



Fiscal Year 2022 Budget Proposal: Investing in NJ TRANSIT

Total budget investment in NJ TRANSIT: \$2.65 billion

Building a Better NJ TRANSIT

In January 2018, NJ TRANSIT was in a state of serious disrepair, facing significant challenges on every front after years of underfunding and neglect. Under the Murphy Administration, **nearly one billion dollars** has been invested into turning NJ TRANSIT around and building a better, more sustainable mass transit agency that commuters can depend on. PTC deadlines have been met, over one hundred new engineers have been trained and hired, and critical infrastructure projects have been put into motion. All without a single fare hike. The FY2022 budget will build on the progress that has already been made and ensure that NJ TRANSIT emerges from the COVID-19 pandemic stronger and better than it was before.

Progress in Spite of Challenges

The COVID-19 pandemic has devastated transit agencies across the country. Despite unprecedented challenges, NJ TRANSIT has achieved significant accomplishments during the prior budget cycle.

- Met the federal Positive Train Control system deadline ahead of the statutorily mandated deadline in December 2020
- Released its first ever 10-year strategic plan
- Released a five-year capital plan
- Worked with New Jersey's congressional delegation to obtain over **\$2 billion** in critical support from the federal government for major infrastructure projects, including the Portal North Bridge
- Finalized the Full Funding Grant Agreement with the Federal Transit Administration to replace the 110-year old Portal North Bridge
- Broke ground on the Raritan River Bridge Replacement Project

Stronger and Fairer Funding for NJ TRANSIT

Since the COVID-19 pandemic began, NJ TRANSIT's train ridership has declined by approximately 75%, and bus ridership has declined by approximately 50%. Despite the significant challenges the pandemic has posed, the FY2022 Budget Proposal increases NJ TRANSIT's total resources and continues to reduce diversions.

- No fare hike for the fourth consecutive year
- Under the FY2022 Operating Budget Proposal, NJ TRANSIT is projected to spend **\$2.65 billion**, a **9% increase** over the FY21 revised forecast
-\$2.4B in FY21, and an increase of 15% over FY19
- Lowest capital fund to operating fund transfer in **15 years**.

Continuing Our Progress

NJ TRANSIT will continue to build on the significant progress it has already made, including the advancement of several critical projects and priorities:

- Preliminary design and engineering for the **\$250 million** overhaul of the Walter Rand Transportation Center
- Design award for the **\$190 million** overhaul of Newark Penn Station
- Start of major construction on the new building facility at Elizabeth Station
- Continuation of substantial construction on the Hoboken Long Slip Fill Project
- Start of construction on the new Lyndhurst Train Station
- **\$1.8 Billion** Portal North Bridge Replacement Project
- Continued progress on the **\$600 million** Raritan River Bridge Replacement Project
- On track to reach a full complement of **390** train engineers
- Procurement of sustainable and green technology, including electric buses