

NJ Transit

OFFICE OF LEGISLATIVE SERVICES ANALYSIS OF THE NEW JERSEY BUDGET FISCAL YEAR 2011-2012

BUDGET QUESTIONS FOR ALL DEPARTMENTS AND UNITS

1. The FY 2011 budget required all departments to cope with reduced appropriations. In some instances these reductions could be handled through improved efficiency and operational adjustments. In other instances less money resulted in programmatic reductions, including both fewer recipients and reduced benefits. Please provide examples of operational improvements in your department that saved money in FY11 and provide examples where less government meant reduction in services.

A: NJ TRANSIT continues to carefully manage the resources appropriated for Agency purposes in the FY 2011 Appropriations Act. As part of these ongoing management efforts, for the first time, the Agency along with all of the State's other major departments and agencies is publishing data providing insight into agency priorities and performance, including how resources are allocated across the agency's core mission areas. In this regard, the Agency posts up-to-date performance data or metrics every month related to identified core mission areas, available at <http://www.yourmoney.nj.gov>. This performance measurement reporting is the first step in an ambitious, multi-year performance improvement and efficiency program known as the "Governor's Performance Budgeting Initiative." The goals of the initiative include ensuring that budget priorities align with departmental and agency missions, focusing managers on achieving positive results and outcomes for citizens, clients, and taxpayers, and building a culture of innovation and continuous improvement, while making government more transparent and accountable. More specifically, NJ TRANSIT optimized existing bus, rail and light rail service by targeting low ridership, low cost recovery routes by modifying service frequencies and route patterns which led to the elimination of \$20 million of less productive service.

Also, to serve the greatest number of customers while protecting most destinations for the transit dependent, NJ TRANSIT will continue to maximize its limited resources by tactically deploying both equipment and personnel.

2. The FY 2011 budget included reductions requiring Federal approvals, waivers or similar actions in order to achieve the projected savings. Please identify each such reduction in your FY 2011 budget, and indicate whether approvals/waivers have been obtained. If not, please explain whether approvals are still expected in this case, and if so, why. If federal approval is

not received, what alternative actions may have to be taken to achieve savings of comparable value?

A: None of NJ TRANSIT's FY 2011 budget reductions required federal action.

3. The revised budget plan for Fiscal Year 2011 requires appropriation lapses of \$605 million to achieve a balanced budget and an ending surplus. Please list all appropriation items and amounts in your agency's chart of accounts that have been identified to contribute to that lapse target. Please describe the impact of each lapse on the nature, breadth or level of service or benefit provided by each appropriation, and identify and quantify the population that may be affected. Please also identify the amount of FY 2012 funding, if any, recommended to restore, in part or in full, the lapsed amount.

A: The Office of Management and Budget has submitted under separate cover the list of anticipated lapses totaling \$605 million. This amount represents underspending by departments due to their diligence and oversight in managing their budgets. In addition, oversight of discretionary spending and hiring has led to surplus balances. In some cases, funds that were not needed in FY 2011 to fund programs and services will be necessary in fiscal year 2012.

4. The FY 2011 Appropriation Act assumed savings of \$50 million from privatization initiatives. Please describe all privatization initiatives undertaken/to be undertaken by your department, and specify the effective date, the amount of savings in FY 2011 and FY 2012, respectively, and the reduction in positions, filled and vacant. Please also indicate the private vendor(s) involved in the initiative, and the quantity and quality of services required of the vendor(s) relative to the quantity and quality provided by the department prior to privatization.

A: It has been a top priority of the Administration that all state departments and independent authorities carefully explore a variety of opportunities to improve efficiency, reduce the cost of government services, and right-size government's footprint in New Jersey. Among those opportunities are those that would privatize, outsource or otherwise make available a service previously provided by government employees via the private sector – but only if it can be done more efficiently and less expensively.

Following the issuance of the findings contained in the Zimmer commission report numerous recommendations, either identified in that report or by the administration before and after the release of that report, have been in various degrees of implementation. For example, some of the RFPS that have already been released include:

- The Department of Corrections has released an RFP for a vendor to run a pilot food services project at one adult correctional facility as a way to determine if it

can save substantially and provide healthier food service options throughout the correctional facility system.

- The Department of Environmental Protection has released an RFP to find a private operator and manager of the Spring Meadow golf course.
- The Department of State has released an RFP to find a private operator and manager of the Trenton War Memorial.
- The New Jersey Turnpike Authority has accepted numerous bids, the result of an RFP, for a private company to provide cash toll collections on its two roads.
- The South Jersey Transportation Authority, which operates the Atlantic City Expressway, has done the same.
- NJT issued an RFQ in October 2010 to qualify potential partners to operate our parking facilities. As a result, NJT has pre-qualified seven viable bidding teams. Given this level of participation, a competitive procurement process is expected that will not only generate a recurring revenue stream but also improve the passenger commuting experience. New Jersey Transit has pre-qualified seven firms to bid on the proposal to operate NJT's parking facilities. A competitive procurement process is expected that will not only generate a recurring revenue stream but also improve the passenger commuting experience. As part of the concession agreement NJ TRANSIT will establish guidelines that will balance the needs of our customers with the expectations of a reasonable rate of return by the team selected to manage the concession.

The Administration also is moving responsibly in other areas of government to reform a variety of enterprises whose operation can be provided by the private sector, including:

- The Department of the Treasury, after a task force involving both the Executive Branch and the Legislature agreed to the initiative, is working to turn NJN into a private, non-profit broadcasting entity with no state subsidy.
- Leases with private vendors for the operation of Monmouth Park and the Meadowlands Racetrack are currently being negotiated.

5. For each line item reduction in the department's or unit's FY 2012 budget, specify the change, if any, in the nature, breadth or level of service or benefit that will be provided and identify and quantify the population that may be affected.

A: In developing the FY 2012 budget, NJ TRANSIT worked cooperatively with the Treasurer and Treasury staff to identify core mission areas and, consistent with law, to allocate limited budget resources with reference to those core priorities. Developing the

budget in this manner, from the bottom up, recognizes fiscal realities while at the same time focusing available funding on key priorities and mission areas. More specifically, as outlined in the budget summary, the FY 2012 budget recommendation would increase State funding for NJ TRANSIT by \$43 million, thereby obviating the need for any further service cuts or a fare increase (22% in FY 2011).

6. For each line item reduction in the department's or unit's FY 2012 budget, please indicate the number of positions (budgeted, funded and filled or unfilled) that will be eliminated and the number of individuals whose employment will be ended. Please also indicate areas where funded and/or filled positions are projected to significantly increase, and the justification (s) for those increases.

NJ TRANSIT did not sustain a reduction in State operating funding in FY 2012.

Of the proposed growth of 49 positions, approximately half (24) are required to comply with a Federal Railroad mandate that reduces the maximum allowable number of hours that train and engine crews can work in a given day. The remaining 25 positions will be added to accommodate modest incremental service growth within the New York market to alleviate overcrowding.

7. In his budget address, the Governor stated that "Zero-based budgeting...has finally come to New Jersey." This would mark a change from budget processes used in other years. Please provide examples of how the recommended budget for your department is substantively different than it would have been if the budget had been developed by the procedures used in prior years.

Although New Jersey experimented with a form of zero-based budgeting in the 1970s under Governor Byrne, more recent budgets were constructed primarily in an incremental manner. This process typically involved almost automatic acceptance of most if not all of the previous year's expenditure levels and then incrementally increasing or decreasing them to correspond with available revenues, without regard to performance. Rather than layering new upon old, zero-based budgeting requires a comprehensive system of planning, analysis, and control requiring assessment, reassessment, and justification of agency operations and spending priorities from the ground up. Zero-based budgeting is primarily a management tool as opposed to an accounting method, and focuses on whether current departmental activities are efficient and effective in delivering timely, high quality services within core mission areas.

For example, to ensure that NJ TRANSIT is operating bus service at the optimal cost, all new service and service that is re-bid due to contract expiration is bid on not only by private carriers bus also NJ TRANSIT bus operations. Under this approach NJ TRANSIT's bid is the benchmark by which all other bids are evaluated. This strategy ensures that the service is being run at the lowest responsible price.

8. Please identify any reductions in the department's or unit's FY 2012 budget that constitute one-time savings that are not likely to recur in Fiscal Year 2013.

NJ TRANSIT's FY 2012 budget includes a one-time deferral of a portion of the management pension contribution. This one-time savings of \$16m will need to be restored in FY 2013.

9. Are any of the appropriations recommended for FY 2012 required to compensate for the effects of Fiscal Year 2010 or FY 2011 reductions? If so, please identify and explain.

The FY 2012 budget recommendation does not restore any prior year reductions.

10. Please list any anticipated increase in fees, fares or co-payments that are reflected in the FY 2012 budget recommendation, including the amount of revenue or cost reduction, and the intended effective date.

NJ TRANSIT is not proposing any fee or fare increase in FY2012.

11. Please identify proposed FY 2012 budget reductions which require Federal approvals, waivers or similar actions, and the timetable for seeking and obtaining approvals in order to achieve the projected savings. Please indicate whether approvals/waivers have been previously sought and not obtained, and explain why approvals should be expected in this case. If federal approval is not received, what alternative actions may have to be taken to achieve savings of comparable value? Please also identify proposed budget reductions that may reduce the receipt of federal funds, and the estimated loss of federal funds that would result from such reductions.

Given the budgetary impact of the continuing economic downturn NJ TRANSIT has maximized federal operating reimbursements that will continue to be available in the FY 2012 budget. This will not require additional federal approvals.