

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

February 20, 2020

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 Wednesday, February 12, 2020.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at 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 Wednesday, February 12, 2020.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
James D. Adams, Board Member
Dini Ajmani, Treasurer's Representative
Edmund Caulfield, Governor's Representative
Sangeeta P. Doshi, Board Member
Cedrick T. Fulton, Board Member
Bob Gordon, Board Member
Raymond W. Greaves, Board Member (Non-Voting)
Richard A. Maroko, Board Member
David A. Rasmussen, Board Member (Non-Voting)

Staff Present

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Joseph E. Snow, Assistant Attorney General, Office of the 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

Chair Gutierrez-Scaccetti convened the Open Session at 6:03 p.m. in accordance with the Open Public Meetings Act. She welcomed the new Board Members: Former State Senator Bob Gordon, who currently serves as a Commissioner of New Jersey's Board of Public Utilities and has been a tireless advocate for the improvement of NJ TRANSIT; James D. Adams, a Licensed Professional Engineer and Vice President for KS Engineers; Sangeeta Doshi, a Councilwoman in the Township of Cherry Hill; Cedrick Fulton, former President of MTA Bridges and Tunnels, and former Director of Port Authority Tunnels, Bridges, and Terminals; Richard Maroko, the Recording Secretary and General Counsel of the Hotel Trades Council; and David Rasmussen, an NJ TRANSIT train conductor who serves as Legislative Representative and Delegate for SMART Transportation Division Local 60. Chair Gutierrez-Scaccetti said they were grateful to have them on the Board, offered the Board Members an opportunity to make a statement, and since she knew Board Member Gordon had a statement, asked him to go first.

Board Member Gordon said he was honored to be there and grateful to Governor Murphy for the opportunity to make a contribution as part of this newly reconstituted Board. He looks forward to working with the Chair and new colleagues on the Board to achieve the goal of providing customers with safe, reliable, and affordable service that they have a

right to expect. More than one year ago on December 20, 2018, at the Summit Rail Station, he stood beside Governor Murphy when he signed Senate Bill 630, the legislation that restructured the Board of NJ TRANSIT. Board Member Gordon said the Legislature by passing S630 and the Governor by signing it, issued a mandate to them to establish an independent, proactive, and fully engaged Board of Directors that will provide the guidance needed to turn the nation's third largest transit agency into a national model once again. He said just as a corporate board is responsible to shareholders, they are responsible to their shareholders: NJ TRANSIT's customers and the taxpayers of the State of New Jersey.

Board Member Gordon said few would dispute that fixing NJ TRANSIT is the greatest challenge facing their state and one of its greatest priorities. He believes unless NJ TRANSIT restores service to the level expected by the public, the economic future of the State is at risk. Board Member Gordon said at some point, given the impact of commuting on people's quality of life, people will leave the state or decide not to move there. Board Member Gordon stated similarly, if businesses decide that commuting is not reliable enough, they will depart or choose to locate elsewhere, and they have no other alternative but to move forward.

In closing, Board Member Gordon mentioned a new development, noting he is a Commissioner of the Board of Utilities (BPU) and this week he was informed by the Attorney General's Office that there is statute that raises questions about whether a Commissioner of the BPU can sit on the Board of NJ TRANSIT. Board Member Gordon said this statute, enacted in 1911, appears to be unique to the BPU and he was told that no comparable restrictions apply to any other agency beside the BPU. He said for history buffs, he would point out that this appears to be part of a package of progressive legislation that Governor Wilson advanced to contain the influence of the railroad barons and county bosses, which clearly does not apply in his case. Board Member Gordon believes this question will be resolved within a matter of days, however, in the meantime, on the advice of counsel, he will not be voting on any items on the agenda. Board Member Gordon said they have a lot of work to do, but he is very confident they are going to succeed.

Chair Gutierrez-Scaccetti thanked Board Member Gordon for his statement and said for the record they will do a roll call vote for each motion that is taken tonight so that the record is clear on votes. Chair Gutierrez-Scaccetti asked the rest of the new Board members to continue if they would like to make a statement.

Board Member Maroko thanked Chair Gutierrez-Scaccetti for the opportunity to introduce himself. He expressed how honored he was to be sitting on the NJ TRANSIT Board. Board Member Maroko said it was both exhilarating and humbling to be a part of one of the largest transportation agencies in the country and be part of an operation that bears the awesome responsibility of getting a quarter of a billion passengers to work, school, doctors, and back home each year. And to be part of a team of over 10,000 dedicated staff members that keep NJ TRANSIT moving almost a million passengers each

weekday. Board Member Maroko looks forward to working with the team to take on the very serious challenges facing NJ TRANSIT.

Board Member Maroko said as a regular rider and a labor leader that represents thousands of New Jersey residents that rely on public transportation to get to and from work, he understands, in an acute way, the importance of access to safe, reliable, and affordable public transportation. He understands that a late bus or train can cost someone their livelihood and that lack of access to transportation can slam the door shut on work and educational opportunities. Board Member Maroko said he will not pretend to have a silver bullet that will magically fix all the problems that NJ TRANSIT is facing but promised to work tirelessly to help continue to improve NJ TRANSIT and make it something that everyone can be proud of. He looks forward to working with everyone.

Board Member Adams thanked Chair Gutierrez-Scaccetti for the opportunity to introduce himself. Like his two colleagues, he was both humbled and honored to serve on the NJ TRANSIT Board at such a critical time in its history. He looks forward to working with his fellow Board Members, the excellent staff at NJ TRANSIT, the legislators: Senators and Congressmen involved in this process, and most importantly the NJ TRANSIT family. Board Member Adams looks forward to helping NJ TRANSIT reach its core mission of providing safe, reliable, convenient, and cost-effective service to the many customers throughout the state and the region.

Board Member Doshi thanked Governor Murphy and Senate President Steve Sweeney for recommending her for this Board position. She is looking forward to working with everyone. Board Member Doshi said she will do her best, work hard, and contribute where she can to improve and expand NJ TRANSIT, especially in relation to South Jersey.

Board Member Fulton thanked Chair Gutierrez-Scaccetti. He thanked Governor Murphy and the Senate Judiciary Committee for appointing him to the NJ TRANSIT Board. Board Member Fulton considers sitting on the Board an honor and a privilege to serve the citizens of this region. After close to 30 years in the transportation industry in New Jersey and New York, he knows firsthand how important NJ TRANSIT is to the people who live and work in the region. From quality of life to jobs, recreation, and the economy, they are impacted by how well their transportation systems work.

Board Member Fulton's goal on this Board is to help Governor Murphy, the Legislature, his colleagues on the Board, and perhaps most importantly, help the professionals at NJ TRANSIT deliver the first class, safe, and reliable transit services that the citizens of New Jersey deserve. He believes customer service must be the top priority, safety and security cannot be compromised, and system reliability is vital.

Board Member Fulton said resources are precious and they need strategic planning and direction that is an outgrowth of vision and leadership to help guide their decisions today, as well as into the future. He is sure most would agree that their ability to improve is directly related to stable funding, a strong motivated workforce, along with strategic and consistent infrastructure investment. While the challenges are many Board Member

Fulton said he stands ready with a sense of urgency to help NJ TRANSIT retain its former glory as one of the most highly respected transit organizations in the country.

Board Member Rasmussen thanked Chair Gutierrez-Scaccetti. He also looks forward to working with this Board, appreciates the opportunity, and thanked his General Chairman, Jerome Johnson, for having the confidence in him and nominating him for this Board position. Board Member Rasmussen said he brings to the Board over 30 years of railroad experience as a conductor and feels his firsthand experience and knowledge on the ground, along with the men and women he works with, will serve this Board well. He appreciates this opportunity and looks forward to the challenge.

Chair Gutierrez-Scaccetti said that she can say for herself, Board Member Ajmani, and Board Member Caulfield that they are glad they will no longer be the only three people sitting at the dais, which was a criticism they often received without any ability to control it. Chair Gutierrez- Scaccetti said they are very happy to have all the new board members there with the breath and depth of experience and years of service to not only government, the private sector, and labor, but just as New Jerseyans speaks volumes to what this Board can do.

Chair Gutierrez-Scaccetti said she promised Board Secretary Zuczek that this did not mean she got 13 new bosses. She said when she first came to NJ TRANSIT there was much being said about making sure Board Secretary Zuczek was okay by their good friends and people who visit the Board meetings regularly. Chair Gutierrez-Scaccetti wanted everyone to know they were not giving Board Secretary Zuczek 13 new bosses.

Mark Geisler, 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 February 6, 2020 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 website.

Executive Session Authorization

At approximately 6:14 p.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 Raphael Robinson and the Financial Advisor for NJ TRANSITGRID. Board Member Cedrick T. Fulton moved the resolution, Board Member Edmund Caulfield seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes

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 7:37 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the December 11, 2019 Board meetings. A motion was made by Board Member Edmund Caulfield, seconded by Board Member Richard A. Maroko, and it was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO’s Monthly Report

President & CEO Corbett greeted the Chair, Members of the Board, and all the members of the public there today. He also welcomed Senator Weinberg who joined them this evening.

President & CEO Corbett welcomed all the new Board Members. He said it was great to have them there, and they bring to the organization invaluable experience and perspective that will help them accelerate their transformation. President & CEO Corbett said he was grateful for their service and looks forward to working with them.

President & CEO Corbett said before he gets to the heart of his update, he had an important housekeeping announcement. They just came out of Executive Session and under the leadership of Board Chair Gutierrez-Scaccetti, beginning next month, this Board will move its Executive Session to the end of their meetings. That means public speakers will no longer need to wait for Executive Session to end before addressing the Board and they can do so right at the start of the meeting. President & CEO Corbett said they heard the feedback on this and understand that they are already taking time out of their busy day to be there and they want to encourage that.

President & CEO Corbett provided updates on some of the progress made since the last meeting. Just looking at the numbers, it's clear that, despite much work still needs to be done, NJ TRANSIT is turning the corner. On the bus side, they celebrated a recent milestone in their continued efforts to restore the ranks of bus operators. NJ TRANSIT just graduated the 700th new bus operator since January 2018, which is a testament to the hard work of the Human Resources and Bus Operator Training Departments.

Between March and September of 2018, they were averaging about 40 missed bus trips per day. In the past six months, the daily average was less than nine missed trips, out of a total of about 10,000 daily trips provided. These new hires alone will result in nearly 2,000 more passenger trips each weekday, or more than half-a-million additional passenger trips per year.

President & CEO Corbett was pleased to announce that in December, NJ TRANSIT secured a \$17.3 million FTA grant to buy up to 25 new articulated buses; that's in addition to the 85 already on order last year. NJ TRANSIT competed nationally for these funds and over 318 applications were submitted to the FRA from 270 applicants in 43 states and territories. NJ TRANSIT was one of only seven applicants to receive the highest award through this grant program.

The buses NJ TRANSIT is buying with this grant will be deployed in garages in Hudson, Bergen, and Essex counties, and will help accommodate growing ridership in northern New Jersey. New buses typically replace older buses on a one-for-one basis, as in the case with the 85 articulated buses they have on order. These 25 additional articulated buses represent the first actual bus fleet expansion since 2006.

They could not have done it without strong support from U.S. Senator Bob Menendez and Congresswoman Mikie Sherrill. With the addition of these buses to the new cruiser buses and articulated buses already on order, NJ TRANSIT will take delivery of nearly 230 new buses this year; more than one bus every other day, on average.

As they replace hundreds of buses in their fleet to improve reliability and keep New Jersey moving, they are aggressively pursuing the electrification of their bus fleet. Last month, NJ TRANSIT held a full-day workshop with representatives from the Rocky Mountain Institute to identify opportunities to electrify NJ TRANSIT's bus fleet, and to develop a roadmap toward a full net-zero emissions fleet.

From an economic, environmental justice, and health perspective, their goal is for NJ TRANSIT to be a nationwide leader in the push toward a net-zero emissions fleet. They are also moving forward with an electric bus demonstration project in Camden, New Jersey, beginning in mid-2021. It will consist of eight electric buses and will allow NJ TRANSIT to study the benefits and challenges of this alternate energy source in real-world scenarios.

On the rail side, train cancellations were down 35 percent last year compared to 2018. Rail on-time performance last month jumped 3.7 percentage points to 92.9 percent from

January 2019. These statistics and many, many more, for rail, bus, light rail, and Access Link, are available now for everyone to see in NJ TRANSIT's new, online performance dashboard, providing an unprecedented level of transparency and accountability at NJ TRANSIT. This information can be found at njtransit.com/performance.

NJ TRANSIT has 17 new dual-mode locomotives on order that they will be delivered later this year, which will allow the replacement of decades-old locomotives to significantly improve reliability. They will also be able to replace the 40-plus year-old Arrow III cars with the purchase of 113 new multi-level rail cars that will begin arriving in 2023, again significantly improving mechanical reliability and increasing the mean distance between failures which will allow for more reliability for customers.

NJ TRANSIT also hired more than 300 engineers and conductors since February of 2018. Just a few weeks ago, President & CEO Corbett joined Governor Murphy to celebrate seven additional trainees who will soon join their ranks of locomotive engineers. During the two-year period between 2019 and 2020, they will graduate seven classes of locomotive engineers, the same number of classes that graduated in the previous five years combined.

President & CEO Corbett noted in December of 2018, they met what virtually everyone thought was an impossible federally-required Positive Train Control (PTC) milestone. After eight years, PTC was just 12 percent complete toward a December 31, 2018 deadline when he arrived in February of 2018.

In just 10 months, against all odds, they went from 12 percent to 100 percent completion, and met the 2018 deadline. After meeting that milestone, he was confident that they could accomplish that, they can do anything, and he still believes that to this day. That goes for the December 2020 deadline for full PTC implementation, as well.

NJ TRANSIT had their contractor, Parsons, present at the October Board Meeting when they talked about the current status of the project and some of the software issues they were experiencing. President & CEO Corbett was pleased to report that those issues appear to have been resolved, and they have expanded their field functionality testing to additional rail lines.

They submitted their request to the Federal Railroad Administration to enter into Revenue Service Demonstration, or RSD, ahead of schedule, which means the testing can occur on trains in revenue service, which passengers routinely ride on. They are optimistic that they will receive approval to enter into RSD testing, and likely well ahead of their projected start date. While he fully expects NJ TRANSIT to meet that deadline, this monumental effort will still require tremendous resources and energy behind-the-scenes, for this entire year.

As they work to fully install PTC throughout their entire network, critically important capital projects, that had long been stalled, are now advancing, including: Elizabeth Station a \$70 million project; a \$246 million County Yard / Delco Lead Storage and Inspection

Facility funded by resiliency funds after Hurricane Sandy is now under construction and broke ground last month; the Raritan River Bridge is a more than \$600 million resiliency project that is now in the bid evaluation process; and the Long Slip project, a more than \$400 million project phase one filling the slip, was awarded, and it will also have elevated track above the flood zone. Overall, NJ TRANSIT has committed more than a billion dollars to capital projects.

President & CEO Corbett was pleased to report that Monday, USDOT issued an improved rating for the Portal North Bridge, putting NJ TRANSIT one step closer to replacing this unreliable bridge, and reducing delays for customers. President & CEO Corbett recognized Senior Vice President of Capital Programs Eric Daleo and his entire team for working closely with USDOT, resubmitting a strengthened plan, and helping NJ TRANSIT get to this point.

President & CEO Corbett also thanked the Governor for his support and financial commitment, and the USDOT, their partners at the FTA, the FRA, Amtrak, along with Senators Menendez and Booker and their entire New Jersey congressional delegation for their support of this shovel-ready project, which, thanks to their considerable efforts since 2018, is ready to go.

They are now entering the engineering phase, which is the next step toward a full funding grant agreement and getting shovels in the ground. This project estimated at \$1.7 billion dollars is in addition to the more than the one billion dollars in projects they have already committed.

Over the past two years, they have also looked for every opportunity to restore and enhance service. They restored service into and out of New York Penn Station on weekday, peak-period Montclair-Boonton trains, and select reverse peak Morris & Essex trains. They brought back the Raritan Valley Line's off-peak, one-seat ride to Penn Station New York. They increased weekday train service at Avenel Station by more than 40 percent, and they are running a full schedule of weekend service there for the first time in 34 years.

NJ TRANSIT increased weekday peak period service on the Newark Light Rail's Broad Street extension to a predictable every 10 minutes. They have added, extended, or provided enhanced bus service on 12 bus routes over the past two years on the 1, 86, 119, 123, 126, 128, 158, 166, 409, 412, 413, and 772 routes. In addition, in December 2019, they permanently expanded bus service on Route 772 to American Dream. This new permanent expansion joins the 85, 355, 356, and 703 bus routes, all of which began servicing American Dream in October 2019.

These routes will serve as integral components of American Dream's overall transportation plan, as it fully opens and grows into a vital economic asset for the region. When combining NJ TRANSIT's permanent and expanded routes with the significant potential they are seeing from the Innovation Challenge, President & CEO Corbett is

confident they will continue to effectively meet expected travel demands to and from the Meadowlands and American Dream.

President & CEO Corbett knows they have a lot of ground to cover before they are delivering the service customers expect and deserve. While some challenges are in their rear-view mirror, others remain up ahead. Overall, however, considering the trajectory NJ TRANSIT is on, all the progress they have made, as well as the strong support they are getting from Governor Murphy and the State Legislature, considering the fact that since January of 2018 they have hired more than 2,000 union and non-union employees overall, it is clear they are making significant progress.

As they improve and add service, they are working day and night behind-the-scenes to improve the overall customer experience, as well. Nowhere is an improvement to this experience more overdue or more necessary than at Penn Station New York (PSNY). As recently as last Monday, trains were significantly delayed during the evening rush hour into and out of PSNY, while Amtrak worked to resolve a significant power issue.

As this incident demonstrated all-too-clearly, the region is disturbingly dependent on two century-old tunnels into and out of New York City. In fact, the number of trains operating into and out of New York drops by 75 percent when one of the tunnels is out of service, making recovery from delays much more difficult and lengthier.

Incidents like last Monday's clearly underscore the urgent need for additional tunnels, and they are attacking this problem from every angle working with Amtrak, as they await movement on the federal level. In January, they announced major improvements coming this summer to Penn Station New York, which will significantly benefit NJ TRANSIT customers. NJ TRANSIT and Amtrak have started a joint project to refresh the ticketed waiting area on the upper level, 8th Avenue side of the station.

This expansive waiting area will be open to both Amtrak and NJ TRANSIT customers when the project is complete. These improvements will: reduce overcrowding in the NJ TRANSIT waiting area; improve pedestrian flow throughout the station; and generally, provide a far more pleasant experience for the more than 90,000 daily NJ TRANSIT customers using Penn Station New York as an origin or a destination. It is yet another example of the fruits of their renewed relationship with Amtrak, which is providing long-overdue improvements for customers.

To be sure, these are significant improvements that need to be made at PSNY and they are working with Amtrak to make sure they are delivered. But the bottom line is, they need additional tunnels, and NJ TRANSIT is working closely with Amtrak to expand capacity at Penn Station New York at the track level.

They support Governor Cuomo's recent proposal to expand Penn Station's train capacity by acquiring a full city block between 30th and 31st streets and building eight tracks below the expanded station, south of Madison Square Garden.

Overall, NJ TRANSIT service is one the most effective ways to limit state-wide greenhouse gas emissions. And they are always thinking of new ways to reduce their own carbon footprint, as well. For example, last month they announced that they will be upgrading River LINE Light Rail vehicle engines.

These new engines will: significantly lessen the environmental impact of operating the line; improve fuel efficiency by nearly 10 percent; and bring the line into compliance with EPA emissions regulations.

More than 20 Tier IV diesel engines from Cummins will replace Tier I engines. These new engines are expected to reduce NOx emissions by at least 57 percent, and lower particulate matter by 90 percent. The new engines and other improvements will also reduce maintenance costs, improve service reliability, and increase the useful life of River LINE vehicles by a full 10 years. The project is expected to be complete by the end of 2023.

President & CEO Corbett noted in January, they proudly welcomed 16 new police recruits into the New Jersey Transit Police Department family.

President & CEO Corbett also took a moment to introduce a key new member of their executive management team, Naeem Din. Naeem joined NJ TRANSIT in November as the new Chief of Equal Employment Opportunity and Affirmative Action. He's the former Deputy Chief Diversity Officer at the MTA. Prior to becoming the second in command for EEO matters at the MTA, Naeem served as Assistant Counsel in the General Counsel's Office at MTA headquarters. He holds a master's degree in International Studies from the City University of New York, a bachelor's degree from CUNY Brooklyn College, and a JD from the Benjamin Cardozo School of Law in New York.

President & CEO Corbett thanked Adam Phelps for his service as Acting Chief of EEO and Satori Samuda, Director for Equal Opportunity and Affirmative Action, for their leadership while they conducted their search. President & CEO Corbett asked everyone to join him in a round of applause to welcome Naeem to the NJ TRANSIT family.

Next, President & CEO Corbett recognized an extraordinary employee. Kareem Howze is a 12-year NJ TRANSIT veteran who risked his life while on-duty last month to rescue people trapped in a burning building. President & CEO Corbett presented a proclamation to Mr. Howze, detailing his heroic actions. President & CEO Corbett said Mr. Howze acted with bravery, kindness, and compassion on that cold winter day a few weeks ago. That's why it was President & CEO Corbett's great pleasure to present a proclamation, on behalf of their entire organization. He read the proclamation and thanked Mr. Howze for all he did on that day and thanked him for the service he provides every day to keep their state and people moving.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She thanked Chair Gutierrez-Scaccetti for allowing her to be at the beginning of the meeting. As Chair of the North Jersey Advisory Group, Ms. Mack enjoys very much listening to everyone who speaks because it is part of their mission. She really came there tonight as a sign of respect to all the Board.

Ms. Mack is so excited after the Governor's intention to reform NJ TRANSIT, the first steps taken were the Audit and now NJ TRANSIT is working on the Strategic Plan, and NJ TRANSIT finally has almost a full complement of Board Members.

The Advisory Board is made up of a Southern and Northern Division. Ms. Mack was there representing herself from the North and Anna Marie Gonnella of the South. They are there to advise the Board and the Board can consider the Advisory Committees as their staff. Their mission is to support the NJ TRANSIT Board.

Ms. Mack said they have wonderful commuter groups in New Jersey, and they have done many things, such as work on the bike and fare policies, and have worked with NJ TRANSIT to have Public Hearings. As the Board gets to know the Advisory Committees, as they get to understand what the Board's interests are, they are there to advise and offer more resources from the communities.

Ms. Mack welcomed all the new Board Members. She said the Advisory Committees are very supportive, and they meet 10 times a year, sometimes more, and they have monthly meetings. Ms. Mack said she normally comes to the Board meetings to explain what they did the last month, and she was pleased to say they did a lot and are happy about the Portal Bridge, discussion of full funding, and the Strategic Plan, which Board Member Greaves is fully aware of.

Ms. Mack said she was very pleased that the Honorable Senator Loretta Weinberg was there tonight and Senator Bob Gordon. Ms. Mack said before the current Board was there, four years ago, the Honorable Senator Lorretta Weinberg and Senator Bob Gordon were the advocates trying to get NJ TRANSIT back on track and it's pleasant to see what can happen.

Ms. Mack said President & CEO Corbett has been doing more than his job, and this month they talked about the Delco project, and those that were there during Superstorm Sandy know how important it is to have somewhere to put the trains in a major weather event. Ms. Mack said they also had a great presentation on Transit Oriented Development districts and discussed the great work that has been going on in Somerville and Hoboken which has been going on for a very long time.

Ms. Mack said looking at this Board now, there is so much talent, and they are the policy makers of a billion-dollar corporation, and there is so much work to be done. It is good that they recognize the value of their riders and employees, as President & CEO Corbett did earlier, because NJ TRANSIT has wonderful bus operators, train conductors, and

employees. Ms. Mack welcomed the Board, said she is so pleased about the constitution of the new Board, and said the committee is there to serve them.

Chair Gutierrez-Scaccetti thanked Ms. Mack for her service and said she appreciates the work she's done with NJ TRANSIT.

Public Comments

Chair Gutierrez-Scaccetti welcomed Senator Weinberg to the podium and thanked her for her patience.

Senator Loretta Weinberg thanked the representatives of NJ TRANSIT for justice for Mr. Graddy. Senator Weinberg said that Suzanne Mack of the Advisory Committee took a little of her thunder away by welcoming an almost full NJ TRANSIT Board. There are three more Board members to go, two are in the pipeline. Senator Weinberg said staffing of this Board has been a long-time coming, and it is an important first step and she knows that Chair Gutierrez-Scaccetti appreciates being surrounded by the kind of high-level talented Board Members there.

Senator Weinberg said she has had the distinct pleasure of meeting and speaking to four of the new Board Members as they came through the Senate Judiciary Committee. Senator Weinberg said she is also looking forward to seeing two more Board Members appointed in the very near future, as well as knowing that Senator Bob Gordon will have the full emolument of office and be able to vote.

Senator Weinberg said Senator Bob Gordon, now Commissioner Bob Gordon, served together with her on the Senate Legislative Oversight Committee, and she feels, in a way, they were the birth parents to seeing this Board finally up in operation. She said the centerpiece was the creation of a strong and independent Board that would come in with transportation knowledge and an expertise necessary to make the trains and buses run on time; this means having a Board that would ask the tough questions.

Senator Weinberg congratulated all of them, and said as a mom and grandma, she must give some input whether they want to hear it or not. Senator Weinberg said this means a Board that will stand up publicly for the interests of the hundreds of thousands of commuters, that is the people who the Board is there to represent, not each other, nor the corporation. She said they are there to represent the people who take public transportation each day in New Jersey. Senator Weinberg said she is pleased to see this Board take shape and has been very impressed by those who appeared before the Senate Judiciary Committee.

Senator Weinberg said she was glad to see Sangeeta Doshi join Chair Gutierrez-Scaccetti in adding some gender balance to what is now a much more diverse and inclusive Board, and hopefully very soon that gender balance will be expanded. Senator Weinberg said she was disappointed that two Board Members that they have championed; Bob Gordon, her former colleague, and Janet Chernetz, the Tri-State Transportation Campaign's outstanding transit expert, were not yet fully serving with this Board. However, she believes Bob Gordon

will be able to do so at the very next meeting, and she is working hard to ensure that Janet Chernetz will be there too.

Senator Weinberg said as Board Members they face a daunting task, as the hearings and investigation being conducted by the Senate Select Committee on NJ TRANSIT seems to demonstrate all too much. She said the leadership of the Legislature is committed to providing the dedicated operating funding that NJ TRANSIT needs, and to provide that funding through a constitutional amendment. Senator Weinberg said that they are committed to ensuring that capital funds are spent on capital, so that they have money in the Transportation Trust Fund to keep their commitment to voters to extend the Hudson-Bergen Light Rail into Bergen County, and to build the Gloucester/Camden Light Rail Line.

Senator Weinberg said the Legislature is committed to supporting the Board in efforts to fix NJ TRANSIT. They will talk to staff and dig in the numbers. She said to tell them what is needed, and the Legislature will fight to make sure that the resources are there. Senator Weinberg congratulated all of them and said to get ready for the new members. She wished everyone a Happy New Year.

Board Secretary Zuczek announced there were 15 additional speakers and 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.

Sally Gellert, Communications Director of the Lackawanna Coalition, welcomed NJ TRANSIT's new Board Members. They are concerned about how governance and oversight has been provided by this Board, as it has been exceedingly rare to hear even one dissenting vote. She said except for former Board Member Flora Castillo, who voted no on two items in 2016 and was not reappointed to the Board this year, there had not been another dissenting vote on policy issues before this Board since 2003, according to records accessed through the Open Public Records Act (OPRA). Ms. Gellert said the only other no vote was former Commissioner Richard Hammer's objection to a personal-injury settlement in his first meeting as Commissioner.

Ms. Gellert said the unusual unanimity seems to indicate that if any real debate occurs, it happens in private before the public meeting. She said this makes it hard for members of the public to get a real sense of decision-making at NJ TRANSIT. They are especially concerned that several advocates who applied to be appointed to the Board were seemingly dismissed without consideration, including such well-qualified candidates as Lackawanna Coalition Chairperson David Peter Alan; Len Resto, his counterpart at the NJ-Association of Rail Passengers; and from South Jersey, Nick Pittman and Jeff Marinoff.

Ms. Gellert also expressed deep concern that not a single member of this Board now, or ever to their knowledge, depends on transit for all mobility. She said counties have Boards of Chosen Freeholders and as Chairperson Alan would say, NJ TRANSIT has a Board of Chosen Motorists. Ms. Gellert said they campaigned vigorously for a requirement that the

Board include at least one transit-dependent person, but their concerns fell on deaf ears in the legislature.

Ms. Gellert believes it is imperative that every day riders' voices be heard in the NJ TRANSIT boardroom, particularly when it seems that decisions are simply ratified there. She cannot remember a single instance of actual discussion of an item between the public comment and the vote.

Ms. Gellert asked where their trains are. She said, in response to the State Auditor's Report, President & CEO Corbett states that by Summer 2020 they will have the staff to operate the current schedule, however, that is not the full schedule that they expect. Ms. Gellert said when trains were cancelled in 2018, they were told that they would be back in early 2019 but they are still waiting, and just ending the sporadic cancellations by this summer is not enough.

Regarding the auditor's report, Ms. Gellert said they are concerned by the last modifications to the two PTC contracts. In August 2019, this project was 30 percent over budget and the deadline was made only on a technicality, with a further extension needed. She said great strides were made in a short time, and the Christie administration pretty much ignored the PTC mandate, however, the Auditor still expressed concerns that, yet another deadline could be missed. Ms. Gellert said she is glad to see President & CEO Corbett's confidence and hopes he is right.

Ms. Gellert noted the Portal North project received a passing score from the FTA on a key funding test, despite some questionable numbers. They request the currently missing A.M. peak-hour New York Penn Station train, removed in January 2018, be assigned to the Morris & Essex Line. She said this train's temporary discontinuance allowed NJ TRANSIT to cheat its way into qualifying for an \$811 million grant.

Ms. Gellert said in a recent article in *Railway Age*, David Peter Alan reported that Tony Coscia, Chairperson of Amtrak's Board of Directors and Vice-Chair of the Gateway Board, has stated that the Hudson tunnels might not last the nine or 10 years that would be needed to build the still-unfunded Gateway project's new tunnels. Ms. Gellert said if Mr. Coscia can't be sure, they certainly cannot, so it may be that the only viable solution is the method used in the Canarsie tunnels, and this may be the only alternative they have left. They reiterate their request that this method be evaluated before an expensive construction project is begun.

Ms. Gellert said Governor Cuomo is calling for Penn South, with or without Gateway, yet ignores the fact that it would not improve NJ TRANSIT access at all. She questioned why NJ TRANSIT is sitting by and not questioning that project. She said NJ TRANSIT must double down on the message that repairs are needed first, before any grandiose construction project.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, noted the Coalition was established in 1998, a bi-partisan group spread across four counties, and covers 23

municipalities that are served by the Raritan Valley Line. They have about 23,000 daily riders and 1.7 million residents. Mr. Bergen said their goal for the last 22 years has been to establish a one-seat ride, that is direct service from the Raritan Valley Line into Manhattan, as all the other transit lines have. They see this as a matter of equity and fairness.

The Coalition is pleased to see the new Board members. Mr. Bergen said he looks forward, over the next few months, to educating the Board on the Raritan Valley Line issues.

Mr. Bergen noted the Coalition was glad that the Federal Transit Administration has finally recategorized the Portal North Bridge project making it eligible for federal funding. He said while this is a significant step in the right direction and is a very important component of the Gateway project, they remain extremely concerned that the Federal Government continues to fail in its obligation to the public by not funding the entire Gateway project. Mr. Bergen said construction of the two additional tunnels under the Hudson River is urgent. As documented last year by the Regional Planning Association, he said failure of just one of the century old tunnels, even for a short period of time, is disastrous.

Mr. Bergen said same platform transfer in Newark Penn Station continues to be an issue for Raritan Valley riders going into New York because they often must run down stairs and then go up the stairs over to another track with hopes of making a connecting train. He renewed his request for some statistics on how many trains within a month or a week have the same platform transfer. Lastly, the Coalition's ultimate goal is to expand the one-seat ride and was wondering if there is any update on the status of study being done by Senate Bill 3574 that was signed into law by Governor Murphy on January 13th that requires that this organization complete a feasibility study within six months concerning how to institute rush hour one-seat ride service along the Raritan Valley Line. Mr. Bergen said they look forward to this report that will presumably have a road map to their goal of a one-seat ride.

Norm Sutaria said he was a commuter from Bloomfield and uses the Watsessing Train Station for his daily commute into and out of Manhattan. He praised NJ TRANSIT for having the next meeting's Executive Session after the public comment period, noting they made many of the people in the room very happy. Mr. Sutaria also praised Stewart Mader, Chief Customer Experience Officer and Customer Advocate. He said he contacted Mr. Mader back at the end of 2019 and met with him in December because Watsessing did not have bike racks. Mr. Sutaria said it was very exciting to see the operations commitment towards his request to plan and map out bike racks at the Watsessing Train Station and now the bike racks are scheduled to be put in this spring. He said it is the small details like this that are very important to those who want integrated end to end last mile transportation.

Mr. Sutaria said he was glad the words equity and fairness were spoken about earlier because one the pieces of the Strategic Plan might be to examine transit inequities in the State of New Jersey as they apply to NJ TRANSIT. For example, he said the two late night trains Monday through Friday that depart Montclair State University do not stop at Watsessing Train Station. Mr. Sutaria said those late-night trains stop at 80 percent of stops in Montclair and only 50 percent of stops in Bloomfield, and asked NJ TRANSIT to look at addressing this issue.

Mr. Sutaria said President & CEO Corbett spoke about accelerating transformation, and Mr. Sutaria said NJ TRANSIT could look at its interoperability and empowerment. Mr. Sutaria said NJ TRANSIT needs to have better processes for getting communications to bus and train operations when there are cancellations, because some areas cross honor train and bus passes, while others do not. Mr. Sutaria said speaking to Monday's issues with the power outages, people on Facebook were talking about cross honoring of passes on PATH at 33rd Street Station and not the World Trade Center Station. He asked NJ TRANSIT to work on cross honoring at both stations.

Mr. Sutaria said NJ TRANSIT has a wonderful relationship with Amtrak, and asked NJ TRANSIT to ask them for better signage on the platforms because in an event of an emergency it would be hard to determine or describe to someone where they are on the platform.

Allen Kratz is a resident of Hoboken. He was there three-months ago talking about the Records Building and the opportunity to use it as a location for flood risk reduction. Mr. Kratz said after leaving the Real Estate Department of NJ TRANSIT, working there for 15-years, he began a business helping communities find funding for flood reduction infrastructure. Mr. Kratz said since three months ago, three circumstances have changed and what he was thinking of then changed from probably a good idea to an even more likely good idea.

Mr. Kratz has been doing a lot of work in New Jersey, Massachusetts, Maine, New Hampshire, Vermont, Rhode Island, and Connecticut talking to public officials about funding in innovative ways the transportation and preservation of historic structures. The Records Building is a good example of what they could do. He said they are hearing from public officials that more funding is available. The second change in circumstance is that they have now begun the Section 106 process to demolish the structurally compromised Records Building, which requires a Section 106 alternative analysis.

Mr. Kratz said the analysis now has five alternatives which he believes could be complimented with a sixth alternative, which he understands from NJ TRANSIT's team is going to be one of those opportunities. He noted the changed circumstance is that the North Hudson Sewage Authority is facing a June 1, 2020 deadline to come up with what the Department of Environmental Protection (DEP) calls a long-term plan for creating a combined sewer outward flow storage structure in Southern Hoboken, which is very flood prone. He believes this is an opportunity for NJ TRANSIT to take advantage of this situation. Mr. Kratz said North Hudson Sewage Authority is now considering purchasing a private parking lot across the street from the Records Building to build an underground storage facility to relieve the combined sewer overflow situation.

Mr. Kratz suggested NJ TRANSIT transfer the Records Building, which is an excess piece of property, deteriorated, and no longer of any transportation use, to the North Hudson Sewerage Authority, which then as a new owner converts the building into a facility that will hold 750,000 gallons of excess rain water during heavy rain and heavy snow melt conditions. Mr. Kratz said the advantage of this is then the new owner can apply for up to

\$2.5 million from the New Jersey Historic Trust to rehabilitate the building. In the 106 Alternative Analysis, it says preserving the exterior of the historic building could be \$2.8 million. Mr. Kratz said the good news is that the North Hudson Sewerage Authority would have to come up with a dollar for dollar match of \$2.5 million.

Mr. Kratz said based on his expertise, looking at funding across the state, could come from the Sewage Authority itself which would avoid the cost of purchasing the property across the street from the Records Building. He said funding could also come from the Hudson County Open Space and Recreation Historic Preservation Trust Fund, the Hoboken Open Space and Historic Trust Fund, the Department of Environmental Protection, the New Jersey Water Bank, the New Jersey Transportation Infrastructure Trust, and numerous other sources, including private philanthropic organizations. He would be happy to work with NJ TRANSIT staff to advance this effort.

William Beren is a resident of Montclair and currently serves as the Transportation Chair of the New Jersey Sierra Club. Mr. Beren said most may be aware that just under 50 percent of all the climate changing greenhouse gases emitted in New Jersey come from automobiles, buses, and trucks. Mr. Beren urged people to use public transportation in lieu of private autos and believes it is a paramount strategy for combatting climate change. In May of 2019, Mr. Beren said the Chapter received a small grant from the Sierra Club Foundation Clean Air Transportation for All to help develop programs that help accomplish the goal of reducing auto use.

Mr. Beren said over the last six-months they've completed two reports and copies were given to the Board. Mr. Beren said it is the Chapter's hope that the recommendations put forth will be accepted and implemented by NJ TRANSIT and the recommendations made are low cost, relatively easy, and don't involve major capital funding. The two reports that were prepared were done by two interns who currently attend the Rutgers University, Edward J. Bloustein School of Planning and Public Policy.

Mr. Beren said the first report, that will be discussed in more detail by the next speaker Matthew Bewley, details how providing and promoting frequent bus service defined as a maximum of 15-minute headways or less has proved to successfully increase bus ridership in peer Metropolitan areas across the country. Mr. Bewley's report identified 14 corridors in five northeast counties that currently qualify as frequent service, and further identified 16 additional corridors where slight scheduling changes can achieve the same goal. Mr. Bewley will briefly summarize the benefits of frequent service corridors and the keys to successful implementation.

Mr. Beren said the second report takes a deep dive into the myriad of often confusing desktop and mobile trip planning and scheduling applications currently on NJ TRANSIT's website. He said this second report offers numerous examples of inaccurate, misleading, or incomplete information that is provided by the alerts and advisories prepared by NJ TRANSIT staff. Their first concern in this area is that there is no single source for a rider to get all scheduling, fare, and route diversion information for all public transit in the state, including not only NJ TRANSIT, but service provided by NJ TRANSIT's contract carriers,

private carriers, counties, and colleges. Second, Mr. Beren said NJ TRANSIT does not distribute service maps, unlike all other transit agencies. Mr. Beren said they offer these recommendations with hopes as NJ TRANSIT rebuilds itself from the devastating budget cuts during the last decade, these ideas can be incorporated into the improvement plan. They believe these are low cost initiatives that can easily be adopted by NJ TRANSIT and help them all achieve their goal of increasing bus ridership at the expense of private automobiles.

Matthew Bewley is one of the authors of Clean Transportation for All Report and he was there to briefly speak on the findings. He said public transit agencies around the country and around the world have made frequent bus service a cornerstone of their efforts to attract riders and fight climate change. Mr. Bewley said these include ambitious wholesale network redesign like the one that Houston Metro launched in 2015 and the one the New York MTA is undertaking now, but they also include more piecemeal efforts to expand, brand, and promote frequent bus service. He said with these efforts, agencies hope to get people out of cars and onto buses, and their approach has brought on significant ridership increases.

Mr. Bewley said in the report the New Jersey Sierra Club recommends that NJ TRANSIT join these agencies. He said in Northeastern New Jersey, the report study area, has the advantage of high population, job density, and an already considerable network of frequent local bus service provided by NJ TRANSIT and several private carriers. Out of roughly 60 candidate corridors, the study found 14 that provide service frequent enough to meet a common benchmark for frequency, a bus every 15-minutes between 6:00 a.m. and 8:00 p.m. on weekdays. Mr. Bewley said at this frequency riders start to see a bus as a show up and go service and they don't have to plan their trip or whole day around a time table, because if they miss a bus another will be coming along soon.

New Jersey Sierra Club believes with little effort and cost NJ TRANSIT can promote these corridors as a coherent frequent service network. Mr. Bewley referred to pages 45 through 48 of the report for recommendations for doing this and drawing on the practices of other agencies. He said they include branding the frequent service as such, producing materials such as timetables, maps, rider guides, and other materials which NJ TRANSIT already produces in some form, to explain the network to riders, engaging communities that would benefit from the network around Northeastern New Jersey, and adapting NJ TRANSIT's webpage and app to emphasize the frequent network service. Mr. Bewley said telling riders that the network exists and showing them where it can take them will be key to its success.

Mr. Bewley said more ambitiously, NJ TRANSIT could easily expand the reach of frequent service with coordinated time tables and targeted service increases. They identified 16 corridors as good candidates for adding to the existing frequent service network. He discussed how this could be done and the benefits. Starting on page 53, they also make several operational recommendations to make this frequent service feels that way to riders. They also recommend expanding the study of New Jersey's bus network to other parts of the state and to other times of the day and week.

Jordan Rosenbloom is one of the authors that worked on the Clean Transportation for All report. He worked closely with Matthew Bewley, Bill Beren, and the New Jersey Chapter Sierra Club. Mr. Rosenbloom said one of the project's objective was to conduct an audit of NJ TRANSIT's desktop website and mobile application. Mr. Rosenbloom said one of the key elements of success of a public transportation system is its accessibility features across its services both physical and digital so that riders of all backgrounds and experience can make use of the system with ease. While they applaud the changes to NJ TRANSIT's website, he said many other aspects of these digital services are at best lack luster and at worst limited in function. Mr. Rosenbloom said a severe hurdle to user accessibility is a lack of single source for riders to get all scheduling, fare, and route disruption information, in one place for NJ TRANSIT and privately owned and contracted carriers, including services provided by counties and colleges.

Mr. Rosenbloom said the website's system of service alerts and travel advisories is inconsistent and lacking distinction in what events fall under which category. He said when such an advisory is in place, it is not reflected in the results of the trip planner function. Mr. Rosenbloom said not only should this be the case, but a user should also be given alternatives so that lapses in services can be accommodated. He has also seen that going through different parts of the website lead him to similar resources, but they are not identical, and these resources are not always properly updated. Mr. Rosenbloom said one key example can be seen on the bus tab when choosing to view advisory versus additional information. He said the view advisory resource never gives travel alerts and if there is more than one service advisory in effect it only gives one advisory, and the additional information resource only gives an index of all the alerts or advisories for a route, even if the time for it has since passed.

Mr. Rosenbloom said in addition to the poor user experience with advisories and alerts, they found multiple instances throughout their study where content was inaccurate. He said in November 2019 an advisory detailing route detours in Ocean City due to roadwork sited the 508 and 509 routes as being affected, but the 508 doesn't operate in Ocean City, the 507 does. Mr. Rosenbloom said that same advisory also listed Everett Avenue which does not exist. He said these oversites and errors impact the credibility and reliability of NJ TRANSIT service alerts and advisories.

Mr. Rosenbloom said NJ TRANSIT should also provide a wider range of digital map data when it comes to its public transportation carriers regardless of mode or operator. While the bus system depends on NJ TRANSIT operated and privately-operated carriers, the latter is not incorporated into trip planner results. He said as a statewide transportation agency NJ TRANSIT has a responsibility to provide this information. Mr. Rosenbloom said NJ TRANSIT's maps of rail and bus service are not readily available and user friendly.

Mr. Rosenbloom said the user experience relating to cross platform functions between desktop and mobile leave a lot to be desired. He noted riders may start mapping their trip in the morning from their desktop but may move to their smartphone as they begin their trip. Mr. Rosenbloom said it was critical the experiences be similar in functions and results. He noted the icon for Departure Vision is a train on the website, but a clock on the app which

does not clearly explain the service it provides. They noted there were other icon inconsistencies and that a clear and consistent design language across the web and app could improve the user experience. He said the Sierra Club is there and ready to help implement these recommendations.

Tim Sevener welcomed the new Board Members. He said he is from the Transit Village of Mount Tabor, representing the New Jersey Association of Rail Passengers and the Coalition of Environmental groups proposing solar renewable plus energy storage instead of the proposed new 24 by seven 100-megawatt natural gas plant in the Meadowlands to power the NJ TRANSITGRID. As he has said in the past, he believes rail electrification and now, the revolutionary potential of solar rail, is the most important way to transition transportation greenhouse emissions to clean renewable electric power.

Mr. Sevener said Europe and the rest of the world are achieving major reduction in greenhouse emission by expanding electric rail and now beginning to power it with renewable electric power. He said the Dutch achieved 100 percent renewable electric rail in 2018 and so has Austria. Mr. Sevener said India is making significant progress in electrifying their rail systems and just announced 1.2 gigawatts of solar and wind to be used to power its trains. He believes the same needs to be done in New Jersey: invest public money in green public transit.

Mr. Sevener said he would like to thank NJ TRANSIT for meeting with the Sierra Club on January 28, 2020 about the potential to power the NJ TRANSITGRID with solar wind plus energy storage instead of fracked natural gas. He said in that meeting NJ TRANSIT admitted that the Sierra Club's argument for the feasibility of solar renewable electricity was leading them to allow alternative renewable energy bids to the 2014 proposal for a 100-megawatt natural gas plant with only 4-megawatts of solar. They look forward to working with NJ TRANSIT on a solar renewable solution, they could be the first in the country to do solar rail.

Joseph Clift welcomed the new Board Members. He said he has been coming to NJ TRANSIT for 16 years, in the past was the head of planning at the Long Island Railroad, and lives in Manhattan.

Mr. Clift said the new members are a welcoming sight and asked that the new Board Members think of themselves as a one-term Board Member, not being able to be reappointed. He thinks if the new Board Members think they don't have a chance of being reappointed and they don't owe anybody anything, then hopefully they can do what is needed, which is search out the facts and get rid of the fiction because there are a lot of problems in this organization. He said to the new Board Members if they are thinking of staying on the Board, that's the first problem. Mr. Clift said it is important for them to think of themselves as independent. He believes if they do this, they can be a major improvement.

Mr. Clift said Mr. Graddy's people are there tonight and maybe the new Board Members can help everyone solve this issue. He thinks it is really embarrassing every month to see all these people there and believes there must be a way to solve Mr. Graddy's problem.

Mr. Clift talked about locomotive engineers said they still don't have dates certain for any trains to come back. He believes the first thing management should do is set a goal based on what they think can happen, publish that, and work like heck to get there because without a goal who knows what could happen. Mr. Clift said the only train he knows of that is coming back is the missing train in the peak hour out of New Brunswick, #3122, which was cancelled in early January 2018 due to work at Penn Station and Positive Train Control (PTC): Mr. Clift said President & CEO Corbett said in a letter to the Editor of the *Daily News* that this train would be back in 2026, which is six years from now. Mr. Clift believes they need transparency on PTC, locomotive engineers, and monthly reports on PTC like the MTA publishes.

Mr. Clift referred to a drawing that was given to the Board that was published in a children's book from France which illustrates cables being put up on a wall, which is known as cable racking. He said the current plan for the Hudson Tunnel is to repair them, waiting ten years until new tunnels are built and then fixing the old tunnels. Mr. Clift said before building new tunnels, cable racking was done with great success in the Canarsie Tunnels. He said the MTA is asking Amtrak to look at this in the East River Tunnels and NJ TRANSIT should be pressing Amtrak to do this in the Hudson Tunnels.

Mr. Clift also referenced an article that was written by the *Daily News* Editorial Board stating the Portal Bridge should not have received a pass from the federal government. He said that is because NJ TRANSIT has been filing false information regarding trains for the last four years. Mr. Clift said Portal Bridge does not increase capacity and it is a two-track bridge replacing a two-track bridge. He said the capacity gain is from buying new equipment that will be delivered with the last of it in 2023. Mr. Clift said all the Arrows will be gone, so he urged the new Board Members to be independent and look into this.

Steven Thorpe welcomed the new Board Members. Mr. Thorpe said he was drafted into the military during the Vietnam War, and one of the things that was said over and over in basic training was that the true test was written in steel and blood. While he congratulated the new Board, his measure of them will be how independent they are. Mr. Thorpe said in the past, as Ms. Gellert alluded to earlier, most of the Board voted in lock step with each other, and there has been very few descending votes and questions asked, so it was pretty much a rubber stamp. He believes the success or failure of the new Board Members will be measured by him and other people on how independent they are and how they gage things.

Mr. Thorpe was glad Board Member Rasmussen was there, but he and Board Member Greaves do not have a vote. In his opinion, everyone sitting in a Board seat should have a vote, and it should not matter whether they are representing a union. Mr. Thorpe also feels that the two non-voting Board Members Greaves and Rasmussen could provide a lot more insight, are privileged to a lot more information than everyone else, and yet they don't have a vote, and this was disturbing to him.

Mr. Thorpe congratulated Chief Trucillo on getting new police officers and said the New Jersey Transit Police have been very helpful to he and his wife and they value what this

Police Department does for the riders. He said people don't recognize all the work that goes on behind the scene, but he has been a direct beneficiary of many of the things they do and Mr. Thorpe would like to see the Chief get even more police officers.

Mr. Thorpe said he had a question about Board Item 2002-04 Procurement by Exception: Purchase of Main Inductors for the Arrow III Electric Multiple Unit Vehicles. He said the Arrow III cars are going to be obsolete in a couple years and asked why they were spending \$3 million on them.

Mr. Thorpe said PTC is a money pit. He said Parsons was at a Board meeting in December 2019, but they should be at every meeting. Mr. Thorpe believes NJ TRANSIT needs to hold Parsons feet to the fire and make them perform. He said there were supposedly benchmarks and penalties for non-performance, Parsons has failed those, and asked where is the money that should be coming back to NJ TRANSIT for these failures. Mr. Thorpe said he believes it is \$9 million.

Mr. Thorpe said the Raritan Valley Line needs expanded service on weekends to High Bridge once there are engineers and sufficient train crews. Mr. Thorpe said plans were made to put trains on the weekends to High Bridge. He said NJ TRANSIT used to also run every other train to Hoboken back in those days, and they did not terminate in Newark Penn Station, so people had other options.

Mr. Thorpe also mentioned there is a train every two hours from Bay Street on the Montclair-Boonton Line during the weekends, which is terrible. He said Bay Street is not Montclair State University (MSU), and NJ TRANSIT should take the trains to MSU. Mr. Thorpe said he knows the engineer shortage is a good excuse but when NJ TRANSIT gets staffed, he will be looking for this.

Mr. Thorpe said there have been buses on the Gladstone Line on the weekends for about a year or two, and they want those trains back.

Lastly, Mr. Thorpe wants NJ TRANSIT to do something for Mr. Graddy.

Rafael Wakefield lives in Jersey City and said he could relate to some of the things the interns from Edward J. Bloustein School of Planning and Public Policy touched on because he mentioned them when he came before the Board in November 2019. Mr. Wakefield complained about NJ TRANSIT's lack of attention to detail on the trains. He said the useless electronic displays say NJ TRANSIT at all times instead of direction or the next stop. Mr. Wakefield also complained about the lack of bus maps and excessive number of urban bus stops. He agrees with Ms. Gellert of the Lackawanna Coalition that the failure to fix things is because no one on the Board relies on NJ TRANSIT.

Mr. Wakefield said he also wanted to expand on Ms. Gellert's objection to the Gateway Project. He believes NJ TRANSIT's first priority should be mobility and to improve mobility is by running trains into New York on a regular basis and not just on football game days.

Mr. Wakefield said it does not make much sense that the Port Authority has a monopoly on the express bus lane in the Lincoln Tunnel which is infrequently used and yet NJ TRANSIT is totally dependent on it for many New York runs and the plan for Gateway would involve the Port Authority yet again. Mr. Wakefield said the Port Authority are not good actors, the point is to move more buses, and if the tunnels were to fail immediately the obvious solution would be to commandeer more bus lanes. He understands this is outside the of the scope of the Board but noted it has not been part of the political discussion.

Mr. Wakefield said NJ TRANSIT needs to electrify more trains. He said he filed an OPRA request regarding the Mean Distance Between Failures for electric versus diesel trains because this information was not publicly displayed on NJ TRANSIT's website. Mr. Wakefield was pleased the OPRA staff responded promptly to his request. He noted electric trains have a greater mean distance between failures than diesel. Mr. Wakefield cannot understand why NJ TRANSIT would keep train routes like the North Jersey Coast Line that are only partly electrified and require transfers and idling diesel locomotives and buying more diesel locomotives. He believes the low hanging fruit of NJ TRANSIT's rail network is expanding electrification and buying modern, European standard, fast accelerating, light electrical multiple units like the Arrow IIIs but newer. Mr. Wakefield does not believe it makes sense to buy more diesel locomotives.

Paula Rogovin is from the Coalition to Ban Unsafe Oil Trains and the Don't Gas the Meadowland Coalition. Ms. Rogovin said it's Valentines week and on behalf of the people in New Jersey, they ask Governor Murphy to have a heart, protect their hearts, protect their lungs, and publicly withdraw the proposal for the NJ TRANSIT fracked gas power plant proposed for the Meadowlands in Kearny. She encouraged instead actively supporting the alternative proposal for renewable energy rail which Tim Sevenser spoke of earlier.

Ms. Rogovin talked about the impact of fracked gas on people and the environment. She said fracked gas poisons groundwater near wells by pumping in a mix of hundreds of chemicals and water in order to extract the gas, produces toxic air and toxic water pollution, and the wastewater brings up radioactive elements increasing its toxicity, fracking operations leak methane which is a powerful and toxic greenhouse gas into the atmosphere, fracking uses enormous amounts of fresh water, and it can cause earthquakes. Ms. Rogovin said people living in fracking zones have lost the use of groundwater, making their property worthless and impacting their health. She said they need Governor Murphy to have a heart and show he cares about the people who live in areas where the NJ TRANSIT power plant would get the so-called natural gas. Ms. Rogovin continued to discuss negative impacts.

Ms. Rogovin said she has been at the meetings with NJ TRANSIT officials where they have discussed their alternative proposal for solar or renewable energy with battery storage. She thought the last meeting was particularly exciting as NJ TRANSIT officials seemed to be taking this alternative proposal seriously.

Ms. Rogovin said students and many other activists who oppose the power plant need the assurance from the Board and Governor Murphy that the proposal for the fossil fueled NJ TRANSIT power plant will be withdrawn and instead actively support the use of the \$409

million from the Sandy Resilience grant for renewable energy rail using renewable energy sources. They call on the Board and Governor this Valentines week to protect their hearts and help them breathe clean air.

Ms. Rogovin also hopes there is a positive resolution for Mr. Graddy.

Christian Hartman welcomed the new Board Members. He is the Vice President of the New Jersey Alliance for Action. For the record, he noted the Alliance's non-partisan mission is to improve New Jersey's economy through the promotion of capital construction and responsible infrastructure investments. Mr. Hartman said they include thousands of members from New Jersey's corporate, private, professional, labor, academic, and government sectors.

Mr. Hartman said for over 40 years the Alliance has focused exclusively on promoting responsible infrastructure investment in New Jersey and in the region, which includes transportation, transit, water, waste water, sand on the beaches, and clean energy. The Alliance has testified in the past in support of the NJ TRANSITGRID project and they would like to go on record for this support once again. Mr. Hartman said the Alliance has submitted more detailed comments on this which they are welcome to read.

Mr. Hartman said he was not only there as a representative for thousands of Alliance for Action Members, but as a resident of the area and an NJ TRANSIT rider as well. He said the transit system is vulnerable to power outages and the commercial power system which are occurring more frequently due to their existing power distribution system and the existing intensity and frequency of severe weather events. Mr. Hartman said everyone was affected by Superstorm Sandy, there were widespread and prolonged power outages across New Jersey, NJ TRANSIT's rail system was affected for weeks, people in emergency services could not get where they needed to go, and the impact on the economy was immeasurable. He said this program will create a microgrid which will be the first of its kind in the country providing highly electric power to support service in one of the busiest segments of NJ TRANSIT's service territory. Mr. Hartman then discussed several additional benefits from the project and urged the approval.

Errol Kerr congratulated the new Board, and said they are coming in at a very good time when they can all give justice to the orange brigade. He said their purpose is to get justice for Mr. Graddy, and they have been coming to the NJ TRANSIT Board meetings for the past three years, however the struggle for Mr. Graddy started in 2004.

Mr. Kerr said Mr. Graddy was uprooted from his restaurant at a placed which was controlled by NJ TRANSIT, and since then Mr. Graddy has been struggling to get some level of justice. He said justice cannot be given to Mr. Graddy because he has suffered in such a way that monetary reward is not enough. He said Mr. Graddy has been subjected to the worse kind of treatment from NJ TRANSIT, that has hurt his family tremendously.

Mr. Kerr said that the way Mr. Graddy was treated has affected his wife, his livelihood, and his family has been destroyed because of NJ TRANSIT. He admitted there are some

negotiations going on, so he didn't want to mislead anyone, and the serious negotiations have been going on a little more than a month.

Mr. Kerr said to keep in mind his struggle for 16 years. Mr. Kerr has been in meetings with Mr. Graddy and NJ TRANSIT and asked the question, where is Mr. Graddy's liability in this whole scenario, and not one time did any NJ TRANSIT representative honestly declare that Mr. Graddy was liable for anything. Mr. Kerr asked the Board to consider this when making their final decisions. He said they are in February which is Black History Month and they are in a Leap Year so this makes him very hopeful that this year in 2020 some justice will be accorded to Mr. Graddy.

Russell Graddy welcomed the new Board Members. He thanked Senator Weinberg for her support, as well as the Lackawanna Coalition. Mr. Graddy said they were beginning their fourth year at NJ TRANSIT and have picked up quite a support group.

Mr. Graddy said he was not going to go back and try to reiterate because he was sure someone has brought the new Board Members up to date on what has happened in the past and where they are now. He did not want to bore them with a lot of facts and detail because this should have been done already. Mr. Graddy said they are in serious negotiations and hopefully this all will be over soon. He said he tremendously backed off what he had previously asked for to settle this case to make it more acceptable for NJ TRANSIT.

Mr. Graddy said he recently told his people that he would hopefully have been on the agenda for tonight, but he guessed they missed it. He said when he told them they were not on the agenda but should be on soon, they said yes that was said in June and they are still coming back. Mr. Graddy said it was Black History month and all these people in orange shirts have been coming there for the last three years since 2016. He hopes this will be over and they will not have to come there again.

Mr. Graddy said he had to pull some names from the speaking list and people were disappointed, but he thinks they are at a point in this dispute that it should be resolved soon. He truly appreciates all the Board Members who have been there, but he hopes it's over now. The one thing he said he would however like to say was that he hopes for God's sake NJ TRANSIT will never take anyone else, no matter who they are or what nationality, through what he has been through when he did nothing to deserve this.

Chair Gutierrez-Scaccetti told Mr. Graddy she wanted to assure him that based on his conversations with Mr. Edwards over the past several weeks, his item will be on the agenda in March 2020. She said it was not maybe, they have resolved his issues. Mr. Graddy said one thing he is good at is reading peoples' personalities and feelings and he thinks Chair Gutierrez-Scaccetti is a wonderful, very fair, and decent person and he appreciates her so much.

Chair Gutierrez-Scaccetti thanked Mr. Graddy for his words and said she just wanted him to understand that is not an if anymore and Mr. Snow will work the next couple of weeks to

get all the documentation ready so that they can bring this issue to the Board in March 2020. She said the Board will be fully briefed, and she expects they will come to the same conclusion that she did, but government does run slow.

Board Operations and Customer Service Committee Report

Board Member Caulfield 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 Cost of Service.

Board Administration Committee Report

Board Member Ajmani 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, attrition and hires, and real estate and economic development highlights.

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: Agreement with Public Service Electric & Gas Company for Utility Services Including Inspection and Condition Assessment of Certain NJ TRANSIT Substations; Community Mobility and Local Programs Purchase of Thirty-Two Light Transit Style Vehicles with Lift; Long Slip Fill and Rail Enhancement: Contract Amendment for Phase 2 Design Services; Purchase of Main Inductors for the Arrow III Electric Multiple Unit Vehicles; Professional Services Contract to Conduct a "Best Practices" Quinquennial Study of NJ TRANSIT's Financial Management and Budget Reporting Practices; Four Adoption of New Rules that are being withdrawn and will be addressed at the meeting next month to allow for coordination with some outside partners.

Board Member Ajmani left the room/meeting.

Action Items

Board Secretary Zuczek noted Board Member Gordon was recused from Item 2002-01 and Board Member Gordon left the room.

2002-01: NJ TRANSIT CAPITAL PROGRAM: AGREEMENT WITH PUBLIC SERVICE ELECTRIC & GAS COMPANY FOR UTILITY SERVICES INCLUDING INSPECTION AND CONDITION ASSESSMENT OF CERTAIN NJ TRANSIT SUBSTATIONS

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2002-01. Eric Daleo recommended approval of Action Item #2002-01: NJ TRANSIT Capital Program, Agreement with Public Service Electric & Gas Company for Utility Services Including Inspection and Condition Assessment of Certain NJ TRANSIT Substations.

PSE&G is designing and constructing and will own and operate the new resilient Mason and Building 9 substations, pursuant to an agreement this Board previously approved.

Approval was requested to negotiate and enter into an agreement with PSE&G for a pilot program to provide utility services, including condition assessment services of certain NJ TRANSIT substations at a cost not to exceed \$7,000,000, subject to the availability of funds.

Substations are high-voltage electric system facilities used to switch generators, equipment and circuits and to change voltage levels. They are used 24 hours a day seven days a week to support operations. They operate and provide traction power to the rail system and to each bus and rail terminal.

Board Member Cedrick T. Fulton made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Member Gordon returned to the room.

2002-02: COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-TWO (32) LIGHT TRANSIT STYLE VEHICLE WITH LIFT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2002-02. Eric Daleo recommended approval of Action Item #2002-02: Community Mobility and Local Programs Purchase of Thirty-Two (32) Light Transit Style Vehicles with Lift.

The Community Mobility and Local Programs Bus Purchase will provide light transit-style buses to subrecipients for transportation for senior citizens, people with disabilities, and the general public in New Jersey.

Approval was requested to enter into contract with Rohrer Enterprises, Inc. doing business as Rohrer Bus Sales for the purchase of thirty-two 24-passenger light transit style vehicles in an amount not to exceed \$4,383,247, plus five percent for contingencies, for a total authorization of \$4,602,409.35, subject to the availability of funds.

NJ TRANSIT purchases these vehicles on behalf of subrecipients awarded vehicles in pass through FTA programs, including Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities yearly competitive program and the Congestion Mitigation and Air Quality awarded by the Metropolitan Planning Organization (MPO) in their local initiatives program. The vehicles are used in services designed to meet the needs of senior citizens and people with disabilities, and for community transportation shuttles for the general public.

Board Member Edmund Caulfield made a motion to approve it, Board Member Richard A. Maroko seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

2002-03: NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT: CONTRACT AMENDMENT FOR PHASE 2 DESIGN SERVICES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2002-03. Eric Daleo recommended approval of Action Item #2002-03: NJ TRANSIT Resilience Program: Long Slip Fill and Rail Enhancement: Contract Amendment for Phase 2 Design Services.

Phase 2 of the Long Slip Fill and Rail Enhancement project is currently addressing the railroad engineering design of new railroad improvements: two track interlockings, six-yard tracks, catenary power, bridge and viaduct structures to connect the existing rail infrastructure to the new passenger platforms in the Long Slip Station, and other improvements. This includes structural fill to rail tracks above the base flood elevation with retaining walls above existing grade levels.

Approval was requested to amend Contract No. 16-006 with AECOM USA, Inc. to provide additional design services on Phase 2 of Long Slip Fill and Rail Enhancement plans at a cost not to exceed \$4,000,000 and increase the contract amount from \$8,424,520 to a total cost of \$12,424,520.

The project includes Grove Street Bridge modification, extension of traction power, remote terminal unit and signal communication bungalow upgrades, completion of the design of the Long Slip Station and Passenger/Rail Personnel Facility, and installation of two pedestal pits.

Board Member Edmund Caulfield made a motion to approve it and Board Member Cedrick T. Fulton seconded it.

Board Member Adams said while he does fully support this item, as mentioned in their briefing, he does have a concern when they increase an engineering contract by almost 50 percent. He also has a concern that small to medium size design and engineering firms would never have an opportunity for a project like this because they would not have qualified for the original contract. Board Member Adams said he does support it and plan to vote yes, but he thinks they need to consider, as he mentioned to Eric Daleo, for future changes like this to include some of the smaller to medium size engineering firms.

Chair Gutierrez-Scaccetti said she appreciates his comments. They will include them in the record and take it under advisement in the future through President & CEO Corbett.

Board Secretary Zuczek conducted a roll call vote and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

2002-04: PROCUREMENT BY EXCEPTION: PURCHASE OF MAIN INDUCTORS FOR THE ARROW III ELECTRIC MULTIPLE UNIT VEHICLES

President & CEO Corbett introduced Raymond Kenny, Senior Vice President/General Manager, Rail Operations, to present Action Item #2002-04. Raymond Kenny recommended approval of Action Item #2002-04: Procurement by Exception: Purchase of Main Inductors for the Arrow III Electric Multiple Unit Vehicles.

The Arrow III Electric Multiple Unit vehicles were originally built in 1977 and had a mid-life overhaul in 1992 through 1995, during which a new AC propulsion system replaced the original less powerful DC system.

NJ TRANSIT currently operates 69 Arrow III Electric Multiple Unit married pairs consisting of two vehicles which cannot operate independently of one another. Each Arrow III married pair requires a main inductor which is the backbone of the high voltage system to reduce electrical losses and improve the electrical systems overall performance. The main inductors installed during the mid-life overhaul have reached the end of their useful life cycle.

Approval was requested to enter into a contract with Hitran Corporation for the purchase of 69 Arrow III electric multiple unit married pair railcar main inductors, including the tooling charge, in an amount not to exceed \$3,249,831, plus five percent for contingencies, for a total contract authorization of \$3,412,322.55, subject to the availability of funds.

Board Member James D. Adams made a motion to approve it, Board Member Cedrick T. Fulton seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

2002-05: PROFESSIONAL SERVICES CONTRACT TO CONDUCT A “BEST PRACTICES” QUINQUENNIAL STUDY OF NJ TRANSIT’S FINANCIAL MANAGEMENT AND BUDGET REPORTING PRACTICES

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2002-05. William Viqueira recommended approval of Action Item #2002-05: Professional Services Contract to Conduct a “Best Practices” Quinquennial Study of NJ TRANSIT’s Financial Management and Budget Reporting Practices.

Approval was requested to enter into a contract with Guidehouse LLP to provide consulting services to NJ TRANSIT in order to conduct the statutorily-mandated study regarding the best practices for financial management and budget reporting at a cost not to exceed \$540,849.44, plus 10 percent for contingencies, subject to the availability of funds.

Board Member Richard A. Maroko made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

President & CEO Corbett noted Action Items #2002-06, 2002-07, 2002-08, and 2002-09 were deferred.

2002-06: REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:74 PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION

Item 2002-06 was deferred.

2002-07: REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:75 BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES

Item 2002-07 was deferred.

2002-08: REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:76 PRIVATE CARRIER CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES

Item 2002-08 was deferred.

2002-09: REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:85 CONTRACTING OUT POLICIES AND PROCEDURES

Item 2002-09 was deferred.

Board Secretary Zuczek noted Board Members Rasmussen and Greaves were recused from Item 2002-10 and Board Members Rasmussen and Greaves left the room.

2002-10: PERSONAL INJURY CLAIM OF RAPHAEL ROBINSON

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2002-10. William Viqueira recommended approval of Action Item #2002-10: Personal Injury Claim of Raphael Robinson.

Approval was requested to settle the claim of Raphael Robinson through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member James D. Adams made a motion to approve it, Board Member Cedrick T. Fulton seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Members Rasmussen and Greaves returned to the room.

2002-11: FINANCIAL ADVISOR FOR NJ TRANSITGRID

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2002-11. William Viqueira recommended approval of Action Item #2002-11: Financial Advisor for NJ TRANSITGRID.

NJ TRANSIT requires a financial advisor to serve during the competitive procurement process to evaluate the structuring of the procurement and the financial proposals and mechanisms proposed. They are seeking approval for a firm that specializes in Public Private Partnerships (P3) advisory services, with experience advising clean energy projects.

On December 19, 2019, NJ TRANSIT issued a Request for Proposals to three financial advisory firms that had previously been appointed to the State of New Jersey Treasurer’s Office Public Private Partnerships Advisors Pool - Piper Sandler, Ernst & Young, and IMG Rebel Advisory, Inc. Bids were submitted on January 14, 2020 by Piper Sandler, Ernst & Young and IMG Rebel. Piper Sandler & Co. was the successful bidder based on the highest combined technical and cost scores.

Approval was requested to enter a contract with Piper Sandler & Co. to provide financial advisory services at a cost not to exceed \$1.6 million, plus 10 percent for contingencies, subject to the availability of funds.

Board Member Richard A. Maroko made a motion to approve it, Board Member James D. Adams seconded it, and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Caulfield	Doshi	Fulton	Maroko	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes

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 Edmund Caulfield, seconded by Board Member Cedrick T. Fulton, and adopted. The meetings were adjourned at approximately 9:44 p.m.

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NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS

FEBRUARY 12, 2020

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➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	55979
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	55980
➤ PRESIDENT & CEO'S MONTHLY REPORT	55981
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2002-01	NJ TRANSIT CAPITAL PROGRAM: AGREEMENT WITH PUBLIC SERVICE ELECTRIC & GAS COMPANY FOR UTILITY SERVICES INCLUDING INSPECTION AND CONDITION ASSESSMENT OF CERTAIN NJ TRANSIT SUBSTATIONS – Authorization authorized to negotiate and enter into an agreement with Public Service Electric & Gas Company (PSE&G) to provide utility services, including condition assessment services of up to sixteen (16) NJ TRANSIT Substations at a cost not to exceed \$7,000,000, subject to the availability of funds.	56017
2002-02	COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-TWO (32) LIGHT TRANSIT STYLE VEHICLES WITH LIFT – Authorized to enter into NJ TRANSIT Contract No. 19-053 with Rohrer Enterprises, Inc. of Trenton, New Jersey, for the purchase of sixteen 24-passenger light style transit vehicles at a cost of \$2,191,231.00, plus five percent contingencies, subject to the availability of funds and Board approval of the Local Programs annual Board item.	56022

Authorization to exercise the options to extend NJ TRANSIT Contract No. 19-053 to purchase the remaining sixteen vehicles over the four-year option period in accordance with the Request for Proposal and the vendor's proposal, at a cost not

NEW JERSEY TRANSIT CORPORATION
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to exceed \$548,004.00 for each additional 12-month period, plus five percent for contingencies, subject to the approval of funds and Board approval of the Local Programs annual Board item.

- 2002-03 NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT: CONTRACT AMENDMENT FOR PHASE 2 DESIGN SERVICES –** 56025
Authorization to amend NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. for Additional Design Services for the Long Slip Fill and Rail Enhancement Phase 2 for an additional amount up to \$4,000,000, bringing the total contract authorization to \$12,424,520, subject to the availability of funds.
- 2002-04 PROCUREMENT BY EXCEPTION: PURCHASE OF MAIN INDUCTORS FOR THE ARROW III ELECTRIC MULTIPLE UNIT VEHICLES –** 56030
Authorization to enter into NJ TRANSIT Contract No. 18-605 with Hitran Corporation of Flemington, New Jersey, for the purchase of sixty-nine (69) Arrow III EMU Married Pair Railcar Main Inductors, a.k.a. Hitran Part Number AP3092-00 “A” Car Main Inductors, including the tooling charge in the amount not to exceed \$3,249,831.00, plus five percent for contingencies, for a total contract authorization of \$3,412,322.55, subject to the availability of funds.
- 2002-05 PROFESSIONAL SERVICES CONTRACT TO CONDUCT A “BEST PRACTICES” QUINQUENNIAL STUDY OF NJ TRANSIT’S FINANCIAL MANAGEMENT AND BUDGET REPORTING PRACTICES –** 56034
enter into NJ TRANSIT Contract No. 20-019 with Guidehouse LLP of New York, New York, to provide consulting services to NJ TRANSIT in order to conduct the statutorily-mandated study regarding the best practices for financial management and budget reporting at a cost not to exceed \$540,849.44, plus ten (10) percent for contingencies, subject to the availability of funds.
- This item was deferred**
- 2002-06 REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:74 PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION –** 56035
Authorization to take all actions necessary to adopt N.J.A.C. 16:74 et seq., consistent with this Board item and corresponding Exhibits, put the regulation in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT’s Procedure for Claims of Destructive Competition.
- This item was deferred**
- 2002-07 REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:75 BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES –** 56036
Authorization to take all actions necessary to adopt N.J.A.C. 16:75 et seq., consistent with this Board item and corresponding Exhibits, put the regulation in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT’s Bus Allocation Program Guidelines and Procedures.

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NJ TRANSIT RAIL OPERATIONS, INC.
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This item was deferred

2002-08 REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:76 PRIVATE CARRIER CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES – Authorization to take all actions necessary to adopt N.J.A.C. 16:76 et seq., consistent with this Board item and corresponding Exhibits, put the regulation in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT's Private Carrier Capital Improvement Program Guidelines and Procedures. **56037**

This item was deferred

2002-09 REGULATIONS: ADOPTION OF NEW RULES – N.J.A.C. 16:85 CONTRACTING OUT POLICIES AND PROCEDURES – Authorization to take all actions necessary to adopt N.J.A.C. 16:85 et seq. consistent with this Board item and corresponding Exhibits, put the regulations in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT's Contracting Policies and Procedures. **56038**

2002-10 PERSONAL INJURY CLAIM OF RAPHAEL ROBINSON – Authorization to settle the claim of Raphael Robinson through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **56039**

2002-11 FINANCIAL ADVISOR FOR NJ TRANSITGRID – Authorization to enter into NJ TRANSIT Contract No. 20-037 with Piper Sandler & Co. to provide financial advisory services to NJ TRANSIT for the procurement and selection of providers of the NJ TRANSITGRID project at a cost to be discussed in Executive Session. **56040**

➤ **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 Raphael Robinson and the Financial Advisor for NJ TRANSITGRID; 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 December 11, 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 December 18, 2019;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the December 11, 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: FEBRUARY 12, 2020
SUBJECT: PRESIDENT & CEO'S REPORT – FEBRUARY 2020

On this, NJ TRANSIT's first Board meeting of the new year, we wanted to share some of the recent progress we made. Train cancellations were down 35 percent in 2019 compared to 2018. In 2019 and 2020, we will graduate seven classes of locomotive engineers – the same number of classes that graduated in the previous five years combined. Since January of 2018, we've graduated more than 700 new Bus Operators, who will provide nearly 2,000 more passenger trips each weekday, or more than half-a-million additional passenger trips per year. We've committed more than a billion dollars to capital projects. We begin taking delivery of 113 new multi-level rail cars in 2023, and 17 new dual-mode locomotives this year, which will significantly improve reliability for our customers.

In December, we secured a \$17.3 million FTA grant to buy up to 25 *more* new articulated buses – the first actual bus fleet expansion since 2006. We competed nationally for these funds; over 318 applications were submitted from 270 applicants in 43 states and territories. We were one of only seven applicants to receive the highest award through this grant program. The buses we're buying with this grant will be deployed in garages in Hudson, Bergen and Essex counties, and will help us accommodate growing ridership in northern New Jersey. That brings this year's total delivery up to 230 new cruiser and articulated buses – more than one new bus every other day, on average.

As we replace hundreds of buses in our fleet to improve reliability and keep New Jersey moving, we are upgrading light rail vehicles, as well. Last month, we announced an upgrade to River LINE Light Rail vehicle engines that will significantly lessen the environmental impact of operating the line, improve fuel efficiency by nearly 10 percent, and bring the line into compliance with EPA emissions regulations. More than 20 Tier IV diesel engines from Cummins will replace Tier I engines. These new engines are expected to reduce NOx emissions by at least 57 percent, and lower particulate matter by 90 percent. The new engines and other improvements will also reduce maintenance costs, improve service reliability, and increase the useful life of River LINE vehicles by a full 10 years. The project is expected to be complete by the end of 2023. There will be no impact to service as the engines are installed on the fleet.

As we move into 2020, we're working day and night behind the scenes to improve the overall customer experience. In January, we announced a joint project with Amtrak to significantly improve the ticketed waiting area on the upper level, 8th Avenue side of Penn Station New York. This expansive waiting area – to include new furniture, seats, and lighting – will be open to both Amtrak and NJ TRANSIT customers when the project is complete this summer. It will also reduce overcrowding in the NJ TRANSIT waiting area, improve pedestrian flow throughout the station, and generally provide a far more pleasant experience for the more than 90,000 daily NJ TRANSIT customers using Penn Station New York as an origin or a destination. The project includes a \$7.2 million total joint investment between Amtrak and NJ TRANSIT, and it's yet another example of the fruits of our renewed relationship with Amtrak, which is providing long-overdue improvements for our customers.

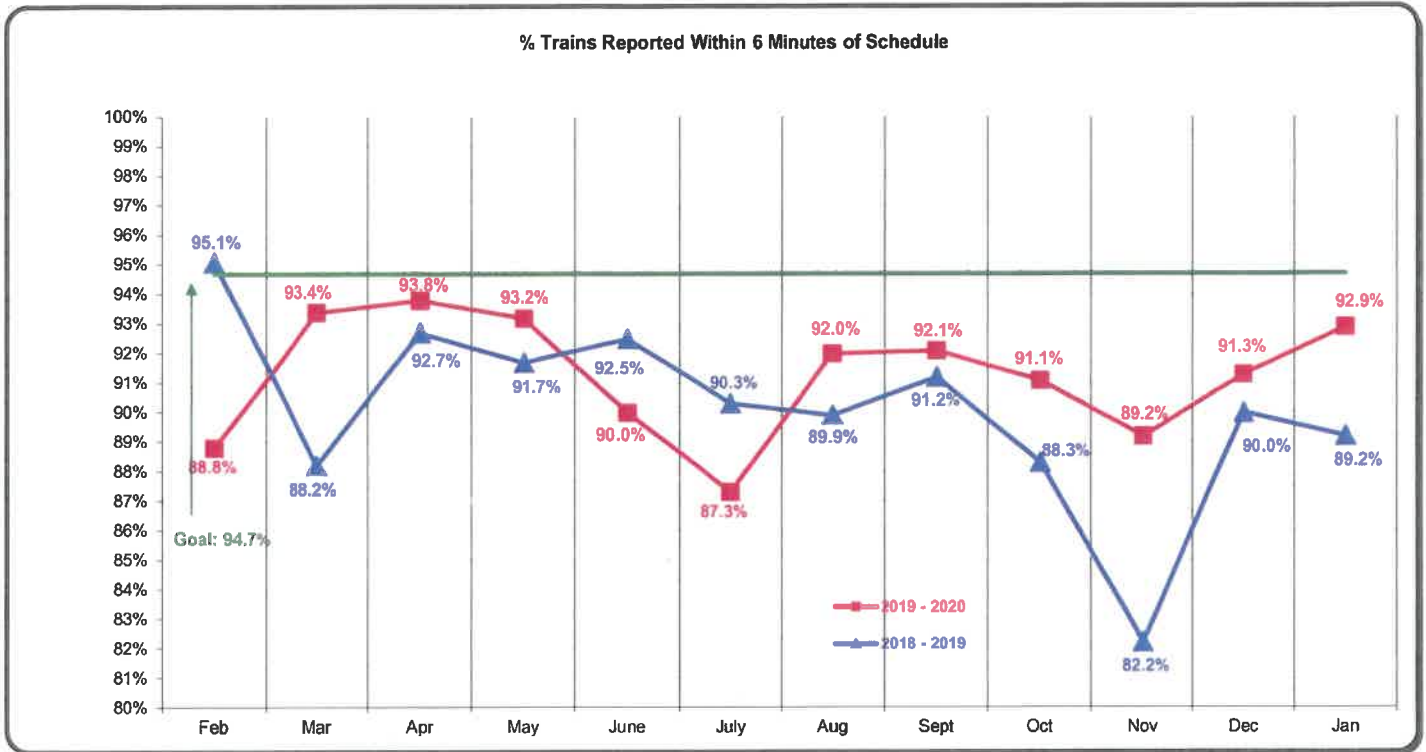
Finally, I'm pleased to report that Monday, USDOT issued an improved rating for the Portal North Bridge – putting us one step closer to replacing this unreliable bridge, and reducing delays for our customers. We're now entering the engineering phase, which is the next step toward a Full Funding Grant Agreement and getting shovels in the ground. Kudos to Senior Vice President of Capital Programs, Eric Daleo and his entire team for working closely with USDOT, resubmitting a strengthened plan, and helping us get to this point. We also thank the Governor for his support and financial commitment, and the USDOT, our partners at the FTA, the FRA, Amtrak, along with Senators Menendez and Booker and our entire New Jersey Congressional Delegation for their support of this critical infrastructure project.

PRESIDENT & CEO'S MONTHLY REPORT FEBRUARY 12, 2020

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL FEBRUARY 2018 - JANUARY 2020



	December, 2019	January, 2020	% Change
One-Month Comparison	91.3%	92.9%	1.6%
January Comparison	2019 89.2%	2020 92.9%	# Change 3.7%
12-Month Average Feb, 2019 - Jan, 2020	2018-2019 90.1%	2019-2020 91.3%	# Change 1.2%

Analysis:

Rail On-Time Performance was 92.9% for January, 2020. Of the 17,675 trains scheduled to operate, 16,426 were on time, while 1,249 trains (or 7.1%) were delayed. Key causes included:

- NJT locomotive and equipment issues and PTC contributed to 80 delays resulting in 85.9% OTP on January 10.
- Amtrak programmed maintenance, NJT trespasser incident, equipment issues and shortage of equipment contributed to 89 delays resulting in 84.1% OTP on January 13.
- Amtrak track conditions, NJT personnel shortages and equipment issues contributed to 55 delays resulting in 89.3% OTP on January 29.

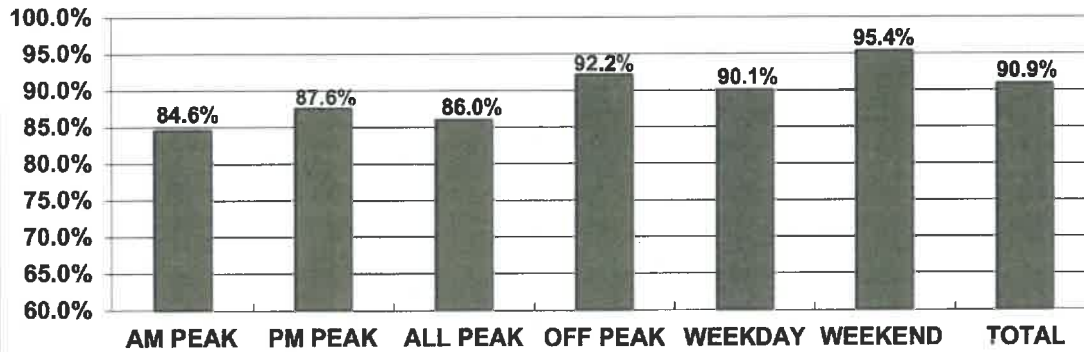
The 12-month average Rail On-Time Performance was 91.3%.

ON-TIME PERFORMANCE RAIL

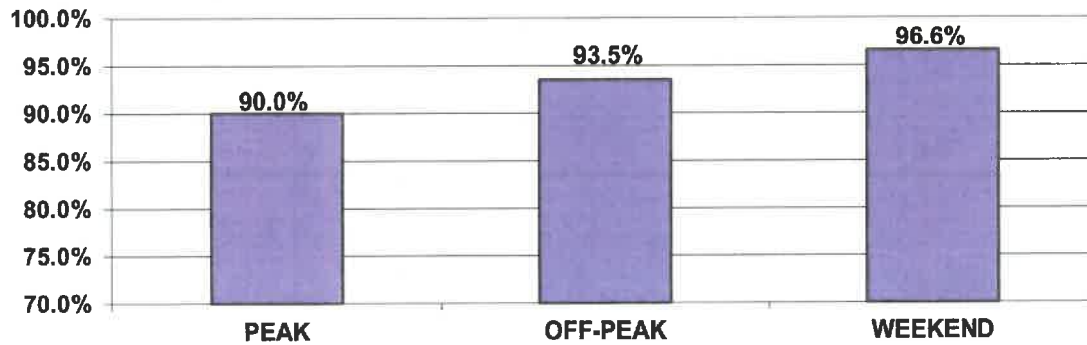
SUMMARY BY TIME PERIOD JANUARY, 2020

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

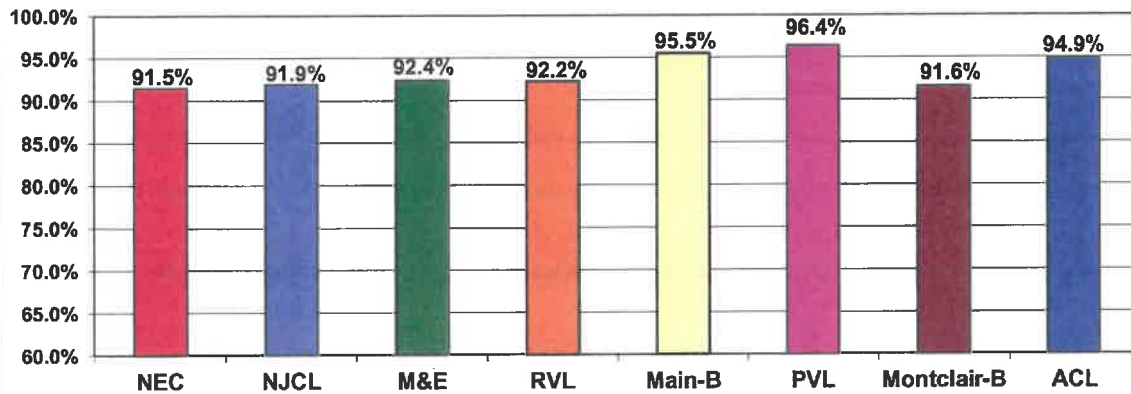
% NEW YORK PENN STATION Trains Reported On Time *



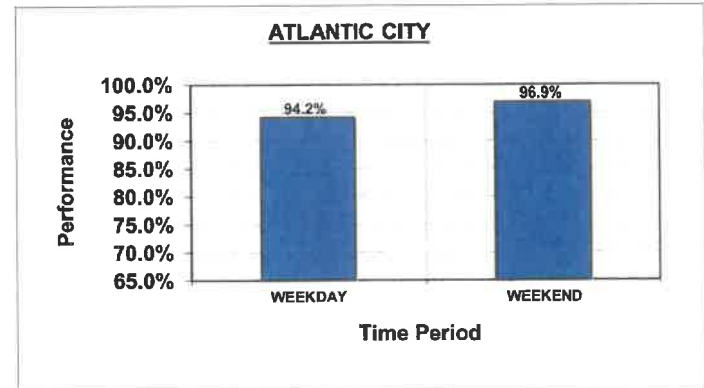
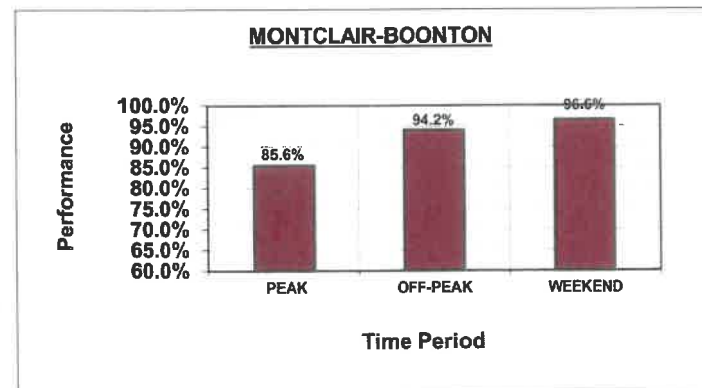
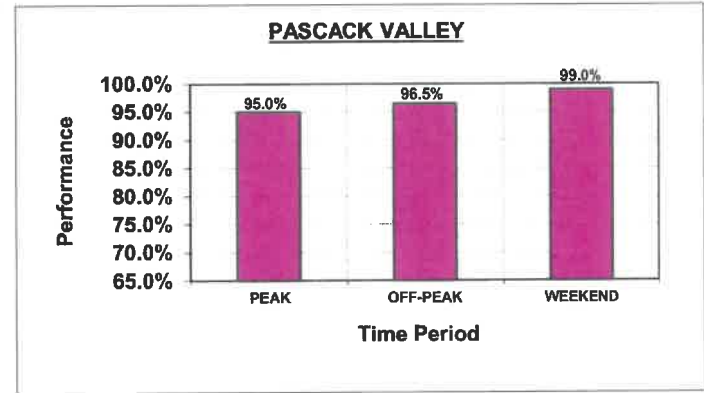
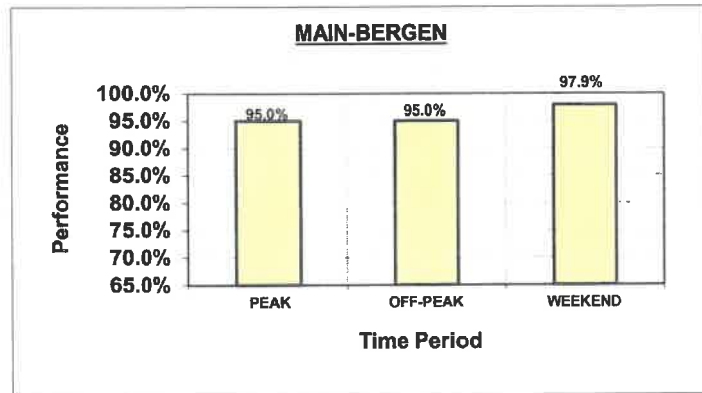
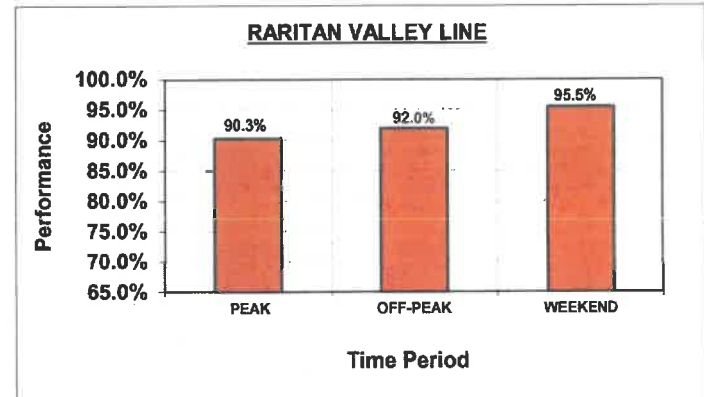
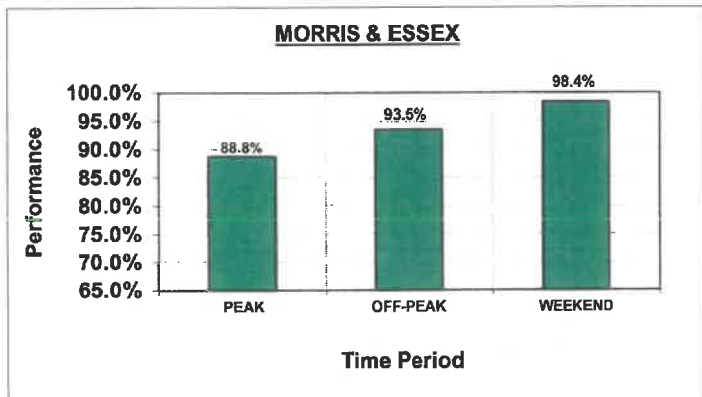
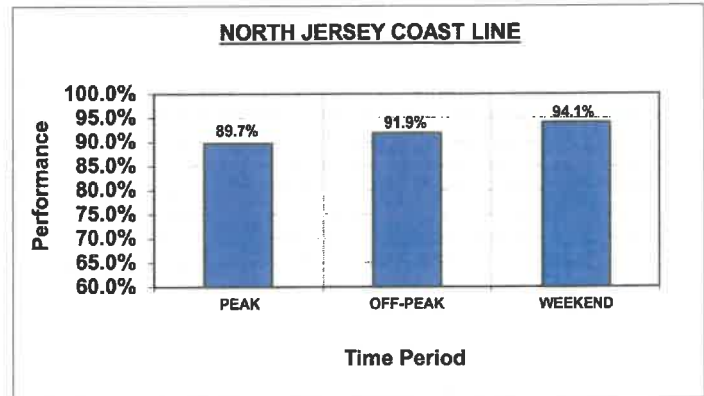
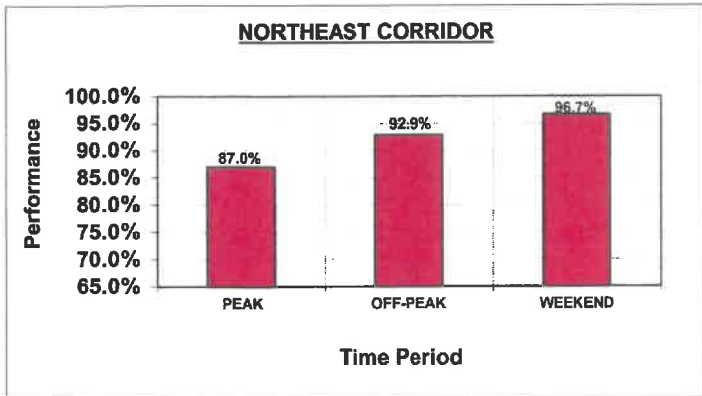
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



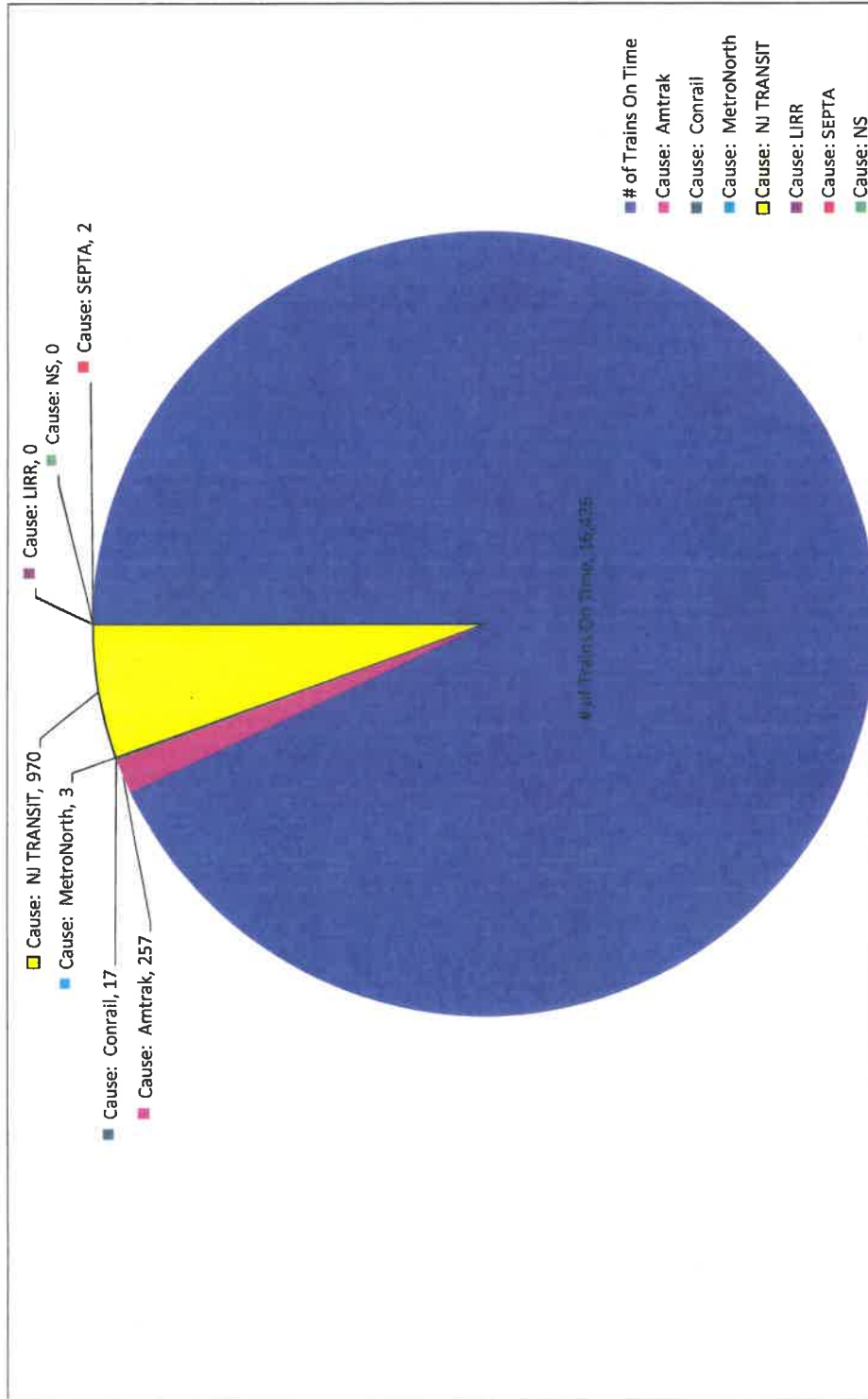
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY, 2020



NJ TRANSIT Performance - JANUARY, 2020

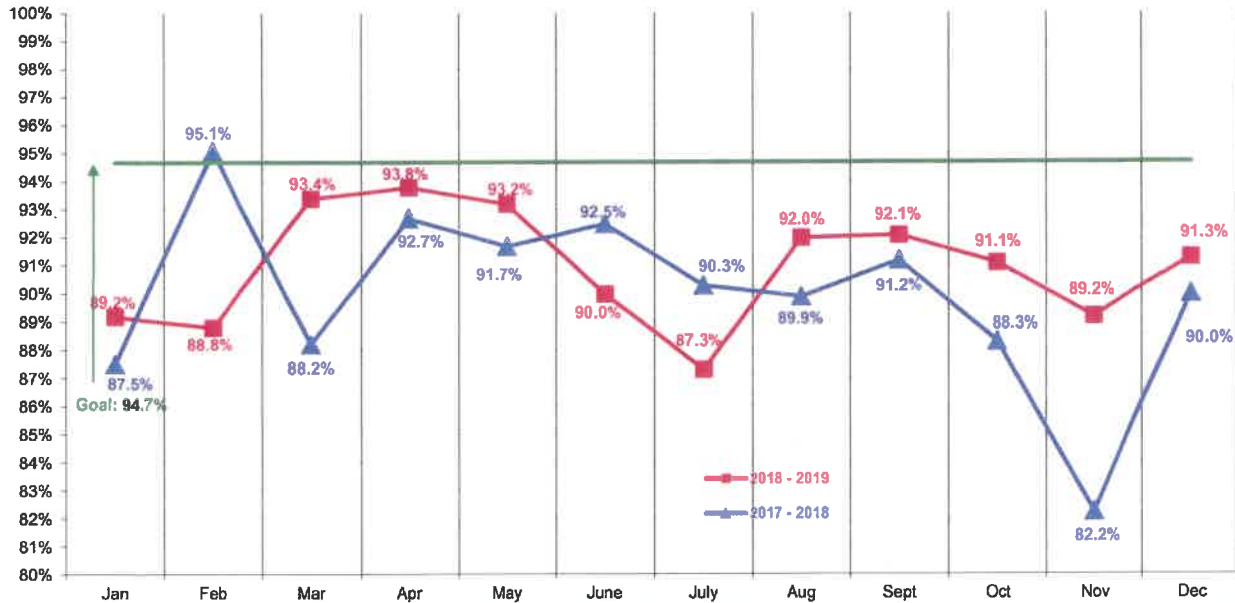
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Cause: NS
# of Trains On Time	16,426	257	17	3	970	0	2	0
# of Late Trains	1,249	1.45%	0.10%	0.02%	5.49%	0.00%	0.01%	0.00%
Total # of Trains	17,675							
Percentage On Time	92.9%							



NJ TRANSIT ON-TIME PERFORMANCE RAIL JANUARY 2018 - DECEMBER 2019

% Trains Reported Within 6 Minutes of Schedule



	November, 2019	December, 2019	% Change
One-Month Comparison	89.2%	91.3%	2.1%
	2018	2019	# Change
December Comparison	90.0%	91.3%	1.3%
	2017-2018	2018-2019	# Change
12-Month Average Jan, 2019 - Dec., 2019	90.0%	91.0%	1.0%

Analysis:

Rail On-Time Performance was 91.3% for December, 2019. Of the 17,568 trains scheduled to operate, 16,040 were on time, while 1,528 trains (or 8.7%) were delayed. Key causes included:

- Amtrak switch issues and preference contributed to 114 delays resulting in 80.9% OTP on December 9.
- Amtrak Portal Bridge issues, NJT weather related and signal failure issues contributed to 192 delays resulting in 69.8% OTP on December 17.
- Amtrak weather related, signal failure, NJT staffing shortages, track issues, equipment issues, PTC work and trackside interference contributed to 103 delays resulting in 78.6% OTP on December 19.

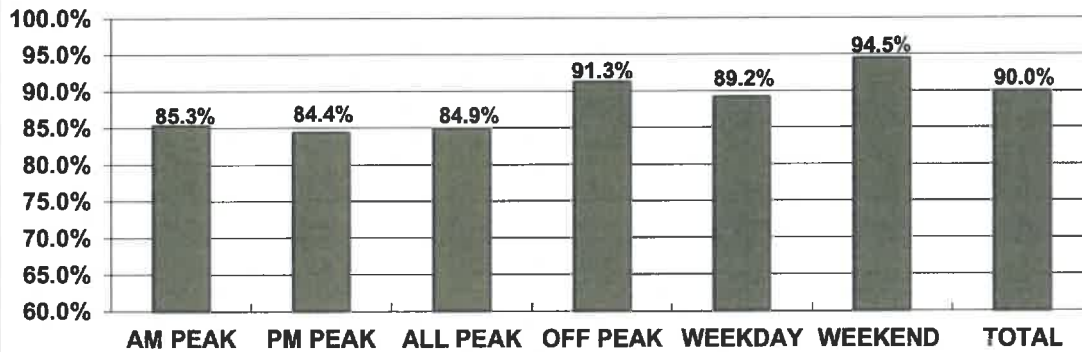
The 12-month average for Rail On-Time Performance was 91.0%.

ON-TIME PERFORMANCE RAIL

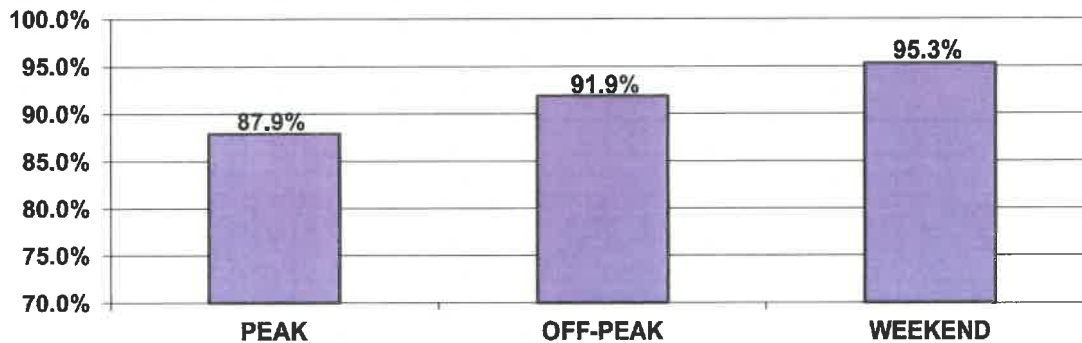
SUMMARY BY TIME PERIOD DECEMBER, 2019

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

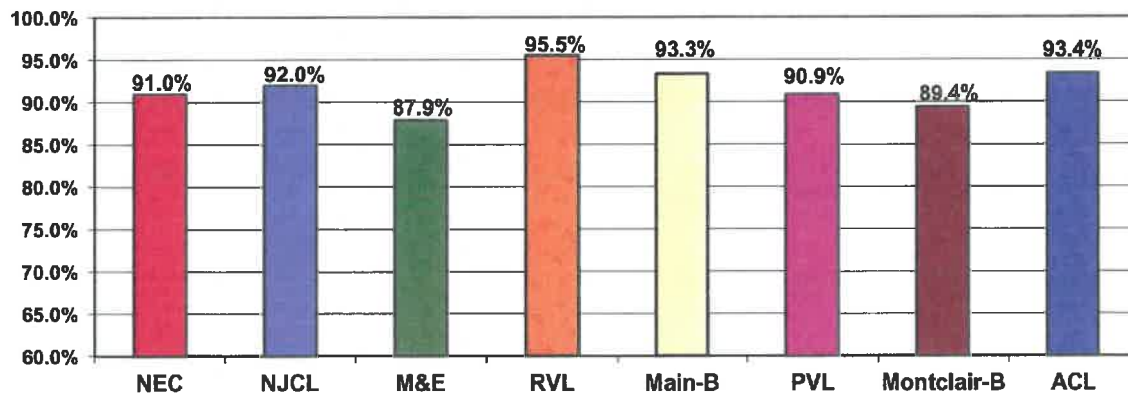
% NEW YORK PENN STATION Trains Reported On Time *



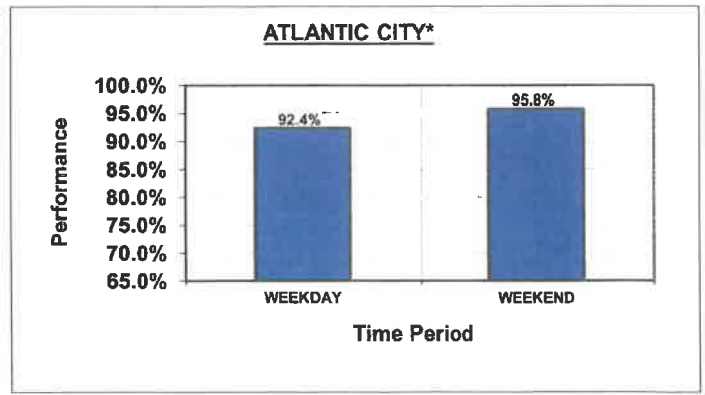
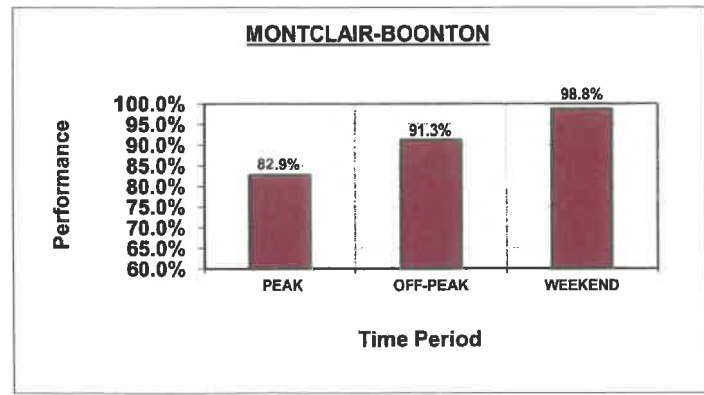
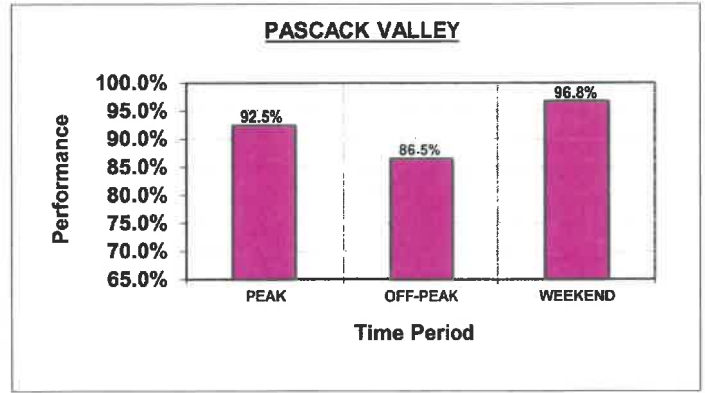
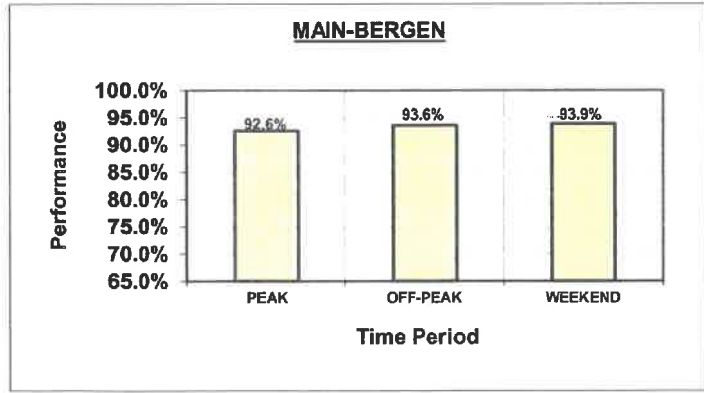
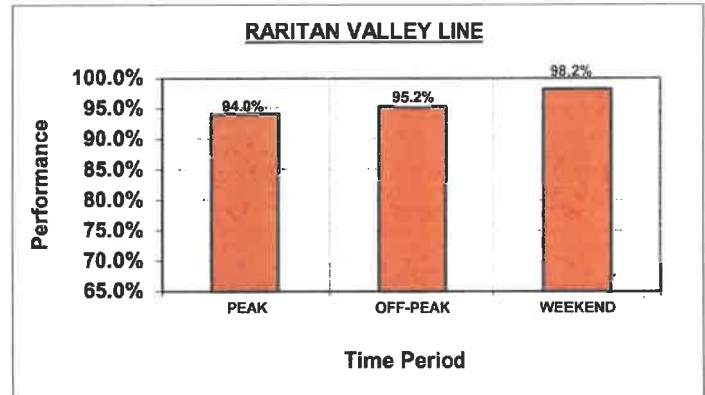
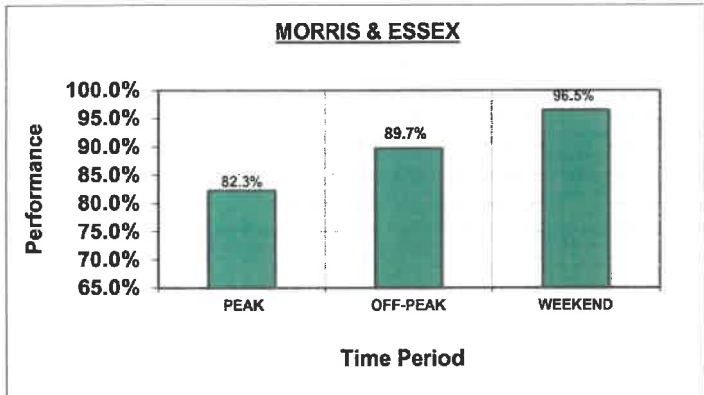
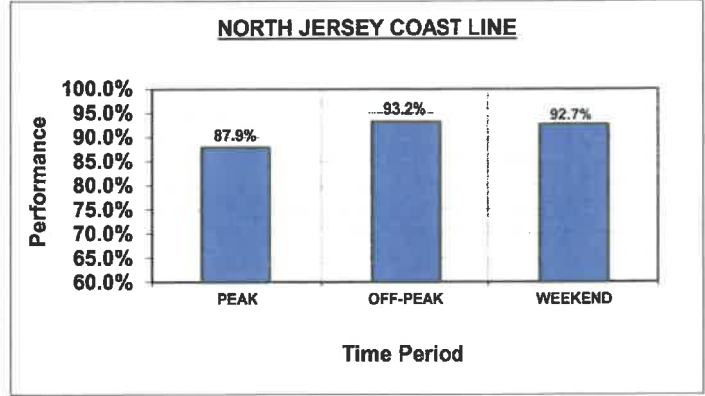
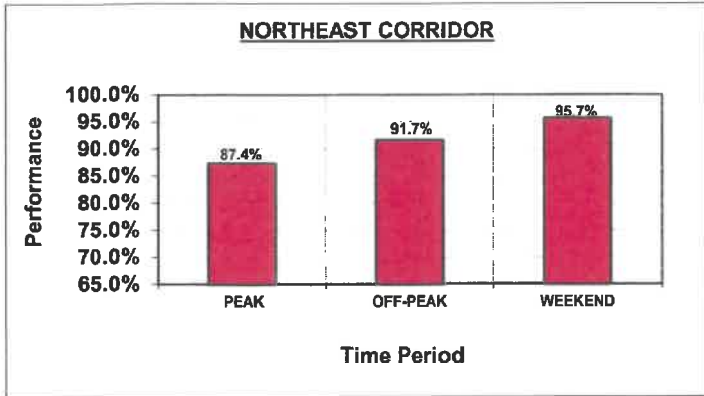
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



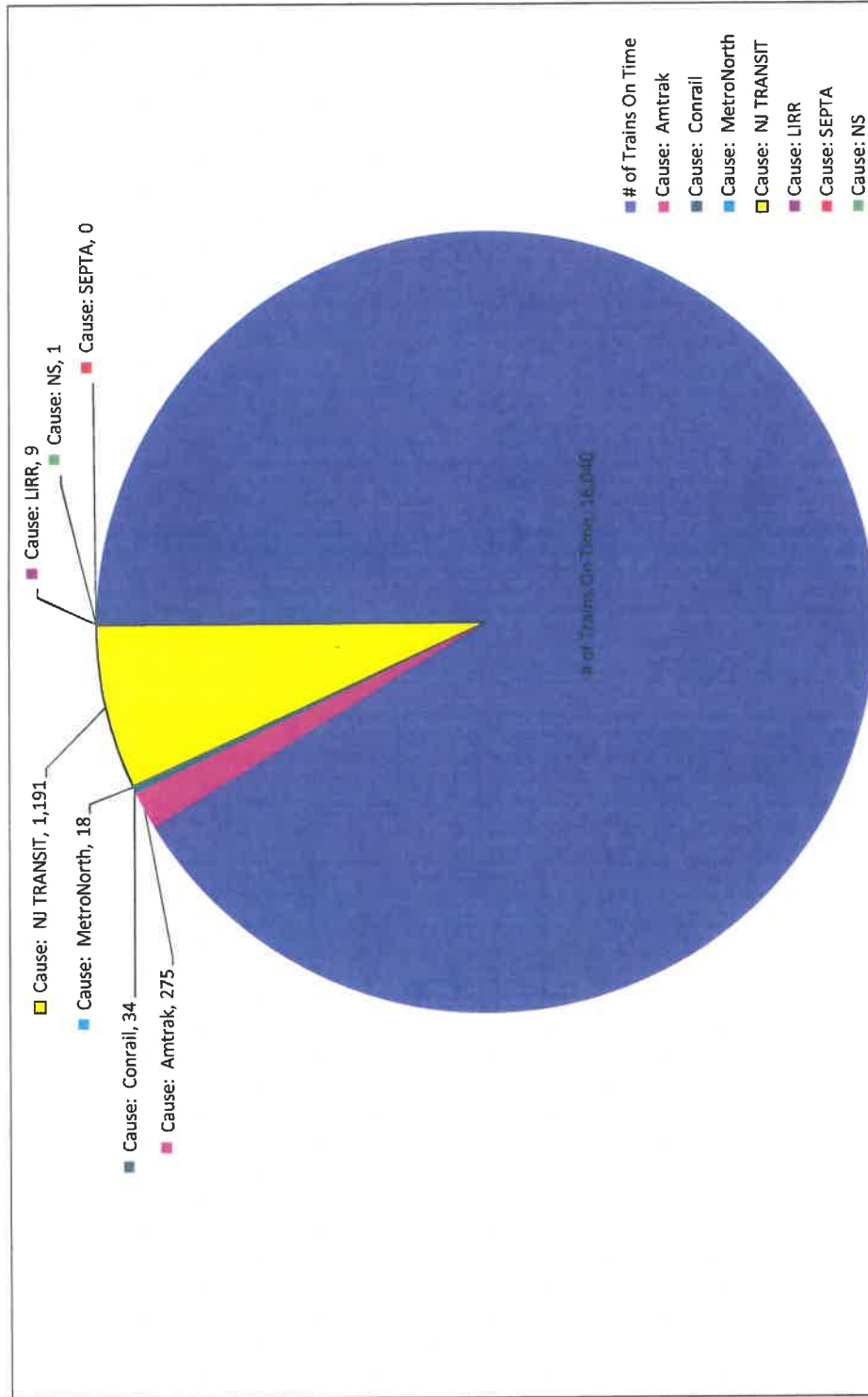
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD DECEMBER, 2019



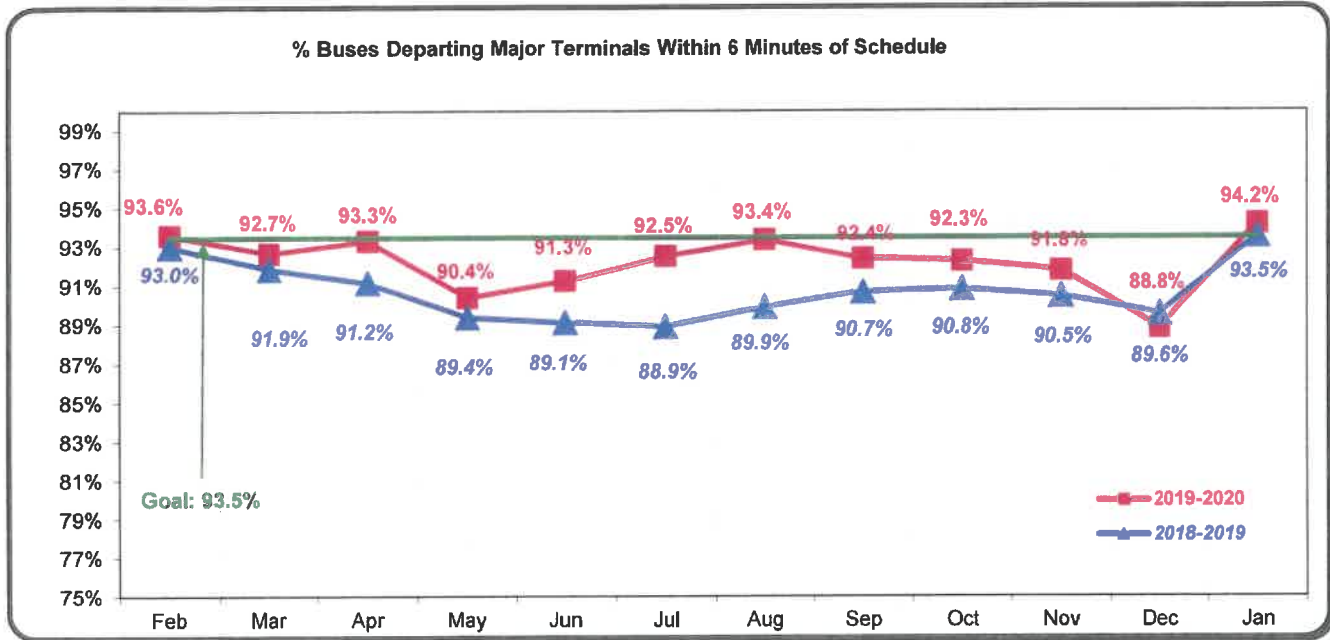
NJ TRANSIT Performance - DECEMBER, 2019

Late NJ TRANSIT Trains

# of Trains On Time	16,040	Cause: Amtrak	275	Cause: Conrail	34	Cause: MetroNorth	18	Cause: NJ TRANSIT	1,191	Cause: LIRR	9	Cause: SEPTA	0	Cause: NS	1
# of Late Trains	1,528	1.57%	0.19%	0.10%	6.78%	0.05%	0.00%	0.01%							
Total # of Trains	17,568														
Percentage On Time	91.3%														



NJ TRANSIT ON-TIME PERFORMANCE BUS February 2018 - January 2020



	2019	2020	% Change
January Comparison	93.5%	94.2%	0.7%

	2019	2020	% Change
12-Month February - January	90.7%	92.2%	1.5%

Analysis:

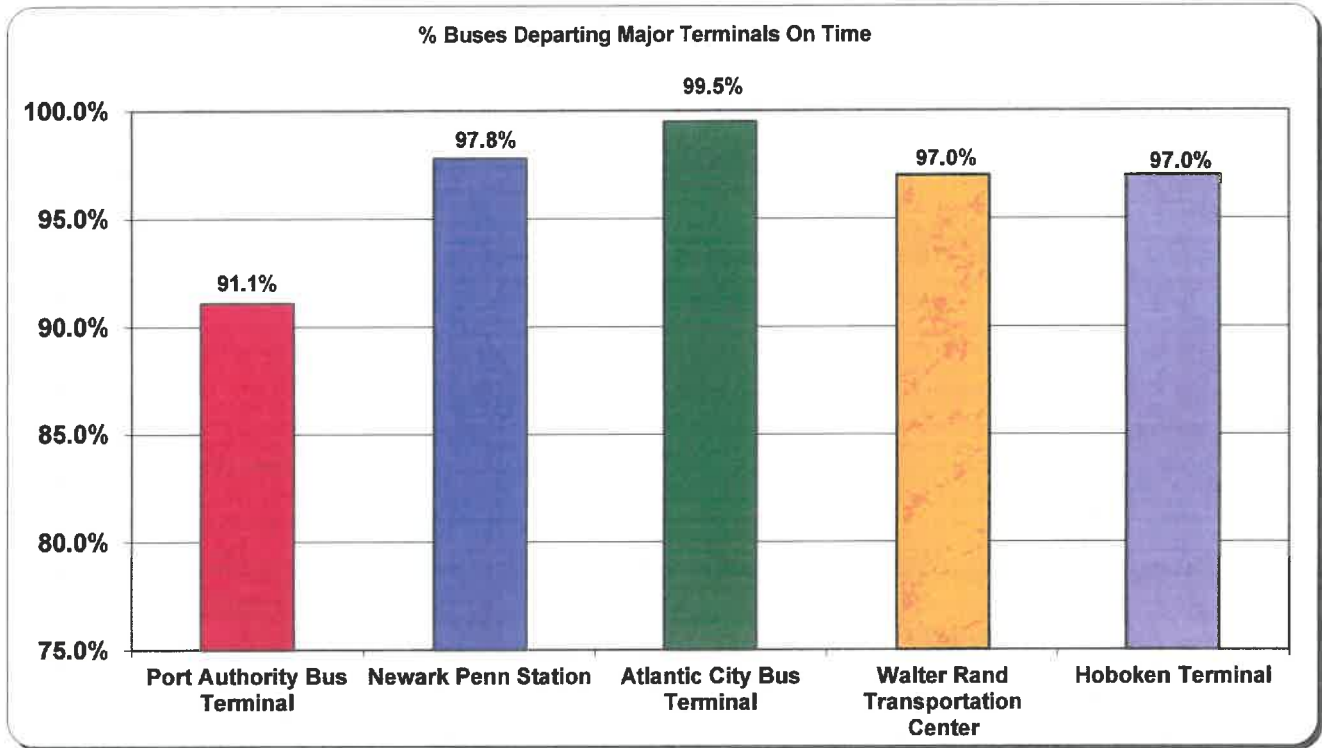
Bus On-Time Performance was 94.2% for January 2020. Of the 43,424 monitored departures, 2524 (or 5.8%) experienced delays. Key causes included:

- At the Port Authority Bus Terminal, the XBL was blocked on January 2, causing delays.
- At Newark Penn, road construction in Newark on January 14 caused service delays. Additionally, an accident and road closure due to construction with significant traffic congestion along detour routes, caused service delays on January 17. Emergency utility company repair work on January 23 caused service delays.

The 12-month average for Bus On-Time Performance fo

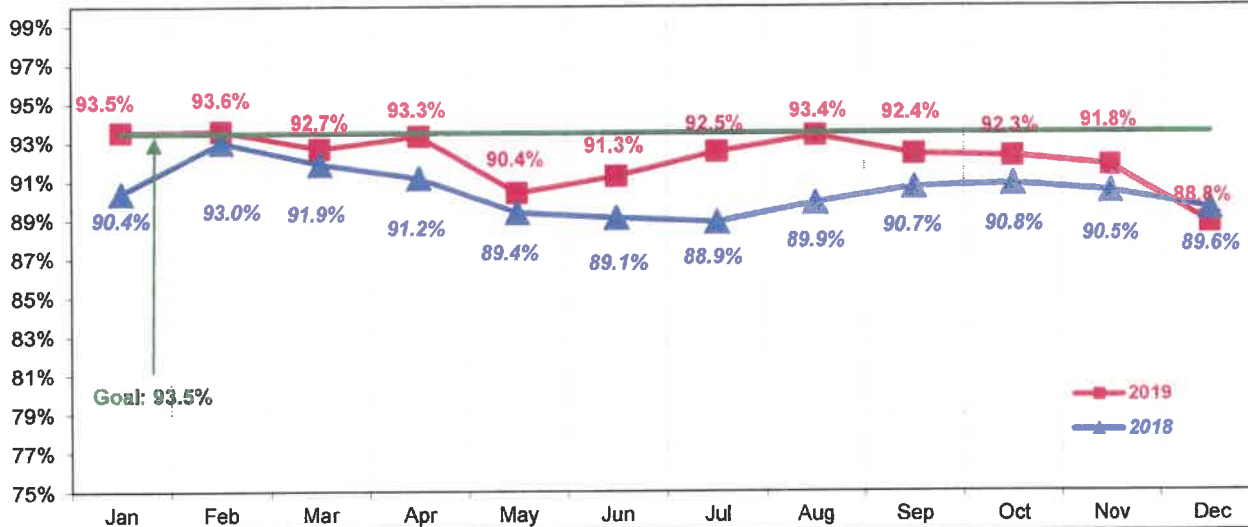
ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL January 2020



NJ TRANSIT ON-TIME PERFORMANCE BUS January 2018 - December 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



December Comparison	2018	2019	% Change
	89.6%	88.8%	-0.8%

12-Month January - December	2018	2019	% Change
	90.4%	92.2%	1.8%

Analysis:

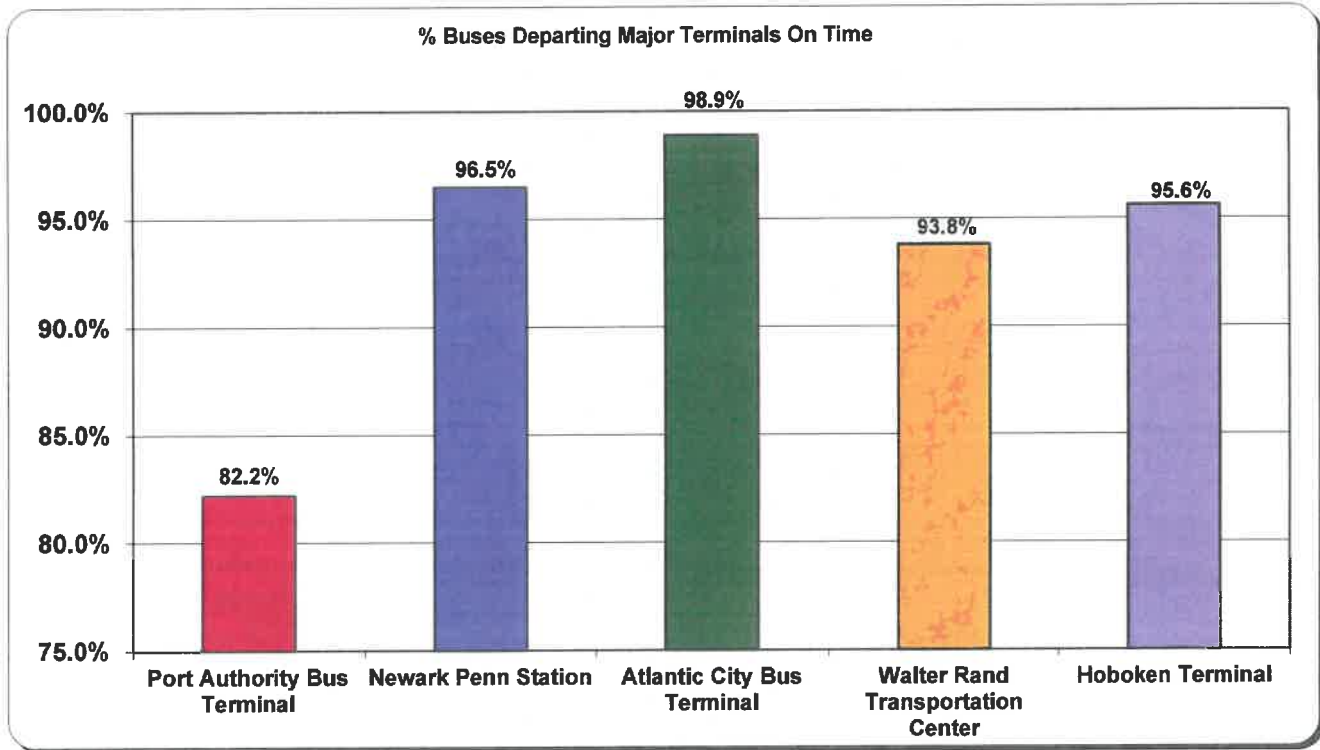
Bus On-Time Performance was 88.8% for December 2019. Of the 43,864 monitored departures, 4897 (or 11.2%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, inclement weather, an accident, heavy traffic patterns and disabled vehicles caused delays on various days.
- At Newark Penn, festival preparations and closed roadways caused significant traffic congestion along detour routes. Additionally, inclement weather, a road closure due to a downed pole and traffic congestions also caused delays on various days.

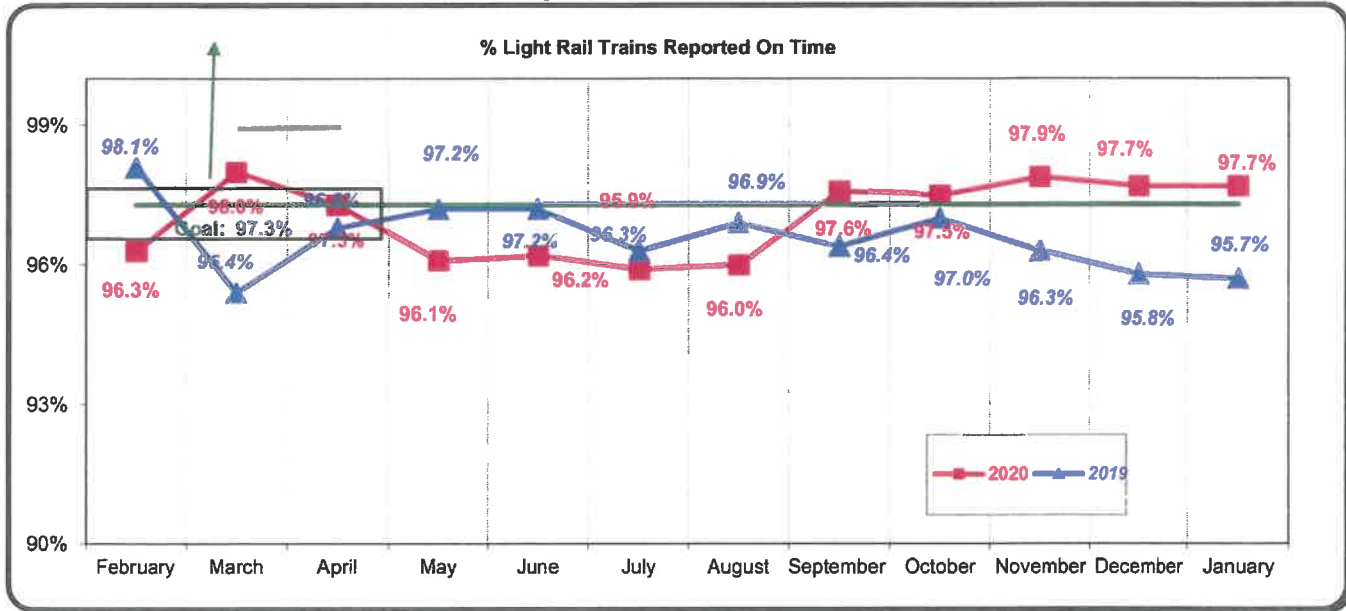
The 12-month average for Bus On-Time Performance for January 2018 to December 2019 was 92.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL December 2019



NJ TRANSIT ON-TIME PERFORMANCE February 2018 to January 2020



January Comparison

2019	2020	# Change
95.70%	97.70%	2.0%

2-Month Average Ended December 2019 to January 2020

2019	2020	# Change
96.59%	97.02%	0.43%

Analysis:

Light Rail On-Time Performance systemwide was 97.70% for the month of January 2020. Of the 27,167 scheduled departures, 664 experienced delays.

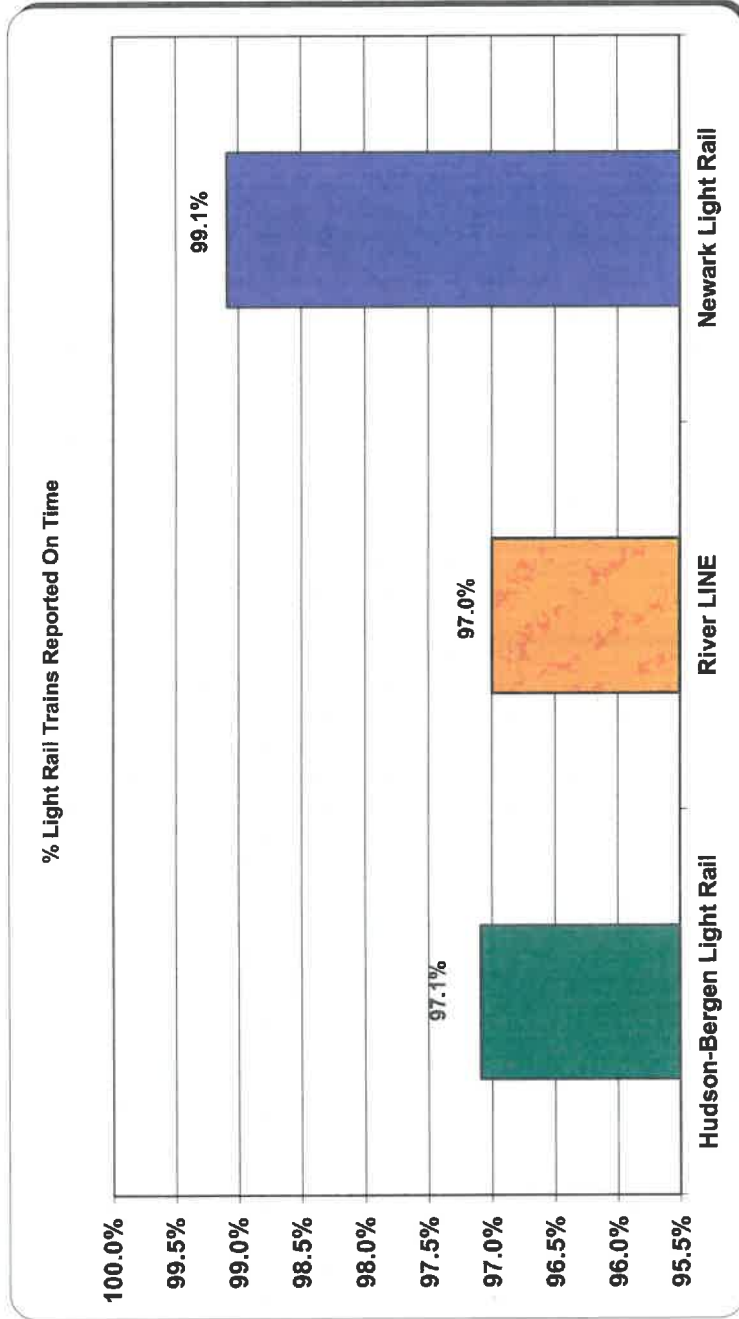
Key Causes included:

- Equipment malfunctions, trackside interference and a track obstruction impacted service on River LINE on various days.
- Door issues, an ill passenger and equipment issues impacted service on Hudson-Bergen Light Rail on various days.
- Switch issues, mechanical issues and operator error impacted service on Newark Light Rail on various days.

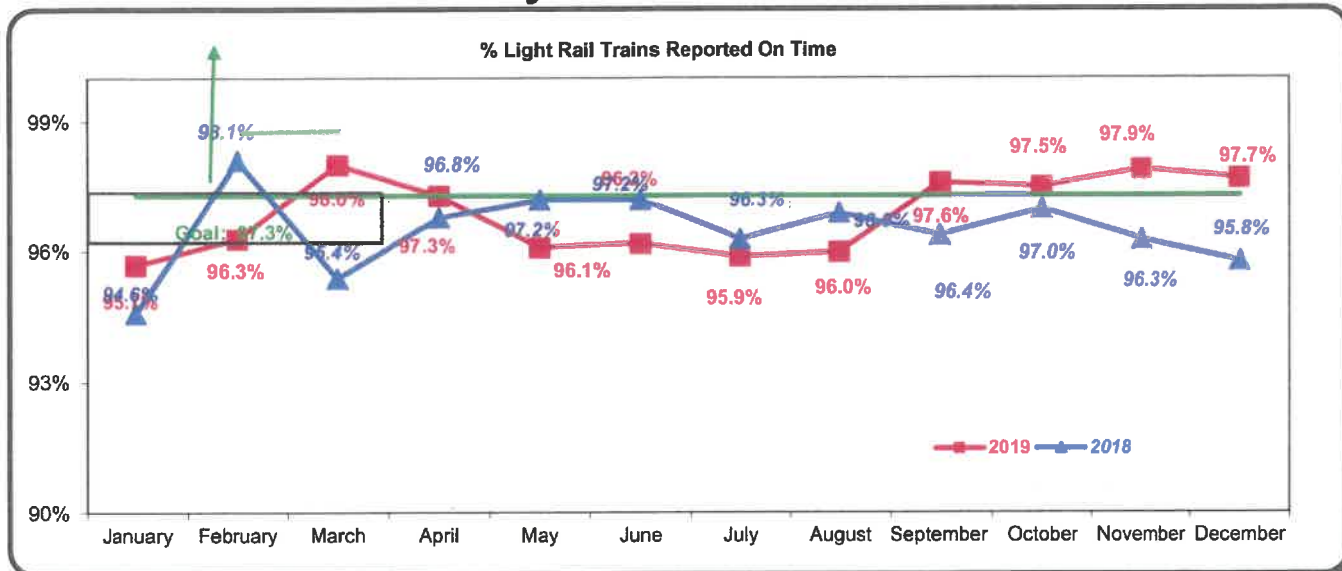
The 12 month Average for Light Rail On-Time Performance was 97.02%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE January 2020



NJ TRANSIT ON-TIME PERFORMANCE January 2018 to December 2019



December Comparison	2018	2019	# Change
	95.80%	97.70%	1.9%

12-Month Average

	2018	2019	# Change
	96.50%	96.85%	0.35%

Analysis:

Light Rail On-Time Performance systemwide was 96.85% for the month of December 2019. Of the 26,987 scheduled departures, 851 experienced delays.

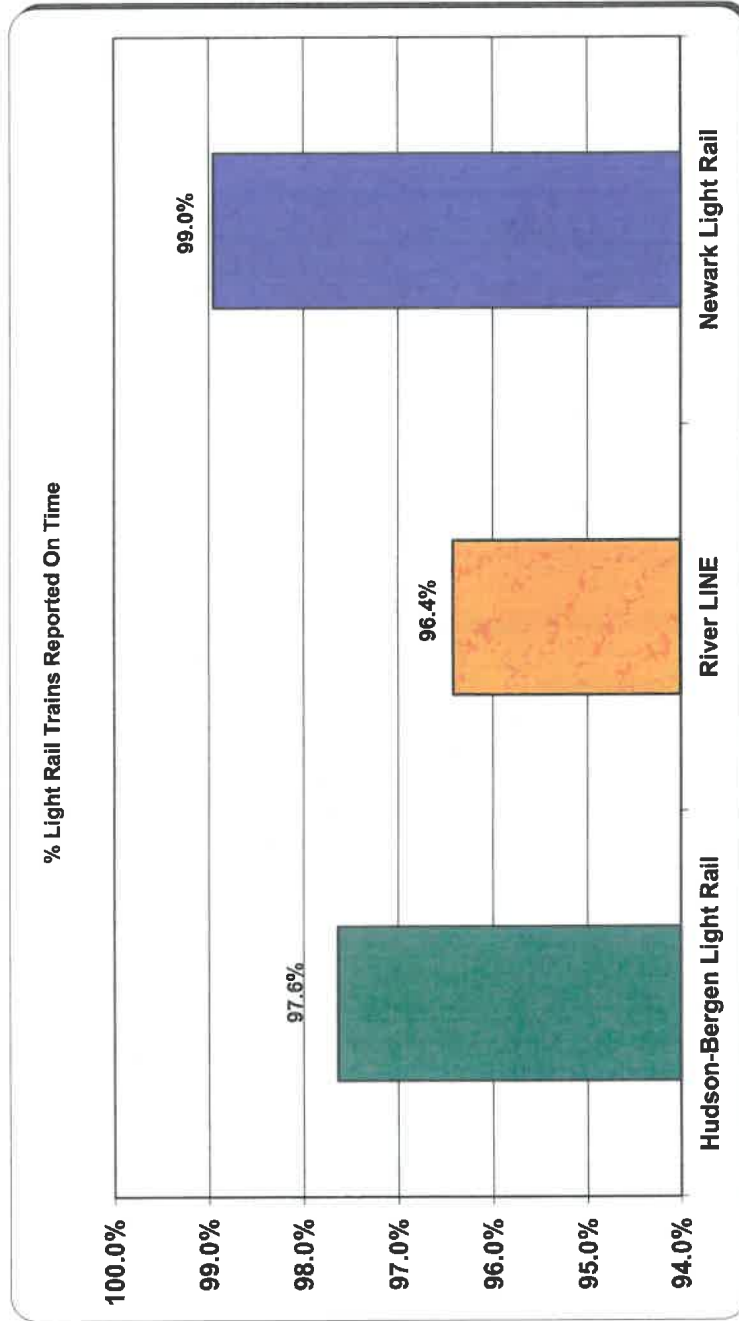
Key Causes included:

- Equipment malfunctions, signal issues and track obstructions impacted service on River LINE.
- Equipment issues, police activity and a trespasser fatality impacted service on Hudson-Bergen Light Rail.
- Inclement weather, police activity and staff shortages impacted service on Newark Light Rail.

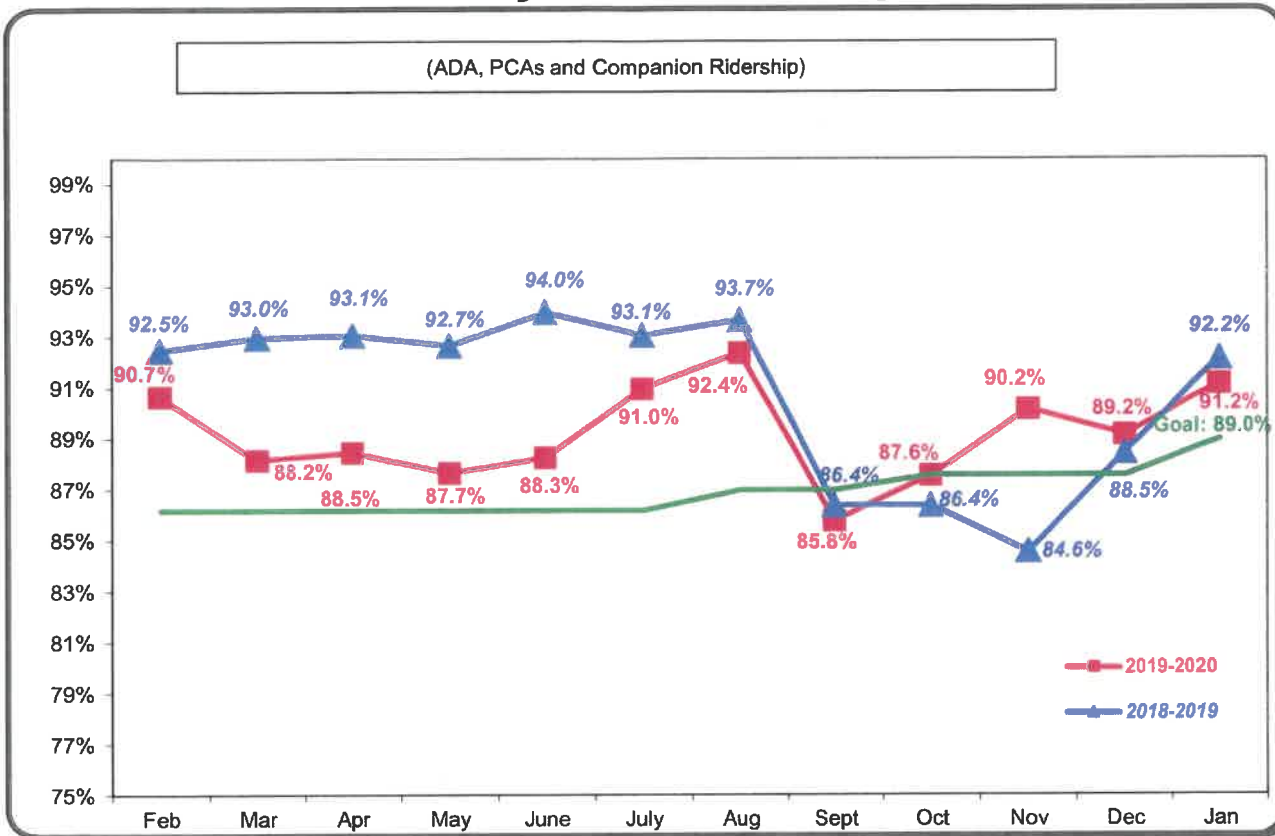
The 12 month Average for Light Rail On-Time Performance was 96.85%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE
December 2019



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK February 2018 - January 2020



	2019	2020	% Change
January Comparison	92.2%	91.2%	-1.0%

	2019	2020	Difference
January Ridership	140,453	141,975	1,522

	2018-2019	2019-2020	% Change
12-Month Average February-January	90.9%	89.2%	-1.7%

Analysis:

Access Link On-Time Performance was 91.2% for January, 2020. In serving 155,146 total riders, for 141,975 ADA customers trips, 12,428 (or 8.8%) experienced delays.

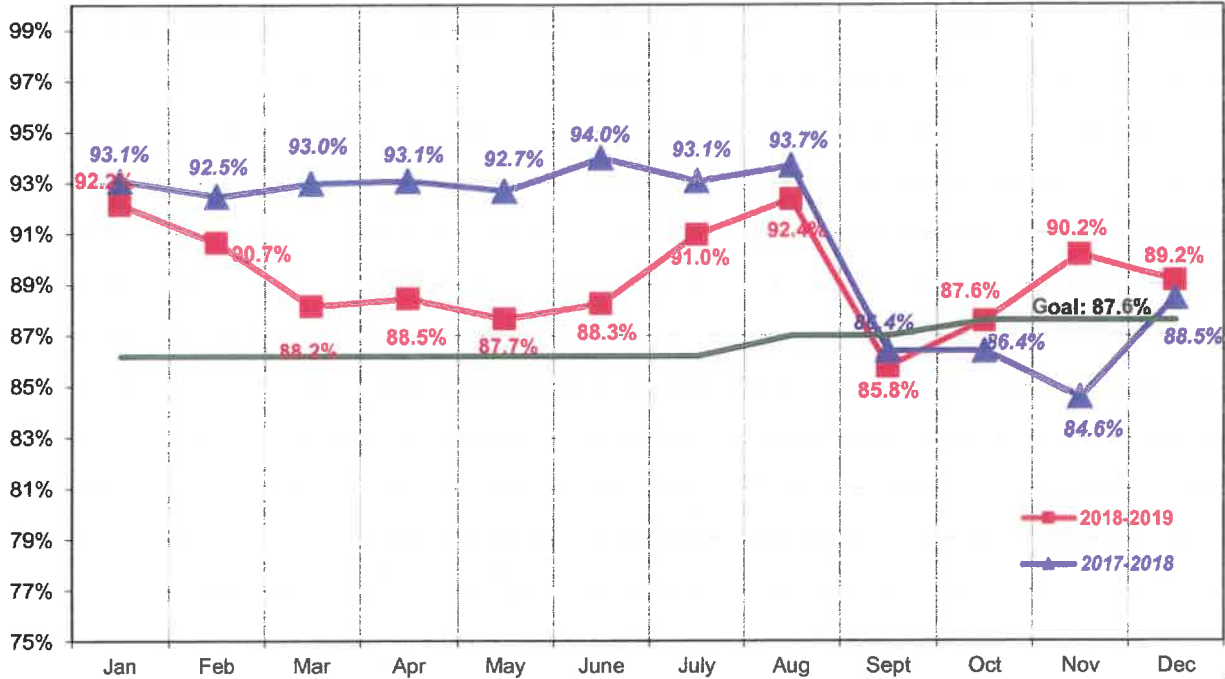
Key causes include:

- Driver shortages and issues retaining drivers in the larger regions.
- Delays due to increased traffic volume and congestion

The 12-month average for Access Link On-Time Performance was 89.2%.

**ON-TIME PERFORMANCE
ACCESS LINK
January 2018 - December 2019**

(ADA, PCAs and Companion Ridership)



	2018	2019	% Change
December Comparison	88.5%	89.2%	0.7%

	2018	2019	Difference
December Ridership	132,009	129,245	-2,764

	2017-2018	2018-2019	% Change
12-Month Average January-December	90.9%	89.3%	-1.6%

Analysis:

Access Link On-Time Performance was 89.2% for December, 2019. In serving 143,133 total riders, for 129,245 ADA customers trips, 13,990 (or 10.8%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers in the larger regions.
- Delays due to increased traffic volume and congestion
- Scheduling impact from pick-up window reduction
- Wintery mix of rain and snow during the month of December
- Due to the system wide database failure on 12/18/19, we experienced a significant decline in OTP across all Regions.

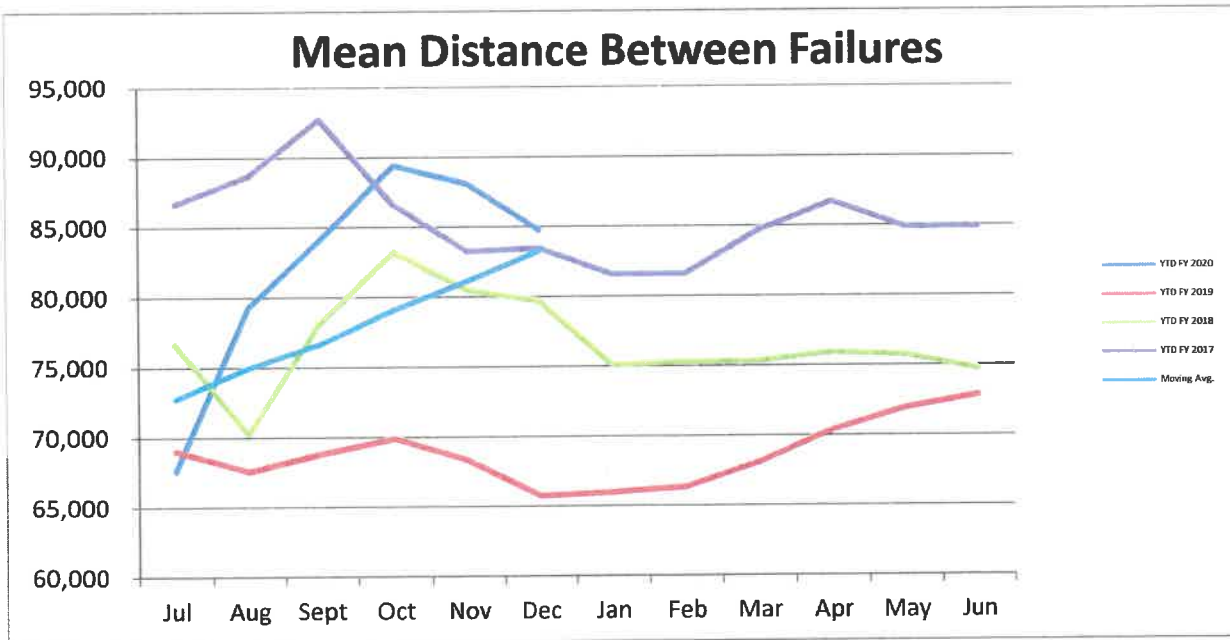
The 12-month average for Access Link On-Time Performance for January 2018 - December 2019 was 89.3%, which decreased by 1.6%.

MEAN DISTANCE BETWEEN FAILURES

December 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY2020*	YTD FY2019	YTD FY2018	YTD FY2017	12 Month Moving Avg.
Jul	67,634	69,055	76,674	86,683	72,788
Aug	79,350	67,612	70,263	88,680	75,030
Sept	84,111	68,823	78,151	92,705	76,712
Oct	89,410	69,913	83,213	86,626	79,134
Nov	88,101	68,356	80,523	83,272	81,181
Dec	84,773	65,796	79,711	83,501	83,301
Jan	-	66,025	75,139	81,633	-
Feb	-	66,391	75,324	81,639	-
Mar	-	68,141	75,376	84,715	-
Apr	-	70,447	75,968	86,771	-
May	-	71,986	75,787	84,920	-
Jun	-	72,930	74,776	84,936	-

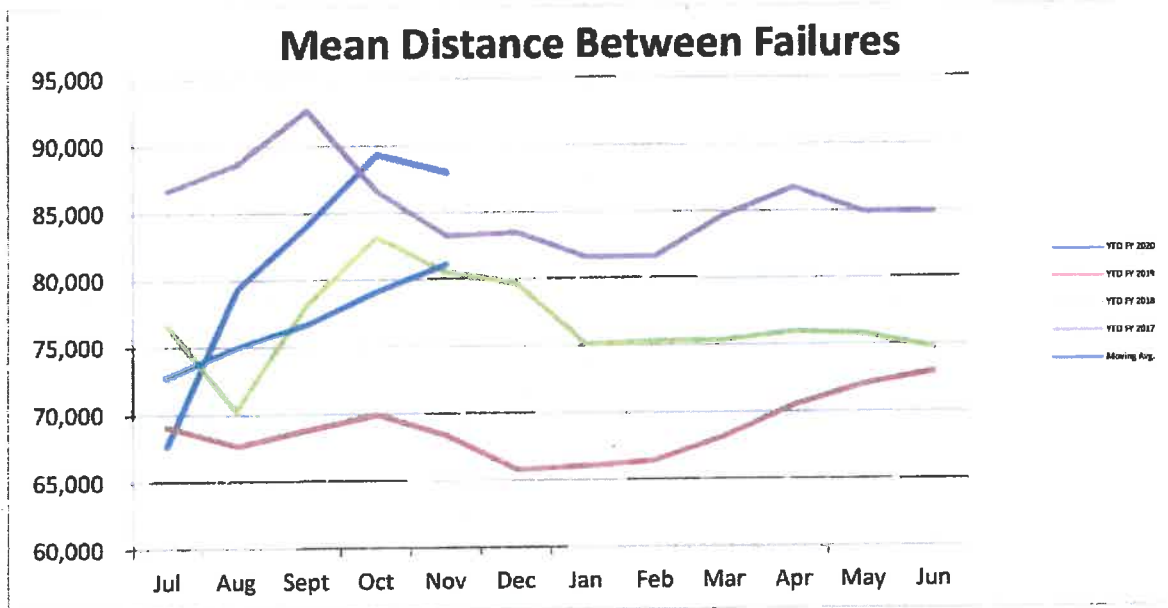


* FY2020 Numbers corrected to reflect start of FY2020

November 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY2020*	YTD FY2019	YTD FY2018	YTD FY2017	12 Month Moving Avg.
Jul	67,634	69,055	76,674	86,683	72,788
Aug	79,350	67,612	70,263	88,680	75,030
Sept	84,111	68,823	78,151	92,705	76,712
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Nov	88,101	68,356	80,523	83,272	81,181
Dec	-	65,796	79,711	83,501	-
Jan	-	66,025	75,139	81,633	-
Feb	-	66,391	75,324	81,639	-
Mar	-	68,141	75,376	84,715	-
Apr	-	70,447	75,968	86,771	-
May	-	71,986	75,787	84,920	-
Jun	-	72,930	74,776	84,936	-

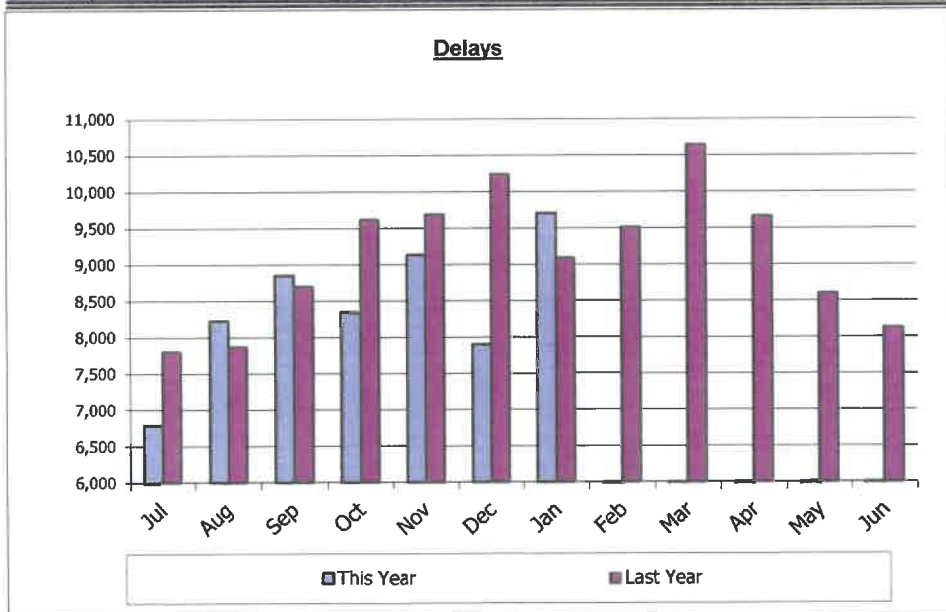


* FY2020 Numbers corrected to reflect start of FY2020

Garage Performance Parameters

January 2020

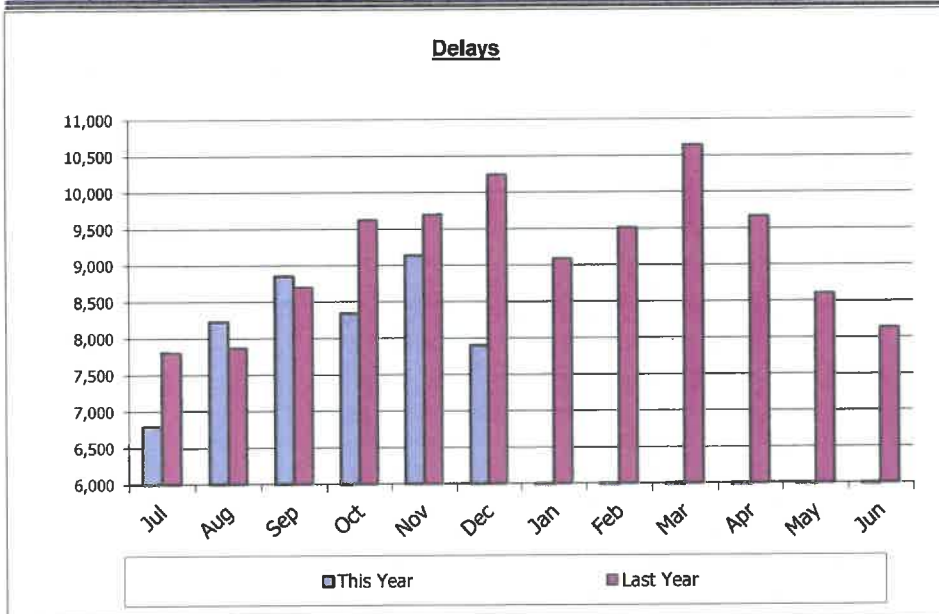
Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	3,766	3,260	4,066
Greenville	7,500	5,397	4,097	5,135
Market Street	8,500	6,619	6,230	6,401
Meadowlands	10,200	5,572	4,865	5,424
Oradell	10,500	8,285	6,028	7,241
Wayne	10,500	13,510	14,057	8,110
Northern Division	-	7,100	6,055	6,295
Big Tree	8,800	8,260	5,411	5,367
Hilton	10,200	7,914	7,014	7,382
Howell	16,750	27,310	28,321	25,770
Ironbound	9,600	8,890	6,800	8,069
Orange	9,250	5,939	5,113	7,041
Morris	10,500	45,483	24,090	36,992
Central Division	-	10,033	8,340	9,620
Egg Harbor	15,500	17,711	17,371	19,346
Hamilton	13,000	13,053	10,391	8,722
Newton Avenue	12,000	15,205	12,894	11,531
Washington Twp.	14,500	20,552	19,980	18,711
Southern Division	-	17,231	15,749	15,083
Bus Operations	-	9,703	8,306	8,905



Garage Performance Parameters

December 2019

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	2,897	3,188	4,059
Greenville	7,500	3,309	3,935	4,969
Market Street	8,500	6,156	6,168	6,401
Meadowlands	10,200	4,587	4,764	5,319
Oradell	10,500	6,793	5,760	7,194
Wayne	10,500	15,830	14,155	7,799
Northern Division	-	5,953	5,908	6,193
Big Tree	8,800	4,369	5,111	5,542
Hilton	10,200	5,614	6,882	7,408
Howell	16,750	8,893	28,492	24,202
Ironbound	9,600	6,690	6,544	8,108
Orange	9,250	4,556	4,996	7,249
Morris	10,500	39,297	22,308	40,690
Central Division	-	7,262	8,112	9,683
Egg Harbor	15,500	18,288	17,318	20,331
Hamilton	13,000	11,442	10,056	8,653
Newton Avenue	12,000	17,836	12,570	11,725
Washington Twp.	14,500	19,356	19,887	18,400
Southern Division	-	17,248	15,528	15,269
Bus Operations	-	7,897	8,111	8,874

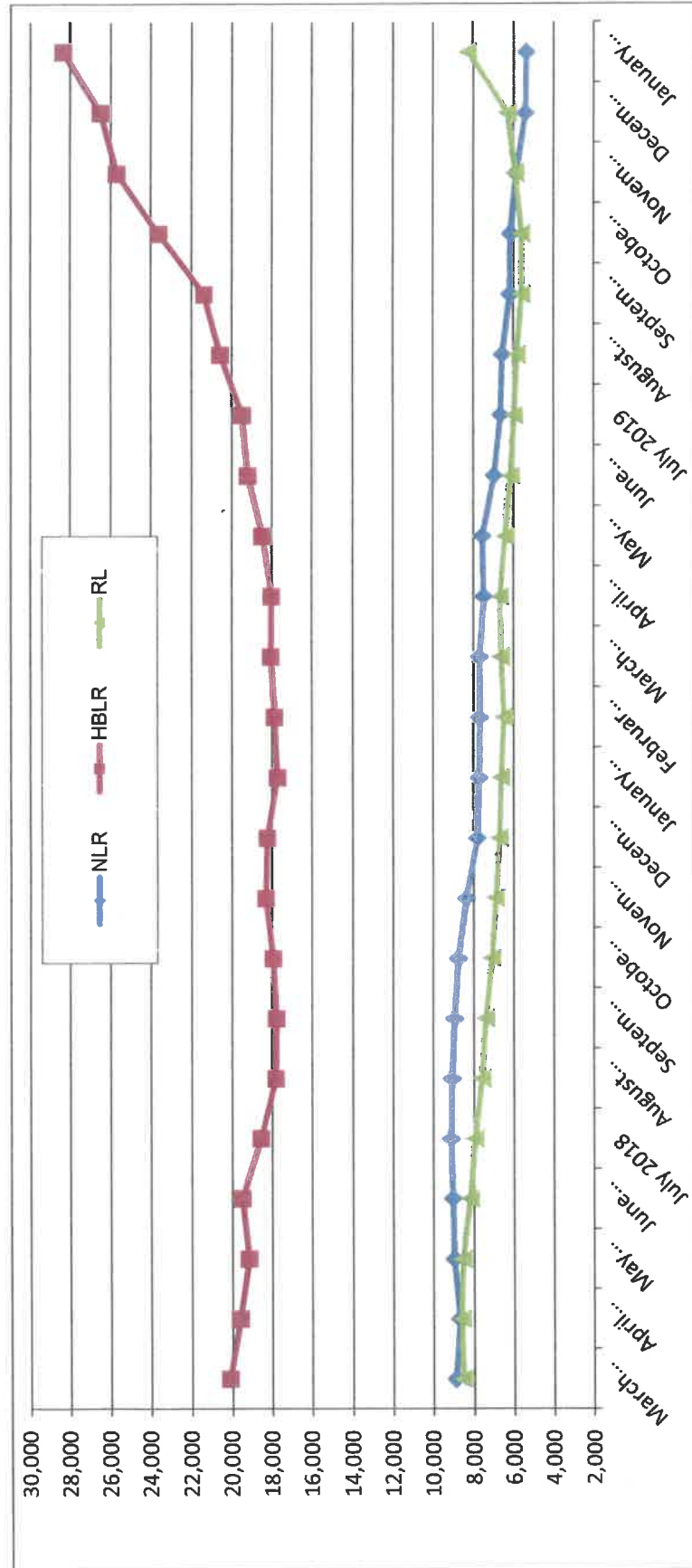


NJ TRANSIT - LIGHT RAIL, January 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	
	January 2020	December 2019
Newark Light Rail	5,368	5,408
Hudson Bergen	28,322	26,461
River LINE	8,254	6,284

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES

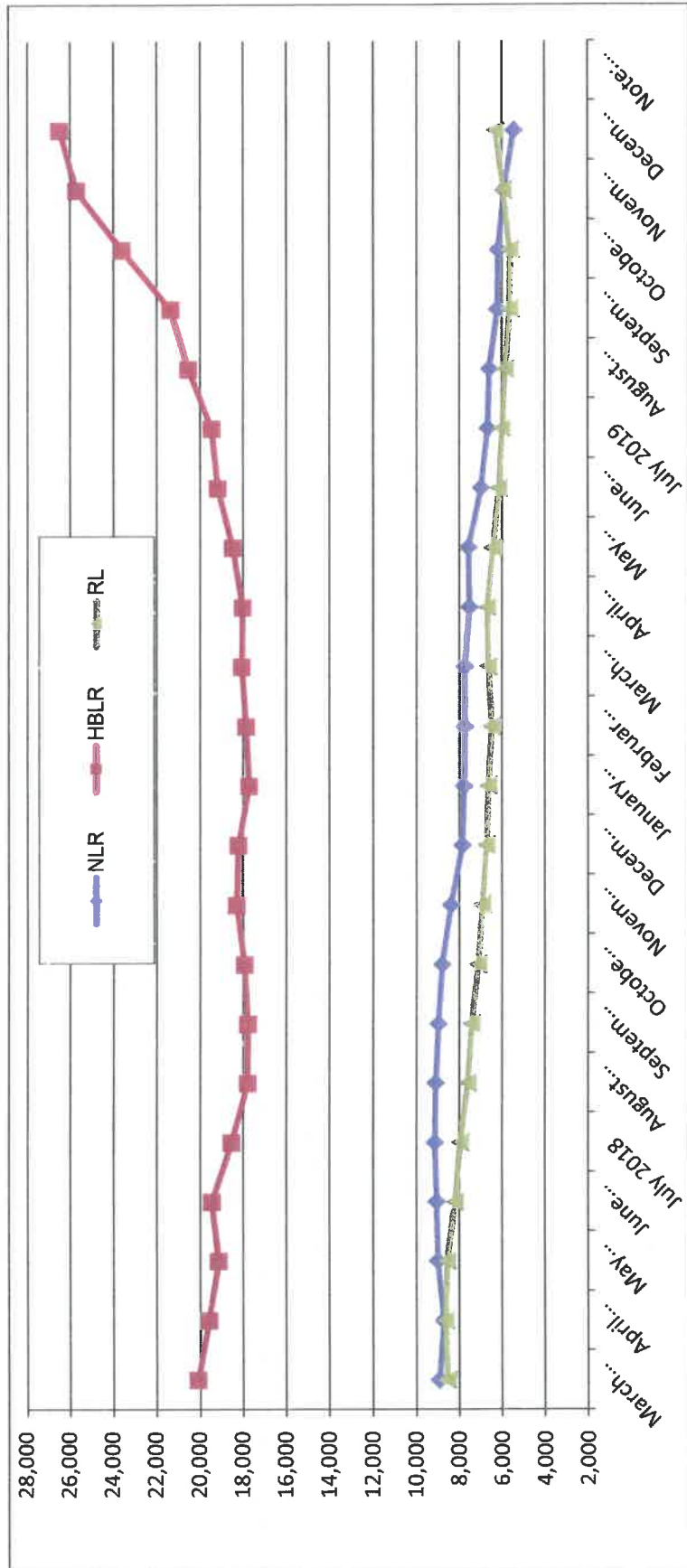


NJ TRANSIT - LIGHT RAIL, December 2019

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * December 2019	MDBSF * November 2019
Newark Light Rail	5,408	5,872
Hudson Bergen	26,461	25,670
River LINE	6,284	5,909

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

State Funded Contracts

During the month January 2020, NJ TRANSIT awarded \$32,372,107.63 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$11,340,419.28 or 35.03%.

During the State Fiscal Year 2020 (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded \$234,925,780.66 in state funded contracts. Of that total, SBEs received \$21,678,824.38 or 9.23%.

Note: The above reflects the Procurement Report of Awards received February 3, 2020.

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

Category 1 SBEs received	\$527,360.90	or 0.26%
Category 2 SBEs received	\$1,622,456.82	or 0.69%
Category 3 SBEs received	\$4,569,664.65	or 1.95%
Category 4 SBEs received	\$4,126,430.87	or 1.76%
Category 5 SBEs received	\$1,108,575.71	or 0.47%
Category 6 SBEs received	\$9,724,335.43	or 4.14%

FTA Funded Contracts (updated Quarterly – next update will occur April 2020)

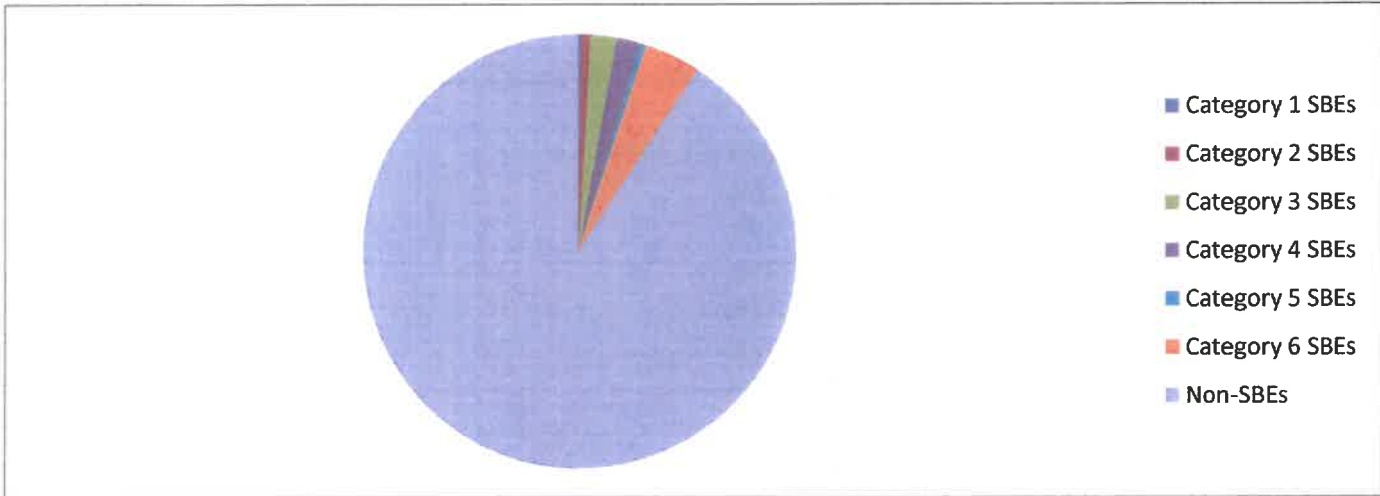
During the 1st Quarter (October 1, 2019 – December 31, 2019) of Federal Fiscal Year 2020 (October 1, 2019 through September 30, 2020), the FTA funded share of NJ TRANSIT’s federal contracts awarded was \$57,807,330.22. Of that total, Disadvantaged Business Enterprises (DBEs) received \$5,688,347.79 or 9.84%.

DBE Goal Attainment from October 1, 2019 – September 30, 2020 (FFY 2020) *

Contracts awarded	\$57,807,330.22
DBEs received	\$5,688,347.79 or 9.84%

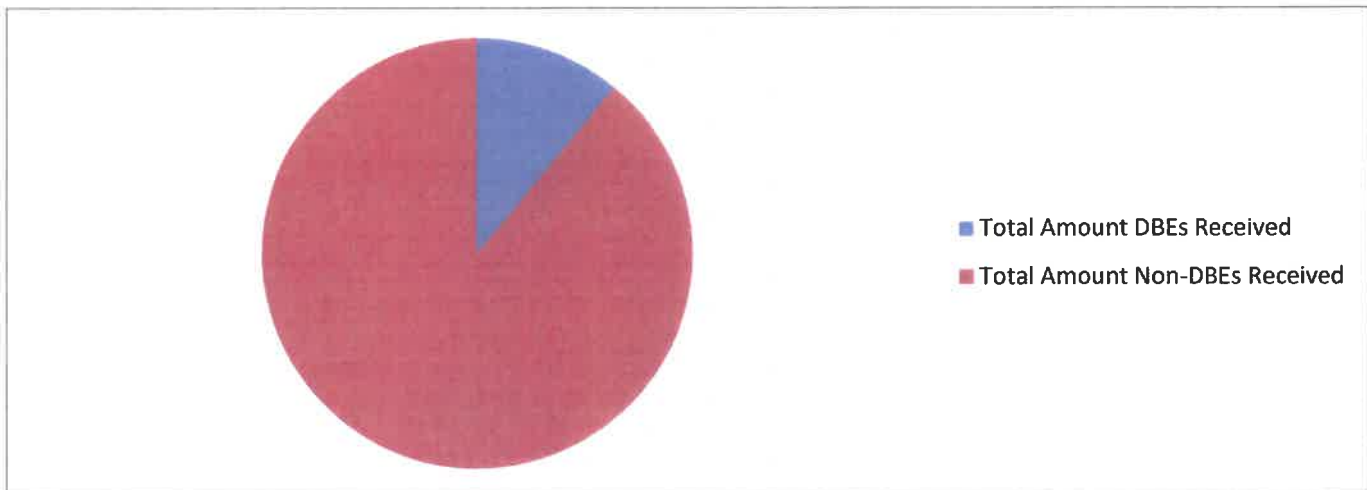
*Numbers reflect federal share.

<i>Category 1 SBEs</i>	\$527,360.90	0.22%
<i>Category 2 SBEs</i>	\$1,622,456.82	0.69%
<i>Category 3 SBEs</i>	\$4,569,664.65	1.95%
<i>Category 4 SBEs</i>	\$4,126,430.87	1.76%
<i>Category 5 SBEs</i>	\$1,108,575.71	0.47%
<i>Category 6 SBEs</i>	\$9,724,335.43	4.14%
<i>Non-SBEs</i>	\$213,246,956.28	90.77%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$6,392,460.39	11.06%
Total Amount Non-DBEs Received	\$51,414,869.83	88.94%



State Funded Contracts

During the month December 2019, NJ TRANSIT awarded \$9,617,634.68 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$1,638,821.18 or 17.04%.

During the State Fiscal Year 2020 (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded \$202,553,673.03 in state funded contracts. Of that total, SBEs received \$10,338,405.10 or 5.10%.

Note: The above reflects the Procurement Report of Awards received January 16, 2020.

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

Category 1 SBEs received	\$527,360.90	or 0.26%
Category 2 SBEs received	\$716,673.36	or 0.35%
Category 3 SBEs received	\$4,397,715.65	or 2.17%
Category 4 SBEs received	\$4,054,030.87	or 2.00%
Category 5 SBEs received	\$431,190.71	or 0.21%
Category 6 SBEs received	\$211,433.61	or 0.10%

FTA Funded Contracts (updated Quarterly – next update will occur April 2020)

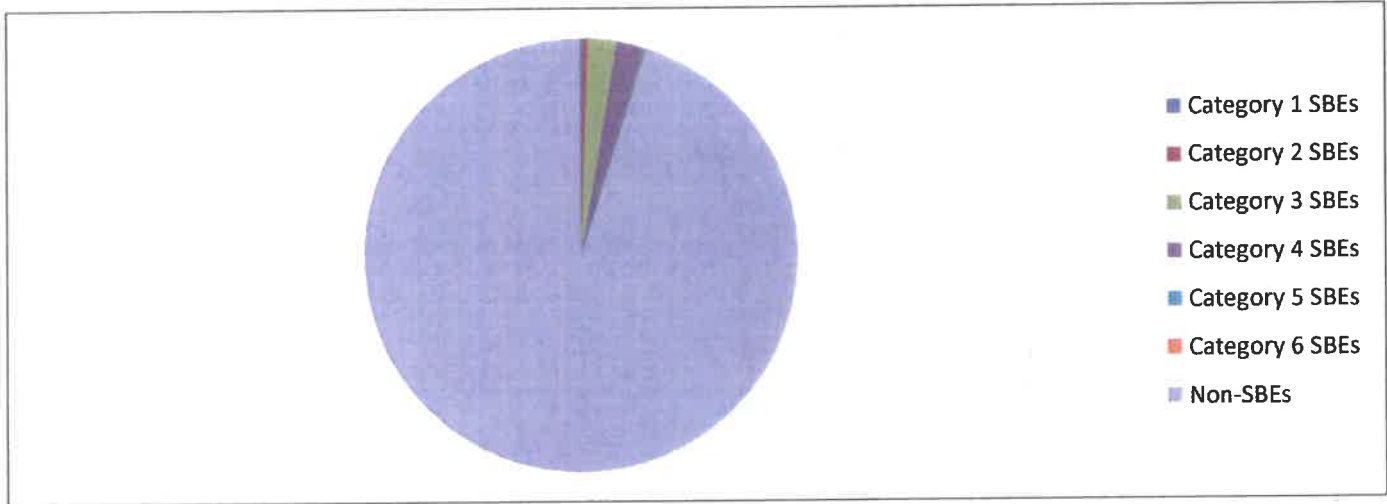
During the 1st Quarter (October 1, 2019 – December 31, 2019) of Federal Fiscal Year 2020 (October 1, 2019 through September 30, 2020), the FTA funded share of NJ TRANSIT’s federal contracts awarded was \$57,807,330.22. Of that total, Disadvantaged Business Enterprises (DBEs) received \$5,688,347.79 or 9.84%.

DBE Goal Attainment from October 1, 2019 – September 30, 2020 (FFY 2020) *

Contracts awarded	\$57,807,330.22
DBEs received	\$5,688,347.79 or 9.84%

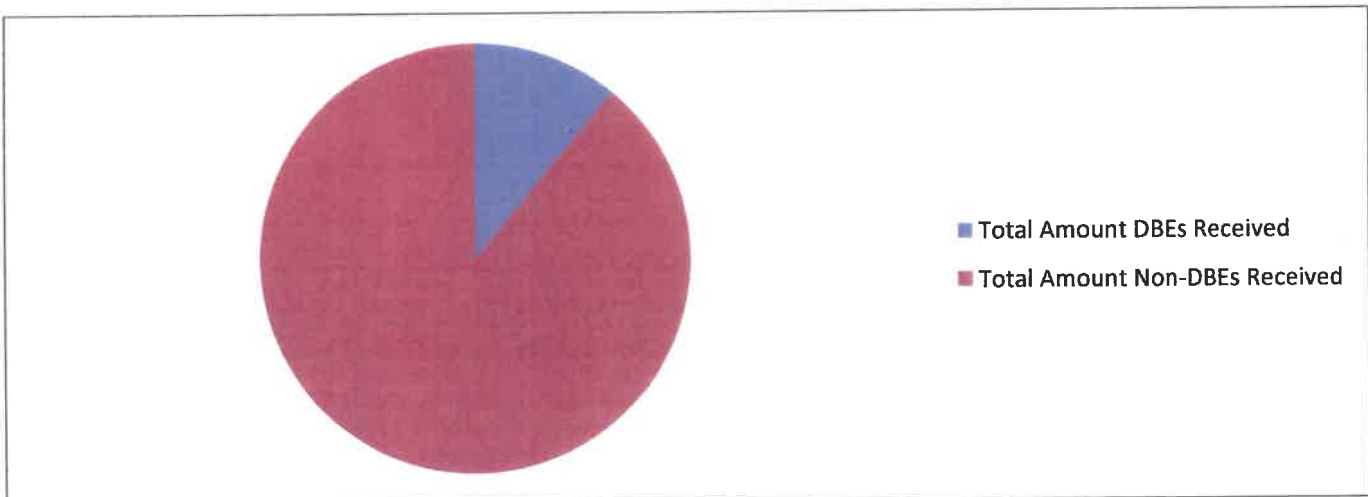
*Numbers reflect federal share.

<i>Category 1 SBEs</i>	\$527,360.90	0.26%
<i>Category 2 SBEs</i>	\$716,673.36	0.35%
<i>Category 3 SBEs</i>	\$4,397,715.65	2.17%
<i>Category 4 SBEs</i>	\$4,054,030.87	2.00%
<i>Category 5 SBEs</i>	\$431,190.71	0.21%
<i>Category 6 SBEs</i>	\$211,433.61	0.10%
<i>Non-SBEs</i>	\$192,215,267.93	94.90%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$6,392,460.39	11.06%
Total Amount Non-DBEs Received	\$51,414,869.83	88.94%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

20 NJ TRANSIT employees retired recently with careers ranging 10 to 40 years of service:

1. Darroyn Sanders, Operator – Egg Harbor – 12 years
2. Levonne Townsend, Operator – Orange – 10 years
3. Lawrence Swan, Forman Garage II – Greenville – 16 years
4. Valerie Waynick, Exec Legal Secretary – Penn Plaza – 33 years
5. Vivian Baker, Assist. Director Trans – Penn Plaza – 26 years
6. Kerry Donovan, Chief Construction Management – Penn Plaza – 26 years
7. Marguerite Graves, Supervisor Facility Services – Penn Plaza – 28 years
8. Joyce Maverick, Manager Train Operations – Hoboken – 28 years
9. Theodore Patz, Manager Network Services – Penn Plaza – 34 years
10. Iverna Randolph, Revenue Security Agent – GOB – 34 years
11. Walter Scott, Senior Claims Specialist – Penn Plaza – 20 years
12. Maria Sousa, Supervisor Claims Administration – Penn Plaza – 38 years
13. Hazel Goode, Assistant Conductor – Various – 35 years
14. Edward Karpinski, Lead Maintainer – Maplewood – 33 years
15. Dennis McGuire, Carman – Hoboken – 36 years
16. John Novotka, Foreman III – Port Morris – 36 years
17. Candice Schwartz, Assistant Conductor – Various – 12 years
18. Frank Walsh, Operator – Howell – 25 years
19. Michael Fisher, Chief Instructor – Ferry Street – 40 years
20. Daniel Lijoi, Director Office Technology & Planning Systems – GOB – 33 years

ACTION ITEMS

ITEM 2002-01 AGREEMENT WITH PSE&G FOR SUBSTATION SERVICES

Ongoing Strategic Partnership with PSE&G

- Mason Substation
 - Public Service Electric & Gas Company (“PSE&G”) is designing and constructing, and will own and operate the new resilient Mason and Building 9 Substations.

- NJ TRANSITGRID
 - Mason Substation will serve as a key interconnection point for the NJ TRANSITGRID Microgrid Central Facility, including with the PJM electrical grid.

Photo: **Mason Substation at MMC Rail Property in Kearny, NJ.** PSE&G constructed the contingency station, shown in the foreground, to allow for demolition of the existing Mason Substation.



ITEM 2002-01 AGREEMENT WITH PSE&G FOR SUBSTATION SERVICES

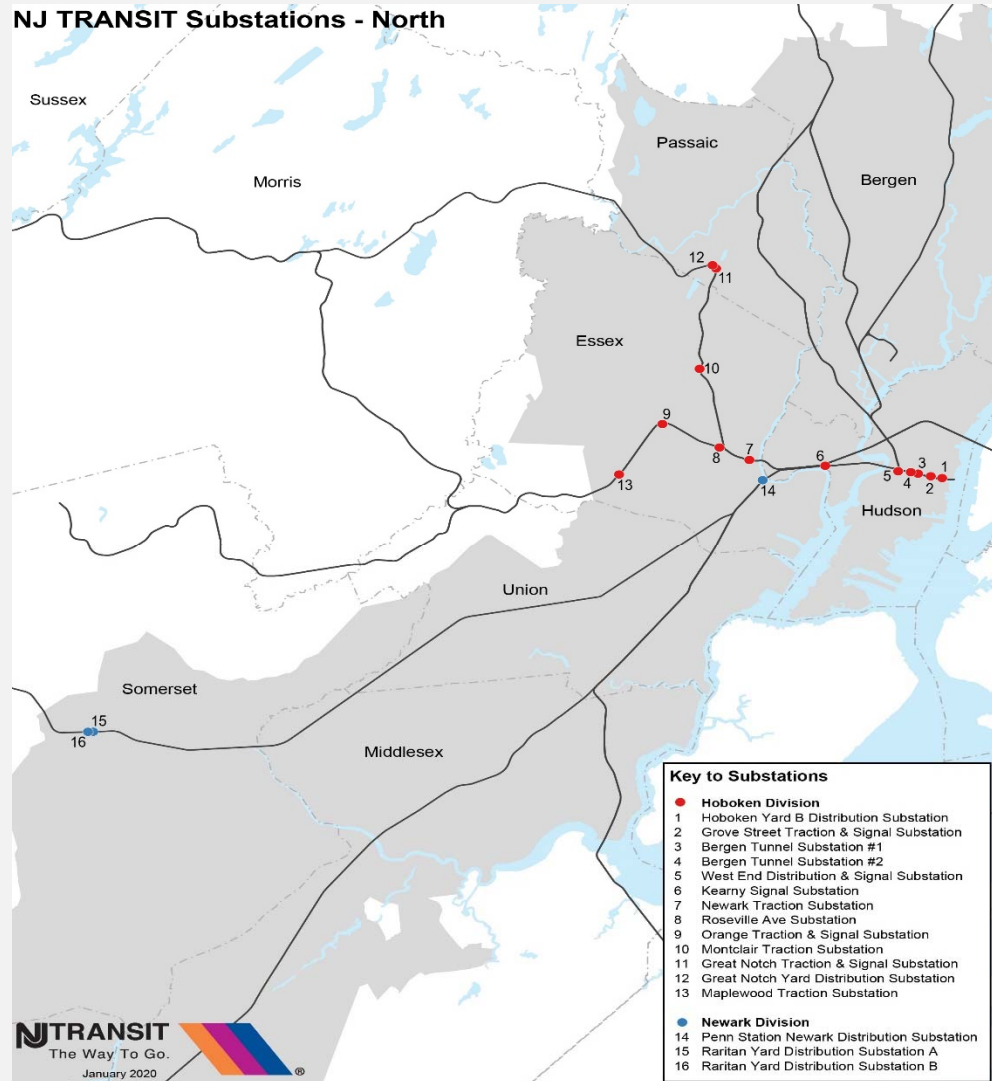
After completion of the selected pilot, NJ TRANSIT contemplates issuing to PSE&G a notice to proceed to perform inspections and condition assessments of NJ TRANSIT's 15 remaining substations within PSE&G's service territory.

- Seeking authorization to negotiate and enter into an agreement with **Public Service Electric & Gas Company (PSE&G)** of Newark, New Jersey for a pilot program to provide utility services, including condition assessment services of certain NJ TRANSIT Substations at a cost not to exceed **\$7,000,000**, subject to the availability of funds.



ITEM 2002-01 AGREEMENT WITH PSE&G FOR SUBSTATION SERVICES

- Substations are high-voltage electric system facilities used to switch generators, equipment, and circuits and to change voltage levels. They operate 24/7 and provide traction power to the rail system and to each bus and rail terminal.
- The Board of Directors has approved \$60M of substation improvements in the past 12 months.



Map of PSE&G Substation Inspection Area

ITEM 2002-01: NJ TRANSIT CAPITAL PROGRAM: AGREEMENT WITH PUBLIC SERVICE ELECTRIC & GAS COMPANY FOR UTILITY SERVICES INCLUDING INSPECTION AND CONDITION ASSESSMENT OF CERTAIN NJ TRANSIT SUBSTATIONS

WHEREAS, as part of NJ TRANSIT's focus on developing a moving-forward pipeline of capital needs, which will be reflected in a forthcoming Capital Plan, NJ TRANSIT is also committed to completing a full inventory of infrastructure and its condition; and

WHEREAS, the Federal Transit Administration (FTA) has issued a final rule that requires FTA grantees to develop Transit Asset Management (TAM) plans for their public transportation assets, including vehicles, facilities, equipment, and infrastructure; and where all recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53, including NJ TRANSIT, that own, operate, or manage capital assets used in the provision of public transportation, are required to develop a TAM plan; and

WHEREAS, in compliance with Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141) legislation, NJ TRANSIT approved its initial Transit Asset Management (TAM) Plan on October 1, 2018. This Plan has established the initial NJ TRANSIT Asset Management Policy and State of Good Repair (SGR) Policy; and

WHEREAS, NJ TRANSIT has ambitious plans for the development of an asset management program to support operating maintenance and capital rehabilitation and investment; and

WHEREAS, as part of its program, NJ TRANSIT seeks to negotiate and enter into an agreement with Public Service Electric & Gas Company (PSE&G) for the inspection and condition assessment of up to sixteen of NJ TRANSIT's substations; and

WHEREAS, PSE&G will perform a pilot program where it will inventory a selected NJ TRANSIT substation and use the experience of conditioning that substation to develop an inspection regiment; and

WHEREAS, PSE&G will develop and recommend asset condition assessment criteria for NJ TRANSIT's approval, based on the equipment identified by the station inventory; and

WHEREAS, upon NJ TRANSIT's approval of the assessment regiment, PSE&G will apply that approach to inspect, test, and evaluate the selected substation; and

WHEREAS, after completion of the selected pilot inspection and condition assessment, NJ TRANSIT contemplates issuing to PSE&G a notice to proceed to perform inspections and condition assessments of other NJ TRANSIT substations; 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 negotiate and enter into an agreement with Public Service Electric & Gas Company (PSE&G) to provide utility services, including condition assessment services of up to sixteen (16) NJ TRANSIT Substations at a cost not to exceed \$7,000,000, subject to the availability of funds.

ITEM 2002-02 COMMUNITY MOBILITY AND LOCAL PROGRAMS BUS PURCHASE

The Community Mobility and Local Programs Bus Purchase will provide light transit-style buses to subrecipients for transportation for senior citizens, people with disabilities, and the general public in New Jersey.

- Staff seeks authorization to enter into NJ TRANSIT Contract No. 19-053 with **Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales** of Trenton, New Jersey, for the purchase of thirty-two 24-passenger light transit style vehicles (medium-duty cutaways) in an amount not to exceed **\$4,383,247.00**, plus five percent for contingencies, for a total authorization of **\$4,602,409.35**, subject to the availability of funds.



ITEM 2002-02
COMMUNITY MOBILITY AND LOCAL PROGRAMS BUS
PURCHASE

- NJ TRANSIT purchases vehicles on behalf of subrecipients awarded vehicles in pass-through FTA programs, including:
 - ❑ Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities yearly competitive program. These vehicles are used in services designed to meet the needs of senior citizens and people with disabilities.
 - ❑ Congestion Mitigation and Air Quality (CMAQ). Awarded by MPO's in their Local Initiatives program and these vehicles are used as community transportation shuttles for the general public.

ITEM 2002-02: COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-TWO (32) LIGHT TRANSIT STYLE VEHICLES WITH LIFT

WHEREAS, the State of New Jersey has applied for and funded local transit services throughout the state through a variety of Federal Transit Administration (FTA) grant programs; and

WHEREAS, funding is available to purchase vehicles for local transportation programs under FTA Section 5310, and CMAQ; and

WHEREAS, NJ TRANSIT'S Technical Evaluation Committee has reviewed the vendor proposals received for the provision of purchase of thirty-two (32) medium-duty buses; and

WHEREAS, upon completion of the competitive procurement process, it has been determined that Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales of Trenton, New Jersey, submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-053 with Rohrer Enterprises, Inc. of Trenton, New Jersey, for the purchase of sixteen 24-passenger light style transit vehicles at a cost of \$2,191,231.00, plus five percent contingencies, subject to the availability of funds and Board approval of the Local Programs annual Board item; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to exercise the options to extend NJ TRANSIT Contract No. 19-053 to purchase the remaining sixteen vehicles over the four-year option period in accordance with the Request for Proposal and the vendor's proposal, at a cost not to exceed \$548,004.00 for each additional 12-month period, plus five percent for contingencies, subject to the approval of funds and Board approval of the Local Programs annual Board item.

LONG SLIP FILL AND RAIL ENHANCEMENT



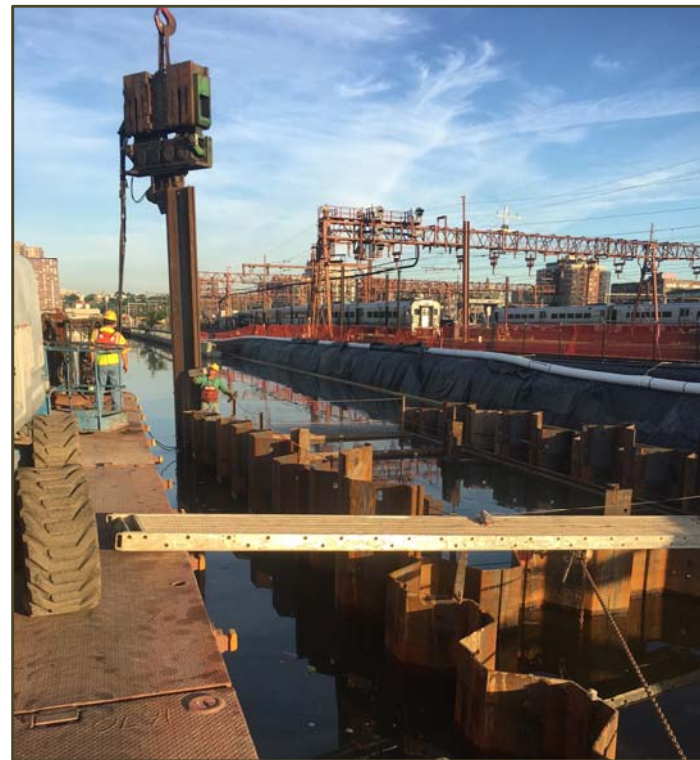
Resilience Program • Building Stronger

ITEM 2002-03
LONG SLIP FILL AND RAIL ENHANCEMENT
FEBRUARY 2020

ITEM 2002-03 LONG SLIP FILL AND RAIL ENHANCEMENT

Phase 2 of the Long Slip Fill and Rail Enhancement Rail project is currently addressing the railroad engineering design of new railroad improvements: two track interlockings; six yard tracks; catenary power, bridge and viaduct structures to connect the existing rail infrastructure to the new passenger platforms in the Long Slip Station. This includes structural fill to rail tracks above the base flood elevation with retaining walls above existing grade levels.

- This Board Item is seeking authorization to amend NJ TRANSIT Contract No. 16-006 with **AECOM USA, Inc.** to provide additional railroad, bridge and facility engineering services on Phase 2 of Long Slip Fill and Rail Enhancement plans at a cost not to exceed **\$4,000,000** and increase the contract amount from \$8,424,520 to a total cost of \$12,424,520.



ITEM 2002-03 LONG SLIP FILL AND RAIL ENHANCEMENT

Grove Street Bridge Modification, Traction Power & Feeders, RTU & Signal Bungalow Passenger/Rail Personnel Facility & Pedestal Pits



- Design modifications are required to the Grove Street Bridge.
- Extension of traction power from the Grove Street Substation.
- Remote Terminal Unit (RTU) and signal communication bungalow upgrades.
- Completion of the design of the Long Slip Station and Passenger/Rail Personnel Facility.
- Advantageously low cost to install a second pit at Long Slip due to its incorporation with the new site development costs.

ITEM 2002-03: NJ TRANSIT RESILIENCE PROGRAM: LONG SLIP FILL AND RAIL ENHANCEMENT: CONTRACT AMENDMENT FOR PHASE 2 DESIGN SERVICES

WHEREAS, NJ TRANSIT's Long Slip Fill and Rail Enhancement Project area is located within the Hoboken Rail Yard along the Hudson River Waterfront along the boundary of southern Hoboken and northeastern Jersey City; and

WHEREAS, the Long Slip Canal is a boat slip within Jersey City which was initially used as a shipping port but has not been active for over four decades; and

WHEREAS, the Hoboken Yard and the City of Hoboken suffered significant storm-surge from Superstorm Sandy on October 30, 2012, due in part to the speed with which wind-driven Hudson River water was able to travel up the Long Slip and enter the Yard, leading to more rapid and possibly deeper flooding than would have occurred had Long Slip not existed; and

WHEREAS, the Long Slip Fill and Rail Enhancement Project involves the combined sewer overflow extension and the filling of the Long Slip Canal (Phase 1); and the construction of new tracks on the filled area to serve ADA-accessible, high-level boarding platforms, as well as the construction of a passenger/rail personnel facility (Phase 2); and

WHEREAS, the Long Slip Fill and Rail Enhancement Phase 1 Project will provide additional surge protection of Hoboken Yard equipment and infrastructure and reduce the potential of lesser storm surges that occur on a more frequent basis; and

WHEREAS, the Long Slip Fill and Rail Enhancement Phase 2 Project will support operations of commuter rail services to/from Hoboken Yard in advance of and immediately after a storm or other event, will be at an elevation above the FEMA base flood elevation as required, will allow for supplemental service to and from Hoboken Terminal during service disruptions elsewhere on the system, and will enable more efficient train operations under normal operating conditions; and

WHEREAS, the Federal Transit Administration selected the Long Slip Canal Fill and Rail Enhancement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, NJ TRANSIT Board took action on April 4, 2017 to approve Board Item 1704-14 to retain AECOM USA, Inc. to undertake preliminary and final design services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement per NJ TRANSIT Contract No. 16-006; and

WHEREAS, on November 13, 2019, NJ TRANSIT solicited a proposal from AECOM USA, Inc. for Additional Design Services; and

WHEREAS, a proposal was received from AECOM USA, Inc. on December 12, 2019; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a 23 percent Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 16-006, and the NJ TRANSIT Office of Business Development reviewed the proposal and identified 23 percent DBE participation; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. for Additional Design Services for the Long Slip Fill and Rail Enhancement Phase 2 for an additional amount up to \$4,000,000, bringing the total contract authorization to \$12,424,520, subject to the availability of funds.

ITEM 2002-04 PURCHASE OF MAIN INDUCTORS FOR ARROW III EMU VEHICLES

The Arrow III Electrical Multiple Unit (EMU) were originally built in 1977 by General Electric for Erie Lackawanna and had a mid-life overhaul in 1992-1995 during which a new AC propulsion system replaced the original, less powerful DC system.

- NJ TRANSIT currently operates 69 Arrow III EMU married pairs consisting of two (2) vehicles, an “A” and a “B” car, which cannot operate independently of one another.
- Each Arrow III married pair requires a Main Inductor, which is the backbone of the high-voltage system, to reduce electrical losses and improve the electrical systems overall performance.
- The Main Inductors installed during the mid-life overhaul have reached the end of their useful life cycle and are failing.
- These failures will continue to occur at a more frequent rate, causing regular reliability and availability issues for revenue service trains until they are replaced.



ITEM 2002-04 PURCHASE OF MAIN INDUCTORS FOR ARROW III EMU VEHICLES

Replacing these units is an essential part of keeping this fleet in a state of good repair and providing reliable service to NJ TRANSIT customers.

Authorization of the proposed contract will:

- Ensure the safe and reliable operation of the Arrow III fleet
- Ensure that the high-voltage system on the Arrow III vehicles function reliably and do not result in service interruptions for NJ TRANSIT customers.
- The Arrow III's must remain in service to meet schedule requirements on electrified territories until the Multilevel III vehicles are delivered and enter revenue service beginning 2023 through 2024.



ITEM 2002-04 PURCHASE OF MAIN INDUCTORS FOR ARROW III EMU VEHICLES

Delivery Schedule

Months after NTP	Main Inductor Delivered	Married Pairs installed
4	5	5
8	13	13
12	21	21
16	29	29
20	37	37
24	45	45
28	53	53
32	61	61
36	69	69

Pricing

	Units	Total
Tooling Charge		\$6,500.00
Main Inductors	69	\$3,243,331.00
Total w/ 5% Contingency		\$3,412,322.55

**ITEM 2002-04: PROCUREMENT BY EXCEPTION: PURCHASE OF MAIN
INDUCTORS FOR THE ARROW III ELECTRIC MULTIPLE UNIT
VEHICLES**

WHEREAS, NJ TRANSIT currently operates 69 Arrow III EMU married pairs, which are needed to meet service requirements on NJ TRANSIT's electrified territories; and

WHEREAS, the Main Inductor is the backbone of the high-voltage system on the Arrow III vehicles; and

WHEREAS, the Main Inductors on the Arrow III vehicles, which were installed new as part of the mid-life overhaul on the Arrow III fleet beginning in 1992 (and last replaced during 2006 – 2008), are now coming to the end of their useful life and are starting to need more maintenance and repairs; and

WHEREAS, these inductors, which were designed specifically for use on these vehicles and have been reliable over their service life; and

WHEREAS, if these units are not replaced in the near future, the failures will continue to occur, and at a more frequent rate, until they begin causing regular reliability and availability issues for revenue service trains;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 18-605 with Hitran Corporation of Flemington, New Jersey, for the purchase of sixty-nine (69) Arrow III EMU Married Pair Railcar Main Inductors, a.k.a. Hitran Part Number AP3092-00 "A" Car Main Inductors, including the tooling charge in the amount not to exceed \$3,249,831.00, plus five percent for contingencies, for a total contract authorization of \$3,412,322.55, subject to the availability of funds.

ITEM 2002-05: PROFESSIONAL SERVICES CONTRACT TO CONDUCT A “BEST PRACTICES” QUINQUENNIAL STUDY OF NJ TRANSIT’S FINANCIAL MANAGEMENT AND BUDGET REPORTING PRACTICES

WHEREAS, Public Law 2018, Chapter 162 (commonly referred to as the NJ TRANSIT Reform Law) was signed by New Jersey Governor Philip D. Murphy on December 20, 2018; and

WHEREAS, NJ TRANSIT continues to implement various mandates as a result of the Reform Law in order to make continual improvements in the Corporation; and

WHEREAS, the Reform Law requires, among other things, NJ TRANSIT to hire an independent firm, at least once every five years, to: 1) conduct a study on the financial management practices and budget reporting practices of mass transit agencies throughout the country and 2) prepare a report with findings regarding the best practices for financial management and budget reporting by mass transit agencies and a comparison of those best practices, including recommendations, with the practices and policies of the Corporation; and

WHEREAS, an independent firm will conduct a full assessment of NJ TRANSIT’s financial management and budget reporting practices, inclusive of, but not limited to, organizational structure, inventory management, business processes, and technology; and

WHEREAS, the report prepared by the independent firm shall be issued within 24 months of the effective date of the Reform Law or by December 19, 2020; and

WHEREAS, the report shall be submitted to the Governor and pursuant to Public Law 2011, Chapter 184, notice of the availability of the report submitted to the President of the Senate, Speaker of the General Assembly, and Director of Public Information in the Office of Legislative Services; and

WHEREAS, NJ TRANSIT advertised a Request for Proposal on November 1, 2019 and received one responsive proposal; and

WHEREAS, NJ TRANSIT determined that Guidehouse LLP’s proposal and other determining factors meet the requirements of the Request for Proposal; and

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to enter into NJ TRANSIT Contract No. 20-019 with Guidehouse LLP of New York, New York, to provide consulting services to NJ TRANSIT in order to conduct the statutorily-mandated study regarding the best practices for financial management and budget reporting at a cost not to exceed \$540,849.44, plus ten (10) percent for contingencies, subject to the availability of funds.

**ITEM 2002-06: REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:74
PROCEDURE FOR CLAIMS OF DESTRUCTIVE
COMPETITION**

THIS ITEM WAS DEFERRED

ITEM 2002-07: REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:75
BUS ALLOCATION PROGRAM GUIDELINES AND
PROCEDURES

THIS ITEM WAS DEFERRED

**ITEM 2002-08: REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:76
PRIVATE CARRIER CAPITAL IMPROVEMENT PROGRAM
GUIDELINES AND PROCEDURES**

THIS ITEM WAS DEFERRED

ITEM 2002-09: REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:85
CONTRACTING OUT POLICIES AND PROCEDURES

THIS ITEM WAS DEFERRED

ITEM 2002-10: PERSONAL INJURY CLAIM OF RAPHAEL ROBINSON

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

WHEREAS, Raphael Robinson 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 Raphael Robinson through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 2002-11: FINANCIAL ADVISOR FOR NJ TRANSITGRID

WHEREAS, NJ TRANSIT proposes to implement the NJ TRANSITGRID project designed to provide reliable power to support service and facilities throughout NJ TRANSIT's and Amtrak's critical service corridors in the northeast; and

WHEREAS, NJ TRANSIT is considering innovative structures, including proposals from qualified private partners who are able to design, construct, finance, commission, operate, and maintain the NJ TRANSITGRID project under the terms of an anticipated Joint Investment Partnership Agreement or JIPA; and

WHEREAS, NJ TRANSIT requires a qualified, certified, and independent financial advisor with specific experience advising on public-private partnership (P3) projects for large, complex capital programs involving infrastructure services; and

WHEREAS, NJ TRANSIT requires the financial advisor to assist in the evaluation of the structuring of the procurement, to provide market advice and to evaluate financial proposals and mechanisms; and

WHEREAS, NJ TRANSIT issued a Request for Proposal to three financial advisors appointed to the State of New Jersey Treasurer's Office Public Private Partnerships Advisors Pool, and received three bids; and

WHEREAS, a Technical Evaluation Committee selected Piper Sandler & Co. as the highest technically ranked firm and, NJ TRANSIT determined Piper Sandler & Co.'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 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 hereby authorized to enter into NJ TRANSIT Contract No. 20-037 with Piper Sandler & Co. to provide financial advisory services to NJ TRANSIT for the procurement and selection of providers of the NJ TRANSITGRID project at a cost to be discussed in Executive Session.