of resource needs in Fiscal Year 2022. New Jersey Turnpike Authority (NJTA) funding is up from \$129 million to \$350 million. On the expense side, the majority of expenses remain consistent with prior year distributions, with the largest percentage going to labor and fringe benefits, which are 60 percent of proposed expenses.

The next page, Summary by Department, provides another look at their proposed Fiscal Year 2022 operating budget, this time by department and showing the distribution for both dollars and FTE. Note that the majority of both budget and headcount are dedicated to operations, with only 9 percent of FTEs and 12.6 percent of the budget expenses dedicated to administrative functions.

Pages five and six are a deeper look at the proposed Fiscal Year 2022 operating expenses, investments, initiatives, and costs. Highlights include: The Governor's Proposed Budget provides a total Operating Budget of \$2.65 billion. This reflects growth of 9.1 percent over the current Fiscal Year 2021 forecast. It also includes a total headcount of 12,405, which is an increase of 136 FTE, or one percent growth from Fiscal Year 2021.

The majority of Fiscal Year 2022's proposed growth is necessary to support mandatory cost increases which are outlined on that page, including contractual escalations of \$69 million, State and Federal mandates totaling \$8.4 million, other mandatory increases including a \$12 million increase in the operating PRRIA payment for Northeast Corridor trackage fees, and an increase in their funding requirement for injury and damage claims.

On page six, Discretionary expense increases are only \$37 million or about a tenth of a percent of the total budget. They include: Optimizing bus service following COVID-19; Enhancing Rail Infrastructure and Engineering to support and improve rail infrastructure management and maintenance; Taking a leadership role in developing plans to address additional Trans-Hudson demand across transit modes, especially as the Regional economy recovers from COVID; and others detailed on this page. And lastly, other discretionary items include increased tree trimming and increased staffing in Access Link, among others.

Other Items that are either reduced or eliminated from the Fiscal Year 2021 budget total \$158 million as previously described. Most significant is the elimination of the COVID-related expense contingency with COVID-response costs now built into individual departmental budgets.

The final slide provides a brief overview of their Fiscal Year 2023 estimated budget. As mentioned earlier, Fiscal Year 2023 assumes a \$128.5 million or 4.7 percent increase from Fiscal Year 2022. They project approximately \$96.5 million for mandatory cost increases and \$32 million for investments to support the realization of their Strategic Plan and improve service reliability. Fares are forecasted to be 78 percent of pre-COVID levels. While they show a funding gap of \$355 million, they have not included any possible funding from the American Rescue Plan which includes \$30 billion for public transportation, and the State general fund support, if any, is unknown at this time.

Approval was requested for the NJ TRANSIT Board of Directors to approve the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee.

Vice Chair Cedrick T. Fulton made a motion and Board Member Richard A. Maroko seconded the motion.

Board Member Adams thanked Mr. Viqueira and his staff for a very comprehensive and detailed report and for answering all of his questions during the Board briefings. He said it does bring up the obvious elephant in the room that the North Highland Report stated that NJ TRANSIT needs a dedicated, stable, and consistent funding source, and yet they are still in the same situation now. Board Member Adams said it might even come down to them procuring a study to see what other transit agencies do to solve this problem. He said it is something that is not going to go away, and they need to start concentrating on it seriously.

With that being said, Board Member Adams said there are going to be some hard budget decisions to be made, and not necessarily for this budget but for the budget afterwards. He looks forward to working with staff to start having these discussions now rather than later. As stated last fall, he is in total disagreement of capital to operating transfers. Board Member Adams said staff did an amazing job by reducing them from \$460 million to \$360 million but the way he looks at it is that it went from zero to \$360 million. He said they have to do everything in their power to try to reduce these capital to operating transfers or the capital program is going to suffer. Board Member Adams said because of this, there are going to be capital projects that will not get done. Board Member Adams thanked Mr. Viqueira and his staff again for answering the Board's detailed questions and looks forward to working with staff between now and the budget approval time.

Board Member Doshi thanked Mr. Viqueira and his staff for answering all the Board's questions. As they have talked about before from many of their discussions with Mr. Viqueira, this was inherited before he came to NJ TRANSIT. She said Mr. Viqueira and his team have done a good job.

Board Member Gordon echoed his colleague's comments about Mr. Viqueira and his staff and their excellent work in putting this budget together during a very difficult time. He also reiterated what was said by Board Member Adams that they need to find a stable, dedicated, long-term source of funding and stop these capitals to operating transfers. He said they have been fortunate in recent months in being able to draw on federal funding through the CARES Act and CRRSAA but in Fiscal Year 2023 who knows what is going to happen.

Board Member Gordon noted things can change in Washington very quickly with changes in the voting make up of Congress. He said a source needs to be found at home that will provide the resources that NJ TRANSIT needs for the long-term, both for their capital needs and operating needs, and encouraged staff to work with the Board and Legislature in being creative to find some new sources of funding. Board Member Gordon said there has been a lot of talk in recent years about totally new approaches, such as value capture for state projects, impact fees, and there are a number of avenues to explore. He believes they should do it in the coming months.

Board Member Rasmussen commended staff on an excellent presentation.

Board Member Wilton thanked Mr. Viqueira and his staff for putting the budget transmittal together and for all of their hard work.

Board Member Narra thanked Mr. Viqueira and his staff for their work. She said this was her first Budget Presentation and appreciated how the information was presented. She echoed all of the comments made by Board Members Adams and Gordon. While acknowledging that this is not an easy thing trying to find dedicated funding sources, she said clearly it is something necessary for transit to be healthy in the future.

Vice Chair Fulton thanked Mr. Viqueira and his team for their leadership and architecting a path forward in spite of the fiscal challenges. He said none of them like to see money taken out of the capital program, but at the end of the day they must create a balanced budget. He too as a Board member seeks any new revenue generating opportunities there are. As with any organization in all truth the reality is, that there also is a need to ensure that the Legislature and others hear loud and clear from NJ TRANSIT staff and Board that the lack of dedicated funding is a real problem.

Vice Chair Fulton said as he understands it New Jersey may be in the minority of states that does not have a dedicated source of funds for transit and they can see the harm that it has created over a series of years. He said this is a must do and unfortunately COVID coming when it did, did not help when they thought there was a path and a light at the end of the tunnel to try to get some dedicated funding in place.

Vice Chair Fulton said he has been a part of many capital plan developments over the years and at the end of the day, the capital to operating transfers, while not favorable, is still going towards work that is capital eligible. He said while all of them would prefer to see it go to projects for major rehabilitation, expansion etc., they still need to get the pure maintenance work done. Vice Chair Fulton said there are certain types of maintenance work that are eligible for capital funding, that is a gap that needs to be filled every single year, and it is one of the more important gaps that need to be filled every year.

Vice Chair Fulton said he continues to wait for the day that there will be dedicated funds for capital maintenance, which is what the capital transfers take care of, as well as large project maintenance, and still meet a bottom-line budget.

Vice Chair Fulton said the funding needs for future years are indeed troublesome and said he echoed that there are going to be a lot of difficult decisions to be made future forward. He said the more information they can gather sooner rather than later, the better off they will be so they can begin thinking about the possibilities. All in all, he said the staff did a magnificent job given the challenges that have confronted them.

Chair Gutierrez-Scaccetti said Vice Chair Fulton summed things up very nicely, and she was good with that.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-12: NJ TRANSIT CONVEYANCE AND MODIFICATION OF PROPERTY INTEREST AT MORRISTOWN RAILROAD STATION**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2103-12.

William Viqueira recommended approval of Action Item #2103-12: NJ TRANSIT Conveyance and Modification of Property Interest at Morristown Railroad Station.

Approval was requested to take all actions necessary to negotiate, modify, and convey property interests to NJ TRANSIT approved entities, including modification of an existing NJ TRANSIT public parking restrictive covenant on Block 3602, Lot 13 in the Town of Morristown adjacent to the Morristown Railroad Station to facilitate Transit Oriented Development, for consideration as discussed in Executive Session.

Board Member Shanti Narra made a motion and Board Member James D. Adams seconded the motion.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2103-13: OUTDOOR ADVERTISING MANAGEMENT CONTRACT PAYMENT MODIFICATION**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2103-13.

William Viqueira recommended approval of Action Item #2103-13: Outdoor Advertising Management Contract Payment Modification.

Approval was requested to take any and all actions to implement a temporary payment modification plan in accordance with the terms discussed in Executive Session.

Board Member Brian T. Wilton made a motion and Board Member Shanti Narra seconded the motion.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Zuczek noted Board Member Rasmussen was recused from the next item 2103-14. The Operator removed Board Member Rasmussen from the meetings.

**2103-14: PERSONAL INJURY CLAIM OF THE ESTATE OF ROSALYN QUINONES**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2103-14.

William Viqueira recommended approval of Action Item #2103-14: Personal Injury Claim of the Estate of Rosalyn Quinones.

Approval was requested to settle the claim of The Estate of Rosalyn Quinones through the estate's attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member Richard A. Maroko made a motion and Board Member Bob Gordon seconded the motion.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Member Rasmussen returned to the meetings.

**Executive Session Authorization**

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Board Member Shanti Narra made a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Extension of Parking Lot Lease with Ten Park Place Associates, Inc. and 570 Broad Street, LLC – Newark, New Jersey. Board Member Brian T. Wilton seconded the motion and it was adopted. At approximately 7:42 p.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Wilton	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**Return to Open Session**

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 8:00 p.m.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member James D. Adams, seconded by Board Member Brian T. Wilton, and adopted. The meetings were adjourned at approximately 8:01 p.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**

**MARCH 10, 2021**

**MINUTES**

	<b>PAGE</b>
➤ <b>CALL TO ORDER</b>	-
➤ <b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	<b>58969</b>
➤ <b>PRESIDENT &amp; CEO'S MONTHLY REPORT</b>	<b>58970</b>
➤ <b>PUBLIC COMMENTS</b>	-
➤ <b>ADVISORY COMMITTEE REPORT</b>	-
➤ <b>BOARD COMMITTEE REPORT</b>	-

**ACTION ITEMS**

<b>2103-07</b>	<b>REVENUE PROCESSING AND ARMORED CAR SERVICES</b> – Authorization to enter into NJ TRANSIT Contract No. 18-034 with Wells Fargo Bank, N.A. for Revenue Processing and Armored Car Services in the amount not to exceed \$14,043,449, plus five percent for contingencies, subject to the availability of funds.	<b>58993</b>
<b>2103-08</b>	<b>PROCUREMENT BY EXCEPTION TO EXTEND HASTUS (GIRO, INC.) SOFTWARE SOLUTION TO MANAGE DAILY BID OPERATIONS AND TIMEKEEPING FOR BUS OPERATIONS</b> – Authorization to enter into a procurement-by-exception contract for the purchase of additional HASTUS software modules (Bid/BidWeb, DailyCrew/DailyVehicle, and SelfService) with GIRO, Incorporated, at a cost not to exceed \$3,906,745, subject to the availability of funds, for a period of up to 24 months, for software customization, installation, and NJ TRANSIT's approval and implementation, following the approved Notice to Proceed.	<b>58994</b>
<b>2103-09</b>	<b>BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS</b> – Authorization to enter into NJ TRANSIT Contract No. 20-091X with Handi-Hut, Inc., of Clifton, New Jersey, for the purchase and installation of 150 new bus shelters throughout the State of New Jersey over 24 months at a cost not to exceed \$1,751,932.00, plus five percent contingency, with an option to exercise a time extension up through 11 months supported by existing funds.	<b>58995</b>



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  
 MARCH 10, 2021  
 MINUTES  
 PAGE 2

- 2103-10 CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS – STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM** – Authorization to enter into NJ TRANSIT Contract No. 20-631X with Federal Equipment & Manufacturing Co. Inc., of Lodi, New Jersey, for three years for corporate facilities maintenance improvements in the amount not to exceed \$1,035,732.00, subject to the availability of funds. **58998**
- 2103-11 BUDGET PROPOSAL TRANSMITTAL** – Authorization to approve the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee. **59002**
- 2103-12 NJ TRANSIT CONVEYANCE AND MODIFICATION OF PROPERTY INTEREST AT MORRISTOWN RAILROAD STATION** – Authorization to take all actions necessary to negotiate, modify, and convey property interests to NJ TRANSIT approved entities, including modification of an existing NJ TRANSIT public parking restrictive covenant on Block 3602, Lot 13 in the Town of Morristown adjacent to the Morristown Railroad Station to facilitate Transit Oriented Development, for consideration as discussed in Executive Session. **59074**
- 2103-13 OUTDOOR ADVERTISING MANAGEMENT CONTRACT PAYMENT MODIFICATION** – Authorization to take any and all actions to implement a temporary payment modification plan in accordance with the terms set forth above and discussed in Executive Session. **59075**
- 2103-14 PERSONAL INJURY CLAIM OF THE ESTATE OF ROSALYN QUINONES** – Authorization to settle the claim of The Estate of Rosalyn Quinones through the estate's attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **59076**
- **EXECUTIVE SESSION AUTHORIZATION** **59077**
- **ADJOURNMENT**

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the February 10, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on February 18, 2021;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the February 10, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Philip D. Murphy, Governor  
Sheila Y. Oliver, Lieutenant Governor  
Diane Gutierrez-Scaccetti, Commissioner  
Kevin S. Corbett, President & CEO

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

**TO:** BOARD OF DIRECTORS  
**FROM:** KEVIN S. CORBETT   
**DATE:** MARCH 10, 2021  
**SUBJECT:** PRESIDENT & CEO'S REPORT – MARCH 2021

Yesterday marked the one-year anniversary since Governor Murphy first declared a State of Emergency in New Jersey due to the pandemic. In recognition of the anniversary, we released a short video both honoring the employees we lost much too soon, and thanking all our employees for their extraordinary efforts to keep our state moving. Over the past year, 21 NJ TRANSIT employees have lost their lives to this deadly virus, and our thoughts and prayers remain with each and every one of their families.

Brighter days are on the horizon. NJ TRANSIT has received a limited supply of COVID-19 vaccines from the New Jersey Department of Health (NJDOH), and we've already administered every one of the 300 doses we received. Also in support of the State's vaccine distribution efforts, today NJ TRANSIT introduced a new initiative called VAXRIDE, available at [njtransit.com/vaxride](http://njtransit.com/vaxride), which includes State vaccine registration information and a map linking all of our services to vaccine sites across the state. NJ TRANSIT also applauds today's passage of the American Rescue Plan, which includes about \$30 billion for U.S. transit agencies to support millions of customers and the local economies who depend on agencies like ours. Similarly, in regards to our finances, NJ TRANSIT thanks Governor Murphy for once again prioritizing transit through the State Budget. The Governor's proposed budget for NJ TRANSIT will allow us to maintain full service for customers who depend on transit, while keeping fares stable for the fourth consecutive year.

Supporting customers through stable fares goes hand-in-hand with our new effort to enhance employment opportunities for veterans during the COVID-19 crisis, by partnering with the nationally successful Edge4Vets jobs preparation program. The program, to be introduced in New Jersey this spring, prepares and connects New Jersey veterans, National Guard members, transitioning military service personnel and their spouses to careers in transportation. This leadership effort by NJ TRANSIT will be the first implementation of Edge4Vets in the state. I thank our Board Vice Chair Cedrick Fulton, an Air Force veteran, for connecting NJ TRANSIT with the Edge4Vets program.

In addition to our focus on recruiting, we continue our many efforts to leverage technology to improve the customer experience. On Monday, we launched a dedicated mobile app specifically for Access Link customers, providing them with a user-friendly interface for making, canceling, and monitoring reservations. The app was developed in direct response to customer feedback, and provides one-stop shopping for customers who previously would have to call in and speak to an operator or visit the website to log in to their account.

As we leverage technology to enhance the customer experience, we are focused on improving our infrastructure to do the same. On February 17<sup>th</sup>, Governor Murphy and Commissioner Gutierrez-Scaccetti were in Camden to announce the first major step of a \$250 million redevelopment of the Walter Rand Transportation Center. We also announced an upcoming Request for Proposal (RFP) for the design of a new facility to replace the existing terminal. These improvements will complement our many efforts to improve this undersized and maintenance-intensive facility. We recently completed a \$4 million parking deck renovation at the Center, and delivered a \$7.5 million grant to the Camden County Board of Commissioners to build a new pedestrian bridge, which will significantly improve safety.

NJ TRANSIT also continues to advance its zero-emission bus program through the February 19<sup>th</sup> release of an RFP for the purchase of eight battery electric buses, to be used in a limited deployment later this year, also in Camden. Through this effort, NJ TRANSIT will play a significant role in improving air quality for many of the communities we serve who disproportionately bear the burden of the ongoing effects of climate change.

Our Innovation Challenge qualifies as both an infrastructure and technology project, and has now moved into the next phase of the development process. On February 18<sup>th</sup>, we issued an RFP to develop an inventive and original solution to increase mass transit capacity between Secaucus Junction and the Meadowlands Complex. To date, 170 people – representing 132 companies – have requested the RFP. Once again, I want to thank Commissioner Gutierrez-Scaccetti for her leadership on this project and promoting the use of a public-private partnership – leveraging both funding and innovation – to help us increase capacity through this important corridor.



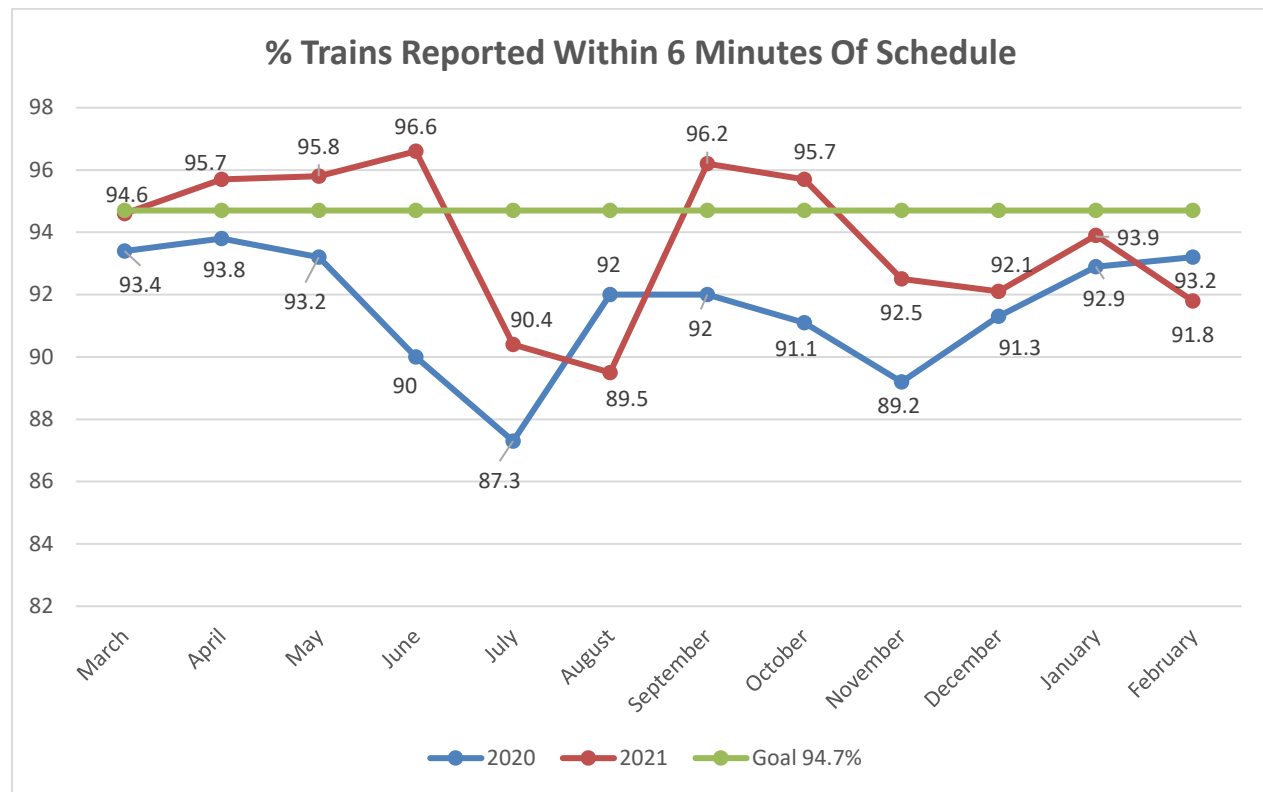
**PRESIDENT & CEO'S MONTHLY REPORT**  
**MARCH 10, 2021**

# **PRESIDENT & CEO'S MONTHLY REPORT MARCH 10, 2021**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2019 – FEBRUARY 2021



	<u><b>2020</b></u>	<u><b>2021</b></u>	<u><b>%Change</b></u>
<b>February Comparison</b>	93.2%	91.8%	-1.4%
<b>12-Month Average Mar. 2019 – Feb. 2021</b>	91.6%	93.6%	2.0%

## Analysis:

Rail On-time Performance was 91.8% for February, 2021. Of the 14,261 trains scheduled to operate, 13,088 were on time, while 1,173 trains (or 8.2%) were delayed.

## Key Causes included:

- NJT weather related issues contributed to delays on February 2.
- Amtrak signal issues, NJT diesel and coach issues due to weather, PTC mechanical and signal issues contributed to delays on February 8.
- Amtrak weather related, signal and coach issues, shortage of equipment and grade crossing weather contributed to delays on February 19.

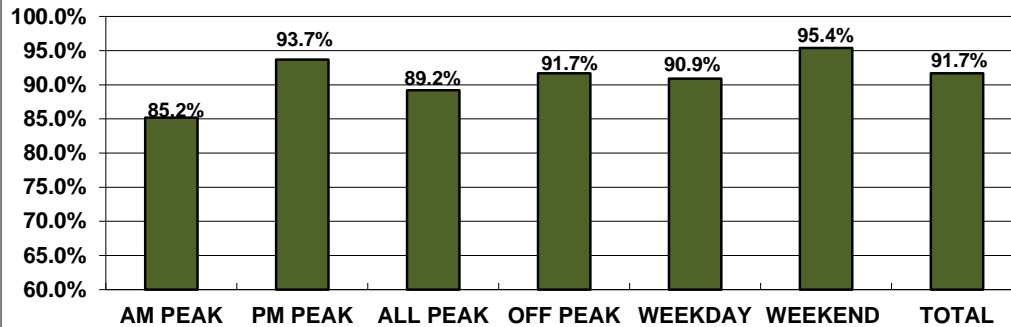
The 12-month Average for Rail On-Time Performance was 93.6%.

## ON-TIME PERFORMANCE RAIL

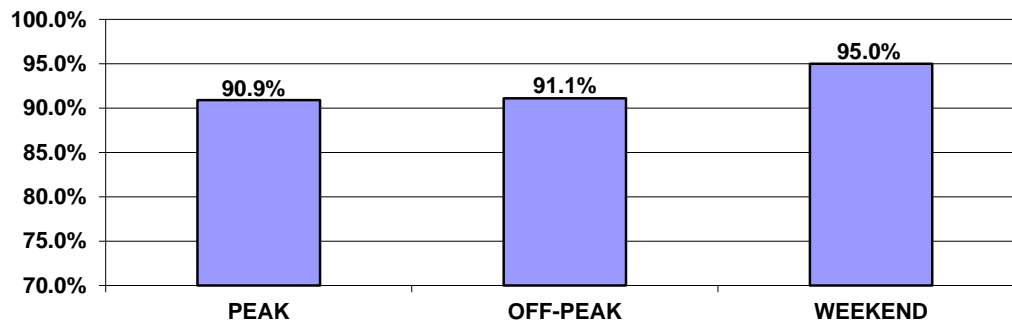
### SUMMARY BY TIME PERIOD FEBRUARY 2021

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

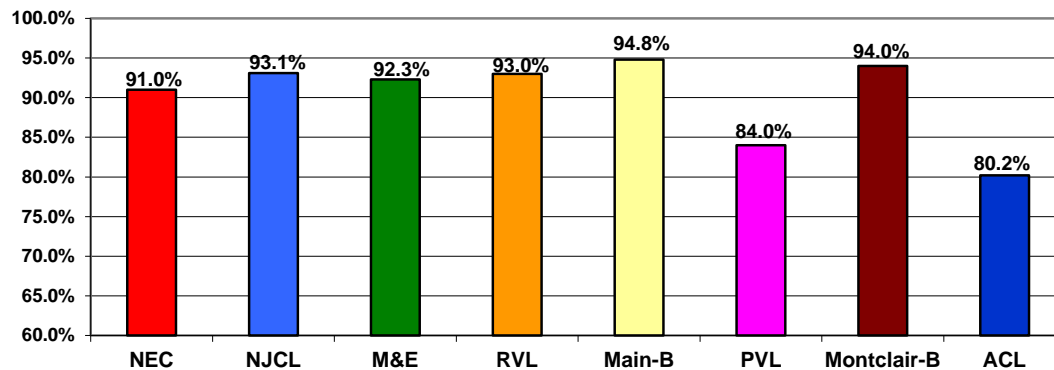
**% NEW YORK PENN STATION Trains Reported On Time \***



**% SYSTEMWIDE Trains Reported On Time**

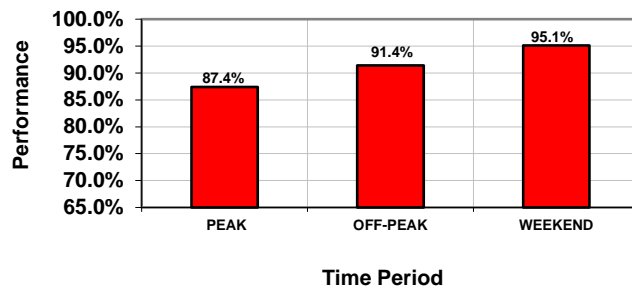
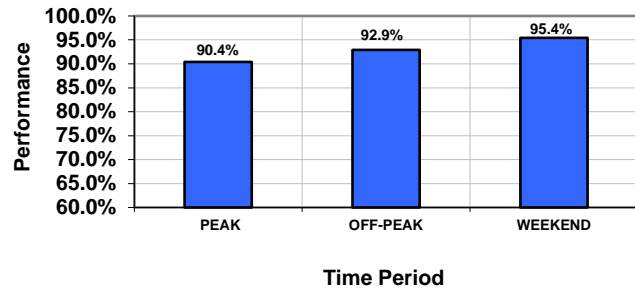
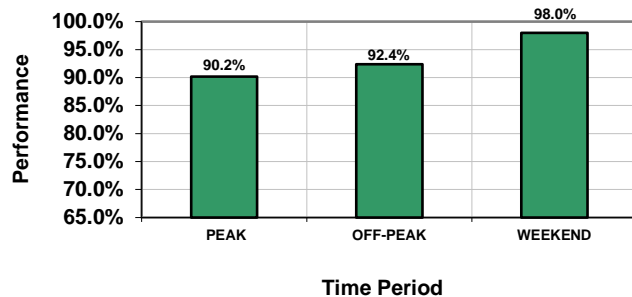
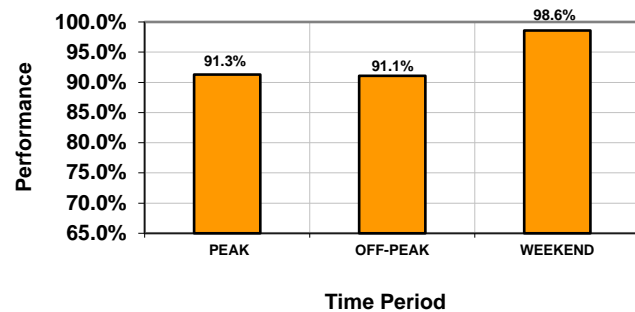
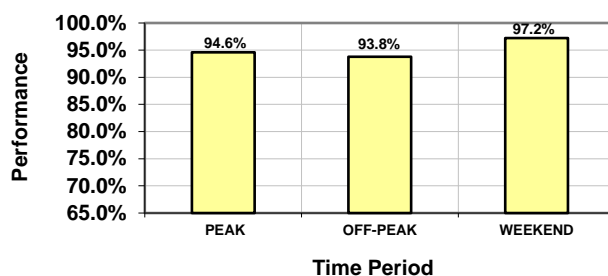
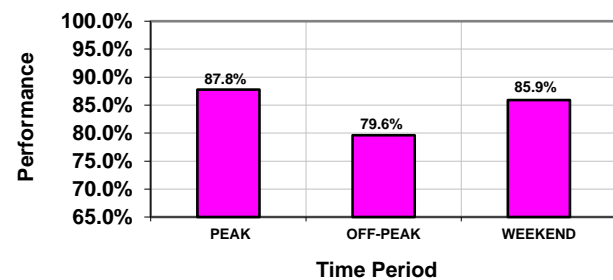
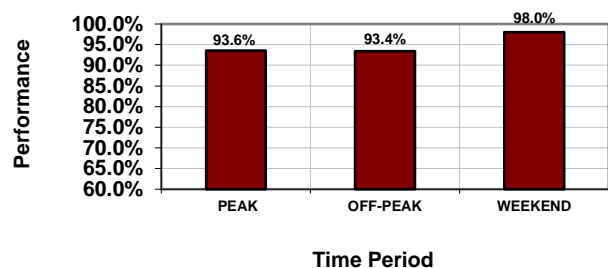
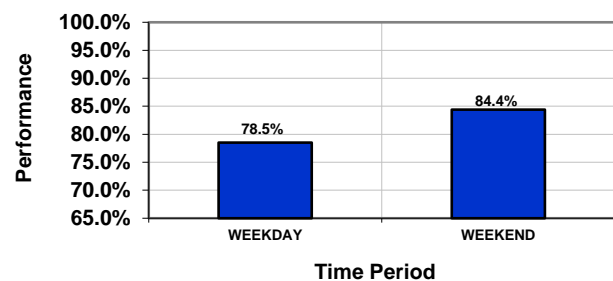


**% BY LINE Trains Reported On Time**





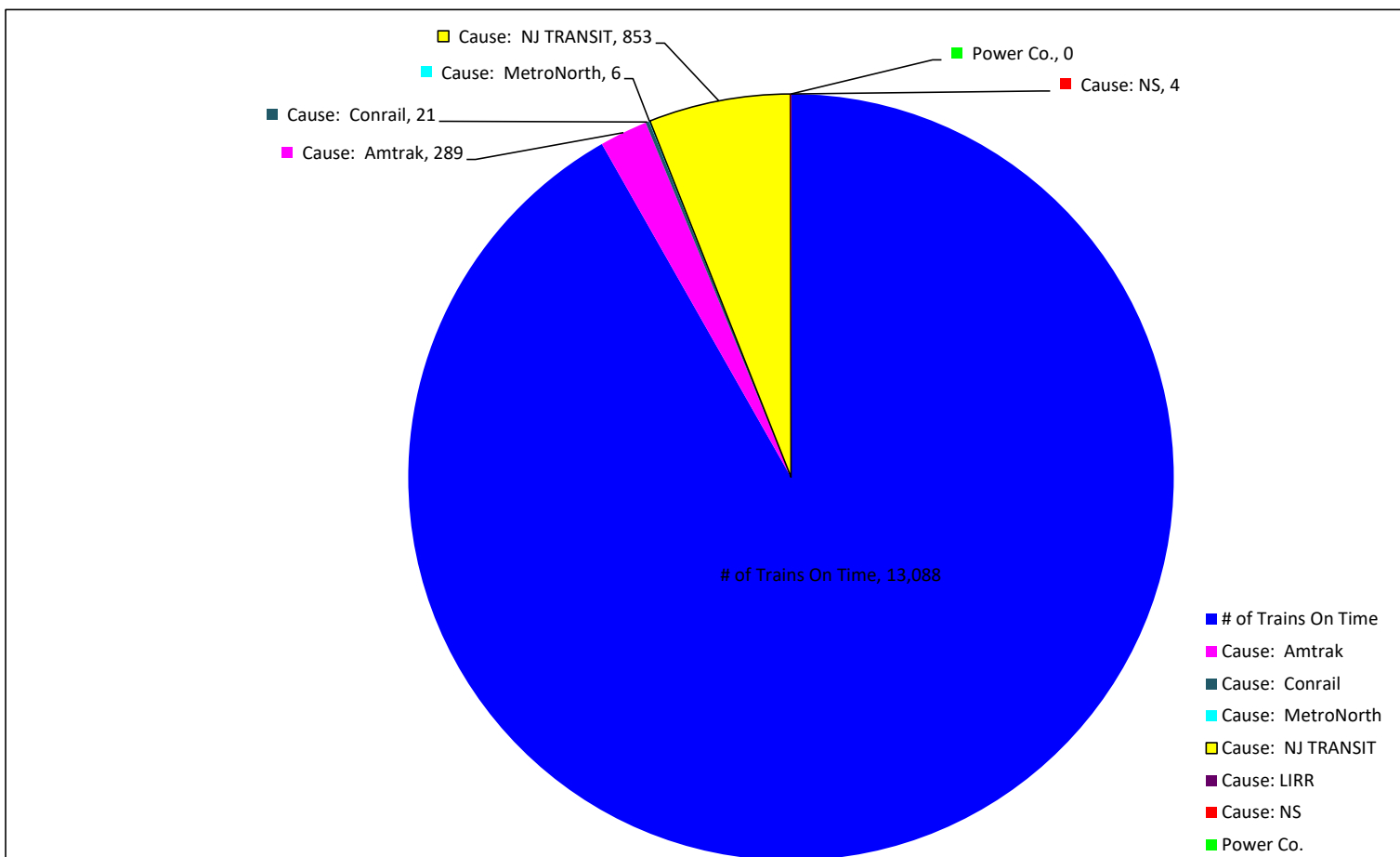
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY 2021

NORTHEAST CORRIDORNORTH JERSEY COAST LINEMORRIS & ESSEXRARITAN VALLEY LINEMAIN-BERGENPASCACK VALLEYMONTCLAIR-BOONTONATLANTIC CITY

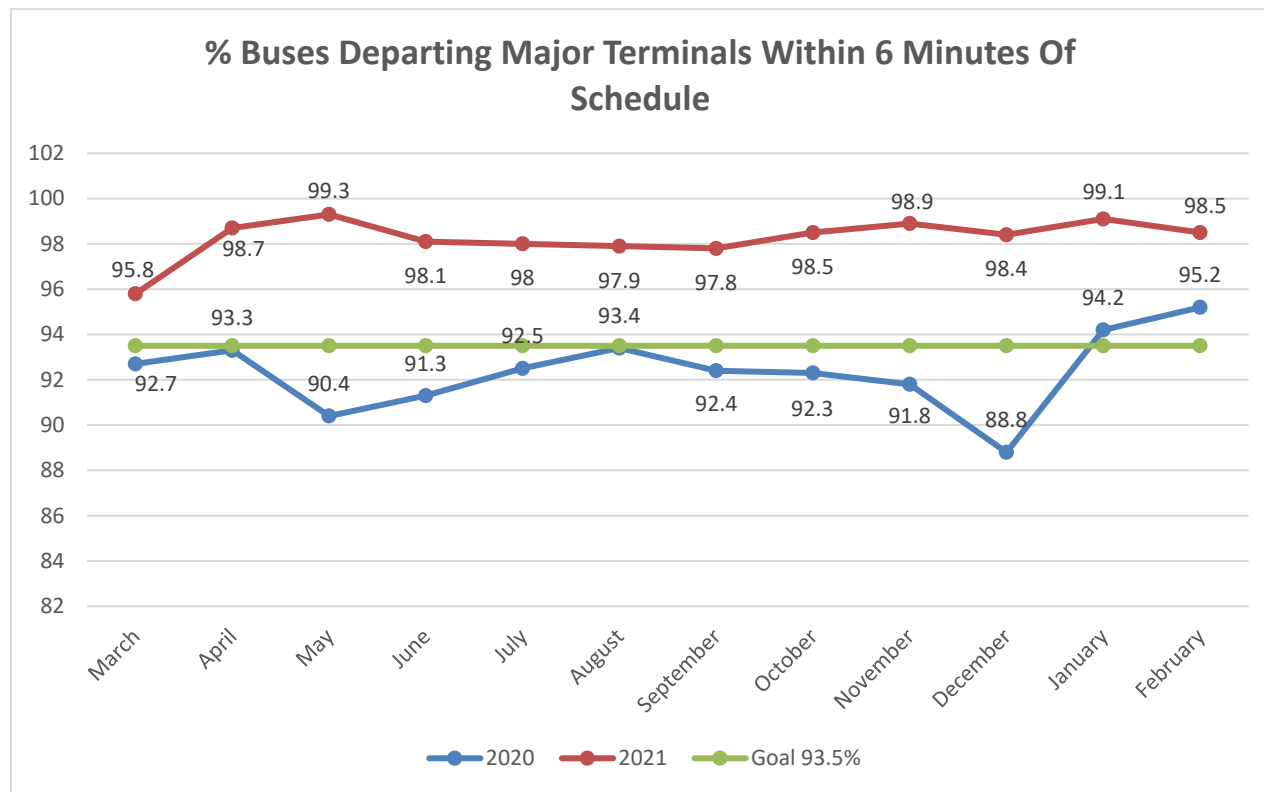
## NJ TRANSIT Performance - FEBRUARY 2021

## Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	13,088	289	21	6	853		4	0
# of Late Trains	1,173	2.03%	0.15%	0.04%	5.98%	0.00%	0.03%	0.00%
Total # of Trains	14,261							
Percentage On Time	91.8%							



# NJ TRANSIT ON-TIME PERFORMANCE BUS March 2019 – February 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
<b>February Comparison</b>	95.2%	98.5%	3.3%
<b>12-Month Average March 2020 – February 2021</b>	92.3%	98.2%	5.9%

## Analysis\*:

Bus On-Time Performance systemwide was 98.5% for the month of February 2021. Of the 31,532 scheduled departures, 484 experienced delays.

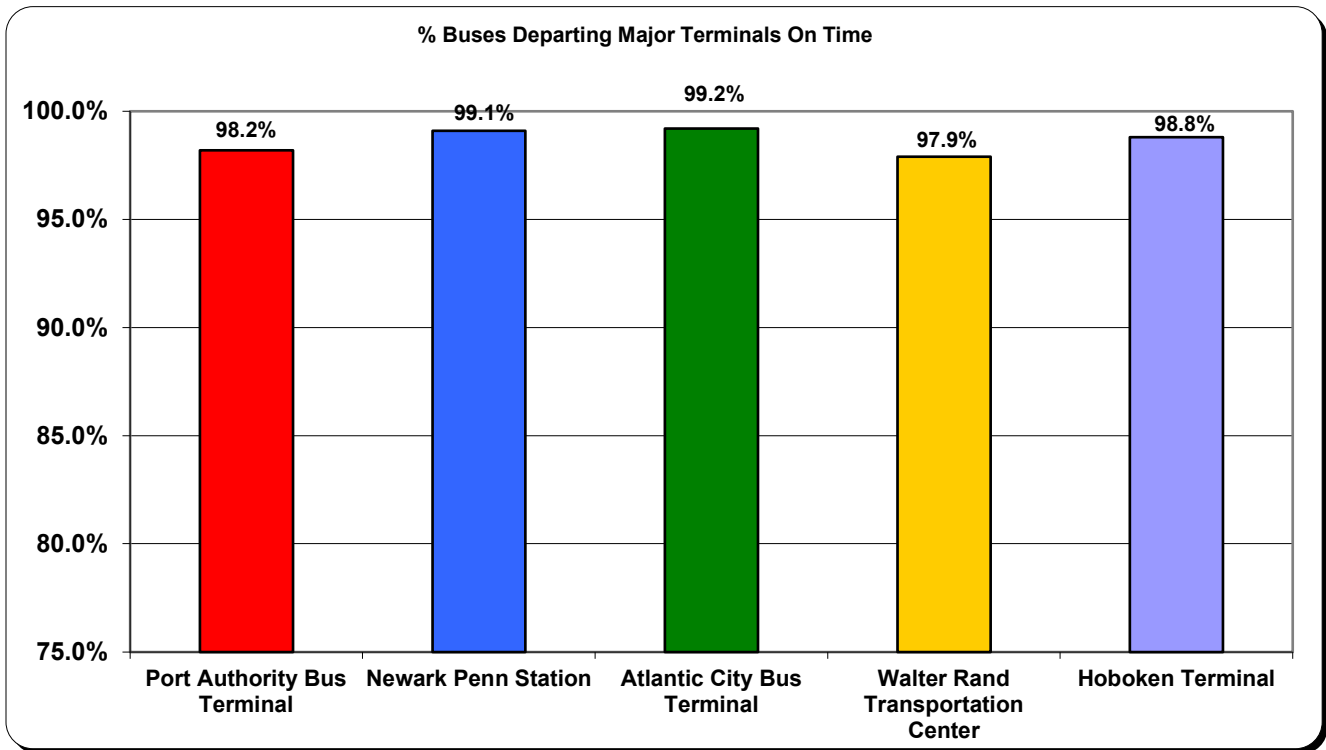
## Key Causes included:

- At Port Authority Bus Terminal, delays were due to weather and manpower issues at the garage.
- At Newark Penn, delays were due to snowbanks blocking and narrowing of roadways, traffic due to double-parked cars and slow vehicle movement, snow clean up, and mechanical issues. Also, an accident, traffic, and delays on roadways due to snowbanks, and mechanical issues. And, operational and mechanical issues, and traffic delays due as a result of inclement weather caused delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

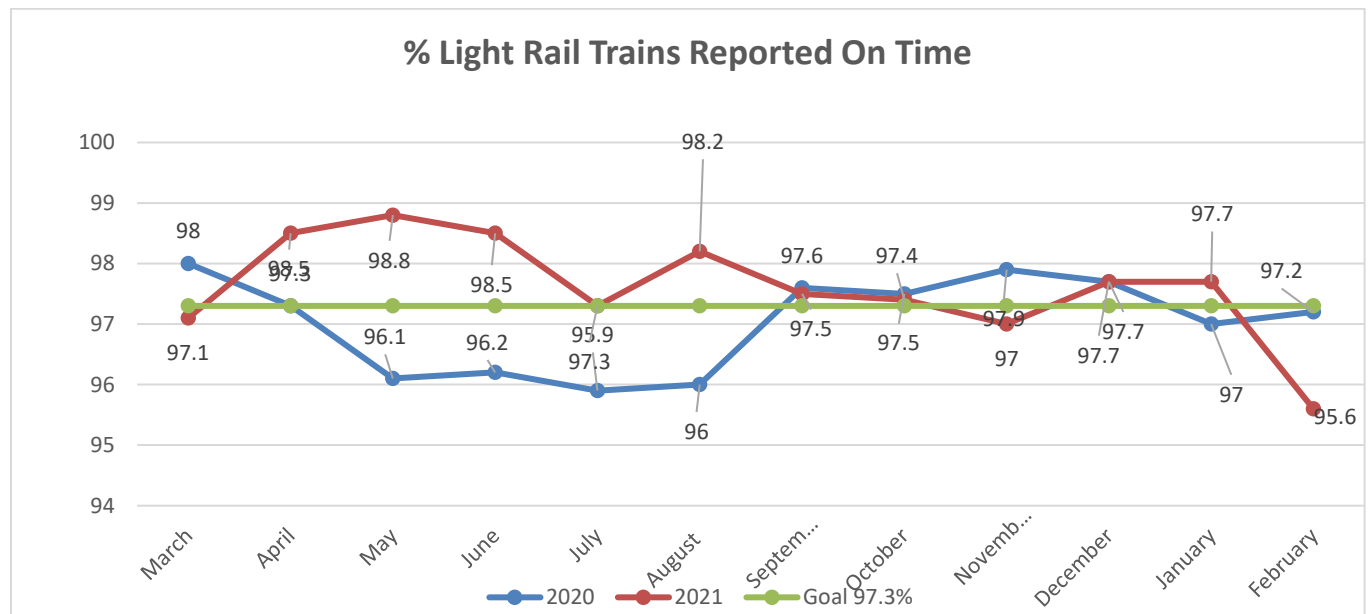
The 12-month average for Bus On-Time Performance was 98.2%.

## ON-TIME PERFORMANCE BUS

### SUMMARY BY TERMINAL



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL March 2019 – February 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
<b>February Comparison</b>	97.2%	95.6%	-1.6%
<b>12-Month Average March 2020 – February 2021</b>	97.9%	97.6%	-0.3%

**Analysis:** Light Rail On-Time Performance system wide was 95.6% for the month of February 2021. Of the 24,292 scheduled departures, 2,207 experienced delays.

## Key Causes included:

**Newark Light Rail** – Multiple trains were annulled or affected on 2/2, 2/3, 2/4, and 2/5 due to inclement weather/modified schedule (snow event). Also, trains were affected due to manpower shortages and operator illness and mechanical faults on multiple dates. (NOTE: Regular service was cancelled on 2/1/2021 due to snow event)

**River LINE** – Trains were annulled or affected on 2/2, 2/3, 2/4, and 2/5 due to inclement weather/modified schedule (snow event). Also, trains were affected due to LVR equipment malfunctions on multiple dates while passenger interference affected 3 trains on 2/6 and a passenger requiring medical assistance affected trains on 2/24. Signal equipment malfunctions affected 12 trains on 2/23 while an additional 4 trains were affected on 2/26. (NOTE: Regular service was cancelled on 2/1/2021 due to snow event)

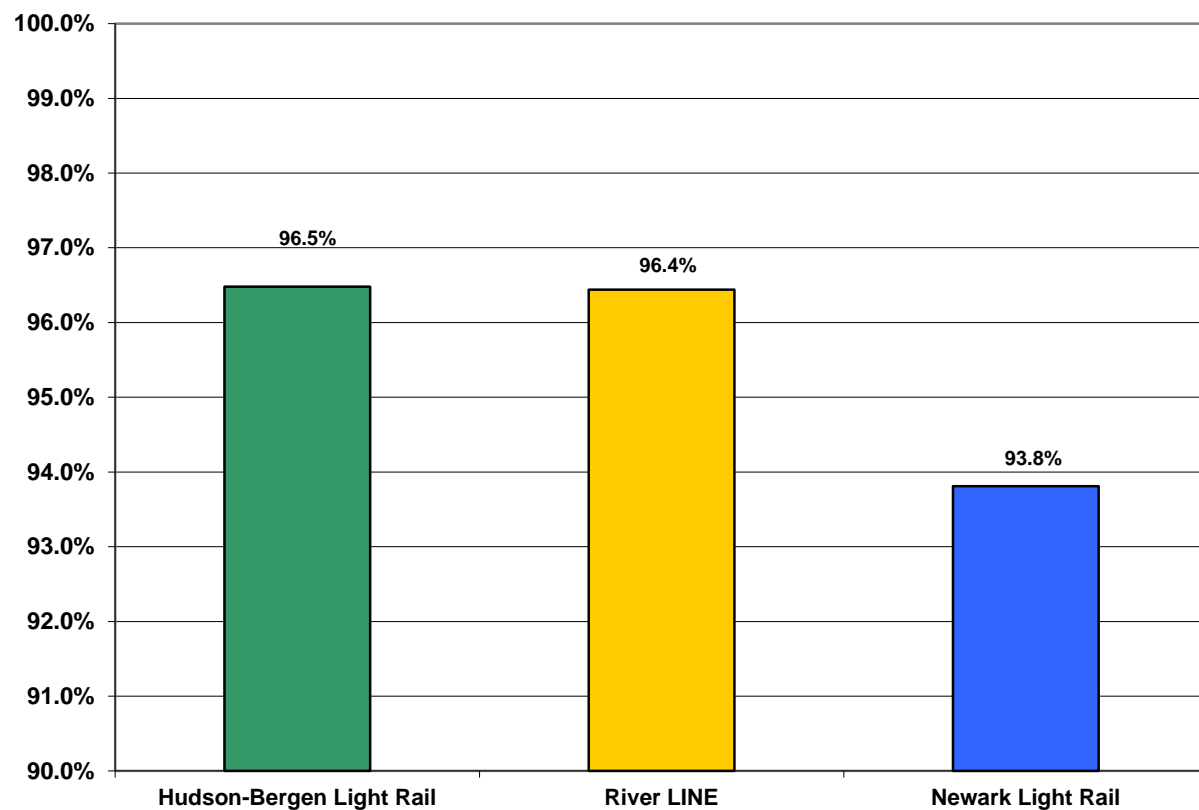
**Hudson-Bergen Light Rail**– Multiple trains were annulled or affected due to inclement weather/modified schedule (snow event) on 2/2, 2/3/ 2/4 and 2/5. Also, trains were affected due to door issues on multiple days, track obstruction, police activity on 2/3 and passenger issues on 2/2 and 2/11. (NOTE: Regular service was cancelled on 2/1/2021 due to snow.

The 12-month Average for Light Rail On-Time Performance was 97.6 %

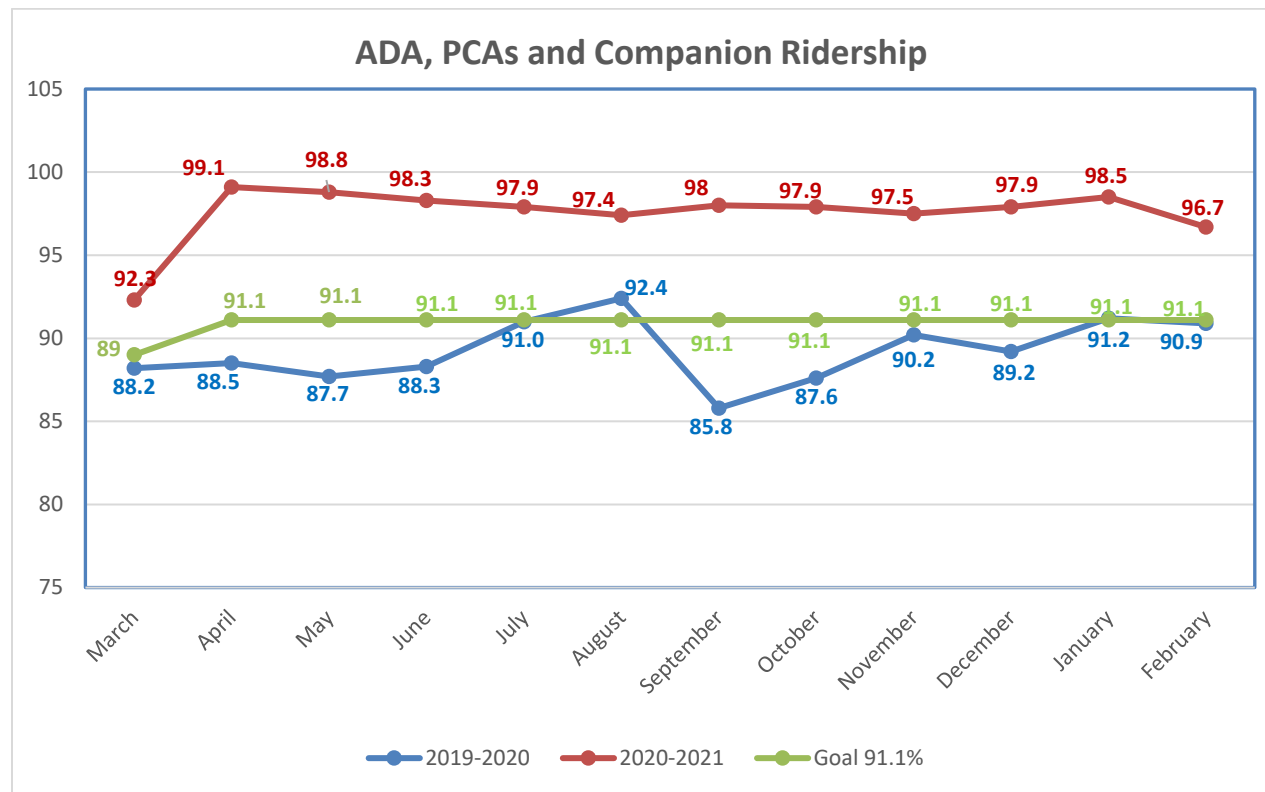
## ON-TIME PERFORMANCE LIGHT RAIL

### SUMMARY BY LINE February 2021

% Light Rail Trains Reported On Time



# NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2019– FEBRUARY 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
<b>February Comparison</b>	90.9%	96.7%	5.8%
<b>February Ridership</b>	136,402	64,979	-71,423
<b>12-Month Average March 2020 – February 2021</b>	89.3%	97.5%	8.2%

## Analysis:

Access Link On-Time Performance was 96.7% for February 2021. In serving 71,510 total riders, for 64,979 ADA customers trips, 2,163 (or 3.3%) experienced delays.

Key Causes included:

- Service suspension (on 2/1 & 2/2) and delays on 2/3, 2/4, 2/5, 2/6 and 2/13 due to inclement weather conditions
- Customer no-shows and delays
- Vehicle operator coverage

The 12-month Average for Access Link On-Time Performance was 97.5%.

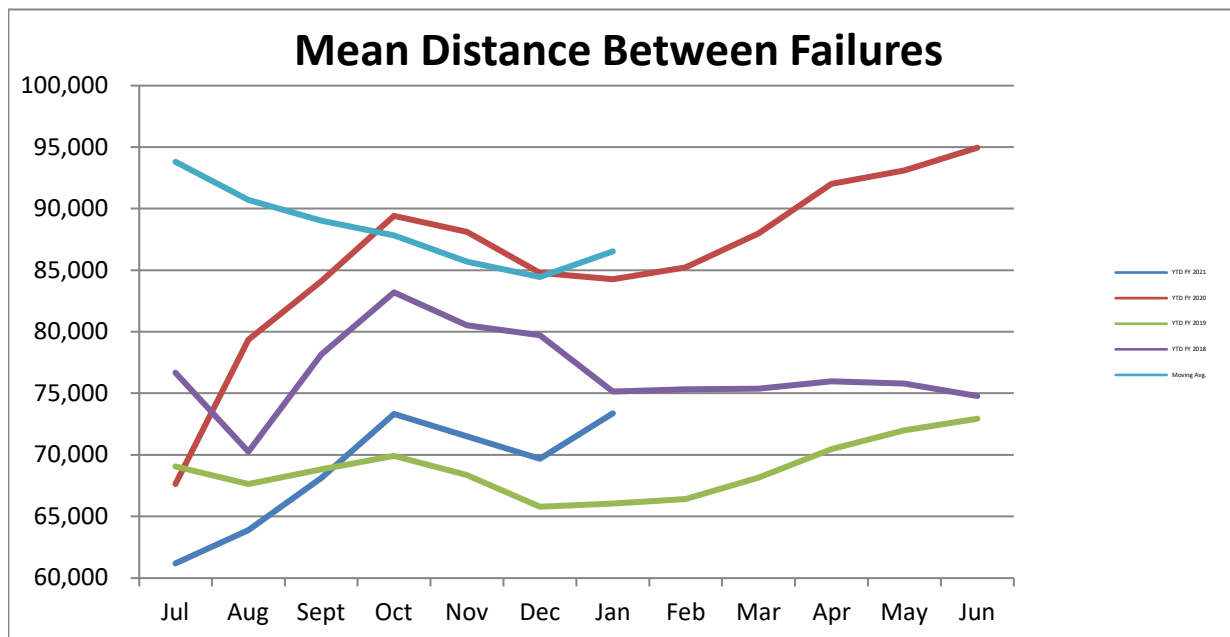
# **MEAN DISTANCE BETWEEN FAILURES**



January 2021

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

					12 Month
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	73,320	89,410	69,913	83,213	87,817
Nov	71,498	88,101	68,356	80,523	85,702
Dec	69,664	84,773	65,796	79,711	84,451
Jan	73,392	84,273	66,025	75,139	86,531
Feb	-	85,233	66,391	75,324	-
Mar	-	87,973	68,141	75,376	-
Apr	-	92,007	70,447	75,968	-
May	-	93,119	71,986	75,787	-
Jun	-	94,969	72,930	74,776	-

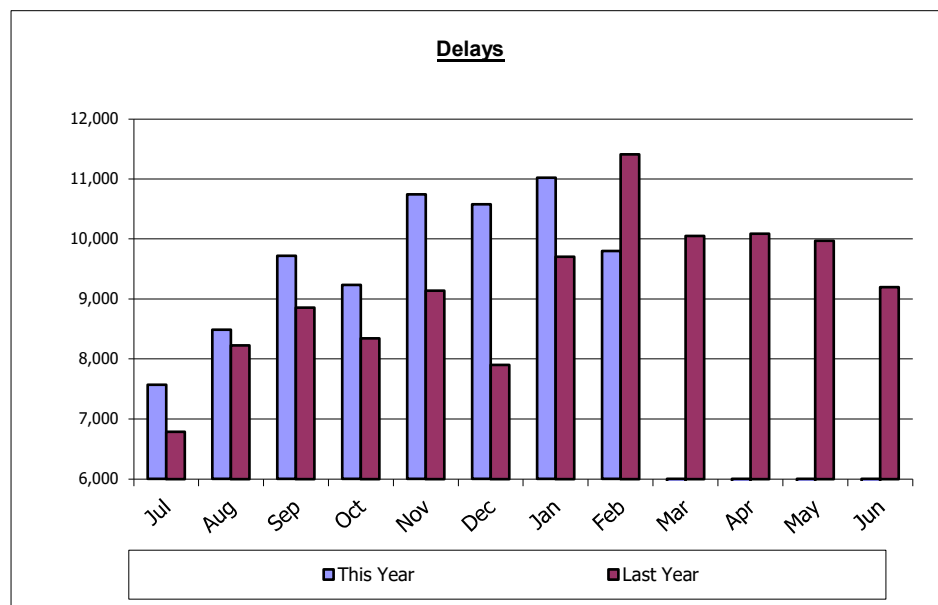


\* FY2021 Numbers corrected to reflect start of FY2021

## Garage Performance Parameters

### February 2021

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	5,414	4,055	3,337
Greenville	7,000	4,841	5,210	4,320
Market Street	8,000	6,047	5,643	6,514
Meadowlands	9,500	5,708	5,596	5,062
Oradell	10,000	8,832	8,195	6,247
Wayne	16,000	21,328	19,106	14,067
<b>Northern Division</b>	<b>-</b>	<b>7,864</b>	<b>7,267</b>	<b>6,262</b>
Big Tree	8,800	5,478	4,984	5,320
Hilton	10,200	8,994	7,554	7,367
Howell	16,750	19,564	29,334	29,221
Ironbound	9,600	10,368	9,041	7,043
Orange	9,250	5,624	4,973	5,246
Morris	10,500	20,385	23,361	25,814
<b>Central Division</b>	<b>-</b>	<b>9,455</b>	<b>9,017</b>	<b>8,581</b>
Egg Harbor	15,500	14,891	16,824	17,981
Hamilton	13,000	10,543	11,339	10,515
Newton Avenue	12,000	16,802	17,431	13,342
Washington Twp.	14,500	16,165	20,163	21,309
<b>Southern Division</b>	<b>-</b>	<b>14,845</b>	<b>16,874</b>	<b>16,361</b>
<b>Bus Operations</b>	<b>-</b>	<b>9,799</b>	<b>9,457</b>	<b>8,575</b>

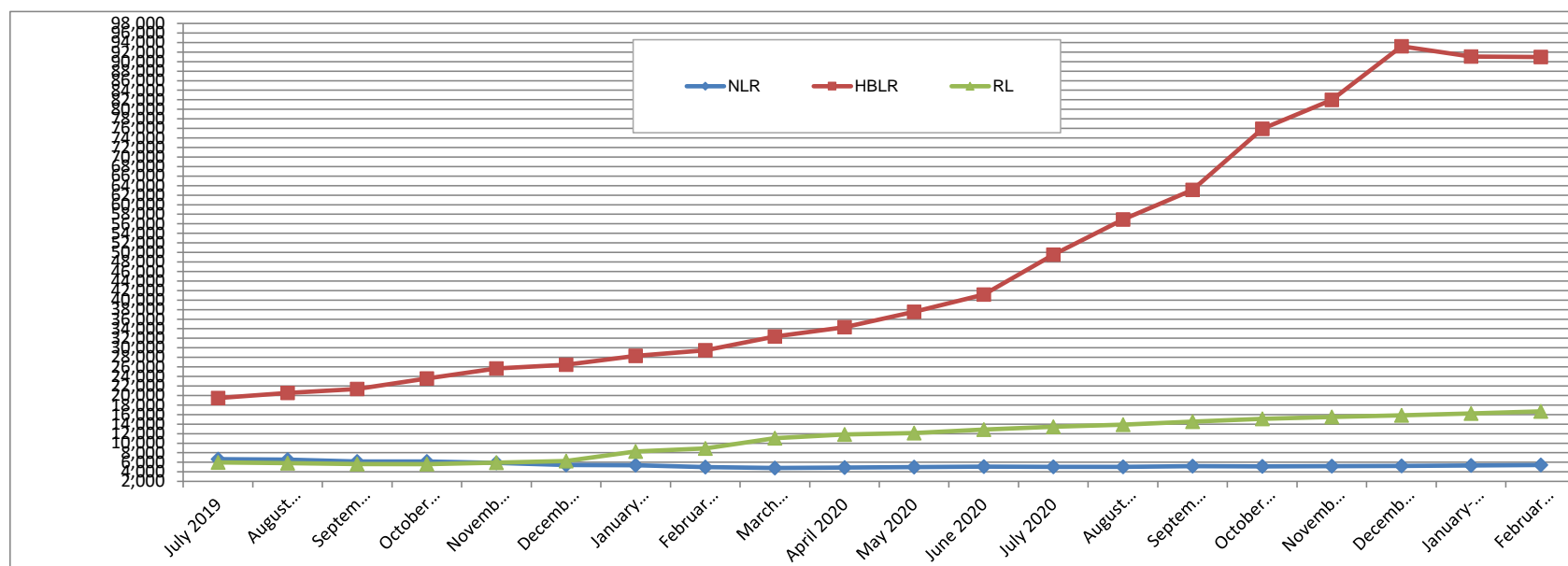


## NJ TRANSIT - LIGHT RAIL, February 2021

## Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * February 2021	MDBSF * January 2021
Newark Light Rail	5,433	5,347
Hudson Bergen	90,979	91,050
River LINE	16,669	16,258

## AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



# **DBE/SBE PROGRAM**

NJ TRANSIT - DBE/SBE Participation for February 2021**State Funded Contracts****State Fiscal Year 2021 - July 1, 2020 through June 30, 2021**

During the month of **February 2021** NJ TRANSIT awarded **\$131,295,898.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$5,626,038.43** or **4.29%**.

**State Fiscal Year 2021 YTD** (July 1, 2020 through February 28, 2021) NJ TRANSIT awarded **\$252,547,756.86** in state funded contracts. Of that total, SBEs received **\$43,105,270.34** or **17.07%**.

*Note: The above reflects the Procurement Report of Awards received March 3, 2021.*

SBE Goal Attainment from July 1, 2020 through June 30, 2021 (SFY 2021)

Category 1 SBEs	\$1,735,994.76	0.69%
Category 2 SBEs	\$4,382,901.71	1.74%
Category 3 SBEs	\$8,294,649.05	3.28%
Category 4 SBEs	\$325,843.00	0.13%
Category 5 SBEs	\$19,164,152.27	7.59%
Category 6 SBEs	\$9,201,729.55	3.64%

**FTA Funded Contracts (Updated Quarterly – next update will occur April 2021)****Federal Fiscal Year (FFY) 2021 - October 1, 2020 through September 30, 2021**

During the **1<sup>st</sup> Quarter** (October 1, 2020 – December 31, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$55,301,236.60**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$12,106,217.35** or **21.89%**.

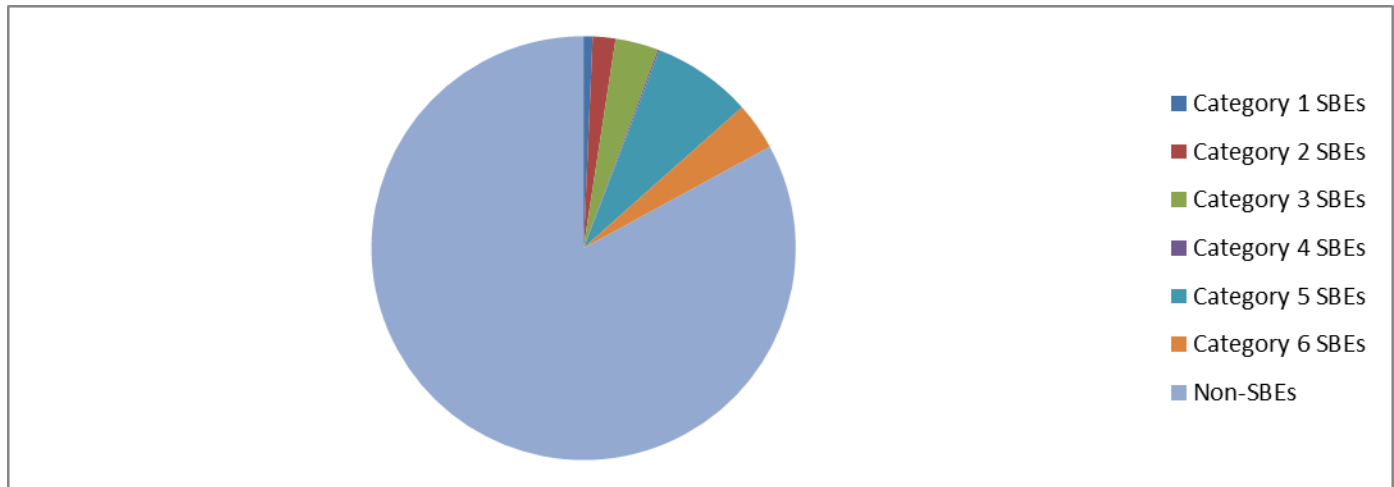
**FFY 2020 through FFY 2021 Q1** (October 1, 2019 – December 31, 2020) NJ TRANSIT awarded **\$369,908,477.10\*\*** in federally funded contracts. Of that total, DBEs received **\$30,514,220.22** or **8.249%**.

*\*Numbers reflect federal share*

*\*\* Number includes subrecipient awards*

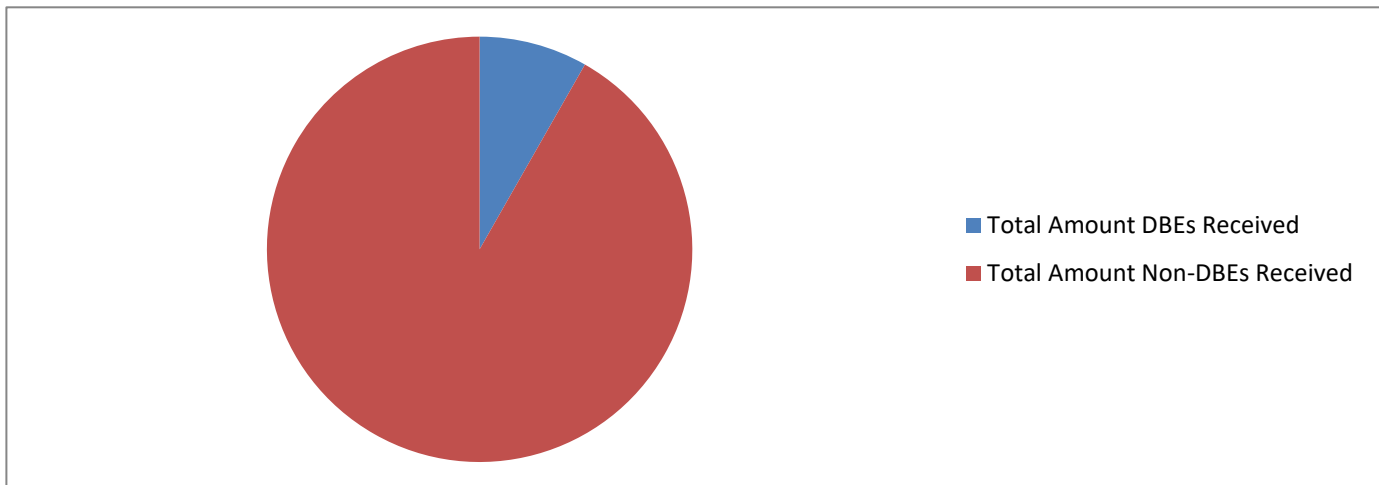
STATE CONTRACTS  
STATE FYTD 2021

<b>Category 1 SBEs</b>	<b>\$1,735,994.76</b>	<b>0.69%</b>
<b>Category 2 SBEs</b>	<b>\$4,382,901.71</b>	<b>1.74%</b>
<b>Category 3 SBEs</b>	<b>\$8,294,649.05</b>	<b>3.28%</b>
<b>Category 4 SBEs</b>	<b>\$325,843.00</b>	<b>0.13%</b>
<b>Category 5 SBEs</b>	<b>\$19,164,152.27</b>	<b>7.59%</b>
<b>Category 6 SBEs</b>	<b>\$9,201,729.55</b>	<b>3.64%</b>
<b>Non-SBEs</b>	<b>\$209,442,486.52</b>	<b>82.93%</b>



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FY 2020-2022

<b>Total Amount DBEs Received</b>	<b>\$30,514,220.22</b>	<b>8.249%</b>
<b>Total Amount Non-DBEs Received</b>	<b>\$339,394,256.88</b>	<b>91.75%</b>



# **EMPLOYEE RECOGNITION**

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

The following NJ TRANSIT employees retired recently:

1. Russell Johnson, Operator -- Oradell -- 26 years
2. Harshikesh Patel, Operator -- Hilton -- 22 years
3. Willie McBride, Operator -- Newton Avenue -- 26 years
4. Ida Yarbrough, Depot Master -- Howell -- 23 years
5. James Damgen, Facilities Supt -- Ferry St. -- 19 years
6. Walter Wludyka, Sr. Const. Mgr. -- Penn Plaza -- 21 years
7. Bonnie Randolph, Ld Syst. Analyst -- Penn Plaza -- 38 years
8. Michael Schmidt, Mgr. Train Op. -- Penn Station NY -- 31 years
9. Ernest Banks, Mechanic -- Raritan -- 33 years
10. Doreen Gordon, Sr. Clerk Typist -- MMC -- 32 years
11. Paul Hoffman, Tech -- MMC -- 37 years
12. Michael Kaiser, Locomotive Eng -- Various -- 34 years
13. Abdul Khan, Lead Tech -- MMC -- 33 years
14. Robert Mayo, Asst. Conductor -- Various -- 21 years
15. Charles McGinley, Supt. (EL) -- Newark Penn -- 28 years
16. Ian Roland, Car Appearance Maintainer -- PSNY -- 33 years
17. William Tansky, Conductor -- Various -- 19 years
18. Michael Totaro, Asst. Conductor -- Various -- 18 years
19. Arthur Taylor, Operator -- Howell -- 13 years
20. Luis Torres Vera, Operator -- Meadowlands -- 13 years
21. Benjamin Amos, Repairman A -- Wayne -- 22 years
22. Timothy Brown, Operator -- Market St. -- 20 years
23. Renal Brutus, Operator -- Orange -- 20 years
24. Gilberto Cueto, Operator -- Meadowlands -- 24 years
25. Jose Cruz, Operator -- Wayne -- 29 years
26. Felix Espinosa, Operator -- Meadowlands -- 21 years
27. Anwar Husain, LR Tech -- Bloomfield -- 24 years
28. Rosanne Laddy, Operator -- Howell -- 29 years
29. Sonya Lambert, Operator -- Hilton -- 27 years
30. Alberto Montalvo, Operator -- Wayne -- 26 years
31. Joseph Nicholas, Repairman A -- Big Tree -- 23 years
32. Bethzaida Perez, Depot Master -- Meadowlands -- 20 years
33. Fredrick Reiss, Repairman A -- Fairview -- 26 years
34. Aristotle Sibala, Repairman A -- Market St. -- 24 years
35. Rachel Sommerville, Operator -- Big Tree -- 26 years
36. Jaroslaw Strycharz, Operator -- Wayne -- 23 years
37. Amos Vidal, Repairman A -- Hilton -- 21 years



# **ACTION ITEMS**

**ITEM 2103-07: REVENUE PROCESSING AND ARMORED CAR SERVICES**

**WHEREAS**, NJ TRANSIT collects revenues of approximately \$180 million annually in currency and coins through bus exact fare revenue bins, bus and rail terminal and station revenue, Ticket Vending Machine (TVM) revenues, and pay station revenues at Park and Rides; and

**WHEREAS**, NJ TRANSIT requires the secure transportation and handling of its revenue via armored car service; and

**WHEREAS**, revenue collected by the armored car is delivered to a secure facility where it is counted, reconciled, deposited, and transferred to NJ TRANSIT's primary banking accounts; and

**WHEREAS**, the armored car provider is responsible for the security and integrity of all deposits; and

**WHEREAS**, since 1998, NJ TRANSIT has contracted with Wells Fargo or its predecessor to provide sub-contracted revenue processing and armored car services; and

**WHEREAS**, services have been consistently sub-contracted to GardaWorld or their predecessor; and

**WHEREAS**, NJ TRANSIT issued Invitation for Bid No. 18-034 on November 14, 2018 for the purpose of obtaining competitive bids for this critical service; and

**WHEREAS**, on March 24, 2019, NJ TRANSIT received one bid from Wells Fargo Bank, N.A.; and

**WHEREAS**, extended negotiations between NJ TRANSIT and Wells Fargo Bank, N.A. occurred throughout 2019 and 2020; and

**WHEREAS**, staff seeks authorization to enter into NJ TRANSIT Contract No. 18-034 with Wells Fargo Bank, N.A. for the transportation, processing, and banking of NJ TRANSIT revenues;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 18-034 with Wells Fargo Bank, N.A. for Revenue Processing and Armored Car Services in the amount not to exceed \$14,043,449, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2103-08: PROCUREMENT BY EXCEPTION TO EXTEND HASTUS (GIRO, INC.)  
SOFTWARE SOLUTION TO MANAGE DAILY BID OPERATIONS  
AND TIMEKEEPING FOR BUS OPERATIONS**

**WHEREAS**, NJ TRANSIT has identified the need to standardize software solutions and upgrade the current inadequate Bus Operations workforce management software (TeleDriver), which has been utilized since 2006; and

**WHEREAS**, NJ TRANSIT has determined that the most cost-effective and efficient way to standardize and expand the functionality of Bus Operations workforce management software is to expand upon the existing HASTUS (GIRO, Inc.) bus scheduling system platform; and

**WHEREAS**, Investment in and expansion of the HASTUS software solution will enable NJ TRANSIT to standardize software to allow for more streamlined schedule and payroll management; and

**WHEREAS**, GIRO, Inc. has extensive knowledge of NJ TRANSIT's labor contract and operating rules, enabling them to quickly develop and install the additional HASTUS software modules in the most cost-effective manner possible; and

**WHEREAS**, NJ TRANSIT prepared an Independent Cost Estimate (ICE) which determined that the GIRO, Inc. quote is fair and reasonable for this project; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(c), N.J.S.A. 52:34-10(g), N.J.S.A. 16:72-1.5(e)12 and the NJ TRANSIT By-Laws, NJ TRANSIT has the authority to enter into a contract without advertising to assure standardization of equipment and interchangeability of parts in the public interest;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into a procurement-by-exception contract for the purchase of additional HASTUS software modules (Bid/BidWeb, DailyCrew/DailyVehicle, and SelfService) with GIRO, Incorporated, at a cost not to exceed \$3,906,745, subject to the availability of funds, for a period of up to 24 months, for software customization, installation, and NJ TRANSIT's approval and implementation, following the approved Notice to Proceed.

## ITEM 2103-09 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

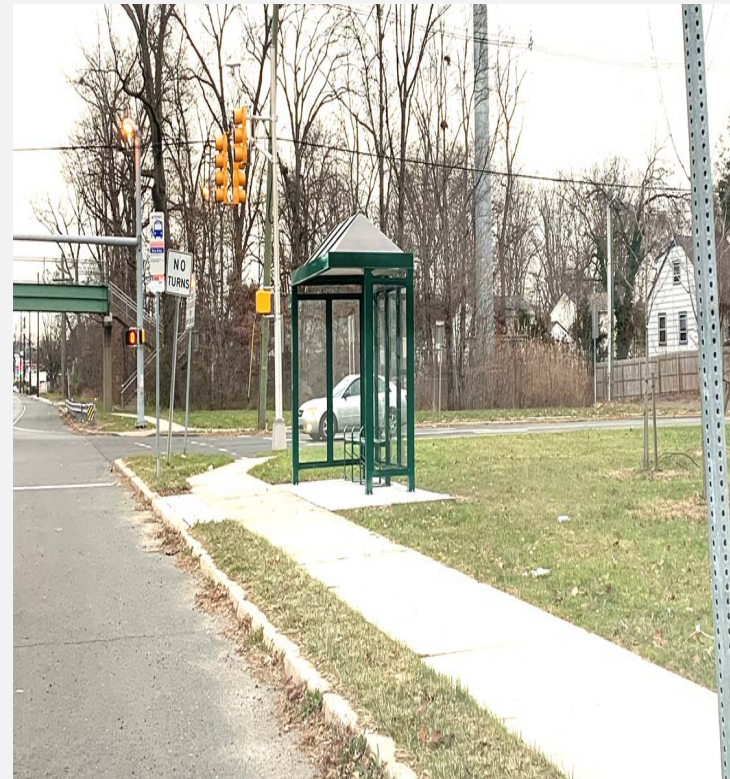
**The award of this contract will authorize the purchase and installation of 150 bus shelters over 24 months at bus stops across the state, with an option to exercise a time extension up through eleven months supported by existing funds.**

- Seeking authorization to enter into NJ TRANSIT Contract No. 20-091X with Handi-Hut, Inc., of Clifton, NJ, for the purchase and installation of new bus shelters at a cost not to exceed \$1,751,932.00, plus five percent contingency.



## ITEM 2103-09 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

- NJ TRANSIT supplies shelters at no cost to the communities that request them, provided they agree to maintenance and liability. Once installed, the bus shelters and any equipment provided by NJ TRANSIT become the possession of the sponsor that is responsible for maintenance, repairs, snow removal, and liability.
- Bus shelters have proven to be a valued customer amenity, offering seating and protection from inclement weather, as well as a visible indication of an active bus stop.
- More than 3,000 shelters have been provided to communities since the inception of NJ TRANSIT's Bus Shelter Program in 1981.



**ITEM 2103-09: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS**

**WHEREAS**, NJ TRANSIT has a program for the purchase and installation of bus shelters throughout the State of New Jersey, supplying shelters to the communities that request them provided they agree to maintenance and liability; and

**WHEREAS**, NJ TRANSIT in the interest of promoting public transportation and for the convenience of the public, endorses the concept of providing bus shelters for bus customers throughout the State; and

**WHEREAS**, upon completion of a competitive procurement process, Handi-Hut, Inc., of Clifton, New Jersey, was determined to be the most responsive and responsible bidder;

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) has identified this procurement as a Race Neutral project; and

**WHEREAS**, NJ TRANSIT OBD reviewed and approved the 30.17 percent utilization commitment identified by Handi-Hut, Inc.;

**NOW THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-091X with Handi-Hut, Inc., of Clifton, New Jersey, for the purchase and installation of 150 new bus shelters throughout the State of New Jersey over 24 months at a cost not to exceed \$1,751,932.00, plus five percent contingency, with an option to exercise a time extension up through 11 months supported by existing funds.



## ITEM 2103-10

### CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS – STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM

This three year contract will facilitate upgrades needed to three NJ TRANSIT facilities along with providing additional office space within HQ and the GOB to meet current and projected growth to maximize efficiency.

- Seeking authorization to enter into NJ TRANSIT three year Contract No. **IFB 20-631X** with Federal Equipment Manufacturing Co. of Lodi, New Jersey, for general carpentry, painting, furniture moves, and reconfiguration (installation) not to exceed **\$1,035,732.00**, subject to the availability of funds.



## ITEM 2103-10

### CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS – STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM

- Authorization of this General Construction Contract will provide upgrades to two facilities to maximize existing office space.
- This contract also provides funding for our Tonnelle Avenue Warehouse so that moves can be made inside the facility as we perform structural upgrades.





**ITEM 2103-10****CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS – STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM**

- Funding for this project is provided from the Transportation Trust Fund through Prints ID Number HQS00024. Previous funding provided for the rehab of bathrooms at the General Office Building (GOB) in Maplewood along with new flooring throughout the facility, see pictures below.
- Previous upgrades to Headquarters (HQ) in Newark include the makeover of all conference rooms, elevator lobbies, and new energy efficient LED lighting.
- This funding request will continue to provide upgrades to all three facilities as we begin to bring the facilities back into a state of good repair. Future upgrades include both cafés at the GOB and HQ along with a mandated upgrade needed for Medical area located at the GOB.



**ITEM 2103-10: CORPORATE FACILITIES MAINTENANCE IMPROVEMENTS –  
STATE OF GOOD REPAIR AND MODERNIZATION PROGRAM**

**WHEREAS**, NJ TRANSIT Corporate Headquarters (HQ) and General Office Building (GOB) require constant maintenance and modernization upgrades to ensure sustainability and state of good repair; and

**WHEREAS**, examples of facility upgrades consist of modernizing the medical area at the GOB to meet federal mandates and upgraded lighting to LED for improved sustainability; and

**WHEREAS**, on September 3, 2020, an Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star Ledger* and *The Trenton Times*; and

**WHEREAS**, bids were received electronically from three firms and opened on December 3, 2020, remotely, in a teleconferencing call on the Microsoft Teams service; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Federal Equipment & Manufacturing Co. of Lodi, New Jersey, submitted the lowest responsive, responsible bid; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) has identified this procurement as a 10 percent SBE Category 6; and

**WHEREAS**, NJ TRANSIT OBD reviewed Federal Equipment & Manufacturing Co. Inc. of Lodi, New Jersey submission and found it to be a certified SBE and will receive 100 percent SBE credit towards the assigned SBE goal; and

**WHEREAS**, the Federal Transit Administration, Casino Reinvestment Development Authority, and Transportation Trust Funds are the anticipated sources of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-631X with Federal Equipment & Manufacturing Co. Inc., of Lodi, New Jersey, for three years for corporate facilities maintenance improvements in the amount not to exceed \$1,035,732.00, subject to the availability of funds.

**ITEM 2103-11:**

**BUDGET PROPOSAL TRANSMITTAL**

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

**WHEREAS**, the Operating Budget component of the transmittal should include actual results for Fiscal Year 2020, current estimates for Fiscal Year 2021, a proposed Fiscal Year 2022 Operating Budget, and a projected Fiscal Year 2023 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

**WHEREAS**, staff has estimated results for Fiscal Year 2021’s Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

**WHEREAS**, the estimated Fiscal Year 2021 Operating Budget Forecast results in revenues of \$2.4287 billion; and

**WHEREAS**, the estimated Fiscal Year 2021 Operating Budget Forecast results in expenses of \$2.4287 billion; and

**WHEREAS**, the Governor of New Jersey has proposed a Fiscal Year 2022 State Budget which includes appropriations for public transportation purposes; and

**WHEREAS**, the Governor of New Jersey has proposed a Fiscal Year 2022 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

**WHEREAS**, staff has preliminarily estimated a Fiscal Year 2023 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

**WHEREAS**, NJ TRANSIT’s \$2.6495 billion proposed Fiscal Year 2022 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link and other support services; and

**WHEREAS**, this budget proposal continues NJ TRANSIT’s commitment to provide safe, reliable and efficient transportation services for its customers; and

**WHEREAS**, the proposed Fiscal Year 2022 Operating Budget includes a State General Fund operating subsidy of \$100 million; and

**WHEREAS**, total Fiscal Year 2022 revenues of \$2.6495 billion are estimated to be available from various sources without a fare increase or service cuts, representing a \$12.5 million or 0.5% increase from the Fiscal Year 2021 Operating Budget; and

**WHEREAS**, under this proposed plan, farebox and other commercial revenues represent 25 percent of the total Fiscal Year 2022 revenue budget and are estimated at \$657.7 million; and

**WHEREAS**, when compared to the Fiscal Year 2021 Budget, total State assistance, including the State General Fund subsidy, funding from the New Jersey Turnpike Authority, and funding from the Clean Energy Fund decreases by \$90.1 million to \$507.1 million in the Proposed Fiscal Year 2022 Operating Budget; and

**WHEREAS**, NJ TRANSIT's \$2.7779 billion preliminary Fiscal Year 2023 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link and other support services; and

**WHEREAS**, the preliminary Fiscal Year 2023 Operating Budget assumes mandatory and discretionary increases totaling \$128.5 million that includes support for contractually-obligated cost increases and other expenses necessary to, among other things, enhance service and safety, improve communications and reliability, and continue to execute a strategic plan for the Corporation; and

**WHEREAS**, the funding need assumptions for the preliminary Fiscal Year 2023 Operating Budget do not include future potential Administration or Agency actions; and

**WHEREAS**, support for the preliminary Fiscal Year 2023 Operating Budget may come from a variety of sources and efficiencies to be identified; and

**WHEREAS**, NJ TRANSIT's Fiscal Year 2021 Operating Budget forecast and proposed Fiscal Year 2022 Operating Budget are reliant on substantial Federal support from the Coronavirus Aid, Relief, and Economic Security Act and from the Coronavirus Response and Relief Supplemental Appropriations Act.

**WHEREAS**, the transmittal should provide the following additional information, as detailed in Exhibit B

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

(6) A statement of current budget year assumptions regarding funding and ridership;

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

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

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

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

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

**WHEREAS**, NJ TRANSIT's authorized Fiscal Year 2022 Operating Budget is subject to ongoing negotiations between the Governor's Office and State Legislature and is expected to be presented to the Board for approval by July 2021;

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



# **NJ TRANSIT**

## **Item 2103-11:**

# **Budget Proposal Transmittal**

**MARCH 10, 2021**

# Four Year Budget Outlook FY20-FY23

(\$ in millions)	FY20 Actuals	FY21 Budget	FY21 Projected	FY22 Gov's Budget	FY23 Prelim Est.
<b>RESOURCES</b>					
Farebox Revenue	\$738.9	\$374.6	\$244.9	\$590.7	\$762.7
Commercial Revenue	118.7	82.0	62.0	\$67.0	75.1
State Operating Subsidy	457.5	386.1	215.0	\$100.0	TBD
Turnpike Funding*	129.0	129.0	129.0	\$325.0	721.0
Clean Energy Fund	82.1	82.1	82.1	\$82.1	82.1
Capital Transfer	461.0	460.8	460.8	\$362.0	362.0
All Other	195.0	167.3	147.1	\$167.3	167.3
CARES Act	360.8	925.1	1,057.8	\$18.4	-
Coronavirus Relief Fund	-	30.0	30.0	\$0.0	-
CRRSA Act	-	-	-	\$937.0	252.7
Funding Need	-	-	-	-	354.9
<b>TOTAL RESOURCES</b>	<b>\$2,543.0</b>	<b>\$2,637.0</b>	<b>\$2,428.7</b>	<b>\$2,649.5</b>	<b>\$2,777.9</b>
<i>Δ from Prior Yr (%)</i>	10.3%	3.7%	-4.5%	9.1%	4.8%
<i>4-Yr CAGR (%)</i>					4.8%
<b>EXPENSES</b>					
Labor	\$786.9	\$854.8	\$813.8	\$882.1	900.0
Fringe Benefits	568.9	681.4	649.1	705.9	725.4
Services	184.1	196.6	191.5	209.6	224.6
Fuel & Power	103.9	116.2	111.7	116.2	116.2
Utilities	46.4	47.0	45.9	48.0	49.0
Purchased					
Transportation	243.7	281.8	235.4	287.0	337.0
Materials & Supplies	180.1	273.0	187.3	154.9	159.9
Tolls, Trackage & Fees	86.9	91.1	91.3	109.6	129.6
Claims & Insurance	128.2	42.4	41.6	85.4	85.4
All Other Expenses	44.1	52.7	61.0	50.7	50.7
<b>TOTAL EXPENSES</b>	<b>\$2,373.3</b>	<b>\$2,637.0</b>	<b>\$2,428.7</b>	<b>\$2,649.5</b>	<b>\$2,777.9</b>
<i>Δ from Prior Yr (%)</i>	3.0%	11.1%	2.3%	9.1%	4.8%
<i>4-Yr CAGR (%)</i>					4.8%

\*Total Turnpike Funding for FY22 & FY23 is \$350m and \$746m respectively, includes \$25m each year allotted for the Portal North Bridge capital project

## Farebox Revenue

- FY22: 60.7% of FY19 Actuals
- FY23: 78.3% of FY19 Actuals
- Based on NJT/AECOM/VHB analysis and projections

## State Operating Subsidy

- FY21: Reduced \$171.1m from Budget
- FY22: Further reduced by \$115.0m
- FY23: TBD

## Turnpike Funding

- FY22 increased to \$350.0m\*
- FY23 increased to \$746.0m\*

## Capital Transfer

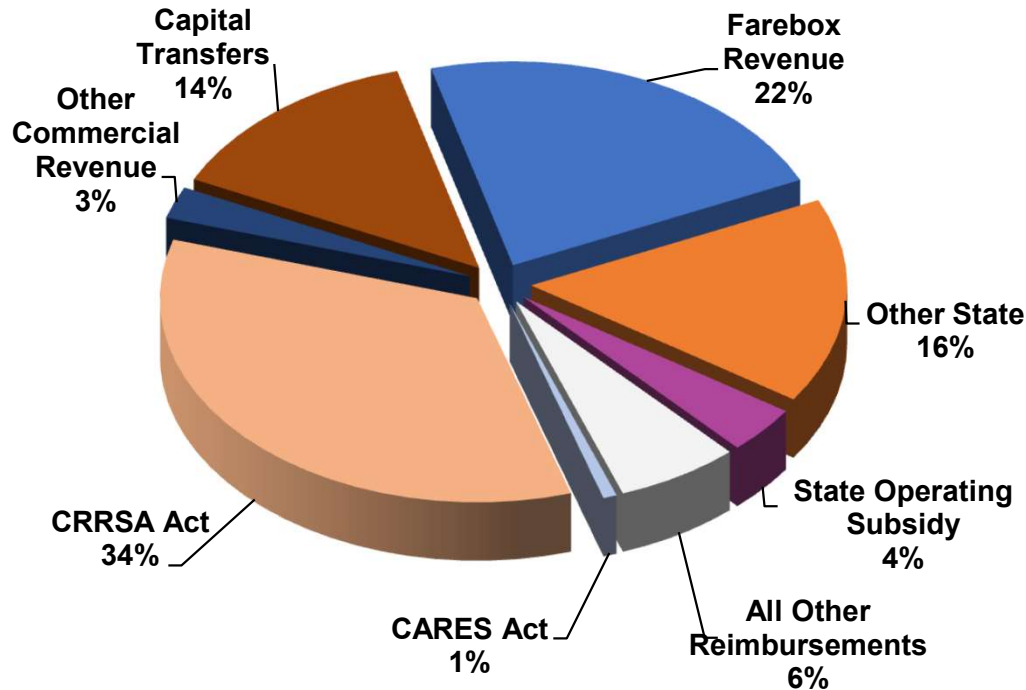
- FY22 and FY23 eliminates \$98.8m each year

## CARES and CRRSAA

- \$1,437m CARES Act fully utilized in FY22
- Assumes CRRSAA Act \$1,189.7m fully utilized by FY23
- Note that CRRSAA is subject to being finalized

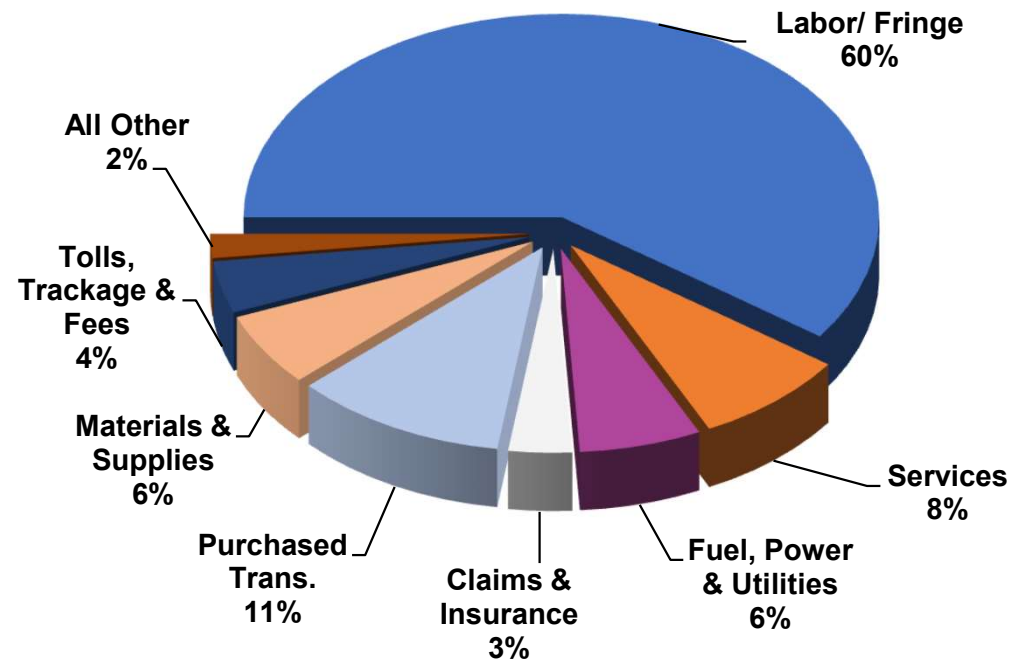
# FY22 Governor's Budget Sources and Uses of Funds

## Sources



By Revenue Source (\$ in millions)	
Farebox Revenue	\$590.7
Other Commercial Revenue	\$67.0
State Operating Subsidy	\$100.0
Other State	\$407.1
CARES Act	\$18.4
CRRSA Act	\$937.0
All Other Reimbursements	\$167.3
Capital Transfers	\$362.0
<b>Total</b>	<b>\$2,649.5</b>

## Uses



By Expense Category (\$ in millions)	
Labor & Fringe	\$1,588.0
Purchased Transportation	\$287.0
Materials & Supplies	\$154.9
Services	\$209.6
Fuel, Power & Utilities	\$164.2
Tolls, Trackage & Fees	\$109.6
Claims & Insurance	\$85.4
All Other Expenses	\$50.7
<b>Total</b>	<b>\$2,649.5</b>



# FY22 – Summary by Department

\$ in millions	FY22			
	Budget	Budget %	FTE	FTE %
Bus	851.1	32.1%	5,790	46.7%
Rail	995.9	37.6%	4,631	37.3%
Light Rail and Contracted Services	281.7	10.6%	228	1.8%
Police	73.6	2.8%	400	3.2%
System Safety	8.3	0.3%	61	0.5%
Info and Digital Technology	105.5	4.0%	183	1.5%
Admin	333.4	12.6%	1,113	9.0%
<b>NJT Total</b>	<b>\$ 2,649.5</b>	<b>100%</b>	<b>12,405</b>	<b>100%</b>

	Positions			
	FY21	FY22	Growth (#)	Growth (%)
Bus	5,790	5,790	-	0%
Rail	4,562	4,631	69	2%
Light Rail and Contracted Services	218	228	10	5%
Police	383	400	17	4%
System Safety	55	61	6	11%
Info and Digital Technology	183	183	-	0%
Admin	1,079	1,113	34	3%
<b>NJT Total</b>	<b>12,269</b>	<b>12,405</b>	<b>136</b>	<b>1%</b>

*\*Note: values and figures above include mandatory items, discretionary investments, and efficiency/savings offsets*

## BUDGET

### Operations – 87.5% of Budget

- Bus – 32.1%
- Rail – 37.6%
- Light Rail – 10.6%
- Police – 2.8%
- System Safety – 0.3%
- Info and Digital Technology – 4.0%

## HEADCOUNT

### Operations – 91.0% of FTE

- Bus – 46.7%
- Rail – 37.3%
- Light Rail – 1.8%
- Police – 3.2%
- System Safety – 0.5%
- Info and Digital Technology – 1.5%

## FY22 – Gov’s Proposed Operating Budget

**Total: \$2.649B | Growth: \$220.8m or 9.1% over FY21 Projected | FTE: 12,405**

**Governor Murphy: 4.5% CAGR since 2018 | FY22 State Assistance: \$507.1m**

**General Fund Subsidy: \$100.0m | Turnpike Funding: \$350m, including \$25m for Portal North Bridge**

**Capital to Operating Transfer: \$362m; reduction of \$98.8m from FY21**

**Farebox Revenue: 60.7% of FY19 Pre-COVID: \$590.7m Based on NJT/AECOM/VHB analysis and projections**

### Contractual Escalations \$68.8m, 0 FTE

1. Staffing/Labor: \$53.4m
2. LRCS Purchased Transportation contractual escalations: \$5.2m
3. IT service cost escalations: \$8.9m
4. Police materials and services: \$1.1m
5. Tenant management consultant \$200k

### State and Federal Mandates \$8.4m, 19 FTE

1. Guidehouse recommendations: \$4.2m, 12 FTE
2. EEO Training: \$1.3m
3. Access Link A4234 implementation: \$2.5m, 4 FTE
4. PTC training: \$440K, 3 FTE

### Other Mandatory \$37.3m, 0 FTE

1. Increase funding for injury and damages claims: \$18.2m
2. NY Penn/Moynihan expansion: \$3.4m
3. Amtrak NEC PRIIA Trackage Fees Increase: \$12.0m
4. Port Authority/NJTA toll increases: \$3.3m
5. Police lease and equipment costs: \$400k

## FY22 – Gov’s Proposed Operating Budget, cont.

### Discretionary Items \$56.0m, 117 FTE

1. Restore Corporate Insurance Program: \$24.8m
2. Strategic initiatives: \$31.2m, 117 FTE

Selected initiatives include:

- Optimize bus service following COVID-19
- Enhanced Rail Infrastructure and Engineering: \$2.5m, 16 FTE
- Take leadership role in developing plans to address additional Trans-Hudson demand across modes: \$308k, 2FTE
- Streamline and ensure consistent, accurate communication with our customers across all channels: \$1.3m 11FTE
- Enhance system safety and security: \$2.6m, 23FTE
- Enhance cleaning programs in stations w. deep cleans at key stations: \$2.7m, 30FTE
- Develop and roll out a bonding assistance program for DBEs: \$402k, 2FTE
- Develop and communicate a strong candidate and employee total rewards value proposition: \$2.0m, 9FTE
- Align agency-wide learning strategy together with operations training: \$2.7m, 7FTE
- Fully Fund 142 positions partially funded in FY21: \$10.9m
- Other: including tree trimming and enhanced Access Link services: \$5.8m, 17FTE

### Reductions (\$158.0m), 0 FTE

1. COVID cleaning and supplies: (\$120.0m)
2. Vacancy Rate increase 1.6% to 3%: (\$25.8m)
3. North Highlands implementation: (\$4.0m)
4. Credit Card fees for ticket purchases: (\$2.5m)
5. Employee benefits program management: (\$2.0m)
6. Overtime savings for Rail car cleaning: (\$2.2m)
7. Bus Parts warranty savings: (\$1.5m)

## FY23 – Preliminary Operating Budget

**Total: \$2.778B | Growth: \$128.4m or 4.8% over FY22 | FTE: 12,505**

**Governor Murphy: 4.6% CAGR since FY18 | Est. Funding Need: \$354.9m**

**Farebox Revenue 78.3% of FY19 Pre-COVID: \$762.7m Based on NJT/AECOM/VHB analysis and projections**

**State Operating Subsidy: TBD**

**Turnpike Funding: \$746m, including \$25m for Portal North Bridge**

**CRRSA Act: Funding balance from FY22 fully utilized in FY23 \$252.7m**

**Does not include potential future funding from President Biden's American Rescue Plan**

### **Strategic Planning & Customer Reliability – \$32.0m**

- Additional service enhancements and Bus route redesign & simplification
- Enhanced support of the existing service and maintenance of the fleet programs

### **Mandatory Cost Increases – \$96.4m**

- Roughly 30% attributable to agreement labor contracts
- Purchased transportation and IT contract escalations, etc.

## EXHIBIT B

**Philip D. Murphy**, Governor  
**Sheila Y. Oliver**, Lieutenant Governor  
**Diane Gutierrez-Scaccetti**, Commissioner  
**Kevin S. Corbett**, President & CEO

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



# New Jersey Transit Budget Proposal Transmittal

March 10, 2021

**EXHIBIT B****Table of Contents**

<b>1. EXECUTIVE SUMMARY .....</b>	<b>3</b>
<b>2. HISTORY .....</b>	<b>4</b>
<b>3. REGIONAL AND AGENCY TRENDS .....</b>	<b>5</b>
<b>4. KEY PERFORMANCE INDICATORS .....</b>	<b>5</b>
<b>5. CORPORATE BUSINESS PLAN.....</b>	<b>6</b>
<b>6. FOUR-YEAR BUDGET OUTLOOK .....</b>	<b>7</b>
<b>7. AGENCY AND STATE BUDGET INTERACTION .....</b>	<b>9</b>
<b>8. ORGANIZATIONAL STRUCTURE .....</b>	<b>9</b>
<b>9. OPERATING REVENUE AND EXPENSE TRENDS .....</b>	<b>9</b>
<b>10. CURRENT YEAR HEADCOUNT ANALYSIS .....</b>	<b>10</b>
<b>11. CAPITAL PROGRAM AND ANALYSIS.....</b>	<b>11</b>
<b>12. APPENDICES.....</b>	<b>A</b>
APPENDIX A – REGIONAL & AGENCY RIDERSHIP TRENDS .....	12
APPENDIX B – LIST OF KEY PERFORMANCE INDICATORS.....	38
APPENDIX C – NJ TRANSIT AND STATE BUDGET PROCESS .....	39
APPENDIX D – ESTIMATED REVENUE AND EXPENSE TRENDS.....	40
APPENDIX E – CAPITAL PROGRAM OVERVIEW .....	41

## EXHIBIT B

### Executive Summary

Dear Commissioner and Members of the State Legislature:

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin S. Corbett", is positioned above the printed name and title.

Kevin S. Corbett  
President & CEO

## EXHIBIT B

### History

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

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

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

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



## **EXHIBIT B**

### **Regional and Agency Trends**

NJ TRANSIT produces a quarterly document on ridership trends, by transportation mode, day of the week and market, as well as regional economic statistics for comparative purposes. The most current quarterly document of FY21, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix A.

Ridership trends systemwide were significantly impacted by the COVID-19 pandemic. NJ TRANSIT has seen a decrease in total passenger trips of 60.8% during the second quarter of FY21, when compared to the same period in FY20. By mode, this includes a 80.2% decrease in Rail passenger trips, a 50.6% decrease in Bus trips and a 52.4% decrease in Light Rail trips. The largest decrease has been seen in weekday trips at 62.9%, followed by Sunday 50.0% & Saturday 49.9% trips comparing year-over-year.

All markets have seen significant declines in passenger trips year-over-year. New York City passenger trips have been the most impacted, seeing a 72.3% decrease. This is primarily due to type many of their riders having the ability to work remotely. Northern & Southern New Jersey passenger trips have decreased by 47.9% and 45.8% respectively.

### **List of Key Performance Indicators**

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

## EXHIBIT B

### Corporate Business Plan

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

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

## EXHIBIT B

## Four-Year Budget Outlook

(\$ in millions)	FY20 <u>Actuals</u>	FY21 <u>Budget</u>	FY21 <u>Projected</u>	FY22 <u>Gov's Budget</u>	FY23 <u>Prelim Est.</u>
<b>RESOURCES</b>					
Farebox Revenue	\$738.9	\$374.6	\$244.9	\$590.7	\$762.7
Commercial Revenue	118.7	82.0	62.0	\$67.0	75.1
State Operating Subsidy	457.5	386.1	215.0	\$100.0	TBD
Turnpike Funding*	129.0	129.0	129.0	\$325.0	721.0
Clean Energy Fund	82.1	82.1	82.1	\$82.1	82.1
Capital Transfer	461.0	460.8	460.8	\$362.0	362.0
All Other	195.0	167.3	147.1	\$167.3	167.3
CARES Act	360.8	925.1	1,057.8	\$18.4	-
Coronavirus Relief Fund	-	30.0	30.0	\$0.0	-
CRRSA Act	-	-	-	\$937.0	252.7
Funding Need	-	-	-	-	354.9
<b>TOTAL RESOURCES</b>	<b>\$2,543.0</b>	<b>\$2,637.0</b>	<b>\$2,428.7</b>	<b>\$2,649.5</b>	<b>\$2,777.9</b>
<i>Δ from Prior Yr (%)</i>	10.3%	3.7%	-4.5%	9.1%	4.8%
<i>4-Yr CAGR (%)</i>					4.8%
<b>EXPENSES</b>					
Labor	\$786.9	\$854.8	\$813.8	\$882.1	900.0
Fringe Benefits	568.9	681.4	649.1	705.9	725.4
Services	184.1	196.6	191.5	209.6	224.6
Fuel & Power	103.9	116.2	111.7	116.2	116.2
Utilities	46.4	47.0	45.9	48.0	49.0
Purchased Transportation	243.7	281.8	235.4	287.0	337.0
Materials & Supplies	180.1	273.0	187.3	154.9	159.9
Tolls, Trackage & Fees	86.9	91.1	91.3	109.6	129.6
Claims & Insurance	128.2	42.4	41.6	85.4	85.4
All Other Expenses	44.1	52.7	61.0	50.7	50.7
<b>TOTAL EXPENSES</b>	<b>\$2,373.3</b>	<b>\$2,637.0</b>	<b>\$2,428.7</b>	<b>\$2,649.5</b>	<b>\$2,777.9</b>
<i>Δ from Prior Yr (%)</i>	3.0%	11.1%	2.3%	9.1%	4.8%
<i>4-Yr CAGR (%)</i>					4.8%

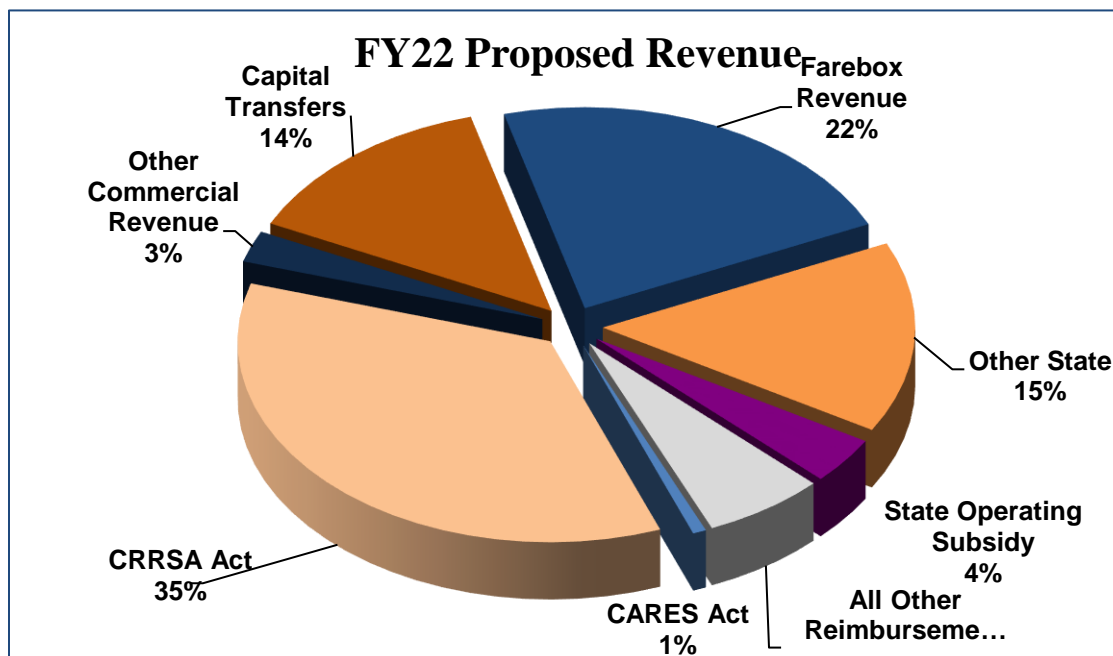
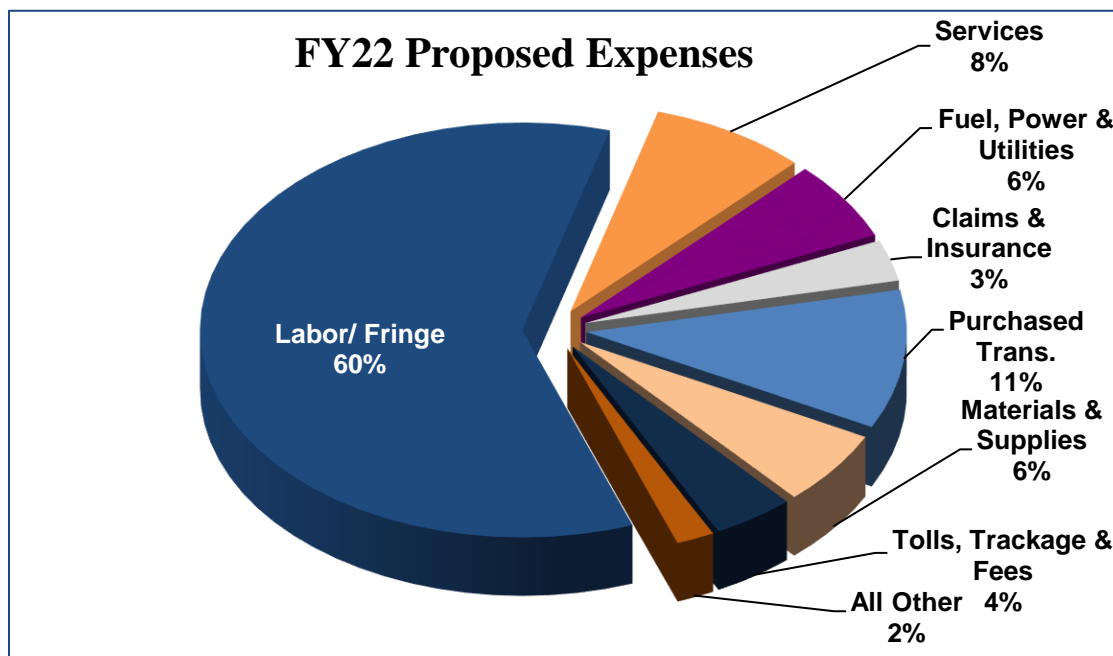
**\*Total Turnpike Funding for FY22 & FY23 is \$350m and \$746m respectively, includes \$25m each year allotted for the Portal North Bridge capital project**

NJ TRANSIT currently expects to end FY21 with \$0 Net Operating Income and to utilize CARES Act funding to offset reductions to Farebox and Commercial revenue experienced due to the COVID-19 Pandemic. FY22 anticipates a continuation of substantially lower than normal Farebox and Commercial revenue (approximately 60% of FY19) with reductions offset by Coronavirus Response and Relief Supplemental Appropriations

**EXHIBIT B**

(CRRSAA) Act of 2021 funding. FY23 Farebox and Commercial Revenues are projected to return to nearly 80% of FY19 actuals. There are no proposed fare increases in FY21, FY22 or FY23.

The pie charts below reflect the sources and uses of NJ TRANSIT's operating budget as proposed in the Governor's FY22 Budget.



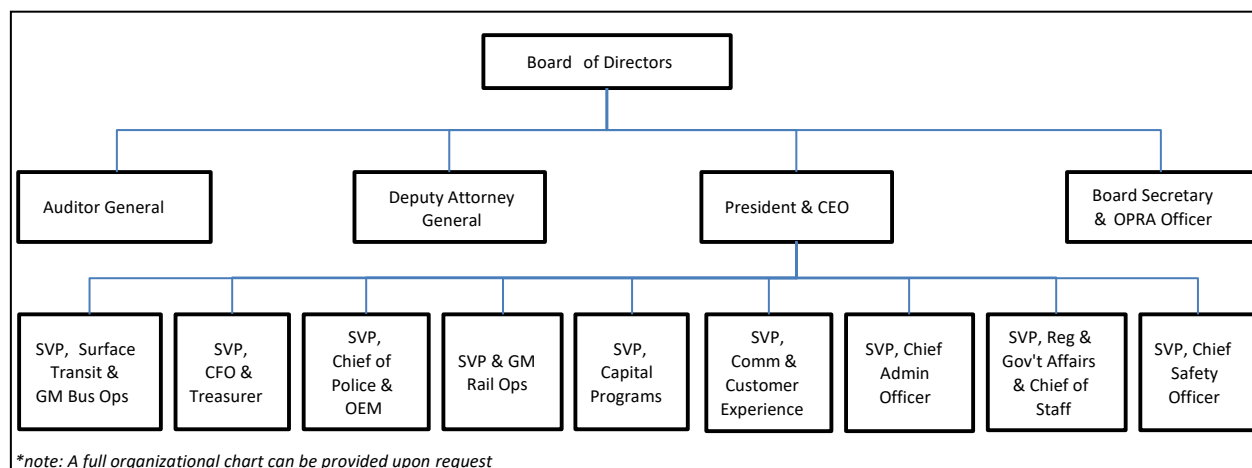
## EXHIBIT B

### Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY22 Budget recommends a General Fund subsidy of \$100 million, which along with \$325\* million in New Jersey Turnpike funding and \$82.1 in Clean Energy support, represents \$507.1m, or nearly 20% of NJ TRANSIT's total operating budget of \$2.649.5 billion. The budgeting timeline and process for both the Corporation and the State are reflected in Appendix C. \*FY22 anticipated New Jersey Turnpike funding totals \$350m, with \$25m allocated to the North Portal Bridge capital project.

### Organizational Structure

The Corporation is comprised of approximately 12,000 employees, nearly 85% of whom are represented by a union. The current organizational hierarchy is shown immediately below.



### Operating Revenue and Expense Trends

NJ TRANSIT is currently estimating modest cost increases of 3.9% beyond FY23 with funding needs beginning in FY23 (see Appendix D). This reflects the median compounded annual growth rate of several regional transit peers. It should also be noted that the projection assumes a new funding agreement with the New Jersey Turnpike Authority, currently under negotiation. In order to support those costs in excess of already identified revenues, funding may come from any combination of an array of sources including, but not limited to the following:

- Fares and other revenues
- Additional state and/or federal support, including President Joe Biden's American Rescue Plan which passed the House of Representatives on February 27, 2021
- Cost reduction initiatives
- New dedicated funding streams

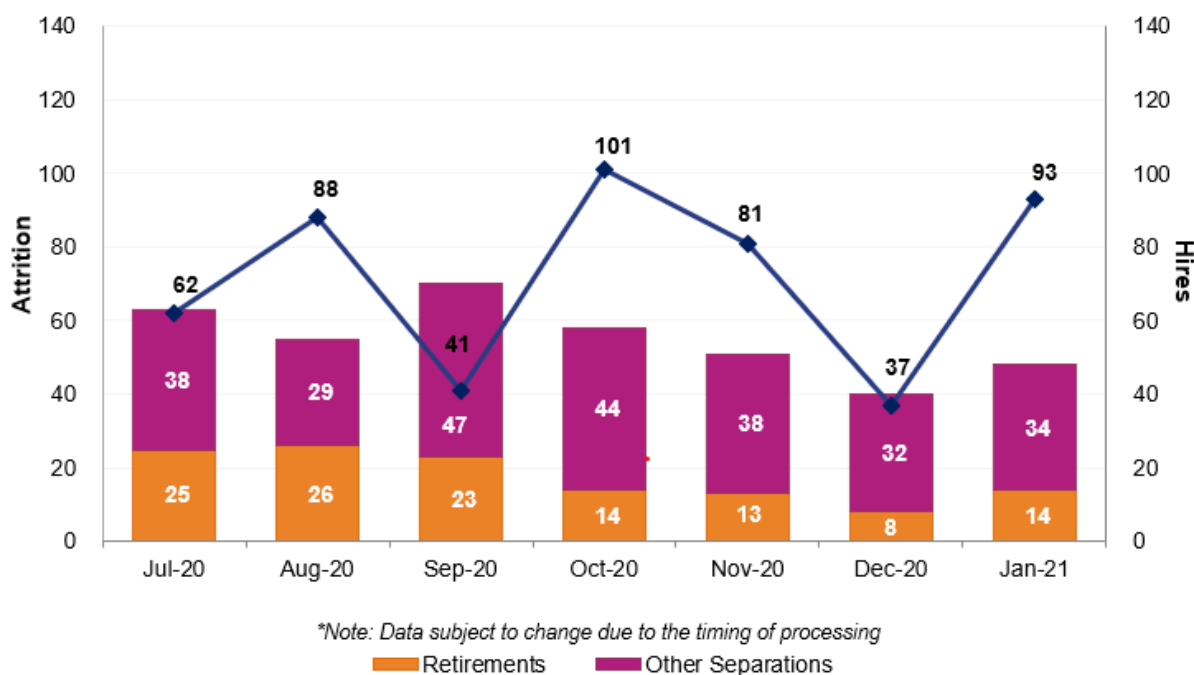
**EXHIBIT B****Current Year Headcount Analysis**

In FY21, NJ TRANSIT has a budgeted headcount of 12,269. At the end of January 2021, there were 11,670 positions filled. This left 599 vacancies at this time, reflecting a vacancy rate of 4.9% of the total budgeted headcount. This vacancy rate compares to the 4.7% vacancy rate published by the US Bureau of Labor Statistics for the Transportation/Warehousing/Utilities industry for the month of December 2020. It should be noted that due to the Covid-19 pandemic, hiring has generally been limited to essential positions only and on January 31, 2021, there was a hiring freeze on 271 new positions which were added in FY21 but only funded starting in the 4<sup>th</sup> quarter. Total labor and fringe costs through January 2021 were \$823.1 million, equating to an average annual cost (labor + fringe) per employee of \$121K year-to-date.

<b>FY2021 January Year-To-Date</b>					
	<b>Headcount</b>				<b>Cost</b>
	<b>Actual</b>	<b>Budgeted</b>	<b>Vacancies</b>	<b>% Vacant</b>	<b>Labor/fringe</b>
Rail	4,662	4,562	(100)	(2.2%)	\$371.4
Bus	5,392	5,757	366	6.3%	340.8
Light Rail	192	222	30	13.5%	13.1
Administration	1,426	1,729	303	17.5%	97.8
<b>TOTAL</b>	<b>11,670</b>	<b>12,269</b>	<b>599</b>	<b>4.9%</b>	<b>\$823.1</b>

*\*Note: Rail Actuals exceed Budgeted due to Assistant Conductor and Locomotive Engineer Trainees*

Between July 2020 and January 2021, NJ TRANSIT has hired 503 staff and lost 385 staff, for a net gain of 118. Roughly 32% of the 385 separations were due to retirements. Total NJ TRANSIT vacancies have declined by 141, or 20% since the beginning of FY21.



*\*note: Headcount data as of the end of January 2021 and excludes interns*

## EXHIBIT B

### Capital Program and Analysis

NJ TRANSIT's capital program is largely comprised of Transportation Trust Fund and federal funding from the Federal Transit Administration and Federal Highway Administration. A summary of current capital appropriations and proposed out-year needs for those projects are reflected in Appendix E. Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com).

{THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK}

**APPENDIX A**

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS  
Second Quarter, Fiscal Year 2021****TABLE OF CONTENTS**

<b>NJ TRANSIT System Ridership</b>	<b>Page 13</b>
<b>NJ TRANSIT Market Ridership</b>	<b>Page 14</b>
<b>NJ TRANSIT Rail Ridership</b>	<b>Page 15</b>
<b>NJ TRANSIT Bus Ridership</b>	<b>Page 26</b>
<b>NJ TRANSIT Light Rail Ridership</b>	<b>Page 30</b>
<b>Regional Transportation Trends</b>	<b>Page 34</b>
<b>Regional Economic Trends</b>	<b>Page 36</b>
<b>Weather Conditions</b>	<b>Page 37</b>

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



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

- NJ TRANSIT RIDERSHIP

## NJ TRANSIT


**Passenger Ridership Statistics**  
**Fiscal Year 2021**

**Total Passenger Trips** **2nd Quarter**  
**Growth\*** **26.0 million**  
**(-60.8%)**

**Average Weekday Trips** **339,900**  
**Change\*** **(- 575,660)**  
**Growth\*** **(- 62.9%)**

**Average Saturday Trips** **210,500**  
**Change\*** **(- 209,420)**  
**Growth\*** **(- 49.9%)**

**Average Sunday Trips** **148,200**  
**Change\*** **(- 148,440)**  
**Growth\*** **(- 50.0%)**

**Weekends (Saturday + Sunday)**  
**Growth\*** **(- 49.9%)**

**Rail Trips** **4.5 million**  
**Growth\*** **(- 80.2%)**

**Bus Trips** **18.7 million**  
**Growth\*** **(- 50.6%)**

**Light Rail Trips** **2.9 million**  
**Growth\*** **(- 52.4%)**

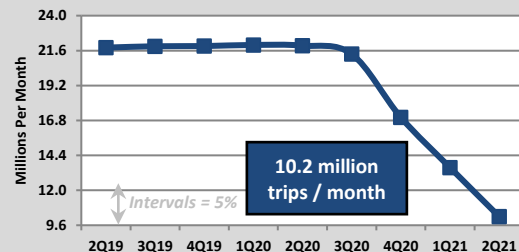
**New York City Trips all modes**  
**Growth\*** **(- 72.3%)**

**Northern New Jersey Trips all modes**  
**Growth\*** **(- 47.9%)**

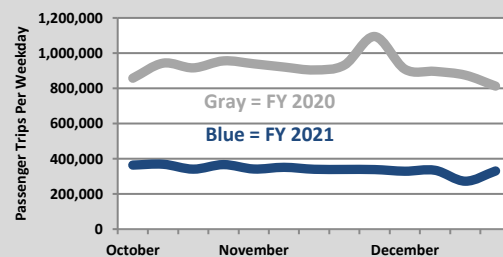
**Southern New Jersey Trips all modes**  
**Growth\*** **(- 45.8%)**

\* Compared to same period last year.

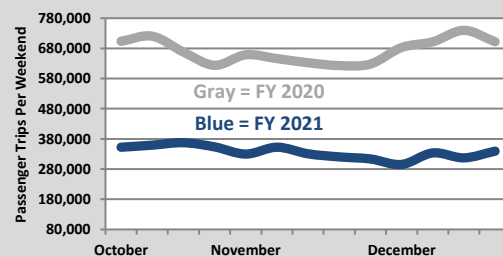
NJ TRANSIT Moving Average Passenger Trips



NJ TRANSIT 1Q21 Avg Weekday Psgr Trips By Week



NJ TRANSIT 1Q21 Weekend Psgr Trips By Week



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

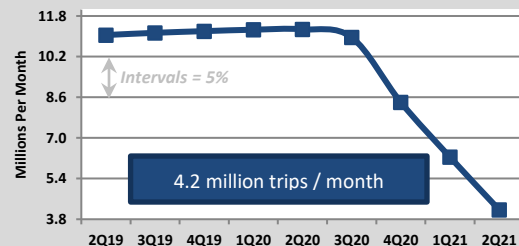
- MARKET RIDERSHIP

**NJ TRANSIT**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**
**2nd Quarter**

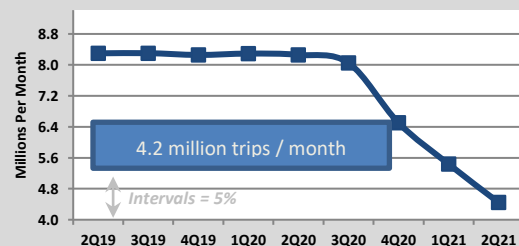
Rail New York City Market Psgr Trips Growth*	3.4 million (- 81.5%)
Bus New York City Market Psgr Trips Growth*	6.1 million (- 61.4%)
<b>Total New York City Market Trips Growth*</b>	<b>9.5 million (- 72.3%)</b>
Rail Northern NJ Market Psgr Trips Growth*	0.7 million (- 59.8%)
Bus Northern NJ Market Psgr Trips Growth*	9.8 million (- 45.3%)
Light Rail Northern NJ Market Trips Growth*	2.5 million (- 52.9%)
<b>Total Northern NJ Market Psgr Trips Growth*</b>	<b>13.0 million (- 47.9%)</b>
Rail Southern NJ Market Psgr Trips Growth*	0.05 million (- 63.8%)
Bus Southern NJ Market Psgr Trips Growth*	2.3 million (- 44.9%)
Light Rail Southern NJ Market Trips Growth*	0.3 million (- 48.0%)
<b>Total Southern NJ Market Psgr Trips Growth*</b>	<b>2.7 million (- 45.8%)</b>

\* Compared to same period last year.

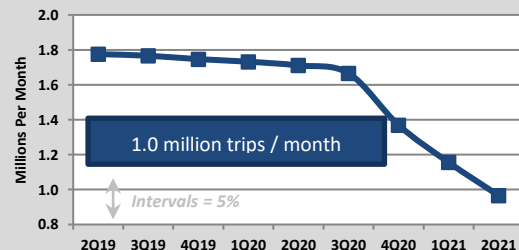
NYC MARKET Moving Average Passenger Trips



NORTH JERSEY Moving Average Passenger Trips



SOUTH JERSEY Moving Average Passenger Trips



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## • RAIL RIDERSHIP

NJ TRANSIT Rail  
Passenger Ridership Statistics  
Fiscal Year 20212nd Quarter

Total Passenger Trips  
Growth\* 4.5 million  
(- 80.2%)

Average Weekday Trips  
Change\* 60,550  
(- 262,270)  
Growth\* (- 81.2%)

Average Saturday Trips  
Change\* 32,950  
(- 91,520)  
Growth\* (- 73.5%)

Average Sunday Trips  
Change\* 26,750  
(- 74,500)  
Growth\* (- 73.6%)

Weekends (Saturday + Sunday)  
Growth\* (- 73.6%)

Monthly Passholders#  
Change\* 21,178  
(- 187,700)  
Growth\* (- 89.9%)

Market – Weekday Trips 2nd Quarter

New York Trips  
Change\* 37,620  
(- 158,180)  
Growth\* (- 80.8%)

Newark Trips  
Change\* 5,770  
(- 32,400)  
Growth\* (- 84.7%)

Hoboken Trips  
Change\* 3,140  
(- 30,120)  
Growth\* (- 90.6%)

Atlantic City Trips  
Growth\* 380  
(- 58.7%)

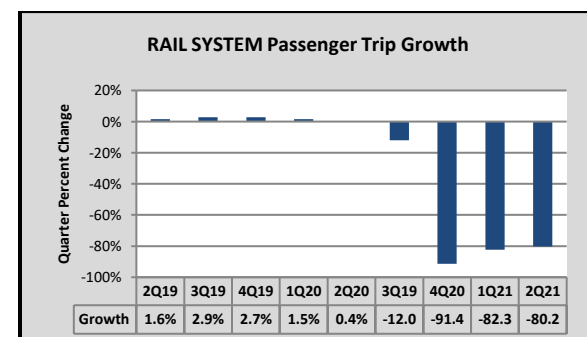
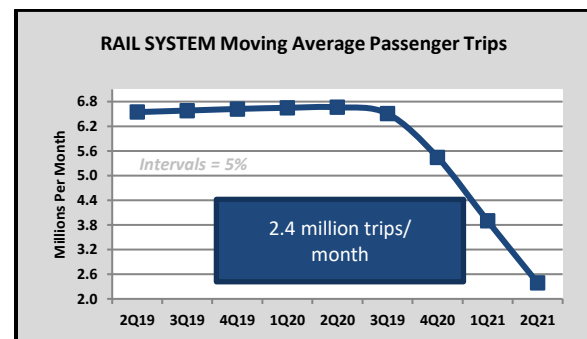
Philadelphia Trips  
Growth\* 85  
(- 80.7%)

Local Trips  
Growth\* 8,455  
(- 60.3%)

Transfers  
Growth\* 4,350  
(- 85.8%)

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

RAIL SYSTEM Ridership Trends By Ticket Type	2Q FY 2021	Last 12 Months
Oneway		
Round Trip	(- 73.0%)	(- 66.3%)
Ten Trip		
Weekly		
Senior Citizen	(- 81.2%)	(- 69.8%)
Monthly Pass	(- 87.6%)	(- 67.2%)
<b>TOTAL</b>	<b>(- 79.7%)</b>	<b>(- 67.0%)</b>



RAIL SYSTEM Ridership Trends Temporal	2Q FY 2021	Last 12 Months
Weekday Peak	(- 87.7%)	(- 67.3%)
Weekday Off-Peak	(- 72.6%)	(- 67.3%)
Weekend	(- 73.1%)	(- 65.9%)
<b>TOTAL</b>	<b>(- 79.7%)</b>	<b>(- 67.1%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## NORTHEAST CORRIDOR

Passenger Ridership Statistics  
Fiscal Year 2021

	2nd Quarter
<b>Total Passenger Trips</b>	<b>2.0 million</b>
<b>Growth*</b>	<b>(- 78.4%)</b>
<b>Average Weekday Trips</b>	<b>26,200</b>
<b>Change*</b>	<b>(- 98,750)</b>
<b>Growth*</b>	<b>(- 79.0%)</b>
<b>Average Saturday Trips</b>	<b>16,100</b>
<b>Change*</b>	<b>(- 50,140)</b>
<b>Growth*</b>	<b>(- 75.7%)</b>
<b>Average Sunday Trips</b>	<b>13,400</b>
<b>Change*</b>	<b>(- 42,180)</b>
<b>Growth*</b>	<b>(- 75.9%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 75.8%)</b>
<b>Monthly Passholders#</b>	<b>9,305</b>
<b>Change*</b>	<b>(- 68,518)</b>
<b>Growth*</b>	<b>(- 88.0%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
<b>New York Trips</b>	<b>20,370</b>
<b>Change*</b>	<b>(- 74,580)</b>
<b>Growth*</b>	<b>(- 78.5%)</b>
<b>Newark Trips</b>	<b>3,470</b>
<b>Change*</b>	<b>(- 18,130)</b>
<b>Growth*</b>	<b>(- 83.9%)</b>
<b>Hoboken Trips</b>	<b>60</b>
<b>Change*</b>	<b>(- 790)</b>
<b>Growth*</b>	<b>(- 92.9%)</b>
<b>Local Trips</b>	<b>2,300</b>
<b>Change*</b>	<b>(- 5,250)</b>
<b>Growth*</b>	<b>(- 69.5%)</b>

\* Compared to same period last year.

# Passholders average two Rail trips per weekday.

## NORTHEAST

CORRIDOR  
Ridership Trends

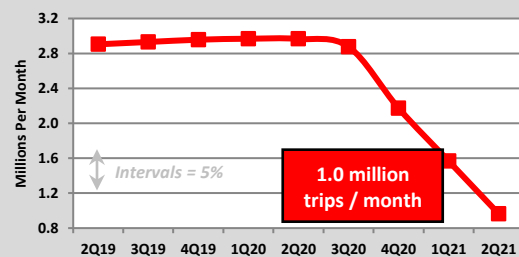
2Q FY 2021

Last 12 Months

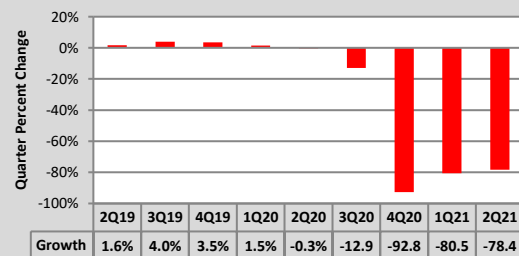
## By Ticket Type

Oneway	} (- 74.1%)	(- 67.5%)
Round Trip		
Ten Trip Weekly		
Senior Citizen	(- 80.7%)	(- 69.9%)
Monthly Pass	(- 85.2%)	(- 66.8%)
<b>TOTAL</b>	<b>(- 78.4%)</b>	<b>(- 67.5%)</b>

NEC Moving Average Passenger Trips



NEC Passenger Trip Growth



## NORTHEAST

CORRIDOR  
Ridership Trends

2Q FY 2021

Last 12 Months

## Temporal

Weekday Peak	(- 85.2%)	(- 66.8%)
Weekday Off-Peak	(- 74.1%)	(- 67.8%)
Weekend	(- 75.8%)	(- 68.0%)
<b>TOTAL</b>	<b>(- 78.4%)</b>	<b>(- 67.5%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

**COAST LINE**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**

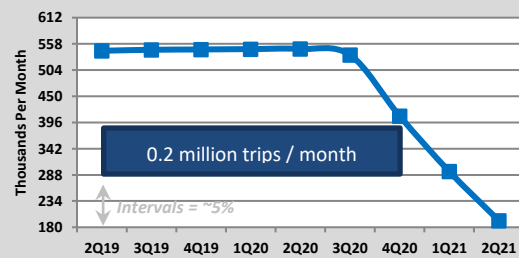

	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.4 million</b>
<b>Growth*</b>	<b>(- 75.2%)</b>
<b>Average Weekday Trips</b>	<b>5,200</b>
<b>Change*</b>	<b>(- 17,400)</b>
<b>Growth*</b>	<b>(- 77.0%)</b>
<b>Average Saturday Trips</b>	<b>3,400</b>
<b>Change*</b>	<b>(- 7,000)</b>
<b>Growth*</b>	<b>(- 67.3%)</b>
<b>Average Sunday Trips</b>	<b>2,700</b>
<b>Change*</b>	<b>(- 5,280)</b>
<b>Growth*</b>	<b>(- 66.2%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 66.8%)</b>
<b>Monthly Passholders#</b>	<b>1,693</b>
<b>Change*</b>	<b>(- 12,983)</b>
<b>Growth*</b>	<b>(- 88.5%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
New York Trips	2,800
Change*	(- 10,800)
Growth*	(- 79.4%)
Newark Trips	790
Change*	(- 4,210)
Growth*	(- 84.2%)
Hoboken Trips	70
Change*	(- 880)
Growth*	(- 92.6%)
Local Trips	1,540
Change*	(- 1,510)
Growth*	(- 49.5%)

\* Compared to same period last year.

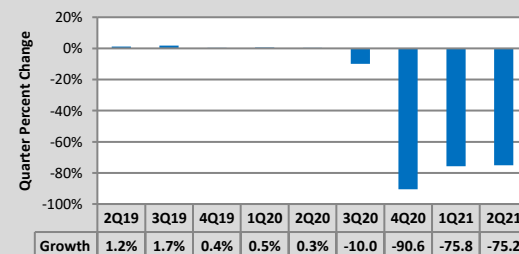
# Passholders average two Rail trips per weekday.

<b>COAST LINE</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>By Ticket Type</b>		
Oneway		
Round Trip	(- 65.6%)	(- 62.1%)
Ten Trip		
Weekly		
Senior Citizen	(- 80.0%)	(- 69.0%)
Monthly Pass	(- 86.5%)	(- 66.5%)
<b>TOTAL</b>	<b>(- 75.2%)</b>	<b>(- 64.6%)</b>

COAST LINE Moving Average Passenger Trips



COAST LINE Passenger Trip Growth



<b>COAST LINE</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Temporal</b>		
Weekday Peak	(- 86.5%)	(- 66.5%)
Weekday Off-Peak	(- 66.5%)	(- 63.5%)
Weekend	(- 66.8%)	(- 62.4%)
<b>TOTAL</b>	<b>(- 75.2%)</b>	<b>(- 64.6%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

**RARITAN VALLEY LINE**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**

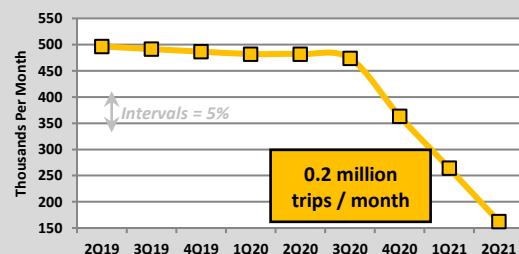

	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.3 million</b>
<b>Growth*</b>	<b>(- 82.3%)</b>
<b>Average Weekday Trips</b>	<b>3,650</b>
<b>Change*</b>	<b>(- 18,790)</b>
<b>Growth*</b>	<b>(- 83.7%)</b>
<b>Average Saturday Trips</b>	<b>1,700</b>
<b>Change*</b>	<b>(- 3,730)</b>
<b>Growth*</b>	<b>(- 68.7%)</b>
<b>Average Sunday Trips</b>	<b>1,350</b>
<b>Change*</b>	<b>(- 2,920)</b>
<b>Growth*</b>	<b>(- 68.4%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 68.6%)</b>
<b>Monthly Passholders#</b>	<b>1,603</b>
<b>Change*</b>	<b>(- 16,715)</b>
<b>Growth*</b>	<b>(- 91.3%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
New York Trips	1,490
Change*	(- 8,350)
Growth*	(- 87.0%)
Newark Trips	1,390
Change*	(- 9,010)
Growth*	(- 86.6%)
Hoboken Trips	10
Change*	(-240)
Growth*	- 96.0%
Local Trips	760
Change*	(- 990)
Growth*	(- 56.6%)

\* Compared to same period last year.

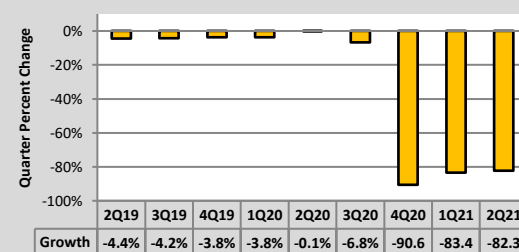
# Passholders average two Rail trips per weekday.

<b>RARITAN VALLEY</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>By Ticket Type</b>		
Oneway		
Round Trip	(- 72.1%)	(- 64.5%)
Ten Trip		
Weekly		
Senior Citizen	(- 81.5%)	(- 69.4%)
Monthly Pass	(- 90.2%)	(- 67.2%)
<b>TOTAL</b>	<b>(- 82.3%)</b>	<b>(- 66.3%)</b>

RARITAN VALLEY Moving Average Passenger Trips



RARITAN VALLEY Passenger Trip Growth



<b>RARITAN VALLEY</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Temporal</b>		
Weekday Peak	(- 90.2%)	(- 67.2%)
Weekday Off-Peak	(- 71.6%)	(- 65.9%)
Weekend	(- 68.5%)	(- 61.8%)
<b>TOTAL</b>	<b>(- 82.3%)</b>	<b>(- 66.3%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

**MORRIS & ESSEX LINES**Morristown Line & Gladstone Branch  
Passenger Ridership Statistics  
Fiscal Year 2021

	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.8 million</b>
<b>Growth*</b>	<b>(- 79.6%)</b>
<b>Average Weekday Trips</b>	<b>11,600</b>
<b>Change*</b>	<b>(- 49,450)</b>
<b>Growth*</b>	<b>(- 81.0%)</b>
<b>Average Saturday Trips</b>	<b>5,700</b>
<b>Change*</b>	<b>(- 13,280)</b>
<b>Growth*</b>	<b>(- 70.0%)</b>
<b>Average Sunday Trips</b>	<b>4,500</b>
<b>Change*</b>	<b>(- 9,950)</b>
<b>Growth*</b>	<b>(- 68.9%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 69.5%)</b>
<b>Monthly Passholders#</b>	<b>4,478</b>
<b>Change*</b>	<b>(- 41,573)</b>
<b>Growth*</b>	<b>(- 90.3%)</b>
<b>Market – Weekday Trips</b>	<u><b>2nd Quarter</b></u>
<b>New York Trips</b>	<b>8,290</b>
<b>Change*</b>	<b>(- 38,810)</b>
<b>Growth*</b>	<b>(- 82.4%)</b>
<b>Newark Trips</b>	<b>600</b>
<b>Change*</b>	<b>(- 1,400)</b>
<b>Growth*</b>	<b>(- 70.0%)</b>
<b>Hoboken Trips</b>	<b>650</b>
<b>Change*</b>	<b>(- 7,000)</b>
<b>Growth*</b>	<b>(- 91.5%)</b>
<b>Local Trips</b>	<b>2,040</b>
<b>Change*</b>	<b>(- 2,160)</b>
<b>Growth*</b>	<b>(- 51.4%)</b>

\* Compared to same period last year.

# Passholders average two Rail trips per weekday.

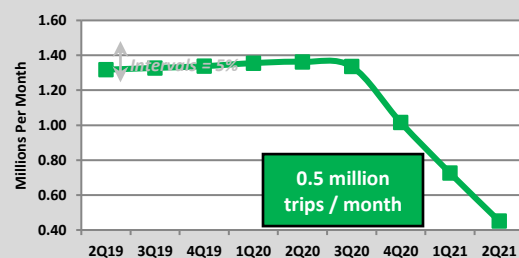
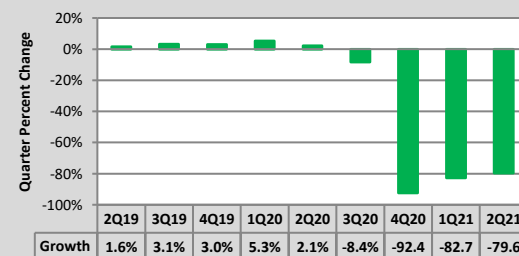
**MORRIS & ESSEX****Ridership Trends****2Q FY 2021****Last 12 Months****By Ticket Type**

Oneway		
Round Trip	}	(- 71.6%)
Ten Trip		
Weekly		
Senior Citizen		(- 84.4%)
Monthly Pass		(- 87.6%)
<b>TOTAL</b>		<b>(- 79.6%)</b>

(- 65.6%)

(- 72.3%)

(- 67.2%)

**MORRIS & ESSEX Moving Average Passenger Trips****MORRIS & ESSEX Passenger Trip Growth****MORRIS & ESSEX****Ridership Trends****2Q FY 2021****Last 12 Months****Temporal**

Weekday Peak	(- 87.6%)	(- 67.2%)
Weekday Off-Peak	(- 72.7%)	(- 67.3%)
Weekend	(- 69.4%)	(- 63.2%)
<b>TOTAL</b>	<b>(- 79.6%)</b>	<b>(- 66.8%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

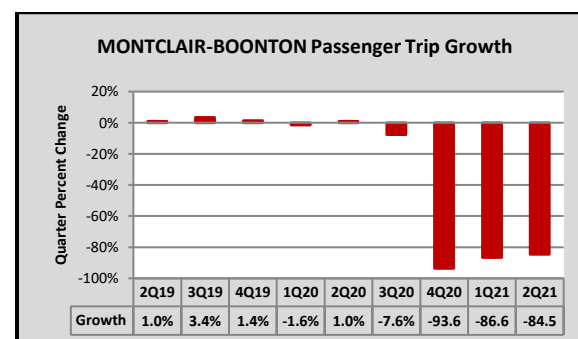
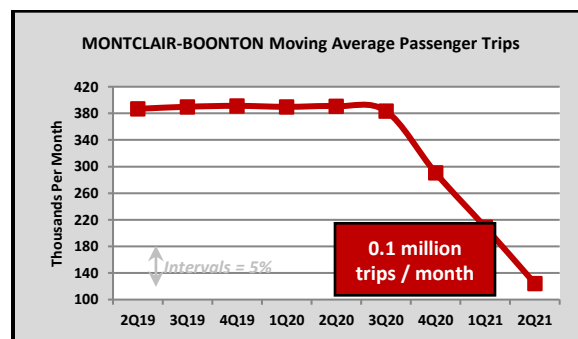
**MONTCLAIR-BOONTON LINE**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**


	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.2 million</b>
<b>Growth*</b>	<b>(- 84.5%)</b>
<b>Average Weekday Trips</b>	<b>2,850</b>
<b>Change*</b>	<b>(- 16,350)</b>
<b>Growth*</b>	<b>(- 85.2%)</b>
<b>Average Saturday Trips</b>	<b>650</b>
<b>Change*</b>	<b>(- 1,300)</b>
<b>Growth*</b>	<b>(- 66.7%)</b>
<b>Average Sunday Trips</b>	<b>500</b>
<b>Change*</b>	<b>(- 1,130)</b>
<b>Growth*</b>	<b>(- 69.3%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 67.9%)</b>
<b>Monthly Passholders#</b>	<b>1,193</b>
<b>Change*</b>	<b>(- 14,308)</b>
<b>Growth*</b>	<b>(- 92.3%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
New York Trips	2,160
Change*	(- 10,690)
Growth*	(- 83.2%)
Newark Trips	150
Change*	(- 650)
Growth*	(- 81.3%)
Hoboken Trips	310
Change*	(- 4,390)
Growth*	(- 93.4%)
Local Trips	230
Change*	(- 620)
Growth*	(- 72.9%)

\* Compared to same period last year.

# Passholders average two Rail trips per weekday.

<b>MONTCLAIR-BOONTON LINE</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Ridership Trends</b>		
<b>By Ticket Type</b>		
Oneway		
Round Trip	(- 76.0%)	(- 67.9%)
Ten Trip		
Weekly		
Senior Citizen	(- 86.4%)	(- 72.5%)
Monthly Pass	(- 90.5%)	(- 68.0%)
<b>TOTAL</b>	<b>(- 84.5%)</b>	<b>(- 68.2%)</b>



<b>MONTCLAIR-BOONTON</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Ridership Trends</b>		
<b>Temporal</b>		
Weekday Peak	(- 90.5%)	(- 68.2%)
Weekday Off-Peak	(- 70.8%)	(- 69.3%)
Weekend	(- 68.0%)	(- 61.5%)
<b>TOTAL</b>	<b>(- 84.5%)</b>	<b>(- 68.2%)</b>



## APPENDIX A


## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

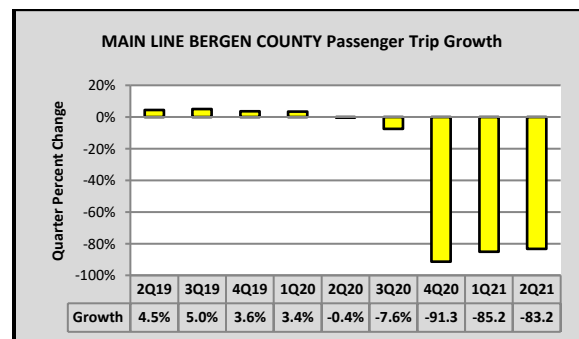
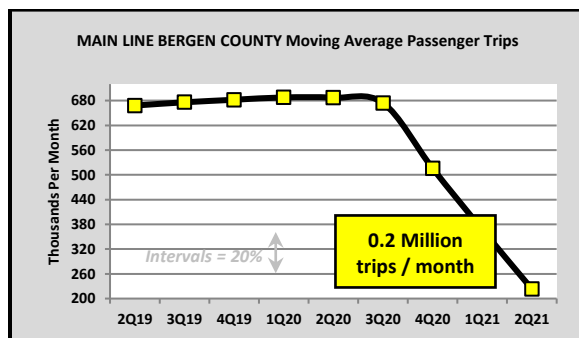
Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

MAIN LINE BERGEN COUNTY Passenger Ridership Statistics Fiscal Year 2021			
		<u>2nd Quarter</u>	
Total Passenger Trips		0.3 million	
Growth*		(- 83.2%)	
Average Weekday Trips		4,950	
Change*		(- 26,740)	
Growth*		(- 84.4%)	
Average Saturday Trips		2,000	
Change*		(- 4,900)	
Growth*		(- 71.0%)	
Average Sunday Trips		1,550	
Change*		(- 3,800)	
Growth*		(- 71.0%)	
Weekends (Saturday + Sunday)			
Growth*		(- 71.0%)	
Monthly Passholders#		2,295	
Change*		(- 25,955)	
Growth*		(- 91.9%)	
<u>Market – Weekday Trips</u>		<u>2nd Quarter</u>	
New York Trips		2,060	
Change*		(- 12,090)	
Growth*		(- 85.4%)	
Newark Trips		80	
Change*		(- 320)	
Growth*		(- 80.0%)	
Hoboken Trips		1,630	
Change*		(- 12,670)	
Growth*		(- 88.6%)	
Local Trips		1,180	
Change*		(- 1,570)	
Growth*		(- 57.1%)	
* Compared to same period last year.			
# Passholders average two Rail trips per weekday.			

MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type		
	2Q FY 2021	Last 12 Months
Oneway		
Round Trip	(- 74.7%)	(- 67.0%)
Ten Trip		
Weekly		
Senior Citizen	(- 82.3%)	(- 69.8%)
Monthly Pass	(- 90.2%)	(- 68.0%)
<b>TOTAL</b>	<b>(- 83.2%)</b>	<b>(- 67.5%)</b>



MAIN LINE BERGEN COUNTY Ridership Trends Temporal		
	2Q FY 2021	Last 12 Months
Weekday Peak	(- 90.2%)	(- 68.0%)
Weekday Off-Peak	(- 70.9%)	(- 67.3%)
Weekend	(- 71.0%)	(- 63.9%)
<b>TOTAL</b>	<b>(- 83.2%)</b>	<b>(- 67.5%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

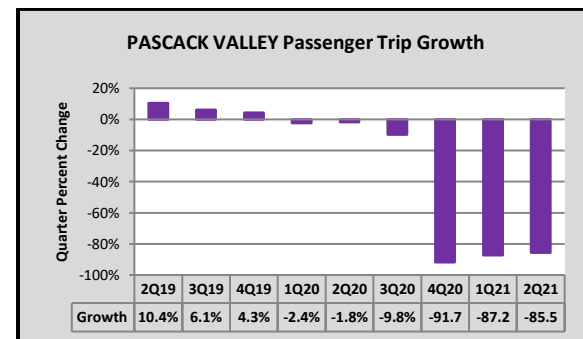
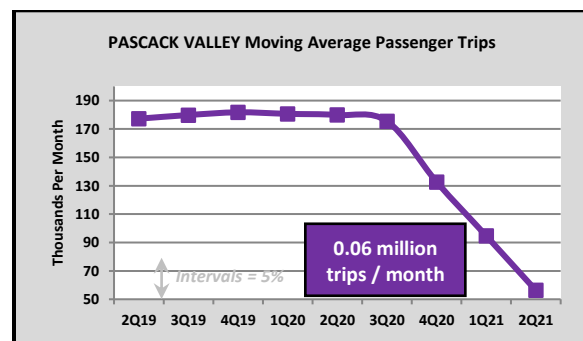
**PASCACK VALLEY LINE**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**


	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.08 million</b>
<b>Growth*</b>	<b>(- 85.5%)</b>
<b>Average Weekday Trips</b>	<b>1,150</b>
<b>Change*</b>	<b>(- 7,280)</b>
<b>Growth*</b>	<b>(- 86.4%)</b>
<b>Average Saturday Trips</b>	<b>400</b>
<b>Change*</b>	<b>(- 880)</b>
<b>Growth*</b>	<b>(- 68.8%)</b>
<b>Average Sunday Trips</b>	<b>350</b>
<b>Change*</b>	<b>(- 730)</b>
<b>Growth*</b>	<b>(- 67.6%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 68.2%)</b>
<b>Monthly Passholders#</b>	<b>503</b>
<b>Change*</b>	<b>(- 7,248)</b>
<b>Growth*</b>	<b>(- 93.5%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
New York Trips	450
Change*	(- 2,650)
Growth*	(- 85.5%)
Newark Trips	20
Change*	(- 180)
Growth*	(- 90.0%)
Hoboken Trips	410
Change*	(- 4,040)
Growth*	(- 90.8%)
Local Trips	270
Change*	(- 430)
Growth*	(- 61.4%)

\* Compared to same period last year.

# Passholders average two Rail trips per weekday.

<b>PASCACK VALLEY</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>By Ticket Type</b>		
Oneway		
Round Trip	(- 76.3%)	(- 66.9%)
Ten Trip		
Weekly		
Senior Citizen	(- 82.5%)	(- 70.3%)
Monthly Pass	(- 91.6%)	(- 69.5%)
<b>TOTAL</b>	<b>(- 85.5%)</b>	<b>(- 68.7%)</b>



<b>PASCACK VALLEY</b>		
<b>Ridership Trends</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Temporal</b>		
Weekday Peak	(- 91.6%)	(- 69.5%)
Weekday Off-Peak	(- 72.7%)	(- 68.3%)
Weekend	(- 68.1%)	(- 60.3%)
<b>TOTAL</b>	<b>(- 85.5%)</b>	<b>(- 68.7%)</b>

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

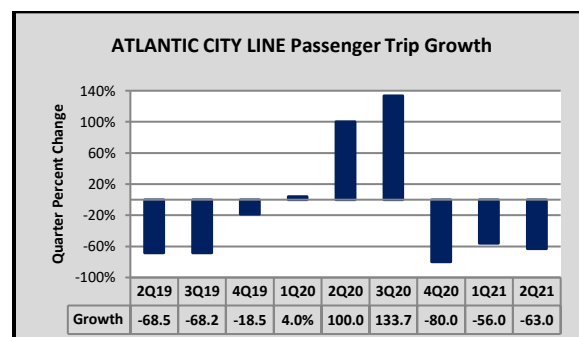
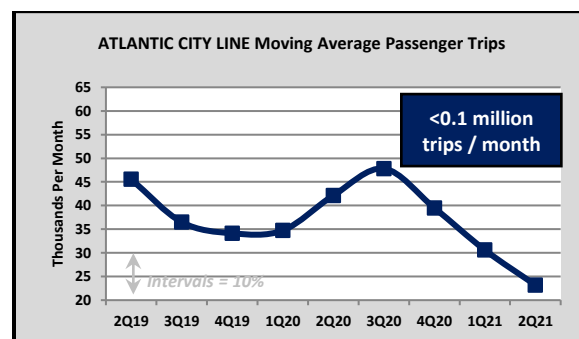
**ATLANTIC CITY LINE**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**


	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>0.05 million</b>
<b>Growth*</b>	<b>(- 63.0%)</b>
<b>Average Weekday Trips</b>	<b>600</b>
<b>Change*</b>	<b>(- 1,100)</b>
<b>Growth*</b>	<b>(- 64.7%)</b>
<b>Average Saturday Trips</b>	<b>650</b>
<b>Change*</b>	<b>(- 780)</b>
<b>Growth*</b>	<b>(- 54.5%)</b>
<b>Average Sunday Trips</b>	<b>500</b>
<b>Change*</b>	<b>(- 750)</b>
<b>Growth*</b>	<b>(- 60.0%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 57.1%)</b>
<b>Monthly Passholders#</b>	<b>110</b>
<b>Change*</b>	<b>(- 403)</b>
<b>Growth*</b>	<b>(- 78.5%)</b>
<b>Market – Weekday Trips</b>	<b>2nd Quarter</b>
Atlantic City Trips	380
Change*	(- 540)
Growth*	(- 58.7%)
Philadelphia Trips	85
Change*	(- 355)
Growth*	(- 80.7%)
Local Trips	135
Change*	(- 205)
Growth*	(- 60.3%)

\* Compared to same period last year.

# Passholders average two Rail trips per weekday.

ATLANTIC CITY Ridership Trends By Ticket Type	2Q FY 2021	Last 12 Months
Oneway		
Round Trip	(- 60.8%)	(- 41.9%)
Ten Trip		
Weekly		
Senior Citizen	(- 57.3%)	(- 46.6%)
Monthly Pass	(- 80.4%)	(- 52.5%)
<b>TOTAL</b>	<b>(- 63.0%)</b>	<b>(- 44.8%)</b>



ACL Service was suspended from Sep 2018 through Apr 2019. Bus service was provided with discount tickets.

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

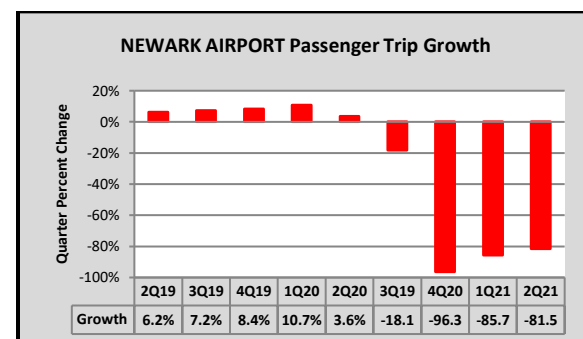
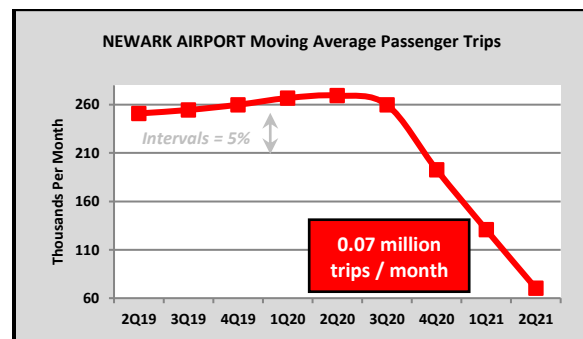
2Q21

**NEWARK AIRPORT RAIL STATION**  
**Passenger Ridership Statistics**  
**Fiscal Year 2021**

	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>164,880</b>
<b>Growth*</b>	<b>(- 81.5%)</b>
<b>Northeast Corridor Trips</b>	<b>157,680</b>
<b>Growth*</b>	<b>(- 81.8%)</b>
<b>Coast Line Trips</b>	<b>4,710</b>
<b>Growth*</b>	<b>(- 74.5%)</b>
<b>Raritan Valley Line Trips</b>	<b>810</b>
<b>Growth*</b>	<b>(- 72.4%)</b>
<b>Morris &amp; Essex Lines Trips</b>	<b>380</b>
<b>Growth*</b>	<b>(- 49.6%)</b>
<b>Main Line Bergen County Trips</b>	<b>960</b>
<b>Growth*</b>	<b>(- 73.5%)</b>
<b>Montclair-Boonton Line Trips</b>	<b>30</b>
<b>Growth*</b>	<b>(- 89.9%)</b>
<b>Pascack Valley Line Trips</b>	<b>330</b>
<b>Growth*</b>	<b>(- 66.6%)</b>
<b>Main Markets</b>	<b>2nd Quarter</b>
<b>New York Trips</b>	<b>121,180</b>
<b>Growth*</b>	<b>(- 82.2%)</b>
<b>Newark Trips</b>	<b>8,830</b>
<b>Growth*</b>	<b>(- 78.5%)</b>
<b>Hoboken Trips</b>	<b>280</b>
<b>Growth*</b>	<b>(- 76.1%)</b>
<b>Local Trips</b>	<b>25,090</b>
<b>Growth*</b>	<b>(- 80.5%)</b>

\* Compared to same period last year.

<b>NEWARK AIRPORT RAIL STATION</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Ridership trends</b>		
<b>By Ticket Type</b>		
Oneway		
Round Trip	(- 87.3%)	(- 76.4%)
Ten Trip		
Child	(- 69.3%)	(- 66.3%)
Senior Citizen	(- 87.6%)	(- 77.7%)
Monthly Pass	(- 57.5%)	(- 44.2%)
<b>TOTAL</b>	<b>(- 81.5%)</b>	<b>(- 73.9%)</b>



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

**MEADOWLANDS SPORTS COMPLEX STATION**  
**Passenger Ridership Statistics****Fiscal Year 2021**

	<u>2nd Quarter</u>
<b>Total Counted Passenger Trips</b>	<b>0</b>
<b>Growth*</b>	---
<b>Average Counted Trips Per Event</b>	<b>0</b>
<b>Change*</b>	---
<b>Growth*</b>	---
<b>Events &amp; Average Counted Trips</b>	
Other    0 events	0
<b>Passenger Origin (based on ticket sales)</b>	
NY Penn Station	---
Hoboken Terminal	---
Secaucus Junction	---
<b>Subtotal</b>	---
<b>Northeast Corridor stations</b>	---
Coast Line stations	---
Raritan Valley Line stations	---
<b>Subtotal</b>	---
<b>Morris &amp; Essex stations</b>	---
Montclair-Boonton Line stations	---
Main/Bergen stations	---
Pascack Valley Line stations	---
<b>Subtotal</b>	---
<b>TOTAL</b>	---

\* Compared to same period last year.

Due to the ongoing public health emergency rail service to the Meadowlands Sports Complex is suspended. This section will be updated once service resumes.

<b>MEADOWLANDS STATION</b>	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
<b>Ridership Trends</b>		
NFL Football	----	-----
Concerts	----	-----
Soccer	----	-----
College Football	----	-----
Other	----	-----
<b>TOTAL</b>	-----	-----

## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

- BUS RIDERSHIP

## NJ TRANSIT Bus

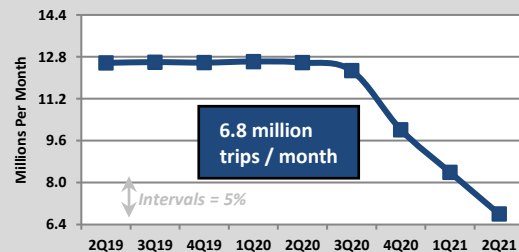
## Passenger Ridership Statistics

## Fiscal Year 2021

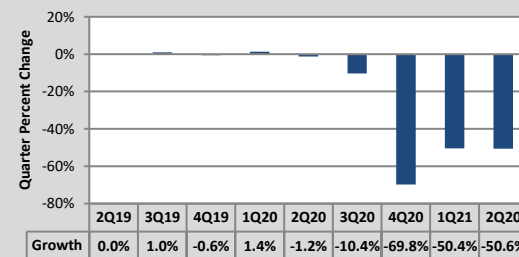
	<b>2nd Quarter</b>
<b>Total Passenger Trips</b>	<b>18.7 million</b>
<b>Growth*</b>	<b>(- 50.6%)</b>
<b>Average Weekday Trips</b>	<b>242,400</b>
<b>Change*</b>	<b>(- 268,500)</b>
<b>Growth*</b>	<b>(- 52.6%)</b>
<b>Average Saturday Trips</b>	<b>153,900</b>
<b>Change*</b>	<b>(- 105,750)</b>
<b>Growth*</b>	<b>(- 40.4%)</b>
<b>Average Sunday Trips</b>	<b>104,950</b>
<b>Change*</b>	<b>(- 65,400)</b>
<b>Growth*</b>	<b>(- 38.4%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 39.6%)</b>

\* Compared to same period last year.

## BUS SYSTEM Moving Average Passenger Trips



## BUS SYSTEM Passenger Trip Growth



## BUS SYSTEM

## Ridership Trends

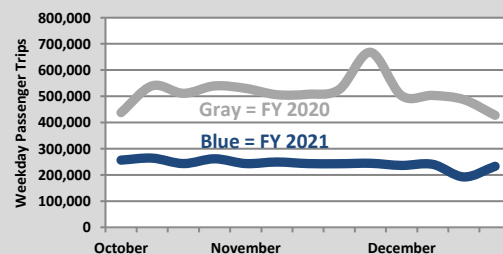
## By Route Group

	<b>2Q FY 2021</b>	<b>Last 12 Months</b>
New York Interstate	(- 61.4%)	(- 56.9%)
North Jersey Intrastate	(- 46.4%)	(- 49.8%)
Philadelphia Interstate	(- 43.2%)	(- 41.6%)
South Jersey Intrastate	(- 45.5%)	(- 44.9%)
Special Event / Seasonal	(- 100.0%)	(- 88.5%)

<b>NJ TRANSIT Operated</b>	<b>(- 52.9%)</b>	<b>(- 50.1%)</b>
<b>Contracted Services</b>	<b>(- 38.0%)</b>	<b>(- 38.8%)</b>

<b>TOTAL BUS</b>	<b>(- 50.6%)</b>	<b>(- 45.9%)</b>
------------------	------------------	------------------

## Bus 2Q21 Avg Weekday Psgr Trips By Week



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## NEW YORK INTERSTATE BUS ROUTES

## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2<sup>nd</sup> Quarter</u>
Total Passenger Trips	6.1 million
Growth*	(- 61.4%)
Average Weekday Trips	80,850
Change*	(- 131,250)
Growth*	(- 61.9%)

\* Compared to same period last year.

## NORTH JERSEY INTRASTATE BUS ROUTES

## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2<sup>nd</sup> Quarter</u>
Total Passenger Trips	8.3 million
Growth*	(- 46.4%)
Average Weekday Trips	110,700
Change*	(- 90,550)
Growth*	(- 47.1%)

\* Compared to same period last year.

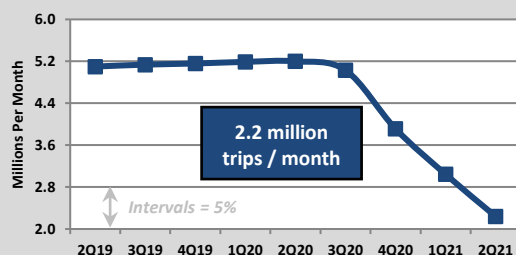
NEW YORK  
INTERSTATE  
Ridership Trends  
By Route Group2Q FY  
2021Last 12  
Months

Bergen-		
Passaic-	(- 62.6%)	(- 57.8%)
Hudson		
Essex-		
Union-	(- 60.3%)	(- 55.9%)
North Middlesex		
Geo Washington Bridge	(- 42.2%)	(- 40.6%)
Lower Manhattan	(- 77.7%)	(- 69.2%)
South Middlesex-		
Monmouth-	(- 64.0%)	(- 59.0%)
Ocean		
<b>NEW YORK INTERSTATE</b>	<b>(- 61.4%)</b>	<b>(- 56.9%)</b>

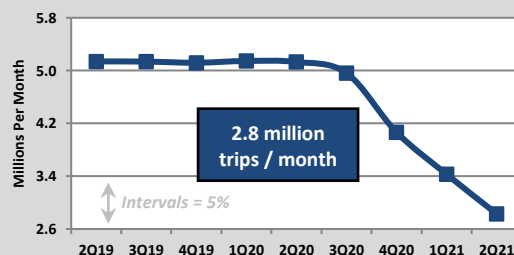
NORTH JERSEY  
INTRASTATE BUS  
Ridership Trends  
By Route Group2Q FY  
2021Last 12  
Months

Bergen-Passaic	(- 39.6%)	(- 39.3%)
Essex-		
Union-	(- 46.4%)	(- 45.1%)
West Hudson		
Hudson County	(- 46.5%)	(- 44.1%)
South Middlesex-		
Monmouth-	(- 81.8%)	(- 69.4%)
Ocean		
Morris County	(- 44.1%)	(- 40.3%)
<b>NORTH JERSEY INTRASTATE</b>	<b>(- 46.4%)</b>	<b>(- 44.8%)</b>

NY INTERSTATE Moving Average Passenger Trips



NORTH JERSEY INTRASTATE Moving Avg Psgr Trips



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## PHILADELPHIA INTERSTATE BUS ROUTES

## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2nd Quarter</u>
Total Passenger Trips	0.6 million
Growth*	(- 43.2%)
Average Weekday Trips	8,550
Change*	(- 6,700)
Growth*	(- 43.9%)

\* Compared to same period last year.

## SOUTH JERSEY INTRASTATE BUS ROUTES

## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2nd Quarter</u>
Total Passenger Trips	1.7 million
Growth*	(- 45.5%)
Average Weekday Trips	22,300
Change*	(- 19,150)
Growth*	(- 46.2%)

\* Compared to same period last year.

PHILADELPHIA  
INTERSTATE BUS  
Ridership Trends  
By Route Group2Q FY  
2021Last 12  
Months

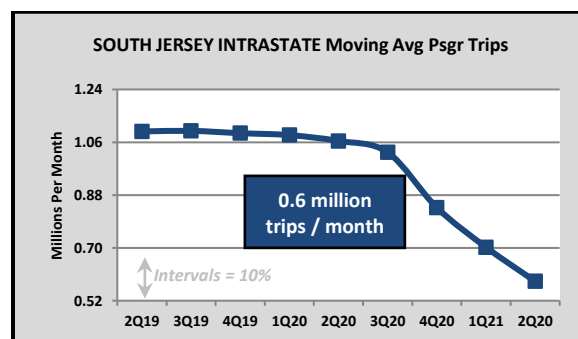
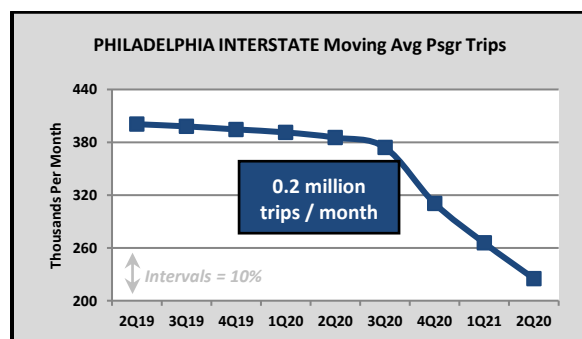
Camden-		
Burlington-	(- 45.8%)	(- 45.8%)
Mercer		
Camden-Gloucester	(- 43.7%)	(- 40.8%)
Gloucester-		
Salem-	(- 40.1%)	(- 38.9%)
Cumberland		

<b>PHILADELPHIA INTERSTATE</b>	<b>(- 43.2%)</b>	<b>(- 41.6%)</b>
------------------------------------	------------------	------------------

SOUTH JERSEY  
INTRASTATE BUS  
Ridership Trends  
By Route Group2Q FY  
2021Last 12  
Months

Atlantic County	(- 41.7%)	(- 41.1%)
Atlantic Regional	(- 35.4%)	(- 42.7%)
Camden-		
Burlington-	(- 49.8%)	(- 43.8%)
Mercer		
Camden-		
Gloucester-	(- 51.8%)	(- 46.5%)
Burlington		
Mercer County	(- 52.2%)	(- 50.5%)

<b>SOUTH JERSEY INTRASTATE</b>	<b>(- 45.5%)</b>	<b>(- 44.9%)</b>
------------------------------------	------------------	------------------





## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## SPECIAL EVENT &amp; SEASONAL BUS ROUTES

## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2nd Quarter</u>
Total Passenger Trips	0 trips
Growth*	(- 100.0%)

Average Weekday Trips	0
Change*	(- 110)
Growth*	(- 100.0%)

\* Compared to same period last year.

## CONTRACTED BUS ROUTES

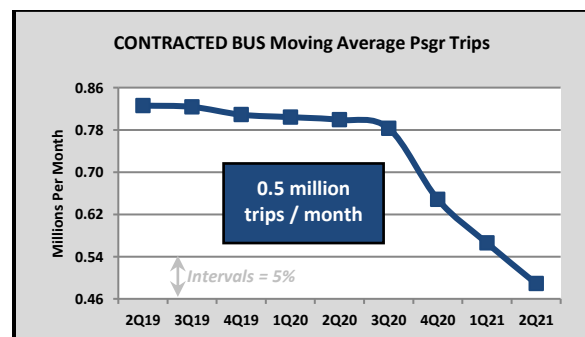
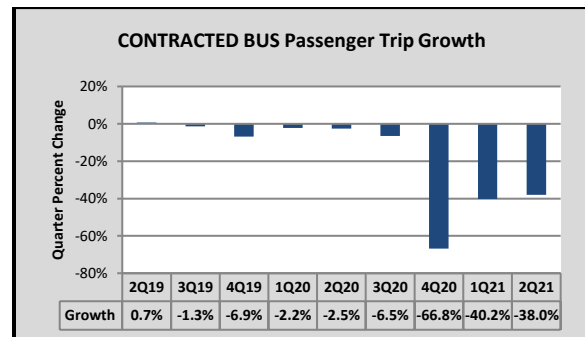
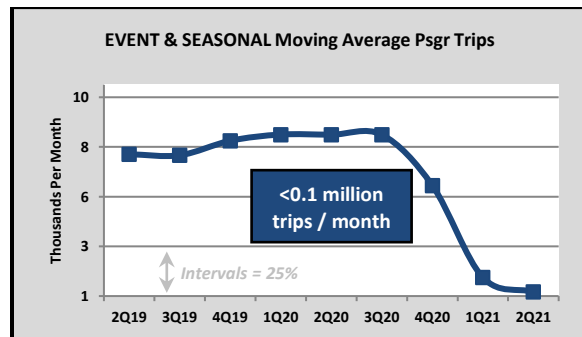
## Passenger Ridership Statistics

Fiscal Year 2021

	<u>2nd Quarter</u>
Total Passenger Trips	1.5 million
Growth*	(- 38.0%)

Average Weekday Trips	20,300
Change*	(- 12,450)
Growth*	(- 38.0%)

\* Compared to same period last year.



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

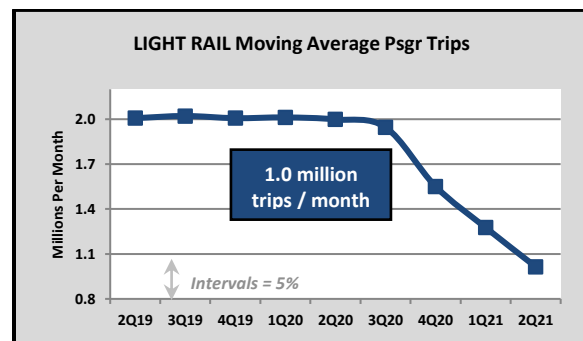
## • LIGHT RAIL RIDERSHIP

**NJ TRANSIT Light Rail  
Passenger Ridership Statistics  
Fiscal Year 2021**

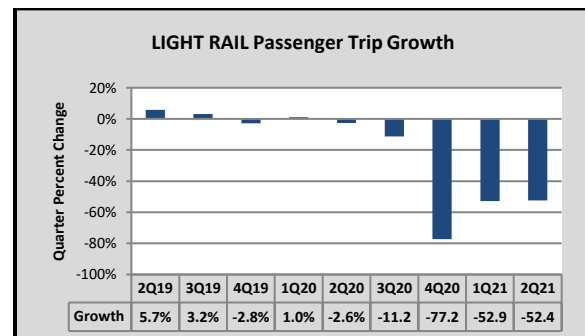
	<u>2nd Quarter</u>
<b>Total Passenger Trips</b>	<b>2.9 million</b>
<b>Growth*</b>	<b>(- 52.4%)</b>
<b>Average Weekday Trips</b>	<b>36,950</b>
<b>Change*</b>	<b>(- 44,910)</b>
<b>Growth*</b>	<b>(- 54.9%)</b>
<b>Average Saturday Trips</b>	<b>21,650</b>
<b>Change*</b>	<b>(- 12,120)</b>
<b>Growth*</b>	<b>(- 35.9%)</b>
<b>Average Sunday Trips</b>	<b>16,500</b>
<b>Change*</b>	<b>(- 8,540)</b>
<b>Growth*</b>	<b>(- 34.1%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 35.1%)</b>

\* Compared to same period last year.

LIGHT RAIL SYSTEM		
Ridership Trends	2Q FY 2021	Last 12 Months
By Ticket Type		
Oneway	(- 55.9%)	(- 56.1%)
Senior Citizen	(- 46.0%)	(- 48.6%)
Ten Trip	(- 72.2%)	(- 65.2%)
Monthly Pass & Other	(- 50.9%)	(- 46.4%)
<b>TOTAL</b>	<b>(- 52.4%)</b>	<b>(- 49.2%)</b>



LIGHT RAIL		
Ridership Trends	2Q FY	Last 12
By Service	2021	Months
Newark Light Rail	(- 57.1%)	(- 48.7%)
Hudson Bergen Light Rail	(- 51.3%)	(- 51.0%)
River LINE	(- 48.0%)	(- 39.5%)
<b>TOTAL LIGHT RAIL</b>	<b>(- 52.4%)</b>	<b>(- 49.2%)</b>



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

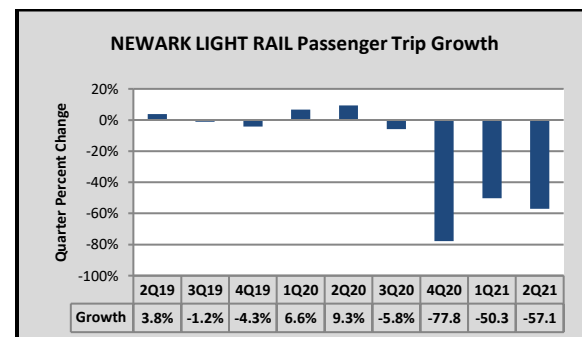
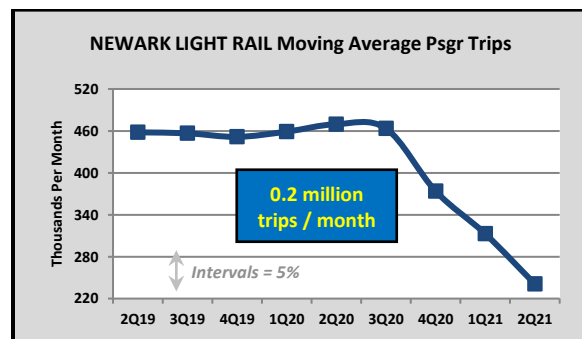
- NEWARK LIGHT RAIL

NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2021	
	<b>2nd Quarter</b>
Total Passenger Trips	0.7 million
Growth*	(- 57.1%)
Average Weekday Trips	8,700
Change*	(- 13,000)
Growth*	(- 59.9%)
Average Saturday Trips	5,300
Change*	(- 1,620)
Growth*	(- 23.4%)
Average Sunday Trips	2,400
Change*	(- 1,610)
Growth*	(- 40.1%)
Weekends (Saturday + Sunday)	
Growth*	(- 29.6%)

\* Compared to same period last year.

NEWARK LIGHT RAIL Average Weekday Boardings		
	2Q FY 2021	Vs. Prior Year
Non-CBD Stations	4,610	(- 50.1%)
Newark CBD Stations	3,800	(- 67.0%)
Broad Street Extension	290	(- 69.1%)
<b>TOTAL NEWARK LIGHT RAIL</b>	<b>8,700</b>	<b>(- 59.9%)</b>

NEWARK LIGHT RAIL Ridership Trends By Ticket Type		
	2Q FY 2021	Last 12 Months
Oneway	(- 67.3%)	(- 61.7%)
Senior Citizen	(- 42.7%)	(- 49.5%)
Ten Trip	(- 73.8%)	(- 63.9%)
Monthly Pass & Other	(- 54.9%)	(- 44.0%)
<b>TOTAL</b>	<b>(- 57.1%)</b>	<b>(- 48.7%)</b>



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

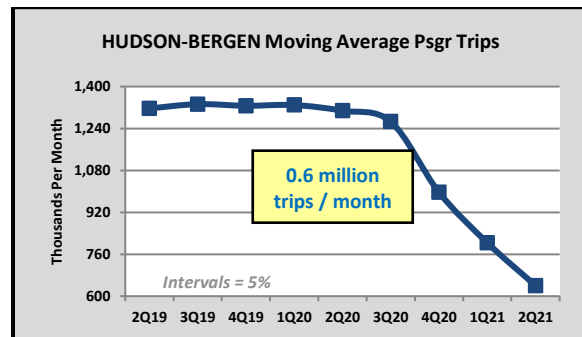
2Q21

- HUDSON-BERGEN LIGHT RAIL

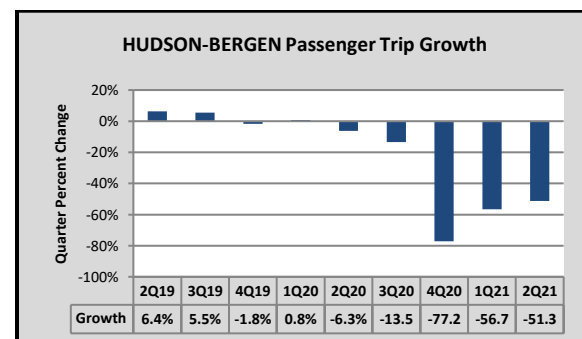
HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2021	
	<u>2nd Quarter</u>
Total Passenger Trips	1.9 million
Growth*	(- 51.3%)
Average Weekday Trips	23,900
Change*	(- 27,920)
Growth*	(- 53.9%)
Average Saturday Trips	13,750
Change*	(- 8,160)
Growth*	(- 37.2%)
Average Sunday Trips	12,000
Change*	(- 5,200)
Growth*	(- 30.2%)
Weekends (Saturday + Sunday)	
Growth*	(- 34.2%)

\* Compared to same period last year.

HUDSON-BERGEN Ridership Trends By Ticket Type		
	2Q FY 2021	Last 12 Months
Oneway	(- 49.4%)	(- 53.4%)
Senior Citizen	(- 49.2%)	(- 48.9%)
Ten Trip	(- 71.8%)	(- 65.3%)
Monthly Pass & Other	(- 50.6%)	(- 49.7%)
<b>TOTAL</b>	<b>(- 51.3%)</b>	<b>(- 51.0%)</b>



HUDSON-BERGEN Average Weekday Boardings	2Q FY 2021	Vs. Prior Year
Stations Bayonne 8 <sup>th</sup> -Richard	4,690	(- 48.1%)
Stations West Side- Garfield	2,260	(- 48.1%)
Stations LSP-Hoboken	10,980	(- 64.9%)
Stations Hoboken 4th- Tonnelle	5,970	(- 48.2%)
<b>TOTAL HUDSON-BERGEN</b>	<b>23,900</b>	<b>(- 53.9%)</b>



HBLRT service for the West Side, MLK Drive and Garfield stations was suspended between June 2019 and May 2020.

## APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS


February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

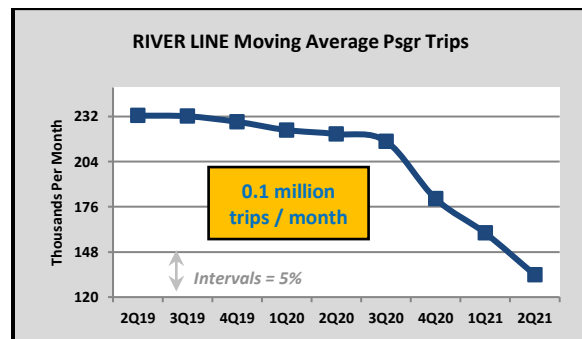
2Q21

## • RIVER LINE

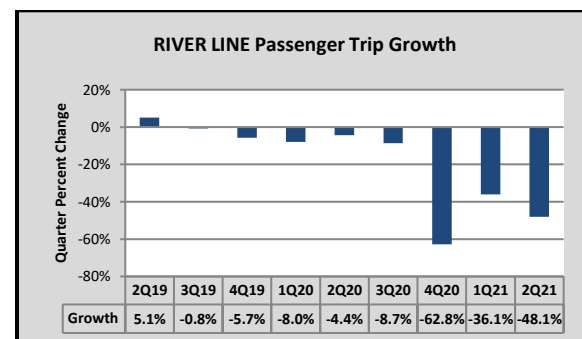
RIVER LINE Passenger Ridership Statistics Fiscal Year 2021	
	
	<b>2nd Quarter</b>
<b>Total Passenger Trips</b>	<b>0.3 million</b>
<b>Growth*</b>	<b>(- 48.0%)</b>
<b>Average Weekday Trips</b>	<b>4,350</b>
<b>Change*</b>	<b>(- 3,990)</b>
<b>Growth*</b>	<b>(- 47.8%)</b>
<b>Average Saturday Trips</b>	<b>2,600</b>
<b>Change*</b>	<b>(- 2,300)</b>
<b>Growth*</b>	<b>(- 47.4%)</b>
<b>Average Sunday Trips</b>	<b>2,100</b>
<b>Change*</b>	<b>(- 1,730)</b>
<b>Growth*</b>	<b>(- 45.2%)</b>
<b>Weekends (Saturday + Sunday)</b>	
<b>Growth*</b>	<b>(- 46.4%)</b>

\* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	2Q FY 2021	Last 12 Months
Oneway	(- 58.8%)	(- 56.7%)
Senior Citizen	(- 43.3%)	(- 47.0%)
Ten Trip	(- 74.5%)	(- 66.8%)
Monthly Pass & Other	(- 41.4%)	(- 25.9%)
<b>TOTAL</b>	<b>(- 48.0%)</b>	<b>(- 39.5%)</b>



RIVER LINE Average Weekday Boardings	2Q FY 2021	Vs. Prior Year
Trenton Stations	950	(- 48.4%)
Bordentown-Beverly	1,370	(- 43.3%)
Delanco-Pennsauken	790	(- 52.6%)
Camden Stations	1,240	(- 48.7%)
<b>TOTAL RIVER LINE</b>	<b>4,350</b>	<b>(- 47.8%)</b>



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

## • REGIONAL TRANSPORTATION TRENDS

## REGIONAL TRANSPORTATION TRENDS

Percent Change

Fiscal Year 2021

**Ridership** **2nd Quarter**

NJ TRANSIT System	(- 60.8%)
Rail	(- 80.2%)
Bus	(- 50.6%)
Light Rail	(- 52.4%)

MTA System	(- 64.1%)
NYC Transit	(- 63.9%)
Staten Island Railroad	(- 68.4%)
Long Island Rail Road	(- 74.3%)
Metro North Railroad	(- 77.8%)

PATH System	x(- 79.4%)
Newark station	x(- 73.5%)
Hoboken station	x(- 85.9%)
34th Street station	x(- 80.3%)
World Trade Center station	x(- 78.1%)

SEPTA System	(- 66.5%)
City Transit	(- 65.0%)
Suburban Transit	(- 56.6%)
Regional Rail	(- 82.4%)

PATCO	(- 76.9%)
-------	-----------

Amtrak Northeast	(- 81.8%)
Acela (Boston-NYC-Washington)	(- 91.3%)
Regional (Boston-NYC-Washington)	(- 79.2%)
Keystone (NYC-Phila-Harrisburg)	(- 84.2%)
Empire (NYC-Albany)	(- 69.9%)

NJ Ferry Services	(- 88.5%)
Trans-Hudson Downtown	(- 89.1%)
Trans-Hudson Midtown	(- 89.3%)
Monmouth County	(- 85.4%)

Port Authority NY & NJ Airports – Air Travelers	x(- 84.3%)
Newark EWR	x(- 78.0%)
Kennedy JFK	x(- 87.8%)
LaGuardia LGA	x(- 86.2%)

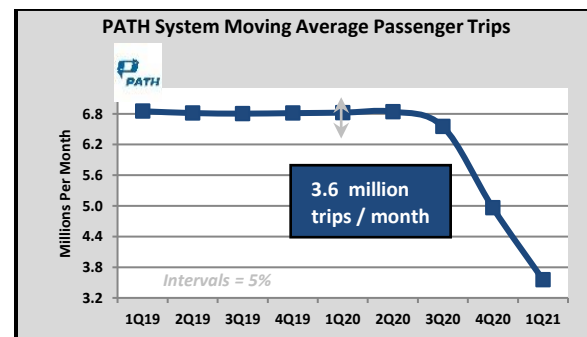
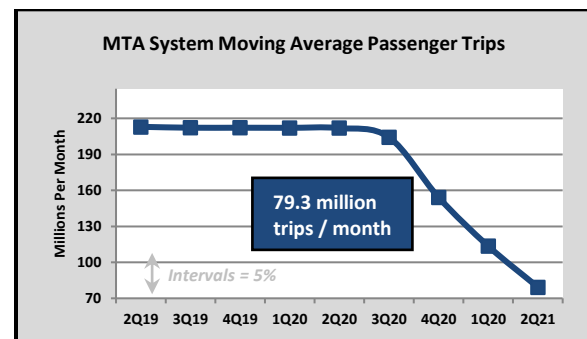
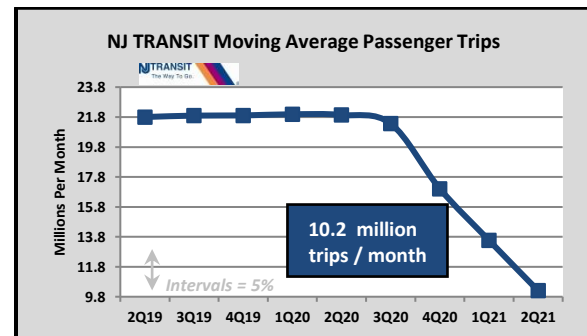
**Vehicles#** **2nd Quarter**

MTA Bridges & Tunnels	(- 16.4%)
Port Authority Bridges & Tunnels	x(- 13.5%)
George Washington Bridge	x(- 11.3%)
Lincoln Tunnel	x(- 19.8%)
Holland Tunnel	x(- 24.1%)
Bayonne Bridge	x(- 5.2%)
Goethals Bridge	x(- 10.6%)
Outerbridge Crossing	x(- 8.4%)

Vehicle Miles Traveled on NJ Roads & Highways	x(- 12.7%)
---	------------

Unleaded Gasoline Price v Last Year	(- 15.9%)
Unleaded Gasoline Price v 2 Yrs Ago	(- 17.3%)
Unleaded Gasoline Price v 3 Yrs Ago	(- 17.6%)
Unleaded Gasoline Price v 4 Yrs Ago	(- 12.4%)
Unleaded Gasoline Price v 5 Yrs Ago	(- 3.3%)

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



## APPENDIX A

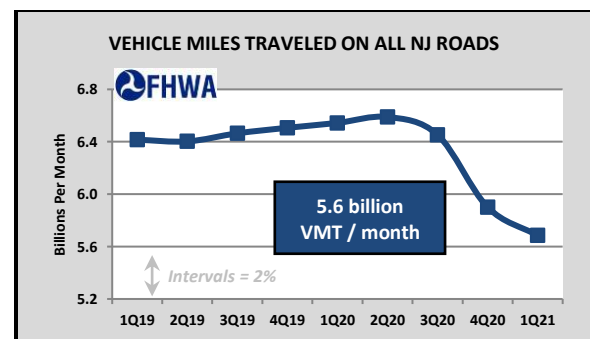
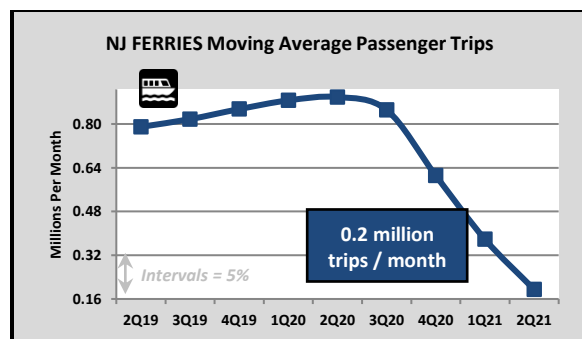
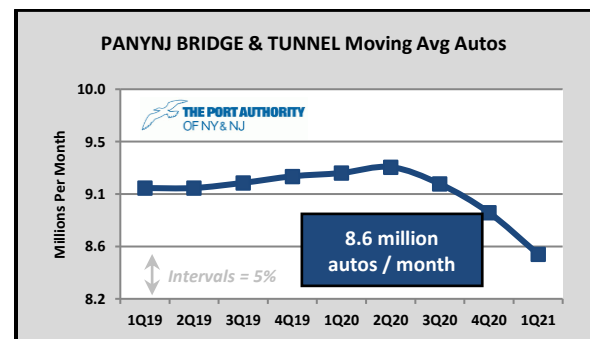
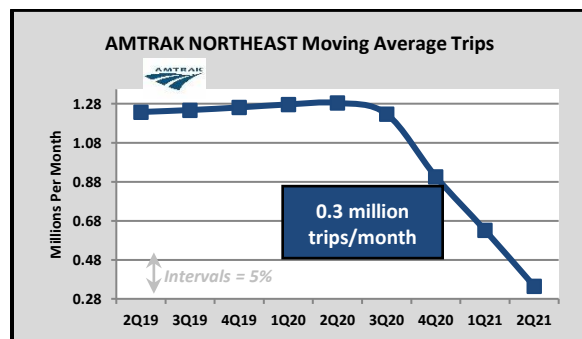
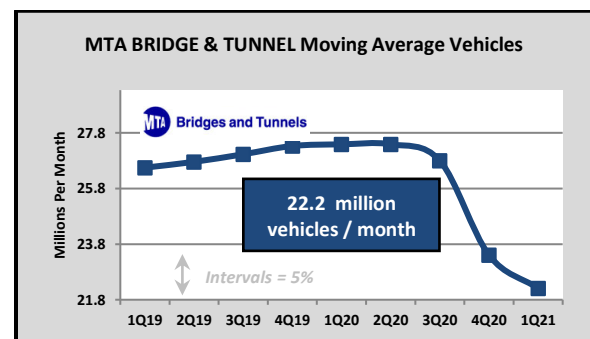
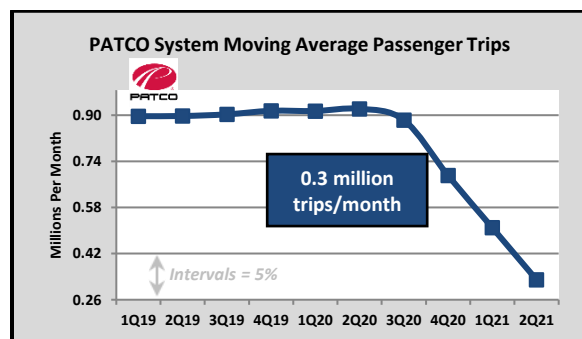
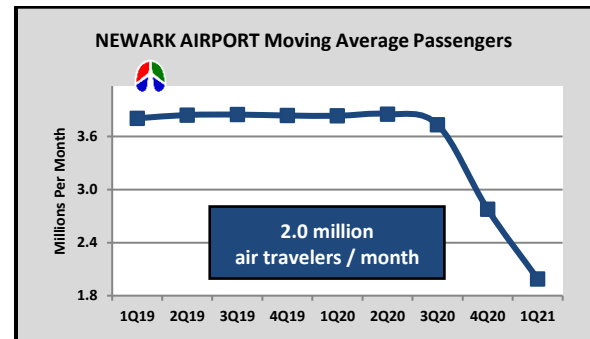
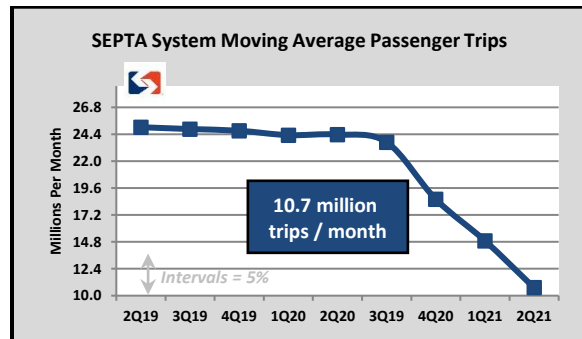
## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21



## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

- THE REGIONAL ECONOMY

## REGIONAL ECONOMIC TRENDS

Percent Change

Fiscal Year 2021

Employment2nd Quarter

New Jersey (- 7.6%)

Newark-Union Metro (- 9.7%)  
 Edison-New Brunswick Metro (- 8.3%)  
 Bergen-Passaic-Hudson (- 7.7%)  
 Northern New Jersey (- 8.1%)

Camden Metro (- 6.4%)  
 Trenton-Ewing (- 6.4%)  
 Atlantic City-Hammonton (- 13.3%)  
 Vineland-Millville-Hammonton (- 5.9%)  
 Ocean City (- 6.9%)  
 Southern New Jersey\* (- 7.3%)

New York City (- 12.0%)

Philadelphia (- 7.5%)

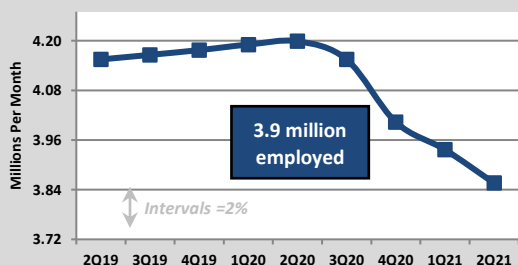
NJ-NYC-Phila Region (- 9.7%)

U.S. Total (- 6.0%)

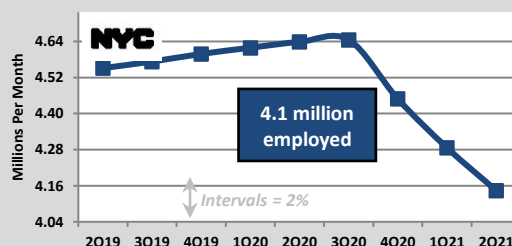
\* Due to U.S. Bureau of Labor Statistics estimating techniques, local New Jersey labor market totals and trends may not sum to the New Jersey statewide total.

Source: U.S. Bureau of Labor Statistics

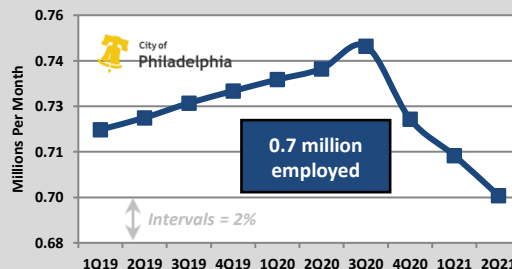
## NEW JERSEY Moving Avg Employment



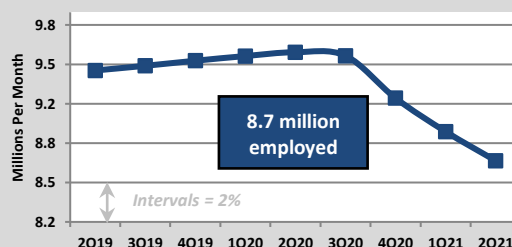
## NEW YORK CITY Moving Avg Employment



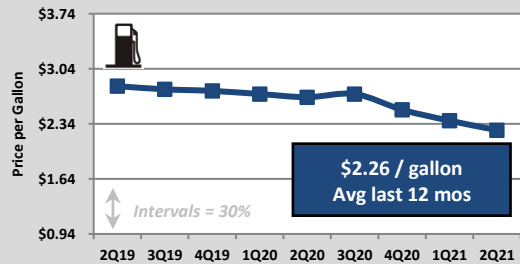
## PHILADELPHIA Moving Avg Employment



## NJ-NYC-PHILA Region Moving Avg Employment



## Regional GASOLINE Moving Average Price / Gal





## APPENDIX A

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

Covering the period October through December 2020

2Q21

- WEATHER CONDITIONS

## CLIMATE ANALYSIS

Fiscal Year 2021

2nd Quarter

Average Temperature **49.2 F**  
 Vs. normal **(+ 2.6 F)**  
 Vs. last year **(+ 2.3 F)**

## Precipitation – Weekdays

This year **23 days**  
 Last year **28 days**

## Precipitation – Weekends

This year **6 days**  
 Last year **7 days**

## Precipitation – Total

This year **29 days**  
 Last year **35 days**

## Rainfall &amp; Equivalent

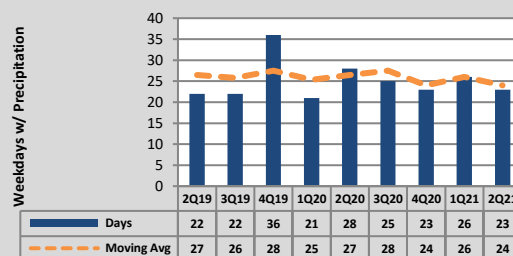
This year **12.3 inches**  
 Last year **15.2 inches**  
 Normal **11.0 inches**

## Snowfall

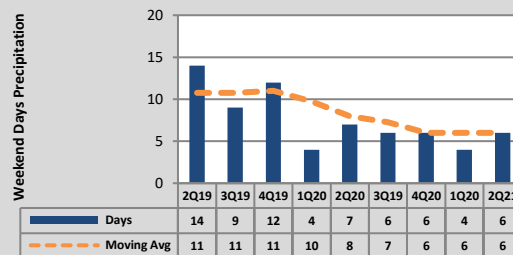
This year **11.9 inches**  
 Last year **4.0 inches**

Source: National Weather Service, Newark Airport reporting station

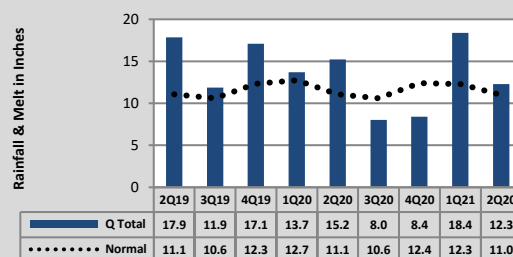
## Weekday Precipitation Days



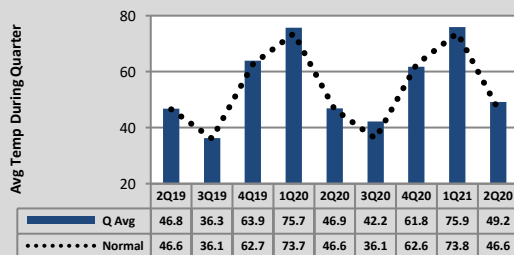
## Weekend Precipitation Days



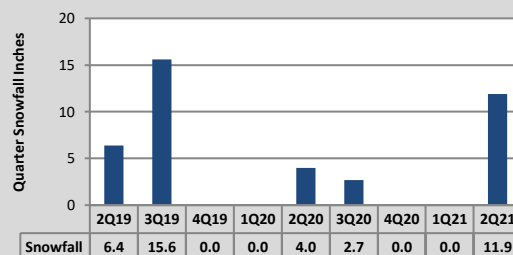
## Rainfall &amp; Melt Equivalent



## Average Temperature



## Snowfall



## APPENDIX B

## KEY PERFORMANCE INDICATORS



	<b>FY18 Actual</b>	<b>FY19 Actual</b>	<b>FY20 Actual</b>
<b>Operational:</b>			
Training			
Locomotive engineer trainees enrolled (LETP)	62	86	67
Retention of graduated LETP classes <sup>1</sup>	35.3%	53.8%	43.8%
Assistant conductor trainees enrolled (ACTP)	59	98	95
Retention of graduated ACTP classes <sup>1</sup>	100.0%	90.0%	91.5%
On-Time Performance			
Rail	91.6%	90.0%	92.3%
Bus	90.3%	91.3%	94.0%
Light Rail	96.8%	96.6%	97.5%
Equipment			
# of Revenue Locomotives	173	173	173
Total number of buses	3,077	3,104	3,103
<b>Financial:</b>			
Total state operating assistance received (millions)	\$ 426.9	\$ 593.6	\$ 668.6
COVID-19 CARES funding	\$ -	\$ -	\$ 360.8
Average daily cash balance (millions)	\$ 107.4	\$ 98.9	\$ 125.9
Farebox Recovery <sup>2</sup>			
Systemwide	44.0%	43.0%	30.9%
Rail	69.1%	69.2%	48.6%
Bus	54.7%	51.0%	43.5%
Light Rail	24.1%	22.2%	16.9%
Outstanding debt at year-end <sup>3</sup> (millions)	\$ 927.4	\$ 813.4	\$ 1,192.6
Revolving line of credit outstanding at year-end (millions)	\$ 75.0	\$ 115.0	\$ -
<b>Administrative:</b>			
Year-end headcount	11,091	11,391	11,560
Percentage of workforce full-retirement eligible	12.0%	11.4%	11.8%

**Notes:**

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

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

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

## APPENDIX C

# Budgeting Process

Month	Process	NJT Budget Process	State Budget Process
August - September	Budget Planning & Development	<u>NJT</u> Develop Preliminary Economic Assumptions, Priorities & Opportunities Planning Instructions & Preliminary Budgets Sent to Departments Internal Planning Meetings within each Department Departments Submit Budget Requests	<u>Governor / OMB</u> Review of Governor's Program Priorities Economic Forecasts and Demand Assumptions Program Analysis and Preliminary Revenue Estimates Provide Preliminary Budget to Departments
September - January	Planning Documents	<u>NJT / OMB</u> Review of Submissions and Internal Meetings Held with Departments Formulate/Determine Preliminary Recommendations Finalized Recommendations by NJT Executive Management Submission of Overall NJT Budget Request to OMB	<u>Departments / Agencies</u> Ability to Provide Services within Budget Priorities for Reductions Prioritize List of Expansions for Current/New Programs Review Planning Document Submissions
January - February	Finalize Recommendations	<u>NJT / Executive Branch</u> NJT Meets with Executive Branch to Present/Discuss Budget Request	<u>Governor / OMB</u> Review/Analyze Agency Budget Requests Formulate and Review Budget Recommendations Governor's Final Decisions Governor's Budget Message to Legislature
February - June	Prepare Appropriations Act	<u>NJT / Executive &amp; Legislative Branches</u> Budget Recommendation Reviewed/Refined During Resolution Period Legislative Budget Appropriation Committee Hearings	<u>Legislature</u> Review/Analyze Budget Review/Analyze/Revise Revenue Estimates Appropriations Act Enacted by Legislature
June - July	Appropriations Act	<u>NJT / Board</u> Budget Submission to Board for Approval Board Adoption of Budget Implementation of the Fiscal Year Budget	<u>Governor / OMB</u> Review/Analyze Impact of Legislative Changes Governor Veto Period and Revenue Certification Governor signs Final Appropriations Act into Law

## APPENDIX D

**NJ Transit Corporation**  
**Revenue and Expense Trends**  
*(\$ in millions)*

	<b>Rail</b>		<b>Bus</b>		<b>Light Rail</b>		<b>Admin / All Other</b>		<b>Funding Needed</b>	<b>Total NJT</b>	
	<b>Rev</b>	<b>Exp</b>	<b>Rev</b>	<b>Exp</b>	<b>Rev</b>	<b>Exp</b>	<b>Rev</b>	<b>Exp</b>		<b>Rev</b>	<b>Exp</b>
FY11 - Actual	590.1	729.6	364.9	623.6	106.1	258.0	796.5	224.4	-	1,857.6	1,835.6
FY12 - Actual	604.9	739.9	376.4	644.1	98.7	262.5	809.5	236.2	-	1,889.5	1,882.7
FY13 - Actual	622.7	778.5	373.8	657.2	113.7	289.1	917.4	304.2	-	2,027.6	2,029.0
FY14 - Actual	663.3	804.5	374.1	670.8	164.6	349.3	885.2	281.1	-	2,087.2	2,105.7
FY15 - Actual	666.3	797.4	374.6	672.0	39.5	223.4	995.0	382.1	-	2,075.4	2,074.9
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.0	1,188.1	415.6	-	2,305.5	2,305.1
FY20 - Actual	552.1	923.7	305.2	744.3	32.8	245.9	1,292.2	459.4	-	2,182.2	2,373.3
FY21 - Projected	163.0	936.0	159.0	765.0	19.0	274.0	2,087.7	453.7	-	2,428.7	2,428.7
FY22 - GBM*	414.0	1,021.1	238.2	834.5	26.0	298.9	1,971.3	494.9	-	2,649.5	2,649.5
FY23 - Prelim*	443.3	1,070.6	294.4	875.0	32.2	313.4	1,653.1	518.9	354.9	2,777.9	2,777.9
FY24 - Prelim*	511.5	1,112.3	333.6	909.1	36.5	325.6	1,088.7	539.2	916.0	2,886.2	2,886.2
FY25 - Prelim*	545.6	1,155.7	353.3	944.6	38.6	338.3	1,104.1	560.2	957.2	2,998.8	2,998.8

**Projected funding / resources for FY21 – FY25**

	<b>Passenger</b>	<b>Other Revenue</b>	<b>State Subsidy</b>	<b>Turnpike*</b>	<b>Clean Energy</b>	<b>Capital Transfers</b>	<b>Other Reim</b>	<b>CARES &amp; CRRSAA</b>	<b>Funding Needed</b>	<b>Total Resources</b>
FY21 - Projected	262.1	62.0	215.0	129.0	82.1	460.8	129.9	1,087.8	-	2,428.7
FY22 - GBM	590.7	67.0	100.0	325.0	82.1	362.0	167.3	955.4	-	2,649.5
FY23 - Prelim	762.7	75.1	TBD	721.0	82.1	362.0	167.4	252.7	354.9	2,777.9
FY24 - Prelim	836.1	82.6	TBD	440.0	82.1	362.0	167.4	-	916.0	2,886.2
FY25 - Prelim	889.2	85.9	TBD	455.0	82.1	362.0	167.4	-	957.2	2,998.8

\* Total Turnpike Funding for FY22 - FY25 does not include \$25m each year allotted for the Portal North Bridge capital project

## APPENDIX E

## NJ Transit Capital Program Overview

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	\$58.02	\$1.00	\$1.00	\$8.00	\$51.68	Ongoing	Ongoing
Bridge and Tunnel Rehabilitation - T05	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.	\$423.96	\$33.06	\$21.31	\$133.04	\$230.99	Ongoing	Ongoing
Bus Acquisition Program - T111	This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses.  Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$1,078.23	\$103.85	\$175.18	\$1,297.15	\$927.78	Ongoing	Ongoing
Bus Maintenance Facilities - T93	This program provides funds for bus maintenance facilities systemwide.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$23.41	\$0.00	\$0.00	\$0.00	\$9.96	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$12.90	\$0.80	\$0.80	\$6.40	\$9.32	Ongoing	Ongoing
Bus Support Facilities and Equipment - T08	This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition.  This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.	\$195.37	\$13.54	\$7.83	\$52.30	\$71.46	Ongoing	Ongoing
Camden-Glassboro Light Rail Line - T302	Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed Glassboro-Camden Light Rail Line (GCL) would provide light rail passenger service to communities in Camden and Gloucester Counties along an existing freight rail line using diesel light rail vehicles. The proposed 18-mile alignment connects Glassboro and Camden along an active Conrail freight right-of-way.	\$5.00	\$0.00	\$0.00	\$0.00	\$0.89	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Capital Ferry Improvement Program - T700	Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$22.35	\$6.50	\$6.50	\$52.00	\$7.83	Ongoing	Ongoing
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	\$269.68	\$22.63	\$23.08	\$171.76	\$259.26	Ongoing	Ongoing
Casino Revenue Fund - T515	State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.	\$295.06	\$22.63	\$22.63	\$181.04	\$259.30	Ongoing	Ongoing
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$6.33	\$0.00	\$0.00	\$0.00	\$5.65	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.  Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$0.00	\$1.02	\$1.02	\$8.16	\$0.00	Ongoing	Ongoing
Delco Lead Safe Haven Storage and Re-inspection Facility Project - T907	Funding is provided to build the Delco Lead Safe Haven Storage and Re-Inspection Facility. The Delco Lead is located along the Northeast Corridor (NEC) adjacent to the CONRAIL "Delco Secondary". The Safe Haven Storage will provide resilient storage that will protect equipment against damage resulting from a storm. The Service and Inspection Facility will facilitate the rapid return of equipment to service following a storm event. The source of the local funding is the State Transportation Trust Fund (TTF).	\$187.99	\$0.00	\$0.00	\$0.00	\$17.99	Ongoing	Ongoing
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	\$53.50	\$3.00	\$3.00	\$24.00	\$42.43	Ongoing	Ongoing
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$4.00	\$1.00	\$2.60	\$20.80	\$3.00	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Hoboken Ferry Service Improvements - T702	Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation and or purchase of support facilities such as and not limited to maintenance yards, crew quarters and administrative buildings etc.	\$12.00	\$0.00	\$0.00	\$0.00	\$0.42	Ongoing	Ongoing
Hoboken Long Slip Flood Protection Project - T908	Funding is provided to reduce the risk of flooding to Hoboken Rail Yard and the City by filling the deteriorated "Long Slip" inlet inside the rail yard. This project would also improve disaster response and recovery by constructing new elevated tracks and boarding areas on the filled area. The elevated position of these tracks and platforms will permit rapid recovery of commuter rail services to and from Hoboken Yard and its associated Hudson Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH), and ferry service. It will allow continued passenger service while the yard is being decommissioned in preparation of a major storm, and again as the yard is being restored for passenger operation after the storm. The source of the local funding is the State Transportation Trust Fund (TTF).	\$151.46	\$0.00	\$0.00	\$0.00	\$17.68	Ongoing	Ongoing
Hudson-Bergen and Newark LRT System - T87	Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.	\$62.86	\$0.00	\$0.00	\$0.00	\$61.23	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Hudson-Bergen LTR Northern Extension - T301	Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelles Avenue in North Bergen.	\$95.00	\$0.00	\$0.00	\$0.00	\$0.00	Ongoing	Ongoing
Immediate Action Program - T20	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.	\$389.67	\$10.10	\$12.96	\$91.70	\$349.53	Ongoing	Ongoing
Lackawanna Cutoff MOS Project - T535	Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.	\$2.87	\$0.00	\$0.00	\$0.00	\$0.24	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$143.38	\$27.24	\$16.43	\$130.20	\$108.47	Ongoing	Ongoing
Locomotive Overhaul - T53E	Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.	\$142.08	\$5.06	\$5.06	\$40.48	\$111.20	Ongoing	Ongoing
Lyndhurst Improvements - T610	Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$9.65	\$11.13	\$0.00	\$0.00	\$3.92	Ongoing	Ongoing
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	\$32.72	\$0.50	\$0.50	\$4.00	\$12.78	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
NEC Elizabeth Rail Station Improvements - T600	<p>Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.</p>	\$34.40	\$0.00	\$13.96	\$0.00	\$25.76	Ongoing	Ongoing
NEC Improvements - T44	Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$599.98	\$117.28	\$112.88	\$868.04	\$492.09	Ongoing	Ongoing
NEC Newark Intermodal - T81	<p>Funding is provided for Newark Intermodal projects, including historic restoration, structural rehabilitation and lighting improvements, customer facility improvements, pedestrian and traffic circulation improvements, and any related track and rail infrastructure work. These improvements will make the station more functional, attractive and more customer friendly. Improvements will allow for continued increase in ridership using Newark Penn Station and have clean air and economic benefits. Improvements to the Newark Light Rail are also included.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	\$10.16	\$0.00	\$0.00	\$0.00	\$9.52	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
New Brunswick Station Platform Ext. and Elevator Imprvmnts(Liberty Corridor) - T532	This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-modal hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.	\$1.75	\$0.00	\$0.00	\$0.00	\$1.67	Ongoing	Ongoing
NJ TRANSIT Grid Project - T910	<p>Funding is provided to create a "microgrid" power generation and distribution system. NJ TRANSITGRID will be capable of supplying highly-reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings. NJ TRANSITGRID will also provide resilient electric traction power to allow NJ TRANSIT trains on critical corridors, including portions of the Northeast Corridor, to continue to operate even when the traditional grid fails. This project will directly benefit NJ TRANSIT and Amtrak. The source of the local funding is the State Transportation Trust Fund (TTF).</p> <p>The source of local funding is the State Transportation Trust Funds (TTF) in the amount of \$144,616,890. The STIP ID is DB#T50, Signals and Communications/Electric Traction System program (S&amp;C Program). The TTF component includes \$45,000,000 of unspent funding appropriated in SFY14 and prior years for NJ TRANSIT from S&amp;C Program. In addition, NJ TRANSIT is allocating \$99,616,890 from the SFY 15-24 Constrained Capital Program including \$33,881,000 in SFY15, \$15,640,000 in SFY16, \$9,381,890 in SFY17 \$17,464,000 in SFY18 and \$23,250,000 in SFY from the S&amp;C program.</p>	\$438.32	\$0.00	\$0.00	\$0.00	\$16.50	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
NJ TRANSIT Raritan River Drawbridge Replacement Project - T909	Funding is provided to replace the aged and deteriorated Raritan River Drawbridge located in Middlesex County on the North Jersey Coast line (NJCL). The Raritan River Drawbridge was damaged by Superstorm Sandy. The drawbridge will be replaced with a more resilient structure that is less vulnerable to storm surge and flooding, thus enhancing the reliability of the NJCL. The source of the local funding is the State Transportation Trust Fund (TTF) in the amount of \$148,720,822. The STIP ID is DB#-T05, Bridge and Tunnel Rehabilitation program. The \$148,720,822 from the "Bridge and Tunnel Rehabilitation" program is from the SFY15-24 Constrained Capital Program; including \$4,750,000 in SFY15, \$5,000,000 in SFY16, \$5,000,000 in SFY17, \$5,000,000 in SFY18, \$70,887,000 in SFY19 and \$58,083,822 in SFY20.	\$456.31	\$0.00	\$0.00	\$0.00	\$40.72	Ongoing	Ongoing
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$136.63	\$30.42	\$44.79	\$99.31	\$103.27	Ongoing	Ongoing
Passaic-Bergen Intermodal (Earmark) - T534	Funding is provided for SAFETEA-LU earmarks for Passaic-Bergen Intermodal Transportation Deployment Initiative. Ridgewood Station serves both NJ TRANSIT's Bergen County Line and the Main Line, which serves Passaic County.  Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108. The total project cost is anticipated to be \$162 million.	\$6.16	\$0.00	\$0.00	\$0.00	\$0.83	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Perth Amboy Station Improvements - T620	Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations.	\$10.22	\$0.00	\$0.00	\$0.00	\$5.37	Ongoing	Ongoing
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$28.81	\$2.08	\$4.05	\$23.23	\$18.28	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Portal Bridge North - T538	<p>Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge (PNB) with a new high-level, two track, fixed structure bridge on a new rail alignment. The project will be approximately 2.44 miles of two track rail infrastructure including a 1,200 feet long new bridge spanning the Hackensack River and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.</p> <p>The estimated total project cost is \$1,732.1 Million (\$1,660.8 Million proposed Bridge Improvements Capital Investment Grants Program (CIG), \$71.3 Million proposed Rail Rolling Stock Purchase Congestion Mitigation Air Quality (CMAQ)).</p> <p>Section 5309 Capital Investment Grant (CIG) = \$766.5 Million NJ TRANSIT anticipates receiving \$766.5 Million under FTA's Section 5309 (CIG), which is applied to the STIP for PNB Project.</p> <p>CIG Grant Local Match= \$797.3 Million A total of \$797.3 Million of NJ TRANSIT local match will be committed to the Portal North Bridge CIG project which includes, \$600.0 Million in New Jersey Economic Development Authority (NJEDA), \$197.3 Million Transportation Trust Funds (TTF) for Portal North Bridge project.</p> <p>Other Funding= \$168.4 Million A total of \$97.0 Million of Amtrak (Non-Federal Funding) will be committed to the Portal North Bridge project by Amtrak. In addition, the project is funded with \$57.1</p>	\$134.61	\$61.25	\$170.25	\$655.45	\$58.67	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
	Million CMAQ (federal funds) for the purchase of up to 25 commuter rail vehicles with \$14.3 Million in TTF match. (Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained.)							
Preventive Maintenance-Bus - T135	This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.	\$0.00	\$112.69	\$112.69	\$1,150.66	\$0.00	Ongoing	Ongoing
Preventive Maintenance-Rail - T39	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$0.00	\$249.33	\$249.33	\$1,745.50	\$0.00	Ongoing	Ongoing
Private Carrier Equipment Program - T106	This program provides State funds for the Private Carrier Capital Improvement Program.	\$42.52	\$3.00	\$3.00	\$24.00	\$38.07	Ongoing	Ongoing
Rail Capital Maintenance - T34	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	\$614.02	\$98.80	\$98.80	\$790.40	\$552.63	Ongoing	Ongoing
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$143.49	\$0.00	\$0.00	\$0.00	\$105.00	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Rail Rolling Stock Procurement - T112	<p>This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.</p> <p>Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.</p> <p>CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".</p>	\$597.92	\$334.73	\$209.30	\$2,203.53	\$464.12	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$214.17	\$33.38	\$19.49	\$102.28	\$122.98	Ongoing	Ongoing
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$4.50	\$1.00	\$1.00	\$8.00	\$1.42	Ongoing	Ongoing
Section 5310 Program - T150	This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.	\$29.43	\$9.48	\$9.48	\$75.86	\$10.34	Ongoing	Ongoing
Section 5311 Program - T151	This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.	\$91.76	\$6.02	\$6.02	\$48.15	\$69.88	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	\$31.44	\$2.61	\$3.11	\$24.88	\$25.43	Ongoing	Ongoing
Signals and Communications/Electric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$755.69	\$22.99	\$27.49	\$88.00	\$529.84	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Small/Special Services Program - T120	<p>Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p>	\$21.20	\$1.47	\$1.47	\$11.78	\$17.06	Ongoing	Ongoing
South Amboy Intermodal Facility - T530	<p>Funding is provided for SAFETEA-LU earmarks for the South Amboy Intermodal Facility.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>The total project cost for South Amboy High Level Platforms is anticipated to be \$48 million.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	\$9.34	\$0.00	\$0.00	\$0.00	\$9.29	Ongoing	Ongoing
Study and Development - T88	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.	\$81.47	\$6.78	\$9.29	\$43.27	\$68.23	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, if Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$437.08	\$28.81	\$13.46	\$74.69	\$295.77	Ongoing	Ongoing
Track Program - T42	Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$216.33	\$18.00	\$18.00	\$144.00	\$191.40	Ongoing	Ongoing
Train Controls-Wayside Signals, Power & Communication Resiliency - T911	Funding is provided for the Train Controls infrastructure resiliency project. The project involves rail line resiliency efforts for certain assets that are vulnerable to storm events, including critical life-safety signal and communications systems. NJ TRANSIT's ten commuter rail lines and the light rail lines were impacted by Superstorm Sandy. They lie in coastal and inland floodplains where storms could overtop the trackbed and potentially flood and damage critical signal, power and communications systems used to control train speed, switches and track choice, and following distances for safe operations. The source of local funding is the State Transportation Trust Fund (TTF).	\$23.48	\$0.00	\$0.00	\$0.00	\$0.96	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Transit Enhancements - T210	<p>Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.</p>	\$4.25	\$21.80	\$106.78	\$1,029.31	\$4.18	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Transit Rail Initiatives - T300	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&amp;W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&amp;W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort</p>	\$331.10	\$0.25	\$16.21	\$317.06	\$321.94	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)



## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
	that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.							
Walter Rand Transportation Center - T303	The Water Rand Transportation Center (WRTC) is the regional transit hub for southern New Jersey, located across from Cooper University Hospital and Cooper Medical School of Rowan University, in the center of the Business District. WRTC services the Port Authority Transit Corporation (PATCO) high speed line, NJ Transit RiverLINE and proposed Glassboro-Camden Line (GCL), as well as serving as the hub for 26 regional NJ Transit bus lines that connect to Philadelphia, New Jersey and New York. Proposed changes include significant improvements to the building façade, renovations to the interior waiting area (including retail amenities) and new way finding signage. In addition, bus, taxi and train access may be consolidated and made more efficient. Critical to the concept development phase of this project is a focus on improved pedestrian and vehicular traffic flow, which will be accomplished by consolidating all of the existing bus lines inside an expanded and redesigned bus terminal. The redesign of the WRTC will provide better connections for parking, buses, taxis, public transit and retail space making it easier for pedestrians to navigate the transit center and the surrounding area.	\$2.00	\$0.00	\$0.00	\$0.00	\$0.03	Ongoing	Ongoing

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years.  
Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

## APPENDIX E

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (FY09 - FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23)	Proposed Appropriation (FY24 - FY31)	Amount Expended Or, If Ongoing Programs (FY09 - FY21)	Project Status	Project Status Expected Completion
Wood Ridge Maintenance of Way Facility Relocated Projects - T38	Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation of the Wood Ridge Maintenance Of Way facility.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$10.00	\$0.00	\$0.00	\$0.00	\$0.10	Ongoing	Ongoing
Total No. of Appropriation Line Item: 58		\$9,196.07	\$1,425.24	\$1,550.74	\$11,748.42	\$6,164.36		

Appendix E does not reflect \$98.8m in additional capital funding in both FY22 & FY23 due to reductions to the Capital to Operating Transfer in those years. Additional information regarding our Five Year Capital Plan can be found at [njtplans.com](http://njtplans.com)

**ITEM 2103-12: NJ TRANSIT CONVEYANCE AND MODIFICATION OF PROPERTY INTEREST AT MORRISTOWN RAILROAD STATION**

**WHEREAS**, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase, and sell, or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

**WHEREAS**, NJ TRANSIT staff has determined that, to facilitate Transit Oriented Development, property interests in the Town of Morristown may be negotiated, modified, and conveyed to entities approved by NJ TRANSIT for consideration as discussed in Executive Session, subject to certain conditions for the protection of NJ TRANSIT's interests;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is hereby authorized to take all actions necessary to negotiate, modify, and convey property interests to NJ TRANSIT approved entities, including modification of an existing NJ TRANSIT public parking restrictive covenant on Block 3602, Lot 13 in the Town of Morristown adjacent to the Morristown Railroad Station to facilitate Transit Oriented Development, for consideration as discussed in Executive Session.

**ITEM 2103-13: OUTDOOR ADVERTISING MANAGEMENT CONTRACT PAYMENT MODIFICATION**

**WHEREAS**, the licensing of outdoor advertising displays on billboards and advertising structures located within NJ TRANSIT's right of way, facilities, structures and properties generates considerable annual non-farebox revenue to help underwrite and subsidize operating expenses; and

**WHEREAS**, in August 2018, the NJ TRANSIT Board approved Item 1808-59: Outdoor Advertising Management Services, whereby NJ TRANSIT was authorized to engage All Vision, LLC ("All Vision") to provide management of outdoor advertising displays on billboards located within NJ TRANSIT's right of way, facilities, structures and properties, to maximize the value of NJ TRANSIT's existing and new outdoor advertising inventory; and

**WHEREAS**, NJ TRANSIT entered into Advertising Revenue Contract No. 18-014 with All Vision in September 2018 (the "Agreement"), for a term of five years, expiring August 31, 2023; and

**WHEREAS**, the Agreement mandates payment to NJ TRANSIT, as follows: All Vision, as agents for NJ TRANSIT, is permitted to enter into license agreements with billboard advertising companies (the "Licensees"), who, in turn, sell advertising space on billboards located on NJ Transit owned property. In consideration for these rights, All Vision is required to pay NJ TRANSIT an agreed upon sum as stipulated in the Agreement; and

**WHEREAS**, All Vision notified NJ TRANSIT that the Licensees were seeking financial relief under their licenses due to a significant reduction in advertising revenue as a result of the COVID-19 pandemic. Accordingly, in an effort to provide financial assistance in support of the Licensees during these difficult times, NJ TRANSIT recommends implementing a temporary payment modification plan for the Licensees and All Vision, as discussed in Executive Session;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to take any and all actions to implement a temporary payment modification plan in accordance with the terms set forth above and discussed in Executive Session.

**ITEM 2103-14:        PERSONAL INJURY CLAIM OF THE ESTATE OF ROSALYN QUINONES**

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

**WHEREAS**, The Estate of Rosalyn Quinones has presented a claim with a probable settlement cost greater than \$500,000; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to settle the claim of The Estate of Rosalyn Quinones through the estate's attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

**EXECUTIVE SESSION AUTHORIZATION**

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Extension of Parking Lot Lease with Ten Park Place Associates, Inc. and 570 Broad Street, LLC – Newark, New Jersey; 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.