

# 27:1A-64

## LEGISLATIVE HISTORY CHECKLIST

Compiled by the NJ State Law Library

**LAWS OF:** 1999                    **CHAPTER:** 179

**NJSA:** 27:1A-64            (Senior citizens & handicapped-reduced transit fares)

**BILL NO:** A374                (Substituted for S212)

**SPONSOR(S):** Romano and Garcia

**DATE INTRODUCED:** Pre-filed

**COMMITTEE:**            **ASSEMBLY:** Senior Issues and Community Services; Appropriations

**SENATE:**                ----

**AMENDED DURING PASSAGE:**        Yes

**DATE OF PASSAGE:**            **ASSEMBLY:** September 28, 1998

**SENATE:**                May 24, 1999

**DATE OF APPROVAL:**            August 5, 1999

**FOLLOWING ARE ATTACHED IF AVAILABLE:**

**FINAL TEXT OF BILL:** 1<sup>st</sup> Reprint  
(Amendments during passage denoted by superscript numbers)

### A374

**SPONSORS STATEMENT:** (Begins on page 3 of original bill)                    [Yes](#)

**COMMITTEE STATEMENT:**                    **ASSEMBLY:**                    [Yes](#)    [5-22-98 \(Senior Issues\)](#)  
[Yes](#)    [9-14-98 \(Appropriations\)](#)

**SENATE:**                    No

**FLOOR AMENDMENT STATEMENTS:**                    No

**LEGISLATIVE FISCAL ESTIMATE:**                    [Yes](#)

### S212

**SPONSORS STATEMENT:** (Begins on page 3 of original bill)                    [Yes](#)  
Bill identical to A374

**COMMITTEE STATEMENT:**                    **ASSEMBLY:**                    No

**SENATE:**                    [Yes](#)    [3-30-98 \(Transportation\)](#)  
[Yes](#)    [6-8-98 \(Budget\)](#)

**FLOOR AMENDMENT STATEMENTS:**                    [Yes](#)

**LEGISLATIVE FISCAL ESTIMATE:**                    [Yes](#)

Identical to Legislative Fiscal Estimate for S212

**VETO MESSAGE:**

No

**GOVERNOR'S PRESS RELEASE ON SIGNING:**

Yes

**FOLLOWING WERE PRINTED:**

To check for circulating copies, contact New Jersey State Government Publications at the State Library (609) 278-2640 ext. or [refdesk@njstatelib.org](mailto:refdesk@njstatelib.org)

**REPORTS:**

No

**HEARINGS:**

No

**NEWSPAPER ARTICLES:**

No

P.L. 1999, CHAPTER 179, *approved August 5, 1999*  
Assembly, No. 374 (*First Reprint*)

1 AN ACT concerning senior citizens and handicapped citizens and  
2 amending P.L.1973, c.126.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. Section 1 of P.L.1973, c.126 (C.27:1A-64) is amended to read  
8 as follows:

9 1. The Legislature hereby finds and declares that:

10 a. Many senior citizens and handicapped citizens of this State must  
11 depend on public transportation facilities to obtain the necessities of  
12 life, such as food, clothing and medical services, and to visit their  
13 families and friends; ready access to transportation services is thus  
14 essential to their health, safety and welfare.

15 b. Many senior citizens and handicapped citizens live on fixed or  
16 limited incomes, and the high cost of transportation services thus  
17 makes it difficult for them to take advantage of such services.

18 c. **[**The need for transportation services for senior citizens and  
19 handicapped citizens can largely be satisfied by providing reduced fare  
20 service during off-peak times, when many public transportation  
21 services are operating below capacity.**](Deleted by amendment,**  
22 **P.L....., c....)**

23 d. **[**A reduced fare program for senior citizens and handicapped  
24 citizens will increase riding during off-peak times, thus helping to  
25 insure the continued viability of regular public transportation service  
26 during those hours.**](Deleted by amendment, P.L....., c....)**

27 e. It is therefore a valid public purpose, and in the best interest of  
28 all the people of this State, to provide for reduced bus and rail fares  
29 for senior citizens and handicapped citizens at State expense.

30 (cf: P.L.1975, c.271, s.1)

31

32 2. Section 3 of P.L.1973, c.126 (C.27:1A-66) is amended to read  
33 as follows:

34 3. The Commissioner of Transportation is hereby authorized and  
35 directed to establish and implement within**[120]** 180 days of the  
36 effective date of **[this amendatory act]** P.L....., c.... (C....) (now  
37 pending before the Legislature as this bill) a program <sup>1</sup>to provide  
38 motor bus and rail passenger service for senior citizens during offpeak  
39 times and<sup>1</sup> to provide motor bus and rail passenger service for senior  
40 citizens <sup>1</sup>age 65 and older<sup>1</sup> and handicapped citizens **[**during offpeak

**EXPLANATION - Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and intended to be omitted in the law.**

**Matter underlined thus is new matter.**

**Matter enclosed in superscript numerals has been adopted as follows:**

<sup>1</sup> Assembly AAP committee amendments adopted September 14, 1998.

1 times] at all times bus or rail service is offered, on regular routes of  
2 carriers within the State or between points in this State and points in  
3 adjacent states at one-half of the regular adult rates of fare as set forth  
4 in the tariffs of carriers filed with the Interstate Commerce  
5 Commission, Board of Public **Utility Commissioners** Utilities or the  
6 **Commuter Operating Agency** Department of Transportation<sup>1</sup>,  
7 except that the reduced fare shall not be available to senior citizens  
8 and handicapped citizens traveling on commuter railroad trains  
9 operated during peak times which have been designated by the New  
10 Jersey Transit Corporation as ineligible for round trip excursion fares<sup>1</sup>.  
11 The commissioner may take such action as he deems necessary to  
12 implement this program, including contracts with carriers for the  
13 provision of transportation services under this program, purchase of  
14 regular tickets and resale to **eligible** senior citizens and handicapped  
15 citizens at one-half the ordinary fare, or direct payments to carriers for  
16 services provided to senior citizens and handicapped citizens under  
17 this program. Where carriers may be entitled to receive or do receive  
18 funds from sources other than the **New Jersey** Department of  
19 Transportation for provision of service to senior citizens and  
20 handicapped citizens, reimbursement payments which may be made by  
21 the **New Jersey** Department of Transportation to the carriers may  
22 be adjusted accordingly.

23 (cf: P.L.1975, c.271, s.3)

24

25 3. This act shall take effect immediately.

26

27

28

29

30 Provides senior citizens age 65 and older and handicapped citizens  
31 with around-the-clock reduced bus and rail fares.

# ASSEMBLY, No. 374

## STATE OF NEW JERSEY 208th LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 1998 SESSION

**Sponsored by:**

**Assemblyman LOUIS A. ROMANO  
District 33 (Hudson)**

**Co-Sponsored by:**

**Assemblymen Garcia, Cottrell, Assemblywoman Weinberg, Assemblymen Doria, Kelly, Felice, Assemblywomen Watson Coleman, Previte, Assemblyman Greenwald, Assemblywoman Friscia, Assemblymen Wisniewski, Payne, Assemblywoman Buono, Assemblymen Barnes, Green, R.Smith, Stanley, Cohen, Caraballo, Conaway, Connors, Assemblywoman Quigley, Assemblyman Zisa, Assemblywoman Cruz-Perez, Assemblyman Roberts, Assemblywoman Pou, Assemblymen Rooney, Wolfe, Assemblywoman Gill and Assemblyman LeFevre**

**SYNOPSIS**

Provides senior citizens and handicapped citizens with around-the-clock reduced bus and rail fares.

**CURRENT VERSION OF TEXT**

As reported by the Assembly Senior Issues and Community Services Committee with technical review.

(Sponsorship Updated As Of: 7/28/1998)

1 AN ACT concerning senior citizens and handicapped citizens and  
2 amending P.L.1973, c.126.

3  
4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6  
7 1. Section 1 of P.L.1973, c.126 (C.27:1A-64) is amended to read  
8 as follows:

9 1. The Legislature hereby finds and declares that:

10 a. Many senior citizens and handicapped citizens of this State must  
11 depend on public transportation facilities to obtain the necessities of  
12 life, such as food, clothing and medical services, and to visit their  
13 families and friends; ready access to transportation services is thus  
14 essential to their health, safety and welfare.

15 b. Many senior citizens and handicapped citizens live on fixed or  
16 limited incomes, and the high cost of transportation services thus  
17 makes it difficult for them to take advantage of such services.

18 c. **[The need for transportation services for senior citizens and**  
19 **handicapped citizens can largely be satisfied by providing reduced fare**  
20 **service during off-peak times, when many public transportation**  
21 **services are operating below capacity.]**(Deleted by amendment,  
22 P.L....., c.....)

23 d. **[A reduced fare program for senior citizens and handicapped**  
24 **citizens will increase riding during off-peak times, thus helping to**  
25 **insure the continued viability of regular public transportation service**  
26 **during those hours.]**(Deleted by amendment, P.L....., c.....)

27 e. It is therefore a valid public purpose, and in the best interest of  
28 all the people of this State, to provide for reduced bus and rail fares  
29 for senior citizens and handicapped citizens at State expense.

30 (cf: P.L.1975, c.271, s.1)

31

32 2. Section 3 of P.L.1973, c.126 (C.27:1A-66) is amended to read  
33 as follows:

34 3. The Commissioner of Transportation is hereby authorized and  
35 directed to establish and implement within**[120] 180** days of the  
36 effective date of **[this amendatory act] P.L....., c..... (C.....) (now**  
37 **pending before the Legislature as this bill)** a program to provide motor  
38 bus and rail passenger service for senior citizens and handicapped  
39 citizens **[during offpeak times]** at all times bus or rail service is  
40 offered, on regular routes of carriers within the State or between  
41 points in this State and points in adjacent states at one-half of the  
42 regular adult rates of fare as set forth in the tariffs of carriers filed with

**EXPLANATION - Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and intended to be omitted in the law.**

**Matter underlined thus is new matter.**

1 the Interstate Commerce Commission, Board of Public **Utility**  
2 **Commissioners** Utilities or the **Commuter Operating Agency**  
3 Department of Transportation. The commissioner may take such  
4 action as he deems necessary to implement this program, including  
5 contracts with carriers for the provision of transportation services  
6 under this program, purchase of regular tickets and resale to **eligible**  
7 senior citizens and handicapped citizens at one-half the ordinary fare,  
8 or direct payments to carriers for services provided to senior citizens  
9 and handicapped citizens under this program. Where carriers may be  
10 entitled to receive or do receive funds from sources other than the  
11 **New Jersey** Department of Transportation for provision of service  
12 to senior citizens and handicapped citizens, reimbursement payments  
13 which may be made by the **New Jersey** Department of  
14 Transportation to the carriers may be adjusted accordingly.  
15 (cf: P.L.1975, c.271, s.3)

16

17 3. This act shall take effect immediately.

ASSEMBLY SENIOR ISSUES AND COMMUNITY SERVICES  
COMMITTEE

STATEMENT TO

**ASSEMBLY, No. 374**

**STATE OF NEW JERSEY**

DATED: MAY 22, 1998

The Assembly Senior Issues and Community Services Committee favorably reports Assembly Bill No. 374.

At present, senior citizens and handicapped citizens are provided with reduced bus and rail fares only during off peak times. Since senior citizens and handicapped citizens are not always able to arrange their essential appointments (e.g., medical treatment) so that only offpeak travel is necessary, this bill removes the offpeak limitation on the reduced fares for all senior citizens and handicapped persons.

The implementation period for the round-the-clock program is 180 days since the change in the discount fare program would require changes in regulations promulgated by the New Jersey Transit Corporation.

This bill was prefiled for introduction in the 1998-1999 session pending technical review. As reported, the bill includes changes required by technical review which has been performed.



# ASSEMBLY APPROPRIATIONS COMMITTEE

## STATEMENT TO

### **ASSEMBLY, No. 374**

with Assembly committee amendments

# **STATE OF NEW JERSEY**

DATED: SEPTEMBER 14, 1998

The Assembly Appropriations Committee reports favorably Assembly Bill No. 374, with committee amendments.

Assembly Bill No. 374, as amended, allows reduced transit fares for certain senior citizens and handicapped persons at peak times.

Currently, senior citizens age 62 and over and handicapped citizens are provided with reduced bus and rail fares during offpeak times. Senior citizens and handicapped persons are not always able to arrange their essential appointments (e.g., medical treatment) to conform with offpeak travel requirements

The bill adds reduced fares for senior citizens age 65 and older and for handicapped persons at peak times for travel on public transportation other than certain commuter railroad trains. The limitation on peak time reduced fares applies to those commuter railroad trains operated during peak times which have been designated by the New Jersey Transit Corporation as ineligible for round trip excursion fares.

The implementation period for the round-the-clock program is 180 days, because the change in the discount fare program requires changes in promulgated New Jersey Transit Corporation regulations.

#### FISCAL IMPACT:

Based on information provided by NJ Transit (NJT) in December, 1996 concerning the cost of all senior citizens (age 62 and over) and handicapped persons riding at one-half the ordinary fare at all times, NJT estimated that it would incur \$5.1 million in additional program costs between foregone NJT fare revenue and higher payments to private carriers participating in the one-half fare transit program.

However, that \$5.1 million estimate covered more persons than this bill. Two pieces of information can be identified that reduce that estimated amount.

First, based on the 1990 census the number of persons who are age 65 and over is about 82 percent of the number that are age 62 and over. Allocating the 82 percent factor against the \$5.1 million

estimate would then suggest the estimate should be closer to \$4.2 million to cover only persons age 65 and over.

Secondly, New Jersey transit distinguished \$3 million of its original loss estimate as revenues foregone on its own fares, and indicated that 75 percent of the riders use buses and 25 percent use trains. If the peak hour fare reduction does not apply to commuter trains, and commuter train fares represent half of the previously expected fare loss from train fares, then revenue losses are reduced by a further \$300,000 for total expected program costs of \$3.8 million.

COMMITTEE AMENDMENTS:

The amendments limit peak time reduced fares to senior citizens age 65 and older and handicapped persons for traveling on public transportation other than certain commuter railroad trains.

# LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

## **ASSEMBLY, No. 374**

# **STATE OF NEW JERSEY**

## **208th LEGISLATURE**

DATED: OCTOBER 5, 1998

Assembly Bill No. 374 (1R) of 1998 amends the New Jersey Transit Corporation's Elderly and Handicapped Reduced Fare Program, which currently permits senior citizens (age 62 and over) and handicapped citizens to ride at reduced fares during off-peak hours. Under this bill, senior citizens age 65 and older and handicapped citizens would be permitted to ride at reduced fares at all times except on certain commuter rail lines.

Based on information provided by NJ Transit (NJT) in December, 1996 concerning the cost of all senior citizens (age 62 and over) and handicapped persons riding at one-half the ordinary fare at all times, NJT estimated that it would incur \$5.1 million in additional program costs between foregone NJT fare revenue and higher payments to private carriers participating in the one-half fare transit program.

However, that \$5.1 million estimate covered more persons than this bill. Two pieces of information can be identified that reduce that estimated amount.

First, based on the 1990 census, the number of persons who are age 65 and over is about 82 percent of the number that are age 62 and over. Allocating the 82 percent factor against the \$5.1 million estimate would then suggest the estimate should be closer to \$4.2 million to cover only persons age 65 and over.

Secondly, NJT distinguished \$3.0 million of its original loss estimate as fare revenues foregone (\$2.46 million when the reduction based on age noted above is factored in), and indicated that 75 percent of the riders use buses and 25 percent use trains. If the peak hour fare reduction does not apply to certain commuter trains, and if those commuter train fares represent half of the previously expected fare loss from train fares, then revenue losses may be reduced by about \$300,000. Therefore, the total, estimated additional program costs attributable to this bill may be closer to \$3.9 million.

Pursuant to P.L.1980, c.67, the sponsor does not concur with the information presented herein. The sponsor does not believe that statistical evidence exists to substantiate the loss of revenue and

additional costs estimated in the fiscal estimate.

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67.

# LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

## **ASSEMBLY, No. 374**

# **STATE OF NEW JERSEY**

## **208th LEGISLATURE**

DATED: OCTOBER 5, 1998

Assembly Bill No. 374 (1R) of 1998 amends the New Jersey Transit Corporation's Elderly and Handicapped Reduced Fare Program, which currently permits senior citizens (age 62 and over) and handicapped citizens to ride at reduced fares during off-peak hours. Under this bill, senior citizens age 65 and older and handicapped citizens would be permitted to ride at reduced fares at all times except on certain commuter rail lines.

Based on information provided by NJ Transit (NJT) in December, 1996 concerning the cost of all senior citizens (age 62 and over) and handicapped persons riding at one-half the ordinary fare at all times, NJT estimated that it would incur \$5.1 million in additional program costs between foregone NJT fare revenue and higher payments to private carriers participating in the one-half fare transit program.

However, that \$5.1 million estimate covered more persons than this bill. Two pieces of information can be identified that reduce that estimated amount.

First, based on the 1990 census, the number of persons who are age 65 and over is about 82 percent of the number that are age 62 and over. Allocating the 82 percent factor against the \$5.1 million estimate would then suggest the estimate should be closer to \$4.2 million to cover only persons age 65 and over.

Secondly, NJT distinguished \$3.0 million of its original loss estimate as fare revenues foregone (\$2.46 million when the reduction based on age noted above is factored in), and indicated that 75 percent of the riders use buses and 25 percent use trains. If the peak hour fare reduction does not apply to certain commuter trains, and if those commuter train fares represent half of the previously expected fare loss from train fares, then revenue losses may be reduced by about \$300,000. Therefore, the total, estimated additional program costs attributable to this bill may be closer to \$3.9 million.

Pursuant to P.L.1980, c.67, the sponsor does not concur with the information presented herein. The sponsor does not believe that statistical evidence exists to substantiate the loss of revenue and

additional costs estimated in the fiscal estimate.

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67.

**SENATE, No. 212**

**STATE OF NEW JERSEY**  
**208th LEGISLATURE**

PRE-FILED FOR INTRODUCTION IN THE 1998 SESSION

**Sponsored by:**

**Senator NICHOLAS J. SACCO**

**District 32 (Bergen and Hudson)**

**SYNOPSIS**

Provides certain senior citizens and handicapped citizens with around-the-clock reduced bus and rail fares.

**CURRENT VERSION OF TEXT**

Introduced Pending Technical Review by Legislative Counsel.



S212 SACCO

2

1 AN ACT concerning senior citizens and handicapped citizens and  
2 amending P.L.1973, c.126.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. Section 1 of P.L.1973, c.126 (C.27:1A-64) is amended to read  
8 as follows:

9 1. The Legislature hereby finds and declares that:

10 a. Many senior citizens and handicapped citizens of this State must  
11 depend on public transportation facilities to obtain the necessities of  
12 life, such as food, clothing and medical services, and to visit their  
13 families and friends; ready access to transportation services is thus  
14 essential to their health, safety and welfare.

15 b. Many senior citizens and handicapped citizens live on fixed or  
16 limited incomes, and the high cost of transportation services thus  
17 makes it difficult for them to take advantage of such services  
18 particularly those whose income level is low enough to meet the  
19 eligibility requirements of the "Pharmaceutical Assistance to the Aged  
20 and Disabled" program, P.L.1975, c.194 (C.30:4D-20 et seq.), and  
21 who may not be able to schedule essential appointments, such as  
22 medical treatment, during offpeak travel times.

23 c. **[**The need for transportation services for senior citizens and  
24 handicapped citizens can largely be satisfied by providing reduced fare  
25 service during off-peak times, when many public transportation  
26 services are operating below capacity.**](Deleted by amendment,**  
27 **P.L....., c.....)**

28 d. **[**A reduced fare program for senior citizens and handicapped  
29 citizens will increase riding during off-peak times, thus helping to  
30 insure the continued viability of regular public transportation service  
31 during those hours.**](Deleted by amendment, P.L....., c.....)**

32 e. It is therefore a valid public purpose, and in the best interest of  
33 all the people of this State, to provide for reduced bus and rail fares  
34 for senior citizens and handicapped citizens at State expense during  
35 offpeak times and at all times for those meeting the eligibility  
36 requirements of the "Pharmaceutical Assistance to the Aged and  
37 Disabled" program.

38 (cf: P.L.1975, c.271, s.1)

39

40 2. Section 3 of P.L.1973, c.126 (C.27:1A-66) is amended to read  
41 as follows:

42 3. The Commissioner of Transportation is hereby authorized and  
43 directed to establish and implement within 120 days of the effective

**EXPLANATION - Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and intended to be omitted in the law.**

**Matter underlined thus is new matter.**



1 date of **【this amendatory act】** P.L....., c..... (C....) (now pending  
2 before the Legislature as this bill) a program to provide motor bus and  
3 rail passenger service for senior citizens and handicapped citizens  
4 **【during offpeak times】** at all times bus or rail service is offered, in the  
5 case of senior citizens and handicapped citizens who meet the  
6 eligibility requirements of the "Pharmaceutical Assistance to the Aged  
7 and Disabled" program, P.L.1975, c.194 (C.30:4D-20 et seq.), and  
8 during offpeak times for other senior citizens and handicapped  
9 citizens, on regular routes of carriers within the State or between  
10 points in this State and points in adjacent states at one-half of the  
11 regular adult rates of fare **【as set forth in the tariffs of carriers filed**  
12 **with the Interstate Commerce Commission, Board of Public Utility**  
13 **Commissioners or the Commuter Operating Agency】**. The  
14 commissioner may take such action as he deems necessary to  
15 implement this program, including contracts with carriers for the  
16 provision of transportation services under this program, purchase of  
17 regular tickets and resale to eligible senior citizens and handicapped  
18 citizens at one-half the ordinary fare, or direct payments to carriers for  
19 services provided to senior citizens and handicapped citizens under  
20 this program. Where carriers may be entitled to receive or do receive  
21 funds from sources other than the **【New Jersey】** Department of  
22 Transportation for provision of service to senior citizens and  
23 handicapped citizens, reimbursement payments which may be made by  
24 the **【New Jersey】** Department of Transportation to the carriers may  
25 be adjusted accordingly.

26 (cf: P.L.1975, c.271, s.3)

27

28 3. This act shall take effect immediately.

29

30

31

#### STATEMENT

32

33 This bill amends current law which now provides that senior  
34 citizens and handicapped citizens are provided with reduced bus and  
35 rail fares only during offpeak times. Since senior citizens and  
36 handicapped citizens are not always able to arrange their essential  
37 appointments (e.g., medical treatment) so that only offpeak travel is  
38 necessary and the cost of peak travel is particularly burdensome to  
39 those senior citizens and handicapped citizens who meet the eligibility  
40 requirements of the "Pharmaceutical Assistance to the Aged and  
41 Disabled" program, P.L.1975, c.194 (C.30:4D-20 et seq.), this bill  
42 provides that those senior citizens and handicapped citizens who meet  
43 the eligibility requirements of the "Pharmaceutical Assistance to the  
44 Aged and Disabled" program would receive reduced fares at all times  
45 bus and rail service is offered.

# SENATE TRANSPORTATION COMMITTEE

## STATEMENT TO

### **SENATE, No. 212**

# **STATE OF NEW JERSEY**

DATED: MARCH 30, 1998

The Senate Transportation Committee reports favorably Senate Bill No. 212.

This bill amends current law which now provides that senior citizens and handicapped citizens are provided with reduced bus and rail fares only during offpeak times. Since senior citizens and handicapped citizens are not always able to arrange their essential appointments (e.g., medical treatment) so that only offpeak travel is necessary and the cost of peak travel is particularly burdensome to those senior citizens and handicapped citizens who meet the eligibility requirements of the "Pharmaceutical Assistance to the Aged and Disabled" program, P.L.1975, c.194 (C.30:4D-20 et seq.), this bill provides that those senior citizens and handicapped citizens who meet the eligibility requirements of the "Pharmaceutical Assistance to the Aged and Disabled" program would receive reduced fares at all times bus and rail service is offered.

This bill was pre-filed for introduction in the 1998 session pending technical review. As reported, the bill includes the changes required by technical review which has been performed.

# SENATE BUDGET AND APPROPRIATIONS COMMITTEE

## STATEMENT TO

### SENATE, No. 212

# STATE OF NEW JERSEY

DATED: JUNE 8, 1998

The Senate Budget and Appropriations Committee reports favorably Senate Bill No. 212.

This bill expands the availability of reduced bus and rail fares to certain senior citizens and handicapped citizens.

Under present law (N.J.S.A.27:1A-64 et seq.), an individual who is 62 years of age or meets the statutory definition of a "handicapped citizen" may use bus and rail passenger service at one-half of the regular adult rate of fare, but only during offpeak times (i.e., 9:30 a.m. to 4 p.m. and 7 p.m. to 6 a.m. on weekdays, and all day on Saturdays, Sundays and holidays). This bill provides that any such senior or handicapped citizen who meets the eligibility requirements of the "Pharmaceutical Assistance to the Aged and Disabled" (PAAD) program could enjoy the reduced fare rate at all times at which bus and rail service is offered.

#### FISCAL IMPACT

Information provided by NJ Transit in December 1996 indicated that if the half-fare program were available around-the-clock for all persons now qualified for the rate during off-peak hours, the increased annual cost that NJT would incur would be \$5.1 million. An estimate of the cost of this legislation may be derived from this figure if adjustment is made for the bill's restriction of around-the-clock half-fares to individuals qualified for PAAD, i.e., individuals age 65 or over whose annual income does not exceed a certain threshold.

According to the 1990 federal census, the number of people who are age 65 or older is about 82 percent of the number that are 62 or older; applying this percentage to the \$5.1 million cost for extending around-the-clock half-fares to the currently qualified population suggests that the annual cost of extending it just to those who are age 65 or older would cost roughly \$4.2 million. Account must then be taken of the income qualification. About 16 percent of the population age 65 or over meets the PAAD income eligibility requirement. Applying this 16 percent to the \$4.2 million cost to cover all 65-and-over individuals indicates that the annual net cost of covering PAAD eligibles only is roughly \$675,000.

STATEMENT TO  
**SENATE, No. 212**

with Senate Floor Amendments  
(Proposed By Senator SACCO)

ADOPTED: OCTOBER 22, 1998

Currently, senior citizens age 62 and over and handicapped citizens are provided with reduced bus and rail fares during offpeak times. Senior citizens and handicapped persons are not always able to arrange their essential appointments (e.g., medical treatment) to conform with offpeak travel requirements.

These floor amendments would add reduced fares for senior citizens age 65 and older and for handicapped persons at peak times for travel on public transportation other than certain commuter railroad trains. The limitation on peak time reduced fares applies to those commuter railroad trains operated during peak times which have been designated by the New Jersey Transit Corporation as ineligible for round trip excursion fares.

As introduced, this bill would have provided reduced fares at all times for those senior citizens and handicapped citizens who meet the eligibility requirements of the "Pharmaceutical Assistance to the Aged and Disabled Program."

These floor amendments make this bill identical to Assembly Bill No. 374 (1R).

# LEGISLATIVE FISCAL ESTIMATE

## SENATE, No. 212

# STATE OF NEW JERSEY

## 208th LEGISLATURE

DATED: JULY 1, 1998

Senate Bill No. 212 of 1998 amends the New Jersey Transit Corporation's Elderly and Handicapped Reduced Fare Program, which currently permits senior citizens (age 62 and over) and handicapped citizens to ride at one-half the ordinary fare during offpeak times. Under this bill, senior citizens over the age of 65 and handicapped citizens, who meet the eligibility requirements for the "Pharmaceutical Assistance to the Aged and Disabled" (PAAD) program, P.L.1975, c.194 (C.30:4D-20 et seq.) would be permitted to ride at one-half the ordinary fare at all times.

Based on information provided by NJ Transit (NJT) in December, 1996 concerning the cost of all senior citizens (age 62 and over) and handicapped persons riding at one-half the ordinary fare at all times, NJT estimated that it would incur \$5.1 million in additional program costs between foregone NJT fare revenue and higher payments to private carriers participating in the one-half fare transit program.

However, that \$5.1 million estimate covered more people than this bill intends to include. Therefore, two assumptions that reduce that estimated amount must be identified and then factored against the NJT estimate.

The first assumption is based on the 1990 census wherein the number of people who are age 65 and over is about 82 percent of the number that are age 62 and over. Allocating the 82 percent factor against the \$5.1 million estimate would then suggest the estimate should be closer to \$4.2 million to cover people age 65 and over.

The second assumption is based on approximately 170,000 persons who meet PAAD eligibility criteria, or about 16 percent of the population that are age 65 and over. Allocating this 16 percent factor against the \$4.2 million estimate would then suggest that this bill has a net cost in the \$675,000 range.

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67.

*Office of the Governor*  
**NEWS RELEASE**

PO BOX 004  
TRENTON, NJ 08625

CONTACT: Jayne O'Connor  
609-777-2600

RELEASE: August 5, 1999

## **Whitman Signs Bill to Reduce Train, Bus Fares for Seniors**

Gov. Christie Whitman today signed legislation to provide senior citizens age 65 and over and handicapped citizens with around-the-clock reduced bus and rail fares at the Hoboken Transit Terminal in Hoboken, New Jersey.

"Many seniors, as well as citizens who are handicapped, live on fixed incomes," Gov. Whitman said. "Ready, inexpensive transportation services are essential to their health, safety, and welfare."

"Currently, senior citizens age 62 and over and handicapped citizens pay one-half the regular adult rate on bus and rail fares during off-peak hours. But they can't always make their appointments - particularly medical appointments - to conform with off-peak travel," she said.

"With this law, we will reduce bus fares at all times for senior citizens 65 and older and for citizens who are handicapped," said Gov. Whitman. "Our seniors are one of our fastest growing populations, and we want to do all we can to ensure that older adults continue to be a vital part of our communities."

The reduced fares will go into effect by Jan. 1, 2000. Seniors who are age 62 through 64 will continue to receive the current discount for travel during off-peak hours.

The legislation, A-374, was sponsored by Assemblymen Louis A. Romano (D-Hudson) and Rudy Garcia (D-Hudson) and Senators Nicholas J. Sacco (D-Bergen/Hudson) and John A. Girgenti (D-Passaic).

Making transportation more affordable is just one of a number of actions Gov. Whitman has taken to help the state's senior citizens. She recently presented the first checks in this year's Homestead Rebate program, which will provide almost \$300 million in rebates to more than 1.3 million qualified seniors. When her New Jersey Saver property tax relief program is in full effect in 5 years, every senior who now gets a homestead rebate will get a larger check than they would have received from the Homestead Rebate program. Last week, Gov. Whitman signed legislation to increase the amount of retirement income that may be excluded from taxation under the New Jersey Gross Income Tax. Phased in over four years, it doubles the amount that currently can be deducted for those 62 years of age or older, or those who are eligible for federal disability benefits.