

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

September 17, 2019

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Thursday, September 12, 2019.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

Honorable Philip D. Murphy
Governor, State of New Jersey
State House
Trenton, NJ 08625

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Thursday, September 12, 2019.

Board Members Present

Diane Gutierrez-Scaccetti, Chair (By Video)
Brian T. Wilton, Governor's Representative
Michael Kanef, Treasurer's Representative
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

Staff Present

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary & OPRA Officer
Caroline Vachier, Deputy Attorney General
Eric R. Daleo, Senior Vice President, Capital Programs
Raymond P. Kenny, Senior Vice President & General Manager, Rail Operations
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Jeremy P. Colangelo-Bryan, Chief Planner
Ronald E. Nichols, Chief, Light Rail & Contract Services
Jeannie Kwon, Senior Vice President & Chief Administrative Officer

Chair Gutierrez-Scaccetti convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act. John Phillips, Office of System Safety, provided a public safety announcement. The pledge of allegiance to the flag was conducted and Board Secretary Zuczek conducted a roll call.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on September 6, 2019 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice. The meetings were viewable on the corporation's website in real time and were video recorded, archived, and made available to the public. Minutes will also be archived and published on the corporation's website.

Executive Session Authorization

At approximately 9:11 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of

pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Jimmy Jones. Board Member Brian T. Wilton moved the resolution, Board Member Michael Kanef seconded the motion, and it was unanimously adopted.

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 10:01 a.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the July 17, 2019 Board meetings. A motion was made by Board Member Michael Kanef, seconded by Board Member Brian T. Wilton, and it was unanimously adopted.

President & CEO's Monthly Report

President & CEO Corbett noted NJ TRANSIT was seeing signs of a turnaround in their rail service statistics. Looking at the year as a whole, data indicates service has become much more reliable than 2018. Looking at the first eight months this year versus last year, train cancellations were down 34 percent. This August versus last August, train cancellations were down 60 percent and on time performance was up from 89.9 percent to 92 percent. They achieved all this despite on-going locomotive engineer staffing challenges. He thinks this speaks to the new leadership team they have in place and how they are managing their resources.

At the same time, they are training more engineers than ever before. They currently have seven concurrent locomotive engineer classes underway, which is the most in their history. Three classes graduate over the next four months in October, November, and January.

There is still much to be done, but the data is encouraging. They fully expect numbers to fluctuate over any given period, much like the stock market, as they did this past Sunday and Monday. They expect fluctuations to diminish as engineers come on board.

Three days ago, NJ TRANSIT restored service into and out of New York on weekday, peak-period Montclair-Boonton Line, or MOBO, trains, and select reverse peak Morris & Essex trains, following successful completion of Amtrak repair work at New York Penn Station. They also increased service to Hoboken and Avenel Station on the North Jersey Coast Line in response to customer requests and a ridership analysis.

On Monday, Customer Advocate Stewart Mader rode MOBO line trains, and NJ TRANSIT had ambassadors at stations along the line this morning to thank customers for their patience this summer. Later that evening, President & CEO Corbett would be out on the MOBO line to thank customers personally.

President & CEO Corbett discussed the Avenel Station in Woodbridge Township, noting NJ TRANSIT has increased weekday service by more than 40 percent and are running a full schedule of weekend service for the first time in 34 years. The expansion will spur economic growth and improve quality of life for the hundreds of customers who use this station every day. They added this service in response to community requests and ridership growth. It is a great example of the new strategy to 'Engage, Inform, and Improve,' which puts the customer at the center of everything they do.

This new strategy, along with concrete additional resources like new buses and drivers, has enabled NJ TRANSIT to add bus service in South Jersey, as well. To meet this demand and in response to customer requests, they adjusted bus service in South Jersey to add travel options to the Florence River LINE light rail station and a new hospital opening in Mullica Hill.

They extended service on the 409 and 413 to include stops at the Florence River LINE station. NJ TRANSIT has added trips between Philadelphia and Trenton on the 409. They extended the 413 bus from Downtown Burlington City to the Florence River LINE Station, providing trips to the Haines Center. They also adjusted the 412 bus to provide service to the new Inspira Hospital on Route 322 in Mullica Hill, scheduled to open later this year.

NJ TRANSIT is busy preparing behind-the-scenes for the opening of the American Dream mall and entertainment complex on October 25, 2019. They have created two new express bus routes, running daily express service every 30 minutes from Manhattan's Port Authority Bus Terminal and Secaucus Junction. These express routes will begin operating on a pilot basis when the American Dream opens on October 25, 2019.

They have also extended three local bus routes to serve American Dream on a pilot basis: the 85, 703, and 772 bus routes. The local bus schedules went into effect on August 31, 2019 and buses will terminate at the Meadowlands Race Track until the October 25, 2019 opening.

Public hearings on American Dream bus service will be held on October 3, 2019 in Jersey City and on October 7, 2019 in Hackensack. Please visit njtransit.com for more details on the public hearings.

NJ TRANSIT will continue to closely monitor customer demand to ensure that transit service to and from American Dream remains commensurate with demand.

President & CEO Corbett took a moment to recognize and commemorate yesterday's 18th anniversary of the September 11, 2001 attack on The World Trade Center. Yesterday morning, he had the privilege of attending a ceremony in Paterson as a guest of Mayor Sayegh. He also attended a service held by the Port Authority in New York at St. Peter's Church, along with Chief Trucillo.

As many know, NJ TRANSIT facilities and employees played a critical role in the evacuation efforts that day, as people from Manhattan sought refuge at Hoboken Terminal. NJ TRANSIT Police worked around-the-clock on 12-hour shifts for seven days. Hundreds of NJ TRANSIT employees across the system stepped up to assist in any way they could. President & CEO Corbett couldn't be prouder to lead and represent this agency, which did so much to help customers and the region on that tragic day. While memories can sometimes fade, this is certainly a day that no one should ever forget. Their thoughts and prayers are with everyone who lost a loved one on that day.

President & CEO Corbett took a moment to recognize three extraordinary public servants. Jeffrey Bernstein, Deputy Chief Financial Officer and Controller, was recently named to the prestigious "Top 40 Under 40" list by Mass Transit magazine. President & CEO Corbett thinks it's a reflection of the quality and caliber of leadership they have brought onboard NJ TRANSIT in the last 18 months. President & CEO Corbett congratulated Jeff Bernstein and said to keep up the good work.

President & CEO Corbett recognized another NJ TRANSIT employee, TVM Terminal Agent, Jacqueline Galdieri, with a proclamation that he read and presented to her for her quick thinking and perceptive actions related to an individual who jumped on the tracks.

President & CEO Corbett noted another great public servant and friend to NJ TRANSIT is Suzanne Mack. They originally planned to honor her in July, to coincide with NJ TRANSIT's 40th anniversary, but she was out of the country. President & CEO Corbett read and presented Suzanne Mack with an Expression of Appreciation for her many years of dedicated service to NJ TRANSIT and the State of New Jersey as a staunch advocate for public transit from NJ TRANSIT's very first day. She served as an original member of the North Jersey Transportation Advisory Committee, then as Chair of the Committee since 1989, and currently as Chair of the re-named North Jersey Passenger Advisory Committee. Additionally, he noted Ms. Mack provided crucial support for the construction of the \$2 billion, 21-mile Hudson Bergen Light Rail Transit System as Director of the Hudson Transportation Management Association, an organization she formed when she was Hudson County's Coordinator for the project, which has catalyzed development in Hudson County.

Chair Gutierrez-Scaccetti thanked President & CEO Corbett and congratulated all who were recognized.

Public Comments

There were 20 speakers. Board Secretary Zuczek announced in order to give everyone an opportunity to be heard, public comments would be limited to five minutes, and if there were several people speaking on the same topic, two speakers would have five minutes, and all others would have two minutes.

Randy Glucksman again was hoping to get an opportunity to speak to new Board Members that are supposed to represent their riders, but this has still not come to be. With all due

respect to this Board, he can't say they truly represent the interests of customers and rail riders, a function he performs at the MTA. At the July meeting, he expressed his concerns for lack of transparency on Positive Train Control (PTC) and how much attention this issue receives at the MTA. Mr. Glucksman wants the public to know where NJ TRANSIT stands on the PTC installation. He said it is the public's taxpayer dollars that are paying for this important project, and they need answers. He recently saw a news report on the FRA website that says NJ TRANSIT has zero miles of track that were equipped with PTC. Mr. Glucksman said the clock is ticking, and they only have 15½ months to get the job completely done or the Agency will face potential massive fines.

Mr. Glucksman said he was now speaking for all the true New Jersey rail advocates, and according to an NJ TRANSIT press release distributed on May 3, 2019, the schedule adjustment was temporary and would be restored in early 2019. He said he has been asking this question every Board meeting he has attended this year. Mr. Glucksman said, at that time there were 18 trains, including two Metro-North express trains, that were operating on the Pascack Valley Line that served his constituents. He said the Friday only train was also dropped from the schedule which riders who observe the Sabbath used to get home before sundown. With fall approaching and the short daylight hours, he said it is urgent that this train also be restored.

Mr. Glucksman was pleased to learn when the American Dream Complex opens next month NJ TRANSIT will not be providing rail service. He thinks their customers have waited long enough to get their trains restored to the pre-June 2018 service levels.

Orrin Getz believes NJ TRANSIT has been very opaque in providing information regarding PTC installation, and it would seem many decisions have been made during Executive Session with little information coming out afterwards. He said they have not received a status report about the PTC installation, Metro-North and Long Island Railroad do an excellent job of reporting this information on a monthly basis, and he feels NJ TRANSIT should do the same. He reiterated that they still do not have information on the cancellation of express trains on the Metro-North and Pascack Valley Lines and the Friday midday getaway train. Mr. Getz said these are important services that they need, should have status on them, and this is long overdue. He noted they have seen improvements in service and less trains being cancelled, and this was a good thing.

Stephen Thorpe said this was a rare opportunity because he was speaking on behalf of both the Lackawanna Coalition and the New Jersey Association of Railroad Passengers on topics that are important to both. Mr. Thorpe spoke about PTC, stating as a taxpayer in the State of New Jersey, he would like to know how much money has been put into the PTC installation project since inception until now. He knows this is a federal mandate and understands this must be done. He believes if the federal government is making them do this project, they should come up with ways to get this money. He would also like to see the performance metrics on this project that has consumed billions of taxpayer dollars. He believes it is only right that they have this information, and they are entitled to it.

Mr. Thorpe believes since this Administration has taken over, things have become more opaque. During the July meeting, he said they went into Executive Session and asked for a certain amount of money to be extended towards PTC, but they don't know what the metrics were behind this. Mr. Thorpe noted there were three action items on the agenda today 1909-47, 48 and 49 which total up to \$52 million, and he asked what they were getting for this. He said Metro-North had the PTC vendor come in and read them the riot act asking what they have done and how close they are to inception. Mr. Thorpe wants answers to these questions from NJ TRANSIT. He believes the citizens, taxpayers of New Jersey, and riders need to know. Lastly, Mr. Thorpe said his friend Mr. Graddy has been waiting a long time and needs a resolution.

Sally Gellert spoke as Communications Director representing the Lackawanna Coalition. She said this month's schedule change was particularly disruptive, and 29 trains were cancelled the first day. Ms. Gellert said in a statement from Nancy Snyder, the implementation of the rail schedule change which took place on Sunday had an impact on engineer availability yesterday as they picked their assignments. Ms. Gellert said the current shortage of engineers currently compounds the situation, blaming the engineer shortage. She believes the organization has prepared the schedules far enough in advance to print copies to the public, so surely there was time for adjustments to be made before the schedule was implemented. Ms. Gellert said in the past, NJ TRANSIT has been able to marry such transitions seamlessly. As it is, she said they have been suffering with a schedule that has not been restored as promised.

While they are still waiting for other trains to come back, Ms. Gellert said it was extremely irritating to riders. She said on Monday, September 9, 2019, the very next day after Ms. Snyder's statement, the Morris & Essex Line 5:52, 6:18, and 6:30 were all cancelled due to engineer non-availability. Ms. Gellert questioned whether this was any way to run a railroad. She said she heard from her fellow riders on the Pascack Valley Line in a tweet complaining about "Cuts to Service Have Not Been Restored and Overcrowding." She said one single problem, single track breakdown, causes a cascading effect on the rest of the day.

Ms. Gellert said it is time to revisit the Golf & Vale Siding that were not added back in 2007. As more people commute back and forth between New York City to corporations, she said Montvale trains running in both directions throughout the day are ever more useful.

Ms. Gellert is also concerned with parking lot fare increases that are not well publicized in advance and that parking fees are not consistent throughout the NJ TRANSIT lines. She recently read an article from Barrington, Illinois that mentioned a Metro parking lot with monthly permits will offer daily rates for some of those monthly spots that are not used by 9:30 a.m. Ms. Gellert believes this strikes a good balance for everyday commuters. It has been noted via Twitter that the Secaucus Escalator 16 has been out of service for three-months and when she mentioned this to her Chairman, he said only three-months, sometimes it has been out even longer. Ms. Gellert believes this is a sad reputation for NJ TRANSIT to have, and they expect much better.

Ms. Gellert said something that has been irritating to those who regularly attend these Board meetings is the current consistent practice of opening the meeting and going straight into a closed-door Executive Session for an indeterminate length. She said it has been brought to their attention through Twitter that doing this on an ongoing basis is likely illegal. Ms. Gellert said today they managed to come right back on-time at 10:00 a.m., however, this is not standard. She provided a written statement which quotes Section F of N.J.S.A. 10:4-13 Exclusion of public; resolution; adoption; contents.

Although NJ TRANSIT announces that the public session will start “no earlier than 10:00,” Ms. Gellert said that does not seem to be sufficient; members of the public have often waited until 10:30 or later for the public session to resume, and without a definite time. She said they cannot be sure when to arrive, cannot even step out with an understanding of what time to return. She believes if it is truly important to have the executive sessions first, even though it means that public comments cannot be taken into account in those discussions, then, finished or not, they should break the executive session at 10:00 a.m. to begin the public portion of the meeting and resume private deliberations after the rest of the meeting is complete. Ms. Gellert said this enables not only advocates, but reporters and members of the public who may not attend meetings regularly or have only a one-time issue to address.

Tim Sevenser, a resident of Mount Tabor, spoke on behalf of the New Jersey Association of Rail Passengers, the New Jersey Sierra Club Transportation Committee, and a myriad of environmental groups desperate to stop fossil fuel expansion as yet another record hurricane recently wiped out the Bahamas while Greenland melts. He noted that without using the much-hyped electric car, he arrived there via electric transit, namely on electric rail which is already running today for much of the NJ TRANSIT rail lines but totally overlooked it seems by all planning agencies except the obligatory head wagging to public transit. Mr. Sevenser said NJDOT in the latest NJTPA TIP proposed spending over \$1.4 Billion on 22 road widening projects, almost all of them paralleled by either existing or potential electric rail while spending the gargantuan sum of \$1 million per year on Transit Oriented Development and nothing on rail electrification, yet alone solar powered rail.

At the last NJTPA meeting, he pointed out that the NJ TRANSITGRID has been gifted, thanks to Senator Menendez, with \$500 million of the Hurricane Sandy relief money of which astoundingly about \$400 million will go to fund a climate destroying new natural gas plant in the flood-prone Meadowlands. He suggested then that New Jersey has a unique opportunity to convert this largesse into instead funding solar microgrids to run NJ TRANSIT rail in the event the rest of the Grid goes down. The good news is that Mr. Sevenser has since discovered solar powered rail is already running in other countries and he provided handouts which provide a model for New Jersey, poised to grab the mantle of the Green Transit State.

Mr. Sevenser said the most exciting news development is that Austria is running solar powered trains using solar panels mounted between the catenaries which power the trains. Solar panels on existing catenaries can supply 1-3 MW of electricity per mile. Mr. Sevenser said this would simply mean putting solar panels over the existing 100 miles of NJ TRANSIT catenaries to supply all the power (104 MW) of the proposed \$400 million for the natural gas

plant. He said New Jersey since the time of Edison, Bell Labs, and even as far back as Alexander Hamilton, has always led the way for innovation. With their expertise in NJIT, Stevens, Rutgers, and others, he believes they can and should become first in the USA to implement solar power electric rail.

David Peter Alan congratulated Suzanne Mack and said now that she has been honored this way, they sincerely hope she will now change their policy and allow non-members to attend meetings. Mr. Alan said many know him as Chair of the Lackawanna Coalition, but today he represents advocates from both the Coalition and the New Jersey Association of Railroad Passengers, NJ-ARP. He said both organizations have been advocating on behalf of riders since before NJ TRANSIT was formed, and he was authorized to speak for them. Mr. Alan said their organizations agree on many substantive issues, and several of their members were making statements today that represent the opinions of both of organizations on those issues.

Mr. Alan said he had three specific requests today, and they boil down to one word: respect. In short, they expect that from now on, this Board and management will treat them as what they are in reality: the genuine advocates for riders, especially rail riders. In short, their requests are as follows: 1) Cease and desist from having one of NJ TRANSIT's employees use the title of customer advocate; 2) Negotiate a mutually-agreed upon written understanding between NJ TRANSIT and them that will govern future meetings; and 3) Refrain from dismissive remarks about the advocacy community. He said the Commissioner's reference to "armchair quarterbacks" at the July 17, 2019 Board meetings seemed to be directed at their collective advocacy efforts. Mr. Alan said if that reference was not intended to be applied to them, to please let them know now.

When the riders' interests coincided with management's, such as when they campaigned for more transit funding in Trenton, Mr. Alan said their efforts have been strong and sincere. He said they also advocated for better treatment of NJ TRANSIT employees when they were treated unfairly. Mr. Alan said they have consistently called for better transit during the good times years ago, the lean times of the Christie administration, and all other times, as well. He said NJ TRANSIT's riders deserve the best transit they can get but, when NJ TRANSIT shows contempt for advocates, they also demonstrate disdain for them. Mr. Alan said whatever NJ TRANSIT does concerning them, they are united and will continue to do their best to advocate for riders.

Doug O'Malley, Director of Environment New Jersey and a Co-Founder of New Jersey Renews, a coalition representing more than 60 faith, labor, community, and environmental organizations, was proud to address the Board this morning, not only as an organizational representative but also to be joined by allies from Tri-State Transportation Campaign, Clean Water Action, Dr. Robert Laumbach from Rutgers, ChargEVC, as well as others. They were calling publicly for NJ TRANSIT to commit to full electrification of their bus fleet by 2040. He was also proud to be joined in this call by Senate Majority Leader Loretta Weinberg who couldn't be there today because she was in a voting session in Trenton. Mr. O'Malley said the Senate Majority Leader Loretta Weinberg put out a statement this morning and he read the following directly from it: "Cutting vehicle emissions is critical to the fight against climate

change, NJ TRANSIT should be in the forefront of conversion to a zero-emission electric bus fleet that is a priority for forward-looking mass transit agencies across the country.” They couldn’t agree more with the Senate Majority Leader, and specifically when they think of where NJ TRANSIT is.

Mr. O’Malley said this was not an overnight transition. They were calling for an electrification plan over the course of the next two decades for NJ TRANSIT. He said the reasoning is simple because the current bus fleet exists primarily on dirty diesel and this dirty diesel is a clear environmental hazard for riders, community members, and the drivers themselves. He said they were not in an era of 15-years ago when they were proud to work with then Acting Governor Dick Codey and members of legislation to push for a ballot measure to retrofit some of the dirtiest diesel buses as well as school buses and municipal garbage fleets around the state. He said this was the time to improve the technology and make a transition.

Mr. O’Malley said they were joined by more than 60 transit agencies across America that have made similar commitments to electrify their transit fleet. Some of the most noble ones are right across the river at the MTA. They know this is a cost concern on capital expenses, but it is also a public health concern. They are asking NJ TRANSIT to call on the Legislature and the Governor to fund NJ TRANSIT in a dedicated fashion.

Mr. O’Malley highlighted the Electric Vehicle filing that has been put in front of the Board of Public Utilities by PSE&G, the Volkswagen Settlement money, and the very exciting electric bus pilot project in Camden.

Kim Gaddy said she was an environmental justice organizer for Clean Water Action, a third generation Newarker, and the mother of three asthmatic children. She said this issue of pollution emissions is an environmental justice issue. Ms. Gaddy said NJ TRANSIT isn’t even in the top 60 of US transit organizations who have committed to deploy electric buses throughout their community. She understands that NJ TRANSIT will deploy eight (8) electric buses in 2021, but this is not going to cut it. In the City of Newark, she said they are ground zero, breathing in toxic fumes on a daily basis, and can’t escape the diesel fumes.

Ms. Gaddy said they are living in a diesel death zone that unfortunately can cause premature death for so many who reside there. She said the diesel fumes are everywhere and 54,000 public school children who travel to and from school daily or walk to their community schools are exposed to these fumes which can impact their health and ability to learn. Ms. Gaddy said just because they live in a certain zip code does not mean that they don’t deserve to breathe clean air or have electric buses in their community, and this is an environmental injustice.

Ms. Gaddy believes NJ TRANSIT needs to get rid of diesel buses today and commit to converting to 100 percent electrification of their fleet. She said this is not only important to reduce the carbon footprint, but more importantly begin to address the health issues impacting children, the elderly, and also help reduce the asthmatic conditions so many suffer from. Ms. Gaddy said many of their children are missing school due to asthma attacks,

parents are missing work, and people are dying at an early age. She asked NJ TRANSIT to please step up and do something about this and be a leader.

Ms. Gaddy read a statement from a colleague who couldn't make it there today. Nicole Scott-Harris from the New Jersey Environmental Justice Alliance stated, as the third largest public transportation provider in the nation located in the most densely populated state in the country, it is incumbent upon NJ TRANSIT to assume the position of leadership in developing state of the art equipment to meet the needs of the 21st century. Transportation accounts for a significant portion of pollution emissions and the State making investments in electrification mode for public health and ecological imperative. As they see in Newark, the city's largest industrial city and also home of NJ TRANSIT's hub, air quality is a major concern for their community and the development of cumulative diseases and reduced life expectancy. They call on NJ TRANSIT today to electrify their fleet.

Dr. Robert Laumbach is an Environmental Medicine and Family Physician at the School of Public Health at Rutgers University. He does research on the health effects of air pollution, and they are learning new things about the effects of air pollution all the time, and it is not good news. They have known for a long time that air pollution, especially diesel exhaust air contributes to risks of asthma, and they found in the last decade or so that it also increases risks of heart attacks. More recently, they have found it has adverse effects on low birth weight outcomes and premature births in urban areas. It also may contribute to degenerative diseases like Alzheimer's and Parkinson's. He said the soot particles get lodged deeply into the lungs, and this can affect other parts of the body. Diesel exhaust happens where people are, so like other types of smoke pollution from power plants and manufacturing facilities, diesel exhaust has made its way to where people are. It doesn't matter whether they are on the street or inside, the diesel gets ingested inside the bus and people are exposed. Dr. Laumbach said per pound, diesel exhaust has more effects than other sources of articulated matter and other air pollution.

Dr. Laumbach said this was an environmental issue, and the people that are most vulnerable to be affected are in urban communities. He noted respiratory issues are known, but diesel is also a carcinogen that causes lung cancer, and all this combined cause what he calls a hyper local that affects people on a daily basis where they live and work. This is also a global issue because the black soot also forces climate changes. Diesel smoke is like cigarette smoke was to people 20 to 40 years ago when they took for granted the impact second hand smoke had. They have new technology now where they can avoid the damaging conditions of these buses, so he asked NJ TRANSIT to do what they can.

Anny Martinez is the Bilingual Environmental Energy Educator with New Jersey's League of Conservation Voters. She personally thanked NJ TRANSIT because she was on a bus on 9/11 and was blown away by how heroic the bus driver was in that situation. She believes they deserve much credit, and she hopes they were given the recognition they deserve. Ms. Martinez said they stepped up on 9/11, and she hopes the Board steps up now to face the challenges they have.

Ms. Martinez said the transportation sector is responsible for contributing to one-third of the nation's harmful GHG emissions in New Jersey. From buses and trains to share rides, transit officials are transitioning to electric modes of transportation that is cleaner and cheaper to maintain and save money on fuel. In October of 2017, the Mayors of 12 major cities, including Los Angeles, Seattle, London, Paris, and Mexico City announced they would purchase only zero emission buses by 2025. Already in the U.S. more than 60 agencies have demonstrated a commitment to electrifying bus fleets resulting in over 5,000 electric bus purchases annually.

Ms. Martinez said U.S. investments in electric buses are expected to rise 18.5 percent to 1.9 billion from 745 million in 2018. By 2025, 33 percent of the country's buses will be zero emission, thanks to the pledges made by transit agencies. As New Jersey works to become a national leader in addressing the climate crisis highlighted by noteworthy efforts in building a North Shore winds economy and expanding community solar access and other noteworthy initiatives outlined in the clean renewable energy bill, they cannot forget about transportation problems and nature of its emissions. There are more than 167,000 children with asthma in New Jersey, and the number continues to rise. The American Lung Association rates New Jersey's air quality as lousy; there is no sugar coating this, they need to do better.

Pamela Frank spoke on behalf of ChargeVC, which she said is a New Jersey based coalition which is comprised of some strange bed-fellows. They have investor owned utilities, technology companies, environmental advocates, consumer advocates, the automotive retailer's association, Proterra, and a number of OEMs. It is an interesting organization which was formed nearly four years ago. They work for the sole purpose of accelerating the electrification of transportation. Ms. Frank thinks they have heard today from a number of advocates that spell out things that this Board is already very aware of and the real questions before them is always how they get to this place of full electrification.

Ms. Frank said they understand this is not an easy task, but first and foremost it starts by setting goals and they want to see NJ TRANSIT embracing the 2040 goal of 100 percent electrification. It has been pointed out other transit agencies around the country are doing this. They also want to assure NJ TRANSIT that they do not expect them to accomplish this alone or in the way they have traditionally gone about procuring and planning when it comes to bus fleets. This is a very different proposition 100 percent of electrification represents something very new and it is at this point in time that the technology is now available to be able to contemplate this transition.

Ms. Frank said they talk a lot in the state about public-private partnerships, and they need to make these partnerships real. She said they need to gather the right folks around the table from the public sector and private sector in a disciplined and focused way to figure out a path to electrify transit. Ms. Frank said this was currently not happening, and it needs to happen. In particular, she said the electric infrastructure that is required to fuel and allow these buses to run on electricity should not be on the books of NJ TRANSIT and there is a lot of conversation about this. Ms. Frank said they have two utility filings before the Board of Public Utilities, and they need to start this conversation today. She said this represents

an interesting opportunity to fundamentally change the way transit has been funding its transportation assets.

Ms. Frank said capital costs for buses need to be looked at because as they recognize electric buses are batteries on wheels. In an era of distributed energy technology where the State is looking at things like solar, micro grids, and storage, these buses become what they refer to as grid-edge technology. When these buses are not roaming the streets, they can also be serving another purpose to help services on the electric grid that is also going through a re-invention. Ms. Frank spent about 10 years in the solar industry, and she knows what it's like to set goals that seem to be impossible to reach, because in 2002 they had 11 solar systems in the state and they now have over 100,000. Ms. Frank believes they must have ambitious goals and take that leap of faith and the humility to engage in some different kinds of partnerships.

Sherry Rollins is a resident of Linden, and she relies on the number 48, 59, and 94 buses. She uses NJ TRANSIT buses to commute to choir practice, church service, grocery shopping, and volunteering for the National Federation of the Blind and Trinitas Regional Medical Center. Ms. Rollins would like this agency to acquire more funding in order to purchase electric buses. A few weeks ago, she waited for the number 57 bus in Linden to go to Shop Rite in Aviation Plaza in Linden. Ms. Rollins said she called NJ TRANSIT's Customer Service three times about the next bus arrival time, and the first two times she was told that the bus would arrive at 9:40 a.m. and at 10:30 a.m. After her final call, she learned that the bus was out of commission due to faulty brakes.

Ms. Rollins said bus breakdowns disrupt her life and for someone who works with the disabled population, it is a problem. She also worries about the air pollution and increasing asthma rates. She believes the best way to eliminate the pollution is to purchase electric buses. Ms. Rollins said these buses can lead to fewer breakdowns, longer operational hours, and better service.

Janna Chernetz, Deputy Director of Tri-State Transportation Campaign, provided a handout that was used at a press conference that morning on moving towards electric buses. Ms. Chernetz didn't have much to add because the speakers before her gave a comprehensive explanation of the importance of transitioning to 100 percent electrification of NJ TRANSIT's fleet by 2040. They look forward to continuing to work with NJ TRANSIT to meet these goals.

Ms. Chernetz said in advocacy sometimes they need to point out and critique the agency, but it is also important for advocates to point out when NJ TRANSIT is moving in the right direction. She spoke about two Board items on the agenda.

One was the Trans-Hudson Study which is very critical for the region, especially for short-term fixes while they are waiting for the Gateway Tunnel to be built and the Port Authority Bus Terminal. They need to keep the region going and it is very important that there be a Plan B so they can be sure everything moves smoothly. They saw when there was a rail contingency plan when there was the possibility of a rail strike, only 40 percent of rail

customers were able to be accommodated on other modes of transportation. It is very important that there is a substantial thought process so that people can still move.

Ms. Chernetz also noted the Real Estate item, noting NJ TRANSIT owns some of the most lucrative properties in the state. Given the funding crisis that NJ TRANSIT has especially with the operating revenue, she said this is the biggest place to look and find opportunities for NJ TRANSIT to capitalize on assets to provide the funding for all the things people spoke about today. She said NJ TRANSIT must be able to hold true its mission statement to provide reliable, safe, affordable, and convenient transportation. Finding sustainable funding sources long-term is critical. NJ TRANSIT riders have historically been faced with the burden of funding NJ TRANSIT's operating budget, with about 50 percent of the revenue from the consumer fares. Ms. Chernetz said this is an outlier compared to other transit agencies where they rely on customer fares for roughly 20 to 33 percent. She said NJ TRANSIT riders can no longer be looked upon to bridge the funding gaps.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, noted this coming Monday evening, September 16, 2019, they will be holding a public meeting at the Cranford Community Center at 6:30 p.m. and have invited commuters and the general public. It is his understanding that NJ TRANSIT is sending a representative, and he thanked them for that. The keynote speaker is going to be a representative from the Regional Plan Association (RPA), and they will be talking about a preventable crisis. Their report will outline the severe impacts economically and the way of life for those in this area and the country if one of the two tunnels should fail. They want to make sure the public continues to be aware of this ongoing crisis. The Coalition will continue to support the RPA and are a member of Build Gateway Now and their efforts to keep moving this tunnel forward.

Mr. Bergen acknowledged agenda item number 1909-54 Trans-Hudson Network Planning Strategy Contract Award. Obviously, the new tunnels are not opening this week and it is very important that alternate strategies are in place should the worst happen.

Mr. Bergen thanked NJ TRANSIT for the spruce-up along the Raritan Valley Line. It doesn't change the service, but it makes it a lot more pleasant, safer, and easier for riders to get into the station. Mr. Bergen asked NJ TRANSIT to bring the Raritan one-seat ride back with an expansion. They have not received a response when the one-seat ride will be returning, and other lines have gotten some of their service back. He believes the time is now to reveal concrete plans for the long overdue resumption of the Raritan limited one-seat ride in the near future.

Joseph Clift has a handout that he sent belatedly to Ms. Zuczek and would like it to be sent to the Chair if possible. The one thing he would like to discuss is the Portal North Bridge. He asked that NJ TRANSIT not lie to the FTA on tomorrow's Portal North Bridge submission to the FTA for an \$800 million Core Capacity grant. Mr. Clift said last year's grant application contained lies that made the application a fraud. He said the project does not increase peak-hour seats into New York Penn Station by the legally required 10 percent to qualify for Core Capacity grant without the lies.

Mr. Clift said there were two smaller lies that kept the lie of an 11.6 percent increase in peak-hour seat into New York Penn Station alive including New York Penn Station Track 1-4 cannot handle multi-level cars, which is totally false. Mr. Clift said NJ TRANSIT's September 2014 Commuter Rail Fleet Strategy Report stated peak-hour seats into New York Penn Station would increase 6.6 percent simply by utilizing multilevel cars on all trains with only the existing Portal Bridge.

Mr. Clift said the second lie was that detailed passenger counts after 2015 were not available. He said this claim is totally false and NJ TRANSIT provided New York Metropolitan Transportation Council (NYMTC) its 2016 passenger counts by train for NYMTC's published "2016 Hub Bound Travel Data Report, Section C, Suburban & Intercity Rail Transit by Line, New Jersey Sector, 2016-Inbound," the same for the published 2017 report and the same for the as yet unpublished 2018 report. Mr. Clift believes had NJ TRANSIT used 2017 counts as it could and should have, six trains would have had multilevel cars, killing the 11.6 percent claimed increase.

Mr. Clift said sending in faulty information to the Federal Government to gain money is called fraud. He believes at some point the FTA is going to wake-up and realize that this \$800 million is not available to NJ TRANSIT and should go to other transit authorities.

Mr. Clift said Senator Weinberg very clearly stated in a news piece to the Gateway Development Corporation that she wanted to see a short-term and long-term plan for restoring service on NJ TRANSIT by Labor Day. With his count they are headed on the second week after. He said there should be information on when the Raritan Valley Line is going to get its 16 trains back, the Gladstone weekend train service, and others.

Lastly, Mr. Clift would like to not see the orange shirts there because Mr. Graddy has been successful, and he thinks it's sad that they continue to see him dealing with this.

Errol Kerr congratulated all the honorees today and welcomed the new member of the Board. He said it is always good to see new faces. He doesn't want to take it for granted that the new Board members know the issue of why they are there. Mr. Kerr said for the past 15 years they have been struggling with NJ TRANSIT for something that should be common to all, which is justice. He said Mr. Graddy was uprooted from his striving business by NJ TRANSIT. Mr. Kerr said this decision has caused him to lose a lot of money and placed a lot of pressure on his family. This has completely turned his life inside out. Mr. Graddy has been struggling with NJ TRANSIT asking for some level of justice. Mr. Kerr said they cannot mend a broken heart, Mr. Graddy's life was practically destroyed, and he has been denied a semblance of justice for 15 years.

Mr. Kerr said it is not too late, and he was glad to see a representative from the Governor's Office there today. He said it is fair to say that NJ TRANSIT has placed an offer on the table, but what has been placed on the table is so disgraceful and victimizing to Mr. Graddy again. Mr. Kerr asked if they are going to give him something that it be reasonable, fair, and respect that he has lost so much. He said they need NJ TRANSIT to sit down with them and

deliberate a resolution in this matter, show Mr. Graddy some respect, and don't just throw a bone at him and say take it or leave it.

Bernard Hill stood before them in his orange shirt looking into justice for Mr. Graddy in this matter. He said consideration should already be on the table for justice for a proud and dignified man like Mr. Russell Graddy. They come before the Board in these orange shirts, so they can see them. They are talking loudly and speaking clearly about making fairness visible for Mr. Graddy. He asked that they bring this man to an understanding of why this happened to him in the first place. They are asking them to dig deep into their souls and grant a resolution because it's needed, and there is no reason why this should not be taken care of making Mr. Graddy whole again.

Winifred Harrison apologized for coming down there standing in front of the new Board because they thought the old Board would have resolved this issue. They heard today a lot that has been going on at NJ TRANSIT but are hurt beyond measure of what has happened with Mr. Graddy. They come down there continuously in these orange shirts, mentally and emotionally hurt because of Mr. G's suffering and would not want anyone to suffer like he has. They also are there because they love Mr. G and pray that all of this will be resolved.

Ms. Harrison said it has been 15 years which is some children's lifetime. She does not know if the new Board has all of the documentation that is needed, but maybe they can come to an understanding, or put themselves in Mr. G's shoes and see what he has been going through. They appreciate Mr. Graddy for what he has done in Paterson and what he was trying to do in Atlantic City. Maybe everyone doesn't know his story, but this is history and should go down in the books that they will continue to stand strong for him.

Janet McDaniel congratulated those who were recognized there at NJ TRANSIT. She said so much has been said and a number of people have made comments today, but one bears repeating, which is respect. Ms. McDaniel talked about contracts, noting when a person purchases a ticket on one of the rail lines they enter into a contractual agreement which is almost a quid pro quo. In exchange for a fee, NJ TRANSIT agrees to provide a service and the customer has a reasonable expectation that those services will be provided with fairness. Ms. McDaniel said there are times when NJ TRANSIT can't meet these expectations because things happen above and beyond their control. She believes when this happens, they should provide some type of justice. Ms. McDaniel said when Mr. Graddy entered into a contract lease arrangement for 20 years with NJ TRANSIT, he had a reasonable expectation that he would be able to enjoy his livelihood, his business would prosper, and his family would be able to take over his legacy. She said fairness and justice is Mr. G's entitlement and when NJ TRANSIT entered into an agreement with Mr. G he didn't bail out of this agreement. Ms. McDaniel said Mr. G needs to be treated with respect and they need to take into consideration what he has gone through. She noted injustice anywhere is a threat to justice everywhere.

Russell Graddy thanked his supporters. He asked why it is so difficult for this Board to reach a fair judgment when it comes to settling his case. Mr. Graddy said they are never going to be able to reach a fair conclusion in this case until they first admit that something

took place. He believes they are trying to look at some activity that took place back in 2007 to make their decision, but the real damage that was done started back in 2004. Mr. Graddy believes if they go back and look at what happened in 2004 and what led up to 2007, they will see the true devastation that cost him \$1 million, and it was done on purpose. He believes someone at NJ TRANSIT just didn't like the fact that he was there. He said he worked hard and was a very dedicated person who took care of all of his obligations and was probably one of their best vendors.

Mr. Graddy believes if they go back and truly look at what took place in 2004 leading up to 2007, something smells. He said he was just a pawn in their hands, and until they are willing to face up to the facts about what happened to him and the amount of damage that was caused, they will never solve this problem.

Mr. Graddy said he paid his rent for two years and they threw him out of his business because they didn't want an African American there. He said he had great earnings and didn't do anything to anybody and he dares anyone to get-up and say he did anything wrong to deserve this injustice. Mr. Graddy does not think any of their riders would agree with the unfairness that has been taken against an African American man like him or anyone. Until they are able to come up with something that is fair and reasonable, he said this case will never be resolved.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She thanked NJ TRANSIT for acknowledging her and the two Advisory Committee Boards in New Jersey, noting it was deeply appreciated. She noted these Board meetings are so open and there are so many different views that are expressed. She truly believes that this Board, as well as she does, talk about the issues that are raised at meetings. Ms. Mack's responsibility is to advise the Board on the Agenda Items, which she will be doing. She wanted to take a moment to acknowledge that yesterday marked the 18th Anniversary of 9/11. They all have acknowledged it in everything that they do. Having been there and experienced NJ TRANSIT's response on this day, they are so proud of the employees at NJ TRANSIT. Back on this day they had a real crisis and the whole world was turned upside down and NJ TRANSIT employees, The Port Authority, the Police Department, and New York Waterways came to the rescue and helped everyone through this difficult time. It took NJ TRANSIT a few years to recover from 9/11 because lower Manhattan was not the place they were taking customers because they had to move out of lower Manhattan to other areas. Ms. Mack said if they go back to the ridership reports, they will see the impact it had, taking years and years of recovery. They also had several weather disruptions, including Hurricane Sandy, and it has been difficult to fulfill their mission to provide safe reliable service.

Today, Ms. Mack looks at the agenda from a different point of view because she sees everything that the Board is responsible for and everything that has happened since the new administration has taken place. She sees an agenda today that shows accountability. When they came into office, their biggest challenge was the Positive Train Control (PTC)

and they see NJ TRANSIT is not only providing PTC but also providing board actions that will support PTC.

Ms. Mack agrees with Tri-State Regional Planning Commission that this Trans-Hudson Study is critical to them. She is happy to hear the American Dream is going to happen. The Real Estate report in which the Governor had asked for is a tremendous opportunity to look at NJ TRANSIT's assets. The last thing is the continuance of the North Highland Report which was the Governor's commitment to the State to have an Independent Audit of NJ TRANSIT to give the Strategic Plan to make decisions at a Board level.

Ms. Mack heard all the comments that were made today by the advocates, riders, Mr. Graddy, and his supporters. She is sure all of their concerns will be answered. Their Advisory Boards are meeting late this month the week of September 26, 2019. She asked that they send over anything that they would like them to look into especially on the electrification of vehicles or environmental sustainability issues. They will be more than happy to delve into them and report back.

Board Operations and Customer Service Committee Report

Board Member Wilton presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail and Access Link. The Committee also received an update on Social Media activities and Cost of Service.

Board Administration Committee Report

Board Member Kanef presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included an update on ridership and revenue, cost of service key performance indicators, major balance sheet items, and attrition and hires. The Committee also received updates on Human Resources and Equal Opportunity and Affirmative Action.

Capital Planning, Policy, and Privatization Committee Report

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Positive Train Control: Contract Amendments for Professional Support Services; Positive Train Control: Software License Agreements with WABTEC Railway Electronics, Inc. and Meteorcomm, LLC; Positive Train Control: Siemens Software Purchase and License Agreement; Meadows Maintenance Complex (MMC) Parking Lot Improvements Construction Contract Award; Collapsed Pipe Replacement under Church Street on the North Jersey Coast Line in Middletown, New Jersey; Construction Services for the Replacement of Culvert 30.19 on the Gladstone Line; Approval of Revolving Credit Agreement and Issuance of Grant Anticipation Note, Series 2019; Trans-Hudson Network Planning Strategy Contract Award; Extension of Covenant Not to Compete Agreement on the #300 Bus Route; NJ TRANSIT

Owned Real Estate Transmittal; and Capital Programs Management Professional Services Contract.

Chair Gutierrez-Scaccetti said because she was participating remotely because of some issues they were dealing with at NJDOT, the only issue she would respond to was Mr. Alan’s regarding her comment about the arm chair quarterback. She said that comment has nothing to do with those who serve in advocacy. They are knowledgeable of the issues they address to the Board. Armchair quarterbacks are usually those who may reply once or twice on a topic that they don’t take the time to study. She is sorry they may have taken that as directed at the advocates that visit the Board, but that was not her intention.

Action Items

1909-47: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: CONTRACT AMENDMENTS FOR PROFESSIONAL SUPPORT SERVICES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1909-47. Eric Daleo recommended approval of Action Item #1909-47: Advanced Speed Enforcement System II – Positive Train Control: Contract Amendments for Professional Support Services.

Since 2010, HNTB has been providing staff augmentation and technical services to support the Positive Train Control Project. As this project transitions into the next phase supporting Rail Operations, NJ TRANSIT advanced a competitive Request for Proposals to provide the next phase of services. WSP is recommended to provide services to effectuate this.

Approval was requested to amend NJ TRANSIT Contract No. 10-010 with HNTB Corporation for additional staff augmentation, specialized engineering, program management, and technical support services during this transitional period at a cost not to exceed \$3,454,030, plus five percent for contingencies, for a total contract authorization amount not to exceed of \$45,316,545.74, subject to the availability of funds.

Approval was also requested to enter into NJ TRANSIT Contract No. 19-029 with WSP, of Newark, New Jersey, for expanded staff augmentation, specialized engineering, program management, and technical support services at a cost not to exceed \$48,000,000, plus five percent for contingencies, subject to the availability of funds.

Mr. Daleo asked for approval of Item #1909-47. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-48: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE AGREEMENTS WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC

President & CEO Corbett introduced Raymond Kenny, Senior Vice President & General Manager, Rail Operations, to present Action Item #1909-48. Raymond Kenny recommended approval of Action Item #1909-48: Advanced Speed Enforcement System II – Positive Train Control: Software License Agreements with Wabtec Railway Electronics, Inc. and Meteorcomm, LLC.

Approval was requested to enter into an agreement with Wabtec Railway Electronics, Inc, of Cedar Rapids, Indiana, at a cost not to exceed \$1,500,000, plus five percent for contingencies and to enter into an agreement with Meteorcomm, LLC, of Renton, Washington, at a cost not to exceed \$1,500,000, plus five percent for contingencies, subject to the availability of funds.

Mr. Kenny asked for approval of Item #1909-48. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-49: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SIEMENS SOFTWARE PURCHASE AND LICENSE AGREEMENT

President & CEO Corbett introduced Raymond Kenny, Senior Vice President & General Manager, Rail Operations, to present Action Item #1909-49. Raymond Kenny recommended approval of Action Item #1909-49: Advanced Speed Enforcement System II – Positive Train Control: Siemens Software Purchase and License Agreement.

Approval was requested to enter into an agreement with Siemens AG of Munich, Germany, at a cost not to exceed \$3,000,000, plus five percent for contingencies, subject to the availability of funds.

Mr. Kenny asked for approval of Item #1909-49. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-50: MEADOWS MAINTENANCE COMPLEX (MMC) PARKING LOT IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1909-50. Eric Daleo recommended approval of Action Item #1909-50: Meadows Maintenance Complex (MMC) Parking Lot Improvements: Construction Contract Award.

Approval was requested to enter into NJ TRANSIT Contract No. 19-046X with Crisdel Group, Inc of South Plainfield, New Jersey, for the construction of the MMC Parking Lot Improvements Project in an amount not to exceed \$5,794,319, plus five percent for contingencies, subject to the availability of funds.

Mr. Daleo asked for approval of Item #1909-50. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-51: COLLAPSED PIPE REPLACEMENT UNDER CHURCH STREET ON THE NJ TRANSIT NORTH JERSEY COAST LINE M.P. 12.70 MIDDLETOWN, NEW JERSEY

President & CEO Corbett introduced Raymond Kenny, Senior Vice President & General Manager, Rail Operations, to present Action Item #1909-51. Raymond Kenny recommended approval of Action Item #1909-51: Collapsed Pipe Replacement Under Church Street on the NJ TRANSIT North Jersey Coast Line M.P. 12.70 Middletown, New Jersey.

Approval was requested to enter into NJ TRANSIT Contract No. 19-022X with Walsh Construction Company, LLC, of Little Falls, New Jersey, to perform construction services for the replacement of the collapsed pipe under the Church Street grade crossing on the North Jersey Coast Line at MP 12.70, at a cost not to exceed \$2,010,010, plus five percent for contingencies, subject to the availability of funds.

Mr. Kenny asked for approval of Item #1909-51. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-52: CONSTRUCTION SERVICES FOR THE REPLACEMENT OF CULVERT 30.19 ON THE NJ TRANSIT GLADSTONE LINE

President & CEO Corbett introduced Raymond Kenny, Senior Vice President & General Manager, Rail Operations, to present Action Item #1909-52. Raymond Kenny recommended approval of Action Item #1909-52: Construction Services for the Replacement of Culvert 30.19 on the NJ TRANSIT Gladstone Line.

Approval was requested to enter into NJ TRANSIT Contract No. 19-042X with Montana Construction Corporation of Lodi, NJ, for general contracting construction services for the replacement of the culvert under NJ TRANSIT’s Gladstone Line at MP 30.19 in Long Hill, NJ, at a negotiated cost not to exceed \$1,121,111, plus five percent for contingencies, subject to the availability of funds.

The existing culvert supports single electrified tangent track on the Gladstone Line between the Millington train station and Lyons train station.

Mr. Kenny asked for approval of Item #1909-52. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-53: APPROVAL OF REVOLVING CREDIT AGREEMENT AND ISSUANCE OF GRANT ANTICIPATION NOTE, SERIES 2019

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1909-53. William Viqueira recommended approval of Action Item #1909-53: Approval of Revolving Credit Agreement and Issuance of Grant Anticipation Note, Series 2019.

NJ TRANSIT, in consultation with the Office of the State Treasurer and the Office of the Attorney General, seeks Board authorization to obtain a line of credit from Bank of America in the maximum principal amount of \$300 million repayable from the future receipt of federal preventative maintenance grants from the Federal Transit Administration.

The timing of the receipt of federal grants is not within NJ TRANSIT’s control and sometimes places the Operating Budget in a temporary negative cash position. The line will assist NJ TRANSIT in meeting its cash flow requirements for expenditures that are eligible to be reimbursed from these federal grants.

NJ TRANSIT has the statutory authority to enter into financings based upon the future receipt of FTA grants and shall issue a Grant Anticipation Note, Series 2019 to evidence and secure its repayment obligations for the revolving loans made to it by Bank of America under the agreement.

Bank of America was selected through a competitive procurement process and by securing a lower commitment fee and a lower interest rate spread, NJ TRANSIT can save up to \$1.0 million over the life of the loan.

Approval was requested to adopt the attached Resolution (i) approving the Line of Credit, (ii) authorizing the execution and delivery of the Agreement and the issuance and delivery to Bank of America, N.A. of the Series 2019 Note to evidence and secure NJ TRANSIT's repayment obligations for the revolving loans to be made to it by Bank of America, N.A. under the Agreement, (iii) approving the selection of Bank of America, N.A. as the bank to provide the revolving line of credit to NJ TRANSIT pursuant to the Agreement, (iv) authorizing the Chair, the President & CEO, the Senior Vice President, Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to consummate the execution and delivery of the Agreement and the issuance of the 2019 Note, including, but not limited to, the negotiation and execution of all documents, payment of the principal of and interest on the 2019 Note, payment of bank fees and all fees related to the establishment of the Agreement, including reasonable legal fees, and approving the parameters for the issuance of the 2019 Note and the establishment of the Agreement as set forth in the attached Resolution, all as authorized pursuant to N.J.S.A. 27:25-5(w).

Mr. Viqueira asked for approval of Item #1909-53. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-54: TRANS-HUDSON NETWORK PLANNING STRATEGY CONTRACT AWARD

President & CEO Corbett introduced Jeremy Colangelo-Bryan, Chief Planner, to present Action Item #1909-54. Jeremy Colangelo-Bryan recommended approval of Action Item #1909-54: Trans-Hudson Network Planning Strategy Contract Award.

The Trans-Hudson Network Planning Strategy contract will include multiple study tasks focused on increasing the capacity and flexibility of the Trans-Hudson transportation network to provide more options for NJ TRANSIT customers traveling between New Jersey and New York City.

Approval was requested to enter into Phase 1 of the NJ TRANSIT Contract No. 19-038 with AECOM of New York, NY, for Trans-Hudson Network Planning Strategy services in the amount not to exceed \$656,250, which includes contingencies, subject to the availability of funds.

The Port Authority of New York & New Jersey, the Metropolitan Transportation Authority and New York City are expected to be key partners.

Additional “as needed” hours are also included to aid NJ TRANSIT in quick and responsive coordination with other agencies looking to implement Trans-Hudson related capital projects.

Approval of this professional services contract will provide NJ TRANSIT with quick access to highly skilled and experienced consultant staff support.

Mr. Colangelo-Bryan asked for approval of Item #1909-54. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-55: EXTENSION OF COVENANT NOT TO COMPETE AGREEMENT ON THE #300 BUS ROUTE

President & CEO Corbett introduced Ronald Nichols, Chief, Light Rail & Contract Services, to present Action Item #1909-55. Ronald Nichols recommended approval of Action Item #1909-55: Extension of Covenant Not to Compete Agreement on the #300 Bus Route.

Approval was requested to take all actions necessary to extend the Covenant Not to Compete Agreement with Olympia Trails Bus Company, Inc. (a Coach USA company) of Elizabeth, New Jersey, for a 72-month period beginning October 1, 2019 through September 30, 2025 (a 36-month base period and a 36-month option period) for the #300 bus route between Newark Liberty International Airport and the Port Authority Bus Terminal, for the greater of 5.5 percent of the gross revenue or a minimum guaranteed annual payment of \$450,000.

Mr. Nichols asked for approval of Item #1909-55. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-56: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1909-56. William Viqueira recommended approval of Action Item #1909-56: NJ TRANSIT Owned Real Estate Transmittal.

Approval of the report annexed as Exhibit A and the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee was requested.

Mr. Viqueira asked for approval of Item #1909-56. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-57: CAPITAL PROGRAMS MANAGEMENT PROFESSIONAL SERVICES CONTRACT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1909-57. Eric Daleo recommended approval of Action Item #1909-57: Capital Programs Management Professional Services Contract.

Approval was requested to enter into NJ TRANSIT Contract No. 20-011 with Anthony D'Amico/Anthony D'Amico, LLC of New York, for a professional services contract to support the development of a comprehensive capital project, development of an asset management program to support capital development, and other services related to the administration of the capital program in an amount not to exceed \$500,000.00, plus five percent for contingencies, subject to the availability of funds.

Mr. Daleo asked for approval of Item #1909-57. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-58: EXTENSION OF HEALTH BENEFITS CONSULTANT CONTRACT

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1909-58. William Viqueira recommended approval of Action Item #1909-58: Extension of Health Benefits Consultant Contract.

Approval was requested to extend NJ TRANSIT Contract No. 14-004 with Korn Ferry (formerly Hay Group, Inc) through June 30, 2020, to ensure continuation of expert technical advice and services, at the current rates not to exceed \$385,000, plus five percent for contingencies, subject to the availability of funds.

Mr. Viqueira asked for approval of Item #1909-58. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-59: PROFESSIONAL SERVICES CONTRACT TO ASSIST IN IMPLEMENTATION OF COMPREHENSIVE STRATEGIC, FINANCIAL, AND OPERATIONAL ASSESSMENT OF NJ TRANSIT

President & CEO Corbett introduced Jeannie Kwon, Senior Vice President & Chief Administrative Officer, to present Action Item #1909-59. Jeannie Kwon recommended approval of Action Item #1909-59: Professional Services Contract to Assist in Implementation of Comprehensive Strategic, Financial, and Operational Assessment of NJ TRANSIT.

Approval was requested to enter into NJ TRANSIT Contract No. 19-055 with McKinsey & Company of Newark, NJ, to provide consulting services to NJ TRANSIT for the Implementation of North Highland’s Comprehensive Strategic, Financial, and Operational Assessment of NJ TRANSIT at a cost not to exceed \$3,537,358.71, plus five percent for contingencies, subject to the availability of funds.

Ms. Kwon asked for approval of Item #1909-59. Board Member Brian T. Wilton made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1909-60: PERSONAL INJURY CLAIM OF JIMMY JONES

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1909-60. William Viqueira recommended approval of Action Item #1909-60: Personal Injury Claim of Jimmy Jones.

Approval was requested to settle the claim of Jimmy Jones, through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Mr. Viqueira asked for approval of Item #1909-60. Board Member Michael Kanef made a motion to approve it, Board Member Brian T. Wilton seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Brian T. Wilton, seconded by Board Member Michael Kanef, and unanimously adopted. The meetings were adjourned at approximately 12:04 p.m.

**NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS**

SEPTEMBER 12, 2019

MINUTES

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➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	55018
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	55109
➤ PRESIDENT & CEO'S MONTHLY REPORT	55110
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

1909-47 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: CONTRACT AMENDMENTS FOR PROFESSIONAL SUPPORT SERVICES – 55147
Authorization to amend NJ TRANSIT Contract No. 10-010 with HNTB Corporation for additional staff augmentation, specialized engineering, program management, and technical support services at a cost not to exceed \$3,454,030, plus five percent for contingencies, for a total contract authorization amount not to exceed of \$45,316,545.74, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 19-029 with WSP, of Newark, New Jersey, for expanded staff augmentation, specialized engineering, program management, and technical support services at a cost not to exceed \$48,000,000, plus five percent for contingencies, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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- 1909-48 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE AGREEMENTS WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC –** 55149
Authorization to enter into an agreement with Wabtec Railway Electronics, Inc, of Cedar Rapids, Indiana, at a cost not to exceed \$1,500,000, plus five percent for contingencies, subject to the availability of funds.
- Authorization to enter into an agreement with Meteorcomm, LLC, of Renton, Washington, at a cost not to exceed \$1,500,000, plus five percent for contingencies, subject to the availability of funds.
- 1909-49 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SIEMENS SOFTWARE PURCHASE AND LICENSE AGREEMENT -** 55151
Authorization to enter into an agreement with Siemens AG of Munich, Germany, at a cost not to exceed \$3,000,000, plus five percent for contingencies, subject to the availability of funds.
- 1909-50 MEADOWS MAINTENANCE COMPLEX (MMC) PARKING LOT IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD –** 55152
Authorization to enter into NJ TRANSIT Contract No. 19-046X with Crisdell Group, Inc. of South Plainfield, New Jersey, for the construction of the MMC Parking Lot Improvements in an amount not to exceed \$5,794,319, plus five percent for contingencies, subject to the availability of funds.
- 1909-51 COLLAPSED PIPE REPLACEMENT UNDER CHURCH STREET ON THE NJ TRANSIT NORTH JERSEY COAST LINE M.P. 12.70 MIDDLETOWN, NEW JERSEY –** 55154
Authorization to enter into NJ TRANSIT Contract No. 19-022X with Walsh Construction Company, LLC, of Little Falls, New Jersey, to perform construction services by replacing the collapsed culvert on NJ TRANSIT's North Jersey Coast Line at MP 12.70, in Middletown, New Jersey at a cost not to exceed \$2,010,010, plus five percent for contingencies, subject to the availability of funds.
- 1909-52 CONSTRUCTION SERVICES FOR THE REPLACEMENT OF CULVERT 30.19 ON THE NJ TRANSIT GLADSTONE LINE –** 55156
Authorization to enter into NJ TRANSIT Contract No. 19-042X with Montana Construction Corporation of Lodi, New Jersey, to perform General Contracting Construction Services for the Replacement of Culvert 30.19 on the NJ TRANSIT Gladstone Line in Long Hill, New Jersey, at a total cost not to exceed \$1,121,111, plus five percent for contingencies, subject to the availability of funds.

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- 1909-53 APPROVAL OF REVOLVING CREDIT AGREEMENT AND ISSUANCE OF GRANT 55159**
ANTICIPATION NOTE, SERIES 2019 – Adoption of the attached Resolution (i) approving the Line of Credit, (ii) authorizing the execution and delivery of the Agreement and the issuance and delivery to Bank of America, N.A. of the Series 2019 Note to evidence and secure NJ TRANSIT's repayment obligations for the revolving loans to be made to it by Bank of America, N.A. under the Agreement, (iii) approving the selection of Bank of America, N.A. as the bank to provide the revolving line of credit to NJ TRANSIT pursuant to the Agreement, (iv) authorizing the Chair, the President & CEO, the Senior Vice President, Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to consummate the execution and delivery of the Agreement and the issuance of the 2019 Note, including, but not limited to, the negotiation and execution of all documents, payment of the principal of and interest on the 2019 Note, payment of bank fees and all fees related to the establishment of the Agreement, including reasonable legal fees, and approving the parameters for the issuance of the 2019 Note and the establishment of the Agreement as set forth in the attached Resolution, all as authorized pursuant to N.J.S.A. 27:25-5(w).
- 1909-54 TRANS-HUDSON NETWORK PLANNING STRATEGY CONTRACT AWARD – 55168**
Authorization to enter into NJ TRANSIT Contract No. 19-038 with AECOM of New York, New York, for Trans-Hudson Network Planning Strategy services in the amount not to exceed \$625,000, plus five percent for contingencies, subject to the availability of funds.
- 1909-55 EXTENSION OF COVENANT NOT TO COMPETE AGREEMENT ON THE #300 55174**
BUS ROUTE – Authorization to take all actions necessary to extend the Covenant Not to Compete Agreement with Olympia Trails Bus Company, Inc. (a Coach USA company) of Elizabeth, New Jersey, for a 72-month period beginning October 1, 2019 through September 30, 2025 (a 36-month base period and a 36-month option period) for the #300 bus route between Newark Liberty International Airport and the Port Authority Bus Terminal, for the greater of 5.5 percent of the gross revenue or a minimum guaranteed annual payment of \$450,000.
- 1909-56 NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL – Approval of the report 55175**
annexed as Exhibit A and authorization to transmit the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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- 1909-57 CAPITAL PROGRAMS MANAGEMENT PROFESSIONAL SERVICES 55194**
CONTRACT – Authorization to enter into NJ TRANSIT Contract No. 20-011 with Anthony D'Amico/Anthony D'Amico, LLC of New York, for a professional services contract in an amount not to exceed \$500,000.00, plus five percent for contingencies, subject to the availability of funds.
- 1909-58 EXTENSION OF HEALTH BENEFITS CONSULTANT CONTRACT – 55196**
Authorization to extend NJ TRANSIT Contract No. 14-004 with Korn Ferry (formerly Hay Group, Inc) through June 30, 2020, to ensure continuation of expert technical advice and services, at the current rates not to exceed \$385,000, plus five percent for contingencies, subject to the availability of funds.
- 1909-59 PROFESSIONAL SERVICES CONTRACT TO ASSIST IN IMPLEMENTATION OF 55197**
COMPREHENSIVE STRATEGIC, FINANCIAL, AND OPERATIONAL ASSESSMENT OF NJ TRANSIT – Authorization to enter into NJ TRANSIT Contract No. 19-055 with McKinsey & Company of Newark, New Jersey, to provide consulting services to NJ TRANSIT for the Implementation of North Highland's Comprehensive Strategic, Financial, and Operational Assessment of NJ TRANSIT at a cost not to exceed \$3,537,358.71, plus five percent for contingencies, subject to the availability of funds.
- 1909-60 PERSONAL INJURY CLAIM OF JIMMY JONES – 55198**
Authorization to settle the claim of Jimmy Jones through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

➤ **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Jimmy Jones; and

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.

APPROVAL OF MINUTES

WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the July 17, 2019 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on July 24, 2019;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the July 17, 2019 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO



One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: SEPTEMBER 12, 2019
SUBJECT: PRESIDENT & CEO'S REPORT – SEPTEMBER 2019

While there is still much work to do to restore NJ TRANSIT to its rightful place as a national role model in public transportation, we are seeing signs of service improvements in 2019. For instance, the data indicates that rail service has been much more reliable than 2018. Comparing the first eight months of this year to the same period last year, train cancellations are down 34 percent. Comparing this August to last August, we reduced train cancellations by 60 percent. That's good news for our rail customers. The data is certainly encouraging, but we are far from satisfied. We fully expect these numbers to fluctuate over any given period. However, it is important to note that we are trending in the right direction.

We achieved all this despite ongoing locomotive engineer staffing challenges, which speaks to the solid management under the new leadership team we have in place. At the same time, we're training more engineers than ever before. We have seven concurrent locomotive engineer classes underway right now – the most in our history. Three of these classes will graduate over the next four months.

We have additional good news for our rail customers. Three days ago, we restored service into and out of New York on weekday, peak-period Montclair-Boonton Line trains, and select reverse peak Morris & Essex Line trains, following the successful completion of vital Amtrak repair work at Penn Station New York. We also increased service to Hoboken and our Avenel Station on the North Jersey Coast Line in response to customer requests and following a ridership analysis. On Monday, our Customer Advocate was out riding Montclair-Boonton Line trains, and we had ambassadors out at stations along the Montclair-Boonton Line this morning to thank customers for their patience this summer. I will be riding the Montclair-Boonton Line tonight to personally thank our customers.

At our Avenel station in Woodbridge Township, we increased weekday service by more than 40 percent, and we're running a full schedule of weekend service there for the first time in 34 years. This expansion will spur economic growth in and around the township and improve the quality of life for the hundreds of customers who use this station every day. It's also a great example of our new strategy to 'Engage, Inform, and Improve,' which has put our customers at the center of every decision we make.

This new strategy, along with concrete additional resources like new buses and operators, has enabled us to add bus service in South Jersey as well. We've adjusted bus service to provide customers with additional travel options to the Florence River LINE light rail station and a new hospital opening in Mullica Hill. We extended service on Bus Route Nos. 409 and 413 to include stops at the Florence River LINE station. We added trips between Philadelphia and Trenton on Bus Route No. 409. We also adjusted Bus Route No. 412 to provide service to the new Inspira Hospital in Mullica Hill, which is scheduled to open later this year.

We're also busy preparing behind-the-scenes for the opening of the American Dream on October 25th. We created two new express bus routes, running daily express service every 30 minutes from Manhattan's Port Authority Bus Terminal and Secaucus Junction. We've also extended three local bus routes to serve American Dream – Bus Route Nos. 85, 703, and 772. We'll continue to closely monitor service to ensure it remains commensurate with demand.

Finally, I'd like to recognize yesterday's anniversary of September 11th, 2001. As you may know, NJ TRANSIT facilities and employees played a critical role in the evacuation efforts that day, as people from Manhattan sought refuge at our Hoboken Terminal. New Jersey Transit Police worked around-the-clock on 12-hour shifts for seven days, and hundreds of NJ TRANSIT employees across the system stepped up to assist in any way they could. While memories can sometimes fade, this is certainly a day that no one should ever forget. Our thoughts and prayers are with everyone who lost a loved one on that day.

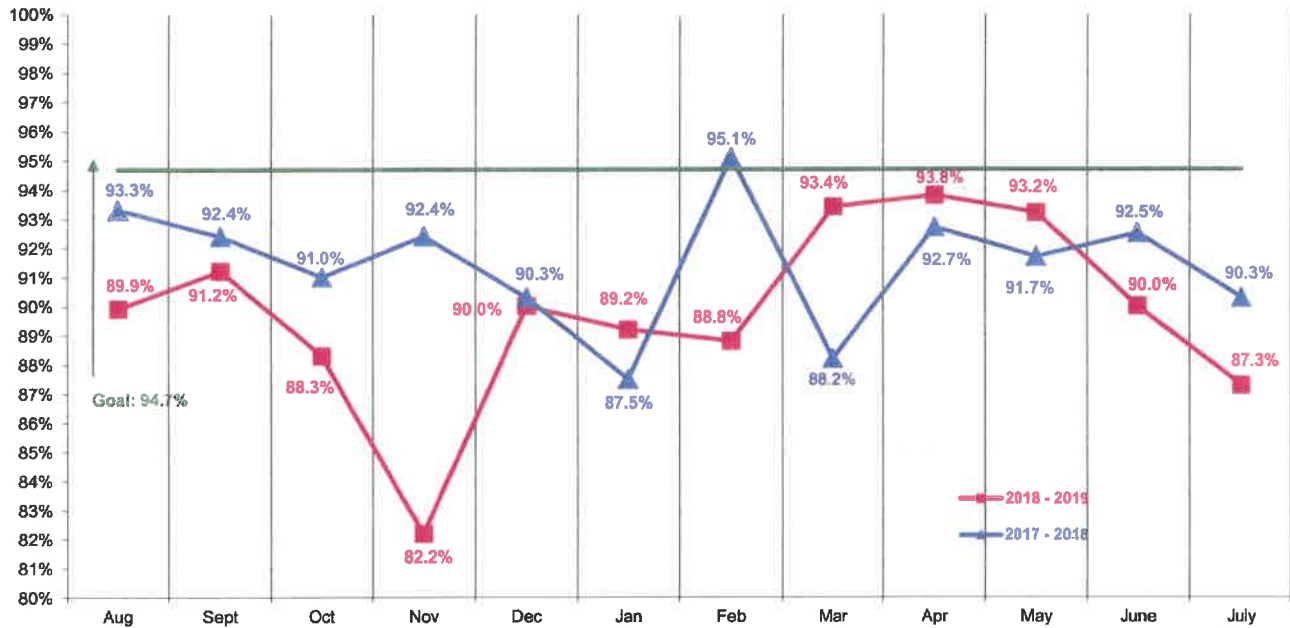
EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 12, 2019

- 1. PERFORMANCE MEASURES**
- 2. MEAN DISTANCE BETWEEN FAILURES**
- 3. DBE/MBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2017 - JULY 2019

% Trains Reported Within 6 Minutes of Schedule



	June, 2019	July, 2019	% Change
One-Month Comparison	90.0%	87.3%	-2.7%
	2018	2019	# Change
July Comparison	90.3%	87.3%	-3.0%
	2017-2018	2018-2019	# Change
12-Month Average August, 2018- July, 2019	91.5%	89.8%	-1.7%

Analysis:

Rail On-Time Performance was 87.3% for July, 2019. Of the 17,801 trains scheduled to operate, 15,537 were on time, while 2,264 trains (or 12.7%) were delayed. Key causes included:

- Amtrak equipment issues, NJT equipment issues and manpower shortages contributed to 135 delays resulting in 77.0% OTP on July 1.
- Amtrak wire issues, NJT Signal problems and weather contributed to 119 delays resulting in 78.6% OTP on July 11.
- Amtrak trackside interference and signal issues, Metro North signal problems, NJT trackside interference, signal failure and shortage of equipment contributed to 157 delays resulting in 74.0% OTP on July 22.

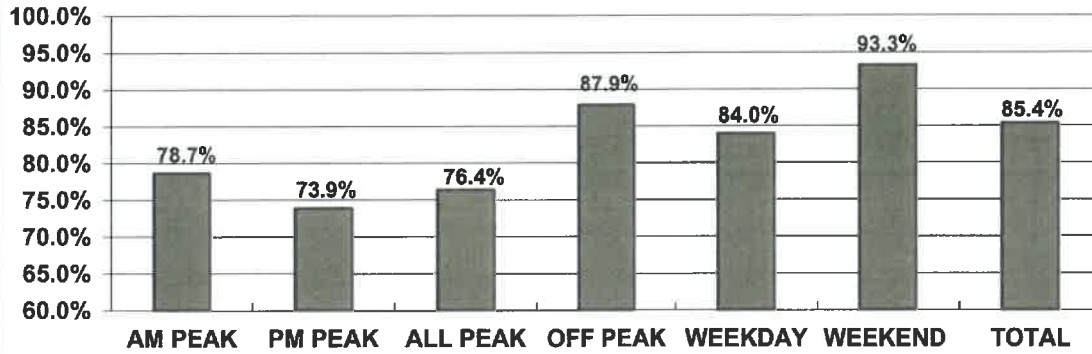
The 12-month average for Rail On-Time Performance was 89.8%, which has decreased by 1.7%.

ON-TIME PERFORMANCE RAIL

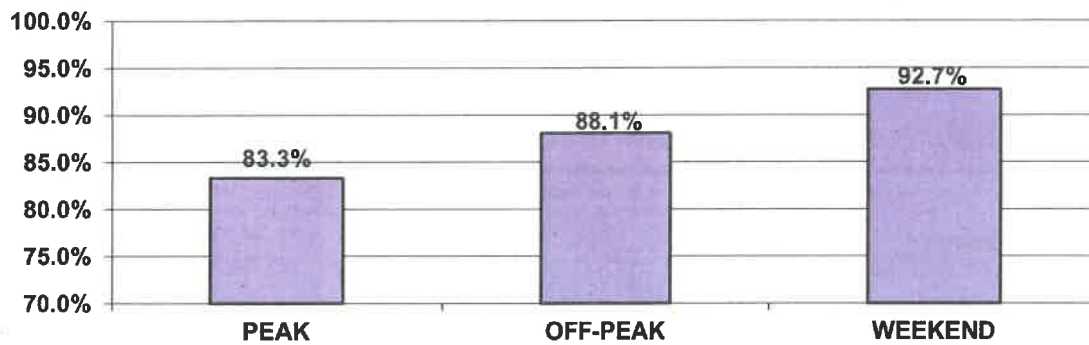
SUMMARY BY TIME PERIOD JULY, 2019

* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.

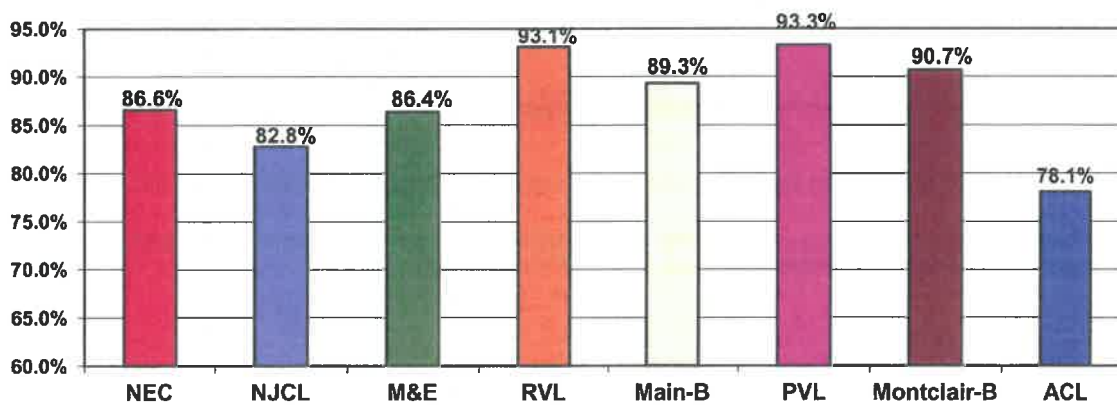
% NEW YORK PENN STATION Trains Reported On Time *



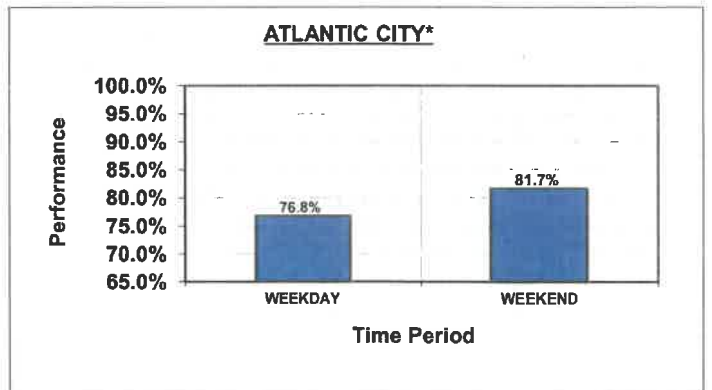
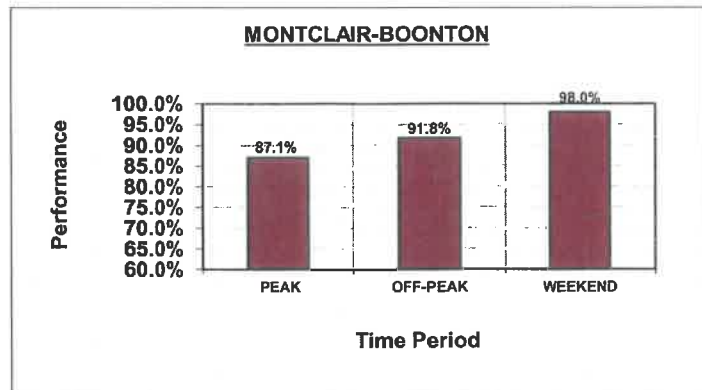
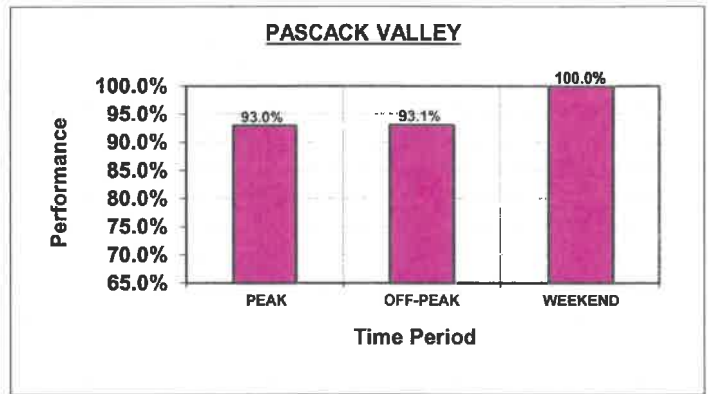
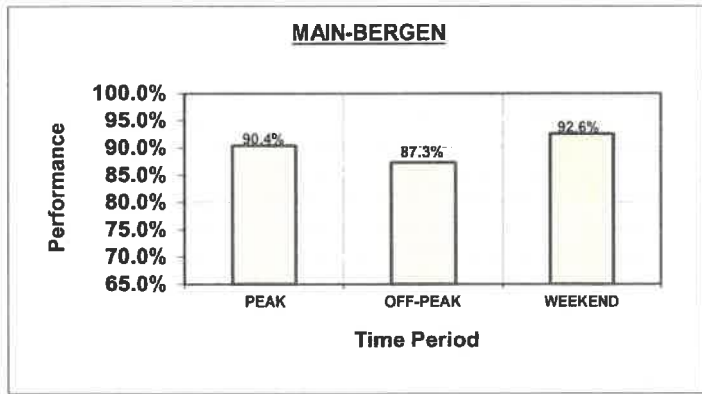
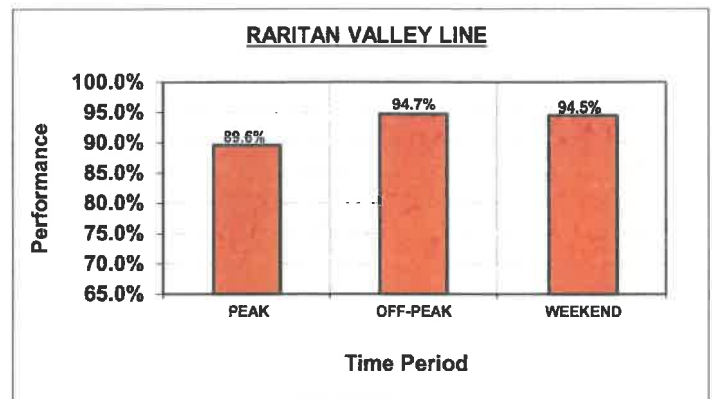
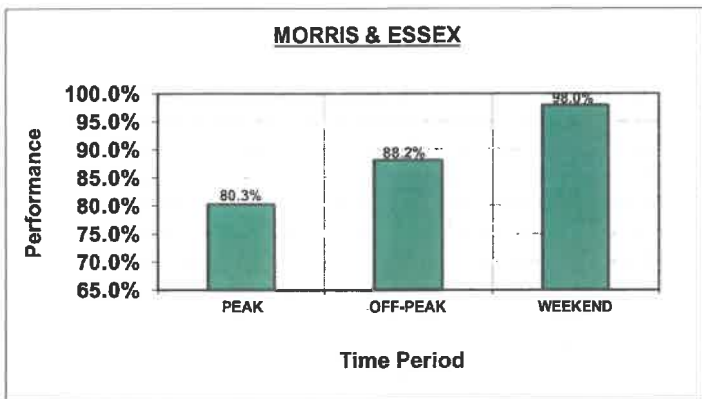
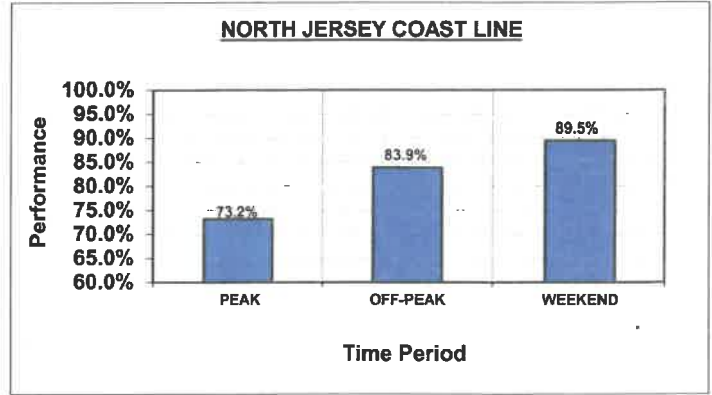
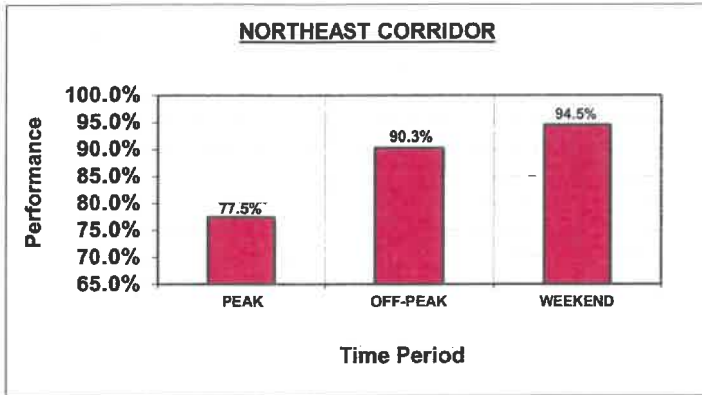
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



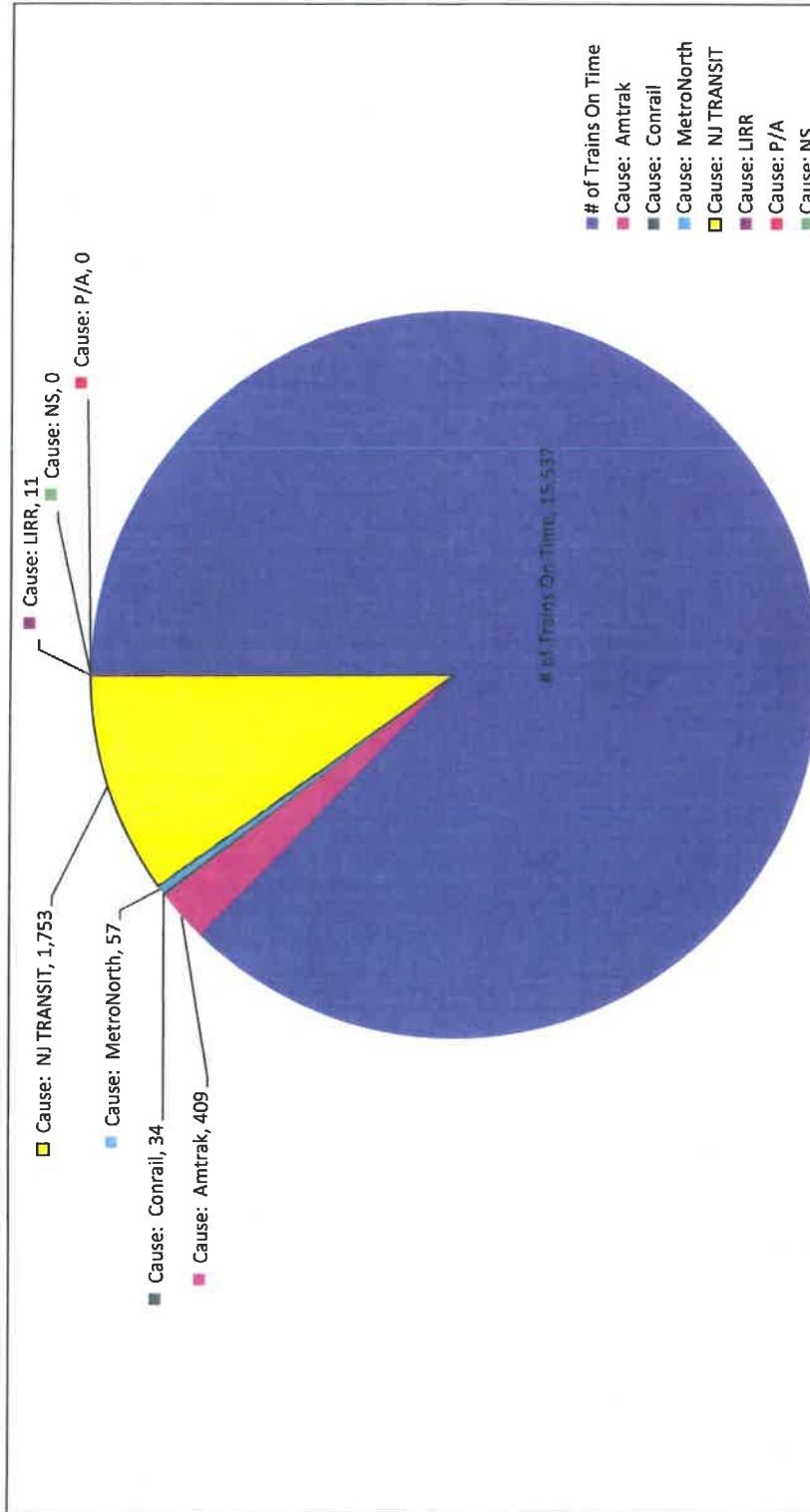
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2019



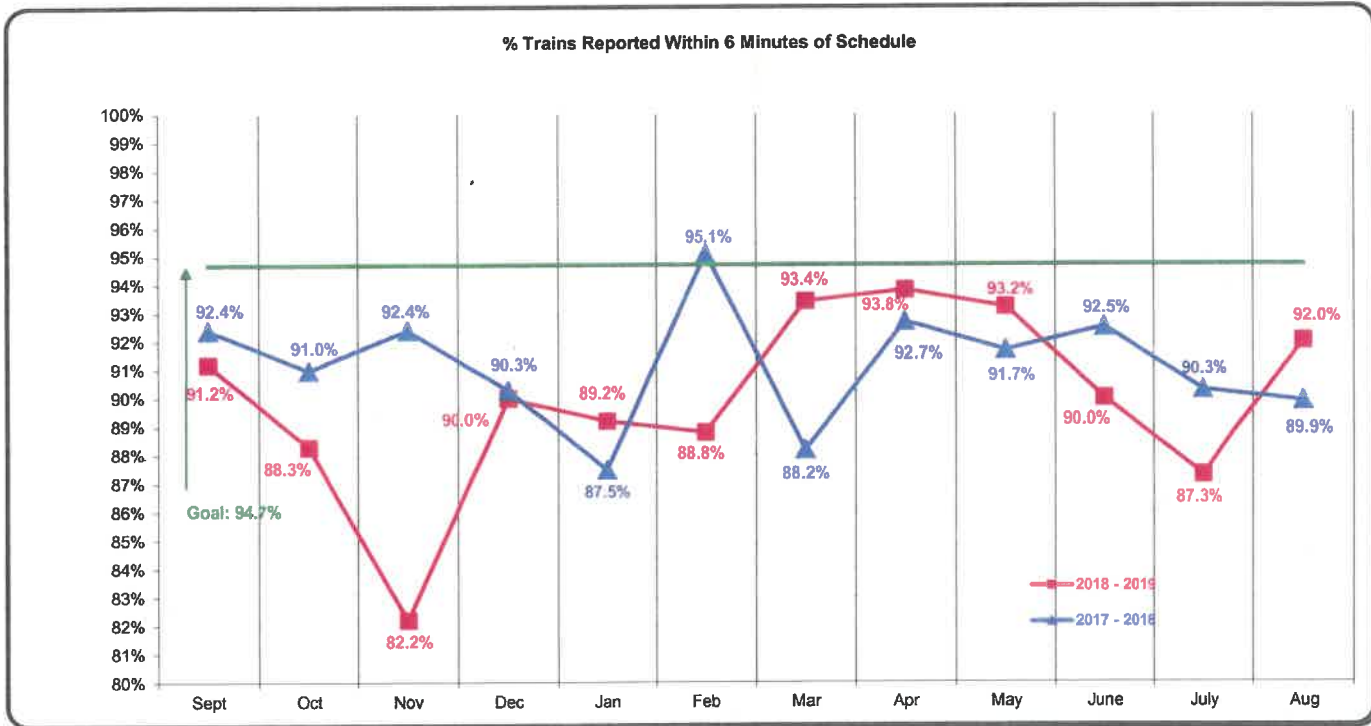
NJ TRANSIT Performance - JULY, 2019

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak		Cause: Conrail		Cause: MetroNorth		Cause: NJ TRANSIT		Cause: LIRR		Cause: P/A		Cause: NS	
# of Trains On Time	15,537	Cause: Amtrak	409	Cause: Conrail	34	Cause: MetroNorth	57	Cause: NJ TRANSIT	1,753	Cause: LIRR	11	Cause: P/A	0	Cause: NS	0
# of Late Trains	2,264		2.30%		0.19%		0.32%		9.85%		0.06%		0.00%		0.00%
Total # of Trains	17,801														
Percentage On Time	87.3%														



NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2017 - AUGUST 2019



	July, 2019	August, 2019	% Change
One-Month Comparison	87.3%	92.0%	4.7%
August Comparison	2018 89.9%	2019 92.0%	# Change 2.1%
12-Month Average Sept., 2018 - August, 2019	2017-2018 91.2%	2018-2019 90.0%	# Change -1.2%

Analysis:

Rail On-Time Performance was 92.0% for August, 2019. Of the 17,747 trains scheduled to operate, 16,336 were on time, while 1,411 trains (or 8.0%) were delayed. Key causes included:

- Weather Issues, NJT manpower shortage, trackside interference and equipment issues contributed to 68 delays resulting in 86.3 OTP on August 7.
- NJT programmed maintenance, weather and a fatality contributed to 95 delays resulting in 82.0% OTP on August 9.
- NJT PTC work, manpower shortage and equipment issues contributed to 43 delays resulting in 88.4% OTP on August 22.

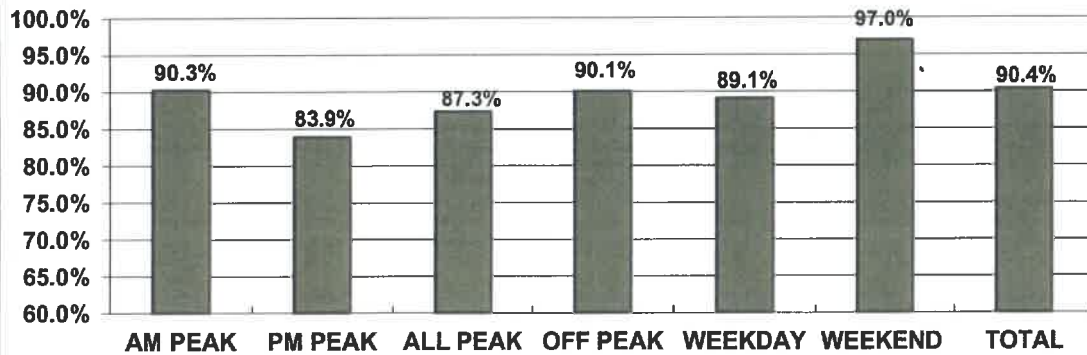
The 12-month average for Rail On-Time Performance was 90.0%, which has decreased by 1.2%.

ON-TIME PERFORMANCE RAIL

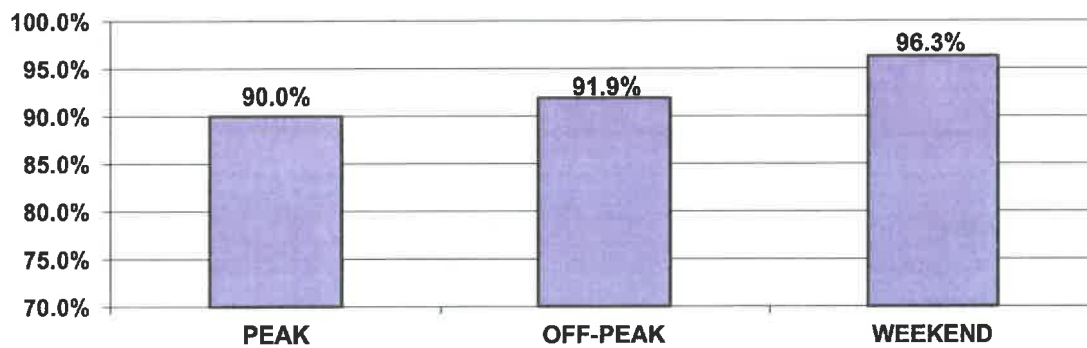
SUMMARY BY TIME PERIOD AUGUST, 2019

* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.

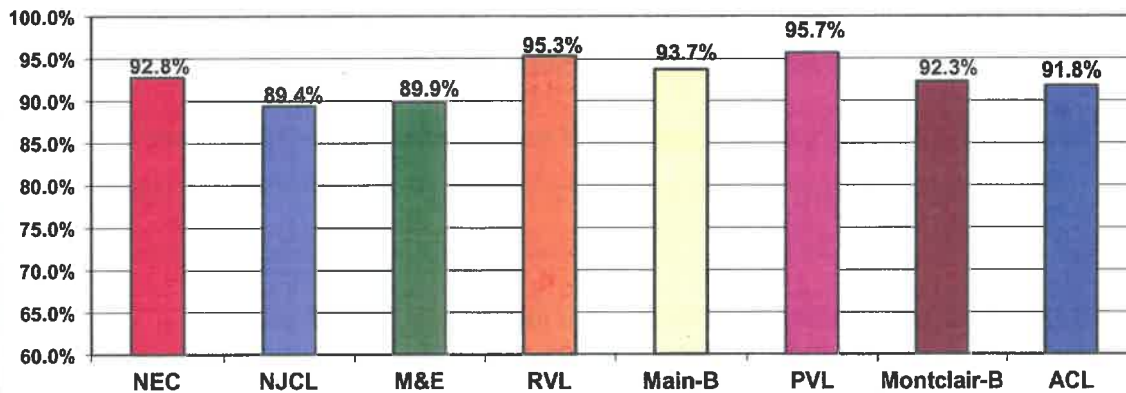
% NEW YORK PENN STATION Trains Reported On Time *



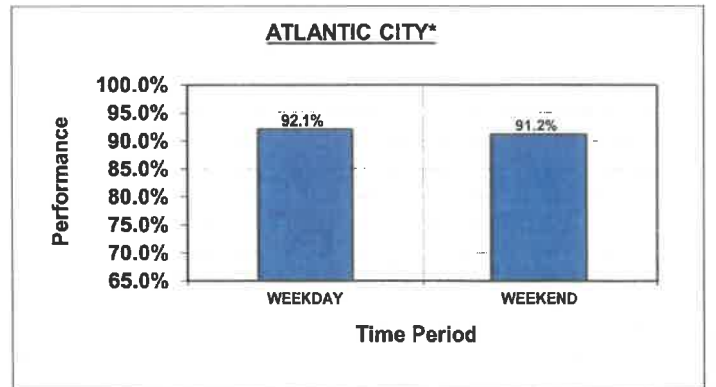
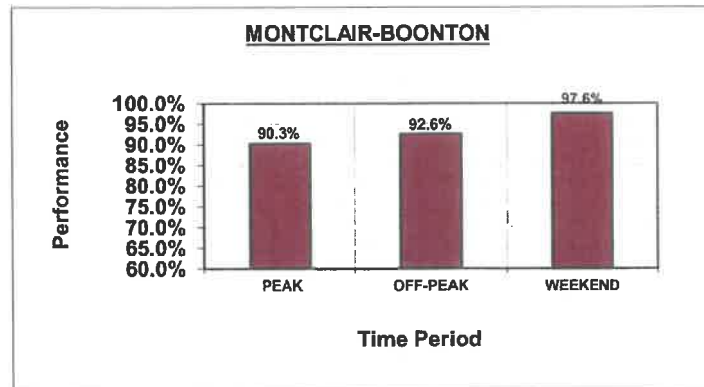
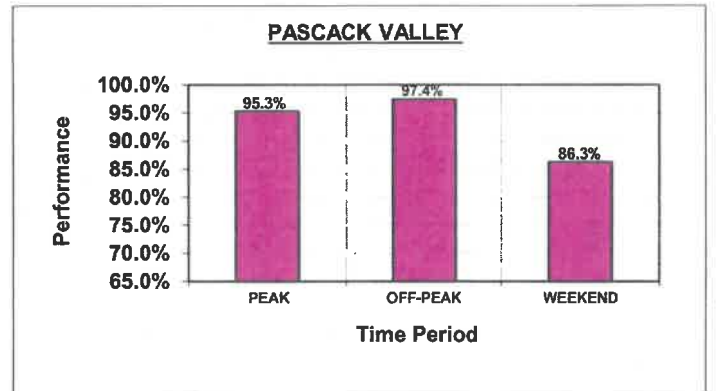
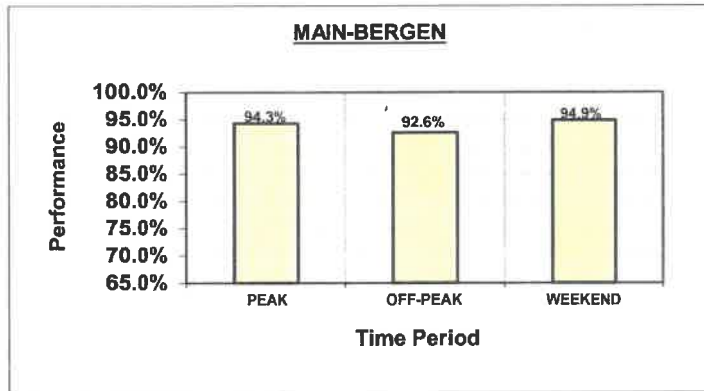
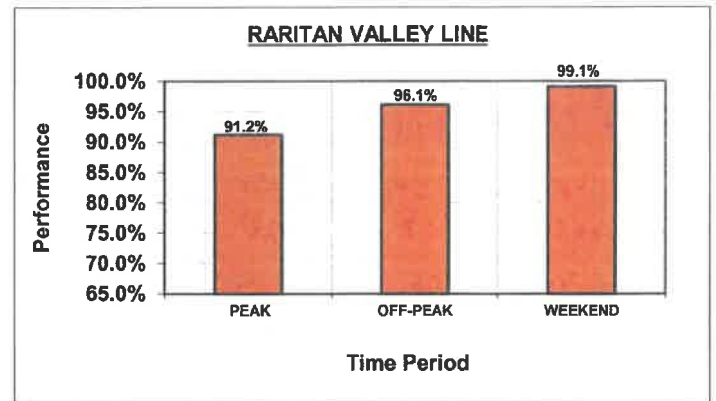
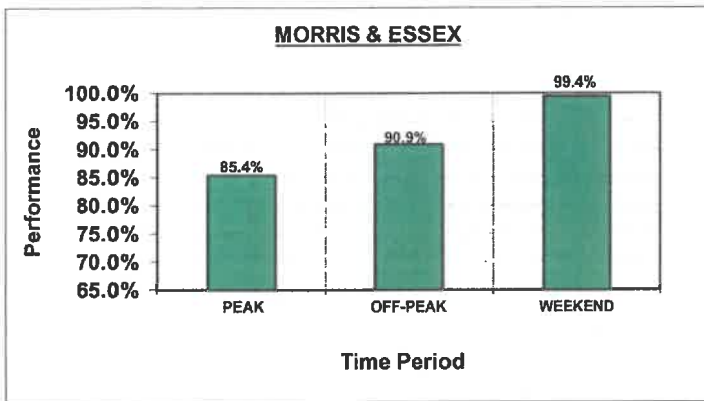
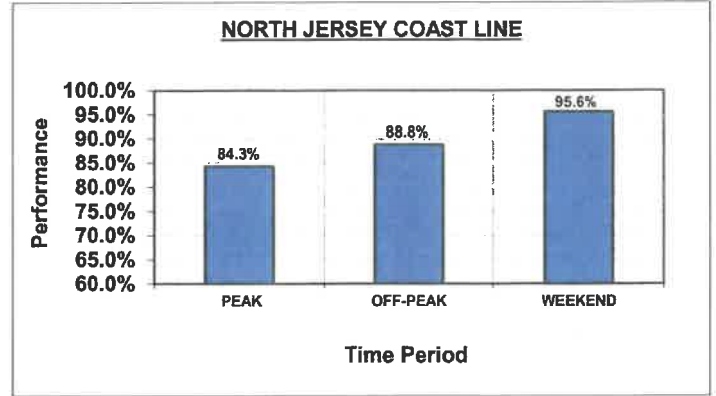
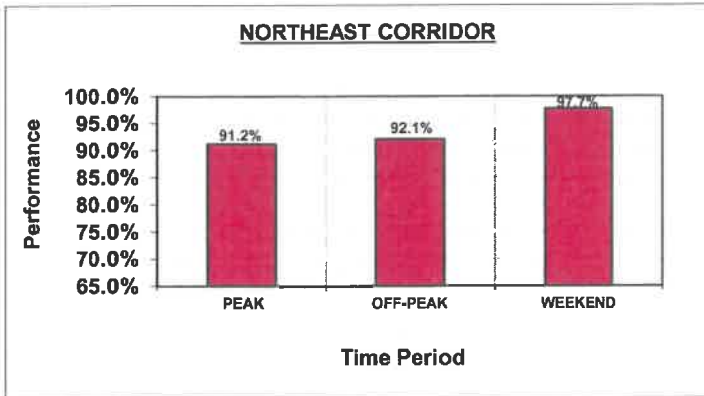
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



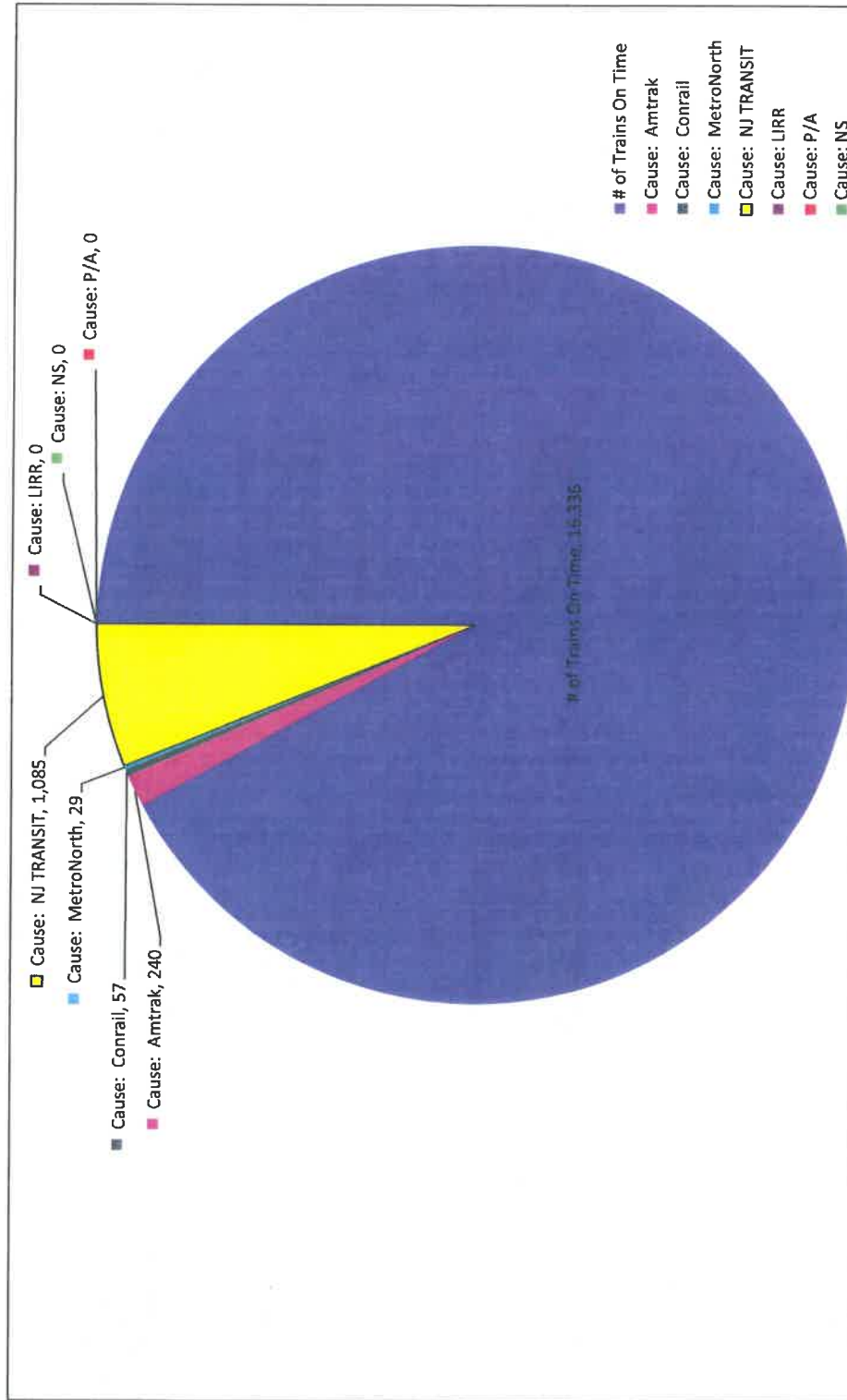
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST, 2019



NJ TRANSIT Performance - JULY, 2019

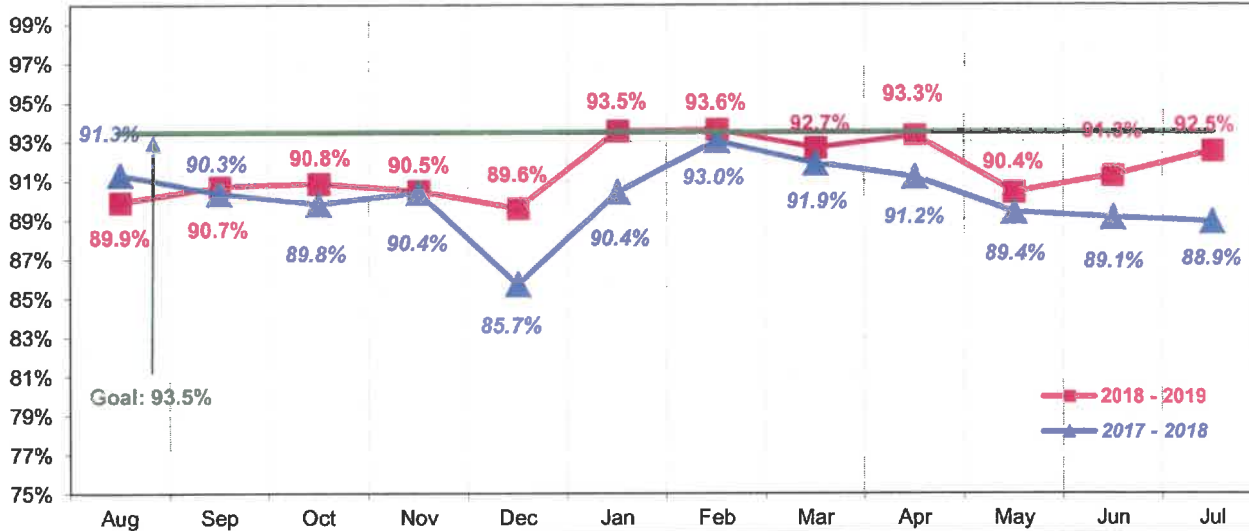
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: P/A	Cause: NS
# of Trains On Time	16,336	240	57	29	1,085	0	0	0
# of Late Trains	1,411	1.35%	0.32%	0.16%	6.11%	0.00%	0.00%	0.00%
Total # of Trains	17,747							
Percentage On Time	92.0%							



NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2017 - JULY 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



July Comparison	2018	2019	% Change
	88.9%	92.5%	3.6%

12-Month August - July	2018	2019	% Change
	90.1%	91.6%	1.5%

Analysis:

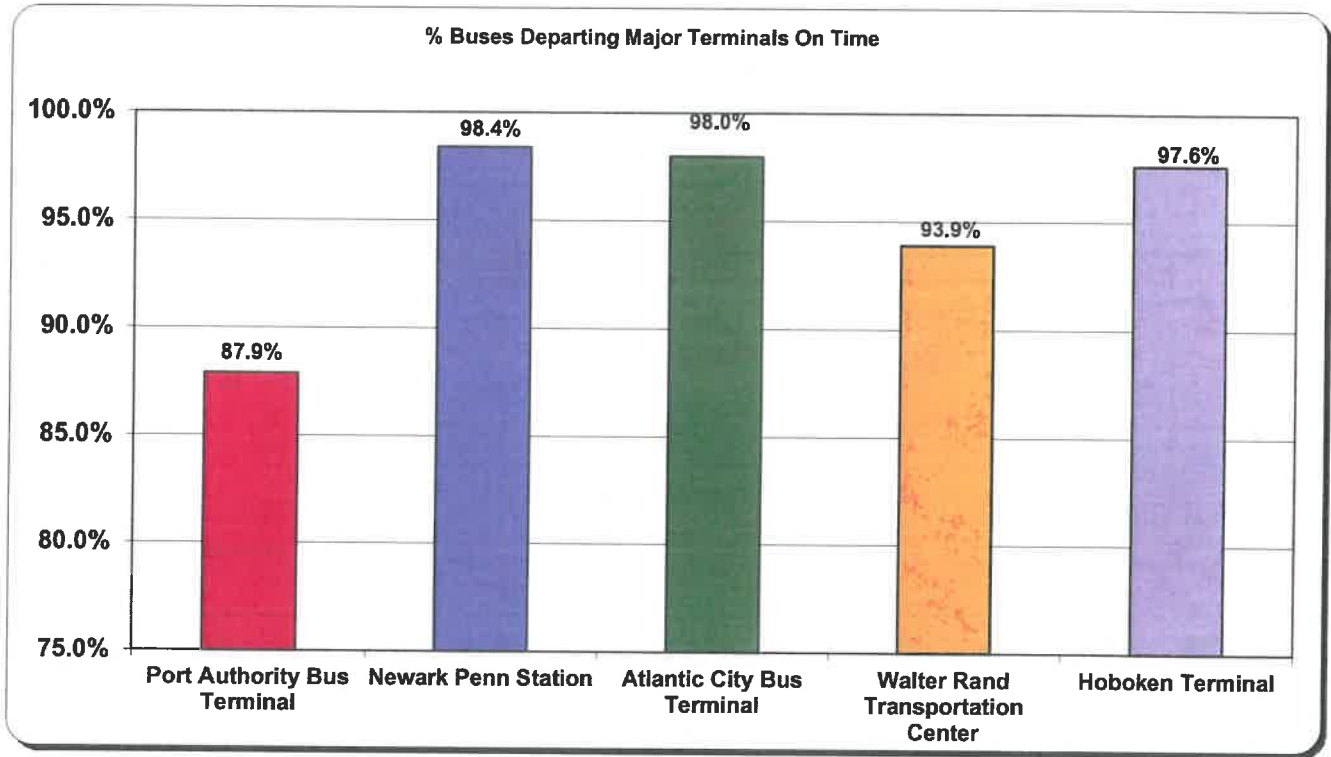
Bus On-Time Performance was 92.5% for July 2019. Of the 50,111 monitored departures 3,531 (or 7.05%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, flooding in Essex County, a disabled vehicle and heavy outbound traffic caused delays on July 11. Delays caused by an accident on 495 west, a disabled vehicle in North tunnel impacted service on July 12.
- At Newark Penn, roadway construction caused heavy traffic along detour routes on July 9. A truck fire on the NJ Turnpike on July 25 and road closures and congestion on July 26 impacted service.

The 12-month average for Bus On-Time Performance was 91.6%, which was up by 1.5% from the previous year.

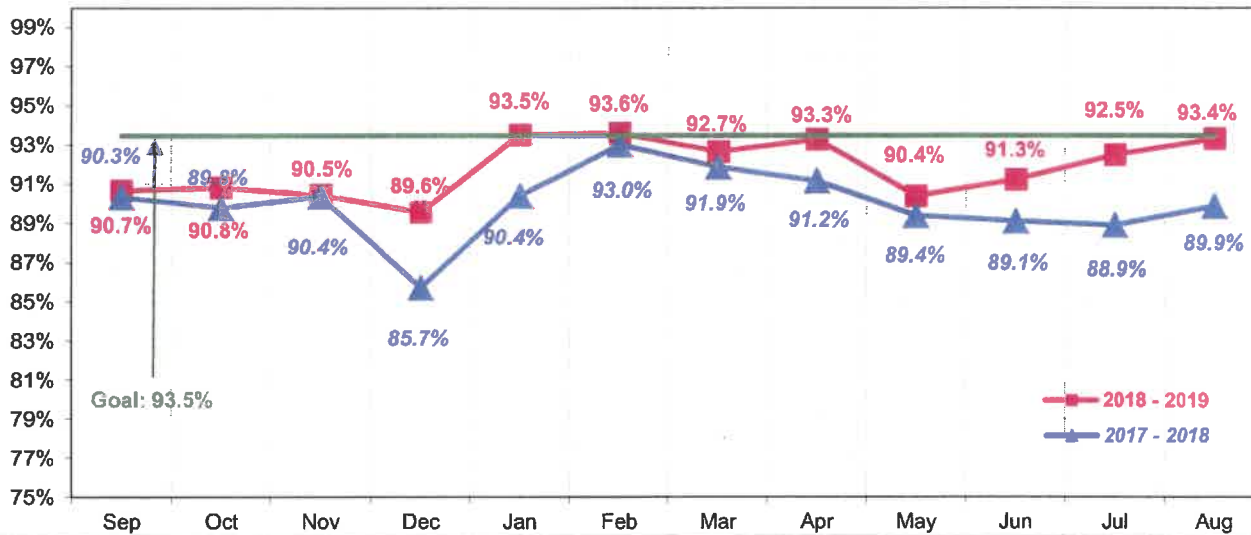
ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JULY 2019



NJ TRANSIT ON-TIME PERFORMANCE BUS September 2017 - August 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2018	2019	% Change
July Comparison	89.9%	93.4%	3.5%

	2018	2019	% Change
12-Month August - July	90.0%	91.9%	1.9%

Analysis:

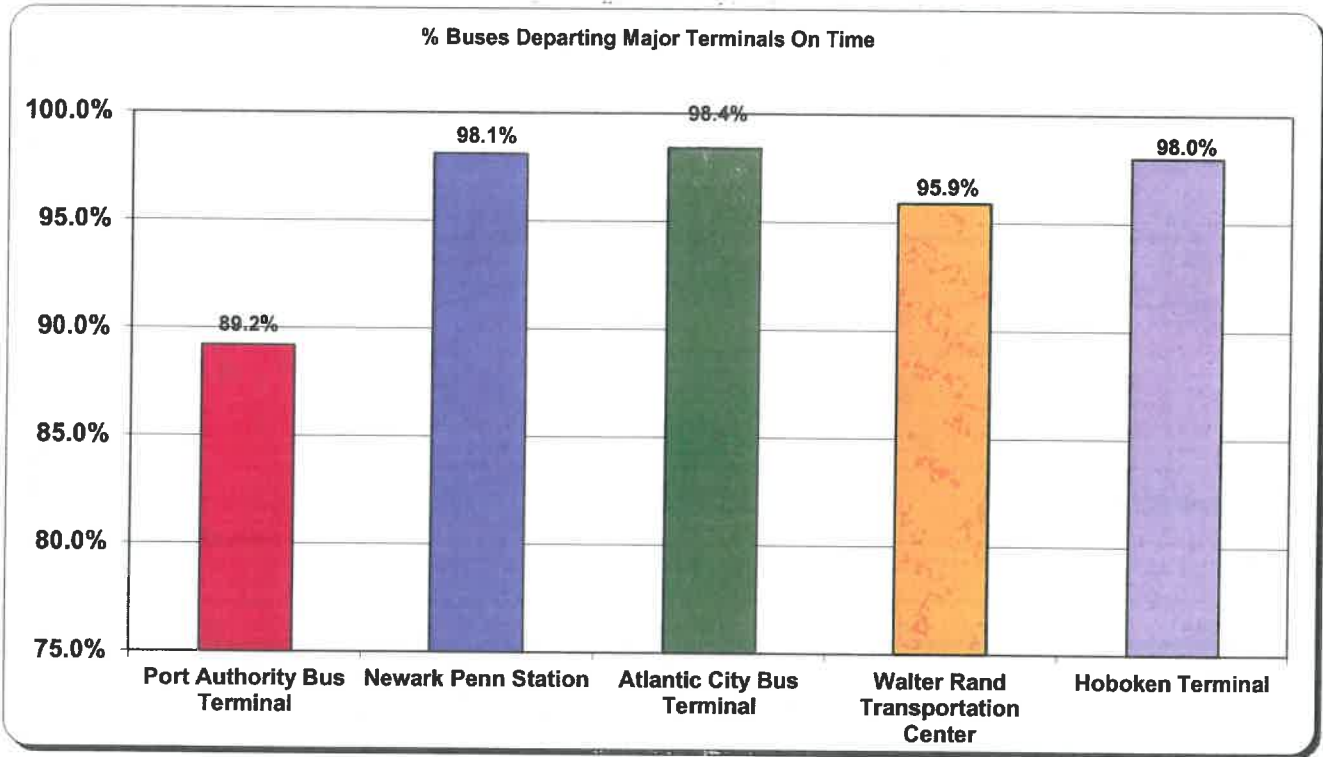
Bus On-Time Performance was 93.4% for August 2019. Of the 51,429 monitored departures 3,246 (or 6.31%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, heavy traffic on August 1 and 2, a vehicle fire on August 5 and weather issues on August 7 impacted service.
- At Newark Penn, vehicle accidents on the NJ Turnpike on August 2 and 29 and local police activity on August 23 impacted service.

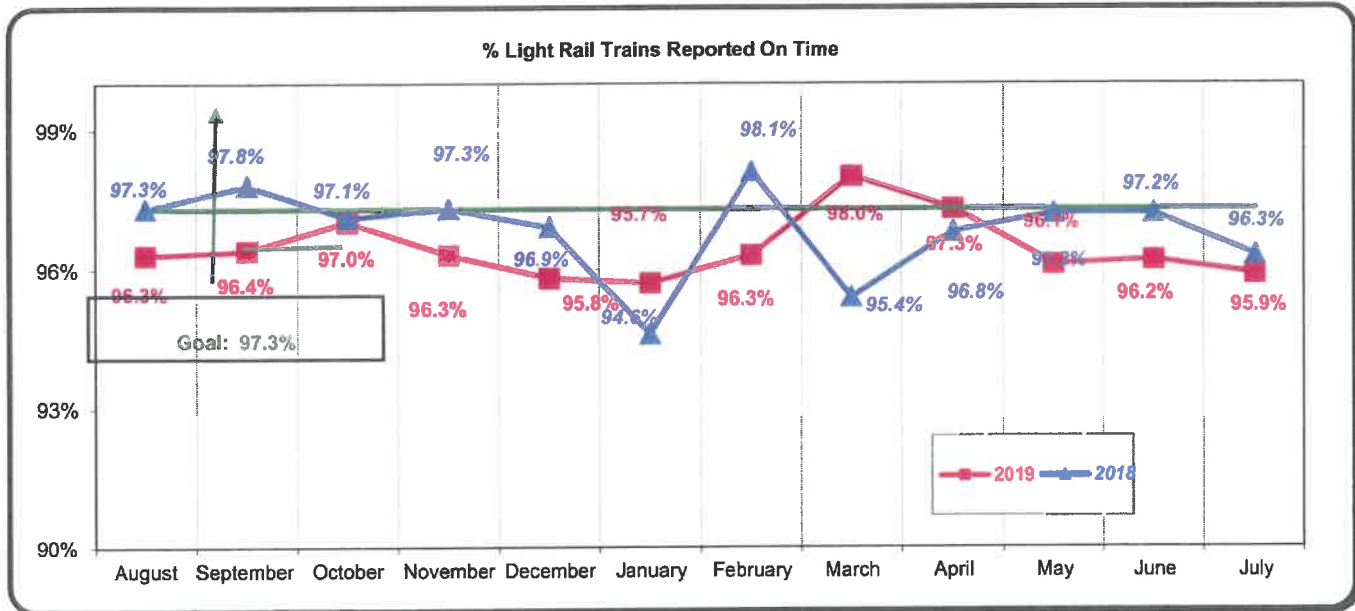
The 12-month average for Bus On-Time Performance was 91.9%, which was up by 1.9% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL August 2019



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL



	2018	2019	# Change
July Comparison	96.30%	95.90%	-0.4%

	2018	2019	# Change
12-Month Average Ended August 2018 - July 2019	96.83%	96.44%	-0.39%

Analysis:

Light Rail On-Time Performance systemwide was 95.9% for the month of July 2019. Of the 28,064 scheduled departures, 1,092 experienced delays.

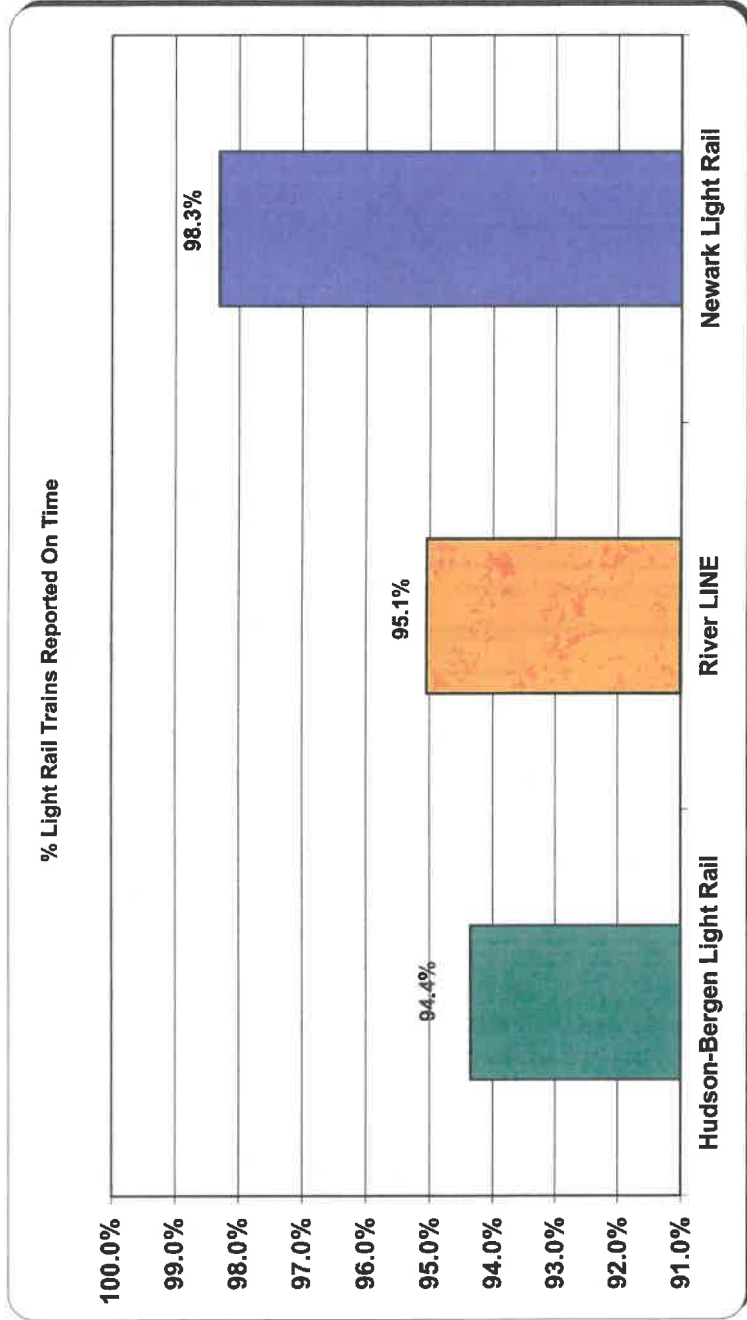
Key causes included:

- Signal issues, track obstructions (auto on tracks) and equipment issues impacted service on River LINE.
- Festivals, equipment issues and police activity impacted service on Hudson-Bergen Light Rail.
- Manpower shortage, mechanical issues and weather issues impacted service on Newark Light Rail.

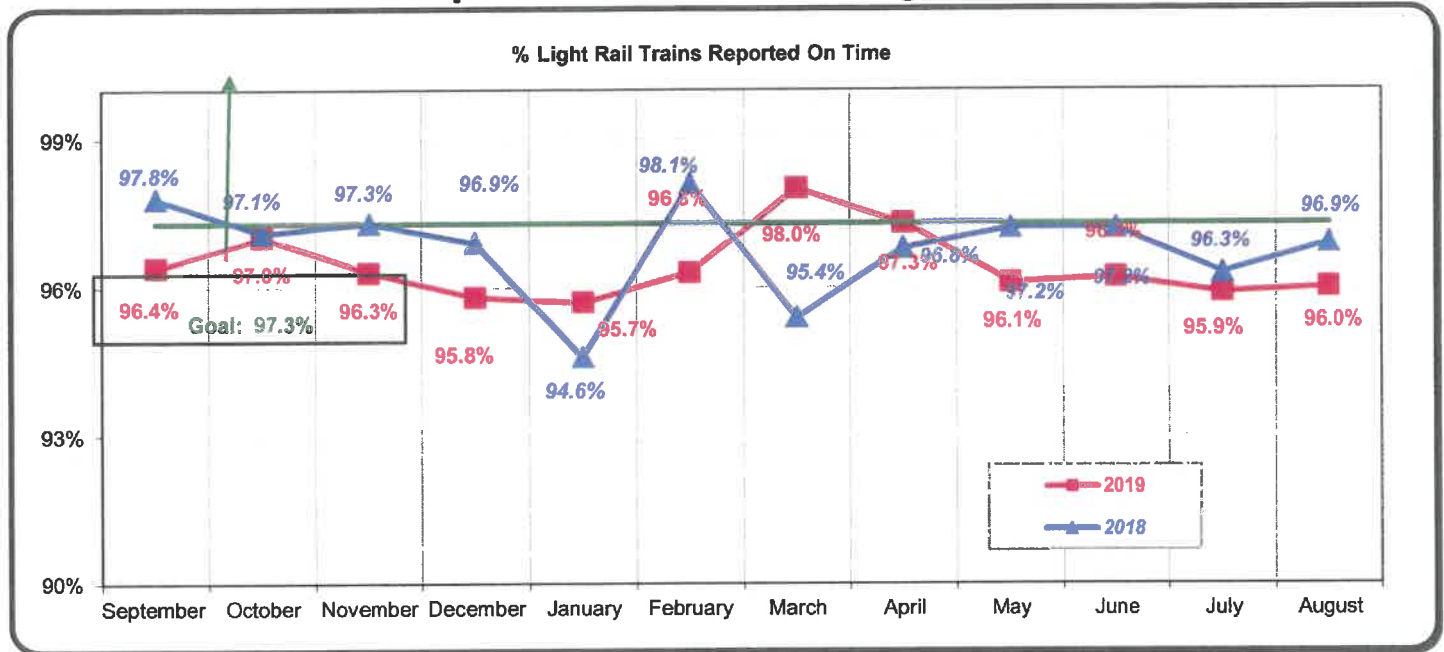
***The 12 month Average for Light Rail On-Time Performance for August 2018 to July 2019 was 96.44%, which was 0.39% lower than the same time period in 2018**

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE July 2019



NJ TRANSIT ON-TIME PERFORMANCE September 2017 to August 2019



August Comparison	2018	2019	# Change
	96.90%	96.00%	-0.9%

12-Month Average Ended September 2018 - August 2019	2018	2019	# Change
	96.80%	96.42%	-0.38%

Analysis:

Light Rail On-Time Performance systemwide was 96.0% for the month of August 2019. Of 27,787 scheduled departures, 934 experienced delays.

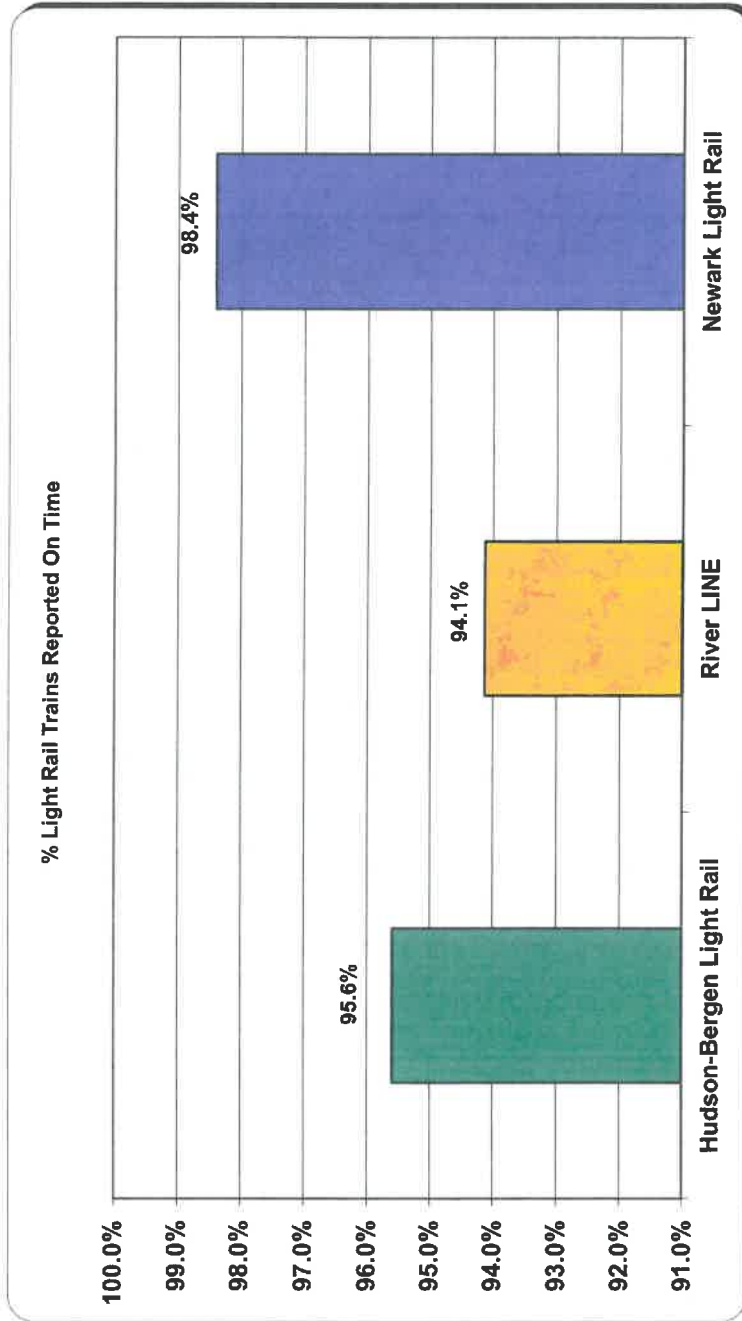
Key Causes included:

- Signal issues, police activity, and equipment issues impacted service on River LINE.
- Equipment issues, police activity, and track issues impacted service on Hudson-Bergen Light Rail.
- Manpower shortages, mechanical issues, and police activity impacted service on Newark Light Rail.

****The 12-month Average for Light Rail On-Time Performance for September 2018 to August 2019 was 96.42%, down 0.38 % from the same time period in 2018.**

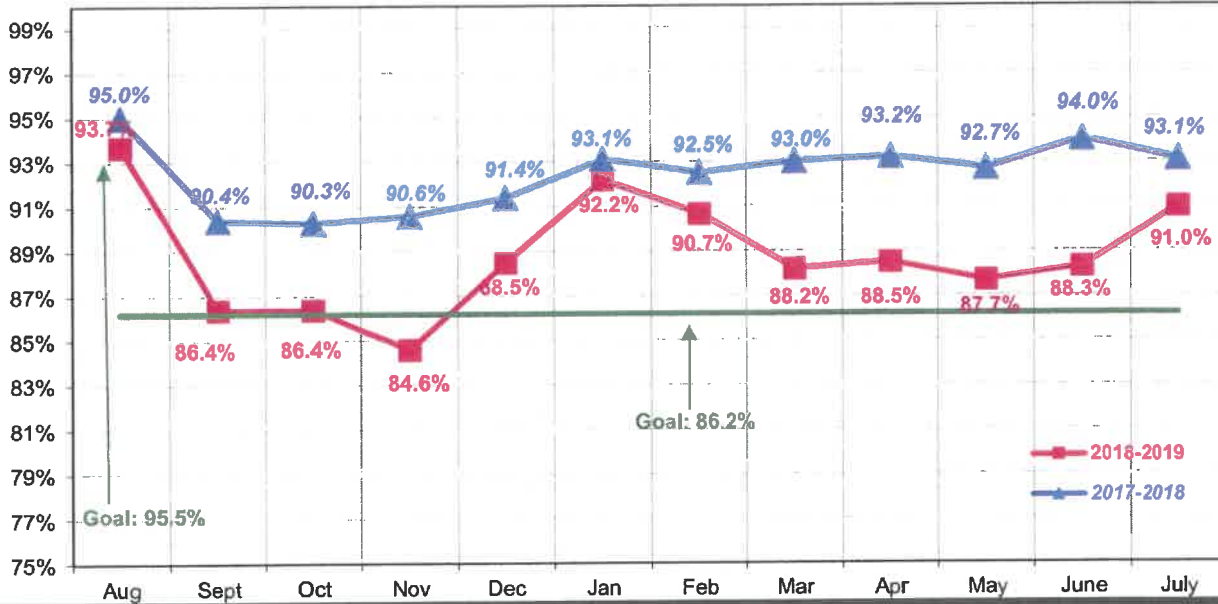
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE August 2019



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK August 2017 - July 2019

(ADA, PCAs and Companion Ridership)



	2018	2019	% Change
July Comparison	93.1%	91.0%	-2.1%

	2018	2019	Difference
July Ridership	136,371	134,453	-1,918

	2017-2018	2018-2019	% Change
12-Month Average August-July	92.4%	88.8%	-3.6%

Analysis:

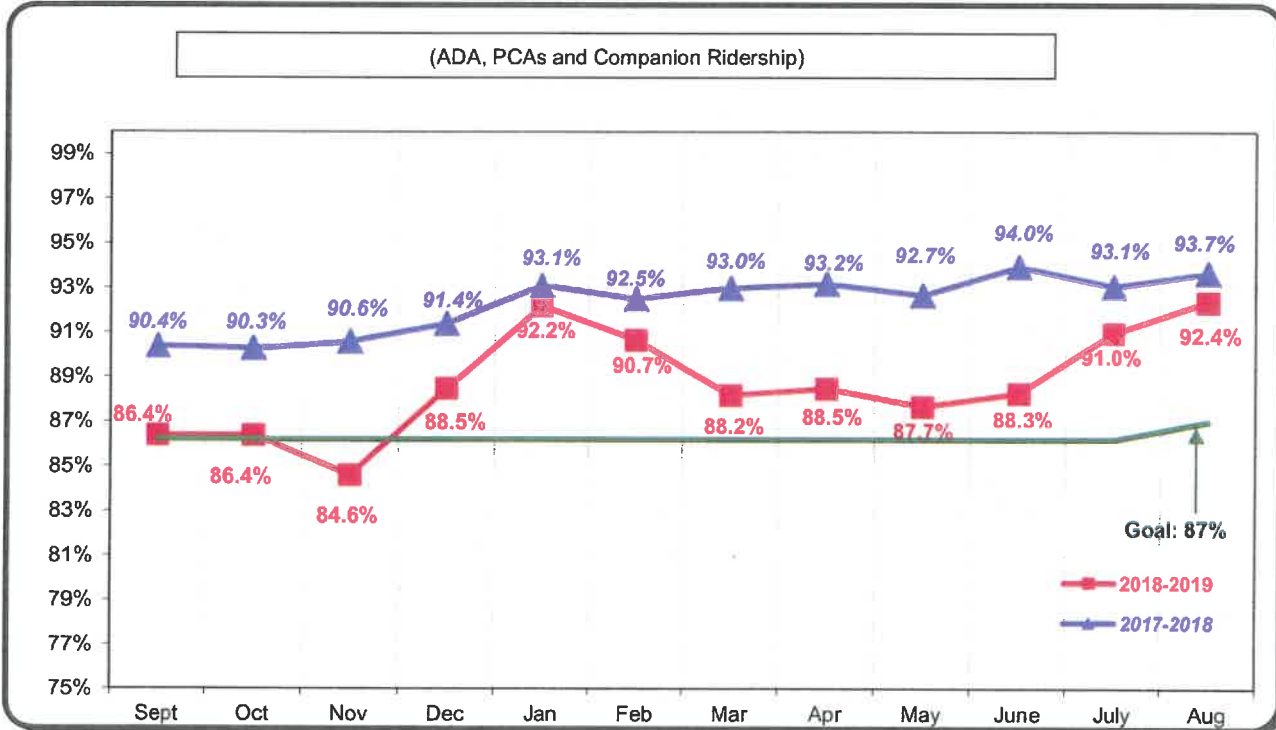
Access Link On-Time Performance was 88.8% for July, 2019. In serving 149,434 total riders, for 134,453 ADA customers trips, 12,085 (or 9.0%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers in the larger regions
- Delays due to increased traffic volume and congestion
- Delays due to severe rain on various days causing localized flooding across the state
- Scheduling impact from pick-up window reduction
- Scheduling and dispatch interrupted by temporary loss of Verizon services on 7/22 due to storm in Region 2

The 12-month average for Access Link On-Time Performance was 88.8%, which decreased by 3.6%.

NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK September 2017 - August 2019



August Comparison	2018	2019	% Change
	93.7%	92.4%	-1.3%

August Ridership	2018	2019	Difference
	128,036	134,003	5,967

12-Month Average September-August	2017-2018	2018-2019	% Change
	92.3%	92.4%	0.1%

Analysis:

Access Link On-Time Performance was 92.4% for August, 2019. In serving 149,584 total riders, for 134,003 ADA customers trips, 10,164 (or 7.6%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers in larger regions;
- Delays due to increased traffic volume and congestion;
- Scheduling impact from pick-up window reduction.

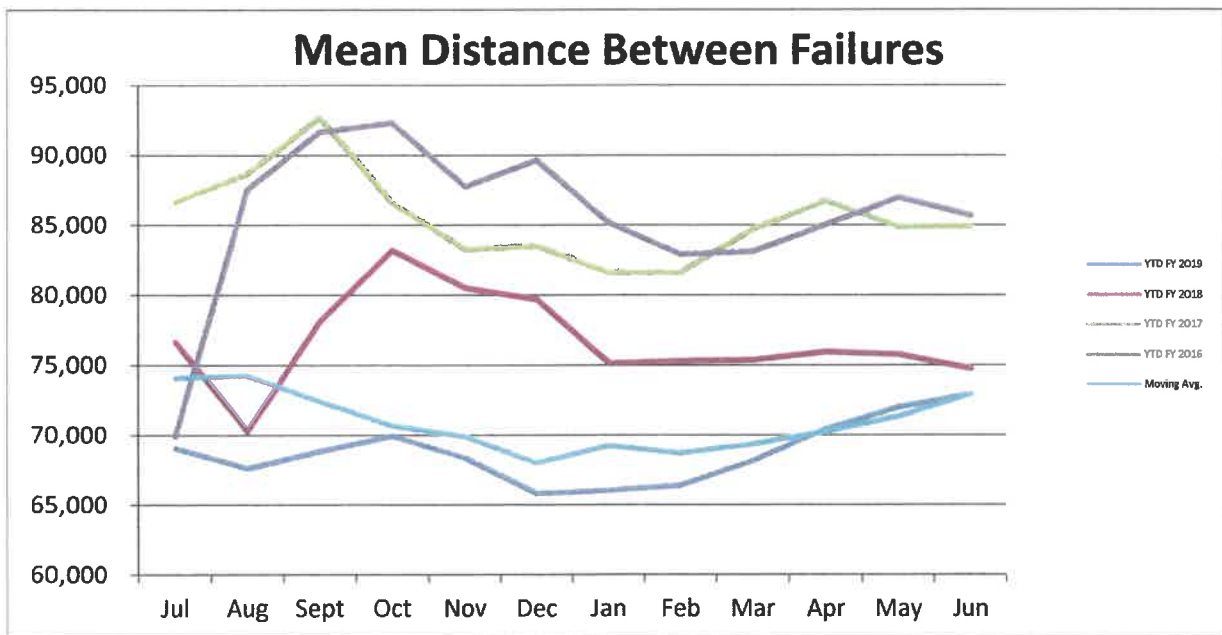
The 12-month average for Access Link On-Time Performance for September 2017 - August 2019 was 90.5%, down 3.6%.

MEAN DISTANCE BETWEEN FAILURES

June 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

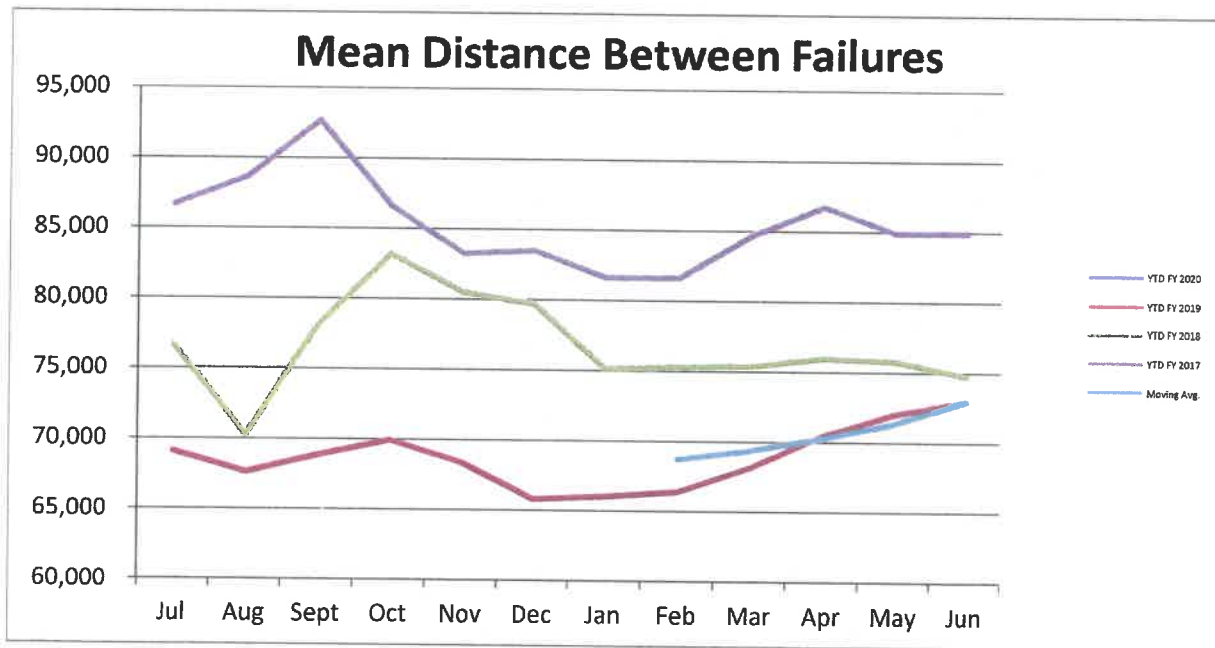
Month	YTD FY2019	YTD FY2018	YTD FY2017	YTD FY2016	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	69,913	83,213	86,626	92,329	70,679
Nov	68,356	80,523	83,272	87,756	69,908
Dec	65,796	79,711	83,501	89,655	67,997
Jan	66,025	75,139	81,633	85,167	69,249
Feb	66,391	75,324	81,639	82,949	68,717
Mar	68,141	75,376	84,715	83,112	69,344
Apr	70,447	75,968	86,771	85,060	70,258
May	71,986	75,787	84,920	87,022	71,342
Jun	72,930	74,776	84,936	85,722	72,930



July 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

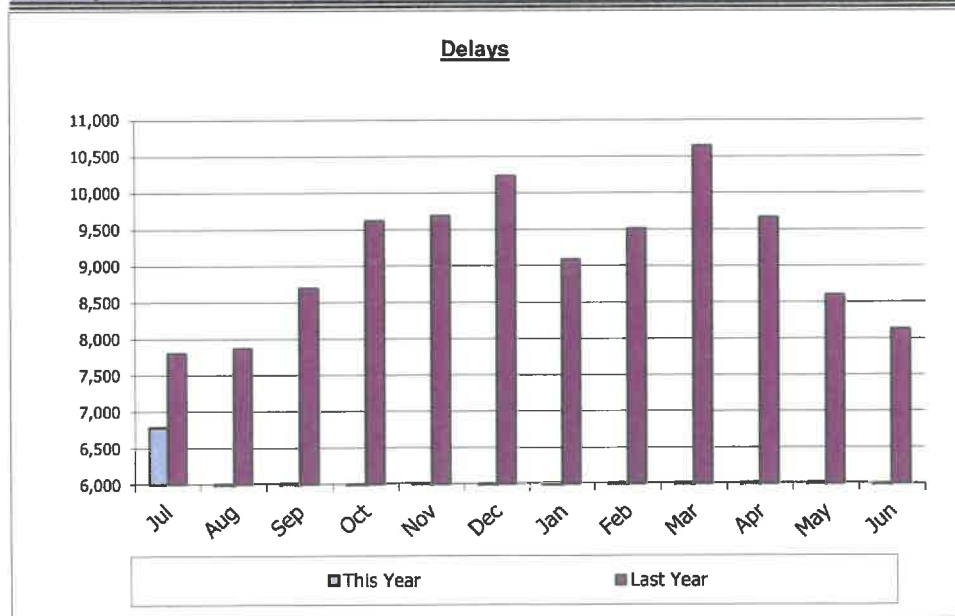
Month	YTD FY2020	YTD FY2019	YTD FY2018	YTD FY2017	12 Month Moving Avg.
Jul	72,472	69,055	76,674	86,683	72,788
Aug	-	67,612	70,263	88,680	-
Sept	-	68,823	78,151	92,705	-
Oct	-	69,913	83,213	86,626	-
Nov	-	68,356	80,523	83,272	-
Dec	-	65,796	79,711	83,501	-
Jan	-	66,025	75,139	81,633	-
Feb	-	66,391	75,324	81,639	68,717
Mar	-	68,141	75,376	84,715	69,344
Apr	-	70,447	75,968	86,771	70,258
May	-	71,986	75,787	84,920	71,342
Jun	-	72,930	74,776	84,936	72,930



Garage Performance Parameters

July 2019

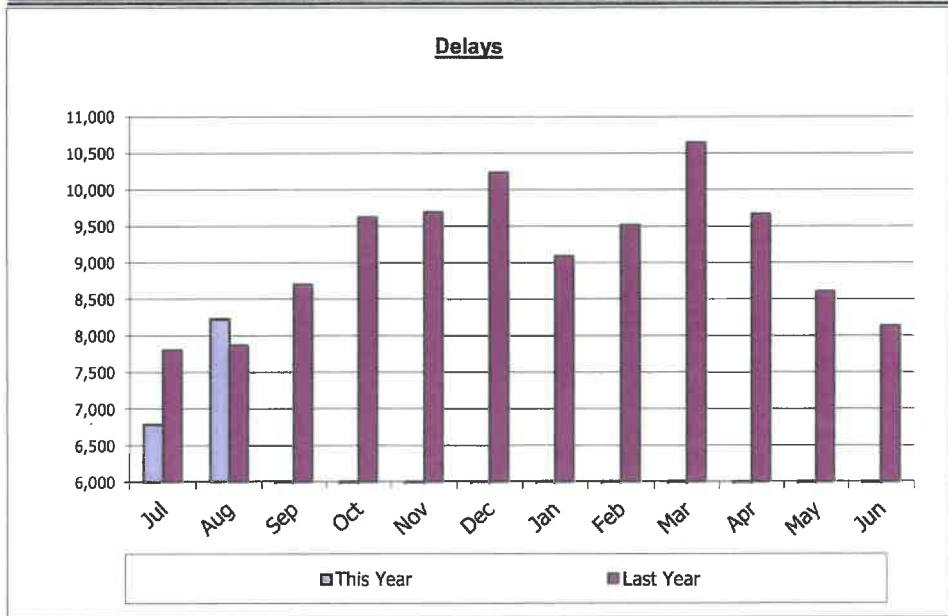
Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	2,754	2,754	3,557
Greenville	7,500	2,853	2,853	3,498
Market Street	8,500	5,281	5,281	6,126
Meadowlands	10,200	3,662	3,662	5,149
Oradell	10,500	4,675	4,675	6,133
Wayne	10,500	14,655	14,655	6,536
Northern Division	-	4,869	4,869	5,413
Big Tree	8,800	4,200	4,200	4,636
Hilton	10,200	5,898	5,898	7,821
Howell	16,750	27,224	27,224	20,473
Ironbound	9,600	5,032	5,032	7,051
Orange	9,250	4,057	4,057	7,380
Morris	10,500	16,428	16,428	47,215
Central Division	-	6,637	6,637	8,925
Egg Harbor	15,500	17,188	17,188	20,037
Hamilton	13,000	7,430	7,430	6,321
Newton Avenue	12,000	11,709	11,709	8,878
Washington Twp.	14,500	17,898	17,898	12,989
Southern Division	-	13,998	13,998	12,092
Bus Operations	-	6,785	6,785	7,805



Garage Performance Parameters

August 2019

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	3,059	2,898	3,723
Greenville	7,500	6,145	3,890	3,892
Market Street	8,500	6,373	5,777	5,177
Meadowlands	10,200	4,649	4,098	4,825
Oradell	10,500	5,629	5,110	6,724
Wayne	10,500	12,253	13,341	6,974
Northern Division	-	5,914	5,342	5,465
Big Tree	8,800	4,557	4,369	4,597
Hilton	10,200	6,751	6,301	6,927
Howell	16,750	33,825	30,158	21,629
Ironbound	9,600	6,499	5,670	6,964
Orange	9,250	5,449	4,654	7,194
Morris	10,500	50,403	24,922	48,968
Central Division	-	8,387	7,447	8,834
Egg Harbor	15,500	16,987	17,087	18,818
Hamilton	13,000	13,732	9,673	6,913
Newton Avenue	12,000	10,509	11,078	9,985
Washington Twp.	14,500	19,340	18,594	13,882
Southern Division	-	15,455	14,693	12,714
Bus Operations	-	8,227	7,438	7,838

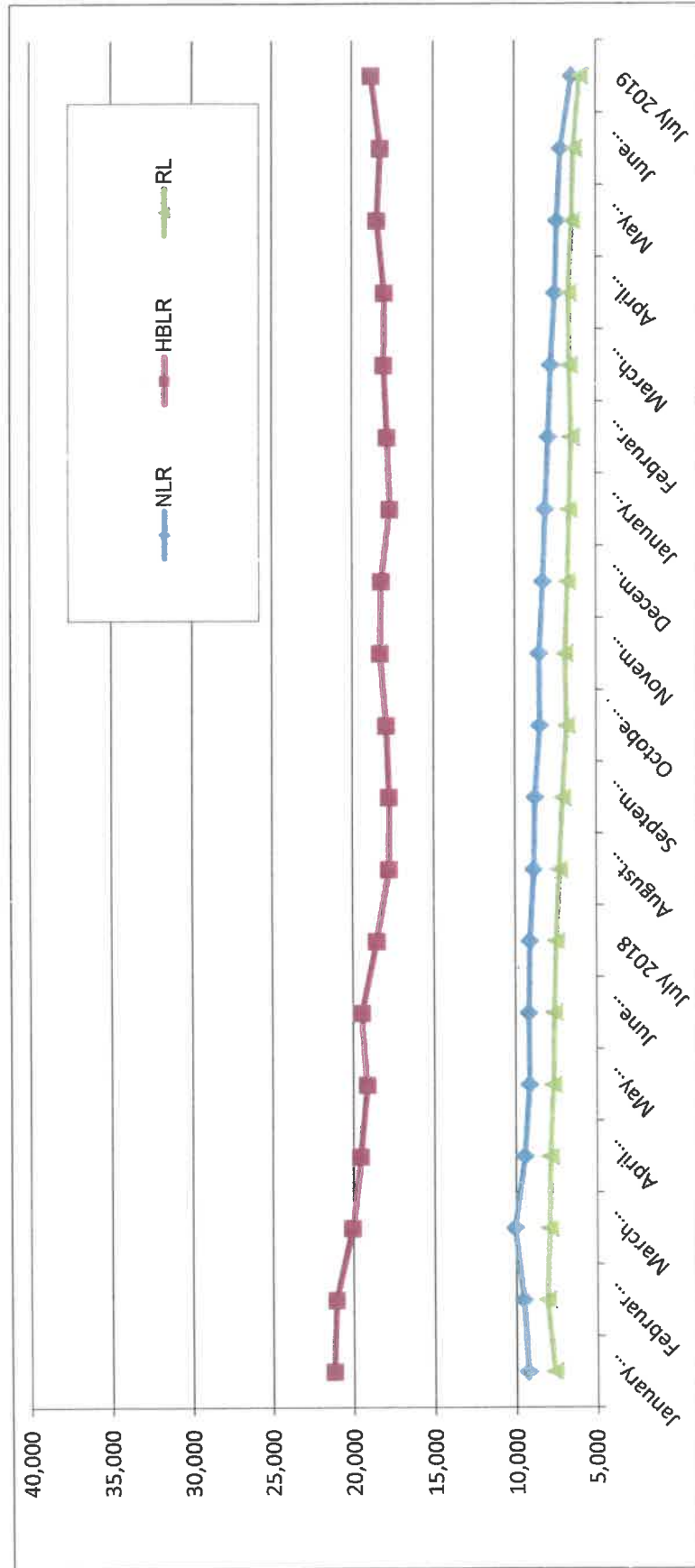


NJ TRANSIT - LIGHT RAIL, July 2019

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2019	MDBSF * June 2019
Newark Light Rail	6,493	7,390
Hudson Bergen	18,841	18,260
River LINE	5,984	6,286

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES

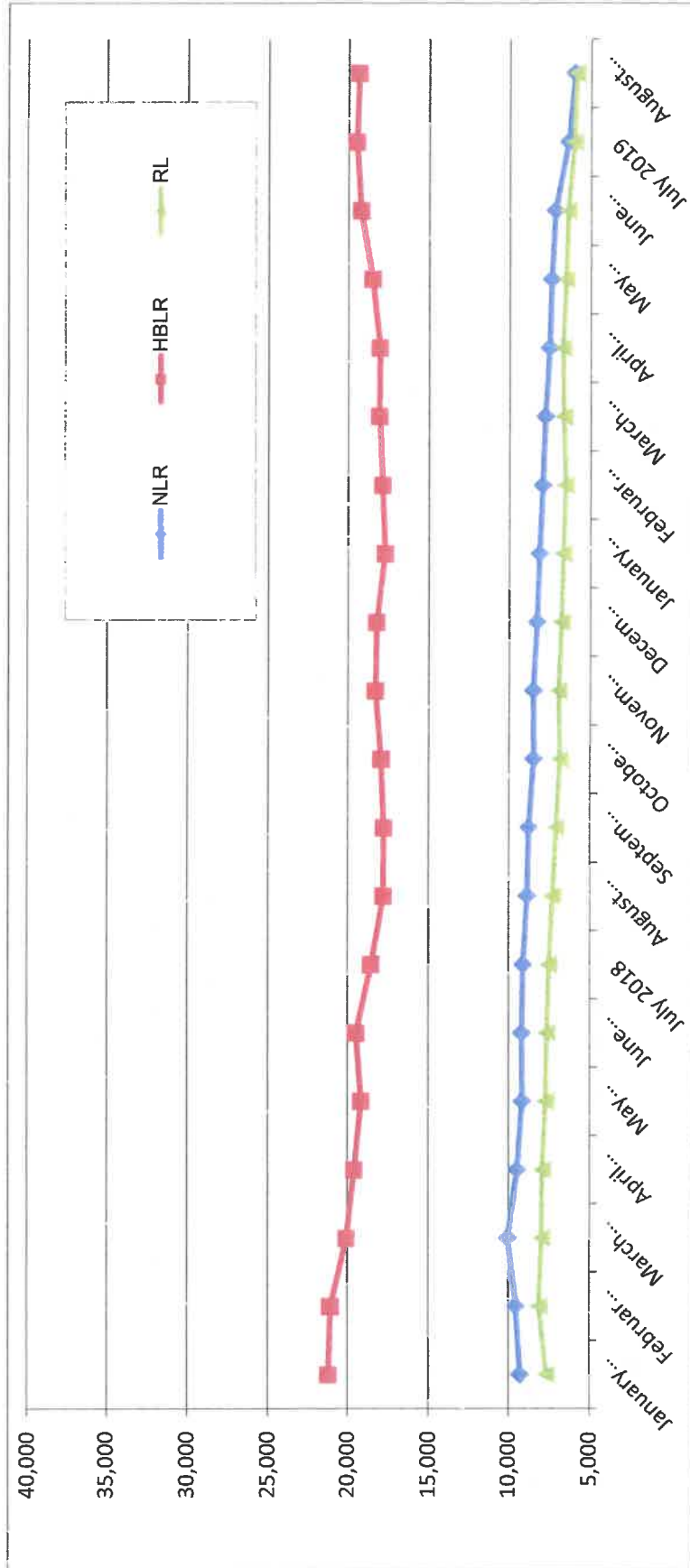


NJ TRANSIT - LIGHT RAIL, August 2019

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * August 2019	MDBSF * July 2019
Newark Light Rail	5,959	6,493
Hudson Bergen	19,329	18,841
River LINE	5,834	5,984

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for July 2019

State Funded Contracts

During the month July 2019, NJ TRANSIT awarded **\$160,102,543.04** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$3,930,000.00** or **2.45%**.

During the State Fiscal Year **2020** (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$160,102,543.04** in state funded contracts. Of that total, SBEs received **\$3,930,000.00** or **2.45%**.

Note: The above reflects the Procurement Report of Awards received August 2, 2019.

SBE Goal Attainment from July 1, 2019 through June 30, 2020 (FY 2020)

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$0.00	or 0.00%
Category 3 SBEs received	\$3,900,000.00	or 2.44%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$30,000.00	or 0.02%
Category 6 SBEs received	\$0.00	or 0.00%

FTA Funded Contracts (updated Quarterly – next update will occur September 2019)

During the 3rd Quarter (April 1, 2019 – June 30, 2019) of Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$8,535,559.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$2,235,928.00** or **26.20%**.

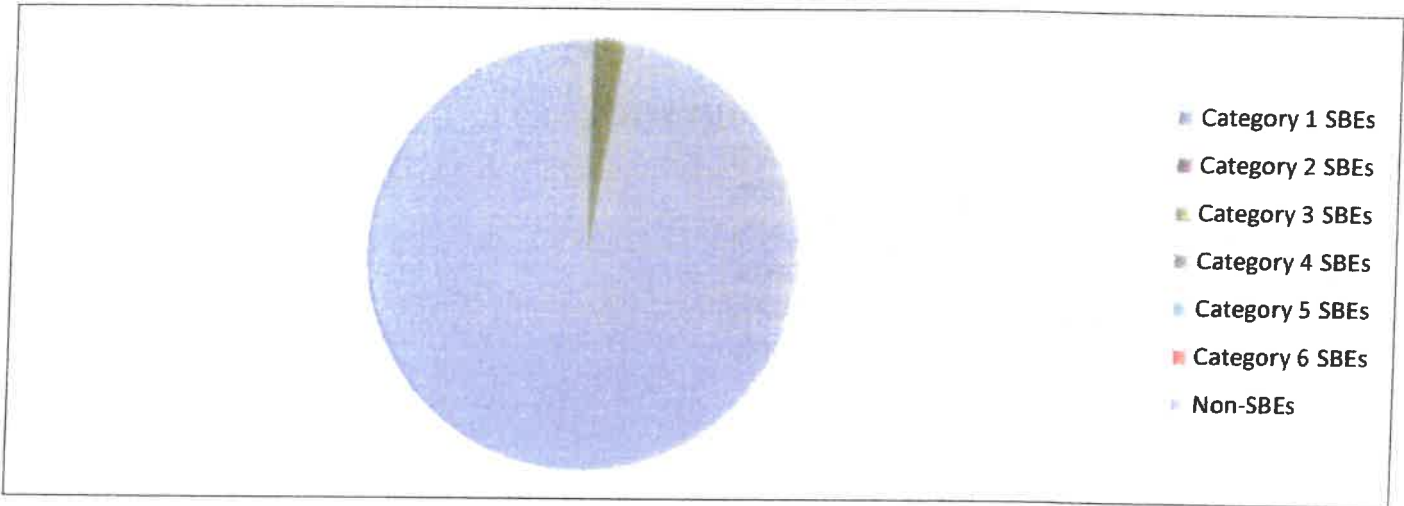
DBE Goal Attainment from April 1, 2019 – June 30, 2019 (FFY 2019) *

Contracts awarded	\$8,535,559.00
DBEs received	\$2,235,928.00 or 26.20%

Numbers reflect federal share.

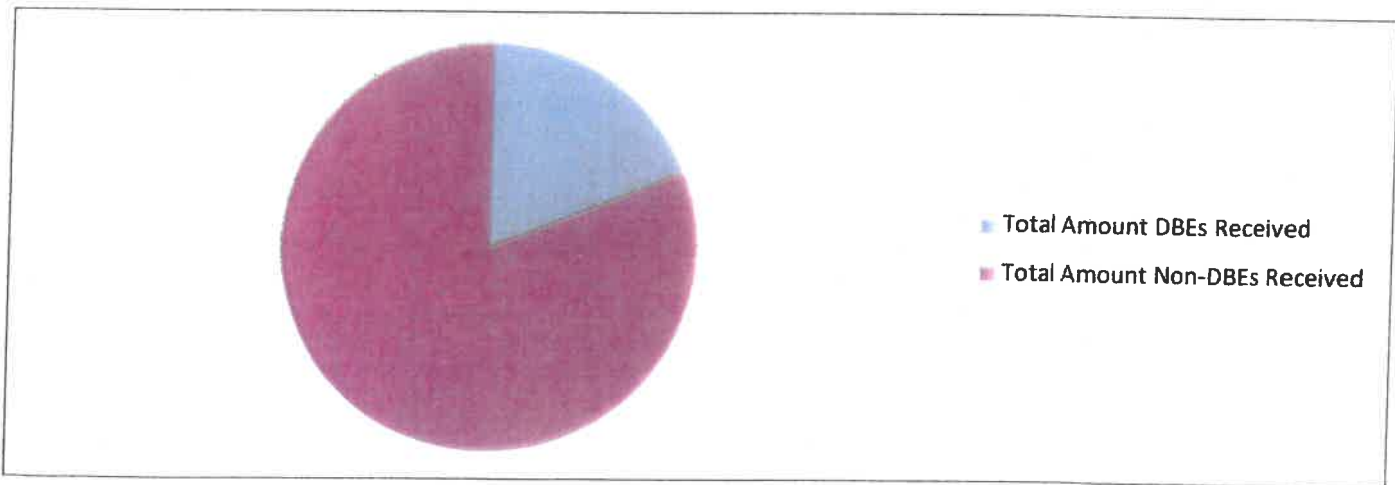
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2020

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$0.00	0.00%
<i>Category 3 SBEs</i>	\$3,900,000.00	2.44%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$30,000.00	0.02%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$156,172,543.04	97.55%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$28,300,272.54	18.86%
Total Amount Non-DBEs Received	\$121,748,976.72	81.14%



NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for August 2019

State Funded Contracts

During the month August 2019, NJ TRANSIT awarded **\$2,141,796.84** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$311,730.63** or **14.55%**.

During the State Fiscal Year **2020** (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$162,244,339.88** in state funded contracts. Of that total, SBEs received **\$4,241,730.63** or **2.61%**.

Note: The above reflects the Procurement Report of Awards received September 3, 2019.

SBE Goal Attainment from July 1, 2019 through June 30, 2020 (FY 2020)

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$0.00	or 0.00%
Category 3 SBEs received	\$3,963,459.07	or 2.44%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$224,423.30	or 0.14%
Category 6 SBEs received	\$53,848.26	or 0.03%

TA Funded Contracts (updated Quarterly – next update will occur September 2019)

During the 3rd Quarter (April 1, 2019 – June 30, 2019) of Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$8,535,559.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$2,235,928.00** or **26.20%**.

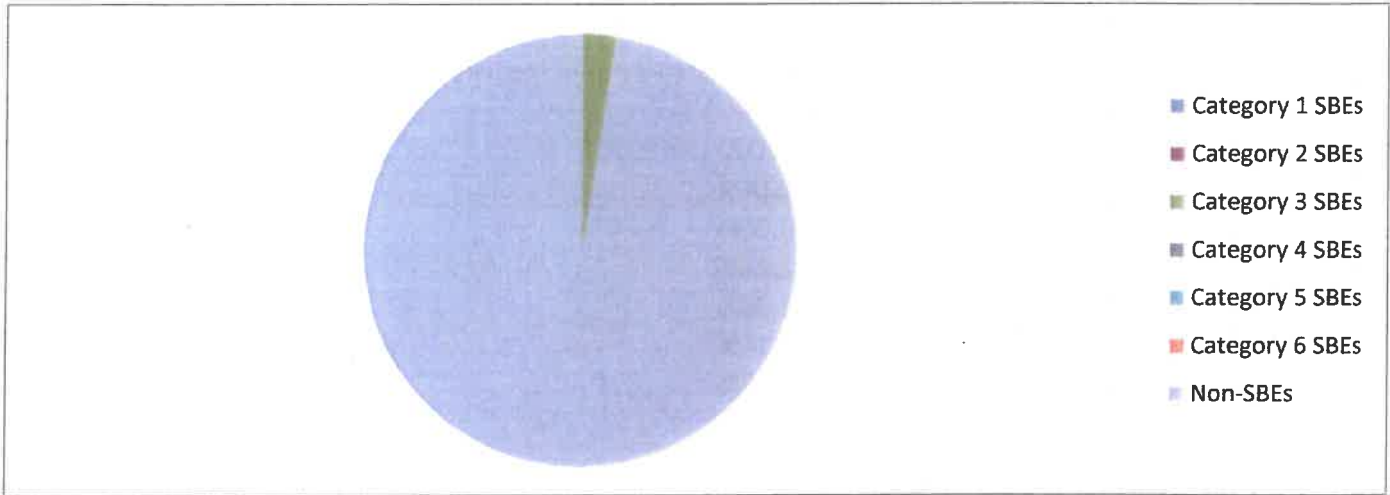
DBE Goal Attainment from April 1, 2019 – June 30, 2019 (FFY 2019) *

Contracts awarded	\$8,535,559.00
DBEs received	\$2,235,928.00 or 26.20%

Numbers reflect federal share.

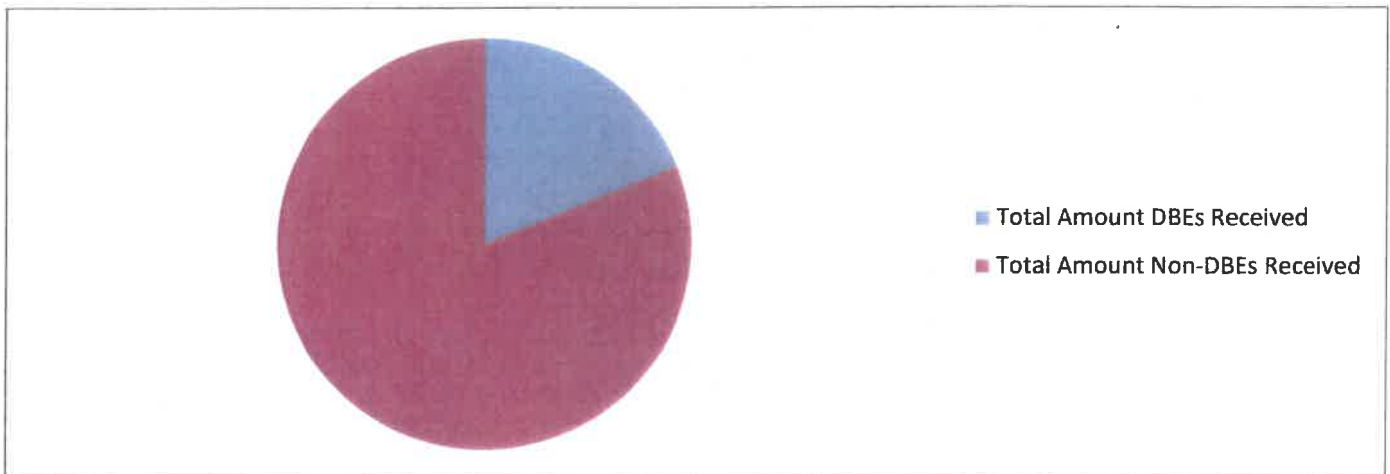
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2020

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$0.00	0.00%
<i>Category 3 SBEs</i>	\$3,963,459.07	2.44%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$224,423.30	0.14%
<i>Category 6 SBEs</i>	\$53,848.26	0.03%
<i>Non-SBEs</i>	\$158,002,609.25	97.39%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$28,300,272.54	18.86%
Total Amount Non-DBEs Received	\$121,748,976.72	81.14%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

40 NJ TRANSIT employees retired recently with careers ranging 13 to 37 years of service:

1. Mark Kohn, Operator – Oradell – 20 years
2. Clement Pierre, Operator—Hilton – 27 years
3. Gordon Wilmot, Serviceman – Oradell – 15 years
4. Donna Byrd, Group Head – GOB – 28 years
5. Steven Campbell, Depot Master – Hamilton – 24 years
6. John Cronk, Repairman A – Meadowlands – 27 years
7. Debra Franklin-Jones, Utilityman – Bloomfield – 27 years
8. Tolbert Furr, LRT Operator – Bloomfield – 31 years
9. Koffi Gnakou, Operator – Howell – 18 years
10. Robert Guenther, Operator – Washington Township – 18 years
11. Patricia Marsh, Clerk Distribution – Big Tree – 33 years
12. Marva Milbourne, Operator – Newark – 15 years
13. Waring Miller, Driver Stores – Newark – 26 years
14. Peter Ostag, Storeroom Specialist – Newark – 18 years
15. Claude Peguerro, Operator – Orange – 23 years
16. Dwayne Ward, Depot Master – Meadowlands – 28 years
17. Michael Galloway, Mechanic – Washington Township – 22 years
18. Kim Hanley, Chief Clerk Claims – Newton Avenue – 31 years
19. Michael Doherty, Senior Accountant – Penn Plaza – 20 years
20. David Roundtree, Manager .—Penn Plaza – 18 years
21. Alan Sharpe, Financial Services project Manager – Penn Plaza – 32 years
22. Anthony Cenni, Senior Director Rail Training – Ferry Street – 30 years
23. Rosemary Kearney, Communications Coordinator – GOB – 29 years
24. Gerald Strigari, Chief Technology Officer – Penn Plaza – 32 years
25. Vincent Apadula, Repairman – Wood-Ridge – 26 years
26. Charlie Boone, Ridership Survey Agent, Penn Plaza – 34 years
27. Doris Carr, Office Supervisor Mechanical – MMC – 37 years
28. Sherwin Collingswood, Mechanic – Newark Penn Station – 22 years
29. Herminio DeJesus, General Foreman – Dover – 16 years
30. Danny Garrett, Conductor – Various – 31 years
31. Ethel Johnson-Berry, Special Assistant – Penn Plaza – 25 years
32. Laszio Kazal, Locomotive Engineer – Various – 30 years
33. Michael Reilly, Conductor – Various – 26 years

34. Jeung Seo, Electrician – Hoboken – 30 years
35. Marcel Wilson, Mechanic -- Newark Penn Station – 24 years
36. William Richardson, Locomotive Engineer – Various – 30 years
37. Bart Alkema, Machinist – Dover – 34 years
38. Charles Bailey, Mechanic – Hoboken – 18 years
39. Gameil Bishara, Technician – MMC – 13 years
40. Lorraine Buggs, Lead Clerk – Wood-Ridge – 32 years

ACTION ITEMS

ITEM 1909-47: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: CONTRACT AND CONTRACT AMENDMENT FOR PROFESSIONAL SUPPORT SERVICES

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement (PTC) and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail Systems to implement PTC; and

WHEREAS, NJ TRANSIT is required to implement PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, known as the Advanced Speed Enforcement System II (ASES II), is also required to provide interoperability with Amtrak’s Northeast Corridor (NEC) Advanced Civil Speed Enforcement System II (ACSES II) technology and the freight-based Interoperable Electronic Train Management System (I-ETMS); and

WHEREAS, implementation of PTC will enhance the safety of customers and employees on NJ TRANSIT rail services and permit compliance with Federal law; and

WHEREAS, the Positive Train Control Enforcement and Implementation Act of 2015 required that Class I railroads and certain commuter railroads, including NJ TRANSIT, implement PTC systems by December 31, 2018; and

WHEREAS, NJ TRANSIT took a series of steps to position the railroad to meet these statutory compliance requirements, including securing FRA approval of NJ TRANSIT’s alternative schedule providing a two-year extension for project completion to December 31, 2020; and

WHEREAS, NJ TRANSIT previously identified the need for technical support consulting services for the PTC project as essential to complying with these requirements; and

WHEREAS, NJ TRANSIT previously contracted with HNTB Corporation to provide staff augmentation and technical support consulting services for the PTC system throughout the duration of NJ TRANSIT’s PTC program; and

WHEREAS, On May 7, 2019, a Request for Proposals was issued for a professional services contract on NJ TRANSIT’s website, *The Star-Ledger*, and *The Times of Trenton*; and

WHEREAS, on June 14, 2019 two proposals were received, and the Technical Evaluation Committee scored the proposals and determined that WSP submitted the most qualified, responsive, and responsible proposal; and

WHEREAS, the NJ TRANSIT Office of Business Development established a 12 percent Disadvantaged Business Enterprise goal for this contract and WSP identified in their proposal a 13 percent DBE participation for this contract; and

WHEREAS, upon completion of the competitive solicitation and negotiation process for professional consultant services to augment in-house staff and technical expertise for PTC system implementation for the balance of NJ TRANSIT's PTC program, through project close-out, it was determined that WSP of Newark, New Jersey submitted the most responsive; and

WHEREAS, HNTB requires funding for a transitional period as the new program management service consultant commences work; and

WHEREAS, the Federal Transit Administration, and the Transportation Trust Fund are the anticipated sources of funding for this project; and

NOW, THEREFORE BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 10-010 with HNTB Corporation for additional staff augmentation, specialized engineering, program management, and technical support services at a cost not to exceed \$3,454,030, plus five percent for contingencies, for a total contract authorization amount not to exceed of \$45,316,545.74, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-029 with WSP, of Newark, New Jersey, for expanded staff augmentation, specialized engineering, program management, and technical support services at a cost not to exceed \$48,000,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-48: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE AGREEMENTS WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail systems to implement Positive Train Control (PTC); and

WHEREAS, NJ TRANSIT is required to implement PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, known as the Advanced Speed Enforcement System II (ASES II PTC), is also required to provide interoperability with Amtrak's Northeast Corridor (NEC) Advanced Civil Speed Enforcement System II (ACSES II) technology and the freight-based Interoperable Electronic Train Management System (I-ETMS); and

WHEREAS, implementation of PTC will enhance the safety of customers and employees on NJ TRANSIT rail services and permit compliance with Federal law; and

WHEREAS, the operation and maintenance of the NJ TRANSIT's PTC system requires seamless interoperability between NJ TRANSIT's ASES II PTC system and Norfolk Southern Railway's I-ETMS-equipped locomotives, via Norfolk Southern Railway's I-ETMS back office in Annapolis, Maryland; and

WHEREAS, the system utilizing Wabtec software features a self-diagnostic capability that identifies and corrects communications problems before they affect train operations, and thereby supports seamless interoperability between Norfolk Southern Railway's locomotives and NJ TRANSIT's ASES II PTC system; and

WHEREAS, Meteorcomm software and firmware is needed to enable seamless communications between NJ TRANSIT and Norfolk Southern Railway back office systems and locomotives; and

WHEREAS, this software integration and support will advance the PTC system-wide installation and continue through project completion and PTC operations;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into an agreement with Wabtec Railway Electronics, Inc, of Cedar Rapids, Indiana, at a cost not to exceed \$1,500,000, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President and CEO is authorized

to enter into an agreement with Meteorcomm, LLC, of Renton, Washington, at a cost not to exceed \$1,500,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-49: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SIEMENS SOFTWARE PURCHASE AND LICENSE AGREEMENT

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail systems to implement Positive Train Control (PTC); and

WHEREAS, NJ TRANSIT is required to implement PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, known as the Advanced Speed Enforcement System II (ASES II PTC), is also required to provide interoperability with Amtrak's Northeast Corridor (NEC) Advanced Civil Speed Enforcement System II (ACSES II) technology and the freight-based Interoperable Electronic Train Management System (I-ETMS); and

WHEREAS, implementation of PTC will enhance the safety of customers and employees on NJ TRANSIT rail services and permit compliance with Federal law; and

WHEREAS, to implement the PTC system, NJ TRANSIT must independently purchase certain hardware and software; and

WHEREAS, Amtrak employs the ACSES II PTC system, and NJ TRANSIT operates commuter rail service on Amtrak's Northeast Corridor; and

WHEREAS, NJ TRANSIT must utilize the same system and software version and NJ TRANSIT currently has in its fleet 75 locomotives equipped with Siemens' onboard ACSES II PTC software, Revision 10; and

WHEREAS, Amtrak upgraded its ACSES II PTC system to Revision 11 of the ACSES II software and installation of Revision 11 of the ACSES II software will ensure NJ TRANSIT's ability to operate its 75 Siemens equipped locomotives on Amtrak's Northeast Corridor and maintain key commuter rail services. Five additional spare kits will also be purchased; and

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into an agreement with Siemens AG of Munich, Germany, at a cost not to exceed \$3,000,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-50: MEADOWS MAINTENANCE COMPLEX (MMC) PARKING LOT IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD

WHEREAS, NJ TRANSIT's Mason and Building 9 Substations (collectively Mason Substation), are located in Kearny, New Jersey, and are critical to the operations of the NJ TRANSIT rail system; and

WHEREAS, each year, Mason Substation supports either a large portion, or all, of the power necessary to facilitate millions of annual passenger boardings and Building 9 Substation provides power to the Rail Operations Center (ROC) and the Meadows Maintenance Complex (MMC); and

WHEREAS, both substations were damaged by Superstorm Sandy and are in the process of being replaced, and interim repairs were carried out to continue use of the existing Mason Substation until the new substation is designed and constructed; and

WHEREAS, the parking facility for the MMC and the ROC is situated next to the existing Mason Substation and the existing substation must remain operational until the new Mason Substation is completed in order to provide continuous service to NJ TRANSIT customers; and

WHEREAS, during this time, NJ TRANSIT must construct a contingency substation which will allow the demolition and reconstruction of the new substation; and

WHEREAS, this will reduce the capacity of the MMC parking facility, where employees and visitors park, requiring reconfiguration and reconstruction; and

WHEREAS, authorization of this construction contract will allow the MMC parking lot improvements project to reconfigure and raise the parking area above flood elevation and provide efficient and ample parking for this critical NJ TRANSIT facility, and the project also includes a new guard booth, improved lighting, and secured perimeter fencing as well as drainage improvements in the surrounding area; and

WHEREAS, on June 7, 2019, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Times of Trenton*, and a Pre-Bid Conference occurred on June 19, 2019 in Newark, New Jersey Headquarters and a site visit occurred on June 20, 2019 at the MMC in Kearny, NJ; and

WHEREAS, bids were received electronically from 8 firms and opened on August 13, 2019, at NJ TRANSIT Headquarters in Newark; and

WHEREAS, the NJ TRANSIT Office of Business Development established a Race Neutral Disadvantaged Business Enterprise (DBE) goal for this contract, and Crisdel Group, Inc, has identified 4.516 percent DBE participation; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Cridel Group, Inc of South Plainfield, New Jersey, submitted the lowest responsive, responsible bid; and

WHEREAS, the Transportation Trust Fund is the anticipated source of funding for this project;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-046X with Cridel Group, Inc of South Plainfield, New Jersey, for the construction of the MMC Parking Lot Improvements in an amount not to exceed \$5,794,319, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-51

Middletown Collapsed Pipe Replacement, NJ TRANSIT Contract No. 19-022X



Staff is seeking authorization to enter into one NJ TRANSIT Contract with **Walsh Construction Company, LLC of Little Falls, New Jersey**, to perform construction services for the replacement of the collapsed pipe under Church Street grade crossing on the North Jersey Coast Line at MP12.70 for a total cost of \$2,010,010.

- Existing collapsed pipe is 185' long by 24" diameter
- Currently pumping water under the NJCL via a manned pump
- Source of Funds: State – TTF (Transportation Trust Fund)
- Total construction cost of \$2.01M

ITEM 1909-51: COLLAPSED PIPE REPLACEMENT UNDER CHURCH STREET ON THE NJ TRANSIT NORTH JERSEY COAST LINE M.P. 12.70 MIDDLETOWN, NEW JERSEY

WHEREAS, NJ TRANSIT's North Jersey Coast Line provides 22,250 average weekday passenger trips in Middlesex, Monmouth, and Ocean counties; and

WHEREAS, the existing pipe is collapsed and can no longer carry any flow to the culvert outlet; and

WHEREAS, the replacement of the collapsed pipe would prevent future flooding due to lack of drainage; and

WHEREAS, on February 19, 2019, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in the *Star Ledger* and *The Times of Trenton*; and

WHEREAS, bids were received from eight prospective contractors on April 25, 2019; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Walsh Construction Company, LLC of Little Falls, New Jersey, submitted the lowest responsible bid;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-022X with Walsh Construction Company, LLC, of Little Falls, New Jersey, to perform construction services by replacing the collapsed culvert on NJ TRANSIT's North Jersey Coast Line at MP 12.70, in Middletown, New Jersey at a cost not to exceed \$2,010,010, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-52: REPLACEMENT OF THE CULVERT UNDER THE NJ TRANSIT GLADSTONE LINE AT MP 30.19, LONG HILL, NJ



Staff is seeking authorization to enter into one NJ TRANSIT Contract with **Montana Construction Corporation of Lodi, New Jersey**, for general construction services for the Replacement of the Culvert under NJ TRANSIT Gladstone Line at MP 30.19 in Long Hill, New Jersey, at a negotiated cost not to exceed \$1,121,111.00, plus five percent for contingency.

ITEM 1909-52: REPLACEMENT OF THE CULVERT UNDER THE NJ TRANSIT GLADSTONE LINE AT MP 30.19, LONG HILL, NJ

Quick Facts:

- Existing culvert supports single electrified tangent track on NJ TRANSIT Gladstone Line at MP 30.19, between the Millington train station from East and Lyons train station from West
- The existing culvert is in poor condition and has significant deterioration throughout
- There is considerable scour damage at both the inlet and outlet of the culvert
- DBE/SBE Goal: 10% SBE Category 6
- Source of Funds: State – TTF (Transportation Trust Fund)
- Total construction cost of \$1.12M

ITEM 1909-52: CONSTRUCTION SERVICES FOR THE REPLACEMENT OF CULVERT 30.19 ON THE NJ TRANSIT GLADSTONE LINE

WHEREAS, NJ TRANSIT's Gladstone Line provides nearly 6,000 average weekday passenger trips in Morris, Somerset, and Union Counties; and

WHEREAS, the existing Culvert 30.19 has significant deterioration of the structure as a result of inadequate drainage capacity; and

WHEREAS, the future replacement of Culvert 30.19 will ensure long-term public safety and reliable train service; and

WHEREAS, on March 28, 2019, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star Ledger* and *The Times of Trenton*; and

WHEREAS, on June 11, 2019, two competitive bids were received from prospective general contracting firms; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Montana Construction Corporation of Lodi, New Jersey, was the lowest responsible bidder; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a Small Business Enterprise (SBE) goal of 10 percent for this contract and Montana Construction Corporation submitted a commitment of 10.69 percent;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-042X with Montana Construction Corporation of Lodi, New Jersey, to perform General Contracting Construction Services for the Replacement of Culvert 30.19 on the NJ TRANSIT Gladstone Line in Long Hill, New Jersey, at a total cost not to exceed \$1,121,111, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-53: APPROVAL OF REVOLVING CREDIT AGREEMENT AND ISSUANCE OF GRANT ANTICIPATION NOTE, SERIES 2019

WHEREAS, NJ TRANSIT has an annual Operating Budget of approximately \$2.4 billion; and

WHEREAS, approximately half of this amount is derived from passenger fares and other operating revenues and the remainder from State of New Jersey, federal, and local sources; and

WHEREAS, the timing of the receipt of federal funds for expenditures that are eligible to be paid or reimbursed from such federal funds (“Eligible Expenditures”) is not within NJ TRANSIT’s control potentially placing the Operating Budget in a temporary cash negative position; and

WHEREAS, NJ TRANSIT has the statutory authority to enter into financings based upon the future receipt of Federal Transit Administration grants; and

WHEREAS, to meet NJ TRANSIT’s cash flow requirements for Eligible Expenditures before the receipt of the Federal Transit Administration grants, staff believes it is financially prudent for NJ TRANSIT to enter into a Revolving Credit Agreement (“Agreement”) with Bank of America, N.A. pursuant to which Bank of America, N.A. will provide a revolving line of credit (the “Line of Credit”) to NJ TRANSIT; and

WHEREAS, NJ TRANSIT shall issue a Grant Anticipation Note, Series 2019 (the “Series 2019 Note”) to evidence and secure its repayment obligations for the revolving loans made to it by Bank of America, N.A. under the Agreement; and

WHEREAS, professionals for this transaction were selected in compliance with Executive Order No. 26. M. Jeremy Ostow, Esq. was selected as Special Counsel to NJ TRANSIT through a competitive RFQ/RFP process performed by the Office of the Attorney General and similarly, Bank of America, N.A. has been selected as the bank to provide a revolving line of credit to NJ TRANSIT through the Office of the State Treasurer’s competitive RFP/RFQ process;

NOW, THEREFORE BE IT RESOLVED that the Board of Directors hereby adopts the attached Resolution (i) approving the Line of Credit, (ii) authorizing the execution and delivery of the Agreement and the issuance and delivery to Bank of America, N.A. of the Series 2019 Note to evidence and secure NJ TRANSIT’s repayment obligations for the revolving loans to be made to it by Bank of America, N.A. under the Agreement, (iii) approving the selection of Bank of America, N.A. as the bank to provide the revolving line of credit to NJ TRANSIT pursuant to the Agreement, (iv) authorizing the Chair, the President & CEO, the Senior Vice President, Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to consummate the execution and delivery of the Agreement and the issuance of the 2019 Note, including, but not limited

to, the negotiation and execution of all documents, payment of the principal of and interest on the 2019 Note, payment of bank fees and all fees related to the establishment of the Agreement, including reasonable legal fees, and approving the parameters for the issuance of the 2019 Note and the establishment of the Agreement as set forth in the attached Resolution, all as authorized pursuant to N.J.S.A. 27:25-5(w).

RESOLUTION AUTHORIZING AND APPROVING A LINE OF CREDIT IN A PRINCIPAL AMOUNT NOT EXCEEDING \$300,000,000 AND AUTHORIZING AND APPROVING THE EXECUTION AND DELIVERY OF A REVOLVING CREDIT AGREEMENT AND RELATED INSTRUMENTS; APPROVING THE ISSUANCE OF A FEDERALLY TAXABLE GRANT ANTICIPATION NOTE, SERIES 2019; AND AUTHORIZING AND DETERMINING VARIOUS OTHER RELATED MATTERS IN CONNECTION THEREWITH.

ADOPTED: SEPTEMBER 12, 2019

WHEREAS, New Jersey Transit Corporation (the "Corporation") is a body corporate and politic and an instrumentality of the State of New Jersey (the "State") organized and existing pursuant to the New Jersey Public Transportation Act of 1979, L. 1979, c. 150 (the "Act"), as amended and supplemented; and

WHEREAS, pursuant to Section 5 of the Act, the Corporation is authorized to issue grant anticipation notes which shall be secured by and retired from capital assistance grants authorized under Section 3 or Section 9 of the federal Urban Mass Transportation Act of 1964, Pub.L.88-365 (49 U.S.C. s.1602) (the "1964 Act"), or any successor or additional federal act, and operating assistance grants authorized under section 9 of the 1964 Act, or any successor or additional federal act; and

WHEREAS, on June 9, 2015, the Corporation entered into a Revolving Credit Agreement, dated as of June 1, 2015 (the "2015 Agreement"), with Royal Bank of Canada, acting through its branch located at 200 Vesey Street, New York, New York 10281-8098 ("RBC"), pursuant to which the Corporation obtained from RBC a revolving line of credit (the "2015 Line of Credit") in order to assist the Corporation in meeting its cash flow requirements for expenditures to be reimbursed from Section 5307 Formula Funds and Section 5337 Formula Funds at minimum expense; and

WHEREAS, the obligations of the Corporation pursuant to the 2015 Agreement are evidenced by the Corporation's Federally Taxable Grant Anticipation Note, Series 2015 (the "2015 Note"), all as set forth in and authorized by a resolution of the Corporation entitled "RESOLUTION AUTHORIZING AND APPROVING A LINE OF CREDIT IN A PRINCIPAL AMOUNT NOT EXCEEDING \$300,000,000 AND AUTHORIZING AND APPROVING THE EXECUTION AND DELIVERY OF A REVOLVING CREDIT AGREEMENT AND RELATED INSTRUMENTS; APPROVING THE ISSUANCE OF A FEDERALLY TAXABLE GRANT ANTICIPATION NOTE, SERIES 2015; AND AUTHORIZING AND DETERMINING VARIOUS OTHER RELATED MATTERS IN CONNECTION THEREWITH" [and an accompanying resolution, both] adopted by the Corporation on May 13, 2015; and

WHEREAS, the obligations of the Corporation pursuant to the 2015 Agreement and the 2015 Note are secured by and payable from the Pledged Section 5307 Grant Receipts and the Pledged Section 5337 Grant Receipts (as such terms are defined in the 2015 Agreement); and

WHEREAS, the obligations of the Corporation pursuant to the 2015 Agreement and the 2015 Note are due and payable on September 27, 2019; and

WHEREAS, the Corporation wishes to obtain a new revolving line of credit (the "Line of Credit") in order to assist the Corporation in meeting its cash flow requirements for expenditures to be reimbursed from Section 5307 Formula Funds and Section 5337 Formula Funds; and

WHEREAS, the Line of Credit will be established pursuant to a Revolving Credit Agreement (as amended and supplemented from time to time in accordance with the terms thereof, the "Agreement"), and the obligations of the Corporation pursuant to the Agreement will be evidenced by the Corporation's Federally Taxable Grant Anticipation Note, Series 2019 (the "Series 2019 Note"), all as set forth herein and authorized hereby; and

WHEREAS, the obligations of the Corporation pursuant to the Agreement and the Series 2019 Note shall be secured by and payable from a pledge of the Pledged Grant Receipts (as hereinafter defined) subject to the terms and conditions set forth in this Resolution and in the Agreement; and

WHEREAS, prior to the Senior Obligations Defeasance Date, the Series 2019 Note, with respect to the pledge of the Pledged Section 5307 Grant Receipts (as defined in the Agreement), shall constitute Subordinated Indebtedness within the meaning of the Trust Indenture, dated as of August 1, 2014 (the "2014 Indenture"), between the Corporation and U.S. Bank National Association, as Trustee, as the same may be amended and supplemented from time to time in accordance with the terms thereof and of the Agreement, shall be payable solely from amounts from time to time on deposit in the Subordinated Indebtedness Fund established under the 2014 Indenture and available for such payment pursuant to and in accordance with the terms and conditions set forth in the 2014 Indenture; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(w), the Series 2019 Note issued under this Resolution and pursuant to the Agreement shall include on its face the following statement: NOTWITHSTANDING ANY OTHER PROVISION OF THIS SERIES 2019 NOTE OR THE 2019 RESOLUTION, THE CORPORATION IS OBLIGATED TO PAY THE PRINCIPAL OF THIS NOTE AND THE INTEREST HEREON ONLY FROM PLEDGED GRANT RECEIPTS AND FROM THE PROCEEDS OF THE SERIES 2019 NOTE AND INVESTMENT EARNINGS ON THE PROCEEDS OF THE SERIES 2019 NOTE, TO THE EXTENT NOT DISBURSED TO THE CORPORATION, AND NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF OR OF THE CORPORATION IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL AND INTEREST ON THIS SERIES 2019 NOTE. THE CORPORATION HAS NO TAXING POWER.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE NEW JERSEY TRANSIT CORPORATION, as follows:

SECTION 1. Defined Terms. Capitalized terms used but not defined in this Resolution shall have the meanings given to them in the form of Agreement annexed hereto and made a part hereof as Exhibit A.

SECTION 2. Resolution to Constitute Contract. In consideration of the execution, delivery and performance of the Agreement by the Bank, the provisions of this Resolution and all of the covenants and agreements herein contained shall constitute valid and legally binding contracts between the Corporation, on the one hand, and the Bank, on the other hand, and shall

be enforceable by the Bank in the manner and to the extent provided herein and in the Agreement.

SECTION 3. Authorization of Line of Credit. To accomplish its purposes and objectives, the Corporation hereby approves the Line of Credit to be obtained from the Bank pursuant to and in accordance with the Agreement; provided, however, that (i) the Available Commitment shall not exceed \$300,000,000, (ii) the maximum interest rate on the Revolving Loans to be made pursuant to the Agreement shall not exceed twelve percent (12%) per annum, (iii) the Commitment Expiration Date shall be no later than forty-two (42) months after the date of the execution and delivery of the Agreement, and (iv) all Revolving Loans to be obtained under the Agreement shall be subject to prepayment in whole or in part at any time and from time to time at the option of the Corporation and without premium or penalty, except as set forth in Section 4.4 of the Agreement in the event that any optional payment or prepayment of any Revolving Loan bearing interest at the Fixed LIBOR Rate occurs on a date other than the last day of the related Rate Period for such Revolving Loan. The Revolving Loans to be obtained under and pursuant to the Agreement shall be obtained from time to time in such minimum amounts, shall bear interest at such rates of interest, shall be payable as to principal and interest and be subject to prepayment prior to maturity and shall have such other details and provisions as are prescribed by the Agreement.

SECTION 4. Purpose of Line of Credit. The Corporation shall enter into the Agreement and issue the Series 2019 Note in order to assist the Corporation in meeting its cash flow requirements for expenditures that are eligible to be reimbursed from Section 5307 Formula Funds and Section 5337 Formula Funds ("Eligible Expenditures").

SECTION 5. Approval of Agreement; Selection of Bank; Determination under Executive Order No. 26. The Corporation hereby approves the selection of Bank of America, N.A., (the "Bank") as the provider of the Line of Credit based upon the New Jersey Department of the Treasury's ("Treasury") competitive RFP/RFQ process and in accordance with New Jersey Executive Order No. 26 (Whitman 1994) ("Executive Order No. 26"). The selection of the Bank as provider of the Line of Credit, the obtaining of Revolving Loans and the issuance and delivery of the Series 2019 Note by the Corporation to the Bank to evidence and secure the Obligations of the Corporation shall be subject to the execution by the Corporation and the Bank of the Agreement in substantially the form presented to this meeting. The Agreement, in substantially the form presented to this meeting, is hereby approved, provided that an Authorized Officer is hereby authorized, with the advice of Special Counsel and the State Attorney General, to make such changes, insertions and deletions to and omissions from such form as may be necessary or appropriate.

SECTION 6. Authorization and Terms of Series 2019 Note.

a. To evidence and secure the Obligations of the Corporation pursuant to the Agreement, the Series 2019 Note is hereby authorized in the maximum principal amount of \$300,000,000. The Series 2019 Note shall be designated as, and shall be distinguished from all other obligations of the Corporation by the title "Federally Taxable Grant Anticipation Note, Series 2019".

b. The maximum principal amount, rate or rates of interest, maturity date, payment date or dates, and prepayment provisions shall all be as set forth in the Agreement, subject to the limitations set forth in Section 3 of this Resolution.

c. The Series 2019 Note shall be issued in registered form without coupons and shall be registered in the name of the Bank. The Series 2019 Note shall be issued in the form of one certificate, shall be numbered R-1 and shall be in a denomination equal to the aggregate principal amount of Revolving Loans outstanding under the Agreement from time to time.

d. In accordance with N.J.S.A. 27:25-5(w), the Series 2019 Note issued under this Resolution and pursuant to the Agreement shall include on its face the following statement: NOTWITHSTANDING ANY OTHER PROVISION OF THIS SERIES 2019 NOTE OR THE 2019 RESOLUTION, THE CORPORATION IS OBLIGATED TO PAY THE PRINCIPAL OF THIS NOTE AND THE INTEREST HEREON ONLY FROM PLEDGED GRANT RECEIPTS AND FROM THE PROCEEDS OF THE SERIES 2019 NOTE AND INVESTMENT EARNINGS ON THE PROCEEDS OF THE SERIES 2019 NOTE, TO THE EXTENT NOT DISBURSED TO THE CORPORATION, AND NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF OR OF THE CORPORATION IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL AND INTEREST ON THIS SERIES 2019 NOTE. THE CORPORATION HAS NO TAXING POWER.

SECTION 7. General Provisions for Execution and Delivery of Agreement and Issuance and Delivery of Series 2019 Note. The execution and delivery of the Agreement and the issuance and delivery of the Series 2019 Note shall be subject to the conditions precedent set forth in Section 5.1 of the Agreement and such additional conditions as an Authorized Officer, with the advice of the State Attorney General and Special Counsel, shall determine.

SECTION 8. Pledge of Pledged Grant Receipts.

a. There are hereby pledged to the Bank for the payment when due of the Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans, the Pledged Section 5307 Grant Receipts and the Pledged Section 5337 Grant Receipts, including the amounts on deposit from time to time in the Pledged Grant Receipts Account, in accordance with the terms and the provisions of the Agreement and this Resolution, and a lien on and security interest in such Pledged Grant Receipts is hereby granted for such purpose, subject however, to the use and application of the Pledged Grant Receipts as permitted pursuant to the provisions of this Resolution.

b. Prior to the Senior Obligations Defeasance Date, the pledge of the Pledged Section 5307 Grant Receipts for the payment when due of the Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans, shall be subject and subordinate solely to the lien on the Pledged Section 5307 Grant Receipts securing Senior Obligations under the 2014 Indenture, and the Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans, shall, with respect to the Pledged Section 5307 Grant Receipts only, constitute Subordinated Indebtedness within the meaning of the 2014 Indenture and shall be payable solely from amounts from time to time on deposit in the Subordinated Indebtedness Fund established under the 2014 Indenture and available to be applied to the payment of Subordinated Indebtedness in accordance with the terms and conditions set forth in the 2014 Indenture.

c. The obligations of the Corporation under this Resolution and the Agreement are subject to and dependent upon (i) the appropriation of the Section 5307 Formula Funds and the Section 5337 Formula Funds by the State Legislature to the Corporation in each

Fiscal Year in an amount at least sufficient, after giving effect to the application of the Section 5307 Formula Funds to the payment when due of principal of and interest on the Senior Obligations and all amounts payable under all Other Pledged Grant Receipt Obligations, if any, coming due in such Fiscal Year, to pay, when due, the principal of and interest on the Revolving Loans and all other Obligations of the Corporation under the Agreement coming due in such Fiscal Year, (ii) the appropriation by the United States Congress to FTA in each Federal Fiscal Year of funds for programs authorized under 49 U.S.C. s. 5307 and under 49 U.S.C. s. 5337; (iii) the apportionment by the FTA to the Corporation by the last day of each Federal Fiscal Year of Section 5307 Formula Funds and Section 5337 Formula Funds that have been appropriated by the United States Congress in an amount at least sufficient, after giving effect to the application of the Section 5307 Formula Funds to the payment when due of principal of and interest on the Senior Obligations and all amounts payable under all Other Pledged Grant Receipt Obligations, if any, coming due in such Federal Fiscal Year, to pay, when due, the principal of and interest on the Revolving Loans and all other Obligations of the Corporation under the Agreement coming due in such Federal Fiscal Year, and (iv) the receipt by the State or the Corporation in each Federal Fiscal Year of the Section 5307 Formula Funds and the Section 5337 Formula Funds in an amount at least sufficient, after giving effect to the application of the Section 5307 Formula Funds to the payment when due of principal of and interest on the Senior Obligations and all amounts payable under all Other Pledged Grant Receipt Obligations, if any, coming due in such Fiscal Year, to pay, when due, the principal of and interest on the Revolving Loans and all other Obligations of the Corporation under the Agreement coming due in such Federal Fiscal Year. The State Legislature has no legal obligation to make any such appropriations. The Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans, are special, limited obligations of the Corporation payable solely from and secured by the Pledged Section 5307 Grant Receipts and the Pledged Section 5337 Grant Receipts. The obligations of the Corporation under this Resolution and the Agreement are not general obligations of the Corporation, and neither the faith and credit nor revenues, funds and assets of the Corporation (other than the Pledged Grant Receipts) are pledged or required to be used for the payment of the principal of, or interest on, such obligations of the Corporation under this Resolution and the Agreement. The obligations of the Corporation under this Resolution and the Agreement do not create or constitute any indebtedness, liability or obligation of the State or any political subdivision thereof or constitute a pledge of the faith and credit or taxing power of the State or any such political subdivision. The Corporation has no taxing power. The obligations of the Corporation under this Resolution and the Agreement are not a debt or liability of the State or any agency or instrumentality thereof, other than the Corporation (to the limited extent set forth herein and in the other Related Documents), either legal moral or otherwise, and nothing in the Act shall be construed to authorize the Corporation to incur any indebtedness on behalf of or in any way obligate the State or any political subdivision thereof.

SECTION 9. Pledged Grant Receipts Account.

a. The Corporation hereby establishes the Pledged Grant Receipts Account, which shall be a special account of the Corporation held by the Corporation subject to the terms and provisions of this Resolution and the Agreement. Subject to use and application in accordance with this Resolution, all of the moneys and securities held in the Pledged Grant Receipts Account are hereby pledged to the payment when due of the Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans.

b. The Corporation shall deposit or cause to be deposited into the Pledged Grant Receipts Account, promptly upon receipt (i) all Pledged Section 5337 Grant Receipts, (ii) prior to the Senior Obligations Defeasance Date, all amounts withdrawn from the Subordinated Indebtedness Fund in accordance with the provisions of the 2014 Indenture, (iii) from and after the Senior Obligations Defeasance Date, all Pledged Section 5307 Grant Receipts and (iv) all amounts withdrawn by the Corporation from the Grant Receipts Deposit Fund to reimburse the Corporation for Eligible Costs (as defined in the 2014 Indenture) pursuant to Section 504(B) of the 2014 Indenture.

c. On each payment date, including, without limitation, each Interest Payment Date and the Revolving Loan Maturity Date for the Repayment Obligations, including, without limitation, the Revolving Loans and the Series 2019 Note evidencing the Revolving Loans, and on each payment date for any other Obligations, the Corporation shall withdraw from the Pledged Grant Receipts Account and pay to the Bank such Obligations, coming due on such payment date.

d. Upon the occurrence and during the continuance of an Event of Default or an Event of Non-Appropriation, amounts on deposit from time to time in the Pledged Grant Receipts Account shall be applied as provided in Section 8.2(c) of the Agreement.

e. Provided that the required transfers to the Bank are made when and as provided in paragraph (c) and (d) of this Section 9, the Corporation may apply the amounts on deposit in the Pledged Grant Receipts Account at any time and from time to time to pay or reimburse the Corporation for any costs which are Eligible Expenditures, subject to Section 7.1(n) and Section 8.2(c) of the Agreement.

SECTION 10. The Authorized Officers are hereby designated to be the authorized representatives of the Corporation charged by this Resolution with the responsibility for causing the Corporation to enter into the Agreement and issue the Series 2019 Note to evidence and secure the Obligations of the Corporation, and each of them is hereby authorized and directed to execute and deliver any and all papers, instruments, opinions, certificates, affidavits and other documents and to make any and all determinations and do and cause to be done any and all acts and things necessary or proper for carrying out this Resolution and effectuating future actions and consents as may be required under or contemplated by such documents. Without limitation of the generality of the immediately preceding sentence, the Authorized Officers, are hereby authorized:

a. To execute and deliver the Agreement to the Bank and to issue and deliver the Series 2019 Note to the Bank, in substantially the forms presented to this meeting, provided that an Authorized Officer is hereby authorized, with the advice of Special Counsel and the State Attorney General, to make such changes, insertions and deletions to and omissions from such forms as may be necessary or appropriate;

b. To submit an excerpt of the minutes of the meeting of the Corporation at which this Resolution was adopted to the Governor of the State (the "Governor") as required pursuant to Section 4(f) of the Act, and to receive, on behalf of the Corporation, an approval letter from the Governor, if delivered to the Corporation, of said excerpt as it relates to all actions taken by the Corporation in connection with the execution and delivery of the Agreement and the issuance and delivery of the Series 2019 Note;

c. To obtain Revolving Loans under the Agreement from time to time, to determine whether each such Revolving Loan shall be a LIBOR Rate Revolving Loan or a Base

Rate Revolving Loan and the duration of the Rate Period of any LIBOR Rate Revolving Loan, and to prepare and to make any and all determinations and submit any and all notices to the Bank in connection with each such Revolving Loan;

d. To enter into an amendment to the Agreement if and when required pursuant to the terms of the Agreement in order to replace the LIBOR Index Rate with a LIBOR Successor Rate.

e. To provide for the application of proceeds of each Revolving Loan to the purposes set forth in Section 4 of this Resolution; and

f. To make such other determinations, to execute such other documents, instruments and papers and to do such acts and things as may be necessary or advisable in connection with (i) the execution and delivery of the Agreement and the issuance and delivery of the Series 2019 Note or (ii) any of the other transactions authorized by this Resolution, and which are not inconsistent with the provisions of this Resolution.

Any and all actions heretofore taken by the Authorized Officers in connection with the transactions authorized and contemplated by this Resolution are hereby ratified.

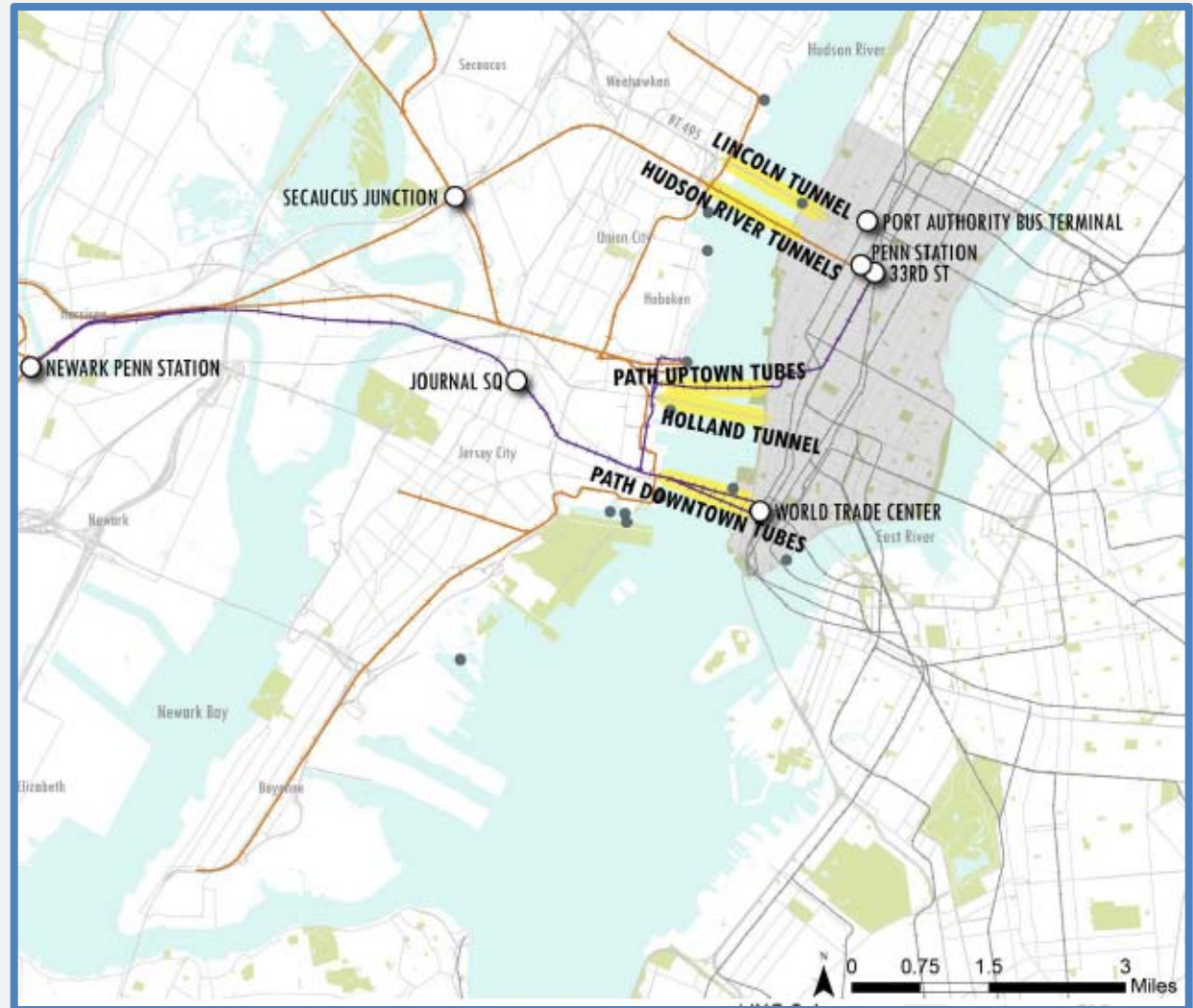
All matters determined by an Authorized Officer of the Corporation under this Resolution shall constitute and be deemed matters incorporated into this Resolution and approved by the Corporation, and, whenever an Authorized Officer is authorized or directed to take any action pursuant to this Resolution with or upon the advice, consent or consultation with or by any other person, agency, office or official, a certificate of such Authorized Officer may be relied upon as being determinative that such advice, consultation or consent has in fact occurred and that such actions of the Authorized Officer are valid and binding.

SECTION 11. In case any one or more of the provisions of this Resolution shall be held to be illegal or invalid for any reason, such illegality or invalidity shall not affect any other provision of this Resolution and this Resolution shall be construed and enforced as if such illegal or invalid provision had not been contained herein.

SECTION 12. This Resolution shall take effect as set forth in the Act.

ITEM 1909-54 TRANS-HUDSON NETWORK PLANNING STRATEGY

The Trans-Hudson Network Planning Strategy Contract will include multiple study tasks focused on increasing the capacity and flexibility of the Trans-Hudson transportation network to provide more options for NJ TRANSIT customers traveling between New Jersey and New York City.



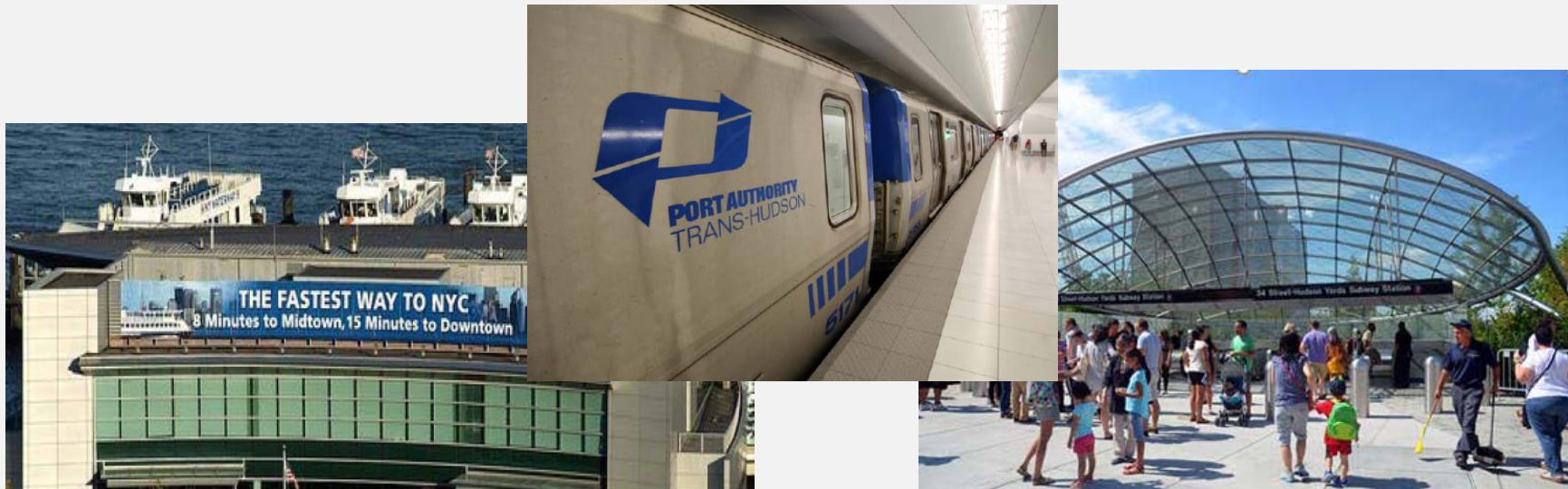
ITEM 1909-54 TRANS-HUDSON NETWORK PLANNING STRATEGY

- Seeking authorization to enter into Phase 1 of NJ TRANSIT Contract No. 19-038 with **AECOM of New York, New York**, for Professional Services on the Trans-Hudson Network Planning Strategy in the amount not to exceed **\$656,250.00**, which includes contingencies, subject to the availability of funds.
 - Phase 1 will include up to 3 tasks.
- Authorization of the full Professional Services Contract would include 11 potential study tasks over a 36-month duration, along with the option to add tasks based on need and funding.
 - Functions as “Task Order” where the scope and cost of each task is negotiated.
 - Will help address current and future demand by increasing capacity and flexibility, and improving reliability of the Trans-Hudson transit network in the near term, prior to the implementation of the Gateway Program and PABT Replacement.
 - Includes all tasks in one contract which allows for the work to proceed rapidly and with a consistent support team.



ITEM 1909-54 TRANS-HUDSON NETWORK PLANNING STRATEGY

- The Port Authority of New York & New Jersey, the Metropolitan Transportation Authority, and New York City are expected to be key partners. Work will not focus on matters handled by Office of Emergency Management/New Jersey Transit Police Department.
- Additional “as needed” hours are also included to aid NJ TRANSIT in quick and responsive coordination with other agencies looking to implement Trans-Hudson related capital projects.
- Project will span multiple modes and leverage our relationships with other agencies and stakeholders to advance initiatives with the best chance of success.



ITEM 1909-54 TRANS-HUDSON NETWORK PLANNING STRATEGY

- Authorization of this Professional Services Contract will provide NJ TRANSIT with quick access to highly skilled and experienced consultant staff support.
- AECOM and their team of expert subconsultants provide the depth needed to rapidly perform multiple studies geared toward addressing current and near-term capacity improvements and flexibility needs.



**ITEM 1909-54: TRANS-HUDSON NETWORK PLANNING STRATEGY
CONTRACT AWARD**

WHEREAS, NJ TRANSIT seeks to add capacity, where possible, and flexibility throughout the Trans-Hudson public transit network; and

WHEREAS, NJ TRANSIT also seeks to provide options to its customers that will improve NJ TRANSIT's ability to address current and growing Trans-Hudson demand in the near term while also improving reliability and service delivery; and

WHEREAS, authorization of this Professional Services Contract will provide NJ TRANSIT with the necessary support to complete a number of Trans-Hudson related capacity and flexibility-oriented study tasks; and

WHEREAS, on March 6, 2019, an RFP was advertised on NJ TRANSIT's website, *The Star-Ledger* and *The Times of Trenton* providing the scope of work and format for the required cost proposal. A Pre-Proposal Conference was held on March 19, 2019; and

WHEREAS, proposals were received from two firms on April 30, 2019, at NJ TRANSIT Headquarters in Newark; and

WHEREAS, proposals were received from two firms; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a 25 percent Category 3 Small Business Enterprise (SBE) goal for this contract, and NJ TRANSIT's Office of Business Development reviewed the bid and identified 25.4 percent SBE participation; and

WHEREAS, upon completion of a competitive procurement process, it was determined that AECOM of New York, New York, submitted the most qualified, responsive, and responsible proposal;

WHEREAS, the State of New Jersey Transportation Trust Fund is the anticipated sources of funding for this project; and

WHEREAS, the first phase of this effort will allow NJ TRANSIT to perform initial tasks such as assessing options to encourage use of the multi-modal transportation system and to improve connectivity between modes, and to allow the consultant to aid NJ TRANSIT in performing technical review and comment on projects being performed by other agencies that interact with NJ TRANSIT infrastructure or have the potential to impact NJ TRANSIT services; and

WHEREAS, authorization for future tasks will be requested at a later date, as funding becomes available;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-038 with AECOM of New York, New York, for Trans-Hudson Network Planning Strategy services in the amount not to exceed \$625,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-55: EXTENSION OF COVENANT NOT TO COMPETE AGREEMENT ON THE #300 BUS ROUTE

WHEREAS, in February 1997, the NJ TRANSIT Board of Directors authorized the award of a 60 months Covenant Not to Compete Agreement on the #300 Bus Route effective April 5, 1997 through April 6, 2002 to Olympia Trails Bus Company, Inc.; and

WHEREAS, in August 1999, the NJ TRANSIT Board of Directors authorized an extension of the Covenant Not to Compete Agreement for an additional 128-months term which expired on December 31, 2012; and

WHEREAS, in March 2013, the NJ TRANSIT Board of Directors authorized a nine-months extension of the Covenant Not to Compete Agreement for an additional term which expired on September 30, 2013; and

WHEREAS, in September 2013, the NJ TRANSIT Board of Directors authorized an extension of the Covenant Not to Compete Agreement for an additional term of 72 months which expires on September 30, 2019; and

WHEREAS, Olympia Trails Bus Company, Inc. has been operating the #300 bus route under the current Covenant Not to Compete Agreement since 1997; and

WHEREAS, NJ TRANSIT evaluated the projected cost of operating the service in-house with the projected revenue it would generate, and it has been determined it is in the best interest of NJ TRANSIT to extend the Covenant Not to Compete agreement with Olympia Trails Bus Company, Inc.

WHEREAS, the extension of the current Covenant Not to Compete Agreement on the #300 bus route would continue to provide NJ TRANSIT with annual revenue based on Olympia Trails Bus Company Inc.'s gross revenue from all its services between Newark Liberty International Airport and the Borough of Manhattan, New York City, New York; and

WHEREAS, the continued operation of the #300 bus route operated by Olympia Trails Bus Company, Inc. provides the public with Newark Liberty International Airport bus access to and from New York City;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all actions necessary to extend the Covenant Not to Compete Agreement with Olympia Trails Bus Company, Inc. (a Coach USA company) of Elizabeth, New Jersey, for a 72-month period beginning October 1, 2019 through September 30, 2025 (a 36-month base period and a 36-month option period) for the #300 bus route between Newark Liberty International Airport and the Port Authority Bus Terminal, for the greater of 5.5 percent of the gross revenue or a minimum guaranteed annual payment of \$450,000.

ITEM 1909-56: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

WHEREAS, Public Law 2018, Chapter 135 requires the Board of Directors to approve and the corporation to transmit to the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee a report regarding real property owned by the NJ TRANSIT Corporation by October 1st of each year; and

WHEREAS, Public Law 2018, Chapter 135 requires the report contain: a list of each parcel of real property owned by the corporation; the most recent appraised value of that real property interest only if the corporation has obtained an appraisal during the three years immediately preceding the report; the purpose for which the corporation holds the real property interest; any revenue the corporation receives that arises out of the real property; and any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one-year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and any real property acquired for more than market value;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO



NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2019

P.L. 2018, c. 135
October 1, 2019

Executive Summary

New Jersey Transit Corporation's Office of Real Estate Economic Development and Transit-Oriented Development ensures efficient management of NJ TRANSIT's real estate assets to support safe, reliable mass transit service and maximize non-farebox revenue opportunities. The office assesses and develops recommendations for economic development and transit-oriented development opportunities for parcels of real property in which the corporation holds a property interest in order to increase the corporation's non-farebox revenue sources.

Effective November 1, 2018, P.L. 2018, c. 135 amended N.J.S.A. 27:25-20 to require NJ TRANSIT to issue an annual report containing: a list of each parcel of real property owned by the corporation; the most recent appraised value of that real property only if the corporation has obtained an appraisal during the three years immediately preceding the report; the purpose for which the corporation holds the real property; any revenue the corporation receives that arises out of the real property; and any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and any real property acquired for more than market value. Pursuant to those reporting requirements, NJ TRANSIT is pleased to provide this report.

- **Real Property Owned:**

The following is the list of real property owned by the corporation and its underlying property purpose.

- **Revenue Generated:**

NJ TRANSIT recorded \$49,891,787 in FY19 non-farebox revenue from system wide Property Leases of \$8,868,998, Utility Permits and Cell Tower Licenses of \$3,815,057, Parking Fees of \$18,884,137, Billboard Advertising of \$4,314,550, Rail, Bus and Light Rail Advertising of \$14,009,044. Additionally, Property Sales of \$10,849,700 were recorded in FY19.

- **Appraised Valuations:**

NJ TRANSIT obtains appraisals for real property it owns if a property is no longer needed for transportation purposes and NJ TRANSIT receives a request for disposition. See page 16 for a list of appraised values obtained during the three-year period immediately preceding this report. (Please note that the list omits any property where the corporation is currently negotiating a disposition or anticipates negotiating a sale or lease in the near future, because disclosing the appraised values would provide potential buyers/lessees with an unfair competitive advantage.)

- **Property Sales and Dispositions:**

During Fiscal Year 2019, NJ TRANSIT executed the property sale of approximately 22.97 acres located at and adjacent to the Somerville Train Station (Raritan Valley Line) in connection with a planned Transit Oriented Development project, generating \$10,600,000 in non-farebox revenue to the corporation. NJ TRANSIT also sold an approximately 0.36-acre parcel to Port Authority of NY & NJ for \$249,700 to construct a new PATH substation in Kearny, New Jersey. Both sales were in excess of appraised values.

- **Real Property Acquired:**

During Fiscal Year 2019, NJ TRANSIT acquired two (2) properties at market value a 0.37-acre right of way in New Brunswick for the County Yard Rail Layover Facility, and a 3.3 linear mile railroad right of way in New Brunswick and North Brunswick for the County Yard Rail Layover Facility.



EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
MAIN LINE	N/A	JERSEY CITY - RIDGEWOOD	N/A	MP1.90 - MP 20.20 (18.30 LINEAR Miles)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MAIN LINE	N/A	JERSEY CITY & SECAUCUS	1200/42.A & 2/3, 13/1 & 14/1&3	28.13 ACRES	SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION)
MAIN LINE	N/A	SECAUCUS	N/A	13.14 ACRES	SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION) - WETLANDS MITIGATION
MAIN LINE	N/A	SECAUCUS	BLOCK 5, LOT 3	0.22 ACRES	SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION)
MAIN LINE	179	SECAUCUS	N/A	0.40 ACRES	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
MAIN LINE	N/A	LYNDHURST	73/1	4.66 ACRES	LYNDHURST TRAIN STATION PARKING LOT
MAIN LINE	N/A	RAMSEY	3609/1 & 2	2.78 ACRES	RAMSEY STATION PARK & RIDE (DECK)
HARRISON-KINGLAND	NA	LYNDHURST - HARRISON	N/A	MP 0.00 - MP 5.50 (5.50 LINEAR Miles)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
HOBOKEN TERMINAL	N/A	JERSEY CITY & HOBOKEN	7302/1 & 139/1.01, 1.02, 1.03, 2, 3, 4 & 5	69.78 ACRES	HOBOKEN RAIL TERMINAL
READING COMMUTER LINE	121A	EWING TWP	342/4	1.74 ACRES	PORTION OF WEST TRENTON TRAIN STATION
READING COMMUTER LINE	119A & 119B	MONTGOMERY	5002/2 & 6	4.45 ACRES	BELLE MEAD TRAIN STATION (INACTIVE)
MONTCLAIR BRANCH	N/A	NEWARK - MONTCLAIR	N/A	MP 9.00 - MP 13.00 (4.00 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MONTCLAIR BRANCH	N/A	MONTCLAIR	4201/6.02 & 6.04	3.42 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	26	MONTCLAIR	4202/1	0.01 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R238	MONTCLAIR	4201/23	0.01 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	4	MONTCLAIR	4210/19	0.09 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R8	MONTCLAIR	4210/9 & 10	0.18 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	6	MONTCLAIR	4210/12	0.06 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R7	MONTCLAIR	4210/11	0.07 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	9	MONTCLAIR	4209/22	0.09 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	10	MONTCLAIR	4209/13	0.09 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	11	MONTCLAIR	4209/24	0.06 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R13	MONTCLAIR	4209/26	0.09 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R15	MONTCLAIR	4209/16	0.15 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	12	MONTCLAIR	4209/25	0.06 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	16	MONTCLAIR	4209/14 & 15	0.22 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R18	MONTCLAIR	4209/12	0.12 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R19	MONTCLAIR	4209/10 & 11	0.22 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	17	MONTCLAIR	4209/13	0.14 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	2R20	MONTCLAIR	4207/P/O 8	0.03 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R22	MONTCLAIR	4207/P/O 10 & 11	0.03 ACRES	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R21	MONTCLAIR	4207/9	0.05 ACRES	MONTCLAIR CONNECTION
GLADSTONE BRANCH	N/A	MILLINGTON - GLADSTONE	N/A	MP 30.20 - MP 42.27 (12.07 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
GLADSTONE BRANCH	N/A	SUMMIT - MILLINGTON	N/A	MP 20.00 TO MP 30.00 (10.00 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
GLADSTONE BRANCH	N/A	BERNARDS	112/1	2.43 ACRES	COMMUTER PARKING LOT - LYONS TRAIN STATION
GLADSTONE BRANCH	151	PEAPACK/GLADSTONE	10/4	0.55 ACRES	AUTOTRANSFORMER NO.11
LEHIGH VALLEY	N/A	UION TWP.	105/15	0.39 ACRES	UNION TOWNSHIP TRAIN STATION BUILDING
NEWARK CITY SUBWAY	2	NEWARK	1974/ 56.02	0.09 ACRES	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	791/41	0.50 ACRES	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	751/ 40	0.08 ACRES	BRANCH BROOK LIGHT RAIL STATION
NEWARK CITY SUBWAY	E2A & E2B	NEWARK	142/1	0.12 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	3A,3B,E3C & E3D	NEWARK	138/1.02 & 1.03	0.03 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	9	NEWARK	14/26 & 28	0.07 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	10	NEWARK	14/21 - 25 & 60	0.58 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	15	NEWARK	27/1 & 9/9	0.06 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	4A,4B & E4C	NEWARK	137/25	0.15 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	5A & E5B	NEWARK	126.01/9, 39, 41 & 42	0.15 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	6A & E6B	NEWARK	126.01 & 137/21 & 50, 54 & 56	0.14 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	7A & E7B	NEWARK	137/50, 54, & 56	0.13 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	8	NEWARK	14/28,33,35 - 37, 39, 42, 54 & 55	0.29 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	11	NEWARK	12/1,2,14,16,20,44,46,53	0.03 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	12A & E12B	NEWARK	25/1,7,8,10 - 17, 23, 24 & 76	0.44 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	13A, 13B & 13C	NEWARK	25/27 & 64, 26/P/0 3 & 8	0.25 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	14	NEWARK	25/18, 25.01/1.02 & 26/1 & 7	0.34 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	17A & 17B	NEWARK	26/1, 7, 10 & 42	0.20 ACRES	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	1 & 2	BLOOMFIELD & BELLEVILLE	392/1 & 53, & P/O 768/25	18.84 ACRES	NEWARK CITY SUBWAY VEHICLE BASE
FREEHOLD BRANCH	N/A	MATAWAN - FREEHOLD	N/A	MP 10.46 - MP 23.02 (11.43 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
FREEHOLD BRANCH	N/A	MATAWAN	N/A	STATIONING 363+00 TO 578 + 60 (0.41 LINEAR MILES)	WYE AT MATAWAN JUNCTION
FREEHOLD SECONDARY	N/A	FARMINGDALE - HOWELL	N/A	MP 8.33 - MP 13.50 (4.39 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
FREEHOLD SECONDARY	N/A	HOWELL - FREEHOLD	N/A	MP 13.50 - MP 15.50 (2.78 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PRINCETON BRANCH	N/A	WEST WINDSOR - PRINCETON	N/A	MP 0.44 - MP 2.60 (2.41 LINE MILES)	ACTIVE PASSENGERS RAILROAD ROW (DINKY)
RARITAN VALLEY	1	ROSELLE PARK	3000/17 & 18	1.60 ACRES	ROSELLE PARK TRAIN STATION PARKING LOT
RARITAN VALLEY	N/A	ROSELLE PARK	3000/1-16,19	1.58 ACRES	ACTIVE PASSENGERS RAILROAD ROW (ALDENE CONNECTION)

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
RARITAN VALLEY	N/A	ROSELLE PARK - PHILLIPSBURG	N/A	MP 15.70 - MP 72.1 (36.50 ACTIVE & 19.9 INACTIVE LINEAR MILES)	ACTIVE & INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE ²
RARITAN VALLEY	N/A	LEBANON	100/3	0.65 ACRES	LEBANON TRAIN STATION COMMUTER PARKING LOT
NJCL (N OF RARITAN RIVER)	N/A	RAHWAY - PERTH AMBOY	N/A	MP 0.0 - MP 5.90 (5.90 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	N/A	WOODBRIIDGE JUNCTION - RARITAN RIVER	N/A	MP 20.0 - MP 22.0 (2.0 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	N/A	PERTH AMBOY - BRADLEY BEACH	N/A	MP 0.0 - MP 29.2 (29.20 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164/1,8 & 9	0.98 ACRES	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	2R215	SOUTH AMBOY	162/91	0.58 ACRES	MICROWAVE TOWER
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164.2-7	4.30 ACRES	SOUTH AMBOY TRAIN STATION COMMUTER PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	47/6 & 7	0.16 ACRES	SOUTH AMBOY TRANSIT VILLAGE
NJCL (S OF THE RARITAN RIVER)	5	MATAWAN	11/8	0.21 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	2	MATAWAN	11/10	0.22 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	3 & 4	MATAWAN	11/5,6 & 7	1.36 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	1	MATAWAN	11/11	1.07 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	7	MATAWAN	11/3	0.15 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	173	ABERDEEN	259/8	1.94 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARK & RIDE
NJCL (S OF THE RARITAN RIVER)	174	ABERDEEN	N/A	1.60 ACRES	MU STORAGE TRACK - ELECTRIFICATION PROJECT
NJCL (S OF THE RARITAN RIVER)	199	ABERDEEN	260/1	5.13 ACRES	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	6	MATAWAN	11/4	0.42 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	8	MATAWAN	11/2	0.18 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	9	MATAWAN	11/1	0.49 ACRES	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	201	MIDDLETOWN	39 PART 16	0.40 ACRES	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	200	HOLMDEL/MIDDLETOWN	51 /PART 7	0.01 ACRES	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	1A & 1B	LITTLE SILVER	75/6.01	5.29 ACRES	LITTLE SILVER TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	197	LONG BRANCH	188/1B	0.54 ACRES	LONG BRANCH TRAIN STATION PARKING LOT

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
NJCL (S OF THE RARITAN RIVER)	195	LONG BRANCH	492/19.04	0.25 ACRES	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	R194	LONG BRANCH	157/5 PORT.4	0.75 ACRES	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	196	LONG BRANCH	188/1	0.38 ACRES	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	193	LONG BRANCH	492/PART 19.01 & 19.02	0.03 ACRES	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	BRADLEY BEACH - BAY HEAD	N/A	MP 29.16 - MP 38.03 (8.84 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
NORTHEAST CORRIDOR	N/A	NEWARK	150/140&141, 151/80&81, 152/1&10, 157/1&21, 169/58	6.23 ACRES	NEWARK PENN STATION
NORTHEAST CORRIDOR	N/A	NEWARK	2755/P/O 62	0.12 ACRES	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	3A & 3B	NEWARK	5090/1.01 & 5088/126.01	2.48 ACRES	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	1&2	WOODBRIIDGE	434/1.02 (1.B)	12.40 ACRES	METROPARK TRAIN STATION PARKING LOT (DECK/SURFACE PARKING)
NORTHEAST CORRIDOR	6C2	METUCHEN	35/P/O6	0.49 ACRES	METUCHEN TRAIN STATION (SHELTER WESTBOUND)
NORTHEAST CORRIDOR	6D2	METUCHEN	164/51	0.95 ACRES	METUCHEN TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	D	EDISON	3.C/1.05 (1.A3)	2.11 ACRES	VACANT LAND
NORTHEAST CORRIDOR	N/A	EDISON	3-C/4.02	5.44 ACRES	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	B	EDISON	3-C/ 1.03 (P/O 1.A2)	1.55 ACRES	ACCESS TO EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	C	EDISON	3.C/ 1.07 (P/O 1.B4)	0.73 ACRES	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	7C2	EDISON	100/30	0.65 ACRES	VACANT LAND
NORTHEAST CORRIDOR	7B2	EDISON	97A/2	0.42 ACRES	EDISON TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	8B2	NEW BRUNSWICK	44.02/27	0.06 ACRES	NEW BRUNSWICK TRAIN STATION (STAIRWAY & ELEVATOR)
NORTHEAST CORRIDOR	8C2	NEW BRUNSWICK	800/P/O 10	0.28 ACRES	NEW BRUNSWICK TRAIN STATION (EASTBOUND)
NORTHEAST CORRIDOR	9A2 & 9C2A	NEW BRUNSWICK	598/8.01	7.84 ACRES	JERSEY AVENUE TRAIN STATION COMMUTER PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	8A	NEW BRUNSWICK	242/P/O/10.03	0.37ACRES	COUNTY YARD
NORTHEAST CORRIDOR	N/A	NEW BRUNSWICK - NORTH BRUNSWICK	90/1 & 11.01, 142/6.01, 6.05, 6.06 & 7.02	MP 33.10 - MP 36.40 (3.30 LINEAR MILES)	DELCO LEAD TRACK
NORTHEAST CORRIDOR	10A2A	NORTH BRUNSWICK	148/P/O 38.06	2.55 ACRES	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10B2	NORTH BRUNSWICK	148/P/O 40.04	6.09 ACRES	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10A1B	NORTH BRUNSWICK	148/P/O 38.05	0.67 ACRES	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11A2	SOUTH BRUNSWICK	259/P/O 2.01	1.46 ACRES	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11D1B	SOUTH BRUNSWICK	259/P/O 2.01	2.18 ACRES	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	12B2	SOUTH BRUNSWICK	259/P/O 4 & 4.01, 262/P/O 1.01	2.03 ACRES	VACANT LAND - MONMOUTH JUNCTION INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	14A2B	PLAINSBORO	1801/P/O 72	1.00 ACRES	VACANT LAND - PLAINSBORO INACTIVE TRAIN STATION

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
NORTHEAST CORRIDOR	1B1	ELIZABETH	12/1255.A	0.99 ACRES	STATION BUILDING - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	1A1	ELIZABETH	11/1247.B, 1248.A & 1250	0.61 ACRES	PARKING - NORTH ELIZABETH - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	R2F1	ELIZABETH	N/A	0.09 ACRES	ELIZABETH TRAIN STATION BUILDING (EASTBOUND)
NORTHEAST CORRIDOR	2E1	ELIZABETH	6/1581	0.65 ACRES	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	2D1	ELIZABETH	6/1632	0.37 ACRES	ELIZABETH TRAIN STATION - VACANT LAND
NORTHEAST CORRIDOR	2C1	ELIZABETH	6/1418, 1420, 1421, 1422 & 1568	0.76 ACRES	ELIZABETH TRAIN STATION PARKING DECK
NORTHEAST CORRIDOR	2A	ELIZABETH	6/1599	1.04 ACRES	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	N/A	ELIZABETH	6/74	0.04 ACRES	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	211	ELIZABETH	6/76	0.07 ACRES	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	N/A	LINDEN	254/10	2.05 ACRES	LINDEN TRAIN STATION PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	3A1B	LINDEN	254/P/O 14	0.89 ACRES	LINDEN TRAIN STATION - DRIVEWAY/PARKING LOT
NORTHEAST CORRIDOR	3B2	LINDEN	457/38, 254/P/O 14 & 15	1.85 ACRES	LINDEN TRAIN STATION STATION BUILDING/ SURFACE PARKING LOT
NORTHEAST CORRIDOR	5D2	RAHWAY	500/P/O 10	0.33 ACRES	RAHWAY TRAIN STATION STATION BUILDING (EASETBOUND)
NORTHEAST CORRIDOR	4B & 4C	WEST WINDSOR	6/33 & 18 & 57/1	11.67 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	N/A	WEST WINDSOR	6/44	0.12 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13D	WEST WINDSOR	6/66.	5.63 ACRE	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A3	WEST WINDSOR	6/P/O 88	0.38 ACRES	PRINCETON JUNCTION TRAIN STATION BULIDING (WESTBOUND)
NORTHEAST CORRIDOR	13C	WEST WINDSOR	6/14	12.21 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13B2	WEST WINDSOR	6/67 & 68	6.23 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A2	WEST WINDSOR	6/P/O 88	0.90 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	3	WEST WINDSOR	6/P/O 88	4.89 ACRES	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	2	WEST WINDSOR	N/A	0.85 ACRES	VAUGHN DRIVE
NORTHEAST CORRIDOR	1	WEST WINDSOR	N/A	0.88 ACRES	VAUGHN DRIVE
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/5 & 6	49.18 ACRES	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/7	6.89 ACRES	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/8	2.04 ACRES	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/9	4.58 ACRES	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1508/ 13, 14 & 15 & 1505/11	9.70 ACRES	HAMILTON TRANSIT COMPLEX
NORTHEAST CORRIDOR	25	HAMILTON	5/10 PO	0.22 ACRES	ACCESS ROAD - KLOCKNER AVENUE
NORTHEAST CORRIDOR	N/A	TRENTON	13302/P/O 1	1.83 ACRES	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	HAMILTON & TRENTON	1508/27 (HAM) & 12501/3, 25101/3, 25201/3 ETC. (TRE)	25.00 ACRES	VANCANT LAND (WEST BARRACKS YARD)
NORTHEAST CORRIDOR	226	TRENTON	13302/P/O 1	0.32 ACRE	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	158A	TRENTON	802/2 & 3	1.42 ACRES	TRENTON TRAIN STATION BUILDING & PARKING LOT (SURFACE)

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
NORTHEAST CORRIDOR	158D	TRENTON	13203/3 & 4, 13301/3, 4, 10, 19-20	2.73 ACRES	TRENTON TRAIN STATION PARKING LOT (SURFACE - THE PIT)
NORTHEAST CORRIDOR	158E	TRENTON	13302/P/O 1	1.71 ACRES	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	NEW YORK CITY	781/10	0.09 ACRES	NEW YORK PENN STATION EAST END CONCOURSE ENTRANCE
NORTHEAST CORRIDOR	N/A	FALL (BUCKS COUNTY, PA)	28/75	30.78 ACRES	MORRISVILLE TRAIN YARD
BOONTON EAST OF DENVILLE	N/A	NEWARK	837/1	0.04 ACRES	RADIO BASE STATION ADJACENT TO FORMER NORTH NEWARK STATION
BOONTON EAST OF DENVILLE	70A, 70B, 70C & 70D	GLEN RIDGE	82/9	1.76 ACRES	GLEN RIDGE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR - DENVILLE	N/A	MP 11.50 - MP 34.50 (23.00 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/39	0.54 ACRES	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/38	0.58 ACRES	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	905/25.01	1.03 ACRES	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	200A & X200D	KEARNY	284/35.02	7.16 ACRES	MEADOWS SUPPLY STATION
BOONTON EAST OF DENVILLE	15	KEARNY	178/P/O 32	0.19 ACRES	ARLINGTON INACTIVE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	DENVILLE	30608/1	1.00 ACRES	DENVILLE TRAIN STATION PARKING LOT (SURFACE)
BOONTON EAST OF DENVILLE	N/A	LITTLE FALLS	234/P/O 3, 4, 5 & 6 AND 250/P/O1	3.60 ACRES	MSU TRAIN STATION PARKING LOT (DECK & SURFACE)
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/2	7.22 ACRES	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/1	2.86 ACRES	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX150C	WAYNE	748/1	1.80 ACRES	MOUNTAIN VIEW TRAIN STATION PARKING LOT EXPANSION
BOONTON EAST OF DENVILLE	VX151B & VX154B	WAYNE	713/5 & 714/2	0.48 ACRES	MOUNTAIN VIEW TRAIN STATION PARKING LOT
BOONTON EAST OF DENVILLE	N/A	MONTVILLE	97/1	1.01 ACRES	TOWACO TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	3	DOVER	1901/10 (PORTION)	1.95 ACRES	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	1	DOVER	1901/9 (portion)	0.39 ACRES	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	N/A	DOVER - PORT MORRIS	N/A	MP 38.50 - MP 45.70 (7.20 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	R169	ROXBURY	258/P/O 6 & 7	1.36 ACRES	WEST WHARTON SUPPLY STATION NO. 16
BOONTON WEST OF DENVILLE	N/A	PORT MORRIS - NETCONG-STANHOPE	N/A	MP 45.70 - MP 48.07 (2.30 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	1	ROXBURY TWP	10503/42	0.38 ACRES	PORT MORRIS TRAIN STORAGE YARD

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
BOONTON WEST OF DENVILLE	N/A	SUSSEX BR. JCT. - NETCONG-STANHOPE	N/A	MP 47.40 - MP 48.00 (0.60 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/4	1.03 ACRES	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/6	0.25 ACRES	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	JERSEY CITY (WEST END) - DOVER	N/A	MP 1.90 - MP 38.50 (36.60 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MORRISTOWN LINE	N/A	EAST ORANGE	531/6.02	2.56 ACRES	BRICK CHURCH TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	SOUTH ORANGE	1902/13-15, 27, 28, 30 & 31	1.48 ACRES	SOUTH ORANGE TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	2R160	MILLBURN	701/P/O 7	0.40 ACRES	MILLBURN AUTOTRANSFORMER NO. 7
MORRISTOWN LINE	N/A	HOBOKEN - JERSEY CITY (WEST END)	N/A	MP 00.00 - MP 01.86 (1.86 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MORRISTOWN LINE	N/A	JERSEY CITY	7202/3	0.36 ACRES	HOBOKEN YARD STORAGE TANK AREA
MORRISTOWN LINE	124, 143 & 143	JERSEY CITY	6005/7, 8 & 9	3.01 ACRES	HOBOKEN YARD CONNECTING TRACK
MORRISTOWN LINE	N/A	JERSEY CITY	5304/28,6401/10, 6502/3, 8203/8, 8204/2, 8401/5 & 6902/7	10.93 ACRES	BERGEN ARCHES (0.92 MILES BELOW GRADE INACTIVE RAILROAD ROW)
MORRISTOWN LINE	N/A	KEARNY	287/54-56, 60. 61.02,62, 62.01, 63, 70.01, 71, 71.01 &80	26.7 ACRES	HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA) KOPPERS KOKE SITE
MORRISTOWN LINE	200A X200D	KEARNY	284/35.02	7.16 ACRES	MEADOWS SUPPLY STATION
MORRISTOWN LINE	R184A, 184C & 184B	KEARNY	284/21.01	76.25 ACRES	MEADOWLANDS MAINTENANCE COMPLEX (MMC) RAIL EQUIPMENT & MAINTENANCE FACILITY ³
MORRISTOWN LINE	2R155 & 156	MORRIS TOWNSHIP	8401/4	0.63 ACRES	CONVENT TIE STATION NO. 12
MORRISTOWN LINE	153	MORRISTOWN	301/7	0.31 ACRES	MORRISTOWN AUTOTRANSFORMER NO. 13
MORRISTOWN LINE	R161A	DOVER	1901/8	1.65 ACRES	DOVER AUTOTRANSFORMER NO. 5
MORRISTOWN LINE	R157	SUMMIT	604/3	1.19 ACRES	SUMMIT SUPPLY STATION NO. 8
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	N/A	MP 58.00 - MP 59.00 (1.00 LINEAR MILES)	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	287/1.01	0.52 ACRES	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	285/1.02	2.01 ACRES	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/P/O 1	0.29 ACRES	PENNSAUKEN TRANSIT CENTER
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/1	1.58 ACRES	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	B	PENNSAUKEN	1005/2	2.00 ACRES	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	N/A	LINDENWOLD - LUCASTON	N/A	MP 11.25 - MP 13.60 (2.28 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	LUCASTON - ATLANTIC CITY	N/A	MP 13.60 - MP 58.00 (44.40 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
ATLANTIC CITY LINE	222	BERLIN	6203/1	0.93 ACRES	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	223	BERLIN	6203/1A	1.81 ACRES	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	R224	BERLIN	202/1	1.15 ACRES	ATCO TRAIN STATION PARKING LOT (SURFACE)
CAPE MAY BRANCH	N/A	WINSLOW - CAPE MAY	N/A	MP 26.1 - MP 80.00 (53.90 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	WOODLAND - WINSLOW	N/A	MP 79.00 - MP 103.60 (24.60 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	RED BANK - LAKEWOOD	N/A	MP 38.10 - MP 63.00 (24.90 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	LAKEWOOD - WOODLAND	N/A	MP 63.00 - MP 79.00 (16.00 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	N/A	PENNSAUKEN - HADDON	N/A	MP 4.52 - MP 8.10 (3.58 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	B	CHERRY HILL	98.01/11 & 11.01 (PORTION)	4.03 ACRES	CHERRY HILL TRAIN STATION PARKING LOT (SURFACE)
MILLVILLE SECONDARY	N/A	PENNSAUKEN - CAMDEN	N/A	MP 0.70 - MP 1.20 (0.50 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	CAMDEN	N/A	MP 1.80 - MP 3.10 (1.30 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	MANTUA - GLASSBORO	N/A	MP 14.30 - MP 18.00 (3.70 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PEMBERTON BRANCH	N/A	PENNSAUKEN - MOUNT LAUREL	N/A	MP 2.60 - MP 12.60 (10.00 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	TUCKAHOE - PALERMO	N/A	MP 51.75 - MP 58.13 (6.38 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	PALERMO - OCEAN CITY	N/A	MP 58.13 - MP 64.98 (6.85 LINEAR MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BERGEN COUNTY LINE	N/A	JERSEY CITY - RIDGEWOOD	N/A	MP 2.80 - MP 19.40 (16.60 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	80A & 80B	RUTHERFORD/EAST RUTHERFORD	N/A	0.92.ACRES	EAST RUTHERFORD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	201	WOOD-RIDGE	320/1.03	8.53 ACRES	WOOD-RIDGE RAIL SURPPORT FACILITY
BERGEN COUNTY LINE	81A, 81B, 81C & 81D	GARFIELD	N/A	0.67.ACRES	GARFIELD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	GARFIELD	143.03/1	0.28 ACRES	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	N/A	GARFIELD	144/10,48 & 69	1.31 ACRES	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	84A & 84B	FAIRLAWN	N/A	1.50.ACRES	RADBURN - FAIRLAWN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	71A, 71B	GLEN ROCK	N/A	0.94 ACRES	GLEN ROCK TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	RIDGEWOOD - SUFFERN	N/A	MP 19.40 - MP 31.50 (12.10 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	R85	HO-HO-KUS	N/A	1.55.ACRES	HO-HO-KUS TRAIN STATION PLATFORM (INBOUND SIDE)
BERGEN COUNTY LINE	R86	WALDWICK	117/1.01	10.01 ACRES	VACANT LAND WALDWICK TRAIN STATION STATION
BERGEN COUNTY LINE	87A, 87 B & 87C	ALLENDALE	N/A	0.49 ACRES	ALLENDALE TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	88A & 88B	RAMSEY	N/A	1.24 ACRES	RAMSEY TRAIN STATION BUILDING & PLATFORMS

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
BERGEN COUNTY LINE	89A, 89B, 89C & 89D	MAHWAH	N/A	0.74 ACRES	MAHWAH TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	179	SECAUCUS	N/A	0.40 ACRES	PORTION OF ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	NA	EAST RUTHERFORD - NANUET	N/A	MP 7.6 - MP 28.20 (20.60 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	RIVER EDGE	1412/1 & 2	2.24 +ACRES	NEW BRIDGE LANDING TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	RIVER EDGE	414/102	1.30 ACRES	VANCANT LAND ALONG ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	N/A	MONTVALE	1604/1	0.80 ACRES	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	MONTVALE	1606/2 & 3	0.75 ACRES	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	NANUET - SPRING VALLEY	N/A	MP 9.00 - MP 11.50 (2.50 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	SPRING VALLEY - WOODBINE	N/A	MP30.70 - MP 31.50 (0.80 LINEAR MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	11	CAMDEN	120/50	0.17 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	13	CAMDEN	123/17	0.36 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	N/A	CAMDEN - BORDENTOWN	N/A	MP 01.07 - MP 32.90 (31.83 LINEAR MILES)	SNJLRTS (RIVERLINE) ROW - ACTIVE PASSENGERS LIGHT RAIL ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R14	CAMDEN	1457/P/O 17	0.01 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	67	CAMDEN	1184/5	0.23 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	171, 172 & 173	CAMDEN	1185/1&2 & 1188/1&3	0.48 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	162	CAMDEN	1188/P/O 4	0 .10 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R73 & R74	CAMDEN	876/49, 3 11 & 12	1.91 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	68	CAMDEN	876/15	0.05 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	130	CAMDEN	975/2	0.13 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	16A, 16B & 16C	CAMDEN/PENNSAUKEN	973/4, 974/3 & 3.01 & 304/36	16.79 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	69 & 70	CAMDEN	876/16 P/O 17,18, & 19	0.07 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	15A & 15B	CAMDEN	972/P/O 4	0.39 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	278	PENNSAUKEN	301/P/O 1	0.01 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	161	PENNSAUKEN	304/P/O 18	0.58 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	174	PENNSAUKEN	204/P/O 8	0.16 ACRES	SNJLRTS (RIVERLINE) ROW

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	176	PENNSAUKEN	1002/P/O 2	0.24 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	20	PENNSAUKEN	1802/10	6.27 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	21	PENNSAUKEN	1802/11	11.98 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	218	CINNAMINSON	507/1, 2, 3 & 5.02	1.82 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	215	CINNAMINSON	505/3	0.96 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	220	RIVERSIDE	901/3	0.02 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37A	RIVERSIDE	602/5	0.42 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37	RIVERSIDE	808/8 & 8.02	0.41 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	96 & 97	RIVERSIDE	3201/1, 2, & 3 & 3205/1	1.30 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R100	DELANCO	2100/P.O. 1	0.92 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R24	DELANCO	2100/3	3.11 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	186	DELANCO	1900/ P/O 1.03	0.25 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	159	BURLINGTON	1.01/1.02	3.41 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	106A, 106B & 106C	FLORENCE	159/P/O 7.02, 2 & 12	4.08 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	168	FLORENCE	158/P/O 6.01, 6.02, 7.01 & 7.02	4.94 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	193	FLORENCE	159/P/O 1.01	0.39 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	201	BORDENTOWN	801/44	0.02 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	140	TRENTON	702/1, 2, 3 & 4	0.37 ACRES	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	143	TRENTON	702/ 8, 12 & 10	0.92 ACRES	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	141 & 142	TRENTON	702/ 5, 6 & 7	0.31 ACRES	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (TRENTON-BORDENTOWN TWP)	112	TRENTON	150A/2	0.02 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	284	TRENTON	147/P/O1	0.01 ACRES	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	31	TRENTON	13505/1	0.90 ACRES	SNJLRTS (RIVERLINE) ROW - TRENTON MAINTAINANCE FACILITY

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
HBLRTS (BAYONNE BRANCH)	MAIN STEM	JERSEY CITY - BAYONNE	303304/19 & 21, 27401/1 & 2, 21503/2 AND 504/1,2,3,5,6,12,13 & 14.01	MP 1.02 - MP 6.46 (5.44 LINEAR MILES, 53.436 ACRES)	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	203D	JERSEY CITY	21503/3	18.75 ACRES	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	204	JERSEY CITY	21503/43	0.48 ACRES	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	205	JERSEY CITY	21503/37 & 44	2.64 ACRES	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	203C	JERSEY CITY	21503/33, P/O 34 & P/O 42	1.72 ACRES	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	202	JERSEY CITY	21503/35	1.58 ACRES	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	207	JERSEY CITY	21503/36	0.94 ACRES	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	66	JERSEY CITY	28904/10 & 11	0.10 ACRES	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	34	BAYONNE	401/14	0.15 ACRES	HBLRTS ROW - 45TH STREET STATION
HBLRTS (BAYONNE BRANCH)	75A & 75B	BAYONNE	407/1,2 & 3 AND 408/1 & 2	4.19 ACRES	HBLRTS ROW - 34TH STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	314B	BAYONNE	459/1	0.45 ACRES	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	313	BAYONNE	462/1	1.30 ACRES	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	2R19B, 19C, R19D - R19F & E19G	BAYONNE	504/ 16.01 - 19.01	6.06 ACRES	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	525	BAYONNE	Block 298 / Lot 1	1.16 ACRES	HBLRTS ROW
HBLRTS (BAYONNE BRANCH)	523A	BAYONNE	504/p/o 19.01	0.06 ACRES	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	203B	JERSEY CITY	20303/23, 24 & 25	1.12 ACRES	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	201A	JERSEY CITY	21503/41	2.51 ACRES	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (WEST SIDE INDUSTRIAL)	200	JERSEY CITY	21503/1, 31, 32 & P/O 34	16.40 ACRES	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	77	JERSEY CITY	21404/2	0.34 ACRES	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	R7	JERSEY CITY	20902/88	1.70 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	76	JERSEY CITY	22204/P/O 1	0.29 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	52	JERSEY CITY	21802/31	1.20 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
HBLRTS (WEST SIDE INDUSTRIAL)	53	JERSEY CITY	21802/29	0.40 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	54	JERSEY CITY	21802/6	0.11 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	55	JERSEY CITY	21802/32	1.19 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	56	JERSEY CITY	21802/3, 4 & 5	0.21 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	57	JERSEY CITY	21802/7, 8 & 30	0.72 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	15	JERSEY CITY	21802/1	2.02 ACRES	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	1C	JERSEY CITY	15802/	0.36 ACRES	HBLRTS ROW - LIBERTY STATE PARK STATION PARKING LOT (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	3R241A, 4R241A & 241D	JERSEY CITY	15802/3, 4, 6, 7, 22, & 24,	10.88 ACRES	HBLRTS ROW - LIBERTY STATE PARK STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	5S & 5L	JERSEY CITY	15801/P/O1	0.03 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	242 & X242B	Jersey City	2048/A, P1	4.71 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	243A	Jersey city	2048/A4	1.16 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5E	JERSEY CITY	15801/2 & 65	9.26 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	17A	JERSEY CITY	15801 & 15901/11,12,26,27&14	1.40 ARCES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	44A & 44B	JERSEY CITY	60/P/O 28E & 165/P/O 1C & 1H	0.42 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5D, 5D-1, 5D-2 & 5D-3	JERSEY CITY	19-15/PL-2	1.12 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	45A	JERSEY CITY	15901/20 & 21	0.33 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	R69	JERSEY CITY	109/P/O EAST A	0.29 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	214A - 214X (REVISED)	J.C., HOB, WEE & N. B.	MULTIPLE	96.03 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	115	JERSEY CITY	6006/1	0.01 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	114	JERSEY CITY	6005/11	0.07 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	113	JERSEY CITY	6005/5	0.23 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	119	HOBOKEN	BLOCK 9, P/O LOT 5.2	0.02 ARCES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	109	HOBOKEN	BLOCK 24, LOT 1	0.10 ACRES	HBLRTS ROW

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	118	HOBOKEN	BLOCK 24, LOTS & P/O 6	0.02 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	130	HOBOKEN	Block 105/p/o Lot .1	0.06 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	116	JERSEY CITY	4002/1	0.84 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	117	JERSEY CITY	3004/1	0.93 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	128	JERSEY CITY	Block 790 / lot 5 (aka p/o lot 1) - 1801/2	0.74 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	N/A	WEEHAWKEN	64.01/2.01	7.69 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	300	UNION CITY	BLOCK 267, LOTS 32.01 & 33 - 43	0.63 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	343	UNION CITY	BLOCK 267, LOTS 23 - 27, 28.01, 29 - 31 & 32.02	0.49 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	375	NORTH BERGEN	160/2,3 & 4 AND 127/1B,2A, ETC.	0.07 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	310, 311 & 312	NORTH BERGEN	Block 166, Lots 2A, 2B, 3, 4, 5, & 1B	7.29 ACRES	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	334	NORTH BERGEN	P/O BLOCK 167, LOT 16A & 1.B3	0.42 ACRES	HBLRTS ROW
BUS INTERESTS	N/A	ATLANTIC CITY	285/102.02	2.47 ACRES	ATLANTIC CITY BUS TERMINAL
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029 /5.02	13.00 ACRES	EGG HARBOR BUS GARAGE
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/P/O 5.01	1.29 ACRES	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/10	0.20 ACRES	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	29	FAIRVIEW	408/45	3.69 ACRES	FAIRVIEW BUS GARAGE
BUS INTERESTS	N/A	FAIRVIEW	408/P/O 46.01	0.45 ACRES	FAIRVIEW BUS GARAGE
BUS INTERESTS	17	NORTH ARLINGTON	10/.52	0.25 ACRES	NORTH ARLINGTON BUS LOOP - CAB STAND
BUS INTERESTS	19	ORADELL	121/1	5.30 ACRES	ORADELL BUS GARAGE
BUS INTERESTS	N/A	ORADELL	121/1	1.13 ACRES	ORADELL BUS GARAGE - REPARIAN GRANT
BUS INTERESTS	7	MAPLE SHADE	82/1	2.62 ACRES	MAPLE SHADE BUS GARAGE
BUS INTERESTS	23	RIVERSIDE	602/1	1.13 ACRES	RIVERSIDE BUS GARAGE
BUS INTERESTS	43	CAMDEN	1452/24	0.71 ACRES	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	49	CAMDEN	1444/P/O 1	0.04 ACRES	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	R44	CAMDEN	1449/1 & 2	0.65 ACRES	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	N/A	CAMDEN	1450/12	1.05 ACRES	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1	CAMDEN	1452/5	4.17 ACRES	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1, M2B & M2A	CAMDEN	1397/2	2.94 ACRES	WALTER RAND TRASPORTATION CENTER
BUS INTERESTS	24	STRATFORD	34/11	0.05 ACRES	VACANT LAND ALONG EAST ATLANTIC AVENUE
BUS INTERESTS	N/A	WINSLOW TWP.	11801/1	6.14 ACRES	AVANDALE BUS PARK & RIDE

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
BUS INTERESTS	N/A	WILDWOOD CITY	82/10-14,23-27	0.92 ACRES	WILDWOOD BUS TERMINAL
BUS INTERESTS	8	MAPLEWOOD	44.02/50	6.05 ACRES	HILTON BUS GARAGE
BUS INTERESTS	9	MAPLEWOOD	44.02/101	4.59 ACRES	GENERAL OFFICES, MAPLEWOOD
BUS INTERESTS	10	MAPLEWOOD	20.5/302	0.34 ACRES	MAPLEWOOD BUS LOOP
BUS INTERESTS	10	MILLBURN	409/14	0.23 ACRES	MAPLEWOOD BUS LOOP
BUS INTERESTS	12	NEWARK	2402/20, 21, 24 & 30	8.86 ACRES	NEWARK SHOPS FERRY STREET
BUS INTERESTS	14	NEWARK	850/15 & 16	0.16 ACRES	HIGHLAND AVENUE BUS LOOP
BUS INTERESTS	13	NEWARK	339/1	0.37 ACRES	16TH AVENUE BUS LOOP
BUS INTERESTS	15	NEWARK	N/A	0.20 ACRES	NEWARK CITY SUBWAY ENTRANCE
BUS INTERESTS	18	NUTLEY	9505/1	3.21 ACRES	BIG TREE BUS GARAGE
BUS INTERESTS	20 & 1-F	ORANGE	602/1, 2, 3 & 4	10.23 ACRES	ORANGE BUS GARAGE/STORAGE/MAINTENANCE FACILITY
BUS INTERESTS	21	ORANGE	2502/11	0.34 ACRES	ERIE BUS LOOP
BUS INTERESTS	27A & 27B	WEST ORANGE	142/32	1.17 ACRES	MISSISSIPPI BUS LOOP PARKING LOT (SURFACE)
BUS INTERESTS	P217	WEST ORANGE	111/1.10	0.20 ACRES	WEST ORANGE MICROWAVE TOWER
BUS INTERESTS	3R33, 36 & 26	WASHINGTON TWP	196/3, 4.01 & 5	9.41 ACRES	TURNERSVILLE BUS GARAGE
BUS INTERESTS	4A, 4B, 4C, 4D, 4E, & 4F	HOBOKEN	229/1 & 2	1.75 ACRES	HOBOKEN BUS TERMINAL
BUS INTERESTS	5	JERSEY CITY	29701/27	2.29 ACRES	GREENVILLE BUS GARAGE
BUS INTERESTS	65	JERSEY CITY	30002/1 & 2	1.81 ACRES	GREENVILLE BUS GARAGE
BUS INTERESTS	R39A, 39B, 39C & 39D	NORTH BERGEN	451.04/20 & 27.03	14.23 ACRES	MEADOWLANDS BUS GARAGE
BUS INTERESTS	25	UNION CITY	153/1	3.02 ACRES	UNION CITY BUS GARAGE
BUS INTERESTS	N/A	WEEHAWKEN	34.A/1	3.47 ACRES	BUS STORAGE FACILITY
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.12	2.24 ACRES	OLD BRIDGE PARK & RIDE
BUS INTERESTS	1	OLD BRIDGE	4185/9.13	1.37 ACRES	OLD BRIDGE PARK & RIDE
BUS INTERESTS	2	OLD BRIDGE	4185/9.14	1.18 ACRES	OLD BRIDGE PARK & RIDE
BUS INTERESTS	57	OLD BRIDGE	5000/12.12	0.48 ACRES	OLD BRIDGE PARK & RIDE
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.16	1.18 ACRES	OLD BRIDGE PARK & RIDE
BUS INTERESTS	35A & 35B	HOWELL TWP	144/113 & 141	61.94 ACRES	HOWELL BUS GARAGE
BUS INTERESTS	N/A	HOWELL TWP	142/1.04	4.35 ACRES	HOWELL PARK & RIDE
BUS INTERESTS	N/A	LAKEWOOD	122/10 & 124/2	1.91 ACRES	LAKEWOOD BUS TERMINAL
BUS INTERESTS	22	PATERSON	4503/6	0.13 ACRES	BROADWAY TERMINAL
BUS INTERESTS	VX2R378	PATERSON	4701/2 - 6.	3.99 ACRES	MARKET STREET BUS GARAGE
BUS INTERESTS	N/A	PATERSON	4503/18	0.03 ACRES	BROADWAY BUS TERMINAL
BUS INTERESTS	VX100F	WAYNE	402/1	23.88 ACRES	WAYNE BUS GARAGE
BUS INTERESTS	B	WAYNE	801/5	3.04 ACRES	MOTHER PARK & RIDE
BUS INTERESTS	N/A	WEST MILFORD TWP	3610/27.02 & 28	3.41 ACRES	WEST MILFORD PARK AND RIDE
BUS INTERESTS	32 D.O.T	BYRAM TOWNSHIP	214.01/1	0.37 ACRES	BUS PARK/RIDE

EXHIBIT A

REAL PROPERTY OWNED BY NJ TRANSIT ¹

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION	PURPOSE
RAIL INTERESTS	356A	NORTH BERGEN	457/2	0.03 ACRES	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	R208	HOBOKEN/UNION CITY/WEEHAWKEN	136/6.2. 142/1, 143/2; 192.01/1; & 2/3	1.89 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	R207A - 207C	HOBOKEN/WEEHAWKEN	143/3, 144/2, 3, 18, & 19, & 145/1.2, 2, 12.1 & 12.2; 2/2	1.05 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	T201A	HOBOKEN	146 P/O 4 & 4.01	5.00 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	354	NORTH BERGEN	27/41 & 42	0.89 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	2R355 & 2R394	NORTH BERGEN	35 /5.031 & 5.03	2.66 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	353	NORTH BERGEN	27/39 & 40	3.36 ACRES	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	341A, UE341B, UE341C	NORTH BERGEN	442/ 6, 7, & 8	0.14 ACRES	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	349A & E349B	NORTH BERGEN	453.01/P/O 5.011	0.87 ACRES	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	348A, E348B, E348C, UE348D	NORTH BERGEN	453.07/P/O22.01	0.12 ACRES	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	359	NORTH BERGEN	455/P/O 23	0.01 ACRES	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	2R61A, R61C, 61B1, SP61B2, 61B3 & 61	NORTH BERGEN	451C/22H, 22M1.1, 27A & 28 AND 451D, 27C & 27C1	19.18 ACRES.	PATERSON PLANK ROAD GRADE SEPARATION PROJECT (BONE YARD)
CORPORATE INTEREST	N/A	NEWARK	169/39	1.80ACRES	NJ TRANSIT HEADQUARTERS

NOTES

1. NJ TRANSIT recorded \$49,891,787 in FY19 non-farebox revenue from system wide Property Leases, of \$8,868,998, Utility Permits and Cell Tower Licenses of \$3,815,057, Parking Fees of \$18,884,137, Billboard Advertising of \$4,314,550, and Rail, Bus and Light Rail Advertising of \$14,009,044. Additionally, Property Sales of \$10,849,700 were recorded in FY19.
2. Approximately 22.97 acres portion of Somerville Train Station (Raritan Valley Line) sold to Somerset Station Urban Renewal, LLC, for \$10,600,000.
3. Approximately 0.36 acre, portion of the Meadolands Maintenance Complex (MMC) Rail Equipment & Maintenance Facility property Kearny, New Jersey sold to Port Authority of NY & NJ for \$249,700.

EXHIBIT A

APPRAISED VALUATIONS

RAIL LINE	MUNICIPALITY	BLOCK/LOT	DATE OF VALUE	APPRAISED VALUE	SIZE/CONFIGURATION	APPRAISAL PURPOSE
GLADSTONE BRANCH	BERKELEY HEIGHTS	501/3	12/10/2018	\$265,000	.163 ACRES	REAL PROPERTY CONVEYANCE
HBLRTS	HOBOKEN/JERSEY CITY	80/10.01, 2405/2	11/13/2017	\$440,000	0.25 ACRES	GRANT OF ACCESS EASEMENT
MORRISTOWN LINE	KEARNY	284/P/O 35.02, 34	8/7/2017	\$1,950,000	6.588 ACRES	EASEMENT TO PSEG
NORTHEAST CORRIDOR	NEW BRUNSWICK	242/3	4/29/2017	\$114,000	0.37 ACRES	RAILROAD RIGHT OF WAY ACQUISITION

ITEM 1909-57: CAPITAL PROGRAMS MANAGEMENT PROFESSIONAL SERVICES CONTRACT

WHEREAS, NJ TRANSIT has ambitious plans for the development of a comprehensive capital program and the development of an asset management program to support capital development; and

WHEREAS, this work will support the development of new major infrastructure works as well as ongoing service expansions, general station modernization and facilities expansion, and the maintenance of bridge, road, track, and equipment; and

WHEREAS, a metrics-based assessment of those plans, supported by an expert in evaluating and systematizing major capital programs, will give direction to projects already in motion and define system-wide priorities going forward; and

WHEREAS, with in-house capital staff already working at full capacity, NJ TRANSIT continues to require outside assistance in researching the system's needs and building a sustainable capital plan from the results; and

WHEREAS, NJ TRANSIT is currently seeking to procure a vendor to provide services, resources, and tools to support a successful implementation of a hosted application to replace the Agency's existing reporting systems and to implement a new Project Management Information System (PMIS); and

WHEREAS, the PMIS functions will include cost management, schedule management and workflow solution centralized reporting related to management function of NJ TRANSIT's Capital Programs Department; and

WHEREAS, NJ TRANSIT is also implementing an Enterprise Asset Management (EAM) system to identify, plan, maintain, replace and report on all assets of the Agency; and

WHEREAS, a critical part of this system is a capital assessment process that is focused on updating the mass inventory of assets: gathering and analyzing essential information such as asset location, quantity, age, and useful life; and

WHEREAS, NJ TRANSIT strives to conduct its financial and administrative processes in the most efficient and effective way possible; and

WHEREAS, NJ TRANSIT is currently leading a corporate initiative to re-engineer its business processes to achieve a best in class status; and

WHEREAS, part of this initiative is an evaluation as to where and how to best perform certain aspects of the capital budgeting process, which is critical to NJ TRANSIT's corporate mission; and

WHEREAS, with over 35 years of experience across the Metropolitan Transportation Authority, Anthony D'Amico/Anthony D'Amico, LLC (ADLLC) possesses invaluable direct experience with developing capital construction projects and seeing them to completion; and

WHEREAS, in accordance with N.J.A.C. 16:72-1.5(e), NJ TRANSIT issued a Request for Proposal from one uniquely qualified vendor, ADLLC, based on its knowledge and expertise; and

WHEREAS, NJ TRANSIT previously contracted with ADLLC to provide Capital Programming assistance; and

WHEREAS, for this reason, other consulting firms would require a substantial amount of time to become well-versed in these same areas, which, in turn, would result in additional costs passed on to NJ TRANSIT; and

WHEREAS, the NJ TRANSIT Office of Business Development established a zero percent SBE participation for this contract; and

WHEREAS, the Transportation Trust Fund is the anticipated source of funding for this project;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-011 with Anthony D'Amico/Anthony D'Amico, LLC of New York, for a professional services contract in an amount not to exceed \$500,000.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-58: EXTENSION OF HEALTH BENEFITS CONSULTANT CONTRACT

WHEREAS, NJ TRANSIT has awarded a contract to Korn Ferry (formerly known as Hay Group, Inc) for consulting services for NJ TRANSIT's health and welfare benefit plans including: healthcare, group life insurance, LTD, vision, supplemental sick pay and survivor benefits for its employee and retiree populations under Agreement 14-004 (Board Item 1407-38); and

WHEREAS, NJ TRANSIT has received Board authorization (Board Item: 1812-74) to enter into contracts with healthcare service carriers to administer all group healthcare plans provided to its active and retired agreement and non-agreement employees; and

WHEREAS, the subsequent contractual negotiation process is being assisted by Korn Ferry as NJ TRANSIT's health benefits consultant; and

WHEREAS, it is in NJ TRANSIT's best interest to ensure continuity in expert technical advice and services during the contract negotiations with the group healthcare plan carriers; and

WHEREAS, NJ TRANSIT wishes to ensure the continuation of medical, dental, prescription drug, and flexible spending account plans for its active employees and retirees during this period through successfully reaching contractual agreement with the healthcare service carriers; and

WHEREAS, during this time period Korn Ferry will continue to provide expert technical advice and services to ensure that NJ TRANSIT's health and welfare plans meet the agency's and its employee's needs with maximum cost-effectiveness and in compliance with all regulations and NJ TRANSIT policies; and

WHEREAS, a Request for Proposal will be released in the fourth quarter of calendar year 2019 for expert technical advice and services for NJ TRANSIT's health and welfare plans with review, evaluation, and award currently scheduled for the second quarter of calendar year 2020;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to extend NJ TRANSIT Contract No. 14-004 with Korn Ferry (formerly Hay Group, Inc) through June 30, 2020, to ensure continuation of expert technical advice and services, at the current rates not to exceed \$385,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-59: PROFESSIONAL SERVICES CONTRACT TO ASSIST IN THE IMPLEMENTATION OF A COMPREHENSIVE STRATEGIC, FINANCIAL, AND OPERATIONAL ASSESSMENT OF NJ TRANSIT

WHEREAS, on January 22, 2018, New Jersey Governor Philip D. Murphy issued Executive Order No. 5 directing the Commissioner of Transportation to engage a consultant to conduct a comprehensive strategic, financial, and operational assessment of NJ TRANSIT to provide insights and recommendations for defining and implementing a new target operating model to create a world-class transportation corporation; and

WHEREAS, on October 5, 2018, the North Highland Company issued its Comprehensive Strategic, Financial, and Operational Assessment of NJ TRANSIT that recommended measures to help the agency improve operations; and

WHEREAS, NJ TRANSIT has made significant strides internally to address the critical issues and findings identified in the assessment; and

WHEREAS, a retained consultant will assist NJ TRANSIT to develop and drive implementation of new agency functions and improved business practices in fulfillment of the assessment's remaining recommendations, including the development of a Strategic Plan and a Technology Strategic Roadmap, and the modernization and optimization of business processes in key departments; and

WHEREAS, NJ TRANSIT advertised a Request for Proposal and received two competitive bids; and

WHEREAS, a Technical Evaluation Committee ranked McKinsey & Company as the highest technically ranked firm and, following negotiations, NJ TRANSIT determined McKinsey's proposal to be the most advantageous to NJ TRANSIT, price and other factors included; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a ten (10) percent Small Business Enterprise goal for the Contract, and McKinsey & Company's proposal included a Small Business Enterprise commitment of eleven (11) percent;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to enter into NJ TRANSIT Contract No. 19-055 with McKinsey & Company of Newark, New Jersey, to provide consulting services to NJ TRANSIT for the Implementation of North Highland's Comprehensive Strategic, Financial, and Operational Assessment of NJ TRANSIT at a cost not to exceed \$3,537,358.71, plus five percent for contingencies, subject to the availability of funds.

ITEM 1909-60: PERSONAL INJURY CLAIM OF JIMMY JONES

WHEREAS, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000; and

WHEREAS, Jimmy Jones has presented a claim with a probable settlement cost greater than \$500,000; and

WHEREAS, staff has reviewed the claim and recommends settling this case out of court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the claim of Jimmy Jones through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.