

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

March 16, 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, March 11, 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, March 11, 2020.

Board Members Present

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

Staff Present

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Caroline Vachier, Deputy 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 6:00 p.m. in accordance with the Open Public Meetings Act. James Brown, 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, noting Board Members Adams and Greaves were participating by telephone.

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 March 5, 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

Chair Gutierrez-Scaccetti said as mentioned last month, they were moving Executive Session to the end of the meetings with the idea that they will only have one before if they have a matter that is pending before the Board that evening. The general plan will be not to have this occur, however, they have a very important matter that they need to address in Executive Session. Chair Gutierrez-Scaccetti said the Board will be going into Executive Session in a moment and said that it will be brief.

At approximately 6:07 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 Tenancy Dispute of Russell Graddy and Atlantic City Souvenir and Snacks Inc. Board Member Brian T. Wilton made a motion, Board Member Cedrick T. Fulton seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Ajmani	Doshi	Fulton	Maroko	Wilton	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 6:23 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the February 12, 2020 Board meetings. Board Member Brian T. Wilton made a motion, Board Member Cedrick T. Fulton seconded the motion, and it was adopted.

Roll Call Vote:

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

Action Item 2003-17

Chair Gutierrez-Scaccetti noted before they begin the President & CEO’s Report, she asked to move item 2003-17 to the beginning of the agenda. That is the Tenancy Dispute of Russell Graddy and Atlantic City Souvenir and Snacks Inc. Before moving the item, she asked if there was any public comment on that item and Board Secretary Zuczek informed her two people signed the speaker’s sheet.

Errol Kerr said this was a very special evening for him and the other Russell Graddy supporters. Mr. Kerr said they have been coming to NJ TRANSIT for over three years on this issue, and for a resolution to be on the agenda tonight pleases them. Mr. Kerr said he and the Graddy supporters may have said things in the past out of anger because they were on edge, but nothing that they said was personal. Mr. Kerr wanted to assure the Board of their respect for them and for the process in which they handled this issue, because if they did not, they would not have continued to come down to NJ TRANSIT for the last three long years. He thanked the Chair and all those who have come to the podium time after time in support of Russell Graddy. Mr. Kerr's last comment to the Board was to go ahead, please vote yes to this resolution.

Russell Graddy said for the first time in his life he did not know what to say. Mr. Graddy said justice has been a long time coming and for some it started three years ago, but for him it started in 2004. Mr. Graddy believed it started out with some bad decisions being made by NJ TRANSIT and that he could not stand there today and explain why this happened to him. Mr. Graddy said coming out of the tradition of Dr. Martin Luther King Jr., whom he spent some time with just a few days before his assassination, he knows when you are right you are going to fight for fairness and justice. Mr. Graddy said he invested a lot of time on this issue because he knew he was right, and he fought back. Mr. Graddy also believes tonight will be the night for fairness and justice for all his orange shirt supporters that have been coming to NJ TRANSIT with him for the past two years, because many he engaged in this situation disappointed him. Mr. Graddy thanked all his supporters and asked them to give themselves an applaud, and said he really appreciated them, and said that if they stick with something, they know is right, it wins over anything.

Mr. Graddy said he would like to thank the Board for taking the time to go back and investigate his issue and reach the point they have come to tonight. Mr. Graddy said he must be frank, because he was not totally satisfied with what he received or felt it was what he truly deserved but it was tangible, and he thanks the Board. Mr. Graddy said he is going to retire the orange shirts for this issue. Along the way he formed a justice group for Mr. G, and they will continue to fight for justice and what is right.

David Peter Alan said he would like to address Mr. Graddy's issue and that he practices law in South Orange. Mr. Alan said he was making a personal statement, and he was going to address this issue during his regular statement but wanted to comment now. He said he was absolutely delighted that NJ TRANSIT was willing to reach a settlement with Mr. Graddy, since hearing about Mr. Graddy's case three years ago from his colleague Steven Thorpe. Since then Mr. Alan said he has become a supporter and customer at Mr. Graddy's diner. Mr. Alan says he knows from practicing litigation law for 39 years what his profession calls "nuisance value." While Mr. Alan said he does not know the value offered to Mr. Graddy, he saw literature saying it will be above \$500,000 and that kind of a number in a dispute like this is more than nuisance value. Mr. Alan said he knows in a settlement neither side gets what they want, but both sides get something they can live with and he is glad this dispute is finally over.

2003-17 TENANCY DISPUTE OF RUSSELL GRADDY & ATLANTIC CITY SOUVENIR AND SNACKS INC.

Chair Gutierrez-Scaccetti asked William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2003-17. William Viqueira recommended approval of Action Item #2003-17: Tenancy Dispute of Russell Graddy & Atlantic City Souvenir and Snacks Inc.

Approval was requested to settle the tenancy dispute of Russell Graddy & Atlantic City Souvenir and Snacks Inc. at an amount discussed in executive session. NJ TRANSIT has approved the proposed settlement, subject to the availability of funds.

Board Member Brian T. Wilton made a motion, Board Member Cedrick T. Fulton seconded the motion, and the item was adopted.

Roll Call Vote:

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

Chair Gutierrez-Scaccetti told Mr. Graddy that he is officially settled, shook his hand, and congratulated him, letting him know she was happy for him.

President & CEO’s Monthly Report

President & CEO Corbett began with an update on the many precautions NJ TRANSIT is taking in response to the coronavirus, or COVID-19. In accordance with Governor Murphy’s Executive Order 102, creating a Coronavirus Task Force, NJ TRANSIT has been working with administration officials and state agencies to protect customers and employees. They are working in close coordination regionally with the New Jersey Department of Health, the Port Authority, the MTA, SEPTA, PATH, Amtrak, and others, and nationally with USDOT, the US Department of Health, and APTA.

NJ TRANSIT enhanced cleaning procedures systemwide to include disinfection regimens onboard vehicles every 24 hours and at major stations and terminals on each shift throughout the day. Internally, they are following the established Comprehensive Emergency Management Plan (CEMP). NJ TRANSIT personnel, under the leadership of New Jersey Transit Police Department’s Office of Emergency Management, are trained and prepared to handle incidents requiring cross-functional and inter-agency coordination. They follow the National Incident Management System, or NIMS, which is a national standard of principles and methods used in response to incidents.

On February 6, 2020, they formed an internal task force, including staff from their Medical, Office of Emergency Management, Environmental, Safety, Communications departments, and all operating lines. As part of the NIMS process, the task force is

formally organized in an Incident Command Structure, or ICS, which is a standardized incident organizational structure for the management of all incidents.

Some of the Section Chiefs in their ICS were there today. President & CEO Corbett asked them to raise their hand when he called their name. The Incident Commander is Senior Vice President & Chief Safety Officer, Brian Lapp. The Deputy Incident Commander is Director of Medical Services Laura Wooding who was at another meeting so she could not attend. The Finance Section Chief, responsible for tracking related expenses is Senior Vice President, Chief Financial Officer & Treasurer Bill Viqueira. The Logistics Section Chief, responsible for securing resources as needed, is Chief of Procurement & Support Services Jignasa Desai-McCleary. The Planning Section Chief, responsible for the Incident Action Plan, is Senior Vice President, Chief of Police & Office of Emergency Management Chris Trucillo. The Operations Section Chief, with oversight of the Operations Groups, and the Environmental and Safety Branches is Senior Director of Environmental Service John Geitner.

All of these sections are made up of several support staff members to ensure all incident needs are met. They also included union leadership as a part of the Command Structure as their union workforce is integral to their mission.

This task force is meeting daily, coordinating with state and federal health officials and sharing the most up-to-date information. They have ramped up public messaging as well. In addition to last week's press release, they are communicating regularly and frequently on social media, have messages on all digital assets throughout the system, and will have a web page launching tomorrow dedicated to information on NJ TRANSIT's response.

To be clear, health officials have said the general public is not considered at risk at this time, and the immediate health risk from COVID-19 is considered low. Nevertheless, NJ TRANSIT is working to stay ahead of the situation in every way possible to ensure the health and safety of customers and employees to keep their state moving.

As the Governor's Administration leads a robust response to COVID-19, it's also leading the way through unprecedented investment in NJ TRANSIT. Under Governor Murphy's proposed \$2.53 billion operating budget, the State would increase its investment in NJ TRANSIT by \$132 million, including a record total operating subsidy of nearly \$600 million. Based on their progress and results over the past two years, President & CEO Corbett believes this is a testament to the Governor's confidence in their ability to effectively and responsibly use the State funds appropriated.

Additional funds will support a combination of investments focused on service enhancements that improve the customer experience. These investments include: additional bus operators and service hours targeted primarily along the northern region and interstate markets, to meet surging demand and to improve on time performance; technology investments to improve customer communications, including continued enhancement of our mobile app and website; upgrading infrastructure at train stations, bus garages, bus terminals, rail yards, and park and rides; four additional classes of

locomotive engineer trainees; additional rail terminal staff across New York, Newark, and other stations, including ticket agents, platform staff, train dispatchers, and other train operations support staff; and the expansion of their police force, adding coverage throughout their transit system.

Additional funds will also be allocated to new strategic investments, including their Battery Electric Bus Program, which advances the State's clean energy goals and a new group dedicated to seeking out and executing Transit-Oriented Development opportunities.

All these investments are critical to restoring customer confidence, and to building on the significant progress they have made over the past two years.

They have more progress to report for both rail and bus with year-over-year improvements continuing for both services. Rail on-time performance increased from 88.8 percent in February of 2019 to 93.2 percent last month, up more than four percentage points. Rail cancellations last month were down by nearly 50 percent compared to February 2019. Another noteworthy statistic on rail was only three cancellations in February were the result of engineer availability.

Bus on-time performance last month was 95.7 percent overall, their highest monthly on-time bus performance since July 2010, almost 10 years. Bus on-time performance to the Port Authority Bus Terminal (PABT) last month was 92.7 percent, their best February to the PABT in the past five years, despite increasing ridership on interstate bus routes. Though they are making steady progress, they won't stop until NJ TRANSIT delivers the world-class transportation experience customers deserve.

President & CEO Corbett delivered a similar message last week at a hearing of the U.S. House Subcommittee on Railroads, Pipelines, and Hazardous Materials, entitled: "Funding a Robust Freight and Passenger Rail Network." This is a subcommittee of the House Transportation and Infrastructure Committee, chaired by U.S. Congressman Peter DeFazio. Although he was not there in his capacity as Co-Chair of the Northeast Corridor Commission, he was the sole representative of passenger rail systems nationwide.

Many of the needs and challenges he discussed were those felt by transit systems throughout the country and will likely only increase as the U.S. population trend continues to shift from rural to urban settings. More metropolitan areas are competing for transit dollars than ever before, and that trend will only continue.

Along those lines, President & CEO Corbett made the case for more federal investment in transit. He said they can't have a first-world economy on third-world infrastructure. NJ TRANSIT is also an essential element of their region's \$1.7 trillion economy, which accounts for about 10 percent of their entire nation's gross domestic product. Clearly, the federal government has good reason to invest in NJ TRANSIT's network, to sustain and support economic vitality.

President & CEO Corbett also updated subcommittee members on their progress installing Positive Train Control or PTC. As some may know, when he joined NJ TRANSIT in February of 2018, this federally-mandated project was just 12 percent complete toward a December 31, 2018 interim deadline of full installation, after eight years. In 10 months, they got it done.

At their October Board Meeting, their contractor Parsons, brought to their attention some software issues impeding their progress. Today, however, those issues appear to have been resolved. Best of all, last month, they received approval from the Federal Railroad Administration or FRA to enter Revenue Service Demonstration, or RSD testing. This week they began testing PTC on trains in revenue service on the Morris & Essex or M&E lines. After the M&E, they will begin testing PTC on trains in revenue service throughout their entire rail network, where they were already conducting extensive field functionality tests.

To be sure, meeting the December 2020 deadline will still require a monumental, behind-the-scenes effort. But based on their success in 2018, the recent approval to enter RSD, and the continued support from the FRA, Amtrak, and their other rail partners, President & CEO Corbett is confident they are going to make it.

As NJ TRANSIT advances PTC, they are pushing forward on a number of previously long-stalled capital projects. Last month, they received six bids for their largest contract to replace the Raritan River Bridge. They are currently performing a responsiveness and responsibility review of these bids, which came in within NJ TRANSIT's original project estimates. This project, estimated at approximately \$600 million overall, is scheduled to begin later this year.

The Long Slip project also continues to progress. This project, which will modify a former barge canal next to the Hoboken Terminal to eliminate it as a conduit for flood water, includes the construction of three ADA-accessible platforms to support six new tracks and other amenities. In October, the Board awarded an approximately \$40 million construction contract for this \$400 million project, which includes filling of the canal. And they will soon break ground on Phase One of this critical system resiliency project.

Last week, President & CEO Corbett was proud to stand with Governor Murphy to celebrate early construction work, estimated at \$10 million, underway on another long-stalled project: The Hudson-Bergen Light Rail or HBLR Route 440 Extension. This project will extend the HBLR's West Side Avenue branch from the West Side Avenue station to a new station farther west, spurring economic growth and creating an entirely new neighborhood west of Route 440.

The Portal North Bridge project continues to advance. This project, estimated at \$1.7 billion, is in addition to the more than the one billion dollars in capital projects they have already committed over the past two years. They are now entering the engineering phase for Portal North, which is the next step toward a full funding grant agreement and getting shovels in the ground.

Since the last Board meeting, NJ TRANSIT had very productive meetings with the United States Department of Transportation or USDOT and the Federal Transit Administration or FTA and have been working closely with the FTA to incorporate innovative cost-saving methods and incentives for the project. For example, should they complete the bridge replacement under budget, as they did for all their early action work, FTA may allow NJ TRANSIT to repurpose a portion of unexpended FTA funds to advance other elements of the project, integral to its success, aside from any savings NJ TRANSIT realizes.

President & CEO Corbett was also proud that, in testimony before the U.S. Senate, U.S. Secretary of Transportation Elaine Chao praised the quality of NJ TRANSIT's Portal North submission, and their collaborative approach to getting this project finally across the finish line. This is a credit to the talent and expertise of NJ TRANSIT's professional staff.

President & CEO Corbett said there is more good news for increasing trans-Hudson capacity. Last week, the FRA released an Environmental Assessment to replace the Sawtooth Bridges. These critical spans, which carry NJ TRANSIT's busy Morris & Essex Line to Hoboken, which were built in 1907 and are in urgent need of replacement and expansion. This Environmental Assessment puts NJ TRANSIT one step closer to increasing capacity and reliability for NJ TRANSIT and Amtrak customers, and to ultimately eliminating a major bottleneck in the busiest section of the Northeast Corridor.

And of course, all these developments are particularly welcome to all customers who have long been suffering from the impacts of the aging infrastructure between New Jersey and New York Penn Station. While most of these projects were mostly federally funded, they were not in context of a comprehensive capital planning process.

Since President & CEO Corbett arrival, they have been hard at work developing a five-year capital plan, which will be released in the spring and will provide a coherent approach to both state of good repair and expansion projects the agency sorely needs.

Public Comments

Board Secretary Zuczek announced there were 18 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.

Mayor William Curtis said he was the Mayor of Bay Head, New Jersey and was there to talk about the proposed substation for the Bay Head rail yard, formerly known as Fishhook, because it was the end of the line on the North Jersey Coast Line. Mayor Curtis said NJ TRANSIT received federal resiliency grant money to produce a substation. Mayor Curtis said he has provided the Board with copies of letters from his attorney and was awaiting a response from NJ TRANSIT. Mayor Curtis said he was not in favor of the substation being built in Bay Head and ideally, he would like it to be built in the North. The Bay Head train

station is not electrified so Mayor Curtis said he didn't see the need for the substation, especially one of this size.

Mayor Curtis said on February 13, 2020 a town meeting was held in Bay Head and many NJ TRANSIT personnel attended. He said if they had people like Paul Wyckoff and John Del Colle on their staff from 2003 on, they would not be in this situation today. Mayor Curtis said he thanks Mr. Wyckoff and Mr. Del Colle for the efforts they have put forth to listen to their concerns and try to address them. He knows there were massive things going on at NJ TRANSIT, but their requests have gone unanswered. Mayor Curtis said they had over 200 citizens attend the town hall meeting which should have indicated to NJ TRANSIT that they were serious about this, and want this done correctly.

Mayor Curtis said while he knows the building of the substation may not go away, he would like NJ TRANSIT to consider what they are currently proposing. When they went through the permitting process, they found many inconsistencies, one being that the new building would be built partially in the wetlands and their lake is within 50 feet of this area. He said it is a direct feed into Barnegat Bay which several Governors, including the current one, has pledged to keep clean. There have been eight other sites considered for this substation, but they were dismissed. Mayor Curtis said the ideal spot for the substation would be an off-site location which is several hundred yards north of Bay Head in an open lot away from residential communities in an industrial area near route 35. He said this lot would also have an electric feed on site because NJ TRANSIT's proposal is to install 15 65-foot high telephone poles with high tension wires to have a redundancy feed in the event of a power loss. Mayor Curtis said while he understands a substation is needed but asked that it be set up in the open lot where it would provide no negative impact to the community or area. He would also propose that the wires be underground, NJ TRANSIT consider the people of Bay Head concerns put forth in their letters for alternative sites to build on, and schedule hearings keeping Bay Head abreast of what the plans are.

Curtis Springstead from Wall Greek Historical Society said they have rehabilitated the 1890 interlocking tower at one of NJ TRANSIT's historical stations, and thanked NJ TRANSIT for their long-term lease and easement to the land adjacent to that tower. Mr. Springstead said he wanted to remind everyone that they have been working at this for 20 years and have invested over \$200,000, increasing safety along the tracks by building a 150-foot fence that keeps people from walking onto the tracks.

Mr. Springstead said it is encouraged that all the community lines rehabilitate the top of station buildings and they were told by the developers that just built the new apartments next NJ TRANSIT's tracks, they were excited by the work the Historical Society started back in 1999. Mr. Springstead said there are railroading museums and they are moving along slowly, and to take it the next level, he was there to make a simple request to get out a model board device that was left in one of the orange warehouses of NJ TRANSIT. Mr. Springstead said it was a map of the area that indicated the condition of the tracks, he was working with NJ TRANSIT employees, and they submitted an OPRA Request for the last 5-7 years with no particular action. They would be happy to come and pick this information up. He would

really like senior management's help in getting this information because it is critical to their project. Mr. Springstead said they were celebrating 130 years of this building's existence.

Peter Spall is a former NJ TRANSIT employee from 2007 until 2017. He started off with a quote from George Herman Ruth Jr. "Everybody gets one chance to do something great, most people never take the chance either because they're too scared or they don't recognize it when it spits on their shoes." He spoke as an advocate representing riders and commuters of NJ TRANSIT.

Mr. Spall said the current Chief Customer Experience Officer & Customer Service Advocate Stewart Mader has been insufficient in providing support to the public transportation riders and citizens of this region. He believes there are more suitable candidates to champion this cause. Mr. Spall said he takes issue with the fact that Mr. Mader has not walked a day in his shoes and worked around the NJ TRANSIT organization in various departments, such as Police Records handling irate customers requesting video footage of a bus or rail fatality, or in the Board Office where in his last job was as an Open Public Records Act Specialist. Mr. Spall said it was in this job where he really learned first-hand the intricate detail of the public information being requested on the OPRA Requests, the dilemma of NJ TRANSIT, and in doing this job he was the most hated. Mr. Spall also asked if Mr. Mader had been at Trenton litigations or hearings where they were booed or in a meeting where an Executive Director singled him out and not so politely said shut-up and say nothing. Mr. Spall also provided additional information in a written statement.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, said they continue to look forward to approval of two additional Board Members, including Janna Chernetz. He believes that besides being a rail expert, Ms. Chernetz is very familiar with the needs of NJ TRANSIT commuters, is a resident of New Jersey, and a frequent rider of the Raritan Valley Line. Mr. Bergen said last month he mentioned positive news that the Federal Transportation Administration categorized the Portal North Bridge Project to make it eligible for federal funding. Unfortunately, he saw online today that an article that was posted last Friday said that the U.S. Justice Department now issued an opinion calling into question another finding of that plan. Mr. Bergen said that he and his Coalition can understand the frustration of NJ TRANSIT and their thousands of constituents seeing new roadblocks being placed in the path of the urgently needed Gateway Project.

Mr. Bergen said the members of the Gateway Now Group Coalition plan to continue to press for federal support of this project. Mr. Bergen said he would like to thank President & CEO Corbett for his remarks at the March Committee Hearing meeting on House Transportation and Infrastructure in Washington in support of the pending surface transportation bill which includes \$55 billion for rail infrastructure across the country. Mr. Bergen said the remarks of President & CEO Corbett, Amtrak's Chief Operating Officer Steven Gardner, Congressman Peter DeFazio of Oregon and Chairman of the committee, New Jersey Congressman Donald Payne Jr., and their Congressman Tom Malinowski can all be found on the Coalition's webpage. He thanked everyone for expressing their support, not only for the funding of this project but for the Gateway Project too.

Mr. Bergen said he wanted to thank the NJ TRANSIT staff for getting him the statistics for the same platform transfers in Newark for the Raritan Valley Line passengers that was requested at the last Board meeting. He looks forward to further reviewing the statistics in detail. Lastly, with regards to expanding Raritan Valley's one-seat ride, they are looking forward to the completion of a study mandated by Senate Bill 3574 and he offers the assistance of their members and the elected officials along their line to help move this process forward.

Edward Nolan said he was a homeowner in Bay Head, New Jersey and his home is in proximity to where the NJ TRANSIT substation is to be built. Mr. Nolan referenced the Board Item proposal 1905-26 that was voted on by the Board on May 8, 2019 with everyone voting yes unanimously, and a two-part contract was awarded to PKF-Mark III Inc. and T.Y. Lin. He said this project included the building of a 142-foot pole and a structure that is very wide. This will be one of the largest structures to be built in Bay Head. Mr. Nolan said NJ TRANSIT has taken it upon themselves to accommodate some of the problems they had with Hurricane Sandy, and he really appreciates the time and efforts that has been put into that.

Mr. Nolan said he does have problems with the current plan as it stands. His first problem was that he and his wife live in close proximity to where this substation is going to be built, and they received no notification. Secondly, he said he can't express enough his concern about this substation being built in part of the wetlands, which drains into Barnegat Bay. Thirdly, the project is commandeering a part of the lake to support the construction process and this project will have both permanent and temporary plans disturbing him.

Mr. Nolan said he was there today to voice his concern that there were alternative sites that have been reviewed and that do not impede on Twilight Lake. At the end the day, he questions the potential catastrophe that could impact the Wetlands and both he and NJ TRANSIT do not want this to happen. As a businessman of 20-years, Mr. Nolan said the risks of something like this outweighs the positive, so why take the risk at all when there are viable alternatives. He thanked President & CEO Corbett for the extraordinary job he has done with numbers indicated in his report.

Ellen Nolan is a Resident of Bay Head, New Jersey. She wonders how many of the Board Members have visited Bay Head's Twilight Lake and asked them to blink twice if they had. Ms. Nolan said Twilight Lake is a lovely spot, they can see many beautiful species of birds, and this is the first time the swans are back since Hurricane Sandy. Ms. Nolan said they see the kids out on the Lake all summer long, paddle boarding and kayaking. There is also a dock where people fish and hang out just because it's a lovely spot.

Ms. Nolan asked why NJ TRANSIT would want to have all this industrial activity going on around a place where people go to observe nature and participate in recreational activities when there are other alternatives. She said Bay Head Yard is listed as one of their contaminated sites and questioned how Bay Head can trust that this is not going to continue in a negative fashion for contamination when NJ TRANSIT activities cause cross-contamination to begin with. Ms. Nolan asked how they can trust the species of birds that are there are going to be protected while the construction of a massive building and industrial

activity is going on. She asked NJ TRANSIT to revisit this idea and look at the plans and decide on a better location for the substation.

Jack May spoke on behalf of both the New Jersey Association of Rail Passengers and the Lackawanna Coalition asking the NJ TRANSIT Board Members to vote no on Board Item 2003-15 Annual Budget Proposal Transmittal. Mr. May said this Budget Proposal Transmittal is short of the data necessary for making an educated decision. They believe NJ TRANSIT's staff should have given the Board, especially its newest members, the courtesy and opportunity to review the Budget in detail at a Board Administrative Committee meeting as required by law. Mr. May said this did not occur so as a result Board Members and the public were not able to pose questions and receive answers, and simply put, insufficient information should make it impossible for a Board Member to vote yes on this item if he or she were to perform the required fiduciary duty. He believes the Board needs better data and action plans to be included in the Budget document.

Mr. May said they were urging a no vote for procedural and content reasoning of the Budget Transmittal because of the absence of essential data and incorrect assumptions. He said despite the huge amount of material that was being presented today, much of it was irrelevant, and nothing less than a data dump. Mr. May said key items to point out were: the proposed budget calls for increased financial support, but where are the performance goals for Fiscal Year 2021 and Fiscal Year 2022 to justify these funds, where are the goals for 21 key performance indicators listed in Appendix B. He asked what the increased funding is supposed to accomplish in terms of these key items. One goal Mr. May pointed out was when will missing trains from 2018 return. He asked which of the trains temporarily discontinued until 2019 due to PTC implementation will be returning in Fiscal Year 2021, and especially important, when will the 21st peak hour train return, whose removal reduced 1,088 desperately needed peak hour seats into New York Penn Station. He believes supplying monthly goals for this and updating them is very important.

Mr. May said he also believed that the Transmittal document should contain large and small positive train control milestones for the remaining months of Fiscal Year 2020 and each month of Fiscal Year 2021 including the start of Revenue Service Demonstration as President & CEO Corbett mentioned earlier. He said these two things should be supplied and updated monthly indicating whether and when monthly goals and dates are being achieved. Mr. May said on variance analysis, a line by line variance analysis of the proposed four-year budget outlook in Fiscal Year 2020 versus Fiscal Year 2021 and Fiscal Year 2022 should be included, plus there should be an additional column for Fiscal Year 2020, so one shows the budgeted numbers and the other the estimated numbers. The numbers in these columns should be compared to each other with reasons enumerated for the differences as is normal for such analyses.

Mr. May said personnel details regarding the size of the workforce and accompanying wages and salaries is especially important due to elements, such as, train annulments and cancellations due to engineer shortages. He said the exhibit shows the number of new hires and that should be netted against the retirements and separations. Mr. May noted his handout has additional information and his New Jersey Association of Rail Passengers and

the Lackawanna Coalition asks that the Board kick this Budget Transmittal back to staff and demand a meeting of the Board Administration Committee to discuss it, and this would resolve the current violation of NJ TRANSIT's Reform Act. Mr. May asked the Board if they could not vote no for the Budget Transmittal Board Item, to at least abstain.

Joseph Clift was happy for Mr. Graddy that he and his orange shirts don't have to come to NJ TRANSIT anymore, and it's wonderful this issue has been settled. Mr. Clift said this Board has been a rubber stamp for years, and the new Board Members probably are not aware of this because they have not been coming to these Board meetings for as long as he and Jack May has.

Mr. Clift told the Board that their job is to be independent and what Mr. May was saying tonight is that they do not have the information to make an informed decision. Mr. Clift provided information on the law for NJ Transit's Reform Act indicating that the Board Administration Committee shall advise the Board of Directors on Financial matters, including, but not limited to, proposed budgets and capital programs. (P.L.2018, Chapter 162, C.27:25-4.1,2. f. (2), NJ Transit Reform Act). Mr. Clift said he attended the Board Administration Committee meeting, none of this was mentioned, and suddenly this data dump appears, which is not good corporate governance. Mr. Clift said to the Board if they cannot vote to please abstain so that the staff will know the next time around. He believes there were many pieces missing from the Capital Program which are indicated on his handout.

Lastly, he urged the Board to take two tours with him throughout New York Penn Station and on the Long Island Railroad side to see who controls what and how everything runs. Mr. Clift also recommended a tour of the Canarsie Tunnels project to see the cable racking method that is being done and urged the Board do it soon while one of the tubes are being shutdown at night. He said on February 27, 2020 in her testimony, Transportation Secretary Elaine Chao told the U.S. House Appropriations Committee that Amtrak is going use the cable racking method also in their tunnel. Mr. Clift thinks NJ TRANSIT needs to look at this cable racking method because it can be done at night using one tube and the public would not know it was happening.

Mr. Clift said on the Portal North Bridge project a week from tomorrow the rules on Portal North will become permanent, and the Bridge will be closed from 5:00 a.m. until 10:00 a.m. and from 3:00 p.m. until 8:00 p.m. every weekday it is locked closed. He urged them to look at these projects and figure out where money is being spent well and where it is not.

Tim Sevenser said he was from the Village of Mount Tabor and a member of the New Jersey Association of Rail Passengers and the Don't Gas the Meadowland Coalition. Mr. Sevenser congratulated NJ TRANSIT on taking the Coronavirus serious because he witnessed an employee cleaning off a ticket vending machine at his train station and saw first-hand that they were making efforts. He believes NJ TRANSIT has historically had a bunker mentality and hopes with the new Board this will change. He noted he did see a change tonight with the Russell Graddy Settlement. Mr. Sevenser believes things at NJ TRANSIT are starting to improve and not going down, but he thinks they can do a lot more.

Mr. Sevenser said he thanked NJ TRANSIT for meeting with him to discuss the possibilities of solar renewable rail rather a 700-megawatt polluting natural gas plant. He said he still sees some type of attitude that NJ TRANSIT cannot change and not listening to the latest technology and improvements. Mr. Sevenser said they are here to help, and they want to work with NJ TRANSIT, and NJ TRANSIT has such resources and are the solution. He said electric rail can be renewably powered, and this must be a part of the Energy Management plan.

Mr. Sevenser said they've contacted one of the solar experts in the State on how to make solar powered rail possible. He believes they have 10 years and if they do not do something, they will all be fried. Mr. Sevenser wants NJ TRANSIT to make use of unused broken-down properties around stations to generate revenue, build something on them, or partner with someone and open coffee shops or waiting rooms for customers.

Joseph Basralian is from Chatham, New Jersey and one of the millions of people who are cheering for NJ TRANSIT and thanked them for all that they do. He said NJ TRANSIT is a people agency touching many people's lives and that is why he implored NJ TRANSIT to think about the bad decision to build a gas fired power plant instead of solar and renewable energy. Mr. Basralian said this is a pollution issue and NJ TRANSIT is a people agency, not a pollution agency. He has spent a lot of time talking to pulmonologists and their biggest concern is air pollution. Mr. Basralian said when gas fired type of pollution gets into peoples' lungs it makes them very sick and more prone to viral diseases. He believes NJ TRANSIT has to think of alternative options. He suggested that using money from Superstorm Sandy Relief funds for this power plant is silly, because they are using money that is supposed to be used to protect them from climate change and global warming. Mr. Basralian said to push back on this project because he wants NJ TRANSIT to thrive and be the people's agency it should be.

Norman Sutaria has appeared before this Board before and wanted to know who was familiar with the acronym BLUF. Mr. Sutaria said it stands for bottom-line up front, and he has three immediate steps NJ TRANSIT can take to help customers. He said first, customers deserve transparency, honesty, and the truth at all times even when the news is hard to deliver. Mr. Sutaria said it should not take him coming to a meeting to get answers. He said it could also be NJ TRANSIT's front-line employees helping customers find alternative options when delays occur because they know when they are more significant than others. Second, Mr. Sutaria said NJ TRANSIT needs to communicate their Strategic Plan to the public, and he asked President & CEO Corbett if he knew when this was going take place. President & CEO Corbett responded that this is not a question and answer forum. Third, he believes it is helpful to communicate all service disruptions plans of NJ TRANSIT so riders can make alternate plans.

Mr. Sutaria said he would like to see ridership forecasts with all the Transit Oriented Developments popping up now and within the next five to seven years. He thinks NJ TRANSIT should also consider having quarterly town hall meetings that are solution focused at stations because riders really want to improve the system for the long haul.

Adam Reich said he is a commuter who travels between Metuchen and Trenton using the Northeast Corridor Line for leisure. He was there to discuss cleanliness, communication, and transparency. Mr. Reich said he finds trains coming out of Trenton for the evening commute tend to have cleanliness issues, and it was common to walk through the train and see Zaro's cups, that have come all the way from New York or Newark, left on the seats. He said newspapers and bags were also an issue on this train line, and he does not know if this was a manpower issue or if there was enough time between runs to clean the trains.

Mr. Reich said when a rider raises issues with this as he has, there needs to be communication on this. He said on February 28, 2020 he walked into a train and was mortified to see vomit and a beer bottle on the floor. Mr. Reich said he does not know if this was missed communication that no one communicated this issue with the cleaning crew or if there was not enough time. He said there needs to be proper protocol in place for incidents like this because no one wants to walk on a train and see this, and it warrants immediate attention.

Mr. Reich said last week on March 4, 2020 he tweeted about train 3862 having large amounts of garbage coming out of cars on the Trenton train and received a response stating they had forwarded it to the appropriate team. While he thinks this is good, he said he received no follow-up. For something like this, Mr. Reich said there should be some type of protocol where they get a tracking number. He wants to see reports that show NJ TRANSIT is staying on top of these things.

David Peter Alan said he was making a personal statement to introduce himself to the new Board members and to mention some important items about this Board and other topics. Mr. Alan said he has often come before this Board as Chair of the Lackawanna Coalition, a position that he has held for more than 20 years and was also the longest-serving member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC). Nationally, Mr. Alan said he was a member of the Board of the Rail Users' Network (RUN). He was also a journalist, serving as a Contributing Editor of *Railway Age*, which has served the railroad industry since 1856.

Mr. Alan said he already complimented the Board on reaching a settlement with Mr. Graddy and moving Executive Session back to the end of the meeting. He really appreciated the Board implementing this because it was his suggestion in 2012.

Mr. Alan said Friday, May 15, 2020 will be a big day for transit in Newark. The Rail Users' Network (RUN) will hold its annual spring conference there, in cooperation with the Lackawanna Coalition, NJ TRANSIT, and the NJTPA, at the NJTPA offices. This is the first time he knows of that a rail conference of national scope and featuring nationally-known presenters will be held in Newark. NJ TRANSIT will participate in the welcoming remarks, and will have presentations by Ray Kenny, the head of NJ TRANSIT Rail Operations, and by former lawyer and journalist Paul Wyckoff, now NJ TRANSIT's Chief of External Affairs. Mr. Alan said there will be a transit tour on Saturday, and they at RUN welcome

NJ TRANSIT's participation in that too. He said to register or learn more, please go to the RUN web site, www.railusers.net.

Mr. Alan said his colleague Joe Cliff hopes that all the new Board members will take the needs of the riders more seriously and exhibit greater independence. While Mr. Alan said he is open to being pleasantly surprised, his dealing with this Board for the past two decades leads him to doubt it. Mr. Alan submitted as an exhibit a list of all dissenting votes ever cast by this Board from its inception until 2013 which he received from NJ TRANSIT through OPRA.

Lastly, Mr. Alan said he knows that two new Board members are familiar with transit issues, but they represent the transportation establishment, not the riders. He complained that several well-known advocates, including himself, wanted to apply to be riders' representatives, but were not allowed to do so. Mr. Alan believes they remain a "Board of Chosen Motorists" and they exclude those who depend on the transit.

Ted Glick said he is President of 350 New Jersey, an international organization in 100 countries and all around the United States that works on the issue of the climate crisis and global warming. He said this was an emergency because things have been getting worse. Mr. Glick said 350 refers to the amount of carbon dioxide in the atmosphere that will allow them to have a planet that is more, or less, livable and their ecosystems are in relative balance. He said scientists' views on this is that 350 parts per million is the maximum concentration, and right now they were at 412 parts per million, and rapidly increasing. Mr. Glick said 50 years ago, the amount of carbon dioxide was going up about one-half of a part per million, and right now it was going up about two and a half parts per million per year, so it was accelerating.

Mr. Glick said in this context, with all the extreme weather events they are seeing all around the world in all the continents and Antarctica, it makes it wrong for Governor Murphy not to be enacting a moratorium on all fossil fuel projects in the works. He said there were about a dozen of these fossil fuel projects going on right now, and there were several that have been stalled, like the power plant in North Bergen.

Mr. Glick said there was a coalition of 90 organizations around the state working to get a moratorium on all these projects and one of the 12 was the gas-powered power plant NJ TRANSIT is proposing in Kearny. He said there is an alternative that the person prior spoke about. It is his understanding this project will be built over a period of five years, putting it into operation in 2025. Mr. Glick said five years from now renewable energy, wind and solar, and battery storage which is a rapidly advancing technology, will be well beyond where it is now, and it will be the worldwide primary energy source. He said prices for wind and solar have come down tremendously.

Mr. Glick said some people see natural gas, which 70 percent is produced by the process of fracking, which is very destructive as very dangerous for people who live nearby. He said scientists who have studied this say that methane frack gas is 86 times more powerful as a

global warming enforcer than carbon dioxide. Mr. Glick said NJ TRANSIT needs to think of their children and grandchildren and get away from building a gas-powered fossil fuel plant.

Paula Rogovin was happy about the settlement agreement for Mr. Graddy. She is a member of the Coalition to Ban Unsafe Oil Trains. A few months ago, a friend of hers, Janet Glass, who is a resident of North Bergen, a retired teacher, parent, grandmother, and an activist against the North Bergen Liberty frack gas powerplant, spoke before the Board.

Ms. Rogovin said Janet Glass personally spoke to the Governor about the dangers of pollution from the proposed powerplants being built in North Bergen and in Kearny, and how it could cause asthma, lung disease, and cancer. She said the American Lung Association rated New Jersey as an (F) for ground level ozone, known as smog. Ms. Rogovin said she is calling on the Board and Governor Murphy to say no to NJ TRANSIT's frack gas powerplant in the Meadowlands and Kearny.

Ms. Rogovin asked for someone on the Board to please take the initiative to say no to these frack gas powerplants being built, and it is absurd for Sandy Resiliency money to go towards these types of projects which will hurt the environment.

Samantha DiFalco is a resident of Morris County and an organizer with the environmental group Food and Water Action. Ms. DiFalco is calling upon Governor Murphy and the NJ TRANSIT Board to reject the NJ TRANSIT powerplant proposed as part of the NJ TRANSITGRID project, and re-direct the immense climate resiliency grant that would pay for it towards an alternative based on renewable power and battery storage.

Ms. DiFalco said it does not make sense that a state agency would propose building a new fossil fuel powerplant when the state's own energy master plan seeks to rapidly reduce emissions. She said part of the energy plan was to achieve 100 percent clean energy by 2050. Ms. DiFalco said they cannot meet that goal by building a new source of pollution. She said the energy master plan calls for 2,000 megawatts of battery storage by 2030 and this is the perfect opportunity for NJ TRANSIT to help New Jersey fulfill that goal by using the federal grant money earmarked for natural disaster resiliency.

Ms. DiFalco said building, yet another major polluter will directly and adversely impact low income communities in Kearny, Newark, Jersey City Heights, and surrounding areas of Hudson County and would completely contradict Governor Murphy's executive order to protect environmental justice communities from further pollution burdens. She said they have the opportunity to invest \$546 million of free grant money in renewable powered battery storage and this is a 21st century solution that would put New Jersey at the forefront of the global transition to clean transportation.

Sid Madison is a member of the Central Jersey Coalition Endless World Fossil Fuel Plant. He said fossil fuel plants cannot last for more than 30 years, so why build them. Mr. Madison said the life of a renewable energy plant is closer to 60 years. He said a fossil fuel plant will cost the same amount of money or double the amount of money for a renewable plant that lasts twice as long and is the same cost per year as the fossil fuel plant. Mr. Madison said

over the next 30 years fossil fuel recurring cost will go up and soon there will be no fossil fuel to purchase. He said renewable energy recurring costs will continue to go down.

Erik Furze is a mechanical engineer who has worked on capital projects with the Department of Environmental Pollution (DEP) and NYC DOT. Mr. Furze said reading the proposal for the Bay Head substation as a professional, he would not sign off on it. He would like to call to the attention of the Board, a few key samples of the issues within the proposal so they can determine if the project warrants further review. Mr. Furze said the North Jersey Coast Line and the locomotives along this line are diesel powered and terminate at Bay Head Yard. He said the electrical substation does not provide traction power and is not required for diesel locomotives to operate.

Mr. Furze said NJ TRANSIT's development description, states the substation would provide power to equipment in the yard, such as track switch heaters which are only used during the snow and icy conditions, indoor air compressors, permitting the shutdown of locomotives for overnight staging, and wayside power also permitting shutdown of locomotive engines for overnight staging. He said it was hard to accept the lack of track switch heaters, and overnight shutdown services when it will prevent NJ TRANSIT from maintaining adequate train schedules or prevent, preserve the total shutdown of the Bay Head Yard, and limit train availability during the day.

Mr. Furze said there were currently two substations on site and the 1985 substation consists of two outdoor transformers on a concrete pad and there is no building associated with the substation. He said the 2006 substation also has two outdoor transformers at each end of the small building. Mr. Furze said he does not see why they would go from a building that has been adequate for the last 14 years to a substation 12 times the size which provides no additional capabilities for operations. Lastly, he thinks utilizing part of the wetlands is a waste of property for an empty storage area.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She noted it was 8:30 p.m. and they haven't actually voted on any of their items yet so she would be brief. The Advisory Committee will be meeting at the TransAction Conference this year. They have not had a meeting this month so she will not comment on their agenda.

Ms. Mack wanted to comment on S630, the Senate Oversight Committee that did that bill was very far reaching in thinking about how NJ TRANSIT can change. Ms. Mack said last spring, Chair Gutierrez-Scaccetti asked Russell Graddy to trust the Board, that even though this was an action of a prior Board, this Board would rise to the occasion and address the issue. Ms. Mack does not think Chair Gutierrez-Scaccetti was believed at the time, but tonight they can say that she keeps her promises, as does this Board.

Ms. Mack said they were lucky they were there tonight with the Coronavirus emergency. She said they should look at the wonderful executive management's response to this threat. Ms. Mack said people say it is just about cleaning the cars, but she said it really is

not just about cleaning the cars. It is a public health emergency and has also sent the State into chaos over a lot of schools being closed in New Jersey to be cleaned; colleges are sending students home and they are not coming back this year; and businesses are sending employees home as a precautionary measure. This will all impact NJ TRANSIT. She thanked them for their response and noted they have employees out in the field who are the first line and they are doing their job.

Ms. Mack said when President & CEO Corbett came, people did not believe he would do anything. However, he did the PCC cars, Positive Train Control, and there tonight with a response to the legislature with a budget of \$2.5 billion which does have all the key elements. It has a strategic plan, key measurements in it, employees and personnel items. A lot goes on at public meetings and a lot to encapsulate, but looking at the agenda, it is apparent the NJ TRANSIT executive team has risen to the occasion, done the business of the State of New Jersey and has kept the promises and making progress two years in.

Ms. Mack said there was an item for a new bus garage in Ridgefield Park that will service 500 buses. That is the business of NJ TRANSIT. They have a crumbling infrastructure and are in Washington DC fighting for funds and in Trenton. She thanked the Senate President for responding to the Governor's call and the Legislature's call that NJ TRANSIT needs more funding if it is going to meet its commitments.

Ms. Mack said the rising trend in the environmental community is the sustainability issues coming up at every meeting. The Advisory Committee is just getting involved in that and they were pleased to find out what NJ TRANSIT is doing that they did not know. She will ask through President & CEO Corbett that the North and South Advisory Committees receive updates on the sustainability issues so they can give more informed recommendations on these issues because she does not think they will go away.

Board Operations and Customer Service Committee Report

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

Board Administration Committee Report

Board Member Maroko 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. The Committee also received updates from Human Resources and Equal Opportunity and Affirmative Action.

Capital Planning, Policy, and Privatization Committee Report

Board Member Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Bus Stock Program: Purchase of 25 Articulated Buses; and Consulting Services for Systemwide Undergrade Railroad Culvert Inventory and Inspections.

Action Items

2003-12 BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2003-12. Eric Daleo recommended approval of Action Item #2003-12: Bus Stock Program: Purchase of 25 Articulated Buses.

The Federal Transit Administration announced in May 2019 the availability of \$423 million of funds under the Buses and Bus Facilities Program Grant for buses, facilities and equipment. In response, NJ TRANSIT submitted its application in June 2019, and in November 2019, was awarded the largest grant in the amount of \$17,275,000 for the purchase of up to 25 sixty-foot articulated buses.

The purchase of the 25 articulated buses will allow NJ TRANSIT to expand capacity and improve operating efficiency by replacing forty-foot buses with sixty-foot buses at garages experiencing ridership growth.

Approval was requested to exercise the option in NJ TRANSIT Contract No. 18-032 with New Flyer of America for 25 additional sixty-foot articulated buses, including capital spare parts at a cost not to exceed \$19,602,200, plus five percent for contingencies, subject to the availability of funds.”

NJ TRANSIT has proposed to utilize these additional articulated buses on routes with heavy ridership including: #123 Jersey City/Union City, #126 Hoboken, #128 North Bergen/Boulevard East, #156 Englewood Cliffs/Fort Lee, #158 Fort Lee/Edgewater and #159 Fort Lee.

Board Member Richard A. Maroko made a motion and Board Member Brian T. Wilton seconded the motion.

Chair Gutierrez-Scaccetti asked Mr. Daleo if 60-foot buses will fit in the new Northern Bus Garage on the agenda. Mr. Daleo said they will work on it to make it so.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

Board Secretary Zuczek noted Board Member Adams was recused from Item 2003-13 and the telephone was muted.

2003-13: CONSULTING SERVICES FOR SYSTEMWIDE UNDERGRADE RAILROAD CULVERT INVENTORY AND INSPECTIONS

President & CEO Corbett introduced Raymond Kenny, Senior Vice President and General Manager, Rail Operations, to present Action Item #2003-13. Raymond Kenny recommended approval of Action Item #2003-13: Consulting Services for Systemwide Undergrade Railroad Culvert Inventory and Inspections.

Approval was requested to enter into a contract with KS Engineers of Newark, New Jersey to perform a first-cycle inventory and inspection of approximately 742 undergrade culverts in an amount not to exceed \$1,415,624 plus five percent for contingencies, subject to the availability of funds.

Board Member Richard A. Maroko made a motion and Board Member Cedrick T. Fulton seconded the motion.

Board Member Fulton noted these are the kinds of initiatives that he believes are foundational to how they manage their capital program. On their face, they may not seem significant but building that base of inventory and condition assessment enables them to make the tough decisions as it relates to capital allocations. He hopes to see many more of these kinds of initiatives.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Doshi	Fulton	Maroko	Wilton	Gutierrez-Scaccetti
Recused	Yes	Yes	Yes	Yes	Yes	Yes

The telephone line was unmuted and Board Member Adams rejoined the meeting.

2003-14 SELECTION OF CONSULTANT FOR HEALTH AND WELFARE BENEFITS

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2003-14. William Viqueira recommended approval of Action Item #2003-14: Selection of Consultant for Health and Welfare Benefits.

Approval was requested to enter into a contract with Korn Ferry for health and welfare programs consulting services. This contract will provide consulting services for the healthcare benefits provided to active and retired NJ TRANSIT employees and their eligible

dependents, beginning July 1, 2020, for a period of three (3) years, with two (2) one-year renewal options, with administrative fees not to exceed \$3,402,261, plus five percent for contingencies, based on the scope of services, subject to the availability of funds.

Board Member Brian T. Wilton made a motion, Board Member Richard A. Maroko seconded the motion, and the item was adopted.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

2003-15 ANNUAL BUDGET PROPOSAL TRANSMITTAL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2003-15. William Viqueira recommended approval of Action Item #2003-15: Annual Budget Proposal Transmittal.

This presentation reflects Exhibit A of Item 2003-15, annual budget proposal transmittal. As required by statute, the transmittal must be approved by the Board prior to the ultimate submission to the New Jersey DOT Commissioner, President of the Senate, Speaker of the General Assembly, and other legislative committees.

The first slide is an outlook of NJ TRANSIT’s operating budget, both resources and expenses. It includes actual results for Fiscal Year 2019, the latest projections for Fiscal Year 2020, Fiscal Year 2021 proposed budget based on the recent Governor’s Budget Recommendation, and a preliminary estimate for needs, both mandatory and discretionary, in Fiscal Year 2022.

Mr. Viqueira pointed out a few things. There was a significant jump in farebox revenue in Fiscal Year 2020 from Fiscal Year 2019. Note that in Fiscal Year 2019, they provided Rail customers with over \$15 million in temporary fare reductions in lieu of service disruptions. Three-month 10 percent systemwide discount accounted largely for the increase between Fiscal Year 2019 and 2020. In Fiscal Year 2019, they also saw \$25 million in one-time, non-recurring commercial revenue. This included \$11 million for the closing of a Transit-Oriented Development in Somerville and over \$14 million in prior year prescription rebates. These one-time revenues also allowed NJ TRANSIT to reduce planned capital transfer by \$15 million, putting those funds back into the Transportation Trust Fund in support of critical IT capital projects.

Also, and thanks to the additional support from the State, they have seen a significant increase in State Operating Subsidy, growing from \$307.5 million in Fiscal Year 2019 to nearly \$590 million in the proposed Fiscal Year 2021 budget.

Current Fiscal Year 2020 projections estimate \$5.7 million in net income by the end of the fiscal year. They continue to closely monitor revenues and costs, especially considering the recent economic impacts resulting from the coronavirus. They are in the midst of assessing and quantifying the current ridership impacts, as well as the impact if recent trends continue.

The Governor's Budget Recommendation for Fiscal Year 2021 includes a total NJ TRANSIT operating budget of over \$2.5 billion. He would get to some of the investments in later slides.

He noted a preliminary operating budget for Fiscal Year 2022, totaling nearly \$2.7 billion. Most notably, there was a mandatory need of \$212 million, which includes the need to replace \$129 million from the expiring Turnpike Authority funding agreement, absent a renewal of that agreement. He would discuss Fiscal Year 2022 in a later slide.

The next slide provides a graphical look at the Fiscal Year 2021 operating budget, based on the Governor's Budget Recommendation. Still, the largest share of our resources will come from passenger revenues at 39 percent.

Between the State Operating Subsidy and other state assistance, which is comprised of both the Turnpike Authority and Clean Energy Fund support, that makes up another 32 percent of their operating budget resources. Capital transfers will make up another 18 percent.

On the expense side, the majority of expenses remain staff costs, labor and fringe benefits at approximately 61 percent. Of that, approximately 55 percent is labor, and 45 percent is fringe. Second is purchased transportation costs at 10 percent. Then comes fuel and power, materials, and outside services costs, each at approximately 7 percent of the total operating budget.

The third slide provides another graphical look at the Fiscal Year 2021 operating budget, this time by function and including both dollars and FTE. With the funding increase proposed by the Governor, NJ TRANSIT expects to hire an additional 346 staff in Fiscal Year 2021.

Bus and Rail are estimated to make up a combined 72 percent of the operating budget and another 84 percent of the total NJ TRANSIT headcount. Light Rail makes up another 11 percent of the budget with just two percent of the total headcount. This is due to the size of contracted services under purchased transportation.

The next slide takes a deeper look at the Fiscal Year 2021 Operating Budget investments, initiatives and costs. The Governor's Proposed Budget provides a total Operating Budget of \$2.533 billion. This reflects budget growth of \$141.9 million, or 5.9 percent over the Fiscal Year 2020 Operating Budget. It also includes a total headcount of 12,216, which is an increase of 346 FTE, or 2.9 percent from Fiscal Year 2020. This Proposed Fiscal Year 2021 Operating Budget would reflect a compounded annual growth rate of 4.5 percent

under the Murphy Administration since Fiscal Year 2018. Total State Assistance would be \$800.6 million, including the Turnpike and Clean Energy subsidies. While the General Fund Subsidy alone would be \$589.5 million, which is an increase of \$132 million over the Fiscal Year 2020 Operating Budget.

This growth would support a combination of investments. One being service enhancements that improves the customer experience. This includes additional Bus service hours, targeted primarily in the northern region and interstate markets with an expansion of weekend evening interstate service through the Lincoln Tunnel, added hours to alleviate overcrowding along other New York interstate lines, and scheduling improvements along routes statewide in order to improve on-time performance.

Also, four additional training classes of locomotive engineers and additional rail terminal station staff across New York, Newark and other stations. This includes TVM agents, platform staff, train dispatchers, and other train operations support staff.

NJ TRANSIT will also look to enhance safety and enforcement by adding more rail infrastructure staff, Building and Bridge Mechanics to help maintain the aging transit system and rail transportation staff to improve supervision of train crews. They will also expand the police force and ranks throughout the system. This includes additional coverage throughout New Jersey and at New York Penn Station.

They look to begin additional strategic investments, including the launch of the Battery Electric Bus Program and other initiatives that will guide the strategic direction of the Corporation as part of the 10-Year Strategic Plan. This includes the establishment a dedicated Strategic Planning and Policy group, as well as a dedicated unit to seek and execute transit-oriented development opportunities.

NJ TRANSIT will also look to provide market rate compensation adjustments for non-agreement staff in order to better align their pay with that of regional peers. They will also need to cover mandatory cost increases, largely agreement labor contracts. This also includes contractual escalations in purchased transportation, IT contracts and other outside services, such as payments to Amtrak for NEC usage. In addition, they will support the placement of 25 new and additional articulated buses into service, which are being purchased through a recently awarded competitive federal grant.

In addition to costs, they have also worked to identify offsets and other solutions in the Fiscal Year 2021 Budget. These include health benefit reform savings and savings in non-recurring contract and renewal of other negotiated contracts. Once again, they anticipate no fare increase in Fiscal Year 2021.

The last slide takes a brief look into a preliminary operating budget for Fiscal Year 2022. This includes a near \$2.7 billion operating budget, which would equate to budget growth of \$153 million or 6.0 percent over the Fiscal Year 2021. It would also reflect a 4.9 percent compound annual growth rate under the Murphy Administration's first term.

The estimated funding need is \$272 million, of which \$212 million is mandatory. Of that mandatory need, \$129 million would replace the expiring Turnpike Authority funding agreement. The remaining \$83 million would support usual mandatory cost increases.

They would also continue to execute upon the strategic plan including further advancement of the Battery Electric Bus Program in support of the State's clean energy goals, route redesign and simplification, and enhanced support of our current service and maintenance programs for the fleet in order to minimize service disruptions.

They will be back once the final budget is signed by the Governor after negotiations with the Legislature to present a formal Fiscal Year 2021 budget.

Approval was requested to transmit Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee.

Board Member Brian T. Wilton made a motion and Board Member Dini Ajmani seconded the motion.

Board Member Wilton thanked William Viqueira, his team, and the rest of the staff for all the hard work they put into this. As a Board Member, he found it to be very digestible. There was a tremendous amount of data that was conveyed in a way he could easily understand. He thanked all the departments that worked on it and knows it was not confined to the Financial Department. It is important for the Board to know this is only the beginning of the process to make them compliant with the reform law. The 11 items will go down to the Legislature so they can start their process there. Then it will come back to the Board. William Viqueira thanked him and said he and his team appreciate it.

Board Member Fulton said this was good work and it is complicated. He recognized it takes a lot to pull a budget like this together and there is a process and not a lot of time, so it is important to get it started with an understanding that they have an opportunity to comment upon it as they move along. When you look at the bottom line and see they have increases in the amount of money to take care of NJ TRANSIT business is assuring. Having the opportunity to point out the enhancements that will come to customers in the form incremental articulated buses which will eliminate standing and creating efficiency. They are moving in the right direction. He sees FTE increases in the budget that are important. They are working on technology programs such as electrification of bus systems and programs. These are important and they are moving in the right direction.

Board Member Fulton is happy to see the types of things included in the preliminary budget and he looks forward to discussing and working with his colleagues, the Administration, and the Governor to finalize the budget that will address not only the issues of today but also tomorrow. They are looking at a couple years but there is a much grander scheme and importantly this budget talks specifically to the strategic planning process and where they want to end up is making sure they are aligning their budgeting

process with their strategic targets and goals. He thanked the staff for what he considers very good work. William Viqueira thanked him and said they look forward to working with him on it.

Board Member Gordon added his thanks to the staff for the hard and complex work to put together the budget. As Board Member Fulton noted, they are moving in the right direction and a lot of progress is underway. He was very pleased to see the \$132 million increase in the operating subsidy, which represents a 48 percent increase and those funds are badly needed. However, Board Member Gordon said he was greatly dismayed that they are going to have a continuation of this capital to operating transfer they have had for many years that has amounted to billions of dollars. He said this proposed budget calls for shifting \$460 million from capital to operating through Fiscal Year 2022.

Board Member Gordon thinks they are all in agreement that this practice of cannibalizing the capital budget has contributed greatly to the deterioration of service of NJ TRANSIT in recent years. He said at the same time, they were borrowing \$500 million to invest in new vehicles and infrastructure. It just doesn't make any sense to him. Board Member Gordon said the Governor's own consultant in the audit report for the North Highland Report called this practice unsustainable and said it would lead the organization to one of spiral decline. He believes the capital to operating transfers can't end soon enough, and he hopes they end this year. It is his hope that in the coming weeks, the Governor and the Legislative leadership will sit down and talk about finding once and for all a stable, dependable, dedicated source of revenues that they can rely on, so they don't have to engage in these transfers. He is very confident they will get there, and these funds will provide the real resources needed to restore service to the level customers expect.

Chair Gutierrez-Scaccetti said she appreciates Board Member Gordon's comments but took exception to one. This staff has worked extraordinarily hard to find ways in the last two years to reduce the capital to operating transfers. She said it may have been one of Board Member Gordon's last years on the Legislature that the Legislature itself misappropriated \$50 million to capital, as opposed to putting it in operating, where it belonged, that caused the operating transfer to go up. In addition, Board Member Gordon served in a legislature that allowed a governor to continue to reduce the general fund contribution, which exacerbated that problem.

Chair Gutierrez-Scaccetti said so with all due respect, they will sit on this Board and work very hard to work together, as opposed to be critical. She thinks the fact that they were able to continue to reduce transfer and put money back this year, even if \$15 million does not seem like a lot, it certainly is a start. From this dais, Chair Gutierrez-Scaccetti, as well as some of the other Board Members, will recognize the hard over only two years, where they have had capital to operating transfers for perhaps over 10 years.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

2003-16 PROPERTY ACQUISITION IN RIDGEFIELD PARK FOR THE CONSTRUCTION OF A NEW BUS GARAGE

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2003-16. William Viqueira recommended approval of Action Item #2003-16: Property Acquisition in Ridgefield Park for the Construction of a New Bus Garage.

Approval was requested to offer and make compensatory payments to property owners that hold title to property from which fee rights are needed for the Northern Bus Garage Project in accordance with the Eminent Domain Act of 1971.

Approval was also requested to take any and all actions to acquire in fee Parcels 1 through 4 and other rights necessary for the Northern Bus Garage Project in amounts not to exceed payments discussed in Executive Session, subject to the availability of funds, in accordance with the Eminent Domain Law of 1971, including filing complaints in condemnation, recording declarations of taking, and where necessary, depositing compensation with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire these parcels from the property owners through bona fide negotiations before commencing condemnation proceedings.

Board Member Richard A. Maroko made a motion and Board Member Cedrick T. Fulton seconded the motion.

Board Member Doshi said sustainability is very important to this Board and staff. In her limited time there, they have been asking the questions about the environment and being green is very important. They talked about this garage and ways to keep it green. For electric buses, they discussed the infrastructure that must be put in place. They are keeping the environment in mind.

Board Member Greaves said he was very pleased with this item. This is a project where they have been searching for years. He has been on this Board for some time, representing Bus Labor. This is much needed and the members of the ATU in Howell Oradell Bus Garage have been working in rough conditions over the years with flooding issues and others in that garage. Commuters will be happy and well served, as well as the employees will be well served by the passage of this.

Chair Gutierrez-Scaccetti said it was important to point out they are working at about 28 percent over capacity at Oradell Garage today which is not good working conditions. As to Board Member Doshi point, Chair Gutierrez-Scaccetti thinks New Jersey will be happy because this will be a facility that begins the process of rolling out an electric bus fleet.

She gives the team a lot of credit on locating a good piece of property that at the moment is not being used and is up for sale. Chair Gutierrez-Scaccetti thinks they will end up with a good result from the purchase of the property and the construction of the bus garage.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

2003-18 KATHLEEN SHANAHAN V. NJ TRANSIT

President & CEO Corbett noted Action Item #2003-18 was deferred.

Executive Session Authorization

Chair Gutierrez-Scaccetti noted in recognition of their new process, they will adjourn to executive session but they wanted to let the public know that they have to return to close the meeting but there will be no voting action taken and any matters discussed during executive session will be voted on during the next meeting.

At approximately 8:52 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 NJ TRANSIT – Portal North Bridge Project: Parcel 118 Jana Corporation Acquisition and Metal Green Recycling Industries Relocation. Board Member Brian T. Wilton made a motion, Board Member Cedrick T. Fulton seconded the motion, and it was adopted.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

Adams	Ajmani	Doshi	Fulton	Maroko	Wilton	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, except Board Member Greaves, returned to Open Session at approximately 10:02 p.m.

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Brian T. Wilton, seconded by Board Member Cedrick T. Fulton, and adopted. The meetings were adjourned at approximately 10:03 p.m.

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

MARCH 11, 2020

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	56093
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➤ PRESIDENT & CEO'S MONTHLY REPORT	56095
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2003-12 BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES –	56119
Authorization to exercise options contained in NJ TRANSIT Contract No. 18-032 with New Flyer of America of St. Cloud, Minnesota, for the purchase of 25 Articulated Buses, including spare parts, at a cost not to exceed \$19,602,200, plus five percent for contingencies, subject to the availability of funds.	
2003-13 CONSULTING SERVICES FOR SYSTEMWIDE UNDERGRADE RAILROAD CULVERT INVENTORY AND INSPECTIONS –	56123
Authorized to enter into NJ TRANSIT Contract No. 19-039 with KS Engineers of Newark, New Jersey, to provide inventory, inspection, and evaluation of approximately 742 undergrade culverts at a cost not to exceed \$1,415,624, plus five percent contingencies, subject to the availability of funds.	
2003-14 SELECTION OF CONSULTANT FOR HEALTH AND WELFARE BENEFITS PROGRAM –	56125
Authorization to enter into NJ TRANSIT Contract No. 20-002 with Korn Ferry for health and welfare programs consulting services and this contract will	

NEW JERSEY TRANSIT CORPORATION
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
MARCH 11, 2020
MINUTES
PAGE 2

provide consulting services for the healthcare benefits provided to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2020, for a period of three (3) years, with two (2) one-year renewal options, with administrative fees not to exceed \$3,402,261, plus five percent for contingencies, based on the scope of services, subject to the availability of funds.

2003-15 ANNUAL BUDGET PROPOSAL TRANSMITTAL – Authorization to transmit Exhibit A and Exhibit B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee, in accordance with Public Law 2018, Chapter 162. **56126**

2003-16 PROPERTY ACQUISITION IN RIDGEFIELD PARK FOR THE CONSTRUCTION OF A NEW BUS GARAGE – Authorization to offer and make compensatory payments to property owners that hold title to property from which fee rights are needed for the Northern Bus Garage Project in accordance with the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. **56197**

Authorization to take any and all actions to acquire in fee Parcels 1 through 4 and other rights necessary for the Northern Bus Garage Project in amounts not to exceed payments discussed in Executive Session, subject to the availability of funds, in accordance with the Eminent Domain Law of 1971, including filing complaints in condemnation, recording declarations of taking, and where necessary, depositing compensation with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire these parcels from the property owners through bona fide negotiations before commencing condemnation proceedings.

2003-17 TENANCY DISPUTE OF RUSSELL GRADY & ATLANTIC CITY SOUVENIR AND SNACKS INC. – Authorization to settle the tenancy dispute of Russell Graddy & Atlantic City Souvenir and Snacks Inc. at an amount discussed in executive session. NJ TRANSIT has approved the proposed settlement, subject to the availability of funds. **56199**

2003-18 KATHLEEN SHANAHAN V. NJ TRANSIT – **This item was deferred.** **56200**

➤ **EXECUTIVE SESSION AUTHORIZATION** **56201**

➤ **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 Tenancy Dispute of Russell Graddy and Atlantic City Souvenir and Snacks Inc.; 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 February 12, 2020 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 February 20, 2020;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the February 12, 2020 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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: MARCH 11, 2020
SUBJECT: PRESIDENT & CEO'S REPORT – MARCH 2020

Under Governor Murphy's leadership, NJ TRANSIT is taking extraordinary measures to protect our customers and employees from the spread of the coronavirus, or COVID-19. We have been closely coordinating with the NJ Department of Health and the State Coronavirus Task Force for more than a month. We have enhanced cleaning and disinfection protocols at NJ TRANSIT work locations, stations, facilities, and onboard vehicles, and are coordinating closely with our sister transit agencies in the region. Two days ago, we transitioned our internal coronavirus task force from the planning phase to the operational phase. This task force is meeting daily to ensure that our agency continues to follow the latest recommendations from state and federal health officials. Although the immediate health risk from COVID-19 is considered low, we're working to stay ahead of the situation in every way possible.

As the Governor's Administration leads a robust response to COVID-19, it's also leading the way through unprecedented investment in NJ TRANSIT. Under Governor Murphy's proposed \$2.53 billion operating budget, the State would increase its investment in NJ TRANSIT by \$132 million, including a record total operating subsidy of nearly \$600 million. Based on our progress and results over the past two years, I believe this is a testament to the Governor's confidence in our ability to effectively and responsibly use the State funds we've been appropriated. Additional funds will support a combination of investments focused on service enhancements that improve the customer experience.

Toward that end, year-over-year service improvements continue for both rail and bus. Rail on-time performance increased from 88.8 percent in February of 2019 to 93.2 percent last month, up more than four percentage points. Rail cancellations last month were down nearly 50 percent compared to February 2019 – after dropping 35 percent overall from 2018 to 2019. Bus on-time performance last month was 95.7 percent overall – our highest monthly on-time bus performance since July 2010. Bus on-time performance to the Port Authority Bus Terminal last month was 92.7 percent – our best February to the PABT in the past five years – despite increasing ridership on interstate bus routes. Though we're making steady progress, we won't stop until NJ TRANSIT delivers the world-class transportation experience our customers deserve.

I delivered a similar message to the U.S. House Subcommittee on Railroads, Pipelines, and Hazardous Materials at a hearing in Washington D.C. last week, where I also updated subcommittee members on our progress installing Positive Train Control. As I discussed, NJ TRANSIT received approval last month from the FRA to enter into Revenue Service Demonstration, or RSD testing, and this week, we will begin testing PTC on trains in revenue service on the M&E lines. After the M&E, we will begin testing PTC on trains in revenue service throughout our entire rail network, where we are already conducting extensive field functionality tests. To be sure, meeting the December 2020 deadline will still require a monumental, behind-the-scenes effort, but based on our success in 2018, the recent approval to enter into RSD testing, and the continued support from the FRA, Amtrak, and our other rail partners, I'm confident we're going to make it.

As we advance PTC, we are pushing forward on a number of previously long-stalled capital projects. Last month, we received six bids for our largest contract to replace the Raritan River Bridge – a project scheduled to begin later this year. We will soon break ground on Phase One of our Long Slip project. Last week, I celebrated with Governor Murphy early construction work underway on the Hudson-Bergen Light Rail (HBLR) Route 440 Extension. We are now entering the engineering phase for our Portal North Bridge project, which is the next step toward a Full Funding Grant Agreement. And last week, the FRA released an Environmental Assessment to replace the Sawtooth Bridges, putting us one step closer to increasing capacity and reliability for NJ TRANSIT and Amtrak customers, and to ultimately eliminating a major bottleneck in the busiest section of the Northeast Corridor.



PRESIDENT & CEO'S MONTHLY REPORT
MARCH 11, 2020

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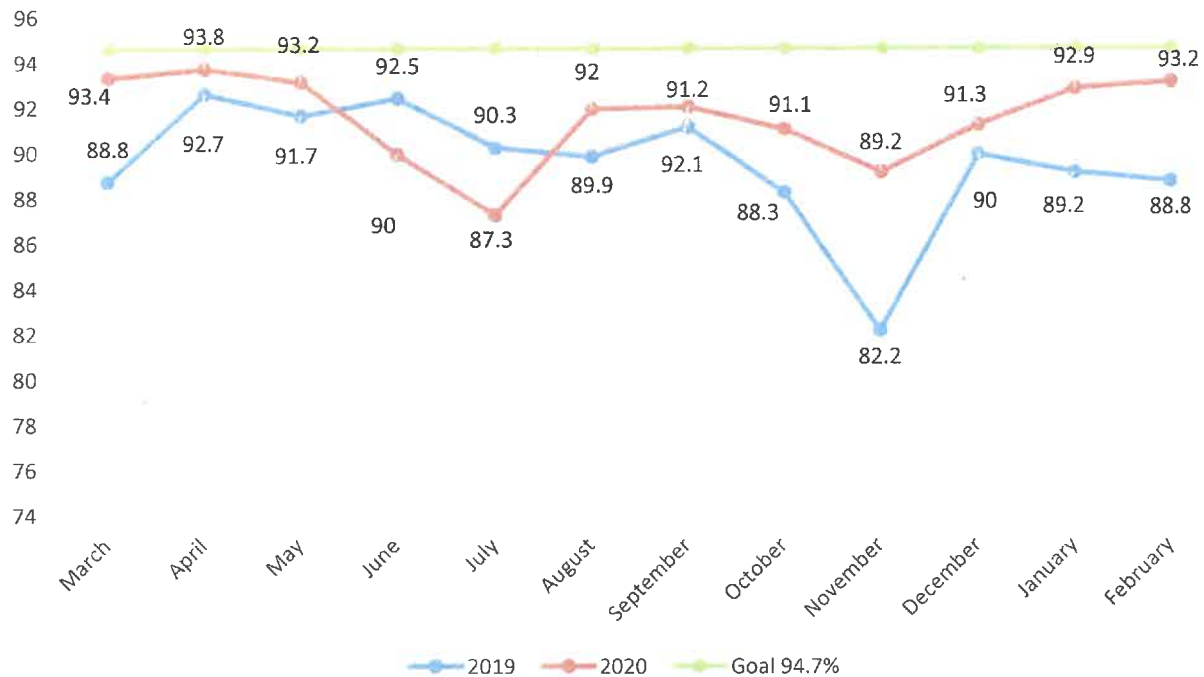
MARCH 11, 2020

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2018 – FEBRUARY 2020

% Trains Reported Within 6 Minutes Of Schedule



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
February Comparison	88.8%	93.2%	4.4%
12-Month Average March 2018 – February 2020	89.6%	91.6%	2.0%

Analysis:

Rail On-time Performance was 93.2% for February, 2020. Of the 16,285 trains scheduled to operate, 15,170 were on time, while 1,115 trains (or 6.8%) were delayed.

Key Causes included:

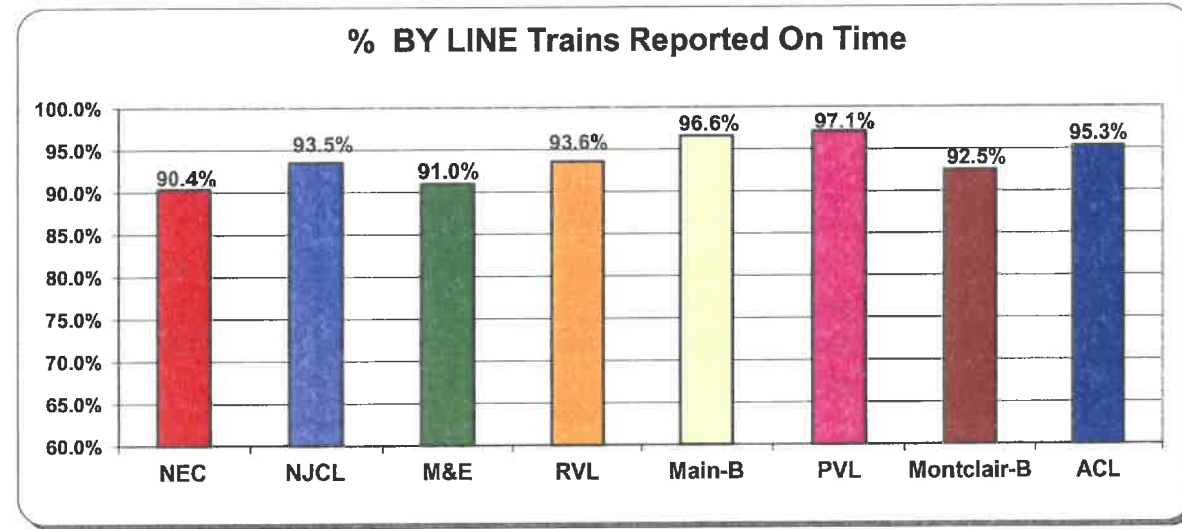
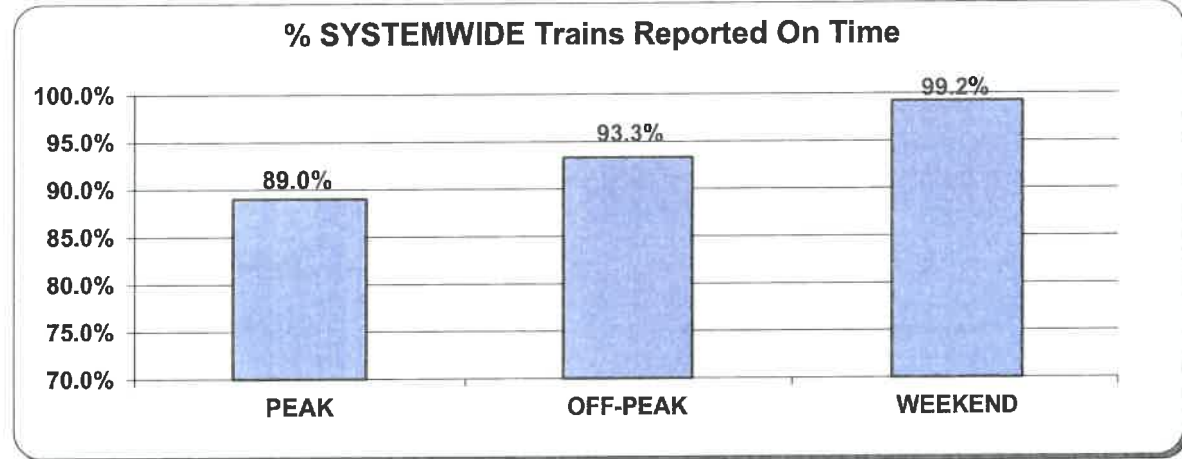
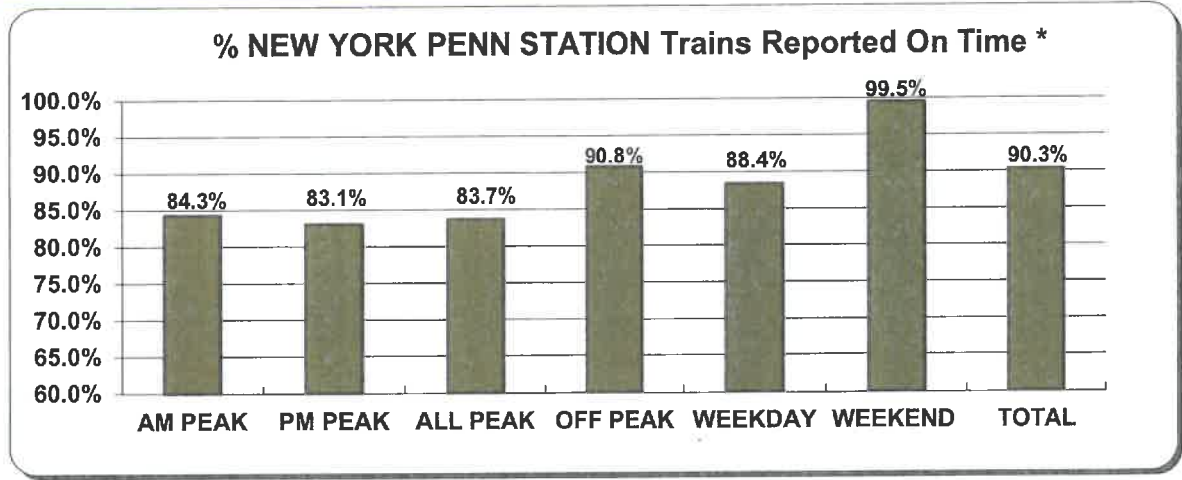
- Amtrak Catenary issues contributed to 133 delays on February 3.
- Amtrak signal issues, NJT fatality, cab car issues, electric locomotive issues and grade crossing accident contributed to 96 delays on February 11
- NJT electric locomotive issues, programmed maintenance and stop signal violation contributed to 92 delays on February 27.

The 12-month Average for Rail On-Time Performance was 91.6

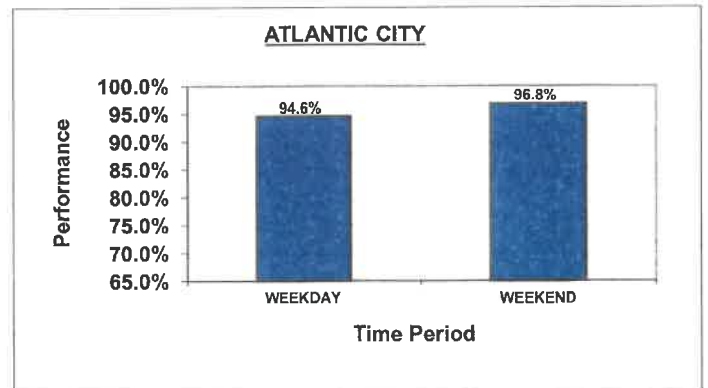
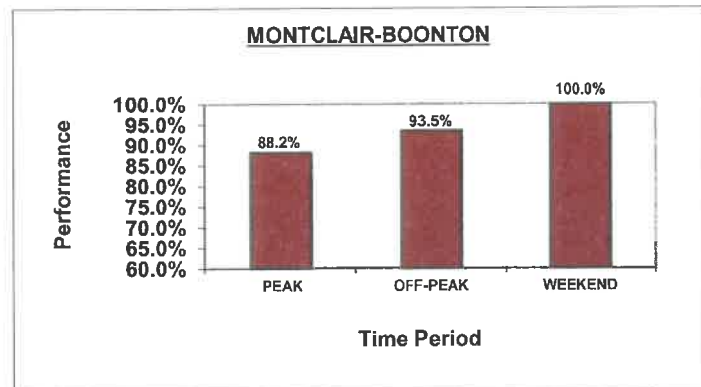
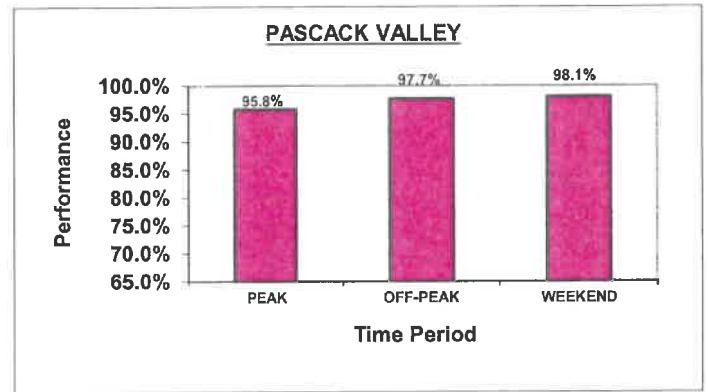
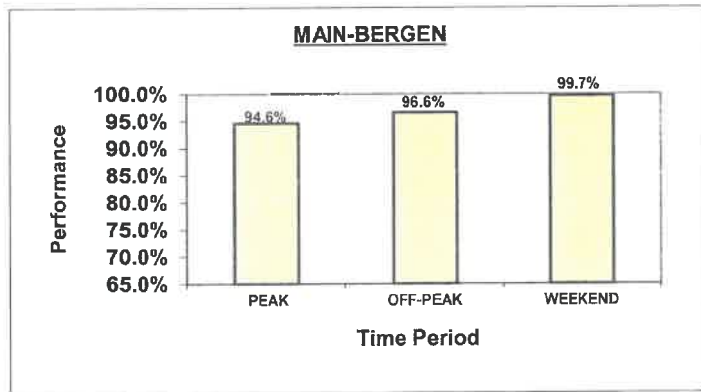
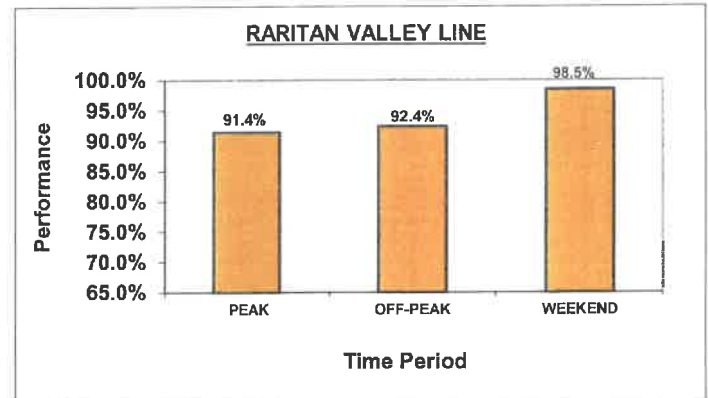
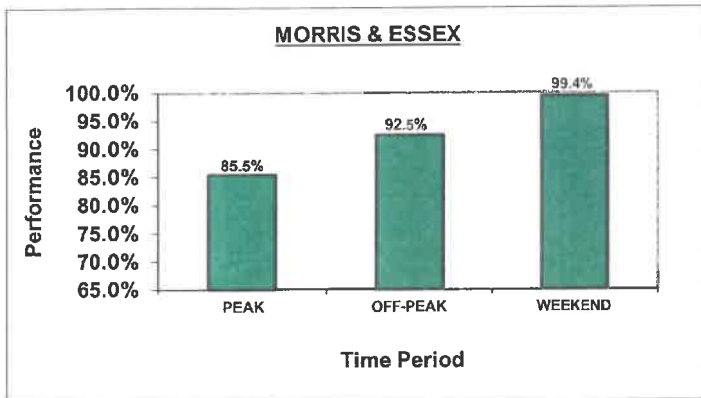
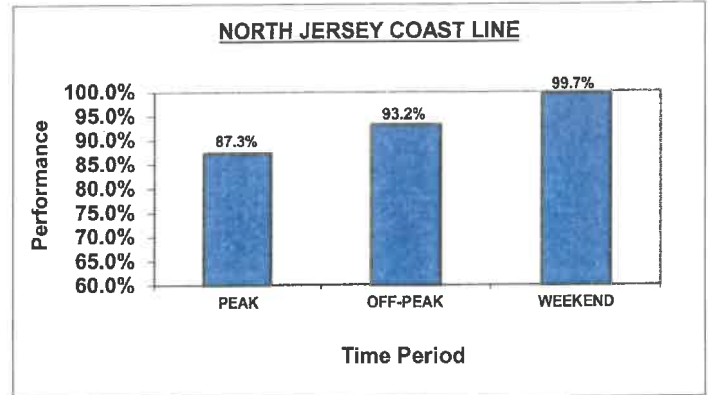
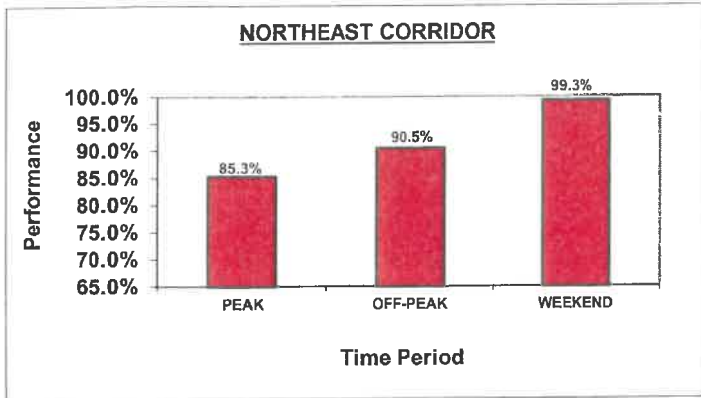
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD FEBRUARY, 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.

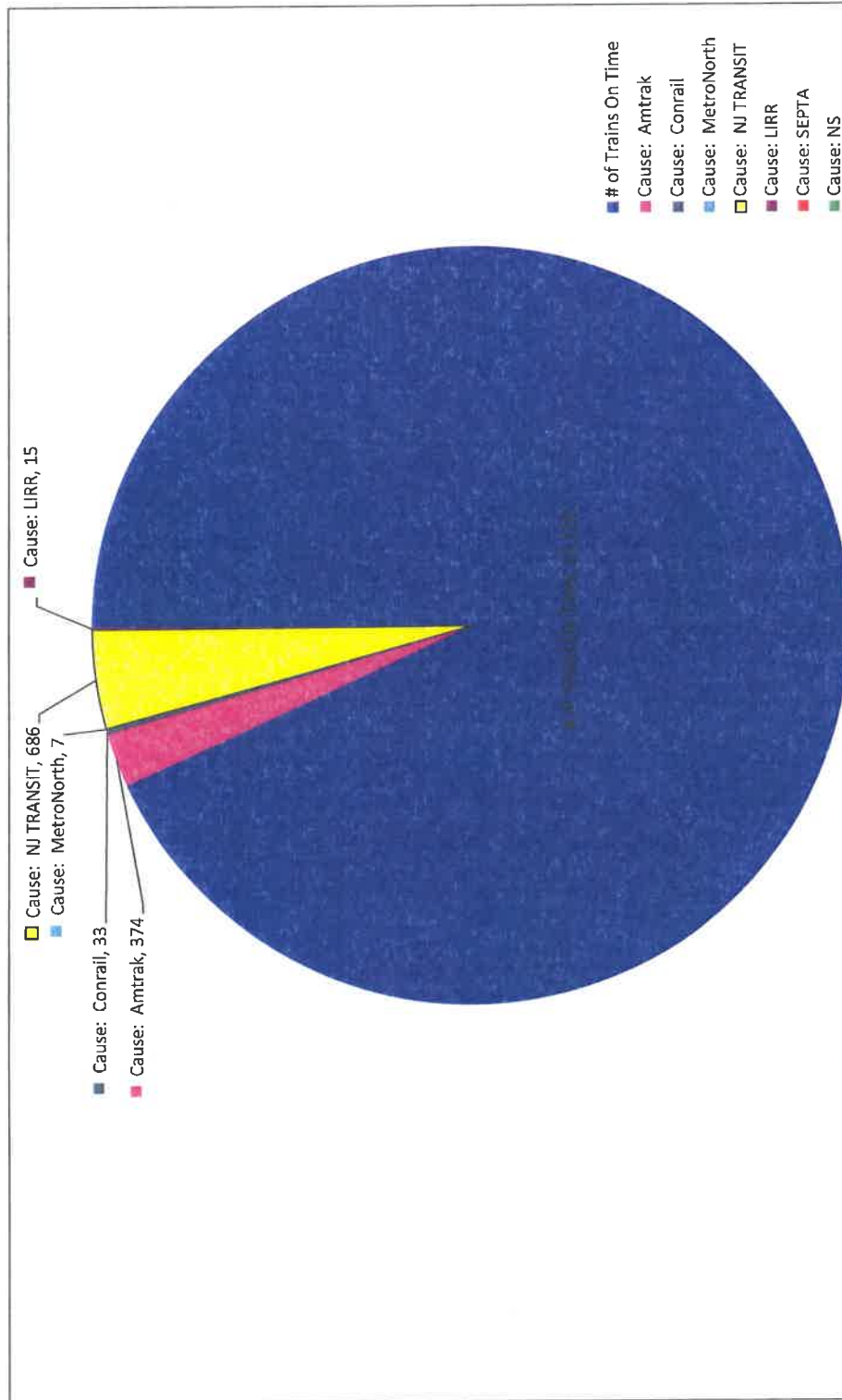


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY, 2020



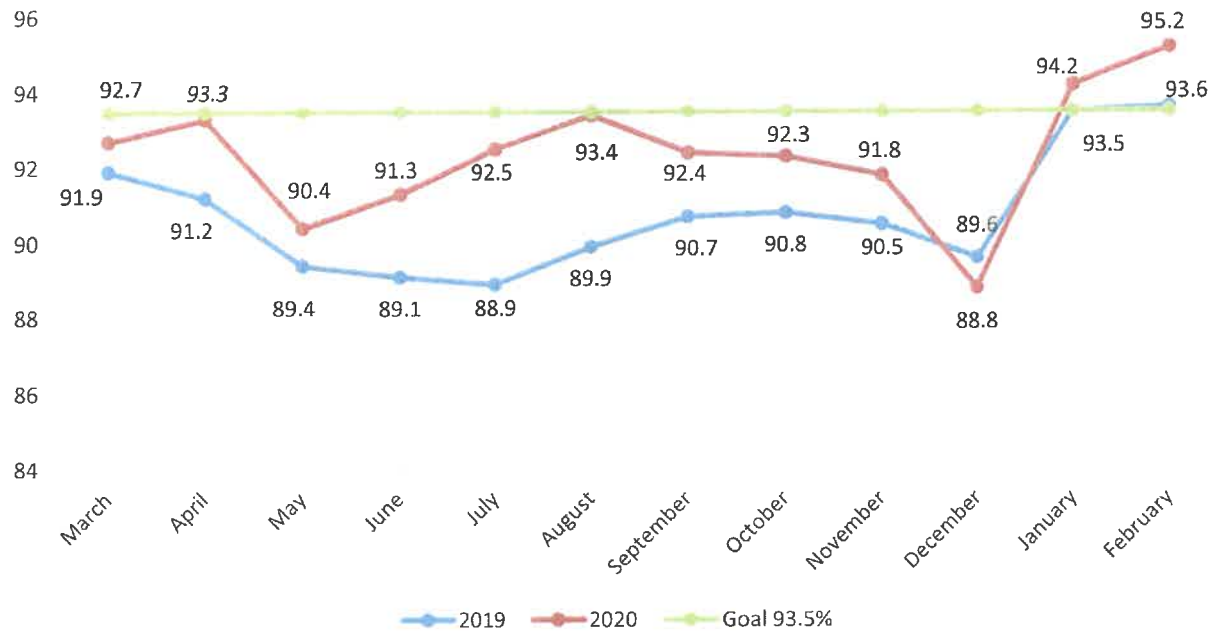
NJ TRANSIT Performance - FEBRUARY, 2020
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Cause: NS
# of Trains On Time	15,170	374	33	7	686	15	0.00%	0.00%
# of Late Trains	1,115	2.30%	0.20%	0.04%	4.21%	0.09%		
Total # of Trains	16,285							
Percentage On Time	93.2%							



NJ TRANSIT ON-TIME PERFORMANCE BUS MARCH 2018 – FEBRUARY 2020

% Buses Departing Major Terminals Within 6 Minutes Of Schedule



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
February Comparison	93.6%	95.2%	1.6%
12-Month Average March 2018 – February 2020	90.8%	92.3%	1.5%

Analysis:

Bus On-Time Performance systemwide was 95.20% for the month of February 2020. Of the 38,264 scheduled departures, 1833 experienced delays.

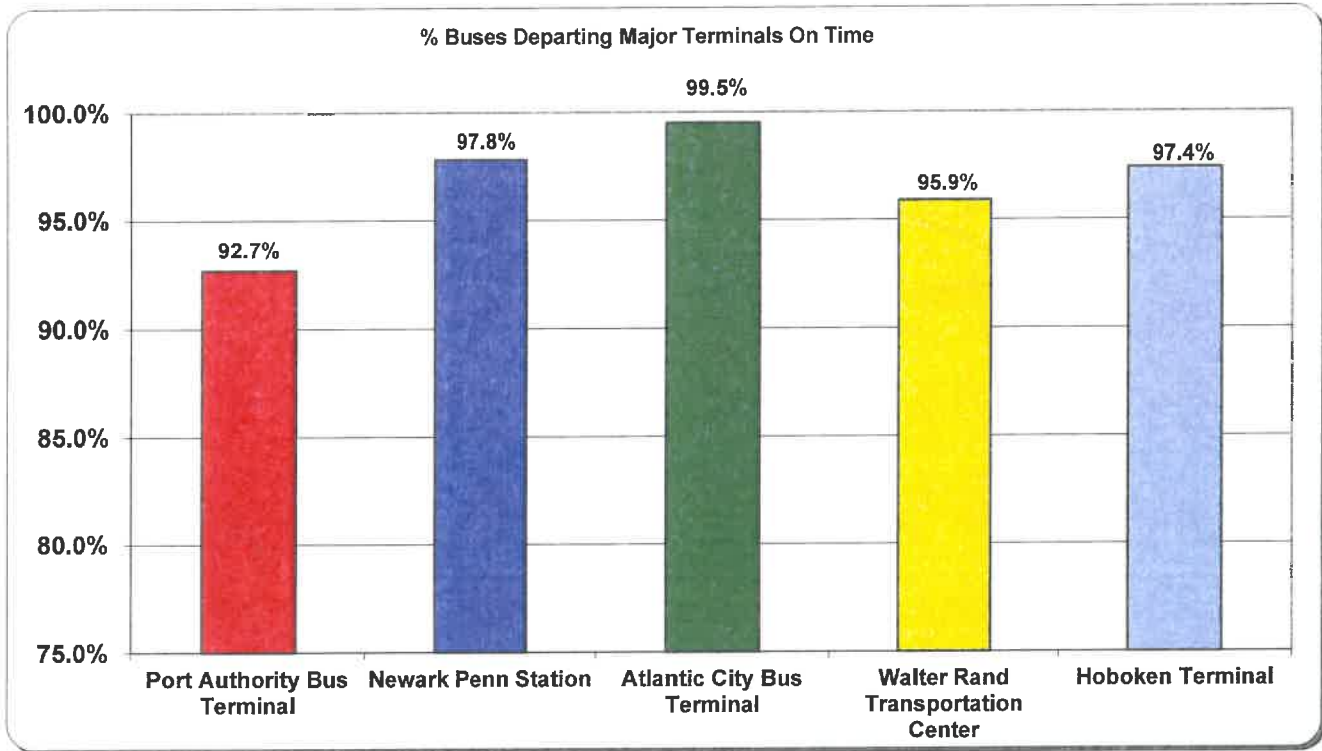
Key Causes included:

- At Port Authority Bus Terminal, heavy traffic on February 14 contributed to delays.
- At Newark Penn, Route 21 closure due to an accident caused congestion along detour routes which impacted service. Also, closures due to construction with traffic congestion affected service.
- For various other locations, minor delays were due to weather, detours, traffic and construction.

The 12-month average for Bus On-Time Performance was 92.30%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL MARCH 2018– FEBRUARY 2020

% Light Rail Trains Reported On Time



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
February Comparison	96.3%	97.2%	0.9%
12-Month Average March 2019 – February 2020	96.44%	97.09%	0.65%

Analysis:

Light Rail On-Time Performance system wide was 97.2% for the month of February 2020. Of the 24,965 scheduled departures, 648 experienced delays.

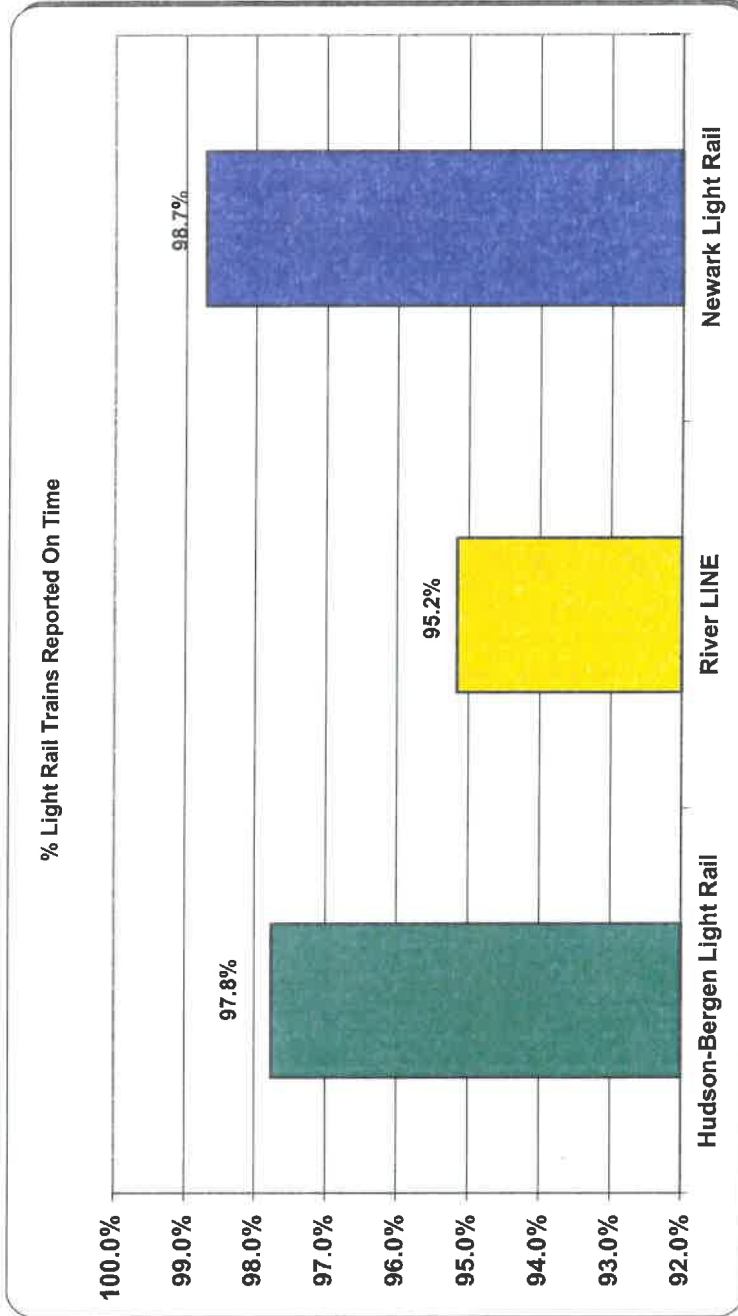
Key Causes included:

- Equipment malfunctions, trackside interference and a track obstruction impacted service on River LINE on various days. Also, police activity affected six trains on February 29.
- Door issues, coupler issues, fare sweeps, propulsion issues and NJTPD temporarily suspending service due to a motor vehicle accident on the tracks impacted service on Hudson-Bergen Light Rail on various days.
- Switch issues, mechanical issues, operator error and manpower shortages impacted service on Newark Light Rail on various days.

The 12-month Average for Light Rail On-Time Performance was 97.09%.

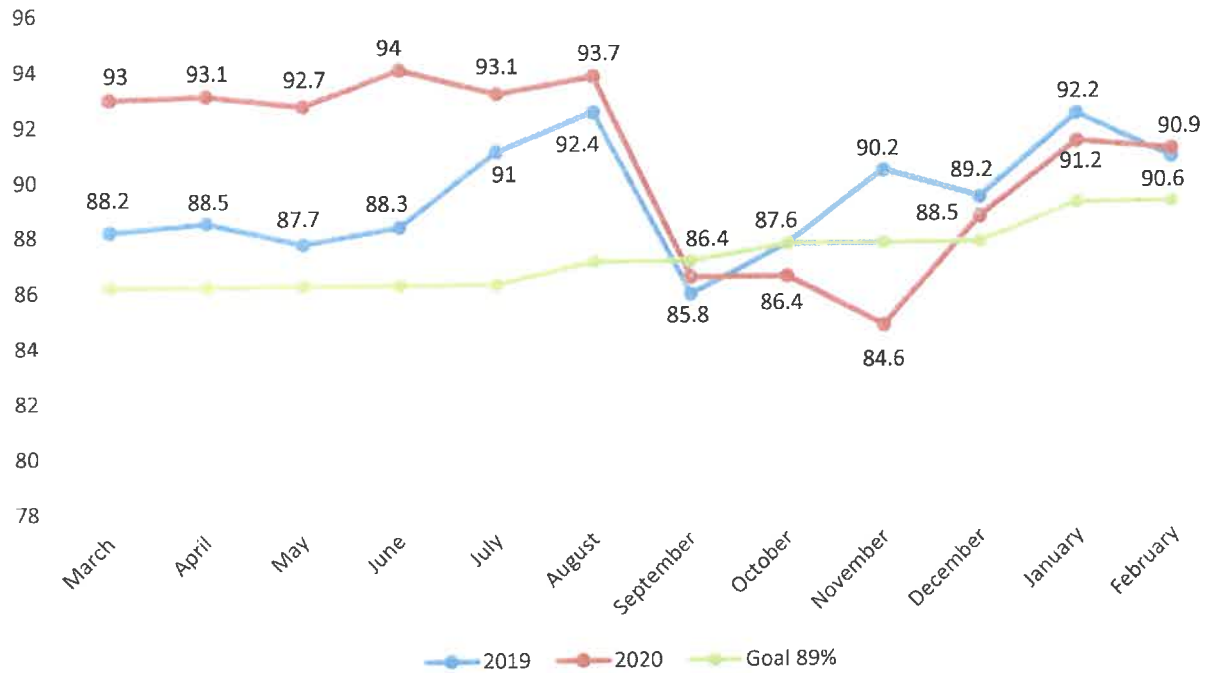
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE February 2020



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2018 – FEBRUARY 2020

ADA, PCAs and Companion Ridership



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
February Comparison	90.6%	90.9%	0.3%
February Ridership	129,436	136,402	6,966
12-Month Average March 2018 – February 2020	90.7%	89.3%	1.4%

Analysis:

Access Link On-Time Performance was 90.9% for February 2020. In serving 136,402 total riders, for 136,402 ADA customers trips, 12,379 (or 9.1%) experienced delays.

Key Causes included:

- Driver shortages and issues retaining drivers in the larger regions
- Dispatcher turnover in the North Jersey region
- Delays due to increased traffic volume and congestion

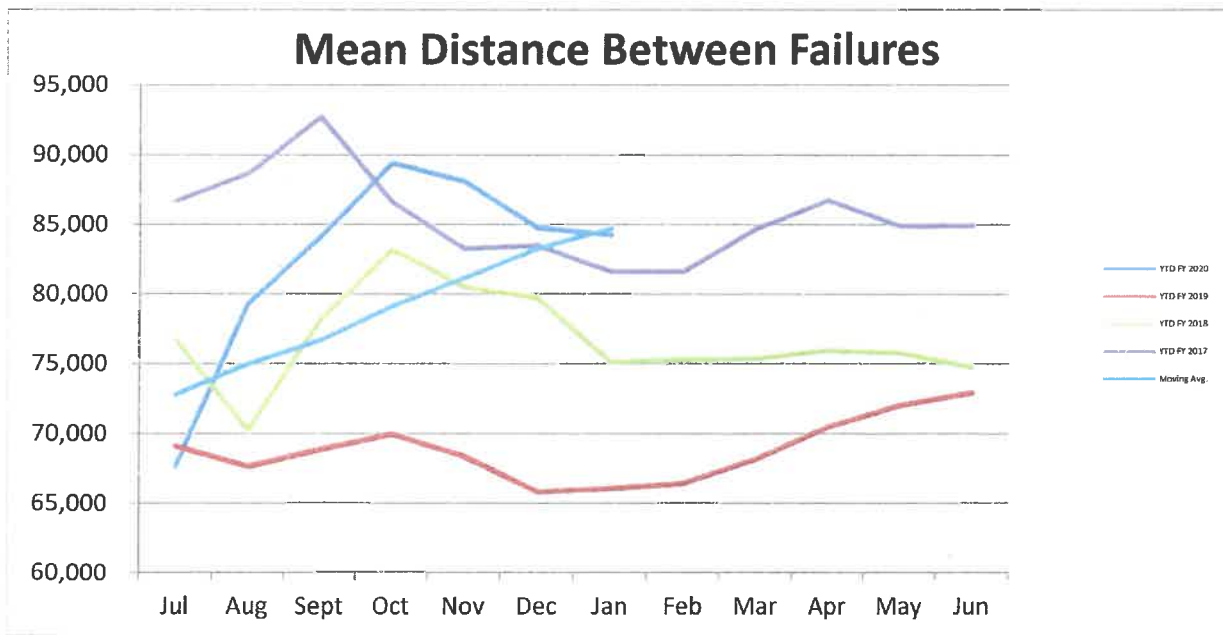
The 12-month Average for Access Link On-Time Performance was 89.3%.

MEAN DISTANCE BETWEEN FAILURES

January 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

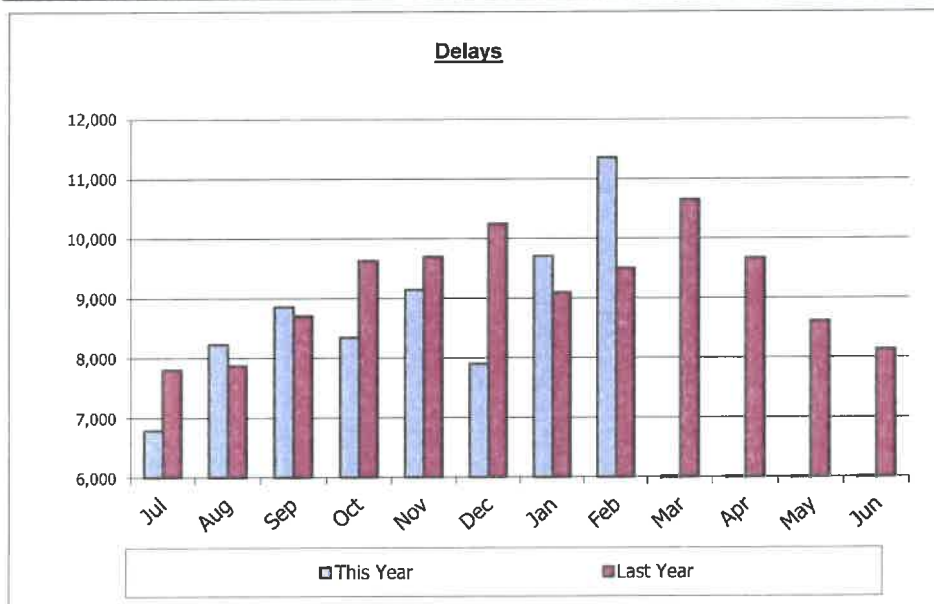
Month	YTD FY2020*	YTD FY2019	YTD FY2018	YTD FY2017	12 Month Moving Avg.
Jul	67,634	69,055	76,674	86,683	72,788
Aug	79,350	67,612	70,263	88,680	75,030
Sept	84,111	68,823	78,151	92,705	76,712
Oct	89,410	69,913	83,213	86,626	79,134
Nov	88,101	68,356	80,523	83,272	81,181
Dec	84,773	65,796	79,711	83,501	83,301
Jan	84,273	66,025	75,139	81,633	84,741
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**February 2020**

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	4,017	3,335	4,127
Greenville	7,500	7,460	4,327	5,245
Market Street	8,500	10,168	6,528	6,521
Meadowlands	10,200	7,357	5,070	5,349
Oradell	10,500	8,585	6,246	7,355
Wayne	10,500	13,911	14,040	8,446
Northern Division	-	8,418	6,263	6,391
Big Tree	8,800	4,722	5,319	5,650
Hilton	10,200	11,854	7,374	7,385
Howell	16,750	37,861	29,163	24,984
Ironbound	9,600	9,836	7,054	8,181
Orange	9,250	6,521	5,248	6,922
Morris	10,500	20,769	23,648	34,201
Central Division	-	10,940	8,578	9,636
Egg Harbor	15,500	25,042	18,008	19,371
Hamilton	13,000	11,495	10,506	8,838
Newton Avenue	12,000	17,058	13,275	11,619
Washington Twp.	14,500	42,021	21,308	18,219
Southern Division	-	22,944	16,348	15,046
Bus Operations	-	11,354	8,576	8,970

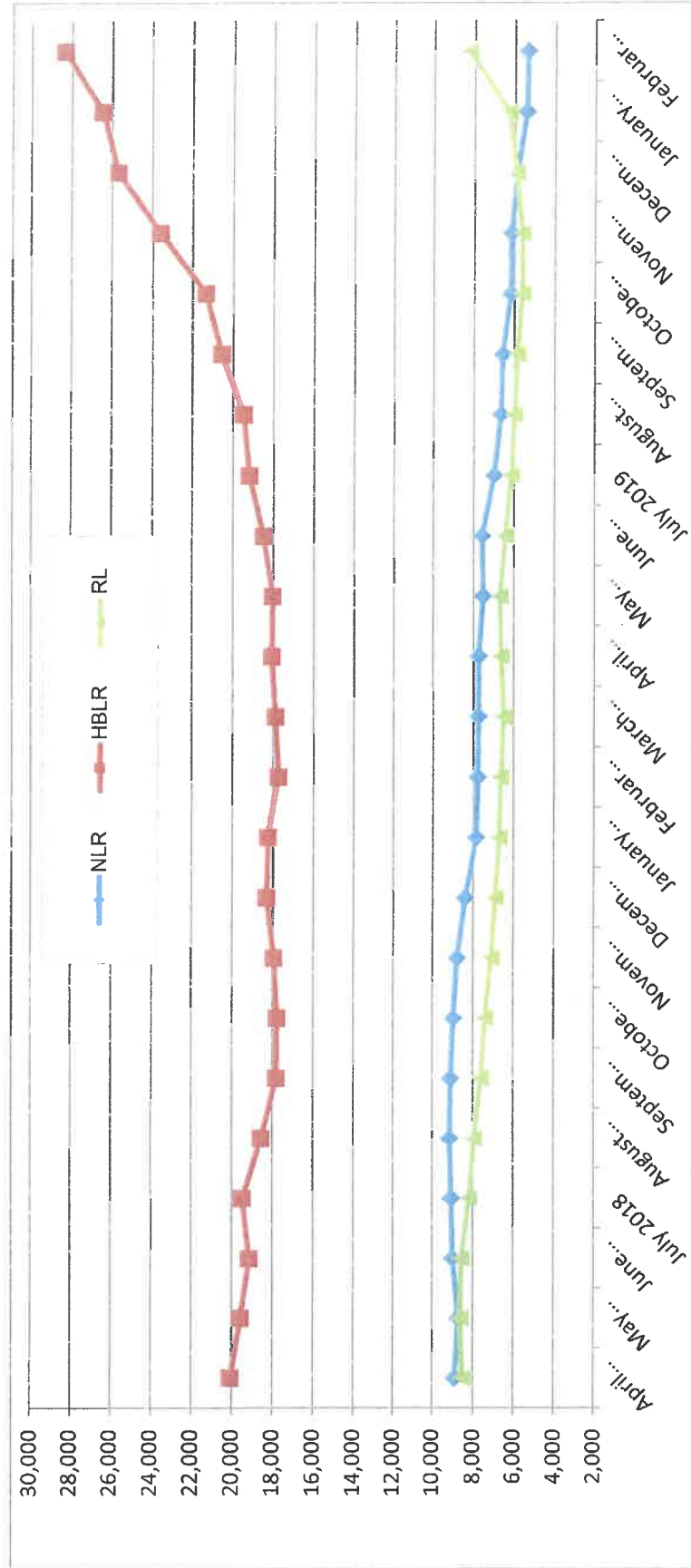


NJ TRANSIT - LIGHT RAIL, February 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	
	February 2020	January 2020
Newark Light Rail	4,980	5,368
Hudson Bergen	29,475	28,322
River LINE	8,925	8,254

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

State Funded Contracts

During the month February 2020, NJ TRANSIT awarded \$2,721,463.00 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$1,216,933.00 or 100%.

During the State Fiscal Year 2020 (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded \$237,647,243.66 in state funded contracts. Of that total, SBEs received \$22,895,757.38 or 9.63%.

Note: The above reflects the Procurement Report of Awards received March 2, 2020.

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

Category 1 SBEs received	\$580,010.90	or 0.24%
Category 2 SBEs received	\$1,622,456.82	or 0.68%
Category 3 SBEs received	\$5,688,197.65	or 2.39%
Category 4 SBEs received	\$4,126,430.87	or 1.74%
Category 5 SBEs received	\$1,154,325.71	or 0.49%
Category 6 SBEs received	\$9,724,335.43	or 4.09%

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 \$42,492,295.21*. Of that total, Disadvantaged Business Enterprises (DBEs) received \$4,336,464.70* or 10.21%*.

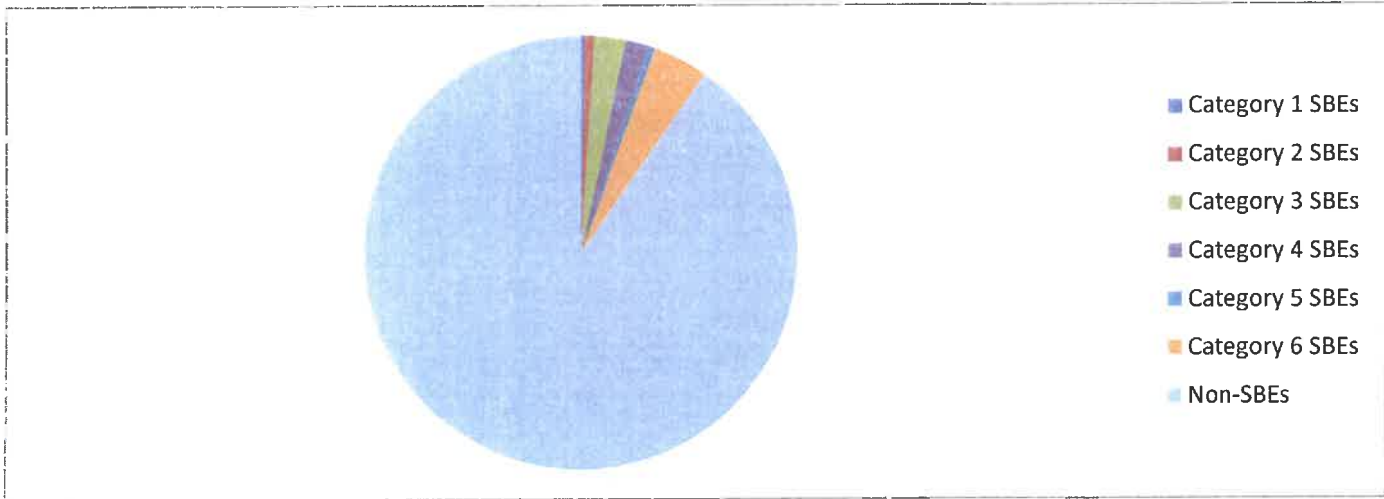
DBE Goal Attainment from October 1, 2019 – September 30, 2020 (FFY 2020) **

Contracts awarded	\$\$42,492,295.21
DBEs received	\$4,336,464.70 or 10.21%.

*Note: The above reflects an amendment to the federal share.

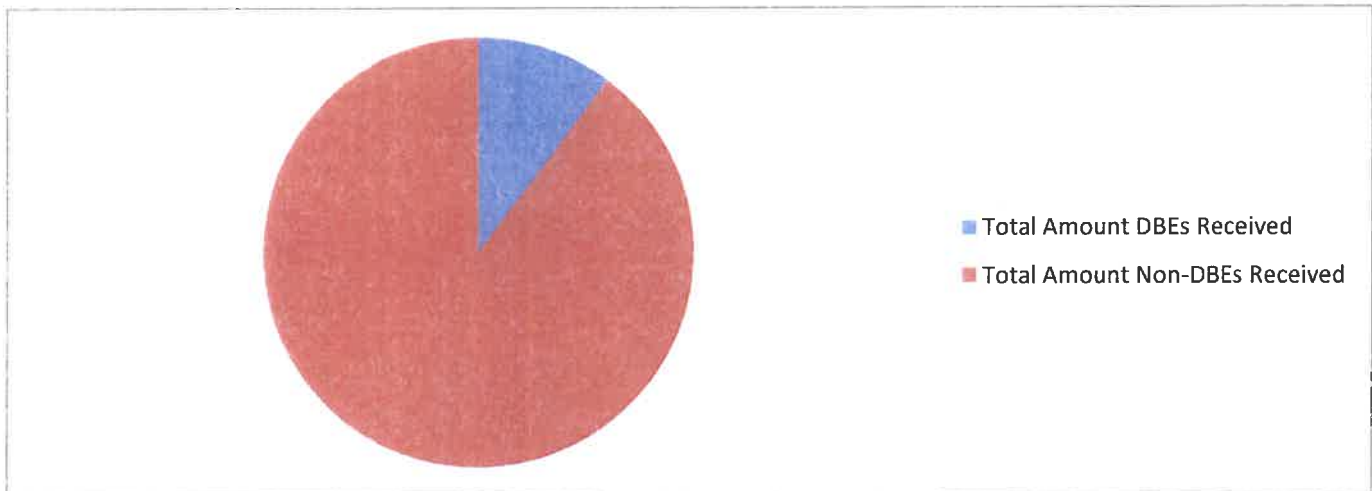
**Numbers reflect federal share.

<i>Category 1 SBEs</i>	\$580,010.90	0.24%
<i>Category 2 SBEs</i>	\$1,622,456.82	0.68%
<i>Category 3 SBEs</i>	\$5,688,197.65	2.39%
<i>Category 4 SBEs</i>	\$4,126,430.87	1.74%
<i>Category 5 SBEs</i>	\$1,154,325.71	0.49%
<i>Category 6 SBEs</i>	\$9,724,335.43	4.09%
<i>Non-SBEs</i>	\$214,751,486.28	90.37%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$4,336,464.70	10.21%
Total Amount Non-DBEs Received	\$38,155,830.51	89.79%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

45 NJ TRANSIT employees retired recently with careers ranging 11 to 36 years of service:

1. Ed Baksa Jr., DGM, Equipment – Penn Plaza – 34 years
2. George Cone, Lead Maintainer – Hoboken – 33 years
3. Herman Gilmore, Chief Trainmaster – Penn Plaza – 32 years
4. Mark Grauer, Signal Inspector – South Amboy – 34 years
5. Kenneth Halupka, Conductor – Various – 30 years
6. Deidre Hollis, Verification Clerk – Penn Plaza – 36 years
7. George Kauffmann, Senior Manager Stations – Newark Penn – 33 years
8. Andrew McMaster, Water Service Mechanic Lead – Summit – 34 years
9. Gerard Wynn, Machinist – MMC – 34 years
10. William Baylock, Repairman – Ironbound – 16 years
11. Errol Bogle, Repairman – Oradell – 15 years
12. Gregory Boone, Operator – Big Tree – 17 years
13. Hector Carrasquillo, Operator – Big Tree – 14 years
14. Nestor Der Boghossian, Operator – Wayne – 12 years
15. Santos Figueroa, Operator – Meadowlands – 17 years
16. Rigoberto Flores, Operator – Fairview – 16 years
17. Jean St. Louis, Operator – Orange – 13 years
18. Evens Lubin, Operator – Ironbound – 21 years
19. Danny Perkins, Light Rail Operator – Bloomfield – 27 years
20. Shirley Pinkney, Operator – Howell – 11 years
21. Ramiro Rodriguez, Operator – Wayne – 22 years
22. Amr Sabrah, Operator – Meadowlands – 14 years
23. Emma Adams, Operator – Greenville – 25 years
24. Lester Barnett, Operator – Big Tree – 22 years
25. Vivian Boyd, Depot Master – Ironbound – 28 years
26. Orlando Chavez, Operator – Meadowlands – 12 years
27. Kenneth Davis, Repairman A – Newark Bus – 29 years
28. Nikolai Delendra, Mechanic A – Newark Bus – 26 years
29. Maria Deltore, Operator – Wayne – 18 years
30. Santos Gomez, Operator – Meadowlands – 23 years
31. Jose Gonzalez, Operator – Newton Avenue – 26 years
32. Yvon Hyppolite, Operator – Big Tree – 26 years
33. Anthony Kearney, Operator – Ironbound – 30 years

34. Kathleen Lascio, Operator – Newton Avenue – 26 years
35. Martin Layer, Operator – Big Tree – 28 years
36. Cory Noble, Operator – Egg Harbor – 19 years
37. Orlando Oliveras, Repairman A – Meadowlands – 28 years
38. Eugene Ottens, Operator – Oradell – 18 years
39. Martin Pinnock, Repairman A – Hilton – 22 years
40. Reginald Pointer, Operator – Orange – 29 years
41. Jose Roman, Repairman A – Meadowlands – 24 years
42. Laverne Brockington, Operator – Hamilton – 21 years
43. Richard Schiesl, Princ Software – Penn Plaza – 16 years
44. Irene Kravets, Program Manager – Penn Plaza – 26 years
45. Patrice Wydra, Manager Medical Services – GOB – 34 years

ACTION ITEMS

ITEM 2003-12 BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES



The Federal Transit Administration announced in May 2019 the availability of \$423.35M of funds under the Buses and Bus Facilities Program Grant for buses, bus facilities, and bus equipment. In response, NJ TRANSIT submitted its application in June 2019 and in November 2019 was awarded the largest grant in the amount of \$17,275,000 for the purchase of up to 25 sixty-foot articulated buses.

ITEM 2003-12 BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES

The purchase of 25 sixty-foot articulated buses will allow NJ TRANSIT to expand capacity and improve operating efficiency by replacing forty-foot buses with sixty-foot buses at garages experiencing ridership growth.

- Seeking authorization to exercise the option in NJ TRANSIT Contract No. 18-032 with **New Flyer of America**, for 25 additional 60-foot articulated buses, including capital spare parts at a cost not to exceed **\$19,602,200**, plus 5% for contingencies, subject to the availability of funds.



ITEM 2003-12

BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES

- Authorization allows NJ TRANSIT to exercise available options included in existing contract (18-032) to quickly expand capacity and operate more efficiently by operating larger buses on routes where current 40 foot buses cannot adequately meet ridership demand.

- NJ TRANSIT has proposed to utilize the additional articulated buses on routes with heavy ridership including:
 - #123 Jersey City/Union City
 - #126 Hoboken
 - #128 North Bergen/Boulevard East
 - #156 Englewood Cliffs/Fort Lee
 - #158 Fort Lee/Edgewater
 - #159 Fort Lee

- NJ TRANSIT intends to use the new vehicles on routes that have seen above average ridership growth, carry a high proportion of standees, and experience overcrowding especially during the AM/PM rush periods.

ITEM 2003-12: BUS STOCK PROGRAM: PURCHASE OF 25 ARTICULATED BUSES

WHEREAS, NJ TRANSIT provides its customers with regular route bus service throughout New Jersey and to New York City and Philadelphia which carries 154.5 million annual passenger trips (based on FY2017 data); and

WHEREAS, NJ TRANSIT utilizes its existing fleet of articulated buses – longer vehicles comprised of two permanently-attached segments to negotiate urban traffic and sharp turns – on routes where ridership levels warrant the use of higher capacity vehicles; and

WHEREAS, NJ TRANSIT entered into a NJ TRANSIT Contract No. 18-032 with New Flyer of America (NFA) to purchase 85 new 60-foot articulated buses, built in St. Cloud, Minnesota, to replace existing articulated buses on a “one-for-one” basis; and

WHEREAS, NJ TRANSIT’s contract with NFA includes options to purchase up to 85 additional articulated buses; and

WHEREAS, NJ TRANSIT received a grant of \$17,275,000 from the Federal Transit Administration (FTA) to purchase up to 25 additional articulated buses; and

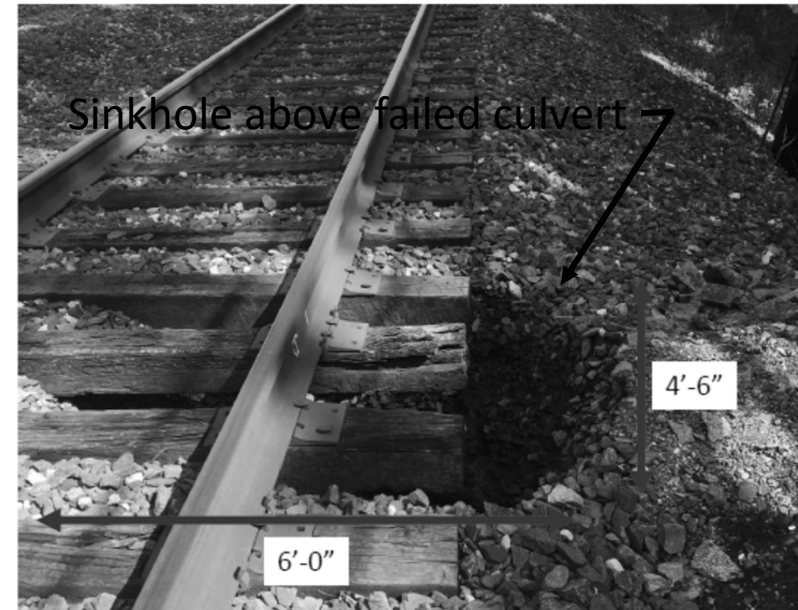
WHEREAS, the new Articulated Buses will feature low flooring so that passengers can embark and disembark more easily to provide for quicker operations; and

WHEREAS, the new Articulated Buses will include new passenger amenities such as bicycle racks, USB charging ports, wheelchair ramps, a video security system, an improved intercom system, and LED lighting to enhance the customer experience; and

WHEREAS, the cost of the purchase for 25 articulated buses, including spare parts, is \$19,602,200;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise options contained in NJ TRANSIT Contract No. 18-032 with New Flyer of America of St. Cloud, Minnesota, for the purchase of 25 Articulated Buses, including spare parts, at a cost not to exceed \$19,602,200, plus five percent for contingencies, subject to the availability of funds.

ITEM 2003-13
CONSULTING SERVICES FOR SYSTEMWIDE UNDERGRADE RAILROAD
CULVERT INVENTORY AND INSPECTIONS, CONTRACT NO. 19-039



Seeking authorization to enter into NJ TRANSIT Contract No. 19-039 with **KS Engineers** of Newark, New Jersey, to perform a first-cycle inventory and inspection of approximately 742 undergrade culverts in an amount not to exceed \$1,415,624, plus 5% for contingencies, subject to availability of funds.

- Source of Funds: State – TTF (Transportation Trust Fund)
- Total cost of \$1.415M + 5% Contingency
- This project will be vital to NJ TRANSIT's approach to plan, schedule and implement required repairs on a programmatic basis
- Data gathered will support NJ Transit's 5-year capital plan and its asset management strategy to ensure safe and reliable service for our customers

ITEM 2003-13: CONSULTING SERVICES FOR SYSTEMWIDE UNDERGRADE RAILROAD CULVERT INVENTORY AND INSPECTIONS

WHEREAS, NJ TRANSIT is responsible for maintaining approximately 742 undergrade culverts located along the NJ TRANSIT passenger rail lines covering approximately 338 track miles; and

WHEREAS, the scope of this effort is to locate and assess the existing culverts, prepare a summary report of the findings and develop one (1) complete, comprehensive database which tabulates the physical details and current condition of each culvert utilizing a 1 to 5 rating scale and provide an estimated cost to repair all defects found; and

WHEREAS, the purpose of this inventory, inspection and evaluation project is to incorporate data into NJ TRANSIT's asset management strategy and it's 5-year capital plan to proactively manage NJ Transit's approximately 742 culverts that may require repairs before the condition/situation becomes critical and adversely affects adjacent property owners or the scheduled passage of trains; and

WHEREAS, on September 30, 2019, a Request for Proposal (RFP) was advertised and six (6) proposals were received from prospective consultants on November 7, 2019; and

WHEREAS, upon completion of a competitive procurement process, KS Engineers was found to be the top technically ranked firm providing the best value to NJ TRANSIT and was selected to perform the inventory, inspection and evaluation of NJ TRANSIT's undergrade culverts under one (1) contract commencing in 2020;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-039 with KS Engineers of Newark, New Jersey, to provide inventory, inspection, and evaluation of approximately 742 undergrade culverts at a cost not to exceed \$1,415,624, plus five percent contingencies, subject to the availability of funds.

ITEM 2003-14: SELECTION OF CONSULTANT FOR HEALTH AND WELFARE BENEFITS PROGRAM

WHEREAS, NJ TRANSIT provides its agreement and non-agreement employees with a comprehensive health benefits program; and

WHEREAS, the program includes Medical, Dental, Prescription Drug, Vision, COBRA, and Flexible Spending Account administration; and

WHEREAS, the majority of NJ TRANSIT's health benefits program are self-insured and accordingly, NJ TRANSIT seeks benefit program consulting services to assist NJ TRANSIT with ensuring that the vendors offer extensive physician and hospital networks at discounted rates and purchasing programs that pass through discounts to control costs; and

WHEREAS, these Consultants assist NJ TRANSIT with procuring and monitoring the vendors that are hired to manage and process NJ TRANSIT employee claims through their related networks; and

WHEREAS, these Consultants provide the guidance, technical, and regulatory advice to NJ TRANSIT in order to develop, implement, and monitor cost savings initiatives and programs, yielding substantial and significant financial savings; and

WHEREAS, NJ TRANSIT seeks to achieve cost-effective consulting services for the health benefits programs through a competitive procurement process; and

WHEREAS, on November 14, 2019, a Request for Proposal (RFP) was advertised in *The Star-Ledger* and *The Trenton Times* and posted to the Procurement Calendar on NJ TRANSIT's website; and

WHEREAS, a Pre-Proposal Conference was held on November 26, 2019, and the Finalist presentation was held on January 15, 2020; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a Small Business Enterprise (SBE) goal of twenty-three percent on these contracts; and

WHEREAS, upon completion of a competitive procurement process, it was determined that the successful proposer was Korn Ferry;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-002 with Korn Ferry for health and welfare programs consulting services and this contract will provide consulting services for the healthcare benefits provided to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2020, for a period of three (3) years, with two (2) one-year renewal options, with administrative fees not to exceed \$3,402,261, plus five percent for contingencies, based on the scope of services, subject to the availability of funds.

ITEM 2003-15: BUDGET PROPOSAL TRANSMITTAL

WHEREAS, Public Law 2018, Chapter 162 requires the NJ TRANSIT Board of Directors to approve transmittal of an “annual proposed budget recommendation” submitted to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee, or their successor committees; and

WHEREAS, the Operating Budget component of the transmittal should include actual results for Fiscal Year 2019, current estimates for Fiscal Year 2020, a proposed Fiscal Year 2021 Operating Budget, and a projected Fiscal Year 2022 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, staff has estimated results for Fiscal Year 2020’s Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, the estimated Fiscal Year 2020 Operating Budget results in revenues of \$2.408 billion; and

WHEREAS, the estimated Fiscal Year 2020 Operating Budget results in expenses of \$2.402 billion; and

WHEREAS, the Governor of New Jersey has proposed a Fiscal Year 2021 State Budget which includes appropriations for public transportation purposes; and

WHEREAS, the Governor of New Jersey has proposed a Fiscal Year 2021 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, staff has preliminarily estimated a Fiscal Year 2022 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, NJ TRANSIT’s \$2.533 billion proposed Fiscal Year 2021 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link and other support services; and

WHEREAS, this budget proposal continues NJ TRANSIT’s commitment to provide safe, reliable and efficient transportation services for its customers; and

WHEREAS, the proposed Fiscal Year 2021 Operating Budget includes a State General Fund operating subsidy of \$589.5 million; and

WHEREAS, total Fiscal Year 2021 revenues of \$2.533 billion are estimated to be available from various sources without a fare increase or service cuts, representing a \$141.9 million or 5.9% increase from the Fiscal Year 2020 Operating Budget; and

WHEREAS, under this proposed plan, farebox and other commercial revenues represent 44 percent of the total Fiscal Year 2021 revenue budget and are estimated at \$1.113 billion; and

WHEREAS, when compared to Fiscal Year 2020, total State assistance increases by \$132 million to \$800.6 million in the Proposed Fiscal Year 2021 Operating Budget; and

WHEREAS, NJ TRANSIT's \$2.686 billion preliminary Fiscal Year 2022 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link, and other support services; and

WHEREAS, the preliminary estimate for the Fiscal Year 2022 Operating Budget includes a State General Fund operating subsidy of \$589.5 million, which is flat from the proposed Fiscal Year 2021 Operating Budget; and

WHEREAS, the preliminary Fiscal Year 2022 Operating Budget has both a mandatory and discretionary component totaling \$272.3 million that includes support for contractually-obligated cost increases, replacement of \$129 million from the expiring Turnpike Authority funding agreement and other expenses necessary to, among other things, enhance service and safety, improve communications and reliability, and continue to execute a strategic plan for the Corporation; and

WHEREAS, the funding need assumptions for the preliminary Fiscal Year 2022 Operating Budget do not include future potential Administration or Agency actions; and

WHEREAS, support for the preliminary Fiscal Year 2022 Operating Budget may come from a variety of sources and efficiencies to be identified; and

WHEREAS, the transmittal should provide the following additional information, as detailed in Exhibit B

- (1) An executive summary outlining the highlights of the budget document;
- (2) A profile describing the history of the corporation and the services it provides;
- (3) An analysis of regional and agency transportation trends, including a detailed ridership analysis;
- (4) A synopsis of the current corporation business plan;
- (5) A list of key performance indicators;
- (6) A statement of current budget year assumptions regarding funding and ridership;
- (7) A summary of the internal corporation budgeting process and its interaction with the Statewide budgeting process;

- (8) A description of the current corporation organizational structure;
- (9) Detailed operating revenue and expense projections for each division within the corporation, with 10 year revenue and expense trends and five year revenue and expense projections;
- (10) A detailed headcount analysis by department or unit, which includes actual employee count, funded headcount, actual salary and fringe expenses, and recent employment trends; and
- (11) A summary of the capital program and analysis of current capital projects for which capital funds have already been appropriated, but where the project is not yet complete, which includes the years of appropriation, amounts expended, future appropriations required to complete the project, and a brief analysis of project progress; and

WHEREAS, NJ TRANSIT's authorized Fiscal Year 2021 Operating Budget is subject to ongoing negotiations between the Governor's Office and State Legislature and is expected to be presented to the Board for approval by July 2020;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee.

IMPROVE

INFORM

Item 2003-15: Budget Proposal Transmittal

Board Meeting
March 11, 2020

ENGAGE

NJTRANSIT

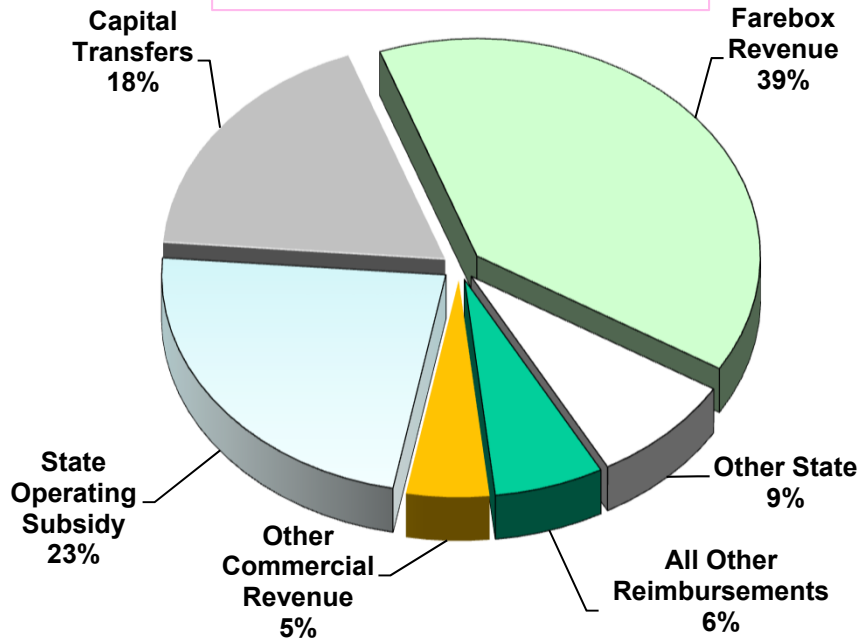
Four-Year Budget Outlook

(\$ in millions)	FY19	FY20	FY21	FY22
	<u>Actual</u>	<u>Estimated</u>	<u>Gov's Budget</u>	<u>Preliminary Est.</u>
Farebox Revenue	\$ 973.8	\$ 990.4	\$ 993.7	\$ 998.6
Other Commercial Revenue	140.5	120.0	119.5	124.5
State Operating Subsidy	307.5	457.5	589.5	589.5
Turnpike Funding	154.0	129.0	129.0	-
Clean Energy Fund	82.1	82.1	82.1	82.1
Capital Transfers	493.5	460.8	460.8	460.8
Other Reimbursements	154.1	167.9	158.3	158.3
Mandatory Need	-	-	-	212.5
Discretionary	-	-	-	59.8
Total Resources	\$ 2,305.5	\$ 2,407.7	\$ 2,532.9	\$ 2,686.1
<i>Δ from Prior Yr (%)</i>	2.3%	4.4%	5.2%	6.0%
<i>4-Yr CAGR (%)</i>				5.2%
Labor & Fringe Benefits*	\$ 1,365.2	\$ 1,461.5	\$ 1,555.0	\$ 1,672.4
Services	165.4	160.5	178.7	187.0
Fuel, Power & Utilities	141.5	160.5	162.6	165.6
Purchased Transportation	246.3	251.9	263.0	271.0
Materials & Supplies	197.3	183.7	186.8	195.3
Tolls, Trackage & Fees	85.1	88.5	93.9	98.5
Claims & Insurance	57.6	47.7	38.4	40.3
All Other Expenses	46.7	47.7	54.5	56.0
Total Expenses	\$ 2,305.1	\$ 2,402.0	\$ 2,532.9	\$ 2,686.1
<i>Δ from Prior Yr (%)</i>	3.2%	4.2%	5.4%	6.0%
<i>4-Yr CAGR (%)</i>				5.2%

* Includes Workers' Compensation and FELA (Federal Employers Liability Act) costs.

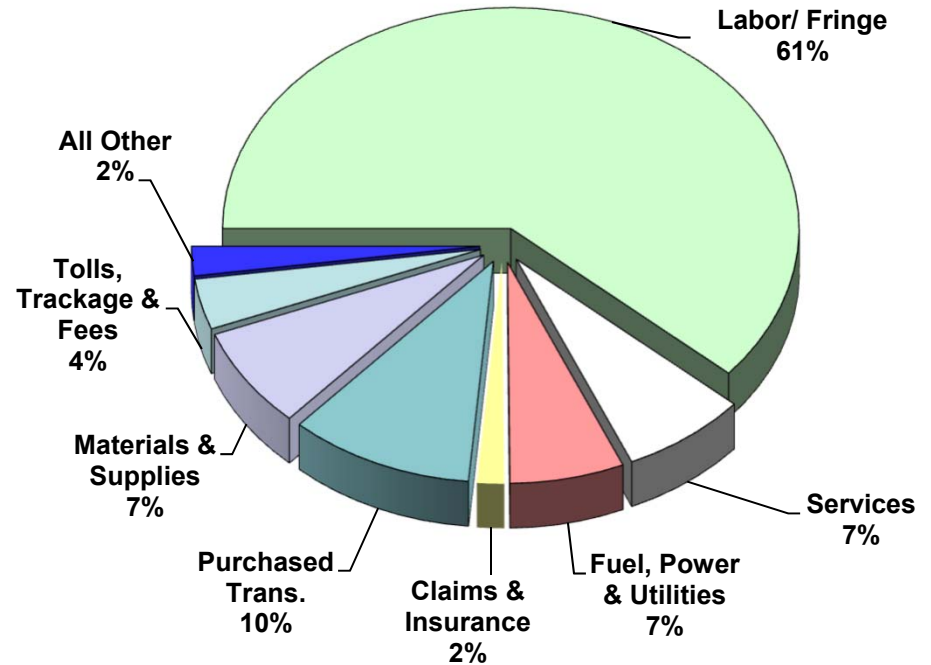
FY21 – Operating Budget

Sources



By Revenue Source	
(\$ in millions)	
Farebox Revenue	\$993.7
Other Commercial Revenue	\$119.5
State Operating Subsidy	\$589.5
Other State	\$211.1
All Other Reimbursements	\$158.3
Capital Transfers	\$460.8
Total	\$2,532.9

Uses

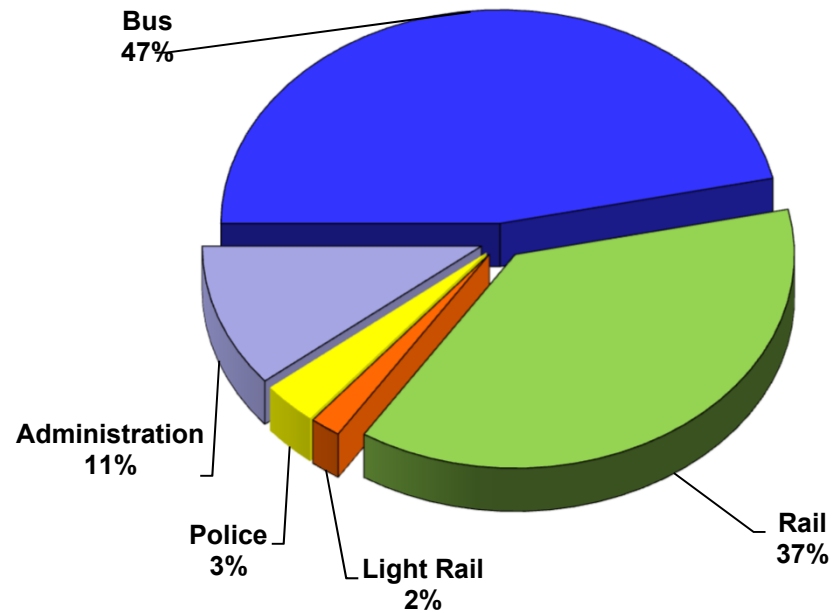
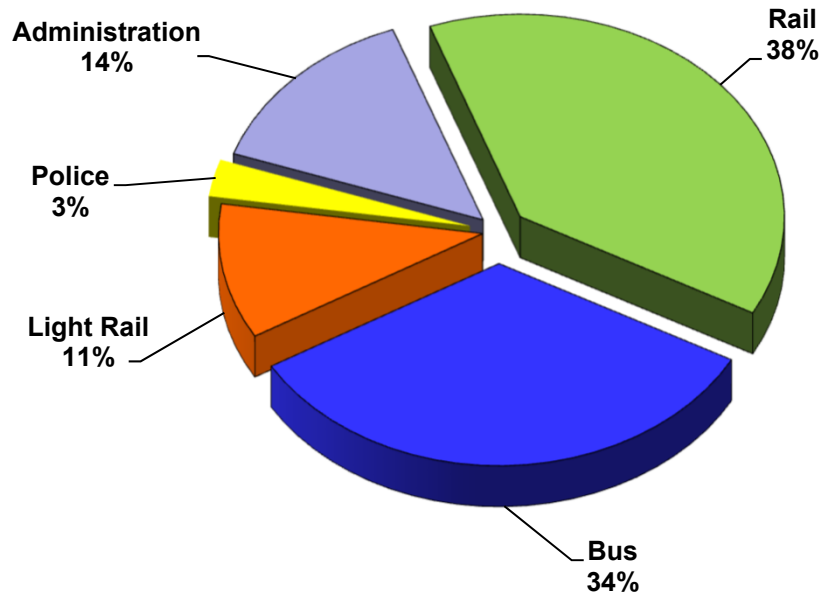


By Expense Category	
(\$ in millions)	
Labor & Fringe	\$1,555.0
Purchased Transportation	\$263.0
Materials & Supplies	\$186.8
Services	\$178.7
Fuel, Power & Utilities	\$162.6
Tolls, Trackage & Fees	\$93.9
Claims & Insurance	\$38.4
All Other Expenses	\$54.5
Total	\$2,532.9

FY21 – Operating Budget by Function

Total Budget

Total FTE



	Functional Unit (\$ in millions)		
	Total Budget	FTE Increase	Total FTE
Rail Operations	\$973.8	77	4,581
Bus Operations	\$852.1	157	5,693
Light Rail Operations	\$274.0	5	218
Police Operations	\$74.9	39	396
Administration	\$358.1	68	1,328
Total	\$2,532.9	346	12,216

FY21 – Gov’s Proposed Operating Budget

Total: \$2.533B | **Growth:** \$141.9M or 5.9% over FY20 | **FTE:** 12,216

Governor Murphy: 4.5% CAGR since 2018 | **State Assistance:** \$800.6M

General Fund Subsidy: \$589.5M or \$132M increase over FY20

Service Enhancements and Customer Experience – \$28M

- New bus operators and service hours along the northern and interstate markets in order to alleviate overcrowding and improve on-time performance
- Four additional classes of locomotive engineer trainees
- Additional rail terminal station staff at New York, Newark, & other stations

Safety Assessment & Enforcement – \$9M

- Additional rail infrastructure and transportation staff in order to maintain the aging infrastructure and enhance train crew supervision
- Systemwide police force expansion for enhanced patrol

FY21 – Gov’s Proposed Operating Budget *cont.*

Strategic Planning & Customer Reliability – \$24M

- Launch of the Battery Electric Bus Program
- Employee compensation market adjustments

Mandatory Cost Increases – \$96M

- Agreement labor contracts (85% unionized workforce)
- Purchased transportation, IT & other service contract escalations
- Placement of 25 new and additional articulated buses into service
- Port Authority bridge and tunnel toll hikes, etc.

Budget Offsets – (\$35M)

- Passenger fare and parking revenue growth
- Health benefit reform savings
- Non-recurring contract awards and renewal of negotiated contracts

FY22 – Preliminary Operating Budget

Total: \$2.686B | **Growth:** \$153.2M or 6.0% over FY21 | **FTE:** 12,639

Governor Murphy: 4.9% CAGR since FY18 | **Est. Funding Need:** \$272.3M

Expiration of Turnpike Authority Funding Agreement – \$129M

- Current agreement set to expire after June 30, 2021

Service Enhancements and Customer Experience – \$15M

- Targeted service enhancements to improve the customer experience

Strategic Planning & Customer Reliability – \$36M

- Continual advancement of the Battery Electric Bus Program
- Additional service enhancements and Bus route redesign & simplification
- Enhanced support of the existing service and maintenance of the fleet programs

Mandatory Cost Increases – \$83M

- Roughly 50% attributable to agreement labor contracts
- Purchased transportation and IT contract escalations, etc.

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

NJTRANSIT

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



New Jersey Transit Budget Proposal Transmittal

March 11, 2020

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Executive Summary

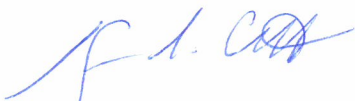
Dear Commissioner and Members of the State Legislature:

Pursuant to the requirements outlined in Public Law 2018 Chapter 162 subsection g. of section 20 (C.27:25-20), I am pleased to present NJ TRANSIT's statutorily mandated budget transmittal. As the nation's largest statewide provider of bus, rail and light rail services, NJ TRANSIT's mission is to ensure the availability of safe, reliable, convenient and cost-effective mass transit service that focuses on the needs of our customers.

NJ TRANSIT covers a service area of over 5,300 square miles and strives to provide a viable public transportation system and network that serves the needs of all types of commuters and customers. As the engine that connects many New Jerseyans with employment, education, health care, and recreational opportunities in and around the Garden State, NJ TRANSIT is a lifeline for the state's economic and social well-being.

This report will summarize a combination of the Corporation's history and business plan, outline the current organizational structure, highlight both current and future investments including funding needs, and provide staffing and other key performance data. The transmittal represents yet another step toward rebuilding the foundation of NJ TRANSIT and execution of a comprehensive strategic plan that prioritizes customers and their safety, while also restoring the Corporation as an exemplary transportation agency of the nation.

Sincerely,



Kevin S. Corbett
President & CEO

History

NJ TRANSIT is a state-owned public transportation corporation that was created by the New Jersey Public Transportation Act of 1979 and established to acquire, operate and contract for transportation service in the public interest. By law, NJ TRANSIT is “in but not of” the New Jersey Department of Transportation (NJDOT), which means that the Corporation operates independent of any direct supervision or control by the NJDOT.

In 1980, NJ TRANSIT purchased Transport of New Jersey, the State's largest private bus company at that time, and took over operations of the Newark City Subway. Between 1981-1985, the services of several other bus companies were incorporated into NJ TRANSIT Bus Operations, Inc. and on January 1, 1983, a second subsidiary, NJ TRANSIT Rail Operations, Inc. was launched to assume operations of commuter rail in the State after Congress ordered Consolidated Rail Corporation (Conrail) to cease its passenger operations. A third subsidiary, NJ TRANSIT Mercer, Inc., was established in 1984 when the agency assumed operation of bus service in the Trenton/Mercer County area. In 1992, following a full reorganization, all three subsidiaries were unified and operations were significantly streamlined. Additional services, facilities and stations have been launched since then, including the first segment of the Hudson-Bergen Light Rail and opening of the River LINE in 2000 and 2004 respectively.

NJ TRANSIT is governed by a 13-member Board of Directors that is chaired by the Commissioner of the NJDOT. Eleven are voting members and appointed by the Governor with various consenting conditions. Of the 11 voting members, eight are from the general public and three are State officials including the NJDOT Commissioner, State Treasurer and a third member of the Executive Branch. The two non-voting members are also appointed by the Governor, but upon the recommendations of the labor organizations involved in rail and bus operations (one from each organization). NJ TRANSIT's Board holds a minimum of ten public meetings annually at the Corporation's headquarters in Newark, New Jersey. Separately, two transit advisory committees provide the Corporation with additional guidance and input from the public. Both the North Jersey Transit Advisory Committee and South Jersey Transit Advisory Committee are comprised of fifteen uncompensated members who all serve four-year terms.

On December 20, 2018, Governor Murphy signed bill S630 in order to provide for additional governance, oversight and accountability reforms at NJ TRANSIT. That legislation is now commonly known today as the NJ TRANSIT reform legislation and reflects the single, largest reform in the Corporation's 40-year history. Among other things, this budget transmittal is a mandatory byproduct of that legislation.

Regional and Agency Trends

NJ TRANSIT produces a quarterly document on ridership trends, by transportation mode, day of the week and market, as well as regional economic statistics for comparative purposes. The most current quarterly document of FY20, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix A.

Systemwide ridership trends continue to improve as NJ TRANSIT has seen 1.4% growth in total passenger trips during the first quarter of FY20, when compared to the same period in FY19. By mode, this includes a 1.5% increase in Rail passenger trips, a 1.4% increase in Bus trips and a 1.0% increase in Light Rail trips. By day of the week, the largest growth has been seen in weekday and Sunday trips at 1.6% and 3.6% respectively, while systemwide Saturday trips have remained relatively flat year-over-year. However, Rail and Bus average Saturday trips alone have grown by 0.2% and 1.4% respectively.

Two of the three systemwide markets have seen growth in passenger trips year-over-year. Both New York City and northern New Jersey passenger trips have grown by 2.0% and 1.7% respectively. Comparatively, the employment trends in New York City and northern New Jersey have been 1.9% and 0.7% respectively. These trends reveal a very strong correlation between ridership and regional employment. Meanwhile, passenger trips in the southern New Jersey market have declined by 3.1% year-over-year, with the largest declines coming from the River LINE and southern bus lines.

List of Key Performance Indicators

Included in Appendix B is a list of key performance indicators (KPIs). The KPIs expand across an array of functional areas: operational, financial, and administrative. Each KPI contains three years of data with topics ranging from on-time performance and rail training programs to farebox recovery ratios and outstanding debt.

Corporate Business Plan

NJ TRANSIT's mission is to provide safe, reliable, convenient and cost-effective transit service through a skilled team of employees dedicated to customers' needs and committed to excellence. Our corporate business plan ensures the execution of our mission and is rooted in six key initiatives:

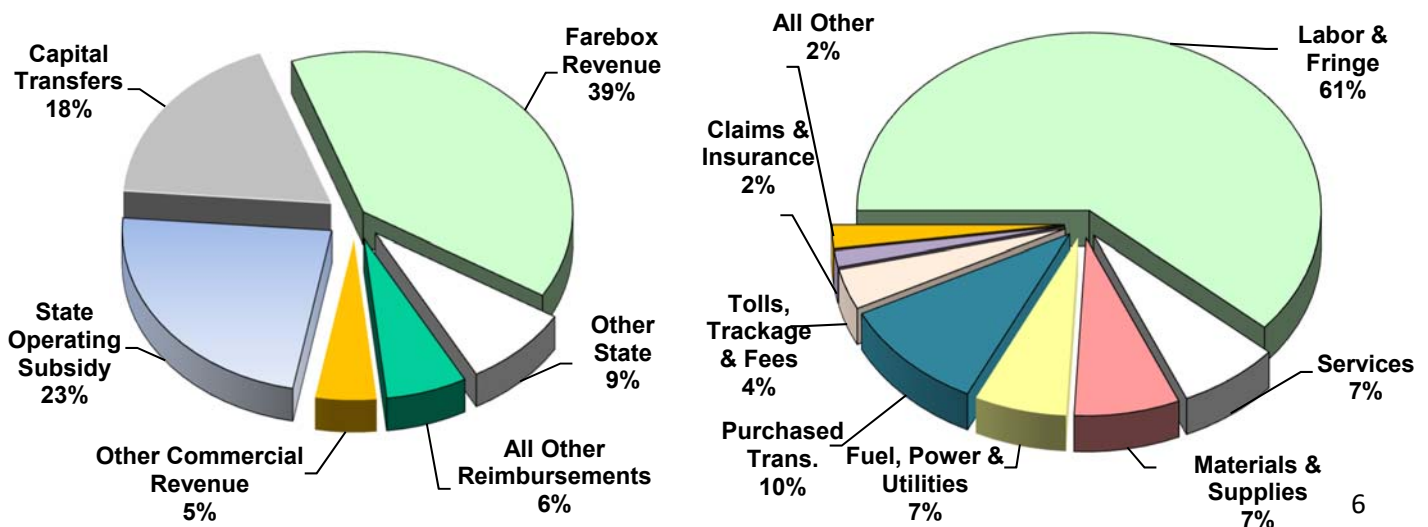
- 1) *Safety and Customer Service*: We must ensure that our implementation of Positive Train Control is complete and operational by the December 2020 full system deadline while continuing to focus on other safety critical projects. We must never lose sight of the customer and are focusing on them through our Customer Experience Unit and our continual "Engage. Inform. Improve" initiative.
- 2) *Service Reliability*: We must hire, train and deploy a sufficient number of Locomotive Engineers, Bus Operators and other critical support personnel to reliably deliver the service that our customers rely on. We will look to increase service where warranted through safety, customer service and economic considerations. We will continue to cultivate a partnership with Amtrak in order to deliver County Yard, which will directly improve service on the Northeast Corridor, and to make customer experience improvements at Penn Station New York.
- 3) *Strategic Planning*: We will continue to prioritize and execute a multi-year strategy that prioritizes the customers and their safety, restores service reliability and invests in the transit infrastructure. The release of our comprehensive 10-year strategic plan and 5-year capital plan will help to advance these goals.
- 4) *Fleet Modernization*: We will continue to accept delivery of new cruisers and articulated buses, multi-level railcars, and dual power locomotives. Our new fleets will provide customers with a modern transportation experience and will significantly reduce delays and lifecycle maintenance costs.
- 5) *Gateway and Portal North Bridge*: Access and capacity between Newark and New York City is the most critical part of our rail operation. While owned by Amtrak, NJ TRANSIT remains committed to provide funding, services, partnership and advocacy to replace the Portal Bridge, repair the Hudson River Tunnel, and increase capacity between Secaucus and New York City.
- 6) *Resiliency*: Superstorm Sandy damaged NJ TRANSIT's infrastructure and exposed weaknesses in our operating and disaster mitigation plans. We must continue and complete the necessary investments to harden and protect our infrastructure and operation against future cataclysmic events.

Four-Year Budget Outlook

(\$ in millions)	FY19	FY20	FY21	FY22
	<u>Actual</u>	<u>Estimated</u>	<u>Gov's Budget</u>	<u>Preliminary Est.</u>
Farebox Revenue	\$ 973.8	\$ 990.4	\$ 993.7	\$ 998.6
Other Commercial Revenue	140.5	120.0	119.5	124.5
State Operating Subsidy	307.5	457.5	589.5	589.5
Turnpike Funding	154.0	129.0	129.0	-
Clean Energy Fund	82.1	82.1	82.1	82.1
Capital Transfers	493.5	460.8	460.8	460.8
Other Reimbursements	154.1	167.9	158.3	158.3
Mandatory Need	-	-	-	212.5
Discretionary	-	-	-	59.8
Total Resources	\$ 2,305.5	\$ 2,407.7	\$ 2,532.9	\$ 2,686.1
Δ from Prior Yr (%)	2.3%	4.4%	5.2%	6.0%
4-Yr CAGR (%)				5.2%
Labor & Fringe Benefits*	\$ 1,365.2	\$ 1,461.5	\$ 1,555.0	\$ 1,672.4
Services	165.4	160.5	178.7	187.0
Fuel, Power & Utilities	141.5	160.5	162.6	165.6
Purchased Transportation	246.3	251.9	263.0	271.0
Materials & Supplies	197.3	183.7	186.8	195.3
Tolls, Trackage & Fees	85.1	88.5	93.9	98.5
Claims & Insurance	57.6	47.7	38.4	40.3
All Other Expenses	46.7	47.7	54.5	56.0
Total Expenses	\$ 2,305.1	\$ 2,402.0	\$ 2,532.9	\$ 2,686.1
Δ from Prior Yr (%)	3.2%	4.2%	5.4%	6.0%
4-Yr CAGR (%)				5.2%

* Includes Workers' Compensation and FELA (Federal Employers Liability Act) costs.

NJ TRANSIT currently expects to end the current fiscal year with an estimated \$5.7 million in Net Operating Income. There are no proposed fare increases in FY20, FY21 or FY22. In addition, FY19 included several temporary fare discounts related to service adjustments caused by PTC and repair work by Amtrak at New York Penn Station. The pie charts below reflect the sources and uses of NJ TRANSIT's operating budget as proposed in the Governor's FY21 Budget. As of January 2020, system-wide ridership is up 0.7% from the previous year largely due to Rail and Bus, but slightly offset by Light Rail ridership declines on both the Hudson Bergen Light Rail and River LINE.

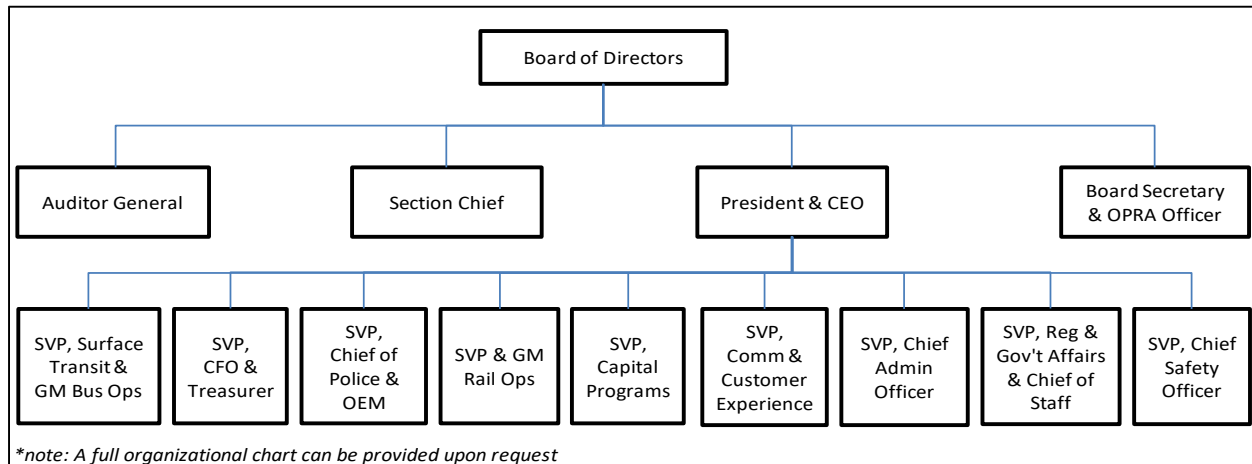


Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY21 Budget recommends a General Fund subsidy of \$589.5 million, representing 23% of NJ TRANSIT's total operating budget of \$2.533 billion. The Governor's FY21 Budget also recommends \$129 million and \$82.1 million in New Jersey Turnpike Authority and Clean Energy Fund support, respectively, which together represent an additional 9% in state assistance for NJ TRANSIT's operating budget. The budgeting timeline and process for both the Corporation and the State are reflected in Appendix C.

Organizational Structure

The Corporation is comprised of approximately 12,000 employees, nearly 85% of whom are represented by a union. The current organizational hierarchy is shown immediately below.



Operating Revenue and Expense Trends

NJ TRANSIT is currently estimating modest cost increases of 3.9% beyond FY22 with funding needs beginning in FY22 (see Appendix D). This reflects the median compounded annual growth rate of several regional transit peers. It should also be noted that the current funding agreement with the Turnpike Authority expires after FY21. Absent the renewal of such agreement, this will require an operating budget replacement of \$129 million in FY22. In order to support those costs, funding may come from any combination of an array of sources including, but not limited to the following:

- Fares and other revenues
- Additional state and/or federal support
- Cost reduction initiatives
- New dedicated funding streams

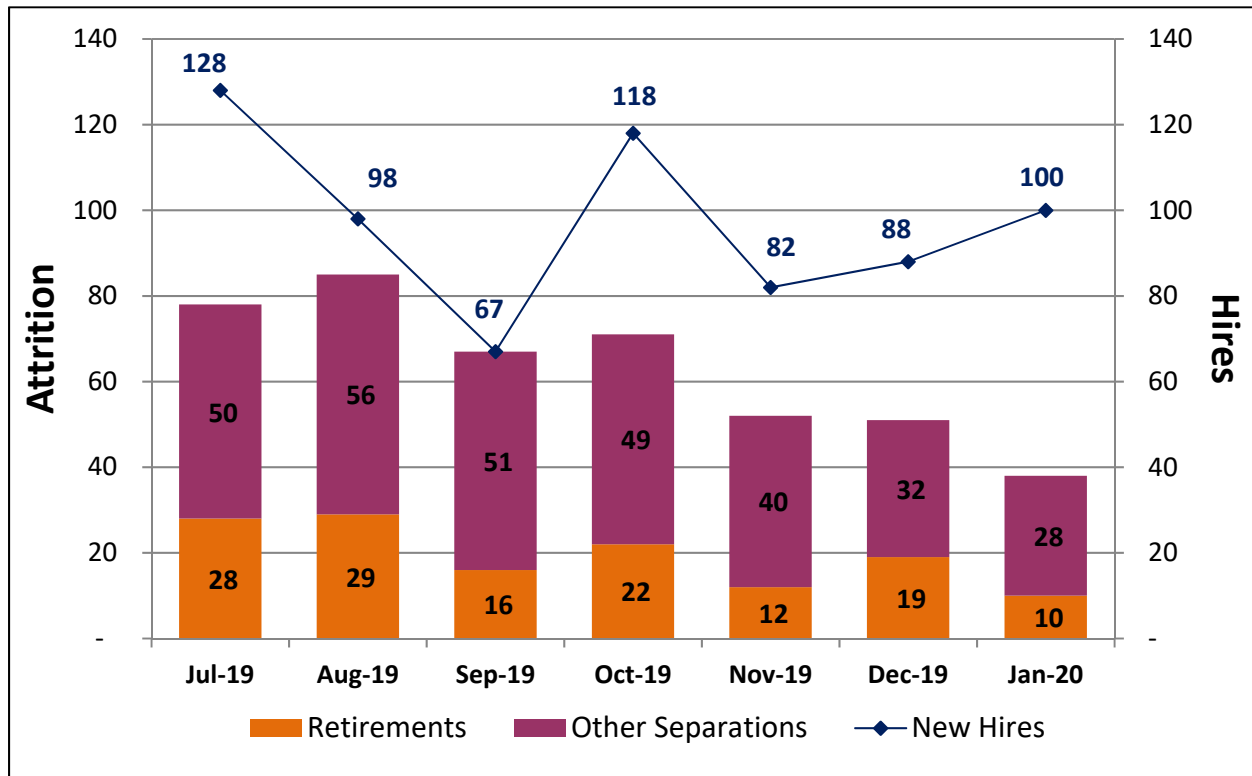
Current Year Headcount Analysis

In FY20, NJ TRANSIT has a budgeted headcount of 11,870 staff. At the end of January 2020, there were 11,593 positions filled. This left 277 vacancies at that time, reflecting a vacancy rate of only 2.3% of the total budgeted headcount. This vacancy rate compares quite favorably to the 3.7% vacancy rate published by the US Bureau of Labor Statistics for the Transportation/Warehousing/Trucking industry for the month of December 2019. Total labor and fringe costs through January 2020 were \$870.4 million, equating to an average cost per employee of roughly \$75k year-to-date.

FY20 Year-to-Date					
Unit	Headcount				Cost
	Budgeted	Filled	Vacancies	% Vacant	Labor/Fringe
Rail	4,504	4,571	(67)	-1.5%	\$ 396.6
Bus	5,536	5,410	126	2.3%	354.8
Light Rail	213	187	26	12.2%	12.9
Administration	1,618	1,426	192	11.8%	106.1
TOTAL	11,870	11,593	277	2.3%	\$ 870.4

**note: Labor/Fringe costs are gross, which includes all reimbursable project time*

Between July 2019 and January 2020, NJ TRANSIT has hired 681 staff and lost 442 staff, for a net gain of 239. Roughly 31% of the 442 separations were due to retirements. Total NJ TRANSIT vacancies have declined by 153, or 36% since the beginning of FY20.



**note: Headcount data as of the end of January 2020 and excludes interns*

Capital Program and Analysis

NJ TRANSIT's capital program is largely comprised of Transportation Trust Fund and federal funding from the Federal Transit Administration and Federal Highway Administration. A summary of current capital appropriations and proposed out-year needs for those projects are reflected in Appendix E.

**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS
First Quarter, Fiscal Year 2020**

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Data collected and developed for performance analysis purposes; the data may differ from that utilized for other reporting purposes.

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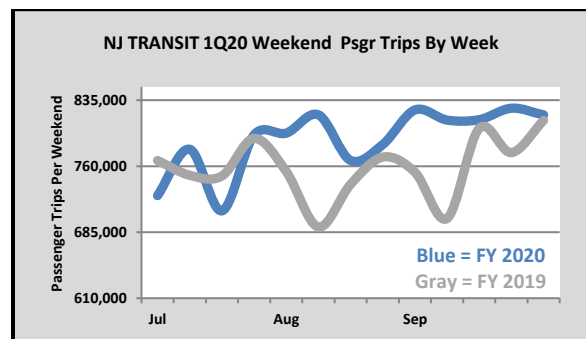
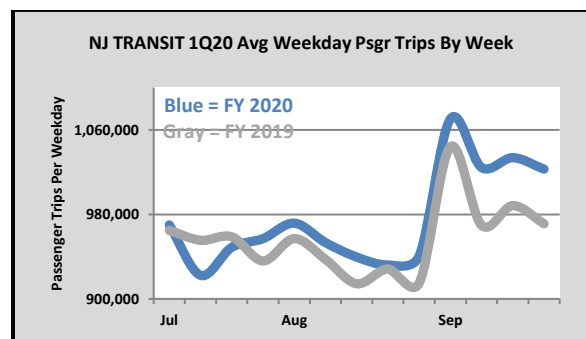
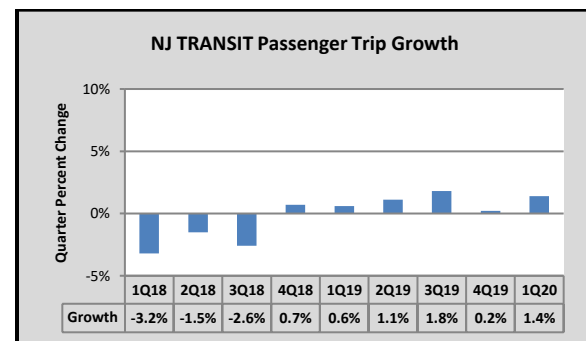
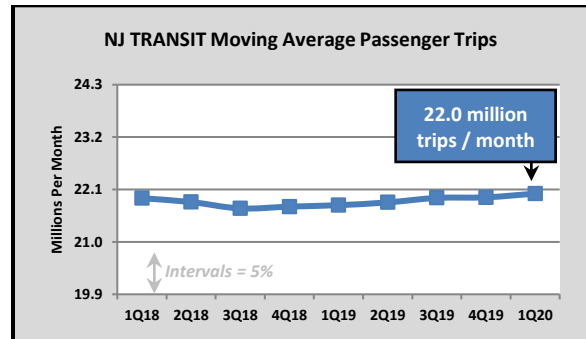
First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

● **NJ TRANSIT RIDERSHIP**

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2020	
<u>1st Quarter</u>	
Total Passenger Trips	67.5 million
Growth*	+1.4%
Average Weekday Trips	928,350
Change*	+14,250
Growth*	+1.6%
Average Saturday Trips	420,500
Change*	(- 400)
Growth*	(- 0.1%)
Average Sunday Trips	316,200
Change*	+12,000
Growth*	+3.9%
Weekends (Saturday + Sunday)	
Growth*	+1.6%

Rail Trips	22.5 million
Growth*	+1.5%
Bus Trips	38.7 million
Growth*	+1.4%
Light Rail Trips	6.2 million
Growth*	1.0%

New York City Trips all modes	
Growth*	+2.0%
Northern New Jersey Trips all modes	
Growth*	+1.7%
Southern New Jersey Trips all modes	
Growth*	(- 3.1%)
* Compared to same period last year.	



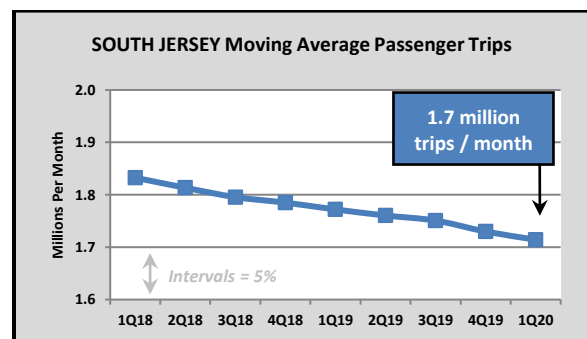
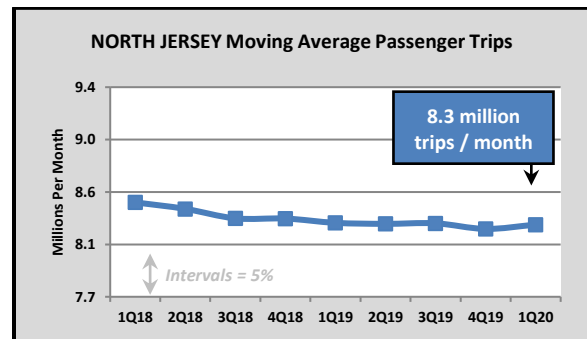
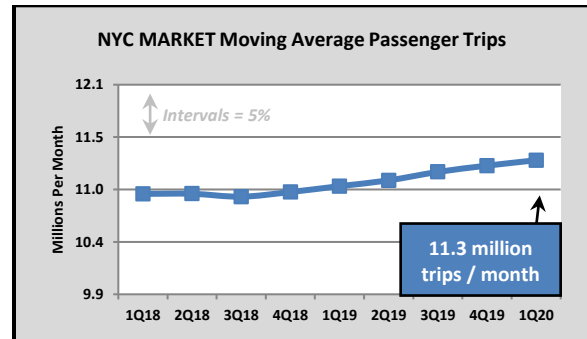
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First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

● MARKET RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2020	
1st Quarter	
Rail New York City Market Psgr Trips Growth*	18.5 million +1.7%
Bus New York City Market Psgr Trips Growth*	16.0 million +2.4%
Total New York City Market Trips Growth*	34.6 million +2.0%
Rail Northern NJ Market Psgr Trips Growth*	1.7 million +1.6%
Bus Northern NJ Market Psgr Trips Growth*	18.1 million +1.5%
Light Rail Northern NJ Market Trips Growth*	5.5 million +2.2%
Total Northern NJ Market Psgr Trips Growth*	25.3 million +1.7%
Rail Southern NJ Market Psgr Trips Growth*	0.18 million +4.2%
Bus Southern NJ Market Psgr Trips Growth*	4.5 million (- 2.9%)
Light Rail Southern NJ Market Trips Growth*	0.7 million (- 8.0%)
Total Southern NJ Market Psgr Trips Growth*	5.5 million (- 3.1%)


* Compared to same period last year.
 Market designation based on service configuration and travel patterns



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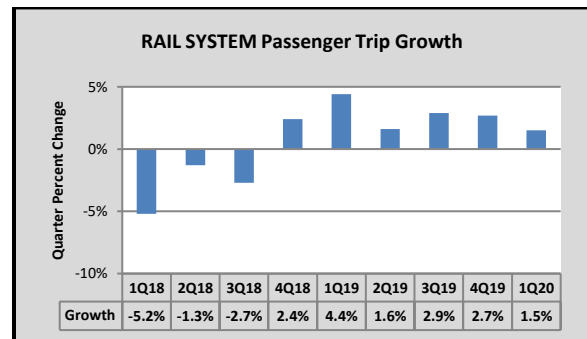
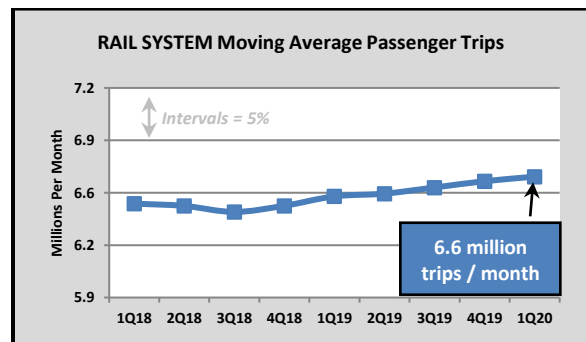
First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

● **RAIL RIDERSHIP**

NJ TRANSIT Rail Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	22.5 million	
Growth*	+1.5%	
Average Weekday Trips	325,500	
Change*	+4,600	
Growth*	+1.4%	
Average Saturday Trips	112,800	
Change*	+200	
Growth*	+0.2%	
Average Sunday Trips	98,250	
Change*	+3,950	
Growth*	+4.2%	
Weekends (Saturday + Sunday)		
Growth*	+2.0%	
Monthly Passholders#	69,650	
Change*	-1,050	
Growth*	(- 1.5%)	
Market – Weekday Trips		1st Quarter
New York Trips	194,350	
Change*	+2,850	
Growth*	+1.5%	
Newark Trips	37,920	
Change*	(- 580)	
Growth*	(- 1.5%)	
Hoboken Trips	35,200	
Change*	+1,300	
Growth*	+3.8%	
Atlantic City Trips	1,400	
Growth*	+16.7%	
Philadelphia Trips	420	
Growth*	+20.0%	
Local Trips	22,440	
Growth*	+2.0%	
Transfers	30,900	
Growth*	+0.3%	

* Compared to same period last year; # Passholders average two Rail trips per weekday.

RAIL SYSTEM Ridership Trends By Ticket Type		
	1Q FY 2020	Last 12 Months
Oneway		
Round Trip	+3.7%	+3.8%
Ten Trip		
Weekly		
Senior Citizen	+6.0%	+5.1%
Monthly Pass	(- 1.5%)	(- 0.8%)
TOTAL	+1.5%	+1.9%




RAIL SYSTEM Ridership Trends Temporal		
	1Q FY 2020	Last 12 Months
Weekday Peak	(- 1.4%)	(- 0.6%)
Weekday Off-Peak	+6.0%	+4.7%
Weekend	+0.3%	+6.4%
TOTAL	+1.5%	+1.9%

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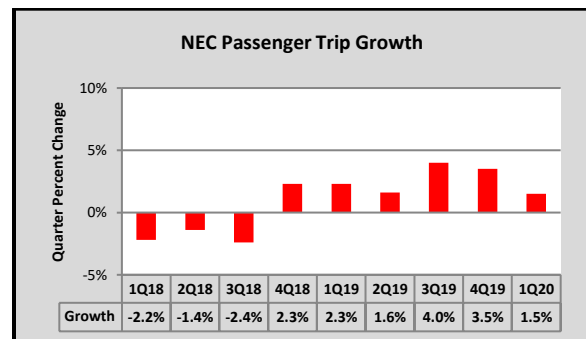
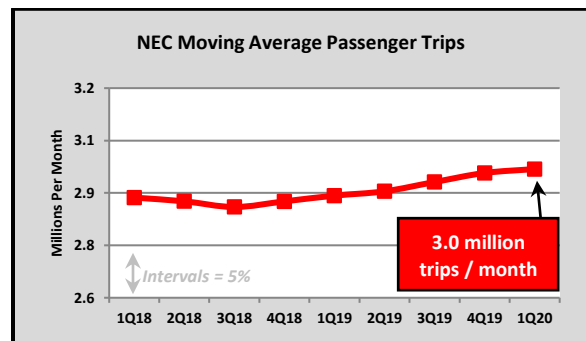
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

NORTHEAST CORRIDOR Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	9.0 million	
Growth*	+1.5%	
Average Weekday Trips	124,900	
Change*	+1,450	
Growth*	+1.2%	
Average Saturday Trips	56,950	
Change*	+250	
Growth*	+0.4%	
Average Sunday Trips	49,950	
Change*	+2,700	
Growth*	+5.7%	
Weekends (Saturday + Sunday)		
Growth*	+2.8%	
Monthly Passholders#	25,950	
Change*	(- 700)	
Growth*	(- 2.6%)	
Market – Weekday Trips		1st Quarter
New York Trips	94,350	
Change*	+2,200	
Growth*	+2.4%	
Newark Trips	22,150	
Change*	(- 700)	
Growth*	(- 3.1%)	
Hoboken Trips	850	
Change*	-0-	
Growth*	+0.0%	
Local Trips	7,500	
Change*	(- 100)	
Growth*	(- 1.3%)	

* Compared to same period last year.
Passholders average two Rail trips per weekday.

NORTHEAST CORRIDOR Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway		
Round Trip	+3.5%	+5.2%
Ten Trip Weekly		
Senior Citizen	+6.4%	+6.7%
Monthly Pass	(- 2.7%)	(- 1.9%)
TOTAL	+1.5%	+2.6%



NORTHEAST CORRIDOR Ridership Trends Temporal	1Q FY 2020	Last 12 Months
Weekday Peak	(- 2.7%)	(- 1.9%)
Weekday Off-Peak	+5.8%	+5.2%
Weekend	(- 0.2%)	+7.4%
TOTAL	+1.5%	+2.6%

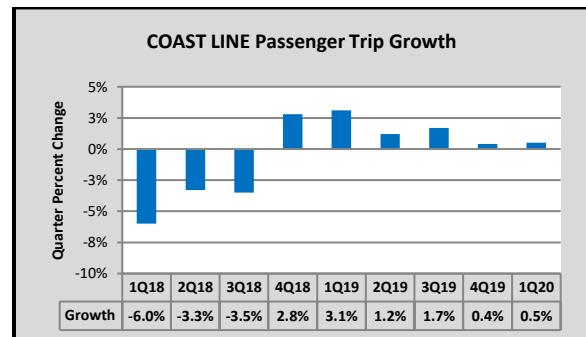
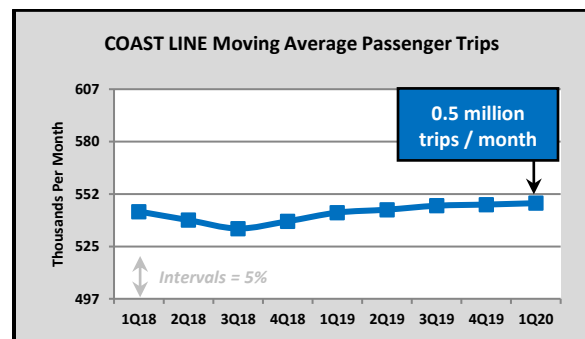
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

COAST LINE		
Passenger Ridership Statistics		
Fiscal Year 2020		
		1st Quarter
Total Passenger Trips		1.8 million
Growth*		+0.5%
Average Weekday Trips		24,600
Change*		(- 25)
Growth*		(- 0.1%)
Average Saturday Trips		12,250
Change*		+450
Growth*		+3.8%
Average Sunday Trips		11,000
Change*		+275
Growth*		+2.6%
Weekends (Saturday + Sunday)		
Growth*		+3.2%
Monthly Passholders#		4,900
Change*		(- 100)
Growth*		(- 2.0%)
Market – Weekday Trips		1st Quarter
New York Trips		14,650
Change*		+150
Growth*		+1.0%
Newark Trips		5,000
Change*		-0-
Growth*		+0.0%
Hoboken Trips		950
Change*		(- 50)
Growth*		(- 5.0%)
Local Trips		4,050
Change*		(- 100)
Growth*		(- 2.4%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.

COAST LINE Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	+1.3%	+1.6%
Round Trip		
Ten Trip		
Weekly		
Senior Citizen	+4.2%	+5.0%
Monthly Pass	(- 2.3%)	(- 1.3%)
TOTAL	+0.5%	+0.9%



COAST LINE Ridership Trends Temporal	1Q FY 2020	Last 12 Months
Weekday Peak	(- 2.3%)	(- 1.3%)
Weekday Off-Peak	+3.3%	+2.3%
Weekend	(- 0.1%)	+3.7%
TOTAL	+0.5%	+0.9%

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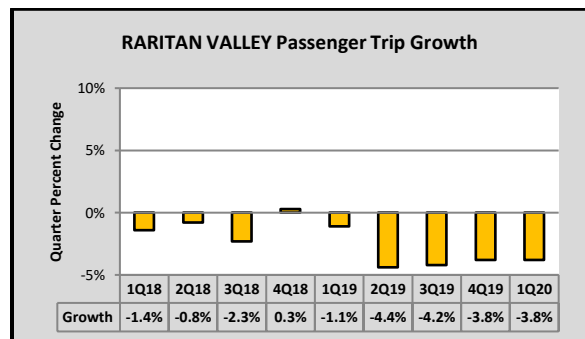
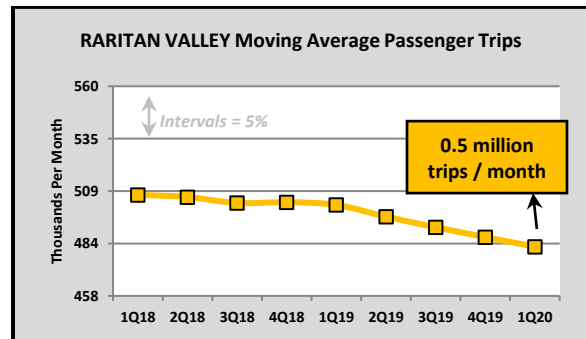
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

RARITAN VALLEY LINE		
Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	1.4 million	
Growth*	(- 3.8%)	
Average Weekday Trips	21,750	
Change*	(- 950)	
Growth*	(- 4.1%)	
Average Saturday Trips	4,900	
Change*	(- 50)	
Growth*	(- 0.9%)	
Average Sunday Trips	4,050	
Change*	+50	
Growth*	+0.9%	
Weekends (Saturday + Sunday)		
Growth*	(- 0.1%)	
Monthly Passholders#	6,100	
Change*	(- 400)	
Growth*	(- 6.2%)	
Market – Weekday Trips		1st Quarter
New York Trips	9,600	
Change*	(- 1,000)	
Growth*	(- 9.4%)	
Newark Trips	10,200	
Change*	+150	
Growth*	+1.5%	
Hoboken Trips	250	
Change*	(- 50)	
Growth*	(- 16.7%)	
Local Trips	1,700	
Change*	(- 50)	
Growth*	(- 2.9%)	

* Compared to same period last year.
Passholders average two Rail trips per weekday.

RARITAN VALLEY Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	(- 0.8%)	(- 0.9%)
Round Trip		
Ten Trip		
Weekly		
Senior Citizen	(- 1.3%)	+0.6%
Monthly Pass	(- 6.4%)	(- 6.8%)
TOTAL	(- 3.8%)	(- 4.0%)



RARITAN VALLEY Ridership Trends Temporal	1Q FY 2020	Last 12 Months
Weekday Peak	(- 6.4%)	(- 6.8%)
Weekday Off-Peak	+0.9%	(- 0.4%)
Weekend	(- 3.0%)	+3.9%
TOTAL	(- 3.8%)	(- 4.0%)

1Q20

First Quarter, Fiscal Year 2020

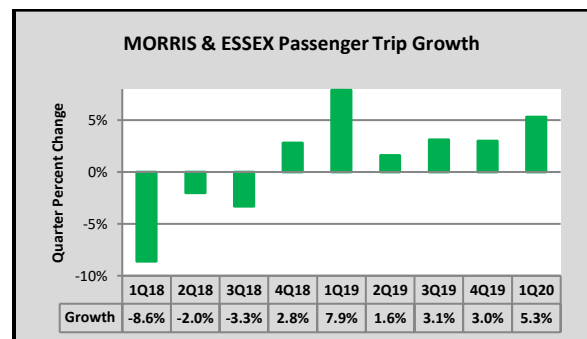
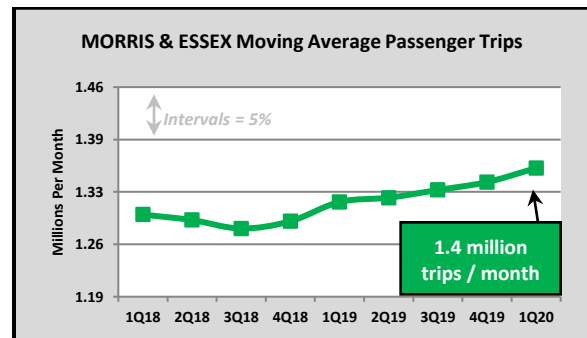
Covering the period July through September 2019

MORRIS & ESSEX LINES	
Morristown Line & Gladstone Branch	
Passenger Ridership Statistics	
Fiscal Year 2020	
	1st Quarter
Total Passenger Trips	4.2 million
Growth*	+5.3%
Average Weekday Trips	62,450
Change*	+2,900
Growth*	+4.9%
Average Saturday Trips	16,950
Change*	+1,250
Growth*	+8.1%
Average Sunday Trips	14,200
Change*	+1,300
Growth*	+10.0%
Weekends (Saturday + Sunday)	
Growth*	+9.0%
Monthly Passholders#	15,350
Change*	+150
Growth*	+1.0%
Market – Weekday Trips	
	1st Quarter
New York Trips	48,150
Change*	+3,100
Growth*	+6.9%
Newark Trips	2,150
Change*	+150
Growth*	+7.7%
Hoboken Trips	7,950
Change*	(- 250)
Growth*	(- 3.0%)
Local Trips	4,200
Change*	(- 100)
Growth*	(- 2.3%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



MORRIS & ESSEX Ridership Trends		
	1Q FY 2020	Last 12 Months
By Ticket Type		
Oneway		
Round Trip	+9.1%	+4.4%
Ten Trip Weekly		
Senior Citizen	+7.3%	+5.7%
Monthly Pass	+1.1%	+1.8%
TOTAL	+5.3%	+3.3%




MORRIS & ESSEX Ridership Trends		
	1Q FY 2020	Last 12 Months
Temporal		
Weekday Peak	+1.1%	+1.8%
Weekday Off-Peak	+10.7%	+4.1%
Weekend	+5.7%	+7.8%
TOTAL	+5.3%	+3.3%

1Q20

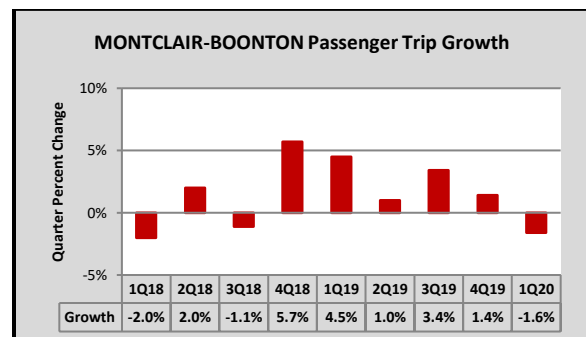
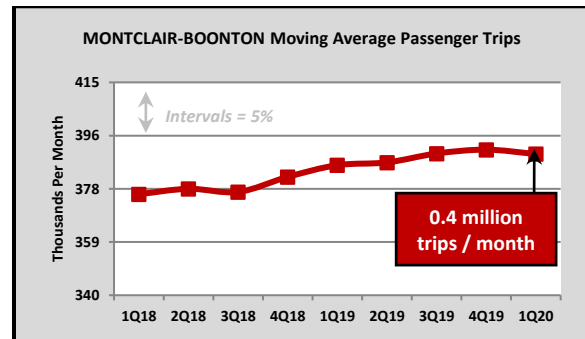
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

MONTCLAIR-BOONTON LINE		
Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	1.1 million	
Growth*	(- 1.6%)	
Average Weekday Trips	18,100	
Change*	(- 300)	
Growth*	(- 1.7%)	
Average Saturday Trips	1,650	
Change*	+5	
Growth*	+0.3%	
Average Sunday Trips	1,450	
Change*	+5	
Growth*	+0.4%	
Weekends (Saturday + Sunday)		
Growth*	+0.4%	
Monthly Passholders#	5,150	
Change*	(- 50)	
Growth*	(- 1.0%)	
Market – Weekday Trips		1st Quarter
New York Trips	10,450	
Change*	(- 2,350)	
Growth*	(- 18.4%)	
Newark Trips	720	
Change*	+20	
Growth*	+0.0%	
Hoboken Trips	5,900	
Change*	+1,700	
Growth*	+40.5%	
Local Trips	1,050	
Change*	+350	
Growth*	+50.0%	

* Compared to same period last year.
Passholders average two Rail trips per weekday.

MONTCLAIR-BOONTON LINE	1Q FY 2020	Last 12 Months
Ridership Trends By Ticket Type		
Oneway	} (- 4.2%)	+2.9%
Round Trip		
Ten Trip Weekly		
Senior Citizen	+10.4%	+6.5%
Monthly Pass	(- 0.8%)	(- 0.7%)
TOTAL	(- 1.6%)	+1.0%



MONTCLAIR-BOONTON	1Q FY 2020	Last 12 Months
Ridership Trends Temporal		
Weekday Peak	(- 0.8%)	(- 0.7%)
Weekday Off-Peak	(- 3.6%)	+7.1%
Weekend	(- 3.1%)	(- 2.4%)
TOTAL	(- 1.6%)	+1.0%

1Q20

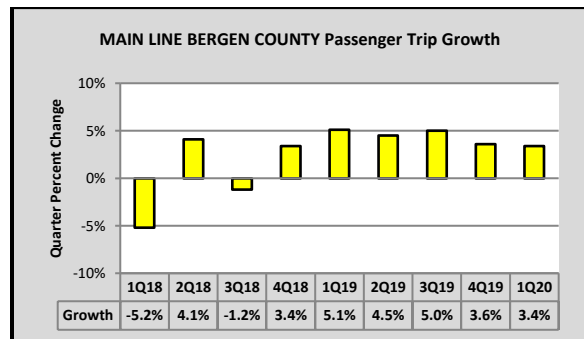
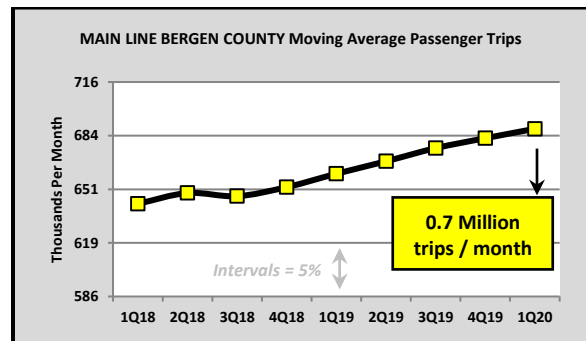
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

MAIN LINE BERGEN COUNTY Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	2.1 million	
Growth*	+3.4%	
Average Weekday Trips	32,100	
Change*	+1,000	
Growth*	+3.2%	
Average Saturday Trips	6,250	
Change*	+150	
Growth*	+2.6%	
Average Sunday Trips	5,400	
Change*	+400	
Growth*	+7.6%	
Weekends (Saturday + Sunday)		
Growth*	+4.9%	
Monthly Passholders#	9,400	
Change*	+150	
Growth*	+1.6%	
Market – Weekday Trips	1st Quarter	
New York Trips	14,100	
Change*	+750	
Growth*	+5.6%	
Newark Trips	375	
Change*	+25	
Growth*	+1.0%	
Hoboken Trips	14,700	
Change*	(- 100)	
Growth*	(- 0.7%)	
Local Trips	2,900	
Change*	+350	
Growth*	+13.7%	

* Compared to same period last year.
Passholders average two Rail trips per weekday.

MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	+4.7%	+5.7%
Round Trip		
Ten Trip		
Weekly		
Senior Citizen	+11.2%	+6.9%
Monthly Pass	+1.7%	+2.8%
TOTAL	+3.4%	+4.1%




MAIN LINE BERGEN COUNTY Ridership Trends Temporal	1Q FY 2020	Last 12 Months
Weekday Peak	+1.7%	+2.8%
Weekday Off-Peak	+7.7%	+7.6%
Weekend	+1.4%	+3.9%
TOTAL	+3.4%	+4.1%

1Q20

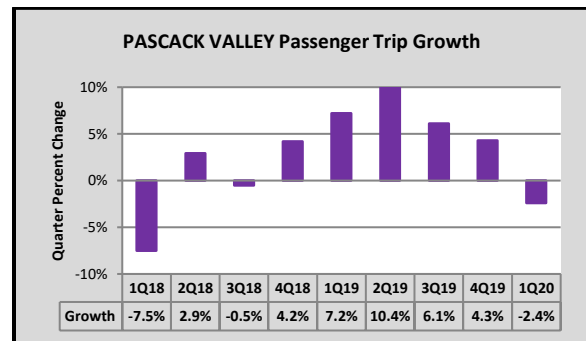
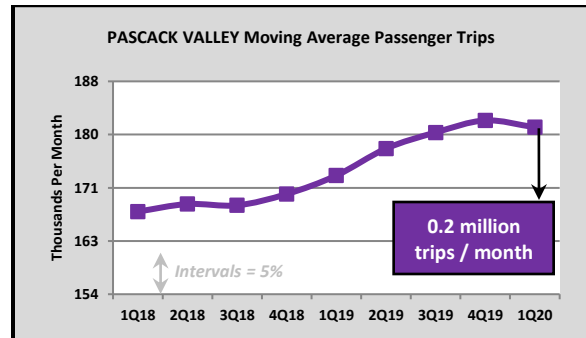
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

PASCACK VALLEY LINE		
Passenger Ridership Statistics Fiscal Year 2020		
Total Passenger Trips	0.5 million	1st Quarter
Growth*	(- 2.4%)	
Average Weekday Trips	8,350	
Change*	(- 75)	
Growth*	(- 0.9%)	
Average Saturday Trips	800	
Change*	(- 350)	
Growth*	(- 31.3%)	
Average Sunday Trips	800	
Change*	(- 250)	
Growth*	(- 24.8%)	
Weekends (Saturday + Sunday)		
Growth*	(- 28.2%)	
Monthly Passholders#	2,600	
Change*	+0	
Growth*	+0.0%	
Market – Weekday Trips		1st Quarter
New York Trips	3,050	
Change*	+0	
Growth*	+0.0%	
Newark Trips	165	
Change*	(- 35)	
Growth*	(- 25.0%)	
Hoboken Trips	4,500	
Change*	+50	
Growth*	+1.1%	
Local Trips	600	
Change*	(- 100)	
Growth*	(- 14.3%)	

* Compared to same period last year.
Passholders average two Rail trips per weekday.


PASCACK VALLEY Ridership Trends		
By Ticket Type	1Q FY 2020	Last 12 Months
Oneway		
Round Trip	(- 3.6%)	+6.6%
Ten Trip		
Weekly		
Senior Citizen	(- 3.3%)	+13.5%
Monthly Pass	(- 1.3%)	+2.4%
TOTAL	(- 2.4%)	+4.5%



PASCACK VALLEY Ridership Trends		
Temporal	1Q FY 2020	Last 12 Months
Weekday Peak	(- 1.3%)	+2.4%
Weekday Off-Peak	+1.1%	+12.2%
Weekend	(- 29.6%)	+3.6%
TOTAL	(- 2.4%)	+4.5%

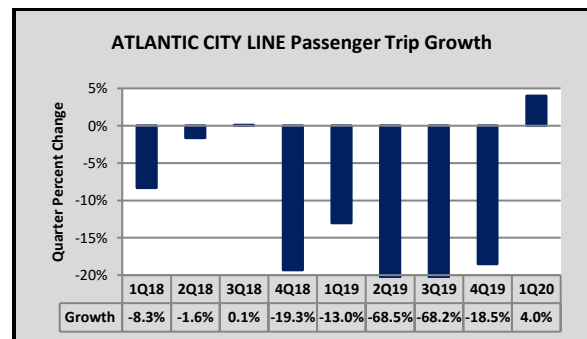
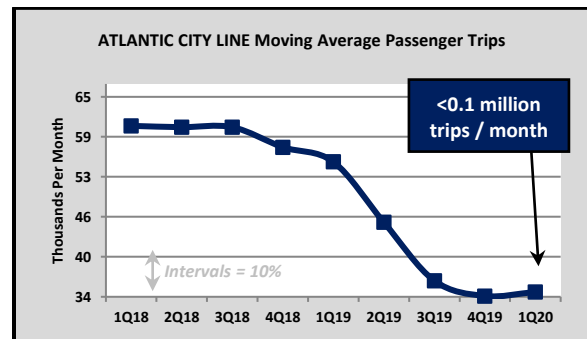
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

ATLANTIC CITY LINE		
Passenger Ridership Statistics		
Fiscal Year 2020		
	<u>1st Quarter</u>	
Total Passenger Trips	0.2 million	
Growth*	+4.0%	
Average Weekday Trips	2,150	
Change*	+500	
Growth*	+30.6%	
Average Saturday Trips	2,200	
Change*	(- 1,275)	
Growth*	(- 36.6%)	
Average Sunday Trips	2,050	
Change*	(- 400)	
Growth*	(- 16.3%)	
Weekends (Saturday + Sunday)		
Growth*	(- 28.2%)	
Monthly Passholders#	170	
Change*	(- 40)	
Growth*	(- 19.0%)	
Market – Weekday Trips	<u>1st Quarter</u>	
Atlantic City Trips	1,400	
Change*	+200	
Growth*	+16.7%	
Philadelphia Trips	420	
Change*	+70	
Growth*	+20.0%	
Local Trips	320	
Change*	+220	
Growth*	>100%	

* Compared to same period last year.
Passholders average two Rail trips per weekday.

ATLANTIC CITY Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	+9.3%	(- 38.4%)
Round Trip		
Ten Trip Weekly		
Senior Citizen	+4.8%	(- 27.4%)
Monthly Pass	(- 19.6%)	(- 44.8%)
TOTAL	+4.0%	(- 36.7%)



1Q20

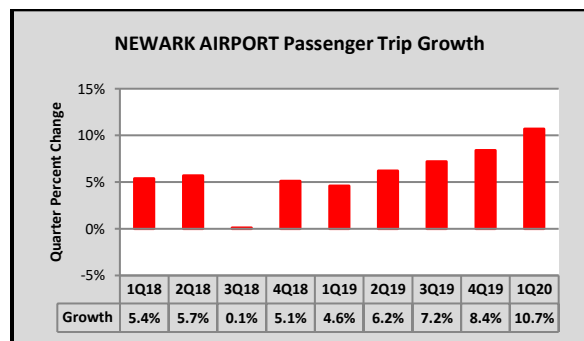
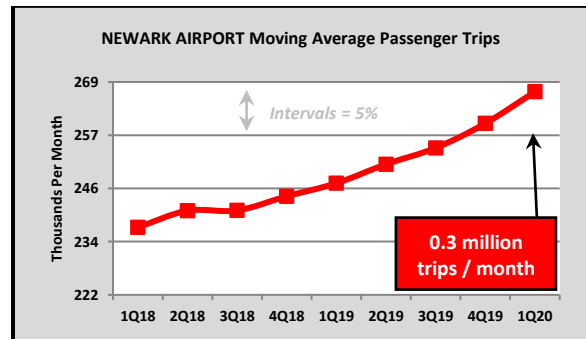
First Quarter, Fiscal Year 2020

Covering the period July through September 2019

NEWARK AIRPORT RAIL STATION Passenger Ridership Statistics Fiscal Year 2019		1 st Quarter
Total Passenger Trips		867,700
Growth*		+10.7%
Northeast Corridor Trips		835,850
Growth*		+1.7%
Coast Line Trips		23,050
Growth*		+2.2%
Raritan Valley Line Trips		3,350
Growth*		+1.9%
Morris & Essex Lines Trips		850
Growth*		(- 4.6%)
Main Line Bergen County Trips		3,350
Growth*		(- 0.5%)
Montclair-Boonton Line Trips		350
Growth*		+2.8%
Pascack Valley Line Trips		1,000
Growth*		(- 13.7%)
Largest Markets		1st Quarter
New York Trips		653,150
Growth*		+13.3%
Newark Trips		41,700
Growth*		+2.2%
Princeton Junction Trips		23,150
Growth*		+1.4%
Trenton Trips		14,650
Growth*		(- 8.8%)
Hamilton Trips		15,200
Growth*		+0.3%
New Brunswick Trips		11,000
Growth*		(- 2.7%)
Princeton Trips		5,300
Growth*		(- 20.7%)

* Compared to same period last year.

NEWARK AIRPORT RAIL STATION Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	} +10.8%	} +8.3%
Round Trip		
Ten Trip		
Child	+10.5%	+8.4%
Senior Citizen	+11.0%	+7.0%
Monthly Pass	+4.7%	+7.4%
TOTAL	+10.7%	+8.1%

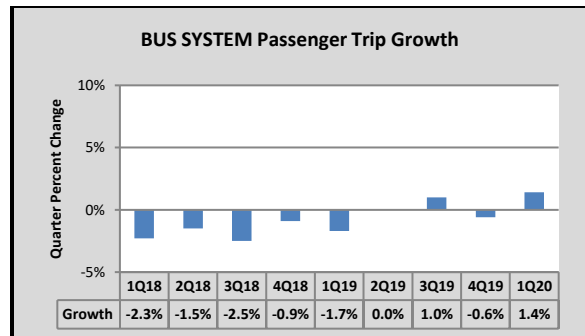
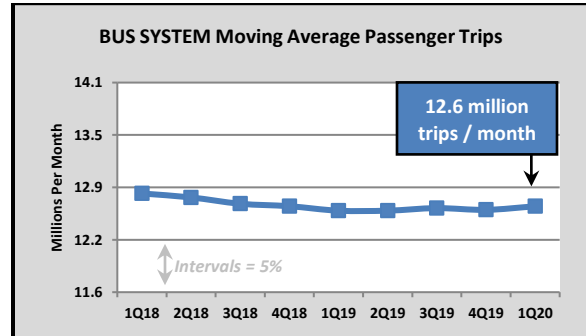


First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

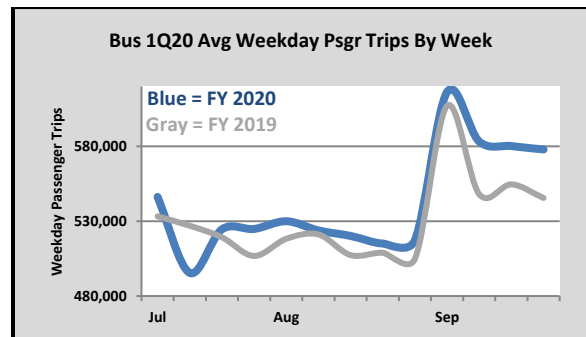
● **BUS RIDERSHIP**

NJ TRANSIT Bus Passenger Ridership Statistics Fiscal Year 2020	
	1st Quarter
Total Passenger Trips	38.7 million
Growth*	+1.4%
Average Weekday Trips	520,100
Change*	+9,500
Growth*	+1.9%
Average Saturday Trips	271,100
Change*	+3,650
Growth*	+1.4%
Average Sunday Trips	187,450
Change*	+4,550
Growth*	+2.5%
Weekends (Saturday + Sunday)	
Growth*	+1.8%

* Compared to same period last year.



BUS SYSTEM Ridership Trends By Route Group		
	1Q FY 2020	Last 12 Months
New York Interstate	+2.4%	+2.3%
North Jersey Intrastate	+2.1%	(- 0.4%)
Philadelphia Interstate	(- 3.3%)	(- 3.0%)
South Jersey Intrastate	(- 2.3%)	(- 1.4%)
Special Event / Seasonal	+6.7%	+11.7%
NJ TRANSIT Operated	+1.6%	+0.6%
Contracted Services	(- 2.2%)	(- 2.5%)
TOTAL BUS	+1.4%	+0.4%



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First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

NEW YORK INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2020		1 st Quarter
Total Passenger Trips		16.0 million
Growth*		+2.4%
Average Weekday Trips		215,100
Change*		+6,000
Growth*		+2.9%

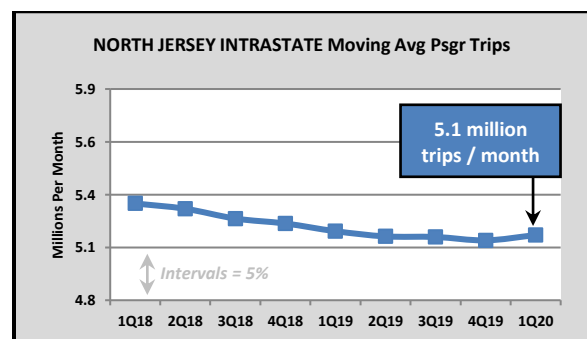
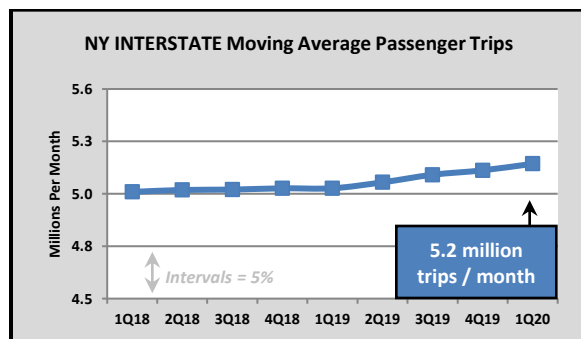
* Compared to same period last year.

NORTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2020		1 st Quarter
Total Passenger Trips		15.6 million
Growth*		+2.1%
Average Weekday Trips		209,300
Change*		+5,300
Growth*		+2.6%

* Compared to same period last year.

NEW YORK INTERSTATE Ridership Trends By Route Group	1Q FY 2020	Last 12 Months
Bergen- Passaic- Hudson	+2.2%	+2.2%
Essex- Union- North Middlesex	+2.0%	+1.5%
Geo Washington Bridge	+8.0%	+10.1%
Lower Manhattan	+11.5%	+4.2%
South Middlesex- Monmouth- Ocean	+1.3%	+0.6%
NEW YORK INTERSTATE	+2.4%	+2.3%

NORTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	1Q FY 2020	Last 12 Months
Bergen-Passaic	(- 0.2%)	(- 3.2%)
Essex- Union- West Hudson	+0.9%	(- 0.7%)
Hudson County	+9.6%	+2.7%
South Middlesex- Monmouth- Ocean	(- 3.0%)	(- 3.5%)
Morris County	+8.8%	(- 0.1%)
NORTH JERSEY INTRASTATE	+2.1%	(- 0.4%)



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First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

PHILADELPHIA INTERSTATE BUS ROUTES	
Passenger Ridership Statistics	
Fiscal Year 2020	
Total Passenger Trips	1.2 million
Growth*	(- 3.3%)
Average Weekday Trips	16,250
Change*	(- 450)
Growth*	(- 2.7%)

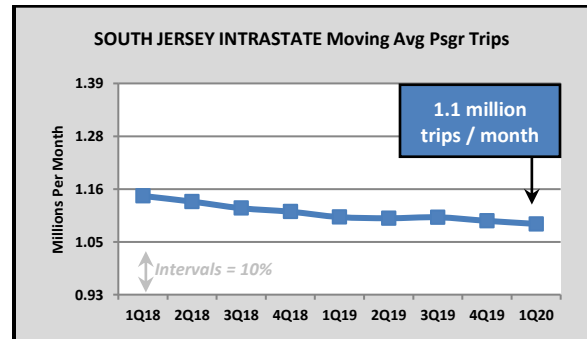
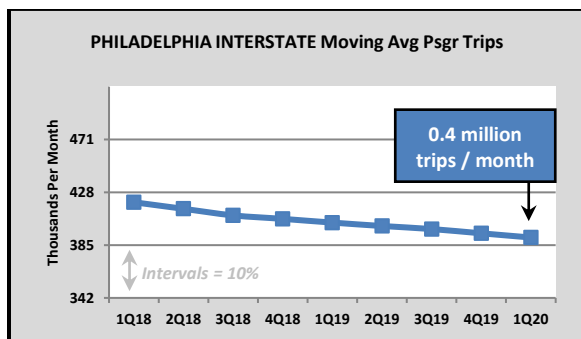
* Compared to same period last year.

SOUTH JERSEY INTRASTATE BUS ROUTES	
Passenger Ridership Statistics	
Fiscal Year 2020	
Total Passenger Trips	3.4 million
Growth*	(- 2.3%)
Average Weekday Trips	45,200
Change*	(- 850)
Growth*	(- 1.8%)

* Compared to same period last year.

PHILADELPHIA INTERSTATE BUS Ridership Trends By Route Group	1Q FY 2020	Last 12 Months
Camden- Burlington- Mercer	(- 6.7%)	(- 7.0%)
Camden-Gloucester	(- 2.9%)	(- 2.1%)
Gloucester- Salem- Cumberland	(- 0.6%)	(- 0.5%)
PHILADELPHIA INTERSTATE	(- 3.3%)	(- 3.0%)

SOUTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	1Q FY 2020	Last 12 Months
Atlantic County	(- 0.4%)	(- 0.4%)
Atlantic Regional	(- 2.6%)	+1.2%
Camden- Burlington- Mercer	(- 3.4%)	(- 4.4%)
Camden- Gloucester- Burlington	(- 7.2%)	(- 5.6%)
Mercer County	(- 1.1%)	(- 1.0%)
SOUTH JERSEY INTRASTATE	(- 2.3%)	(- 1.4%)



First Quarter, Fiscal Year 2020

Covering the period July through September 2019

SPECIAL EVENT & SEASONAL BUS ROUTES

Passenger Ridership Statistics
Fiscal Year 2020

	<u>1st Quarter</u>
Total Passenger Trips	0.07
Growth*	+6.7%
Average Weekday Trips	900
Change*	+100
Growth*	+12.5%

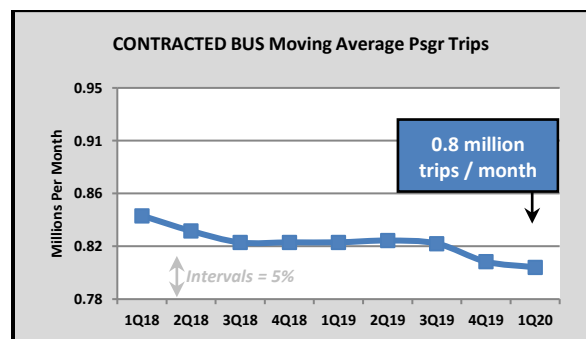
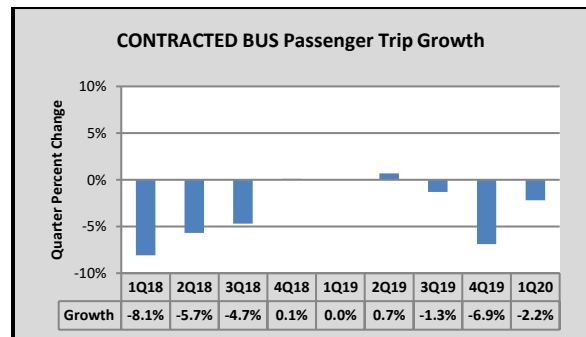
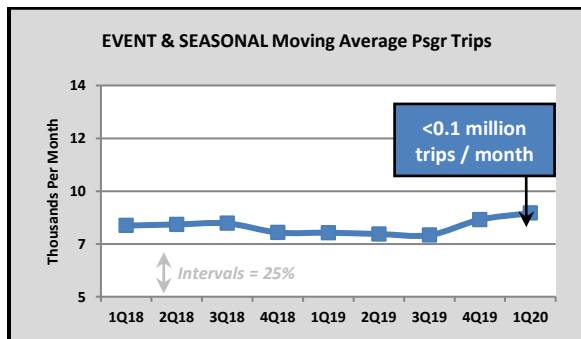
* Compared to same period last year.

CONTRACTED BUS ROUTES

Passenger Ridership Statistics
Fiscal Year 2020

	<u>1st Quarter</u>
Total Passenger Trips	2.5 million
Growth*	(- 2.2%)
Average Weekday Trips	33,350
Change*	(- 600)
Growth*	(- 1.8%)

* Compared to same period last year.



1Q20

First Quarter, Fiscal Year 2020

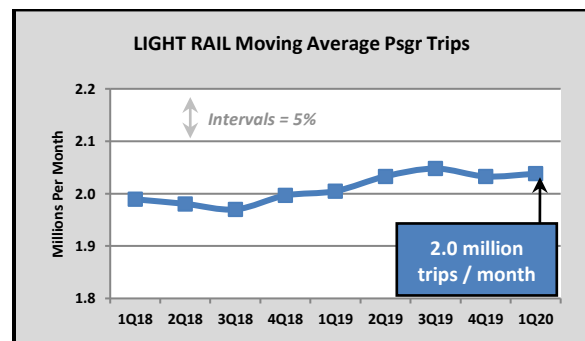
Covering the period July through September 2019

• LIGHT RAIL RIDERSHIP

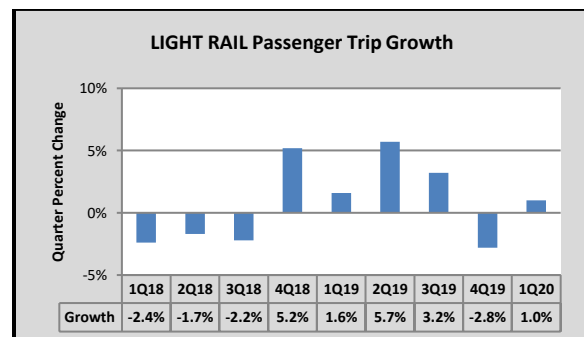
NJ TRANSIT Light Rail Passenger Ridership Statistics Fiscal Year 2020	
	1st Quarter
Total Passenger Trips	6.2 million
Growth*	+1.0%
Average Weekday Trips	82,750
Change*	+150
Growth*	+0.2%
Average Saturday Trips	36,600
Change*	(- 4,250)
Growth*	(- 10.4%)
Average Sunday Trips	30,500
Change*	+3,500
Growth*	+13.0%
Weekends (Saturday + Sunday)	
Growth*	(- 1.1%)

* Compared to same period last year.

LIGHT RAIL SYSTEM	1Q FY 2020	Last 12 Months
Ridership Trends By Ticket Type		
Oneway	(- 0.9%)	+0.3%
Senior Citizen	+2.8%	+6.2%
Ten Trip	+2.6%	+2.7%
Monthly Pass & Other	+1.3%	+1.6%
TOTAL	+1.0%	+1.6%



LIGHT RAIL Ridership Trends By Service	1Q FY 2020	Last 12 Months
Newark Light Rail	+6.6%	+1.1%
Hudson Bergen Light Rail	+0.8%	+2.6%
River LINE	(- 8.0%)	(- 2.7%)
TOTAL LIGHT RAIL	+1.0%	+1.6%



1Q20

First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

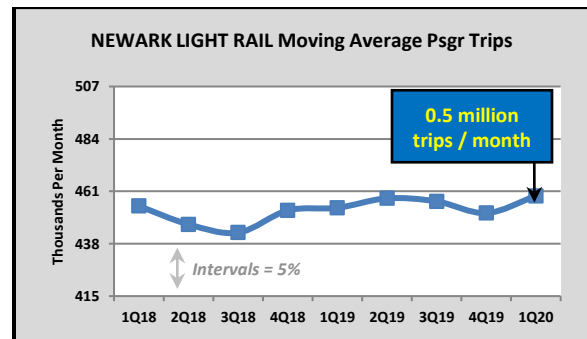
NEWARK LIGHT RAIL

NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2020	
	1st Quarter
Total Passenger Trips	1.5 million
Growth*	+6.6%
Average Weekday Trips	20,550
Change*	+1,450
Growth*	+7.6%
Average Saturday Trips	6,250
Change*	(- 1,100)
Growth*	(- 15.0%)
Average Sunday Trips	3,800
Change*	(- 500)
Growth*	(- 11.6%)
Weekends (Saturday + Sunday)	
Growth*	(- 13.7%)

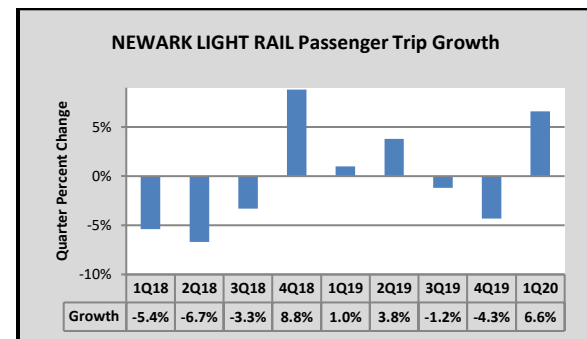
* Compared to same period last year.



NEWARK LIGHT RAIL Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	(- 4.8%)	(- 4.7%)
Senior Citizen	(- 2.2%)	+3.2%
Ten Trip	(- 4.1%)	(- 0.7%)
Monthly Pass & Other	+12.1%	+3.2%
TOTAL	+6.6%	+1.1%



NEWARK LIGHT RAIL Average Weekday Boardings	1Q FY 2020	Vs. Prior Year
Non-CBD Stations	9,042	+2.7%
Newark CBD Stations	11,504	+11.7%
Broad Street Extension	1,008	+33.1%
TOTAL NEWARK LIGHT RAIL	20,550	+7.6%



1Q20

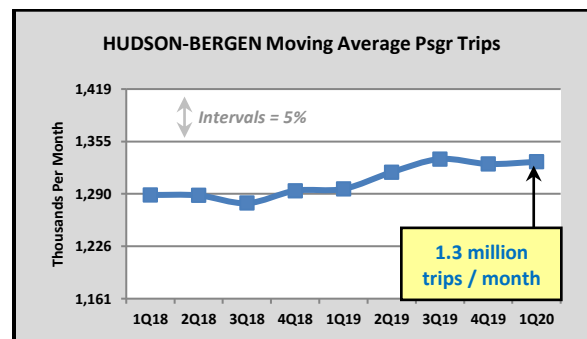
First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

• HUDSON-BERGEN LIGHT RAIL

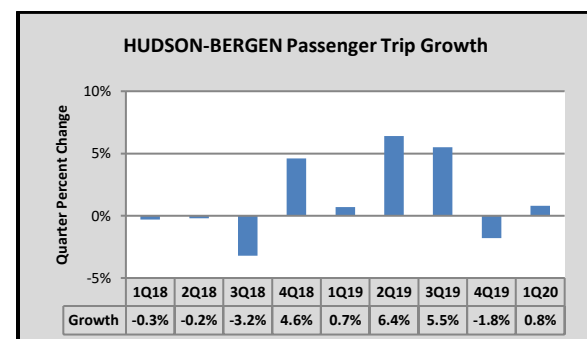
HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2020	
	
	1st Quarter
Total Passenger Trips	4.1 million
Growth*	+0.8%
Average Weekday Trips	53,450
Change*	(- 550)
Growth*	(- 1.0%)
Average Saturday Trips	24,600
Change*	(- 1,550)
Growth*	(- 5.9%)
Average Sunday Trips	21,900
Change*	+3,850
Growth*	+21.3%
Weekends (Saturday + Sunday)	
Growth*	+5.2%

* Compared to same period last year.

HUDSON-BERGEN Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	+1.7%	+3.6%
Senior Citizen	+6.6%	+7.9%
Ten Trip	+0.5%	+3.0%
Monthly Pass & Other	+0.2%	+2.0%
TOTAL	+0.8%	+2.6%




HUDSON-BERGEN Average Weekday Boardings	1Q FY 2020	Vs. Prior Year
Stations Bayonne 8 th -Richard	9,403	+11.3%
Stations West Side-Garfield	0	-
Stations LSP-Hoboken	31,928	+10.8%
Stations Hoboken 2 nd -Tonelle	12,102	(- 0.1%)
TOTAL HUDSON-BERGEN	53,450	(- 1.0%)



1Q20

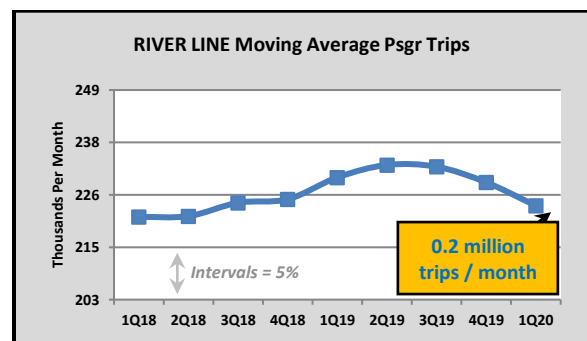
First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

• RIVER LINE

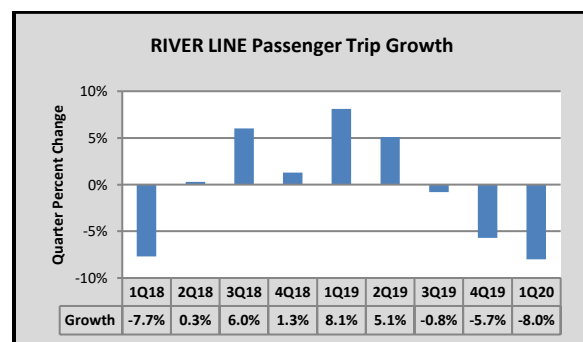
RIVER LINE Passenger Ridership Statistics Fiscal Year 2020		
		1st Quarter
Total Passenger Trips	0.7 million	
Growth*	(- 8.0%)	
Average Weekday Trips	8,750	
Change*	(- 750)	
Growth*	(- 7.9%)	
Average Saturday Trips	5,750	
Change*	(- 1,600)	
Growth*	(- 21.8%)	
Average Sunday Trips	4,800	
Change*	+150	
Growth*	+3.2%	
Weekends (Saturday + Sunday)		
Growth*	(- 12.1%)	

* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	1Q FY 2020	Last 12 Months
Oneway	(- 3.4%)	(- 2.4%)
Senior Citizen	+0.9%	+6.6%
Ten Trip	+37.2%	+5.8%
Monthly Pass & Other	(- 14.3%)	(- 5.0%)
TOTAL	(- 8.0%)	(- 2.7%)



RIVER LINE Average Weekday Boardings	1Q FY 2020	Vs. Prior Year
Trenton Stations	2,018	(- 4.7%)
Bordentown-Beverly	2,497	(- 10.0%)
Delanco-Pennsauken	1,755	(- 8.0%)
Camden Stations	2,458	(- 9.0%)
TOTAL RIVER LINE	8,750	(- 7.9%)



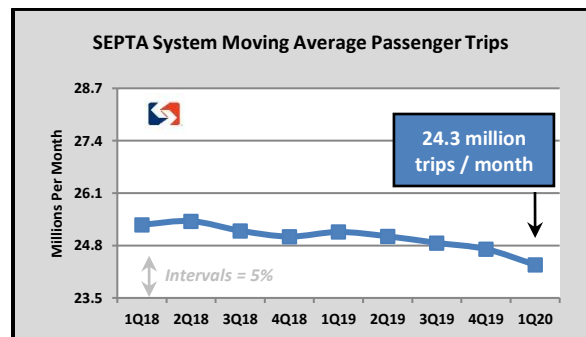
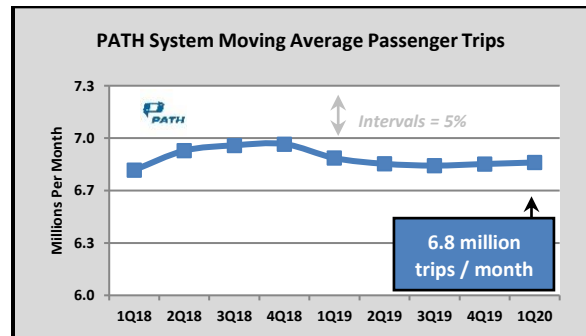
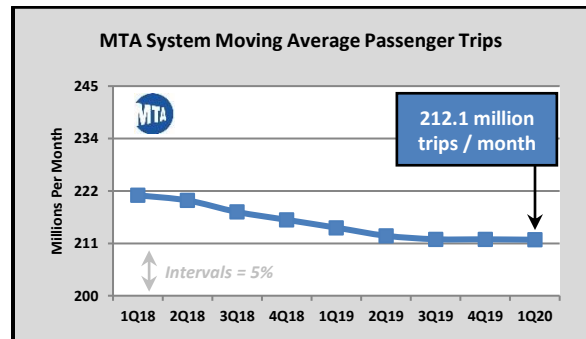
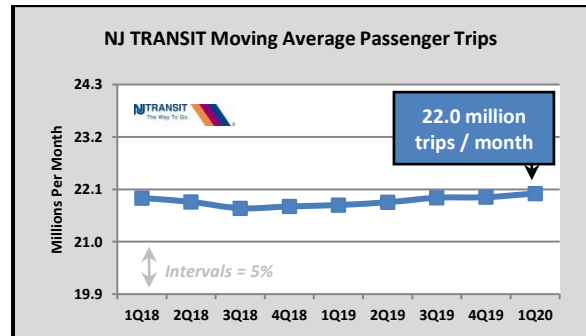
1Q20

First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

● **REGIONAL TRANSPORTATION TRENDS**

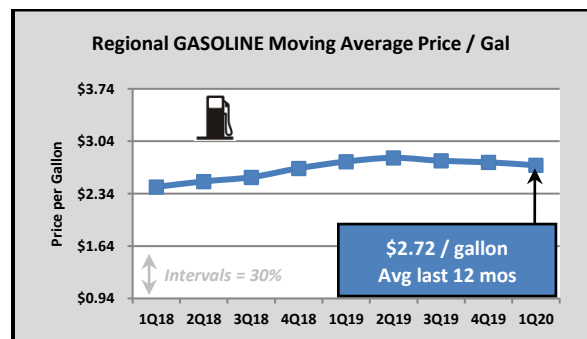
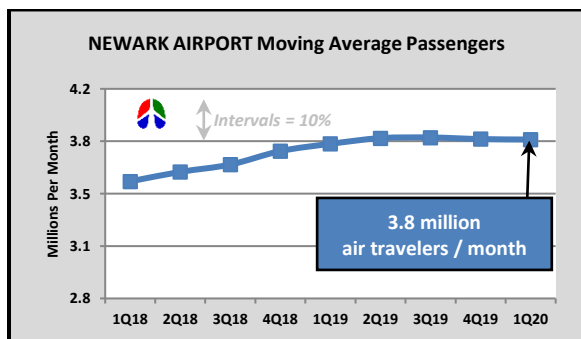
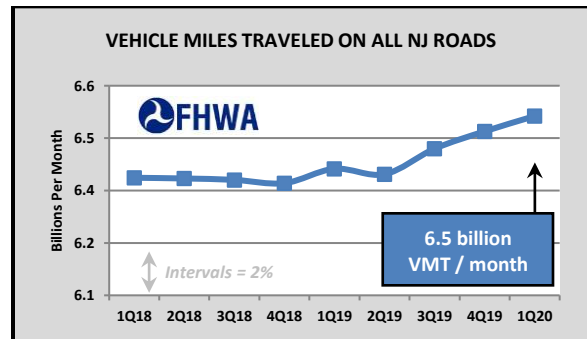
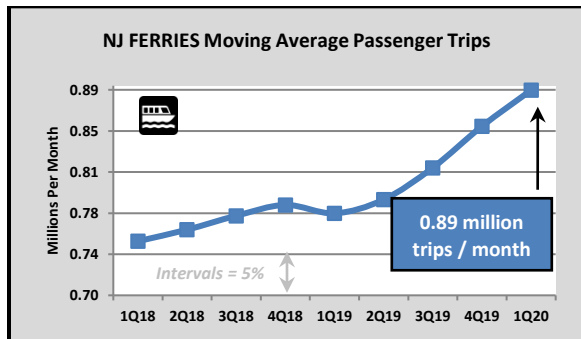
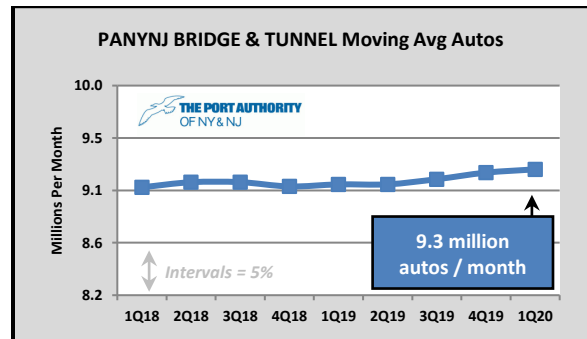
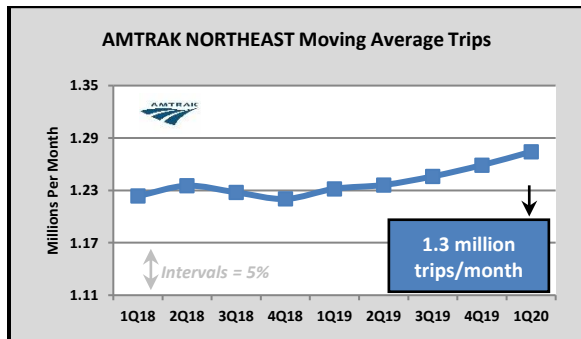
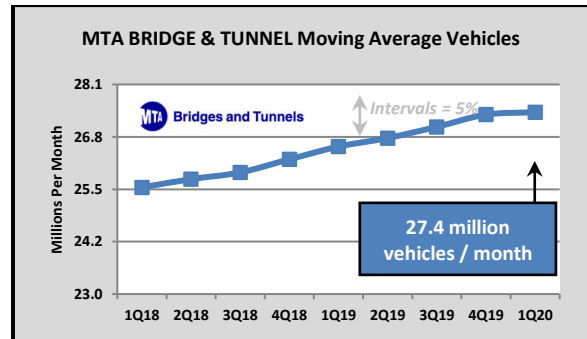
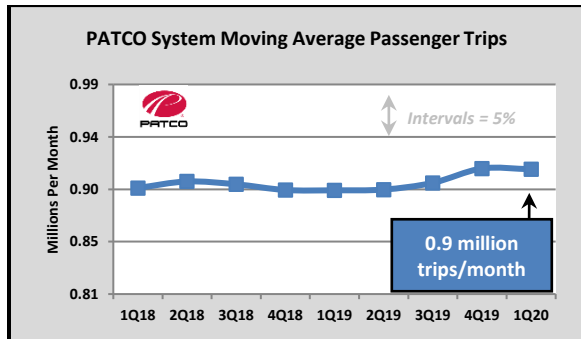
REGIONAL TRANSPORTATION TRENDS	
Percent Change	
Fiscal Year 2020	
Ridership	1st Quarter
NJ TRANSIT System	+1.4%
Rail	+1.5%
Bus	+1.4%
Light Rail	+1.0%
MTA System	+2.2%
NYC Transit	+2.3%
Staten Island Railroad	(- 3.2%)
Long Island Rail Road	+2.7%
Metro North Railroad	+0.8%
PATH System	+3.8%
Newark station	(- 1.4%)
Hoboken station	+12.1%
33 rd Street station	+22.1%
World Trade Center station	(- 14.5%)
SEPTA System	(- 1.2%)
City Transit	(- 2.0%)
Suburban Transit	(- 2.1%)
Regional Rail	+5.2%
PATCO	+3.4%
Amtrak Northeast	+5.0%
Acela (Boston-NYC-Washington)	+5.0%
Regional (Boston-NYC-Washington)	+5.3%
Keystone (NYC-Phila-Harrisburg)	+2.2%
Empire (NYC-Albany)	+7.0%
NJ Ferry Services	+14.5%
Trans-Hudson Downtown	+20.5%
Trans-Hudson Midtown	+11.0%
Monmouth County	+7.5%
Port Authority NY & NJ Airports – Air Travelers	+0.7%
Newark EWR	(- 0.3%)
Kennedy JFK	(- 0.2%)
LaGuardia LGA	+4.2%
Vehicles#	1st Quarter
MTA Bridges & Tunnels	+1.3%
Port Authority Bridges & Tunnels	+1.6%
George Washington Bridge	+1.5%
Lincoln Tunnel	(- 2.9%)
Holland Tunnel	+3.0%
Bayonne Bridge	+31.7%
Goethals Bridge	+2.9%
Outerbridge Crossing	(- 1.4%)
Vehicle Miles Traveled on NJ Roads & Highways	+2.4%
Unleaded Gasoline Price per Gallon v Last Year	(- 9.6%)
Unleaded Gasoline Price per Gallon v 2 Yrs Ago	(- 5.0%)
Unleaded Gasoline Price per Gallon v 3 Yrs Ago	+21.7%
Unleaded Gasoline Price per Gallon v 4 Yrs Ago	+10.4%
Unleaded Gasoline Price per Gallon v 5 Yrs Ago	(- 25.9%)

Auto volume shown except for MTA Bridge & Tunnels and NJ Vehicle Miles Traveled, which are all vehicles.



1Q20

First Quarter, Fiscal Year 2020
 Covering the period July through September 2019



First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

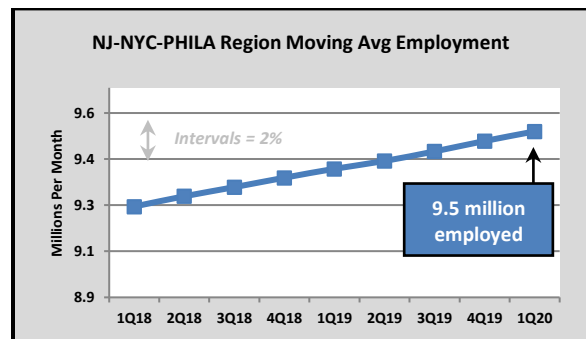
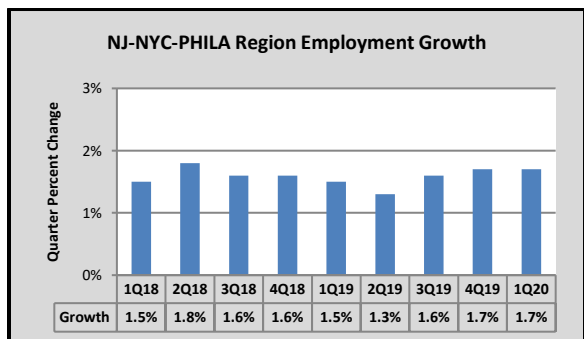
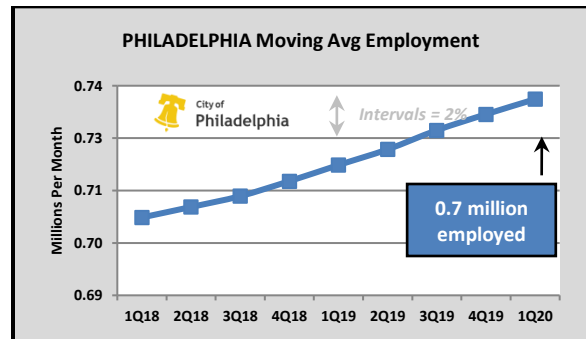
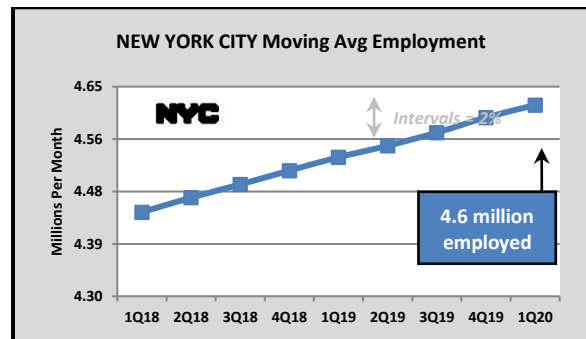
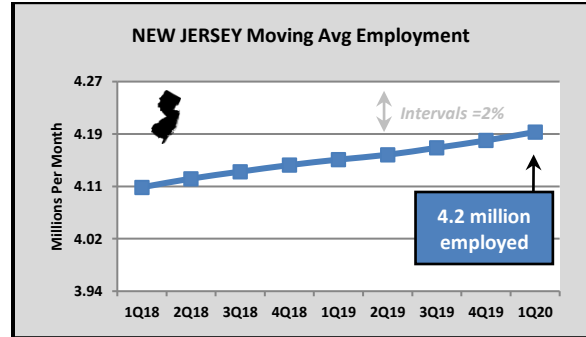
• THE REGIONAL ECONOMY

REGIONAL ECONOMIC TRENDS
 Percent Change
 Fiscal Year 2020 vs. 2019

Employment	1 st Quarter
New Jersey	+1.3%
Newark-Union Metro	+1.1%
Edison-New Brunswick Metro	(- 0.1%)
Bergen-Passaic-Hudson	+1.1%
Northern New Jersey	+0.7%
Camden Metro	+0.2%
Trenton-Ewing	+2.1%
Atlantic City-Hammonton	+0.8%
Vineland-Millville-Hammonton	+2.1%
Ocean City	+7.4%
Southern New Jersey*	+1.3%*
New York City	+1.9%
Philadelphia	+2.2%
NJ-NYC-Phila Region	+1.7%
U.S. Total	+1.5%

* Due to U.S. Bureau of Labor Statistics estimating techniques, local New Jersey labor market totals and trends may not sum to the New Jersey statewide total.

Source: U.S. Bureau of Labor Statistics



First Quarter, Fiscal Year 2020
 Covering the period July through September 2019

WEATHER CONDITIONS

CLIMATE ANALYSIS
 Fiscal Year 2020

	1st Quarter
Average Temperature	75.7 F
Vs. normal	+2.0 F
Vs. last year	(- 0.5 F)

Precipitation – Weekdays

This year	21 days
Last year	30 days

Precipitation – Weekends

This year	4 days
Last year	9 days

Precipitation – Total

This year	25 days
Last year	39 days

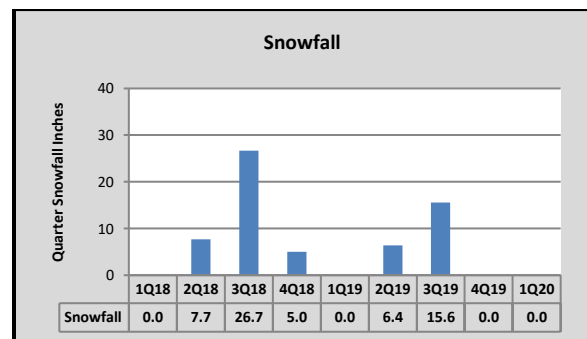
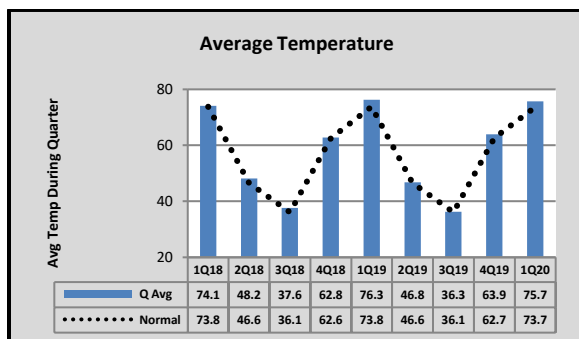
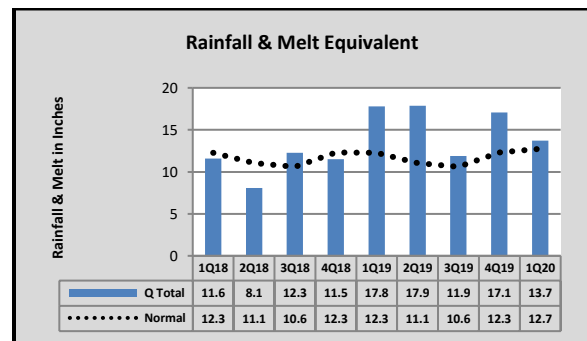
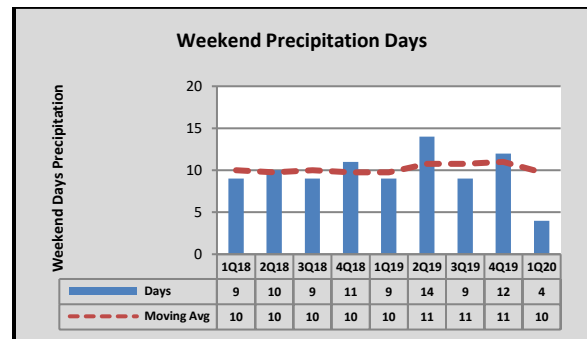
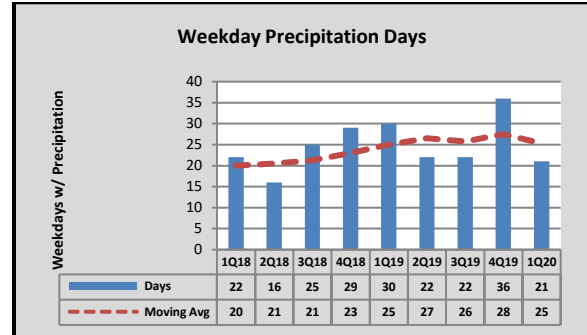
Rainfall & Equivalent

This year	13.71 inches
Last year	17.81 inches
Normal	12.74 inches

Snowfall

This year	0.0 inches
Last year	0.0 inches

Source: National Weather Service, Newark Airport reporting station



~END.

KEY PERFORMANCE INDICATORS



	FY17 Actual	FY18 Actual	FY19 Actual
Operational:			
On-Time Performance			
Rail	91.7%	91.6%	90.0%
Bus	90.4%	90.3%	91.3%
Light Rail	97.3%	96.8%	96.6%
Training			
Locomotive engineer trainees enrolled (LETP)	17	62	86
Retention of graduated LETP classes ¹	26.3%	35.3%	53.8%
Assistant conductor trainees enrolled (ACTP)	30	59	98
Retention of graduated ACTP classes ¹	78.9%	100.0%	90.0%
Equipment			
Number of revenue locomotives	164	173	173
Number of buses	3,042	3,077	3,104
Financial:			
Total operating budget (millions)	\$ 2,111.0	\$ 2,217.9	\$ 2,316.0
Total state operating assistance received (millions)	\$ 426.9	\$ 426.9	\$ 593.6
Total capital program (millions) ²	\$ 1,822.5	\$ 1,366.7	\$ 1,464.6
Average daily cash balance (millions)	\$ 113.6	\$ 107.4	\$ 98.9
Farebox Recovery Ratio ³			
Systemwide	46.9%	44.0%	43.0%
Rail	75.6%	69.1%	69.2%
Bus	56.5%	54.7%	51.0%
Light Rail	26.0%	24.1%	22.2%
Total state and federal debt outstanding (millions)	\$ 1,031.0	\$ 927.4	\$ 813.4
Revolving line of credit outstanding (millions)	\$ 75.0	\$ 75.0	\$ 115.0
Administrative:			
Fiscal year-end headcount	10,984	11,091	11,391
Percentage of workforce full-retirement eligible	12.5%	12.0%	11.5%

Notes:

- (1) Annual LETP and ACTP retention rates are calculated from the classes that graduated in that fiscal year.
- (2) FY16 and FY17 programs include one-time federal resiliency project funding of \$871M and \$393M respectively.
- (3) Farebox recovery calculations do not include overhead.

Budgeting Process

Month	Process	NJT Budget Process	State Budget Process
August - September	Budget Planning & Development	<p><u>NJT</u></p> <p>Develop Preliminary Economic Assumptions, Priorities & Opportunities Planning Instructions & Preliminary Budgets Sent to Departments Internal Planning Meetings within each Department Departments Submit Budget Requests</p>	<p><u>Governor / OMB</u></p> <p>Review of Governor's Program Priorities Economic Forecasts and Demand Assumptions Program Analysis and Preliminary Revenue Estimates Provide Preliminary Budget to Departments</p>
September - January	Planning Documents	<p><u>NJT / OMB</u></p> <p>Review of Submissions and Internal Meetings Held with Departments Formulate/Determine Preliminary Recommendations Recommendations Finalized by NJT Executive Management Submission of Overall NJT Budget Request to OMB</p>	<p><u>Departments / Agencies</u></p> <p>Ability to Provide Services within Budget Priorities for Reductions Prioritize List of Expansions for Current/New Programs Review Planning Document Submissions</p>
January - February	Finalize Recommendations	<p><u>NJT / Executive Branch</u></p> <p>NJT Meets with Executive Branch to Present/Discuss Budget Request</p>	<p><u>Governor / OMB</u></p> <p>Review/Analyze Agency Budget Requests Formulate and Review Budget Recommendations Governor's Final Decisions Governor's Budget Message to Legislature</p>
February - June	Prepare Appropriations Act	<p><u>NJT / Executive & Legislative Branches</u></p> <p>Budget Recommendation Reviewed/Refined During Resolution Period Legislative Budget Appropriation Committee Hearings</p>	<p><u>Legislature</u></p> <p>Review/Analyze Budget Review/Analyze/Revise Revenue Estimates Appropriations Act Enacted by Legislature</p>
June - July	Appropriations Act	<p><u>NJT / Board</u></p> <p>Budget Submission to Board for Approval Board Adoption of Budget Implementation of the Fiscal Year Budget</p>	<p><u>Governor / OMB</u></p> <p>Review/Analyze Impact of Legislative Changes Governor Veto Period and Revenue Certification Governor signs Final Appropriations Act into Law</p>



APPENDIX D
NJ Transit Corporation
Revenue and Expense Trends
(\$ in millions)

	Rail		Bus		Light Rail		Admin/All Other		Funding Need		Total	
	<i>Rev.</i>	<i>Exp.</i>	<i>Rev.</i>	<i>Exp.</i>	<i>Rev.</i>	<i>Exp.</i>	<i>Rev.</i>	<i>Exp.</i>	<i>Rev.</i>	<i>Exp.</i>	<i>Rev.</i>	<i>Exp.</i>
FY11 - Actual	590.1	729.6	364.9	623.6	106.1	258.0	796.5	224.4	-	-	1,857.6	1,835.6
FY12 - Actual	604.9	739.9	376.4	644.1	98.7	262.5	809.5	236.2	-	-	1,889.5	1,882.7
FY13 - Actual	622.7	778.5	373.8	657.2	113.7	289.1	917.4	304.2	-	-	2,027.6	2,029.0
FY14 - Actual	663.3	804.5	374.1	670.8	164.6	349.3	885.2	281.1	-	-	2,087.2	2,105.7
FY15 - Actual	666.3	797.4	374.6	672.0	39.5	223.4	995.0	382.1	-	-	2,075.4	2,074.9
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.0	1,188.1	415.6	-	-	2,305.5	2,305.1
FY20 - Est.	698.5	897.8	393.7	764.9	43.0	270.6	1,272.5	468.7	-	-	2,407.7	2,402.0
FY21 - GBM	700.6	973.8	394.9	852.1	43.1	274.0	1,394.3	433.0	-	-	2,532.9	2,532.9
FY22 - Prelim	702.7	1,020.8	396.0	922.2	43.2	283.5	1,271.8	459.6	272.3	-	2,686.1	2,686.1
FY23 - Prelim	704.8	1,060.6	397.2	958.2	43.4	294.6	1,275.6	477.5	369.8	-	2,790.9	2,790.9
FY24 - Prelim	706.9	1,102.0	398.4	995.5	43.5	306.0	1,279.5	496.1	471.4	-	2,899.7	2,899.7
FY25 - Prelim	709.0	1,145.0	399.6	1,034.4	43.6	318.0	1,283.3	515.5	577.2	-	3,012.8	3,012.8

(1) Assumes that the State's General Fund subsidy remains flat at \$589.5M from the Governor's Proposed Budget beyond FY21.

(2) Beginning in FY22, the funding need includes the need to replace \$129M from the expiring Turnpike Authority funding agreement.

(3) Expenses beyond FY22 are currently projected to grow at an average rate of 3.9%, which reflects the median compounded annual growth rate of several regional transit peers.

(4) The Estimated Funding Need assumptions do not include future potential Administration or Agency actions.

NJ Transit Capital Program Overview

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Access to Region's Core (ARC) - T97	<p>The ARC program will expand "one seat" ride service to Manhattan by doubling the capacity of the Trans-Hudson commuter rail system. The centerpiece of the program is the Trans-Hudson Express Tunnel project (THE Tunnel). This project includes construction of a connection between the Main Line & NEC, added tracks along the Northeast Corridor Line, a new trans-Hudson River tunnel, and station under 34th Street in Manhattan. These improvements will allow accommodation of future travel demand and relieve congestion on alternative modes of travel.</p> <p>CMAQ: Funding for this project will include CMAQ funds. This project is CMAQ eligible because it meets federal eligibility requirements. The project will provide enhanced mass transit service and increased transit ridership. For the CMAQ justification see "CMAQ Report for NJ TRANSIT."</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p> <p>The total project cost is estimated to be \$8.7 billion including the cost of new train equipment for opening day. There is an additional \$400 million for new train equipment to be purchased for 2030 service.</p>	\$126.63			\$0.00	\$126.63	Ongoing	Ongoing
ADA - Equipment - T70	<p>Funding is provided for the purchase of Access Link vans and/or small buses to serve people with disabilities.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	\$4.00			\$0.00	\$4.00	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To	Proposed	Proposed	Proposed	Amount	Project Status	Project Status Expected Completion
		Date Or, If Ongoing Programs (Last 11 Years)	Appropriation (FY21)	Appropriation (FY22)	Appropriation (FY23 - FY30)	Expended Or, If Ongoing Programs		
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	\$57.52	\$0.50	\$1.00	\$8.00	\$46.87	Ongoing	Ongoing
Bridge and Tunnel Rehabilitation - T05	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.	\$342.81	\$81.06	\$18.75	\$187.24	\$205.19	Ongoing	Ongoing
Building Capital Leases - T32	Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$48.69			\$0.00	\$47.37	Ongoing	Ongoing
Bus Acquisition Program - T111	This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$1,071.23	\$7.00	\$100.82	\$1,305.04	\$917.16	Ongoing	Ongoing
Bus Maintenance Facilities - T93	This program provides funds for bus maintenance facilities systemwide. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$23.41			\$0.00	\$8.22	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To	Proposed	Proposed	Proposed	Amount	Project Status	Project Status
		Date Or, If	Appropriation	Appropriation	Appropriation	Expended		
		Ongoing Programs	(FY21)	(FY22)	(FY23 - FY30)	Or, If Ongoing		Expected
		(Last 11 Years)				Programs		Completion
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$12.10	\$0.80	\$0.80	\$6.40	\$8.53	Ongoing	Ongoing
Bus Support Facilities and Equipment - T08	This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.	\$90.56	\$104.81	\$24.98	\$386.27	\$46.01	Ongoing	Ongoing
Bus Vehicle and Facility Maintenance/Capital Maintenance - T09	Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.	\$190.47	\$0.00	\$0.00	\$0.00	\$190.47	Ongoing	Ongoing
Camden-Glassboro Light Rail Line - T302	Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed Glassboro-Camden Light Rail Line (GCL) would provide light rail passenger service to communities in Camden and Gloucester Counties along an existing freight rail line using diesel light rail vehicles. The proposed 18-mile alignment connects Glassboro and Camden along an active Conrail freight right-of-way.	\$5.00			\$0.00	\$0.00	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To				Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
		Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)			
Capital Ferry Improvement Program - T700	Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$15.85	\$6.50	\$6.50	\$52.00	\$3.44	Ongoing	Ongoing
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	\$248.21	\$21.47	\$21.47	\$171.76	\$237.70	Ongoing	Ongoing
Casino Revenue Fund - T515	State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.	\$272.43	\$22.63	\$22.63	\$181.04	\$242.28	Ongoing	Ongoing
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$6.33	\$0.00	\$0.00	\$0.00	\$5.58	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To	Proposed	Proposed	Proposed	Amount	Project Status	Project Status
		Date Or, If	Appropriation	Appropriation	Appropriation	Expended		
		Ongoing Programs	(FY21)	(FY22)	(FY23 - FY30)	Or, If Ongoing		Expected
		(Last 11 Years)				Programs		Completion
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$0.00	\$1.02	\$1.02	\$8.16	\$0.00	Ongoing	Ongoing
Delco Lead Safe Haven Storage and Re-inspection Facility Project - T907	Funding is provided to build the Delco Lead Safe Haven Storage and Re-Inspection Facility. The Delco Lead is located along the Northeast Corridor (NEC) adjacent to the CONRAIL "Delco Secondary". The Safe Haven Storage will provide resilient storage that will protect equipment against damage resulting from a storm. The Service and Inspection Facility will facilitate the rapid return of equipment to service following a storm event. The source of the local funding is the State Transportation Trust Fund (TTF).	\$3.50			\$0.00	\$0.66	Ongoing	Ongoing
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	\$47.54	\$3.00	\$3.00	\$24.00	\$37.76	Ongoing	Ongoing
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$3.00	\$1.00	\$1.00	\$20.80	\$3.00	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Hoboken Ferry Service Improvements - T702	Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation and or purchase of support facilities such as and not limited to maintenance yards, crew quarters and administrative buildings etc.	\$12.00			\$0.00	\$0.39	Ongoing	Ongoing
Hoboken Long Slip Flood Protection Project - T908	Funding is provided to reduce the risk of flooding to Hoboken Rail Yard and the City by filling the deteriorated "Long Slip" inlet inside the rail yard. This project would also improve disaster response and recovery by constructing new elevated tracks and boarding areas on the filled area. The elevated position of these tracks and platforms will permit rapid recovery of commuter rail services to and from Hoboken Yard and its associated Hudson Bergen Light Rail {HBLR}, Port Authority Trans-Hudson (PATH), and ferry service. It will allow continued passenger service while the yard is being decommissioned in preparation of a major storm, and again as the yard is being restored for passenger operation after the storm. The source of the local funding is the State Transportation Trust Fund (TTF).	\$4.91			\$0.00	\$0.22	Ongoing	Ongoing
Hudson-Bergen and Newark LRT System - T87	Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.	\$62.86			\$0.00	\$55.04	Ongoing	Ongoing

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Hudson-Bergen Light Rail 8th Street Extension - T533	<p>Funding is provided for the Hudson-Bergen Light Rail Transit System 8th Street Extension which will provide light rail service from the existing 22nd Street station south to 8th Street in Bayonne.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p> <p>Total project cost of Hudson-Bergen Light Rail 8th Street Extension is \$100 million.</p>	\$18.00			\$0.00	\$18.00	Ongoing	Ongoing
Hudson-Bergen LTR Northern Extension - T301	<p>Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative.</p> <p>The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelles Avenue in North Bergen.</p>	\$95.00			\$0.00	\$0.00	Ongoing	Ongoing
Immediate Action Program - T20	<p>Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.</p>	\$382.43	\$5.09	\$12.51	\$257.40	\$325.52	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To	Proposed	Proposed	Proposed	Amount	Project Status	Project Status Expected Completion
		Date Or, If Ongoing Programs (Last 11 Years)	Appropriation (FY21)	Appropriation (FY22)	Appropriation (FY23 - FY30)	Expended Or, If Ongoing Programs		
Job Access and Reverse Commute Program - T199	Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.	\$10.00	\$0.00	\$0.00	\$0.00	\$10.00	Ongoing	Ongoing
Lackawanna Cutoff MOS Project - T535	Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.	\$2.87			\$0.00	\$0.24	Ongoing	Ongoing
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$118.32	\$11.28	\$27.85	\$234.06	\$80.41	Ongoing	Ongoing
Light Rail Vehicle Rolling Stock - T550	Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$96.51			\$0.00	\$96.51	Ongoing	Ongoing
Locomotive Overhaul - T53E	Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.	\$137.02	\$5.06	\$5.06	\$40.48	\$107.41	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Lyndhurst Improvements - T610	Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$0.00		\$11.13	\$0.00	\$0.00	Ongoing	Ongoing
Major Bridge Program - T501	Funding is provided for the NJ TRANSIT Major Bridge Replacement and Rehabilitation program, including but not limited to rehabilitation/replacement at Newark Drawbridge, Raritan Valley Line bridges, Lower Hack Bridge Rehabilitation and Big Shark Drawbridge Timber Trestle. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$55.30			\$0.00	\$55.05	Ongoing	Ongoing
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	\$29.62	\$3.10	\$2.08	\$6.12	\$9.78	Ongoing	Ongoing
NEC Elizabeth Rail Station Improvements - T600	Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$0.00			\$13.96	\$0.00	Ongoing	Ongoing

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NEC Improvements - T44	Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$599.98	\$108.64	\$107.88	\$1,350.31	\$483.73	Ongoing	Ongoing
NEC Newark Intermodal - T81	Funding is provided for Newark Intermodal projects, including historic restoration, structural rehabilitation and lighting improvements, customer facility improvements, pedestrian and traffic circulation improvements, and any related track and rail infrastructure work. These improvements will make the station more functional, attractive and more customer friendly. Improvements will allow for continued increase in ridership using Newark Penn Station and have clean air and economic benefits. Improvements to the Newark Light Rail are also included. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$6.46			\$0.00	\$5.82	Ongoing	Ongoing
NEC Portal Bridge - T539	This project involves expansion of rail capacity on the Northeast Corridor across the Hackensack River in the vicinity of the existing Portal Bridge. The Portal Bridge is an almost 100-year-old, two-track, moveable swing-span rail bridge over the Hackensack River in New Jersey between the cities of Kearny and Secaucus. The project will evaluate alternatives including replacement, rehabilitation or modification of the existing bridge along with the construction of an additional bridge for added capacity.	\$58.07			\$0.00	\$43.57	Ongoing	Ongoing

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NJ TRANSIT Grid Project - T910	<p>Funding is provided to create a "microgrid" power generation and distribution system. NJ TRANSITGRID will be capable of supplying highly-reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings. NJ TRANSITGRID will also provide resilient electric traction power to allow NJ TRANSIT trains on critical corridors, including portions of the Northeast Corridor, to continue to operate even when the traditional grid fails. This project will directly benefit NJ TRANSIT and Amtrak. The source of the local funding is the State Transportation Trust Fund (TTF).</p> <p>The source of local funding is the State Transportation Trust Funds (TTF) in the amount of \$144,616,890. The STIP ID is DB#T50, Signals and Communications/Electric Traction System program (S&C Program). The TTF component includes \$45,000,000 of unspent funding appropriated in SFY14 and prior years for NJ TRANSIT from S&C Program. In addition, NJ TRANSIT is allocating \$99,616,890 from the SFY 15-24 Constrained Capital Program including \$33,881,000 in SFY15, \$15,640,000 in SFY16, \$9,381,890 in SFY17 \$17,464,000 in SFY18 and \$23,250,000 in SFY from the S&C program.</p>	\$28.55			\$0.00	\$12.39	Ongoing	Ongoing

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		Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)			
NJ TRANSIT Raritan River Drawbridge Replacement Project - T909	Funding is provided to replace the aged and deteriorated Raritan River Drawbridge located in Middlesex County on the North Jersey Coast line (NJCL). The Raritan River Drawbridge was damaged by Superstorm Sandy. The drawbridge will be replaced with a more resilient structure that is less vulnerable to storm surge and flooding, thus enhancing the reliability of the NJCL. The source of the local funding is the State Transportation Trust Fund (TTF) in the amount of \$148,720,822. The STIP ID is DB#-T05, Bridge and Tunnel Rehabilitation program. The \$148,720,822 from the "Bridge and Tunnel Rehabilitation" program is from the SFY15-24 Constrained Capital Program; including \$4,750,000 in SFY15, \$5,000,000 in SFY16, \$5,000,000 in SFY17, \$5,000,000 in SFY18, \$70,887,000 in SFY19 and \$58,083,822 in SFY20.	\$10.00			\$0.00	\$3.71	Ongoing	Ongoing
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$123.71	\$12.92	\$19.65	\$64.48	\$103.27	Ongoing	Ongoing
Perth Amboy Station Improvements - T620	Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations.	\$1.98			\$0.00	\$0.00	Ongoing	Ongoing
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$22.83	\$1.67	\$1.67	\$19.14	\$15.43	Ongoing	Ongoing

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Portal Bridge North - T538	<p>Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.</p> <p>\$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.</p> <p>\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP.</p> <p>\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.</p>	\$44.06	\$39.00	\$61.25	\$361.95	\$2.66	Ongoing	Ongoing
Preventive Maintenance-Bus - T135	<p>This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.</p>	\$0.00	\$112.69	\$112.69	\$1,119.52	\$0.00	Ongoing	Ongoing

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Preventive Maintenance-Rail - T39	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	\$0.00	\$249.33	\$249.33	\$1,776.64	\$0.00	Ongoing	Ongoing
Private Carrier Equipment Program - T106	This program provides State funds for the Private Carrier Capital Improvement Program.	\$38.52	\$4.00	\$3.00	\$24.00	\$35.15	Ongoing	Ongoing
Rail Capital Maintenance - T34	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	\$517.63	\$98.80	\$98.80	\$790.40	\$485.12	Ongoing	Ongoing
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$143.49			\$0.00	\$104.47	Ongoing	Ongoing
Rail Park and Ride - T117	This program provides funding for land acquisition, design and construction of parking improvement projects at various locations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$0.45			\$0.00	\$0.37	Ongoing	Ongoing

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Rail Rolling Stock Procurement - T112	<p>This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.</p> <p>Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.</p> <p>CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".</p>	\$378.40	\$219.52	\$369.49	\$2,141.58	\$307.86	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To				Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
		Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)			
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$171.42	\$82.10	\$33.29	\$131.09	\$110.30	Ongoing	Ongoing
River Line LRT - T107	This element provides funding for the River LINE LRT project from Camden to Trenton for annual EDA debt service payments required until FY19. Project cost of the River LINE is \$1.0 billion. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$470.06			\$0.00	\$470.06	Ongoing	Ongoing
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$4.50	\$1.00	\$1.00	\$8.00	\$0.75	Ongoing	Ongoing
Section 5310 Program - T150	This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.	\$13.28	\$8.80	\$8.80	\$70.40	\$3.00	Ongoing	Ongoing
Section 5311 Program - T151	This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.	\$0.40	\$6.30	\$6.30	\$50.40	\$0.00	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	\$28.83	\$2.61	\$2.61	\$24.88	\$21.70	Ongoing	Ongoing
Signals and Communications/Ele ctric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$590.32	\$165.37	\$47.96	\$104.49	\$468.46	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Small/Special Services Program - T120	<p>Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p>	\$17.61	\$1.47	\$1.47	\$11.78	\$14.11	Ongoing	Ongoing
South Amboy Intermodal Facility - T530	<p>Funding is provided for SAFETEA-LU earmarks for the South Amboy Intermodal Facility.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>The total project cost for South Amboy High Level Platforms is anticipated to be \$48 million.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	\$9.34			\$0.00	\$9.29	Ongoing	Ongoing
Study and Development - T88	<p>This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.</p>	\$74.70	\$5.60	\$5.41	\$43.27	\$61.90	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To	Proposed	Proposed	Proposed	Amount	Project Status	Project Status Expected Completion
		Date Or, If Ongoing Programs (Last 11 Years)	Appropriation (FY21)	Appropriation (FY22)	Appropriation (FY23 - FY30)	Expended Or, If Ongoing Programs		
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$417.53	\$12.55	\$21.55	\$133.44	\$260.34	Ongoing	Ongoing
Track Program - T42	Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	\$200.05	\$18.00	\$18.00	\$144.00	\$175.51	Ongoing	Ongoing
Train Controls-Wayside Signals, Power & Communication Resiliency - T911	Funding is provided for the Train Controls infrastructure resiliency project. The project involves rail line resiliency efforts for certain assets that are vulnerable to storm events, including critical life-safety signal and communications systems. NJ TRANSIT's ten commuter rail lines and the light rail lines were impacted by Superstorm Sandy. They lie in coastal and inland floodplains where storms could overtop the trackbed and potentially flood and damage critical signal, power and communications systems used to control train speed, switches and track choice, and following distances for safe operations. The source of local funding is the State Transportation Trust Fund (TTF).	\$23.48			\$0.00	\$0.31	Ongoing	Ongoing

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Transit	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.	\$3.25	\$1.00	\$1.00	\$8.00	\$3.18	Ongoing	Ongoing
Enhancements - T210	Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.							

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Transit Rail Initiatives - T300	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.</p> <p>The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort</p>	\$292.84	\$8.25	\$2.25	\$237.40	\$289.12	Ongoing	Ongoing

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	<p>that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.</p> <p>Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.</p>							
Walter Rand Transportation Center - T303	The Water Rand Transportation Center (WRTC) is the regional transit hub for southern New Jersey, located across from Cooper University Hospital and Cooper Medical School of Rowan University, in the center of the Business District. WRTC services the Port Authority Transit Corporation (PATCO) high speed line, NJ Transit RiverLINE and proposed Glassboro-Camden Line (GCL), as well as serving as the hub for 26 regional NJ Transit bus lines that connect to Philadelphia, New Jersey and New York. Proposed changes include significant improvements to the building façade, renovations to the interior waiting area (including retail amenities) and new way finding signage. In addition, bus, taxi and train access may be consolidated and made more efficient. Critical to the concept development phase of this project is a focus on improved pedestrian and vehicular traffic flow, which will be accomplished by consolidating all of the existing bus lines inside an expanded and redesigned bus terminal. The redesign of the WRTC will provide better connections for parking, buses, taxis, public transit and retail space making it easier for pedestrians to navigate the transit center and the surrounding area.	\$2.00			\$0.00	\$0.00	Ongoing	Ongoing

Appropriation Line	Narrative Summary	Appropriation To Date Or, If Ongoing Programs (Last 11 Years)	Proposed Appropriation (FY21)	Proposed Appropriation (FY22)	Proposed Appropriation (FY23 - FY30)	Amount Expended Or, If Ongoing Programs	Project Status	Project Status Expected Completion
Wood Ridge Maintenance of Way Facility Relocated Projects - T38	Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation of the Wood Ridge Maintenance Of Way facility. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	\$10.00			\$0.00	\$0.00	Ongoing	Ongoing
Total No. of Appropriation Line Item: 67		\$7,897.88	\$1,433.94	\$1,433.99	\$11,517.91	\$6,381.01		

ITEM 2003-16: PROPERTY ACQUISITION IN RIDGEFIELD PARK FOR THE CONSTRUCTION OF A NEW BUS GARAGE

WHEREAS, NJ TRANSIT requires property to facilitate a new Northern Bus Garage Project to construct a new bus garage with capacity of up to 500 new 45-foot buses for NJ TRANSIT Bus Operations, Inc.'s (NJTBus) Northern Division, alleviate overcrowding in NJTBus' existing garages, allow for future growth, and accommodate modernization of the Bus Fleet; and

WHEREAS, NJTBus' garages in Northern New Jersey are currently operating at 128 percent of their design capacity and a new bus garage would allow NJTBus to phase out the use of the Oradell Bus Garage and replace 40-foot cruiser buses that are beyond their useful life with efficient 45-foot buses that existing garages cannot accommodate due to the property site size; and

WHEREAS, NJ TRANSIT staff has identified an appropriate site in Ridgefield Park, New Jersey, that consists of an assemblage of property Parcels 1 through 4 near the New Jersey Turnpike interchange with Route 46 in Ridgefield Park; and

WHEREAS, the properties contain a total area of approximately 53.57 acres; and

WHEREAS, NJ TRANSIT is an instrumentality of the State of New Jersey and is authorized to operate public transportation bus passenger service in New Jersey and between points in New Jersey and points in other states, and purchase or otherwise acquire real property or any interest therein from any public or private entity pursuant to the New Jersey Public Transportation Act of 1979, as amended; and

WHEREAS, this authorization to acquire parcels in fee will allow NJ TRANSIT to offer and make compensatory payments to property owners that hold title to property from which rights are needed for the Northern Bus Garage Project through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings where necessary;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO or a designee is authorized to offer and make compensatory payments to property owners that hold title to property from which fee rights are needed for the Northern Bus Garage Project in accordance with the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq.; and

BE IT FURTHER RESOLVED that the Chair or President & CEO or a designee is authorized to take any and all actions to acquire in fee Parcels 1 through 4 and other rights necessary for the Northern Bus Garage Project in amounts not to exceed payments discussed in Executive Session, subject to the availability of funds, in accordance with the Eminent Domain Law of 1971, including filing complaints in condemnation, recording declarations of taking, and where necessary, depositing

compensation with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire these parcels from the property owners through bona fide negotiations before commencing condemnation proceedings.

ITEM 2003-17: TENANCY DISPUTE OF RUSSELL GRADDY & ATLANTIC CITY SOUVENIR AND SNACKS INC.

WHEREAS, Article VI, Section 11 of the By-Laws requires Board Authorization for settlement of claims and disputes in excess of \$500,000; and

WHEREAS, Russell Graddy & Atlantic City Souvenir and Snacks Inc. has presented a tenancy dispute with a probable settlement cost greater than \$500,000; and

WHEREAS, staff has reviewed the dispute and recommends settling this dispute;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the tenancy dispute of Russell Graddy & Atlantic City Souvenir and Snacks Inc. at an amount discussed in executive session. NJ TRANSIT has approved the proposed settlement, subject to the availability of funds.

ITEM 2003-18:

KATHLEEN SHANAHAN V. NJ TRANSIT

THIS ITEM WAS DEFERRED

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 NJ TRANSIT – Portal North Bridge Project: Parcel 118 Jana Corporation Acquisition and Metal Green Recycling Industries Relocation; 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.