

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

NJ TRANSIT
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April 10, 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 rescheduled 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 Tuesday, April 7, 2020.

Sincerely,

Joyce J. Zuczek

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 rescheduled 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. conducted virtually by telephone on Tuesday, April 7, 2020.

Board Members

Diane Gutierrez-Scaccetti, Chair
James D. Adams, Board Member
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)
Richard A. Maroko, Board Member
David A. Rasmussen, Board Member (Non-Voting)
Brian T. Wilton, Governor's Representative

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Raymond P. Kenny, Senior Vice President & General Manager, Rail Operations
Eric R. Daleo, Senior Vice President, Capital Programs
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Ronald E. Nichols, Chief, Light Rail & Contract Services
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General
Caroline Vachier, Deputy Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 9:01 a.m. in accordance with the Open Public Meetings Act. Board Secretary Zuczek conducted a roll call.

Board Secretary Zuczek announced that adequate notice of the rescheduled 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 April 1, 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 would be recorded, archived, and made available to the public. Minutes will also be archived and published on the website.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the March 11, 2020 Board meetings. Board Member Cedrick T. Fulton made a motion, Board Member Brian T. Wilton 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

President & CEO’s Monthly Report

President & CEO Corbett greeted Chair Gutierrez-Scaccetti, the members of the Board, and all the members of the public joining online. When they started the COVID-19 Task Force on February 6, 2020, they did not realize what an online Board meeting would be like, but he appreciated everyone adapting to the circumstances.

To begin, President & CEO Corbett expressed his deep gratitude and pride for the dedication of NJ TRANSIT’s employees, under some of the most challenging conditions any of them have ever seen. Today, in the midst of this COVID-19 pandemic, he could not be prouder of the way their workforce has come together and continued to deliver for those who still depend on them for essential travel.

President & CEO Corbett truly believes there is no better example nationally of how a transit system should respond to such an event. He noted it still takes all their nearly 12,000 employees, whether working remotely, in the office, or on the front lines, to keep the system moving. From the Capital Programs staff who keep critical construction projects moving, to their Positive Train Control (PTC) project team, who are working to ensure this critical safety enhancement remains on schedule for full implementation by the end of this year, to all those throughout the organization continuing to work hard to keep their agency running during this health crisis, including IT, Human Resources, Procurement, Planning, Finance, and Safety.

President & CEO Corbett gave a special shout out to their employees who are unable to work remotely, the employees on the front lines with their customers who still rely on mass transit. These include all their operating divisions: Bus, Rail, Light Rail, and Access Link; bus and light rail operators, conductors, and locomotive engineers; New Jersey Transit Police Department officers, customer service staff, and ticket agents; and those working behind the scenes, but equally important, their maintenance personnel, dispatchers, cleaners, building services, and janitorial staff, track, signal, and infrastructure personnel, communications, community affairs, and service planning staff.

President & CEO Corbett was sure he missed some, but the sentiment was no less heartfelt. Their employees are continuing to move essential employees every day, such

as hospital workers, first responders, and others who are literally working to save lives. By extension, NJ TRANSIT employees are also helping to save lives, and performing a vital public service. He was very proud of the way their organization has responded during this unprecedented health emergency and knows from talking to customers he regularly commutes with, that those essential employees who need their services are truly grateful, too.

President & CEO Corbett said he can't stress this point enough: NJ TRANSIT urges the public to limit the use of their transit system for essential travel only. Toward that end, and amidst an approximate 90 percent drop in ridership, they have reduced almost all rail service to a modified President's Day schedule. They have also adjusted weekday bus service to a special schedule to accommodate essential travel, and all three of their light rail lines were operating on weekend schedules.

President & CEO Corbett assured everyone NJ TRANSIT was providing all of the service it possibly could in the midst of a global pandemic. Their workforce is subject to the same COVID-19-related impacts as every other organization in the world, and with each passing day, those impacts only increase. While they have been able to strategically target select trips on some bus routes with added service, like transit agencies across the country, they simply don't have the manpower to add more service.

Their mission, in line with Governor Murphy's directive, is to urge New Jersey residents to stay home unless they are essential personnel using mass transit for essential purposes only. That's the only way to flatten the curve. If someone absolutely must travel, they are urging those still riding for essential purposes to wear a face covering per the new CDC recommendations. It is an additional, voluntary public health measure that the CDC says can slow the spread of the virus.

President & CEO Corbett also strongly encouraged customers to download their mobile app to customize push notifications to be advised of changes or impacts to their commute, and to make ticket purchases to eliminate the need to interact with an additional customer touchpoint. They should also follow their individual line account on Twitter to receive service information on their rail line, light rail line, or bus route. The information on COVID-19 has been evolving rapidly and could impact service levels on short notice.

President & CEO Corbett also recommended they visit njtransit.com/covid19 for the latest information on how they are working to protect the health and safety of customers and employees, and covid19.nj.gov for the latest information from the State of New Jersey.

President & CEO Corbett said they were taking extraordinary measures to provide a safe and clean transit system. They have taken proactive measures that often exceed federal and state guidelines to enhance cleaning and disinfecting vehicles, stations, terminals, and employee work areas. They will continue to take these measures while maintaining the necessary services that essential personnel rely on every day.

NJ TRANSIT has enhanced cleaning procedures systemwide to include disinfection regimens onboard vehicles every 24 hours, and at major stations and terminals on every shift throughout the day. Their enhanced station cleaning regimen includes additional disinfecting of frequent customer touchpoints, such as ticket vending machines, handrails, door handles, and other common areas and hard surfaces. They have also been using the services of an external environmental response contractor to augment, if and when needed, their enhanced cleaning and disinfection regimens at employee work locations, stations, and facilities throughout their service network.

President & CEO Corbett said they continue to make the health and safety of all their employees their highest priority. This, in turn, also protects customers. He named a few examples noting as an added precautionary measure to protect bus operators and customers, they implemented rear-door boarding on all bus routes where available. They also regularly provide Personal Protective Equipment (PPE) to their front-line employees.

Like many others throughout the country, NJ TRANSIT is competing for these precious PPE resources with the healthcare industry, which has been given priority, and understandably so. In addition to leveraging all existing vendor resources, they have also submitted resource requests with the State Office of Emergency Management for PPE. NJ TRANSIT has been added to their list, and their requests will be prioritized and fulfilled as resources become available.

In the meantime, NJ TRANSIT is receiving masks, including from a vendor identified by their union leadership, indicative of the collaborative relationship they have had with their unions. This delivery will supplement masks received last week, which they have already begun to distribute.

NJ TRANSIT's position of allowing employees to wear masks on the job, during this time, is meant to enhance public safety by slowing the spread. As well as, recognizing that it is also their responsibility to ensure employees feel as comfortable as possible during this challenging time. NJ TRANSIT has a sufficient number of gloves, which are being distributed as needed, as they await other deliveries. Bottom line, they are continually ordering PPE and distributing them to their frontline employees.

Also, every NJ TRANSIT employee who can work from home, is working from home. They strongly encourage employees and contractors to conduct all meetings via conference call or video-conferencing. They will continue to take whatever precautions are necessary to protect the health and safety of their customers and employees.

President & CEO Corbett highlighted a major reason they can respond so strongly to this crisis, noting it was a direct result of the extraordinary progress they have made over the past two years. It is difficult to imagine how the organization he walked into some two years ago would handle this crisis. It simply would not have been prepared to the extent they were today.

Over the past two years, NJ TRANSIT has hired more than 2,000 union and non-union employees. All these new employees have significantly deepened their bench, allowing NJ TRANSIT to continue to deliver vital service for essential personnel during this crisis. When it comes to frontline employees, they have graduated more than 700 new bus operators and hired more than 300 locomotive engineers and conductors since January 2018.

Their significant investment in technology is also paying off. By moving many applications to the cloud, they have critical redundancies built in that they did not have two years ago. They have modernized IT systems throughout the organization to automate key processes in Human Resources, Legal, and Procurement, among other departments. That means they are responding faster on the back-end to new and quickly-changing employee and customer needs. Externally, through their upgraded mobile app, website and new push notifications, those essential employees still riding have all the information they need about their services, no matter where they are, or when they need it.

Those were just a few examples of the many ways their work over the past two years has prepared them for this moment. NJ TRANSIT preparedness has also been significantly enhanced by their involvement with the TEEX training program, which stands for Texas A&M Engineering Extension Service.

Led by New Jersey Transit Police Department's Office of Emergency Management, TEEX training has been provided to hundreds of NJ TRANSIT employees over the last several years. It's a week-long training program that prepares NJ TRANSIT staff for handling major planned and unplanned events and emergencies using the National Incident Management System, or NIMS. The program is funded by federal Homeland Security grants and is considered to be the best emergency and incident management training in the country.

This training allowed NJ TRANSIT to quickly pivot to their emergency response protocols early on. This included the launch of their internal Coronavirus Task Force on February 6, 2020, the activation of their Comprehensive Emergency Management Plan (or CEMP), and operating in an Incident Command Structure (or ICS) to clearly define organizational roles to optimize their response.

To ensure they have the resources they need when the pandemic is behind them and ridership and service begins to ramp back up toward full service, Governor Murphy and New Jersey's Congressional Delegation are supporting NJ TRANSIT as they confront this crisis head-on. Earlier this month, President & CEO Corbett wrote to Senators Menendez and Booker, and members of the New Jersey Congressional Delegation, to urgently request significant but critically necessary federal assistance in the amount of \$1.25 billion dollars. This federal assistance will help offset the long-term financial impacts of COVID-19, which includes but is not limited to, dramatic NJ TRANSIT revenue losses and COVID-19-related expenses such as the extensive and costly systemwide cleaning enhancements. It is important to note that this amount does not include potential impacts to NJ TRANSIT revenues received from state funding.

Today, President & CEO Corbett was pleased to report that their Congressional Delegation has come through in a big way, to meet this request. Late last month, Congress passed a \$2 trillion stimulus package sending more than \$1 billion dollars to NJ TRANSIT. NJ TRANSIT is extremely grateful for Governor Murphy's unwavering support and to Senators Menendez and Booker, and the entire New Jersey Congressional Delegation, for securing these desperately needed funds.

President & CEO Corbett also thanked their colleagues at the FRA and the FTA for their continued support, assistance, and partnership. NJ TRANSIT must continue providing essential public transportation services. Their agency must be on sound footing and ready to provide that service when the current coronavirus emergency subsides and New Jersey's travel and transportation needs return to normal. They simply cannot overcome, on their own, the unprecedented financial burden this national emergency has created. Like the many other challenges NJ TRANSIT has faced down in tough times, such as 9/11 and Superstorm Sandy, President & CEO Corbett has no doubt they will come out of this on the other end, stronger than ever.

Despite the attention and resources required to combat COVID-19, they will not stop pushing this organization forward. They can both effectively respond to this crisis and still advance key initiatives and projects at the same time. For example, NJ TRANSIT is working hard to ensure that critical capital projects continue to advance.

Important projects at various facilities continue, such as the replacement of four rooftop HVAC systems at four bus garages and the flood mitigation project at their rail Meadowlands Maintenance Complex (MMC). Larger capital projects also continue to advance, such as: Elizabeth Station; New Brunswick Station Building Improvements and Elevator Rehab; and the Hoboken Henderson Substation.

They have also been working closely with the FTA (Federal Transit Administration) to ensure that, not only their largest capital project, but a project of national significance, the Portal North Bridge project, moves as quickly as possible toward the Full Funding Grant Agreement. NJ TRANSIT continues to advance their 10-year Strategic Plan and five-year Capital Plan. They are maintaining critical training schedules for their Locomotive Engineer Training Program (LETP) and Assistant Conductor Training Program (ACTP), by transitioning in-classroom training to a distance learning format and will be equipping trainees with company-issued laptops.

They are taking advantage of reduced rail traffic to run more tests for their federally-mandated Positive Train Control (PTC) project. The bottom line is, they are allocating more resources to PTC during this time, the FRA (Federal Railroad Administration) is willing to provide more resources, and they are counting on Parsons and Alstom, their PTC contractors, to step up as well.

President & CEO Corbett turned the floor over to Parsons and Alstom to update the Board with a status of the PTC project. They will talk about how they will ensure the project remains on schedule for full implementation by December 31, 2020.

William Krull, Parsons Vice Rail, Transportation & Industrial Systems, provided a status update on NJ TRANSIT's Positive Train Control ASES II Project. Mr. Krull stated the things he felt that were very solid included the back-office dispatch system. The Hoboken Division has been completely cutover and for the Newark Division, they only have to cut over the Conrail, Hudson and Atlantic City Line which is well within the needs of the overall project.

The wayside is coming along, and they have fully tested or had ongoing testing on the Morristown, Montclair-Boonton, Raritan Valley, Gladstone, and Bergen lines and plan to be complete with all the wayside testing no later than August of this year. Mr. Krull said on the communications side they have fully tested all the wayside radios and have substantially completed all the testing on the onboard radios and as they see minor communication issues in the field, they are able to address them immediately. At this time on the project Mr. Krull said the back-office, wayside, and the communications are progressing in accordance with what they need to meet their deliveries.

Mr. Krull said if they recall back in October 2019, the onboard software was a major concern because there was a delay in delivery. Mr. Krull said during the October Board meeting presentation Parsons gave, they said they would begin revenue service demonstration (RSD), which is where they run the PTC system on active NJ TRANSIT revenue trains with passengers. They have been running that since March which was in accordance with what Parson said they would do in October. They have several trains running every day with PTC activated and they are seeing the added safety on parts of the Morristown Line as they go, and they will continue to ramp this up over the next several months.

Mr. Krull said in order to not get caught up in the same situation Parsons was in September, Alstom has implemented a process where they are releasing software every six weeks regardless of whether there is a need or not just to ensure a scheduled release in case of an anomaly. Mr. Krull said they did release the software required for the next phase of the PTC project which is the extended RSD, which means they move from RSD in a portion of the Morristown Line and the beginning RSD to other parts of the railroad which would be the full Morristown, Montclair-Boonton, Gladstone and then onto other lines.

Mr. Krull said the status of Revenue Service Demonstration (RSD) was being run every weekday. They have had several review sessions at the level of Alstom, Parsons, NJ TRANSIT, and WSP. There are also regular discussions with the FRA regarding their progress with the RSD. They are managing this as an expedited urgent situation.

Mr. Krull said they have two items in the RSD that they have run into and both do not point to the onboard software, but point to potential hardware anomalies. One maybe

specific to a particular train which they are pulling out of service and doing a full review of the train. Mr. Krull said they are doing a general hardware review. Another issue has to do with a radio and by the end of this week both those items should be resolved. They expect to be in the extended RSD by June 9, 2020.

The importance of the RSD and the extended RSD is that they have to as a group submit a safety plan to the FRA no later than the end of June in order for them to get the six months to review the plan to certify the railroad. Mr. Krull said the RSD and the lead up to the extended RSD play a part in the safety plan. There is also a large piece of that safety plan which is the engineering piece, the hazard analysis, and the mean time between hazardous failure log. That documentation has been submitted to NJ TRANSIT for NJ TRANSIT to incorporate into its final safety plan. That was to be submitted to NJ TRANSIT by the end of March and it was submitted on March 30, 2020.

Mr. Krull said they still need to complete the 384 consecutive runs and they are not being blocked from doing this and they expect to have these runs done by June 1, 2020. They expect that they will be able to notify the FRA that they will go into extended RSD not later than June 9, 2020 and also at that time submit the safety plan.

Mr. Krull said the last time that they were at the Board meeting they said they were going to release software on November 19, 2019, leading to RSD on March 2020, leading to the safety plan on June 2020, and not later than December 2020 get the PTC certification needed. Mr. Krull said they did miss the November 19, 2019 date by a few weeks and actually delivered the software in December 2019. The good news is with the efforts and strong dedication of the team, they were able to recover all of that time and still be able to enter RSD by March 2020.

Mr. Krull said they have had some minor impacts as a result of COVID-19 and he would get into a few specifics when he talks about their resources. At this point in time Mr. Krull said he didn't anticipate any delays to the end date and there has been no impact from COVID-19 that he thinks they can't recover from. Mr. Krull said they don't expect any relief from Congress for the December 31, 2020 PTC deadline so they will continue to drive full steam ahead to ensure they meet this deadline.

Mr. Krull said to ensure they are going to meet the PTC deadline, Parsons is regularly having to reassess and augment their test staff largely in part due to COVID-19. Mr. Krull said they have added 11 resources, but four of these resources were quarantined in place and currently cannot support the testing, and other resources have left the company. They are expecting the four COVID-19 impacted resources to add benefit to the project because they utilize them to accelerate test documentation so they can get this information uploaded to the FRA quicker. Parsons has also added a troubleshooting desk, a specific person to manage all the day-to-day input and output that's coming from not only the field testing, but also the RSD. Parsons and NJ TRANSIT has set-up an additional working group.

On the Alstom side, the team did an incredible job in preparing for the COVID-19 impact at the Rochester site. Alstom has set-up their test labs so that they can continue to develop and test software without having to have people in their facility. They have continued to add test resources and resources for upgrades of trains, software upgrades and any warranty efforts that are needed.

Jointly the team between Alstom, Parsons, and NJ TRANSIT are regularly meeting daily, sometime two times a day to ensure they have the resources needed to support the trains they have. There are occasional situations when they are not able to meet that, but they are working as a dedicated team to minimize any impact. Mr. Krull said the team has also taken the various procedures from New Jersey, from the two corporations, and created detailed protocol for how they are operating on the trains to ensure they have safe social distancing, and that they protect the crews that are out in the field doing the day to day work.

NJ TRANSIT is expanding their testing to include daytime testing and looking at other opportunities as their revenue service has been cut back due to COVID-19. Mr. Krull said they are looking to continually staff and take advantage of increasing their testing capabilities. They are also staying in very close contact with the FRA. They continue to adjust their resources and assess the needs of their resources.

Board Member Fulton thanked Mr. Krull for his update and said it was very comprehensive. He had one question and a comment. Board Member Fulton said there has been a lot of discussion about the ability to continue if not accelerate capital work during the pandemic. With regards to Revenue Service Demonstration it hinges on trains running. With the reduced schedule, he is looking for a little more clarity on whether the reduced schedule provides real opportunity to accelerate.

President & CEO Corbett wanted to make a background note and then let Ray Kenny speak to rail scheduling. President & CEO Corbett said traditionally they have been doing all of their testing at night and the idea was that when they rolled in RSD they would only do it on a few trains on the fringe, in case there were any glitches, rather than have a train during rush hour go into a false stop when it didn't need to. With the schedule now, they were able to do that with daytime trains.

Ray Kenny, Senior Vice President of Rail Operations, said that Board Member Fulton was correct the new service now does operate fewer trains. To overcome that as the schedule stays in effect longer, they are going to put the software onto different types of equipment that way they can increase the number of trains that go through the test area that can be in RSD. Board Member Fulton said to clarify they think they are going to see an incremental number of train movements for testing purposes as a result of COVID-19. Mr. Kenny responded yes in terms of RSD, as soon as they equip these locomotives, they will be able to increase the RSD testing. For other testing there is a lot more flexibility.

Board Member Fulton complimented the PTC report presented today. He thought it was very thorough and said he would like this report presented every month, if possible.

President & CEO Corbett said he would take his lead from Chair Gutierrez-Scaccetti on the agenda, but the next few months are going to be the critical reporting months. Chair Gutierrez-Scaccetti said she is happy to have President & CEO Corbett or Mr. Kenny provide a PTC update every month and have Parsons come every other month if this makes sense to Board Member Fulton.

Chair Gutierrez-Scaccetti suggested Parsons come back in June and August and then provide an update and every other month up until the completion date of PTC. Board Member Fulton said it sounds fair, noting that by June 1, 2020 they needed to conclude 384 consecutive runs, and they need to submit the safety plan by June 9, 2020. Chair Gutierrez-Scaccetti suggested they have Parsons come back in May to discuss how they are progressing towards those two dates and then every other month. Board Member Fulton agreed that sounded great and thanked Chair Gutierrez-Scaccetti.

To wrap up, President & CEO Corbett urged all New Jerseyans to complete and submit their Census forms, whether electronically or through the postal service. As they all know, future federal funding, which is so critical to NJ TRANSIT, decisions depend on the results of the Census forms in their mailboxes today. Filling out the form will help ensure that New Jersey, and by extension, NJ TRANSIT, gets all the resources they need to deliver the quality of service their customers expect and deserve.

Public Comments

Board Secretary Zuczek announced there were 22 speakers signed up and reminded everyone if they were not speaking to please mute their phone to avoid hearing background noise. Additionally, in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Board Secretary Zuczek said when she calls the speaker's name, please state and spell their name for the record. There were three people signed up who did not answer when called to speak.

Randy Glucksman, Chair of the Metro-North Railroad Commuter Council, one of three councils that inform the MTA about commuter issues said he represents them as an MTA Board Member. It has been several months since he attended a meeting and he wanted to extend a welcome to the new Board Members and wish them success in their new position. Mr. Glucksman said although he has been unable to ride NJ TRANSIT lately due to the stay at home requirements, he wanted to express his thanks to all the employees who report to work each day to keep the service operating.

Mr. Glucksman said with everything else that is going on, the date PTC must be fully implemented, remains December 31, 2020. Early last year, even though the MTA had been reporting the PTC status of their two railroads each month, the Long Island Rail Road and Metro-North Committee became very concerned that due to some missteps by their contractors, attaining full compliance would be in jeopardy. The Committee voted to do something that was unprecedented and requested those contractors attend the following month's meeting, being prepared to answer questions and to also provide the specific details of what they planned to do to get the project back on schedule. These

contractors attended additional committee meetings and even a full board meeting in the ensuing months.

Mr. Glucksman said in July, several members of that committee, the Presidents of both railroads, and their senior staff went to Pittsburgh, Pennsylvania for an inspection trip of the Siemens and Bombardier facilities. What they saw was enlightening and he came away with a sense that they would comply with all contractual requirements. Throughout this process and continuing to the present, there has been complete transparency with full press coverage.

Mr. Glucksman said over the past year he has shown the NJ TRANSIT Board examples of the monthly PTC reports that appear in their monthly committee agenda books, as a “show and tell” on his iPad. These reports are also available on the MTA website. They will be receiving updated information at their now virtual, PTC working group meeting this Thursday, but as of last month, they were running in full PTC mode on 68 percent of Metro-North and 72 percent of the Long Island Railroad.

Mr. Glucksman said he sincerely hopes that NJ TRANSIT is taking advantage of the opportunities afforded to them with the reduced schedules that are in effect now to maximize this time productively, by operating PTC test trains and completing all the necessary wayside work.

Mr. Glucksman said he is in total agreement with several of his fellow advocates who have complained about the lack of transparency at NJ TRANSIT with regard to keeping everyone informed about this very important project. He believes the public needs to know exactly where NJ TRANSIT stands with PTC testing and what the chances are of being in full compliance by the end of 2020.

Paula Rogovin, Chairperson of the Coalition to Ban Unsafe Oil Trains, is from Teaneck, New Jersey. She began by commending Governor Murphy for his handling of the COVID-19 crisis. That is where they all need him to continue his focus. They are concerned that the proposed NJ TRANSIT fracked gas power plant appears to be moving forward as they are immersed in the COVID-19 crisis and is scheduled to be completed by 2022.

Ms. Rogovin said gas plant air pollution causes or worsens their health, including compromised immune systems, respiratory diseases, diabetes, high blood pressure, coronary disease, and other health problems. All of these are factors that increase vulnerability to COVID-19 and the risk of dying. The COVID-19 Community Vulnerability Map which she submitted along with her statement shows evidence of particular vulnerability in environmental justice communities in Kearny, Jersey City, Hoboken, and Newark that would get most of the pollution from Governor Murphy’s proposed NJ TRANSIT fracked gas power plant. Ms. Rogovin said the Governor pledged to protect environmental justice communities, and Bergen, Hudson, and Passaic counties are the epicenter of this pandemic in New Jersey. She believes NJ TRANSIT cannot morally approve a gas plant in this community.

Ms. Rogovin said while the air is cleaner now with so many cars off the roads and with much of industry shut down, EPA regulations on pollution of water and air are being cut back by the Trump administration and permitting new fossil fuel infrastructure projects continues. She said they can read about air quality in North Jersey during the COVID-19 crisis in an article she submitted along with her statement that was published in *The Record* newspaper. She believes NJ TRANSIT must commit instead to creating transportation that will bring a healthier future with renewables.

Ms. Rogovin said the Coalition to Ban Unsafe Oil Trains and 60 other organizations including Empower New Jersey recently sent a letter to Governor Murphy calling for a halt to the permitting process during this crisis until a time when the public can participate in the process. She said they need the NJ TRANSIT Board Members, to join this call for a halt in the permitting and bidding process. They need the Board to declare in writing that they will stop all work on this project so that NJ TRANSIT can focus on keeping employees and the public safe and they can focus on protecting their families and other essential workers.

Sally Gellert said she will do her best to cover everything in 60 percent of their usual time and asked the Commissioner to assure them that each speaker will, indeed have a full five minutes next month. She said this is in some ways a test run, and they would like to see NJ TRANSIT scale up to a full meeting next month, even if they are still on the phone.

Ms. Gellert said so much has changed since they last met, in person rather than on the phone. She expressed their appreciation to NJ TRANSIT's managers and, especially, to front-line employees and commended NJ TRANSIT for providing enhanced weekend service for those who must still go to their jobs and run other essential errands. Ms. Gellert said for non-motorists especially, transit is a lifeline. They were pleased to see a substantial grant for NJ TRANSIT from the CARES Act that should help replace lost revenue from fares, and they encourage NJ TRANSIT to spend this public money wisely to continue providing a means of travel for workers providing essential services and for those who depend on public transportation. They look forward to a return to more normal times.

Ms. Gellert said regarding continued service, the Lackawanna Coalition and the New Jersey Association of Railroad Passengers asked NJ TRANSIT to mitigate the reduction of service announced on March 20, 2020, using an enhanced weekend schedule. She said they thanked NJ TRANSIT for their swift response and noted that by the following Monday, NJ TRANSIT had enhanced it further. They appreciated this development, but they note that to some degree the Montclair-Boonton Line was overlooked, as there was still no off-peak and reverse-peak service between Bay Street and Montclair State University.

Ms. Gellert said the standard Level One Severe Weather timetable provides service to those interim stations every two hours. She said employing this schedule would at least allow essential travelers in Montclair an opportunity to avoid driving. They requested this

two-weeks ago, and now repeat that request. They look forward to this improvement soon.

Ms. Gellert said they were very disturbed to see plans to move ahead with a land purchase for Portal North Bridge Project at such a time. With a necessary focus on PTC testing and massively decreased revenue, they believe this is no time to make such a purchase, especially to accommodate a project in trouble.

Ms. Gellert said NJ TRANSIT payments to Amtrak for Portal North Bridge have been disallowed, and the stated capacity increase in its application is fiction. She said the proposed project would add zero additional peak-hour seating capacity into New York Penn Station and 100 percent of the claimed increases were due to the addition of multilevel cars to the NJ TRANSIT fleet regardless of whether any new bridge is built. She said the bridge being closed during peak rush hours ensures that it will cause zero train delays being stuck open and the current design of the planned Portal North Bridge is addressing an obsolete problem. Ms. Gellert said they should look to repair the bridge they have, leaving it closed almost all the time, and use NJ TRANSIT resources for more needed projects.

Ms. Gellert said they have been opposed to the NJ TRANSIT microgrid project since becoming aware of it, for a variety of reasons but at this time they find it particularly inappropriate. She said using Sandy resiliency money to expand their dependence on the fracked-gas technology that is creating earthquakes and contributing to greenhouse gases is ironically counter-productive. Ms. Gellert believes for NJ TRANSIT to enter an entirely new area of business with a project that would require expensive construction and hiring many employees, particularly at a time when transit itself is so fraught with issues, does not make sense, even though much of the funding comes from the federal government. She believes they should leave energy generation to the expert utilities and focus NJ TRANSIT resources on what they do best, running trains and buses.

Ms. Gellert said much has changed since they last met in Newark. While nobody knows precisely what the long-term effects of the COVID-19 virus pandemic will be, they all know they will not be good. At best, it will take some time to recover from the damage it will do to their people and economy. At worst, it could induce an economic catastrophe the likes of which have not been seen for almost a century. She said they must be sure that all Board members, new and ongoing, are seriously evaluating every action item on which they vote. Ms. Gellert noted as does any board, they have a fiduciary responsibility to the taxpayers, as well as a customer service responsibility to riders. During this time, their members are requesting NJ TRANSIT defer any capital spending that is not immediately necessary.

Tim Sevener, Director of the New Jersey Association of Rail Passengers, saluted the brave workers of NJ TRANSIT for continuing to serve first responders and others to reach their essential destinations during the pandemic. He said public transit is an essential service and in the midst of the COVID-19 virus, which is already taking 90 percent of cars off the roads as people work from home or stay in social isolation, it is foolish to continue

planning more fossil fuel projects like the 100 megawatt natural gas plant when there are solar renewable alternatives, or the \$11 billion in major urban road expansions, which are essentially a disaster for fossil fuel emissions.

Mr. Sevenser said they do not know the long-term impacts of the social isolation shutdown on future transportation needs, including whether people will continue to work from home at much higher levels, whether there will be a movement back from high rise New York City to less densely populated walkable transit oriented main streets by NJ TRANSIT's many train stations, and whether support for more distributed development has been a key part of the Regional Plan Authority's Fourth Regional Plan just updated in 2019. He said the pandemic aftermath may accelerate the desire for more main street walkable main streets. He believes public hearings, comments, and plans for such fossil fuel expansions should be put on hold until the pandemic ravaging New Jersey is over as called for by "Don't Gas the Meadowlands" and a coalition of 60 environmental social justice and transit groups.

Mr. Sevenser said it was ironic that the COVID-19 shutdown, and consequent huge reduction in driving emissions, has led to a consequent huge reduction in NOx and other pollution which already endangers public health and further contributes to asthma and respiratory issues which makes COVID-19 more dangerous. Besides the major threat to climate change posed by the 43 percent of New Jersey emissions from driving, he asked if they really want to go back to normal pollution levels from driving and fossil fuels once the pandemic is over.

Mr. Sevenser said they have tried to work with NJ TRANSIT to investigate solar renewable rail alternatives to the proposed 100-megawatt natural gas plant. He provided information on solar renewable alternatives to NJ TRANSIT which he sent in a separate email for this meeting. He said unfortunately, NJ TRANSIT has never had a meeting to review the potential for a 187 megawatt or more of solar, tidal, wind, renewable alternatives to a polluting natural gas plant. It is understandable that NJ TRANSIT needs to focus all its energies on responding to COVID-19. Mr. Sevenser said this is also why any work to further the natural gas plant should be paused until renewable options are seriously considered. He said given the urgency of the pandemic, the FTA will surely understand if NJ TRANSIT has to deal with the pandemic first.

Jeffrey Rapaport thanked them for allowing him to speak via telephone and was speaking in opposition to the NJ TRANSIT gas power plant as a father and a grandfather. While he knows the pandemic is the first priority right now and Governor Murphy seems to be doing a great job, they should still not lose sight or rush on other matters and should consider a careful pause in the process. Mr. Rapaport wants to encourage NJ TRANSIT to consider renewable energy as they did natural gas. He believes using natural gas and the accompanying methane during its mining and transportation would contribute to climate change and augment the very problem Superstorm Sandy brought about, as well as the health problems the others previously mentioned.

Mr. Rapaport said to the best of his knowledge NJ TRANSIT has not included renewable energy provisions and only natural gas as bidders. He believes NJ TRANSIT should not approve another gas power plant without openly showing they have done everything possible to utilize renewable energy and the community needs a complete study of options. Mr. Rapaport said renewable energy is clean, healthy, and incredibly economic now and this topic is of significant importance and merits a very thorough and highly transparent review. He believes what NJ TRANSIT does is important and will have an impact on his children, grandchildren and their children and grandchildren as well. Mr. Rapaport asked what will happen to the Jersey Shore and other places. He asked the Board to think this through seriously and look at renewable energy. Mr. Rapaport thanked them for doing all that NJ TRANSIT does because he knows it is not an easy job.

Norm Sutaria noted it has been an incredible month and he especially thanked President & CEO Corbett, the Board and all the nearly 11,000 NJ TRANSIT employees for maintaining services and cleanliness during these arduous times and into the foreseeable future. He thanked them for securing the \$1.25 billion for the COVID-19 Stimulus Grant. Mr. Sutaria said this stimulus grant will save NJ TRANSIT's future of moving people and this economy forward, and echoed President Corbett's gratitude to New Jersey's Congressional Delegates for advocating for them.

Mr. Sutaria said NJ TRANSIT is a lifeline to many people including himself. This robust and multi-level transit system helps support their households while maintaining a high quality of life. The COVID-19 has brought into prospective of possibly losing a lifeline. Mr. Sutaria said that he is grateful to President & CEO Corbett for his leadership and trying to save their transit system and he not only speaks for himself, but essential workers at all levels, such as grocery workers, and surgeons who utilize NJ TRANSIT's system daily during these hard transition times to their new normal. They are collectively grateful and incredibly thankful that service is still intact even at reduced levels, and he is sure that minor issues mentioned earlier between Bay Street and Montclair University can be augmented by layering bus services.

Mr. Sutaria also thanked Chief Trucillo and NJ TRANSIT's Office of Emergency Management (OEM) for leading the COVID-19 taskforce and having the TEEX training before this crisis. This program is the gold standard for emergency management training, so kudos to the NJ TRANSIT Police Department and OEM. Mr. Sutaria said NJ TRANSIT has shown positive improvements during this time and to keep up the good work and rest when needed. Mr. Sutaria said he appreciates NJ TRANSIT now more than ever.

Richard Grant is a Hackensack resident, member of Don't Gas the Meadowlands and of other environmentally-focused organizations, and manager of the Facebook group Climate Action and Clean Energy Update. In these difficult times, he thanked NJ TRANSIT. Again, events are reminding society that they can never be complacent or unprepared to respond to multiple present threats like the coronavirus and climate change at the same time.

Mr. Grant said his comment was intended particularly for the newer board members. He said the NJ TRANSITGRID project would make the region's critical transportation infrastructure more resilient during natural disasters, but it is necessary to swap out its gas-fired power plant component for renewable energy-sourced power generation. Mr. Sutaria said when then Governor Christie and then US Energy Secretary Moniz announced the NJ TRANSITGRID project on August 26, 2013 at the Secaucus Train Station, it was not widely recognized and understood that natural gas is not clean and is not an effective bridge fuel to replace coal-fired power for an undetermined time.

Mr. Grant said the reason is that, although the combustion of natural gas emits less carbon dioxide than coal, natural gas is primarily composed of methane. He said methane is a greenhouse gas with a global warming potential that is multiple times greater than carbon dioxide in a 20-year time frame. Mr. Grant said methane is emitted into the atmosphere from leaks when natural gas is extracted, when processed, when transported, when stored, and when burned. He said for one study, researchers were able to quantify the amount of methane leaking from gas-fired power plants by gathering data in flights through stack emission plumes.

Mr. Grant said Governor Murphy's goal to achieve 100 percent clean energy is set out in the latest Energy Master Plan. One overarching strategy is to reduce the building sector's energy consumption and emissions. With 75 percent of New Jersey residences currently heated with natural gas, the state is planning to start the transition away from natural gas, oil, and propane to an electrified building sector.

Mr. Grant said another overarching strategy is to reduce the transportation sector's energy consumption and emissions, and NJ TRANSIT has been assigned a major role. This includes maximizing ridership, incorporating electric and alternative fuel vehicles into its bus fleet, and reducing emissions in its locomotive fleets as means of reducing private vehicle miles traveled, emissions, air pollutants, and energy consumption.

Mr. Grant said only one action would run counter to the strategies for achieving Governor Murphy's 100 percent clean energy goal and would undermine NJ TRANSIT's efforts and use of their tax dollars to improve its environmental performance. He said that would be NJ TRANSIT going ahead with the construction of a gas-fired power plant that could be operating for three or more decades.

Mr. Grant believes seven years after the NJ TRANSITGRID project was first proposed, this innovative and still first-of-a-kind microgrid project to make a transit system resilient could be a model for states and nations that are at many different stages of transitioning away from methane-emitting natural gas. He noted in October Governor Murphy realized that another gas-fired power plant project simply didn't make sense for New Jersey. Mr. Grant believes unless the NJ TRANSITGRID project is to be powered by renewables, it simply would not make sense for New Jersey.

Paul Teshima said NJ TRANSIT, as a state agency, works for all the citizens of the state. He said building a gas fired power plant, which will be a constant source of air pollution,

will be hurting more New Jersey citizens than helping, because the benefit of a few days of needed backup power, will be vastly overshadowed by the pollution that this plant will contribute every day to the local air-quality and to the climate change that is hurting society. Mr. Teshima said Kearny and the surrounding area are already suffering from high levels of air pollution, and the citizens there have higher than average rates of pollution-caused health care problems.

Mr. Teshima said globally it's all too apparent that the planet is under severe stress. He said unprecedented wildfires in California and Australia, sunny-day flooding in many coastal communities, frequent storms of "one hundred year" intensity are all signs that their sacred planet is straining against the pollution we have produced, and these changes threaten NJ TRANSIT's operations. Mr. Teshima asked why risk more calamity by building this fossil-fuel burning power plant. He said even if they are not convinced that climate change is caused by humans, it would certainly be prudent to take a conservative course and stay away from actions that risk making the problem worse.

Mr. Teshima said the current Corona crisis is a taste of what world-wide problems can do to everyone's way of life and climate chaos could be worse long-term than Corona is. He said pandemics, like the one the world suffered through in 1918 are usually terrible for about a year. Mr. Teshima said the climate crisis, caused by burning hydrocarbons that took the earth millions of years to produce, could cause a century-long world-wide problem and many generations could come and go without anyone knowing what it's like to live on a nurturing planet.

Mr. Teshima said NJ TRANSIT may be getting federal money to build this, but they are risking NJ TRANSIT's future financial stability. He noted recently, proposed fossil-fuel power plants have been cancelled when the projected future economics were studied more carefully. Mr. Teshima said clean renewables are already cost competitive and getting cheaper. As environmental change becomes more apparent, people are turning away from wanting energy produced in a way that harms the earth.

Mr. Teshima asked if NJ TRANSIT will get federal money for a bail-out when their higher priced dirty power won't sell in the future. He believes this plant would be a money-loser that drains your already tight budget. Mr. Teshima said New Jersey has the best off-shore wind resources in the country and once that is developed, they won't be able to compete with that clean cheaper power. He asked NJ TRANSIT to choose a backup power system that uses clean renewable energy that doesn't risk the health of New Jersey citizens or NJ TRANSIT's budget.

William Ritzler said at the Board meeting in February 2019, he criticized NJ TRANSIT about the Atlantic City Rail Line service suspension. Today he commended NJ TRANSIT, and all associated leaders within the State of New Jersey, for the utilization of live online streaming and conference call technologies during the April 2020 NJ TRANSIT Board meeting. Building upon the recent experience of the South Jersey Transportation Authority public hearings concerning the proposed capital project plan and associated toll adjustment, the Delaware Valley Association of Rail Passengers believes that the

implementation of remote access options for public agency meetings represents an exciting and important era for increased citizen participation in government affairs.

The Delaware Valley Association of Rail Passengers requests that NJ TRANSIT continue to provide remote access options beyond the pandemic duration as a permanent method of meeting conduct. He noted public transit customers and the citizens of the State of New Jersey provide funding to support agency operations and capital projects. Mr. Ritzler believes retaining remote access options for meeting will greatly enhance feedback and input on public priorities and perspectives.

They also thank NJ TRANSIT employees in customer-facing positions that potentially expose them to COVID-19 infection. Mr. Ritzler said their dedication to providing service in the face of possible safety issues is commendable. He noted NJ TRANSIT should take any and all reasonable measures to ensure that NJ TRANSIT staff safety is job #1. He said this last point has been driven home in the Delaware Region by reports in the Philadelphia Media that a second SEPTA employee has passed away as of result of COVID-19 exposure.

Ken Dolsky said the Don't Gas the Meadowlands Coalition is asking NJ TRANSIT to stop working on the NJ TRANSITGRID gas power plant while the COVID-19 Pandemic prevents them from working on renewable energy solutions for this project. While they understand the COVID-19 emergency, he said this should not prevent NJ TRANSIT from fully communicating its status to the public. Mr. Dolsky said the coalition asks NJ TRANSIT to stop working on the gas plant until they are able to work on renewable energy solutions, and if they have taken this action to please do so in writing. If NJ TRANSIT has not taken this action, he asked they please confirm and explain why they are not stopping the action to work on the gas power plant.

Mr. Dolsky said NJ TRANSIT has acknowledged they are interested in obtaining alternative energy technology bids. Their work with NJ TRANSIT has demonstrated that renewable energy is feasible, however there are obstacles to renewable energy solutions that are not present with gas plant solutions, including legal and regulatory issues associated with space for solar panels. Mr. Dolsky said these are not issues that renewable energy providers can effectively work by themselves, especially as State and Historical Preservation issues are involved. He said NJ TRANSIT must participate in these efforts before issuing RFPs, and by not participating NJ TRANSIT is not providing a level playing field for renewable energy solutions. As a result, they could find themselves in a post pandemic world that has already decided to utilize gas powered technology without considering renewable energy bids.

Mr. Dolsky said to take the proper long-term approach NJ TRANSIT should perform a general study of the feasibility of renewable energy and storage technology with the gas technology solution of 2014. He said this project should not be built until 2022, which is eight years after the first feasibility study of a technology cost performance ratio has reached the point where the vast majority of gas projects that are on the drawing boards nationwide have already been outdated by lower renewable energy technology costs. In

addition, they are looking to NJ TRANSIT to take steps that would demonstrate its sincerity regarding obtaining and analyzing fully competitive bids for renewable energy and storage. They have heard many explanations of NJ TRANSIT's actions being fair to all bidders but have yet to see this take place with renewable technology bidders. Mr. Dolsky doesn't think is too much to ask of NJ TRANSIT to clarify its position on this issue.

Ted Glick said he is President of 350 New Jersey and 350.org is an international organization all over the world that has been working for many of years to shift their economy away from reliance on fossil fuel, coal, oil, and gas to renewable energy. To underline what has already been said they are among a shrinking number of people that are still disillusioned that natural gas is primarily fracked gas and about 70 percent of all-natural gas produced in the United States comes from the process of fracking. He said natural gas is in no way a bridge fuel it is more accurately a gangplank and the primary reason for this is the leakage of methane. Mr. Glick said the reality is that methane leaks tremendously throughout the whole process to where it's burned, and is 86 times more powerful as a greenhouse gas carbon dioxide as indicated by the Intergovernmental Panel on Climate Change. He questioned a state with a Governor who gets it on the climate crisis, talks about it all time, and is doing good things, and not doing some other things he should be. Mr. Glick said they are clearly a state who wants to get ahead of the curve and get away from the use of fossil fuel.

Mr. Glick believes for NJ TRANSIT to move forward with the plans for this gas fire power plant during this pandemic when renewable energy and battery storage is very much a viable solution, does not make sense. He read a few statements from an article written by Fatih Birol, Executive Director of the International Energy Agency. It was suggested to put clean energy at the heart of stimulus plans to counter the Coronavirus crisis. They noted the impact of the Coronavirus around the world and the result in turmoil in global markets are dominating global attention, and as governments respond to this crisis they must not lose sight of a major challenge of our time, clean energy transition is the way, and a few of the ones listed were, solar, wind, and hydrogen batteries. Mr. Glick asked NJ TRANSIT to do the right thing.

Elizabeth Ndoye is a resident of Hoboken speaking to ask that NJ TRANSIT reconsider approving construction of the proposed natural gas power plant in Kearny, New Jersey. She said this is an exemplary goal to keep their area functioning during these more and more frequent climate change catastrophes. While she commends NJ TRANSIT for wanting to construct this plant in order to keep trains running during another major weather event like Superstorm Sandy, she objects to the need to create another fossil fueled plant in Hudson County. Ms. Ndoye questioned whether NJ TRANSIT must fuel this plant with natural fracked gas. She said this would create a power facility that will emit up to 548,000 cubic tons of co2 into their air; a plant that will allow methane the most lethal fossil fuel gas to leak into our environment; a plant that will disrupt the fragile ecology of our wetlands and the Hackensack River; and a plant that will be built on a toxic waste site in a flood zone.

Ms. Ndoye said Hoboken, Kearny, East Newark, and Jersey City Heights are only a few miles from this plant. They are communities already stressed by the high amount of toxins in the air. They have not earned the unfortunate nickname "cancer corridor" for no reason. Ms. Ndoye said their citizens are already at high risk for cancer, asthma, and other respiratory disease and the American Lung Association has given Hudson County an F for air quality and quality of life. She said they have countless numbers of seniors and children who if exposed to more pollution will have adversely affected lives.

Ms. Ndoye said they are also in communities where environmental justice has been repeatedly denied. She said members of their community who may be working poor or persons of color would once again be deliberately exposed to chemical poisoning without any recourse. Ms. Ndoye believes this is down-right wrong and completely unethical. She said particularly in this new age of pandemic, they must protect their vulnerable populations from respiratory disease, and not endanger them even further.

Ms. Ndoye said if it is deemed necessary that this plant is essential to their future survival, then she asks that alternative fuel sources be used. She said Belgium, Australia, and Germany are either already using solar powered trains or moving forward to use them. Rather than a natural gas fueled plant, she asked why not a solar battery storage facility. She believes this would even be a better economic investment for NJ TRANSIT. Ms. Ndoye said a recent report from the Rocky Mountain Institute shows that by 2056, it will be more expensive to run 90 percent of gas plants currently proposed in the U.S. than it will be to build new wind and solar farms equipped with battery storage systems.

William McClelland is a Resident of North Bergen and works with Food & Water Watch. He spoke about the proposed fracked-gas power plant being proposed by NJ TRANSIT for the Koppers Coke site in Kearny. He believes this plant should never, under any circumstances, be built. Mr. McClelland said instead of another pollution spewing power plant which will add more deadly chemicals like methane to their already degraded air, NJ TRANSIT should be pursuing projects which will use renewable energy to provide power to their system.

Mr. McClelland said a great deal of information which has come out about the location of the NJ TRANSIT plant has been misleading or, in fact, false. For example, he said last August the Hudson County Executive stated, falsely, that NJ TRANSIT's power plant would be "miles away from the nearest residential property." Mr. McClelland said in fact, the Koppers Coke site, where this fracked-gas power plant would be built, is less than three-quarters of a mile from the Marion Gardens apartments in Jersey City, as well as many other residences in the western part of Jersey City. Furthermore, he said the site is less than two miles from Journal Square, Jersey City Heights, and Lincoln Park. Mr. McClelland said it is barely two miles away from Hoboken, barely a mile from the Skyway Golf Course, and only 1.2 miles from St. Peter's Cemetery. He said incredibly, it is only three-quarters of a mile away from Hudson County High Tech High in Secaucus, right across the Hackensack River. He asked if this is what NJ TRANSIT considers responsible, building a huge power plant right next to a high school. Mr. McClelland said other schools in very close proximity to the proposed site are, Jersey City's Franklin

Williams Middle School, St. Peter's University, New Jersey City University, Hudson Catholic Regional High School, Dickinson High School, Snyder High School, and Steven's Institute in Hoboken.

Mr. McClelland said he would like to ask each Board Member, what if someone came in to their town and said they were going to build a gigantic fracked-gas burning power plant 1,200 yards away from your child's school. He asked what their neighbors would say to if they approved a plant like this, a plant that would jeopardize the health of their children. He asked if they think they would ever speak to them again. Mr. McClelland said that is what they are proposing for this area, and it is a pure example of environmental discrimination and injustice.

Mr. McClelland said NJ TRANSIT must withdraw this disastrous project immediately and work on projects that would utilize renewable energy to power its grid. They are going to fight this project every step of the way and are not going to allow this section of New Jersey to continue to be treated as a dumping ground for more pollution.

David Peter Alan spoke in his personal capacity. He urged NJ TRANSIT to not purchase the private piece of land proposed for the Portal North Bridge. He believes circumstances have changed so much this month that the old rules are no longer valid. Mr. Alan said the purported purpose of the proposed bridge may have been frustrated, the basis for approving it is questionable, and they will probably get a better deal by waiting to see what changes are coming.

Mr. Alan said many people are working from home these days. He believes after the current restrictions are lifted, it is likely that some commuters will work at home more often, which would reduce demand for peak-hour seats into New York Penn Station. Mr. Alan said this demand will probably fall below 95 percent of current seating capacity, which would render the Portal North Bridge Project ineligible for a capacity grant under Section 5309. He said the existing Portal Bridge never opens during peak-commuting hours by order of the Coast Guard, so it is no longer a problem for NJ TRANSIT's or Amtrak's operations. Mr. Alan said the Hudson Tunnels will be repaired the way the Canarsie Tunnels in New York City are being repaired, so there is now time to wait and see what will happen. He believes now is surely not the time to rush into any new projects.

Mr. Alan said even before the virus hit, NJ TRANSIT's application for the project was based on outdated and inaccurate numbers. He examined these numbers in detail in an article in Railway Age, posted on their web site, www.railwayage.com, as part of his Gateway series, on March 13, 2020. He especially called to their attention the Background Report entitled, "A No-Longer-Needed Bridge Over No-Longer-Troubled Waters." Mr. Alan said he placed it on the record as if it were an exhibit. He believes if they fail to review it, they will be violating their fiduciary duties to New Jersey's train riders and taxpayers by ignoring pertinent facts they should know.

Mr. Alan said this was not the time to buy land for a questionable deal and complained the materials did not even disclose the price, so they can be sure that it is not too high.

He believes if they need the land that much in the future, they can always rent an easement at a far-lower cost. Mr. Alan said he consulted with Jim Blaze, a colleague from SCDRTAC, the Senior Citizens and Disabled Residents Transportation Advisory Committee, and one of the foremost transportation economists in the nation. He told Mr. Alan that the value of the scrapyards now occupying the property in question could drop by 15 to 20 percent soon, which means that waiting to buy the land would mean a better deal in the future.

Mr. Alan said part of the duty of any Board is to act prudently when spending money, and this is a time-honored practice and again, and part of their fiduciary obligation. He believes these times are like the milestones of uncertainty and fear from the last century: in 1918, 1929, and 1941. Mr. Alan said if they take their fiduciary duty to the transit riders and taxpayers of this State seriously, they will refrain from purchasing that property. He said many are new to this Board, and the vote will determine whether they will take their responsibility seriously or will continue this Board's dishonorable tradition as acting as a rubber stamp. Mr. Alan thanked the employees of NJ TRANSIT, especially the front-line employees, noting they need the mobility that they provide.

Barbara Stomber is a member of Franciscan Response to Fossil Fuels since 2011, an organization based on the teachings of St. Francis with members in a number of counties in North Jersey, Passaic, Morris, and Bergen Counties. She is also a native of Jersey City, a place that will be severely impacted by the pollution from the NJ TRANSIT gas plant. Ms. Stomber said with COVID-19 saturating the airwaves and sequestration becoming the way of life for millions, she could not sit by and let yet another fossil fuel infrastructure project be rammed down their throats given the fact that so many are sheltering at home amid health and economic concerns and will not be able to respond to the NJ TRANSIT gas plant proposal.

Ms. Stomber believes the NJ TRANSIT project should be stopped until renewable energy is given a seat at the table. She means the same information that was given to gas plant bidders must be provided to prospective renewable energy bidders in order to perform the feasibility studies required to supply a clean renewable energy solution for the NJ TRANSIT project.

Ms. Stomber said while it is a difficult time to talk about the climate in the time of COVID-19, she believes they must take every opportunity to use this pandemic to underline the importance of climate change for there are many similarities to draw upon and many lessons to be learned. She said the Coronavirus has shown that if they deny science and wait until they can see the impact, it is too late to stop it. Ms. Stomber said some politicians are living and grasping the terrifying power of compounding growth with COVID-19 but that new understanding must apply to an understanding of the exponential growth that is and will continue taking place with the climate due to carbon emissions, primarily fossil fuels. She said climate change is unfolding at a slower rate than COVID-19, but the fix will not be a vaccine in a year and a half, it will take decades of change to slow the effects of climate change.

Ms. Stomber said they have learned from this pandemic, the importance of making people the priority not the bottom line, listening to global perspectives, they are all in this together, and trusting the experts. She believes all these pandemic tools are equally important when dealing with climate change. Ms. Stomber said with scientists warning they have 10 years to avoid the worst consequences of climate change, the experts are not telling them to build new fossil fuel infrastructure projects that will be with them for the next 50 years. She thinks they should set an example in the State of New Jersey. She said New Jersey is at the top of the charts by state for warming with a three-degree Fahrenheit temperature increase since 1970, behind Alaska with a 4.2 degree increase for the same period.

Ms. Stomber urged them not to wait for the worst catastrophic effects of climate change. They have elected a green governor who has led the charge for their state on COVID-19 and want him to lead the charge for stopping all new fossil fuel infrastructure projects starting with the NJ TRANSIT Power Plant, so they can avoid a catastrophic future for their children and grandchildren. She said the time is now for renewable energy.

Joseph Clift thanked Board Secretary Zuczek and her entire team at NJ TRANSIT for all their extra efforts for this first ever virtual board meeting. Regarding Board Item 2004-19 approval to acquire a very large 550,000 foot 12.7-acre property as part of the Portal North Bridge project, Mr. Clift urged the Board to table it. Mr. Clift said due to insufficient, incorrect, and omitted information, the new Board Members have absolutely no history with Portal North and are flying blind and are unable to make an informed decision that's required of any prudent individual in a position of public trust. He believes the circumstances have changed over the 14-year life of this project and the Portal North should not be built. Mr. Clift said building Portal North does nothing for NJ TRANSIT customers at an unnecessary cost of \$1.9 billion to taxpayers, and only qualifies for a \$811 billion core capacity grant by NJ TRANSIT staff submitting information they know is untruthful and misleading.

Mr. Clift said building Portal North in 2020 is only possible by practicing deception by omission. He said NJ TRANSIT omitted forgetting its primary goal must be to maintain improved service to NJ TRANSIT customers at a fair price to taxpayers and not to just simply progress capital projects that no longer make sense. Mr. Clift said in a new world of COVID-19 fiscal prudence dictates that all discretionary projects, including Portal North be put on hold until the financial future looks clear. He said all the claims of more peak-hour seats for Portal North will happen before it opens as NJ TRANSIT replaces the single Comets and Arrows multi-level trailers and powered cars. Mr. Clift believes Portal Bridge is no longer a single point of failure now that the Coast Guard has mandated the bridge be locked closed before and during peak periods in the morning and evening making it a fixed bridge. He believes not a single peak customer has been delayed by Portal openings since March 15, 2019 when the new rules went into effect and virtually no off-peak customers had been delayed. Lastly, Mr. Clift said the \$40 million overhaul to bring Amtrak's Portal Bridge to a state of good repair makes perfect sense given the extremely few openings, and it will save 98 percent of the \$1.9 billion cost of Portal North while providing the same benefit to all riders.

Lela Charney thanked NJ TRANSIT, especially the front-line workers, and thanked all of the people who spoke before so eloquently about the importance of developing renewable energy as opposed to building the fracked gas power plant. She said these are perilous times in a pandemic, and they have to learn lessons, and it seems to continue with the building of the fracked gas power plant would be a destructive path of building another toxic future. Ms. Charney said as they now know with the halt of life as they know it, there are fewer cars, trucks, and buses on the road, which has meant a significant decrease in the emission of fossil fuels into our air, and we have seen the improvement in air quality. She said this has both been a reprieve and a glimpse into what life could be like at a time where preparedness is something they have not been doing and they must do it now.

Ms. Charney said NJ TRANSIT is the life of the future of this planet, they want to reduce the number of cars on the road, and renewable energy is the way to do that. She said NJ TRANSIT's mission in protecting the workers and the riding public is part of bringing renewable energy to the table, which is the healthiest choice for everyone. Ms. Charney said their dependence on fossil fuel is a kind of virus that needs to be mitigated or it will eventually kill them in terms of what it does to the climate. She wants them to support renewable energy, arguing that using renewable energy is a support to public health, mentally sound, cost effective, and it promises the expansion of a wide range of new jobs which will surely be needed when they clear this pandemic. Ms. Charney welcomed all the new board members.

Carol Folan lives in Wayne, New Jersey. As far as she knows NJ TRANSIT has yet to reach out to any providers of renewable energy solutions to encourage their participation in the solution to building the fracked gas power plant in Kearny. Given this COVID-19 pandemic, she believes this telephone conference Board Meeting cannot possibly be sufficient to get information from all affected municipalities, civic environmental organizations, and the public to give proper feedback on this issue.

Ms. Folan said given their current schedule, clean renewable energy bidding will be behind the eight ball for sure while they will already be conveniently deciding on using gas technology without getting the renewable energy bids, and she believes this is not considered an equal playing field. Ms. Folan said renewable energy providers don't have the technical information and power requirements due to the pandemic. She believes the power plant project needs to be stopped if it hasn't been already until the pandemic passes. Ms. Folan said the surrounding communities that would be affected by NJ TRANSIT's fracked gas power plant is inexcusable. She said the effects of this power plant would cause respiratory problems, COPD, high blood pressure, cancer, and many other problems. Ms. Folan asked if they could imagine any people with these underlying conditions getting COVID-19, and said the solution is clean renewable energy.

David Case is Chair of the Hudson County Group of the New Jersey Sierra Club and also a resident of the Jersey City Heights, Ward D. He is deeply concerned that NJ TRANSIT would move forward with the Kearny Power Plant at this time. He said yesterday their Ward D Councilman Michael Yun fell victim to the COVID-19 Pandemic. Their community

is reeling as they mourn Councilman Yun's loss and the loss of many others. It appears that Michael Yun, like many Jersey City residents, may have had prior respiratory problems. They have lived for generations in the shadow of the Hudson Generating Station coal fired power plant, the Essex Incinerator, and three major highways. Now, the Kearny plant would spew its pollution into their windows from about a mile away.

Mr. Case said proceeding with a decision to construct a gas-fired plant in Kearny at this time would be a travesty. He believes it is impossible to be represented and provide feedback to NJ TRANSIT at this time and under these circumstances. Mr. Case said providing the ability to participate in a virtual meeting is not a sufficient tool for obtaining this input, nor a sufficient excuse to continue working on the gas plant option. He does not know what it's like where the various board members live, but in Jersey City they now hear sirens 24 hours a day as victims are taken to Christ Hospital and Jersey City Medical Center.

Mr. Case said NJ TRANSIT has not done due diligence in considering sustainable alternatives to a fossil fuel powered plant. Moreover, if they pause for a moment, they see that the factors and dynamics which have led to and worsened the COVID-19 crisis are exactly the same as those at play in the ongoing climate crisis. He believes they cannot go on with "business as usual" and "the usual contracts to the usual parties." Mr. Case said they need to move in a progressive direction and in the short term, they need to hit the pause button on this power plant.

Peter Spall submitted a written statement in lieu of speaking. He wanted us to ensure that it was clear that he was making this statement with the utmost sincerity. During these trying times, he would like to thank all for the effort in assuring that a board meeting is held as scheduled, in addition to the hearing of public comments. Mr. Spall appeared last month on March 11, 2020, making a public comment critical of Customer Advocate Stewart Mader, stating among other things that there were better champions of NJ TRANSIT. He hoped to shed some light on the circumstances behind this.

As stated in his public comment on March 11, 2020, he resigned from his position with NJ TRANSIT due to ongoing health issues. Trying as openly and as blatantly as possible to atone for his previous actions and behaviors, Mr. Spall said he did harm to Mr. Stewart Mader. By trying to offer himself up to the Board as a suitable candidate for the Customer Advocate position, Mr. Spall did not do what is truly right and just. He does not know what is happening behind the scenes, but this is an intensive, public-facing position, and he commends Mr. Mader for doing this job to the best of his abilities. Additionally, some of Mr. Spall's other comments in retrospect came across as either glib or verbose, and for this he apologized from the bottom of his heart.

Samantha DiFalco submitted a written statement but did not speak. She is from Morris County and an organizer with the environmental group, Food and Water Action. She hopes everyone is staying healthy and safe at this difficult time. They are calling upon NJ TRANSIT to halt the proposal for the fracked gas power plant as part of the TRANSITGRID project while they are dealing with this global health crisis. Until there is

full capacity to work on finding a renewable energy solution, they believe this project should not move forward.

Advisory Committee Report

Suzanne Mack provided a written statement for the Advisory Committee Report. She noted she was very happy they were able to still get together “virtually” despite this unparalleled crisis facing their state and the nation today. First, and most importantly, she extended the thanks of both the North and South Jersey Passenger Advisory Committees to those on the front lines, their NJ TRANSIT workers on bus, rail, and light rail, on the tracks, at the garages and the terminals and everywhere else across the state. They are keeping transit operating for people who must travel, and they thank them. Suzanne Mack also thanked the Commissioner, Board Members, and President & CEO Corbett and his staff, for their work, keeping the operation and the state moving.

This crisis really emphasizes the importance of transit for the people of the state. Suzanne Mack thinks the system is working well for the most part. She knows Mike Kilcoyne and his staff are assigning extra buses where they can, to reduce the spot overcrowding that has popped up on a small number of lines. And she knows NJ TRANSIT is facing the same challenges with staff that are out sick, or out because schools are closed, and the kids must be taken care of. As Governor Murphy has stressed, they all must do their part, too, by practicing social distancing, including when they are on transit.

There are many other things they could talk about, such as Portal Bridge, or other projects, or the budget. And they are certainly grateful to their federal delegation for the money that NJ TRANSIT and other transit agencies will get from Washington to help make up for the huge losses of ridership and revenue that this virus has created. But the most important thing is for all of them to keep safe, including first responders and those on the front lines, and that means especially their NJ TRANSIT employees.

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 the Cost of Service and the Fall 2019 Customer Satisfaction Survey Results.

Board Administration Committee Report

Board Member Maroko first echoed President & CEO Corbett in expressing his appreciation to all the staff, particularly the frontline staff, for their efforts and service during this time of crisis. He then presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included an update on ridership and revenue, cost of service key performance indicators, major balance sheet items, attrition and hires, and real estate and economic development highlights.

Capital Planning, Policy, and Privatization Committee Report

Board Member Fulton extended his thanks to President & CEO Corbett and his team for such an extraordinary effort at this time. He then presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board item for the Contracting – Out Bergen County Local Bus Service.

Safety Committee Report

Board Member Adams also thanked President & CEO Corbett and his great NJ TRANSIT team for their work during this unprecedented crisis. He then presented the report for the Safety Committee. The Committee discussed the Office of System Safety's activities and the performance indicators for Rail, Bus, Light Rail and Access Link. Additionally, the Committee received an update regarding the FTA required Public Transportation Agency Safety Plans that will be presented to the Board in May.

Action Items

2004-19: NJ TRANSIT – PORTAL NORTH BRIDGE PROJECT: ACQUISITION OF ENTIRE FEE PARCEL 118: OWNER JANA CORP; RELOCATION OF TENANT METAL GREEN RECYCLING INDUSTRIES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2004-19. Eric Daleo recommended approval of Action Item #2004-19: NJ TRANSIT – Portal North Bridge Project: Acquisition of Entire Fee Parcel 118: Owner Jana Corp; Relocation of Tenant Metal Green Recycling Industries.

Approval was requested to take any and all actions to acquire the property known as Parcel 118 owned by Jana Corp. located in Kearny, New Jersey, in accordance with the Eminent Domain Law of 1971, for the Portal North Bridge Project, not to exceed payment of the amount discussed in executive session, subject to the availability of funds and Federal Transportation Administration approval.

Further approval was requested to provide relocation assistance and payments to the property tenant, Metal Green Recycling Industries, in accordance with the Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 under NJDOT procedures and regulations that conform to the Federal Uniform Act Requirements, not to exceed an amount as discussed in executive session, subject to the availability of funds.

Further approval was requested to file condemnation complaints and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire Parcel 118 or other parcels for the Portal North Bridge Project and deposit the estimated just 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 as required by the Eminent Domain Act of 1971, N.J.S.A.20:3-1 et. seq. before commencing condemnation proceedings where necessary.

Approval of this real estate acquisition is a necessary step in allowing construction to move forward in replacing the Portal Bridge with a new Portal Bridge. The new structure will eliminate current interruptions in rail operations and delays due to mechanical failures with the moveable span. The new Portal Bridge will allow for a 10 percent increase in peak hour passenger capacity.

Board Member Cedrick T. Fulton made a motion and Board Member Brian T. Wilton seconded the motion.

Board Member Fulton noted regarding the bridge project itself, it strikes him that making the Northeast Corridor as resilient as they possibly can, needs to be at the highest priority. They know it is important from a regional and national perspective as been has been depicted by the issues associated with the tunnel. Discussion of making the Northeast Corridor as resilient as possible has been a topic of discussion for practically decades. He thinks they should not miss an opportunity to ensure the bridge is safe and reliable for decades to come and in the end, largely because of his experience with the Bayonne Bridge, he thinks any opportunity they get to eliminate conflicts between transportation modes, in this case maritime and train, he strongly believes they should take the opportunity. He learned it dealing with that issue directly as there was conflict between the maritime and over the road mode and they learned. Although it was something discussed for decades, action was never taken. Board Member Fulton believes they should not miss the opportunity to eliminate the conflict.

Board Member Gordon added that after the Gateway Tunnel Project, the Portal Bridge is probably the most important infrastructure project in the country and certainly in the Northeast. He noted it was the chokepoint of the Northeast Corridor and it needs to be a priority for them.

Chair Gutierrez-Scaccetti added she believes the Portal North Bridge Project is only one phase of a larger Gateway Plan and when they all come together, as Board Member Fulton said very eloquently, it will be the resiliency of the Northeast Corridor generally.

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	Absent	Yes	Yes	Yes	Yes	Yes

2004-20: EXPANDED PRESCRIPTION DRUG HEALTH AND WELFARE BENEFITS PROGRAM

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2004-20. William Viqueira recommended approval of Action Item #2004-20: Expanded Prescription Drug Health and Welfare Benefits Program.

Approval was requested to enter the Express Scripts, Inc’s SaveonSP Program beginning May 1, 2020 or as soon as administratively practicable, for the remaining base contract period of two (2) years and two (2) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$400,000, based on the scope of services, subject to the availability of funds.

Board Member Richard A. Maroko made a motion and Board Member Briand T. Wilton seconded the motion. 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	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Zuczek noted Board Members Rasmussen and Greaves were recused from the next item 2004 21. Board Members Rasmussen and Greaves disconnected their phones.

2004-21: CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE

President & CEO Corbett introduced Ronald Nichols, Chief, Light Rail and Contract Services, to present Action Item #2004-21. Ronald Nichols recommended approval of Action Item #2004-21: Contracting Out – Bergen County Local Bus Service.

Approval was requested to enter into a contract with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for a 36-month base contract period of May 3, 2020 through May 6, 2023, at a cost not to exceed \$27,706,904, plus five percent for contingencies, for a total contract authorization of \$29,092,249, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

Further approval was requested to exercise the options to the contract with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for two separate 24-month option periods to be exercised at NJ TRANSIT’s discretion beginning May 7, 2023 through May 3, 2025, at a cost not to exceed \$19,847,697, and May 4, 2025 through May 8, 2027, at a cost not to exceed \$21,338,647 for a combined cost of \$41,186,344, plus five percent for

contingencies, for a total authorization of \$43,245,661, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

Board Member Brian T. Wilton made a motion and Board Member Cedrick T. Fulton seconded the motion. 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	Absent	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to executive session but wanted to let the public know they would return to adjourn the meeting, but no additional business will be conducted.

At approximately 10:59 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Terry Maher. Board Member Brian T. Wilton made a motion, Board Member James D. Adams seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Ajmani	Doshi	Fulton	Maroko	Wilton	Gutierrez-Scaccetti
Yes	Absent	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 Members Ajmani, Gordon, Greaves, and Rasmussen, returned to Open Session at approximately 11:44 a.m.

Adjournment

Since there was no further business, Chair Gutierrez-Scaccetti called for a motion to adjourn. A motion was made by Board Member James D. Adams, seconded by Board Member Richard A. Maroko, and adopted. The meetings were adjourned at approximately 11:46 a.m.

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

APRIL 7, 2020

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	56413
➤ PRESIDENT & CEO'S MONTHLY REPORT	56414
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2004-19 NJ TRANSIT – PORTAL NORTH BRIDGE PROJECT: ACQUISITION OF ENTIRE FEE PARCEL 118: OWNER JANA CORP; RELOCATION OF TENANT METAL GREEN RECYCLING INDUSTRIES	56437
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– Authorization to take any and all actions to acquire Parcel 118 in accordance with the Eminent Domain Law of 1971, N.J.S.A. 20:3-1, et seq. and the New Jersey Transportation Act of 1979 as amended not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds and Federal Transportation Administration (FTA) approval.

Authorization to provide relocation assistance and payments to the property tenant, Metal Green Recycling Industries, in accordance with the Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 under NJDOT procedures and regulations that conform to the Federal Uniform Act requirements, not to exceed an amount as discussed in Executive Session subject to the availability of funds.

Authorization to file complaints in condemnation and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT's power of eminent domain pursuant to N.J.S.A. 25-13 to acquire Parcel 118 for the Portal North Bridge Project and deposit the estimated just 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 as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et seq. before commencing condemnation proceedings, where necessary.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
RESCHEDULED BOARD OF DIRECTORS' MEETINGS
APRIL 7, 2020
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2004-20 EXPANDED PRESCRIPTION DRUG HEALTH AND WELFARE BENEFITS PROGRAM – Authorization to enter the ESI SaveonSP Program beginning May 1, 2020 or as soon as administratively practicable, for the remaining base contract period of two (2) years and two (2) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$400,000, based on the scope of services, subject to the availability of funds. **56444**

2004-21 CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE – Authorization to enter into NJ TRANSIT Contract No. 19-068 with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for a 36-month base contract period of May 3, 2020 through May 6, 2023, at a cost not to exceed \$27,706,904, plus five percent for contingencies, for a total contract authorization of \$29,092,249, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget. **56446**

Authorization to exercise the options to NJ TRANSIT Contract No. 19-068 with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for two separate 24-month option periods to be exercised at NJ TRANSIT's discretion beginning May 7, 2023 through May 3, 2025, at a cost not to exceed \$19,847,697, and May 4, 2025 through May 8, 2027, at a cost not to exceed \$21,338,647 for a combined cost of \$41,186,344, plus five percent for contingencies, for a total authorization of \$43,245,661, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

➤ **EXECUTIVE SESSION AUTHORIZATION** **56447**

➤ **ADJOURNMENT**

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 March 11, 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 March 16, 2020;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 11, 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: APRIL 7, 2020
SUBJECT: PRESIDENT & CEO'S REPORT – APRIL 2020

Today, in the midst of this COVID-19 pandemic, I could not be more proud of the way our workforce has come together and continued to deliver for those who still depend on us for essential travel. Our employees continue to move essential employees every day like hospital workers, first responders, and others who are literally working to save lives. We are strongly urging the public to limit the use of our transit system for essential travel only. For those who need to travel, with new guidance from the Centers for Disease Control & Prevention (CDC), we are urging customers to wear face coverings when riding. Amidst an approximate 90 percent drop in ridership – we have reduced all our rail service, with the exception of the Atlantic City Rail Line, to a modified President's Day schedule. We have also adjusted our weekday bus service to a special schedule to accommodate essential travel, and all three of our light rail lines are operating on weekend schedules.

We continue to take extraordinary measures to provide a safe and clean transit system, often exceeding federal and state guidelines to enhance cleaning and disinfecting vehicles, stations, terminals, and employee work locations. We have 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. Our enhanced station cleaning regimen includes additional disinfecting of frequent customer touchpoints, such as ticket vending machines, handrails, door handles, and other common areas and hard surfaces. We have been using the services of an external environmental response contractor to augment – if needed – our enhanced cleaning and disinfection regimens at employee work locations, stations, and facilities throughout our service network.

We are regularly providing Personal Protective Equipment (PPE) to our front line employees. We are allowing employees to wear masks on the job, to both enhance public safety in line with the new CDC guidance, and to ensure employees feel as comfortable as possible during this challenging time. We have established comprehensive policies and protocols for employees who may have tested positive, been exposed to someone who has tested positive, or simply have questions related to COVID-19. We have established a COVID-19 employee hotline, staffed 24/7 to facilitate reporting. As an added precautionary measure to protect our bus operators and customers, we have implemented rear-door boarding on all bus routes where available.

Despite the attention and resources required to combat COVID-19, we will not stop pushing this organization forward. Important projects at various facilities continue, such as: the Compressed Natural Gas compressors at Howell Garage; the replacement of four rooftop HVAC systems at four bus garages; and the flood mitigation project at our rail Meadowlands Maintenance Complex (MMC). Larger capital projects also continue to advance, like: Elizabeth Station; New Brunswick Station Building Improvements and Elevator Rehab; and the Hoboken Henderson Substation. I've also been working closely with the Federal Transit Administration (FTA) to ensure that our Portal North Bridge project moves as quickly as possible toward the Full Funding Grant Agreement. We continue to advance our ten-year Strategic Plan and five-year Capital Plan. We are maintaining critical training schedules for our Locomotive Engineer Training Program (LETP) and Assistant Conductor Training Program (ACTP), by transitioning in-classroom training to a distance learning format, and we will be equipping trainees with company-issued laptops. We are also taking advantage of the reduced rail traffic to run more tests for our federally-mandated Positive Train Control (PTC) project.

To help us weather this crisis, late last month, Congress passed a \$2 trillion stimulus package that will send more than \$1 billion to NJ TRANSIT. We are extremely grateful for Governor Murphy's unwavering support and to Senators Menendez and Booker – and the entire New Jersey Congressional delegation – for securing these desperately needed funds. I would also like to thank our colleagues and partners at the Federal Railroad Administration (FRA) and the FTA for their support and their assistance. Thanks to their efforts – and the strength and resilience of our workforce – I have no doubt we will come out of this crisis on the other end, stronger than ever.



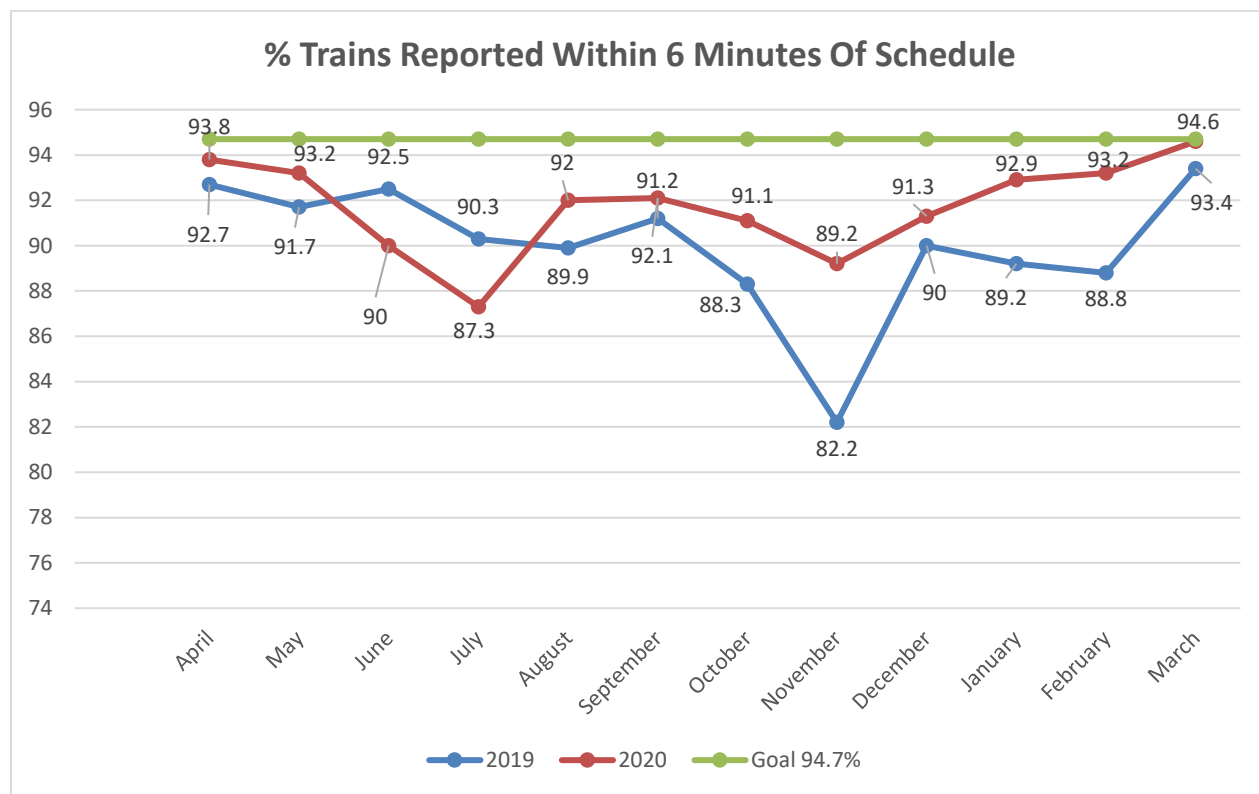
PRESIDENT & CEO'S MONTHLY REPORT
APRIL 7, 2020

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

PERFORMANCE MEASURES

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



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
March Comparison	93.4%	94.6%	1.2%
12-Month Average April 2018 – March 2020	90.1%	91.7%	1.6%

Analysis:

Rail On-time Performance was 94.6% for March, 2020. Of the 15,926 trains scheduled to operate, 15,063 were on time, while 863 trains (or 5.4%) were delayed.

Key Causes included:

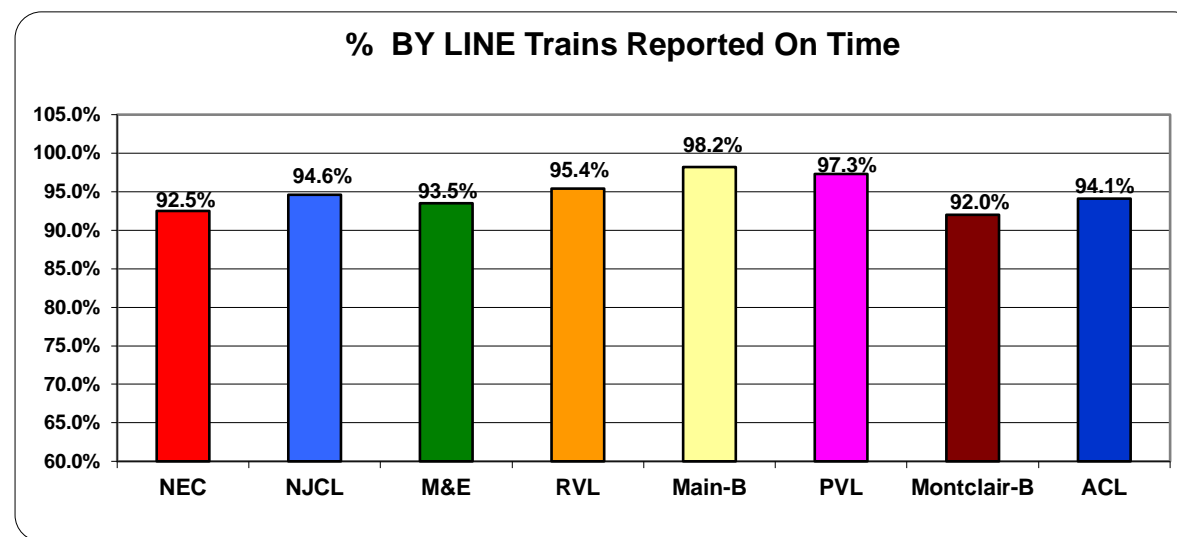
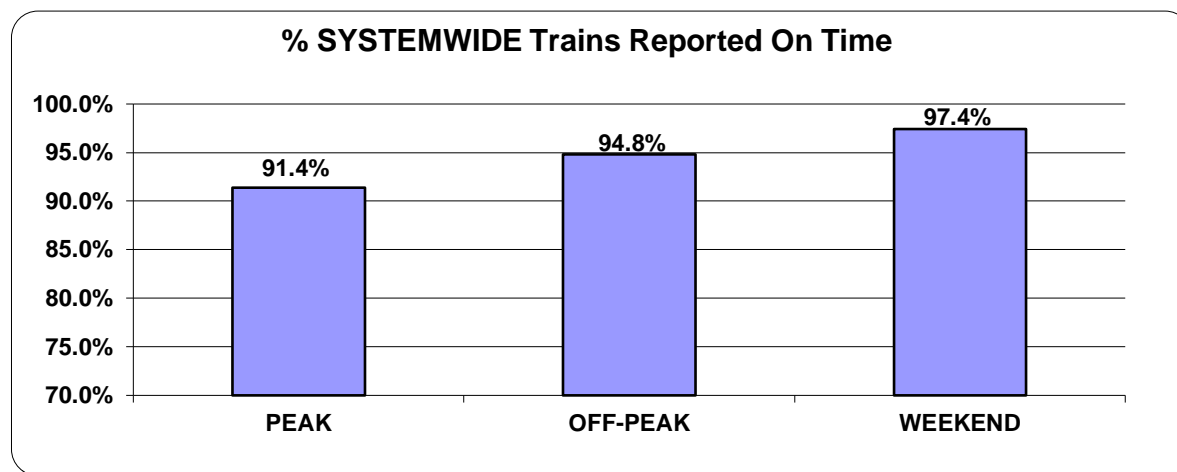
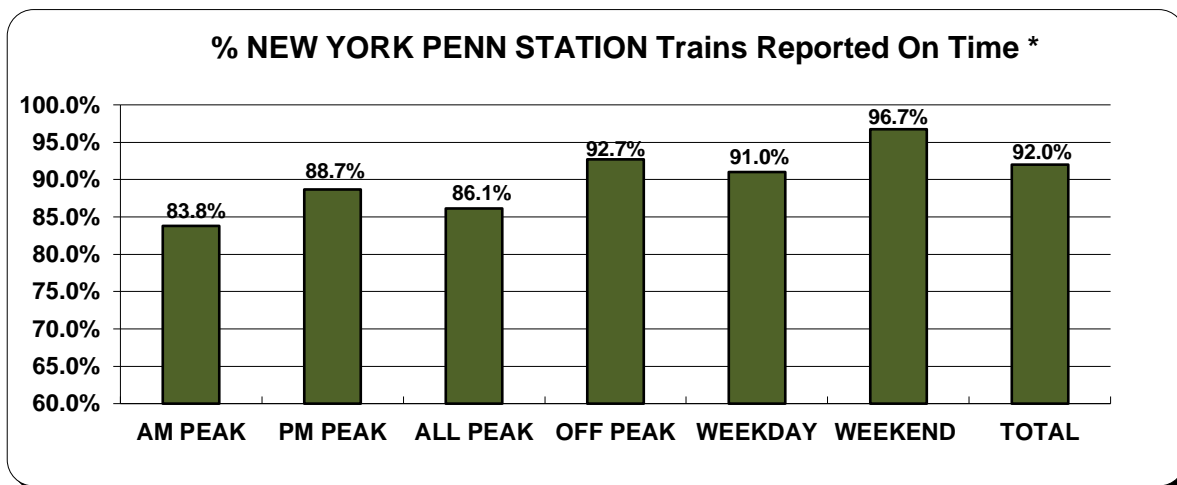
- NJT diesel issues, infrastructure engineering equipment track issues and PTC contributed to 51 delays on March 5.
- Conrail signal issues, NJT diesel issues, electric locomotive issues and PTC contributed to 49 delays on March 12.
- Amtrak catenary issues, equipment issues, a trespasser and NJT PTC contributed to 148 delays on March 13.

The 12-month Average for Rail On-Time Performance was 91.7%.

ON-TIME PERFORMANCE RAIL

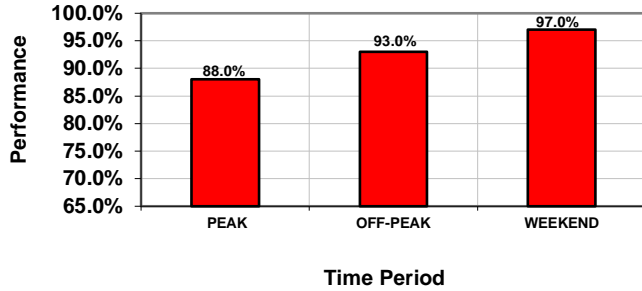
SUMMARY BY TIME PERIOD MARCH, 2020

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

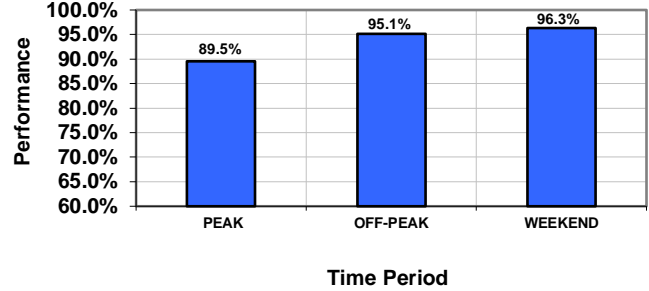


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH, 2020

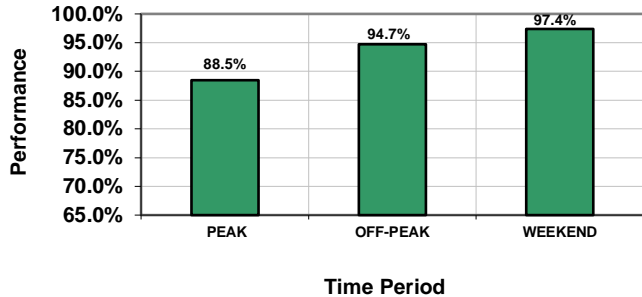
NORTHEAST CORRIDOR



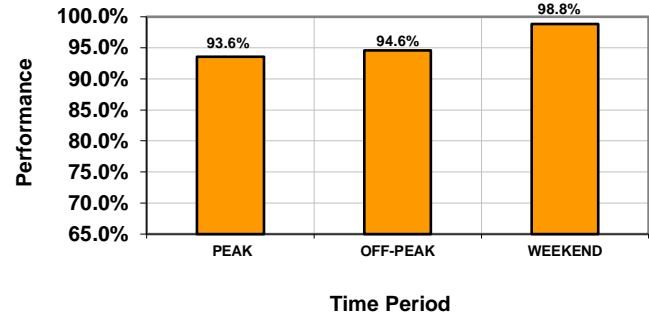
NORTH JERSEY COAST LINE



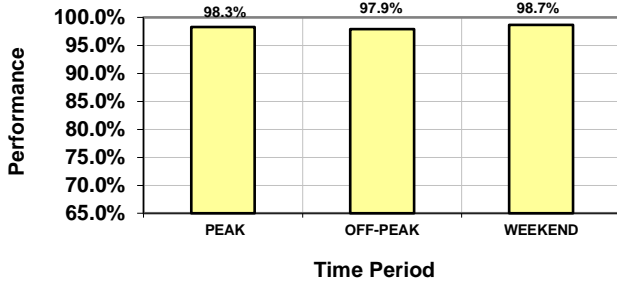
MORRIS & ESSEX



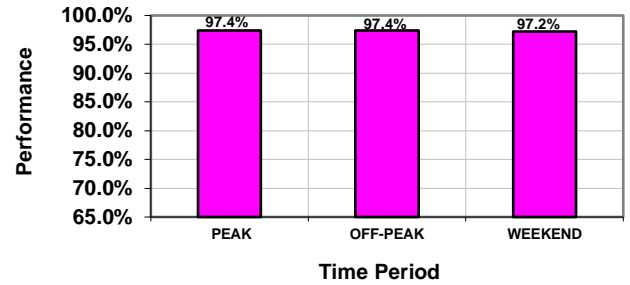
RARITAN VALLEY LINE



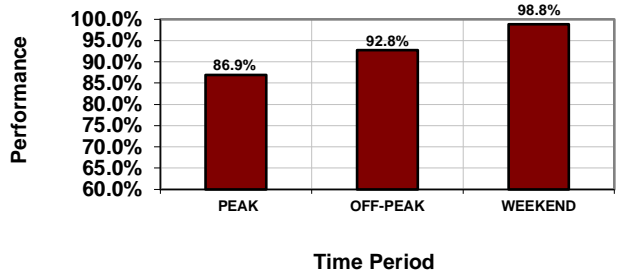
MAIN-BERGEN



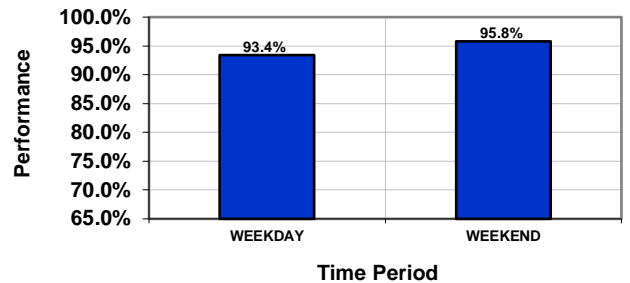
PASCACK VALLEY



MONTCLAIR-BOONTON



ATLANTIC CITY

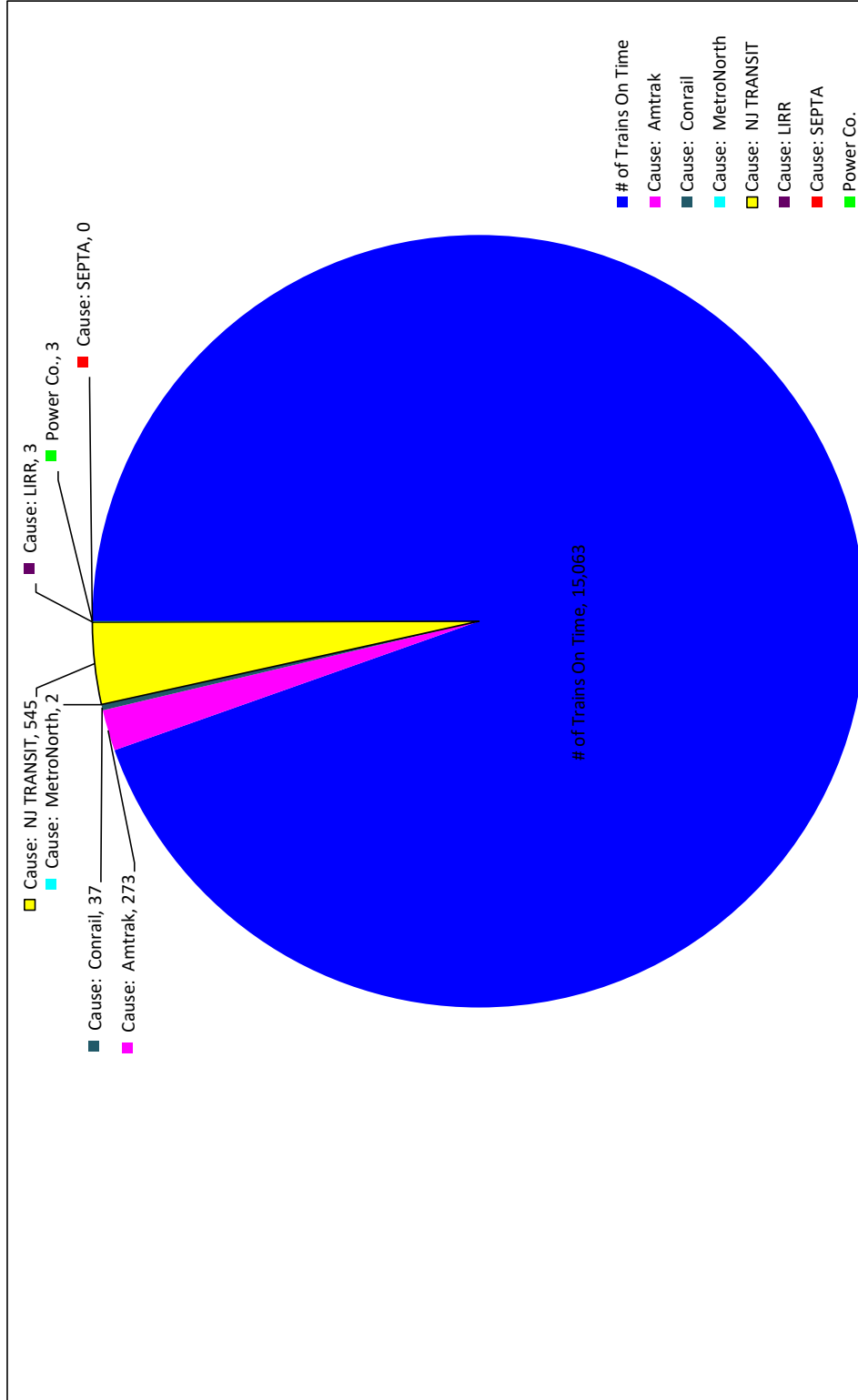


NJ TRANSIT Performance - MARCH, 2020

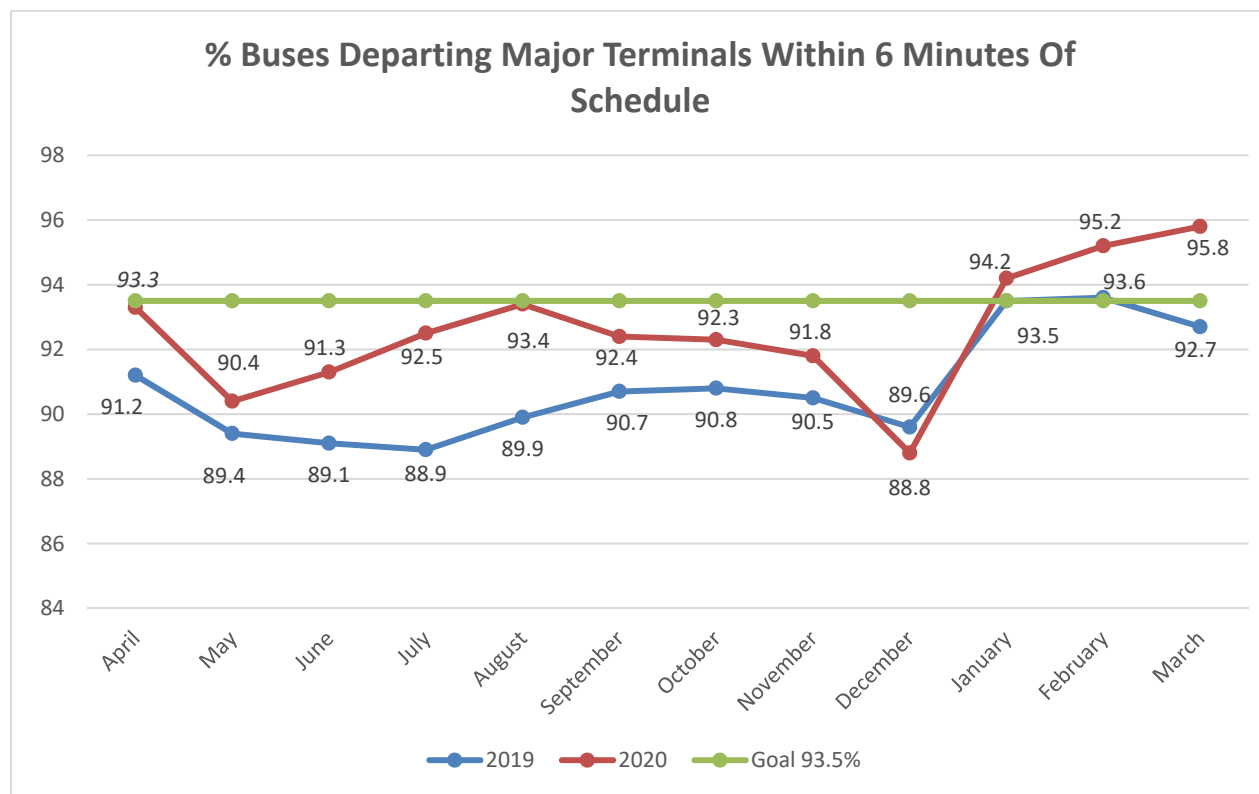
Late NJ TRANSIT Trains

	# of Trains On						
# of Trains On Time	15,063						
# of Late Trains	863						
Total # of Trains	15,926						
Percentage On Time	94.6%						

	Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Power Co.
	273 1.71%	37 0.23%	2 0.01%	545 3.42%	3 0.02%	0 0.00%	3 0.02%



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



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
March Comparison	92.7%	95.8%	3.1%
12-Month Average April 2018 – March 2020	90.8%	92.6%	1.8%

Analysis:

Bus On-Time Performance systemwide was 95.8% for the month of March 2020. Of the 39,740 scheduled departures, 1688 experienced delays.

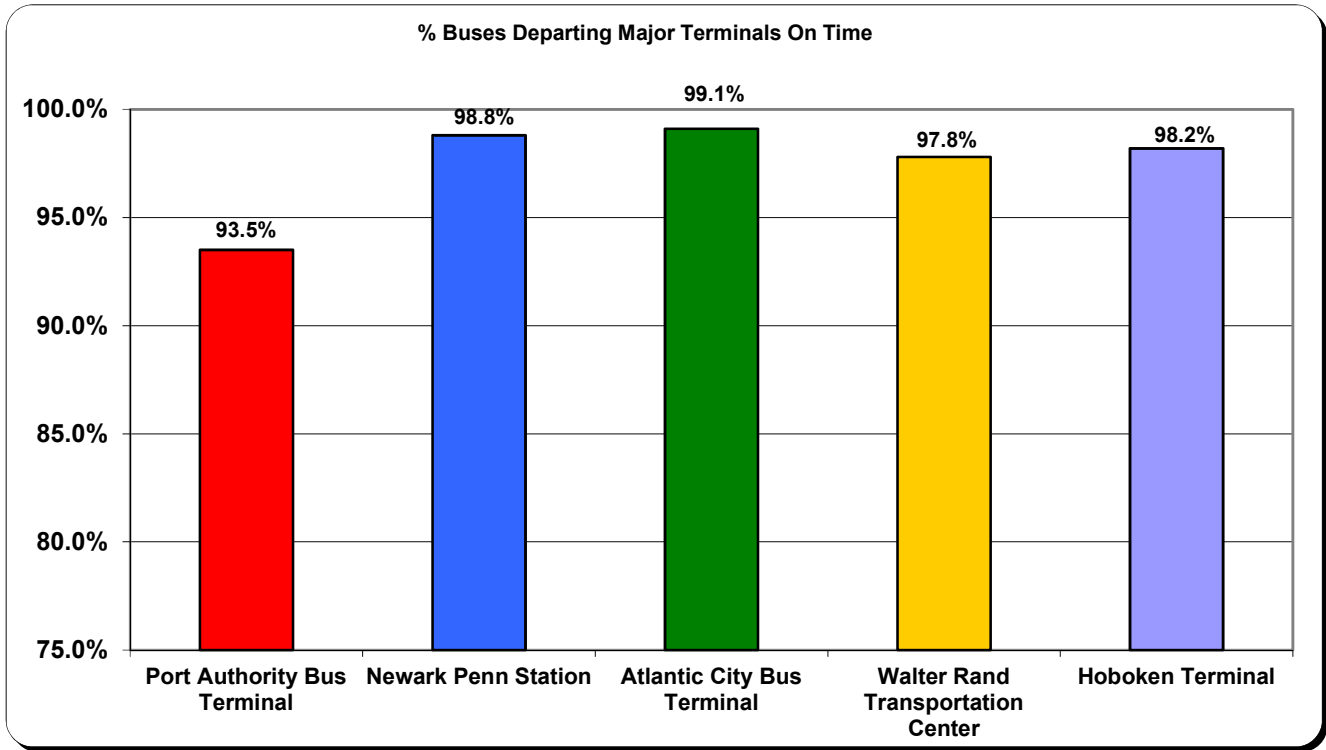
Key Causes included:

- At Port Authority Bus Terminal, minor delays were caused due to weather, detours, traffic and road construction on various days.
- At Newark Penn, construction, police activities and mechanical issues caused service delays. Also, disabled vehicles along bus routes caused service delays.
- For various other locations, minor delays were caused due to weather, detours, traffic and road construction on various days.

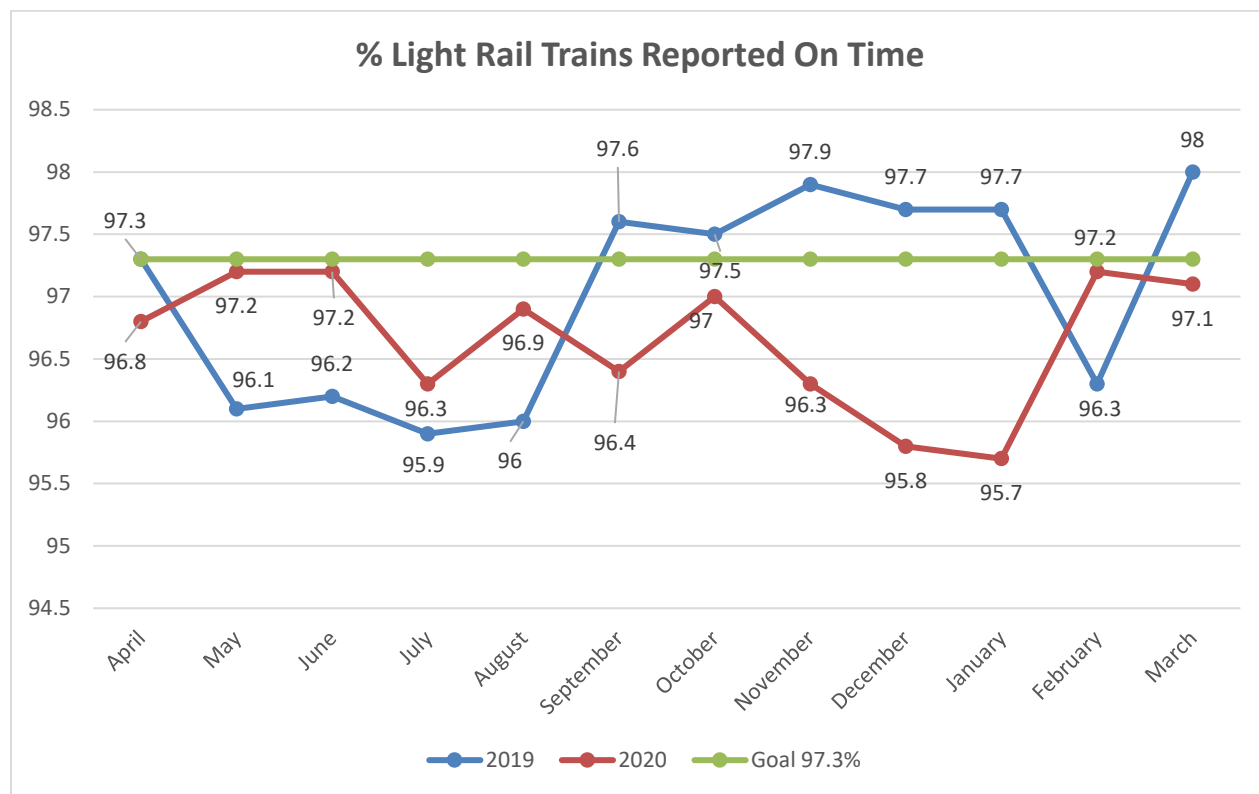
The 12-month average for Bus On-Time Performance was 92.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL April 2018– March 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
March Comparison	98.0%	97.1%	- 0.9%
12-Month Average April 2019 – March 2020	96.66%	97.02%	0.41%

Analysis:

Light Rail On-Time Performance system wide was 97.1% for the month of March 2020. Of the 25,743 scheduled departures, 608 experienced delays.

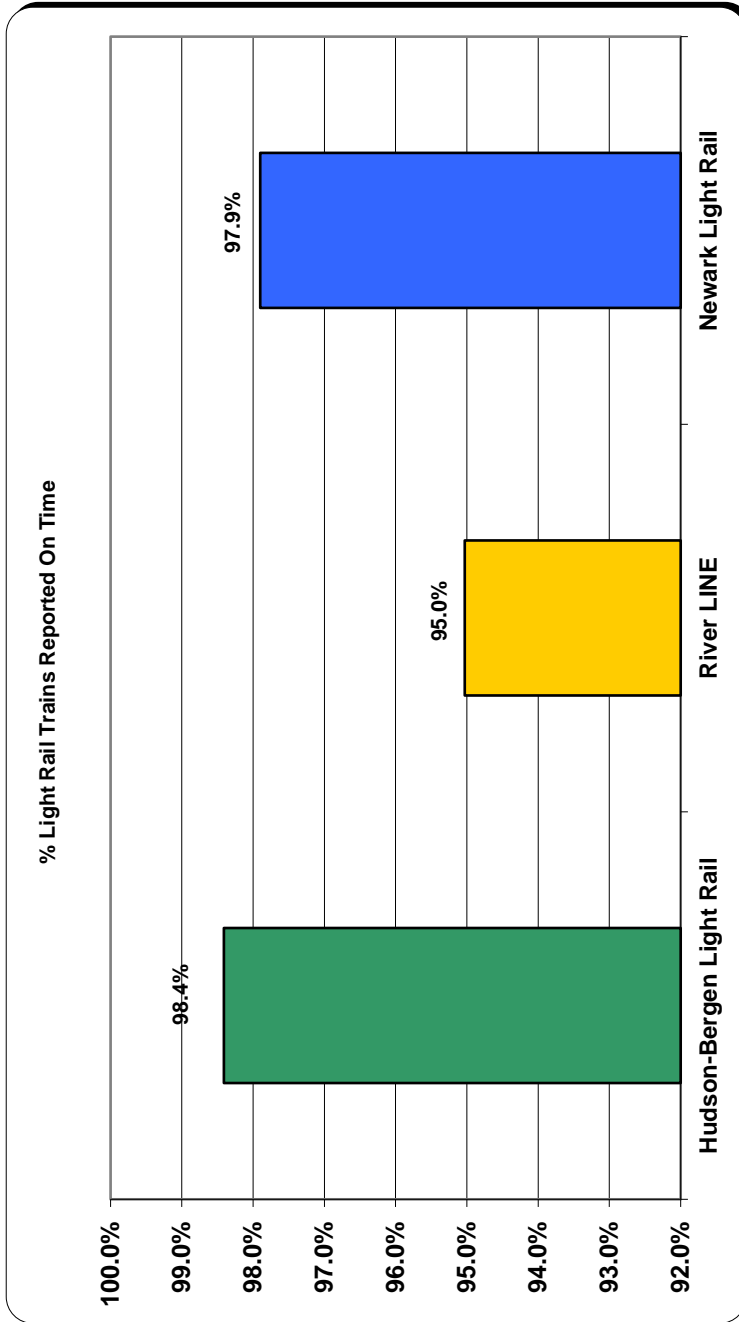
Key Causes included:

- Equipment malfunction, track obstruction on multiple days (auto fouling tracks and a downed pole) and police activity due to a pedestrian strike caused delays.
- Door issues and passenger induced events (illness and passenger sleeping on the train) on multiple days along with a motor vehicle collision as well as the train right of way being blocked had impacts on service.
- Mechanical faults and manpower shortages on multiple dates along with the Grove Street interlocking being out of commission caused service issues during March.

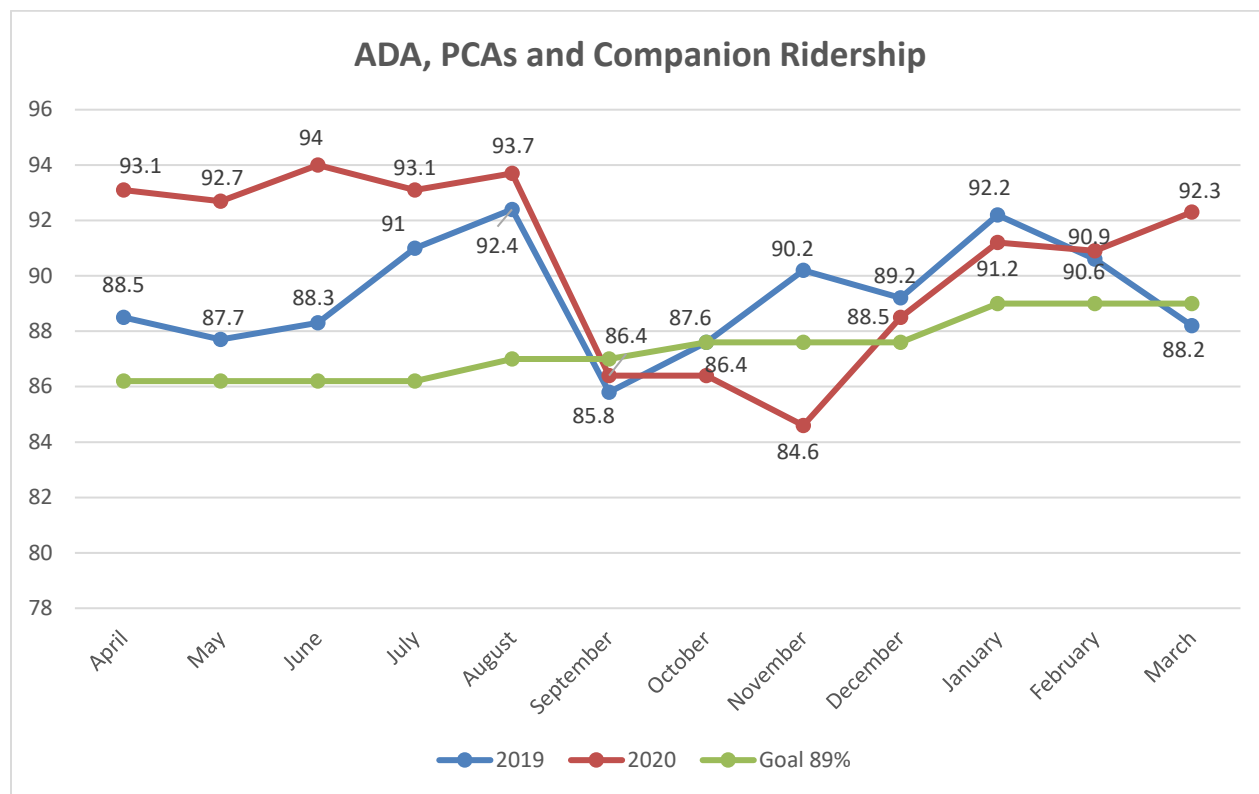
The 12-month Average for Light Rail On-Time Performance was 97.02%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2020



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



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
March Comparison	88.2%	92.3%	4.1%
March Ridership	147,927	92,211	-55,716
12-Month Average April 2018 – March 2020	90.3%	89.6%	-0.7%

Analysis:

Access Link On-Time Performance was 92.3% for March 2020. In serving 100,294 total riders, for 92,211 ADA customers trips, 7,117 (or 7.7%) experienced delays

Key Causes included:

- Driver shortages and issues retaining drivers in the larger regions
- Delays due to increased traffic volume and congestion
- Reduced ridership in March 2020 due to COVID-19 (Coronavirus) pandemic

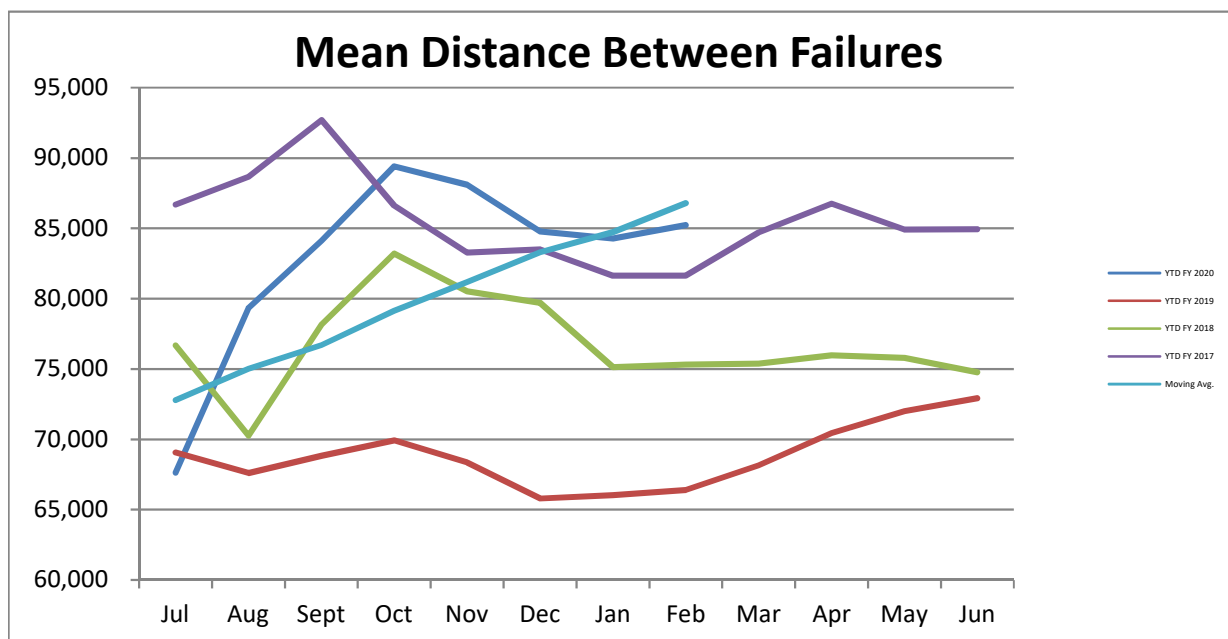
The 12-month Average for Access Link On-Time Performance was 89.6%.

MEAN DISTANCE BETWEEN FAILURES

February 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

	12 Month				
Month	YTD FY2020*	YTD FY2019	YTD FY2018	YTD FY2017	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	85,233	66,391	75,324	81,639	86,792
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	-

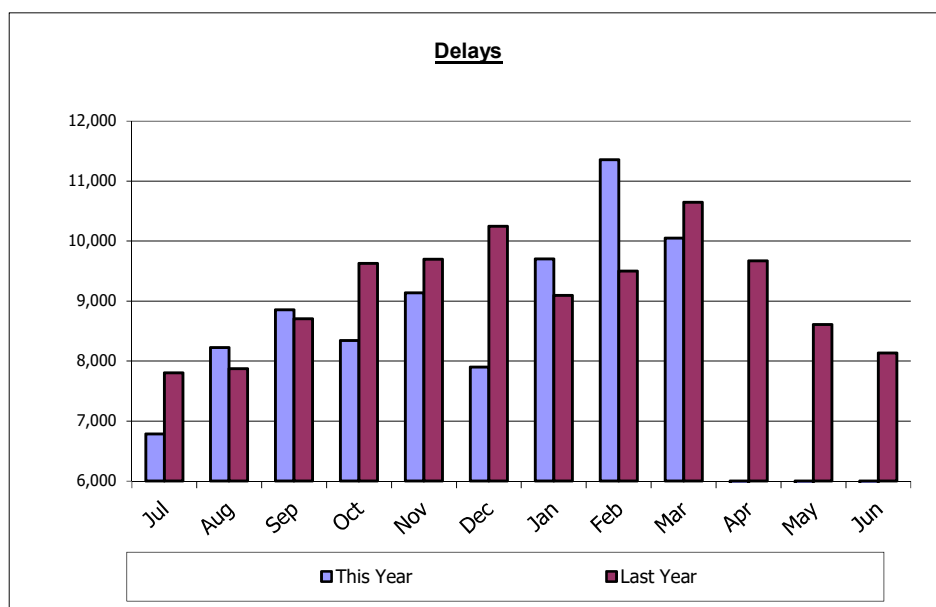


* FY2020 Numbers corrected to reflect start of FY2020

Garage Performance Parameters

March 2020

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	4,545	3,427	4,177
Greenville	7,500	5,038	4,391	5,179
Market Street	8,500	6,925	6,567	6,650
Meadowlands	10,200	5,691	5,130	5,431
Oradell	10,500	7,979	6,393	7,545
Wayne	10,500	15,669	14,195	8,872
Northern Division	-	7,443	6,369	6,537
Big Tree	8,800	4,768	5,254	5,718
Hilton	10,200	7,629	7,401	7,616
Howell	16,750	49,274	30,476	24,931
Ironbound	9,600	8,838	7,201	8,228
Orange	9,250	5,561	5,280	6,963
Morris	10,500	40,815	24,721	35,307
Central Division	-	9,655	8,680	9,731
Egg Harbor	15,500	21,059	18,292	19,792
Hamilton	13,000	20,765	11,104	9,080
Newton Avenue	12,000	15,133	13,456	12,007
Washington Twp.	14,500	21,565	21,336	18,464
Southern Division	-	19,738	16,658	15,385
Bus Operations	-	10,049	8,711	9,132

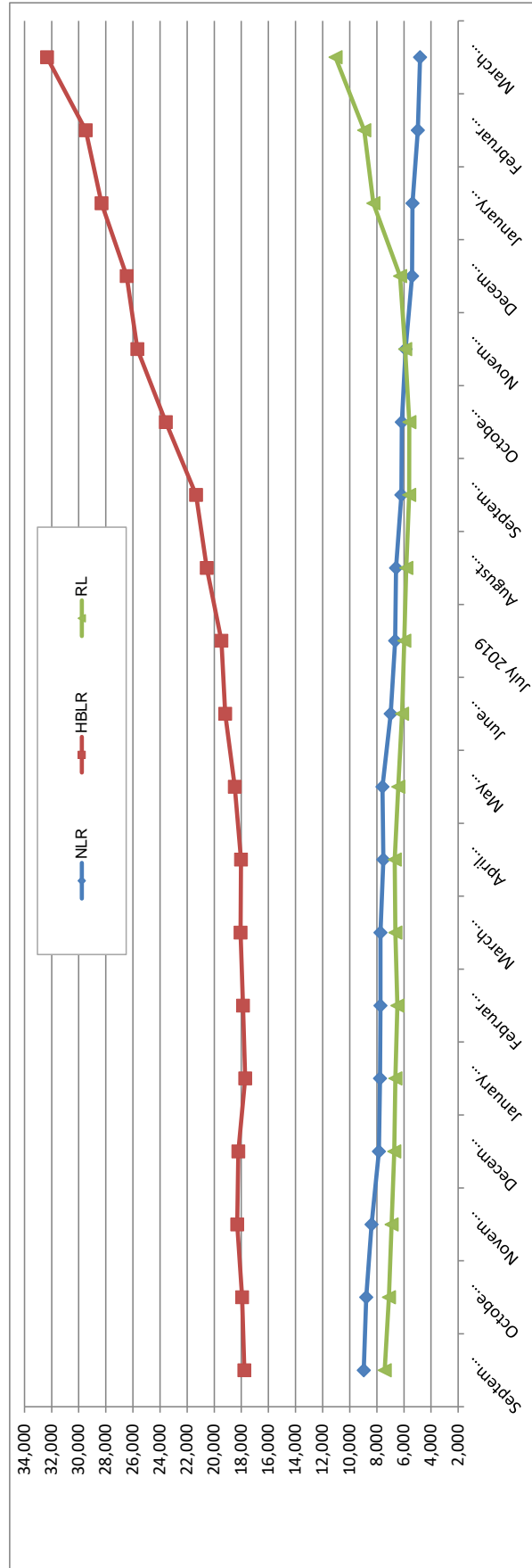


NJ TRANSIT - LIGHT RAIL, March 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	
	March 2020	February 2020
Newark Light Rail	4,809	4,980
Hudson Bergen	32,341	29,475
River LINE	11,050	8,925

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for March 2020

State Funded Contracts

During the month March 2020, NJ TRANSIT awarded **\$743,343.75** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$743,343.75** or **100%**.

During the State Fiscal Year **2020** (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$238,390,587.39** in state funded contracts. Of that total, SBEs received **\$23,639,101.11** or **9.92%**.

Note: The above reflects the Procurement Report of Awards received March 31, 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	\$1,827,800.55	or 0.77%
Category 3 SBEs received	\$5,688,197.65	or 2.39%
Category 4 SBEs received	\$4,664,430.87	or 1.96%
Category 5 SBEs received	\$1,154,325.71	or 0.48%
Category 6 SBEs received	\$9,724,335.43	or 4.08%

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

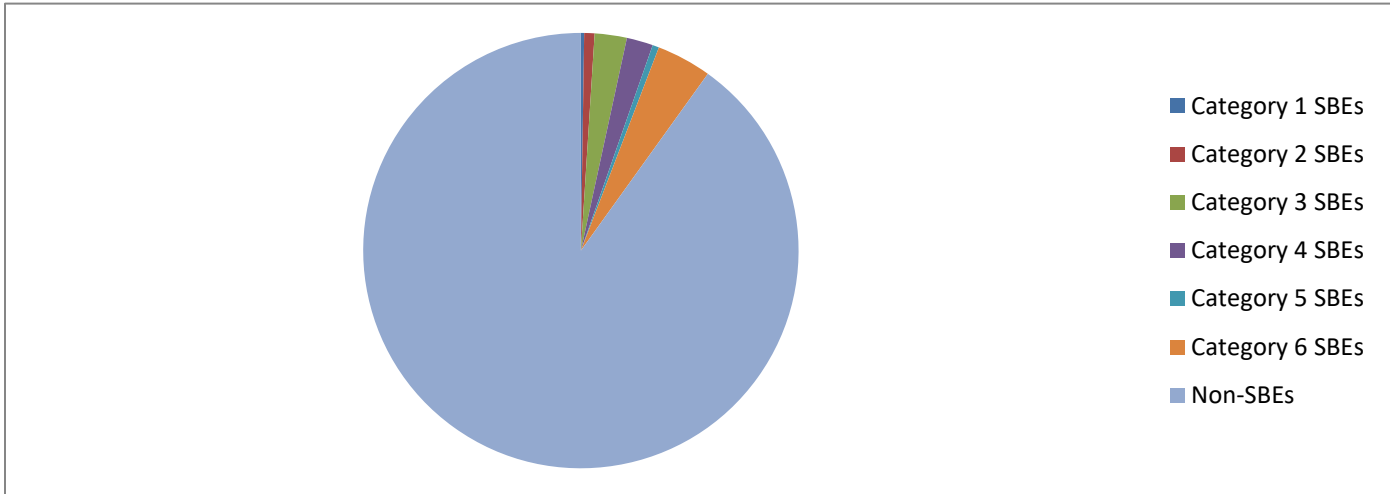
During the 1st Quarter (October 1, 2019 – December 31, 2019) of Federal Fiscal Year 2020 (October 1, 2019 through September 30, 2020), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$42,492,295.21**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$4,336,464.70** 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%.

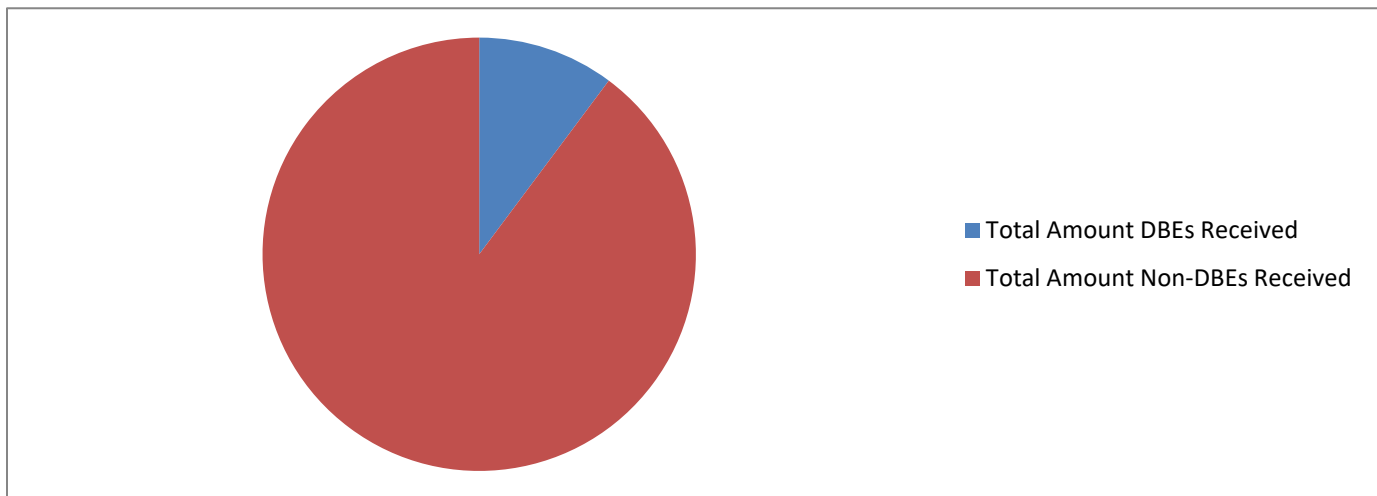
**Numbers reflect federal share.*

<i>Category 1 SBEs</i>	\$580,010.90	0.24%
<i>Category 2 SBEs</i>	\$1,827,800.55	0.77%
<i>Category 3 SBEs</i>	\$5,688,197.65	2.39%
<i>Category 4 SBEs</i>	\$4,664,430.87	1.96%
<i>Category 5 SBEs</i>	\$1,154,325.71	0.48%
<i>Category 6 SBEs</i>	\$9,724,335.43	4.08%
<i>Non-SBEs</i>	\$214,751,486.28	90.08%



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

33 NJ TRANSIT employees retired recently with careers ranging 11 to 33 years of service:

1. Tiran Billups, Operator -- Hilton -- 22 years
2. David Comber, Repairman A – Egg Harbor – 11 years
3. Lawrence Duncan, Cleaner – Oradell – 13 years
4. Louis Matonti, Operator – Fairview – 25 years
5. Luis Trujillo, Ticket Agent – GWB – 32 years
6. Leroy Anderson, Repairman A – Big Tree – 23 years
7. Edward Bischoff, Operator – Howell – 31 years
8. David Britt, Operator – Egg Harbor – 22 years
9. Michael Bronfeld, Operator – Oradell – 19 years
10. Kennard Collins, Operator – Greenville – 19 years
11. Sheree Cummings, Chief Rcv. Clerk – Newark Bus – 29 years
12. Kekou Damawuzan, Operator – Wayne – 19 years
13. Todd Fairchild, Repairman – Howell – 29 years
14. Errol Graham, Operator -- Orange – 18 years
15. Anthony Griffin, Repairman – Hilton – 30 years
16. Linda Hines, Depot Master – Big Tree – 30 years
17. Ronald Hughes, Operator – Big Tree – 28 years
18. Mark Jenkins, Stock Clerk – Market Street – 30 years'
19. Roberto Mora, Operator – Wayne – 15 years
20. Joyce Morris, Operator – Greenville – 32 years
21. Emad Nafady, Operator – Howell – 17 years
22. Alberto Oliveras, Repairman – Meadowlands – 32 years
23. Ultan O'Sullivan, Operator – Newton Avenue – 28 years
24. Alfred Quaicoe, Operator – Meadowlands – 24 years
25. Richard Ramos, Stock Clerk – Howell – 31 years
26. Efrain Reveron, Repairman – Orange – 32 years
27. Maria Rivera, Operator – Meadowlands – 33 years
28. Jesse Robinson, Operator – Hamilton – 19 years
29. Elizabeth Wheeler, Operator – Fairview – 27 years
30. Kimberly Williams, Group Head – GOB – 32 years
31. Alan Antell, Gen. Sup. Transp. – Penn Plaza – 31 years
32. Timothy Sharpe, Asst. GM ADA Serv. – Penn Plaza – 25 years
33. Lawrence Hamm, Regional Mgr. Comm – Penn Plaza – 28 years

ACTION ITEMS

ITEM: 2004-19
PORTAL NORTH BRIDGE PROJECT: REAL ESTATE
ACQUISITION

This Real Estate Acquisition is essential in moving the Portal North Bridge project forward to allow access and right of way for the bridge construction and operation.

- Seeking authorization for NJ TRANSIT to take any and all actions to acquire property known as **Parcel 118** owned by Jana Corp. located in Kearny, New Jersey, in accordance with the Eminent Domain Law of 1971, for the Portal North Bridge Project, not to exceed payment of the amount discussed in Executive Session, subject to the availability of funds and Federal Transportation Administration approval; and



Existing Portal Bridge Structure

ITEM: 2004-19
PORTAL NORTH BRIDGE PROJECT: REAL ESTATE
ACQUISITION

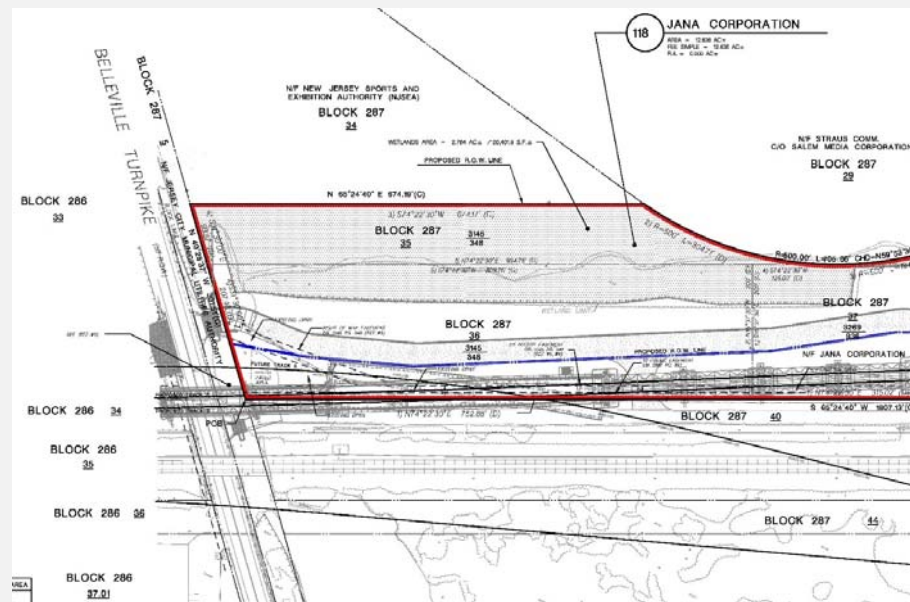
- Seeking authorization for NJ TRANSIT to provide relocation assistance and payments to the property tenant, **Metal Green Recycling Industries**, in accordance with the Uniform Transportation housing Replacement and Relocation Act, N.J.S.A. 27:7-72 under NJDOT procedures and regulations that conform to the Federal Uniform Act Requirements, not to exceed an amount as discussed in Executive Session, subject to the availability of funds; and



**Rendering of Proposed Portal North
Bridge Structure**

ITEM: 2004-19 PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION

- NJ TRANSIT also seeks authorization to file a condemnation complaint and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire **Parcel 118 or other parcels** for the Portal North Bridge Project and deposit the estimated just 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 as required by the Eminent Domain Act 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings where necessary.



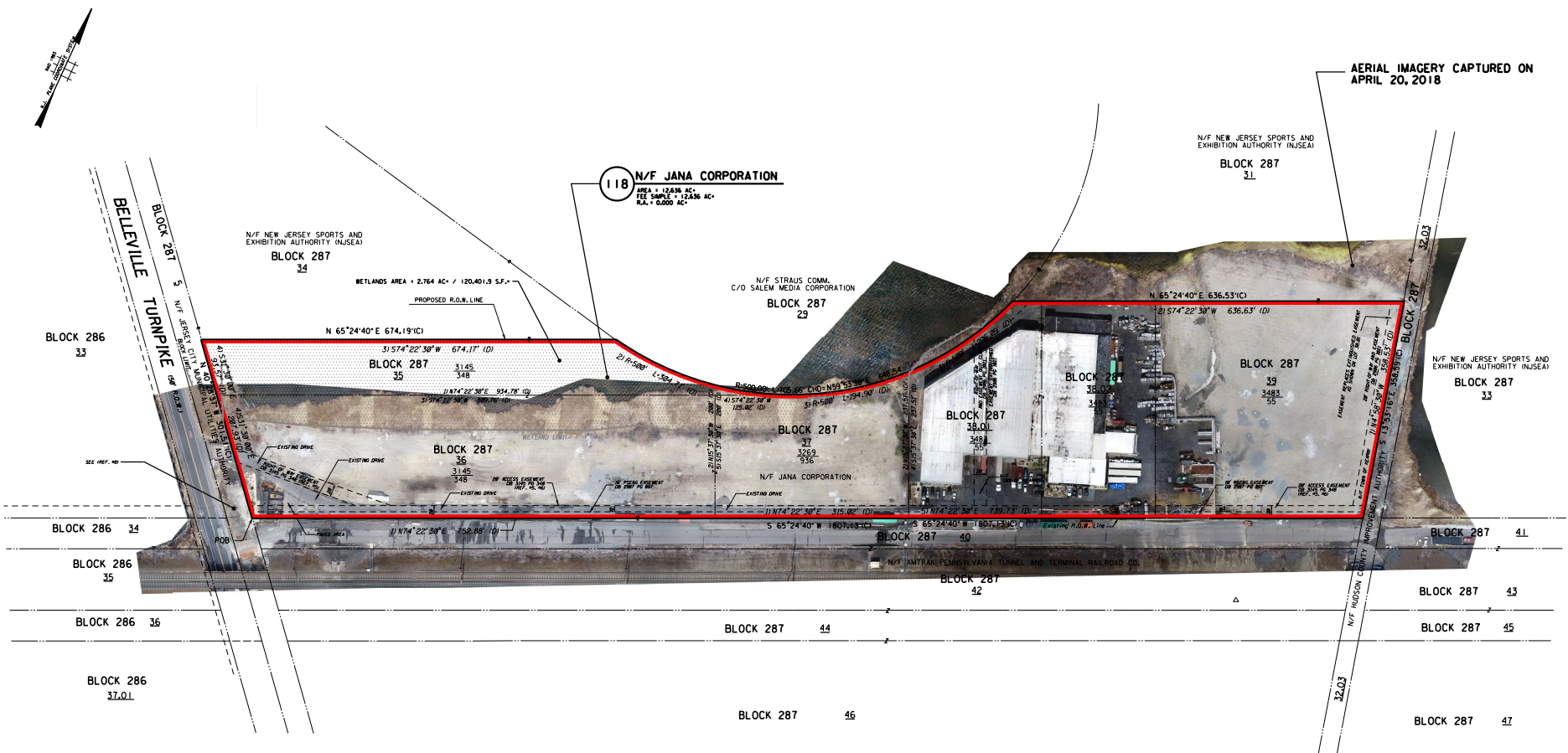
ITEM: 2004-19
PORTAL NORTH BRIDGE PROJECT: REAL ESTATE
ACQUISITION



- Authorization of this real estate acquisition is a necessary step in allowing construction to move forward in replacing the Portal Bridge with a new Portal Bridge. The new structure will eliminate current interruptions in rail operations and delays due to mechanical failures with the moveable span. The new Portal Bridge will allow for a 10 percent increase in peak hour passenger capacity.

REVISION OR AMENDMENT			
NO.	DATE	REVISION	BY
1	8/17/18	ADD REF. TO	
2	11/17/18	REVISE REF. TO AND REORDER	
3	12/22/18	ADD BELLEVILLE	

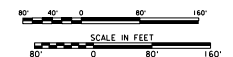
PREPARED BY: ROBINSON AERIAL SURVEYS, INC.



PARCEL NO.	PARCEL AREA	WETLANDS AREA
118	AREA = 12,636 AC. 550,424,160 S.F.*	2,764 AC. 120,401.9 S.F.*



- NOTES AND REFERENCES
1. THE EXISTING PROPERTY INFORMATION SHOWN HEREON DOES NOT REPRESENT A CURRENT BOUNDARY SURVEY.
 2. EXISTING PROPERTY LINES SHOWN HEREON ARE BASED UPON ONE OR MORE DOCUMENTS, INCLUDING, BUT NOT LIMITED TO, RECORDED DEEDS, FILED MAPS, RAILROAD VALUATION MAPS, EXISTING BOUNDARY SURVEYS, AND/OR OFFICIAL TAX MAPS.
 3. BEARINGS, DESCRIPTIONS, AND COORDINATES SHOWN HEREON ARE BASED UPON THE PORTAL BRIDGE CAPACITY ENHANCEMENT PROJECT COORDINATE SYSTEM - NORTH AMERICAN DATUM OF 1983 (NAD83) - NEW JERSEY ZONE.
 4. MAP OF PROPERTY SHOWING EASEMENT CREATION BY RALPH Y. BROWN, LAND SURVEYOR, TOWN OF KEARNY, HUDSON COUNTY, NEW JERSEY, DATED JANUARY 5, 1962 SURVEY NO. 62/2.
 5. MAP SHOWING SUBDIVISION OF PROPERTY SITUATED IN THE TOWN OF KEARNY, HUDSON COUNTY, NEW JERSEY, PREPARED BY ARTHUR BROOKAN, CIVIL ENGINEER & SURVEYOR, DATED NOVEMBER 17, 1959, REVISED TO DECEMBER 27, 1954, FILE 54/36.
 6. SURVEY MAP OF LANDS IN TOWN OF KEARNY, HUDSON COUNTY, NEW JERSEY PREPARED BY RALPH Y. BROWN, LAND SURVEYOR DATED JUNE 28, 1959, FILE 65/14.
 7. TOGETHER WITH AN EASEMENT OF RIGHT-OF-WAY TO AND FROM BELLEVILLE TURNPIKE ACROSS LANDS OF THE JERSEY CITY WATER WORKS RIGHT-OF-WAY RESERVED IN DEED BOOK 33 AT PAGE 261.



COLOR CODE
RED - FEE SIMPLE

CERTIFICATION: THIS INDIVIDUAL PARCEL MAP HAS BEEN PREPARED IN ACCORDANCE TO THOSE SECTIONS OF THE MAP RECORDEMENT ACT OF THE MAP FILING LAW THAT PERTAINS TO RIGHT OF WAY, PARCEL MAPS.

ROBINSON AERIAL SURVEYS, INC.
1 EDGEWATER DRIVE, HACKETTSTOWN, NJ 07840
PHONE: (908) 813-3300 FAX: (908) 813-3967

STATE OF NEW JERSEY
CERTIFICATE OF AUTHORIZATION
NO. 24G42806000

Steven R. Madarek
STEVEN R. MADAREK, PLS
ALL LICENSE NO. 24G502419600

DATE: May 8, 2018

NEW JERSEY TRANSIT CORPORATION

INDIVIDUAL PARCEL MAP

PROJECT: PORTAL BRIDGE CAPACITY ENHANCEMENT
OWNER: N/F JANA CORPORATION

PARCEL 118

BLOCK 287 LOTS 35, 36, 37, 38.01, 38.02 & 39

Showing Parcel(s) To Be Acquired in the Town of Kearny Hudson County, NJ April, 2018

ITEM 2004-19: NJ TRANSIT – PORTAL NORTH BRIDGE PROJECT: ACQUISITION OF ENTIRE FEE PARCEL 118: OWNER JANA CORP; RELOCATION OF TENANT METAL GREEN RECYCLING INDUSTRIES

WHEREAS, Portal Bridge is an existing two-track, railroad swing type drawbridge that spans the Hackensack River in New Jersey between the Township of Kearny and Secaucus in Hudson County, New Jersey; and

WHEREAS, Portal Bridge is a critical infrastructure for Amtrak and NJ TRANSIT, enabling movement between destinations east and west of the Hudson River; and

WHEREAS, the Portal Bridge, due to its age, design and current condition, represents a single point of failure on the Northeast Corridor (“NEC”) which is particularly critical to commuter rail transit between New Jersey and New York City for which NJ TRANSIT is responsible; and

WHEREAS, the replacement of the Portal Bridge by a new Portal Bridge (the “Project”) will eliminate the need for a moveable span that interrupts rail operations and results in delays due to mechanical failures and will allow for a 10 percent increase in peak hour passenger capacity; and

WHEREAS, when constructed, there will be a new, two-track fixed structure that will eliminate the need for the moveable span, which currently interrupts rail operations and results in delays due to mechanical failures which are further exacerbated by the existing structure’s age; and

WHEREAS, NJ TRANSIT is an instrumentality of the State of New Jersey and is authorized to operate rail passenger service in New Jersey and between points in New Jersey and points in other states pursuant to the New Jersey Public Transportation Act of 1979, as amended; and

WHEREAS, this authorization to acquire parcels in fee and easements will allow NJ TRANSIT to offer and make compensatory payments to property owners that hold title to property from which fee and easement rights are needed for the Project and NJ TRANSIT by conducting 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; and

WHEREAS, Parcel 118 is a private property owned by Jana Corp., located at 993 Belleville Turnpike, Township of Kearny, New Jersey, and is a proposed full fee simple acquisition needed for the Project; and

WHEREAS, Parcel 118 is currently leased to Metal Green Recycling Industries, a Class “A” recycling business that primarily inventories non-ferrous scrap metal materials and sells these items to national and international customers and will need to be relocated once the property is acquired for the Project; and

WHEREAS, the Transportation Trust fund is the anticipated source of funding for the Portal North Bridge Project with reservation of reimbursement upon award of a federal grant;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions to acquire Parcel 118 in accordance with the Eminent Domain Law of 1971, N.J.S.A. 20:3-1, et seq. and the New Jersey Transportation Act of 1979 as amended not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds and Federal Transportation Administration (FTA) approval; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide relocation assistance and payments to the property tenant, Metal Green Recycling Industries, in accordance with the Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 under NJDOT procedures and regulations that conform to the Federal Uniform Act requirements, not to exceed an amount as discussed in Executive Session subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to file complaints in condemnation and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT’s power of eminent domain pursuant to N.J.S.A. 25-13 to acquire Parcel 118 for the Portal North Bridge Project and deposit the estimated just 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 as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et seq. before commencing condemnation proceedings, where necessary.

ITEM 2004-20: EXPANDED PRESCRIPTION DRUG 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 Prescription Drug 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 pharmacy networks at discounted rates and purchasing programs that pass-through discounts to control costs; 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, in June 2018, 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 in June 2018, and the Finalist presentation was held in November 2018; 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, members of the Technical Evaluation Committee (TEC) evaluated the proposals, including Best and Final Offers, with guidance from Procurement, Consultants from Korn Ferry (formerly The Hay Group) and subject matter experts; and

WHEREAS, based on the overall analyses done by the TEC and Korn Ferry, as well as the RFP requirement that proposers are required to match the current plan designs for all coverages upon which they are proposing, it was recommended that Contract No. 17-030R-C to Express Scripts, Inc. (ESI) for prescription drug administration; and

WHEREAS, Contract No. 17-030R-C was awarded to ESI by the NJ TRANSIT Board in December 2018; and

WHEREAS, outlined in the ESI proposal were cost savings and drug management programs, including the SaveonSP Copay Offset Program as offered under the ESI exclusive specialty drug program; and

WHEREAS, the SaveonSP Program gross savings for NJ TRANSIT, by actual reduction in claims fees, are estimated to be substantial; and

WHEREAS, the SaveonSP Program administrative program fees are 25% of the NJ TRANSIT actual reduction in claims fees; and

WHEREAS, Past Authorization was provided for ESI administrative services fees beginning June 1, 2019 for three (3) base contract years (+ 5% for contingencies), with two (2) one-year renewal options;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter the ESI SaveonSP Program beginning May 1, 2020 or as soon as administratively practicable, for the remaining base contract period of two (2) years and two (2) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$400,000, based on the scope of services, subject to the availability of funds.

ITEM 2004-21: CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE

WHEREAS, staff has determined it is appropriate to provide local bus service in the Bergen County area; and

WHEREAS, a Request for Proposal (RFP 19-068) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned an SBE Category 3 goal of two percent on this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined Community Transportation's proposal meets the requirements set forth in Request for Proposal No 19-068; and

WHEREAS, the cost proposal submitted by the proposer has been evaluated against the benchmark cost submitted by NJ TRANSIT Bus Operations; and

WHEREAS, Community Transportation, Inc. has been operating the service under contract with NJ TRANSIT since April 2, 2019; and

WHEREAS, upon completion of the competitive procurement process, it was determined that Community Transportation, Inc. submitted a proposal that provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-068 with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for a 36-month base contract period of May 3, 2020 through May 6, 2023, at a cost not to exceed \$27,706,904, plus five percent for contingencies, for a total contract authorization of \$29,092,249, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to exercise the options to NJ TRANSIT Contract No. 19-068 with Community Transportation, Inc., a Coach USA Company of Paramus, New Jersey, to operate the Bergen County Local Bus Service for two separate 24-month option periods to be exercised at NJ TRANSIT's discretion beginning May 7, 2023 through May 3, 2025, at a cost not to exceed \$19,847,697, and May 4, 2025 through May 8, 2027, at a cost not to exceed \$21,338,647 for a combined cost of \$41,186,344, plus five percent for contingencies, for a total authorization of \$43,245,661, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

EXECUTIVE SESSION AUTHORIZATION

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