

## 1 WHAT MAKES NJ TRANSIT A VALUABLE PARTNER?

As the largest statewide transit agency in the United States, NJ TRANSIT has several core assets. First, we own the existing rail Right-of-Way between the Frank R. Lautenberg Rail Station at Secaucus Junction and MetLife Stadium. Second, we have key partnerships with state government, local stakeholders, and regulatory authorities. Third, we are eager to partner with you and want to do everything in our power to turn this dream into a reality.

- We welcome innovative solutions and are working on an accelerated time frame to drive this project to completion.

## 2 WHY IS THIS PROJECT IMPORTANT NOW?

American Dream Mall – which is opening over the next 24 months – projects to receive 40 million+ visitors during peak operations. In addition, MetLife Stadium hosts up to 82,500 attendees for football games and 52,000 attendees for concerts. NJ TRANSIT is looking for solutions to move 20,000 customers an hour following major events at MetLife Stadium. On a daily basis at peak hours of operation, NJ TRANSIT anticipates needing to move up to 6,000 American Dream customers and employees per hour.

- Addressing these needs requires scalable, forward-thinking, and innovative solutions.

## 3 DOES NJ TRANSIT FAVOR SPECIFIC MODES?

NJ TRANSIT is open to all proposals and does not favor any specific mode. Solutions should be environmentally conscious and scalable. Additionally, NJ TRANSIT is seeking both short- and long-term solutions.

## 4 WHAT ARE THE LIMITATIONS OF THE CURRENT SYSTEM?

NJ TRANSIT is currently capable of moving ~8,400 people per hour on its current rail line for high capacity events at MetLife Stadium. However, the current process is resource-intensive and has the potential to affect regular commuter service. Additionally, the current route “dead-ends” at MetLife Stadium and does not loop back around to Secaucus Junction, severely limiting capacity and scalability.

## 5 DOES NJ TRANSIT ANTICIPATE ANY FUTURE GROWTH ALONG THE PROPOSED ROUTE?

Public transportation is a key driver of economic development. The Meadowlands and Secaucus are in close proximity to New York City and are likely to experience growth as a result of enhanced service on the new route. While the Meadowlands to Secaucus route is the minimum operating segment of the new route for the purposes of this challenge, we also welcome scalable solutions that can be expanded to serve adjacent communities with direct access to Secaucus Junction.

## 6 WHAT CHALLENGES DOES NJ TRANSIT FORESEE IN MAKING THIS IDEA A REALITY?

The Meadowlands is a complex environmental and geographical area composed largely of wetlands. Crossing the Hackensack River on new infrastructure and traversing the wetlands area is expected to present multiple engineering, geotechnical, environmental, and constructability challenges.

## 7 WHAT ARE NJT'S GOALS FOR THE FUTURE?

NJ TRANSIT has the potential to boost economic growth for the state of New Jersey and its surrounding region. The Meadowlands is home to one of North America's premier sports and entertainment destinations. New Jersey is home to some of the world's leading institutions in healthcare and higher education, among other sectors. Increasing capacity along the key Meadowlands route allows us to redeploy resources across our system and increase the system's capacity as a whole. Boosting our system's capacity increases the productivity of our citizens and our workforce.

- NJ TRANSIT aims to introduce solutions for the short- and long-term, with full operations underway by 2024.

## 8 WHAT ARE THE NEXT STEPS?

NJ TRANSIT will be releasing a Request for Expressions of Interest (RFEI) in the coming days. The quality and quantity of industry feedback to the RFEI will drive the character of a subsequent procurement effort, which is currently contemplated to be released Q1 2020.