

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

**NJ TRANSIT**  
One Penn Plaza East  
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July 23, 2020

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, July 15, 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 regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Wednesday, July 15, 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 M. Gordon, Board Member  
Raymond W. Greaves, Board Member (Non-Voting) (Absent)  
Richard A. Maroko, Board Member  
Shanti Narra, 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  
Eric R. Daleo, Senior Vice President, Capital Programs  
Michael P. Kilcoyne, Senior Vice President, Surface Transit/General Manager, Bus Operations  
Ronald E. Nichols, Chief, Light Rail & Contract Services  
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer  
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 6:02 p.m. in accordance with the Open Public Meetings Act. Chair Gutierrez-Scaccetti welcomed new Board Member Shanti Narra. Board Member Narra was appointed by the Assembly Speaker and was joining them for her first meeting. She has a strong resume of public service dating back as far as 2004 in various roles. Board Member Narra has a bachelor's degree in foreign service from Georgetown University, majoring in international law. She continued her education in Washington D.C. and received her J.D. from Georgetown University Law Center. Chair Gutierrez-Scaccetti has had the pleasure of meeting her in Chair Gutierrez-Scaccetti's work in Middlesex County, as Board Member Narra serves as a Freeholder. Board Member Narra successfully won a three-year term in 2018 and Chair Gutierrez-Scaccetti expressed their happiness that she was joining the Board. Her work in Middlesex County, certainly on the North Brunswick Train Station as well as representation of all the members of Middlesex County as a Freeholder, which Chair Gutierrez-Scaccetti now understands is no longer the term and instead is Commissioner. They are pleased to have her join the Board to be part of what they hope will be a very transformative period for NJ TRANSIT

Board Secretary Zuczek conducted a roll call and noted Board Member Greaves was absent.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on July 9, 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 June 18, 2020 Board meetings. Board Member Brian T. Wilton made the motion, Board Member Bob M. Gordon seconded the motion, and it was adopted.

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Yes

**President & CEO’s Monthly Report**

President & CEO Corbett was pleased to report that all of NJ TRANSIT’s COVID-19 statistics continued to trend in the right direction. Nearly 2,600 employees returned to work after being quarantined or recovering from the virus, and they currently had just 32 positive cases within the NJ TRANSIT family, down from a high of 299 on April 27, 2020. Ridership was also increasing, slowly but steadily, however, they were still down approximately 70 percent on bus and between 80 to 85 percent on rail from pre-COVID levels.

President & CEO Corbett said these statistics suggested NJ TRANSIT was through the worst, and firmly in the recovery phase of this crisis. He thinks that’s a real credit to the numerous protective measures they have put in place, some of which he would discuss later on. At the same time, their dedicated employees kept the system moving for essential employees on the front lines of this pandemic.

Governor Murphy signed Executive Order 165 on Monday, which lifted the 50 percent capacity limit, and allows for a limit up to the maximum seated capacity on all NJ TRANSIT trains, buses, light rail, and Access Link vehicles, along with private-carrier buses, effective at 8 p.m. on Wednesday, July 15, 2020. The Order also prohibited the consumption of food or beverages on all NJ TRANSIT trains, buses, private carrier buses, light rail, and Access Link vehicles, and extended the onboard face covering requirements for employees and customers to the indoor stations and facilities owned or operated by NJ TRANSIT or private-carriers, as well as the outdoor portion of stations where social distancing is not practicable.

President & CEO Corbett noted he has said it before, but it bears repeating, he truly believes there's no better example nationally of how a transit system has responded to such a crisis like this. Despite their progress, he stressed now more than ever they cannot become complacent. They must remain vigilant, maintaining their aggressive approach to cleaning and disinfecting, and redoubling their efforts to reinforce the importance of wearing face coverings on vehicles, in stations, and on platforms. This is not just because it's required by Executive Order, but because it is recommended by health officials as one of the most important safety measures one can take in environments where social distancing is not always practical, like public transportation.

They know this through their extensive outreach work throughout this crisis with their transit peers both nationally and internationally, in countries like Asia and Europe. This includes their on-going work with the Seven-State Transportation Task Force, the Northeast Corridor Commission, APTA, UITP, and others, as well as a range of new research on face coverings which shows that the risk of infection to the wearer is decreased by 65 percent.

Face coverings also protects fellow-customers, especially now that they know the virus can spread from people who are asymptomatic. He could not emphasize it enough, customers should wear face coverings throughout their entire journey. It's a requirement, and it will prevent the spread of the virus.

President & CEO Corbett noted, as he discussed at their last Board meeting and reinforced in their recently released Ride to Recovery guidelines, preventing further spread of the virus and maintaining the safest possible travel environment is a shared responsibility.

NJ TRANSIT pledged to do their part through enhanced cleaning and disinfection, providing PPE to all personnel who require it, robust communication, closely monitoring ridership across the system to manage capacity, and doing everything in their power to keep their system as clean and safe as possible. He suggested visiting [njtransit.com/recovery](https://njtransit.com/recovery) to view and download the guidelines and learn what customers and employers can do to help NJ TRANSIT protect the health of everyone. President & CEO Corbett noted they were all in this together, no transit agency can do it alone.

President & CEO Corbett discussed NJ TRANSIT initiatives and developments directly related to COVID-19, and some of their most recent efforts to continue to combat the pandemic, as well as what they were doing to transition to the recovery phase. He was proud to announce that NJ TRANSIT commissioned a study by Rutgers University's Center for Advanced Infrastructure and Transportation (CAIT) on the use of ultraviolet-c, or UVC, for disinfecting their bus fleet from viruses such as COVID-19. This effort continues their commitment to investigating and deploying the latest technology and best practices to provide a clean and safe environment for all customers and employees.

The study, to be conducted over the next few months, will examine the effectiveness of the UVC wavelength in killing viruses, and electronically map the interior of different bus models to determine the best placement for the UVC source. Findings would be used to determine the best way to scale and implement the technology on NJ TRANSIT's bus fleet.

On July 1, 2020, NJ TRANSIT introduced another proactive safety measure for customers, as they begin to return to their system. SAFE NJ is their new customer awareness campaign. The SAFE NJ campaign focuses on highly-visible signs throughout the system, encouraging behavior that ensures a healthier and safer transit system for everyone. All of these messages will reinforce the requirement to wear face coverings, to be cognizant of distancing, and to help keep stations and vehicles free of discarded PPE, such as used face coverings and gloves. The messages are simple and direct, and delivered consistently throughout vehicles, stations and facilities, and across all customer communication channels.

President & CEO Corbett noted one more important COVID-19-related item. Beyond the initial formula funding of \$1.4 billion they received from the Federal Transit Administration (FTA) through the Coronavirus Aid Relief and Economic Security Act, or CARES Act, he was pleased to announce that the FTA awarded NJ TRANSIT an additional \$13.3 million grant for their local transportation programs in Fiscal Year 2020.

This funding will be provided under a separate subsection of the CARES Act, recognizing that NJ TRANSIT, as a statewide agency, supports many rural areas that require relief, as well. The award will help sustain existing local transportation in New Jersey's more rural areas, most often used by senior citizens, people with disabilities, and the economically disadvantaged. NJ TRANSIT will distribute these grant funds to existing rural transit providers throughout New Jersey, to be used for operating, planning, capital, and administrative expenses.

President & CEO Corbett thanked the U.S. Department of Transportation for recognizing the devastating economic impact of COVID-19 on New Jersey's local transportation providers, and their ability to provide essential services to some of their most vulnerable residents.

Of course, a key element of New Jersey's overall COVID-19 recovery includes NJ TRANSIT's role in supporting their state's economic recovery. And in that regard, their

new five-year Capital Plan will be a powerful tool. He spoke briefly last month about their new Capital Plan, which, again, is available for download at [njtplans.com](http://njtplans.com).

The Plan has more than 100 projects and programs, ranging from \$1 million to \$3 billion, that are either already in progress or identified as vital for consideration. To name just a few projects currently underway, they have: The Raritan River Bridge replacement project, which advanced in May, when this Board approved the first of three contracts of this \$600 million project; the \$70 million Elizabeth Station where construction has commenced; the \$246 million County Yard / Delco Lead Storage and Inspection Facility; and, the more than \$195 million Long Slip Fill & Enhancement Resiliency project in Hoboken with the first phase currently under construction despite starting in the middle of the COVID epidemic.

President & CEO Corbett also thought it was important to note just how far the agency has come over the past two years, in terms of capital expenditures. In 2017, they had approximately \$60 million in hard money contracts out on the street. Since 2018, there were \$2.3 billion in capital projects currently underway or soon to enter the procurement process. That doesn't even include their Portal North Bridge project, estimated at around \$1.8 billion.

And today, he was proud to announce what many are probably aware of. Since their last Board meeting, the FTA has granted approval to advance this critical project to the engineering phase, while committing to give the nearly \$800 million they need to fully fund it. This development is a huge win for their customers, agency, and region. President & CEO Corbett once again thanked Acting Administrator Jane Williams and all their partners at the FTA for their support, and for recognizing just how critical this project is to their state and region.

All of these projects add up to more than \$4 billion in construction work that will not only improve their transit system but will add thousands of jobs and billions in economic activity for New Jersey and their entire region. And it is how NJ TRANSIT will play a significant role in their state's economic recovery following the pandemic.

Service Restoration is also an important element of their recovery efforts. On Monday, July 6, 2020, NJ TRANSIT resumed full, weekday service on rail and light rail. They were increasing service proactively, while systemwide ridership is still at approximately 20 percent of pre-COVID-19 levels. This service resumption provides additional capacity to improve distancing on board vehicles, and aligns with "The Road Back," New Jersey's roadmap for restoring economic health through public health.

They will continue to closely monitor ridership in order to make service adjustments that add capacity wherever possible, as they have since the onset of this pandemic. In general, it's critical that they stay ahead of demand to maximize the opportunity for distancing, while they continue to provide the cleanest and safest travel environment for our customers and employees.

President & CEO Corbett made it clear, their enhanced cleaning protocols will remain in place. These protocols include enhanced cleaning and disinfection of all vehicles and major stations and terminals every 24 hours, as well as enhanced cleaning and disinfection at frequent customer touchpoints and employee work locations.

To coincide with the resumption of full weekday service on rail and light rail, NJ TRANSIT resumed the collection of cash fares on board trains on July 6, 2020, as well. The cash option, as some may remember, was temporarily suspended to eliminate personal contact as a precaution against the spread of COVID-19. They will resume accepting cash fares on buses in the coming weeks, as protective barriers are installed near bus operators. To limit personal contact, customers are strongly encouraged to purchase tickets prior to boarding using the NJ TRANSIT mobile app or a ticket vending machine.

On the subject of ticket vending machines, and in support of their commitment to leveraging technology to improve the customer experience, NJ TRANSIT continues to advance the installation of new and improved ticket vending machines, or TVMs, systemwide. In late-June, they announced the third phase of an ongoing program to modernize fare payment systems to improve the customer experience. This next phase builds on the success of the previous two deployment phases and will see additional TVMs replacing older machines at ten bus facilities throughout the state.

Customer feedback on the new TVMs has been overwhelmingly favorable, and it's easy to see why. The new, redesigned TVMs are faster, more user-friendly, easier to use for people with disabilities, and have new screens that can display important travel information and advisories. Customers can even pay with a phone or a contactless card, eliminating a touchpoint and the need to insert debit or credit cards. They will continue to assess these TVM's through the pilot phases as they prepare to replace the rest of their machines systemwide.

Another way they are modernizing fare collection on trains is through the use of new handheld mobile devices. Last week, they began issuing these mobile devices to a number of train crews on the Raritan Valley Line. The mobile devices can scan and validate both paper tickets/passes, and electronic tickets/passes displayed on the mobile app, ultimately creating a more contactless customer experience and providing improved ridership data.

The rollout of handheld mobile devices follows a previous pilot program which beta tested the concept and provided real world feedback in the design and implementation process. The deployment on the Raritan Valley Line will be conducted in stages over the next several weeks with small groups of crews receiving and using the devices. The program will be evaluated before moving to other train lines in the NJ TRANSIT system.

Also, on the rail side, and despite the challenges presented by the pandemic, they have been maintaining critical training schedules for their Locomotive Engineer Training Program (LETP). Thanks to these efforts, last week, their latest Locomotive Engineer Training Class completed the final stage of certifications and requirements necessary to

become locomotive engineers. The class of 14 trainees completed a rigorous, 78-week long program and passed extensive testing, including a final exam with more than 800 questions.

This class will bring the total number of new engineers that have joined NJ TRANSIT since 2018 to 56 and brings the total active roster of engineers to 357. And, they have another class of 17 locomotive engineers scheduled to graduate in September.

Over the two-year period between 2019 and 2020, they will have the same number of engineer classes graduated as the previous five years combined. Once they have fully restored the ranks of locomotive engineers, they are committed to maintaining a full pipeline of trainees that will keep pace with attrition. A sufficient complement of locomotive engineers is an essential element to improving reliability for customers.

In addition to the resumption of full, weekday service on rail and light rail, and more Locomotive Engineers joining their ranks, they have more good news on the rail front. On June 30, 2020, NJ TRANSIT received authorization from the Federal Railroad Administration (FRA) to enter into the Extended Revenue Service Demonstration, or ERSD, phase of their Positive Train Control (PTC) program. This achievement follows the successful completion of the FRA's requirement to perform 384 error-free test runs in the demonstration area between Denville and Summit. They have now expanded Revenue Service Demonstration to the entire Morristown Line from Hackettstown to Newark Broad Street, as well as the Gladstone Branch and Montclair-Boonton Line.

Entering ERSD is NJ TRANSIT's most significant PTC-related achievement since they successfully met the PTC interim milestone of implementation in December of 2018. By entering ERSD, they will increase their testing territory from the 17-mile demonstration area to approximately 100 miles, or about 33 percent, of the total system mileage required for full certification.

And while the finish line may be in sight, they are not slowing down on their way to full certification by December 31, 2020. They also submitted to the FRA their PTC Safety Plan on June 30, 2020, as scheduled, which was another critical milestone on the path to full PTC certification. PTC updates will continue to be posted to [njtransit.com/ptc](http://njtransit.com/ptc) and presentations will be made there at their Board meetings each month through the remainder of 2020.

President & CEO Corbett turned the floor over to Terry Feters from their contractor, Parsons, to update the Board with a status of the Positive Train Control (PTC) project. He will talk about how Parsons and Alstom will ensure the project remains on schedule for full implementation by December 31, 2020.

Terry Feters, Project Manager from Parsons for the Positive Train Control (PTC) project, stated he was pleased to be there to provide an update on the Positive Train Control progress. Mr. Feters outlined how Parsons and Alstom are meeting their scheduled

targets and key milestones and what they've completed since the last Board meeting, and their plans to ensure PTC certification success.

In reference to meeting their scheduled key milestones since the last Board meeting, they had several positive updates to report as President and CEO Corbett had mentioned earlier in his report. Mr. Fetters said in June Revenue Service Demonstration was completed on schedule; also, in June they reported they were on target to start Extended Revenue Service Demonstration (ERSD). Mr. Fetters said he was glad to report they received approval from the Federal Railroad Administration (FRA), and began ERSD on the Montclair-Boonton Line to Morristown from Broad to Hackettstown, as well as the Gladstone Line.

In June, Parsons also reported they were on target to submit NJ TRANSIT's Safety Plan by the end of June and were able to accomplish this goal as well. Mr. Fetters said now that the Safety Plan is in the hands of the FRA for review it is therefore on target with the six-month duration for review to receive the safety certification on or before December 31, 2020.

As of July 8, 2020, 255 vehicles were loaded with software and 210 were ready for ERSD. Since the last Board meeting the project has advanced from the five percent of NJ TRANSIT route miles in revenue service to over 30 percent of the NJ TRANSIT route miles now in ERSD.

Mr. Fetters said going forward interim dates might slightly be adjusted but the ERSD dates remain on target even with expected anomalies which are being mitigated and planned for in the schedule. In reference to a few examples relative to some missed transponders during their test, their subcontractor Alstom has already developed a process that will enhance performance.

Mr. Fetters said with regard to new onboard software loading on the vehicles which is critical to the deployment of this system, NJ TRANSIT, Parsons, and Alstom are collectively working together to decrease the number of locations and resources to ensure efficiency and rapid deployment to meet schedule. Looking forward by the end of August they will complete approximately 50 percent of NJ TRANSIT's track route miles by adding Raritan Valley and Bergen Lines to the ERSD.

Mr. Fetters said Parsons and Alstom are committed to the successful completion of this project, and continue to have close coordination between Parsons, Alstom, and NJ TRANSIT, and executive meetings are held bi-weekly. Mr. Fetters said they have weekly meetings with stakeholders from the FRA, NJ TRANSIT, WSP, Parsons, and Alstom in a collaborative and transparent discussion to progress the project, and to discuss items such as test results, upcoming test schedules, and identify any mitigation necessary, as well as create efficiencies where they can.

Mr. Fetters said as he addressed everyone this evening he was in Rochester, New York for two days of working meetings with the FRA, Parsons, Alstom, and NJ TRANSIT at

Alstom's facilities where critical, technical, operational, and managerial insight have come together to continue to work closely and collaboratively. Mr. Fetter's assured everyone that Parsons was committed to the successful completion of this project, and they were on target for the plans of completion on schedule on or before December 31, 2020.

Moving away from rail, President & CEO Corbett covered another customer experience improvement for a very important customer constituency that depends on NJ TRANSIT. Their paratransit system, Access Link, was now on Twitter. The new Twitter account @NJTRANSIT\_AL provides easy access to updates and other information for Access Link customers. Through this new account, customers can stay informed about any service changes affecting Access Link, similar to existing accounts providing service updates for NJ TRANSIT rail, bus, and light rail services.

Finally, with all the heavy issues they were dealing with collectively these days, President & CEO Corbett ended his comments on a lighter note. Everyone loves a good dog story, and he had two of them, which involve brave, quick-thinking NJ TRANSIT employees. As a dog owner, he knows just how appreciative these pet owners were following the actions taken by these employees.

The star of their first story was NJ TRANSIT Rail Operations employee Vito Lomuscio, who was working on a bridge on their North Jersey Coast Line and ended up rescuing a dog in Spring Lake. As he was working, Vito watched this dog chase some ducks far out into the water, to the great dismay of the dog's owner, Mary Dougherty. The dog was getting tired, bobbing up and down, so Vito put on a life vest, dove in, and swam back to shore with the dog.

In an interview later on, Mary Dougherty said, "I thank our hero Vito for his kindness and bravery saving our puppy in this special time of togetherness. I hope NJ TRANSIT is also grateful and proud to have such an honored worker representing NJ TRANSIT." President & CEO Corbett said they certainly are.

The next story involved quick-thinking New Jersey Transit police officers, who recovered a stolen dog in Jersey City. This story began last month, with a woman and a leashed dog awaiting the Hudson-Bergen Light Rail in Jersey City. That's when two teenagers grabbed the woman's dog and boarded the train as it was pulling away.

The woman immediately notified the New Jersey Transit Police Department (NJTPD), who quickly radioed ahead with instructions for the light rail's doors to be kept closed at the next stop. Officers boarded the light rail train, took the thieves into custody, and reunited the dog with her owner.

President & CEO Corbett took a moment to thank both Vito Lomuscio and the NJTPD for rescuing these dogs, and the NJTPD in general for everything they do to keep their customers and employees safe.

Chair Gutierrez-Scaccetti said President & CEO Corbett was right, she has a soft spot in her heart for dogs, the story has been well viewed on LinkedIn, she thinks it is wonderful, and for some of them their pets are family. She noted normally, they would publicly recognize their employees at their meetings and she looks forward to a time when they can do that again.

### **Public Comments**

Chair Gutierrez-Scaccetti asked the event call operator to open the floor for public comments, provide instructions for entering the queue to make a public comment, and asked everyone who was not speaking to mute their phones so they can hear everyone as clearly as possible.

The event call operator said the floor was open for public comments. If individuals wanted to make a public comment, they were instructed to press \*1 on their telephone keypad to enter the queue. They would hear a brief tone to indicate they have successfully entered the queue. Priority access would be given to any participant who has pre-registered, and those comments will be taken in turn. They would then take public comments from remaining participants on a first-come first-serve basis. Each person would have three (3) minutes for their public comment. A warning would be provided with one (1) minute remaining and again with 15 seconds remaining.

**David Peter Alan**, Chair of the Lackawanna Coalition and a member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) since 2003, said other people were speaking for those organizations tonight, so he was speaking in his personal capacity. Regarding the \$264 million of the FY2020 capital program, he said there was no detailed information provided, which would allow them to comment intelligently, so it appears that they don't care what they say.

Mr. Alan said the grants under the Senior Citizens and Disabled Residents Transportation Assistance Program, Section 5311, NJ JARC, and the other programs are vital to the mobility of New Jerseyans most in need of them. He knows these programs and the good they do and said the people who benefit from these programs are their State's most vulnerable and his constituents, as well as NJ TRANSIT's.

Mr. Alan said there was a problem with the Access Link Contract with First Transit and said it was one of the worst contract practices to exercise an option before determining how well the other party performs during the first term. He believes a seven-year contract would have been less expensive. He said they were about to exercise two two-year options, throwing away money and their right to review First Transit's performance. He told the Board not to do it.

Mr. Alan asked why NJ TRANSIT was hiring a firm in Carlsbad, California to plan a bus network for Newark. He asked if they do not believe that their existing bus managers are competent. Mr. Alan said he believes they are. In fact, he suggested hiring them out to the North County Transit District to design a bus network for Carlsbad, which probably

makes about as much sense as hiring a firm out there when they have competent managers right here.

Mr. Alan discouraged buying the locomotives for \$11 million each. The way Governor Murphy says New Jersey's economy is going, especially the public sector, Mr. Alan believes NJ TRANSIT can't afford them. He said it was even worse with Portal North Bridge, claiming NJ TRANSIT used misleading numbers to move the FTA grant forward, and that project will soon be out of compliance as soon as peak-hour commuting drops off because fewer people will be working, more of the ones who do will be working from home and going to the office less often, or taking a later train, therefore, not riding in the peak hours. He believes capacity into New York will no longer be constrained, so there will be no more justification for a capacity-enhancement grant, even if there was last year. Mr. Alan said they would be committing New Jersey's future towards paying for a project that is unnecessary.

Mr. Alan said circumstances have changed greatly since NJ TRANSIT's last application for an FTA grant, and he entered into the record a citation to an article that he published on the *Railway Age* website, [www.railwayage.com](http://www.railwayage.com) posted on June 5, 2020 as part 11 in his Gateway series entitled: "Circumstances Are Changing."

**Joseph Clift** had several points to make and said he would like to invite all the new Board Members on his tour of New York Penn Station and the surrounding areas, and said it is a must see in order to be knowledgeable decision makers. Mr. Clift urged all Board Members to act as independent decision makers and vote against or table Board Item 2007-44 the additional \$264 million in capital funds. He said if the Board voted for this item, they would be giving NJ TRANSIT management a blank check without any Board oversight, which was the opposite of what past proposed governance reform legislation asked for.

Mr. Clift said there was zero capacity gain achieved by the Portal North Bridge \$600 million of NJ EDA Bonds and all claims of increase in peak hour seats into New York were achieved by the addition of new rail rolling stock long before a new bridge can go into service, making the project ineligible for an \$800 million federal core capacity grant. He said at some point the FTA will wake-up and be made aware of this absolute reality that NJ TRANSIT management hid the facts to pursue the funding for which they were not eligible for.

Mr. Clift said this bridge had zero peak passengers delayed since March of last year when the coastguard eliminated bridge openings from 5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 8:00 p.m., effectively making Portal North a fixed bridge for these 10 hours a day by administrative decree without spending a single dime, instead of the planned \$1.8 billion. He said next to zero off-peak passengers have been delayed by Portal North Bridge openings since March of last year because there was virtually zero maritime traffic except for early work on Portal North Bridge.

Mr. Clift said the bridge has not had to open for any commercial maritime vehicles for the last year, the sludge barge was the last commercial activity which ended in October 2016 almost four years ago. He said \$40 million will rehab Portal North when it has to open which is extremely infrequent, never during rush hour. Lastly, Mr. Clift said the Portal North has zero benefit to the public and was a horrible investment for the State's economic development, especially in a post-COVID world of diminished fuel tax to fund the Transportation Trust Fund.

**Sally Jane Gellert**, Legislative & Communications Director for the Lackawanna Coalition, said to President & CEO Corbett this was a transportation agency and not a construction agency. She said they were in the midst of a pandemic so they can't build all these things because they don't have the money for it. Ms. Gellert said as NJ TRANSIT starts Fiscal 2021 seeing no indication in either last month's or this month's agenda of a 15-month Fiscal 2020 budget such as the state government has established, they looked for the usual operating and capital budgets. They didn't see either last month, so naturally would expect that both budgets would be presented today.

Ms. Gellert said what they missed last month, and what was again true this month, was that no operating budget was presented. There was no capital budget last month; the closest they come this month was Item 2007-44, an amendment to the Fiscal 2020 capital budget. She said this was a resolution with three "whereas" clauses, one of which cites the Fiscal 2020 budget and another which takes note of the additional \$264 million from the Transportation Trust Fund allocated by Governor Murphy to NJ TRANSIT on June 30, 2020. Ms. Gellert said last month's agenda had 54 pages, and in the July 2019 agenda it had 160 pages, and the budget alone was 46 of those pages. She asked where the budget was and complained they have gone from 46 pages to eight pages this year and they need more details.

Ms. Gellert said there has been much discussion as of late on fixing NJ TRANSIT, including legislation proposed by Senator Weinberg further reforming NJ TRANSIT governance, as the earlier so-called reform bill has not proven effective. She believes reform starts with Board oversight, which means rejecting incomplete reports. Ms. Gellert urged the Board to reject this blank check and demand at least a clear starting point for Fiscal 2021.

Ms. Gellert said they support the many New Jerseyans calling on NJ TRANSIT to abandon the fracked gas power plant project in environmental justice communities.

**Samantha DiFalco** with Food & Water Action spoke on behalf of their 70,000 members and supporters in New Jersey. Ms. DiFalco said they were calling on the NJ TRANSIT Board to stop the fracked gas power plant proposed as part of the transit grid project. Instead, she suggested they power this grid with renewable energy and battery storage alternatives that were in line with the innovations that have been made with renewable energy and battery storage in the last few years.

Ms. DiFalco said the Environmental Impact Statement greenwashes this project with false information about renewable and natural gas as a clean energy. She said though the power plant would initially burn fracked gas, the assumption is that there will be a quick transition to a clean fuel source like renewable natural gas once widely available, which is completely false because there's nothing clean about renewable natural gas. Ms. DiFalco said renewable natural gas is a biogas and biogas are still natural gas and very harmful for the environment, often made from animal waste, sewerage, sludge, and landfills. She said NJ TRANSIT notes there was still no process to clean out these impurities. Moreover, the process to create natural gas uses its own methane emissions to power itself plus creating more air pollutants than natural gas. Ms. DiFalco said methane was 86 times worse for the climate than burning coal over a 20-year lifetime. She said they can't afford to release anymore methane into the atmosphere when they have less than nine years to get their emission levels down in line with the 2018 IPCC Report to avoid the worst effects of climate change. In addition, Ms. DiFalco said renewable natural gas was usually made in environmental justice communities like the NJ TRANSIT plant would be if built in Kearny. She wants taxpayer dollars invested in clean renewable energy that do not destroy their communities and climate.

**Tim Sevenser**, member of the New Jersey Association of Rail Passengers, said he was opposed to the fracked gas power plant being built, and instead said it should be built using solar renewables. He said last week Indian Railways announced the set-up of a solar power plant and the railway overhead lines will power their electric locomotives. Mr. Sevenser said Indian Railways joins many examples of how using solar renewable energy can provide traction power for rail, it is feasible and being done around the world increasingly. He believes this is what needs to be done for the NJ TRANSITGRID and it is more reliable, and as far as powering the stations, each station should have its own microgrid and there was an example of this being done in Puerto Rico. Mr. Sevenser said during the hurricanes in Puerto Rico none of the microgrids sustained any damage, and it was more resilient to power train stations, signaling and switching. He said the oldest example of solar power was the Belgium Tunnel and it powers the high-speed rail to Paris and has 16,000 solar panels. Mr. Sevenser believes NJ TRANSIT can build a solar tunnel like this in the entries to Newark Broad Street on the Morris & Essex and Montclair and Boonton Lines.

**Paula Rogovin** of the Coalition to Ban Unsafe Oil Trains spoke briefly about Governor Murphy's Executive Order 28 and NJ TRANSIT's Final Environmental Impact Statement about the NJ TRANSIT microgrid. She said NJ TRANSIT's claims about potential future use of biogas was an attempt to mislead the public into thinking their fracked gas power plant will be a clean energy solution. Ms. Rogovin said the term Renewable Natural Gas or (biogas) was an industry ploy to confuse the public into thinking that it was somehow in the same category as true clean renewable energy technologies such as solar, wind, and tidal power.

Ms. Rogovin said given its dirty nature, as well as its inability to reduce greenhouse gases, it was unacceptable as a solution to fighting climate change and improving air quality, especially in environmental justice communities. She said black and brown communities

across their state suffer the brunt of their state's pollution from burning dirty fossil fuels. Ms. Rogovin said the public health inequities inherent in their polluting proposal are made even worse during the COVID-19 pandemic. Those who have been on the Board for the last year have listened to so many of them explain the issues of environmental justice addressed in Executive Order 28 over and over again, but sadly, publicly have been silent. They believe it is the Board's legal responsibility to act.

Ms. Rogovin said that Executive Order 23 was about the members of the NJ TRANSIT Board. Ms. Rogovin went on to read a few points that she said were relevant to the Board's responsibilities as stated in Executive Order 23 issued by Governor Murphy on April 20, 2018 as follows that states: "WHEREAS, as Governor, I am strongly committed to leading an Administration that ensures all New Jersey residents regardless of race, ethnicity, color, national origin, or income, receive equal protection under the laws of this State, are able to live and work in a healthy and clean environment."

**Diane Walsh**, resident from Palisades Park, commented about family and said they all have one and she wanted to speak on behalf of her sister who was battling cancer. Ms. Walsh said the transitgrid project would emit so many chemicals into the environment, air, and water that could cause cancer. She said many of the people on this call right now may already have a family member, friend, or even themselves be fighting cancer. Ms. Walsh noted they were also fighting a pandemic where they have to already wear face masks making breathing even more difficult.

Ms. Walsh said to imagine the decreased immunity for the State of New Jersey because of this fracked gas power plant. She noted President & CEO Corbett talked about not being complacent and she noted this was an issue of public health. She urged the Board to stop this power plant, noted they have the power to save their family, and said their money was not going to save their family. Ms. Walsh said this was dirty money, dirty energy, and they would create dirty air and have a dirty conscience. She said they already have so many risks in their air and water and they would only be adding to it. Ms. Walsh said so many other countries are ahead of them, using traction power in Austria, Belgium, Germany, India, and the UK. She said Americans were trying to promote this power plant as natural gas, that's insanity, and everyone is thinking it's healthy and green. Ms. Walsh said it was not natural to expedite a march towards death with the chemicals that they will be putting into the water that they will drink, and into the air that they and their families will breathe. Ms. Walsh said again, their money was not going to save them and urged the Board to stop this power plant.

**Jeffrey Rapaport** spoke on behalf of his grandchildren and said he was urging NJ TRANSIT to undertake a comprehensive timely study of a hybrid microgrid using renewable energy and battery storage. Mr. Rapaport believes this will be in the best interest for all, except for certain special interests. He was unhappy about the proposed gas fired power plant and said it would be bad for everyone's health, the climate, and bad for his grandchildren. Mr. Rapaport said he could not look his grandkids in the eye and do nothing and they cannot fight so he was there to do it for them.

Mr. Rapaport said he has asked NJ TRANSIT a number of times to look into the current situation of renewable energy, the economics, and its efficiencies. He said last month he asked NJ TRANSIT to look at Ventura County California who recently replaced a gas fired power plant with a renewable storage energy using Tesla batteries. Mr. Rapaport said battery efficiency was increasing rapidly, and Tesla's stock has gone up enormously in the last few months. He asked the Board to review the report from "Don't Gas the Meadowlands" with many other examples of the use of renewable energy for transportation. Mr. Rapaport said he has not heard a word from NJ TRANSIT on looking at alternatives, which was quite a letdown. He was so proud of his growing coalition and said tonight the Jersey City Council will be voting on a resolution opposing the gas fired power plant, and Jersey City, Hoboken, and others will soon be joining in this fight.

**Nick Lento** commented in opposition of NJ TRANSIT building a dirty fracked gas power plant. He said thousands of them were opposed to the proposal for a fracked gas power plant to be built in North Bergen, and thanks to the efforts of concerned citizens and a good elected official like Governor Murphy, that project was scrapped. Mr. Lento said he associates himself with the in-depth written analysis submitted by New Jersey's Food and Water Watch and other organizations. He trusts the Board and NJ TRANSIT will read this thoroughly and honestly, and if they do, he was confident that fact and reason will convince and compel them to scrap this project, or to build it in true compliance with the letter and spirit of the New Jersey Clean Energy Act of 2018.

Mr. Lento said billion-dollar projects like this one generate their own political and institutional tsunamis of pressure on honest well-meaning officials such as the Board. He understands that rejecting this terribly toxic project will require each to objectively engage with their most rational faculties, as well as their conscience. Mr. Lento believes the cumulative health consequences for generations of New Jerseyans who will be the most directly affected by the toxic air, water, and soil pollution emitted by burning toxic fracked and toxic waste gases will far exceed the dollar cost of building and operating this power plant. He said their post-COVID world will be different and companies realize now how more efficient and effective it is for people to work from home and the demand for commuter rail service will decline in the foreseeable future. Mr. Lento urged NJ TRANSIT to be courageous and do the right thing fiscally and morally and avoid sickness, suffering, and death for people now and into the future.

**Mary Reilly** said as a Tinton Falls resident and private citizen much like her colleagues, she was opposed to the fracked gas power plant. Ms. Reilly encouraged NJ TRANSIT to reach out to other countries regarding building a power plant as President & CEO Corbett said he did with the pandemic, showing concern about the health of people during COVID-19. She said NJ TRANSIT has evaluated renewable energy, but the kind that was being considered is harmful gas that pollutes and causes global warming.

Ms. Reilly said she has not seen any evaluation on hybrid mixes or traction power, solar was a complete stand-alone solution, and most renewable energy solutions are based on fluctuating natural energy sources. She said if they only have one fuel source that fluctuates that it was not going to work, but if they take a hybrid like they have in other

countries not only was it doable, but also cheaper, and they would stand to make money on it. Ms. Reilly said if they have tidal, solar, wind, and battery then you have your load that takes care of the peak periods and downtime. She said the coalitions have provided NJ TRANSIT with complete information with feasibility studies on renewable energy alternatives. They know the Board has a lot to consider, but noted they will be watching, and they sincerely hope they do the right thing.

**Lisa Genovese** recently saw a July 5, 2020 Scranton Times Tribune article that noted the date for extending NJ TRANSIT service to Andover will now be pushed back to 2026. Ms. Genovese said she has been following this project for many years as someone who lives close to Andover and deals with the horror of Route 80 travel each day. She has been anxious for the ability to use the line and get away from the cut-throat daily drive. Ms. Genovese would like to know why the date has been pushed back, yet again. Although she understands that there were prior obstacles with building the station and working on the Roseville Tunnel, she thought those issues had been dealt with and asked what was delaying the project now.

Ms. Genovese said she and many people she knows would be thrilled to utilize the Andover Station and re-extension of the Lackawanna Cut-Off. She said many people were watching this date being pushed back and were deeply frustrated and saddened. They have been hopeful for a very long time that rail service would be returning to this area. She said as time goes by, Warren and Sussex Counties continue to increase their population which would only increase ridership. Ms. Genovese said so many commuters would benefit from this, both by taking some volume off of Route 80 for all drivers, and by providing efficiency and peace of mind for those that will gladly use the rail. Again, she asked what new obstacles have arisen in getting this sorely needed service back on the Lackawanna Cut-Off.

**Ryan Felmet** commented on NJ TRANSIT's ongoing issues and started off by saying that the Board meeting format tends to be very antiquated, the MTA meets every month, and he knows the NJ TRANSIT reform bill allows NJ TRANSIT to meet a minimum of 10 times annually. He was very disappointed to see that the next Board meeting was scheduled for September 9, 2020. Mr. Felmet said it was July 15, 2020, they were in the middle of a pandemic, and they need extreme transparency, not the opposite. He complained that they would be waiting two months to gather again to listen to people vote on contracts, and he wondered why there was no August meeting. Mr. Felmet said employers were actively working to get people back into the office, including his own, whether it's in New York or New Jersey.

Mr. Felmet asked why the Board doesn't acknowledge the same exact callers that call in with the same comments every month about the Kearny fracked gas power plant. He said these calls take up half of the Board meeting and suggested NJ TRANSIT engage with these people, whether through a public office with the Board or the Board can provide their contact information online so they can engage with these callers outside of the Board meetings. Mr. Felmet believes there should also be a Customer Service office that would

follow-up with the speakers and the Board should openly talk about things other than just voting on contracts.

Mr. Felmet said every item on the agenda was a contract item such as the \$500,000 spending plan for the bus network redesign. He thinks with 12,000 employees they would have the talent and senior management to do a lot of this work on their own. Mr. Felmet would like to know who is managing the expenses, where they are going, and why aren't they talking about them. He doesn't see the 300 plus police officers talked about on the platforms and on the train, and he doesn't see them enforcing the rules on wearing masks on the train. Mr. Felmet said he has seen many overcrowded buses and non-masked employees.

**Matt Smith**, New Jersey State Director for Food & Water Action, also spoke on behalf of the 70,000 members and supporters in New Jersey echoing their opposition to the proposed fracked gas power plant in Kearny. They support a clean energy alternative. He said the power plant would be an assault on people's lungs, their climate, and to the funds of taxpayers in this state. Mr. Smith said instead of acquiring an accurate and complete clean alternative assessment for public transit resiliency, Governor Murphy and the NJ TRANSIT Board have allowed this reckless way of taxpayer money to move forward during the worst days of the pandemic. He questioned investing millions of dollars in taxpayer money in yet another long-term source of pollution in communities already suffering from some of the worst air quality in the country; communities that are already facing disproportionate public impact from the COVID-19 pandemic.

Mr. Smith said the "Don't Gas the Meadowlands" Coalition sent a letter to the Board and Governor Murphy earlier that day which clearly details a proposed solution for the transit grid project, noting this grid would run off of clean renewable energy and battery storage technology and this was the only way to move forward for resiliency. He said they were in an escalating climate crisis and Governor Murphy signed numerous laws and issued various Executive Orders to transition the State rapidly to 100 percent clean renewable energy. They called on Governor Murphy to put a complete halt on all work and any permit activity on this project until a complete, timely, and accurate assessment on clean renewable energy alternatives is completed.

**Joe Basralian** said although it was not the intention of the NJ TRANSIT Board, they must recognize the transitgrid proposal for what it was: racist policy. He said it would pollute the air even more in the places where the air is already the dirtiest in New Jersey: Hudson and Essex County. Mr. Basralian said the population in both counties was predominantly Hispanic and Black with Hudson County 43 percent Hispanic and 15 percent Black and Essex County 24 percent Hispanic and 42 percent Black. He said the dirty air is poisoning and sickening people, especially children, disproportionately to the rest of New Jersey and the nation at large and the detrimental impacts last a lifetime. Mr. Basralian said they may not intend their policy to be racist, but their intention was meaningless because the policy was racist.

Mr. Basralian said it was morally imperative to create a new proposal based on predominantly clean energy. He believes planners not treating solar and battery storage seriously was a failure in this proposal. Mr. Basralian said they were not being complacent, they were dismissing solutions. He asked why they were turning a blind eye to solar energy and all of the things that have been said in the last hour. Mr. Basralian said despite the good this agency does, and they rely on NJ TRANSIT, their pollution plant project will not stand in the 21<sup>st</sup> Century, and they need to go back to the drawing board on clean power. He believes their policy will end in disgrace for NJ TRANSIT, Governor Murphy, and more importantly, the millions of people who can't stand major new pollution sources any longer. Mr. Basralian urged the Board to think like an individual or the shame of this project will fall on them and directly on Governor Murphy.

**Matt Lelou** thanked everyone for taking the time to hear his story and to the thousands of NJ TRANSIT workers who continue to put others first. He said he had the opportunity to speak to transit agencies throughout the country, including the New York City MTA, LA Metro, and SEPTA. Mr. Lelou said he is a Fitter Welder for New Flyer of America which makes buses for NJ TRANSIT. When he is not welding, he serves as a President of the Communication Workers of America (CWA) Local 7304 and represents over 900 members at two New Flyer plants in St. Cloud and Crookston, Minnesota. As President, Mr. Lelou said he is given the privilege of working through difficult controversial topics on behalf of the membership, and COVID-19 has been one of those topics.

Mr. Lelou said because they have a Union, they've been able to work with the company on many issues, a privilege that his co-workers at other New Flyer plants don't have. He noted early on during the COVID-19 outbreak, New Flyer decided to close both of their locations for a two-week temporary shut-down and offered to accept volunteers for a few projects. Mr. Lelou said CWA and New Flyer agreed that any employee could self-quarantine during the pandemic, not many employees volunteered, and New Flyer withdrew from their agreement. Employees were given re-clause lines stating if they did not hear from them by the date indicated, they would be considered voluntarily resigned from their position with New Flyer of America.

Mr. Lelou said many employees felt threatened with job loss if they chose to use the protections that were bargained on their behalf. He said unfortunately the Union had to file unfair labor practices against New Flyer for the violation, and it's currently pending. Mr. Lelou said he was troubled by what he has heard from other New Flyer plants and was concerned about the rise in COVID-19 cases in Alabama and that the New Flyer plant there is a non-union plant with its first confirmed case of COVID-19. He said NJ TRANSIT should take this concern seriously and encourage New Flyer of America to consider its national communities benefit agreement to encourage good behavior and strong stable standards from its contractors.

**Charles Crooms** organizer with Jobs to Move America commented on COVID-19 protection of riders and workers. Mr. Crooms said he used to work at New Flyer's factory in Anniston, Alabama. He had the opportunity to speak to transit agencies throughout the country, including New York City MTA, LA Metro, and SEPTA, and he thanked

NJ TRANSIT for the opportunity to speak. He said the New Flyer company makes diesel and electric buses for transit agencies around the country, including NJ TRANSIT. Mr. Crooms said New Flyer currently has a multi-million-dollar contract with NJ TRANSIT for up to 170 60-foot diesel buses.

Mr. Crooms has been talking to his former coworkers at the New Flyer factory in Alabama, and they continue to worry about the company's response to the coronavirus, noting when this began, workers were made to use vacation time or go on unemployment when the plant shut down. He said at first, they lost their health insurance too, until the union plant in Minnesota negotiated health insurance for their workers and then the Alabama plant agreed to keep paying health insurance. Mr. Crooms said New Flyer reopened their Anniston, Alabama plant on May 11, 2020, and his former coworkers were worried about their safety. Coronavirus cases were rising in Alabama, and a worker at the plant already tested positive in the last few days.

Mr. Crooms said New Flyer does not have a good history of treating his community in Anniston well. He said results from an Alabama A&M University survey of workers in the plant showed that many surveyed workers stated they have experienced sexual harassment, retaliation, mandatory overtime, and health and safety hazards. Mr. Crooms said the survey also found significant concerns about racial discrimination. He said he was bringing this up to the NJ TRANSIT Board and participants because he knows NJ TRANSIT wants to keep the health and safety of its workers in mind as riders continue their return to public transportation. Mr. Crooms said New Flyer workers are in a sense, NJ TRANSIT workers too. He said they build their equipment and NJ TRANSIT should be accountable for them too.

**Tina Weishaus** spoke in opposition to the proposed fracked gas power plant in Kearny. She has been a climate activist since she was trained by Al Gore in 2006 to educate on the issue of global warming. Ms. Weishaus said these past 14 years, she has watched in horror as greenhouse gases have only increased, escalating high amounts of CO<sub>2</sub> in their atmosphere. She said the scientific reports on climate change catalog all the threats that they face in their state and most of them have been known for years.

Ms. Weishaus said yet at NJ TRANSIT meeting, after meeting, they fail to see the obvious, that another toxic fossil fuel power plant is not the way to go. She said the power plant will accelerate climate change, jeopardizing the health and economy of New Jersey residents. Ms. Weishaus asked if they have read the DEP report, noting if not the 11-page executive summary is all they need. She said there were renewable alternatives that can be developed without doing additional harm to the already overburdened communities nearby and can be a sane response to what they were facing. Ms. Weishaus believes their plan is an inexplicable attachment to fossil fuel, the main driver of their climate crisis, and it was crazy to her that their New Jersey scientists were laying out the coming climate catastrophes, and yet they were determined to go ahead in the face of strong opposition as New Jersey residents fight for their lives. Ms. Weishaus said if they have learned nothing from the COVID pandemic, it was to listen to their scientists.

**Ann Kelly** of Mount Laurel, New Jersey commented on her opposition of the proposed fracked gas power plant and said it was dangerous to build another one. She said they were already facing enough climate damage, especially with this pandemic. Ms. Kelly said all fossil fuel plants were extremely dirty, and they can't clean it up. She believes it is the Board's duty to use taxpayer dollars to develop 21<sup>st</sup> century green energy projects. Ms. Kelly said they were at the brink of self-destruction that mankind and life on this planet might not recover from, and it was up to them to halt these practices at this critical time during the rise of a pandemic.

Ms. Kelly said economic collapse was pending from this pandemic, and the lack of response from it, besides the threat of World War III, and a Nuclear Holocaust, as well as the complete undoing of their society and empire. She said this project was brought on by zombie fracking and natural gas industries that were subsidized by their tax dollars. Ms. Kelly said if they believe she was being over dramatic, look at the science and don't bury their head in the sand. She said the Artic was melting and temperatures have reached an all-time high of 100 degrees, asking how they can ignore these dire warnings. Ms. Kelly said extraordinary times call for extraordinary measures, not for business as usual, and the NJ TRANSIT Board must stop this power plant and do a new feasibility study.

**Jason Anthony**, Vice President of Passengers United based in New York that covers the tri-state area, commented on their support of the Portal North Bridge project. He said this project was way overdue, and if completed, it will not only benefit New Jersey, but the whole Northeast Region from Boston to Washington, D.C.

Mr. Anthony said another issue of concern that his fellow speakers addressed was the proposed fracked gas power plant, but what they failed to address was federal funding. He knew that President & CEO Corbett participated the prior day on a telephone call with Patrick Foye, Chairman of the MTA and other transit officials regarding federal funding. Mr. Anthony said he and others from Passengers United were going to advocate for NJ TRANSIT, MTA, and other transit agencies to receive the necessary federal funding needed. He said if they don't get the necessary funding needed, it will affect millions of people like himself. Mr. Anthony said to President & CEO Corbett to keep doing his job, and he was being supported from New York.

**Richard Grant**, a resident of Hackensack, presented his own views on two projects in NJ TRANSIT's Capital Plan project sheets: NJ TRANSITGRID and the Train Battery Pilot. He said each has NJ TRANSIT's two stated goals of sustainability and reliability and safety, and each is a solution for the same problem. Mr. Grant said the sheets don't cover what would happen if both projects were to be fully funded and executed, and the Train Battery Pilot then evaluated as a success. Given that the state has set an aggressive energy storage target of two gigawatts by 2030, he believes train battery deployment does not look like a total long-shot.

Mr. Grant said NJ TRANSITGRID was a microgrid project to keep part of NJ TRANSIT's Morris & Essex line, Hudson-Bergen Light Rail, Amtrak's Northeast Corridor line, and

certain associated NJ TRANSIT facilities operating during any grid outage for up to two weeks. He said its proposed power source was a new gas-fired power plant in Kearny that would be online emitting carbon dioxide, methane, and other pollutants into the air and people's lungs every day of the year for 30 years. Mr. Grant said its sheets mention resiliency and that the project would provide a backup power source during extreme weather events.

Mr. Grant said the Train Battery Pilot was a project to test the use of batteries to power existing NJ TRANSIT trains, and its sheets also mentioned resiliency, and that battery power would reduce the rail system's vulnerability to service disruptions, resulting from power outages. He said they also mention network impact, noting that piloting battery power would pave the way for the full rail system. Mr. Grant questioned if there might be a time sooner than they would predict when trains with batteries would operate on the Morris & Essex line and, if in a grid outage, would the backup power source be the NJ TRANSITGRID or the train's own battery. Additionally, he questioned if batteries were installed on NJ TRANSIT's trains, the Hudson-Bergen Light Rail, and Amtrak trains as well, would the only remaining purpose of the microgrid's gas-fired power plant be to sell dirty energy to the grid as a stable revenue source for NJ TRANSIT. And if a day came when trains with batteries operated on NJ TRANSIT's full rail system, Mr. Grant asked how the batteries would be kept charged on non-electrified lines.

In case of grid outages, Mr. Grant asked if NJ TRANSIT would install solar, plus storage systems, where the trains are parked overnight, or would it plan on relying on additional gas-fired generation, possibly sited in environmental justice communities. He thinks the Board needs to reassess the overall direction and strategy in this area, and that the place to begin with was NJ TRANSIT, undertaking a comprehensive engineering and economic analysis of the use of renewable energy and energy storage technologies to power the microgrid project, and to report the results of this analysis to Governor Murphy and the public before proceeding further with the gas-fired power plant.

**Bruce Bergen**, Chairman of the Raritan Valley Rail Coalition said he was glad to address the Board today on behalf of the commuters, other regular riders, and the many others who lived within the Raritan Valley Line service area that use the train occasionally. Most importantly, Mr. Bergen thanked two of the NJ TRANSIT staff, Matt McHale and Paul Wyckoff for providing the Coalition and Mayor's group with an online presentation of the Newbury Report submitted to the Legislature this past Monday concerning the implementation of additional one-seat ride service on the Raritan Valley Line. Mr. Bergen said he hoped the Board would indulge him in directing some of his comments from that meeting to the Board. Although the report appeared thorough and detailed, its goal appeared to be to provide the gold standards of potential one-seat ride options.

Mr. Bergen said he believes they can understand their concerns that the quickest institution of additional rides as outlined in the report termed "the scenario" the short-term solution would take about six years to begin. This would be for three trains in the rush hour shoulder period between 6:00 a.m. to 7:00 a.m. or 9:20 a.m. to 10:00 a.m. Mr. Bergen said he pointed out during the online virtual presentation the program to

implement these three additional trains seeks to do so in what he thinks was a perfect manner, including requiring no skips stops or waiting for completion of track extensions to accommodate longer trains and other operating issues. The Coalition believes many of these issues can and should be adjusted or overlooked so additional one-seat ride service can be instituted more quickly. Mr. Bergen noted that it has only been a few days since the Coalition received the report so there was much yet to review, and he was sure there will be additional questions once their professionals had a chance to review the report in greater detail, but to the NJ TRANSIT staff's credit, they expressed an understanding of the Coalition's concerns, and assured them that this report was only the beginning of the process, and not the end. Mr. Bergen implored this Board to ensure there will be continued dialogue and discussion on this issue.

Mr. Bergen said the Coalition was glad to see the purchase of the additional dual locomotives and the authorization to sign the funding agreement for the Portal North project. The Portal North project was one important link to the Gateway project, and the Coalition supports this project. As a former Freeholder, Mr. Bergen said he wished to welcome Board Member Narra because he knew she would bring an important viewpoint to this Board.

**Ken Dolsky** of Don't Gas the Meadowlands Coalition submitted a statement outlining some of the following findings, and the complete details can be found in the statement. The Don't Gas the Meadowlands Coalition analyzed NJ TRANSIT's combined Final Environmental Impact Statement/Record of Decision Appendix D – Scoping Alternatives Analysis. Mr. Dolsky said NJ TRANSIT attempts to demonstrate in the appendix that renewable energy and storage technologies were not capable of providing the power, resilience, and other attributes required for the NJ TRANSITGRID Traction Power microgrid. He said the Coalition's detailed analysis effectively disputed NJ TRANSIT's claims, and NJ TRANSIT's analysis suffers from many flaws.

A summary of the Coalitions major conclusion was overall, it did not utilize an engineered total solution that combines the synergies of multiple types of energy/storage to develop an optimal solution. Instead, they believe it looks at each renewable energy technology in a stove-pipe fashion in order to find ways to demonstrate it is not feasible. Mr. Dolsky said stove-pipe approaches produce much higher costs than necessary as they rely on single technology solutions to provide peak power.

Mr. Dolsky said it does not consider any hybrid mix of renewable energy sources that complement each other or a hybrid solution comprised of renewable energy with emergency backup fossil fuel generation. He said such hybrid microgrids are increasingly popular in the industry and have been demonstrated to be highly cost-effective solutions that provide reliable and resilient solutions when commercial power is not available. As stated in their analysis paper, hybrid design makes it more feasible and profitable to use renewable energy and storage while offering better economics than traditional gas-only power generation.

Mr. Dolsky said it ignores recommended techniques for reducing step loads and power peaks. As recommended by NJ TRANSIT's own consultant, Jacobs, reducing peak power demands is an extremely effective means of reducing costs by avoiding the need to build excess capacity.

Mr. Dolsky said these three flaws (stove-pipe use of technology, no consideration of a hybrid approach and a lack of peak power reduction techniques), produced a worst-case, maximum-cost scenario that no engineer would ever design. He said apparently, this was the only way NJ TRANSIT could disprove the viability of renewable energy and storage technologies. Mr. Dolsky said this was not a professional, best practice approach and must be rejected by NJ TRANSIT management and Governor Murphy.

**Bill McClelland**, member of Don't Gas the Meadowlands Coalition and a volunteer with Food & Water Action, commented on his opposition of the proposed NJ TRANSITGRID. Mr. McClelland contends that the proposed site for the fracked gas power plant was a perfect example of environmental discrimination and as a previous caller said environmental racism. Mr. McClelland said this plant would be located on the Koppers Coke site in Kearny, but in fact is much closer to the residents of Jersey City than those of any other town, noting this site was less than 1,000 yards from many residents of Jersey City, including those living in the neighborhood of Jersey City Heights and Journal Square. He said sadly, it was not surprising that the Board thinks this is acceptable. Mr. McClelland said many other manufacturing and polluting industries were located in this area, and one reason was due to the large number of low-income residents and people of color who live there. He said these low-income residents and people of color do not have the political pull to keep things like this out of their neighborhoods, and it's much harder for them to fight projects like this.

Mr. McClelland said this area was a classic dumping ground and just look at the polluting business already there. He said the air quality in this area was so polluted, which is what the power plant would bring more of. Mr. McClelland asked the Board what their neighbors would say if they proposed building a huge polluting fracked gas power plant in one of the very well-to-do towns like Mendham, Pennington, Stanhope, or Cherry Hill where a number of them live. He also asked what if they proposed building one of these power plants a mile away from one of their child's school, which is what happened in Jersey City with St. Peters and the Franklin Williams Middle School. Mr. McClelland asked what their neighbors would say if they approved plans to build a power plant that would harm their children and said their wealthy neighbors would never stand for it. He said it looks like the Board seems fine with adding to the already disastrous degradation to Jersey City, a city where the average income is \$36,000 and 19 percent of its residents live below the poverty line. Mr. McClelland said they don't live there so he guesses for them it was not a problem.

**Holly Cox**, a New Jersey resident of 22 years, thanked NJ TRANSIT for allowing the public session to be heard before the Executive Session. Ms. Cox said she would like Governor Murphy and the NJ TRANSIT Board to stop the fracked gas power plant project and replace it with a renewable energy storage alternative for public health and

environmental resiliency. She said the fracked gas power plant would be a major new source of toxic air pollution and climate destroying greenhouse gas pollution at a time when they urgently need to reduce it. Ms. Cox said NJ TRANSIT's review did not include a complete and accurate analysis of the technical and economic viability of renewable energy technology and storage as a solution towards a traction power system microgrid, and NJ TRANSIT's analysis was critically flawed and focused on demonstrating that renewable energy cannot be used in this project, instead looking collectively for every opportunity to invest taxpayer dollars towards developing a green-energy project.

Ms. Cox strongly urged NJ TRANSIT to conduct an objective analysis of the feasibility of utilizing a mix of renewable energy storage and emergency back-up power generation to meet the objectives of this project. She believes NJ TRANSIT has not provided any model to assess the technical and economic viability of renewable energy and storage, and instead NJ TRANSIT talked about the potential use of biogas. Ms. Cox said the fracking and natural gas companies promote biogas as renewable in order to greenwash the climate destroying industries. She said promoting biogas as clean energy was misleading, and NJ TRANSIT was trying to brainwash the public.

Ms. Cox said wanting to put this power plant in environmental justice communities was environmental racism. She urged them not to go backwards, said their world was dying in front of them, and scientists tell them they have less than nine years to decrease their carbon and greenhouse gas emissions to avoid irreversible damage to the earth.

**Janet Glass** said she lives in North Bergen which is in Hudson County and one of the environmental justice communities with the poorest air quality, and way too many power plants in the vicinity. She expressed opposition to the fracked gas power plant. Ms. Glass said she was a cancer patient who was a vegetarian, does not smoke, drink, or do drugs, and has no family history of cancer. She questioned whether it could be the environment, said she can't prove it, but the stakes were pretty high that her cancer was environmental, so why wouldn't she oppose a fracked gas power plant being built. Ms. Glass said what they need is clean renewable alternatives which is healthy for the people and their planet. She noted Matt Smith and Ken Dolsky who spoke earlier said the Board was provided with a blueprint to follow on renewable energy storage alternatives and asked them to please take it seriously.

**Paul Teshima** commented that their society was struggling from three major problems, the Coronavirus pandemic, the realization that their country has been unfair to minorities for too long, and what humankind was doing to their climate. One thing common to all these situations was that they could have and should have acted sooner in order to achieve better results. Mr. Teshima said they tend to shy away from making hard decisions or admitting they were wrong to continue living in the way they have been because it's the easiest route. In all cases ignoring the problems has yielded very unsatisfactory results. Mr. Teshima said the proposed fracked gas power plant would add more pollution to an area that already has poor air quality and whose nearby residents have a higher than average minority population. He believes this was another

unnecessary brunt to a minority community, whereas building a project with clean renewable energy would be a positive addition to the community.

Mr. Teshima said the climate crisis, or the posing threat of the Coronavirus will upend their world for a much longer time and their world will probably heal faster from the Coronavirus than the climate will from burning dirty fossil fuels. He believes they must stop putting more pollution into the atmosphere and stop building a fracked gas power plant. He said the science was clear on the climate problem, and it was crucial that they don't wait too long to reverse the damage. Mr. Teshima said this country was better than that and their earth needs them.

**Matthew Kamper** with Passengers United represents riders throughout the Metropolitan area and commented on three matters. Mr. Kamper said he was in support of Board Item 2007-50, the Portal North Bridge Project which was really needed, and he was glad that the FTA was on board with moving it forward. He said on the Gateway Tunnel Project, the FTA, Governor Murphy, and NJ TRANSIT need to work together to come up with a solution to get the funding needed for this project because there will come a time when there may be no Hudson Tunnels, and it will be a bad situation. Mr. Kamper said he hopes that NJ TRANSIT will get the funding it needs to move these projects forward and that the Passengers United will continue to work with NJ TRANSIT to make sure this happens along with the MTA. Lastly, in regard to Positive Train Control, Mr. Kamper said he was glad to see NJ TRANSIT having someone providing PTC updates monthly at these Board meetings. The only issue Mr. Kamper had was that he felt NJ TRANSIT should get the PTC information to the public the day before the Board meeting, so they know what the speaker is going to talk about because that is what the MTA does.

**Robert Madison** commented in opposition to the proposed fracked gas power plant. Mr. Madison said based on science, if they begin with the end in mind, the second principal of seven habits of highly effective people, stop global warming. He said global warming causes permanent damage and harm, and the trains may not even be able to run. Mr. Madison said trains could run with renewable energy storage and will provide electricity by state. He believes they could get plenty of detail on alternatives for this power plant from materials supplied from the people who spoke earlier tonight and urged the Board to look at it. Mr. Madison asked them to review the facts because a gas approach is bad for the environment and their climate. He said just like the Coronavirus, they can't see it, but the damage is there. Mr. Madison urged them to take a political stand, don't be like President Trump and not rely on science because its criminal, and future generations are relying on them to follow the science.

**Catherine Skopic** spoke as a citizen and Chair of Sierra New York City Group and thanked everyone for allowing her to voice her respect, concerns, and ideas. She hopes they will be heard with everyone's heart and ears. Ms. Skopic said she was opposed to the fracked gas power plant. She noted she attended the 2015 United Nations climate conference in Paris. Ms. Skopic congratulated NJ TRANSIT on a good COVID-19 recovery in record and being the nation's third largest provider of 5,325 square miles for bus, rail, and light rail connecting New Jersey, New York, and Philadelphia. She said

NJ TRANSIT was fortunate and blessed to have plentiful access to renewable energy, for as they know, they were in a climate crisis. Ms. Skopic said they must reduce greenhouse gas emissions to stay within their carbon budget and reverse the climate crisis if they were to preserve life on their planet for future generations.

Ms. Skopic said the Hackensack River can produce 140 megawatts of power with complete 24-7 resilience utilizing tidal energy to provide a steady baseload of power. She said this power was included with the complete proposal from GMAC's tidal energy which NJ TRANSIT has combined with solar power and can give NJ TRANSIT sources to supply all of its energy needs. Ms. Skopic said NJ TRANSIT's present energy emissions from the proposed fracked gas power plant would produce about 1.2 million tons of carbon per year, and this was completely unacceptable. She said science from a Harvard study tells them that communities with higher concentrations of pollutant of particular matter produced by burning fossil fuels and fracked gas experience increased infection and mortality. Ms. Skopic said symbolic statements like "Black Lives Matter" were meaningless without backing them up with actions to reduce the pollution burden on their most vulnerable communities.

**Carlton De Souza**, President of Passengers United, commented on several items, one being how he was opposed to fracked gas power plants being dumped in minority neighborhoods, which he said was a disgrace. Mr. De Souza supports the Portal North Bridge Project and believes it is good for the Northeast Corridor Line. He also said he would like to see the Gateway Tunnel Project move forward.

Mr. De Souza said he was concerned about the 319-express bus to Atlantic City from the Port Authority Bus Terminal and the crowding and fights breaking out at the Port Authority among passengers. He said on Sunday, July 5, 2020, he was on the 11:00 pm bus leaving Atlantic City and the bus driver told passengers that they could eat on the bus, but don't leave their garbage. Mr. De Souza said he asked the bus driver why he would encourage people taking their mask off on the bus. He felt that NJ TRANSIT needs to do a better job at enforcing the use of masks when riding their buses, and they need additional buses on the 319 line. Mr. De Souza said he would also like to know why Greyhound has an agreement to drop-off and pick-up in NJ TRANSIT bus terminals and asked why the 319 bus can't do all the Greyhound trips instead, which would make NJ TRANSIT a ton of money. He believes additional 319 service is needed on Friday and Sunday night to and from Atlantic City because this is when the crowding takes place.

**John Reichman** said he was speaking as an individual and commenting on two administration issues. One the continued inexplicable efforts to build a fracked gas power plant. Mr. Reichman said they would think it was a failure of the administration to provide money for the many capital projects NJ TRANSIT actually needs. He said virtually the entire Democratic Party who believes they have a climate problem realizes they have to stop building fossil fuel power plants. Mr. Reichman said this past weekend Joe Biden pledged to eliminate all carbon-based energy production by 2035, but apparently the administration has not gotten the message.

Mr. Reichman said this power plant would contribute to global warming, and there was a possibility that the power plant would be shut down before it reached its useful life. This would then leave them with a stranded asset and an uneconomical white elephant. Mr. Reichman said Joe Biden should pull the grant that was partially funding the proposed power plant and work with NJ TRANSIT to change the grant so that it can be used for a renewable energy plant. He urged them to halt any work on the proposed fracked gas power plant project. Mr. Reichman said he can't imagine any of the Board Members wanting their legacy to be building one of the last gas fired power plants during a time when global warming was looming.

**Samantha Aurilia**, concerned resident of Florham Park, New Jersey, opposed the proposed fracked gas power plant being built in the Meadowlands. Ms. Aurilia said she only recently learned of these plans to build this power plant, but she knows enough now to say that this plant would propose disastrous repercussions and she will continue to educate herself on this issue. Ms. Aurilia said in building this proposed fracked gas power plant, they were refusing to consider clean power sources that directly contradict Governor Murphy's Executive Order to promote environmental justice. She believes not only is this plant horrible for the environment, it is a racist policy that will disproportionately affect Black and Hispanic communities in Kearny, Newark, and Jersey City Heights, who already suffer from so much pollution in their community. Ms. Aurilia said in spite of their intentions, this was environmental racism, and they need to stop this pattern of environmental injustice on communities of color.

**Brian Scanlan** thanked NJ TRANSIT for their service on behalf of the people of New Jersey and sent warm regards to his long-time friend Board Member Gordon. Mr. Scanlon said he was from Wyckoff, New Jersey, a former Councilman and Mayor of his town, and he volunteers with Food and Water Action. He was a 40-year customer of NJ TRANSIT bus routes 148 and 164, as well as the Bergen and Main line trains from Glen Rock when commuting into Manhattan for work.

Mr. Scanlan said he recently became a grandfather and that's one of the reasons he was speaking out in opposition of the proposed plans to build a dirty fossil fuel power plant in Kearny. He said according to NJ TRANSIT's Environmental Impact Statement, the proposed dirty fossil fuel power plant would dump 577,000 tons of greenhouse pollutants into the air in his area annually, as well as methane into the atmosphere.

Mr. Scanlan said the American Lung Association Air 2020 report gave Northern New Jersey Grade an F for air pollution. He said this air pollution and the negative impact it's had on their health contributed to the high numbers of COVID-19 deaths they had in their state, especially in minority communities. Mr. Scanlon address Chair Gutierrez-Scaccetti, Members of the Board, President & CEO Corbett, and Governor Murphy, stating NJ TRANSIT once was a national leader in public transportation and an innovator. He knows its NJ TRANSIT's goal to bring the company back to a leadership position. Mr. Scanlan urged them to start by building a hybrid microgrid power plant using real renewable energy, which will be one of the projects that will make NJ TRANSIT a trailblazer.

**Ilda Dupree** commented a number of items she was concerned about. She was encouraged by the continued improvements of the MyTix App, and she hoped NJ TRANSIT would continue to expedite the purchase of individual ride tickets for the Hudson-Bergen and Newark Light Rail. Ms. Dupree said since they were moving toward the age of contactless paper solutions, having complete functionality on the MyTix App would be great. She was concerned about having onboard payments on the train and said trains in Bayhead, California do not take payments on trains, and it's time to move past this old-fashioned method. Ms. Dupree said NJ TRANSIT needs to be aspirational, and she supports the purchase of the dual locomotives. Additionally, she believes the Raritan Valley Line, which is near and dear to her heart, needs to be electrified so that New Jersey can have faster, cleaner, and more efficient train service.

Ms. Dupree supports the construction of the new Portal North Bridge because the previous bridge was over 100-years old and it's time for a new one. She believes they need more modern infrastructure, and NJ TRANSIT should buy the New Jersey portion of the Northeast Corridor so they could have more control over it and be involved in transit-oriented development, just as the MTA in New York City did when they recently acquired the Grand Central Terminal and the Hudson and Harlem Lines.

Ms. Dupree believes NJ TRANSIT should continue electrifying the buses and trains and take leadership and do things in a forward-thinking way and invest in the future of NJ TRANSIT. She is proud to have been in association with NJ TRANSIT since 1980, and sometimes she rides NJ TRANSIT just because she feels like it, and just likes a good train ride.

**Art Vatski** provided a story on horses and cars being in New York City 120 years ago in the 1900s and drastic changes he saw over the years. He has pictures from the past with horses on an Easter Sunday, this went from him seeing horses to where all the streets were full of cars and only one horse-driven vehicle was left, and this all changed within a period of 10 years. Mr. Vatski said what they were going through in these times was a destruction, they shouldn't be building a fossil fuel power plant, and they were leaving these times just as they left horses for cars. He said this was not the right thing to do, and they will be burning fossil fuel gases for 20 years, while people are riding around in electric vehicles, are in electric houses, and using renewable fuels. Mr. Vatski believes this will weigh on their conscience and urged them to think about the future and the children to come.

**Ellen Lee** is a senior from Bergen Tech and President for her school's Environmental Club Internet Food & Water Watch. As a student going to a county school, she said she relies heavily on public transportation. Ms. Lee said she wants to protect her health, but she must rely on NJ TRANSIT, and if the Board continues to invest in fossil fuel projects, it puts her in a tough situation. Ms. Lee said she will be further committing to the climate crisis by riding trains fueled by fossil fuels and urged NJ TRANSIT to stop this proposed fossil fuel power plant project and look for renewable energy alternatives.

Ms. Lee said NJ TRANSIT's analysis for energy sources don't evaluate the hybrid mix of multiple energy technology. She said they all know that one source of energy can fail at any given moment, and by using various technologies for energy, these failures would not have a huge impact. Ms. Lee said it was better to look around for new and cleaner sources of energy rather than sticking with one old source of energy. She said the Don't Gas the Meadowlands Coalition provided a complete proposal of GMAC Energy's feasibility of using tidal currents in the Hackensack River. Ms. Lee urged them to reevaluate where the Superstorm Sandy Resiliency funds go and do a renewable feasibility study.

### **Summary of Written Statements Submitted in Lieu of Speaking**

**Ger Sca** has been riding the NJ TRANSIT 197 route for over 30 years and felt his experience and the recycled air used on the bus was detrimental to one's health. Mr. Sca wanted to know if it would be possible to enable the windows on the bus to be opened so people can get fresh air inside the bus, and wondered whether the air ducts, air conditioner, and heating unit were cleaned regularly.

**Keith Smollin** commented about the Lackawanna Cutoff Andover service. He saw a recent *Scranton Times Tribune* article in which NJ TRANSIT was saying Andover service will begin in 2026. Mr. Smollin said he's been following this project since 2011 and was wondering if 2026 was the correct year this project would be completed and whether there was any way that NJ TRANSIT could move this project up.

**David Case** of the Hudson County chapter of the New Jersey Sierra Club strongly opposed the proposed transitgrid fracked-gas powered power plant at Kearny Point. They call on NJ TRANSIT and Governor Murphy to reject the project as it was now proposed. They call on Governor Murphy to insist that NJ TRANSIT conduct a serious, diligent examination of the feasibility of a back-up power plan consisting of alternative energy combined with power storage. Mr. Case said the backup storage might be a combination of battery and/or fly-wheel driven. He said the Don't Gas the Meadowlands refutation of Appendix D clearly demonstrates that renewable alternatives to a gas-fired power plant have not been adequately and diligently examined.

**Kate Reilly**, a Hudson County resident, strongly opposed an NJ TRANSIT fracked gas power plant in Kearny, and said fracking harms their lungs and exacerbates climate change. Ms. Reilly believes NJ TRANSIT should shut down these plans and look for a greener solution to their energy needs in New Jersey.

### **Advisory Committee Report**

Suzanne Mack provided the Advisory Committee Report. She noted she was Chair of the North Jersey Advisory Group, she enjoys very much listening to the speakers bring their concerns to the Board, and it's nice to follow-up with her information. Ms. Mack said she could not stop congratulating NJ TRANSIT enough on how everything has been handled with everything going on in the country. She said if they take a look back at the February

Board meeting before the pandemic, everyone should be proud of what they have been able to accomplish. Ms. Mack said times were so uncertain and NJ TRANSIT almost had to basically shut-down and now they were restarting on a road to recovery and what a wonderful achievement that was.

Ms. Mack congratulated the Board on being there looking at what the long-term issues were, such as the Portal North Bridge project, and the fact that they were buying dual locomotives. More importantly, they were really beginning to restart and celebrate the NJ TRANSIT employees who have been out on the frontlines since the beginning. Ms. Mack said she rides the Hudson-Bergen Light Rail and sees people on the streets who are totally dependent on the services that NJ TRANSIT provides.

Ms. Mack said the agenda tonight really celebrated what NJ TRANSIT does best, deal with the crisis and then we move on. She said they protect their employees and riders. Ms. Mack was with Senator Thomas Cowen, who was now gone, who sponsored SCDRTAC many years ago which was based on the fact that they would provide services for the seniors and disabled based on casino revenues, which has over the last decade gone down. Ms. Mack said with more online gambling taking place since people cannot get to the casinos, this revenue has gone up, and she hopes these monies can be used for transportation for their seniors, disabled, and also for their Access Link programs, which are very important. Ms. Mack was also pleased with the Bus Network Redesign contracts and said as they all know bus services were the ones that service minority and lower-income communities.

Ms. Mack said the North and South Jersey Advisory Committee was having a virtual meeting next Wednesday, encouraged them to join, and said she looks forward to seeing everyone online. The Advisory Committee is starting to go over the NJ TRANSIT Strategic plan. Ms. Mack said as a planner, all plans are as good as the day written, then the rewrite begins. On behalf of herself and Anna Marie Gonnella of the South Jersey Advisory Committee, they look forward to working with everyone at NJ TRANSIT on the Strategic Plan.

### **Senior Citizen and Disabled Resident Transportation Advisory Committee Report**

**Basil Giletto** Chair of the Senior Citizen and Disabled Resident Transportation Advisory Committee stated that the last time he spoke before the Board, he mentioned how his generation, the Baby Boomers, thought that moving to the suburbs was the thing to do. They had two or more cars in every driveway, and now have gotten older. They now have medical problems that potentially are preventing them from driving anymore. Here they are, miles from the nearest food store, doctor's office or church with few alternatives. In order to be able to age in place, his generation is being forced to learn about other transportation options available to them. NJ TRANSIT, especially through Local Programs and Community Mobility, is positioned to easily fulfill that need through all the local, federal, and state funded services that they administer. This comes at a time when NJ TRANSIT's business model, because of the COVID pandemic, will need to be updated for the "New Now" that they find themselves facing.

Mr. Giletto said as a result, it is extremely possible that Local Bus Programs will begin to play even a more significant role in meeting his generation's current and future needs. He said this obviously, represents a huge opportunity for NJ TRANSIT, and hopes they decide to financially support this direction. Specifically, their committee used this year to observe county operations throughout the state. In Mr. Giletto's last update, he discussed just how varied the transportation requirements were county by county. Mr. Giletto used Essex and Cape May as his examples. He continues to applaud Local Programs for the strategy implemented to address this, and said they also used this time to learn more about Access Link.

Mr. Giletto said his members use Access Link frequently and have been quite passionate with their input. He said Michele Stiehler, Acting General Manager of Access Link, has been amazing. She has immediately reacted to their input, and his members have already been able to see the improvements. Although Michele is at all of their SCDRTAC meetings, she is also willing to meet with them on a regular basis if necessary, to address a specific issue. Mr. Giletto said he welcomes this opportunity to provide input and thanks NJ TRANSIT and Michele Stiehler for hearing them.

Mr. Giletto said although he hasn't personally retired yet, he does work in the transportation industry for a company called A-1 Limousine out of Princeton, New Jersey. They have only about 30 buses but has operated as many as 18 private shuttles for seniors and the disabled. Mr. Giletto said his company can literally confirm that the demand is out there and know that they are currently forecasting significant continued growth in this business segment. In conclusion, Mr. Giletto said they totally are in support of the Local Programs Annual Item for 2021 funds that will be voted on and said the needs of their seniors and disabled are so diverse throughout the state that their issues can only be addressed at the local level.

Chair Gutierrez-Scaccetti said she understands the public speakers concern regarding the transitgrid project and their desire to have a response from the Board. She noted presently most of their Board Members maybe had one full meeting in person before the COVID pandemic started and they haven't been together since. She asked them not to take their silence as a decision being made or not wanting to respond. She asked for them to understand that when they get back together and have a much more cohesive discussion, they will certainly be doing that.

Chair Gutierrez-Scaccetti noted there was no board item this month and she does not expect a board item for the next few months before the Board would have to make any type of decision. She asked them to continue to call and express their opinions and noted that was fine with them. Chair Gutierrez-Scaccetti explained it was not for any other reason than they have several Board Members, including a new Board Member that night who needs to be brought up to speed. She said unfortunately COVID-19 came right in the middle of introducing new Board Members to NJ TRANSIT. They will continue to work towards that goal for all of them.

### **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 the 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 COVID-19 Travel Survey Results.

### **Board Administration Committee Report**

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results, major variances, the impact of COVID-19 on ticket sales, major balance sheet items, and a report on cash management and liquidity. Additional information was provided as part of the agenda materials including the cost of service key performance indicators, attrition and hires, ridership, and revenue. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

### **Capital Planning, Policy, and Privatization Committee Report**

Board Member Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Amended Board Item 1907-36: Fiscal Year 2020 Capital Program; NJ TRANSIT Fiscal Year 2021 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural, and Low-Income Residents; NJ TRANSIT Resilience Program: Hoboken Facilities Power Distribution System Repairs: Construction Contract Award; and Bus Network Redesign – Newark Region.

### **Safety Committee Report**

Board Member Adams presented the report for the Safety Committee. The Safety 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 its first ever, to his knowledge, briefing from Chief Trucillo that centered on the importance of Selection and Training in the Police Department.

In cooperation with Human Resources, the Police Department works to obtain a diverse pool of candidates who have a history of service, empathy, problem solving skills, an ability to operate under stressful conditions, and demonstrated application of common sense. All New Jersey Transit Police Officers receive all of the mandatory training required by the Attorney General each year, but in addition to those minimum requirements, the New Jersey Transit Police Department trains above and beyond these minimum requirements. Police officers receive specialized training in counterterrorism, crisis intervention, de-escalation, implied bias, cultural diversity, and they utilize role play

and state of the art VIRTRA simulator to enhance decision making capability in a simulated stressful environment.

The New Jersey Transit Police Department has also been utilizing Body Worn Camera's for over three years. All Use of Force complaints require a review of the Officer's Body Worn Camera video. In addition, all force complaints received are reviewed by the County Prosecutor's Office.

Board Member Adams thanked Chief Trucillo for an excellent briefing, said he looks forward to his continued participation on the Safety Committee, and commended the work of the New Jersey Transit Police Department.

**Action Items**

**2007-44: VOTE ON ACTION ITEM 2007-44: AMENDED BOARD ITEM 1907-36: FISCAL YEAR 2020 CAPITAL PROGRAM**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2007-44. Eric Daleo recommended approval of Action Item #2007-44: Amended Board Item 1907-36 Fiscal Year 2020 Capital Program.

Approval was requested to amend Board Item 1907-36 Fiscal Year 2020 Capital Program by \$264,165,000 for a total Capital Program authorization of \$1.687 billion and to take whatever actions are necessary to seek and secure the funds envisioned by this program.

Approval was also requested to transfer funding sources and amounts among programmed projects as circumstances require in compliance with the terms and conditions of the grants and other funding sources and to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

Board Member Cedrick T. Fulton made a motion and Board Member James D. Adams seconded the motion.

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

**Roll Call Vote:**

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

Board Secretary Zuczek noted Board Member Narra was recused from the next item 2006-45 and had the event call operator remove her from the meetings.

**2007-45: NJ TRANSIT FISCAL YEAR 2021 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2007-45. Eric Daleo recommended approval of Action Item #2007-45: NJ TRANSIT Fiscal Year 2021 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents.

Approval was requested to execute, extend, or modify contracts to implement the FY2021 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$22,630,000, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2021 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit B, in the amount of \$5,541,261 which includes \$3,541,261 in Federal funds and \$2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2021 Section 5311 Rural Intercity Program for a total program amount of \$668,252, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take all other steps to implement the FY2021 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to \$132,157 Federal funds at no cost to NJ TRANSIT, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and leases to implement the FY2021 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for \$9,500,000 which includes \$7,750,000 in Federal funds and \$1,750,000 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take all other steps to implement the FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for \$4,500,000 in NJ TRANSIT funds, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take other steps to implement the FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for up to \$1,000,000 in additional funds from the State of

New Jersey for a total NJ-JARC program cost of \$5,500,000, subject to the availability of funds.

Approval was also requested to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, Congestion Mitigation Air Quality (CMAQ), and other local projects including funds which will be flexed into ongoing FTA programs under the FY2020 budget for \$6,000,000, subject to the availability of funds.

Board Member James D. Adams made a motion and Board Member Richard A. Maroko seconded the motion.

Board Member Gordon noted of the total amount of over \$49 million, nearly half was from the casino revenue. He thinks they all know casinos have been adversely affected by the pandemic and asked if staff was certain funding would be available for fiscal year 2021 and whether there was a plan b if funding was adversely impacted for the upcoming fiscal year. Eric Daleo noted in this case, the casino revenue funds represents revenue generated during prior years, more than one fiscal year ago. He noted eventually they will feel the impact of any impact on their casinos on their program but there is some delay on when the impact would be realized so this fiscal year was not affected.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	RECUSED	Yes	Yes

Board Member Narra returned to the meetings.

**2007-46: NJ TRANSIT RESILIENCE PROGRAM: HOBOKEN FACILITIES POWER DISTRIBUTION SYSTEM REPAIRS: CONSTRUCTION CONTRACT AWARD**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2007-46. Eric Daleo recommended approval of Action Item #2007-46: NJ TRANSIT Resilience Program: Hoboken Facilities Power Distribution System Repairs: Construction Contract Award.

Approval was requested to enter into a contract with Hall Building Corp. of Farmingdale, New Jersey, for the construction of the Hoboken Facilities Power Distribution System Repairs project in the amount not to exceed \$2,270,900.00, plus five percent for contingencies, subject to the availability of funds.

Approval of this Construction Contract will enhance the resilience of NJ TRANSIT’s commuter rail service to and from Hoboken Terminal and harden Hoboken Terminal infrastructure against storm surges.

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

Board Member Adams noted the administration adequately explained it to him, but he wanted to encourage procurement to look at ways to ensure more competition on their bids. He noted for this procurement, only three bids were received, and they ended up with only two because one dropped out.

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

**Roll Call Vote:**

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

**2007-47: BUS NETWORK REDESIGN – NEWARK REGION**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2007-47. Michael Kilcoyne recommended approval of Action Item #2007-47: Bus Network Redesign – Newark Region.

The Bus Network Redesign Contract will evaluate and restructure the local intrastate bus system in the Newark region to help meet demand and improve service quality by better aligning service with the needs of customers. The NJT2030 10-Year Strategic Plan identified Bus System Redesign as a key strategy to support Goal 3 to power a stronger and fairer New Jersey for all communities.

Approval was requested to enter into a contract with Transportation Management & Design, Inc. of Carlsbad, California, for the execution of the Bus System Design in the amount not to exceed \$580,706.36, plus five percent for contingencies, subject to the availability of funds.

This project seeks to address the following issues: Shifting ridership indicates the local bus system may not be fully serving customers’ needs. A legacy system combined with incremental route adjustments made over time has resulted in network inefficiencies. Changes in development and employment patterns have resulted in changing travel patterns.

The goal of this project is to reverse local bus ridership declines by restructuring the local bus system to be more attractive to current, former, and future customers. Additional project expectations include: A comprehensive approach to local bus service that results in transformative change. Detailed analysis of how well the existing system meets the needs of customers. A robust outreach effort that continuously engages the public and stakeholders throughout the study. Service recommendations that are cost-neutral and implementable. Opportunities for infrastructure investment such as improved bus shelters, bus lanes, and transit signal priority.

Key Benefits of this project include: A bus system that provides customers with more travel options will ensure bus service is available when and where people want to travel. A bus system that supports economic growth by connecting communities to economic opportunities. A bus system that is easier to use and understand will speed up travel and make it easier for more people to make more trips. A bus system that grows and sustains ridership by redeploying resources in areas with the greatest demand.

Board Member Richard A. Maroko made a motion and Board Member Bob M. Gordon seconded the motion.

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

**Roll Call Vote:**

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

**2007-48: RAIL ROLLING STOCK PROGRAM: PURCHASE OF EIGHT (8) OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2007-48. Eric Daleo recommended approval of Action Item #2007-48: Rail Rolling Stock Program: Purchase of Eight (8) Option Dual-Powered Locomotives and Contract Amendment for Engineering Assistance.

In December 2017, the Board of Directors authorized NJ TRANSIT to exercise a change order to purchase 17 option dual-powered locomotives. In February 2018, NJ TRANSIT issued a notice to proceed to Bombardier Transit Corporation for the 17 option locomotives.

The NJT2030 Strategic Plan calls for NJ TRANSIT to promote a more sustainable future for our planet. By purchasing ALP-45A DP locomotives, NJ TRANSIT would be able to retire some diesel locomotives. The new ALP-45A locomotives will feature upgraded diesel engines and an after-treatment system to meet the Environmental Protection

Agency's (EPA) Tier IV emissions requirements, further reducing the locomotive's emissions when operating in diesel mode. By contrast, even if overhauled, the PL-42's EMD 710 diesel engine cannot be upgraded to Tier IV. The ALP-45s can also take advantage of operating in electric mode whenever overhead catenary is available, which is more cost-effective and environmentally friendly than diesel operation. Replacing a Tier I locomotive with Tier IV locomotive can result in an estimated emissions reduction of 52 tons of NOx tons annually which supports NJ TRANSIT's goal of a reduced carbon footprint.

This purchase will provide: operational flexibility by being able to power trains throughout NJ TRANSIT's entire rail system to include New York Penn Station; improved reliability resulting in better on-time performance and fewer service interruption; self-rescue capability by changing to diesel power if an interruption in catenary power occurs; redundancy by having two engines instead of one; higher maximum speed which will allow trains consisting of new Multilevel III vehicles to operate at up to 110 mph in electric mode; and design improvements including compliance with new Positive Train Control regulations, added diagnostic capabilities, pneumatic system upgrades, increased operational and maintainability efficiencies, and LED lighting.

The locomotives proposed for purchase will be identical to the seventeen (17) previously ordered dual-powered locomotives currently in production, featuring upgraded engines and an after-treatment system to meet the Environment Protection Agency's (EPA) Tier IV engine emissions requirements, further reducing the locomotive's emissions when operating in diesel mode.

Approval was requested to exercise an option under the existing contract with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of eight (8) dual-powered locomotives, including spare parts, at a cost not to exceed \$70,582,501, plus 10 percent for contingencies (including to account for potential fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control), for a total contract authorization of \$670,356,538, subject to the availability of funds.

Approval was also requested to amend the professional services contract with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the eight (8) option dual-powered locomotives at a cost not to exceed \$495,882, plus five percent for contingencies, for a total authorization of \$17,139,026, subject to the availability of funds.

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

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

**Roll Call Vote:**

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

**2007-49: {ITEM AMENDED} EXECUTION OF CONTRACT 19-064 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, HUDSON, PASSAIC, AND ESSEX COUNTIES)**

President & CEO Corbett introduced Ronald Nichols, Chief, Light Rail and Contract Services, to present Action Item #2007-49. Ronald Nichols recommended approval of Action Item #2007-49: Execution of Contract 19-064 for the Provision of Access Link Service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties).

Approval was requested to extend the existing contract with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) to provide for uninterrupted service for a 30 day period at a cost not to exceed \$550,000 already approved in the prior authorization, subject to availability of funds and Board approval of NJ TRANSIT’s operating budget.

Approval was also requested to enter into a contract with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) for an initial 36-month base period from July 19, 2020 to June 30, 2023 at a cost of \$47,065,332.00, plus five percent contingencies, for a total contract authorization of \$49,418,599.00, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

Approval was also requested to exercise the options to enter into a contract with First Transit Inc. of Cincinnati, Ohio, for two separate 24-month option periods to be exercised at NJ TRANSIT’s discretion beginning July 1, 2023 to June 30, 2025 at a cost not to exceed \$38,146,669.00 and July 1, 2025 through July 10, 2027 at a cost not to exceed \$44,076,394.00, for a combined cost of \$82,223,063.00, plus five percent for contingencies, for a total authorization of \$86,334,216.00, 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.

Board Member Adams agreed with the 30-day extension and the 36-month base contract but not the two 24-month options. If the item can be revised to only include the extension and base contract, he will agree to it. Chair Gutierrez-Scaccetti clarified that he was asking that the motion be amended.

Board Member Fulton echoed Board Member Adams’ comments.

Board Member Gordon said when he was briefed on the item, the discussion led him to believe language would require the matter to be brought back to the Board after the three-year base contract period, which would increase his comfort level. He noted there was legislation moving through the process that was likely to restructure the paratransit services significantly and has the potential to greatly reduce the cost of the Access Link service. He noted he was reluctant to vote for a contract seven years long. He recognized there was a termination clause which increased his comfort level but agreed with his colleagues, Board Members Adams and Fulton, that seven years was too long, and he supported limited the contract to three years.

Chair Gutierrez-Scaccetti explained the issue was similar to last time they were together. Staff presented for vote the terms that were submitted through the RFP, but the Board has the opportunity to amend the motion at the end of the discussion. Board Member Gordon noted that would increase his comfort level and he would support that. She wanted all Board Members to be able to participate in the discussion and then the motion will fail, and they could submit an amended motion.

Board Member Maroko echoed and joined Board Member Adams’ motion.

Board Member Narra noted she was in the same briefing as Board Member Gordon and agreed with his position.

Chair Gutierrez-Scaccetti reminded the Board that staff had no choice but to provide the award as it was bid, and it was not an issue of them not listening to the Board’s concerns. She noted it was now the Board’s job to correct what it believes to be an overextension of time that in the particular instance they all agreed upon. She noted it was the same way they handle the prior one.

Board Member Gordon proposed an amended motion that requires the future option contracts be presented to the Board for consideration. Board Member Maroko seconded the amended motion. Board Member Gordon stressed his comments were in no way meant to imply staff was deficient in some way by not including that language and he appreciated the point and understand that they needed to present the RFP terms.

Chair Gutierrez-Scaccetti asked for a roll call vote on the amended motion to approve the 30-day extension and the base contract but require staff to return to the Board before exercising the options. The amended motion was adopted.

**Roll Call Vote for Amended Item:**

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

**2007-50: RESOLUTION CONCERNING THE NEW JERSEY TRANSIT CORPORATION'S COMMITMENT TO THE PORTAL NORTH BRIDGE PROJECT VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT) AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT)**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2007-50. William Viqueira recommended approval of Action Item #2007-50: Resolution Concerning the New Jersey Transit Corporations Commitment to the Portal North Bridge Project via the Issuance of New Jersey Economic Development Authority NJ TRANSIT Transportation Project Bonds, 2020 Series (Portal North Bridge Project) and Authorizing the Execution and Delivery of a lease agreement and sublease agreement with the NJEDA and entry into a funding agreement, each in connection with the issuance of NJEDA NJ TRANSIT Transportation Project Bonds, 2020 Series (Portal North Bridge Project).

Approval was requested to execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds for the purpose of funding a portion of the costs of the Portal North Bridge Project, provided that the term of the Bonds shall not exceed (30) years and the Bonds shall be issued in a principal aggregate amount not to exceed \$600 million for the costs of a portion of the Portal North Bridge Project.

Approval was also requested to execute and deliver the Lease Financing Documents, the Funding Agreement and such other documents, instruments, agreements and papers and to do such acts and things as may be necessary or advisable to effectuate the transaction, with such changes, insertions and omissions as shall be approved by an Authorized Officer, with the advice of the State Attorney General.

Approval was also requested to negotiate and enter into or execute all documents, instruments and papers, and do and perform any and all acts or things, including by the assignment of and hiring of staff and resources to proceed with the Portal North Bridge Project, as necessary to give effect to the foregoing.

Approval was also requested to execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds is intended to assist NJ TRANSIT in applying for Core Capacity Grant funding through the FTA CIG grant program.

Board Member James D. Adams made a motion and Board Member Bob M. Gordon seconded the motion.

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

**Roll Call Vote:**

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

**Executive Session Authorization**

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session and would only return to adjourn the meetings. There would be no further public comment or action taken.

At approximately 9:12 p.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Approval to Enter into Agreements with the National Railroad Passenger Corporation, known as AMTRAK, to Progress the Portal North Bridge Project. Board Member Brian T. Wilton made a motion, Board Member Bob M. Gordon seconded the motion, and it was adopted.

**Roll Call Vote:**

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

**Return to Open Session**

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Member Ajmani, returned to Open Session at approximately 11:14 p.m.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member Brian T. Wilton, seconded by Board Member Cedrick T. Fulton, and adopted. The meetings were adjourned at approximately 11:15 p.m.

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

JULY 15, 2020

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	57447
➤ PRESIDENT & CEO'S MONTHLY REPORT	57448
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

- |                |   |              |
|----------------|---|--------------|
| <b>2007-44</b> | <b>AMENDED BOARD ITEM 1907-36 FISCAL YEAR 2020 CAPITAL PROGRAM</b> – Authorization to amend Board Item 1907-36 Fiscal Year 2020 Capital Program by \$264,165,000 for a total Capital Program authorization of \$1.687 billion.  | <b>57472</b> |
| <b>2007-45</b> | <b>NJ TRANSIT FISCAL YEAR 2021 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS</b> – Authorization to execute, extend, or modify all appropriate contracts, agreements, and leases, and to take all other steps necessary to implement the following programs, subject to the availability of funds:  | <b>57473</b> |
|                | <ul style="list-style-type: none"> <li>• FY2021 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$22,630,000.</li> <li>• FY2021 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit B, in the amount of \$5,541,261 which includes \$3,541,261 in Federal funds and \$2,000,000 as the NJ TRANSIT share of the local match.</li> </ul> |              |

**(NJT Board - 07/15/2020)**

NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS, INC.  
 NJ TRANSIT RAIL OPERATIONS, INC.  
 NJ TRANSIT MERCER, INC.  
 NJ TRANSIT MORRIS, INC.  
 REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
 JUL 15, 2020  
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 PAGE 2

- FY2021 Section 5311 Rural Intercity Program for a total program amount of \$668,252.
- FY2021 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to \$132,157 Federal funds at no cost to NJ TRANSIT.
- FY2021 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for \$9,500,000 which includes \$7,750,000 in Federal funds and \$1,750,000 as the NJ TRANSIT share of the local match.
- FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for \$4,500,000 in NJ TRANSIT funds.
- FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for up to \$1,000,000 in additional funds from the State of New Jersey for a total NJ-JARC program cost of \$5,500,000.
- Any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, Congestion Mitigation Air Quality (CMAQ), and other local projects including funds which will be flexed into ongoing FTA programs under the FY2020 budget for \$6,000,000.

- 2007-46 NJ TRANSIT RESILIENCE PROGRAM: HOBOKEN FACILITIES POWER DISTRIBUTION SYSTEM REPAIRS: CONSTRUCTION CONTRACT AWARD** – Authorization to enter into NJ TRANSIT Contract No. 20-020X with Hall Building Corp. of Farmingdale, New Jersey, for the construction of the Hoboken Facilities Power Distribution System Repairs project in the amount not to exceed \$2,270,900.00, plus five percent for contingencies, subject to the availability of funds. **57480**
- 2007-47 BUS NETWORK REDESIGN – NEWARK REGION** – Authorization to enter into NJ TRANSIT Contract No. 20-022 with Transportation Management and Design, Inc. of Carlsbad, CA, for a 12-month contract period of September 1, 2020 through September 1, 2021 in the amount not to exceed \$580,706.36, plus five percent for contingencies, subject to the availability of funds. **57484**
- 2007-48 RAIL ROLLING STOCK PROGRAM: PURCHASE OF EIGHT (8) OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE** – Authorization to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of eight (8) option dual-powered locomotives, including spare parts, at a cost not to exceed \$70,582,501, plus ten percent for contingencies (including fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control), for a total contract authorization of \$670,356,538, subject to the availability of funds. **57489**

Authorization to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the eight (8) option dual-powered locomotives at a cost not to exceed \$495,882, plus five percent for contingencies, for a total authorization of \$17,139,026, subject to the availability of funds.

- 2007-49 EXECUTION OF CONTRACT 19-064 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, HUDSON, PASSAIC, AND ESSEX COUNTIES)** – Authorization to extend the existing contract No.12-064 with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) to provide for uninterrupted service for a 30 day period at a cost not to exceed \$550,000 already approved in the prior authorization, subject to availability of funds and Board approval of NJ TRANSIT’s operating budget. **57499**

Authorization to enter into NJ TRANSIT Contract No. 19-064 with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) for an initial 36-month base period from July 19, 2020 to June 30, 2023 at a cost of \$47,065,332.00, plus five percent contingencies, for a total contract authorization of \$49,418,599.00, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget. – This item was amended to only approve the 30-day extension and initial 36-month base contract period.

- 2007-50 RESOLUTION CONCERNING THE NEW JERSEY TRANSIT CORPORATION’S COMMITMENT TO THE PORTAL NORTH BRIDGE PROJECT VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT) AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT)** – Authorization to: 1. Execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds for the purpose of funding a portion of the costs of the Portal North Bridge Project, provided that the term of the Bonds shall not exceed (30) years and the Bonds shall be issued in a principal aggregate amount not to exceed \$600 million for the costs of a portion of the Portal North Bridge Project; 2. Execute and deliver the Lease Financing Documents, the Funding Agreement and such other documents, instruments, agreements and papers and to do such acts and things as may be **57501**

necessary or advisable to effectuate the transaction, with such changes, insertions and omissions as shall be approved by an Authorized Officer, with the advice of the State Attorney General; 3. Negotiate and enter into or execute all documents, instruments and papers, and do and perform any and all acts or things, including by the assignment of and hiring of staff and resources to proceed with the Portal North Bridge Project, as necessary to give effect to the foregoing; 4. Execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds is intended to assist NJ TRANSIT in applying for Core Capacity Grant funding through the FTA CIG grant program; and 5. Become effective 10 days after a copy of the minutes of the NJ TRANSIT meeting at which this resolution was adopted has been delivered to the Governor for his approval, unless during such 10 days the Governor shall approve the same, in which case this resolution shall become effective upon such approval, as provided in the New Jersey Transit Corporation statute, N.J.S.A. 27:25-1 et seq.

➤ **EXECUTIVE SESSION AUTHORIZATION**

**57504**

➤ **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 June 18, 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 June 26, 2020;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the June 18, 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:** JULY 15, 2020  
**SUBJECT:** **PRESIDENT & CEO'S REPORT – JULY 2020**

As ridership continues to increase incrementally across the system, on July 13<sup>th</sup>, Governor Murphy signed Executive Order 165, which lifts the 50 percent capacity limit on NJ TRANSIT trains, buses, light rail, and Access Link vehicles. The Order also prohibits the consumption of food or beverages on all NJ TRANSIT trains, buses, and light rail vehicles, and extends the onboard face covering requirements for employees and customers to the indoor stations and facilities owned or operated by NJ TRANSIT or private-carriers, as well as the outdoor portion of stations where social distancing is not practicable.

As part of our continuing commitment to investigate and deploy the latest technology and best practices to provide a clean and safe environment for all customers and employees, NJ TRANSIT has commissioned a study by Rutgers University's Center for Advanced Infrastructure and Transportation (CAIT) on the use of ultraviolet-c, or UVC, for disinfecting our bus fleet from viruses such as COVID-19. The study, to be conducted over the next few months, will examine the effectiveness of the UVC wavelength in killing viruses, and will electronically map the interior of different bus models to determine the best placement for the UVC source. Findings would be used to determine the best way to scale and implement the technology on our bus fleet.

On July 1<sup>st</sup>, we introduced another proactive safety measure for customers, as they begin to return to our system: "SAFE NJ," our new customer awareness campaign. The "SAFE NJ" campaign focuses on highly-visible signs throughout the system, encouraging behavior that ensures a healthier and safer transit system for everyone. All of these messages will reinforce the requirement to wear face coverings, to be cognizant of distancing, and to help keep stations and vehicles free of discarded PPE, such as used face coverings and gloves. The messages will be delivered consistently throughout vehicles, stations and facilities, and across all customer communication channels.

One more important COVID-19-related item: Beyond the initial formula funding of \$1.4 billion we received from the Federal Transit Administration (FTA) through the Coronavirus Aid Relief and Economic Security (CARES) Act, the FTA has awarded NJ TRANSIT an additional \$13.3 million grant for our local transportation programs in Fiscal Year 2020. The award will help sustain existing local transportation in New Jersey's more rural areas, most often used by senior citizens, people with disabilities, and the economically disadvantaged. NJ TRANSIT will distribute these grant funds to existing rural transit providers throughout New Jersey, to be used for operating, planning, capital, and administrative expenses.

Service Restoration is also an important element of recovery, and on July 6<sup>th</sup>, we resumed full, weekday service on rail and light rail. We are increasing service proactively, while rail and bus ridership is still at approximately fifteen percent and thirty percent of pre-COVID-19 levels, respectively. This service resumption provides additional capacity to improve distancing on board vehicles, and aligns with "The Road Back," New Jersey's roadmap for restoring economic health through public health. To coincide with this service restoration, we resumed the collection of cash fares on board trains on July 6<sup>th</sup>, as well, and will resume accepting cash fares on buses in the coming weeks, as protective barriers are installed near bus operators.

NJ TRANSIT also continues to advance the installation of new and improved ticket vending machines (TVMs) systemwide. In late-June, we announced the third phase of an ongoing program to modernize fare payment systems, which will see additional TVMs replacing older machines at ten bus facilities throughout the state. The new, redesigned TVMs are faster, more user-friendly, easier to use for people with disabilities, and have new screens that can display important travel information and advisories. Customers can even pay with a phone or a contactless card, eliminating a touchpoint and the need to insert debit or credit cards. We will continue to assess these TVM's through the pilot phases as we prepare to replace machines systemwide.

Another way we're modernizing fare collection on trains is through the use of new handheld mobile devices. Last week, we began issuing these mobile devices to a small number of train crews on the Raritan Valley Line (RVL). The mobile devices can scan and validate both paper tickets/passes and electronic tickets/passes displayed on our mobile

app – ultimately creating a more contactless customer experience and providing us with improved ridership data. The deployment on the RVL will be conducted in stages over the next several weeks with small groups of crew members receiving and using the devices. The program will be evaluated before moving to other train lines in the NJ TRANSIT system.

We introduced another customer experience improvement for a very important constituency that depends on NJ TRANSIT: Our paratransit system, Access Link, is now on Twitter. The new Twitter account – [@NJTRANSIT\\_AL](https://twitter.com/NJTRANSIT_AL) – provides easy access to updates and other information for Access Link customers. Through this new account, customers can stay informed about any service changes affecting Access Link, similar to existing accounts providing service updates for NJ TRANSIT rail, bus, and light rail services.

Despite the challenges presented by the pandemic, we have been maintaining critical training schedules for our Locomotive Engineer Training Program (LETP). Thanks to these efforts, last week, our latest Locomotive Engineer Training Class completed the final stage of certifications and requirements necessary to become locomotive engineers. The class of 14 trainees completed a rigorous, 78-week long program and passed extensive testing, including a final exam with more than 800 questions. This class will bring the total number of new engineers that have joined NJ TRANSIT since 2018 to 56, and brings the total active roster of engineers to 357. Another class of 17 locomotive engineers is scheduled to graduate in September. Over the two-year period between 2019 and 2020, we will graduate the same number of engineer classes as the previous five years combined. Once we've fully restored our ranks of locomotive engineers, we're committed to maintaining a full pipeline of trainees that will keep pace with attrition. A sufficient complement of locomotive engineers is an essential element to improving reliability for our customers.

More good news for our rail service: On June 30<sup>th</sup>, NJ TRANSIT received authorization from the Federal Railroad Administration (FRA) to enter into the Extended Revenue Service Demonstration (ERSD) phase of our Positive Train Control (PTC) program. This achievement follows the successful completion of the FRA's requirement to perform 384 error-free test runs in the demonstration area between Denville and Summit. We will now expand our Revenue Service Demonstration to the entire Morristown Line from Hackettstown to Newark Broad Street, as well as the Gladstone Branch and Montclair-Boonton Line. By entering ERSD, we will increase our testing territory from the 17-mile demonstration area to approximately 100 miles, or about 33 percent, of the total system mileage required for full certification. We also submitted to the FRA our PTC Safety Plan on June 30<sup>th</sup>, as scheduled, which was another critical milestone on the path to full PTC certification by December 31<sup>st</sup>, 2020.

Finally, since our last Board meeting, the FTA has given NJ TRANSIT approval to advance our Portal North Bridge project to the engineering phase, while committing the nearly \$800 million we need to fully fund this project. This development is a huge win for our customers, this agency, and our region, and I want to once again thank Acting Administrator Jane Williams and all our partners at the FTA for their support, and for recognizing just how critical this project is to our state and our region.



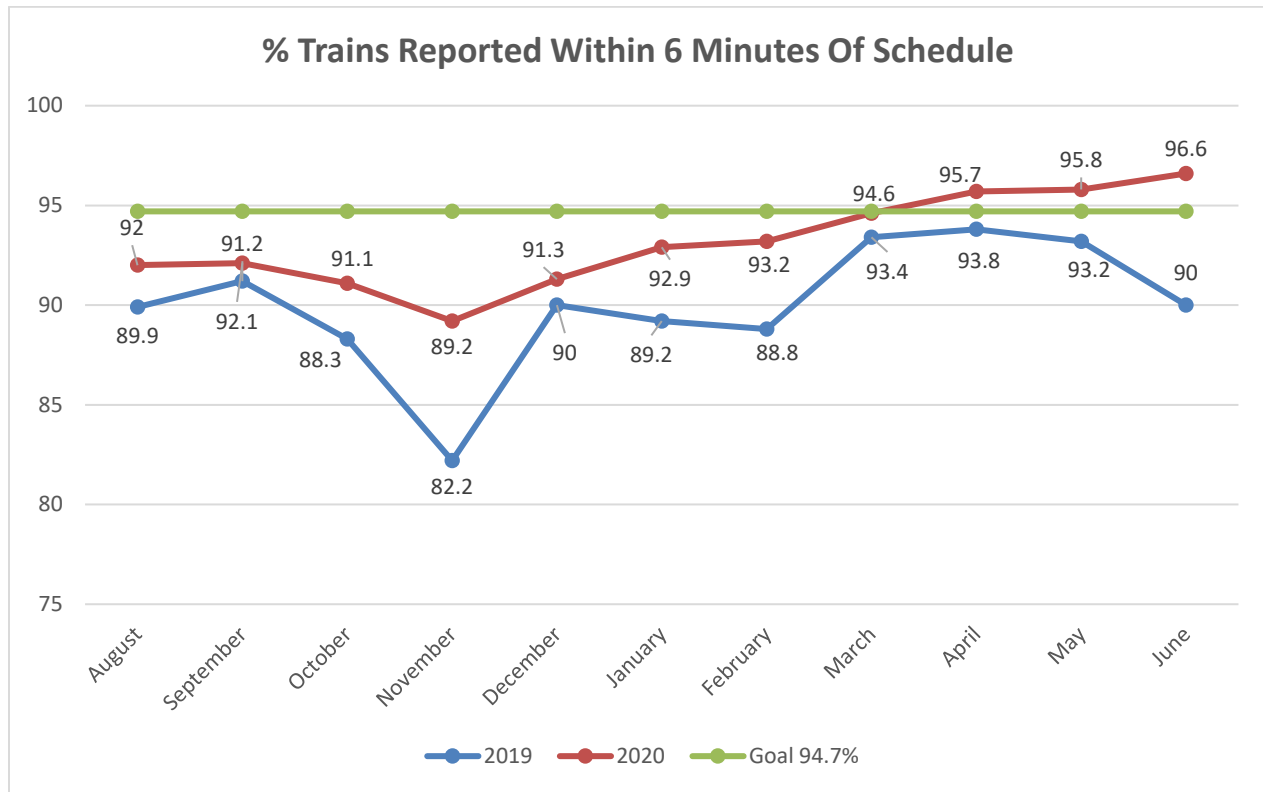
**PRESIDENT & CEO'S MONTHLY REPORT**  
**JULY 15, 2020**

## **TABLE OF CONTENTS JULY 15, 2020**

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

# **PERFORMANCE MEASURES**

## NJ TRANSIT ON-TIME PERFORMANCE RAIL JULY 2018 – JUNE 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>June Comparison</b>	90.0%	96.6%	9.6%
<b>12-Month Average July 2018 – June 2020</b>	90.0%	92.7%	2.7%

**Analysis:**

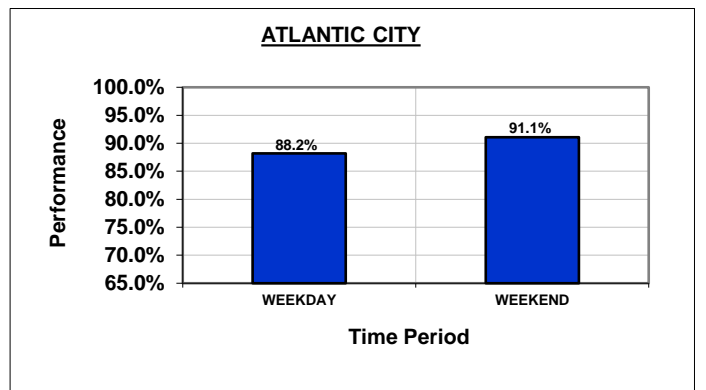
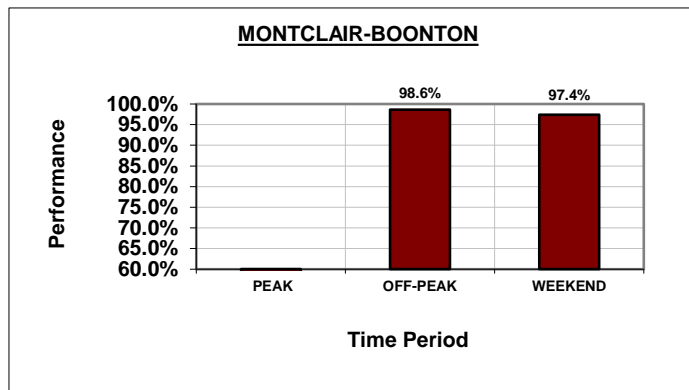
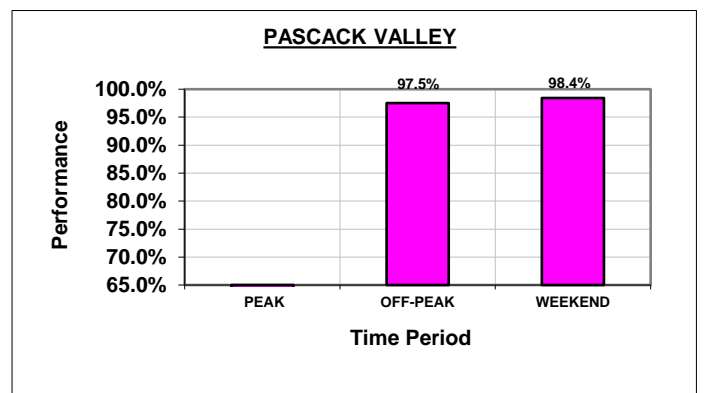
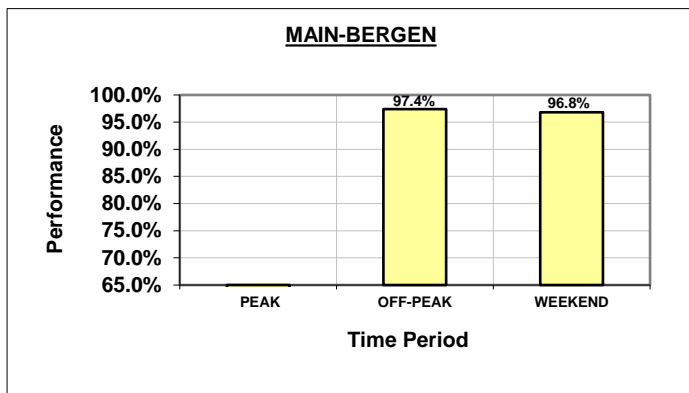
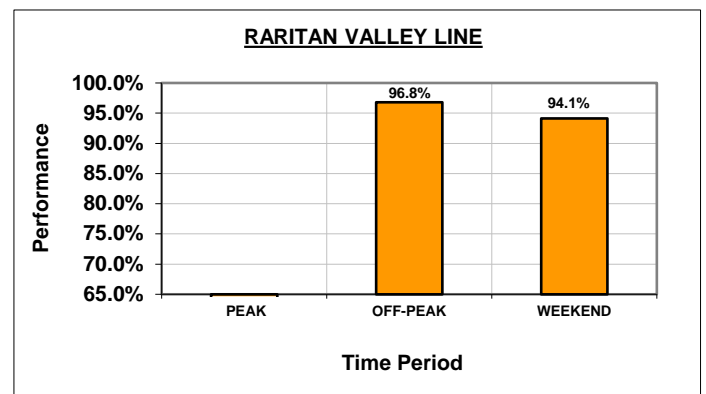
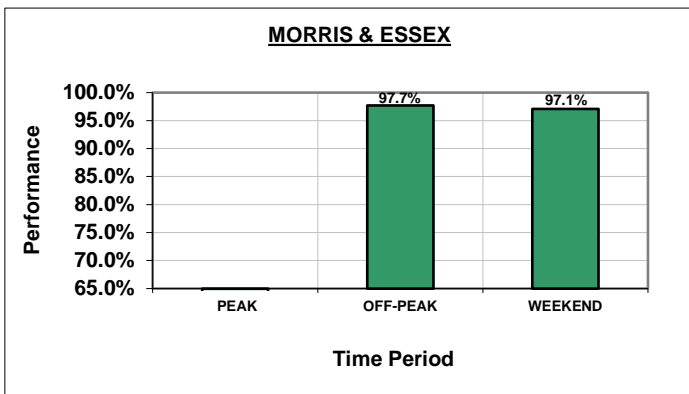
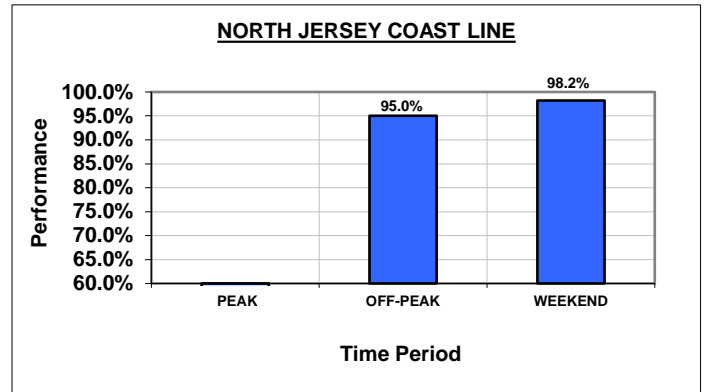
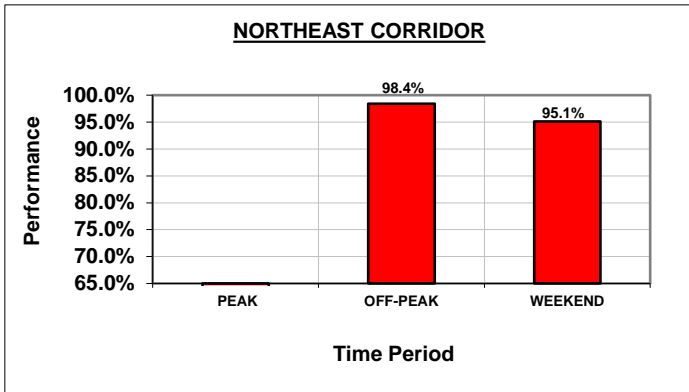
Rail On-time Performance was 96.6% for June, 2020. Of the 12,153 trains scheduled to operate, 11,742 were on time, while 411 trains (or 3.4%) were delayed.

**Key Causes included:**

- Amtrak signal issues and weather contributed to 19 delays on June 3
- Conrail signal issues and NJT equipment contributed to 14 delays on June 10.
- NJT track issues and manpower shortage contributed to 15 delays on June 14.

The 12-month Average for Rail On-Time Performance was 92.7%.

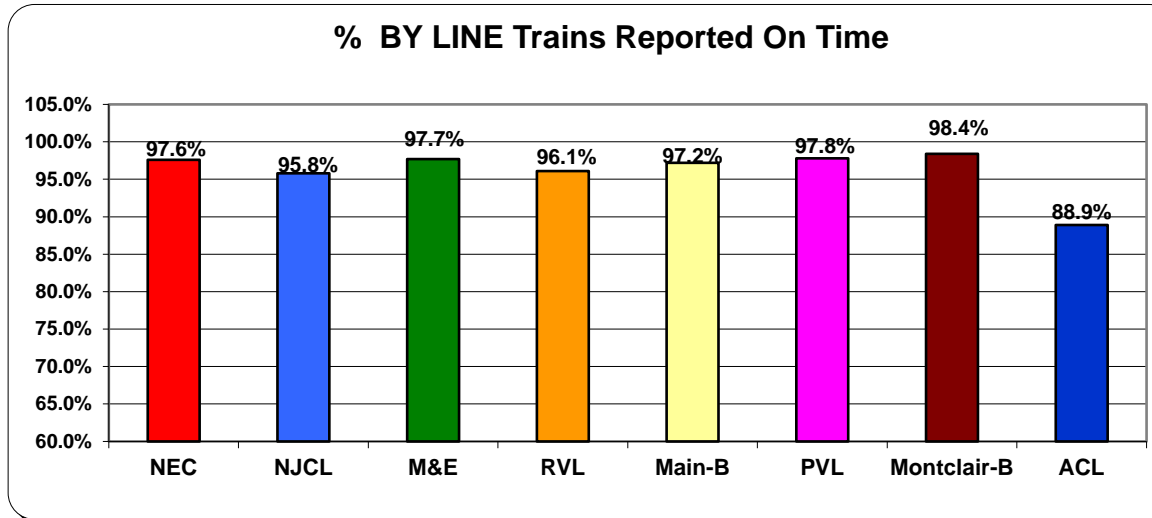
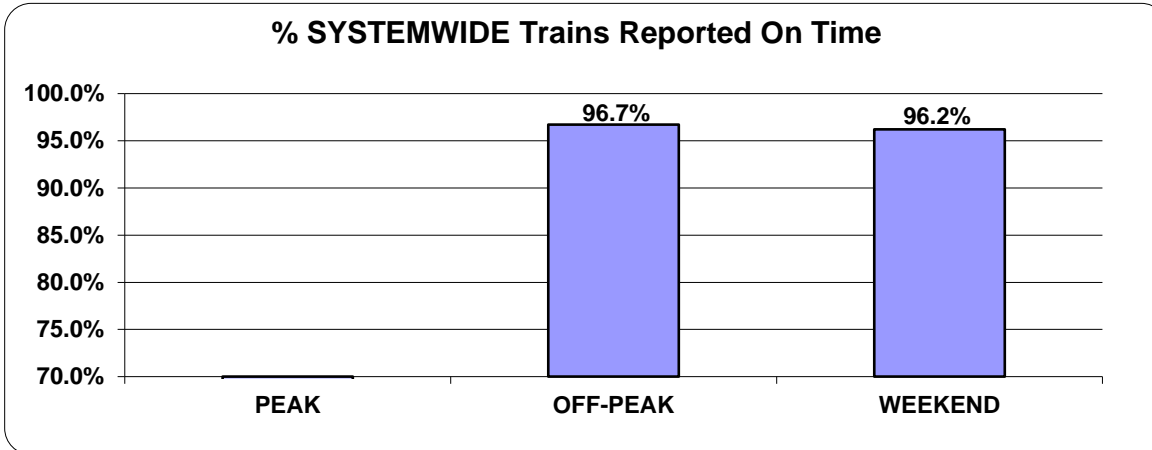
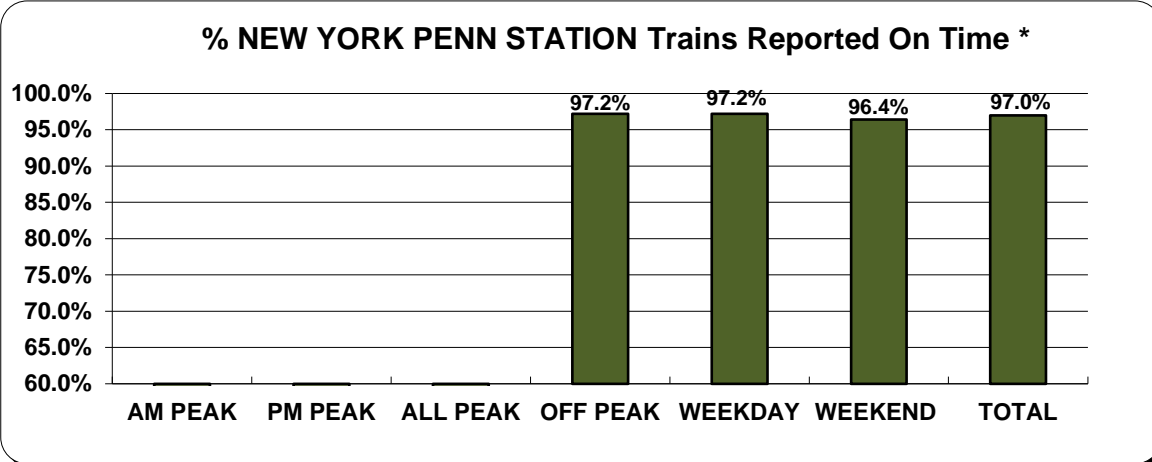
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JUNE, 2020



# ON-TIME PERFORMANCE RAIL

## SUMMARY BY TIME PERIOD JUNE, 2020

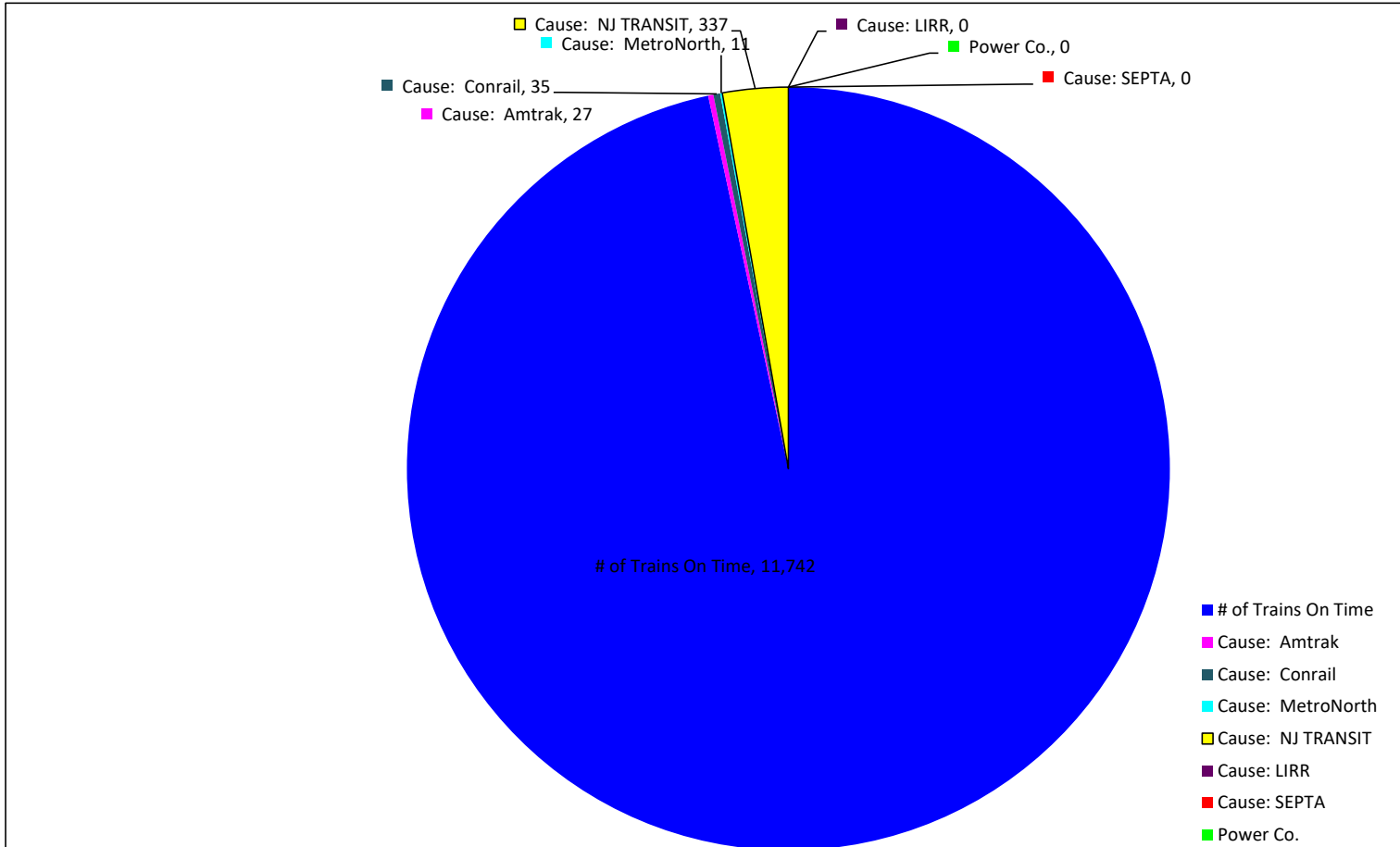
\* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.



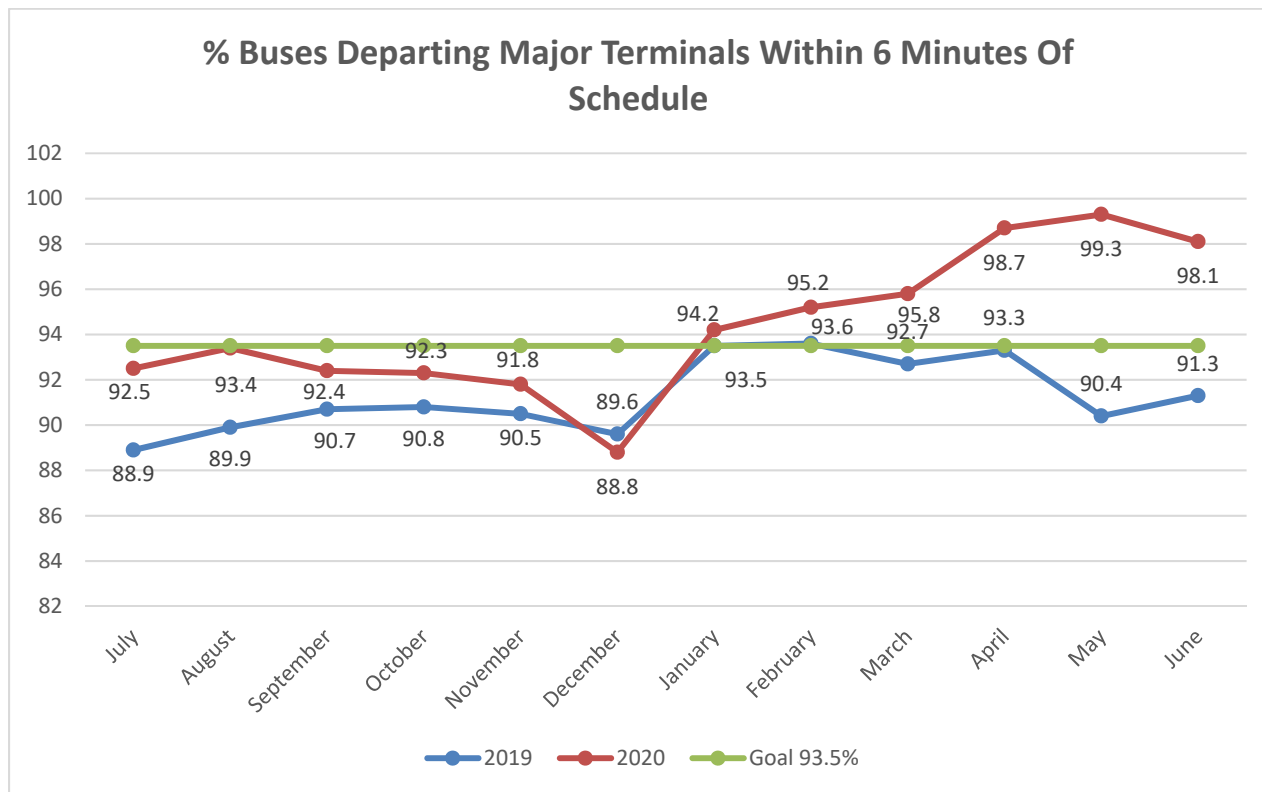
### NJ TRANSIT Performance - JUNE, 2020

#### Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Power Co.
# of Trains On Time	11,742	27	35	11	337	0	0	0
# of Late Trains	410	0.22%	0.29%	0.09%	2.77%	0.00%	0.00%	0.00%
Total # of Trains	12,152							
Percentage On Time	96.6%							



## NJ TRANSIT ON-TIME PERFORMANCE BUS July 2018 – June 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>June Comparison</b>	91.3%	98.1%	6.8%
<b>12-Month Average July 2018 – June 2020</b>	91.3%	94.4%	3.1%

**Analysis:**

Bus On-Time Performance systemwide was 98.1% for the month of June 2020. Of the 38,836 scheduled departures, 739 experienced delays.

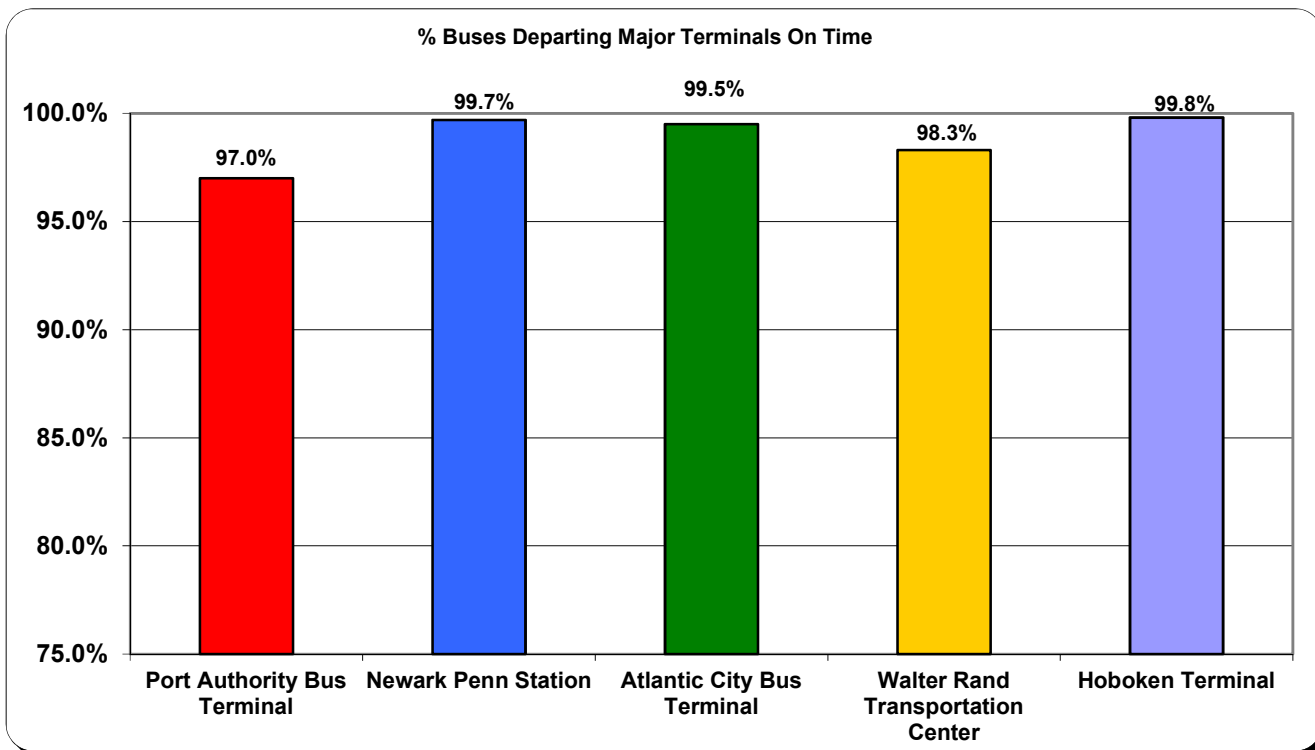
**Key Causes included:**

- Weather, detours and traffic impacted service at Port Authority Bus Terminal on various days.
- Construction in Newark caused significant traffic along detour routes, and bus mechanical issues caused delays in service on June 9 which impacted service at Newark Penn. Multiple road closures due to construction caused significant traffic along detour routes on June 11.
- Weather, detours, traffic and road construction on various days also impacted service.

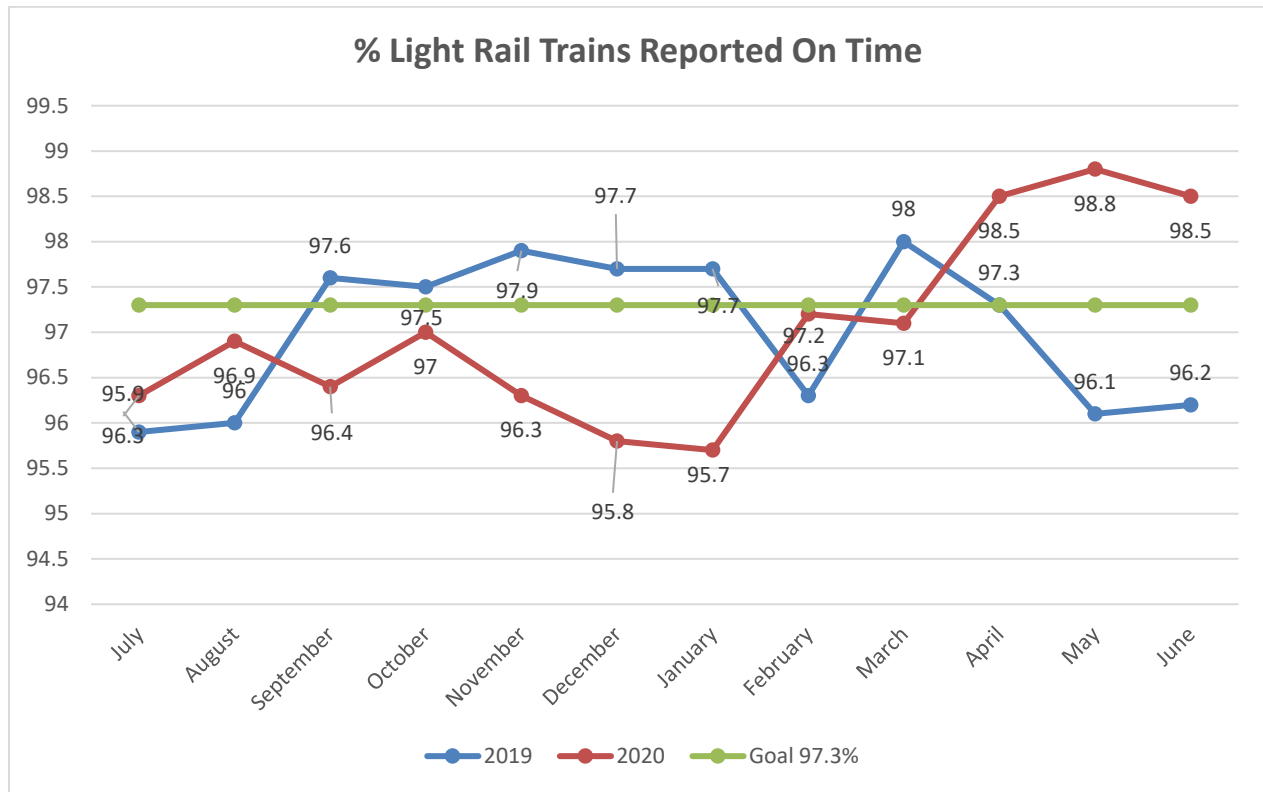
The 12-month average for Bus On-Time Performance was 94.4%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL July 2019– June 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>June Comparison</b>	96.2%	98.5%	2.3%
<b>12-Month Average July 2019 – June 2020</b>	96.5%	97.5%	1.0%

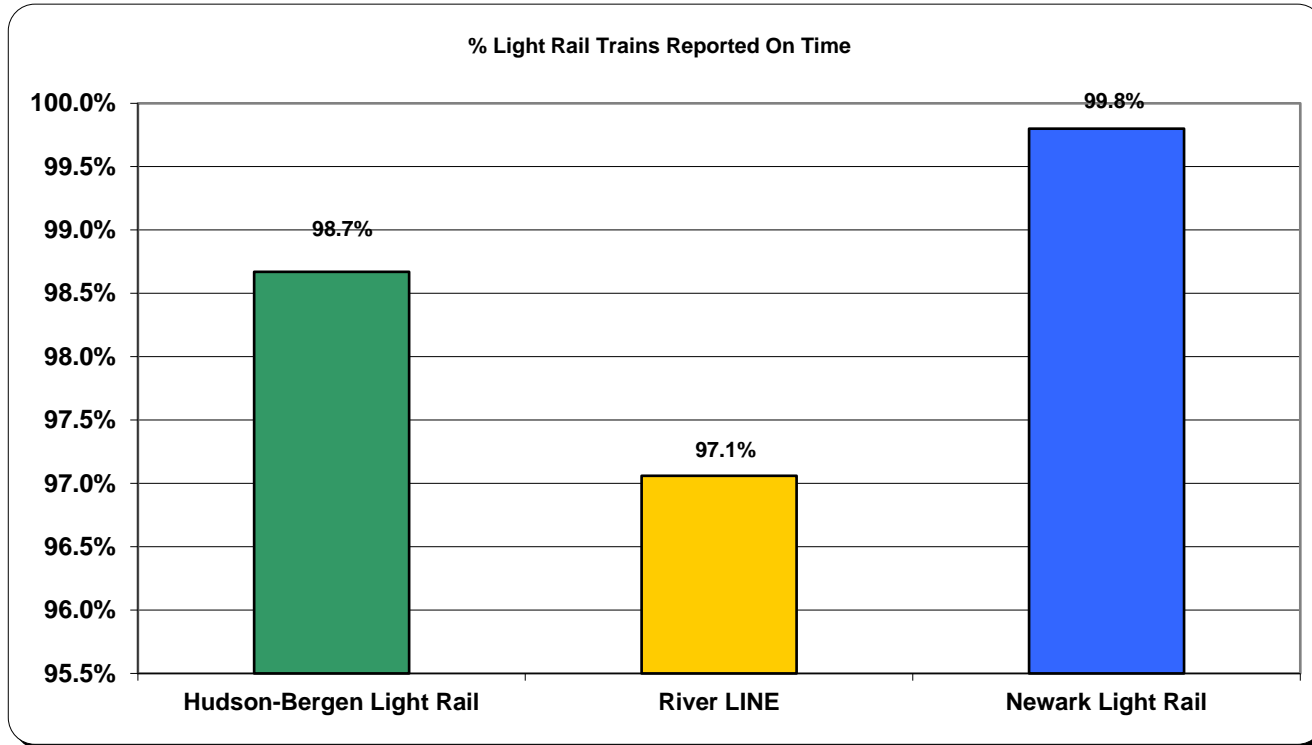
**Analysis:** Light Rail On-Time Performance system wide was 98.5% for the month of June 2020. Of the 20,864 scheduled departures, 238 experienced delays.

Key Causes included:

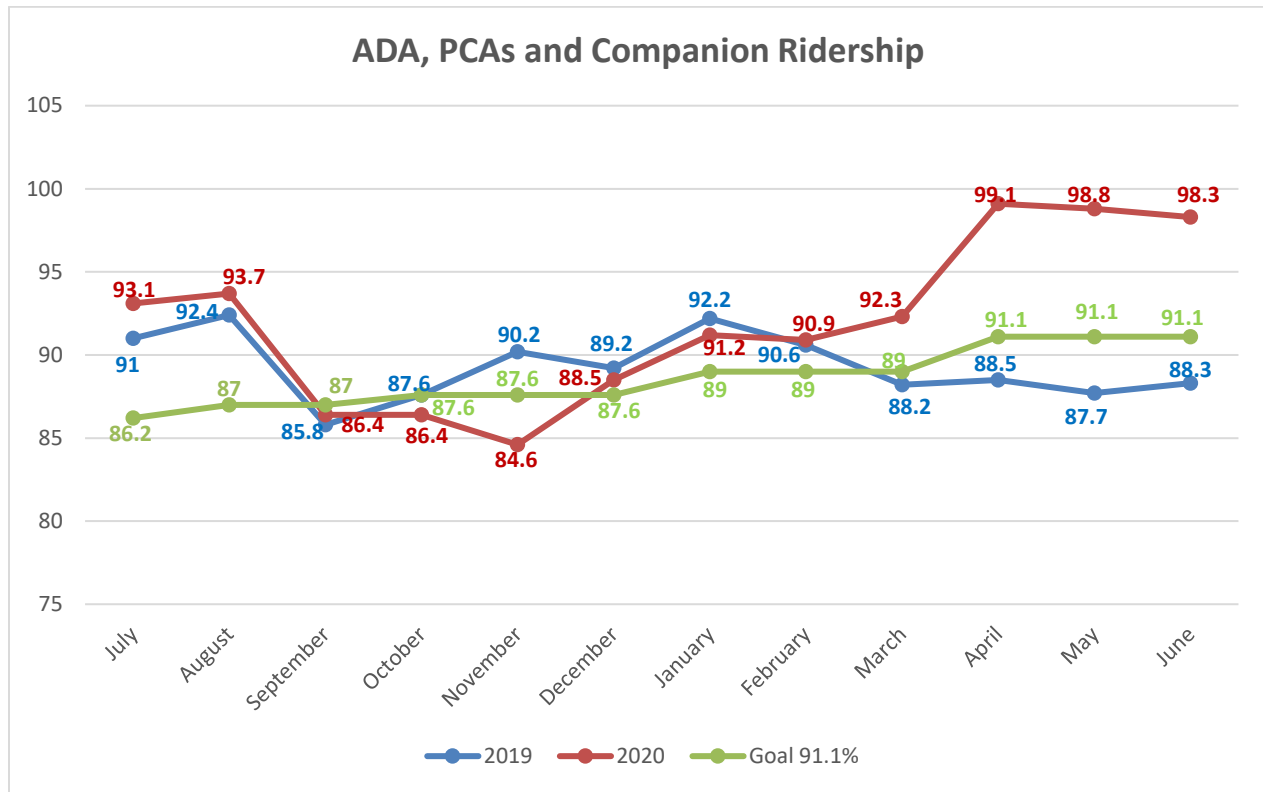
- Newark Light Rail experienced no significant delays.
- River Line service was impacted by equipment issues on various days.
- Hudson-Bergen Light Rail service was impacted by door issues on multiple days while several trains experienced brake issues. Police activity impacted service on June 1.
- The 12-month Average for Light Rail On-Time Performance was 97.5%

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE June 2020



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JULY 2018 – JUNE 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>June Comparison</b>	88.3%	98.3%	10.0%
<b>June Ridership</b>	131,378	57,546	-73,632
<b>12-Month Average July 2018 – June 2020</b>	89.0%	92.2%	3.2%

**Analysis:**

Access Link On-Time Performance was 98.3% for June 2020. In serving 64,744 total riders, for 57,746 ADA customers trips, 969 (or 1.7%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Transfer trips
- Vehicle operator coverage

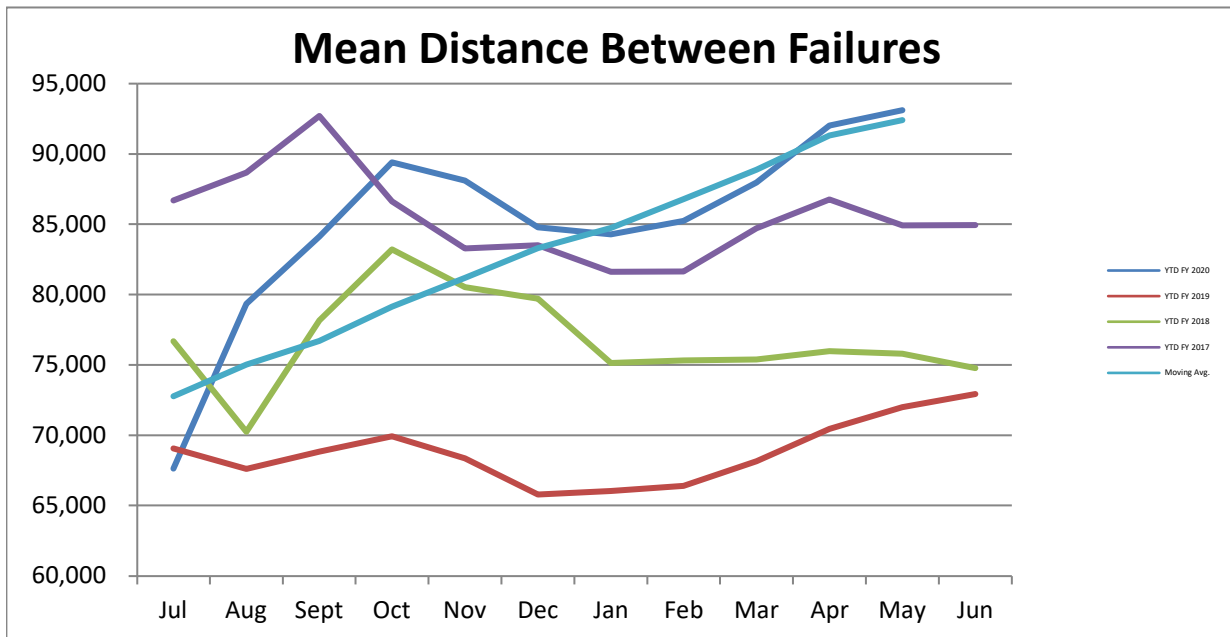
The 12-month Average for Access Link On-Time Performance was 92.2%.

# **MEAN DISTANCE BETWEEN FAILURES**

**May 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	87,973	68,141	75,376	84,715	88,881
Apr	92,007	70,447	75,968	86,771	91,313
May	93,119	71,986	75,787	84,920	92,406
Jun	-	72,930	74,776	84,936	-

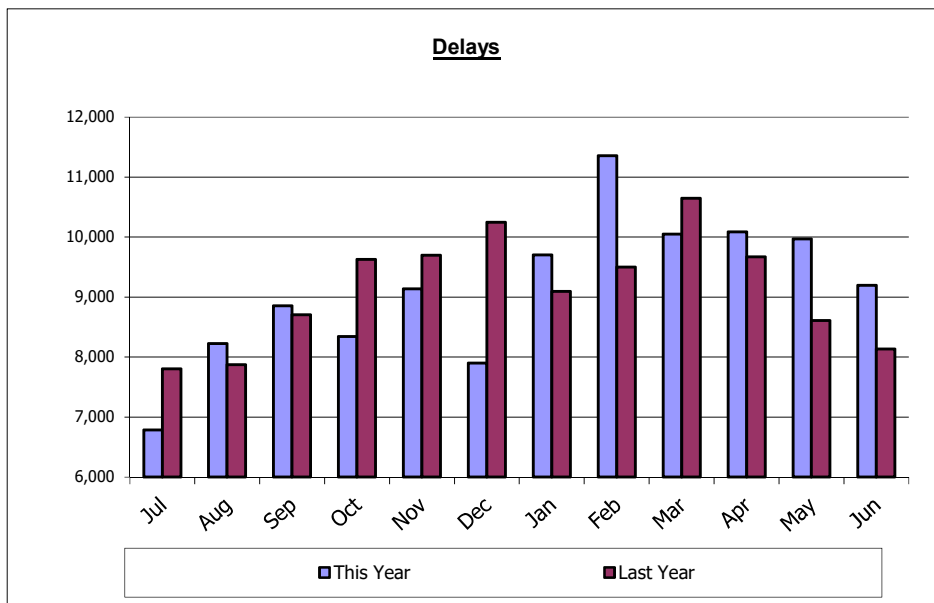


\* FY2020 Numbers corrected to reflect start of FY2020

### Garage Performance Parameters

#### June 2020

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	4,252	3,515	3,931
Greenville	7,500	6,323	4,607	5,076
Market Street	8,500	6,203	6,503	6,739
Meadowlands	10,200	6,046	5,180	5,217
Oradell	10,500	7,382	6,774	7,310
Wayne	10,500	13,944	14,890	9,870
<b>Northern Division</b>	<b>-</b>	<b>7,221</b>	<b>6,566</b>	<b>6,509</b>
Big Tree	8,800	5,674	5,210	6,011
Hilton	10,200	5,847	7,070	7,432
Howell	16,750	33,123	31,314	25,101
Ironbound	9,600	7,294	7,356	7,840
Orange	9,250	6,420	5,464	6,673
Morris	10,500	46,237	26,442	25,757
<b>Central Division</b>	<b>-</b>	<b>8,844</b>	<b>8,686</b>	<b>9,488</b>
Egg Harbor	15,500	18,442	18,940	18,526
Hamilton	13,000	11,421	11,481	9,512
Newton Avenue	12,000	13,996	13,495	13,069
Washington Twp.	14,500	14,868	20,685	18,535
<b>Southern Division</b>	<b>-</b>	<b>15,210</b>	<b>16,849</b>	<b>15,531</b>
<b>Bus Operations</b>	<b>-</b>	<b>9,194</b>	<b>8,893</b>	<b>9,035</b>

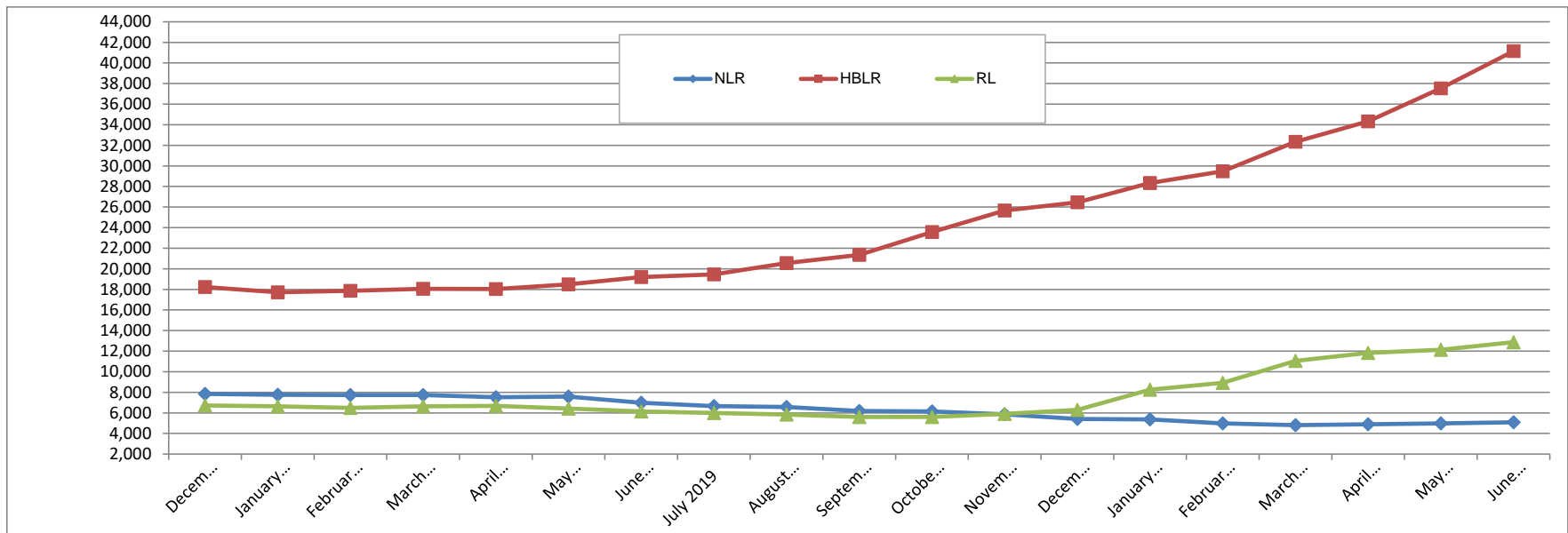


**NJ TRANSIT - LIGHT RAIL, June 2020**

**Average Miles Between In Service Failures**

NJT LIGHT RAIL	MDBSF * June 2020	MDBSF * May 2020
Newark Light Rail	5,088	4,973
Hudson Bergen	41,148	37,524
River LINE	12,873	12,135

**AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES**



# **DBE/SBE PROGRAM**

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

State Funded Contracts

During the month June 2020, NJ TRANSIT awarded **\$81,413,701.76** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$ 1,318,223.96** or **1.62%**.

During the State Fiscal Year **2020** (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$326,946,729.81** in state funded contracts. Of that total, SBEs received **\$29,236,928.29** or **8.94%**.

*Note: The above reflects the Procurement Report of Awards received July 6, 2020.*

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

Category 1 SBEs received	\$1,138,859.66	0.35%
Category 2 SBEs received	\$5,728,124.77	1.75%
Category 3 SBEs received	\$6,331,317.65	1.94%
Category 4 SBEs received	\$4,664,430.87	1.43%
Category 5 SBEs received	\$1,649,859.91	0.50%
Category 6 SBEs received	\$9,724,335.43	2.97%

FTA Funded Contracts (Updated Quarterly – next update will occur October 2020)

During the 3<sup>rd</sup> Quarter (April 1, 2020 – June 30, 2020) of Federal Fiscal Year 2020 (October 1, 2019 through September 30, 2020), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$265,035,760.65**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$16,213,636.42** or **6.12%**.

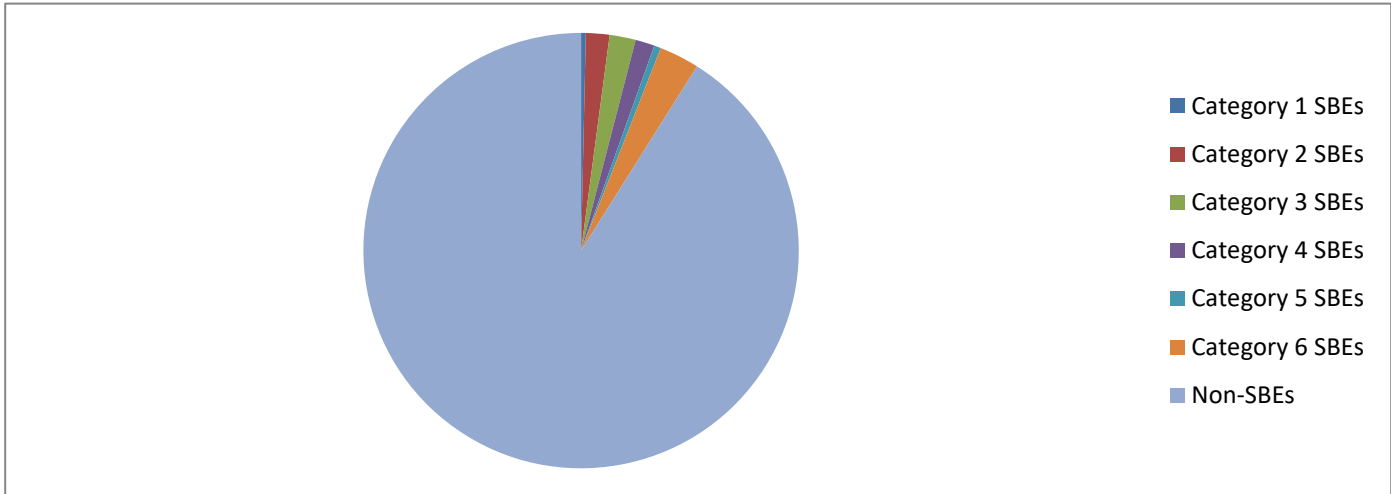
DBE Goal Attainment from April 1, 2020 – June 30, 2020 (FFY 2020) \*

Contracts awarded	<b>\$265,035,760.65</b>
DBEs received	<b>\$16,213,636.42</b> or 6.12%.

*\*Numbers reflect federal share.*

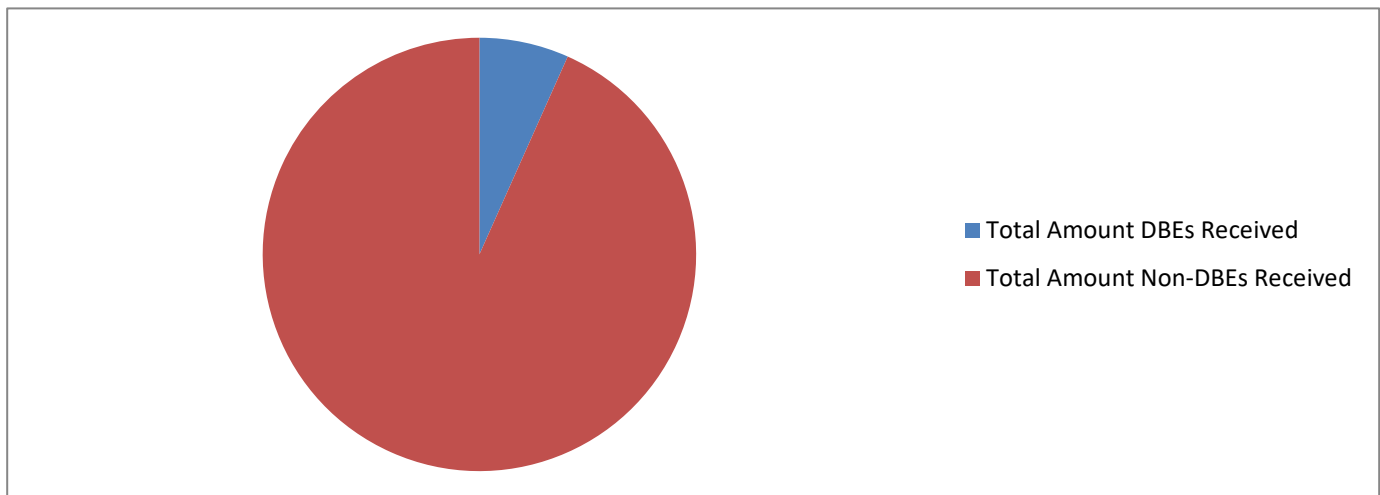
SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD 2020

<i>Category 1 SBEs</i>	\$1,138,859.66	0.35%
<i>Category 2 SBEs</i>	\$5,728,124.77	1.75%
<i>Category 3 SBEs</i>	\$6,331,317.65	1.94%
<i>Category 4 SBEs</i>	\$4,664,430.87	1.43%
<i>Category 5 SBEs</i>	\$1,649,859.91	0.50%
<i>Category 6 SBEs</i>	\$9,724,335.43	2.97%
<i>Non-SBEs</i>	\$297,709,801.52	91.06%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD 2019

<b>Total Amount DBEs Received</b>	<b>\$20,550,101.12</b>	<b>6.68%</b>
Total Amount Non-DBEs Received	\$286,977,954.74	93.32%



# **EMPLOYEE RECOGNITION**

**NJ TRANSIT employees bid farewell after outstanding careers**

31 NJ TRANSIT employees retired recently with careers ranging 9 to 43 years of service:

1. Hyfery Charlotin, Operator – Greenville – 17 years
2. Joseph Jackson, Operator – Market Street – 39 years
3. Luis Mendez, Operator – Fairview – 26 years
4. David Canfield, Carman – Long Branch – 43 years
5. Martin Evans, Station Master – Hoboken – 23 years
6. Richard Grabowski, Asst Conductor – Various – 21 years
7. Thomas Henderson, Lead Laborer – Port Morris – 24 years
8. Francis Lawrence, Foreman MOE – Morrisville – 32 years
9. John Letinski, Locomotive Engineer – Various – 32 years
10. Reginald Morgan, Class II Operator – Morrisville – 28 years
11. Vibart Rodney, Car Appearance Maintainer – Morrisville – 15 years
12. Jacob Thomas, Lead Maintainer – Hoboken – 34 years
13. Remon Robinson, Operator – Hamilton – 33 years
14. Robert Warrington, Cleaner – Howell – 9 years
15. Vincent Autieri, Operator – Wayne – 38 years
16. Marc Douyon, Operator – Oradell – 19 years
17. Denise Holland, Operator – Newton Avenue – 32 years
18. Dorothea Jackson, Operator – Greenville – 32 years
19. Keith Jones, Repairman – Ironbound – 30 years
20. Abdul Muhammad, Operator – Newton Avenue – 9 years
21. Joseph Snead, Maintainer A – Howell – 31 years
22. Joseph Strothers, Repairman – Orange – 41 years
23. Verneta Stackhouse, Sr. Schedule Maker – Penn Plaza – 35 years
24. Jane Ortiz, Princ Acct. – GOB – 32 years
25. Patrick Martin, Asst. Supt Transp – Newark Penn – 30 years
26. Michael Harris, Regional – Oradell – 22 years
27. Michael Ferrarelli, Chief Reg Supv – Fairview – 29 years
28. Glenn Britton, Mgr Police Supt Service – Penn Plaza – 40 years
29. Frank Marino, Repairman – Howell – 16 years
30. Namir Hussain, Operator – Howell – 17 years
31. Joseph Vega, Maintainer A – Newton Avenue – 25 years

# **ACTION ITEMS**

**ITEM 2007-44: AMENDED BOARD ITEM 1907-36: FISCAL YEAR 2020 CAPITAL PROGRAM**

**WHEREAS**, each year NJ TRANSIT's Board of Directors adopts a Capital Program for the upcoming year to enable staff to take the actions necessary to seek and secure capital funding which advances established priorities; and

**WHEREAS**, on July 17, 2019, NJ TRANSIT's Board of Directors approved the Fiscal Year 2020 Capital Program in the amount of \$1.423 billion, addressing the needs of existing transit riders by ensuring system reliability and safety through state-of-good-repair investments, addressing system capacity demands, and investing in planned system expansion; and

**WHEREAS**, on June 30, 2020, Governor Philip D. Murphy signed legislation allocating an additional \$259,538,000 million from the Transportation Trust Fund (TTF) and \$4,627,000 from the Property Tax Relief Fund (PTRF) to NJ TRANSIT for Fiscal Year 2020;

**NOW, THEREFORE, BE IT RESOLVED** that the NJ TRANSIT Board of Directors amends Board Item 1907-36 Fiscal Year 2020 Capital Program by \$264,165,000 for a total Capital Program authorization of \$1.687 billion; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to take whatever actions are necessary to seek and secure the funds envisioned by this program; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to transfer funding sources and amounts among programmed projects as circumstances require in compliance with the terms and conditions of the grants and other funding sources; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

**ITEM 2007-45: NJ TRANSIT FISCAL YEAR 2021 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL, AND LOW-INCOME RESIDENTS**

**WHEREAS**, NJ TRANSIT administers a variety of Federal and State grant programs dedicated to maintenance and development of coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents; and

**WHEREAS**, the services funded through these grants provide non-emergency medical, employment, food shopping, education, and other life-enhancing transportation that include, but are not limited to, demand-responsive, route deviation services, and community shuttles; and

**WHEREAS**, NJ TRANSIT requires that grant subrecipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible; and

**WHEREAS**, NJ TRANSIT also monitors subrecipients for compliance with relevant Federal and State laws and regulations; and

**WHEREAS**, these programs assist a variety of private non-profit organizations, counties, municipalities, county improvement authorities, and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, person with disabilities, low income and rural residents; and

**WHEREAS**, the New Jersey Senior Citizen and Disabled Resident Transportation Assistance Act provides funding derived from casino revenue taxes for the counties or their designees to provide community-based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties, and accessible enhancement services or accessible improvements to fixed route systems; and

**WHEREAS**, the Federal Transit Administration (FTA) makes available, under the Section 5311 Rural and Small Urban Areas program, 80 percent of the non-operating assistance and 50 percent of the operating assistance to improve public transit services in rural areas, with NJ TRANSIT providing one-half of the local match; and

**WHEREAS**, the FTA requires 15 percent of a State's allocation of Section 5311 Rural Program to be spent for the development and support of rural intercity bus transportation unless the State certifies that such intercity bus needs of the State are adequately met; and

**WHEREAS**, the FTA makes available, under Section 5311(b)(3) Rural Transit Assistance Program (RTAP), funding without a matching fund requirement, for training and technical assistance to FTA Section 5311, FTA Section 5310, and Casino Revenue sub-recipients; and

**WHEREAS**, the FTA makes available, under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, 80 percent of funding for capital purchases for private non-profit organizations and/or designated public bodies to transport seniors and individuals with disabilities which includes vehicles and/ or mobility management projects, with NJ TRANSIT providing the 20 percent match, for vehicles and/or equipment; and

**WHEREAS**, up to 35 percent of the funds FTA makes available under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program may be used for operating assistance, with 50 percent local match to be provided by the sub-recipient; and

**WHEREAS**, the New Jersey Department of Human Services has provided funding to address the needs of low income customers transitioning from welfare and/or seeking employment and this funding supplements NJ TRANSIT's New Jersey Job Access and Reverse Commute (NJ-JARC) program that has succeeded the Federal JARC program; and

**WHEREAS**, the FTA makes funds available under specially-dedicated Congressional appropriations, Congestion Mitigation Air Quality (CMAQ), and Section 5307 Small Urban Cities, for the provision of operating, planning assistance and/or capital assistance with various matches provided by state, local agencies or toll credit for capital projects or equipment and/or local transit services that address the needs of community transit services; and

**WHEREAS**, the Senior Citizen and Disabled Resident Transportation Assistance Program Funding Distribution for the year 2021 is shown in Exhibit A; and

**WHEREAS**, the Section 5311 Rural and Small Urban Areas Program projected for the year 2021 is shown in Exhibit B; and

**WHEREAS**, the Grant Program totals for the year 2021 is shown in Exhibit C; and

**WHEREAS**, the Funding Sources for the year 2021 is shown in Exhibit D;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is hereby authorized to execute, extend, or modify contracts to implement the FY2021 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$22,630,000, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2021 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit B, in the amount of \$5,541,261 which includes \$3,541,261 in Federal funds and \$2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2021 Section 5311 Rural Intercity Program for a total program amount of \$668,252, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2021 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to \$132,157 Federal funds at no cost to NJ TRANSIT, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that Chair or President & CEO is hereby authorized to execute all appropriate agreements and leases to implement the FY2021 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for \$9,500,000 which includes \$7,750,000 in Federal funds and \$1,750,000 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for \$4,500,000 in NJ TRANSIT funds, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take other steps to implement the FY2021 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for up to \$1,000,000 in additional funds from the State of New Jersey for a total NJ-JARC program cost of \$5,500,000, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, Congestion Mitigation Air Quality (CMAQ), and other local projects including funds which will be flexed into ongoing FTA programs under the FY2020 budget for \$6,000,000, subject to the availability of funds.

**Exhibit A**  
**SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ASSISTANCE**  
**PROGRAM FUNDING DISTRIBUTION, 2021**

<b>COUNTY</b>	<b>2020 BUDGET</b>	<b>2021 BUDGET</b>
Atlantic	\$507,741	\$620,823
Bergen	\$1,378,526	\$1,685,543
Burlington	\$817,399	\$999,446
Camden	\$868,441	\$1,061,856
Cape May	\$344,859	\$421,664
Cumberland	\$344,859	\$421,664
Essex	\$1,199,260	\$1,466,353
Gloucester	\$477,489	\$583,833
Hudson	\$873,581	\$1,068,140
Hunterdon	\$344,859	\$421,664
Mercer	\$608,916	\$744,531
Middlesex	\$1,300,658	\$1,590,333
Monmouth	\$1,148,580	\$1,404,385
Morris	\$896,708	\$1,096,419
Ocean	\$1,378,526	\$1,685,543
Passaic	\$795,236	\$972,347
Salem	\$344,859	\$421,664
Somerset	\$529,273	\$647,150
Sussex	\$344,859	\$421,664
Union	\$882,310	\$1,078,814
Warren		\$421,664
<b>NJ TRANSIT</b>	<b><u>\$ 2,776,200</u></b>	<b><u>\$3,394,500</u></b>
<b>TOTAL</b>	<b>\$18,508,000</b>	<b>\$22,630,000</b>

100% State funds from the Casino Revenue Tax funds.

**EXHIBIT B**  
**Section 5311 Rural and Small Urban Areas Program**  
**Projected FY 2021**

	<u>FEDERAL (A)</u>	<u>STATE (B)*</u>	<u>Total Budget (A+B)</u>	<u>LOCAL (C)**</u>	<u>TOTAL Program(A+B+C)</u>
<b><u>NORTHERN REGION</u></b>					
Morris County	\$269,711	\$153,205	<b>\$422,916</b>	\$153,205	\$576,121
Passaic County 1 (West Milford)	\$0	\$0	<b>\$0</b>	\$0	\$0
Sussex County	\$581,024	\$327,945	<b>\$908,969</b>	\$327,945	\$1,236,914
Warren County	\$432,091	\$243,570	<b>\$675,661</b>	\$243,570	\$919,231
<b><u>CENTRAL REGION</u></b>					
Hunterdon County 2	\$462,719	\$259,870	<b>\$722,589</b>	\$259,870	\$982,459
Mercer County	\$66,292	\$37,160	<b>\$103,452</b>	\$37,160	\$140,612
Middlesex County 1	\$0	\$0	<b>\$0</b>	\$0	\$0
Monmouth County	\$122,845	\$68,854	<b>\$191,699</b>	\$68,854	\$260,553
Ocean County 1	\$0	\$0	<b>\$0</b>	\$0	\$0
Somerset County	\$97,308	\$54,549	<b>\$151,857</b>	\$54,549	\$206,406
<b><u>SOUTHERN REGION</u></b>					
Atlantic County 2	\$349,207	\$197,540	<b>\$546,747</b>	\$197,540	\$744,288
Burlington County	\$307,158	\$174,222	<b>\$481,380</b>	\$174,222	\$655,603
Camden County	\$43,533	\$24,152	<b>\$67,685</b>	\$24,152	\$91,837
Cape May County	\$88,173	\$50,968	<b>\$139,141</b>	\$50,968	\$190,108
Cumberland County	\$389,248	\$219,052	<b>\$608,300</b>	\$219,052	\$827,352
Gloucester County	\$124,959	\$71,654	<b>\$196,613</b>	\$71,654	\$268,268
Salem County	\$206,993	\$117,259	<b>\$324,252</b>	\$117,259	\$441,510
<b>TOTAL</b>	<b>\$3,541,261</b>	<b>\$2,000,000</b>	<b>\$5,541,261</b>	<b>\$2,000,000</b>	<b>\$7,541,261</b>
<b><u>CATEGORY</u></b>	<b><u>FEDERAL</u></b>	<b><u>STATE *</u></b>		<b><u>LOCAL **</u></b>	<b><u>TOTAL</u></b>
<b><u>Operating</u></b>	<b>\$3,303,787</b>	<b>\$1,900,000</b>		<b>\$1,900,000</b>	<b>\$7,103,787</b>
<b><u>Non-Operating</u></b>					
Administration	\$237,474	\$100,000		\$100,000	\$437,474
Capital	\$0	\$0		\$0	\$0
Total 2021 program	<b>\$3,541,261</b>	<b>\$2,000,000</b>		<b>\$2,000,000</b>	<b>\$7,541,261</b>

\* Provided by NJ Transit Capital and operating budgets

\*\* Provided by local recipient.

1. Middlesex, Passaic and Ocean Counties are currently inactive projects.
2. Atlantic and Hunterdon additional funds for innovation project

**Exhibit C**  
**2021 GRANT PROGRAM TOTALS**

	<b>FY2019 AUTHORIZATION</b>	<b>FY2020 AUTHORIZATION</b>	<b>FY2021 REQUESTED AUTHORIZATION</b>
SCDRTAP/Casino Revenue	\$ 18,586,000	\$ 18,508,000	\$ 22,630,000
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program	\$ 8,700,000	\$ 9,400,000	\$ 9,500,000
Section 5311 Rural and Small Urban Area Program	\$ 5,494,546	\$ 5,488,315	\$ 5,541,261
Section 5311 Intercity Program	\$ 609,411	\$ 657,663	\$ 668,252
Section 5311(b)(3) Rural Transit Assistance Program	\$ 123,359	\$ 130,339	\$ 132,157
NJ-JARC	\$ 5,300,000	\$ 5,300,000	\$ 5,500,000
Other (Small Urban, CMAQ) <sup>1</sup>	<u>\$ 6,000,000</u>	<u>\$ 6,000,000</u>	<u>\$ 6,000,000</u>
<b>TOTAL</b>	<b>\$ 44,813,316</b>	<b>\$ 45,484,317</b>	<b>\$ 49,971,670</b>

<sup>1</sup> Other includes CMAQ funding for both operating and capital expenditures, which is allocated by MPOs. For example, NJTPA has allocated funding for a "last mile shuttle" program that provides local entities with three years of operating assistance for shuttle service that connects with main line transit. Also included in this category is Section 5307 funding for on-going services in East Windsor and Cumberland County, and operating match for continuation of WHEELS route by Somerset County.

**Exhibit D  
FY2021 FUNDING SOURCES**

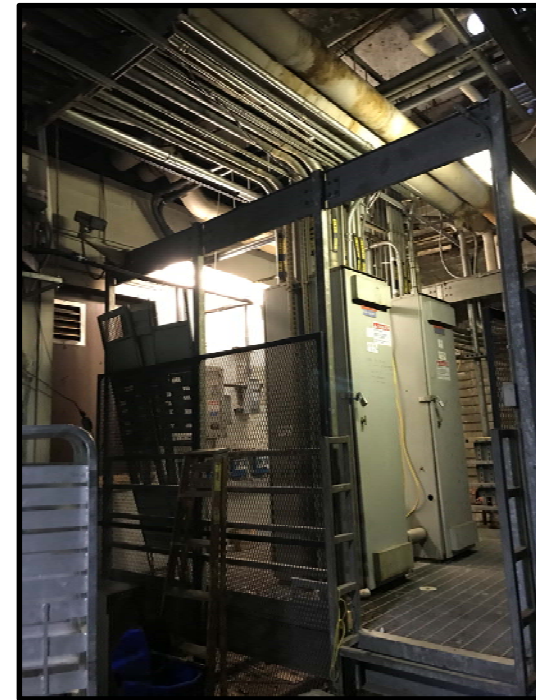
<b>PROGRAM</b>	<b>FEDERAL</b>	<b>NJ TRANSIT MATCH – TTF</b>	<b>NJ TRANSIT MATCH – OPERATING</b>	<b>OTHER FUNDING</b>	<b>CASINO REVENUE</b>	<b>TOTAL</b>
Senior Citizen and Disabled Resident – Casino Rev.					\$ 22,630,000	\$ 22,630,000
Section 5310 (projected)	\$ 7,750,000	\$ 1,750,000				\$ 9,500,000
Section 5311 Counties	\$ 3,541,261	\$ 100,000	\$ 1,900,000			\$ 5,541,261
Section 5311 Intercity	\$ 668,252					\$ 668,252
Section 5311(b)	\$ 132,157					\$ 132,157
NJ JARC			\$ 4,500,000	\$ 1,000,000		\$ 5,500,000
Other	<u>\$ 5,350,000</u>	<u>                    </u>	<u>\$ 650,000</u>	<u>                    </u>	<u>                    </u>	<u>\$ 6,000,000</u>
<b>TOTAL</b>	<b>\$17,441,670</b>	<b>\$ 1,850,000</b>	<b>\$ 7,050,000</b>	<b>\$ 1,000,000</b>	<b>\$ 22,630,000</b>	<b>\$ 49,971,670</b>

## ITEM 2007-46

### HOBOKEN FACILITIES POWER DISTRIBUTION SYSTEM REPAIRS

The Hoboken Facilities Power Distribution System Repairs project will include repairs to the electrical distribution system at Hoboken Terminal in locations that are above the design flood elevation so that they will be protected against damage from future storms.

- Seeking authorization to contract (No. 20-020X) with **Hall Building Corporation** of Farmingdale, New Jersey, for the construction of the Hoboken Facilities Power Distribution System Repairs project in the amount not to exceed **\$2,270,900.00**, plus five percent for contingencies, subject to the availability of funds.



## ITEM 2007-46

### HOBOKEN FACILITIES POWER DISTRIBUTION SYSTEM REPAIRS

- Authorization of this Construction Contract will enhance the resilience of NJ TRANSIT's commuter rail service to and from Hoboken Terminal.
- Harden Hoboken Terminal infrastructure against storm surges.



**ITEM 2007-46: NJ TRANSIT RESILIENCE PROGRAM: HOBOKEN FACILITIES POWER DISTRIBUTION SYSTEM REPAIRS: CONSTRUCTION CONTRACT AWARD**

**WHEREAS**, Hoboken Terminal and Yard is one of NJ TRANSIT's major terminals and serves approximately 30,000 customers daily from across seven New Jersey counties and New York City. The Terminal is an intermodal facility served by nine NJ TRANSIT commuter rail lines, the Hudson-Bergen Light Rail, Port Authority Trans-Hudson (PATH) rapid transit system, bus service, and NY Waterway ferry services; and

**WHEREAS**, on October 29, 2012, Superstorm Sandy's storm surge caused significant damage to Hoboken Terminal and Yard, including to the Terminal's building facilities, substations and electrical assets, and key signals and communications equipment; and

**WHEREAS**, NJ TRANSIT advanced immediate repairs at the Terminal and Yard and is progressing construction of long-term recovery projects to rebuild or replace damaged assets and infrastructure in a resilient manner by relocating equipment above the flood elevation; and

**WHEREAS**, the work of this Contract consists of repairs to the electrical distribution system at Hoboken Terminal; and

**WHEREAS**, on March 10, 2020, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*. A Pre-Bid conference occurred on March 31, 2020; and

**WHEREAS**, bids were received electronically from two firms and opened on May 5, 2020, at NJ TRANSIT Headquarters in Newark; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Hall Building Corp., of Farmingdale, New Jersey, submitted the lowest responsive, responsible bid; and

**WHEREAS**, the NJ TRANSIT Office of Business Development identified this procurement as a race neutral project and reviewed and approved the 2.53 percent Disadvantage Business Enterprise utilization commitment identified by Hall Building Corp; and

**WHEREAS**, Sandy Insurance Funds are the anticipated sources of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-020X with Hall Building Corp. of Farmingdale, New Jersey, for the construction of the Hoboken Facilities Power Distribution System Repairs project in the amount not to exceed \$2,270,900.00, plus five percent for contingencies, subject to the availability of funds.

## ITEM 2007-47 BUS NETWORK REDESIGN: NEWARK REGION

The **Bus Network Redesign Contract** will evaluate and restructure the local intrastate bus system in the **Newark region** to help meet demand and improve service quality by better aligning service with the needs of our customers.

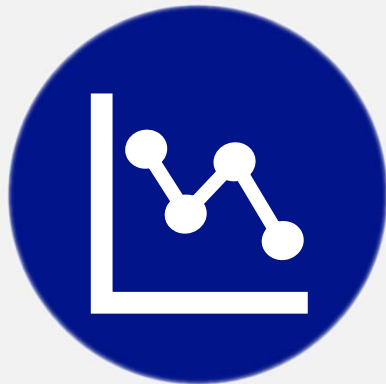
The **NJT2030: A 10-Year Strategic Plan** identified Bus System Redesign as a key strategy to support *“Goal 3: Power a stronger and fairer New Jersey for all communities.”*

Seeking authorization to enter into NJ TRANSIT Contract No. 20-022 with **Transportation Management & Design, Inc** of Carlsbad, CA, for the execution of the Bus System Design in the amount not to exceed **\$580,706.36**, plus five percent for contingencies, subject to the availability of funds.



## ITEM 2007-47 BUS NETWORK REDESIGN: NEWARK REGION

This project seeks to address the following issues:



Shifting ridership indicates the local bus system may not be fully serving our customers' needs



A legacy system combined with incremental route adjustments made over time has resulted in network inefficiencies



Changes in development and employment patterns have resulted in changing travel patterns

## ITEM 2007-47 BUS NETWORK REDESIGN: NEWARK REGION

The goal of this project is to reverse local bus ridership declines by restructuring the local bus system to be more attractive to current, former, and future customers. Additional project expectations include:

- A comprehensive approach to local bus service that results in transformative change
- Detailed analysis of how well the existing system meets the needs of customers
- A robust outreach effort that continuously engages the public and stakeholders throughout the study
- Service recommendations that are cost-neutral and implementable
- Opportunities for infrastructure investment such as improved bus shelters, bus lanes, and transit signal priority



# ITEM 2007-47 BUS NETWORK REDESIGN: NEWARK REGION

## Key Benefits of this project include:

- A bus system that provides customers with more travel options will ensure bus service is available when and where people want to travel
- A bus system that supports economic growth by connecting communities to economic opportunities
- A bus system that is easier to use and understand will speed up travel and make it easier for more people to make more trips
- A bus system that grows and sustains ridership by redeploying resources in areas with the greatest demand



**ITEM 2007-47: BUS NETWORK REDESIGN – NEWARK REGION**

**WHEREAS**, NJ TRANSIT provides its customers with regular route bus service throughout New Jersey and to New York City and Philadelphia which carries 151.0 million annual passenger trips (based on FY2019 data); and

**WHEREAS**, recent ridership declines on the intrastate bus network indicate that NJ TRANSIT should evaluate and redesign its local bus system to better align with customer needs; and

**WHEREAS**, the NJT2030: A 10-Year Strategic Plan identified Bus System Redesign as a key strategy to support “Goal 3: Power a stronger and fairer New Jersey for all communities”; and

**WHEREAS**, the extensive reach of NJ TRANSIT’s system necessitates that the evaluation and redesign of routes occur in geographic phases; and

**WHEREAS**, staff determined it appropriate to initiate redesign efforts within the Newark region due to the regional importance of bus transit in this area; and

**WHEREAS**, a Request for Proposal (RFP 20-022) was issued to seek competitive proposals from qualified consultants to provide these services; and

**WHEREAS**, NJ TRANSIT’s Technical Evaluation Committee has reviewed and determined Transportation Management and Design, Inc.’s (TMD, Inc.) proposal meets the requirements set forth in RFP 20-022; and

**WHEREAS**, the cost proposal submitted by the proposer has been evaluated against the internal cost estimate developed by NJ TRANSIT Planning; and

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

**WHEREAS**, NJ TRANSIT’s Office of Business Development assigned a zero (0) percent SBE goal to this study; and

**WHEREAS**, TMD, Inc.’s proposal includes a commitment of 15.9 percent SBE participation, although on review, the actual commitment is 9.016 percent. The Office of Business Development accepted this as a good faith effort submission and gave approval to award this contract at 9.016 percent SBE utilization commitment;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-022 with Transportation Management and Design, Inc. of Carlsbad, CA, for a 12-month contract period of September 1, 2020 through September 1, 2021 in the amount not to exceed \$580,706.36, plus five percent for contingencies, subject to the availability of funds.

(NJ Transit Board - 07/15/2020)

57489

# Eight (8) Option ALP-45A Dual-Powered Locomotives Vehicle Procurement

Presented to NJ TRANSIT's  
Board of Directors  
July 15, 2020



# History

57490



ALP-45 DP Base Order (26) & Options A&B (9)

ALP-45A DP Option C (17)

- **May 2007:** Advertised a request for proposal (RFP) to provide dual-powered locomotives through a competitive procurement process.
- **July 2008:** Board of Directors authorized NJ TRANSIT to enter into a contract with Bombardier Transit Corporation to purchase 26 ALP-45 DP dual-powered locomotives, which also included an additional 63 option locomotives.
- **July 2009:** Board of Directors authorized NJ TRANSIT to exercise a change order to purchase 9 option locomotives.

- **December 2017:** Board of Directors authorized NJ TRANSIT to exercise a change order to purchase 17 option dual-powered locomotives.
- **February 2018:** NJ TRANSIT issued a notice to proceed to Bombardier Transit Corporation for the 17 option locomotives.

(NJT Board - 07/15/2020)

# Moving Towards a More Sustainable Fleet

57491



- NJT2030 calls for NJ TRANSIT to promote a more sustainable future for our planet.
- By purchasing ALP-45A DP locomotives, NJ TRANSIT would be able to retire some diesel locomotives.
- The new ALP-45A locomotives will feature upgraded diesel engines and an after-treatment system to meet the Environmental Protection Agency's (EPA) Tier IV emissions requirements, further reducing the locomotive's emissions when operating in diesel mode. By contrast, even if overhauled, the PL-42's EMD 710 diesel engine cannot be upgraded to Tier IV.
- The ALP-45s can also take advantage of operating in electric mode whenever overhead catenary is available, which is more cost-effective and environmentally friendly than diesel operation.
- Replacing a Tier I locomotive with Tier IV locomotive can result in an estimated emissions reduction of 52.0 NOx tons annually which supports NJ TRANSIT's goal of a reduced carbon footprint.



# Operational Benefits and Flexibility

- **Operational Flexibility** by being able to power trains throughout NJ TRANSIT's entire rail system to include NY Penn Station
- **Improved Reliability** resulting in better on-time performance and fewer service interruptions
- **Self-Rescue Capability** by changing to diesel power if an interruption in catenary power occurs
- **Redundancy** by having two engines instead of one
- **Higher Maximum Speed** will allow trains consisting of new Multilevel III vehicles to operate at 110 mph in electric mode
- **Design Improvements** including compliance with new PTC regulations, added diagnostic capabilities, pneumatic system upgrades, increased operational and maintainability efficiencies, and LED lighting



# Locomotive Program Strategy

## Previous Strategy

- Overhaul 33 PL-42 AC locomotives
- Retire GP-40 fleet
- Purchase 17 ALP-45As

## Current Strategy

- Overhaul 10 PL-42 AC locomotives with a somewhat reduced scope
- Keep and Overhaul 7 GP-40s exclusively for Atlantic City service
- Purchase additional 8 ALP-45As, for a total of 25 ALP-45As



# Locomotive Program Strategy

Locomotive Type	2018 Strategy	2020 Strategy
PL-42	33	10
ALP-45	35	35
ALP-45A	17	25
GP-40	0	7
ALP-46	29	29
ALP-46A	36	36
<b>Total</b>	<b>150</b>	<b>142</b>



# Locomotive Comparison

	PL-42 AC	ALP-45 A
Maximum design speed	100 mph	100 mph (diesel) 125 mph (electric)
Can utilize overhead catenary in electric territory to save fuel and reduce emissions	X No	✓ Yes
Capable of providing service into Penn Station, NY	X No	✓ Yes
EPA engine emission compliance	Tier I	Tier IV
Load speed	950 rpm Medium Speed Diesel	1800 rpm High Speed Diesel
Engine redundancy (multiple engines)	X No	✓ Yes
10 car Multilevel consist head end power capability	X No (800 kW)	✓ Yes (1000 kW)
Obsolescence complications	✓ Yes	X No
Tractive Power	4000 hp	4300 hp (diesel) 5360 hp (electric)



# Schedule for Option ALP-45A Dual-Power Locomotives

(NJT Board - 07/15/2020)



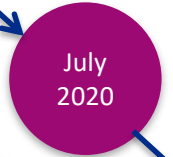
Dec  
2017

Board Approval (17)



Feb  
2018

Notice to Proceed (17)



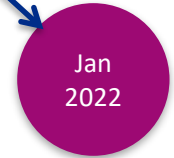
July  
2020

Proposed Board Approval (8)



Aug  
2020

Notice to Proceed (8)  
Delivery of First Pilot Locomotive (17)



Jan  
2022

Delivery of First Option  
Locomotive (8)



## Item 2007-48

# Rail Rolling Stock Program: Purchase Of Eight (8) Option Dual-Powered Locomotives And Contract Amendment For Engineering Assistance

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President and CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of eight (8) option dual-powered locomotives, including spare parts, at a cost not to exceed \$70,582,501, plus ten percent for contingencies (including fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control), for a total contract authorization of \$670,356,538, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President and CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, incorporated of New York, New York, for engineering assistance with the manufacture of the eight (8) option dual-powered locomotives at a cost not to exceed \$495,882, plus five percent for contingencies, for a total authorization of \$17,139,026, subject to the availability of funds.



**ITEM 2007-48: RAIL ROLLING STOCK PROGRAM: PURCHASE OF EIGHT (8) OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE**

**WHEREAS**, the purchase of eight additional dual-powered locomotives will allow NJ TRANSIT to modernize locomotives in the fleet with a vehicle that improves both the versatility and the reliability of the rail fleet; and

**WHEREAS**, NJ TRANSIT previously selected Bombardier Transit Corporation to provide 52 dual-powered locomotives; and

**WHEREAS**, the contract with Bombardier has options to purchase additional locomotives; and

**WHEREAS**, the locomotives purchased will be identical to the seventeen (17) previously ordered dual-powered locomotives currently in production, featuring upgraded engines and an after-treatment system to meet the Environment Protection Agency's (EPA) Tier IV engine emissions requirements, further reducing the locomotive's emissions when operating in diesel mode; and

**WHEREAS**, NJ TRANSIT previously selected STV, Incorporated through a competitive procurement process for engineering assistance for the dual-powered locomotives;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President and CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of eight (8) option dual-powered locomotives, including spare parts, at a cost not to exceed \$70,582,501, plus ten percent for contingencies (including fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control), for a total contract authorization of \$670,356,538, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President and CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the eight (8) option dual-powered locomotives at a cost not to exceed \$495,882, plus five percent for contingencies, for a total authorization of \$17,139,026, subject to the availability of funds.

**ITEM 2007-49: EXECUTION OF CONTRACT 19-064 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, HUDSON, PASSAIC and ESSEX COUNTIES)**

**WHEREAS**, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities; and

**WHEREAS**, a Request for proposal (RFP 19-064) was issued to seek competitive proposals from paratransit carriers to provide these services; and

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

**WHEREAS**, NJ TRANSIT's Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Access Link service in Region 6; and

**WHEREAS**, upon completion of the competitive procurement process, it has been determined that First Transit Inc. submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

**WHEREAS**, First Transit, Inc. has been operating the service under contract with NJ TRANSIT since February 9, 2009; and

**WHEREAS**, providing uninterrupted Access Link service for the provision of ADA paratransit is a requirement of the ADA and Federal Government; and

**WHEREAS**, First Transit, Inc. has an existing NJ TRANSIT Contract No.12-064 to operate Access Link service with enough funds available from Board's prior authorization to extend the contract to avoid any interruption of service;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to extend the existing NJ TRANSIT Contract No.12-064 with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) to provide for uninterrupted service for a 30 day period at a cost not to exceed \$550,000 already approved in the prior authorization, subject to 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 enter into NJ TRANSIT Contract No. 19-064 with First Transit Inc. of Cincinnati, Ohio, to operate Access Link service in Region 6 (Bergen, Hudson, Passaic, and Essex Counties) for an initial 36-month base period from July 19, 2020 to June 30, 2023 at a cost of \$47,065,332.00, plus five percent contingencies, for a total contract authorization of \$49,418,599.00, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

**ITEM 2007-50: RESOLUTION CONCERNING THE NEW JERSEY TRANSIT CORPORATION'S COMMITMENT TO THE PORTAL NORTH BRIDGE PROJECT VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT) AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES (PORTAL NORTH BRIDGE PROJECT)**

**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 operated by New Jersey Transit Corporation ("NJ TRANSIT"), between New Jersey and New York City; and

**WHEREAS**, the replacement of the Portal Bridge by a new Portal North Bridge (the "PNB 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 greater than 10 percent increase in peak hour passenger capacity; and

**WHEREAS**, NJ TRANSIT, acting as project sponsor for the PNB Project for purposes of compliance with 49 USC 5309, has applied for a Capital Investment Grant ("CIG") from the Federal Transit Administration ("FTA") for the PNB Project, which requires a significant match from local sources; and

**WHEREAS**, NJ TRANSIT hereby intends to evidence a commitment of its local funding share as required by 49 USC 5309 and the FTA; and

**WHEREAS**, in June 2018, the NJEDA and NJ TRANSIT approved preliminary resolutions to finance the PNB Project through the issuance of what was expected to be the 2018 Series Bonds under its 2016 Resolution and approving the execution and delivery of the necessary financing, lease and funding agreements; and

**WHEREAS**, upon the New Jersey Economic Development Authority (the "NJEDA") determining that the 2016 Resolution was a "closed resolution" and no new money bonds could be issued under the Resolution, the NJEDA adopted its NJ Transit Transportation Project Revenue Bond Resolution in December, 2019 (the "General Bond Resolution"), which permits the issuance of additional new money bonds to finance NJ TRANSIT transportation projects; and

**WHEREAS**, in 2020, the NJEDA issued \$500 million of bonds pursuant to the General Bond Resolution and the First Supplemental NJ Transit Transportation Project Revenue Bond Resolution (the "First Supplemental Resolution") for the purchase of commuter buses and locomotives; and

**WHEREAS**, the NJEDA adopted a resolution on July 14, 2020 authorizing the adoption of the Second Supplemental NJ Transit Transportation Project Bond Resolution, and authorized NJEDA to execute a lease agreement and a sublease agreement (“Lease Financing Documents”), and a funding agreement on behalf of the NJEDA with NJ TRANSIT and with the approval of the Commissioner of New Jersey Department of Transportation (the “Funding Agreement”), and determining to issue, in one or more series, in an aggregate principal amount not to exceed \$600 million, NJEDA NJ Transit Transportation Project Bonds, 2020 Series (Portal North Bridge Project), (the “Bonds”) for the purpose of financing a portion of the costs of the Project; and

**WHEREAS**, NJEDA in consultation with NJ TRANSIT may designate any or all of any Series of the 2020 Series Bonds as Green Bonds and NJ TRANSIT to take any and all actions necessary related to the designation of Green Bonds; and

**WHEREAS**, in connection with the issuance of the Bonds, NJEDA and NJ TRANSIT will enter into the Lease, the Sublease, and any other document necessary to effectuate the issuance of, and the secure, the Bonds; and

**WHEREAS**, NJ TRANSIT will enter into a Funding Agreement pursuant to which NJ TRANSIT will pledge a portion of its pay-as-you-go (“paygo”) appropriations to secure its payment obligations under the Lease Financing Documents.

**WHEREAS**, pursuant to the Funding Agreement, NJ TRANSIT shall pledge to the NJEDA annual appropriations to the Transportation Trust Fund made by the New Jersey State Legislature in each State fiscal year to the PNB Project in an amount necessary to pay rent payment obligations of NJ TRANSIT payable under the Sublease, in such State fiscal year; and

**WHEREAS**, NJEDA will pledge and assign such rent payment obligations received from NJ TRANSIT to U.S. Bank National Association, the Bond trustee, for the purpose of paying the principal of and interest on the Bonds issued to finance a portion of the costs of the Project; and

**WHEREAS**, NJ Transit is authorized pursuant to N.J.S.A. 27:25-1 et seq. (the “Act”) to enter into such contracts and take such other actions necessary, convenient or desirable to carry out any power expressly or implicitly given to the Corporation, including, without limitation, entering into the Lease Financing Documents and the Funding Agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE NEW JERSEY TRANSIT CORPORATION AS FOLLOWS:**

1. The Board hereby authorizes and directs an Authorized Officer to execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds for the purpose of funding a portion of the costs of the PNB Project, provided that the term of the Bonds shall not exceed (30) years and the Bonds shall be issued in a principal aggregate amount not to exceed \$600 million for the costs of a portion of the PNB Project;
2. The Board hereby authorizes an Authorized Officer to execute and deliver the Lease Financing Documents, the Funding Agreement and such other documents, instruments, agreements and papers and to do such acts and things as may be necessary or advisable to effectuate the transaction, with such changes, insertions and omissions as shall be approved by an Authorized Officer, with the advice of the State Attorney General;
3. The Board hereby authorizes and directs an Authorized Officer to negotiate and enter into or execute all documents, instruments and papers, and do and perform any and all acts or things, including by the assignment of and hiring of staff and resources to proceed with the PNB Project, as necessary to give effect to the foregoing;
4. The adoption of this resolution authorizing NJ TRANSIT to execute and deliver the Funding Agreement and the Lease Financing Documents in connection with the issuance of the Bonds is intended to assist NJ TRANSIT in applying for Core Capacity Grant funding through the FTA CIG grant program; and
5. This resolution shall become effective 10 days after a copy of the minutes of the NJ TRANSIT meeting at which this resolution was adopted has been delivered to the Governor for his approval, unless during such 10 days the Governor shall approve the same, in which case this resolution shall become effective upon such approval, as provided in the New Jersey Transit Corporation statute, N.J.S.A. 27:25-1 et seq.; and
6. For the purposes of this resolution an "Authorized Officer" shall mean the Chair, President & CEO, SVP, Chief Financial Officer & Treasurer, SVP, Capital Programs, or SVP & Chief Administrative Officer of the Corporation and shall also mean any other person who shall be authorized by resolution of the Corporation to perform such act or to execute such document or any other person or persons who shall be authorized to act on behalf of the Corporation by the Chair or President & CEO of the Corporation which certificate shall set forth such authorization and shall contain the specimen signatures of each such person.

**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 Approval to Enter into Agreements with the National Railroad Passenger Corporation (AMTRAK) to Progress the Portal North Bridge Project; 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.