

Discussion Points

1. The federal government has announced plans to impose broad tariffs on goods from Mexico, Canada, China, and other countries. The tariffs may impact the cost of steel, aluminum, and other construction-related commodities that are used in roadwork, bridge repairs, public transit infrastructure, and other transit related projects.

- **Questions:** Please provide an estimate of the cost that the tariffs will add to NJ Transit's current portfolio of infrastructure improvement projects, either in percentages or dollar amounts. How prevalent is the use of imported commodities in NJ Transit construction projects? What would be the effect on NJ Transit construction costs of a ten-percent across-the-board tariff on all imported goods and commodities?

A: We do not have sufficient information at this time to estimate potential tariff costs at this time. The use of imported materials varies in construction projects, and various construction components may be comprised of varying amounts of imported parts or materials. However, it is likely that tariffs will increase construction costs by some as yet unknown amount.

- **How will NJ Transit address these potential budget overruns? Will it delay the start of any new projects? Are there any specific existing projects at risk of being delayed, scaled back, or abandoned due to the tariffs-related cost increases? Will NJ Transit seek additional fare increases to counter the unanticipated erosion of its purchasing power caused by tariffs?**

A: We do not have sufficient information at this juncture to predict budgetary and construction schedule effects. NJ TRANSIT has no current plans to increase fares or scale back, delay, or abandon committed projects at this time as a result of potential tariff changes.

- **How could the increased costs on construction-related inputs impact the procurement process for ongoing and future projects? Are there any indications that the proposed tariffs will increase the cost of railcars and locomotives, and what impacts will these cost increases have on future procurement schedules? Please outline any contingency plans in place to source alternative materials or manage price volatility in construction or projects or procurements.**

A: See answers above. NJ TRANSIT is continually collaborating with suppliers and contractors to manage costs as much as feasible.

- **How could the rise in material costs and potential delays in supply chains affect the overall timeline for completion of projects, particularly those with fixed deadlines and budgets? Please describe the potential impacts on construction schedules and projects with seasonal construction windows.**

A: See answer above.

Discussion Points (Cont'd)

2. NJ Transit's proposed FY 2026 budget includes the expectation of an unchanged \$334.0 million in federal funds for preventive maintenance, or 10.6 percent of total anticipated FY 2026 operating revenues of \$3.16 billion. As such, NJ Transit is potentially exposed to federal retrenchment risk, as the federal government is weighing several cost containment options.

- **Questions:** Please assess the risk of NJ Transit receiving less than \$334.0 million in federal funds for preventive maintenance in FY 2026. Has NJ Transit already experienced unanticipated reductions in federal funding? If so, please describe the programs and the nature of the unanticipated reduction.

A: NJT has not experienced any federal funding reductions.

- Please describe the contingency plans NJ Transit has developed in anticipation of the potential, possibly abrupt, loss of federal funding. What is the level of federal funding loss the department could absorb within its existing resources in the remainder of FY 2025 or in FY 2026? Would NJ Transit seek additional fare increases to counter the unanticipated loss of federal revenue?

A: A significant loss of federal funding would require a combination of major service reductions and drastic cost cutting.

- Please comment on the potential effects of reduced federal funding on the performance and safety of NJ Transit. If federal funding for preventive maintenance were reduced, would NJ Transit maintain its spending on preventive maintenance and reduce expenditures elsewhere in its budget? Would service reductions occur?

A: Safety would always be maintained while any service reductions and cost cutting were implemented.

- What is the risk that the federal government might claw back any unexpended federal funds balances before the end of the grant award period as part of its current cost containment efforts?

A: At this time, NJ TRANSIT has not received any notice indicating unexpended funds in grants that have been obligated would be lapsed.

Discussion Points (Cont'd)

3. In FY 2025, NJ Transit increased fares by 15 percent, which NJ Transit estimated would raise an additional \$106.6 million in farebox revenue. For FY 2026, NJ Transit plans to implement a three-percent fare increase. In total, NJ Transit anticipates that its farebox revenue will increase by \$79.7 million, or 8.9 percent, from the revised \$900.3 million projection for FY 2025 to \$980.0 million in FY 2026. As to the current fiscal year, NJ Transit's revised farebox revenue projection of \$900.3 million is \$46.7 million less than originally anticipated.

- **Questions:** Please specify the components of the projected \$79.7 million increase in NJ Transit farebox revenue in FY 2026. How much would the planned three-percent fare increase contribute? What are the assumptions regarding ridership? What would the projected ridership be in FY 2026 if fares did not increase?

A: The increase of \$79.7m in farebox revenue is attributable to the following factors:

- \$27m – 3% fare increases
 - \$23m – Covid-19 Ridership return (2.5%)
 - \$20m – Fare holiday in FY2025 (Aug 26, 2024 – Sep 2, 2024)
 - \$8m – Population & ridership growth (1%)
- Please describe all the factors that contributed to NJ Transit falling \$46.7 million short of its original revenue projection for FY 2025.

A: The \$46.7m is composed of:

- \$20m – FY2025 fare holiday in FY2025 (Aug 26, 2024 - Sep 2, 2024)
- \$13m – Increased ridership projected but not realized
- \$11m – Covid-19 ridership return slower than anticipated
- \$3m – Fare enforcement collection targets not met

Discussion Points (Cont'd)

4. NJ Transit's revised budget for FY 2025 includes an unanticipated \$121.0 million operating deficit relative to the adopted budget for the current fiscal year. Expenditures are \$100.3 million higher than originally anticipated, led by an extra \$42.3 million for wages and salaries, \$26.3 million for fringe benefits, and \$16.1 million for materials and supplies. Revenues, on the other hand, are projected to be \$20.7 million below original estimates for the current fiscal year, attributable mostly to a \$46.7 million underperformance in farebox revenue.

- **Questions:** Please detail the factors that contributed to NJ Transit's unanticipated \$100.3 million increase in expenditures in FY 2025. How are labor agreements concluded in FY 2025 contributing to the unanticipated labor cost increase? Please explain how NJ Transit intends to solve its projected \$121.0 million operating deficit in FY 2025.

A: Factors included, but were not limited to, the 2024 fare holiday, the assumption of additional private bus routes, as well as significant post-Pandemic inflationary cost increases in materials, supplies, and escalations in new purchased transportation contracts. Labor costs were included in our budget, excepting the ongoing negotiations with the Brotherhood of Locomotive Engineers & Trainmen. NJ TRANSIT expects to receive \$65 million in real estate revenue through property sales to the NJEDA, which will be realized in FY2025. Other savings and efficiencies from across the organization's operations will make up the balance.

Discussion Points (Cont'd)

5. In response to a FY 2025 OLS Discussion Point, NJ Transit indicated that the lease cost for the first year of occupancy at Two Gateway Center, its new headquarters in Newark, is \$16.8 million, of which \$11.9 million for part-year occupancy was reflected in the FY 2025 budget. NJ Transit planned to complete the move by spring 2025 and executed the option to occupy the 10th floor of the building. NJ Transit stated further that it still needed to determine the disposition of its old headquarters One and Two Penn Plaza East in Newark, which is owned by NJ Transit.

NJ Transit's FY 2026 operating budget shows a \$34.3 million (65.1 percent) increase in "All Other Expenses" from \$52.7 million in FY 2024 to a projected \$87.0 million in FY 2025 (revised). The FY 2025 revised amount is \$8.7 million more than originally budgeted. For FY 2026, NJ Transit projects a decline to \$81.3 million in this expenditure category.

- **Questions:** What is the lease cost at Two Gateway Center for FY 2025 and FY 2026, including the 10th floor occupancy? What is the current occupancy of Two Gateway Center? What is the anticipated date by which NJ Transit will fully occupy its current lease space at Two Gateway Center?

A: The lease cost for FY2025 is \$14.6 million. The lease cost for FY2026 is \$17.1 million. NJ TRANSIT currently has 1,800 employees at Two Gateway Center, with the ability to add up to 125 additional employees to accommodate growth. The move to Two Gateway Center was completed in March 2025.

- **What are the asset retirement options for the previous NJ Transit headquarters at One and Two Penn Plaza East in Newark?**

A: The disposition of One and Two Penn Plaza East has not yet been determined. As with any real property, sale, long-term lease, or other business approaches can be analyzed at the appropriate time, in the context of local and regional market conditions and other factors.

- **Please detail for FY 2024, FY 2025 originally budgeted, FY 2025 revised, and FY 2026 projected the components of the "All Other Expenses" expenditure category in NJ Transit's FY 2026 budget proposal. Please explain any change of \$2 million or more.**

Discussion Points (Cont'd)

<i>\$ in millions</i>	
All Other Expenses	
FY24 Actuals	\$52.7
Gateway Occupancy	14.6
Credit Cards & Banking Fees	4.3
Primarily higher P&E Reimbursements	6.7
FY25 Budget	78.3
Credit Cards & Banking Fees	3.0
Primarily higher P&E Reimbursements	5.7
FY25 Revised Forecast	87.0
Gateway Occupancy	1.4
Financing Cost Savings	(4.5)
Other	(2.5)
FY26 Budget	\$81.4

Discussion Points (Cont'd)

6. Recently, the federal government rescinded its prior approval for New York City's congestion pricing program, also known as the Central Business District Tolling Program. The Metropolitan Transportation Authority is challenging the cancellation in court. According to news reports, the federal government agreed to the program's continuation until at least October.

The program was implemented to generate revenue to fund the operations of and improvements to the Metropolitan Transportation Authority subway system, rail transit lines, and bus service. Congestion pricing had begun on January 5, 2025 with most drivers paying \$9 to enter the Congestion Relief Zone in Manhattan, with the toll planned to increase to \$12 in 2028 and \$15 in 2031.

- **Questions:** How has New York City's congestion pricing program impacted ridership and revenue collections for NJ Transit since the program began in January 2025? Has NJ Transit begun to make adjustments to its capital plan and future budget projections based on the program? If not, why not?

A: *While there have been some nominal increases in ridership on select rail and bus trips, there is no evidence at this time that congestion pricing is having an impact that would warrant an adjustment to NJ TRANSIT's current capital plan or budget projections.*

Discussion Points (Cont'd)

7. NJ Transit's proposed expenditures for FY 2026 exceed its adopted FY 2025 budget by a net \$151.9 million or 5.1 percent. The total is composed of a projected \$209.9 million increase to operating expenditures offset by \$58.0 million in unidentified cost savings.

FY 2025 to Proposed FY 2026 Expenditure Changes (In \$ Million)		
Item	Cost Increase/Savings	
Contract - Non Labor	\$ 83.4	2.8 % Increase
Contract - Labor	\$ 54.2	1.8% Increase
Service Needs	\$ 51.7	1.7% Increase
Service Expansion	\$ 13.0	0.4% Increase
2026 FIFA World Cup	\$ 7.6	0.3% Increase
Total Increase	\$ 209.9	7.0% Increase
Total Savings	\$ (58.0)	1.9% decrease
FY 2026 Net Budget Impact	\$ 151.9	5.1% Increase

- **Question:** Please describe, in full detail, all of the \$58.0 million in cost saving measures identified by NJ Transit for FY 2026.

Item (in millions)	Budget Savings
Short Term Debt Interest Savings	(4,500,000)
Reduce Overtime Spending by 4%	(13,100,000)
Hiring Freeze 100 Admin Positions	(7,400,000)
Reduction to 29 Individual Software Contracts due to Expiration and Discontinued	(1,414,051)
Outsource Tier 1 IT Support (Helpdesk)	(1,000,000)
Offloading Trips from Standard ADA Providers to Transportation Network Co's (TNC	(7,220,012)
Bus Pass Prog: Right-sizing to the One Remaining Participant, Broadway Bus	(203,114)
Lower Diesel Prices in FY26 (Hedged) and Diesel Fuel Sourcing	(5,000,000)
Advanced Purchase of Non-Propulsion Electric	(800,000)
Realize bus route efficiencies	(5,700,000)
Outsource Non-Revenue Vehicle Repair	(1,500,000)
Reduce from 4 to 3 Assistant Conductor Trainee Classes	(3,000,000)
Lower Diesel Prices in FY26 and Diesel Fuel Sourcing	(4,000,000)
Metering Electric On Rail Lines (Amtrak Charges)	(2,200,000)
Advanced Purchase of Non-Propulsion Electric	(1,000,000)
Total Budget Savings	(58,037,177)

8. On December 26, 2024, a sinkhole emerged on the eastbound lanes of Interstate 80 in Wharton, New Jersey, leading to significant traffic disruptions. The sinkhole was attributed to

Discussion Points (Cont'd)

the collapse of an abandoned mine beneath the highway. Since then, on February 10, 2025 and on March 19, 2025, two more sinkholes have opened around the same location. Most recently, on March 21, 2025, another sinkhole appeared, this time on Interstate 287 in Parsippany-Troy Hills, New Jersey, worsening commuting challenges in the region.

NJ Transit announced that it will offer a 50 percent discount on round-trip travel for individuals affected by the ongoing emergency repair work on Interstate 80. The discount will remain in effect for the duration of the repairs and aims to provide an alternative travel option while alleviating congestion in the affected area.

- **Questions:** Please discuss how the 50 percent fare discount is projected to impact ridership. What assumption does NJ Transit make regarding any gain in ridership attributable to the fare discount? What would be NJ Transit's ridership projection in FY 2026 if the sinkhole repairs were not resolved within FY 2025?

A: There has been a nominal increase in ridership, which is not projected to increase further.

- **What are the projected effects of the 50 percent fare discount on NJ Transit farebox revenue in FY 2025? What is the projected revenue gain from any additional ridership due to the fare discount? What is the projected revenue loss from collecting less in fares from riders who would have used NJ Transit irrespective of the sinkholes? Is the 50 percent fare discount program incorporated into the revised \$900.3 million projection for NJ Transit farebox revenue in FY 2025?**

A: As per above, there is no discernable revenue impact from the Route 80 discounted fare program. The reduction in revenue from regular riders has been offset or slightly exceeded by revenue from new riders.

Discussion Points (Cont'd)

9. In response to a FY 2025 OLS Discussion Point, NJ Transit indicated that the Hudson-Bergen Light Rail Northern Branch extension project remained delayed due to the lack of an updated Final Environmental Impact Statement required by the Federal Transit Administration. Additionally, NJ Transit indicated that it was developing an updated project timeline and updated cost estimates. NJ Transit also reported that, once approved, the Federal Transit Administration would provide a grant for 80 percent of the project cost with the State responsible for the other 20 percent, which NJ Transit still needed to identify.

- **Questions:** Please provide a status update on the updated Final Environmental Impact Statement. Please provide an updated timeline for the project. What is the updated cost estimate for the project? What steps has NJ Transit taken to identify and secure the State's portion of funding necessary to obtain Federal Transit Administration grant support for the project?

A: The Federal Transit Administration (FTA) previously determined that the project area's environmental conditions had likely changed in recent years, particularly in the wake of Superstorm Sandy and increasing extreme weather events, and that therefore the environmental review should be restarted and updated. It is important to note that much of the information in the original Environmental Impact Statement (EIS) can be repurposed for the new submission, which will expedite the process to the greatest extent possible.

NJ TRANSIT expects to issue a Request for Proposals by late 2025 to obtain a consultant to begin the updated EIS process. The updated study is expected to take several years to complete. Once the EIS is approved by FTA and a Federal Record of Decision is issued, preliminary design, procurement of a contractor and construction are expected to take approximately 10-12 years.

Discussion Points (Cont'd)

10. Since FY 2021, on-time performance has steadily deteriorated for NJ Transit’s rail, bus, and light rail operations. From June 1, 2024 to August 31, 2024, for example, NJ Transit cancelled approximately 1,800 trains prompting the Governor to announce a one-week NJ Transit fare holiday for all customers from August 26, 2024 through September 2, 2024.

NJ Transit On-Time Performance FY 2021 through FY 2024				
	FY 2021	FY 2022	FY 2023	FY 2024
Rail	93.3%	92.5%	90.5%	89.9%
Bus	98.0%	95.0%	94.0%	91.0%
Light Rail	96.9%	96.3%	95.7%	93.8%

Source: FY 2026 New Jersey Transit Budget Proposal Transmittal - Appendix B

- **Questions:** Please describe all factors that have led to declining on-time performance for NJ Transit across all modes of transportation. What practices has NJ Transit implemented to mitigate these contributing factors? Please outline any potential increase in cost to mitigate these issues moving forward.
- How has the deteriorating on-time performance affected ridership across all modes of transportation?
- Please describe all factors that led to the large number of train cancellations from June 1, 2024 to August 31, 2024. What was NJ Transit’s revenue loss due to the August 26, 2024 through September 2, 2024 fare holiday? Does NJ Transit plan to repeat the one-week fare holiday in FY 2026?

A: NJ TRANSIT rail on-time performance (OTP) for FY2024 was 93.4% when excluding the significant impact of Amtrak-related service delays on the entire NJ TRANSIT network.

While some maintenance issues managed by the River Line's contractor had a negative impact to the light rail overall OTP, the Newark LR had an OTP of 98.6% in FY2024, while HBLR’s OTP was at 96.8%.

Regarding NJ TRANSIT Bus Operations, NJ TRANSIT assumed several dozen bus routes abandoned by multiple private carriers with little or no advance notice. Given lack of notice and constrained resources, both buses and operators, NJ TRANSIT assumed this additional service with existing resources, which had an impact on overall OTP.

Discussion Points (Cont'd)

11. NJ Transit expenses for purchased transportation are projected to increase from \$279.5 million in FY 2024, to \$288.7 million in FY 2025 budgeted, \$299.0 million in FY 2025 revised, and \$344.1 million in FY 2026. From FY 2024 to FY 2026 proposed, the growth thus equals \$64.6 million, or 23.1 percent.

In August 2024, NJ Transit implemented an emergency bus service plan in response to the abrupt abandonment of certain Coach USA, LLC bus routes in Bergen, Passaic, and Hudson counties. On August 17, 2024, Academy Bus Lines assumed the affected routes in Bergen and Passaic counties with no changes to routes, schedules, or fares. NJ Transit directly operated service for the affected Hudson County routes.

- **Questions:** Please explain the projected increase of \$64.6 million, or 23.1 percent, in NJ Transit expenditures for purchased transportation over just two years from FY 2024 to FY 2026. What part of the added cost is for service enhancements over FY 2024 and what part is for service continuation at the FY 2024 level? Please detail for FY 2024, FY 2025 (projected), and FY 2026 (projected), the expenditures for purchased transportation by operator and by line.

A: NJ TRANSIT purchased transportation consists primarily of Access Link paratransit service and contracted regular bus route service in select areas, as well as for contracted operation of the Hudson Bergen Light Rail (HBLR) and RiverLINE Light Rail lines. The increased costs reflect labor and inflationary cost increases as new competitively bid contracts replaced expiring contracts. Access Link costs also increased due to mandated federal operating compliance requirements, as well as steady increases in ridership.

For light rail, HBLR monthly payments for operations and maintenance total \$4.87 million. For RiverLINE, monthly O&M payments are \$2.26 million. The contracts for these two services contain an annual inflation escalation that averages approximately 2.83 percent.

- **Please provide a full accounting, including revenue impacts, of NJ Transit's assumption of Coach USA bus routes in Hudson County. What were the costs of NJ Transit's emergency bus service plan?**

A: The cost for the rescue of the three Hudson Coach lines is approximately \$13.9 million annually, with fare box revenue of \$3.058 million annually. Weekday costs of the service are approximately \$11.5 million annually, with the cost for Saturday service at approximately \$1.7 million annually. Sunday service costs are approximately \$700,000 annually.

Discussion Points (Cont'd)

- **Please list all service areas in which a private bus carrier has discontinued service and in which NJ Transit has begun providing service instead. Please also identify the private bus carriers that have discontinued service. Has NJ Transit been able to provide service to all stops affected by private bus carriers' contract cancellations?**

A: April 7, 2023 – DeCamp Bus Lines – Essex County

September 30, 2023 – Transdev Services – Monmouth County

October 8, 2023 – O.N.E. Bus, (a Coach USA subsidiary) – Newark-Elizabeth

October 28, 2023 – A & C Bus – Jersey City

August 16, 2024 – O.N.E. Bus, (a Coach USA subsidiary) – Hudson County

August 16, 2024 – Community Transportation, (a Coach USA subsidiary) – Bergen and Passaic counties

November 1, 2024 – Suburban Trails, (a Coach USA subsidiary) – Union County mini-bus service

NJ TRANSIT has been able to serve almost every stop affected by the private contractors' service cancellations, and ridership on all the above lines has increased since NJ TRANSIT took over service, thanks to our vastly improved reliability and service.

Discussion Points (Cont'd)

12. NJ Transit anticipates \$195.9 million in revenue in FY 2026 from commercial revenue, a \$66.8 million, or 51.7 percent, increase from the revised FY 2025 total of \$129.1 million.

P.L.2024, c.25 made a minimum of \$100.0 million available to the New Jersey Economic Development Authority to purchase properties from NJ Transit that the authority identifies as suitable for development, rehabilitation, and leasing opportunities to maximize their development potential. Of the \$100.0 million, the law appropriated \$65.0 million out of the General Fund. In application of the new law, the Economic Development Authority intends to purchase the properties below from NJ Transit.

If, in subsequent years, the authority were to sell any of the properties, NJ Transit would receive no less than 33 percent of the proceeds from such sale above the appraised value of the property at the time of NJ Transit’s sale of the property to the authority. Similarly, if the authority were to lease any of the properties to a third party, NJ Transit would receive no less than 33 percent of the proceeds from the lease.

City	County	Block	Lot	Address	Acres
Lyndhurst	Bergen	73	1	Amvets and Delafield Ave.	4.1
Linden	Union	254	10	101 W. Elizabeth Ave	2.074
Old Bridge	Middlesex	4185	9.12, 9.13, 9.14, 9.16	Overpass Drive & Rt 9.	5.7
Hamilton	Mercer	1518	6.01, 7, 8, 9	720 Sloan Ave	14
Hamilton	Mercer	1504	14		
Cherry Hill	Camden	98.01	11	Union Ave	3.33

- **Questions:** Please indicate the purchase price for each of the properties identified above as well as each property’s appraised value.

A: P.L.2024, c.25 (S3519/A4709) was adopted to authorize the New Jersey Economic Development Authority (NJEDA) to purchase NJ TRANSIT properties for future Transit-Oriented Development. Per the legislation, properties are to be acquired per EDA’s appraised values. Final values have not yet been assigned by EDA.

- Please detail how the proposed land purchases will impact NJ Transit revenues and expenditures for FY 2026. Will NJ Transit have reduced annual property maintenance costs going forward? Does NJ Transit anticipate to receive future revenue from the transactions apart from the initial sales receipts?

A: The first phase of transactions with the EDA are scheduled to close in FY2025 and receipt of purchase prices shall be utilized to augment revenues to support NJ TRANSIT operations. All of these properties are currently parking lots that do not have a material cost or benefit, and thus do not have material forward operating cost impacts. No decisions have been made in regard to future development plans for the sites, and NJ TRANSIT has not made any anticipation of future revenue apart from the initial sales receipts.

- Please detail NJ Transit’s commercial revenue for FY 2024, FY 2025 (projected), and FY 2026 (projected).

Discussion Points (Cont'd)

A: FY2024: \$43,939,519

FY2025: \$45,000,000 (PROJECTED)

FY2026: \$46,125,000 (PROJECTED)

Discussion Points (Cont'd)

13. P.L.2022, c.18 appropriated \$814.0 million out of the off-budget New Jersey Debt Defeasance and Prevention Fund to NJ Transit for the eight capital projects listed below:

Capital Project	Appropriation
Walter Rand Transportation Center Redevelopment	\$250,000,000
Newark Penn Station 2.0 Improvements	\$191,000,000
Hoboken Ferry Terminal Building and Hoboken Bus Terminal Access Improvements	\$176,000,000
New Brunswick Station Improvements	\$49,000,000
Bloomfield Station Improvements	\$48,000,000
Construction of Maintenance-of-Way Facility in Clifton	\$40,000,000
Brick Church Station Improvements	\$33,000,000
Roselle Park Station Improvements	\$27,000,000
Total	\$814,000,000

- **Question:** For each of the eight projects, please provide status updates on:
 - a) the current project stage (i.e., is it in the planning and design stage, has construction begun, etc.);
 - b) the projected completion date;
 - c) the total projected cost, by component;
 - d) alternative funding sources, if the Debt Defeasance and Prevention Fund appropriation is not expected to cover the entire project cost;
 - e) whether any vendors are anticipated to be selected to design the project and guide the construction, and the status of the procurement for such services;
 - f) if a vendor has been selected for the design and planning of the project, as well as for construction management, please name the vendors and provide the terms of compensation; and
 - g) whether there are already known cost overruns relative to original projections.

A: See attachment FY2026 NJT OLS Answers Q13

Discussion Points (Cont'd)

14. NJ Transit borrows against its annual appropriation of capital funds in various ways, primarily through borrowing arrangements with the New Jersey Economic Development Authority. As a result, the majority of annual capital appropriations are consumed each year by debt service and are not available to fund new NJ Transit projects.

- **Question:** Please identify: (a) the current debt service schedule for NJ Transit borrowing, including Certificates of Participation, New Jersey Economic Development Authority project bonds, Portal Bridge bonds, and any other borrowing with an annual debt service payment that relies on capital funding sources; and (b) the capital program lines that comprise these payments.

A: See attachment FY2026 NJT OLS Answers Q14

Discussion Points (Cont'd)

15. NJ Transit has a large number of projects in its capital project pipeline and not all of them are reflected in the Annual Capital Program. Some are partially funded under previous annual capital programs, and some have not yet been funded but have been identified in the five-year capital program or planning documents.

- **Question:** Please provide the following information for each of the following capital projects: a) the date when planning and development began; b) the amount of capital funds appropriated to date; c) the amount of capital funds expended to date; d) the amount of capital funds that still need to be appropriated to complete construction; e) whether existing future funding sources have been identified for the project, including the year of funding, if applicable; and f) anticipated project completion dates:

Each Sandy Resiliency Program Project
Electrification of the Bus Fleet
Elizabeth Train Station
Newark Penn Station
Lyndhurst Station
Perth Amboy Station
Northern Bus Garage
Portal Bridge
New Brunswick Transit Service (BRT/Light Rail/etc.)
Route 1 BRT
Camden-Glassboro Rail Line
Hudson-Bergen Northern Branch
Hudson-Bergen Rt. 440 Expansion
Lackawanna Cutoff
MOS Project Rail Extension to Phillipsburg
Meadowlands capacity expansion project/design competition – Boonton Transit Way
Raritan River Bridge Replacement
Mid-Line Loop
North Brunswick Station
Hunter Flyover
Delco Lead
County Yard Expansion
Passenger service on the New York, Susquehanna and Western Railway east of Hawthorne
New York Penn Station Improvements

A: See attachment FY2026 NJT OLS Answers Q15

Discussion Points (Cont'd)

16. Please provide the following data and information:

- A. A list of ridership levels, farebox recovery ratios, and passenger growth rates for each bus route, rail line, and light rail line for FY 2022 through FY 2025 (projected full year).**

A. *See attachment FY2026 NJT OLS Answers Q16A*

- B. A breakdown of individual capital program lines and other sources that comprise the "Other Reimbursements" line in the Public Transportation section of the annual Governor's Budget.**

A. *\$1,076,990,000 is listed for Other Reimbursements on page D-383 of the Governor's FY2026 Detailed Budget. This includes \$470 million in Turnpike funding, \$70.1 million in Clean Energy funding, \$334 in Federal Capital Preventive Maintenance funding, and \$202.9 million in other grant and reimbursable funding from various sources.*

- C. A breakdown of individual capital program lines and amounts that comprise FY 2025 and FY 2026 salary and overhead.**

A. *See attachment FY2026 NJT OLS Answers Q16C*

- D. A breakdown of individual capital program lines and amounts that comprise FY 2025 and FY 2026 permitted maintenance.**

A. *No funding was appropriated in FY2025 & FY2026 for permitted maintenance (Capital Maintenance).*

- E. A breakdown of individual capital program lines and amounts that comprise FY 2025 and FY 2026 (projected) capital to operating transfers.**

A. *Federally funded Preventive Capital Maintenance funding of \$334 million is included in the FY2025 and FY2026 Budgets. This funding is used to offset the cost of federally approved preventive capital maintenance projects that extend the life of long-term assets such as locomotive engines, buses, and other equipment and facilities. No Transportation Trust Fund Authority funding has been budgeted for this purpose since FY2021.*

NJ TRANSIT Debt Defeasance Report (as of month-end March 31, 2025)

Brick Church Station Improvements (East Orange, New Jersey)

[NJT01456]

The purpose of this project is to improve the state of good repair and customer facing amenities at Brick Church Station located in East Orange, NJ. This includes mitigation of water leaks through track beds, building envelope repairs, viaduct concrete repair, replacement of existing low level platform with high level ADA compliant platform, installation of two new elevators, furnish NJ TRANSIT Police Department Office, building interior upgrades including upgrade to HVAC, electrical, plumbing work, refurbishment of the men's and women's restrooms, adaptive reuse of the former baggage room, art installation on boarded up windows on the platforms and installation of an historic plaque. The detailed SOW for each phase is described below.

The above work is divided into three (3) phases as shown below.

PHASE # 1A - Leak Investigation and Mitigation Report – By TOC Consultant (Completed)

PHASE # 1B - Temporary Leak Remediation Work Inside the Station building & Miscellaneous Exterior Improvement – Installation of temporary drips pans and exterior repairs/improvements below the viaduct.
Construction Work by Force Account - Rail Ops (Completed)

PHASE # 1C – Viaduct & Track Bed Repairs – Waterproofing and concrete repairs of the track bed, platforms, crawl space under the platform, track drainage improvements and viaduct repairs.
(Design by TOC Contract Vendor & Construction by the Contractor through IFB Procurement Method)

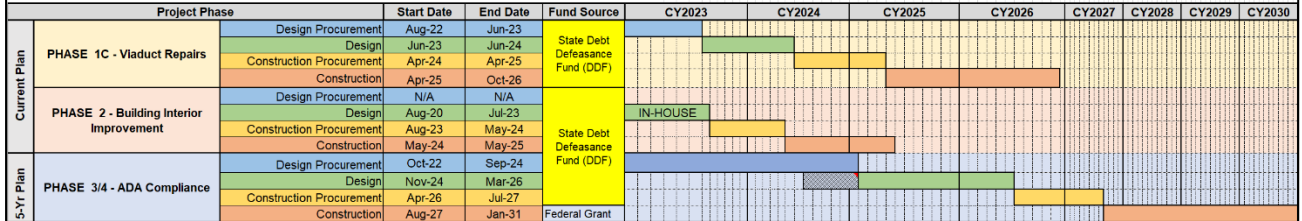
PHASE # 2 – Various Improvements - Construction Package (Various Improvements) -
(Design by NJ TRANSIT Design Service Unit & Construction by the Contractor through IFB Procurement Method)

PHASE # 3 – Ticket Office, Boiler Room upgrades and all other long-term SOW Items -
All the Scope of work under this phase has been merged in Phase # 4.

PHASE # 4 - ADA Compliance - Enhancement including high level platforms, raised canopies, elevators installation, generator, exterior building envelope leak remediations/repairs, historic window replacements, non-customer-facing improvements, basement of the station building, ticket office, NJTPD offices and other small miscellaneous items.
(Design by Architectural/Engineering Firm through RFP using the new TOC A&E Program, Construction by the Contractor through IFB Procurement Method)

PROJECT LOCATION - BRICK CHURCH STATION, EAST ORANGE, NJ

GANNT CHART



Overall Percent Complete: 23%

Phase IA- 100%; Phase IB-100%; Phase IC-25%; Phase II- 32%; Phase IV- 9%

Accomplished This Month:

Phase IC:

- 1) 100% Design Submissions & IFB Package for construction completed on **07/22/2024**.
- 2) SHPO approval completed **12/10/2024 (A)**.
- 3) **IFB Package for Construction now under process to Procurement for Bid Advertisement.**
- 4) **Advertisement for the Bids anticipated around May 2025.**

Phase II:

- 1) Procurement awarded contract to lowest bidder (John O'Hara Company INC) on 09/11/2024.
- 2) Pre-Construction Meeting completed on 09/26/2024.
- 3) NTP for construction finalized for 03/03/2025 (A).
- 4) DCA Construction Permits Approved on 11/30/2024.
- 5) **DCA process for Temporary Station Facilities under approval.**

Phase IV:

- 1) The new method to procure Design Consultant on board using the new TOC A&E Programs.
- 2) RFP along with ICE completed with reviews & approval from Senior management & Package now with Procurement for TOC vendor proposal invite.
- 3) Anticipated timeline to get the Design Consultant on board by April 2025.
- 4) Project Schedule has no impact when using this new TOC.
- 5) **Received FTA Grant Award of \$83.31M for All Stations Accessibility Program (ASAP) for Brick Church Station on 05/28/2024.**

Next Major Milestones:

- April 2025 – Phase IC – IFB Advertisement.
- March 2025 – Phase II – NTP finalization for construction work.
- April 2025 – Phase IV – Finalize Design Proposal & NTP for Design.

Project Phase		Budget	Funding Source	Force Account Support	Start Date	End Date	
PHASE # 1C - Viaduct Repairs	Design Procurement	\$65,000	Current Available Funds of \$33M to be used		Aug-22	Jun-23	
	Design	\$477,321		Flagging Support during Design	Jun-23	Jun-24	
	Construction Procurement				Apr-24	Apr-25	
	Construction	\$27,353,007		Flagging & Rail Ops Construction Support	Apr-25	Oct-26	
PHASE # 2 - Building Interior Improvement	Design Procurement	In-House				N/A	N/A
	Design					Aug-20	Jul-23
	Construction Procurement					Aug-23	Sep-24
	Construction	\$4,780,132		Flagging Support during Construction (if needed)	Oct-24	Jan-26	
PHASE # 3/4 - ADA Compliance	NJT Procurement - Design	\$194,739				Jan-23	Jan-24
	Design	\$6,491,295			Flagging Support during Design	Feb-24	Jul-26
	Construction Procurement	\$1,824,847				Aug-26	Jul-27
	Construction	\$86,039,581		FTA Grant	Flagging & Rail Ops Construction Support	Aug-27	Aug-30

- **Total (Phase # 1A,1B) (Leak Investigation & Short Term Remediation) *Completed* - \$486,240.30**
- **Total (Phase # 1C) (Design/Engineering + Construction + Soft Cost) - \$27,895,328.55**
- **Total (Phase # 2) (Construction + Soft Cost) - \$4,780,131.87**
- **Total (Phase # 4) (Design & Engineering + Procurement) - \$6,686,034.32**
- **Total (Phase # 4) (Construction+ Procurement+ Project management) - \$87,864,428.35**

Total Budget: \$127M (TTF: \$3.7M; DD: \$33.0M; Federal Funding Received: \$83.3M)

Overall Expenditure: \$1.3M (As of November 30, 2024)

Budget Breakdown:

- Phase I: \$27.81M
- Phase II: \$4.78M
- Phase IV: \$94.6M

NJ TRANSIT Debt Defeasance Report
(as of month-end March 2025)

Bloomfield Station Improvements (Bloomfield, New Jersey)

[NJT01504]

The project Scope of Work (SOW) at this station, which is on the National Register of Historic Places, includes new high-level platforms to make the station ADA accessible, a new ADA-compliant vertical transportation system, improvements to the two station houses on the inbound and outbound headhouses, renovation of the existing tunnel between the two station houses under the tracks, canopy rehabilitation and other site and station work required as determined during the design process.

Bloomfield

	CY2022	CY2023	CY2024	CY2025	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031	CY2032
			Engineering			Construction					

Note: Construction Bar includes IFB Procurement as part of timeline.

Overall Percent Complete: 16%

Accomplished this month:

Addressed 30% of design comments from NJ Transit and the State Historic Preservation Office (SHPO).

Advanced the NJDEP mitigation scope; the change order package is in progress.

Next Major Milestones:

Advance to 60% Design Phase: Pending approval of 30% design by NJ Transit and SHPO.

Estimated Cash Flow (Millions)	CY2022	CY2023	CY2024	CY2025	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031	CY2032
	\$0.05	\$0.29	\$1.70	\$2.30	\$1.50	\$0.80	\$15.00	\$15.00	\$11.36		

Total Debt Defeasance Funding: \$48 M

Overall Expenditure: \$2.1M (As of March 2025)

Current Total Project Estimate: \$58M

NJ TRANSIT Key Capital Initiatives Update
(as of April 1, 2025)

LCOR Hoboken Connect (Hoboken, New Jersey)		NJT01567				
<p><i>This project Scope of Work for the LCOR Hoboken Connect project consists of the overall redevelopment of the Warrington Plaza, the interior and exterior development of the Ferry Terminal Building, the construction and implementation of a new Bus Terminal, demolition of the Lift Building, and other change order work as NJ TRANSIT shall designate to improve the customer experience at the Hoboken Terminal.</i></p> <p>1. <i>TOD: Yes (private development with private funding).</i> 2. <i>Retail Space: Yes</i> 3. <i>Parking: No</i></p>						
CY	2023	2024	2025	2026	2027	2028
Demo of Lift Building		Construction				
Terminal Roof		Design	Construction			
Bus Terminal		Design	Construction			
Env. Clearance	EO 215 / SHPO			Env. Cleanup		
Warrington Plaza		Design	Construction			
Terminal Bldg. Improvements		Design	Construction			
<p>Overall Percent Complete: 0% Design – 99% EO215/SHPO – 95% Permits – 70% Construction – 5%</p>						

Accomplished This Month:

- Ferry Terminal Building 100% design package has been fully approved and is now in review with DCA.
 - Ferry Terminal lead and asbestos abatement permits have been received.
 - Received DCA Fire Protection comments and sent to LCOR on 2/26. Mechanical / architectural / electrical drawings have been released; Structural comments sent to LCOR for review; Plumbing comments sent to LCOR for review (response received on 3/26); Elevator comments sent to LCOR for review (response received on 3/26);
- DCA reviews are ongoing for New Bus Terminal and Interim Bus Terminal design packages.
 - Interim Bus Terminal has been approved.
 - New Bus Terminal round 3 comments have been issued to LCOR as of March 18, 2025.
- The Section 106 letter for the Water Development Permit was accepted and the formal SHPO process has begun as of July 30, 2024 and is ongoing.
- NJ TRANSIT has restarted design with LCOR for Long Hallway. NJ TRANSIT is working with NJ TRANSIT Rail Operations and NJT Police Department to incorporate all requirements into the new design.
- Demolition of Lot 1 parking lot in Hoboken began on October 21, 2024, and is ongoing.
- SHPO has approved project. Design team and contract will continue to engage for any other requests.

Next Major Milestone:

- Continue to coordinate construction logistics meetings between LCOR and NJ TRANSIT user groups.
- Continue to coordinate "white paper" package distribution between LCOR and NJ TRANSIT staff.
- Continue review of various documents (SHPO review, Bus & Ferry Terminal design packages) sent by LCOR to NJ TRANSIT.
- Continue coordination between LCOR and NJT Rail Operations for future parking mitigation.
- Continue coordination with NJT Signals and Poles, Rebuild by Design floodwall, and LCOR Hoboken Connect projects.
- Continue to coordinate plans for conductor's lot fiber poles and water line relocations, due to conflicts with construction of the Site 2 residential building.
- Progress with environmental abatement preparation.
- Progress with DCA reviews for Ferry Terminal Building, New Bus Terminal, and Interim Bus Terminal.
- Progress for other various design elements.

Anticipated Budget Drawdown:

CY	2023	2024	2025	2026	2027	2028
Millions	\$0.20	\$4.80	\$1.80			
	\$0.20	\$21.00	\$54.00	\$48.00	\$46.00	

Total Defeasance Budget: \$176.00M
Overall Expenditure to Date: \$17.105M

New Brunswick Station Improvements (New Brunswick, New Jersey)

TBD

This project Scope of Work for the New Brunswick Station Improvement project consists of the overall redevelopment of the Station Plaza, improvements to the vertical transportation, interior and exterior of the station building and other amenities for a better customer experience.

1. *TOD: No. Utilizing NJ Debt Defeasance and Prevention Fund only.*
2. *Retail Space: Yes*
3. *Parking: No*

	2023	2024	2025	2026	2027	2028
Agreement with MCIA	Agreement					
Consultant Selection		Procurement				
Concept Development		Concept				
Env. Clearance			EO 215/SHPO			
Preliminary and Final Design			Design			
Construction					Construction	
<u>Overall Percent Complete: 0%</u>						

Accomplished This Month:

- Received review comments from NJT on Project Definition Report (PDR) – 10% design.
- Existing easement documents and existing utilities in review.
- Received an executed agreement from NJT for SERVICES: Support for the Digital Survey along the NEC, Mile Post 31.40, near New Brunswick Train Station, New Brunswick.

Next Major Milestone:

- Incorporate NJT review comments on 10% Design (PDR).
- Advancing Preliminary Design (10% to 30%).
- Coordination with the Utility Company for utility relocation, where necessary.
- Complete easement documents review.

Anticipated Budget drawdown:

CY	2023	2024	2025	2026	2027	2028	2029
Millions	\$ 0.01	\$ 2.00	\$ 2.00	\$ 2.00	\$ 10.00	\$ 17.99	\$ 15.00

Total Defeasance Budget: \$45M
Overall Expenditure : \$0.01M

Rail Northern Maintenance of Way Facility (Clifton, New Jersey)

NJT01242

This project includes the design and construction of a new Rail Maintenance of Way Facility in Clifton, NJ to replace the existing facility in Wood-Ridge, NJ, which is outdated and subject to severe flooding during particularly severe or extended rain events. The project includes the 100% design of a facility and rail yard, property acquisitions, tie-in of the yard tracks to the NJ Transit mainline, relocation planning and logistics.

1. *TOD: Not Applicable.*
2. *Retail Space: Not Applicable*
3. *Parking: NJ Transit employee parking only*

	2022	2023	2024	2025	2026	2027
Task 2.5						
30% Design Submittal and Cost Estimate		Engineering				
Property Acquisitions	Prop. Acquisition					
Task. 2.6						
Perform Detailed Geotechnical Analysis		Engineering Completed				
Task 2.8						
Right of Way Engineering		Engineering Completed				
Task 2.9						
Utility Engineering		Engineering Completed				
Task 2.10						
Environmental Permitting		Engineering				
Phase 3						
Task 3.1						
60%, 90%, 100% Design					Engineering	
Construction					Construction 30 months - Est. completion Mid-2029	

Overall Percent Complete: 30%

Accomplished This Quarter:

- Change Order #1 was executed and copy send to STV
- Draft 30% Design drawings were submitted on 2/21/25
- STV is incorporating our comments into the 30% design package and 60% design of the yard track layout.
- NJ Transit issued change order to BEM in order to have them perform and wetlands deliniation of the area.

Next Major Milestone:

- NJ Transit will complete review of the 30% design package and submit comments to STV.
- STV will complete 30% design package and progress design of the yard track layout to 100%.
- BEM is continuing toward fulfilling requirements for a Categorical Exclusion.

Budget Breakdown:

Total Budget: \$176M (DD: \$40M)

Overall Expenditure: \$5.212M (as of April 2, 2025)

Millions	CY-2022	CY-2023	CY-2024	CY-2025	CY-2026	CY-2027
	\$ 1.50	\$ 1.70				
			\$ 2.50	\$ 2.50	\$ 16	\$ 16

NJ TRANSIT Debt Defeasance Report
(as of month-end March 31, 2025)

Newark Penn Station (Newark, New Jersey)

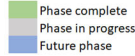
The Debt Defeasance funding will be used for the following projects at Newark Penn Station (NPS):

- a) *NPS 1.1, PRINTS ID NJT01401: Early action Construction Items for State of Good Repair- Building interior including bench restoration.*
NPS 1.2, PRINTS ID NJT01454: chiller and cooling tower replacement, elevator upgrades and platform door replacements at Platforms B and D; scope augmented Summer 2023 to include platform door replacement at Platforms A and C and utility room door replacements.
 - b) *NPS 1.3, PRINTS ID NJT01522: Exterior improvements to traffic circulation and streetscaping – THIS PROJECT HAS BEEN DESCOPED*
 - c) *NPS 1.4, PRINTS ID NJT01359: Platform “D” improvements, Repair of Platform “H” roof and installation of visual improvements on Platform H skylights*
 - d) *NPS 1.6, PRINTS ID NJT01619: New Jersey Transit Police Department relocation to larger, modern facility outside of NPS footprint, allowing for existing NJTPD space within the Station to be reprogrammed; early action item of NPS 2.0*
 - e) *NPS 1.7, PRINTS ID TBD00129: Project includes upgrade/replacement of 14 elevators, 19 escalators and 5 stairwells; early action item of NPS 2.0*
 - f) *NPS 2.0, PRINTS ID NJT01462: A Long-Term revisioning effort including Public Outreach, Master Planning, 100% design and construction of recommended station enhancements, including property acquisition, per the Master Plan*
-
- 1. *TOD: Not Applicable.*
 - 2. *Retail Space: It will be an element that is considered in the Design Stage.*
 - 3. *Parking: No NJ Transit owned adjacent parking available.*

Newark Penn Station

	CY2022	CY2023	CY2024	CY2025	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031	CY2032
NPS 1.1: Benches			Construction								
NPS 1.2: HVAC		Engineering	Construction								
NPS 1.4: Platform D Improvements		Engineering				Construction					
NPS 1.4: Platform H Roof Repairs			Engineering		Construction						
NPS 1.6: NJTPD Relocation			Property Acquisition		Engineering		Construction				
NPS 1.7: Vertical Circulation Equipment (VCE) Improvements			Engineering			Construction					
NPS 2.0: Modernization Project			Planning & Engineering						Construction		

Note: Procurement process is included in the associated Engineering or Construction bar. Construction bar does not include time for project closeout.



Overall Percent Complete: 38%

NPS 1.1- 95%; NPS 1.2- 71%; NPS 1.4-35%; NPS 1.6-21%; NPS 1.7-15%, NPS 2.0- 86%

Accomplished This Month:

a) NPS 1.1

- Bench Restoration: Restoration efforts 100% Complete, warranty items being addressed.

NPS 1.2

- HVAC Upgrades: Column rebuilding work is complete. Siemens continues the layout of the piping in the mechanical room. Exhaust piping, gas piping, and fire smoke damper installation is in progress. Removal of existing cooling towers and installation of new cooling towers anticipated April 2025. Coordination with Amtrak required.
- *Convert Freight Elevator #38 and #40 to Passenger/Freight Elevator: Project on hold pending the NPS 2.0 Master Plan which may effect the SOW for Elevator #38. Project not included in “% complete”*
- Historic Doors Replacement at Platforms B and D: Door installation is 100% complete (Aug. 2023).
- Historic Doors Replacement at Platforms A and C and utility room doors replacement: replacement of 27 doors, 17 door frames and the associated hardware that will replicate the original doors, and be similar to the doors that were previously installed on Platforms B and D. Quote for platform doors received; quote for utility room doors received Nov 2024 –revised quote from GSH anticipated April 2025.

b) NPS 1.3 THIS PROJECT HAS BEEN DESCOPED AS OF 1/31/25

c) NPS 1.4

- Platform “D” Improvements: comments on 90% design received from NJT stakeholders and Amtrak. DSU addressing comments and updating plans. 100% design accelerated to May 2025.
- Platform “H” Roof Repairs: 100% design completed. DCA review complete. Bid package submitted to Procurement for review; all comments addressed and updated package submitted to Procurement for review by General Counsel/ Risk Management/ OBD.
- Platform “H” Visual Improvements: Art installation postponed to Spring/Summer 2025 [FRA grant obligation for Platform D and Platform H confirmed September 17, 2024]

d) NPS 1.6

New Jersey Transit Police Department (NJTPD) Relocation:

- Purchase of property being presented to May 2025 Board.
- SOW and ICE sent to Procurement. SOW sent to TOC to provide cost proposal for precinct layout design. TOC needs access to building in order to develop accurate cost proposal. NJTPD and TOC request a site visit to the building – date TBD.

e) NPS 1.7

- Negotiations with highest ranked Consultant continue. Revised cost proposal received March 2025. NTP to Consultant anticipated April 2025.

f) NPS 2.0

- Task 2 Stakeholder and Community Engagement: Stakeholder Engagement being revised and updated, project website being relocated/updated/reformatted for relaunching in March 2025
- Task 3 Survey and Data Gathering: All surveying/scanning has been completed. PTG to post process survey/scanning data and incorporate into the Revit model of the existing Station. Updated model anticipated April 2025.
- Task 4 Station Master Plan: Revised Master Plan document received. Document to be reviewed by NJT stakeholders in April 2025 and external stakeholders in Spring/Summer 2025. Master Plan will inform the 10% Design effort.
- Task 5 Concept Design to 10% Design: Task to start once Master Plan option is selected.

Next Major Milestones:

NPS 1.2: HVAC: May 2025 – Testing and Commissioning of new system

Plat. Doors, Utility Room Doors: April 2025 - PO to be issued

NPS 1.4: April 2025 – Advertisement for Construction (Platform H Roof)

May 2025 – 100% Design (Platform D)

Fall 2025 – installation of visual improvements (Platform H skylights)

NPS 1.6: May 2025 – item presented to Board for approval

August 2025 – NTP to TOC to deliver precinct layout design

NPS 1.7: April 2025 – NTP to consultant for design services

NPS 2.0: May 2025 – project website relaunched

August 2025 – 10% Design complete

Newark Penn Station

	CY2022	CY2023	CY2024	CY2025	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031	CY2032
Overall Project Cash Flow (Millions)	\$ -	\$ 11.92	\$ 16.83	\$ 30.58	\$ 45.65	\$ 38.10	\$ 15.00	\$ 29.64	\$ 35.78	\$ 36.00	\$ 27.50
DDF Cash Flow (Millions)	\$ -	\$ 0.01	\$ 0.41	\$ 13.38	\$ 15.52	\$ 17.76	\$ 15.00	\$ 29.64	\$ 35.78	\$ 36.00	\$ 27.50

Total Defeasance Budget: \$191M Overall

Cumulative Expenditure: \$16.451 M (As of February 28, 2025)

Cumulative Defeasance Expenditure: \$2.887 M (As of February 28, 2025)

Defeasance Budget Breakdown:

- a) NPS 1.1: \$1.5M (Additional funding anticipated from TTF)
NPS 1.2: \$6.1M (Additional funding anticipated from TTF)
- b) NPS 1.3: \$0M (\$5.8M funds moved to NPS 1.7)
- c) NPS 1.4: \$14.5M (Additional funding anticipated from TTF and FRA)
- d) NPS 1.6: \$10.2M funds appropriated from original NPS 2.0 DDF allocation as this effort is part of the overall NPS 2.0 project
- e) NPS 1.7: \$14.8M funds appropriated from original NPS 2.0 DDF allocation as this effort is part of the overall NPS 2.0 project (Additional funding anticipated from TTF and FRA)
- f) NPS 2.0: \$143.9M (Additional funding anticipated from TTF and FRA)

**NJ TRANSIT Key Capital Initiatives
Update (as of March. 31, 2025)**

Roselle Park ADA Improvements (Roselle Park, New Jersey)

[NJT01383]

The project Scope of Work (SOW) at this station includes ADA compliant upgrades to the station including reconstruction of the high-level center island platform with repairs to the existing foundation as needed, the construction of a new tunnel and installation of an elevator from the street level to the platform. Other improvements new canopy structures, modest expansion and architectural improvements to the station building including a new architectural roof as well as parking lot improvements.

ROSELLE PARK Preliminary Schedule

	CY-2022	CY-2023	CY-2024	CY-2025	CY-2026	CY-2027
	Engineering					
				Construction		

Overall Percent Complete: 13%

Design - 90%; NEPA – 100%; Conrail Design Agreement – 100%; Procurement - 0%; Conrail Construction Agreement – 80%; Construction - 0%; Closeout - 0% completed.

Accomplished This Month:

- Continued progression towards 100% engineering design.
- Comments received but still waiting on multiple parties
- DSU reviewing comments - ongoing
- Continued coordination on Conrail construction agreement, in Conrail review.
- AECOM and Conrail reviewing 90%
- Schedule created - Overall 4 year project duration

Next Major Milestone:

June-2025 Design 100% Complete

	CY-2022	CY-2023	CY-2024	CY-2025	CY-2026	CY-2027
Million's	\$0.54	\$0.25	\$1.16			
				\$13.9	\$13.9	\$14

Total Budget : \$43.75M (\$27M DDF)

Overall Expenditure : \$2.97M

NJ Transit Debt Service Schedule

					Total Combined Debt
	2017A NJEDA	2017B NJEDA	FY 2020A NJED	FY 2022A NJED	Service FY
FY25	\$ 2,712,400.00	\$ 82,675,875.00	\$ 23,262,350.00	\$ 37,800,087.50	\$ 146,450,712.50
FY26	\$ 2,712,400.00	\$ 82,674,375.00	\$ 23,262,350.00	\$ 37,803,087.50	\$ 146,452,212.50
FY27	\$ 2,712,400.00	\$ 82,674,750.00	\$ 23,262,350.00	\$ 37,802,587.50	\$ 146,452,087.50
FY28	\$ 65,416,200.00	\$ 3,956,500.00	\$ 23,262,350.00	\$ 37,802,462.50	\$ 130,437,512.50
FY29	\$ -	\$ -	\$ 23,262,350.00	\$ 37,801,462.50	\$ 61,063,812.50
FY30	\$ -	\$ -	\$ 44,029,850.00	\$ 37,803,212.50	\$ 81,833,062.50
FY31	\$ -	\$ -	\$ 44,027,600.00	\$ 37,801,337.50	\$ 81,828,937.50
FY32	\$ -	\$ -	\$ 44,029,350.00	\$ 37,799,462.50	\$ 81,828,812.50
FY33	\$ -	\$ -	\$ 44,027,225.00	\$ 37,800,962.50	\$ 81,828,187.50
FY34	\$ -	\$ -	\$ 44,028,225.00	\$ 37,799,212.50	\$ 81,827,437.50
FY35	\$ -	\$ -	\$ 44,029,100.00	\$ 37,802,462.50	\$ 81,831,562.50
FY36	\$ -	\$ -	\$ 44,026,600.00	\$ 37,803,837.50	\$ 81,830,437.50
FY37	\$ -	\$ -	\$ 44,027,225.00	\$ 37,801,587.50	\$ 81,828,812.50
FY38	\$ -	\$ -	\$ 44,029,300.00	\$ 37,803,712.50	\$ 81,833,012.50
FY39	\$ -	\$ -	\$ 44,028,900.00	\$ 37,803,087.50	\$ 81,831,987.50
FY40	\$ -	\$ -	\$ 44,025,900.00	\$ 37,802,587.50	\$ 81,828,487.50
FY41	\$ -	\$ -	\$ 44,030,250.00	\$ 37,799,512.50	\$ 81,829,762.50
FY42	\$ -	\$ -	\$ 44,027,600.00	\$ 37,803,643.75	\$ 81,831,243.75
FY43	\$ -	\$ -	\$ 44,029,225.00	\$ 37,800,025.00	\$ 81,829,250.00
FY44	\$ -	\$ -	\$ 44,029,900.00	\$ 37,800,637.50	\$ 81,830,537.50
FY45	\$ -	\$ -	\$ 44,026,025.00	\$ 37,802,068.75	\$ 81,828,093.75
FY46	\$ -	\$ -	\$ -	\$ 37,800,906.25	\$ 37,800,906.25
FY47	\$ -	\$ -	\$ -	\$ 37,798,606.25	\$ 37,798,606.25
FY48	\$ -	\$ -	\$ -	\$ 37,801,231.25	\$ 37,801,231.25
FY49	\$ -	\$ -	\$ -	\$ 37,803,375.00	\$ 37,803,375.00
FY50	\$ -	\$ -	\$ -	\$ 37,800,000.00	\$ 37,800,000.00
FY51	\$ -	\$ -	\$ -	\$ 37,802,250.00	\$ 37,802,250.00
FY52	\$ -	\$ -	\$ -	\$ 37,801,000.00	\$ 37,801,000.00
FY53	\$ -	\$ -	\$ -	\$ 37,802,000.00	\$ 37,802,000.00

Total	\$ 73,553,400.00	\$ 251,981,500.00	\$ 820,764,025.00	\$ 1,096,246,406.25	\$ 2,242,545,331.25
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Capital Program Lines

2017A NJEDA	2017B NJEDA	FY 2020A NJED	FY 2022A NJED
DBNUM T300	DBNUM T300	DBNUM T300	DBNUM T300/T538 *
NJT01274	DEB00024	NJT01370	NJT01455
	DEB00022		PNB01000
	DEB00023		
	DEB00014		
	DEB00025		

* Debt Service administered in PNB01000 as part of the project budget for the initial \$180.03m payments.

Question 15A: Please provide the following information for each of the following CAP projects					
PROJECTNAME	A) Date when planning & Development began	B) The amount of capital funds appropriated to date	C) The amount of capital funds expended to date	Anticipated Project Completion Dates	
SANDY Rsl 19SUPP 1 Inoperable Communcation Upgrade	5/1/2014	\$ 14,144,414.19	\$ 14,144,414.19	3/1/2017	
SANDY Dmg 05 HBLR 4 Traction Power/Station Dist Power	2/1/2013	\$ 40,487,251.92	\$ 38,552,432.62	12/1/2023	
SANDY Dmg 05 HBLR 4 Track and ROW	5/1/2013	\$ 756,340.42	\$ 756,340.42	11/1/2016	
SANDY Dmg 05 HBLR 4 Signals and Comm	2/1/2013	\$ 8,679,478.97	\$ 8,679,478.97	11/1/2020	
SANDY Dmg 05HBLR 4 Vehicle Base Facility	2/1/2013	\$ 8,059,785.89	\$ 8,059,785.89	9/1/2016	
SANDY Dmg 06NLR 4 Infra-Stn Pwr/drnge/Elv/Esc/Fire Comp Repr	11/1/2013	\$ 1,499,945.32	\$ 1,314,051.81	6/1/2025	
SANDY Rsl 17RINF 4 HOB:Signl Rsl:Rlct Signl 2Trm Twr	2/1/2013	\$ 12,364,957.47	\$ 12,366,491.03	2/1/2021	
SANDY Dmg 02RINF 4 ET Hoboken Terminal House Power Repair	2/1/2013	\$ 33,789,646.26	\$ 31,088,681.26	6/1/2024	
SANDY Dmg 02RINF 4 ET Observer Highway Switch House Repair	3/1/2013	\$ 5,317,505.01	\$ 5,208,933.43	8/1/2021	
SANDY Dmg 02RINF 4 ET Henderson St. Substation Repair	2/1/2017	\$ 44,049,964.29	\$ 29,111,460.55	6/1/2024	
SANDY Dmg 02RINF 4 ET Bay Head Yard Substation Repair	1/1/2017	\$ 57,677,680.63	\$ 43,930,230.61	6/1/2025	
SANDY Rsl 17RINF 1 Maplewood Substation Resiliency(NON-Dmg)	10/1/2012	\$ 319,890.01	\$ 319,890.01	6/1/2024	
SANDY Dmg 02RINF 4 NJCL: Upper Signal	2/1/2013	\$ 27,445,000.00	\$ 11,146,805.43	12/1/2026	
SANDY Dmg 01RMMC 4 Bldg/Equip-Insurance	10/1/2012	\$ 7,192,718.02	\$ 7,192,718.02	6/1/2017	
SANDY Dmg 02RINF 4 ME: Lower Signal: Lower Hack to Kearny	2/1/2013	\$ 10,285,001.00	\$ 6,722,452.98	8/1/2025	
SANDY Rsl 15RMMC 4 MMC Building Perimeter Flood Control	2/1/2013	\$ 40,466,199.85	\$ 36,473,906.80	6/1/2022	
SANDY Dmg 13SUPP 4 Prog Managemt/Oversight	10/1/2012	\$ 94,774,797.58	\$ 32,700,080.73	9/1/2027	
SANDY Dmg 04RHOB 4 Hoboken Yard-Wayside Power-Repair	10/1/2012	\$ 69,569,826.53	\$ 37,913,969.68	3/1/2027	
SANDY Dmg 04RHOB 4 Hoboken Boiler and Terminal Repairs	2/1/2013	\$ 17,920,626.20	\$ 17,920,626.20	7/1/2019	
SANDY Dmg 04RHOB 4 Hoboken Yard-Signal Power Repair	2/1/2013	\$ 26,904,000.00	\$ 18,684,766.50	3/1/2027	
SANDY Rsl 15RMMC / ROC UPS Raising	10/1/2012	\$ 1,653,426.48	\$ 1,653,426.48	12/31/2024	
SANDY - Delco Lead Storage and Inspection Facility	1/1/2013	\$ 483,764,283.01	\$ 46,468,888.67	7/1/2029	
SANDY - Long Slip Fill and Rail Enhancement	12/1/2013	\$ 320,568,555.25	\$ 117,087,075.78	12/1/2028	
SANDY - Raritan River Bridge Replacement	12/1/2013	\$ 1,274,196,598.88	\$ 355,378,512.44	7/1/2030	
SANDY - Signals and Communications Resilience	12/1/2013	\$ 119,596,028.56	\$ 33,375,104.91	10/1/2026	
SANDY Rsl 08MAS 4 ROC Unit Substation	2/1/2013	\$ 22,826,180.34	\$ 21,292,271.81	5/1/2025	
SANDY Dmg 06NLR 4 NPS Storm Protection	10/1/2012	\$ 2,031,463.72	\$ 1,803,318.69	3/1/2023	
Battery Electric Bus Purchase Newton ave (8)	8/1/2018	\$ 19,352,424.34	\$ 9,860,137.20	12/1/2023	
Elizabeth Intermodal Station Reconstruction	7/1/2013	\$ 90,034,414.45	\$ 74,153,019.67	8/1/2024	
Newark Penn Station (NPS) Platform D	9/1/2020	\$ 38,595,000.00	\$ 1,439,197.68	4/1/2030	
SGRP, Newark Penn Station (NPS Special) Phase 1.1	10/1/2020	\$ 4,763,618.81	\$ 3,228,676.60	11/1/2024	
SGRP, Newark Penn Station (NPS Special 1.2)	6/1/2021	\$ 11,632,061.56	\$ 4,608,999.08	5/1/2025	
SGRP, Newark Penn Station (NPS 2.0 Special)	6/1/2021	\$ 152,250,590.97	\$ 8,925,121.54	11/1/2032	
SGRP Newark Penn Station (Phase 1.3)	1/1/2022	\$ 619,805.96	\$ 617,560.99	11/1/2025	
SGRP, Newark Penn Station (NPS Special), Phase 1.6	5/1/2025	\$ 10,200,000.00	\$ 57,192.29	2/1/2028	
Lyndhurst Station Reconstruction	2/1/2013	\$ 42,506,636.75	\$ 40,832,410.11	6/1/2025	
Perth Amboy Station - ADA Improvements	5/1/2013	\$ 76,829,968.12	\$ 55,104,240.53	10/1/2025	
Northern Bus Maintenance Facility	3/1/2019	\$ 88,194,576.92	\$ 58,807,951.42	8/1/2029	
Portal Bridge	1/1/2021	\$ 2,261,562,100.00	\$ 1,444,908,265.40	7/1/2028	
Study and Dev - Greater New Brunswick BRT Study	1/1/2007	\$ 799,157.10	\$ 799,157.10	11/1/2010	
New Brunswick Train Station Improvements	7/1/2023	\$ 49,000,000.00	\$ 299,907.17	8/1/2028	
NEC Middle Zone Stations: New Brunswick Eastbound Platfrm Ext	12/1/2013	\$ 8,236,419.00	\$ 1,060,382.84	1/1/2028	
Liberty Corridor New Brunswick (Walkway Overpass)	5/1/2012	\$ 4,000,259.06	\$ 660,141.75	2/1/2027	
Study and Dev - Glassboro to Camden EIS	10/1/2009	\$ 11,605,441.38	\$ 11,605,441.38	6/1/2021	
HBLR Rt. 440 Extension	12/1/2017	\$ 30,000,000.00	\$ 21,319,149.25	3/1/2030	
Lackawanna Cut-off - Port Morris-Andover	10/1/2005	\$ 94,163,624.09	\$ 48,144,199.02	7/1/2029	
NEC Mid Line Loop	9/1/2012	\$ 9,331,716.18	\$ 5,493,844.32	12/1/2032	
North Brunswick Rail Station	11/1/2020	\$ 50,146,184.57	\$ 2,907,979.74	3/1/2027	
Hunter Flyover - Planning and Environmental	6/1/2020	\$ 503,860.23	\$ 434,633.60	6/1/2025	
County Yard Extension	1/1/2013	\$ 165,858,673.20	\$ 43,965,481.69	7/1/2029	
NY Penn Escalator 4B Replacement	11/1/2015	\$ 3,000,000.00	\$ 194,673.07	5/1/2026	
NY Penn Artwork Removal	8/1/2024	\$ 355,000.00	\$ 156,122.26	12/1/2024	
NY Penn Reconstruction - 30% design	4/1/2022	\$ 25,000,000.00			
Hudson-Bergen LRT Northern Extension	1/1/2025	\$ 38,558,387.18	\$ 15,860.85		
SGRP Newark Penn Station (NPS1.5) Project - Platform A Rehab*	10/1/2022				
Study and Dev - Route 1 BRT DEIS**					
MOS Project Rail Extension to Phillipsburg**					
Meadowlands capacity expansion project/design competition - Boonton Transit Way**					
Passenger service on the New York, Susquehanna and Western Railway east of Hawthorne**					

E) Capital Programs constantly evaluates all funding opportunities, both federal and state, as they become available.

*To be done by Amtrak

** These projects are identified for future potential planning and feasibility determination

**Appendix A
NJ Transit Corporation System Ridership by Lines FY22-25**

Mode	Service	Description	Ridership				Annual Percent Change in Ridership				Farebox Recovery Ratio			
			FY22	FY23	FY24	FY25 Projection	FY22	FY23	FY24	FY25 Projection	FY22	FY23	FY24	FY25 Projection
Rail	Northeast Corridor	NY Penn-Trenton/Princeton	17,089,601	22,408,935	25,368,519	26,211,084	102.6%	31.1%	13.2%	3.3%	32.8%	44.0%	47.3%	51.8%
Rail	Coast Line	NY Penn/Hoboken-Bay Heac	3,266,592	4,314,956	4,542,961	4,514,898	80.2%	32.1%	5.3%	(0.3%)	23.5%	30.8%	33.4%	37.4%
Rail	Raritan Valley	NY Penn/Hoboken-High Bridg	2,379,272	3,283,041	3,707,009	3,850,416	114.2%	39.2%	15.4%	1.4%	13.9%	19.2%	20.9%	24.9%
Rail	Morris & Essex	NY Penn/Hoboken - Dover/Gladston	7,148,862	9,795,813	10,811,548	10,990,716	101.8%	37.0%	10.4%	1.7%	19.1%	26.5%	28.6%	31.9%
Rail	Montclair-boonton	NY Penn/Hoboken-Hackettstow	1,956,346	2,691,269	3,089,443	3,125,546	145.0%	37.6%	14.8%	1.2%	17.7%	23.4%	26.3%	30.6%
Rail	Main Line Bergen County	Hoboken-Suffern	3,145,772	4,366,977	4,929,972	4,976,660	111.8%	38.8%	12.9%	0.9%	16.5%	21.5%	23.0%	26.5%
Rail	Pascack Valley	Hoboken-Montclair	729,092	1,003,124	1,183,520	1,203,324	121.9%	37.6%	18.0%	1.7%	10.9%	26.6%	30.4%	32.8%
Rail	Atlantic City	Atlantic City-Philadelphia	407,932	499,997	537,480	532,692	41.1%	22.3%	7.7%	(0.9%)	8.0%	8.8%	9.8%	11.3%
Light Rail	Hudson Bergen Light Rai	Bergen-Bayonne	10,793,219	13,390,492	14,823,461	15,994,748	39.3%	24.3%	10.7%	7.9%	11.3%	13.5%	10.1%	10.4%
Light Rail	Newark Light Rail	Newark-Bloomfield	3,489,489	4,173,204	4,914,883	5,150,482	29.8%	19.6%	17.8%	4.8%	16.6%	18.4%	21.5%	24.5%
Light Rail	River LINE	Trenton-Camder	1,711,362	1,757,592	1,858,550	1,725,506	15.9%	2.7%	5.7%	(7.2%)	3.5%	4.2%	2.6%	2.7%
Bus	1	Newark - Jersey City	3,534,809	4,062,732	4,390,060	4,640,263	28.0%	14.9%	8.1%	5.7%	21.6%	22.7%	24.8%	30.0%
Bus	2	Journal Square/Secaucus	1,290,570	1,115,905	1,356,555	538,770	287.7%	(13.5%)	21.8%	(60.3%)	(contracted)	(contracted)	(contracted)	20.7%
Bus	3	Kinney (Newark - East Orange	271,849	228,000	229,553	269,344	41.1%	4.2%	1.0%	7.6%	10.8%	9.9%	12.1%	14.7%
Bus	6	Ocean Ave-Journal Square	273,273	286,477	292,213	333,468	14.1%	4.8%	2.0%	14.1%	9.6%	9.8%	11.2%	14.7%
Bus	8	Bergen Avenue	0	0	439,279	463,546	0%	0%	0%	5.5%	0.0%	0.0%	13.6%	16.2%
Bus	9	Montgomery Street	0	0	84,736	137,448	0%	0%	0%	62.2%	0.0%	0.0%	9.0%	10.3%
Bus	10	Bayonne/Jersey City	26,282	1,440,115	1,710,666	1,851,638	(63.0%)	5379.5%	18.8%	8.2%	(contracted)	23.5%	22.8%	27.3%
Bus	11	Newark - Willowbrook	530,956	552,665	537,859	592,075	2.0%	4.1%	(2.7%)	(6.7%)	16.0%	14.7%	14.7%	14.4%
Bus	13	Broad Street-Clinton Avenue	2,531,011	2,908,745	3,352,156	3,547,130	27.6%	14.9%	15.2%	5.8%	21.2%	21.0%	23.1%	27.4%
Bus	14	Duncan - Mallory	0	0	101,991	176,815	0%	0%	0%	73.4%	0.0%	0.0%	8.7%	10.9%
Bus	21	Main Street	1,866,733	2,043,330	2,196,365	2,320,322	13.3%	9.5%	7.5%	5.6%	22.5%	24.1%	28.2%	36.6%
Bus	22	Hillside	7,620	6,589	505,122	507,991	(76.1%)	(13.5%)	7566.1%	0.6%	(contracted)	(contracted)	16.7%	19.0%
Bus	23	Hoboken/North Bergen	23,729	20,518	17,881	14,705	287.7%	(13.5%)	(12.9%)	(17.8%)	(contracted)	(contracted)	5.2%	4.3%
Bus	24	Elizabeth Port	0	0	1,675,721	2,774,686	0%	0%	0%	65.0%	0.0%	0.0%	25.9%	29.6%
Bus	25	Springfield Ave	2,636,550	2,997,101	3,461,120	3,759,125	15.3%	13.7%	15.5%	8.6%	22.6%	24.0%	27.0%	32.1%
Bus	26	Irvington - Elizabet	236,275	236,052	258,151	276,007	35.4%	(0.1%)	9.4%	6.9%	16.4%	15.3%	17.4%	20.3%
Bus	27	Mount Prospect	2,040,271	2,171,470	2,313,419	2,444,904	14.5%	6.4%	6.5%	5.7%	18.1%	18.4%	20.7%	25.5%
Bus	28	Newark-Montclair St - Willowbrook	424,002	526,742	544,703	512,371	29.7%	24.2%	3.4%	(5.9%)	13.8%	15.6%	16.7%	16.6%
Bus	29	Bloomfield Avenue	844,137	1,069,629	1,133,348	1,320,936	28.4%	19.6%	12.3%	16.6%	19.9%	22.0%	24.4%	30.6%
Bus	30	North Arlington - KearNY - Newark	445,307	523,937	591,395	610,176	23.7%	17.5%	8.7%	17.5%	13.0%	14.8%	15.8%	18.4%
Bus	31	South Orange Ave	0	0	719,490	1,313,527	0%	0%	0%	82.6%	0.0%	0.0%	24.3%	32.2%
Bus	34	(372) Market Street	1,565,754	1,877,179	2,031,282	2,056,356	32.5%	19.9%	8.2%	1.2%	18.6%	19.6%	21.0%	23.8%
Bus	37	Lyons Avenue	490,729	554,640	588,696	619,818	36.9%	13.0%	6.1%	5.3%	17.3%	16.7%	17.5%	21.5%
Bus	39	Irvington-Newark	1,299,971	1,435,731	1,596,760	1,667,945	25.5%	10.4%	11.2%	4.5%	23.4%	24.1%	28.8%	34.2%
Bus	40	Newark-Jersey Garden	442,761	487,761	531,443	544,346	11.2%	3.8%	5.5%	14.8%	14.5%	14.8%	14.9%	15.9%
Bus	41	Park Avenue	621,282	727,569	792,352	880,745	31.4%	17.1%	8.9%	11.2%	23.6%	24.0%	26.6%	30.7%
Bus	44	Tremont Ave	0	0	196,632	347,856	0%	0%	0%	76.9%	0.0%	0.0%	13.9%	18.5%
Bus	48	Elizabeth - Woodbridge - Perth Ambo	497,893	607,752	668,793	694,985	16.2%	22.1%	10.0%	3.9%	13.2%	14.3%	14.8%	16.5%
Bus	52	Morris Avenue	183,636	235,774	237,717	284,486	23.3%	28.4%	0.0%	19.7%	12.9%	14.6%	15.4%	19.6%
Bus	56	Elizabeth - Winfield	42,057	51,490	49,439	58,325	12.7%	22.4%	(4.0%)	18.0%	8.1%	8.4%	7.8%	10.0%
Bus	57	Franklin	70,886	90,193	99,247	104,292	11.2%	6.1%	10.2%	10.4%	13.5%	13.2%	14.8%	15.8%
Bus	58	Elizabeth - Kenilwort	227,543	257,745	251,824	266,316	42.6%	13.3%	(2.3%)	5.8%	16.3%	15.7%	14.9%	16.4%
Bus	59	Plainfield-Newark	1,202,951	1,363,126	1,381,752	1,455,557	27.3%	13.3%	1.4%	5.3%	22.3%	22.1%	21.0%	22.3%
Bus	62	Newark-Newark Airport-Elizabeth	1,337,092	1,656,537	1,690,664	1,660,178	32.0%	20.9%	2.1%	(1.8%)	20.6%	22.1%	19.3%	20.3%
Bus	63	Lakewood - Jersey City - Weehawken Ex	3,769	11,540	14,452	13,973	664.5%	236.2%	25.2%	(3.3%)	8.5%	15.3%	13.4%	16.4%
Bus	64	Lakewood - Jersey City - Weehawken	63,608	133,188	168,624	187,999	171.7%	64.1%	24.7%	11.5%	12.3%	17.4%	19.4%	16.3%
Bus	65	Newark - Somerville	77,282	81,465	85,350	94,566	27.5%	5.4%	12.7%	6.8%	9.8%	9.2%	10.8%	11.8%
Bus	66	Newark-Mountainside-Somerville	329,902	364,909	387,573	413,393	24.5%	10.6%	6.7%	10.5%	10.5%	11.0%	11.6%	13.9%
Bus	67	Toms River-Lakewood - Newark	170,679	214,401	242,985	264,022	36.7%	25.6%	13.3%	8.7%	11.6%	12.6%	11.7%	11.9%
Bus	68	Old Bridge-East Brunswick - Jersey City - V	39,492	82,211	109,259	116,890	580.9%	108.2%	32.9%	7.0%	7.3%	18.3%	15.5%	15.1%
Bus	70	Newark - Livingston N	1,281,425	1,376,888	1,463,823	1,607,357	20.6%	7.4%	6.3%	9.8%	18.1%	18.1%	19.0%	22.7%
Bus	71	Newark - West Caldwell	420,128	520,102	546,071	599,344	19.9%	23.8%	4.1%	8.1%	12.5%	13.7%	14.1%	16.1%
Bus	72	Paterson-Bloomfield (Newark - Paterson	804,838	912,042	986,543	1,050,960	26.9%	13.3%	8.2%	6.5%	22.7%	24.7%	24.6%	28.5%
Bus	73	Newark-Orange-Livingston	641,111	714,140	792,146	828,170	23.5%	11.4%	10.9%	4.5%	16.0%	16.0%	17.3%	19.2%
Bus	74	Paterson-Nutley-Newark	965,780	1,112,308	1,173,355	1,228,783	17.8%	15.2%	5.5%	4.7%	19.8%	20.8%	20.3%	22.7%
Bus	76	Newark - Hackensack	819,685	1,003,070	1,100,004	1,221,929	26.6%	22.4%	9.7%	11.1%	17.2%	18.9%	17.6%	22.5%
Bus	78	Newark - Secaucus	92,988	101,025	100,156	108,362	(0.1%)	6.8%	(0.3%)	8.2%	3.3%	9.1%	9.8%	12.1%
Bus	79	Newark - ParsippanyNY Express	42,289	57,788	65,350	68,530	42.0%	36.7%	13.1%	17.2%	17.2%	18.1%	18.7%	21.8%
Bus	80	Greenville-JSQ-Exchange Place	1,495,353	1,537,370	1,941,752	2,224,212	41.3%	2.8%	26.3%	14.5%	16.1%	16.4%	17.9%	22.8%
Bus	81	Bayonne-Jersey City	696,851	805,845	824,835	869,405	28.5%	15.6%	2.4%	5.4%	16.0%	16.7%	18.2%	21.6%
Bus	82	Jersey City Heights - Exchange Place	45,485	48,635	46,455	46,759	296.9%	6.9%	(4.5%)	0.7%	14.7%	14.5%	15.0%	13.9%
Bus	83	Hackensack-Jersey City-Journal Square	817,537	880,338	862,093	838,946	40.3%	7.7%	(2.1%)	(2.7%)	19.8%	20.7%	19.0%	20.1%
Bus	84	N. Bergen-Jersey City-Journal Square	1,061,788	0	0	0	0%	0%	(100.0%)	0%	0.0%	0.0%	(contracted)	(contracted)
Bus	85	Mill Creek-Harmon Meadow-Hoboken	656,980	821,883	930,659	925,697	58.0%	25.1%	13.2%	(0.5%)	20.7%	24.9%	24.5%	28.9%
Bus	86	Union City-Jersey City-Newport	183,751	191,210	188,945	191,018	41.9%	4.1%	(1.2%)	1.1%	10.2%	11.4%	11.1%	14.1%
Bus	87	Jersey City-Hoboken	2,222,049	2,533,181	2,691,031	2,801,182	32.6%	14.0%	6.2%	4.1%	17.7%	19.7%	21.8%	24.5%
Bus	88	Journal Square/North Boulevard	1,581,452	1,367,420	1,662,310	1,006,240	287.7%	(13.5%)	21.6%	(39.5%)	(contracted)	(contracted)	(contracted)	29.8%
Bus	89	North Bergen-Hoboken (Hoboken - North B	377,023	419,386	427,043	418,906	43.4%	11.2%	1.8%	(1.9%)	17.2%	19.1%	18.0%	19.3%
Bus	92	Grove Street Crosstown	453,611	525,137	544,376	628,145	7.8%	3.7%	3.7%	3.7%	15.6%	17.1%	15.7%	17.7%
Bus	93	Orange Crosstown	443,640	492,377	506,727	509,962	14.0%	11.0%	2.9%	0.6%	17.7%	18.1%	18.3%	21.3%
Bus	94	Stuyvesant Crosstown	2,616,506	2,924,602	3,143,550	3,332,556	20.4%	11.8%	7.5%	6.0%	23.2%	22.7%	23.3%	26.3%
Bus	96	18Th Street Crosstown	103,777	121,282	138,257	163,951	105.6%	16.9%	14.0%	18.6%	10.0%	10.8%	10.6%	13.7%
Bus	97	East Orange - Montclair	34,962	31,729										

Bus 177	Harrington Park -- NY	442,713	620,494	654,605	690,590	81.4%	40.2%	5.5%	5.5%	32.5%	40.9%	39.0%	47.4%
Bus 178	Hackensack-Englewood-New York (GWB)	359,620	429,941	463,734	488,736	17.6%	19.3%	8.1%	5.4%	24.5%	25.3%	24.1%	29.1%
Bus 181	Union City-New York (GWB)	167,464	192,267	191,873	191,873	12.9%	22.8%	(5.7%)	(0.4%)	37.2%	39.1%	36.0%	38.5%
Bus 182	Hackensack-New York (GWB)	296,306	380,065	406,842	432,842	7.0%	30.9%	8.2%	6.2%	37.6%	38.8%	34.0%	45.5%
Bus 186	Dumont-New York (GWB)	599,129	720,697	755,124	788,971	27.3%	20.3%	4.8%	4.5%	31.9%	33.6%	34.4%	40.0%
Bus 188	West New York-New York (GWB)	214,961	245,247	264,428	247,826	25.8%	14.1%	7.8%	(6.3%)	30.7%	32.7%	33.3%	38.3%
Bus 190	Paterson-Secaucus-New York	2,253,672	2,733,260	2,966,821	3,007,980	44.0%	21.3%	8.5%	1.4%	31.6%	34.5%	36.4%	42.0%
Bus 191	Willowbrook-Montclair-New York	229,611	321,270	344,682	365,700	79.7%	39.9%	7.3%	6.1%	32.0%	38.7%	40.6%	48.2%
Bus 192	Clifton -- NY	596,392	836,009	921,683	957,982	69.2%	40.2%	10.2%	10.2%	37.4%	37.4%	42.4%	42.2%
Bus 193	Willowbrook-New York	220,850	329,067	333,227	438,809	135.8%	49.0%	19.5%	11.6%	46.6%	64.7%	75.0%	99.8%
Bus 194	Stockholm-West Milford-New York	266,200	345,871	395,976	438,290	83.3%	29.9%	14.5%	10.7%	30.7%	40.1%	43.5%	51.6%
Bus 195	Willowbrook-New York	152,998	205,722	222,976	229,670	90.5%	34.5%	8.4%	3.0%	24.1%	31.8%	38.3%	38.7%
Bus 196	Warwick-Ringwood-New York	91,767	110,663	114,772	118,034	74.9%	20.6%	3.7%	2.8%	46.3%	58.9%	69.2%	56.6%
Bus 197	Warwick-Wayne-New York	399,680	527,992	537,935	600,567	69.6%	34.2%	12.9%	10.1%	31.1%	38.3%	44.0%	56.8%
Bus 198	Wayne-William Paterson University-New York	118,054	156,252	181,316	200,985	87.1%	32.4%	16.0%	10.4%	43.9%	51.4%	57.3%	70.1%
Bus 199	Clifton-Lyndhurst-New York	287,884	328,290	388,794	394,627	59.2%	31.4%	2.8%	1.5%	21.3%	29.8%	31.7%	37.0%
Bus 250	GO28 Irvington-Springfield Avt	71,715	89,150	101,052	79,855	63.4%	24.3%	13.4%	(21.0%)	9.1%	11.7%	13.9%	15.6%
Bus 258	GO28 (Newark Airport - Newark - Bloomfield)	520,030	607,505	642,038	703,188	37.9%	16.8%	5.7%	9.5%	15.4%	17.1%	15.8%	17.5%
Bus 308	Seasonal Great Adventure-New York	45,749	40,450	34,280	0	369.1%	(11.6%)	(15.3%)	(100.0%)	63.9%	48.1%	51.5%	0.0%
Bus 313	Cape May Via Millville-Willowbrook-Philadelph	42,117	43,942	47,680	51,612	1.5%	4.3%	8.5%	8.2%	9.5%	6.5%	6.8%	8.2%
Bus 315	Cape May Via Tuckahoe-Willowbrook-Philadelph	28,698	26,182	28,043	30,144	5.9%	(8.8%)	7.1%	7.5%	14.5%	7.7%	7.9%	9.9%
Bus 316	Seasonal-Philadelphia-Cape May Express	13,821	14,350	16,052	35,479	5.0%	3.8%	11.9%	121.0%	35.1%	17.7%	22.5%	20.0%
Bus 317	Asbury Park-Fort Dix-Philadelphia	129,462	157,177	149,985	164,892	7.5%	21.4%	(4.6%)	9.9%	11.6%	10.9%	10.2%	11.9%
Bus 319	Seasonal-New York-Atlantic City-Cape May	417,340	516,214	563,535	655,847	46.4%	23.7%	9.2%	14.6%	99.7%	114.5%	110.5%	132.6%
Bus 320	Mill Creek-N. Bergen Park-Ride-New York	862,498	1,160,837	1,354,932	1,595,528	84.5%	34.5%	16.7%	17.7%	60.8%	67.6%	73.0%	87.0%
Bus 321	Prince Lombard Park-Ride-New York	110,889	163,889	179,639	208,402	40.6%	20.6%	5.5%	2.8%	35.3%	38.3%	41.2%	49.2%
Bus 324	Wayne Rt.23 Park-Ride-New York	144,209	205,055	232,648	236,395	113.0%	42.2%	13.5%	1.6%	26.7%	37.2%	49.0%	60.8%
Bus 329	Harmon Cove - Secaucus	17,551	21,428	25,979	29,630	111.2%	22.1%	21.2%	14.1%	2.7%	7.4%	6.3%	6.3%
Bus 346	Princeton Dirvly	4,099	4,263	2,382	8,388	134.2%	4.0%	(44.1%)	25.2%	17.4%	11.4%	8.0%	16.3%
Bus 353	Special Events-Meadowlands-Secaucus Jc	906	75	0	0	0%	(90.7%)	(100.0%)	0%	23.1%	0.5%	0.0%	0.0%
Bus 355	American Dream New	33,141	71,730	101,632	139,078	93.3%	14.1%	(0.9%)	37.1%	25.0%	27.5%	33.7%	153.3%
Bus 361	Newark Express	27,704	42,487	43,075	46,306	17.3%	53.4%	1.4%	7.5%	7.2%	10.4%	11.8%	15.4%
Bus 375	Springfield Av Express	24,511	32,590	28,657	35,290	62.0%	33.0%	(12.1%)	23.1%	9.0%	12.0%	10.4%	12.4%
Bus 378	Newark - Secaucus Express	4,014	6,349	3,448	487	(59.9%)	63.2%	(47.4%)	(85.9%)	6.8%	8.4%	4.0%	0.7%
Bus 400	Sicklerville - Phila	681,856	713,138	737,434	774,502	(3.9%)	4.6%	3.4%	5.0%	11.9%	11.4%	11.9%	13.2%
Bus 401	Salem - Phila	103,614	112,052	114,114	113,916	(14.2%)	8.1%	1.8%	(0.2%)	8.6%	8.3%	8.1%	8.8%
Bus 402	Pennsville - Phila	120,275	95,242	137,935	148,099	15.2%	13.9%	0.6%	7.4%	11.9%	12.4%	11.9%	13.7%
Bus 403	Camden-Lindenwold-Turnersville	350,703	382,565	378,145	414,456	1.7%	9.1%	(1.2%)	9.6%	10.0%	9.5%	8.9%	10.1%
Bus 404	Cherry Hill Mall-Pennsauken-Philadelphia	207,587	232,281	249,047	275,278	14.3%	11.9%	7.2%	10.5%	11.2%	11.5%	11.5%	14.0%
Bus 405	Camden-Merchandise-Cherry Hill Mall	107,879	127,942	127,905	124,142	21.7%	18.6%	(0.0%)	(2.9%)	11.3%	12.3%	10.3%	10.2%
Bus 406	Berlin-Martton-Philadelphia	240,345	282,925	276,912	305,813	7.5%	9.4%	5.3%	10.4%	9.7%	9.8%	9.8%	11.4%
Bus 407	Camden-Merchandise-Moorestown Ma	146,167	167,226	167,890	169,948	9.4%	10.6%	3.9%	(2.9%)	9.2%	9.8%	7.9%	9.9%
Bus 408	Millville - Phila	199,996	240,892	268,025	296,138	10.9%	20.4%	11.3%	10.5%	8.7%	8.9%	9.6%	10.9%
Bus 409	Trenton-Willingboro (Trenton - Phila	314,250	378,121	400,799	431,561	3.2%	20.3%	6.0%	7.7%	8.4%	9.0%	9.5%	10.9%
Bus 410	Bridgeton - Phila	159,381	176,269	182,210	191,150	(2.1%)	10.6%	3.4%	4.9%	9.5%	9.0%	9.5%	10.6%
Bus 412	Sewell-Glassboro-Philadelphia	154,930	165,613	170,413	181,466	5.3%	6.9%	2.9%	6.5%	7.8%	7.9%	7.5%	8.3%
Bus 413	Camden-Mount Holly-Burlington	231,309	262,876	283,112	300,623	3.2%	13.6%	7.7%	6.3%	11.6%	11.7%	11.7%	12.8%
Bus 414	Philadelphia - Moorestown	5,644	5,642	6,502	6,502	8.5%	14.2%	8.9%	8.2%	14.2%	13.6%	14.2%	14.2%
Bus 417	Mt. Holly-Willingboro-Philadelphia	5,989	7,341	6,690	7,793	101.5%	22.6%	(8.9%)	16.5%	2.4%	3.3%	3.3%	3.7%
Bus 418	Trenton-Willingboro-Philadelphia	1,534	2,186	2,597	1,939	215.0%	42.5%	18.8%	(25.3%)	2.8%	3.4%	3.3%	3.2%
Bus 419	Camden-Pennsauken-Riverside	52,850	58,569	57,772	61,022	(10.6%)	10.8%	(1.4%)	5.6%	3.8%	3.9%	3.6%	4.0%
Bus (c) 423	Penns Grove - Wilmington, Delaware	0	5,010	5,268	5,409	0%	100%	5%	2%	(contracted)	(contracted)	(contracted)	(contracted)
Bus 450	Cherry Hill Mall - Camden	149,697	170,175	169,306	180,268	5.6%	14.5%	(0.9%)	6.9%	8.8%	9.1%	8.6%	9.6%
Bus 451	Camden-Voorhees Tor (Lindenwold PATC	19,904	23,736	24,382	26,650	(5.3%)	19.2%	2.8%	3.9%	9.5%	8.2%	8.1%	8.2%
Bus 452	Pennsauken - Camden	189,327	235,544	217,215	226,690	34.7%	24.4%	(7.8%)	4.4%	5.7%	5.8%	5.5%	6.3%
Bus 453	Ferry Avenue Patco-Camden	51,383	58,417	59,066	61,243	85.0%	13.7%	1.1%	3.7%	5.3%	5.7%	5.0%	5.3%
Bus 455	Cherry Hill Mall-Woodbury-Paulsboro	130,052	144,491	152,001	149,546	22.5%	11.1%	5.2%	(1.6%)	6.7%	6.4%	6.0%	6.5%
Bus 457	Moorestown Mall-Camden	87,417	100,978	123,337	136,409	13.1%	15.5%	22.1%	10.6%	6.0%	5.5%	5.8%	6.6%
Bus 458	Voorhees Town Center-Avandale Park-Rid	84,651	96,242	106,633	122,112	8.9%	12.8%	14.2%	14.4%	5.5%	5.2%	5.4%	6.3%
Bus 463	Woodbury - Avandale	0	27,184	29,533	31,358	0%	0%	8.6%	6.2%	-	3.9%	4.0%	4.5%
Bus (c) 468	Penns Grove-Woodstown	40,727	44,825	47,136	48,393	832.8%	10.1%	5.2%	2.7%	(contracted)	(contracted)	(contracted)	(contracted)
Bus 501	Atlantic City - Brigantine	137,596	148,604	155,711	170,714	1.9%	8.0%	4.8%	9.6%	8.0%	6.8%	6.3%	6.8%
Bus 502	Atlantic City-Hamilton Mall- Ac Community	393,134	454,527	448,791	485,335	(2.5%)	15.6%	(1.3%)	8.1%	17.6%	19.6%	17.8%	18.6%
Bus 504	Burlington Park-Chelsea Heights-Ventnor F	106,948	124,071	172,832	195,166	16.7%	16.0%	39.6%	11.7%	6.8%	5.8%	5.7%	6.8%
Bus 505	Atlantic City-Margate-Lengor	705,681	779,153	779,639	866,538	8.5%	14.4%	(1.0%)	11.1%	10.0%	11.2%	11.6%	14.0%
Bus 507	Atlantic City - Ocean City	441,741	492,888	516,476	559,366	8.5%	11.6%	4.8%	8.3%	19.8%	18.0%	17.4%	20.2%
Bus 508	Atlantic City-Stockton Union-Hamilton Mal	315,648	381,019	411,433	420,353	8.4%	20.7%	8.0%	6.2%	15.1%	15.6%	15.3%	16.5%
Bus 509	Atlantic City - Somers Point	225,748	240,667	260,767	267,151	7.5%	6.6%	8.4%	2.4%	18.9%	16.7%	16.2%	17.5%
Bus 510	Cape May - Willowbrook Shuttle	3,251	4,174	5,843	17,707	998.3%	28.4%	35.2%	213.8%	22.4%	11.1%	24.3%	30.8%
Bus 551	Philadelphia-Atlantic City	317,776	357,598	327,650	359,687	21.7%	18.5%	(3.1%)	3.9%	34.8%	28.1%	25.7%	31.4%
Bus 552	Atlantic City - Cape May	395,754	455,395	469,446	558,338	8.5%	15.1%	3.1%	18.9%	12.7%	12.2%	11.8%	13.5%
Bus 553	Atlantic City - Upper Deerfield	569,715	658,982	683,189	722,218	14.0%	15.7%	3.7%	5.7%	14.3%	13.0%	13.0%	13.1%
Bus 554	Lindenwold-Patco-Atlantic City	371,848	408,541	448,340	481,502	(4.5%)	9.9%	9.7%	7.4%	14.4%	14.3%	14.7%	15.2%
Bus 555	Avandale-Phila 30TH Stree	8,777	10,878	13,148	14,834	118.6%	23.9%	20.9%	12.8%	9.4%	10.0%	10.6%	13.4%
Bus 559	Atlantic City - Lakewood	47,695	57,327	55,537	614,476	4.2%	14.5%	4.4%	7.5%	17.1%	16.2%	16.1%	17.5%
Bus 600	Trenton-Hambsorc	76,382	118,982	118,982	140,532	10.9%	39.6%	10.9%	18.8%	4.8%	6.8%	6.8%	6.8%
Bus 601	College Of Nj-Trenton-Hamilton	207,123	251,393	272,459	294,701	20.9%	18.4%	8.4%	8.2%	10.8%	11.1%	13.3%	12.5%
Bus 603	Mercer Mall-Hamilton	164,964	195,977	222,475	250,591	20.4%	18.8%	13.5%	12.6%	9.2%	10.1%	10.4%	13.6%
Bus 605	Montgomery - Princeton - Quaker Bridge M	70,524	78,912	78,948	92,278	33.6%	11.9%	0.0%	16.9%	3.8%	4.1%	4.0%	4.9%
Bus 606	Princeton-Mercerville - Hamilton Marketplace	370,790	461,632	466,625	514,968	15.5%	24.5%	1.1%	10.4%	12.2%	13.4%	12.6%	14.6%
Bus 607	Ewing-Trenton-Indiantown Plaza	88,121	106,726	106,726	126,726	6.1%	6.2%	6.1%	6.1%	6.1%	6.8%	6.8%	6.8%
Bus 608	Hamilton-West Trenton	223,535	287,389	303,659	323,921	15.1%	28.6%	5.7%	6.7%	7.1%	7.9%	8.0%	8.9%
Bus 609	Ewing-Quaker Bridge Mall	306,803	339,183	366,721	369,562	13.3%	10.6%	8.1%	0.8%	11.2%	11.3%	11.0%	12.5%
Bus 610	Trenton Seasona	1,044	495	417	370.3%	(52.6%)	(15.8%)	(44.2%)	(2.1%)	2.8%	1.3%	1.1%	1.3%
Bus 611	Trenton-River View Plaza	10,167	10,819	12,715	14,477	9491.5%	6.4%	17.5%	13.9%	67.1%	67.9%	67.4%	76.6%
Bus 612	Lawrence-V. Windsor -Princeton Jct Shuttl	3,258	6,176	7,356	8,138	153.1%	19.1%	10.6%	11.6%	1.1%	1.4%	1.6%	1.6%
Bus 613	Mercer Mall-Ventnor (Mercer Mall - Trenton	282,832	331,421	345,625	365,728								

Bus (c) 879	Liberty State Park	0	0	0	0	0%	0%	0%	0%	(contracted]	(contracted]	(contracted]	(contracted]
Bus 880	Morris - Dover - Rockaway Mal	97,801	97,297	103,065	103,212	15.0%	(0.5%)	5.9%	0.1%	11.6%	10.7%	10.8%	11.5%
Bus (c) 890	South Main	5,242	5,339	5,714	6,238	0%	1.9%	7.0%	9.2%	(contracted]	(contracted]	(contracted]	(contracted]
Bus (c) 891	Heckman	5,261	5,208	5,407	4,220	0%	(1.0%)	3.8%	(22.0%)	(contracted]	(contracted]	(contracted]	(contracted]
Bus (c) 986	Summit/Murray Hill/Plainfield	15,003	11,074	18,601	8,575	0%	(26.2%)	68.0%	(53.9%)	(contracted]	(contracted]	(contracted]	3.1%
Adjustments													
System		153,768,617	190,837,668	214,551,318	226,919,528	51.9%	24.1%	12.4%	5.8%				

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
C	40 ft Transit Bus Purchase (550)	335,829	283,679	281,328	900,835
C	60 ft Articulated Transit Bus Purchase	56,283	16,580	47,148	120,011
C	69th Street Grade Separation	40	34	34	108
C	70 Ford Transit Access Link Purchase	3,461	2,785	2,899	9,146
C	Access Link Bus Replacement Outyears	7,240	6,185	6,065	19,490
C	ADA - DOJ Projects	23,383	19,967	19,588	62,938
C	ADA Stations Rehab Pilot: Raritan Station(CLOSED)	48	41	40	129
C	Additional Technology Improvements	14,550	12,424	12,188	39,162
C	Allwood Road Park and Ride Lot Repair	16,356	13,966	13,701	44,023
C	ALP-45DP Locomotive Caterpillar Engines Overhaul	5,471	4,672	4,583	14,725
C	ALP-46 Cooling Towers	85,463	73,512	72,494	231,469
C	ALP-46A Electric Locomotive Overhaul (36)	44,324	37,367	37,130	118,820
C	Arc Flash	37,881	32,347	31,733	101,962
C	ARC01-A/B: Loop Track aMainline/bBoonton Line (CLOSED)	558	476	467	1,502
C	ARC-Property Acquisition NJ	551	471	462	1,483
C	Articulated Bus Replacement (85+25 Option)	172	25	144	341
C	ASES II PTC - PH1(Prototype), PH2(Demo), PH3(Install)	37,562	25,483	31,452	94,497
C	Battery Electric Bus Purchase Newton ave (8)	393	58	329	780
C	Bloomfield Station	101,490	86,686	85,018	273,194
C	Bridge Rehabilitation Program - Tie Deck-Program	295,388	254,759	247,447	797,593
C	Bridge Rehabilitation Program - Undergrade	1,797,848	1,538,230	1,506,057	4,842,135
C	Brielle Draw Bridge Replacement & Capacity	22,805	19,478	19,104	61,387
C	Bus Garage Fire Alarm System Replacements	280	239	235	754
C	Bus Garage Modernization Assessment	9,888	8,444	8,283	26,615
C	Bus Infrastructure Maint/Upgrade Program	35,325	30,164	29,592	95,082
C	Bus Lifts Federal Grant Replacement Project	185	158	155	498
C	Bus Operations Control Center	661	565	554	1,780
C	Bus Passenger Facility Maint/Upgrade Program	27,498	23,484	23,035	74,018
C	Bus Radio System Maint/Upgrade Program	3,288	2,837	2,755	8,880
C	Bus Roof Rehabilitation (Greenville)	28,731	24,534	24,068	77,333
C	C3RS Fire, Life Safety	3,447	2,944	2,888	9,279
C	Capital Engineering and Design Services	51,499	43,977	43,140	138,616
C	Carteret Ferry Vessel Purchase	7,365	6,296	6,170	19,830
C	County Yard Extension	210,616	180,067	176,433	567,115
C	Cust Serv Station and Signage Maint/Upgrade	35,889	30,866	30,064	96,819
C	Diesel Loco (Tier 0) Engine Upgrade	23,526	20,301	19,708	63,535
C	Dual Power Locos Purchase (17)	144,505	120,682	121,052	386,239
C	EAM Program Management Office (PMO)	274,628	219,273	230,080	723,981
C	Egg Harbor Roof Replacement	15,518	13,251	12,999	41,768
C	Elizabeth Intermodal Station Reconstruction	16,539	14,123	13,855	44,517
C	Fare Collection and Fare Gate Modernization	23,004	19,643	19,271	61,919
C	Gateway Program - Hudson Tunnel Project (HTP)	173,304	147,398	145,177	465,879
C	Glassboro to Camden Line Engineering	18,784	16,039	15,735	50,558
C	Hamilton Escalator Replacement	18,911	16,148	15,841	50,900
C	Hamilton Transit Complex (CLOSED)	-	-	-	-
C	HBLR Rt. 440 Extension	80,492	67,010	67,434	214,936
C	HBLRT Capital Asset Replacement	44,974	30,577	37,675	113,226
C	HBLRT Liberty View Grade Crossing (CLOSED)	331	282	277	890
C	Heavy Duty Vehicle Purchases	21,553	18,408	18,055	58,016
C	Hoboken - Conductors Quarters	8,292	7,083	6,946	22,320
C	Hoboken Terminal Structural Repairs	9,281	7,925	7,775	24,981
C	Hoboken Terminal Substructure Repairs	5,561	4,749	4,659	14,969
C	Howell Bus Garage MiniBus Charging Stations	26,701	22,818	22,374	71,893
C	Howell Bus Garage Re-roof and Masonry - Phase I (CLOSED)	49,372	42,158	41,359	132,889
C	Howell Garage UST Upgrades	2,596	2,217	2,175	6,988
C	HQ-Environmental Compliance	591,277	486,086	495,326	1,572,689
C	HQ-Maplewood GOB Emergency Generator System Improvements	3,724	3,180	3,120	10,024
C	HS-24 Secaucus Protection Initiative	-	-	-	-
C	Hudson River Tunnel Project	107,811	92,060	90,313	290,184
C	Immediate Action - Bus	33,129	28,289	27,753	89,171
C	Improving Safety and Security via Video Analytics in the age	9,163	7,824	7,676	24,662
C	Kearny Junction #26.5 Switch Replacment	1,969	1,699	1,650	5,318
C	Kearny Point Bus Garage	23,071	19,700	19,326	62,097
C	Kingsland	5,952	5,082	4,986	16,020
C	Lackawanna Cut-off - Port Morris-Andover	82,985	70,436	69,517	222,937

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
C	LCOR Hoboken Connect	140,363	120,327	117,582	378,271
C	Liberty Corridor New Brunswick (Soft Costs)	80,560	68,804	67,485	216,850
C	Light Rail ROW Improvements	43,260	34,620	36,239	114,120
C	Lyndhurst Station Reconstruction	639,287	549,903	535,530	1,724,720
C	Machine Vision - Cloud Based Data Mangmnt Portal Delvmnt	475	410	398	1,283
C	Mahwah Station Rehab	179,106	153,044	150,037	482,188
C	Maplewood Bus Operators Facility and Parking	54,448	46,493	45,611	146,552
C	Maplewood GOB Emergency Deck Repairs	21,301	18,189	17,844	57,334
C	Maplewood Hilton Garage HVAC Unit Replacement	4,050	3,459	3,393	10,902
C	Market Street Bus Garage Rehab	258,579	220,801	216,611	695,991
C	Mechanical Equipment Inspection Improvements	27,108	17,830	22,709	67,647
C	Mill Road Design (#41.29 M-E)	3,427	2,957	2,871	9,255
C	Mobile Command Center Purchase	330	282	276	888
C	Multilevel - Ida Cars Rehabilitation	18,769	16,196	15,723	50,688
C	Multi-level 1+2 Window Replacements	43,653	37,668	36,568	117,889
C	Multi-Level Coaches II (100)	61,490	52,755	51,510	165,755
C	Multilevel III Purchase (113)	203,797	168,694	170,735	543,226
C	NABI Bus Mid-Life Rehabilitation Campaign	210,777	179,982	176,568	567,326
C	NEC Middle Zone Stations: New Brunswick Eastbound Pltfrm Ext	5,331	4,552	4,466	14,349
C	New Brunswick Train Station Improvements	8,578	7,336	7,186	23,100
C	Newark Penn Sta. Circulation Improvements	5,815	4,965	4,871	15,651
C	Newark Penn Station (NPS) Platform D	194,361	166,044	162,822	523,227
C	Newton Bus Garage BEB Charging Stations - (CLOSED)	5,431	4,637	4,549	14,618
C	NJTPD Firing Range	3,154	2,693	2,642	8,488
C	NLR Branch Brook Park & Penn Station Switch Replacement	7,171	6,123	6,007	19,301
C	NLR Facilities	37,535	32,140	31,443	101,118
C	NLR Infrastructure (FY13 and Beyond)	510,451	440,091	427,604	1,378,146
C	NLR Norfolk Station ADA Upgrades (Design)	337	287	282	906
C	NLR SCADA Industrial Control System Upgrade	4,992	4,263	4,182	13,438
C	NLR Track State of Good Repair Phase I	8,815	7,527	7,384	23,727
C	NLR Track State of Good Repair Phase II (Construction)	794	678	665	2,136
C	NLR Vehicles	39,816	33,999	33,354	107,170
C	North Brunswick Rail Station	17,090	14,180	14,316	45,587
C	Northern Rail Maintenance of Way Facility	50,653	43,314	42,432	136,399
C	Off-Sys. Bridge E. 32nd St over Hudson-Bergen Light Rail (M.	39,426	34,021	33,027	106,475
C	Orange Branch Preservation Project	3,660	3,125	3,066	9,852
C	Orange Bus Garage: Stair Replacement	564	482	473	1,519
C	Orange Garage HVAC Unit Replacement	72	61	60	193
C	Orange Garage Oil Water Separator	6,112	5,219	5,120	16,450
C	PA Upgrade	340,153	293,503	284,946	918,603
C	Pascack Valley Line Station Modernization Phase I	50,594	43,202	42,382	136,178
C	Passaic Bus Terminal	24,118	20,594	20,204	64,916
C	Perth Amboy Station - ADA Improvements	865,066	743,087	724,666	2,332,819
C	Police Central Communications Center (CCC) Replacement	40,945	34,963	34,300	110,208
C	Police Space Rehab - Newark Penn Sta. (CLOSED)	96	82	81	259
C	Port Morris Fueling Facility Upgrade	2,515	2,148	2,107	6,770
C	Portal North Bridge post 1/1/2021	2,143,750	1,771,367	1,795,870	5,710,987
C	Portal North Bridge Project	-	-	-	-
C	Purchase Non-Revenue Vehicles	11,665	9,961	9,772	31,398
C	R of W Improvements Systemwide-Program	88,768	76,598	74,361	239,727
C	Rail-In/Outward Cameras [MVL, CV Cab, ALP46, PL42]	9,478	8,179	7,940	25,597
C	Raritan Fuel Shed Containment Upgrade	1,397	1,193	1,170	3,760
C	River Line Capital Asset Replacement	47,580	40,746	39,857	128,183
C	River Line Engine Re-power	41,189	35,273	34,504	110,966
C	River LINE Fleet Overhaul Assessment	30,352	25,935	25,426	81,712
C	Roosevelt Ave Bridge Design	10,389	8,964	8,703	28,056
C	Roselle Park ADA	260,512	222,462	218,235	701,209
C	SANDY - Delco Lead Storage and Inspection Facility	184,077	153,179	154,201	491,457
C	SANDY - Long Slip Fill and Rail Enhancement	624,487	513,768	523,143	1,661,398
C	SANDY - NJ TRANSITGRID	423,129	356,453	354,461	1,134,042
C	SANDY - Raritan River Bridge Replacement	1,560,240	1,343,205	1,307,013	4,210,458
C	SANDY - Signals and Communications Resilience	570,496	489,852	477,905	1,538,252
C	SANDY Dmg 02RINF 4 ET Bay Head Yard Substation Repair	1,189,942	1,024,784	996,814	3,211,541
C	SANDY Dmg 02RINF 4 ET Henderson St. Substation Repair	4,526	3,902	3,792	12,220
C	SANDY Dmg 02RINF 4 ET Hoboken Terminal House Power Repair	4,183	3,609	3,504	11,295

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
C	SANDY Dmg 02RINF 4 ME: Lower Signal: Lower Hack to Kearny	12,387	10,494	10,377	33,259
C	SANDY Dmg 02RINF 4 NJCL: Upper Signal	239,049	206,252	200,251	645,552
C	SANDY Dmg 04RHOB 4 Hoboken Yard-Signal Power Repair	529,518	456,566	443,589	1,429,673
C	SANDY Dmg 04RHOB 4 Hoboken Yard-Wayside Power-Repair	378,852	325,840	317,364	1,022,055
C	SANDY Dmg 05 HBLR 4 Traction Power/Station Dist Power	31,343	25,515	26,256	83,115
C	SANDY Dmg 06NLR 4 NPS Storm Protection	734	626	615	1,975
C	SANDY Mason Substation Miscellaneous	508	434	426	1,367
C	SANDY Rsl 08MAS 4 ROC Unit Substation	232,166	199,307	194,486	625,959
C	SANDY Rsl 15RMMC 4 MMC Building Perimeter Flood Control	26,962	21,558	22,586	71,107
C	SANDY Rsl 17RINF 4 HOB:Signl Rsl:Rlct Signl 2Trm Twr(CLOSED)	568	490	476	1,534
C	Sawtooth Bridges - NJT Support Costs	461,158	397,924	386,296	1,245,377
C	Secaucus Escalators	53,413	45,609	44,744	143,766
C	Secaucus-Meadowlands Transitway	290,196	247,084	243,097	780,377
C	SGRP Brick Church Special Project	926	791	776	2,492
C	SGRP Commuter Rail Stairs Replacement	49,162	41,979	41,183	132,323
C	SGRP Newark Penn Station (Phase 1.3)	13,170	11,246	11,033	35,449
C	SGRP, Newark Penn Station (NPS 2.0 Special)	3,775	3,223	3,162	10,160
C	SGRP, Newark Penn Station (NPS Special 1.2)	62,905	53,715	52,696	169,316
C	SGRP, Newark Penn Station (NPS Special), Phase 1.6	1,587	1,355	1,330	4,272
C	Solar Powered Bus Shelter Program	94,804	80,953	79,418	255,175
C	STARS Program	144	123	121	388
C	Study and Dev - Northern Branch Rail Project DEIS/FEIS	48,415	41,341	40,557	130,313
C	Summit Cut Retaining Wall Design	25,340	21,866	21,228	68,434
C	Surface Mounted Bus Garage, Drive-On Lifts	864	738	724	2,326
C	Surface Technology Study	36,996	31,591	30,991	99,578
C	Track Program	4,599,349	3,962,335	3,852,742	12,414,426
C	Track, Bridge, Mobility and Capacity Improvements	23,070	15,365	19,326	57,762
C	Traction Power High Voltage Substation Circuit Breakers Repl	393,487	339,540	329,624	1,062,651
C	Traction Power, Catenary and Control System Improvements	29,243	18,893	24,497	72,633
C	TRANSITGRID – DGS ONLY	121,433	104,152	101,724	327,309
C	Trenton Chiller Replacement Project	320	274	268	862
C	Union City Bus Garage Demo	7,614	6,501	6,378	20,493
C	Vital Harmon Logic Control (Electronic Logic Control) Device	3,538	3,021	2,964	9,523
C	Walter Rand Auxiliary Bus Facility and Garage	3,395	2,899	2,844	9,137
C	Watsessing Avenue Station Accessibility Improvements	20,579	17,573	17,239	55,391
C	Wayne Bus Garage Improvement	149,449	127,615	125,194	402,257
C	West Side Avenue Lot Boneyard Extension project	21,578	18,426	18,076	58,079
C	West Summit Interlocking Improvement	445,928	384,659	373,554	1,204,141
C	Westwood Garage Restroom & Grounding	12,328	10,527	10,327	33,182
C	WIFI for Ridge Crossing/MMC	56,030	48,318	46,936	151,284
E	69th Street Grade Separation – Litigation	4,376	3,737	3,666	11,779
E	AccessLink Brokerage Platform-Study Services	93	79	78	249
E	ALP 46 Overhaul (29)	139,768	120,386	117,925	378,079
E	ALP46 Converter Module Overhaul	78,354	67,611	65,637	211,602
E	Arrow III Journal Boxes	83,995	72,245	71,264	227,503
E	Bradley Beach Station Modernization	937	800	785	2,522
E	Bridge Inspection Program	342,144	292,381	286,614	921,138
E	Bridge Painting Program	86,919	74,718	72,812	234,450
E	Bridge Rehabilitation Program - Overhead	435,103	375,372	364,485	1,174,960
E	Bridge Rehabilitation Program - Undergrade	1,472	1,270	1,233	3,974
E	Bus Roof Rehabilitation (Greenville)	15,342	13,101	12,852	41,295
E	Bus Shelters Maint/Upgrades Prog (FY25-29)	1,389	1,186	1,163	3,738
E	Bus Signs Maint/Upgrades Prog (FY25-29)	518,699	442,917	434,514	1,396,131
E	Capital Engineering and Design Services	162,868	139,230	136,449	438,547
E	Capital Planning: Project Planning, Development and Support	85,761	73,255	71,842	230,859
E	Capital Program Delivery Technical Expert	9,506	8,117	7,963	25,587
E	Comet V and MLV Door Operators	207,099	178,471	174,388	559,958
E	Comet V Coupler Replacement	79,005	68,173	66,182	213,360
E	Comet V Repurpose (MetLife Event Service) - (CLOSED)	63,593	54,556	53,272	171,421
E	Commuter Ferry Vessel Power and Propulsion Retrofit	36,925	30,888	30,932	98,744
E	Convert Old Diesels to Work Locos (10 locos)	65,220	56,125	55,227	176,572
E	ECMS Maintenance Program	1,185	1,012	993	3,191
E	Electric Traction Improvements Systemwide	1,128,877	974,108	945,660	3,048,646
E	Energy and Sustainability Program	551	471	462	1,483
E	Equitable Sharing	(3,205)	(2,877)	(2,587)	(8,668)

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
E	Former Madison Ave Garage Remedial Construction-Phase 1	721	616	604	1,940
E	FRA / APTA Mandated Standards	242,397	208,930	203,957	655,284
E	FY2021 SECTION 5310 ENHANCED MOBILITY (ARPA)(NJ-16-0039	17,302	14,774	14,494	46,570
E	FY2021 SECTION 5310 ENHANCED MOBILITY (CRRSAA)(NJ-16-0038)	26,896	22,966	22,531	72,393
E	FY2021 SECTION 5311 (ARPA)(NJ-18-0001	4,675	3,992	3,916	12,582
E	FY2023 CRRSAA FLEX SECTION 5310 (NJ-16-0037	8,919	7,616	7,472	24,007
E	Gateway - HTP Surface Alignment	(1,946)	(1,848)	(1,702)	(5,496)
E	Gateway Program - Hudson Tunnel Project (HTP)	44	38	37	119
E	HBLR O and M Rebid Support Services	149,902	121,549	125,573	397,023
E	HBLRT Weehawken Tunnel Repairs	12,028	10,271	10,076	32,374
E	Heavy Duty Rail Trucks (11) - Rail Operations	15,290	13,077	12,808	41,176
E	High Speed Rail Track Program	547,601	472,491	458,858	1,478,950
E	HQ-Capital Program Implementation CPI	7,617,011	6,332,289	6,359,130	20,308,429
E	HQ-Environmental Compliance	12,355	10,644	10,349	33,348
E	HQ-Work Environment Improvements	4,149	3,580	3,476	11,205
E	HS-23 NY OPack Sustainment	887,223	757,599	743,226	2,388,048
E	HS-23 NY Training & Exercises	6,492	5,543	5,438	17,473
E	HS-24 NJ/PA OPACK Sustainment	107,327	91,646	89,908	288,881
E	Immediate Action - CP and P (Closed)	2,516	2,152	2,107	6,775
E	IT Infrastructure Tech Maint/Upgrade Program	370,266	319,486	310,172	999,923
E	Koppers Peninsula Redevelopment Project	191	163	160	515
E	LCOR Hoboken Connect	6,314	5,438	5,289	17,040
E	LOCAL E&D BUS PURCHASE - PROJECT ADMIN (FY18 5310)	209,582	178,941	175,563	564,087
E	Local E&D Bus Purchase - Project Admin (FY19 5310)	5,374	4,589	4,502	14,466
E	LOCAL- RURAL TRANSIT BUS PURCHASE (26)(FY20 5311)	33,870	28,922	28,373	91,165
E	Local-Cares Act (Section 5311) Admin & Operating Assistance	7,774	6,638	6,513	20,925
E	Local-Casino Revenue Administration	621,419	530,630	520,563	1,672,611
E	Local-DVRPC Bus Purchase (11) (SJTA) (FY18 CMAQ/5307)	5,818	4,968	4,874	15,660
E	Local-DVRPC Bus Purchase (19) (FY18 CMAQ/5310)	11,714	10,003	9,813	31,529
E	Local-DVRPC Bus Purchase (4) (FY15 CMAQ/5310)	119	102	100	321
E	Local-DVRPC Bus Purchase (7)(SJTA)(FY20 CMAQ/5307)	20,239	17,282	16,954	54,475
E	Local-DVRPC Bus Purchase Burlington (4) (FY16 CMAQ)	(1)	(1)	(1)	(2)
E	Local-DVRPC Bus Purchase-SJTA-(2) (FY16 CMAQ)	3,330	2,843	2,789	8,962
E	LOCAL-E AND D BUS PURCH- PROJECT ADMN (FY20 5310)	6,049	5,165	5,067	16,280
E	Local-E and D Bus Purchase-Proj Admin (FY16 5310)	3,455	2,950	2,895	9,300
E	Local-E and D Bus Purchase-ProjAdmin (FY17 5310)	1,074	938	905	2,917
E	Local-E and D Bus Purch-Project Admin (FY15 5310)	137	117	115	368
E	Local-Lakewood Park and Rides	10,658	4,767	8,928	24,353
E	Local-NJTIP - Travel Instruction	-	-	-	-
E	Local-NJTPA Bus Purchase (17) (FY18 CMAQ/5307)	4,048	3,456	3,391	10,895
E	Local-SJTPO Bus Purchase (23) FY17 CMAQ/5310	3,794	3,240	3,178	10,212
E	Long Branch Station Pedestrian Tunnel	990	845	829	2,664
E	Machine Vision Thermal Imaging Demonstration	3,773	3,256	3,161	10,189
E	Matawan Creek 30% Bridge Design	12,124	10,352	10,156	32,632
E	Metro-North Joint Benefits Annual Contract Program	80,515	69,476	67,447	217,438
E	Multi-Level Battery Replacement	42,746	36,886	35,808	115,440
E	Multilevel I Overhaul and Retrofit Program (329)	51,115	44,025	42,819	137,959
E	Network Resiliency	298	257	249	804
E	Newark Lake St Garage DEP Remediation Reimb	1,550	1,323	1,298	4,171
E	NJT Facility Inspections FY21 - FY23	889	547	663	2,098
E	NJT Facility Inspections FY24 - FY26	340,825	291,580	285,561	917,965
E	NJT Rail Maintenance Optimization Study	1,426	1,230	1,194	3,850
E	NJTSGRP, ADA COMPLIANCE	408,618	352,108	342,299	1,103,026
E	NJTSGRP, BUS-North	6,525	5,572	5,466	17,564
E	NJTSGRP, LR-Hudson Bergen	37,218	30,512	31,177	98,907
E	NLR Facilities	167	143	140	451
E	NLR Infrastructure (FY13 and Beyond)	1,984	1,694	1,662	5,340
E	NLR Norfolk Station Structural Repairs	25,455	21,857	21,323	68,635
E	NLR Station Modernization Project	13,444	11,480	11,262	36,186
E	Northern Bus Maintenance Facility	5,959	5,088	4,992	16,039
E	NY Penn Artwork Removal	21,051	17,976	17,635	56,661
E	NYWW Hybrid Ferry Retrofit	5,136	4,432	4,303	13,871
E	Overhead Catenary System Condition Assessment	475	410	398	1,283
E	Passaic Bergen Passenger Service Restoration Project	18,993	16,218	15,911	51,122
E	Police HS-24 NY Directed Patrols	135,974	116,109	113,906	365,989

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
E	PRIIA	402,439	344,556	337,133	1,084,128
E	PSE&G Substation Assessment	27,276	23,291	22,849	73,416
E	PSNY 7th Ave Concourse-Transit Art Removal	4,519	3,859	3,786	12,164
E	R of W Improvements Systemwide-Program	22,159	18,953	18,563	59,675
E	Rail Rolling Stock Loco Reliability Program	341,875	294,439	288,561	924,875
E	Rebuild by Design	167,754	134,031	140,528	442,313
E	River Line Engine Re-power	30,876	26,413	25,865	83,154
E	RRS Technical Assistance Program	96,513	83,196	80,864	260,573
E	RUTGERS CAIT – Capital Programs	48,016	41,001	40,223	129,239
E	SANDY Dmg 02RINF 4 Bridge NJCL River Draw -Insurance(CLOSED)	1,653	1,412	1,385	4,450
E	SANDY Dmg 02RINF 4 ET Henderson St. Substation Repair	36,696	31,335	30,740	98,771
E	SANDY Dmg 02RINF 4 ET Hoboken Terminal House Power Repair	22,314	19,107	18,713	60,134
E	SANDY Dmg 13SUPP 4 Prog Managemt/Oversight	306,131	258,638	256,468	821,236
E	Sandy Hoboken Terminal Electrical Repairs	48,817	41,712	40,894	131,423
E	SANDY Mason Substation Miscellaneous	697,425	601,751	584,233	1,883,409
E	Section 5311 - NJ-18-X013 (Closed)	76,640	65,443	64,202	206,285
E	SGRP Brick Church Special Project	107,845	91,828	90,341	290,015
E	SGRP, Newark Penn Station (NPS 2.0 Special)	73,302	62,615	61,405	197,322
E	SGRP, Newark Penn Station (NPS Special 1.2)	11,954	10,207	10,014	32,175
E	SGRP, Newark Penn Station (NPS Special) Phase 1.1	12,824	10,951	10,743	34,517
E	Signal and Communication Improvements Systemwide	2,704,847	2,334,012	2,265,851	7,304,710
E	Somerville-Hoboken TOD	515	440	431	1,386
E	STARS Program	190,921	164,741	159,935	515,597
E	Supply Chain Strategy Development	46,372	40,015	38,846	125,233
E	Tonnelle Avenue Bridge: Construction Phase (Hartz Funding)	33,058	28,228	27,693	88,979
E	Trenton Transit Center FRA Special Project	68,611	58,587	57,475	184,673
E	U.S. Route 9 Bus Rapid Transit (BRT) - Transit-Oriented Deve	2,615	2,233	2,191	7,040
E	Union City Bus Terminal and Opportunity Charging	26,952	23,014	22,578	72,544
E	Vital Records	41,226	35,203	34,535	110,964
E	Walter Rand Transportation Center Improvements	57,983	49,512	48,572	156,067
H	HS-22 NY OPACK Sustainment	157,876	134,810	132,253	424,939
H	HS-22 NY Training & Exercises	148,011	126,387	123,989	398,387
H	HS-22 SJ Directed Patrols	277,483	236,942	232,447	746,872
H	HS-22 SJ OPACK Sustainment	393,012	335,593	329,227	1,057,832
H	HS-22-SJ Training & Exercises	96,553	82,447	80,883	259,883
H	Kearny Point Bus Garage	184,421	157,477	154,490	496,388
H	Police HS-20/NY Directed Patrols (CLOSED)	-	-	-	-
H	Police HS-20/NY OPACK Sustainment (CLOSED)	33,111	28,273	27,737	89,122
H	SFY23 Preventive Maintenance-Bus (PHILA UZA-005)	-	-	0	0
H	SFY24 Preventive Maintenance-Bus - TREN UZA-128	248,387	221,760	211,799	681,945
H	SFY24 Preventive Maintenance-Rail - NY-UZA-0	15,228	13,081	12,985	41,293
H	SFY24 Preventive Maintenance-Rail - MIDDLETOWN NY-UZA-453	63,680	54,701	54,300	172,681
H	SFY24 Preventive Maintenance-Rail - NJ-UZA-0	143,972	123,672	122,765	390,408
H	SFY24 Preventive Maintenance-Rail - PHILA - UZA-005	296,250	254,478	252,612	803,340
H	SFY24 Preventive Maintenance-Rail - POUGH-UZA-89	78,908	67,782	67,285	213,974
H	SFY24 Preventive Maintenance-Bus - AC-UZA 150	659,755	589,029	562,573	1,811,356
H	SFY24 Preventive Maintenance-Bus - NY-UZA-001	5,218,253	4,658,857	4,449,605	14,326,715
H	SFY24 Preventive Maintenance-Bus - PHILA - UZA-005	970,060	866,070	827,170	2,663,300
H	SFY24 Preventive Maintenance-Bus Non UZA	20,640	18,427	17,599	56,666
H	SFY24 Preventive Maintenance-Rail - AC-UZA 150	160,584	137,942	136,930	435,455
H	SFY24 Preventive Maintenance-Rail - NY-UZA-001	12,690,539	10,913,815	10,821,222	34,425,576
H	SFY24 Preventive Maintenance-Rail - TREN UZA-128	721,243	619,548	615,004	1,955,795
H	SFY24 Preventive Maintenance-Rail Joel NY UZA 45443	47,068	40,431	40,135	127,633
H	SFY25 Preventive Maintenance-Bus - AC - UZA 150	5,895,119	5,033,842	4,938,341	15,867,302
H	SFY25 Preventive Maintenance-Bus - NY-UZA-001	46,626,765	39,814,595	39,059,241	125,500,602
H	SFY25 Preventive Maintenance-Bus - PHILA - UZA-005	8,667,796	7,401,431	7,261,013	23,330,240
H	SFY25 Preventive Maintenance-Bus - TREN - UZA-128	2,219,414	1,895,157	1,859,203	5,973,774
H	SFY25 Preventive Maintenance-Rail - AC-UZA 150	1,463,800	1,263,113	1,226,225	3,953,138
H	SFY25 Preventive Maintenance-Rail - Joel - NY UZA - 45443	429,045	370,223	359,411	1,158,678
H	SFY25 Preventive Maintenance-Rail - MIDDLETOWN NY-UZA-453	580,472	500,890	486,262	1,567,624
H	SFY25 Preventive Maintenance-Rail - NJ-UZA-0	1,312,372	1,132,446	1,099,374	3,544,193
H	SFY25 Preventive Maintenance-Rail - NY-UZA-0	138,809	119,778	116,280	374,867
H	SFY25 Preventive Maintenance-Rail - NY-UZA-001	115,588,208	99,711,209	96,828,242	312,127,659
H	SFY25 Preventive Maintenance-Rail - PHILA - UZA-005	2,700,459	2,330,226	2,262,174	7,292,859
H	SFY25 Preventive Maintenance-Rail - TREN UZA-128	6,574,481	5,673,120	5,507,443	17,755,043

**Capital Program Salary Expenditures in FY 2025 YTD
Thru 3/31/2025**

Project Type	Project Name	Salary	Fringe	Overhead	Grand Total
H	SFY25Preventive Maintenance-Rail - POUGH-UZA-89	719,281	620,668	602,542	1,942,490
M	ACM Rail - Infrastructure	20,729,444	17,887,363	17,365,054	55,981,861
M	ACM Rail - Rolling Stock	19,314,738	16,664,940	16,179,955	52,159,633
P	Bloomfield Ave Bus Shelters PA/Design (CLOSED)	16,470	14,064	13,797	44,331
P	Bus Farezone Farebox Recovery Interface (CLOSED)	265	226	222	712
P	Study and Dev - Bus Studies Program	95,463	81,516	79,970	256,949
P	Study and Dev - Corridor Planning - In House	11,851	10,119	9,927	31,897
P	Study and Dev - Light Rail Planning - In House	24,684	21,078	20,678	66,440
P	Study and Dev - Park and Ride Planning - In House	76,532	65,350	64,111	205,992
P	Study and Dev - Rail Planning - In House	41,023	35,029	34,365	110,416
P	Study and Dev - Ridership Demand Modeling	290,178	247,783	243,082	781,043
P	Study and Dev - Station Upgrade - In House	174,561	149,417	146,230	470,207
P	Study and Dev - Support Services NJTPA	19,672	16,798	16,479	52,950
P	Study and Dev - Survey Research	244,833	209,063	205,097	658,994
P	Study and Dev - Transit Friendly Planning-In House	110,295	94,181	92,394	296,870
P	Study and Dev - Transit Village Task Force	7,487	6,394	6,272	20,153
P	Study and Dev - Transit-Friendly Studies	10,860	1,870	9,097	21,827
P	Study and Dev Program	130,976	111,841	109,719	352,536
P	Study and Dev- Rail Master Plan- Northern Lines	530	458	444	1,432
P	Trans Hudson Planning	303	262	254	819
Total		303,372,284	260,676,079	254,440,758	818,489,121
Preventive Maintenance (H & M)		255,585,235	220,100,522	214,423,768	690,109,525
Capital Projects (C, E, P)		47,787,049	40,575,558	40,016,989	128,379,596
Total		303,372,284	260,676,079	254,440,758	818,489,121