

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

NJ TRANSIT
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September 23, 2021

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, September 15, 2021.

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, September 15, 2021. The meetings occurred concurrently.

Board Members

Diane Gutierrez-Scaccetti, Chair
Cedrick T. Fulton, Vice Chair
Lauren LaRusso, Governor's Representative
Dini Ajmani, Treasurer's Representative
James D. Adams, Board Member
Sangeeta P. Doshi, Board Member
Bob Gordon, Board Member
Richard A. Maroko, Board Member
Shanti Narra, Board Member

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Eric R. Daleo, Senior Vice President, Capital Programs
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 9:03 a.m. in accordance with the Open Public Meetings Act. Board Secretary Zuczek conducted a roll call and noted Board Member Ajmani would join shortly.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on September 9, 2021 with the Secretary of State, 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.

Board Member Ajmani joined the meetings.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the August 25, 2021 Board meetings. Board Member Shanti Narra made the motion, Board Member Richard A. Maroko seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett started by expressing his sincerest thanks and appreciation to all the NJ TRANSIT employees who worked around the clock in the midst of Tropical Storm Ida to protect their customers, employees, and transit network, and get them up and running again as quickly as they did. Ida brought unprecedented, intense, and concentrated rainfall over the course of just a few hours, causing severe flooding throughout the region.

Soon after the storm passed, President & CEO Corbett went into the field to survey the damage at some of our hardest hit locations, including visits along the Raritan Valley Line, Far Hills on the Morris & Essex’s Gladstone Branch, and Oradell bus garage, which was completely inundated with flood water. He met with various crews, members of the Army Corps of Engineers, including Brigadier General Thomas Tickner and Deputy District Engineer Joseph Seebode, and had a chance to observe some of NJ TRANSIT’s recovery efforts first-hand.

Fortunately, NJ TRANSIT was well prepared for this storm, which ended up being the second deadliest in their state’s history and far-exceeded the initial projections of swiftness and volume of rainfall in many areas of the state. Before the storm, NJ TRANSIT strategically placed emergency equipment throughout the system, evacuated buses, and equipment from facilities such as Oradell Garage, and sand-bagged large segments of their network. Additional personnel, including electricians, signal maintainers, and station maintenance staff, were on-call and available for rapid deployment.

NJ TRANSIT police officers and safety personnel were out in force throughout the system to ensure the safety and security of customers and employees. Public information officers, social media, and communications staff were on duty around the clock to keep customers informed with up to the minute service information.

In short, they learned from the hard lessons of the past, after Superstorm Sandy and Hurricane Irene. Most importantly, although some riders experienced delays, NJ TRANSIT always puts safety first. President & CEO Corbett was glad to report that

every one of their customers arrived at their final destinations safely, with no reported injuries.

As the storm passed, they worked through the night and over the next few days to make the necessary repairs and inspections to resume most regular service within 24 hours, and all regular service was fully restored by Monday, September 6, 2021. Restoring service so quickly proved crucially important to customers, as they were able to get out and enjoy the Labor Day weekend. In fact, despite the devastating impacts of this storm across the state, post-Irma weekend ridership levels remained nearly on par with previous weekend levels.

Moving on to COVID-related updates, President & CEO Corbett was pleased to report that positive cases among NJ TRANSIT employees this month declined from already low-levels. Out of approximately 12,000 employees, 41 were positive, down from 51 at the last Board meeting. Ridership remained relatively steady from last month's reported levels, although they started to see further increases as schools reopened, more employees returned to the office after Labor Day, and entertainment venues such as Broadway theaters were opening back up.

As the region continued to reopen, NJ TRANSIT was planning for the future to determine how to best align services with evolving ridership patterns. Toward that end, last month they released their fourth COVID-related ridership survey, conducted this year in June. They compiled a significant amount of data from these surveys regarding customer travel behavior in the midst of the pandemic.

For this fourth survey, they were very encouraged by the many customers who said they intended to use NJ TRANSIT to return to work. President & CEO Corbett turned the floor over to Susan O'Donnell, Senior Director of Business Research and Analysis, to give a brief presentation on these findings.

Susan O'Donnell provided a brief overview of the COVID Travel Survey #4 Results. She said the COVID Travel Survey #4 was conducted June 8, 2021 through June 25, 2021. They received approximately 46,000 responses and the survey had similar questions to the previous surveys, which focused on the NJ TRANSIT mode and trip purpose customers used most often pre-COVID. This survey had a more detailed section about working from home and return to work.

Ms. O'Donnell said the percent of customers that said they traveled at least once in the last seven days for work was shown in the chart on the left side of slide three, and non-work trips on the right chart. The modes shown were the modes used by the customers pre-COVID. The percentage of customers traveling for work or non-work has grown since the previous survey done in December 2020.

Ms. O'Donnell said slide four showed the mode customers who traveled for work used. The percent of customers using the same NJ TRANSIT mode of transportation that they used pre-COVID has increased in most cases with the greatest increase in the rail market.

Slide five showed the satisfaction scores customers gave for cleanliness at NJ TRANSIT stations and stops, and onboard vehicles. The charts showed scores, on a scale of zero to 10, for pre-COVID-December 2020 and June 2021. In all cases the scores increased. The slide also showed that customer satisfaction with the PPE vending machines increased since December 2020.

Ms. O'Donnell said slide six showed 90 percent or more customers said most, all, or almost all customers were wearing masks. In some cases scores declined since December, but this could be due to the relaxation of the rules for wearing masks outside that occurred during the survey period. In the future, the question will be asked specifically about wearing masks onboard or inside.

Slide seven showed customers who traveled for work that were asked whether their employer had set a date for returning to the office or worksite. The North Jersey Local and South Jersey bus market customers generally indicated a June return to work date, while the New York bus and rail market customers primarily had a September return to work date.

Ms. O'Donnell said slide eight showed whether employers of customers traveling to work had stated what the work arrangement would be after the COVID crisis was over, such as in the office full-time, remote full-time, or hybrid with some days in the office and some days at home or remote. She noted 72 percent of North Jersey and 86 percent of South Jersey local bus customers whose employers had set a plan said they plan to be in the office full-time, and only three percent expected to be remote full-time. The gray boxes on the chart showed the number of days local bus customers worked at the office or worksite pre-COVID compared to the number of days they expected to work there after the COVID crisis was over.

Slide nine showed the New York Markets with 51 percent of the New York Interstate Bus and 67 percent of rail customers expected to work a hybrid schedule. Three percent of New York Interstate Bus and five percent of rail expected to be fully remote. New York bus customers expected to work 3.8 days at the office compared to 4.8 days pre-COVID. Rail customers expected to be in the office 3.2 days compared to 4.5 days pre-COVID.

Shown on slide 10, customers were asked how safe they considered various activities such as taking public transportation, dining inside or outside at a restaurant, working in an office, or attending a gathering of 100 or more people. Ms. O'Donnell said the blue section of the bar showed the percentage of customers that felt that activity was safe or very safe. Taking public transportation was in the high 60 to low 70 percent and working in the office was a little higher.

Slide 11 showed the overall satisfaction with NJ TRANSIT scores from the pre-COVID November 2019 Customer Satisfaction Survey, the December 2020 COVID Survey, and the June 2021 COVID Travel Survey. Ms. O'Donnell said COVID scores were generally higher than pre-COVID, particularly in the New York markets.

Lastly, Ms. O'Donnell said this survey has been shared with senior management and others. The next COVID Survey is tentatively planned for October/November 2021 and the next Customer Satisfaction Survey is planned for the Spring of 2022.

President & CEO Corbett thanked Susan and said her presentation was online and available for download. Simply visit njtransit.com and click on the "Board of Directors" link under the "About" tab. On this page, scroll down past the Board's livestream video, and click on "Board Agenda," where the full presentation was at the bottom of the page.

President & CEO Corbett said as another aspect of their work to best align service to changing ridership patterns, on September 4, 2021, they introduced new schedules on several bus routes. These schedules included mostly minor, tailored adjustments to match current and anticipated ridership. President & CEO Corbett urged customers to visit their Bus Point-to-Point page at njtransit.com/bus-to, to carefully review bus timetables before starting a trip.

Aligned with the findings of their latest customer survey, on September 7, 2021, NJ TRANSIT was pleased to put another chapter of this pandemic behind them by reopening all NJ TRANSIT-controlled indoor waiting rooms at rail stations not staffed with ticket agents. Rail station waiting rooms staffed with ticket agents have been open since September 2020.

Given the success of Governor Murphy's vaccination efforts, and all the safety measures NJ TRANSIT has implemented since the onset of the pandemic, they were confident they could safely restore this important customer amenity, to provide the safest, most comfortable experience possible. As a reminder, per the Transportation Security Administration's (TSA) federal directive, customers are required to wear masks while inside waiting rooms and onboard all public transit vehicles through January 18, 2022.

President & CEO Corbett said they had a significant infrastructure update to share this month regarding the Gateway Program's Hudson Tunnel Project. NJ TRANSIT, along with their project partners at Amtrak, the Port Authority, and the Gateway Development Commission, successfully submitted this project's new financial plan to the Federal Transit Administration (FTA) on August 27, 2021. This was a major development because it allows the project to qualify for advancement to the next phase of the FTA's Capital Investment Grants (CIG) Program, moving it one step closer towards construction.

In addition to the tremendous support NJ TRANSIT received from Governor Murphy and Commissioner Gutierrez-Scaccetti, this submission was the result of some incredibly hard work over the last few months by a wide range of employees across the organization. Leading the effort were Senior Vice President, Chief Financial Officer, and Treasurer Bill Viqueira and Senior Director of Contracts and Claims Ayelet Hirschhorn. They were supported by Finance team members Jeff Bernstein, Patrick Hartman, and David Lu, along with Planning team members Mathew Safer and Joe Quilty. President & CEO Corbett knew there were many others who contributed to this submission, so he offered his sincere thanks to all those who had a hand in their success.

President & CEO Corbett also thanked and commended the Federal Transit Administration and the Federal Railroad Administration (FRA) for their role in facilitating this submission. As the Board has been briefed, NJ TRANSIT has developed very close and productive ties with Federal Transit Administration and Federal Railroad Administration staff over the past three years, through their work together on Positive Train Control and dozens of advancing projects in their five-year Capital Plan. Under the Biden Administration, they were pleased to see these federal agencies now working aggressively to rapidly advance the Hudson Tunnel Project. President & CEO Corbett said they appreciated all they were doing to advance this project, and they were optimistic about the outcome of their submission.

President & CEO Corbett said they had more promising infrastructure developments to report this month. Also on August 27, 2021, the Murphy Administration and NJ TRANSIT further advanced the \$190 million renovation and revitalization of Newark Penn Station, with the release of a Request for Proposals (RFP) for Master Planning, Conceptual, Preliminary, and Final Design, and Construction Assistance Services. Through the release of this RFP, they will transform Newark Penn Station, building on the significant work currently underway, through both state-of-good-repair work and major infrastructure improvements, to enhance every aspect of the customer experience. President & CEO Corbett thanked both Governor Murphy and Commissioner Gutierrez-Scaccetti for recognizing the urgent need to restore Newark Penn Station, one of the busiest, most historic, and most vital multi-modal transit hubs in their region, to its former glory.

President & CEO Corbett moved on to technology updates, noting reports of cyber-attacks and data security breaches have become increasingly prevalent in recent years, and will likely only increase as technology is integrated into every aspect of their lives. From this perspective, he was pleased to note that NJ TRANSIT was recently recertified by the International Organization for Standardization (ISO) as having achieved the cyber-security standard ISO 27001:2013.

As some may remember, this prestigious certification provides an internationally recognized framework and guidelines for companies to keep customer information secure, as well as the Corporation's information. NJ TRANSIT remained the only public transit agency in the nation to achieve it. President & CEO Corbett said at NJ TRANSIT, as more and more technology was integrated into their equipment, infrastructure, and capital projects, it was essential that they protect that data. Through this stringent certification process, NJ TRANSIT was taking the proactive steps necessary to keep their network, customers, and their data safe.

President & CEO Corbett noted he had four quick items to wrap up. First, last week marked the 20th anniversary of September 11, 2001, and as many recall, NJ TRANSIT was integrally involved in the response to the attacks. This year, they created a special video, available on NJ TRANSIT's YouTube channel, to pay tribute to all those NJ TRANSIT employees who played a role on that day and in the days that followed. They also published a special 20th anniversary of 9/11 segment on Friday, September 10, 2021 on NJ TRANSIT's blog, First Run. Visit njtransit.com/firstrun to view

personal reflections and accounts of how NJ TRANSIT employees contributed to the response that day, and in the days, weeks, and months that followed. NJ TRANSIT and the New Jersey Transit Police Department (NJTPD) also participated in a number of 20th anniversary events and remembrances.

In their post-9/11 world, security and counterterrorism still remain paramount, and were incorporated into every aspect of operations. In that context, President & CEO Corbett was pleased to note that last month, NJTPD Chief Christopher Trucillo was chosen to Chair the TSA's prestigious Transit Policing and Security Peer Advisory Group. The Group was dedicated to bringing together transit law enforcement executives to proactively strengthen the nation's mass transit system through information sharing and discussion of best practices. NJ TRANSIT was lucky to have Chief Trucillo on their team, especially considering the considerable resources and expertise he was able to leverage and bring to bear for NJ TRANSIT customers and employees.

As many know, the Chief has also built up an extraordinary team of NJTPD officers. Just this past weekend, as some may have seen in the news, an NJTPD K9 officer reunited a lost child with his parents. An 11-year-old boy from Houston was separated from his family on the Hudson Bergen Light Rail, when he mistakenly boarded a light rail vehicle alone. After the family notified NJ TRANSIT, NJTPD officers fanned out in the surrounding area and canvassed multiple stations. K-9 Officer Michael Brown, who was part of the search, found the boy in Jersey City, after the boy told a couple he was lost, and several local citizens flagged down the officer's vehicle. President & CEO Corbett said their deepest thanks go out to the concerned citizens and, of course, to Officer Brown.

Finally, President & CEO Corbett was proud to pass on the news that Forbes once again recognized NJ TRANSIT's efforts to create a culture of excellence, along with a stimulating, supportive, and inclusive work environment for the nearly 12,000 employees. This year, Forbes named NJ TRANSIT to its renowned "America's Best Employers By State 2021" list. Of the 1,330 employers that made the final list, only 90 New Jersey organizations were included in the annual rankings, which measured leading companies from around the world to identify those best-liked by employees.

NJ TRANSIT ranked 24th out of 90 on the list of Best Employers in New Jersey. In 2018, for the first-time in their history, NJ TRANSIT was named one of the country's top 500 employers in Forbes' America's Best Employers list. These distinctions help validate the hard work by so many in the organization since 2018 to make NJ TRANSIT an employer of choice in New Jersey.

Chair Gutierrez-Scaccetti thanked President & CEO Corbett. She noted he touched on a lot of very important items in his report this month that not only have to do with their operations, but also the heart and soul of NJ TRANSIT, and she certainly appreciated that.

Public Comments

Chair Gutierrez-Scaccetti asked the event call operator to open the floor for public comments and to provide instructions for entering the queue to make a public comment. 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 the 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.

Ryan Felmet, a Summit rail commuter into New York, wanted to talk about the trains and apologized for the background noise because he just arrived in New York 45 minutes late on an NJ TRANSIT train ride that should have been about 40 minutes. He noted he would be missing some meetings. Mr. Felmet said this was his first time going back into the office on the hybrid schedule and the environment has been extremely terrible. He said he lives about one mile away from the train station and this was commonplace for what he sees in contrast to President & CEO Corbett's award-winning type of transit system.

Mr. Felmet said, he knows that people were working hard, but pretty much all the trains on the Morris & Essex Line that morning were either delayed or cancelled due to signal failure or mechanical equipment. He would like to hear directly from President & CEO Corbett about the reality of what was going on. Mr. Felmet said it was remised at best not to talk about what happened in Bound Brook during Hurricane Ida. He said he can understand that people were working hard, but he could not understand not mentioning what happened with the flood gate being kept open by NJ TRANSIT trains.

Mr. Felmet wondered who was going to take accountability for this and said this brings him back to the culture. He said he has brought it up at several meetings, and while he knows they cannot talk about specific cases, he questioned what was going on with the culture at NJ TRANSIT. Mr. Felmet said he has heard a lot about diversity and workplace celebration, but asked whether this was a reality, whether the Board thought this was a reality, and whether President & CEO Corbett thought this was a reality.

Mr. Felmet said there was a lot of transit development going on in New Jersey and if NJ TRANSIT cannot succeed, who was accountable for this. He asked if it was President & CEO Corbett, Chair Gutierrez-Scaccetti, or the new Board Members. Mr. Felmet wanted someone to just step up and talk about these things. He said this was extremely frustrating and the late train issues happened a lot more than what the on-time performance stated on the webpage. Mr. Felmet wants to see the average commuting time on the NJ TRANSIT webpage and not the fast-tracking and off-peak hours. He said his commute today and last week took double the time and he was late by 30 minutes.

Charan Singh said he lives in Galloway, New Jersey. He had an issue with his special needs son getting to his first job at Amazon which was located at 2277 Center Square Road in Logan, New Jersey. Mr. Singh said Amazon was approximately 56 miles from their home and there was no affordable transportation available in the area. He said he has been trying to see if there was any Access Link service available and has been working with Kris Tucker to find a solution for his son, but at this point they have not found anything. Mr. Singh said this job was very important to his son, he really likes it, and he wants to be productive. He said his son was recently married and his wife would be coming to this country later this year. Mr. Singh said if NJ TRANSIT or Access Link could help, it would be greatly appreciated. He said his son's work schedule was 9:00 a.m. to 2:00 p.m.

James Norman said he lived in Teaneck, New Jersey and wanted to know why there were still Board vacancies that have not been filled. He understood there were four vacancies, two for labor unions and two for Board Members who would represent bus and train riders. Mr. Norman said with this in his mind, nothing stated more clearly that they did not care much about riders than the failure to make appointments.

Mr. Norman also wanted to know what NJ TRANSIT has done to mitigate the action of climate change by encouraging riders to leave their cars at home and use mass transit. He said it seemed to him that if these types of efforts were made to make mass transit a more attractive option, it would be irresistible. Mr. Norman said this could go a long way in mitigating the causes of climate change.

Adam Reich said he was a rider of the Northeast Corridor and first would like to discuss his concerns about Hurricane Ida and the Raritan Valley train being stuck in Bound Brook and leaving the flood gates open. He also had concerns about train 3881 getting stuck in the vicinity of Newark Airport in flood waters and passengers being left onboard overnight without food, water, or ample communication, which led some of them in frustration to smoke on the train. Mr. Reich said it was imperative when things like this happen to see what can be done about communicating more with the riders, to keep them in the loop of what was going on, and provide food and water if they cannot get off the train in a timely fashion. Mr. Reich said clearly these were things that NJ TRANSIT could do better.

Mr. Reich said the COVID-19 Travel Survey Results were very incomplete and lacking important detail and significant differences between having all people onboard and in compliance. He said the reality he was seeing on trains was that it still took going through four to five cars to find one without an issue of someone being unmasked, speaking on the telephone, or doing their make-up. Mr. Reich said it would help if more train crew were walking through to maintain compliance and more of a police presence. He said he was promised this at the last committee meeting, but he has not seen much of a change. He said while he does see the NJTPD presence in Trenton, he does not see the mask mandate being enforced at the Transit Center. Mr. Reich said he saw officers unmasked in a group gathered by a desk and they did not say anything to people walking by unmasked. He said there was an indoor dining space from a vacant pizzeria that could possibly be used to bridge this gap.

Mr. Reich said in regard to the Advisory Committee, he would like Ms. Mack to speak to why there was no real online presence for them and what they were doing to engage the general public and fill vacancies. He also asked when the last time a new member was added to the Advisory Committee.

In regard to scheduling, Mr. Reich would like to see a virtual post-pandemic forum like what was done with New Bus Newark because they get a better synergy than what they get from a written survey. Lastly, on the Customer Advocate position, he said they have yet to hear a date when this vacancy will be filled. Mr. Reich wanted a target date provided, even if it was missed.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said some of their members noted the automated telephone system that one reaches after 5:00 p.m., or sometimes a little earlier, was not always accurate. She said she was holding for 10 minutes before being cut-off at 4:50 p.m. Ms. Gellert said punching in the starting location and destination, followed by a one for the next departure, sometimes yielded no result at all. Ms. Gellert said they have long advocated for restoring the long ago cut phone hours, if not all the way until midnight as it was in her earlier public transit days, at least until 9:00 p.m.

Ms. Gellert said they have seen service cuts made with little to no announcements, which was very disruptive. She also pointed out the importance of taking connections into account when changes were made. Ms. Gellert said those that rely on public transit often become experts in figuring out how to avoid the worst missed connections and the change on one line could create havoc with well-planned traveling routines. She said assuming that everyone can drive or walk to their one train or bus left out a lot of riders.

Ms. Gellert said they were also concerned about the train stuck in Bound Brook holding open the flood gates. Like many others they had a few questions such as: when did NJ TRANSIT realize there was a potential issue; when were they first in communication with the county Office of Emergency Management; when at 5:00 p.m. Wednesday evening the county called for closure of two flood gates on Thursday morning, did anyone question why there was no mention of the third flood gate; did they consider turning trains at Plainfield, with shuttle buses for passengers to complete their journey; and most important what were they putting in place to ensure that there were no repeats there or elsewhere.

Ms. Gellert said in response to President & CEO Corbett's report, she was pleased to hear of the ISO Recertification, which was an important achievement. She provided her congratulations. Ms. Gellert was mystified by the Forbes accolades and media coverage of the sexual harassment lawsuits against NJ TRANSIT, and said something did not add up.

Board Member Comments

Board Member Adams thanked all of the public speakers who took time out of their busy day to speak with the Board and convey their concerns, questions, and comments. He said to Mr. Felmet that he did get his emails concerning the Morris & Essex Line train delays and would ask President & CEO Corbett and his team to look into it and see if there was any specific reason for the delays pointed out in his email. As far as Mr. Singh's comments, he congratulated him on his son's marriage. Board Member Adams said he hoped that NJ TRANSIT and the team would reach out to Mr. Singh to see if there was any way to accommodate him, with Access Link or other existing methods, to get his son to his Amazon job.

On Hurricane Ida, Board Member Adams said he was looking forward to a report from the NJ TRANSIT team about lessons learned and things they could do better. However, he noted they have to understand this was an unprecedented storm and like President & CEO Corbett said it was the second worst storm in New Jersey history. He still expects the team to come up with recommendations on how they can do better, as well as the things they did well in preparation for the storm and in response to the storm. He thanked the speakers again for taking time out of their busy day to voice their questions and concerns.

Board Member Doshi thanked all the speakers and noted she had a few of the same questions Board Member Adams had but would not repeat them. She thanked all of the staff for their hard work with Hurricane Ida. She thought the COVID Survey report was helpful on pre-COVID information and post-COVID plans and thanked staff for the report. Board Member Doshi congratulated Chief Trucillo and all of the New Jersey Transit Police for all that they do every day.

Board Member Gordon thanked all of the public speakers for always taking the time to share their thoughts with the Board. He said he would like to respond to at least two of the speakers. First Board Member Gordon said, in response to Ryan Felmet, there was somewhat of a disconnect between the quantitative data they hear in the surveys and the anecdotal information they hear from the riders. He said this reminded him that it was often important to supplement polling data with information that can be gleaned from focus groups. Board Member Gordon said certainly in politics, this was a practice that was underway to get those anecdotal stories and the human feel as to what was going on to supplement quantitative data. Board Member Gordon was hopeful that once the Customer Advocate position was filled, one of the things he/she would do was have frequent meetings with riders to get more of a human sense of information that they can bring back to the Board and senior staff so they can respond appropriately.

Second, in response to Mr. Singh's comments, Board Member Gordon knew the staff would do all they could to assist him. He said he was aware of some groups in South Jersey that may be helpful to Mr. Singh but could not guarantee this. He asked Mr. Singh to get in touch with him through his email at bgordon@njtransit.com. Board Member Gordon said he would forward his information to these organizations, which were Pascal

Foundation and the Cross County Transportation Work Group out of Atlantic County, and they may be able to find some resources for him.

Board Member Maroko thanked President & CEO Corbett for the report and thanked the public for all of their comments. He also expressed his thanks and gratitude to the staff for all the hard work they put in during the storm and for putting themselves in harm's way. Board Member Maroko said it was very much appreciated.

Board Member Narra said she wanted to echo the other Board Members when complimenting and acknowledging all of the staff and employees for not only Hurricane Ida but also Hurricane Henri, for the extraordinary work and efforts made by so many people on the ground. She also wanted to assure people that NJ TRANSIT realized there were always lessons to be learned. Board Member Narra was sure there have been after action meetings afterwards and they will be getting a report on what happened and what they can do in the future to alleviate what happened in Bound Brook and on train 3881.

Board Member Narra said in regard to Adam Reich, he spoke at the Operations & Customer Service Committee meeting, where she expressed her support for his feelings about mask compliance. She said Chief Trucillo and staff indicated they were going to make it a priority and she believed they would. Board Member Narra agreed with Mr. Reich that with increased ridership it becomes more of an issue of making sure all the riders comply with the mask mandate for everyone's safety, and she was hopeful they would all see an improvement of conditions on the ground.

Board Member LaRusso said she would echo everything Board Member Narra said both on Hurricanes Ida and Henri. She too was truly grateful for the staff and what they did. Also, she agreed with Board Member Narra on the mask compliance issue. Board Member LaRusso appreciated the critical feedback from the public speakers, thanked them for taking the time to call in, and said they all took their comments to heart and would do their best to address all concerns.

Vice Chair Fulton said he too would echo his colleagues' comments. He said the thing that struck him the most about an organization like NJ TRANSIT was the vastness of the number of operations. They heard the points made that there was deviation and noted it was important to hear when NJ TRANSIT does not hit the mark. Vice Chair Fulton said even though the over-arching numbers in terms of the performance percentages demonstrate within the context of statistical averages, a high level of performance relatively speaking, they all know as commuters that it becomes naught when they were the ones caught in something that was far below acceptable. Vice Chair Fulton said it was important to hear from people about these deviations because it was the only way they have an opportunity to focus in and this was how the larger performance window was improved.

Vice Chair Fulton said regarding Hurricane Ida, he too looked forward to the after-action reports which are extremely instructive based on his experience. Whenever possible, he would strongly suggest to President & CEO Corbett and his team, although they have

probably thought of it and was often hard to do, was when they know of a piece of stuck equipment, one of the most important things to do was to try and get some relief to the people, whether it was bottled water or a boxed meal. While he understands they could not have people walking off a train where there was electrification and often times there were a minimal number of emergency rescue staff to attend to all the issues that were happening simultaneously, he has found through experience if they could put to the top of the list where they know people could be stuck for an extended period of time, getting them food and water could go a long way. He said again he will look forward to the after-action report.

Chair Gutierrez-Scaccetti said she did not have any comments that were not already said. As she said after President & CEO Corbett's report, she thanked all the staff for their work.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She said they had hoped this meeting was going to be an in-person one, but unfortunately the pandemic conditions have not allowed that. She said due to this, their Advisory Committee decided to continue their virtual meetings until the end of 2021. However, if NJ TRANSIT Board Members come in, they will be in attendance for that. Ms. Mack said the next Advisory Committee meeting will be held on Friday, September 17, 2021. She really appreciated all the public comments and concerns because she takes them back to her committee.

Ms. Mack said in particular she appreciated Board Member Gordon's comments on the Customer Advocate coming onboard and going out and listening to the riders. In light of the comments made by the public, she would discuss having a more online virtual presence with the Advisory Committee. Ms. Mack said if they could piggyback onto some type of listening tour to actually get comments from the public, especially in light of what has been happening in the world with the weather, that would be great. She said the Hurricane Ida came out of nowhere and was the most serious storm since Hurricane Sandy. Ms. Mack complimented the staff that went out and worked through these issues. She said it was very unfortunate that service had to be suspended and the problems along the Raritan Valley Line. Ms. Mack said she had family who experienced these conditions as well.

Ms. Mack said they learn from these experiences, and noted the 20th anniversary of 9/11 and the Memorial Service held this week. She said they remember the wonderful work that was done by NJ TRANSIT in that crisis, however, here they were having a weather crisis. She said as the Board stated, and the Advisory Committee would echo, they will all learn and grow and try to become more prepared to deal with what comes their way.

Ms. Mack wanted to comment on Chief Trucillo being chosen to Chair the TSA Transit Policing and Security Peer Advisory Group. She said this group works on sharing intelligence information and effective practices to mitigate the risk of terrorism on mass transit systems and infrastructure. Ms. Mack said this was an important honor for

NJ TRANSIT's Chief to be put in such a high position and his experience in what he has gone through in setting up the Terrorism Task Force after 9/11 will help all of them and the country as they move forward.

Ms. Mack said there were a few things that seemed to be going back to normal such as the opening of the indoor NJ TRANSIT waiting rooms at all rail stations in early September. She noted customers were required to wear a mask inside waiting rooms and onboard all public transportation vehicles through January 2022, per TSA regulations. Ms. Mack said they did work on some of the non-crisis related activities and through the Governor, NJ TRANSIT has issued the RFP to advance the \$190 million renovation and revitalization at Penn Station. She said it was very important as an organization that deals with these overwhelming day-to-day crisis and it was good to see that the Board was advancing projects that will be able to be there for the riding public. They also noticed an item for the Meadowlands Transitway Project which would provide access between Secaucus Junction and the Meadowlands Sports Entertainment Complex. Ms. Mack hoped to report in the future that people would be in a situation where they were able to attend these events.

Board Operations and Customer Service Committee Report

Board Member LaRusso presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the Cost of Service and an update on COVID Travel Survey #4 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 compared to previous year's comparable period, twelve-month farebox revenue and farebox recovery actual results compared to pre-Covid, bus revenue and ridership trends, Federal Covid-19 relief grant drawdown summary, and major balance sheet items.

Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for July 2021 to July 2020.

The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the Mason Substation

Oversight Advisor – Contract Amendment for Burns Engineering Inc. Professional Services Contract; and Amendment to the Temporary Operation of the Middlesex County Local Bus Service.

Board Energy and Sustainability Policy Committee Report

Vice Chair Fulton presented the report for the Energy and Sustainability Policy Committee. The Energy and Sustainability Policy Committee discussed updates to NJ TRANSITGRID, which included the procurement schedule and anticipated release of the Request for Proposals for the project. The Committee also received a briefing from SVP Eric Daleo and his staff regarding NJ TRANSIT's Sustainability Plan. Topics included a project overview, the future procurement of a consultant to assist with the plan's development, and the essential elements NJ TRANSIT intended to include within its Sustainability Plan.

Action Items

2109-61: NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2021

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2100-61.

William Viqueira recommended approval of Action Item #2109-61: NJ TRANSIT Real Estate Report: Fiscal Year 2021. He noted for the Board and the public that included in the Board package was a slide deck highlighting some of the activities and functions of the Office of Real Estate at NJ TRANSIT. Mr. Viqueira said he would not go over each page but would go through some of the key points.

Mr. Viqueira said the Office of Real Estate oversees NJ TRANSIT's real property interests and non-farebox revenue sources which include a number of sources, in addition to real estate. Its core responsibilities were implementation of their strategy to protect and enhance the value of NJ TRANSIT real estate assets through the structuring, negotiating, and managing of service contracts, parking agreements, leases, easements, permits, licenses, purchases and sale transactions, and Transit Oriented Development (TOD).

More specifically, NJ TRANSIT's non-farebox revenue was derived from several sources including advertising through various mediums such as billboards and other ads, 145 parking facilities with approximately 51,000 spaces, property management which handled 53 retail leases and over 72,000 square feet of space, almost 1,000 used and occupancy permits per year, and TOD where they currently had 11 active projects in various stages.

Over the past five fiscal years, non-farebox revenue totaled \$232 million, with advertising and parking being generally the largest share in each of those years. Mr. Viqueira said in FY2021 they did see a significant drop in non-farebox revenue due to the pandemic's effect on advertising, parking, and their tenants. The Real Estate inventory included 600

linear miles of railroad rights-of-way, 1,200 acres of improved and unimproved land, including 57 bus facilities, 145 parking lots, and 221 rail stations.

Over the past few years, they aggressively expanded their TOD activities, seeking to achieve optimal value capture while maintaining ownership of land and creating a long-term revenue stream. They also were collaborating with top developers and municipalities to promote economic growth that aligned with local planning and supported fair wages, fair housing, and environmentally friendly initiatives. Mr. Viqueira said they were doing all of this with an open competitive process which was further described in the slide deck.

As mentioned, and despite the pandemic, they currently had 11 active TOD projects in various stages and they highlighted six in particular which were Hoboken, Matawan, Somerville, Metropark, Orange, and Dover. In total these mixed-use projects will add almost 2,000 residential units when they come to market. Going forward, they will continue to aggressively expand their efforts to promote TOD and maximize the value of all of NJ TRANSIT’s assets.

Approval of the Fiscal Year 2021 Real Estate Transmittal was requested, and approval was also requested to transmit the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

Board Member James D. Adams made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

Board Secretary Zuczek noted Board Member Gordon was recused from the next item 2109-62. The Operator removed Board Member Gordon from the meetings.

2109-62: MASON SUBSTATION OVERSIGHT ADVISOR – CONTRACT AMENDMENT FOR BURNS ENGINEERING INC. PROFESSIONAL SERVICES CONTRACT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2109-62.

Eric Daleo recommended approval of Action Item #2109-62: Mason Substation Oversight Advisor – Contract Amendment for Burns Engineering Inc. Professional Services Contract.

Approval was requested to enter into Change Order No. 1 with Burns Engineering Inc. on NJ TRANSIT Contract No. 19-013 to continue to provide support and Project Oversight Advisor Services on the Mason Substation Project in the amount not to exceed \$997,186.76, plus five percent contingency, subject to the availability of funds.

Board Member Shanti Narra made a motion and Board Member James D. Adams seconded the motion.

Board Member Adams said at the time they were briefed on this item, Mr. Daleo was unavailable. He wanted him to know that his team did an excellent job of explaining this amendment and answering all the numerous questions he had. He appreciated Mr. Daleo’s team stepping in and said they did an excellent job.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Recused	Yes	Yes	Yes	Yes	Yes	Yes

Board Member Gordon returned to the meetings.

2109-63: AMENDMENT TO THE TEMPORARY OPERATION OF THE MIDDLESEX COUNTY LOCAL BUS SERVICE

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2109-63.

Michael Kilcoyne recommended approval of Action Item #2109-63: Amendment to the Temporary Operation of the Middlesex County Local Bus Service.

Approval was requested to take all actions necessary to amend a contract with Community Transportation Inc., of Paramus, New Jersey, to extend the interim agreement to operate the Middlesex County Local Bus Service for a period of seven months from October 17, 2021 through May 28, 2022 at a cost not to exceed \$6,607,003, plus five percent for contingencies, for a total contract authorization of \$6,937,353, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

Vice Chair Cedrick T. Fulton made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

2109-64: PERSONAL INJURY CLAIM OF SUSAN LINTON

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2109-64.

William Viqueira recommended approval of Action Item #2109-64: Personal Injury Claim of Susan Linton.

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

Board Member James D. Adams made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

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

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the NJ TRANSIT – Portal North Bridge Project: Parcel 124 Hudson County Improvement Authority, the NJ TRANSIT – Portal North Bridge Project: Authorizing Execution of Settlement of Claims with Occidental Chemical Corporation Substantially in Accordance with the Terms of a Proposed Settlement Agreement and Release Related to the Portal North Bridge Project, the Personal Injury Claim of Floyd Pitt, and the Personal Injury Claim of the Estate of Alvin Maracallo.

Board Member Shanti Narra made the motion, Board Member Bob Gordon seconded the motion, and it was adopted. At approximately 10:14 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	LaRusso	Fulton	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 returned to Open Session at approximately 11:48 a.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Shanti Narra, seconded by Board Member James D. Adams, and adopted. The meetings were adjourned at approximately 11:49 a.m.

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

SEPTEMBER 15, 2021

MINUTES

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➤	CALL TO ORDER	-
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	60679
➤	PRESIDENT & CEO'S MONTHLY REPORT	60680
➤	PUBLIC COMMENTS	-
➤	ADVISORY COMMITTEE REPORT	-
➤	BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2109-61	NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2021 – Authorization to approve the Fiscal Year 2021 Real Estate Transmittal, as attached, and authorization to transmit the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.	60715
2109-62	MASON SUBSTATION OVERSIGHT ADVISOR – CONTRACT AMENDMENT FOR BURNS ENGINEERING INC. PROFESSIONAL SERVICES CONTRACT – Authorization to enter into Change Order No. 1 with Burns Engineering Inc. on NJ TRANSIT Contract No. 19-013 to continue to provide support and Project Oversight Advisory Services on the Mason Substation Project in the amount not to exceed \$997,186.76, plus five percent contingency, subject to the availability of funds.	60754
2109-63	AMENDMENT TO THE TEMPORARY OPERATION OF THE MIDDLESEX COUNTY LOCAL BUS SERVICE – Authorization to take all actions necessary to amend NJ TRANSIT Contract No. 19-068 with Community Transportation Inc., of Paramus, New Jersey, to extend the interim agreement to operate the Middlesex County Local Bus Service for a period of seven months from October 17, 2021 through May 28, 2022 at a cost not to exceed \$6,607,003, plus five percent for contingencies, for a total contract authorization of \$6,937,353, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.	60758

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
SEPTEMBER 15, 2021
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PAGE 2

- 2109-64 PERSONAL INJURY CLAIM OF SUSAN LINTON** – Authorization to settle the claim of Susan Linton through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **60759**
- **EXECUTIVE SESSION AUTHORIZATION** **60760**
- **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 August 25, 2021 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 September 2, 2021;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the August 25, 2021 Board 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' 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: SEPTEMBER 15, 2021
SUBJECT: **PRESIDENT & CEO'S REPORT – SEPTEMBER 2021**

My deepest thanks and appreciation go out to all the NJ TRANSIT employees who worked around the clock in the midst of Tropical Storm Ida this month to protect our customers, our employees, and our transit network, and get us up-and-running again as quickly as they did. Fortunately, NJ TRANSIT was well-prepared for this storm, which ended up being the second deadliest in our state's history, far exceeding the initial projections of swiftness and volume of rainfall in many areas of our state. Although some riders experienced delays, we always put safety first, and I'm glad to report that every one of our customers arrived at their final destination safely. As the storm passed, we worked through the night and over the next few days to make the necessary repairs and inspections to resume most regular service within 24 hours, and all regular service was restored by Monday, September 6th.

As our region continues to reopen, NJ TRANSIT is planning for the future to determine how to best align our services with evolving ridership patterns. Toward that end, last month we released [our fourth COVID-related ridership survey](#), and we're very encouraged by the many customers who say they intend to use NJ TRANSIT to return to work. Aligned with these findings, on September 7th, we were pleased to reopen all NJ TRANSIT-controlled indoor waiting rooms at rail stations not staffed with ticket agents. Given the success of Governor Murphy's vaccination efforts, and all the safety measures NJ TRANSIT has implemented since the onset of the pandemic, we're confident we can safely restore this important customer amenity, to provide the safest, most comfortable experience possible.

We have two significant infrastructure updates this month. First, on August 27th, NJ TRANSIT – along with our project partners at Amtrak, the Port Authority, and the Gateway Development Commission – successfully submitted the new financial plan for the Gateway Program's Hudson Tunnel Project to the Federal Transit Administration (FTA). This is a major development because it allows the project to qualify for advancement to the next phase of the FTA's Capital Investment Grants (CIG) Program, moving it one step closer toward construction. Also on August 27th, the Murphy Administration and NJ TRANSIT further advanced the \$190 million renovation and revitalization of Newark Penn Station, with the release of a Request for Proposals (RFP) for Master Planning, Conceptual, Preliminary, and Final Design, and Construction Assistance Services. Through the release of this RFP, we will transform Newark Penn Station – building on the significant work currently underway – through both state-of-good-repair work and major infrastructure improvements, to enhance every aspect of the customer experience.

As we advance major infrastructure projects, our focus on technology continues. In this regard, I'm pleased to note that NJ TRANSIT was recently recertified by the International Organization for Standardization (ISO) as having achieved the cyber-security standard ISO 27001:2013. This prestigious certification provides an internationally recognized framework and guidelines for companies to keep customer information secure, and we remain the only public transit agency in the nation to achieve it. Through this stringent certification process, NJ TRANSIT is taking the proactive steps necessary to keep our network, our customers, and their data safe.

Last week marked the 20th anniversary of September 11th, 2001, and as many of us recall, NJ TRANSIT was integrally involved in the response to the attacks. This year, we've created a [special video](#) to pay tribute to all those NJ TRANSIT employees who played a role on that day and in the days, weeks, and months that followed. We also published a special "[20th Anniversary of 9/11](#)" segment in our NJ TRANSIT blog, First Run. In our post-9/11 world, security and counterterrorism still remain paramount, and in this context, I'm pleased to note NJTPD Chief Christopher Trucillo has been chosen to Chair the TSA's prestigious Transit Policing and Security Peer Advisory Group. NJ TRANSIT is fortunate to have Chief Trucillo on our team, especially considering the considerable resources he's able to leverage and bring to bear for NJ TRANSIT customers and employees.

Finally, I'm proud to pass on the news that Forbes has once again recognized NJ TRANSIT's efforts to create a stimulating, supportive, and inclusive work environment by naming NJ TRANSIT to its renowned "America's Best Employers By State 2021" list. In 2018, for the first-time in our history, NJ TRANSIT was named one of the country's top 500 employers in Forbes' America's Best Employers list. These distinctions help validate the hard work by so many in our organization since 2018 to make NJ TRANSIT an employer of choice in New Jersey.



PRESIDENT & CEO'S MONTHLY REPORT
September 15, 2021

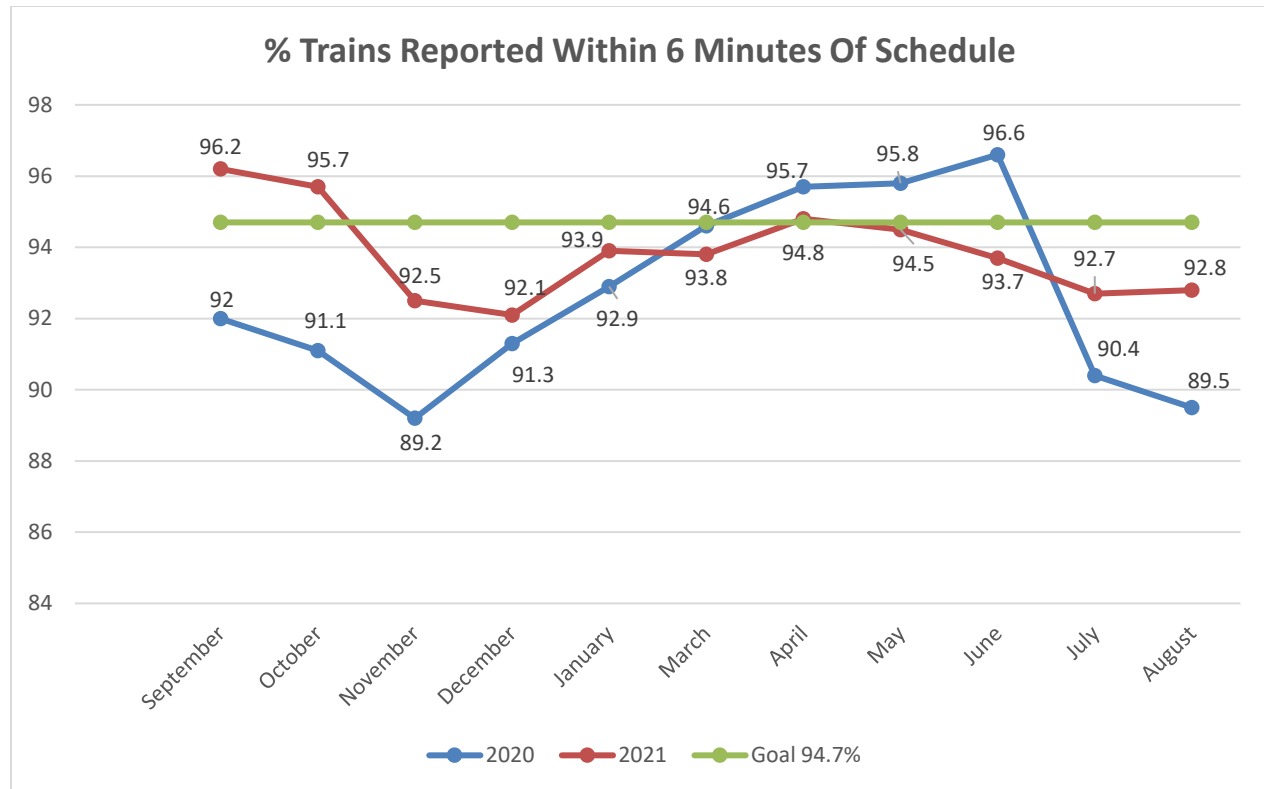
PRESIDENT & CEO'S MONTHLY REPORT

September 15, 2021

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2019 – AUGUST 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
August Comparison	89.5%	92.8%	3.3%
12-Month Average Sept, 2019 – Aug, 2021	92.4%	93.7%	1.3%

Analysis:

Rail On-Time Performance was 92.8% for August, 2021. Of the 18,036 trains scheduled to operate, 16,741 were on time, while 1,295 trains (or 7.2%) were delayed.

Key Causes included:

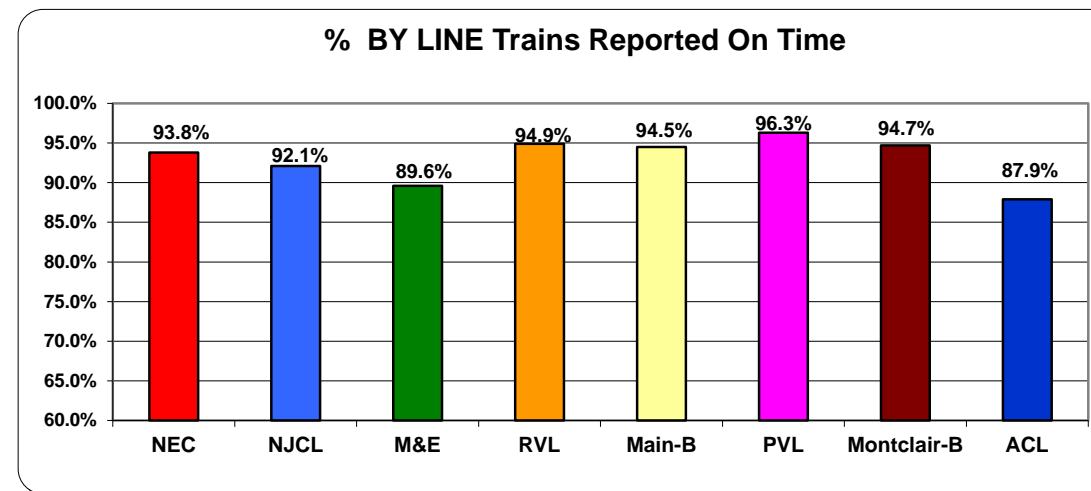
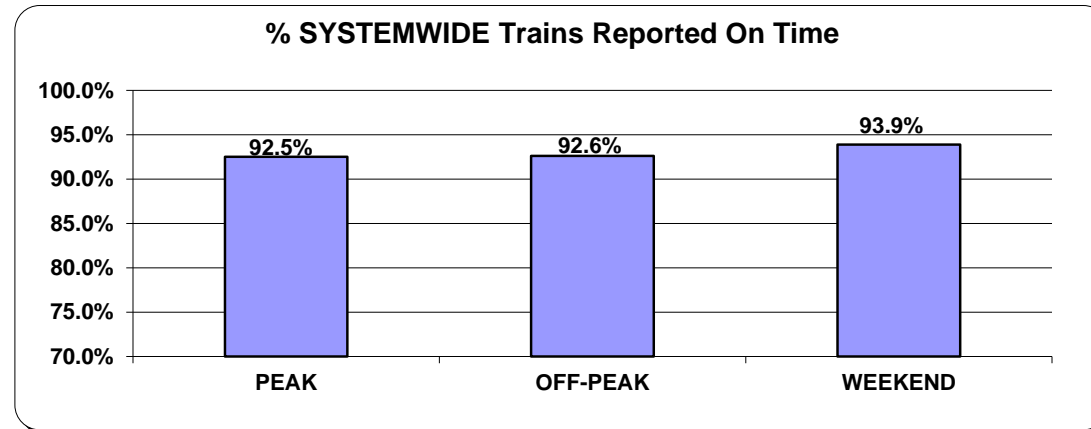
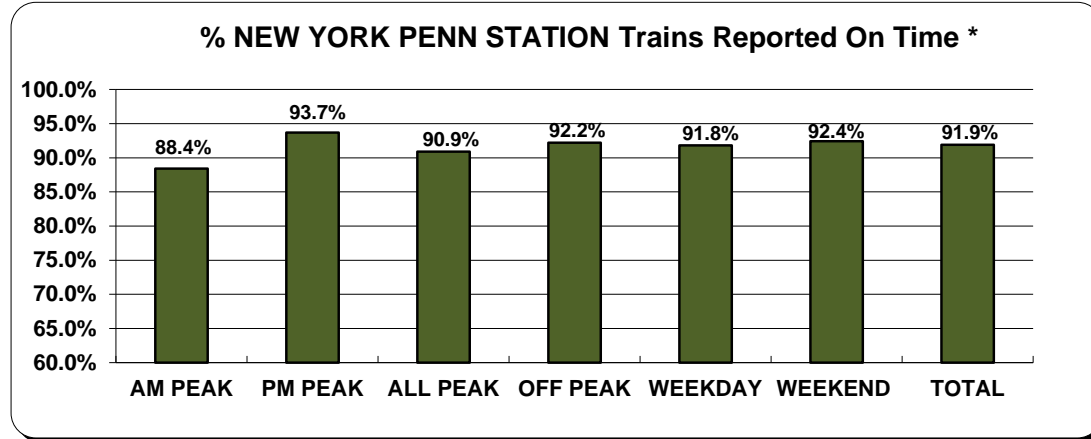
- Metro North trackside issue, mechanical and weather issues accounted for 115 delays on August 23.
- Amtrak switch issue, mechanical and equipment issues, programmed maintenance, coach issues and electric locomotive issues contributed 102 delays on August 24.
- NJT diesel issues and trackside interference contributed 24 delays on August 28.

The 12-month Average for Rail On-Time Performance was 93.7%.

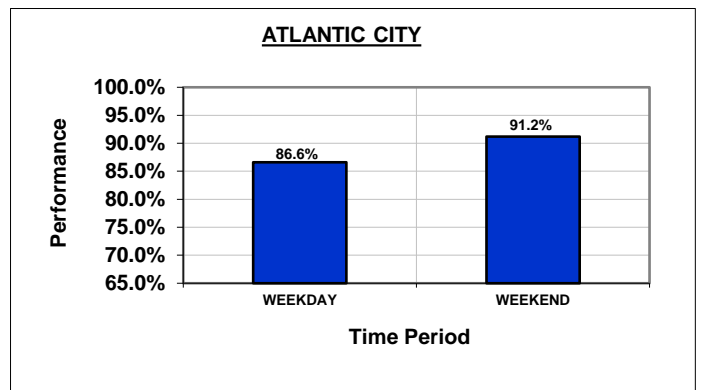
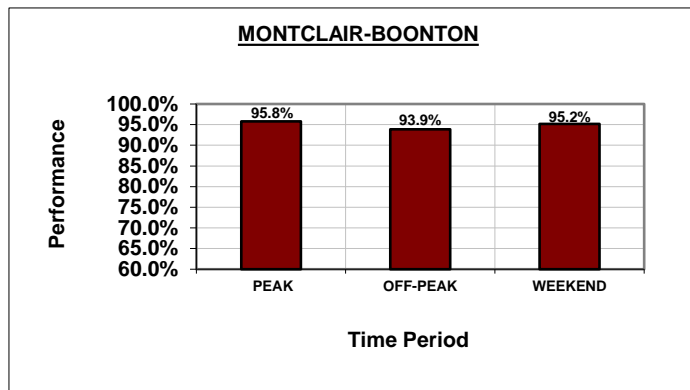
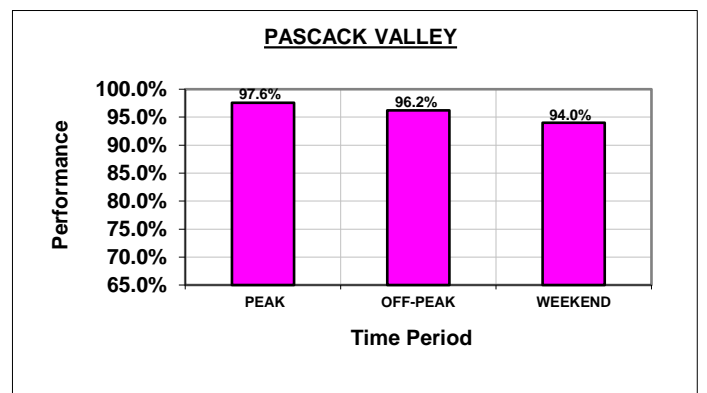
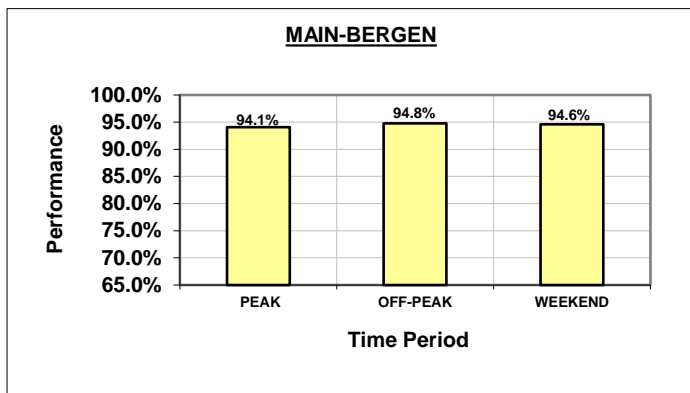
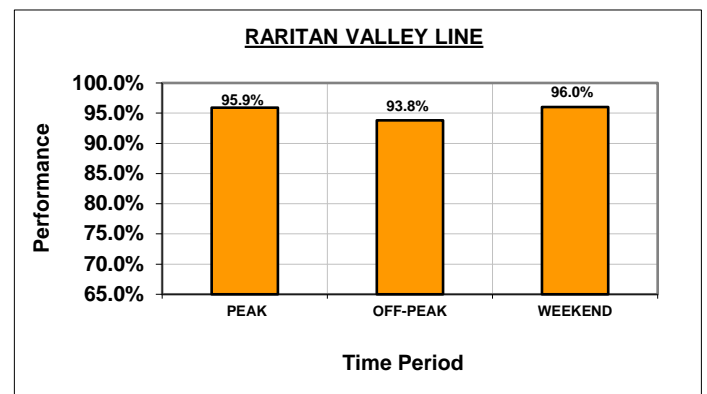
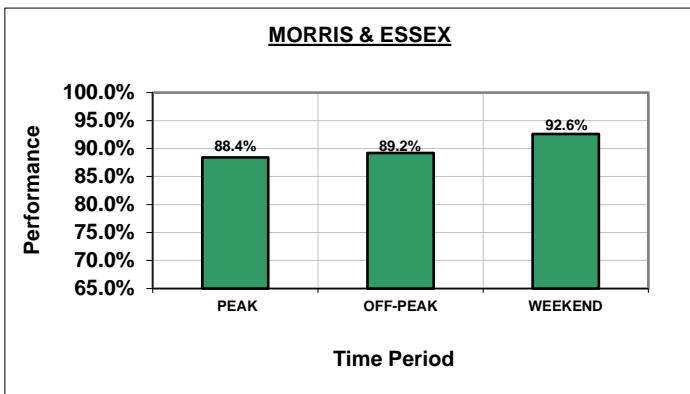
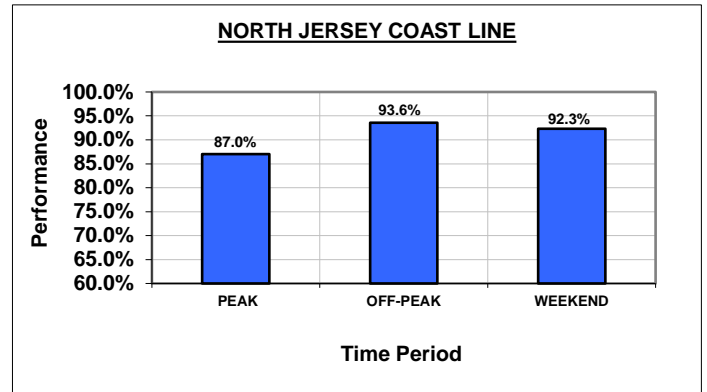
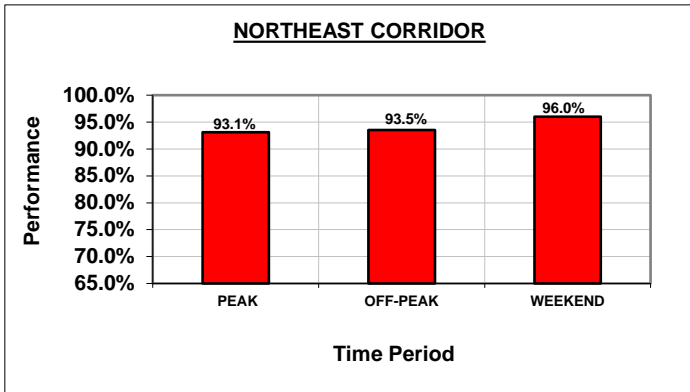
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD August 2021

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



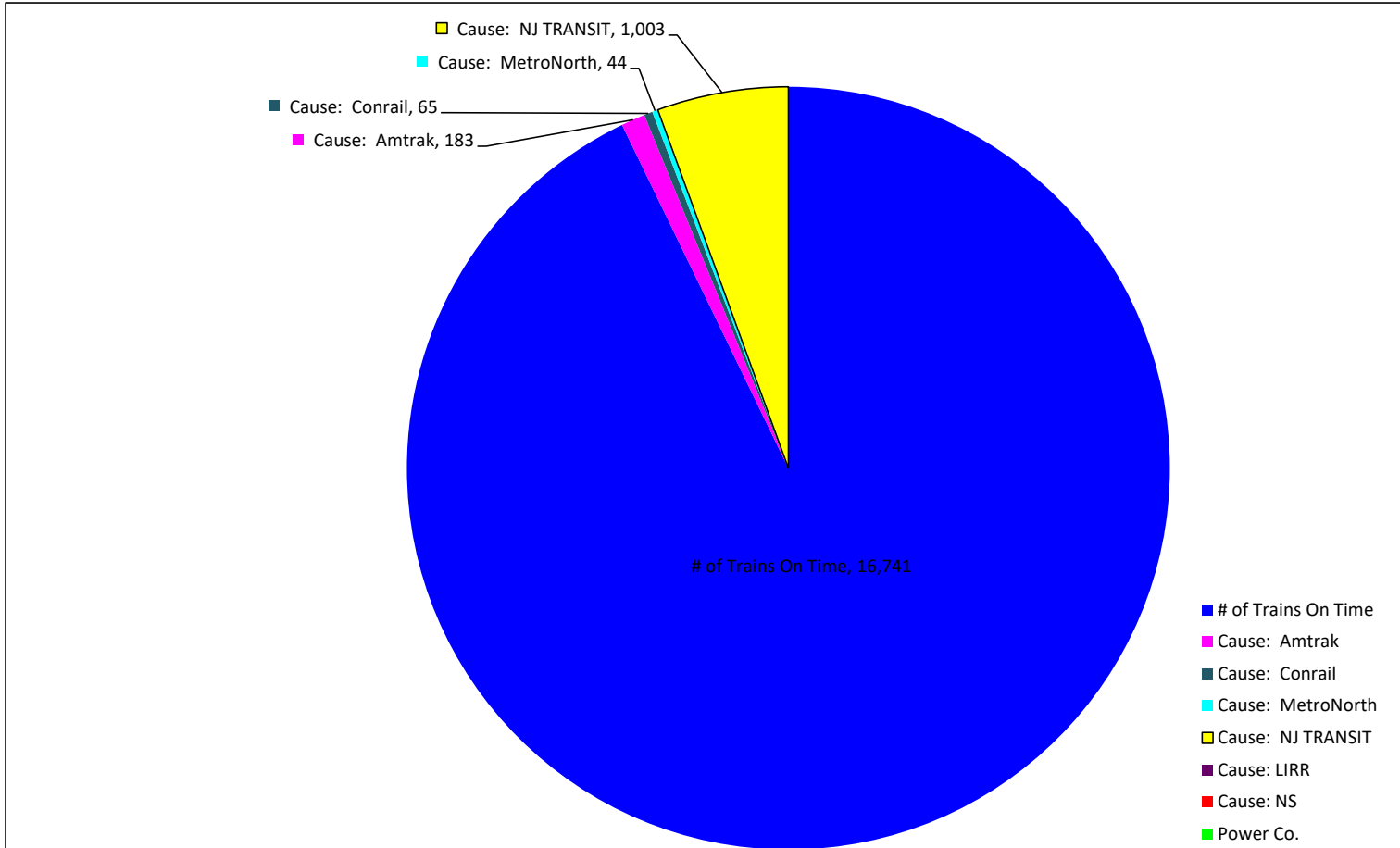
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD August 2021



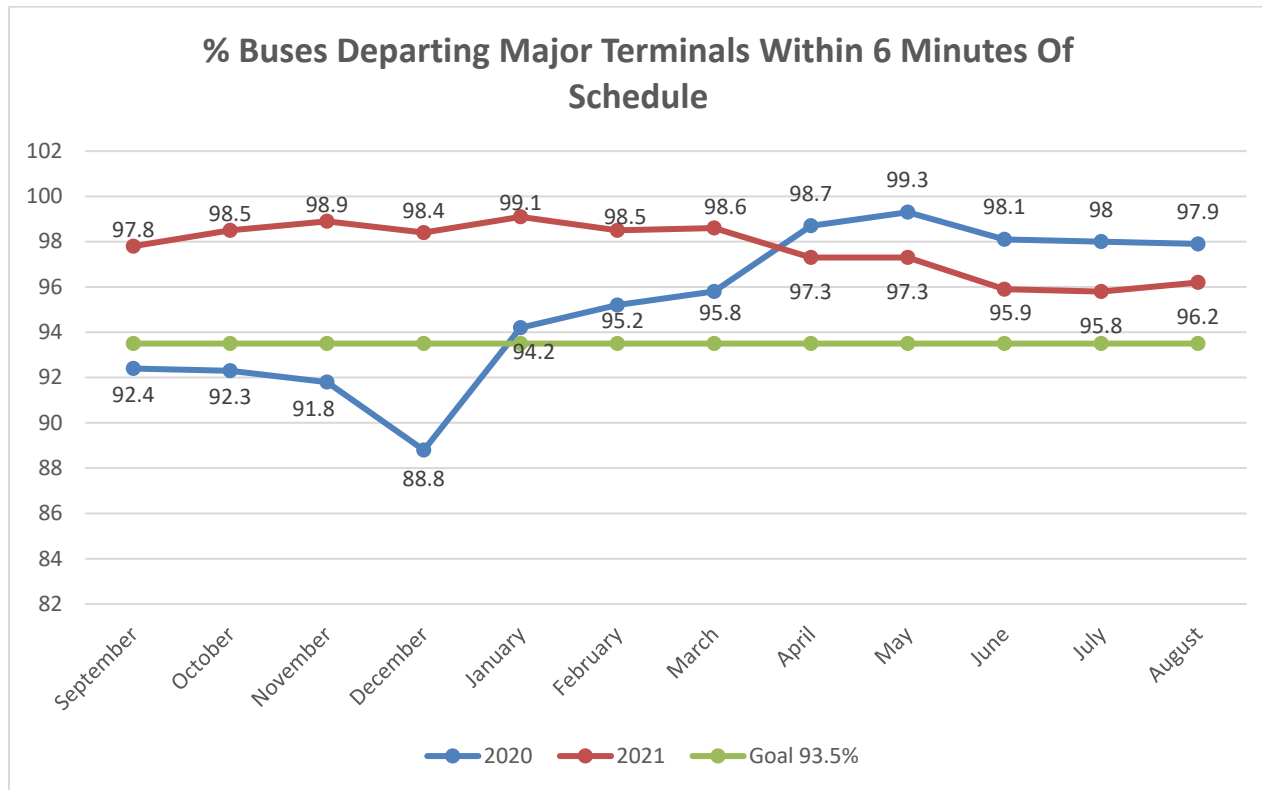
NJ TRANSIT Performance - August 2021

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	16,741	183	65	44	1,003			
# of Late Trains	1,295	1.01%	0.36%	0.24%	5.56%	0.00%	0.00%	0.00%
Total # of Trains	18,036							
Percentage On Time	92.8%							



NJ TRANSIT ON-TIME PERFORMANCE BUS September 2019 – August 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
August Comparison	97.9%	96.2%	-1.7%
12-Month Average Sept 2020 – Aug 2021	95.2%	97.7%	2.5%

Analysis*:

Bus On-Time Performance systemwide was 96.2% for the month of August 2021. Of the 42,135 scheduled departures, 1613 experienced delays.

Key Causes included:

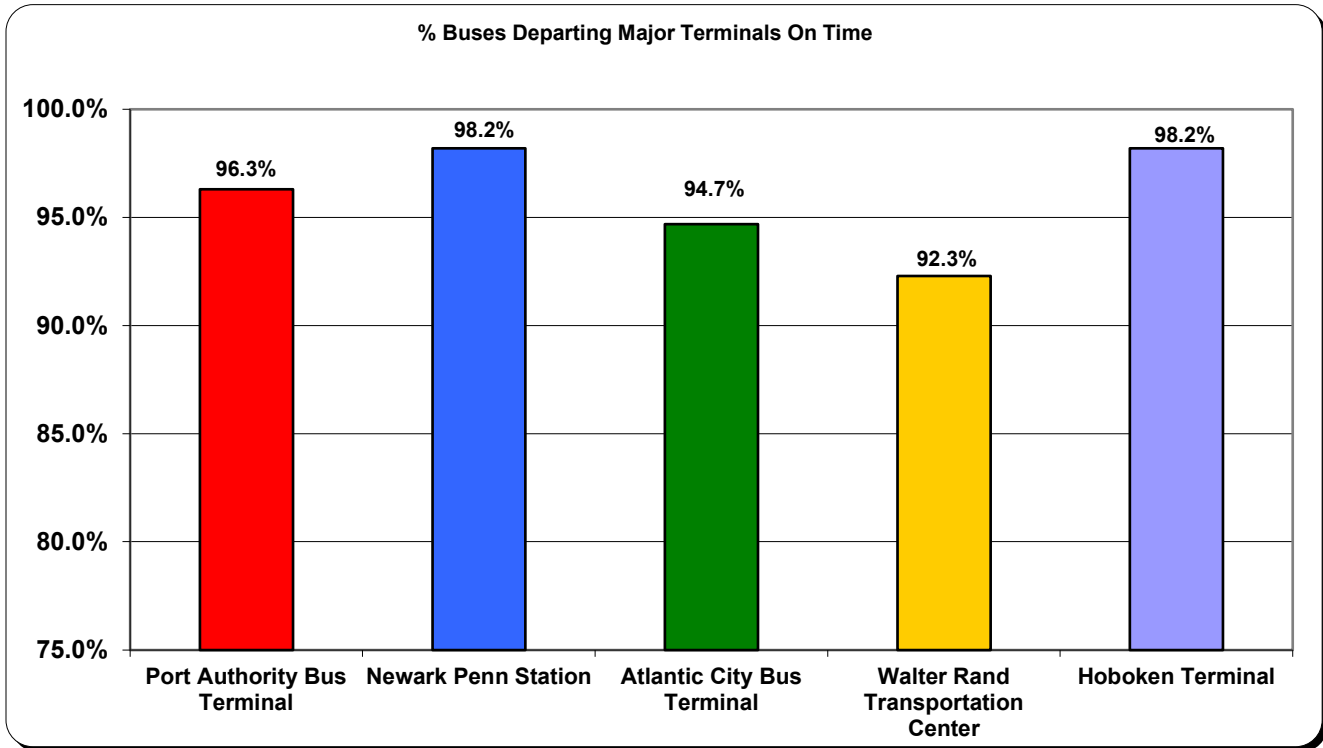
- At Port Authority Bus Terminal, minor delays due to weather, detours, traffic, and road construction.
- At Newark Penn Station, on the 6th, motor vehicle accident. Mechanical and operational issues along with road closures for construction caused delays. On the 28th, mechanical issues and DOT inspections caused significant delays along with traffic volume on major roads. On the 30th, police activity, mechanical and operational issues and road closures and detour caused delays
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

The 12-month average for Bus On-Time Performance was 97.7%.

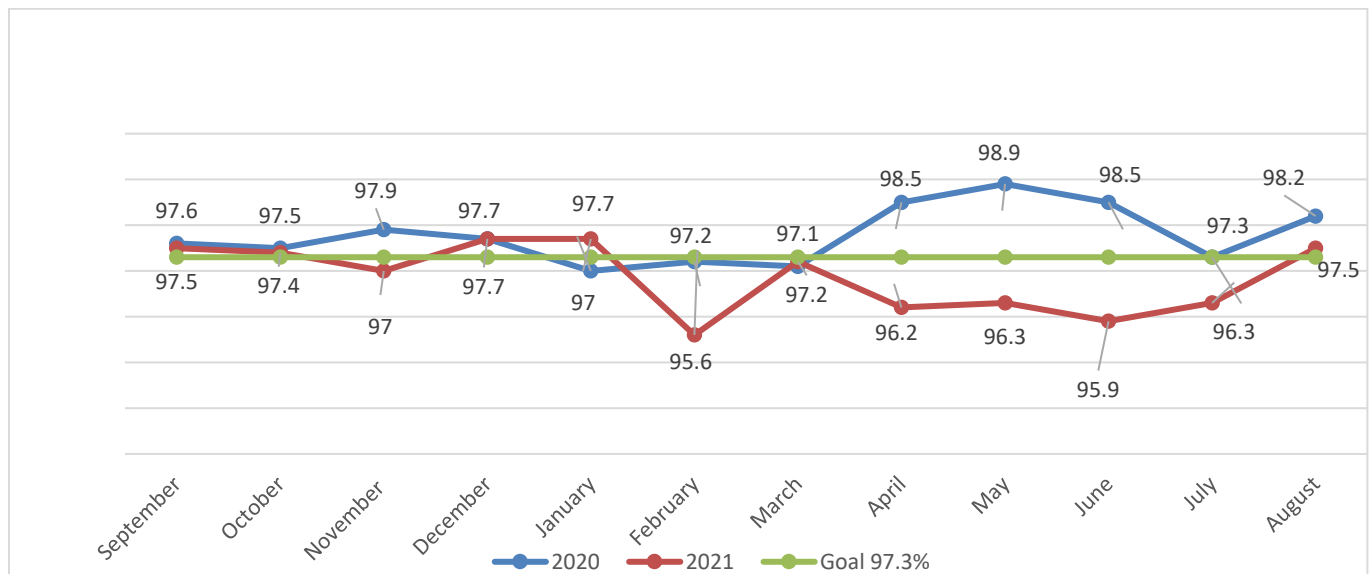
* The higher than usual OTP is the result of the state-wide lockdowns and little to no traffic interference.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL September 2019 – August 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
August Comparison	98.2%	97.5%	-0.7%
12-Month Average September 2020 – August 2021	97.8%	96.8%	-1.0%

Analysis: Light Rail On-Time Performance system wide was 97.5% for the month of August. Of the 27,286 scheduled departures, 840 experienced delays.

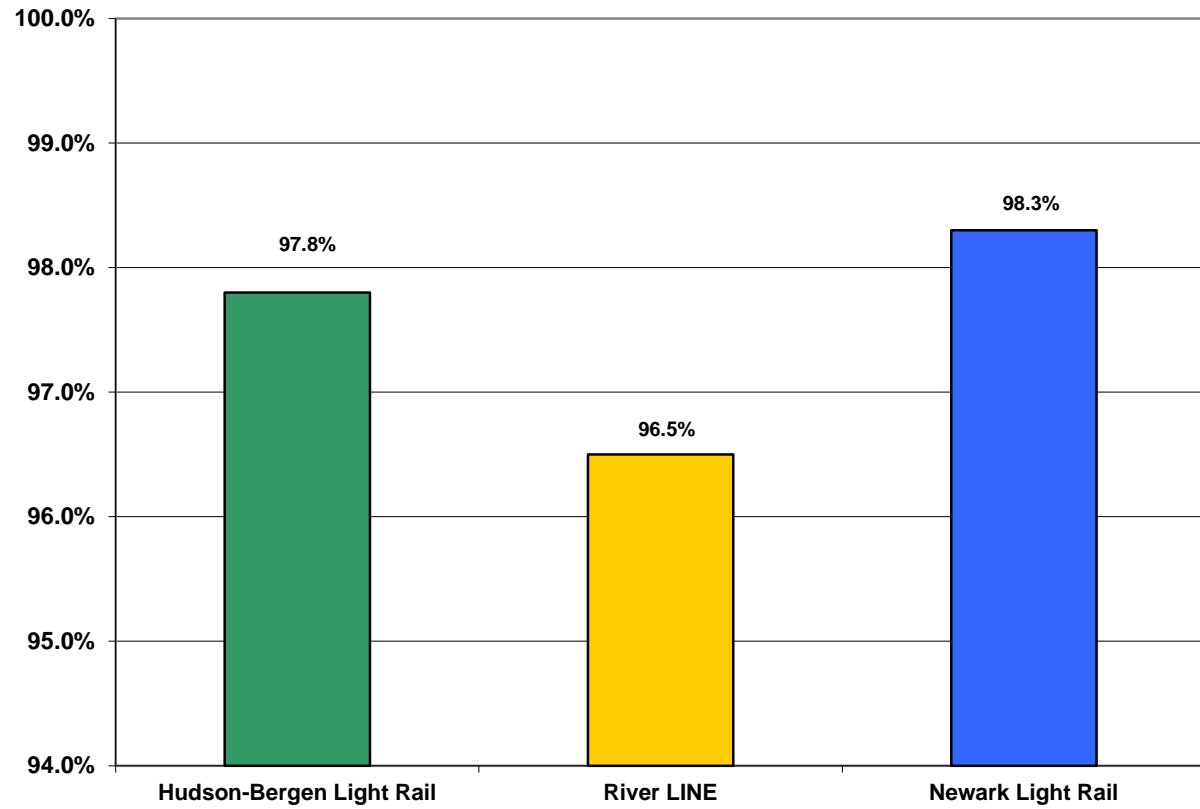
Key Causes included:

- **Newark Light Rail** – Personnel issues, police activity, mechanical issues and lack of equipment impacted service on multiple days this month.
- **River LINE** – Equipment and mechanical issues, false-activation fire alarms, and HVAC issues affected 82 trains, police activity, motor vehicle fouling tracks, fare enforcement sweep, and passenger altercations affected multiple trains on multiple dates.
- **HBLR** – Equipment issues, motor vehicles fouling on the tracks, police and fire department activity, passenger issues, motor vehicle accident, non-fatal pedestrian strike, and impacts from Tropical Storm Henri affected multiple trains on multiple dates.
- The 12-month Average for Light Rail On-Time Performance was 96.8%

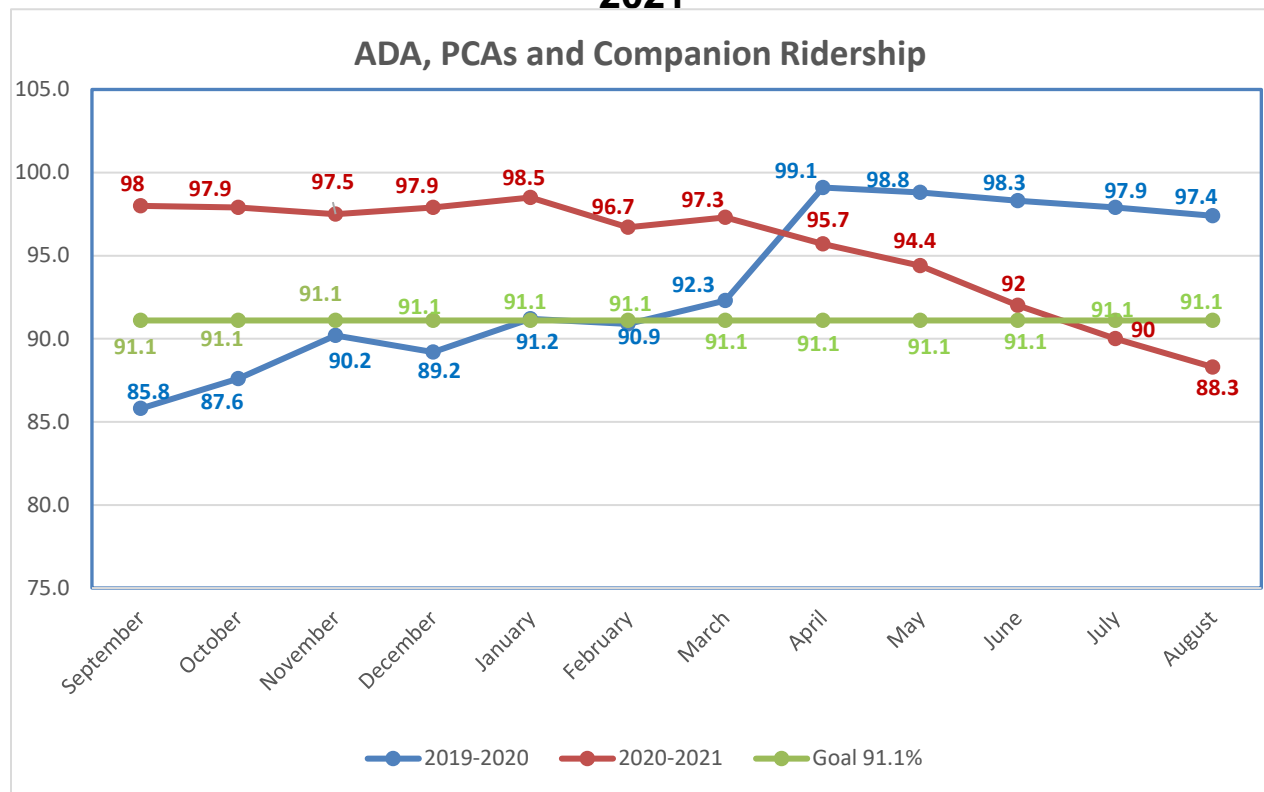
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE August 2021

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK SEPTEMBER 2019 – AUGUST 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
August Comparison	97.4%	88.3%	-9.1%
August Ridership	70,288	102,264	31,976
12-Month Average September 2020 – August 2021	93.2%	95.4%	2.2%

Analysis:

Access Link On-Time Performance was 88.3% for August 2021. In serving 112,813 total riders, for 102,264 ADA customers trips, 11,943 (or 11.7%) experienced delays.

Key Causes included:

- Major delays throughout month due to increased traffic volume and congestion
- MDT/Ranger terminal outages – 8/13 & 8/23
- Vehicle operator coverage and recruiting challenges
- Customer no-shows

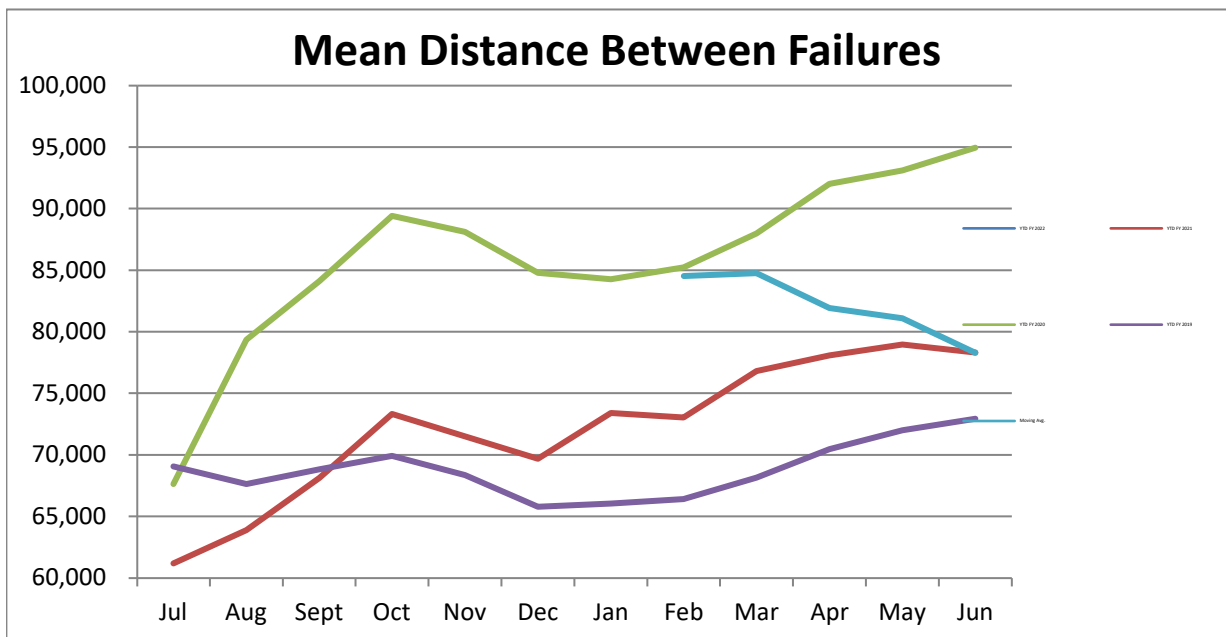
The 12-month Average for Access Link On-Time Performance was 95.4%.

MEAN DISTANCE BETWEEN FAILURES

July 2021

NJ TRANSIT Rail Operations
Mean Distance Between Failures

					12 Month
Month	YTD FY 2022	YTD FY 2021	YTD FY 2020	YTD FY 2019	Moving Avg.
Jul	77,087	61,198	67,634	69,055	80,232
Aug	-	63,891	79,350	67,612	-
Sept	-	68,109	84,111	68,823	-
Oct	-	73,320	89,410	69,913	-
Nov	-	71,498	88,101	68,356	-
Dec	-	69,664	84,773	65,796	-
Jan	-	73,392	84,273	66,025	-
Feb	-	73,030	85,233	66,391	84,529
Mar	-	76,790	87,973	68,141	84,772
Apr	-	78,072	92,007	70,447	81,931
May	-	78,962	93,119	71,986	81,101
Jun	-	78,300	94,969	72,930	78,300

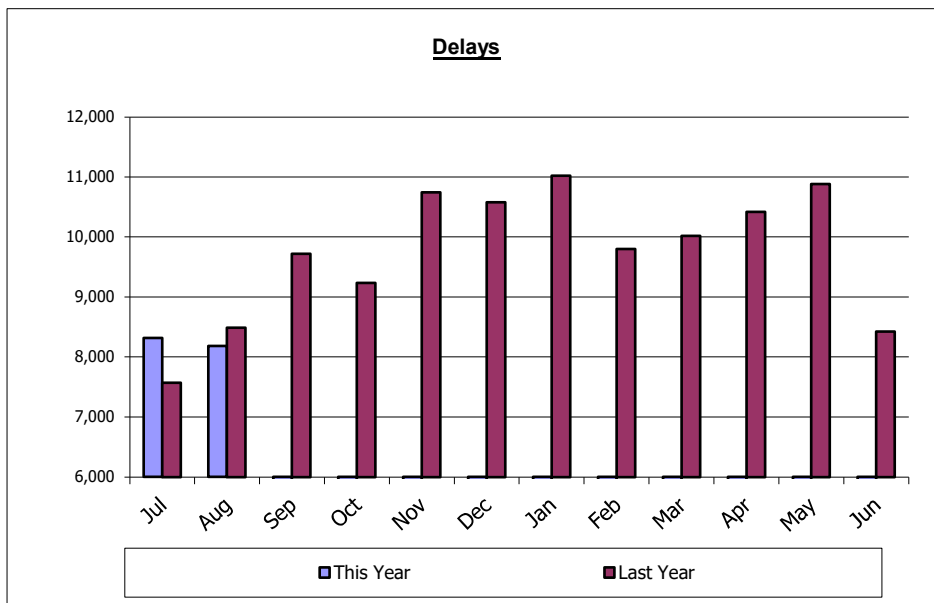


* FY2022 Numbers reflect start of FY2022

Garage Performance Parameters

August 2021

Location	Miles Between In-Service Delays			
	FY2022 Goal	This Month	FY2022 YTD	FY2021 YTD
Fairview	5,500	5,705	5,913	3,139
Greenville	7,000	7,037	6,922	4,815
Market Street	8,000	4,022	3,801	4,938
Meadowlands	9,500	6,638	6,807	5,175
Oradell	10,000	4,765	5,460	7,473
Wayne	16,000	14,979	14,744	14,639
Northern Division	-	6,266	6,451	6,313
Big Tree	8,800	6,231	5,694	3,528
Hilton	10,200	7,607	7,188	5,699
Howell	16,750	33,865	26,303	28,359
Ironbound	9,600	7,295	7,557	7,203
Orange	9,250	4,293	4,186	4,216
Morris	10,500	16,669	20,343	23,654
Central Division	-	8,580	8,240	7,309
Egg Harbor	15,000	9,383	10,037	16,373
Hamilton	13,000	8,572	11,176	10,349
Newton Avenue	14,000	19,614	15,367	14,393
Washington Twp.	16,000	16,838	16,755	16,740
Southern Division	-	12,275	12,756	15,042
Bus Operations	-	8,181	8,247	7,995

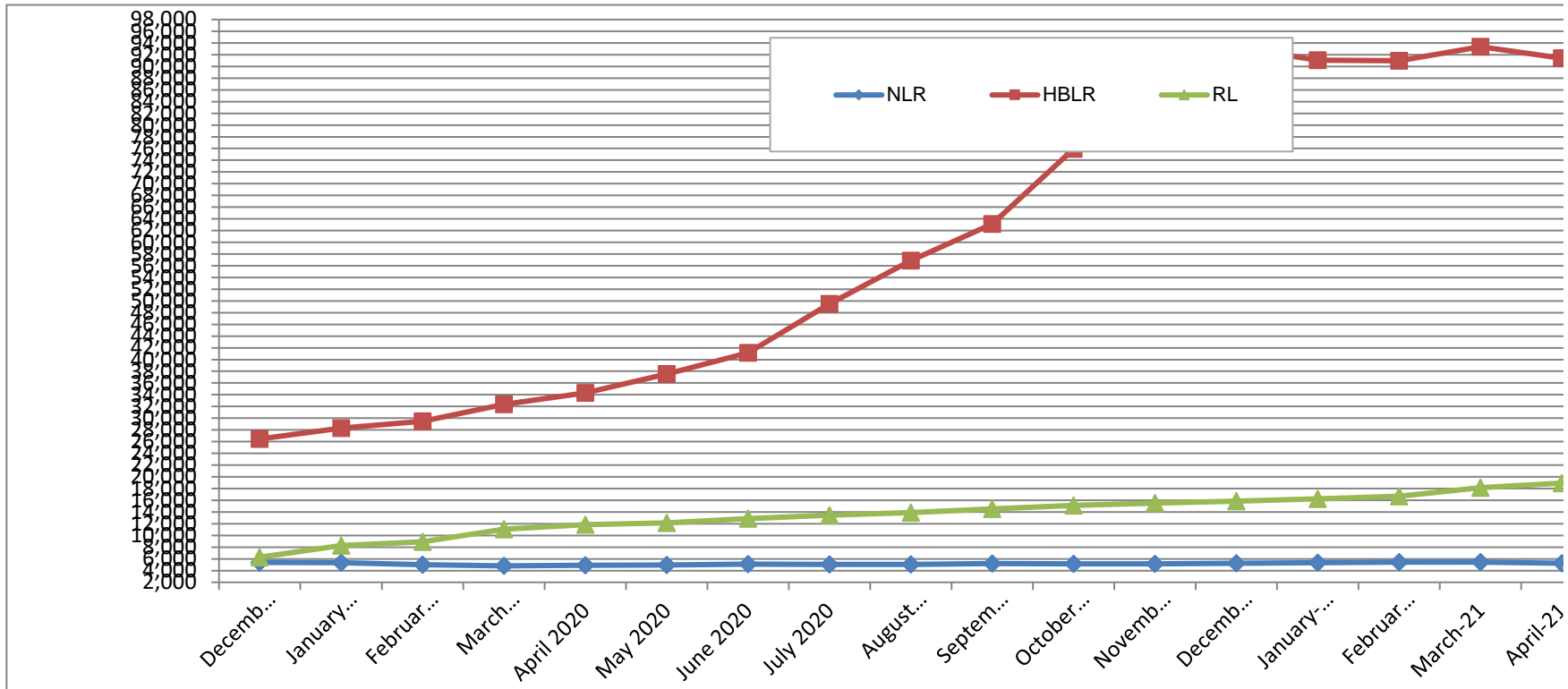


NJ TRANSIT - LIGHT RAIL, August 2021

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * August 2021	MDBSF * July 2021
Newark Light Rail	4,912	4,850
Hudson Bergen	91,765	91,636
River LINE	21,617	20,986

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE Participation for August 2021**State Funded Contracts****State Fiscal Year 2022 - July 1, 2021 through June 30, 2022**

During the month of **August 2021** NJ TRANSIT awarded **\$3,851,031.44** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$1,356,600.00** or **35.23%**.

State Fiscal Year 2022 YTD (July 1, 2021 through June 30, 2022) NJ TRANSIT awarded **\$14,875,859.22** in state funded contracts. Of that total, SBEs received **\$4,245,295.00** or **28.54%**.

Note: The above reflects the Procurement Report of Awards received on September 2, 2021.

SBE Goal Attainment from July 1, 2021 through June 30, 2022 (SFY 2021)

Category 1 SBEs	\$55,980.00	0.38%
Category 2 SBEs	\$495,400.00	3.33%
Category 3 SBEs	\$3,420,715.00	23.00%
Category 4 SBEs	\$273,200.00	1.84%
Category 5 SBEs	\$0.00	0.00%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated Quarterly – next update will occur October 2021)**Federal Fiscal Year (FFY) 2021 - October 1, 2020 through September 30, 2021**

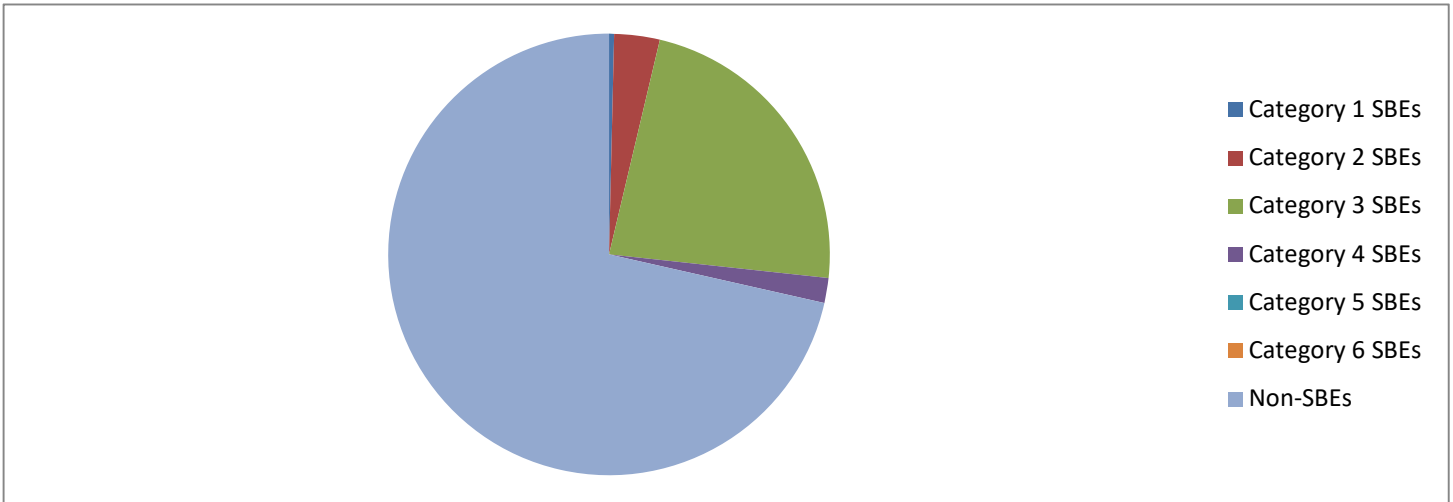
During the **3rd Quarter** (April 1, 2021 – June 30, 2021) the FTA-funded share of NJ TRANSIT's federal contract awards was **\$7,191,460.81**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$1,407,500.46** or **19.57%**.

FFY 2020 through FFY 2021 Q3 (October 1, 2019 – June 30, 2021) NJ TRANSIT awarded **\$386,127,632.91**** in federally funded contracts. Of that total, DBEs received **\$32,896,720.68** or **8.520%**.

**Numbers reflect federal share*

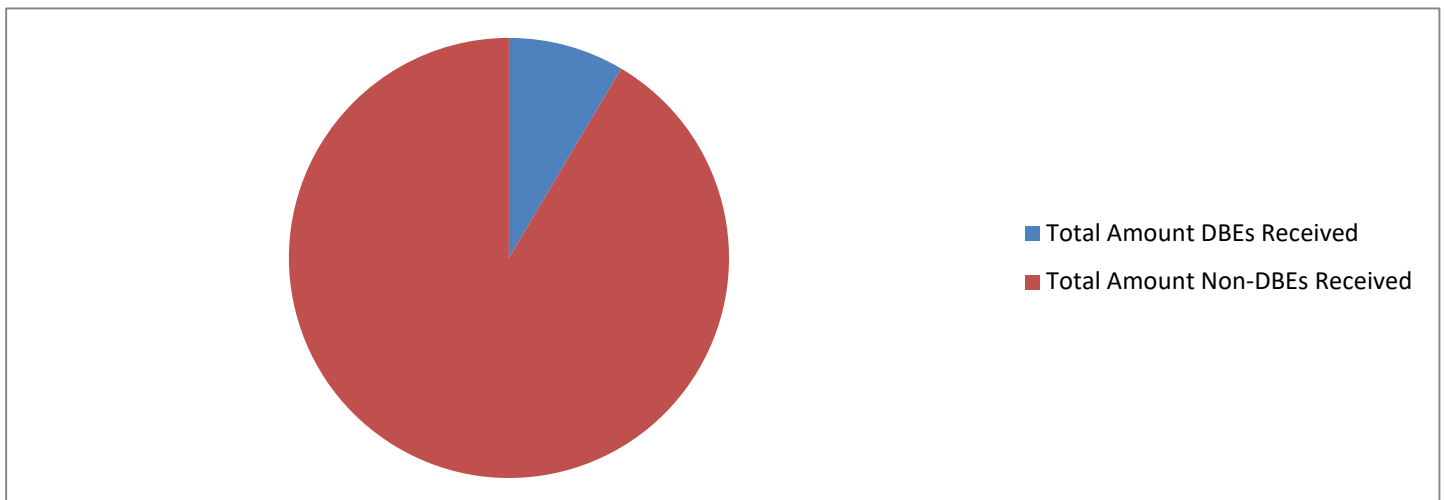
*** Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$55,980.00	0.38%
<i>Category 2 SBEs</i>	\$495,400.00	3.33%
<i>Category 3 SBEs</i>	\$3,420,715.00	23.00%
<i>Category 4 SBEs</i>	\$273,200.00	1.84%
<i>Category 5 SBEs</i>	\$0.00	0.00%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$10,630,564.22	71.46%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$32,896,720.68	8.513%
Total Amount Non-DBEs Received	\$353,515,297.23	91.49%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. Thomas Smith, Operator -- Howell -- 10 years
2. Charlotte Smith, Senior Customer Service Representative -- Newark Penn Plaza -- 19 years
3. Pamela Davis, Special Assistant -- Penn Plaza -- 21 years
4. Paul Capurso, Principal Accountant -- Penn Plaza -- 34 years
5. Carol Franklin, Asst Supt Tran -- Atlantic City -- 25 years
6. Elaine Restaino, Asst Planner -- Penn Plaza -- 39 years
7. Richard Acito Jr., Class II Operator, -- Maplewood -- 27 years
8. Frank Burdi Machinist -- Long Branch -- 17 years
9. Neil Edwards, Lead Tech -- Various -- 34 years
10. David French, Conductor -- Various -- 15 years
11. Anthony Gaughan, Car Appearance Maintainer -- Raritan -- 37 years
12. Gregory Jones, Foreman of Station Attendants -- Newark Penn Station-- 34 years
13. Irene Kozlowski, Conductor -- Various -- 16 years
14. Michael Mccrorken, Electrician -- Various -- 20 years
15. Scott Niemysk, Assistant Conductor -- Various -- 35 years
16. Edward O'Riordan, Signal Inspector -- Maplewood -- 27 years
17. Steven Quigley, Lead Maintainer -- Maplewood -- 20 years
18. Fernando Ribarte, Tech -- Meadows Maintenance Yard --32 years
19. Kenneth Wilson, Assistant Conductor -- Various -- 19 years
20. Miguel Franco, Operator -- Hilton -- 14 years
21. Donnie Barksdale, Operator -- Market Street -- 26 years
22. Steven Barnes, Repairman -- Orange -- 26 years
23. Jeanetta Canty- Johnson, Operator -- Hilton -- 27 years
24. John Cullen, Repairman -- Egg Harbor -- 27 years
25. Julius Dow, Operator -- Orange -- 9 years
26. Monica Ferguson, MATL MGT Clerk -- Newark -- 31 years
27. Vlad Kallen, Operator -- Howell -- 20 years
28. Glenn McMillan, Operator -- Meadowlands -- 16 years
29. Dennis Powell, Operator -- Hilton -- 29 years
30. James Spruill, Operator -- Fairview -- 20 years
31. Michael Colonnello, Operator -- Howell -- 10 years
32. Dara Callender, MGR ENV COMP -- Penn Station -- 22 years
33. Dennis Phillips, Fare Inspector -- Penn Station -- 21 years
34. Edwin Valentin, SR FACT TECH -- Penn Station -- 21 years
35. Douglas Flannery, Construction Project Manager -- Penn Station -- 27 years
36. Pradip Matalia, Senior Director Payroll -- Maplewood -- 32 Years
37. John Matera, Director REV ACCT & REP -- Maplewood -- 36 years
38. Ogbonna Opara, SUPR CASH DISB -- Maplewood -- 34 years

COVID Travel Survey #4

Conducted June 8 to June 25, 2021

Survey Findings

COVID TRAVEL Survey #4

Background Information

□ COVID Travel Survey #4 – June 8 – 25, 2021

- Nearly 46,000 usable surveys were received
- Survey included questions about:
 - Travel before COVID – NJT mode and trip purpose used most often
 - Current travel, cleanliness, personal space and face coverings
 - Reason for not traveling
 - Work from home and return to work questions
 - COVID concerns
 - Demographics

Prior surveys were conducted during the following time periods:

COVID Travel Survey #1 – April 8 – 19, 2020

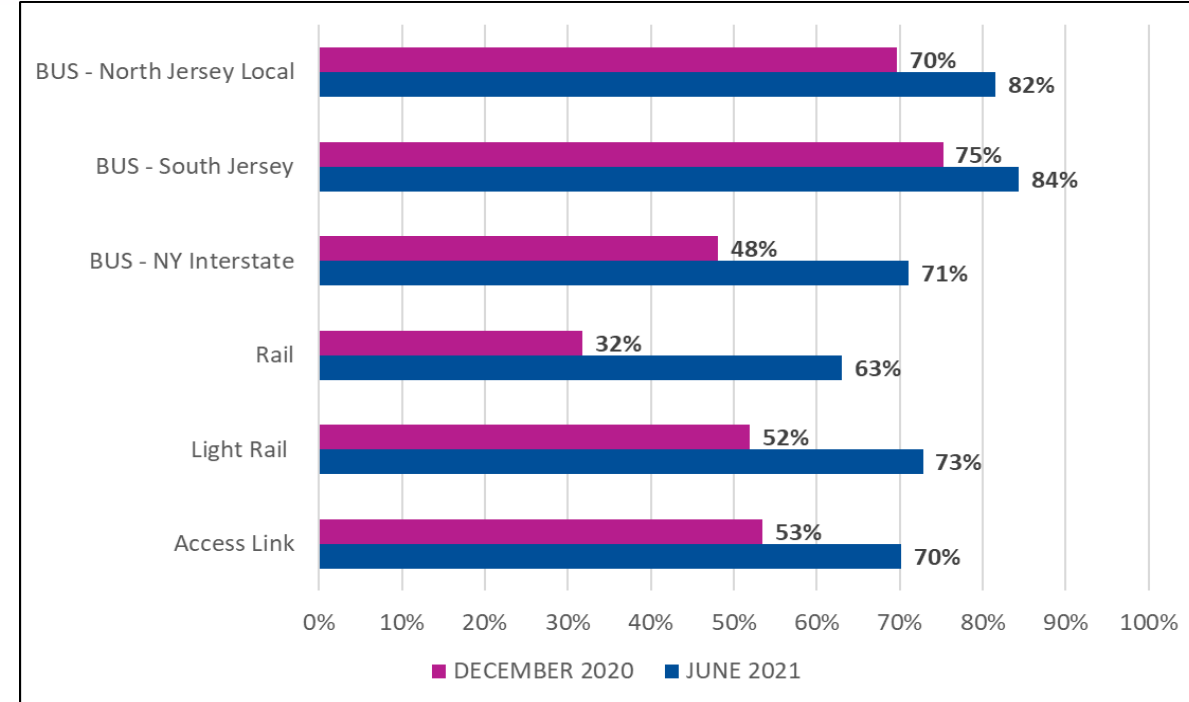
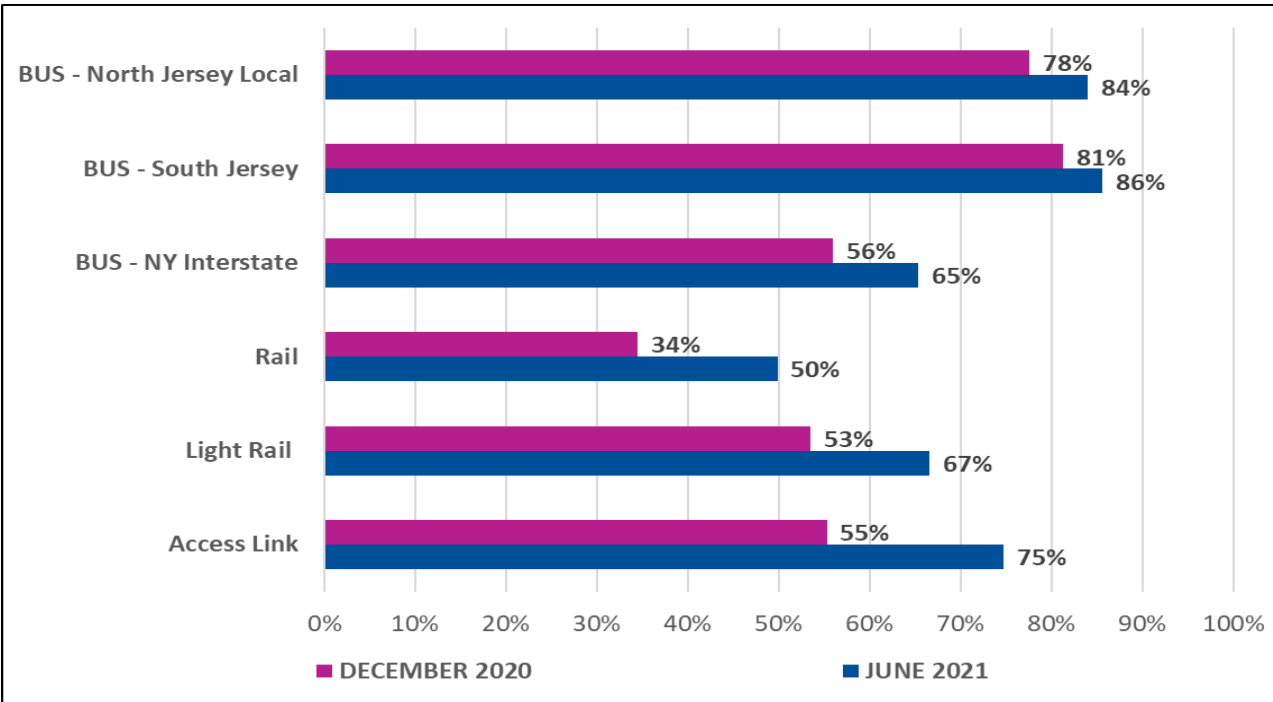
COVID Travel Survey #2 – June 22 – July 3, 2020

COVID Travel Survey #3 – December 5 – 23, 2020

Percent of Customers Traveling at least once in the last 7 days in During COVID (*by pre-COVID modes*)

Work Trips

Non-Work Trips



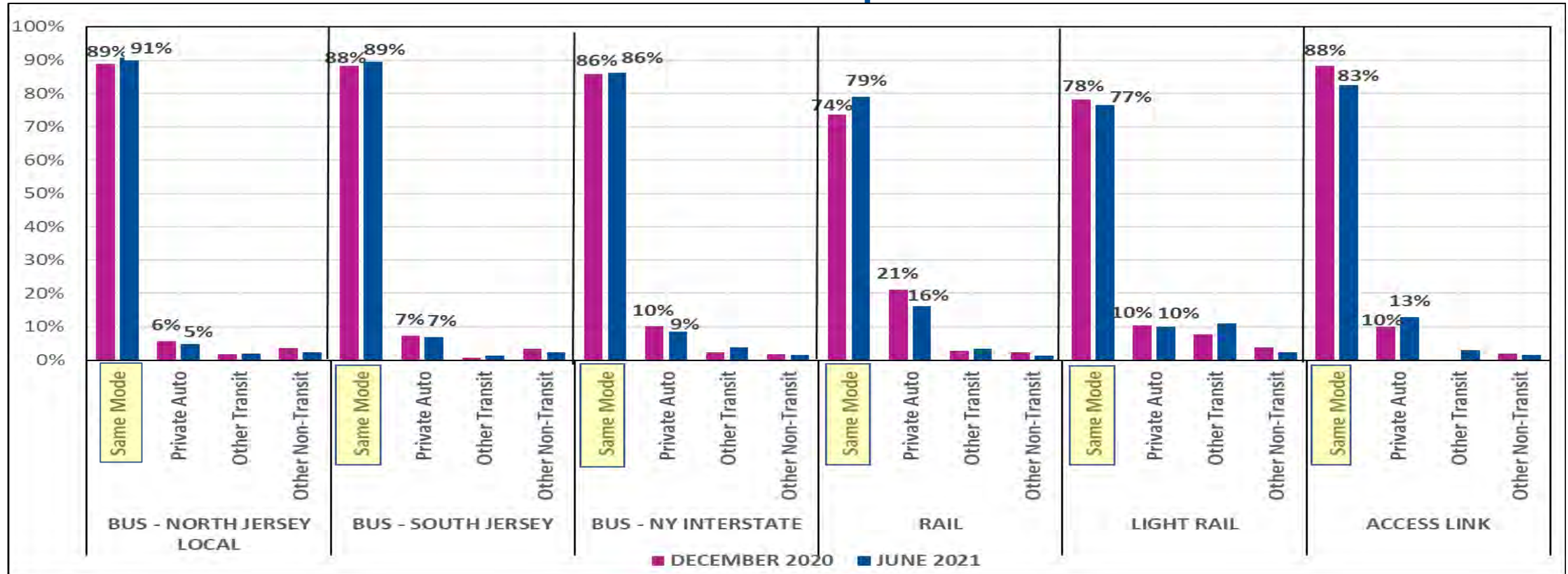
- The percent of customers making at least one work trip has grown in June 2021 with the greatest increases since December 2020 in Rail, Light Rail and Access Link.
- The percent of customers making non-work trips has also grown with NY Interstate Bus, Rail and Light Rail having the largest increases. Some of this could be attributed to the warmer weather, opening of entertainment venues and other activities and easing of restrictions.

3 **Note: the "mode" is the mode used by the customer before COVID**



Percent of Customers Traveling by Mode

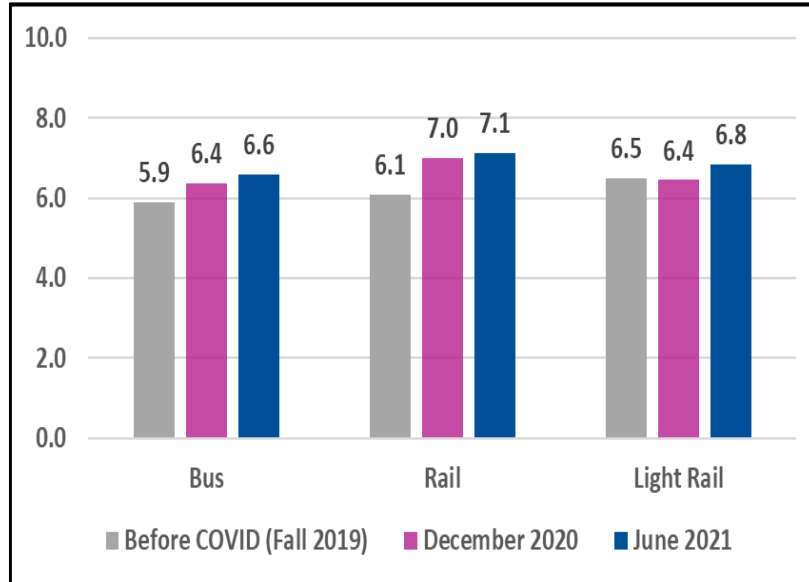
Work Trips



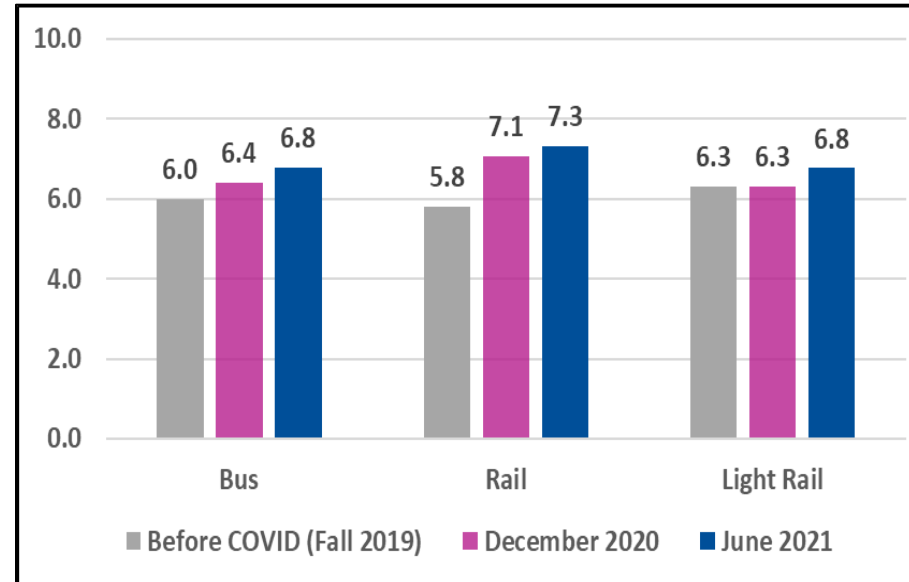
- In June 2021, more than 77 percent of the surveyed customers traveling to work used the NJT SAME MODE they used before COVID
- The percent of customers traveling by the same mode to work increased since December 2020 for North & South Jersey Bus, NY Interstate Bus, and Rail

Cleanliness and PPE Vending Machines Satisfaction Scores *June 2021 compared to Before COVID (Fall 2019)*

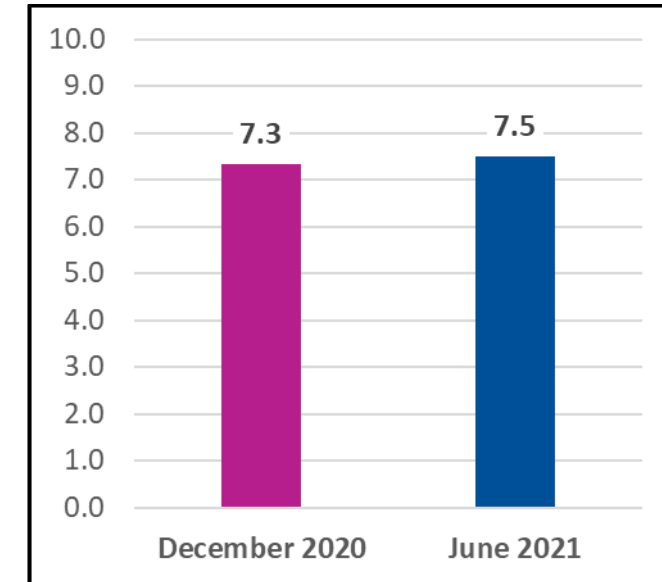
NJ TRANSIT Stations/Stops



Onboard NJ TRANSIT Vehicles

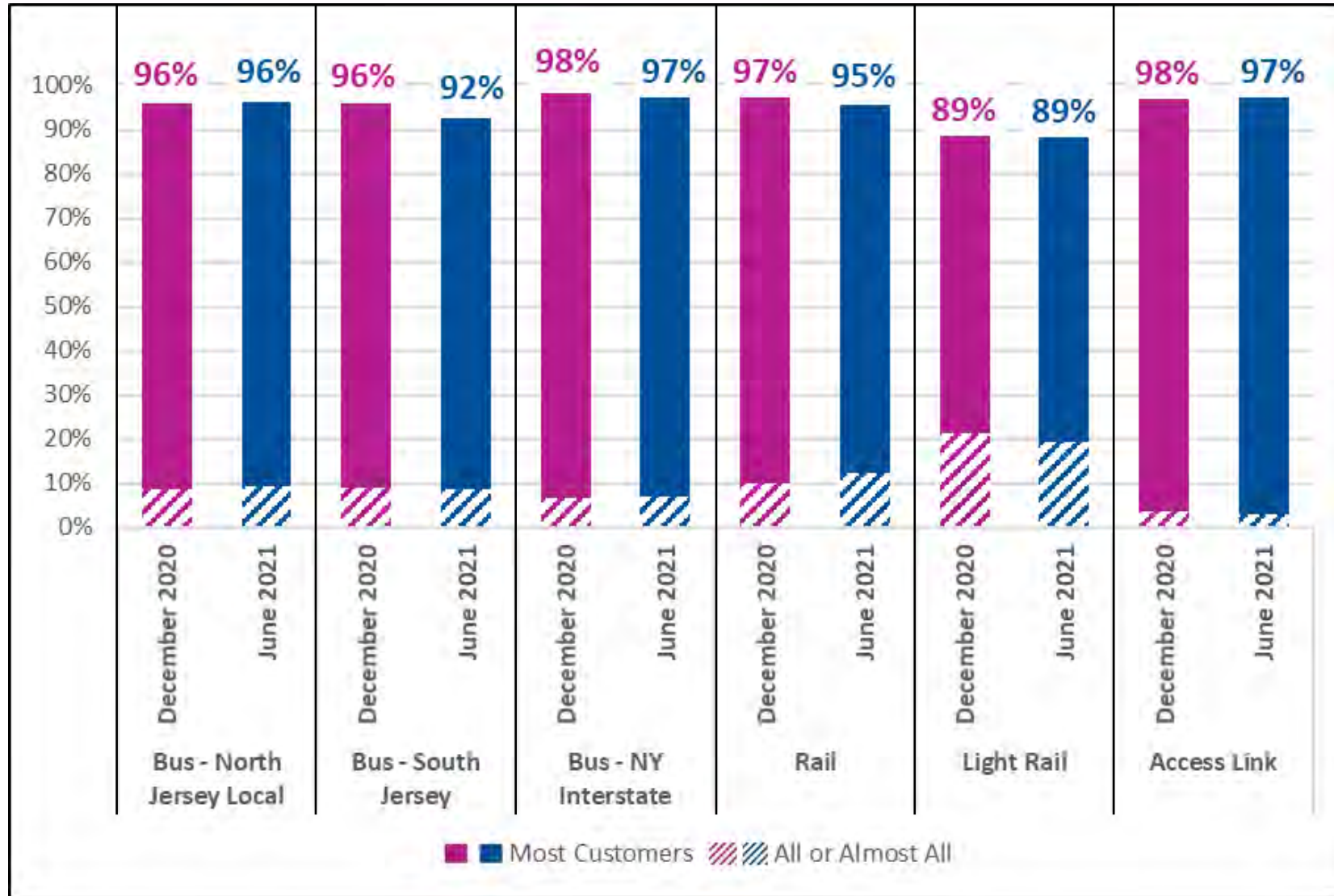


PPE Vending Machines



- Customer's satisfaction with cleanliness at NJ TRANSIT stations and stops and onboard NJ TRANSIT vehicles has continued to increase
- Customer's satisfaction with the PPE vending machines has also increased since the December 2020 survey

On your last trip on NJ TRANSIT, about how many other customers were wearing face coverings?

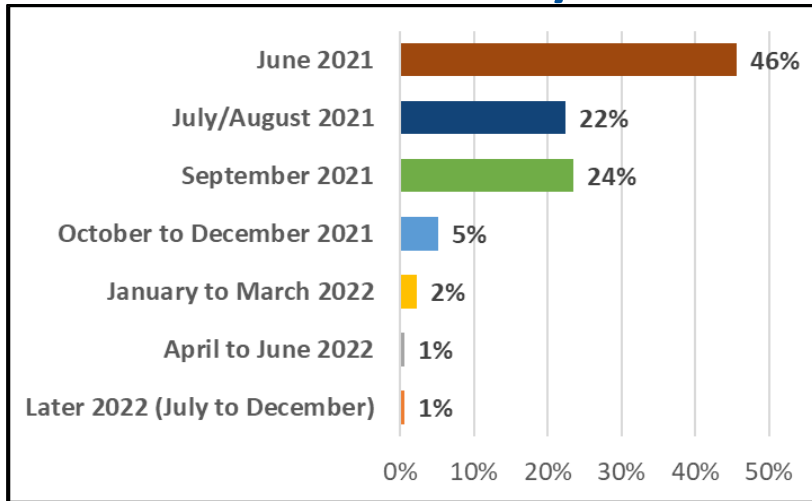


- About 90 percent or more customers said most, almost all, or all customers were wearing face coverings
- In some markets, the percentage has declined slightly since December possibly due to the relaxation of the rule for wearing masks outside at stations or stops

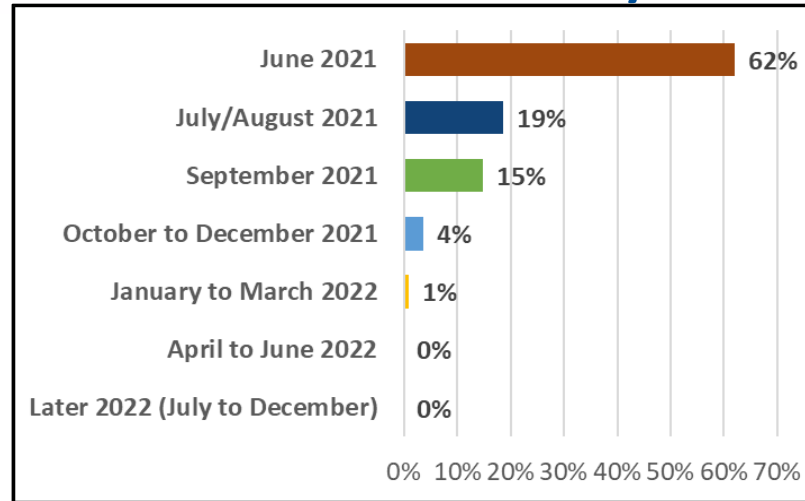


Employer-Set Dates for Return to the Office/Worksite

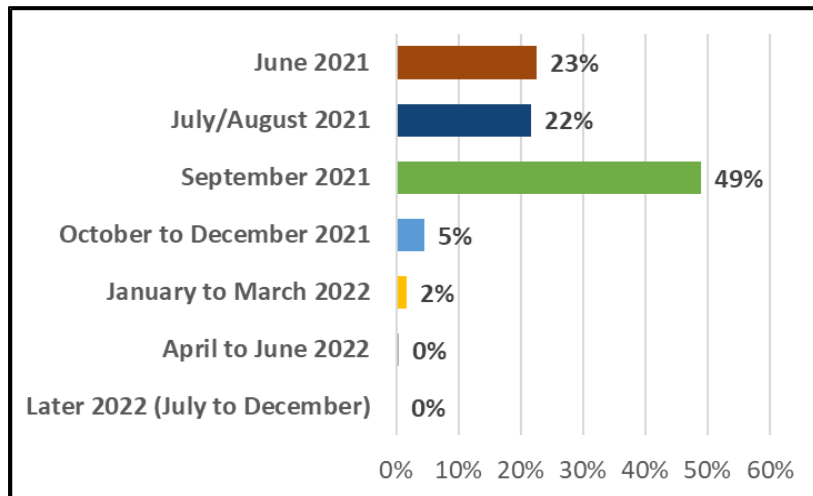
BUS – North Jersey Local



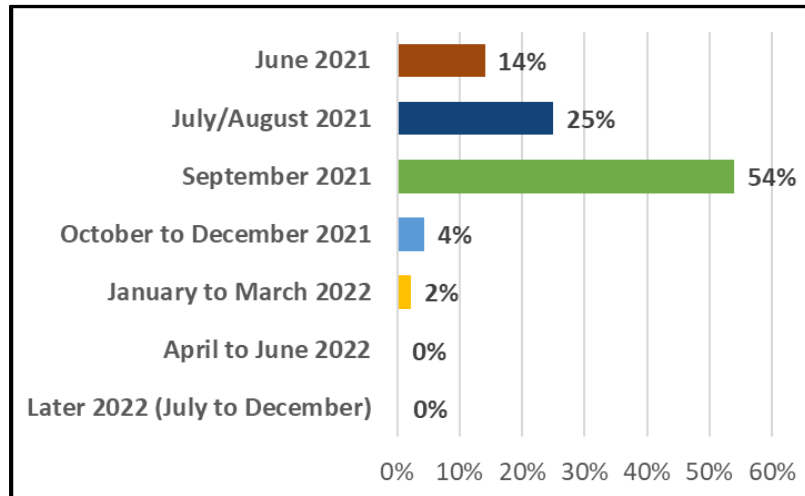
BUS – South Jersey



BUS – NY Interstate



RAIL



- In the local bus markets employer had set a June 2021 return to office/worksite date
- In the NY markets, most employers have set a September 2021 return to office/worksite date
- Data from the Light Rail market is similar to the NY markets

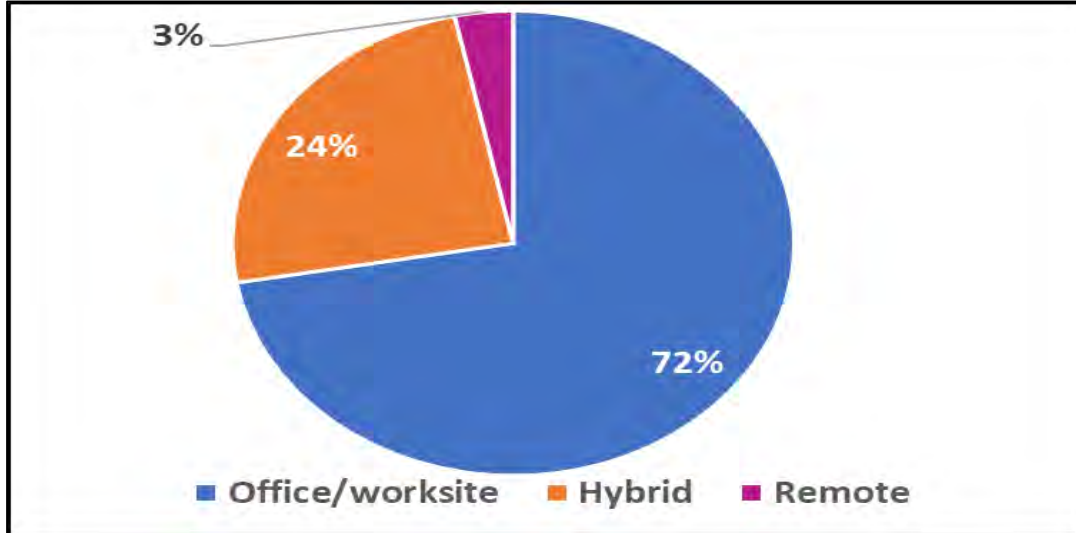
Base: customers that took NJT to Work before COVID and their employer set a return to work date

Employer-stated work arrangements when the COVID crisis is over

LOCAL BUS

BUS – North Jersey Local

17% of Employers have no set plan



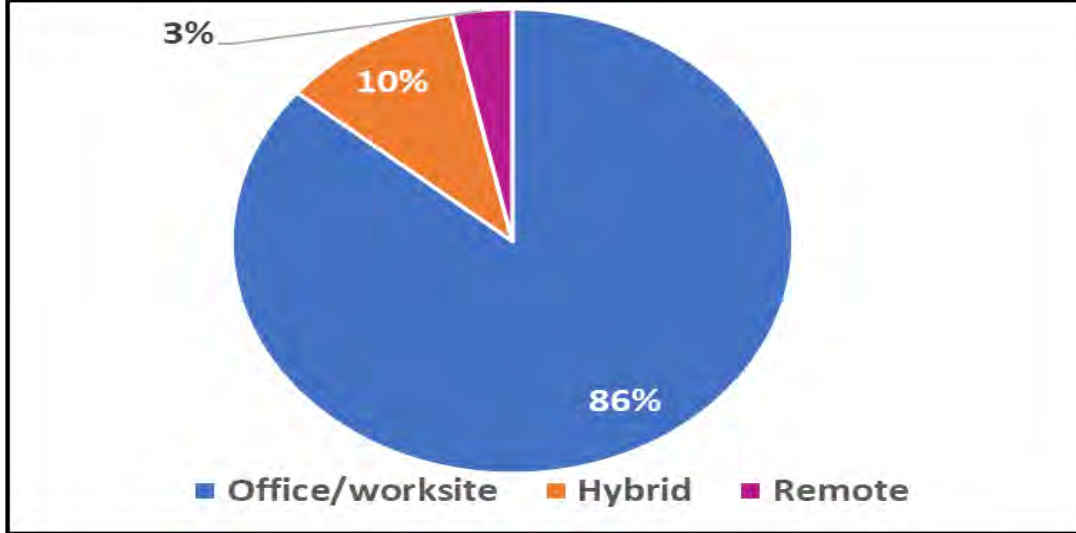
of days

At the Office/Worksite BEFORE COVID – **5.2**

Expected At Office/Worksite AFTER COVID - **4.7**

BUS – South Jersey

15% of Employers have no set plan



of days

At the Office/Worksite BEFORE COVID – **5.1**

Expected At Office/Worksite AFTER COVID – **5.0**

Definitions:

Office/worksites = entirely at office/worksites

Hybrid = some days at the office/worksites and some days from home/remotely

Remote = entirely from home or remote

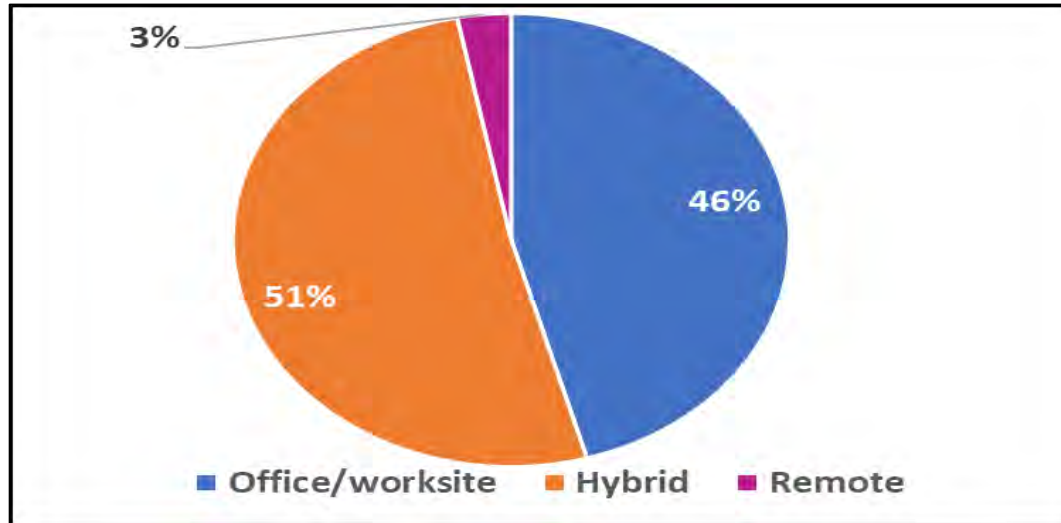
Base: customers that traveled by NJT to work before COVID and are still working



Employer-stated work arrangements when the COVID crisis is over NY MARKETS

BUS – NY Interstate

14% of Employers have no set plan



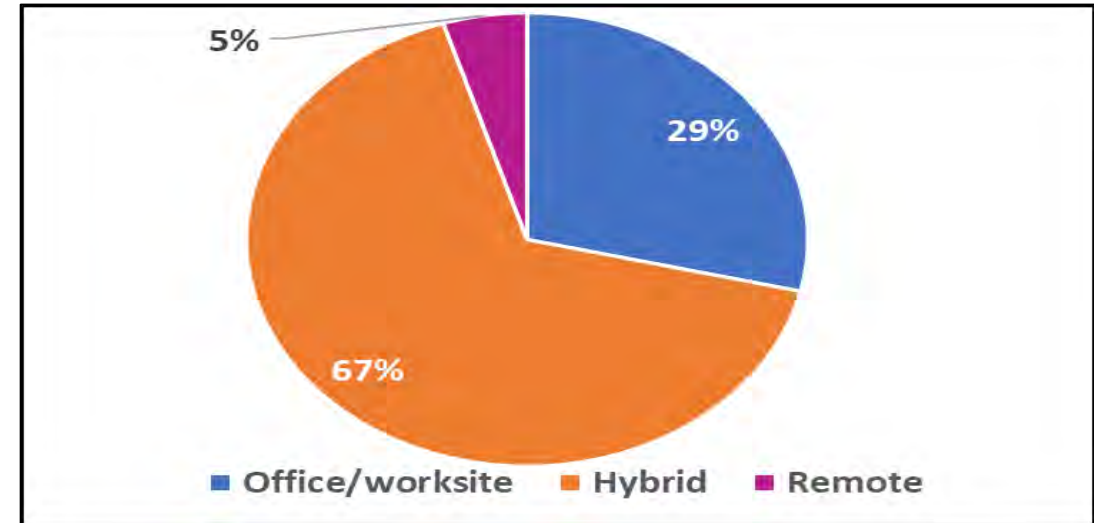
of days

At the Office/Worksite BEFORE COVID – **4.8**

Expected At Office/Worksite AFTER COVID – **3.8**

RAIL

13% of Employers have no set plan



of days

At the Office/Worksite BEFORE COVID – **4.5**

Expected At Office/Worksite AFTER COVID – **3.2**

Definitions:

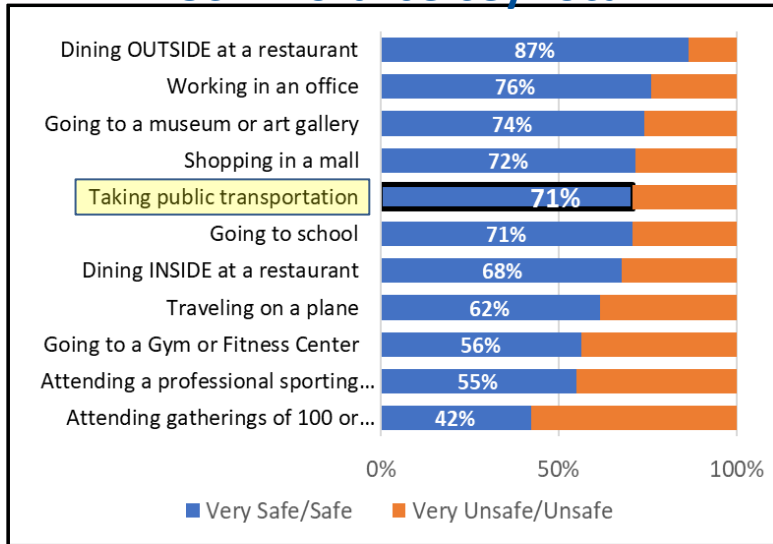
Office/worksites = entirely at office/worksites

Hybrid = some days at the office/worksites and some days from home/remotely

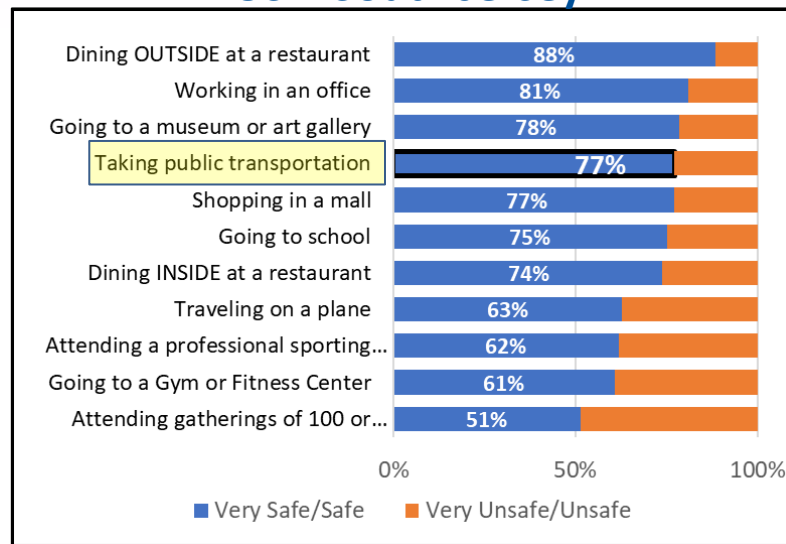
Remote = entirely from home or remote

How Safe Do You Consider Public Transportation?

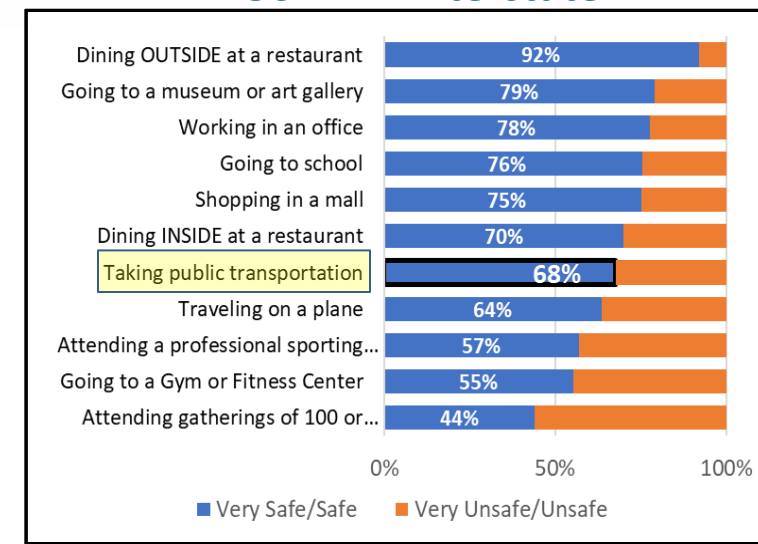
BUS – North Jersey Local



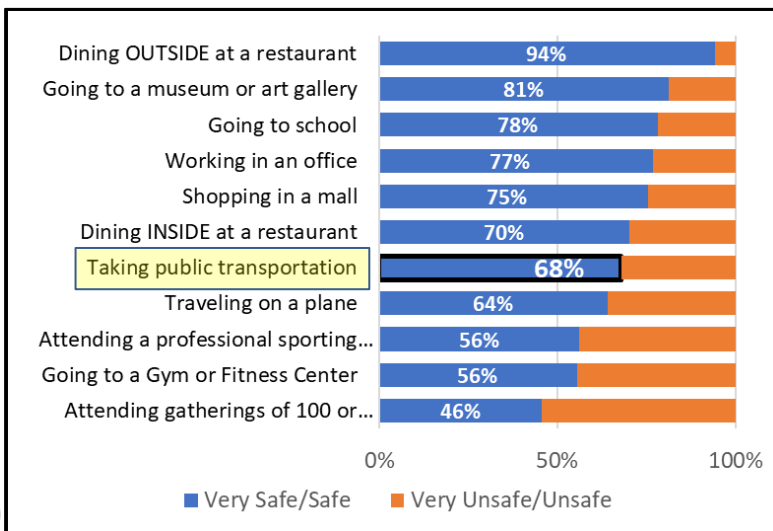
BUS – South Jersey



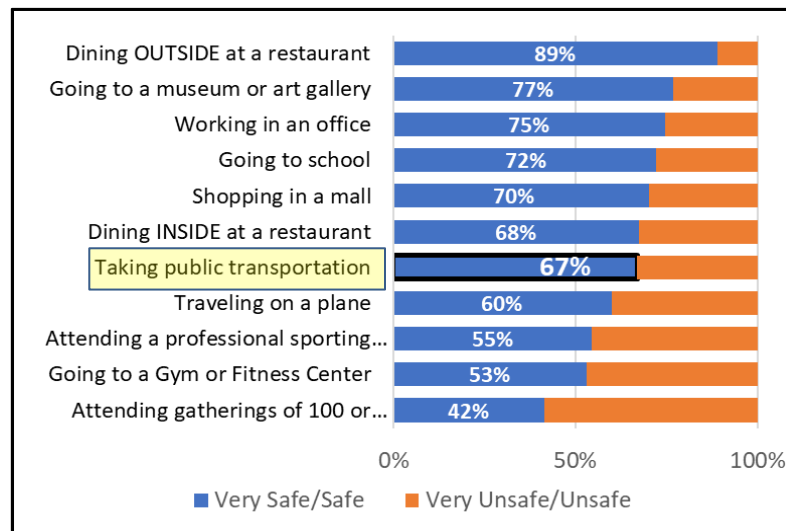
BUS – NY Interstate



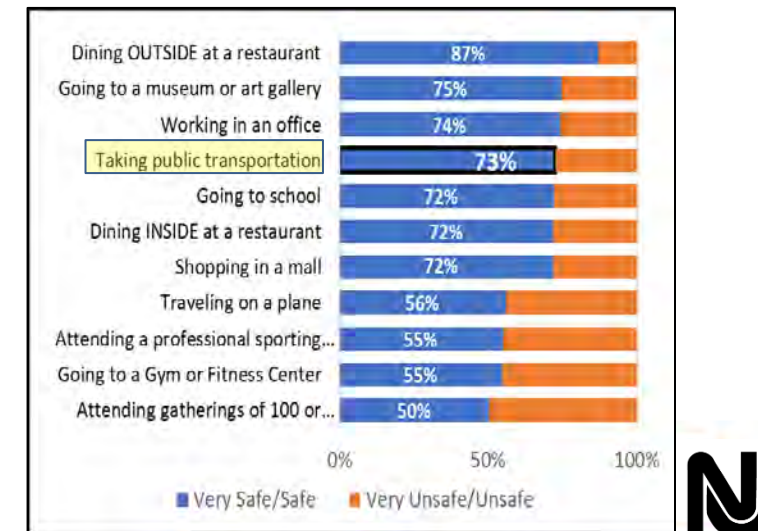
RAIL



LIGHT RAIL

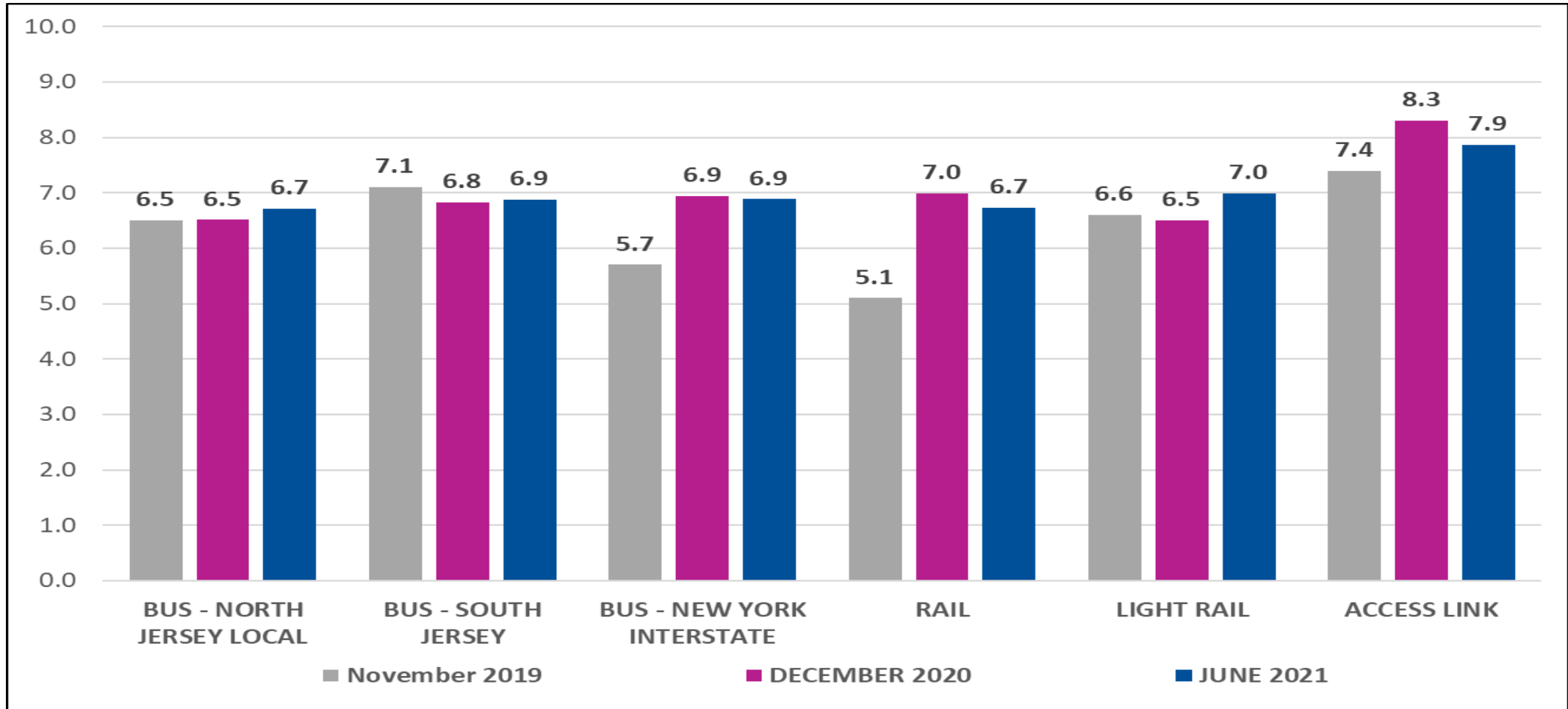


ACCESS LINK



Overall Satisfaction with NJ TRANSIT

OVERALL SATISFACTION



Base: November 2019 Customer Satisfaction Survey all respondents
December 2020 and June 2021 COVID Travel Survey all respondents



COVID TRAVEL Survey #4 – Next Steps

- ❑ Share results with senior management, operating groups, pandemic planning groups, Board Chair and Customer Service Committee, etc.
- ❑ Next COVID Travel Survey, possibly in October/November 2021
- ❑ Next Customer Satisfaction Survey possibly Spring 2022

ACTION ITEMS



The Office Real Estate



Purpose

The Office of Real Estate was created (per P.L. 2018, c.135) to oversee NJ Transit's real property interests and non-fare revenue sources.

Core Responsibilities:

- Implementing a strategy to protect and enhance the value of NJ Transit's real estate assets
- Overseeing and addressing property ownership matters
- Structuring, Negotiating and Managing:
 - Service Contracts / Parking agreements
 - Leases / Easements
 - Permits / Licenses
 - Purchase and Sale Transactions
 - Transit Oriented Development

Real Estate Strategic Plan

A strategic plan to successfully discharge the duties of the Office of Real Estate is being implemented through the following actions:

- Evaluating, realigning and augmenting the department's resources and skillset
- Updating and enforcing policies and procedures aimed at optimizing asset value, maximizing non-farebox revenue, and achieving operational efficiencies
- Implementing a transparent and consistent approach to Transit Oriented Development, utilizing the resources available in the market, to avail NJ Transit of optimal value capture participation, via up-front payments and long term revenue stream

Non-Farebox Revenue Sources

NJ Transit real estate revenue sources:

- **Advertising** – 226 Billboards; 18,000 Ads - monthly average
- **Parking** – 145 Parking Facilities; 51,000 spaces
- **Property Management** – 53 Retail Leases; 73,000 square feet
- **Property Rights** – +/- 950 Use and Occupancy Permits
- **Transit Oriented Development** – 11 projects at various stages

Non-Farebox Revenue History

Non-Farebox Revenue Five-Year History:

	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>
➤ <i>Advertising</i>	\$ 17.6	\$ 17.4	\$ 18.3	\$ 15.0	\$ 10.5
➤ <i>Parking</i>	\$ 21.2	\$ 18.1	\$ 18.9	\$ 17.0	\$ 4.6
➤ <i>Property Management</i>	\$ 8.7	\$ 8.7	\$ 8.9	\$ 9.0	\$ 4.7
➤ <i>Property Rights/Valuations</i>	\$ 4.3	\$ 3.8	\$ 3.8	\$ 4.0	\$ 3.9
➤ <i>TOD / Property Sales</i>	\$.1	\$ 1.9	\$ 11.3	\$.2	\$.1
Totals	\$ 51.9	\$ 49.9	\$ 61.2	\$ 45.2	\$ 23.8

Real Property Inventory

NJ Transit's inventory of real estate assets is comprised of:

- **+/- 600 linear miles** of Railroad Right of Way
- **+/- 1,200 acres** of improved and unimproved land including:
 - 57 Bus Facilities
 - 145 Parking Lots / Parking Structures
 - 221 Rail Stations

TOD Policy

In furtherance of Transit Oriented Development, Real Estate will consistently implement a transparent and professional process, adhering to three key guiding principles:

- Pursue Transit Oriented Development projects which support NJ Transit's Core Mission
- Seek to optimize land use, maximize value and financial benefits to NJ Transit, while retaining ownership of the land
- Collaborate with municipalities to promote economic growth that aligns with local planning and supports fair wages, fair housing and environmentally responsible initiatives

TOD Strategy

- NJ Transit's TOD strategy is intended to achieve optimal value capture, securing NJ Transit's participation in the value potential of its real estate assets and establishing a long term revenue stream.
- Real Estate engages industry professionals to assist in identifying, evaluating and negotiating long term public-private partnerships, with well established firms that have the capital, risk tolerance, and expertise to create viable-sustainable communities
- Each prospective Transit Oriented Development project is evaluated through an open **Competitive Process** or an Unsolicited Request for Development Review ("**URD**"), as applicable, to ensure NJ Transit's objectives will be met

TOD Competitive Process

An Open Competitive Process is typically initiated with the engagement of a real estate professional services firm(s) for the purpose of conducting feasibility studies, evaluating local market requirements, assisting in the preparation and management of the public offering and providing financial analysis and deal structure expertise, to aid in the evaluation and selection of a designated developer.

Critical milestones:

- **Feasibility Phase:** Market and environmental studies; coordination with local officials/municipalities
- **RFQ/RFEI:** Request for Qualifications/Request for Expressions of Interest
- **RFP Phase:** Request for Proposals; Defining the Vision; Project Concept analysis; Developer Selection; Negotiations; Developer Designation
- **Transaction Phase:** Board Review/Approval; Master Development Agreement; Transaction Closing/Documentation
- **Implementation Phase:** Construction management activities, including compliance, and coordination with NJ Transit stakeholders

TOD URD Review

.An Unsolicited Request for Development (URD) review is initiated in response to a site specific unsolicited offer to acquire/develop an NJ Transit owned site.

Critical milestones:

- **Preliminary Review:** Real Estate confirms NJ Transit's ownership interest position, current/intended use, existing/pending inquiries and the proposed transaction general alignment with TOD policies
- **Excessing Review:** Internal review by NJ Transit's stakeholders: Capital Planning, Capital Funding, Engineering, Rail Ops, Bus Ops, Safety, Police, Environmental, and GCR
- **Conditions Letter:** Notification to proposer confirming NJ Transit's intent to engage in discussions/negotiations, under certain conditions
- **Financial Analysis/Negotiations:** Real Estate conducts market studies and engages outside consultants to assist in validating market terms, evaluating and negotiating proposed terms and transaction structure
- **Transaction Phase:** Board Review/Approval; transaction closing and documentation
- **Implementation:** Compliance oversight; coordination with NJ Transit's stakeholders

Current TOD Projects

- Hoboken
- Matawan
- Somerville
- Metropark
- Morristown
- Orange
- Bound Brook
- Liberty State Park/Communipaw Avenue (Jersey City)
- Red Bank
- Dover
- Woodbridge

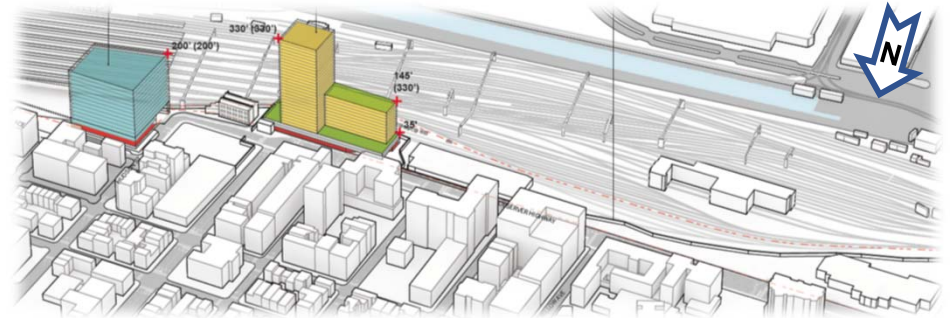




Select Active Projects

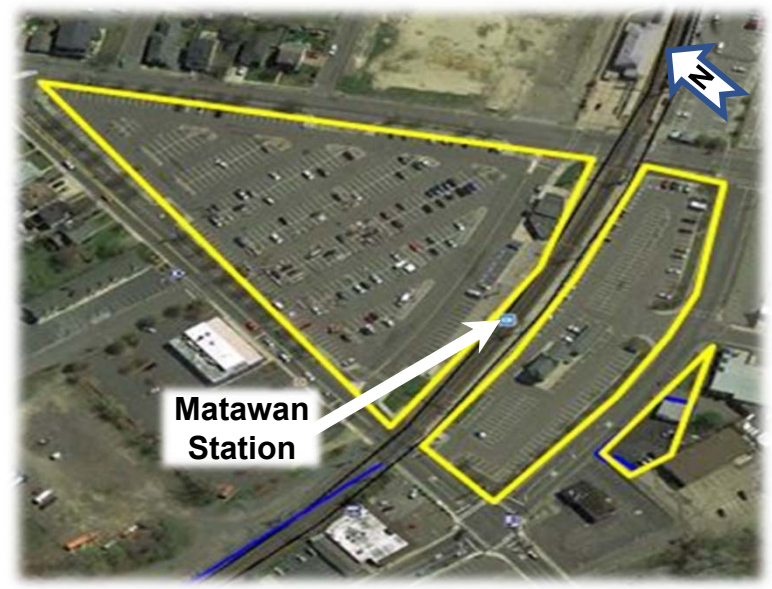
- Hoboken
- Matawan
- Somerville
- Metropark
- Orange
- Dover

Hoboken Terminal & Yard



- **Projected: Ground Breaking 2022; Grand Opening 2026**
- 65 acre site
- Mixed-use redevelopment of 1MM SF contemplated
 - 700,000+ square foot Class A office tower
 - 450+ apartments
 - Ferry Terminal, Hudson Place and Warrington Plaza renovations
- **Master Developer: LCOR**
- Status: Evaluating Phasing and Financing Plan

Aberdeen-Matawan Station



- **Projected: Ground Breaking 2024; Grand Opening 2027**
- Mixed-use Development - Residential (300 units), Retail (29,000 sf), Parking (500 spaces)
- Currently commuter parking - 7 acres
- **Developer Designation: D&R Matawan, LLC**
- Status: Pre-Development – MOU negotiations



Somerville



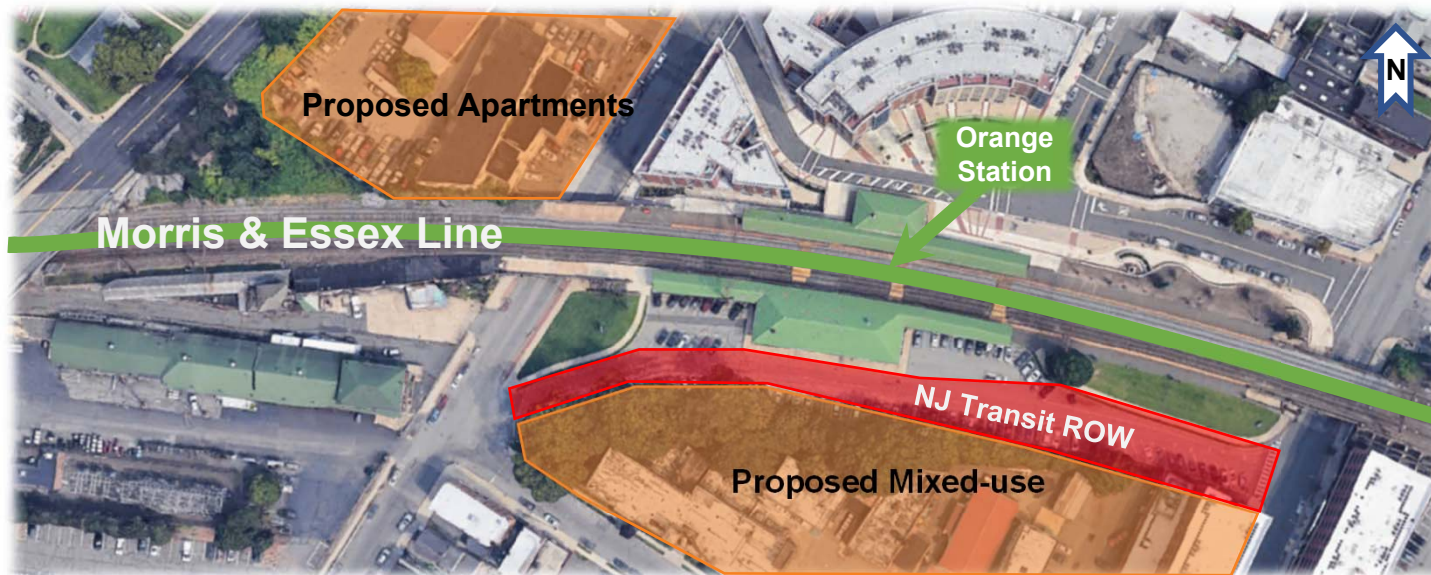
- **Projected: Ground Breaking 2021; Grand Opening 2023**
- Mixed use project consisting of 512 residential units, retail and 543 shared parking spaces.
- Phased construction over 4 years, construction commenced Spring 2020.
- **Developer: Somerset Development, AvalonBay, Pulte Homes**
- Status: Construction

Metropark



- **Projected: Ground Breaking 2025; Grand Opening 2027**
- Potential Mixed-use Development / Overbuild including 345+ residential units, 50,000+ square feet of office space, and supporting parking and retail uses.
- 12 acres adjacent to major NEC transit hub
- RFQ/EOI issued Fall 2020;
- Status: Qualified Firm interviews anticipated Feb/March 2021

Orange



- **Projected: Ground Breaking 2021; Grand Opening 2023**
- Planned to include two separate developments;
 - (1) 208 apartment units, and
 - (2) proposed mixed-use building
- **Developer: Russo Development**
- Status: Proposed



Dover



- **Projected: Ground Breaking 2021; Grand Opening 2023**
- 70-unit affordable family and veterans housing development
- **Developer: Dover Veterans Urban Renewal Housing Associates, LLC**
- Status: Construction



Source: DailyRecord.com via Pennrose

ITEM 2109-61: NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2021

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

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

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the Fiscal Year 2021 Real Estate Transmittal, as attached, and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

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



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

NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2021

P.L. 2018, c. 135
October 1, 2021

Executive Summary

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

Effective November 1, 2018, P.L. 2018, c. 135 amended N.J.S.A. 27:25-20 requires NJ TRANSIT to issue an annual report containing: (1.) a list of each parcel of real property owned by the corporation; (2.) the most recent appraised value of that real property obtained during the three years immediately preceding the report; the purpose for which the corporation holds the real property; (3.) any revenue the corporation receives that arises out of the real property; (4.) any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and (5.) any real property acquired for more than market value. Pursuant to those reporting requirements, NJ TRANSIT is pleased to provide this report.

1. Real Property Owned:

The attached represents a list of real property owned by the corporation and its underlying property purpose. Additions to the real property list, as compared to last year's submission, have been highlighted.

2. Appraised Valuations: See Exhibit A

NJ TRANSIT obtains appraisals for real property it owns if a property is no longer needed for transportation purposes and NJ TRANSIT receives a request for disposition. The appraised provided in the Real Property list

represent values obtained during the three-year period immediately preceding this report. (Please note that the list omits any property where the corporation is currently negotiating a disposition or anticipates negotiating a sale or lease in the near future, because disclosing the appraised values would provide potential buyers/lessees with an unfair competitive advantage.)

3. Revenue Generated:

NJ TRANSIT recorded \$23.8 million of non-farebox revenue in FY21, comprised of \$4.7 million from Property Leases; \$4.0 million from Utility Permits and Cell Tower Licenses; \$4.6 million in Parking Fees; \$4.5 million in Billboard Advertising; and \$6.0 million in Rail, Bus and Light Rail Advertising.

4. Property Sales and Dispositions:

NJ TRANSIT executed the property sale of approximately 0.18 acres known as Block 320, portion of Lot 1.03 in Wood-Ridge for \$25,000.

5. Real Property Acquired:

Following July 1, 2020, through June 30, 2021, NJ TRANSIT acquired 1.22 acres on Block 12, Lot 1.03 in Perth Amboy for Raritan Bridge Replacement Project, NJ TRANSIT also acquired 0.59 acres on a portion of Block 242, Lots 03.02 and 05.06 in New Brunswick in connection to the County Yard Rail Layover Facility, and 35.65 acres on Block 49.01, Lot 1, Block 47.02, Lot 1 and Block 40.02, lot 1.02 in Ridgefield Park for the New Northern Bus Maintenance Facility.

(NJT Board - 09/15/2021) NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2021
APPRAISED VALUATIONS - EXHIBIT A

60736

RAIL LINE	MUNICIPALITY	BLOCK/LOT	DATE OF VALUE	APPRAISED VALUE	SITE SIZE/CONFIGURATION	APPRAISAL PURPOSE
NORTH JERSEY COAST LINE (NJCL)	PERTH AMBOY	12/1.03	8/30/2018	\$6,100	1.22	RARTIAN BRIDGE PROJECT
MORRISTOWN LINE	BERKELEY HEIGHTS	501/3	12/10/2018	\$265,000		RFP FOR SALE
NORTHEAST CORRIDOR	NEW BRUNSWICK	p/o 242/03.02 & 05.06	12/24/2019	\$125,000	0.59	FEE ACQUISITION
HBLRTS	WEEHAWKEN	34.03/p/o 6	1/30/2020	\$5,900,000	1.41	EASEMENT TO DEP
MORRISTOWN LINE & HBLRTS	JERSEY CITY	6001/38,39,p/o 42 & 6002/p/o6 & 6005/7, p/o8 & 6102/p/o3 & 7302/p/o1	1/30/2020	\$7,500,000	2.19	EASEMENT TO DEP
MORRISTOWN LINE	HOBOKEN	139/p/o1.02	1/30/2020	\$42,850,000	1.32	EASEMENT TO DEP
MORRISTOWN LINE	KEARNY	284/20.02, 21.01	6/3/2020	\$600,000	0.61	EASEMENT TO CONRAIL
BUS INTEREST	PATERSON	4503/6,18, p/o19	10/16/2020	\$972,000	0.50	EASEMENT TO PSEG
NORTHEAST CORRIDOR	NEW BRUNSWICK	800/10	12/1/2020	\$68,000	0.11	EASEMENT TO COUNTY
NEWARK CITY SUBWAY	NEWARK	14/20, p/o33	12/2/2020	\$2,160,000	0.62	MARKET RENT VALUE
ATLANTIC CITY LINE	CHERRY HILL	583.01/2	12/29/2020	\$7,300,000	35.74	SOLAR ENERGY PROJECT
BERGEN COUNTY LINE	WOOD-RIDGE	320/p/o1.03	\$1,385,000	\$1,385,000	0.82	EASEMENT FOR PARKING
BUS INTEREST	RIDGEFIELD PARK	49.01/1 & 47.02/1	8/28/2019	\$33,000,000	33.31	FEE ACQUISITION
BUS INTEREST	RIDGEFIELD PARK	40.02/1.02	8/28/2019	\$11,600,000	2.34	FEE ACQUISITION

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

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

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
RARITAN VALLEY	N/A	SOMERVILLE	120.01 P/O1	0.04	SOMERVILLE STATION ACCESS
RARITAN VALLEY	N/A	ROSELLE PARK	3000/1-16,19	1.58	ACTIVE PASSENGERS RAILROAD ROW (ALDENE CONNECTION) ACTIVE & INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
RARITAN VALLEY	N/A	ROSELLE PARK - PHILLIPSBURG	N/A	N/A	
RARITAN VALLEY	N/A	LEBANON	100/3	0.65	LEBANON TRAIN STATION COMMUTER PARKING LOT
NJCL (N OF RARITAN RIVER)	N/A	RAHWAY - PERTH AMBOY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	N/A	WOODBIDGE JUNCTION - RARITAN RIVER	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	6	PERTH AMBOY	12/1.03	1.22	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT) ²
NJCL (S OF THE RARITAN RIVER)	N/A	PERTH AMBOY - BRADLEY BEACH	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	R3	SOUTH AMBOY	160/ P/O 1.03	0.09	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT)
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164/1,8 & 9	0.98	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	2R215	SOUTH AMBOY	162/91	0.58	MICROWAVE TOWER
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164.2-7	4.30	SOUTH AMBOY TRAIN STATION COMMUTER PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	47/6 & 7	0.16	SOUTH AMBOY TRANSIT VILLAGE
NJCL (S OF THE RARITAN RIVER)	5	MATAWAN	11/8	0.21	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	2	MATAWAN	11/10	0.22	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	3 & 4	MATAWAN	11/5,6 & 7	1.36	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	1	MATAWAN	11/11	1.07	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	7	MATAWAN	11/3	0.15	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	173	ABERDEEN	259/8	1.94	ABERDEEN-MATAWAN TRAIN STATION PARK & RIDE
NJCL (S OF THE RARITAN RIVER)	174	ABERDEEN	N/A	1.60	MU STORAGE TRACK - ELECTRIFICATION PROJECT
NJCL (S OF THE RARITAN RIVER)	199	ABERDEEN	260/1	5.13	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	6	MATAWAN	11/4	0.42	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	8	MATAWAN	11/2	0.18	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NJCL (S OF THE RARITAN RIVER)	9	MATAWAN	11/1	0.49	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	201	MIDDLETOWN	39 PART 16	0.40	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	200	HOLMDEL/MIDDLETOWN	51 /PART 7	0.01	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	1A & 1B	LITTLE SILVER	75/6.01	5.29	LITTLE SILVER TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	197	LONG BRANCH	188/1B	0.54	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	195	LONG BRANCH	492/19.04	0.25	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	R194	LONG BRANCH	157/5 PORT.4	0.75	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	196	LONG BRANCH	188/1	0.38	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	193	LONG BRANCH	492/PART 19.01 & 19.02	0.03	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	BRADLEY BEACH - BAY HEAD	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
NORTHEAST CORRIDOR	N/A	NEWARK	150/140&141, 151/80&81, 152/1&10, 157/1&21, 169/58	6.23	NEWARK PENN STATION
NORTHEAST CORRIDOR	N/A	NEWARK	2755/P/0 62	0.12	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	3A & 3B	NEWARK	5090/1.01 & 5088/126.01	2.48	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	1&2	WOODBIDGE	434/1.02 (1.B)	12.40	METROPARK TRAIN STATION PARKING LOT (DECK/SURFACE PARKING)
NORTHEAST CORRIDOR	6C2	METUCHEN	35/P/O6	0.49	METUCHEN TRAIN STATION (SHELTER WESTBOUND)
NORTHEAST CORRIDOR	6D2	METUCHEN	164/51	0.95	METUCHEN TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	D	EDISON	3.C/1.05 (1.A3)	2.11	VACANT LAND
NORTHEAST CORRIDOR	N/A	EDISON	3-C/4.02	5.44	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	B	EDISON	3-C/ 1.03 (P/O 1.A2)	1.55	ACCESS TO EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	C	EDISON	3.C/ 1.07 (P/O 1.B4)	0.73	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	7C2	EDISON	100/30	0.65	VACANT LAND
NORTHEAST CORRIDOR	7B2	EDISON	97A/2	0.42	EDISON TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	8B2	NEW BRUNSWICK	44.02/27	0.06	NEW BRUNSWICK TRAIN STATION (STAIRWAY & ELEVATOR)
NORTHEAST CORRIDOR	8C2	NEW BRUNSWICK	800/P/O 10	0.28	NEW BRUNSWICK TRAIN STATION (EASTBOUND)
NORTHEAST CORRIDOR	9A2 & 9C2A	NEW BRUNSWICK	598/8.01	7.84	JERSEY AVENUE TRAIN STATION COMMUTER PARKING LOT (SURFACE PARKING)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NORTHEAST CORRIDOR	5A	NEW BRUNSWICK	242/p/05.06	0.40	COUNTY YARD ²
NORTHEAST CORRIDOR	3A	NEW BRUNSWICK	242/p/03.02	0.19	COUNTY YARD ²
NORTHEAST CORRIDOR	8A	NEW BRUNSWICK	242/P/O/10.03	0.37	COUNTY YARD
NORTHEAST CORRIDOR	N/A	NEW BRUNSWICK - NORTH BRUNSWICK	90/1 & 11.01, 142/6.01, 6.05, 6.06 & 7.02	N/A	DELCO LEAD TRACK
NORTHEAST CORRIDOR	10A2A	NORTH BRUNSWICK	148/P/O 38.06	2.55	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10B2	NORTH BRUNSWICK	148/P/O 40.04	6.09	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10A1B	NORTH BRUNSWICK	148/P/O 38.05	0.67	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11A2	SOUTH BRUNSWICK	259/P/O 2.01	1.46	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11D1B	SOUTH BRUNSWICK	259/P/O 2.01	2.18	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	12B2	SOUTH BRUNSWICK	259/P/O 4 & 4.01, 262/P/O 1.01	2.03	VACANT LAND - MONMOUTH JUNCTION INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	14A2B	PLAINSBORO	1801/P/O 72	1.00	VACANT LAND - PLAINSBORO INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	1B1	ELIZABETH	12/1255.A	0.99	STATION BUILDING - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	1A1	ELIZABETH	11/1247.B, 1248.A & 1250	0.61	PARKING - NORTH ELIZABETH - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	R2F1	ELIZABETH	N/A	0.09	ELIZABETH TRAIN STATION BUILDING (EASTBOUND)
NORTHEAST CORRIDOR	2E1	ELIZABETH	6/1581	0.65	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	2D1	ELIZABETH	6/1632	0.37	ELIZABETH TRAIN STATION - VACANT LAND
NORTHEAST CORRIDOR	2C1	ELIZABETH	6/1418, 1420, 1421, 1422 & 1568	0.76	ELIZABETH TRAIN STATION PARKING DECK
NORTHEAST CORRIDOR	2A	ELIZABETH	6/1599	1.04	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	N/A	ELIZABETH	6/74	0.04	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	211	ELIZABETH	6/76	0.07	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	N/A	LINDEN	254/10	2.05	LINDEN TRAIN STATION PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	3A1B	LINDEN	254/P/O 14	0.89	LINDEN TRAIN STATION - DRIVEWAY/PARKING LOT
NORTHEAST CORRIDOR	3B2	LINDEN	457/38, 254/P/O 14 & 15	1.85	LINDEN TRAIN STATION STATION BUILDING/ SURFACE PARKING LOT
NORTHEAST CORRIDOR	5D2	RAHWAY	500/P/O 10	0.33	RAHWAY TRAIN STATION STATION BUILDING (EASETBOUND)
NORTHEAST CORRIDOR	4B & 4C	WEST WINDSOR	6/33 & 18 & 57/1	11.67	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	N/A	WEST WINDSOR	6/44	0.12	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13D	WEST WINDSOR	6/66.	5.63	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A3	WEST WINDSOR	6/P/O 88	0.38	PRINCETON JUNCTION TRAIN STATION BULIDING (WESTBOUND)
NORTHEAST CORRIDOR	13C	WEST WINDSOR	6/14	12.21	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13B2	WEST WINDSOR	6/67 & 68	6.23	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A2	WEST WINDSOR	6/P/O 88	0.90	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	3	WEST WINDSOR	6/P/O 88	4.89	PRINCETON JUNCTION TRAIN STATION PARKING LOT

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NORTHEAST CORRIDOR	2	WEST WINDSOR	N/A	0.85	VAUGHN DRIVE
NORTHEAST CORRIDOR	1	WEST WINDSOR	N/A	0.88	VAUGHN DRIVE
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/5 & 6	49.18	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/7	6.89	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/8	2.04	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/9	4.58	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1508/ 13, 14 & 15 & 1505/11	9.70	HAMILTON TRANSIT COMPLEX
NORTHEAST CORRIDOR	25	HAMILTON	5/10 PO	0.22	ACCESS ROAD - KLOCKNER AVENUE
NORTHEAST CORRIDOR	N/A	TRENTON	13302/P/O 1	1.83	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	HAMILTON & TRENTON	1508/27 (HAM) & 12501/3, 25101/3, 25201/3 ETC. (TRE)	25.00	VANCANT LAND (WEST BARRACKS YARD)
NORTHEAST CORRIDOR	226	TRENTON	13302/P/O 1	0.32	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	158A	TRENTON	802/2 & 3	1.42	TRENTON TRAIN STATION BUILDING & PARKING LOT (SURFACE)
NORTHEAST CORRIDOR	158D	TRENTON	13203/3 & 4, 13301/3, 4, 10, 19-20	2.73	TRENTON TRAIN STATION PARKING LOT (SURFACE - THE PIT)
NORTHEAST CORRIDOR	158E	TRENTON	13302/P/O 1	1.71	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	NEW YORK CITY	781/10	0.09	NEW YORK PENN STATION EAST END CONCOURSE ENTRANCE
NORTHEAST CORRIDOR	N/A	FALL (BUCKS COUNTY, PA)	28/75	30.78	MORRISVILLE TRAIN YARD
BOONTON EAST OF DENVILLE	N/A	NEWARK	837/1	0.04	RADIO BASE STATION ADJACENT TO FORMER NORTH NEWARK STATION
BOONTON EAST OF DENVILLE	70A, 70B, 70C & 70D	GLEN RIDGE	82/9	1.76	GLEN RIDGE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR - DENVILLE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/39	0.54	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/38	0.58	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	905/25.01	1.03	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	200A & X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
BOONTON EAST OF DENVILLE	15	KEARNY	178/P/O 32	0.19	ARLINGTON INACTIVE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	DENVILLE	30608/1	1.00	DENVILLE TRAIN STATION PARKING LOT (SURFACE)
BOONTON EAST OF DENVILLE	N/A	LITTLE FALLS	234/P/O 3, 4, 5 & 6 AND 250/P/O1	3.60	MSU TRAIN STATION PARKING LOT (DECK & SURFACE)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/2	7.22	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/1	2.86	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX150C	WAYNE	748/1	1.80	MOUNTAIN VIEW TRAIN STATION PARKING LOT EXPANSION
BOONTON EAST OF DENVILLE	VX151B & VX154B	WAYNE	713/5 & 714/2	0.48	MOUNTAIN VIEW TRAIN STATION PARKING LOT
BOONTON EAST OF DENVILLE	N/A	MONTVILLE	97/1	1.01	TOWACO TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	3	DOVER	1901/10 (PORTION)	1.95	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	1	DOVER	1901/9 (portion)	0.39	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	N/A	DOVER - PORT MORRIS	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	R169	ROXBURY	258/P/O 6 & 7	1.36	WEST WHARTON SUPPLY STATION NO. 16
BOONTON WEST OF DENVILLE	N/A	PORT MORRIS - NETCONG-STANHOPE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	1	ROXBURY TWP	10503/42	0.38	PORT MORRIS TRAIN STORAGE YARD
BOONTON WEST OF DENVILLE	N/A	SUSSEX BR. JCT. - NETCONG-STANHOPE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/4	1.03	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/6	0.25	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	JERSEY CITY (WEST END) - DOVER	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MORRISTOWN LINE	N/A	EAST ORANGE	531/6.02	2.56	BRICK CHURCH TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	SOUTH ORANGE	1902/13-15, 27, 28, 30 & 31	1.48	SOUTH ORANGE TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	2R160	MILLBURN	701/P/O 7	0.40	MILLBURN AUTOTRANSFORMER NO. 7
MORRISTOWN LINE	N/A	HOBOKEN - JERSEY CITY (WEST END)	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MORRISTOWN LINE	N/A	JERSEY CITY	7202/3	0.36	HOBOKEN YARD STORAGE TANK AREA
MORRISTOWN LINE	124, 143 & 143	JERSEY CITY	6005/7, 8 & 9	3.01	HOBOKEN YARD CONNECTING TRACK

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
MORRISTOWN LINE	N/A	JERSEY CITY	5304/28,6401/10, 6502/3, 8203/8, 8204/2, 8401/5 & 6902/7	10.93	BERGEN ARCHES (0.92 MILES BELOW GRADE INACTIVE RAILROAD ROW)
MORRISTOWN LINE	N/A	KEARNY	287/54-56, 60. 61.02,62, 62.01, 63, 70.01, 71, 71.01 &80	26.70	HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA) KOPPERS KOKE SITE
MORRISTOWN LINE	200A X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
MORRISTOWN LINE	R184A, 184C & 184B	KEARNY	284/21.01	76.25	MEADOWLANDS MAINTENACE COMPLEX (MMC) RAIL EQUIPMENT & MAINTENANCE FACILITY ³
MORRISTOWN LINE	2R155 & 156	MORRIS TOWNSHIP	8401/4	0.63	CONVENT TIE STATION NO. 12
MORRISTOWN LINE	153	MORRISTOWN	301/7	0.31	MORRISTOWN AUTOTRANSFORMER NO. 13
MORRISTOWN LINE	R161A	DOVER	1901/8	1.65	DOVER AUTOTRANSFORMER NO. 5
MORRISTOWN LINE	R157	SUMMIT	604/3	1.19	SUMMIT SUPPLY STATION NO. 8
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	N/A	N/A	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	287/1.01	0.52	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	285/1.02	2.01	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/P/O 1	0.29	PENNSAUKEN TRANSIT CENTER
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/1	1.58	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	B	PENNSAUKEN	1005/2	2.00	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	N/A	LINDENWOLD - LUCASTON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	LUCASTON - ATLANTIC CITY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	222	BERLIN	6203/1	0.93	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	223	BERLIN	6203/1A	1.81	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	R224	BERLIN	202/1	1.15	ATCO TRAIN STATION PARKING LOT (SURFACE)
CAPE MAY BRANCH	N/A	WINSLOW - CAPE MAY	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	WOODLAND - WINSLOW	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	RED BANK - LAKEWOOD	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	LAKWOOD - WOODLAND	N/A/	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	N/A	PENNSAUKEN - HADDON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
LINDENWOLD LINK	B	CHERRY HILL	98.01/11 & 11.01 (PORTION)	4.03	CHERRY HILL TRAIN STATION PARKING LOT (SURFACE)
MILLVILLE SECONDARY	N/A	PENNSAUKEN - CAMDEN	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	CAMDEN	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	MANTUA - GLASSBORO	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PEMBERTON BRANCH	N/A	PENNSAUKEN - MOUNT LAUREL	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	TUCKAHOE - PALERMO	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	PALERMO - OCEAN CITY	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BERGEN COUNTY LINE	N/A	JERSEY CITY - RIDGEWOOD	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	80A & 80B	RUTHERFORD/EAST RUTHERFORD	N/A	0.92	EAST RUTHERFORD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	201	WOOD-RIDGE	320/1.03	8.35	WOOD-RIDGE RAIL SURPPORT FACILITY ³
BERGEN COUNTY LINE	81A, 81B, 81C & 81D	GARFIELD	N/A	0.67	GARFIELD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	GARFIELD	143.03/1	0.28	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	N/A	GARFIELD	144/10,48 & 69	1.31	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	84A & 84B	FAIRLAWN	N/A	1.50	RADBURN - FAIRLAWN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	71A, 71B	GLEN ROCK	N/A	0.94	GLEN ROCK TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	RIDGEWOOD - SUFFERN	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	R85	HO-HO-KUS	N/A	1.55	HO-HO-KUS TRAIN STATION PLATFORM (INBOUND SIDE)
BERGEN COUNTY LINE	R86	WALDWICK	117/1.01	10.01	VACANT LAND WALDWICK TRAIN STATION STATION
BERGEN COUNTY LINE	87A, 87 B & 87C	ALLENDALE	N/A	0.49	ALLENDALE TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	88A & 88B	RAMSEY	N/A	1.24	RAMSEY TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	89A, 89B, 89C & 89D	MAHWAH	N/A	0.74	MAHWAH TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	179	SECAUCUS	N/A	0.40	PORTION OF ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	NA	EAST RUTHERFORD - NANUET	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	RIVER EDGE	1412/1 & 2	2.24	NEW BRIDGE LANDING TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	RIVER EDGE	414/102	1.30	VANCANT LAND ALONG ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	N/A	MONTVALE	1604/1	0.80	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	MONTVALE	1606/2 & 3	0.75	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	NANUET - SPRING VALLEY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	SPRING VALLEY - WOODBINE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	11	CAMDEN	120/50	0.17	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	13	CAMDEN	123/17	0.36	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	N/A	CAMDEN - BORDENTOWN	N/A	N/A	SNJLRTS (RIVERLINE) ROW - ACTIVE PASSENGERS LIGHT RAIL ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R14	CAMDEN	1457/P/O 17	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	67	CAMDEN	1184/5	0.23	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	171, 172 & 173	CAMDEN	1185/1&2 & 1188/1&3	0.48	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	162	CAMDEN	1188/P/O 4	0.10	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R73 & R74	CAMDEN	876/49, 3 11 & 12	1.91	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	68	CAMDEN	876/15	0.05	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	130	CAMDEN	975/2	0.13	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	16A, 16B & 16C	CAMDEN/PENNSAUKEN	973/4, 974/3 & 3.01 & 304/36	16.79	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	69 & 70	CAMDEN	876/16 P/O 17,18, & 19	0.07	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	15A & 15B	CAMDEN	972/P/O 4	0.39	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	278	PENNSAUKEN	301/P/O 1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	161	PENNSAUKEN	304/P/O 18	0.58	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	174	PENNSAUKEN	204/P/O 8	0.16	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	176	PENNSAUKEN	1002/P/O 2	0.24	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	20	PENNSAUKEN	1802/10	6.27	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	21	PENNSAUKEN	1802/11	11.98	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	218	CINNAMINSON	507/1, 2, 3 & 5.02	1.82	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	215	CINNAMINSON	505/3	0.96	SNJLRTS (RIVERLINE) ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	220	RIVERSIDE	901/3	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37A	RIVERSIDE	602/5	0.42	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37	RIVERSIDE	808/8 & 8.02	0.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	96 & 97	RIVERSIDE	3201/1, 2, & 3 & 3205/1	1.30	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R100	DELANCO	2100/P.O. 1	0.92	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R24	DELANCO	2100/3	3.11	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	186	DELANCO	1900/ P/O 1.03	0.25	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	159	BURLINGTON	1.01/1.02	3.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	106A, 106B & 106C	FLORENCE	159/P/O 7.02, 2 & 12	4.08	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	168	FLORENCE	158/P/O 6.01, 6.02, 7.01 & 7.02	4.94	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	193	FLORENCE	159/P/O 1.01	0.39	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	201	BORDENTOWN	801/44	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	140	TRENTON	702/1, 2, 3 & 4	0.37	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	143	TRENTON	702/ 8, 12 & 10	0.92	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	141 & 142	TRENTON	702/ 5, 6 & 7	0.31	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (TRENTON-BORDENTOWN TWP)	112	TRENTON	150A/2	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	284	TRENTON	147/P/O1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	31	TRENTON	13505/1	0.90	SNJLRTS (RIVERLINE) ROW - TRENTON MAINTAINANCE FACILTY
HBLRTS (BAYONNE BRANCH)	MAIN STEM	JERSEY CITY - BAYONNE	303304/19 & 21, 27401/1 & 2, 21503/2 AND 504/1,2,3,5,6,12,13 & 14.01	N/A	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	203D	JERSEY CITY	21503/3	18.75	HBLRTS ROW - VACANT LAND ADJACENT TO ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
HBLRTS (BAYONNE BRANCH)	204	JERSEY CITY	21503/43	0.48	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	205	JERSEY CITY	21503/37 & 44	2.64	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	203C	JERSEY CITY	21503/33, P/O 34 & P/O 42	1.72	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	202	JERSEY CITY	21503/35	1.58	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	207	JERSEY CITY	21503/36	0.94	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	66	JERSEY CITY	28904/10 & 11	0.10	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	34	BAYONNE	401/14	0.15	HBLRTS ROW - 45TH STREET STATION
HBLRTS (BAYONNE BRANCH)	75A & 75B	BAYONNE	407/1,2 & 3 AND 408/1 & 2	4.19	HBLRTS ROW - 34TH STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	314B	BAYONNE	459/1	0.45	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	313	BAYONNE	462/1	1.30	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	2R19B, 19C, R19D - R19F & E19G	BAYONNE	504/ 16.01 - 19.01	6.06	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	525	BAYONNE	Block 298 / Lot 1	1.16	HBLRTS ROW
HBLRTS (BAYONNE BRANCH)	523A	BAYONNE	504/p/o 19.01	0.06	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	203B	JERSEY CITY	20303/23, 24 & 25	1.12	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	201A	JERSEY CITY	21503/41	2.51	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (WEST SIDE INDUSTRIAL)	200	JERSEY CITY	21503/1, 31, 32 & P/O 34	16.40	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	77	JERSEY CITY	21404/2	0.34	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	R7	JERSEY CITY	20902/88	1.70	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	76	JERSEY CITY	22204/P/O 1	0.29	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	52	JERSEY CITY	21802/31	1.20	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	53	JERSEY CITY	21802/29	0.40	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)

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

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	109	HOBOKEN	BLOCK 24, LOT 1	0.10	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	118	HOBOKEN	BLOCK 24, LOTS 5 & P/O 6	0.02	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	130	HOBOKEN	Block 105/p/o Lot .1	0.06	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	116	JERSEY CITY	4002/1	0.84	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	117	JERSEY CITY	3004/1	0.93	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	128	JERSEY CITY	Block 790 / lot 5 (aka p/o lot 1) - 1801/2	0.74	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	N/A	WEEHAWKEN	64.01/2.01	7.69	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	300	UNION CITY	BLOCK 267, LOTS 32.01 & 33 - 43	0.63	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	343	UNION CITY	BLOCK 267, LOTS 23 - 27, 28.01, 29 - 31 & 32.02	0.49	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	375	NORTH BERGEN	160/2,3 & 4 AND 127/1B,2A, ETC.	0.07	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	310, 311 & 312	NORTH BERGEN	Block 166, Lots 2A, 2B, 3, 4, 5, & 1B	7.29	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	334	NORTH BERGEN	P/O BLOCK 167, LOT 16A & 1.B3	0.42	HBLRTS ROW
BUS INTERESTS	N/A	ATLANTIC CITY	285/102.02	2.47	ATLANTIC CITY BUS TERMINAL
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029 /5.02	13.00	EGG HARBOR BUS GARAGE
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/P/O 5.01	1.29	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/10	0.20	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	29	FAIRVIEW	408/45	3.69	FAIRVIEW BUS GARAGE
BUS INTERESTS	N/A	FAIRVIEW	408/P/O 46.01	0.45	FAIRVIEW BUS GARAGE
BUS INTERESTS	17	NORTH ARLINGTON	10/.52	0.25	NORTH ARLINGTON BUS LOOP - CAB STAND
BUS INTERESTS	19	ORADELL	121/1	5.30	ORADELL BUS GARAGE
BUS INTERESTS	N/A	ORADELL	121/1	1.13	ORADELL BUS GARAGE - REPARIAN GRANT
BUS INTERESTS	7	MAPLE SHADE	82/1	2.62	MAPLE SHADE BUS GARAGE
BUS INTERESTS	23	RIVERSIDE	602/1	1.13	RIVERSIDE BUS GARAGE
BUS INTERESTS	43	CAMDEN	1452/24	0.71	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	49	CAMDEN	1444/P/O 1	0.04	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	R44	CAMDEN	1449/1 & 2	0.65	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	N/A	CAMDEN	1450/12	1.05	NEWTON AVENUE BUS GARAGE

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
BUS INTERESTS	1	CAMDEN	1452/5	4.17	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1, M2B & M2A	CAMDEN	1397/2	2.94	WALTER RAND TRASPORTATION CENTER
BUS INTERESTS	24	STRATFORD	34/11	0.05	VACANT LAND ALONG EAST ATLANTIC AVENUE
BUS INTERESTS	N/A	WINSLOW TWP.	11801/1	6.14	AVANDALE BUS PARK & RIDE
BUS INTERESTS	N/A	WILDWOOD CITY	82/10-14,23-27	0.92	WILDWOOD BUS TERMINAL
BUS INTERESTS	8	MAPLEWOOD	44.02/50	6.05	HILTON BUS GARAGE
BUS INTERESTS	9	MAPLEWOOD	44.02/101	4.59	GENERAL OFFICES, MAPLEWOOD
BUS INTERESTS	10	MAPLEWOOD	20.5/302	0.34	MAPLEWOOD BUS LOOP
BUS INTERESTS	10	MILLBURN	409/14	0.23	MAPLEWOOD BUS LOOP
BUS INTERESTS	12	NEWARK	2402/20, 21, 24 & 30	8.86	NEWARK SHOPS FERRY STREET
BUS INTERESTS	14	NEWARK	850/15 & 16	0.16	HIGHLAND AVENUE BUS LOOP
BUS INTERESTS	13	NEWARK	339/1	0.37	16TH AVENUE BUS LOOP
BUS INTERESTS	15	NEWARK	N/A	0.20	NEWARK CITY SUBWAY ENTRANCE
BUS INTERESTS	18	NUTLEY	9505/1	3.21	BIG TREE BUS GARAGE
BUS INTERESTS	20 & 1-F	ORANGE	602/1, 2, 3 & 4	10.23	ORANGE BUS GARAGE/STORAGE/MAINTENANCE FACILITY
BUS INTERESTS	21	ORANGE	2502/11	0.34	ERIE BUS LOOP
BUS INTERESTS	27A & 27B	WEST ORANGE	142/32	1.17	MISSISSIPPI BUS LOOP PARKING LOT (SURFACE)
BUS INTERESTS	P217	WEST ORANGE	111/1.10	0.20	WEST ORANGE MICROWAVE TOWER
BUS INTERESTS	3R33, 36 & 26	WASHINGTON TWP	196/3, 4.01 & 5	9.41	TURNERSVILLE BUS GARAGE
BUS INTERESTS	4A, 4B, 4C, 4D, 4E, & 4F	HOBOKEN	229/1 & 2	1.75	HOBOKEN BUS TERMINAL
BUS INTERESTS	5	JERSEY CITY	29701/27	2.29	GREENVILLE BUS GARAGE
BUS INTERESTS	65	JERSEY CITY	30002/1 & 2	1.81	GREENVILLE BUS GARAGE
BUS INTERESTS	R39A, 39B, 39C & 39D	NORTH BERGEN	451.04/20 & 27.03	14.23	MEADOWLANDS BUS GARAGE
BUS INTERESTS	25	UNION CITY	153/1	3.02	UNION CITY BUS GARAGE
BUS INTERESTS	N/A	WEEHAWKEN	34.A/1	3.47	BUS STORAGE FACILITY
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.12	2.24	OLD BRIDGE PARK & RIDE
BUS INTERESTS	1	OLD BRIDGE	4185/9.13	1.37	OLD BRIDGE PARK & RIDE
BUS INTERESTS	2	OLD BRIDGE	4185/9.14	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	57	OLD BRIDGE	5000/12.12	0.48	OLD BRIDGE PARK & RIDE
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.16	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	35A & 35B	HOWELL TWP	144/113 & 141	61.94	HOWELL BUS GARAGE
BUS INTERESTS	N/A	HOWELL TWP	142/1.04	4.35	HOWELL PARK & RIDE
BUS INTERESTS	N/A	LAKEWOOD	122/10 & 124/2	1.91	LAKWOOD BUS TERMINAL
BUS INTERESTS	22	PATERSON	4503/6	0.13	BROADWAY TERMINAL
BUS INTERESTS	VX2R378	PATERSON	4701/2 - 6.	3.99	MARKET STREET BUS GARAGE

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
BUS INTERESTS	N/A	PATERSON	4503/18	0.03	BROADWAY BUS TERMINAL
BUS INTERESTS	VX100F	WAYNE	402/1	23.88	WAYNE BUS GARAGE
BUS INTERESTS	B	WAYNE	801/5	3.04	MOTHER PARK & RIDE
BUS INTERESTS	N/A	WEST MILFORD TWP	3610/27.02 & 28	3.41	WEST MILFORD PARK AND RIDE
BUS INTERESTS	32 D.O.T	BYRAM TOWNSHIP	214.01/1	0.37	BUS PARK/RIDE
BUS INTERESTS	2	CLIFTON	15.04/4	2.61	NORTHERN BUS MAINTENANCE FACILITY
BUS INTERESTS	1 & 4	RIDGEFIELD PARK	49.01/1, 47.02/1 & 40.02/1.02	35.65	NEW NORTHERN BUS MAINTENANCE FACILITY
RAIL INTERESTS	356A	NORTH BERGEN	457/2	0.03	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	R208	HOBOKEN/UNION CITY/WEEHAWKEN	136/6.2. 142/1, 143/2; 192.01/1; & 2/3	1.89	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	R207A - 207C	HOBOKEN/WEEHAWKEN	143/3, 144/2, 3, 18, & 19, & 145/1.2, 2, 12.1 & 12.2; 2/2	1.05	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	T201A	HOBOKEN	146 P/O 4 & 4.01	5.00	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	354	NORTH BERGEN	27/41 & 42	0.89	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	2R355 & 2R394	NORTH BERGEN	35 /5.031 & 5.03	2.66	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	353	NORTH BERGEN	27/39 & 40	3.36	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	341A, UE341B, UE341C	NORTH BERGEN	442/ 6, 7, & 8	0.14	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	349A & E349B	NORTH BERGEN	453.01/P/O 5.011	0.87	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	348A, E348B, E348C, UE348D	NORTH BERGEN	453.07/P/O22.01	0.12	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	359	NORTH BERGEN	455/P/O 23	0.01	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	2R61A, R61C, 61B1, SP61B2, 61B3 & 61	NORTH BERGEN	451C/22H, 22M1.1, 27A & 28 AND 451D, 27C & 27C1	19.18	PATERSON PLANK ROAD GRADE SEPARATION PROJECT (BONE YARD)
CORPORATE INTEREST	N/A	NEWARK	169/39	1.80	NJ TRANSIT HEADQUARTERS

NOTES

1. NJ TRANSIT recorded \$23,810,857.00 in FY21 non-farebox revenue from system wide Property Leases, of \$4,695,270.00, Utility Permits and Cell Tower Licenses of \$3,952,797.00, Parking Fees of \$4,622,498.00, Billboard Advertising of \$4,515,969.00, and Rail, Bus and Light Rail Advertising of \$6,024,324.00. FY 21 Revenue includes a retroactive adjustment for FY 20 Revenue attributed to the COVID-19 Financial Relief approved by the Board of Director.
2. Property interests acquired during FY 2021 are highlighted on pages 3, 5 and 16

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
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3. NJ TRANSIT executed the property sale of approximately .18 acres known as Block 320, portion of Lot 1.03 in Wood-Ridge for \$25,000 - see page 9.

ITEM: 2109-62 MASON SUBSTATIONS OVERSIGHT ADVISOR – CONTRACT AMENDMENT FOR BURNS ENGINEERING INC. PROFESSIONAL SERVICES CONTRACT

The Oversight Advisor Professional Services Consultant provides oversight and advisory services during design and construction of Mason & Building 9 Substations.

Seek authorization to issue a contract amendment on NJ TRANSIT Contract No. 19-013 with **Burns Engineering Inc.** of Philadelphia, PA, for continued oversight and advisory services for the Mason and Building Substation Projects at a cost not to exceed **\$997,186.76 beyond the original contract costs**, plus five percent contingency, subject to the availability of funds.



ITEM: 2109-62 MASON SUBSTATIONS OVERSIGHT ADVISOR – CONTRACT AMENDMENT FOR BURNS ENGINEERING INC. PROFESSIONAL SERVICES CONTRACT

- Authorization of this contract amendment will allow for continued oversight and review of design and construction activities by PSE&G and their consultants of the new Mason and Building 9 Substations located in the Meadowlands Maintenance Complex (MMC) in Kearny, NJ.
- The new substations will improve electric reliability of traction power substations and enhance resilience and power supply to the Rail Operations Center and MMC facilities.



ITEM 2109-62: MASON SUBSTATION OVERSIGHT ADVISOR – CONTRACT AMENDMENT FOR BURNS ENGINEERING INC. PROFESSIONAL SERVICES CONTRACT

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

WHEREAS, the existing Mason Substation provides traction power for all electric trains traveling on the Morris & Essex Line to Hoboken Terminal, provides traction power for the electrified portion of the Montclair/Boonton Line, and is used to back feed power to other portions of the railroad system in the event of maintenance and repair outages and power disruptions to other traction power supply substations; and

WHEREAS, Building 9 Substation supports operations of the Meadows Maintenance Complex, which is a major maintenance facility serving NJ TRANSIT's entire fleet, and additionally provides power to the Rail Operations Center, which is the central command and control facility for all train movements state wide, including train control, signal and power dispatching operations; and

WHEREAS, in 2017, NJ TRANSIT entered into a Construction Coordination and Protocol Agreement (Agreement) with Public Service Electric & Gas (PSE&G) to design, construct, operate, maintain and own the new Mason Substation; and

WHEREAS, on October 16, 2019, the NJ TRANSIT Board of Directors authorized staff to enter into a professional services contract with Burns Engineering, Inc. (Burns) to provide project oversight advisory services during the design and construction of Mason Substation; and

WHEREAS, the Mason Substation project schedule has been extended one year; and

WHEREAS, authorization of these project oversight advisor services will allow for the continued review of design and construction activities, and support in ensuring NJ TRANSIT is fulfilling its responsibilities, preserving its rights, and complying with all terms of notice and dispute resolution per the Agreement; and

WHEREAS, Burns will provide other support services including, but not limited to, review of project agreements, such as an operations protocol agreement and anticipated interconnection agreements; and

WHEREAS, Burns' continued involvement and services are critical to ensure the successful completion of the Mason Substation Project; and

WHEREAS, on June 2, 2021, NJ TRANSIT requested a cost proposal to extend the existing Burns contract; and

WHEREAS, Burns provided a cost proposal on June 11, 2021; and

WHEREAS, the cost proposal was reviewed by NJ TRANSIT staff and deemed acceptable; and

WHEREAS, NJ TRANSIT's Office of Business Development (OBD) established a 17 percent Small Business Enterprise (SBE) Category 6 goal for this contract. OBD reviewed and approved the 17.23% SBE utilization commitment identified by Burns;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into Change Order No. 1 with Burns Engineering Inc. on NJ TRANSIT Contract No. 19-013 to continue to provide support and Project Oversight Advisor Services on the Mason Substation Project in the amount not to exceed \$997,186.76, plus five percent contingency, subject to the availability of funds.

ITEM 2109-63: AMENDMENT TO THE TEMPORARY OPERATION OF THE MIDDLESEX COUNTY LOCAL BUS SERVICE

WHEREAS, the Academy Express, LLC agreement to operate the Middlesex County Local Bus Service under NJ TRANSIT Contract No. 13-024 expired January 16, 2021; and

WHEREAS, continuation of this service is important to riders, and it is consistent with NJ TRANSIT's mission to provide for the operation of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, Board Item 2101-01 approved an interim operating agreement with Community Transportation to provide service from January 17, 2021 through October 16, 2021 with the stipulation staff would seek further authorization for extending the service until such time as a competitive procurement can be completed; and

WHEREAS, Community Transportation Inc. (Coach USA) currently operates the Middlesex County Local Bus Service under an interim agreement and can continue this service without interruption in the most expeditious and cost-effective way; and

WHEREAS, staff seeks to amend the current interim agreement with Community Transportation for a period of seven months to May 28, 2022 until such time as a Request for Proposal (RFP) procurement process can be completed; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a two percent Category 3 SBE Goal for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all actions necessary to amend NJ TRANSIT Contract No. 19-068 with Community Transportation Inc., of Paramus, New Jersey, to extend the interim agreement to operate the Middlesex County Local Bus Service for a period of seven months from October 17, 2021 through May 28, 2022 at a cost not to exceed \$6,607,003, plus five percent for contingencies, for a total contract authorization of \$6,937,353, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

ITEM 2109-64: PERSONAL INJURY CLAIM OF SUSAN LINTON

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the claim of Susan Linton through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – Portal North Bridge Project: Parcel 124 Hudson County Improvement Authority, the NJ TRANSIT – Portal North Bridge Project: Authorizing Execution of Settlement of Claims with Occidental Chemical Corporation Substantially in Accordance with the Terms of a Proposed Settlement Agreement and Release Related to the Portal North Bridge Project, the Personal Injury Claim of Floyd Pitt, and the Personal Injury Claim of the Estate of Alvin Maracallo; 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.