

**Morris County Board of Transportation Meeting
Monday, March 22, 2010: 2:30 p.m.
Morris County Administration & Records Building
Fifth Floor, Knox Room
Morristown, New Jersey**

In Attendance:

Board Members	Other Attendees	Staff
Gene Feyl, Freeholder Director	See attached attendance sheet	Frank Pinto
Ilene Dorf Manahan, Chairperson		Gerald Rohsler
James Murray, Freeholder		Deena Cybulski
Judith Schleicher		Denise Chaplick
Art Valand, Vice Chairperson		Erik DeLine
Hester Wharton		John Hayes
Dudley Woodbridge, Secretary		
Roman Zabihach		

I. Call to Order: *Chairperson Ilene Dorf Manahan* called the meeting to order at 2:37 PM.

II. Open Public Meeting Statement: *Chairperson Manahan* read the Open Public Meetings Act compliance statement.

III. Roll Call: *Deena Cybulski* read the roll call. Eight voting members were present.

IV. Welcome and Introductions: *Chairperson Manahan* welcomed *Freeholder Director Gene Feyl* and *Freeholder James Murray* to this special Board meeting and asked Freeholder Director Feyl to give some opening remarks.

Freeholder Director Feyl thanked everyone for their support and for coming to the meeting under these unfortunate circumstances. He expressed that this meeting is important to allow people to voice their concerns but wanted to let the public know that the county has no direct control over the potential loss of these buses. He said that the county will respond to NJ Transit's proposed cuts via a letter from the Board of Transportation and one from the Board of Chosen Freeholders. Freeholder Director Feyl stated that the county subsidizes the MCM routes, one of only two counties to provide any subsidy to NJ Transit for bus service. Morris County believes that the county's burden of these cuts is greater than other counties. Morris County cannot financially support these routes without NJ Transit, and that while probably not all routes can be saved, the county is taking a careful look to prioritize and recommend what should be saved. Freeholder Director Feyl stated that he recognized that NJ Transit has difficult decisions to

make, but if there are routes that can be saved, the county should communicate their importance to NJ Transit.

Chairperson Manahan thanked Freeholder Director Feyl and recognized some of the guests in the room that included individuals from PABCO Transit, the North Jersey Transportation Planning Authority (NJTPA), and the Morris County Chamber of Commerce. Chairperson Manahan explained the format of the meeting as follows: Gerald Rohsler, Director of the Morris County Division of Transportation would give a presentation of NJ Transit's proposed cuts with information about each route. The meeting would then be opened for public comment. This was not a public hearing, but a special meeting of the Morris County Board of Transportation. NJ Transit is having a e public hearing on Friday, March 26th at 5:30pm in the Morristown Town Hall. Staff from the Division of Transportation will take minutes on this meeting, which will be scheduled for adoption at the next board meeting on April 13, 2010. These minutes will be placed on the Morris County Division of Transportation's website. Although public comments made at this meeting will not be transcribed word for word, the concerns expressed today will be noted by staff and considered by the board. After public comments are finished, the Board of Transportation would discuss their priorities and make recommendations for the letter from the board to NJ Transit which would be signed by Chairperson Manahan. Once those recommendations were complete, the meeting would be adjourned.

V. Discussion Item: NJ Transit Proposed Fare Increases and Service Cuts:

Gerald Rohsler gave a presentation on the proposed service cuts and fare increases by NJ Transit. In the presentation, he noted that fares would rise an average of 25% on both buses and trains and there would no longer be off-peak round trip discounts. In NJ Transit's proposed plan, Morris County Metro (MCM) 1, 2, 3, 4, 5, and 7 would be eliminated with service only continuing on MCM 10. This would affect approximately 1,000 daily riders on the MCM system and only serve 40% of its current ridership. As a result, 17 Morris County municipalities would no longer be served by MCM buses despite the fact that MCM ridership grew by 10% from 2003 to 2008. Mr. Rohsler showed maps of what the current bus system looks like in Morris County and what the system would look like if the cuts are made. He then showed the routes for MCM 1, 2, 3, 4, 5, and 7, highlighting major destinations, ridership figures, percentage of trips made for work, and percentage of riders who do not own a vehicle. Mr. Rohsler noted that Morris County is one of only two counties, other than Bergen, that provides a subsidy to NJ Transit for service. Morris County spends \$240,000 on the MCM system and up until a couple of years ago spent \$20,000 a year advertising the system on Cablevision, on the radio, in newspapers, and on the county's transportation website, www.MorrisDOT.org.

Mr. Rohsler then gave an overview of the Wheels Shuttle buses proposed to be eliminated. The WHEELS 966 and 967 provide shuttle service to major county employers such as Farleigh Dickinson University, AT&T, Honeywell, and businesses in Parsippany-Troy Hills. Mr. Rohsler showed additional cuts on NJ Transit buses that affect Morris County, which included partial reductions on the NJ Transit 73 and NJT 194, and elimination of the NJT 742. He also noted that although NJ Transit has made no mention of Access Link cuts, their policy states that if there is no bus service, Access Link will not be available. This would result in a loss of Access Link to many disabled residents who can not use the existing fixed-route bus service

due to disabilities. Mr. Rohsler then gave an overview of NJ Transit's proposed rail cuts; most notably that two trains from Morris County to Montclair State University would be eliminated reducing the ability for students to access the school by train.

VI. Public Comment: *Chairperson Manahan* thanked Mr. Rohsler for the presentation and opened the meeting up for public comment. She asked that everyone providing comments state their name and any association they represent, if applicable.

- ***Paul Boudreau, Morris County Chamber of Commerce*** - Mr. Boudreau stated that he received 30 emails from businesses expressing their concern over the ability of their employees to get to work if the cuts were implemented. He recognized the state's fiscal situation, but stated that employers find bus service to be very valuable getting people to work. When developing alternatives, the Chamber of Commerce would like to be part of the conversation. *Chairperson Manahan* requested that Mr. Boudreau provide these emails.
- ***Ed Metz, Randolph Town Council & Financial Advisor to PABCO Transit*** – Mr. Metz noted that reduced revenue is affecting everyone. He stated the township has been able to reduce costs while maintaining services, partially by working with Randolph businesses. He suggested that NJ Transit should be using a bottom up approach to its decisions on these cuts.
- ***Tom Stapperfenne, PABCO Transit*** – Mr. Stapperfenne stated that PABCO is the operator for the MCM buses and that PABCO is sending a letter to NJ Transit with suggestions on how to reduce costs while still providing quality service to the county. He said that PABCO Transit could not continue to operate with only one or two routes and that these proposed cuts would result in the unemployment of 30 PABCO workers. He noted that 36,000 student trips are made on MCM buses each year. In their letter to NJ Transit, PABCO conceded to the elimination of the MCM 4, 5, and 7, and Saturday trips for the MCM 1 and 3. He also stated the 4-5 holidays that are required in the current bid have low ridership, and should be eliminated.
- ***Betsey Hall, Homeless Solutions*** – Ms. Hall noted that 55% of the people in her shelter work, but do not have money for housing or a car. Buses are her clients' primary means of transportation. She hopes that the routes can be saved and noted that her clients use the MCM 3 for most of their trips.
- ***Jeff Bashe, Interfaith Council for Homeless Families*** – Mr. Bashe noted that the Interfaith Council recently moved to the Morris Complex at Greystone Park. The assumption was that the MCM 3 would serve the facility and his group worked to add a new bus stop there. The same assumption applied to Community Hope's, the ARC of Morris', and Interfaith Food Pantry's decisions to locate there. He stated that he was previously involved in the county's community transportation plan and the sudden elimination of these routes creates a major challenge for the elderly, low-income families, disabled, and employees that rely on these routes to access essential social services and accomplish many tasks associated with daily living. Mr. Bashe suggested that smaller vehicles and shuttle routes be considered as alternatives. Mr. Bashe recognized that these cuts came out of the blue, but that it was important to look at the whole system and reiterated the importance of transportation planning. He noted that this was a more diverse county than it used to be.

- **Ray Greaves, Amalgamated Transit Union** – Mr. Greaves stated that he represented the PABCO bus drivers and that these proposals are indicative of a national crisis for transit agencies. He believed that the states need to urge Congress to pass HR-2746, also known as the Carnahan Bill. This legislation would allow transit agencies to redirect capital money to address operational shortfalls. He stated that this is a two year band-aid, but it is relief for the time being. He stated that there is no state dedicated funding for these operations and this bill needs support on the Congressional level. He noted that Sherrod Brown from Ohio was sponsoring a similar Senate Bill.
- **Russ Hall, Interfaith Food Pantry** – Mr. Hall stated that his organization will soon be locating to the non-profit mall and that their clients rely on this bus service, particularly the MCM 3. Additionally, the organization plans to make Greystone the main distribution center and the presence of the MCM 3 route was one of the primary reasons for locating at the complex.
- **Liliana Hengo, Interfaith Food Pantry** – Ms. Hengo noted her concern that the 1,800 households in Morris County that rely on their service would have no way to reach the facility. They do not drive and many lost their jobs. Some do not have money for homes and food and won't have the money for transportation necessary to get a ride to their facilities without the MCM 3. **Freeholder Director Feyl** stated that the county shares their concerns about the loss of the MCM 3. The role, mission, and efforts of the Greystone Complex depend on the MCM 3.
- **Roberta Moseley, citizen of Dover** – Ms. Moseley spoke on behalf of the MCM 2 and 3 riders, particularly the young people and students attending County College of Morris. Many people are trying to better themselves by getting their education and the loss of bus service creates one more impediment, which makes it easier to not go to school. Regarding MCM 3, Ms. Moseley recounted how she is a caregiver for her elderly mother and for a while her mother stayed at Morris View. She noted that she helped her son learn to take public transportation, which included the MCM 3, to visit his grandmother and that it was very important to him. She noted that the MCM 3 is very important to Morris View staff, clients, and visitors. She also noted the transit is needed to reduce car usage and congestion.
- **Mary Jo Buchanan, Morris County Department of Human Services** – Ms. Buchanan focused on the MCM 3 and stated that the need for its service is ever increasing. These cuts would impact those that they have been trying the most to protect. The service cuts affect the most vulnerable, including individuals and families who receive public assistance and food stamps as well as various non-profits clients who need mental health, substance abuse, HIV, AIDS, domestic violence services. The number of applicants at Office of Temporary Assistance has increased by 61% since the economic downturn. The vision and plan of the Central Avenue Complex has been predicated on NJ Transit providing public transportation to this newest county human services addition. The proposed elimination of the MCM 3 would severely impact this plan and will be a tremendous barrier to these non-profits serving their most vulnerable clients. She is also concerned about the MCM 2. This route especially impacts their clients who are going for further education and training at the County College of Morris in order to get back into the workforce. The proposed elimination of the MCM 1 also impacts the department's workforce, especially the staff at Morris View. Ten percent of the Morris View Health Care Center staff utilizes the MCM 1 to get to and from work.

- ***Joan Bruseo, Morris County Office of Temporary Assistance*** – Ms. Bruseo spoke in support of the MCM 3 line which travels directly to the Office of Temporary Assistance. In 2009, 37,000 clients came into their building to apply for food stamps, Medicaid, general assistance, and Temporary Assistance for Needy Families. These clients are the most vulnerable members of our community. She noted that they have six MCM 3 buses coming to and from their office each day and at an estimate for four clients per bus, that amounts to 120 clients per week and 6,200 clients per year. Many of these clients would not have the funds to pay for a taxi. With no transportation available, the responsibility to transport would fall to OTA. Currently a round trip ticket from Headquarters Plaza costs \$2.70. If the bus ceases service, they would have to hire taxis to bring clients to and from their office to apply for benefits. A round trip taxi ride costs \$9.50 and would result in an additional \$59,000 per year to transport clients to and from Morristown. The Office of Temporary Assistance has also purchased bus tickets for clients who come to their office and have no ride home. In 2009, they handed out over 315 bus passes. By eliminating the MCM lines, their clients from almost every municipality affected will face severe transportation challenges to even get to their office.
- ***Pablo Quinteras, A Way Shuttle*** – Mr. Quinteras noted that he was formerly part of TransOptions' Ride Provide Service and now provides private shuttle service. He said that it is a challenge to set up an alternative means of transportation to the bus and make it cost effective. He was willing to work with the county to do this from the small business side. He noted that the job loss due to bus service cuts and reduced mobility would also reduce demand for his business. His business would not be able to replace the same amount of service.
- ***Patsy Sly, Jersey Battered Women's Service*** – Ms. Sly stated that transportation was a critical component for her organization's clients. Approximately 30% are completely dependant on the urban MCM routes to reach their services and to access other essential services and destinations such as County College of Morris and child care. She urged the board to be firm and clear in the need to maintain bus service in Morris County.
- ***Bette Simmons, County College of Morris*** – Dr. Simmons stated that her students and staff relied on the service of MCM 2. She estimates that 150 students who ride the bus every day would be affected. This service is critically important to the future of Morris County. In addition, she noted the timing of the elimination. NJ Transit proposes that they would cease service on May 1st, but this would have an effect on the students' ability to get to campus in the middle of their final exams. She suggested that NJ Transit should at least delay any decisions until after the college school year.
- ***Charles Lamb, County College of Morris*** – Mr. Lamb noted environmental concerns of discontinuing bus service. He stated that the carbon footprint of 8,000 commuters is equal to the energy necessary to power 60,000 homes. Bus service should be emphasized to minimize the use of single occupancy vehicles. Additionally, many workers in the Morristown healthcare corridor take the MCM 3 to reach medical facilities for visits or employment. He uses the MCM 3 to get to work at Headquarters Plaza.
- ***Jackie Taylor, resident of Morristown*** – Ms. Taylor stated that the yellow cabs no longer come to Morristown. As a result, these cuts would eliminate all transportation options for many people and will have a very negative impact on congestion.
- ***Gary Kazin, resident of Rockaway Township*** – Mr. Kazin said that there was already not enough transportation available in Morris County and this would have a severe impact on

people with physical limitations and low income households. He noted that riders cannot car pool if they do not own cars. Town budgets are already constrained because of the loss of state aid and they cannot meet all the service needs. Mr. Kazin noted that saving from the cost of operating the primary MCM routes will be lost in increased costs for social services to those who become unemployed because they have no transportation to work. He expressed concern for the future of Access Link and funding of MAPS. Mr. Kazin said that Daily Record reported that Morris County has \$20 million in surplus funds and suggested that this “rainy day” account be utilized to save bus service. **Freeholder Director Feyl** explained that the \$20 million did not constitute a surplus, but was operating capital that the county needed to maintain its bond rating and make payments through out the year as revenues get collected.

- **Theresa Davis, Morris County Division on Aging Disabilities & Veterans** – Ms. Davis stated that the MCM bus cuts would adversely impact the mobility of at-risk people including residents with disabilities and seniors who no longer drive. She referenced statistics showing that as people age they become less likely to drive and more dependent on public transportation and others to travel. She also referenced the conflict between NJ Transit’s proposed elimination of the MCM routes, and NJ Transit’s own instructions and goals for counties regarding the creation of a human services transportation plan, “United We Ride.”
- **Hope Hezel, Morris Area Paratransit System (MAPS)** – Ms. Hezel stated that Morris County residents who depend on Access Link will be severely affected by the elimination of the six MCM bus routes. Access Link only serves areas $\frac{3}{4}$ of a mile along bus routes or rail; if the MCM routes are eliminated Access Link will also reduce most of its service in Morris County. She reported that Access Link provides about 2,000 rides a month to Morris County residents. Funding for MAPS from the Senior Citizen and Disabled Resident Transportation Assistance Program has been reduced by 21% over the past few years and MAPS would not be able to accommodate the riders who currently depend on Access Link. **Freeholder Director Feyl** stated that the County may need to put more money in the MAPS budget.

Chairperson Manahan asked if anyone had additional comments.

Ms. Cybulski noted that the Division of Transportation had received a number of public comments before the meeting that she wanted to read to the board.

- **Nikhil Shah** – Requested that MCM 2 be kept during peak commuting hours.
- **Ted Gartner, Parsippany-Troy Hills resident** – Uses the MCM 1 and would be personally affected by its elimination. Mr Gartner suggested that the MCM 1 could be more viable if it ended at the Boonton Railroad Station. This route provides a key link from Parsippany-Troy Hills to Morristown.
- **Josephine Brescia, Morristown resident** – Uses the MCM 3 and will be affected by its elimination. She goes to Madison and Chatham for shopping and groceries. Since the local cab company went out of business, this would make it more difficult to be independent.
- **Lore Wall, Morristown resident** – Uses the MCM 3 regularly to get to doctors visits, the library, the bank, and shopping. She is also concerned about the Spanish speaking residents and elderly that use the bus to get to work and services.

- **Paul Michael, Lake Hiawatha resident** – stated that MCM routes should continue, but PABCO should go.

Freeholder Director Feyl encouraged people to attend the NJ Transit hearing on Friday to make their voice heard. He advised that it is great to submit comments to NJ Transit but even greater pressure can be applied by attending the hearing.

Chairperson Manahan then closed the public comment portion and moved the meeting to a discussion by the board.

VII. Morris County Board of Transportation Discussion:

The “Morris County Division of Transportation Staff Report to the Morris County Board of Transportation on NJ Transit’s Proposed Fare Increases and Service Cuts” was distributed to board members and public attendees. (see attached)

Chairperson Manahan invited the board for their thoughts and comments on NJ Transit’s proposals.

Ms. Schleicher stated the importance of maintaining the transportation and transit system in Morris County, and expressed her concern of the impact that these cuts would have on seniors and low income residents and workers. She also identified the effect the transit cuts would have on the Central Avenue County Complex’s mission especially after the amount of county investment in the complex. For future transit efforts, she suggested coordination with employers in Morris County. She approved the Tier 1 Priority List found in the MCDOT Staff report but inquired about the impact of cuts to NJT 73 and NJT 194 service, which are listed in the Tier 2 Priority List.

Mr. Zabihach expressed that the Tiered Priority Lists would be useful mechanisms to communicate the Board of Transportation’s priorities and hopefully encourage NJ Transit to meet with the county to discuss possible compromises on the proposed cuts. He suggested that shifting money in the county budget from the eliminated bus lines to the lines saved may show our continued financial commitment to transit. He stated that the Board of Transportation should continue to discuss transit issues beyond this meeting. He stated his agreement for the points Ms. Schleicher had made.

Mr. Valand inquired as to the likelihood that NJ Transit would consider county recommendations found in Tier 1 and Tier 2 Priority Lists. He also discussed the possibility that riders might be able adapt to these bus cuts and form car pools.

Freeholder Murray identified the importance of expressing in the Board’s letter to NJ Transit the local economy’s connection with public transit, and economic impact and job loss that would result from these service cuts.

Ms. Wharton discussed that many riders would not have alternative options to traveling if these service cuts are implemented. Car pooling may not be an option since bus riders might not know

anyone or work with anyone with a vehicle. She also expressed concern of the impact of the service cuts to the County's Central Avenue Complex which was improved and expanded under the assumption that NJ Transit would continue to serve the complex's employees and visitors.

Mr. Woodbridge expressed his support for the recommendations found in the Tier 1 priority list. He suggested that some of the priorities in Tier 2 may be more important than others and the Tier 2 list could be further divided into Tier 2 and Tier 3.

Freeholder Director Feyl stated that he is trying to meet with NJ Transit representatives to communicate the county's position and discuss the possibility for continued existence of priority bus routes.

In response to board members comments, **Ms. Cybulski** stated that it is uncertain as to how much influence the Board of Transportation's priority list would have on NJ Transit's decision making. She explained that due to the amount of existing service on the NJT 73 and NJT 194 routes, the impact of the proposed cuts to these routes would be minimal.

Mr. Rohsler explained that the elimination of MCM would also reduce access to and from train stations throughout Morris County.

Mr. Pinto stated that PABCO, the MCM bus operator, can not survive with just one or two MCM bus routes. For the business to remain in operation, PABCO needs the urban routes.

Chairperson Manahan asked for motion from the Board of Transportation for the MCDOT to draft a letter to NJ Transit. The letter would state the profound effects of the elimination of MCM service and would be signed by the Chair. **Ms. Wharton** made the motion; the motion was seconded by **Mr. Valand**, and the motion was unanimously approved by the board.

VIII. Next Regular Meeting: Tuesday, April 13, 2010

IX. Adjournment: **Chairperson Manahan** asked for a motion to adjourn the meeting. **Mr. Valand** made the motion; the motion was seconded by **Mr. Zabihach**, and the motion was unanimously approved by the board. The special meeting was adjourned at 4:35 PM.

Notes prepared by John Hayes and Erik DeLine

Morris County Board of Transportation Meeting
Monday, March 22, 2010: 2:30 p.m.
Morris County Administration & Records Building
Fifth Floor, Knox Room
Morristown, New Jersey
Other Attendees List

Name	Organization
Suzanne Goldstein	
Jackie Taylor	
Gloria Pearce	
Amy Magnuson	NJTPA
Joan Bruseo	Office of Temporary Assistance
Pat DeMayo	PABCO Transit
Tom Stapperfenne	PABCO Transit
Ray Greaves	Amalgamated Transit Union Local 819
Matt Sprung	Matt Sprung Assoc.
Jeff Bashe	Interfaith Council for Homeless Families
Anita Keslovsky	
Charles Lamb	County College of Morris
Mary Jo Buchanan	Morris County Dept. of Human Services
Liliana Hengo	Interfaith Food Pantry
Russ Hall	Interfaith Food Pantry
Hope Hezel	MAPS
Paul Boudreau	Morris County Chamber of Commerce
Karen Mancinelli	Daily Record
Matt Rainey	The Star-Ledger
Chris Mazzei	M&E Railway
Minhaj Hassan	Daily Record
Theresa Davis	Division of Aging, Disabilities, & Veterans
Patty Sly	Jersey Battered Woman Service
Betsey Hall	Homeless Solutions
Ed Metz	Randolph Town Council
Pablo Quinteras	A Way Shuttle
Manuela Schuster	Morris County JARC
Michael Cummings	Daily Record
Gary Kazin	
Fred Snowflack	Daily Record
Larry Ragonese	The Star-Ledger
Bette Simmons	County College of Morris
Betty Portine	
Roberta Moseley	

**Morris County Division of Transportation Staff Report to the
Morris County Board of Transportation:
NJ Transit's Proposed Fare Increases and Service Cuts
March 22, 2010**

The proposed bus and rail service reductions by NJ Transit will have far reaching effects on the transit dependent in Morris County. The riders are in need of this transportation service for work, school, recreational, and shopping purposes. In addition to service reductions, NJ Transit is proposing a significant 25 percent fare increase affecting all NJ Transit riders.

Morris County Metro

The County has traditionally supported MCM bus service by providing a significant funding subsidy. Each year Morris County provides \$150,000 for the urban bus routes and nearly \$90,000 for the rural routes. Morris County is one of only two counties in northern New Jersey that subsidizes bus routes. The County has also financially supported MCM by placing \$20,000 in Cablevision, newspaper, and online advertising.

If the elimination of the MCM routes occurs, the following municipalities will no longer have MCM bus service: Boonton Town, Chatham Borough, Chester Borough, Chester Township, Jefferson, Lincoln Park, Madison, Mendham Borough, Mendham Township, Mine Hill, Montville, Mount Olive, Netcong, Randolph, Roxbury, Victory Gardens, and Washington Township.

This means that 1,000 daily bus riders or 60% of MCM's current customers will no longer be served. These cuts are proposed even though the MCM system experienced a growth rate of over 10% from 2003 to 2008.

MCM is operated by a private carrier, PABCO Transit. PABCO is located in Dover and employs thirty people. The MCM service is their sole source of income and if the proposed cuts occur they will no longer be able to remain in operation.

It is our recommendation that the urban bus routes continue to operate:

URBAN BUS

MCM 1					
		Ridership Profile			
Operates	Ridership/Trips	Going to work?	No vehicle available	Under age 62	Household Income
Monday thru Saturday	269 each weekday/ 21 Trips	44%	83%	90%	77% under \$50,000

MCM 2					
		Ridership Profile			
Operates	Ridership/Trips	Going to work?	No vehicle available	Under age 62	Household Income
Monday thru Friday	309 each weekday/ 24 Trips	42%	70%	95%	82% under \$50,000
MCM 3					
		Ridership Profile			
Operates	Ridership/Trips	Going to work?	No vehicle available	Under age 62	Household Income
Monday thru Saturday	347 each weekday/ Trips 23	43%	67%	85%	97% under \$50,000

RURAL ROUTES
MCM 4, MCM 5, MCM 7

- NJ Transit requires an annual subsidy from the County of \$90,000
- This service has approximately 30 riders per week
- The County therefore pays \$3,000 per rider annually
- The overall annual subsidy (County, State, Federal) is \$12,000 per rider

This service is underutilized and highly subsidized. It would be much more efficiently served by a demand response service. This type of service is being explored by the Morris County Department of Human Services' MAPS program. However, the MAPS service may not be able to absorb this increase in demand.

NJ Transit Bus Service

Several other bus lines will affect workers in Morris County. NJT 73 which brings workers from Newark and the Oranges to Morris County will lose two morning trips. Trip reductions throughout the day are proposed for NJT 194, which serves northwest Morris for trips to New York City. NJT 742, which runs from Paterson to Greystone on Saturdays, will be eliminated. Both WHEELS routes serving Morris County, which provide shuttle services to workers, will be eliminated. The WHEELS 966 provides a shuttle from Convent Station to FDU, Verizon, Crum and Forster, and Honeywell, has 180 daily boardings, and provides a valuable service in this area. These cuts will have dramatic effects on Morris County's workforce and employers.

Rail Services

The impacts on Morris County's rail service would be far less extensive than the proposed bus cuts and more evenly dispersed throughout the state. However, the impact is no less important for those riders being affected by the 25 percent increase in fares coupled with the decrease in service. The Morris and Essex Line will lose a morning and an evening train from Hoboken, as

well as an early morning train to Hoboken. Trains eliminated on the Montclair-Boonton line are one afternoon train from Montclair State University, and one morning and one afternoon train to Montclair State University. Rail service is already limited on the Montclair-Boonton Line; therefore, this is a significant reduction for those stations only served by these trains. This may also affect students residing along this line from accessing Montclair State University. Once these cuts take place there will be a reduction of 29 percent of the trains to Montclair State University and a 9 percent reduction of trains leaving Montclair State University for Morris County's Montclair-Boonton Line stations.

In conclusion, extensive reductions in service are proposed for Morris County's bus and rail network with an accompanying 25 percent increase in fares. This will have a substantially negative effect on transit riders throughout the County. In consideration of these major cuts and fare increases, the Morris County Division of Transportation concedes that the MCM rural routes should be eliminated and that a demand response system be considered. We strongly urge NJ Transit to retain the MCM urban routes to serve the transit dependent residents of Morris County.

The Division is concerned with all service cuts and fare increases; however, the priorities for the County are as follows:

Morris County TIER I Priority List

- 1 MCM 3** This bus route serves Morristown Memorial Hospital, three universities, five train stations, Short Hills and Livingston Malls, and large businesses along NJ 124. It also provides service to Greystone and the County "Hill" complex on Hanover Avenue, as well as the planned human services center-the Central Avenue Complex. The Central Avenue Complex will be a non-profit mall offering social services to Morris County residents. This route has seen a 26 percent increase in ridership over the past five years. This substantial increase will likely continue once the Central Avenue Complex is open.
- 2 MCM 2** This bus route serves the County College of Morris, three rail stations, the Mack-Cali Business Campus, and provides access to retail establishments on NJ 10. The average annual ridership has been 87,717 over the past five years.
- 3 MCM 1** This bus routes serves the eastern region of the County, Morristown, the Willowbrook Mall, six rails stations, and provides transfers to Newfoundland, Butler, Newark, and New York City from the mall. It is the only bus service along US 202. Ridership has averaged 87,564 annually over the past five years.
- 4 Wheels 966** This popular and successful shuttle averages 180 daily boardings and serves a transit deprived area with service to FDU and many large businesses.

Morris County TIER II List

- Rail** The cuts in rail, especially on the Montclair Boonton Line, will leave many students unable to reach Montclair State University. Reduced service and the continued funding of the ARC Tunnel are counterintuitive.
- NJT 194** This popular bus route serves Morris County residents in the NJ 23 corridor and provides service to New York City. Considering the proposed cuts to the Montclair Boonton Line this route could provide an alternative to rail to NYC.
- NJT 73** This bus line brings workers from Newark and the Oranges to Morris County for employment purposes. The elimination of two morning routes will leave many of these workers with no way to get to work.
- MCM 4** This bus provides six daily trips on weekdays. Its main route travels from Chester to Morristown, Morristown Memorial Hospital, ending at Honeywell. In 2009, there was an average of 29 daily boardings.
- MCM 5** This bus only operates on Mondays and Wednesday. It provides two daily trips along a circuitous route from the Rockaway Mall to Mount Olive to Long Valley to Morristown. In 2009, there was an average of seven daily boardings.
- MCM 7** This bus only operates on Tuesdays and Fridays. It provides two daily trips from Jefferson Township to the Rockaway Mall to the Kmart Plaza in Randolph. In 2009, there was an average of seven daily boardings.
- Wheels 967** This service brings Sussex County residents to office parks in Parsippany. It is the only public transit from Sussex County.
- NJT 742** This Saturday only service runs from Paterson to Greystone Hospital.
- Fare Increases** A fare increase of 25 percent is unprecedented and will create a hardship to lower wage earners, seniors, and all riders.