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The forecast in NJ Transit's latest budget projection, is sent to the state in April and made public in advance of the traditional July adoption of the agency's budget, under a reform law signed by Gov. Phil Murphy in Dec. 2018.What happens to fares in fiscal year 2024 and 2025 will be a question mark as the projected budget predicts a "funding need" forecast to hit a high of $957 million in four years.To deliver "no proposed fare increases in FY22 or FY23," those budgets rely heavily on a subsidy from the state's two biggest toll roads. The subsidy totals about $721 million in fiscal year 2023.Aid from the NJ Turnpike Authority will make up more slack from the annual state general fund subsidy to help NJ Transit, documents said. Annual funding of NJ Transit was included as part of the Turnpike and Parkway toll increases approved last year that took effect last Sept. 13.NJ Transit and the Turnpike Authority are scheduled to sign a funding agreement next month, said Kevin Corbett, NJ Transit CEO. Meanwhile agency officials are waiting to see what their share of the American Rescue Act will be after President Joe Biden signs it.The state's subsidy declines between fiscal year 2021 and fiscal year 2023. In the current fiscal year, the Turnpike Authority provided a $129 million subsidy, which increases to $325 million in fiscal year 2022. Fiscal years start on July 1 and end on June 30 of the following year.Meanwhile the state subsidy decreases to $100 million in proposed FY 2022 budget, from $386 million in the FY 2021 budget, under the projected budgets.NJ Transit's document is silent about what the state subsidy will be in FY 2023 and beyond, since that depends on what the governor provides in the state budget. Turnpike funding would drop to $440 million in FY 24 and rise slightly to $455 million in FY 2025.The Turnpike also provides an additional $25 million allocated annually to help fund the state share of a $1.8 billion project to replace the 110-year-old Portal Bridge that carries the Northeast Corridor line across the Hackensack River.The concept of highways subsidizing other transportation isn't unusual. It's done by the Metropolitan Transportation Authority, which uses bridge and tunnel toll revenue for the subway and bus system, said CEO Corbett. The Port Authority subsidizes the PATH rail system and Port Authority Bus Terminal from bridge and tunnel toll revenue, he added.Despite objections from environmentalists and community activists, the budget projections call for continued transferring of $82 million in federal Clean Energy Funds to NJ Transit's operating budget from FY 2023 through FY 2025."Clean Energy and Turnpike funds will make up 20% of our resource needs in fiscal year 2022," said William Viqueira, NJ Transit's chief financial officer.Meanwhile, the agency is counting on federal aid to make up for reductions in fares and commercial revenue caused by the COVID-19 pandemic.The $2.6 billion fiscal year 2022 operating budget anticipates using $937 million from the recent Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).NJ Transit forecasts that fare and commercial revenue will return to 80% of what the agency earned in fiscal year 2019, or $762.7 million, in fiscal year 2023. Corbett said that's based on more people being vaccinated and increasing capacity in restaurants and other attractions in New York that will put people on trains and buses.CRRSAA funding will be reduced in fiscal year 2023 to $252.7 million.In 2023, the agency predicts a $354 million "funding need" to support a $2.77 billion budget."Options to close that gap include federal funding from the American Rescue Act, additional state support or additional passenger revenue as riders return," Viqueira said.That need increases to $916 million in FY 2024's proposed $2.88 billion budget. It lands at $957 million in 2025 to support a nearly $3 billion projected budget."The funding needs in the future years are troubling," said Cedric Fulton, board vice chairman. "Some will require hard decisions."Some of those expenses may be avoided, when new buses and trains replace aging equipment, reducing maintenance costs, Corbett said."There will have to be some hard budget decisions, not for this budget, but the budgets afterward," said board member James D. Adams. "I would rather have those discussions now, rather than later."Transit advocates have warned about "funding needs" projected in 2019 as a reason for a dedicated source of funding for NJ Transit's operating budget. That hole grows even larger in in FY2023 and 2024 than predicted in 2019 budget projections.The often criticized practice of transferring capital funds, intended for major projects and equipment purchases, to the operating budget will be reduced from $460.8 million in fiscal year 2021 to $362 million during fiscal years 2022, 2023, 2024 and 2025.That frees up "almost $200 million for other unfunded capital projects," Viqueira said.Board members and some transit advocates who spoke at the meeting support dedicated funding."We need a stable, long-term dedicated source of funding. We've been fortunate to get federal funding, but who knows what could happen," said board member Robert Gordon. "We need to find a source here at home to provide what we need."Please subscribe now and support the local journalism YOU rely on and trust.Larry Higgs may be reached at lhiggs@njadvancemedia.com. ◄ Agencies / Schedules | ► Other NJ TRANSIT Lines | + My Lines Stops Maps Timetables Online Info Tools 165 - NJ TransitMemorial Day, Saturday Schedule (May 26, 2025 - May 26, 2025) ◄ Full View - RideSchedules.com - The First Stop For Public Transit. *Route is based on the trip with the most stops for the Schedule. Print 0 4a65c260cb6f18cab9ec154a26174308 bafc9ccc0e5766617c61c6d92dd4f0e6 d41d8cd98f00b204e9800998ecf8427e 0 50821 en-us -14400 4 Memorial Day, Saturday Schedule (May 26, 2025 - May 26, 2025) NJ TRANSIT BUS NJ TRANSIT BUS 165 New Jersey United States 0 1 40.734608,-74.162338 Official NJ Transit Schedule Data Updated May 19, 2025 On the go? See why over 1.5 million users trust Moovit as the best public transit app. Moovit gives you NJ Transit suggested routes, real-time bus tracker, live directions, line route maps in New York - New Jersey, and helps to find the closest 165 bus stops near you. No internet available? Download an offline PDF map and bus schedule for the 165 bus to take on your trip. Headquarters 1 Penn Plaza East, Newark, New Jersey Area served New Jersey (statewide), New York, Rockland and Orange counties in New York State, and Philadelphia County in Pennsylvania Founded July 17, 1979 Fleet size 3,707 (bus)1,081 (commuter rail)71 (lightrail) Number of routes 253 (bus)11 (commuter rail)3 (lightrail) Ridership 133,463,800 (2021)[1] Website NJ Transit New Jersey Transit is the public transit provider throughout the state of New Jersey in the United States. New Jersey Transit also provides rail and bus service into New York and Philadelphia, as well as light rail service in certain urban areas. The NJ Transit system is the third largest public transit system in the country, behind that of New York City and Los Angeles, and is the largest statewide system. Prior to the COVID-19 pandemic, the system was carrying nearly 223 million passengers per year. The ridership number was reduced to almost 110 million in the first fiscal year of the pandemic, from July 1, 2020, to June 30, 2021.[2] History The Public Transportation Act of 1979 established New Jersey Transit to act as the statewide transit agency, to "acquire, operate and contract for transportation service in the public interest." New Jersey Transit took over the bus operations of Transport of New Jersey in 1980, and established rail operations in 1983, after freight operator Conrail was prohibited from providing passenger service. In 1984, NJ Transit acquired Mercer Metro, and added its system to its operational portfolio. All three subsidiaries were streamlined following a reorganization of the agency in 1994. Routes New Jersey Transit operates 236 bus routes, 10 commuter rail routes and three light rail lines using a fleet of over 2000 transit and cruiser buses, 711 locomotive and rail cars, and 45 light rail vehicles. Bus Routes A list of New Jersey Transit bus routes can be found at New Jersey Transit Bus Routes. Commuter Rail The ten commuter rail lines are: Northeast Corridor (Trenton-New York City) North Jersey Coast Line (Bay Head-Rahway) Atlantic City Line (Atlantic City-Philadelphia) Raritan Valley Line (High Bridge-New York City) Gladstone Branch (Gladstone-New York City) Morristown Line (Hackettstown-New York City via Morristown) Montclair-Boonton Line (Hackettstown-New York City via Boonton and Montclair) Main Line (Suffern-Hoboken via Clifton) Bergen County Line (Suffern-Hoboken via Rutherford) Pascack Valley Line (Spring Valley-Hoboken) Light Rail The three light rail routes are: Newark Light Rail (ex-Newark City Subway) Hudson Bergen Light Rail (North Bergen-Bayonne) River LINE (Trenton-Camden) Bus Garages Bus service is divided into three operating divisions, each with a number of bus depots and routes assigned. In addition to the buses directly operated by the company, New Jersey Transit also provides buses to operators providing service on NJ Transit routes under contract, as well as private carriers operating their own routes. This brings the total NJ Transit bus fleet to well over 3,000 buses. Please see the New Jersey Transit Garages and Yards page. Paratransit Service New Jersey Transit also contracts out its Access Link service, using wheelchair-accessible minibuses and standard automobiles, to a variety of operators including Transdev (formerly First Transit). It is a point-to-point service that is available during regular service hours, and will pick up or drop off within 3/4 mile of a NJ Transit bus route or light rail station. The vehicles are typically Ford E series chassis with a variety of minibus bodies. Bus Fleet Active Fleet Number(s) Thumbnail Year Manufacturer Model Engine Transmission Notes 1601-1639 2011-2012 NABI 31-LFW Cummins ISL9 Allison B400 First low floor buses in fleet.[3] Single door. 4008-4044 2015-2016 MCI D4500CTH Cummins ISL9 Allison H 50 EP hybrid system 37 buses (Contract No. 13-078) purchased in October 2014.[4] 5203-5431 2008 NABI 416.15 5203-5345 - Caterpillar C9 5346-5431 - Cummins ISL 5203-5345 - ZF 6HP604C 5346-5431 - ZF 6HP594C Suburban configuration with rear door. 5432-5440 2008 NABI 416.15 Cummins ISL ZF 6HP594C Suburban configuration with rear door. 5441-5450 2009 NABI 416.15 Cummins ISL ZF 6HP594C Suburban configuration with rear door. 5501 2009 NABI 416.15 Cummins ISL ZF 6HP594C Transit configuration with rear door. 5502-5583 2010 NABI 416.15 Cummins ISL ZF 6HP594C Transit configuration with rear door. 5584-5630 2010 NABI 416.15 Cummins ISL ZF 6HP594C Transit configuration with rear door. 5631-5750 2010 NABI 416.15 5631-5646: Cummins ISL 5647-5750: Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 5751-6000 2011 NABI 416.15 Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 6001-6250 2012 NABI 416.15 Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 200 of the 2012-2013 transit buses are scheduled for mid-life rebuild in 2022-2023. 6251-6325 2012 NABI 416.15 Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 200 of the 2012-2013 transit buses are scheduled for mid-life rebuild in 2022-2023. 6326-6538 2013 NABI 416.15 Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 200 of the 2012-2013 transit buses are scheduled for mid-life rebuild in 2022-2023. 6539-6549 2013 NABI 416.15 Cummins ISL9 ZF 6AP1400B Transit configuration with rear door. 200 of the 2012-2013 transit buses are scheduled for mid-life rebuild in 2022-2023. 7215-7361 2015 MCI D4500CT CNG Cummins Westport ISL G Allison WB500R Gen V Base order for 84 buses (Contract No. 13-029), option for 63 more exercised in 2014. 8951-8952 2011 MCI D4500CT Cummins ISM Allison B500 16001-16003 2016 MCI D4500CT Cummins ISX12 Allison B500 Six-year contract for 772 buses with options for an additional 450 awarded in October 2015. Three pilot buses. Bus 16002 assigned to Academy Bus Lines, later becoming a non-revenue training bus. 17001-17240 2017 MCI D4500CT Cummins ISX12 exc. 17185: Cummins X12 Allison B500 Five coaches (part of a batch of 184) were delivered by July 2016 before funding was deferred and delivery was suspended.[5] Deliveries resumed in October 2016.[5] Delivery of the first group of 184 buses completed last week of March 2017. All buses except 17185 went to private carriers. 17063-17120 and 17186-17200 have since returned to NJ Transit. Buses 17185 and up are considered part of the Year Two order. 18001-18129 2018 MCI D4500CT Cummins ISX12 Allison B500 Remainder of the Year Two bus order. All units assigned to NJ Transit except for 18118-18119 which originally went to Saddle River Tours, but have since been returned to NJ Transit. 19001-19182 2019 MCI D4500CT Cummins ISX12 exc. 19104, 19119-19127: Cummins X12 Allison B500 Delivery of the third group of 182 buses began in October 2018 and was completed in April 2019. 19001-19067 to private carriers while the rest went to NJ Transit. 20001-20183 2020 MCI D4500CT Cummins X12 Allison B500 Delivery of the fourth group of 183 buses began in mid-January 2020. 20120-20183 to private carriers while the rest went to NJ Transit. 20120-20124 has since returned to NJ Transit. 20801-20910 2020 NFI XD60 Cummins L9 330HP Allison B500R Contract No. 18-032 approved at the January 16, 2019 board meeting, for 85 buses (20801-20885) and an option for another 85 buses. Contract value is $65,810,166 (plus 5% contingency) for the base order.[6] First bus in order, 20801, was delivered in early November 2019, with balance of buses to follow. Grant procured for up to an additional 25 buses in December 2019. These buses (20886-20910) are considered part of the 85-bus option order, and are additions to the NJT fleet. Bus 20801 entered revenue service on January 3, 2020, running Rt 39 out of Hilton Garage. Last bus to be activated was 20910, on May 10, 2021. 21001-21367 2021 MCI D4500CT Cummins X12 Allison B500 Fifth year of the six-year order for cruiser buses originally specifying 334 additional commuter coaches. Deliveries began on November 2, 2020. An additional 33 buses (21335-21367) were added from options, which all went to Oradell Garage. Buses 21001-21197, 21301-21302, and 21307-21367 for NJT. Buses 21198-21300 and 21303-21306 for private carriers: Coach USA (Rockland Coaches & Suburban Transit) and Academy Bus Lines. 21301-21302 and 21307-21334 were originally also for Academy, but were diverted to NJT and thus feature white paint on the rear. All buses assigned to private carriers have been reassigned to NJT between 2023-2024. Last NJT-assigned bus to be activated was 21338, on March 30, 2022. 22001-22118 2022 MCI D4500CT Cummins X12 Allison B500 Final year of the six-year bus contract. Buses 22001-22088 for NJT Oradell and Fairview garages. 22089-22118 were originally for Academy Bus Lines, but were diverted to NJT and thus feature white paint on the rear. Production and deliveries began in January 2022. First bus delivered was 22056. 22901-22908 2022 NFI XE40 CHARGE NG Siemens HV 1DB2016 Siemens ELFA3 Grants awarded to NJ Transit - announced September 26, 2017 - for purchase of eight electric buses, which will operate out of Newton Avenue garage. Total grant award is $2 million. Originally announced for Proterra buses. Request For Proposals issued February 2021. Proposal awarded to New Flyer in October 2021. NFI demo testing at Newton Avenue in January 2022. Electric infrastructure was also tested with a MCI D45 CRT LE CHARGE unit. First production unit 22901 was delivered in September 2022. Other units were delayed until January 2023.[7] New Flyer press release notes that this five-year contract carries an option for 75 additional buses.[8] 22901 entered revenue service on October 24, 2022. 23901-23904 2023 FordCoach and Equipment E-450Phoenix Assigned to routes 890 and 891 Operated by Delaware River Coach Lines 24001-24060 2024 NFI XD60 Cummins L9 Allison B500R The final 60 option buses from 20801-20910.[9] Contract approved on December 14th, 2022, valued at $56,794,743, plus the five percent for contingencies present in the original contract. Entered service on April 30, 2024. 25201-25458 2025 NFI XD40 Cummins L9 Allison B500R Option up to 750 additional buses for a grand total of 1300 total buses. Contract amount for the base order of 550 buses is $142,402,750. 258 buses to be delivered in 2025. Entered service on March 5, 2025. Future Fleet Number(s) Thumbnail Year Manufacturer Model Engine Transmission Notes (292 units) 2026- NFI XD40 Cummins X10 TBD The remaining buses from request for Proposal (RFP) No. 22-051 for the purchase of 550 40-foot clean diesel transit buses, with an option up to 750 additional buses for a grand total of 1300 total buses. (8 units) TBD TBD TBD TBD TBD Eight electric buses out of Hilton Garage. (4 units) TBD NFI XE60 CHARGE NG Siemens HV 1DB2016 Siemens ELFA3 Four electric articulated buses out of Hilton Garage. (200 units) TBD NFI XD60 Cummins L9 or X10 TBD Contract No. 0000037 dated 3/28/2025. 200 articulated buses with an option order of 550 buses for up to 750 articulated buses. Purchase of 208 additional articulated buses (possible options to this contract) approved on April 9, 2025. (20 units) TBD TBD TBD TBD TBD Approval for the purchase of 20 additional electric transit buses on April 9, 2025. Retired FleetNumber(s) Thumbnail Year Manufacturer Model Engine Transmission Notes NGV1-NGV5 1991 Flxible Metro "C" CNG(40102-6C) Cummins L10G ZF Ecomat Originally slated as 1722-1726 as part of the 1989 Flxible transit order. Renumbered 0001-0005. To Double A Transportation (CT) 9407, 9102-9105. 200-203 2014 IC Bus HC Series Commercial International MaxxForce DT Champion Defender body. Assigned to Suburban Transit. Used on the 986. 410, 421-424,428-429 2001 ElDorado National Escort FE 104 2013 Ford E-450 Body manufacturer unknown. Assigned to Delaware River Coach Lines. 600-620 2001-2002 Blue Bird Transhuttle CS Cummins ISB5.9 Allison AT-545 701-714 2006 Ford/Goshen E-450/GC II 1000-1270 1981 Grumman-Flxible 870A(40102-6-1) Detroit Diesel 6V92TA Allison V730 Originally had Detroit Diesel 6V71T engines. PA1000-PA1210 were purchased and owned by the Port Authority of New York and New Jersey. 1001, 1003-1093, 1106-1230, 1240-1254, 1262-1576 1999 Nova Bus RTS-06(RT80-2N) Cummins ISC ZF 5HP590 1026 was ex-numbered 1002. 1203 & 1209 to Falcon Tours and Transportation 1203 & 1209. 1333 & 1376 to N.J. State Police circa 2013. Last buses ran on NJT's South Jersey and CUSA's Newark routes (buses 1521, 1538, 1515 and 1556) until 2017 1094-1105, 1231-1239 2000 Nova Bus RTS-06(RT80-2N) Cummins ISC ZF 5HP590 1103 (operated by Coach USA) was the final active unit of this series, retiring in 2016. 1300-1464 1983 Flxible Metro "A"(40102-6T) Detroit Diesel 6V92TA Allison V730 1368, 1371 (2nd) 1986 Flxible Metro "A"(40102-6T) Detroit Diesel 6V92TA Allison V731 Replacement for buses destroyed during the Big Tree garage fire. 1500-1619 1980 Grumman-Flxible 870B(40102-6-1) Detroit Diesel 6V71T Allison V730 Ex-Metropolitan Transportation Authority; bought in 1986. 1577-1582 2000 Nova Bus RTS-06(RT80-2N) Cummins ISC ZF 5HP592C 1583-1589 2001 Nova Bus RTS-06(82VN) Cummins ISC ZF 5HP592C Ex-Academy Bus Lines 1042-1048; acquired in 2006. 1700-1721 1989 Flxible Metro "B"(40102-6T) Detroit Diesel 6V92TA Allison V731 1750-1965 1994 Flxible Metro "D"(40102-6C8) Cummins C8.3 ZF 4HP590 1966-1975 1994 Flxible Metro "D"(40102-4D) Detroit Diesel Series 50 ZF 4HP590 View the series page for detailed disposition info. 1976 1994 Flxible Metro "D"(40102-6C8) Cummins C8.3 ZF 4HP590 2000-2518 1980 Grumman-Flxible 870B(40102-6-1) Detroit Diesel 6V71T Allison V730 2501-2529, 2569-2580 1999 Nova Bus RTS-06(RT60-2N) Cummins ISC ZF 5HP590 2528, assigned to Montgomery & Westside IBOA, was the final active unit of this series, retiring in 2018. 2501 is preserved by NJ Transit. 2530-2568 2000 Nova Bus RTS-06(RT60-2N) Cummins ISC ZF 5HP590 2565, assigned to the Broadway IBOA, was the final active unit in this series, retiring in 2017. 2600-2775 1995-1996 Nova Bus RTS-06(T80-206) 2600: Detroit Diesel Series 502601-2775: Cummins C8.3 ZF 4HP590 2625 is preserved by NJ Transit. 3000-3280 1988-1989 Flxible Metro "B"(40096-6T) Detroit Diesel 6V92TA Allison V731 Suburban configuration with rear door. 3500-3606 1989 Flxible Metro "B"(40102-6T) Detroit Diesel 6V92TA Allison V731 Suburban configuration with rear door. 3700-3791 1993-1994 Flxible Metro "D"(40102-6C8) Cummins C8.3 ZF 4HP590 Suburban configuration without rear door. 4000-4003 1996-1997 OBI Orion VI HEV(06.501) Detroit Diesel Series 30 Lockheed Martinhybrid drive Never ran in service. To Metropolitan Transportation Authority 6350-6353. 4001-4003 2002 Nova Bus RTS-06 HEV(82VN) Cummins ISB ISE Thundervolt TB-40hybrid system Retired in 2011 Destroyed in a storage lot fire on April 20, 2022.[10][11] 4004-4005 2002 MCI D4000H Cummins ISL Allison EP40 hybrid system 4006-4007 2003 MCI D4000H Cummins ISL Allison EP40 hybrid system 4101, 4201 2006 MTS RTS Legend Caterpillar C9 ZF 6HP592C 5000-5414 1987 MCI MC-9B Detroit Diesel 6V92TA Allison HTB-748 5201-5202 2007 NABI 416.15 Caterpillar C9 5201 - ZF 6HP594C 5202 - ZF 6HP604C Suburban config. with rear door. Delivered in 2008. 5450 1987 MCI 96-A3 Detroit Diesel 6V92TA Ex-DeCamp Bus Lines 471. Originally West Hunterdon Transit. 5500-5618 1989 Eagle AE20 Detroit Diesel 6V92TA 6000 1977 MCI MC-8 Detroit Diesel 8V71N 6001-6002 1977 MCI MC-8 Detroit Diesel 8V71N Ex-Northern Transit 39-40. 6003-6004 1973 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Manhattan Lines 454-455. 6005 1978 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Royal Coach Lines 5050. 6006-6007 1974 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Blue Bird Coach Lines 249-250. 6008 1969 GMC PD-4903 Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Manhattan Lines 441. Ran under TNJ only. 6009-6024 1969 MCI MC-7 Detroit Diesel 8V71N Spicer Dana Model 8844A 4-Speed Manual 6025 1975 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Van Galder Bus Company 150. 6026 1978 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Royal Coach Lines 5052. 6027-6035 1969 MCI MC-7 Detroit Diesel 8V71N Spicer Dana Model 8844A 4-Speed Manual 6100-6179 1982 MCI MC-9 Detroit Diesel 6V92TA Allison HT-740 6180-6473,6502-6625, 6649,6651-6700,6710-6799 1983 MCI MC-9A Detroit Diesel 6V92TA Allison HT-740 6474-6501,6626-6648, 6650,6701-6709 1984 MCI MC-9A Detroit Diesel 6V92TA Allison HT-740 6800-6819 1979-80 GMC H8H-649 6820 1978 MCI MC-8 Detroit Diesel 8V71N 6821 1979 MCI MC-9 Detroit Diesel 8V71N Ex-Town Tour Fun Bus Company 7903. 6822-6825 1981 MCI MC-9 Detroit Diesel 8V71N Allison HT-740 6826-6829 1981 MCI MC-9 Detroit Diesel 8V71N Allison HT-740 Ex-Murray Hill 8107-8108, 8110-8111. 6829 assigned to Academy Bus Lines. 6830-6835 1980 MCI MC-9 Detroit Diesel 8V71N Allison HT-740 Ex-Murray Hill 8003-8005, 8008-8010. Assigned to Academy Bus Lines. 6836 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Falcon Charter Service 95; née-Eastshore Charter Lines 95. 6837-6840 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Falcon Charter Service 57-59, 56. 6841 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Falcon Charter Service 96; née-Eastshore Charter Lines 96. 6842-6843 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-SFO Airporter 333-334. 6842 assigned to Academy Bus Lines. 6844-6847 1980 MCI MC-9 Detroit Diesel 8V71N Allison HT-740 Ex-Murray Hill 8001-8002, 8006, 8011. 6848 1981 MCI MC-9 Detroit Diesel 8V71N Allison HT-740 Ex-Murray Hill 8106. Assigned to Carefree Bus Lines. 6849 1977 MCI MC-8 Detroit Diesel 8V71N Allison HT-740 Ex-Murray Hill 7711; née-Horizon Coach Lines 301. 6850 1977 MCI MC-8 Detroit Diesel 8V71N Allison HT-740 6851 1977 MCI MC-8 Detroit Diesel 8V71N Ex-Overland Coach Lines 331. 6852-6853 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Surf Coast Tours 7702-7703. 6854-6856 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Amador Stage Lines 726, 728-729. 6857-6858 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Kinson Bus Lines 267-268. 6859 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Cleveland Southeastern Trails 4720. 6860-6868 1977 MCI MC-8 Detroit Diesel 8V71N Ex-Gray Line Los Angeles. 6861 assigned to Crown Transportation. 6863-6864 assigned to Carefree Bus Lines. 6868 assigned to Evergreen Equipment. 6869 1978 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Park Transit Tours 960. 6870 1979 MCI MC-9 6871-6872 1975 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Coach Travel Unlimited 1113-1114. 6873-6874 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-SFO Airporter 331-332. 6875-6876 1982 MCI MC-9 Ex-Ohio Valley Charter Service OV34-OV35. 6877-6878 1982 MCI MC-9 Ex-Oklahoma Transportation Company O559, O566. 6879 1983 TMC MC-9 Ex-Roger Q Transportation 8301. 6880 1984 TMC MC-9 Ex-Piedmont Coach Lines 1843; née-Southern Coach 170. 6881 1984 TMC MC-9 6882-6885 1982 MCI MC-9 Ex-Oklahoma Transportation Company O558, O562, O564, O570. 6886 1983 TMC MC-9 6887 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Executive Limousine Service 100. Assigned to Drogin Bus Company. 6901-6910 1979-80 MCI MC-9 Detroit Diesel 8V71N Ex-Harran Transportation 515-518, 528-531, 512, 511. 6911-6912 1978 MCI MC-8 Detroit Diesel 8V71N Ex-Deluxe Motor Stages 180-181. 6913-6915 1976 MCI MC-8 Detroit Diesel 8V71N Ex-Indian Trails 183-185. 6916 1976 MCI MC-8 Detroit Diesel 8V71N 6920 1974 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Harran Transportation 504. 6921 1976 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Harran Transportation 507. 6922 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Harran Transportation 510. 6923 1979 GMC H8H-649 Detroit Diesel 8V71N Ex-Harran Transportation 514. 6924-6927 1973-74 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual 6928-6931 1973 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Sunshine Bus Lines 133-136. 6932-6934 1972 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Sunshine Bus Lines 131, 137-138; née-Blue Bird Coach Lines 201, 206-207. 6935-6937 1972 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Sunshine Bus Lines; née-Peter Pan Bus Lines 128, 130, 132. 6938 1977 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Amador Stage Lines 727. 6939-6942 1978 GMC P8M-4905A Detroit Diesel 8V71N Spicer 7145VK 4-Speed Manual Ex-Amador Stage Lines 730-733. 6943-6944 1985 MCI MC-9 Ex-Super Service Bus Company 353-354. 6945-6946 1982 MCI MC-9 Ex-Lenzner Coach Lines 200, 210. 7001-7002 1998 MCI 102-DWA3 CNG Detroit Diesel Series 60G Allison B500R Special order for NJ Transit 7001 is the Ex-MCI CNG demo unit. 7002 was put up for auction in August 2015; bought by Transit Systems Unlimited in Los Angeles, CA. 7003-7050 1999 MCI 102-DWA3 CNG Detroit Diesel Series 60G Allison B500R Special order for NJ Transit 7006, 7008, 7009, 7013, 7016 & 7040 were put up for auction in August 2015; bought by Transit Systems Unlimited in Los Angeles, CA. 7014, 7019, 7022, 7027, 7028 & 7032 were put up for auction in October 2015. 7004, 7029, 7034, 7038, 7041 & 7045 were put up for auction in January 2016. 7051-7077 2000 MCI 102-DWA3 CNG Detroit Diesel Series 60G Allison B500R Special order for NJ Transit 7101-7120 1997, 1999-2000 MCI 102DL3 Detroit Diesel Series 60 Allison B500R Leased 2006-2007. 7101-7118 2008 MCI D4500CT Caterpillar C13 Allison B500 7121-7187 2008 MCI D4500CL Caterpillar C13 Allison B500 Final units retired in May 2024. 7201-7214 2012-2013 DesignLine ECOCoach Cummins Westport ISL G ZF 6AP1400B 76 units purchased awarded July 2011; $45.56 million[12] Lower bid than MCI Pilot delivered Nov. 2012 Only 13 delivered before remainder were cancelled. Originally were going to be numbered 7201-7276 Retired in 2015 7203 never ran and became a test bus 7401-7418, 7484-7491, 7618-7673, 7686-7755, 7810-8112, 8269-8291, 8613-8626, 8715-8745, 8755-8759, 8971-8990 2002 MCI D4000 Detroit Diesel Series 60 Allison B500 7618: ZF 10AS2301B Final units retired in November 2023. 7419-7465, 8205-8245, 8292-8322, 8760-8761 2002 MCI D4500 Detroit Diesel Series 60 Allison B500 7466-7483, 8200, 8246-8268, 8436-8450, 8524-8553, 8627-8631, 8762-8774, 8788-8835, 8890-8915, 8921-8950 2003 MCI D4500 Detroit Diesel Series 60 Allison B500 7492-7493, 7674-7683, 8554-8555, 8632-8686, 8775-8787, 8836-8889, 8916-8920, 8965-8968 2003 MCI D4000 Detroit Diesel Series 60 Allison B500 7501-7503 2000 MCI 102-DW3SS Detroit Diesel Series 60 Allison B500 Demonstrators 7504-7617, 7756-7801, 8401-8435, 8451-8523, 8563-8612, 8703-8714 2001 MCI D4000 Detroit Diesel Series 60 Allison B500 Final units retired in November 2023. 7802-7805 2003 MCI D4000N Detroit Diesel Series 60 Allison B500 Retired in 2017 7803-7805 were destroyed in a storage lot fire on April 20, 2022.[13][14] 7874 1968 Flxible F2D6VT-401-1 Detroit Diesel 6V71N Spicer 184 7875 1975 Flxible 45096-6-1 Detroit Diesel 6V71N Allison VS2-6 7876 1971 Flxible 111CC-D05-1 Detroit Diesel 6V71N Allison VS2-6 8201-8204 2001 MCI D4500 Detroit Diesel Series 60 Allison B500 Demonstrators 9001-9053 2006 MCI D4500CL Caterpillar C13 Allison B500 Retired in June 2024. 9100-9149 1985 Volvo B10M Artic Volvo THD-100 ZF 5HP600 Transit configuration. 9200-9259 1985 Volvo B10M Artic Volvo THD-100 ZF 5HP600 Suburban configuration. 9501-9549 2003-2004 Neoplan USA AN459 Caterpillar C9 ZF 5HP602C Transit configuration. 9601-9636 2003-2004 Neoplan USA AN459 Caterpillar C9 ZF 5HP602C Surburban configuration. 23001-23172 2023-2024 MCI D45 CRT Cummins X12 Allison B500 In 2021, NJ Transit anticipated a RFP for 172 more cruiser buses.[15] Amended to 91 buses with 81 options. Request for Proposal due 6/30/2022 with only proposal coming from MCI.[16] Contract awarded to MCI on November 9, 2022.[17] The contract is for all 172 buses, no options, and the value of the contract is $142,994,950, plus five percent for contingencies. Prototype bus was to be built in 3rd quarter 2023, with all buses to be delivered by 1st quarter 2025. Order was cancelled due to NJ Transit taking back multiple 2017 and 2021-cruiser buses from Academy Bus Lines, DeCamp Bus Lines, Rockland Coaches, and Suburban Transit throughout 2023 and 2024. Former NJDOT Buses Demonstrator buses Light Rail Fleet Active Fleet number(s) Thumbnail Year Manufacturer Model Motors Line Notes 101-116 1999 Kinki-Sharyo LRV GE-Alstom Newark Light Rail All units were originally 3-section LRV units. 101-110 have been lengthened into 5-section LRV units. 117-118 1999 Kinki-Sharyo LRV GE-Alstom Newark Light Rail Ex-Hudson-Bergen Light Rail 2001 and 2019. 119-121 2004 Kinki-Sharyo LRV GE-Alstom Newark Light Rail Were supposed to be Hudson-Bergen Light Rail 2055-2057; delivery diverted to Newark instead. 2009, 2014-2015, 2018, 2020, 2027, 2029-20535002-5008, 5010-5013, 5016-5017, 5021-5026, 5028, 5054 1999-2002 Kinki-Sharyo LRV GE-Alstom Hudson-Bergen Light Rail 54 units were originally built for the Hudson-Bergen Light Rail. 2001 and 2019 were sent to the Newark Light Rail and renumbered 117 and 118, respectively. All units were originally 3-section LRV units. 25 units have been lengthened into 5-section LRV units. These are now renumbered in the 5000 series. 3501-3520 2003-04 Stadler GTW 2/6 DMU River Line Heavy Rail Fleet Active Locomotives Fleetnumber(s) Thumbnail Year Manufacturer Model Engine Notes 1001-1005 1966-1967 MPI MP20B-3 Used in non-revenue service. Rebuilt from EMD GP40FH-2 4130-4134; ex-Conrail 3058, 3061, 3064, 3067 and 3068. 4000-4032 2005-2006 Alstom PL42AC To be replaced over the coming years with new ALP-45DP units 4100-4101, 4109 1968 EMD GP40PH-2 Used in non-revenue service. Inherited from New Jersey Department of Transportation on January 1, 1983. Originally GP40P models, rebuilt by Conrail in 1991-1993. 4100 is ex-4110, exx-Central Railroad of New Jersey 3681. 4101 is ex-4101, exx-Central Railroad of New Jersey 3672. 4102 is ex