

Phillip D. Murphy, Governor
Shella Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, Executive Director

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

April 15, 2019

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the rescheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, April 10, 2019.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the rescheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 10, 2019.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
Edmund Caulfield, Governor's Representative
Dini Ajmani, Treasurer's Representative
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

Staff Present

Kevin S. Corbett, Executive Director
Joyce J. Zuczek, Board Secretary
Jonathan B. Peitz, Deputy Attorney General
Christopher Trucillo, Chief of Police
Eric R. Daleo, Assistant Executive Director, Capital Planning and Programs
Raymond P. Kenny, Senior Vice President and General Manager, Rail Operations
John F. O'Hern, Auditor General
Ronald E. Nichols, Chief, Light Rail and Contract Services

Chair Gutierrez-Scaccetti convened the Open Session at 6:03 p.m. in accordance with the Open Public Meetings Act. Mark Geisler, Office of System Safety, provided a public safety announcement. The pledge of allegiance to the flag was conducted and Board Secretary Zuczek conducted a roll call.

Board Secretary Zuczek announced that adequate notice of the rescheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on April 4, 2019 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency and organization that requested such notice. The meetings were viewable on the corporation's website in real time and were video recorded, archived, and made available to the public. Minutes will also be archived and published on the corporation's website.

Executive Session Authorization

At approximately 6:06 p.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of

pending and anticipated litigation, and matters falling within the attorney-client privilege. Board Member Flora M. Castillo moved the resolution, Board Member Edmund Caulfield seconded the motion, and it was unanimously adopted.

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to open session at approximately 6:38 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the March 13, 2019 Board meetings. A motion was made by Board Member Flora M. Castillo, seconded by Board Member Edmund Caulfield, and it was unanimously adopted.

Executive Director's Monthly Report

Executive Director Corbett noted last month NJ TRANSIT hosted a standing room only event with prime contractors and small and disadvantaged business enterprises. They showcased more than \$800 million in upcoming capital construction projects and opportunities to do business with NJ TRANSIT. They had a spectacular response, with an overflow crowd of approximately 150 industry representatives attending. Among those joining him in addressing the session was New Jersey's Chief Diversity Officer, Hester Agudosi, who highlighted the commitment to diversifying and expanding opportunities in the contracting pool.

When Executive Director Corbett arrived, he expressed his personal commitment to diversity and inclusion, including making sure they maximized Disadvantaged Business Enterprise participation on their contracts, and they have certainly delivered. For Federal Fiscal Year 2018, which ended on September 30, 2018, nearly \$165 million in Federal Transit Administration-funded contracts were awarded. Of that amount, \$31 million in contracts were awarded to Disadvantaged Business Enterprise firms. This represents a Disadvantaged Business Enterprise achievement of 19 percent for the year.

This was the first outreach event that NJ TRANSIT conducted in the past 10 years, and this will remain one of Executive Director Corbett's key areas of focus. He thanked Assistant Executive Director of Projects and Strategic Investments Jeannie Kwon, Chief of Civil Rights and Diversity Officer Leotis Sanders, and their respective teams for coordinating an incredibly successful event. Given the response, it will certainly not be their last. They have already discussed doing another larger event before the close of this calendar year.

Solid leadership in their organization is obviously critical to their success. With that, Executive Director Corbett was happy to announce Rich Schaefer as NJ TRANSIT's new Chief Engineer. Mr. Schaefer came on board last month. He spent more than 18 years at

HNTB Corporation, most recently, serving as Associate Vice President and Chief Bridge Engineer. He holds a Bachelor of Science degree in Civil Engineering from NJIT.

Executive Director Corbett said they were also committed to optimizing their organization's use of current technology to increase efficiency, enable innovation, and, of course, improve the customer experience. He was pleased to welcome Lookman Fazal as NJ TRANSIT's new Chief Information and Digital Officer, who also joined NJ TRANSIT last month. He has more than 20 years of Information Technology experience. Most recently, as the CIO of Argo Turboserve Corporation. Prior to that, he worked with several Fortune 500 companies in various leadership roles. Mr. Fazal has a bachelor's degree in Computer Science and Mathematics from Ramapo College, a master's degree in Management from Stevens Institute of Technology, and a Mini-MBA for Technology Executives from Boston University.

Lookman Fazal and Rich Schaefer represent the experienced, high-caliber leaders Executive Director Corbett is excited to have on-board to help continue to move the organization forward.

On March 14, 2019, Governor Murphy toured NJ TRANSIT's Emergency Operations Center in Maplewood. The Governor was able to experience the "war room" atmosphere he talked about, which is critical to how NJ TRANSIT shares information across business lines and communicate to customers. Having representatives in a unified location allows NJ TRANSIT to provide customers with information more timely and accurately.

Emergency Operations Center representatives also go through a week-long incident management training program sponsored by the Texas A&M Engineering Extension Service (TEEX). This training is funded by federal Homeland Security grants and is considered to be the best emergency and incident management training in the country. Last month, Executive Director Corbett and all of his direct reports went through a condensed one-day executive level emergency preparedness course conducted by instructors from TEEX and it was incredibly valuable. The Emergency Operations Center also plays a vital role in how NJ TRANSIT operates during large-scale planned events and unplanned emergencies.

NJ TRANSIT hosted the American Public Transportation Association's (APTA) 14th National Light Rail and Streetcar Conference held in Jersey City, home to NJ TRANSIT's Hudson-Bergen Light Rail (HBLR) system. The conference was an opportunity to share best practices, exchange ideas and network with worldwide leaders in the sector.

Since the line opened in April 2000, the HBLR continues to represent one of the industry's most innovative light rail projects. It was the first modern U.S. transit system to be developed as a Design, Build, Operate, Maintain (DBOM) model through a public private partnership with 21st Century Rail Corporation. In September 2000, NJ TRANSIT was awarded APTA's "Innovation Award" for use of the DBOM methodology.

It is no coincidence that in the years since the HBLR's launch, residential and commercial development along the line increased, and HBLR's ridership is now at 15.5 million annual passenger trips, roughly 51,000 per weekday, and growing. They are still working to expand the line to the west to serve new commercial and residential development near Route 440, along with the Northern Branch Corridor Project to ultimately extend the line into Bergen County.

Executive Director Corbett said NJ TRANSIT's first priority is safety. On March 30, 2019, the New Jersey Transit Police Department partnered with first responders from Bayonne and across Hudson County for a full-scale exercise on the Hudson-Bergen Light Rail system. The drill focused on an active shooter scenario on a light rail vehicle at the 8th Street station in Bayonne. In addition to the critical hands-on training, their officers have the opportunity to work side-by-side with their local partners, strengthening those relationships should the day ever come when they are called into action.

They have seen time and again the bravery and heroism exhibited by the men and women of the New Jersey Transit Police Department, and that is also a reflection of the department's leadership. Executive Director Corbett asked Police Chief Christopher Trucillo to say a few words.

Chief Trucillo said it was an honor to talk about what he loves the most, which are the men and women of New Jersey Transit's Police Department, and he noted how proud he was of them. The exercise in Bayonne was the first of five full-scale exercises they will conduct across the state this year with partner agencies. These test their preparedness and readiness to deal with anything. More importantly, it builds the relationships that are so critically important as they operate in communities around the State. They are also concerned that the public understands that the New Jersey Transit Police Department are humanized. They try to achieve that with the help of public affairs through their own social media accounts such as Facebook, Twitter, and Instagram accounts, as well as their Nextdoor platform they use to communicate with people who live in and around NJ TRANSIT's rail environment.

Chief Trucillo pointed out their police officers have many amazing hidden skills and talents. He pointed out Police Officer Walter Cook who is very skilled and talented in the world of social media. Chief Trucillo explained they were about to see a video that was an example of Police Officer Walter Cook's work. After the video, Executive Director Corbett thanked the Chief and said NJ TRANSIT's employees feel a lot safer knowing New Jersey Transit's Police Department is out there having their backs.

Executive Director Corbett said another example of bravery is Rail Signal Maintainer Michael James, who is truly amazing and shows the character of the people they have working here at NJ TRANSIT whether they are on or off duty. He presented a proclamation to Michael James recognizing his bravery and heroic efforts to save a woman from drowning while he was off-duty.

Public Comments

There were 12 speakers. Board Secretary Zuczek announced in order to give everyone an opportunity to be heard, public comments would be limited to five minutes, and if there were several people speaking on the same topic, two speakers would have five minutes, and all others would have two minutes.

Karlito Almeda spoke on behalf of Senate Majority Leader Loretta Weinberg to follow-up on questions the Senator presented at the March 13, 2019 Board Meeting. In March, Senator Weinberg asked questions pertaining to NJ TRANSIT's operating budget, operating costs for union contracts, loss of revenue drivers, debt funding, Hudson-Bergen Light Rail extension funding, quality of customer service, technological advances in buses, and bus bunching policies. He said the Board promised the Senator a prompt response, but their office has not received answers to the Senator's questions. Additionally, he said a follow-up letter was sent on March 27, 2019 to the Commissioner's Chief of Staff, NJ TRANSIT's Executive Director Kevin Corbett and the Board's clerk, but a response has not been received. Mr. Almeda read the Senator's March 27, 2019 follow-up letter that outlined the issues she spoke about on March 13, 2019 and noted copies were available.

Chair Gutierrez-Scaccetti told Mr. Almeda she appreciated his attendance and asked him to let Senator Weinberg know she should have those answers early next week.

Murray Bodin said Executive Director Corbett's report mentions safety. Mr. Bodin said he emailed Executive Director Corbett asking for one small change to the railroad crossings with flashing red lights and traffic lights for safety reasons. He said nothing has been done to change the crossings to only traffic lights, so people would not be confused. Mr. Bodin said this means the Commissioner needs to get a new Executive Director since the current one has no idea how the world has changed because he is using the same techniques that have been used for the last 50 years. Mr. Bodin believes they need new leadership that can recognize there are new ways and technologies. He said his grandkids' generation understands this, and it is time that Mr. Bodin's generation gets out of the way and lets the kids take over. He said Executive Director Corbett came from a different generation that does not work anymore and it is time to let the new technologies take over.

Chair Gutierrez-Scaccetti said she appreciated Mr. Bodin's comments and often they sit at the dais and do not speak publicly because that is not their role as a Board. However, she takes exception with his comments regarding whether Executive Director Corbett is capable. Chair Gutierrez-Scaccetti said Executive Director Corbett is more than capable of the job. He came in and faced the challenges he did over the last 14 months and does not deserve such a quick evaluation. She appreciated Mr. Bodin's comments which he has made before. They are embracing new technology but this agency to a large extent has to be rebuilt from the ground up and they are doing that. They are working to be technologically current. It is going to take time. Executive Director Corbett has her support in running the agency the way he has been. They have tripped and fallen but they keep getting themselves back up because they are all committed to restoring NJ TRANSIT to the excellent agency it once

was. Chair Gutierrez-Scaccetti said she needed to speak on Executive Director Corbett's behalf and she was happy to talk to Mr. Bodin after the meeting.

Steven Thorpe said he was looking to see new faces tonight, but he guesses the Senate has to confirm those individuals. He is going to miss Board Member Flora Castillo. Mr. Thorpe believes she has done a great job in representing the constituents she has. He also takes exception to what Mr. Bodin said. Normally he does not speak about other speakers but the exception he takes is about age. Mr. Thorpe is guessing he is around Mr. Bodin and Mr. Corbett's age and he thinks they have a lot to give and should not be pushed away into some museum just yet. Mr. Thorpe believes Mr. Corbett has done a good job. They disagree on some things, but he has done a good job and Mr. Thorpe gives him credit for the work done on Positive Train Control which was a huge challenge. Mr. Thorpe said people do not know what Executive Director Corbett must go through every day behind the scenes, and until they have walked a mile in his shoes, he wouldn't be so critical of him.

Mr. Thorpe thinks the monitors are fantastic but where he is sitting when they look at the monitors there is a light coming into their eyes, so it would help if they could tone it down.

Mr. Thorpe wanted to give NJ TRANSIT a pat-on-the-back for the way they handled the wrestling event. While it was a boondoggle, he does not blame NJ TRANSIT for any of this and believes they did the best they could under the circumstances. He believes the blame was on Wrestle Mania who changed the game in the middle and he noted the impact of the hours of service laws on engineers.

Mr. Thorpe spoke about the Raritan Valley one-seat ride and the Lackawanna Cut-off. He understands the Lackawanna Cut-off is on the back-burner. Mr. Thorpe looked at the figures on the website and the original project was costed out at \$61 million in 2008. He said there was supposedly \$10,000 in the Fiscal Year 2019 budget and \$8.844 million in Fiscal Year 2020. He would like to know where this \$61 million has gone because it looks like it has already been spent. He knows there has been some trackwork, roadwork, and they are working on the Roseville Tunnel, but he is curious about what has happened with this project. He hopes they keep an eye on it because if they look at Route 80 they can see why it is needed.

Mr. Thorpe discussed the Raritan Valley Line. He showed the Northeast Corridor Line timetable compared to the Raritan Valley Line timetable and noted a substantial difference in the amount of weekday service available. He asked NJ TRANSIT to find a way to provide some one-seat rides to New York on the Raritan Valley Line.

Chair Gutierrez-Scaccetti thanked Mr. Thorpe and noted since he raised it, it was a good time to acknowledge Board Member Flora Castillo. Board Member Flora Castillo told Chair Gutierrez-Scaccetti she celebrated her 20th anniversary with NJ TRANSIT on March 22, 2019. That is quite a record for a Board Member to serve a single agency for that many years. Board Member Flora Castillo will be missed, but she does a lot of work in the industry, so she won't be far away. This was not her last meeting, so they would see her again.

Chair Gutierrez-Scaccetti also apologized to all the customers impacted at the conclusion of Wrestle Mania on April 7, 2019. They are working with their partners at Met Life Stadium to refine their strategy to address these unexpected circumstances.

Sally Gellert, Communications Director of the Lackawanna Coalition, said it was a very special month for the Coalition as they celebrate 40 years of service to the riders in their communities. On April 9, 1979, the organization's founders met for the first time. They held a member's dinner to observe the event and will have a celebration at their regular meeting at 6:45 p.m. on April 22, 2019 at Millburn Town Hall. She invited NJ TRANSIT to attend their celebration.

David Peter Alan, their Chairperson since 2000, could not attend the Board meeting but shared historic information about the Coalition with Ms. Gellert. He told her transit generally, especially their trains, were in a terrible state of uncertainty and disrepair 40 years ago. They never knew whether or not their trains would come, and it seemed there would be no end in sight in the state-wide mobility crisis. Visionaries including Senator Frank Herbert and Commissioner Lou Gambaccini did something about it. With the help of former Governor Brendan Byrne, they started NJ TRANSIT as a bus company at first and then as a railroad in 1983.

Ms. Gellert said the Lackawanna Coalition, named after their heritage railroad the Lackawanna Railroad, brought together riders and its communities along the Morris and Essex Lines including the Gladstone and old Montclair branches to keep their trains running and advocate for better service in the future. They were there during the electrification of the lines finally completed in 1984. They fought to regain the service lost during that period and succeeded. They pushed for Midtown Direct service which opened in 1996 giving their constituents direct service to Penn Station New York and to Historic Hoboken service. Property values in their towns appreciated and their constituents appreciated their new mobility. For 23 years, they have advocated relentlessly for the Montclair Connection that was proposed in 1929, 50 years before their founding, but didn't open for service until 2002. For the first time in 34 years trains outside commuting hours took riders to and from Montclair.

Ms. Gellert said they continue to advocate for better weekend service on the line and expect someday this will be a reality. Since then they have extended their purview to include the entire Montclair/Boonton Line and they also advocate for those communities and their riders. They are also concerned with transit on all modes of connections to Central and Northern New Jersey and New York because all their constituents go to these places. They helped kill projects like Access to the Region's Core that would not benefit their constituents. They continue their concern for mobility across the Hudson and push for useful tunnels and an affordable alternative to Gateway. Their constituents need bridges that work and ones they can afford. They appreciate the NJ TRANSIT managers and employees who have shown genuine concern for enhancing the general mobility of their riders and look forward to celebrating NJ TRANSIT's upcoming anniversary.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, raised a few new issues before he spoke about the old issues. The new issues included discussing the institution of congestion pricing by the City of New York. He said it would cause major problems for New Jersey commuters because this would bring more riders to the trains and buses and their system would become more problematic. Mr. Bergen mentioned the recent ridership survey indicated there was an expansion of ridership on every line except the Raritan Valley Line. He was not surprised considering the suspension of the one-seat ride. Mr. Bergen believes it makes it more important to reinstate and expand the Raritan Valley one-seat ride.

Mr. Bergen brought up issues of concern discussed last month. He discussed attempting to have the Raritan Valley trains ending in Newark to be on the same platform as the trains going in to New York, so they do not have to cross over to another platform. They do not have any statistics of how many trains are on the same platform and thinks it would be helpful to riders and the agency to keep some statistics and issue a report monthly or quarterly. They also need more regular service to Hoboken from the Raritan Valley Line.

Mr. Bergen would like the quarterly meeting with the Raritan Valley Coalition and NJ TRANSIT scheduled soon because the Coalition has issues of concern they want to discuss. Lastly, regarding the one-seat ride discussed every month, in the absence of an ability to give a date of reinstatement, he asked for broader communication with the public about the status and what was delaying it.

Joseph Clift thinks it is great they will see Board Member Castillo a couple more months and she is working on her 21st year. Mr. Clift said Mr. Almeda's questions were great and he thinks they need to be answered. It would be nice if the public could see these answers posted on NJ TRANSIT's website.

Mr. Clift told Chief Trucillo there was a big issue for him with New Jersey Transit Police. He said they do not have police officer status in New York State and the biggest station NJ TRANSIT serves is New York Penn Station. Mr. Clift urged NJ TRANSIT, the legislature, and the Governor to work on this because they have very little Amtrak police on the NJ TRANSIT side and need them. He said the Long Island Railroad has a lot of police NJ TRANSIT has none, and Amtrak has very few.

Mr. Clift argued \$17 billion for the first phase of Gateway would not get one more peak hour train. He complained the Raritan Valley Line will not have a one-seat ride for the conceivable future and needs to change.

Mr. Clift provided a handout and urged them to look at the last two-pages which were editorials from the New York Daily News that he thinks were spot on. He also listed his statements to the Gateway Board. After the last Gateway meeting there was a real push by reporters to find out what was going on with cable racking for the Hudson Tunnels. It is now on record that three of the Gateway Trustees are going to look at this.

Mr. Clift's main point was that NJ TRANSIT cannot trust the big corporations to have the best interest of NJ TRANSIT, riders, and New Jersey tax payers always in mind. He urged

everyone to look at modern methods and stop wasting money on projects they do not need. He urged NJ TRANSIT to talk to Pat Foye and look at what is going on with Canarsie Project. Mr. Clift said they can do a lot more with less money.

Errol Kerr spoke on behalf of Russell Graddy. He believes there is no reason why they should be there because they have been coming there for the past two-years. He said this month marks an additional month to the painful 15-years of injustice for Mr. Graddy by this NJ TRANSIT Board. Mr. Kerr said Mr. Graddy was inconsiderately uprooted from his thriving Atlantic City Business by NJ TRANSIT in 2004. Since then Mr. Graddy has been begging and politely asking for some resolution but it seems all his appeals have fallen on deaf ears. Mr. Kerr cannot imagine each day what Mr. Graddy thinks when he wakes up where he would be had NJ TRANSIT not taken away his ability to create for himself and his family.

Mr. Kerr said the problem he has is that month after month they speak and wonder if the Board feels connected and is hearing their voices. He said the Board is in the position of power to change things, so why not do it. He asked why they keep having Mr. Graddy coming there month after month without no sense of justice. He hopes they are listening and that by next month they hear something different and justice is done.

Jamie Bland spoke about 14 to 15 years of trying to get justice for Mr. Graddy. She said he is an A-List businessman and has proven to have pride and dignity. Ms. Bland said Mr. Graddy was railroaded out of his business in Atlantic City. She said all the information has been provided and she wants them to take this situation seriously and think of Mr. Graddy as if he were one of their family members or a close friend. Ms. Bland said their job is to make sure they do the right thing as leaders. She thinks for someone to be railroaded out of his business and pay rent for two consecutive years without occupying the property is totally wrong. Ms. Bland told them to take an hour to go over the facts again. After 15-years of struggling and trying to get someone to hear and understand them, they need justice for Mr. Graddy.

Bernard Hill spoke on behalf of Mr. Graddy. He has watched Mr. Graddy flourish as a father figure, entrepreneur, and giving spirit. Mr. Hill said Mr. Graddy still thrives with dignity to ask for justice. He thinks it is pertinent to look at the justice that he needs to continue his dream, and to rob another person's dream is totally wrong. Mr. Hill said Mr. Graddy is a very powerful individual and asked the Board to do what is right.

Winnie Harrison spoke on behalf of Mr. Graddy. She believes the most important thing mentioned was that the issue needs to be resolved. Ms. Harrison said some have just come onto the Board and some have been on the Board for 20 years. She urged them to look at the paperwork and the struggle and how he has been railroaded and manipulated into agreeing to what was on paper. It was Mr. Graddy's hope that NJ TRANSIT was going to do the right thing, but they were still there 15 years later fighting the same struggle. She urged them to look at the situation as if it happened to them. They walked through the Atlantic City property and it was beautiful, but it could have been better had Mr. Graddy's business been there.

Donna Ivy spoke on behalf of Mr. Graddy. They have been coming there for about a year and have learned a lot of things. She noted her first time coming there, she was heated and fired up for justice for Mr. Graddy. She has since cooled down and there was a different feel. Ms. Ivy believes the Board has been moved and are making the recommendations and moving in the right direction. She believes the end result is going to come to a positive conclusion for Mr. Graddy and his family that have sat by and watched him go through this and be torn up for the last 15 years. She has a feeling the situation will be resolved. Ms. Ivy said the Board knows what is going on and are in favor of Mr. Graddy.

Russell Graddy thanked the people who supported him month after month in his struggle. In order to understand this dispute, he believes he has to take them back to 2004 and give all the facts going forward to 2007, so they can understand why he talks about justice. Mr. Graddy said there was a decision made and this powerful organization saw fit to destroy a successful African American business which they have so few of and he still does not know why. He believes the tactics that this organization used were the most unfair he has ever seen, and they destroyed his business. As an African American vendor, he does not think he was a great threat. He does not believe this Board was responsible for the damage done to him. He said they cost him millions of dollars. Mr. Graddy said he has two daughters who are lawyers and chiropractic doctors that went to school and received an education. He said they were going to set-up an organization and do great things, and while they were succeeding, it was not to the extent they would have had he not been faced with injustice that was placed on his family. Mr. Graddy said they have been extremely patient, but it was unfair to come month after month. He said if they need additional information to ask and he will provide it. Mr. Graddy wants them to make a decision.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. As Chair of the NJ TRANSIT North Jersey Passenger Advisory Committee, she said it was a pleasure to ditto the speakers in their great respect for Board Member Flora Castillo and her pervasive devotion to NJ TRANSIT over the last 20 years. Ms. Mack said while they have a new Board coming on, everyone who sits at the table deserves respect, does a wonderful job, and are committed to all those they represent whether it be the government, union, or the public. Ms. Mack believes the Chair who has a huge responsibility of not only running NJ TRANSIT but the Department as well, this is a daunting responsibility and she does it so well. She believes the Chair does the job with respect and believes the Chair hears everything that is said. Unfortunately, having sat on the other side of a Board, Ms. Mack knows once they cross that line, they have a different responsibility.

Ms. Mack noted the issue at the Meadowlands the other evening and that no one wanted to go home late, nor wanted things to go wrong, but they did. She believes the Commissioner's apology to the public was great, but it was not NJ TRANSIT's fault and things just happen. She thinks the riders can appreciate that you cannot drop 12,000 people off two hours late and expect things to go normal. Every time she attends a meeting, she hears sincerity on from the Board. Ms. Mack does not want the Executive Director to go anywhere. She said

Board Member Castillo can retire and go where she wants to do great things, but they need the rest of the team to work on the progress made.

To ditto what Joe Clift said on congestion pricing in New York, Ms. Mack said Governor Cuomo has an idea he is going to make money to salvage the MTA. She wants to get the money to do the same thing. What it comes down to is that as the Governor and the Executive Director stated they still need a budget that can support the activities and the strategic plan. They need dedicated funding. With Board Member Castillo leaving, this gives the Board a chance to reflect on what they have done and what can be done going forward. She thanked Board Member Castillo for her service and thanked the current Board.

Ms. Mack hopes after the Governor has filled the Board positions, he will also fill the Advisory Committee positions because they need members. Since the new legislation has gone into effect providing for the Advisory Committee to comment on service changes, she has been very pleased to have her counterpart Anne Marie Gonnella defer to the North Jersey Passenger Advisory Committee to take care of the one relating to Hudson-Bergen Light Rail.

Board Operations and Customer Service Committee Report

Board Member Castillo presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on the operations and customer service trends, analysis, and actions for rail, bus, and light rail. The Committee also received an update on social media activities and on Access Link operations and customer Service trends. Additionally, the Committee received an update on the cost of service for bus, rail, light rail, and Access Link.

Board Administration Committee Report

Board Member Castillo presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included an update on fiscal year and year-over-year operating results, budget-to-actual comparisons of revenue and expenses, and major operating results. In addition, the Committee received an update on headcount, vacancies, and hiring. The update also included a review of major balance sheet items such as changes in working capital, outstanding debt, and accounts payables. It also included an update on ridership levels and revenue, as well as real estate and economic development highlights.

Additionally, the Committee received an update from Leo Sanders regarding the Disadvantaged Business Enterprise event. She said it was the first time in 10 years that this happened, and it was an issue close to her heart. Board Member Castillo said she appreciated Executive Director Corbett's leadership.

Chair Gutierrez-Scaccetti said she had the pleasure of joining the African American Chamber of Commerce that morning and heard great praise regarding the Disadvantaged Business Enterprise event, Executive Director Corbett, and his team for the work done,

the hands-on approach, and the interaction. She commended Executive Director Corbett and his staff for their continued hard work.

Capital Planning, Policy, and Privatization Committee Report

The Capital Planning, Policy and Privatization Committee discussed the board items for the: Facility Inspection and Condition Assessment Services for 2019 and 2020; Engineering and Construction Assistance for the Replacement of Undergrade Bridge over Mill Road on the NJ TRANSIT Morristown Line; Superstorm Sandy Recovery and Resiliency Program: Integrity Oversight Monitoring Services Contract; Proposed Temporary Discontinuance of Service on Hudson-Bergen Light Rail; Regulation: N.J.A.C. 16:74 New Jersey Transit Procedure for Claims of Destructive Competition; Regulation: N.J.A.C. 16:75 New Jersey Transit Bus Allocation Program Guidelines and Procedures; Regulation: N.J.A.C. 16:76 Private Carrier Capital Improvement Program Guidelines and Procedures; and Regulation: N.J.A.C. 16:85 New Jersey Contracting Out Policies and Procedures.

Action Items

1904-15: FACILITY ASSESSMENT SERVICES FOR 2019 AND 2020

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, to present Action Item #1904-15.

Eric Daleo recommended approval of Action Item #1904-15: Facility Assessment Services for 2019 and 2020.

Approval was requested to enter into NJ TRANSIT Contract No. 19-019 with Gannett Fleming, Inc. of Newark, New Jersey for the provision of Facility Inspection and Condition Assessment Services for various NJ TRANSIT facilities, including bus garages, system shops, rail stations, and other locations as required in an amount not to exceed \$2,057,009.21, plus five percent for contingencies, subject to the availability of funds.

Approval of this item will allow NJ TRANSIT to take the necessary steps to meet federal requirements and put into place a cycle of regular facility inspections, condition assessments and reporting for all of its facilities.

Mr. Daleo asked for approval of Item #1904-15.

Board Member Edmund Caulfield made a motion to approve Action Item #1904-15, Board Member Flora Castillo seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-16: ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE 41.29 OVER MILL ROAD ON THE NJ TRANSIT MORRISTOWN LINE

Executive Director Corbett introduced Raymond Kenny, Senior Vice President and General Manager, Rail Operations, to present Action Item #1904-16.

Raymond Kenny recommended approval of Action Item #1904-16: Engineering and Construction Assistance for the Replacement of Undergrade Bridge 41.29 Over Mill Road on the NJ TRANSIT Morristown Line.

Approval was requested to enter into NJ TRANSIT Contract No. 18-002 with Greenman-Pedersen, Inc., of Lebanon, New Jersey, to perform Engineering and Construction Assistance for the Replacement of Undergrade Bridge 41.29 over Mill Road on the NJ TRANSIT Morristown Line in Wharton, New Jersey, at a negotiated cost not to exceed \$1,091,506.54, plus five percent for contingencies, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed.

The existing steel bridge was built in 1923 and supports both passenger and freight trains on Morristown Line between the Mount Arlington and Dover train stations. The future replacement of Undergrade Bridge 41.29 over Mill Road will ensure long-term public safety and reliable train service.

Mr. Kenny asked for approval of Item #1904-16.

Board Member Flora M. Castillo made a motion to approve Action Item #1904-16, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-17: SUPERSTORM SANDY RECOVERY AND RESILIENCY PROGRAM: INTEGRITY OVERSIGHT MONITORING SERVICES CONTRACTS – EXERCISE FINAL TWO-YEAR OPTION PERIOD

Executive Director Corbett introduced John O’Hern, Auditor General, to present Action Item #1904-17.

John O’Hern recommended approval of Action Item #1904-17: Superstorm Sandy Recovery and Resiliency Program: Integrity Oversight Monitoring Services Contracts – Exercise Final Two-Year Option Period.

Approval was requested to exercise the final two-year option period under Item 1405-19 and extend NJ TRANSIT Contract Nos. 14-033A with CohnReznick LLP, 14-033B with EisnerAmper LLP, 14-033C with RSM LLP (formerly McGladery LLP), and 14-033D with Thacher Associates LLC through July 15, 2021. There shall be no change to the previously approved total authorization of \$15,000,000.

Approval of this item will provide the required oversight to detect, prevent, and deter potential criminal activity and fraud, waste, and abuse in NJ TRANSIT Resiliency Program contract awards having a value of \$5,000,000 or more.

Mr. O’Hern asked for approval of Item #1904-17.

Board Member Flora M. Castillo made a motion to approve Action Item #1904-17, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-18: PROPOSED TEMPORARY DISCONTINUANCE OF SERVICE ON HUDSON-BERGEN LIGHT RAIL

Executive Director Corbett introduced Ron Nichols, Chief, Light Rail and Contract Services, to present Action Item #1904-18.

Ron Nichols recommended approval of Action Item #1904-18: Proposed Temporary Discontinuance of Service on Hudson-Bergen Light Rail.

Approval was requested to take all actions necessary to temporarily discontinue the West Side Branch of the Hudson-Bergen Light Rail service effective on June 1, 2019 to accommodate Jersey City Municipal Utilities Authority emergency underground utility repair work.

The emergency underground utility repair work excavation site west of Martin Luther King Station requires removal of NJ TRANSIT’s substation that provides power along the entire West Side Branch, resulting in no power to operate vehicle movement and station amenities.

NJ TRANSIT has developed an alternative bus service plan to the three affected stations as well as buses operating between stations.

Mr. Nichols asked for approval of Item #1904-18.

Board Member Edmund Caulfield made a motion to approve Action Item #1904-18, Board Member Flora M. Castillo seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-19: REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:74 NEW JERSEY TRANSIT PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION

Executive Director Corbett introduced Ron Nichols, Chief, Light Rail and Contract Services, to present Action Item #1904-19.

Ron Nichols recommended approval of Action Item #1904-19: Regulation: Initiate Rule-making Process – N.J.A.C. 16:74 New Jersey Transit Procedure for Claims of Destructive Competition.

Approval was requested to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:74 et seq., Procedure for Claims of Destructive Competition.

This regulation establishes rules and regulations regarding procedures for hearings of claims of destructive competition arising from alleged actions by NJ TRANSIT, which are brought by private entities providing motorbus regular route services.

Mr. Nichols asked for approval of Item #1904-19.

Board Member Flora M. Castillo made a motion to approve Action Item #1904-19, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-20: REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:75 NEW JERSEY TRANSIT BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES

Executive Director Corbett introduced Ron Nichols, Chief, Light Rail and Contract Services, to present Action Item #1904-20.

Ron Nichols recommended approval of Action Item #1904-20: Regulation: Initiate Rule-Making Process – N.J.A.C. 16:75 New Jersey Transit Bus Allocation Program Guidelines and Procedures.

Approval was requested to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:75 et seq., Bus Allocation Program Guidelines and Procedures.

This regulation governs NJ TRANSIT’s leasing of buses to private motorbus carriers for the sole purpose of operating regular route bus services. Approval of this item will advance efforts to enhance the guidelines and procedures.

Mr. Nichols asked for approval of Item #1904-20.

Board Member Edmund Caulfield made a motion to approve Action Item #1904-20, Board Member Flora M. Castillo seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-21: REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:76 PRIVATE CARRIER CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES

Executive Director Corbett introduced Ron Nichols, Chief, Light Rail and Contract Services, to present Action Item #1904-21.

Ron Nichols recommended approval of Action Item #1904-21: Regulation: Initiate Rule-Making Process – N.J.A.C. 16:76 Private Carrier Capital Improvement Program Guidelines and Procedures.

Approval was requested to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:76 et seq., Private Carrier Capital Improvement Program Guidelines and Procedures.

This regulation governs NJ TRANSIT’s procurement of capital maintenance improvements and support equipment to private motorbus carriers for the operation of regular route bus services. Approval of this item will advance efforts to enhance the guidelines and procedures.

Mr. Nichols asked for approval of Item #1904-21.

Board Member Flora M. Castillo made a motion to approve Action Item #1904-21, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

1904-22: REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:85 CONTRACTING OUT POLICIES AND PROCEDURES

Executive Director Corbett thanked staff for the tremendous amount of work to update the rules to make them more efficient and effective, and introduced Ron Nichols, Chief, Light Rail and Contract Services, to present Action Item #1904-22.

Ron Nichols recommended approval of Action Item #1904-22: Regulation: Initiate Rule-Making Process – N.J.A.C. 16:85 Contracting Out Policies and Procedures.

Approval was requested to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:85 et seq., Contracting Out Policies and Procedures.

One of the ways by which NJ TRANSIT fulfills its responsibility to provide a coherent public transportation system is by reviewing opportunities to contract out its regular route bus services in order to reduce the cost of providing such services. Approval of this item will advance efforts to enhance the guidelines and procedures.

Mr. Nichols asked for approval of Item #1904-22.

Board Member Flora M. Castillo made a motion to approve Action Item #1904-22, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Castillo	Greaves
Yes	Yes	Yes	Yes	(Non-Voting Member)

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Edmund Caulfield, seconded by Board Member Flora M. Castillo, and unanimously adopted. The meetings were adjourned at approximately 8:11 p.m.

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

APRIL 10, 2019

FINAL AGENDA

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	54457
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	54458
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	54459
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

1904-15	FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR 2019 AND 2020	54481
	– Authorization to enter into NJ TRANSIT Contract No. 19-019 with Gannett Fleming, Inc. of Newark, NJ for the provision of Facility Inspection and Condition Assessment Services for facilities in the Newark Division rail yards/maintenance facilities; and Raritan Valley Line, Morristown Line, Gladstone Branch, Atlantic City Line, Princeton Branch, North Jersey Coast Line and Northeast Corridor Line passenger commuter rail stations; the Central and Southern Division Bus garages, shops, terminals, and park-and-rides; corporate, administrative, crew quarters and other facilities; and for the Newark Light Rail system shops and stations; River Line system shops and stations; and other locations as required in an amount not to exceed \$2,057,009.21, plus five percent for contingencies, subject to the availability of funds.	

NEW JERSEY TRANSIT CORPORATION
 NJ TRANSIT BUS OPERATIONS, INC.
 NJ TRANSIT RAIL OPERATIONS, INC.
 NJ TRANSIT MERCER, INC.
 NJ TRANSIT MORRIS, INC.
 RESCHEDULED BOARD OF DIRECTORS' MEETINGS
 APRIL 10, 2019
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 PAGE 2

- 1904-16 ENGINEERING & CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE 41.29 OVER MILL ROAD ON THE NJ TRANSIT MORRISTOWN LINE** – Authorization to enter into NJ TRANSIT Contract No. 18-002 with Greenman-Pedersen, Inc., of Lebanon, New Jersey, to perform Engineering and Construction Assistance for the Replacement of Undergrade Bridge 41.29 over Mill Road on the NJ TRANSIT Morristown Line in Wharton, New Jersey, at a negotiated cost not to exceed \$1,091,506.54, plus five percent for contingencies, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed. **54482**
- 1904-17 SUPERSTORM SANDY RECOVERY AND RESILIENCY PROGRAM: INTEGRITY OVERSIGHT MONITORING SERVICES CONTRACTS – EXERCISE FINAL TWO-YEAR OPTION PERIOD** – Authorization to exercise the final two-year option period under Item 1405-19 and extends Contract Nos. 14-033A with CohnReznick LLP, 14-033B with EisnerAmper LLP, 14-033C with RSM LLP (formerly McGladery LLP), and 14-033D with Thacher Associates LLC through July 15, 2021. There shall be no change to the previously approved total authorization of \$15,000,000. **544485**
- 1904-18 PROPOSED TEMPORARY DISCONTINUANCE OF SERVICE ON HUDSON-BERGEN LIGHT RAIL** – Authorization to take all actions necessary to temporarily discontinue the West Side Branch of the Hudson-Bergen Light Rail service effective on June 1, 2019 to accommodate Jersey City Municipal Utilities Authority emergency underground utility repair work. **54486**
- 1904-19 REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:74 NEW JERSEY TRANSIT PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION** – Authorization to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:74 et seq., Procedure for Claims of Destructive Competition. **54496**
- 1904-20 REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:75 NEW JERSEY TRANSIT BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES** – Authorization to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:75 et seq., Bus Allocation Program Guidelines and Procedures. **54497**
- 1904-21 REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:76 PRIVATE CARRIER CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES** – Authorization to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:76 et seq., Private Carrier Capital Improvement Program Guidelines and Procedures. **54498**

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
RESCHEDULED BOARD OF DIRECTORS' MEETINGS
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PAGE 3

**1904-22 REGULATION: INITIATE RULE-MAKING PROCESS – N.J.A.C. 16:85 NEW 54499
JERSEY CONTRACTING OUT POLICIES AND PROCEDURES** – Authorization to
initiate the rule-making process as a step toward effectuating the readoption of and
proposing amendments to the regulation, N.J.A.C. 16:85 et seq., Contracting Out
Policies and Procedures.

➤ **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege; and

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.

APPROVAL OF MINUTES

WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 13, 2019 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 18, 2019;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 13, 2019 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, Executive Director

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: APRIL 10, 2019
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – APRIL 2019

Last month, we hosted a “standing-room only” event right here in our Board room with prime contractors, small and disadvantaged business enterprises. We showcased the more-than \$800-million in upcoming capital construction projects and opportunities to do business with NJ TRANSIT. Among those joining me in addressing the session was New Jersey’s Chief Diversity Officer, Hester Agudosi, who highlighted the commitment to diversifying and expanding opportunities in the contracting pool. When I arrived last February, I expressed my personal commitment to Diversity and Inclusion, including making sure we maximized DBE participation on our contracts, and we have certainly delivered on that promise. We have already discussed hosting another larger event before the close of this calendar year, so stay tuned.

Solid leadership in our organization is critical to our success. With that, I’m happy to announce Rich Schaefer as our new Chief Engineer. Rich came on board last month. Rich spent more than 18 years at HNTB Corporation. Most recently, serving as Associate Vice President and Chief Bridge Engineer at HNTB. He holds a Bachelor of Science degree in Civil Engineering from NJIT. We’re also committed to optimizing our organization’s use of current technology to increase efficiency, enable innovation and, of course, to improve the customer experience. I’m pleased to welcome Lookman Fazal as our new Chief Information & Digital Officer, who also joined NJ TRANSIT last month. He has more than 20 years of Information Technology experience. Most recently, as the CIO of Argo Turboserve Corporation. Lookman has a Bachelor’s Degree in Computer Science and Mathematics from Ramapo College, a Master’s Degree in Management from Stevens Institute of Technology, and a Mini-MBA for Technology Executives from Boston University. Lookman and Rich represent the experienced, high-caliber leaders I’m excited to have on board to help continue to move our organization forward.

As we look to cultivate the next generation of leaders at NJ TRANSIT, I had the opportunity to speak at the American Council of Engineering Companies (ACEC) New Jersey’s Young Professionals Executive Networking event in Newark. I was grateful for the opportunity to promote NJ TRANSIT as an employer of choice. I’ve also had the opportunity to address various business and professional organizations across the state over the last several months. Last month, I had the pleasure of serving as the keynote speaker at events sponsored by the Morris County Chamber of Commerce and the Commerce & Industry Association of New Jersey. These public platforms are an integral part of getting our message out as we continue to move NJ TRANSIT forward.

On March 14th, Governor Murphy toured the Emergency Operations Center, our EOC, in Maplewood. The Governor was able to experience the “war room” atmosphere he talked about, which is critical to how we share information across business lines and communicate to customers. Having representatives in a unified location allows us to provide our customers with information more timely and accurately. The EOC also plays a vital role in how we operate during large-scale planned events and unplanned emergencies.

This week, we welcomed the American Public Transportation Association’s (APTA’s) 14th National Light Rail and Streetcar Conference held in Jersey City, home to NJ TRANSIT’s Hudson-Bergen Light Rail (HBLR). The conference was an opportunity to share best practices, exchange ideas and network with worldwide leaders in the sector. Since the line opened in April 2000, the HBLR continues to represent one of the industry’s most innovative light rail projects and has contributed to the boom in Jersey City’s commercial and residential development.

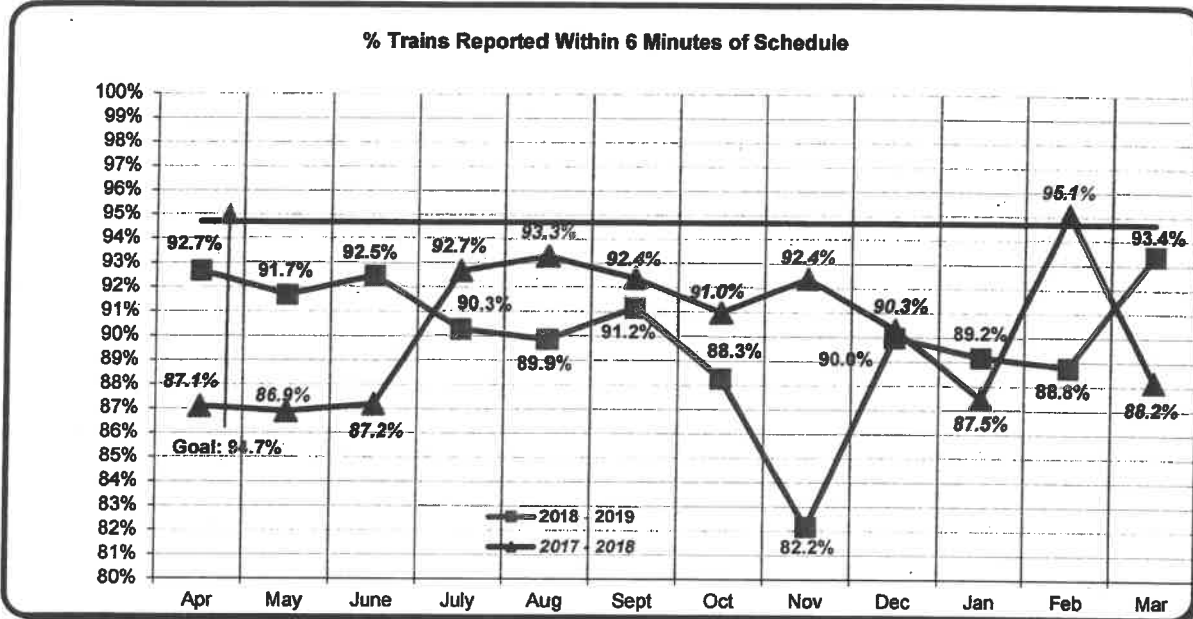
On March 30th, the New Jersey Transit Police Department partnered with first responders from Bayonne and across Hudson County for a full-scale exercise at the Hudson-Bergen Light Rail’s 8th St. station. In addition to the critical hands-on training, our officers had the opportunity to work side-by-side with our local partners, strengthening those relationships should the day ever come when they are called into action.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 10, 2019

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2017 - MARCH 2019



	Feb. 2019	Mar. 2019	# Change
One-Month Comparison	88.8%	93.4%	4.6%
	2018	2019	# Change
March Comparison	88.2%	93.4%	5.2%
	2017-2018	2018-2019	# Change
12-Month Average Apr. 2017 - Mar, 2019	90.3%	90.0%	-0.3%

Analysis:

Rail On-Time Performance was 93.4% for March, 2019. Of the 16,829 trains scheduled to operate, 15,717 were on time, while 1,112 trains (or 6.6%) were delayed. Key causes included:

- Amtrak Track and switch issues, NJT Equipment issues, NJT Manpower issues, and weather contributed to 125 delays resulting in 76.6% OTP on March 4.
- Weather issues, NJT Positive Train Control issues, NJT equipment issues, and NJT Manpower issues contributed to 56 delays resulting in 90.0% OTP on March 5.
- Amtrak Equipment and Switch issues, NJT police activity and weather contributed to 47 delays resulting in 89.8% OTP on March 7.

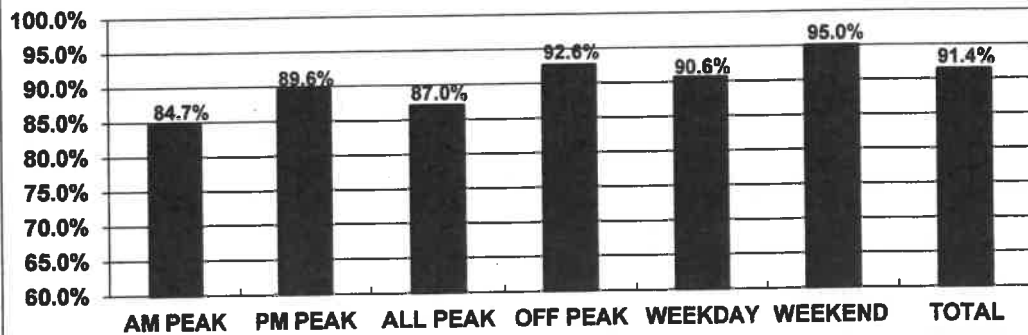
The 12-month average for Rail On-Time Performance for April 2018-March 2019 was 90.0%, which decreased by .3%.

ON-TIME PERFORMANCE RAIL

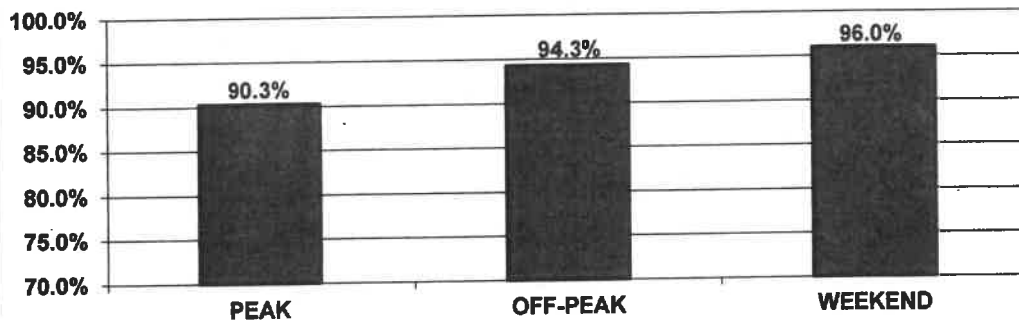
SUMMARY BY TIME PERIOD MARCH, 2019

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

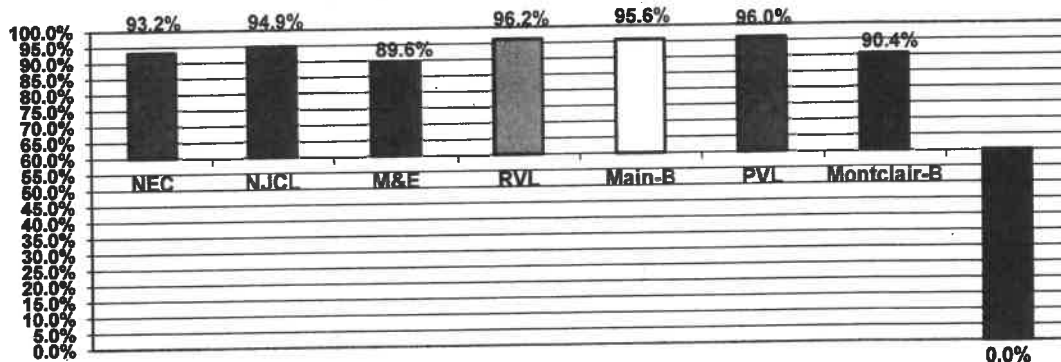
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

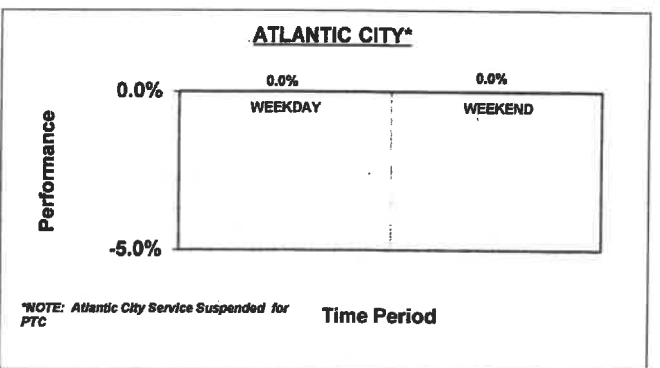
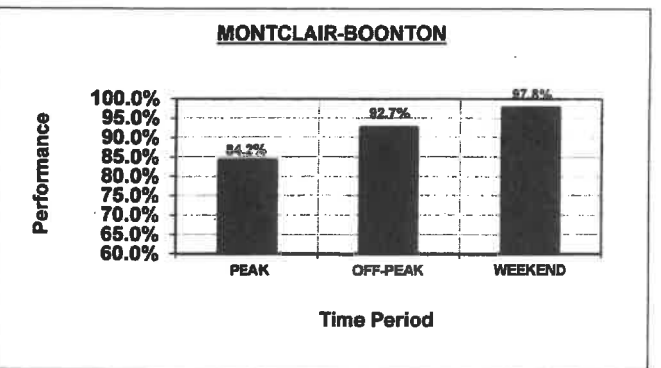
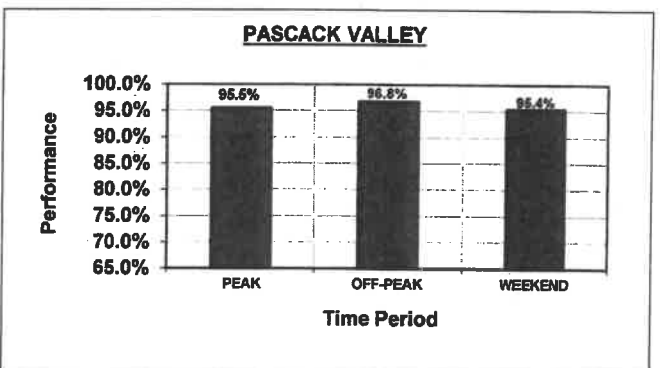
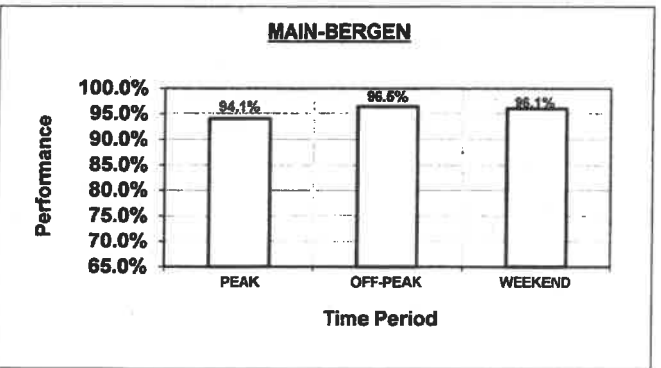
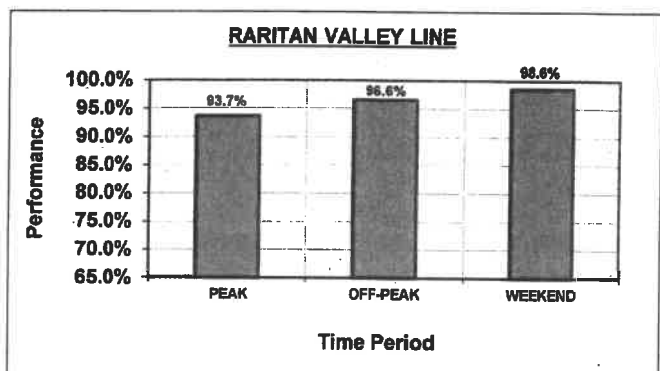
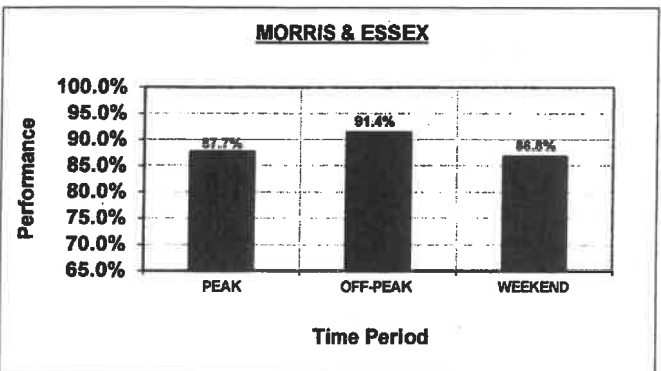
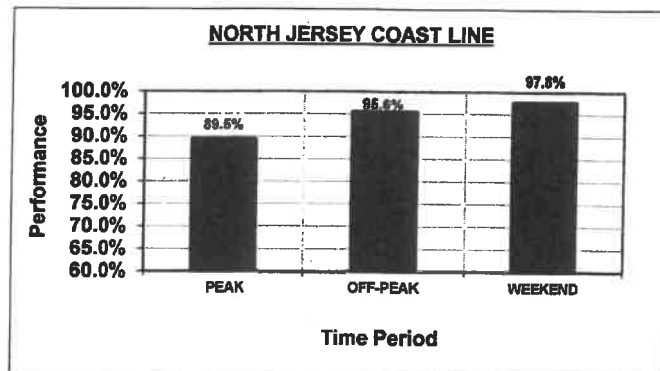
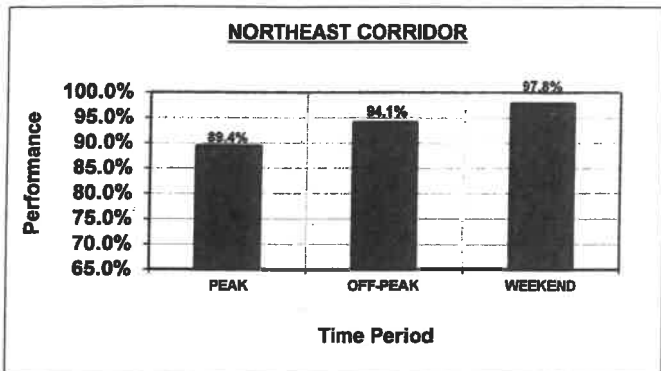


% BY LINE Trains Reported On Time



NOTE: ATLANTIC CITY SERVICE SUSPENDED FOR PTC

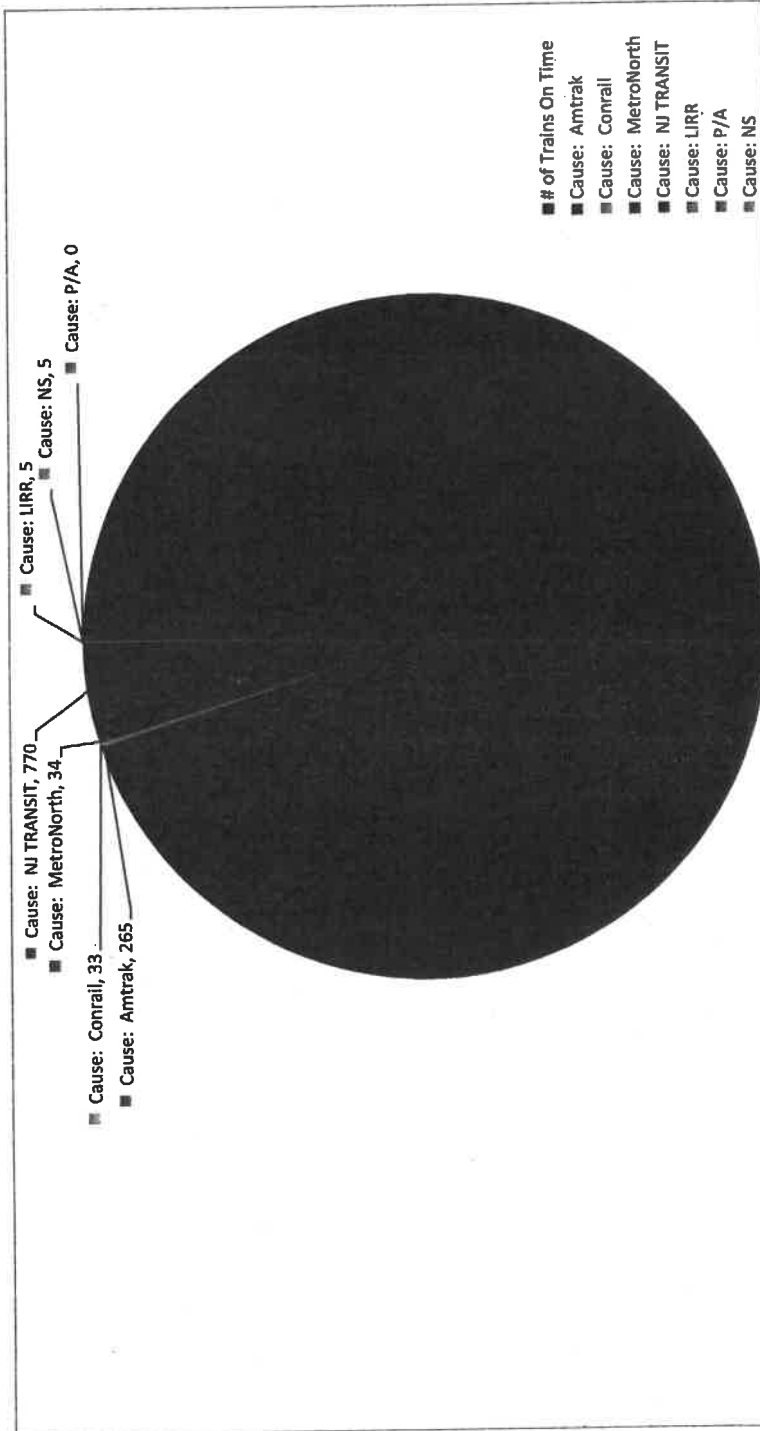
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2019



*NOTE: Atlantic City Service Suspended for PTC

NJ TRANSIT Performance - FEBRUARY, 2019
Late NJ TRANSIT Trains

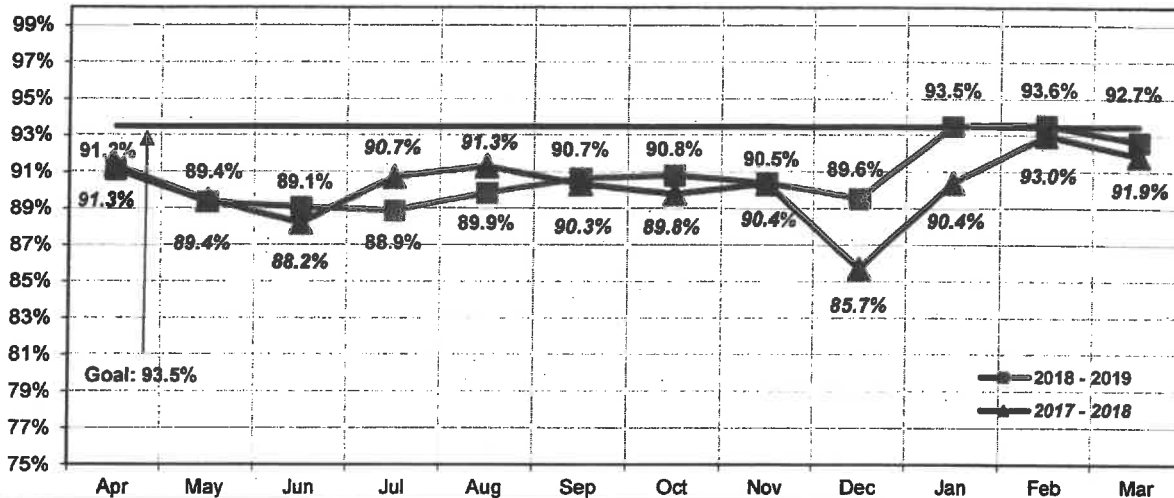
# of Trains On		Cause: Amtrak		Cause: Conrail		Cause: MetroNorth		Cause: NJ TRANSIT		Cause: LIRR		Cause: P/A		Cause: NS	
# of Trains On Time	15,717	265	33	34	770	5	0	5	5	0	5	0	5	0	5
# of Late Trains	1,112	1.57%	0.20%	0.20%	4.58%	0.03%	0.00%	0.03%	0.03%	0.00%	0.03%	0.00%	0.03%	0.03%	0.03%
Total # of Trains	16,829														
Percentage On Time	93.4%														



- # of Trains On Time
- Cause: Amtrak
- Cause: Conrail
- Cause: MetroNorth
- Cause: NJ TRANSIT
- Cause: LIRR
- Cause: P/A
- Cause: NS

NJ TRANSIT ON-TIME PERFORMANCE BUS APRIL 2017 - MARCH 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2018	2019	% Change
March Comparison	91.9%	92.7%	0.8%

	2018	2019	% Change
12-Month April - March	90.2%	90.8%	0.6%

Analysis:

Bus On-Time Performance was 92.7% for March 2019. Of the 41,638 monitored departures 3,050 (or 7.3%) experienced delays.

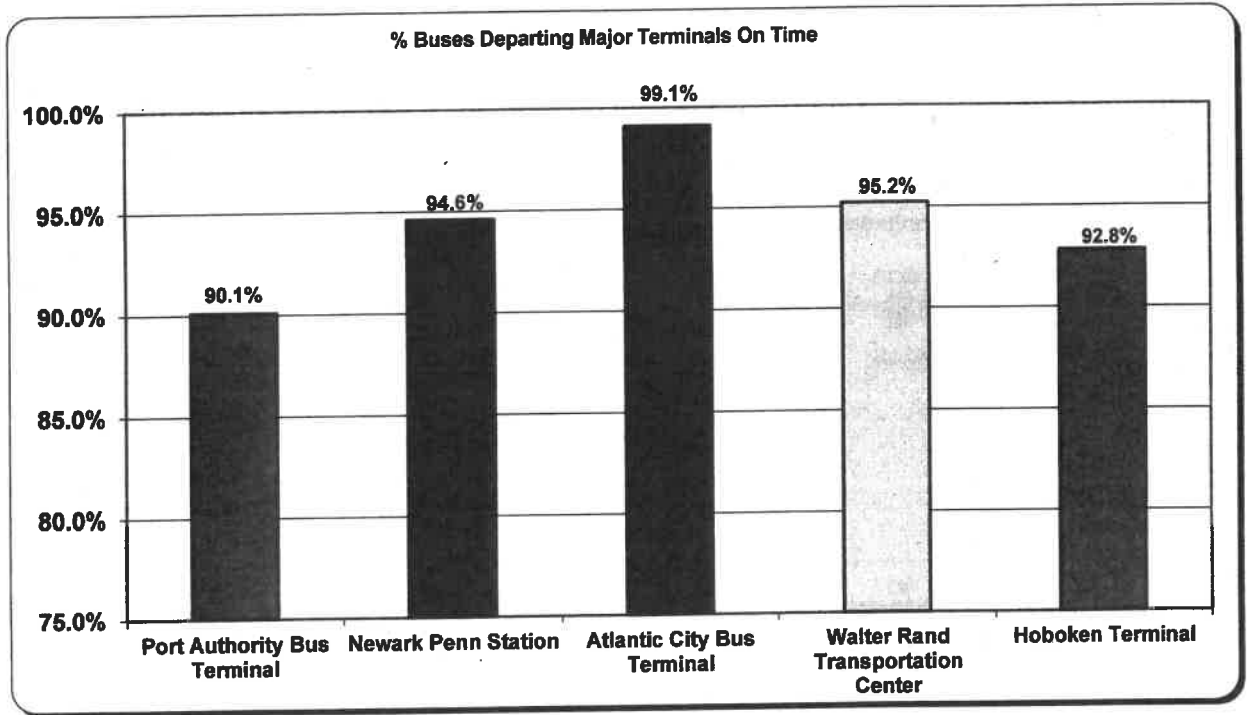
Key causes included:

- At Port Authority Bus Terminal, Route 3 traffic was diverted around falling debris related to construction work on March 5. An accident on Route 495 blocked traffic on March 12.
- At Newark Penn, heavy winds caused downed poles in Irvington resulting in detours and delays on March 29.

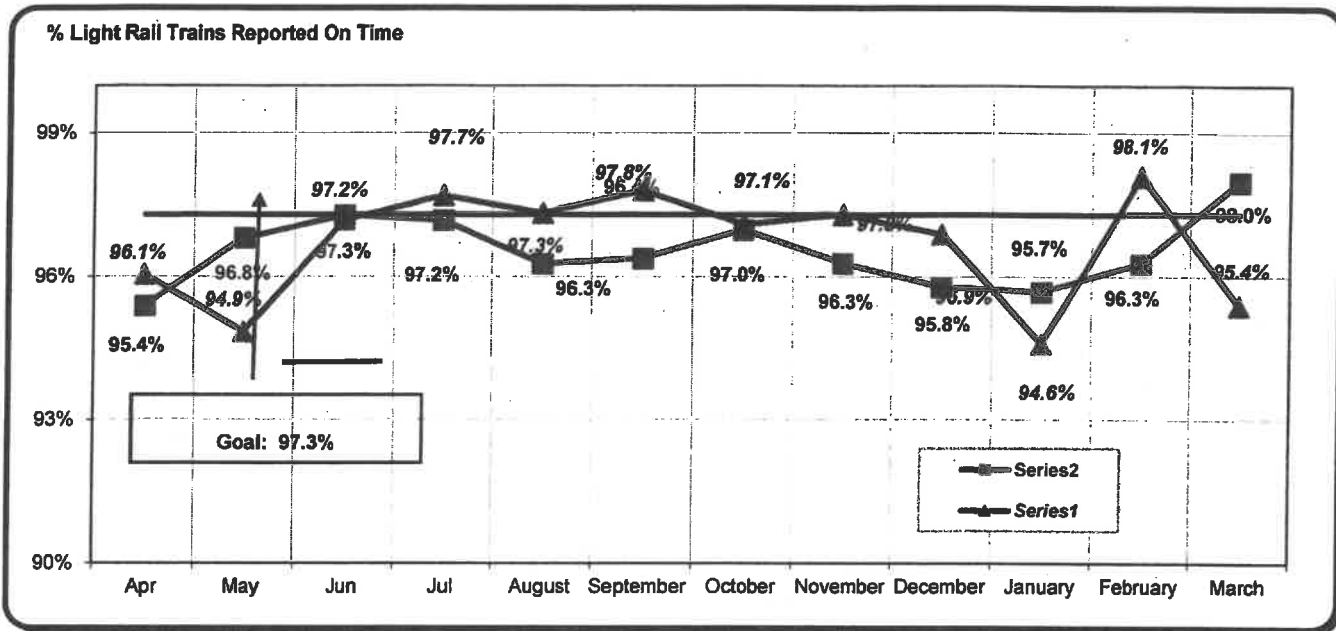
The 12-month average for Bus On-Time Performance for April - March was 90.8%, which increased by 0.6% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2019



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL APRIL 2017 - MARCH 2019



March Comparison	2018	2019	# Change
	95.40%	98.00%	2.6%
	4.0%		

12-Month Average Ended April 2018 - March 2019	2018	2019	# Change
	96.70%	96.54%	-0.16%

Analysis:

Light Rail On-Time Performance systemwide was 98.0% for the month of March 2019. Of the 26,826 scheduled departures, 434 experienced delays.

Key Causes included:

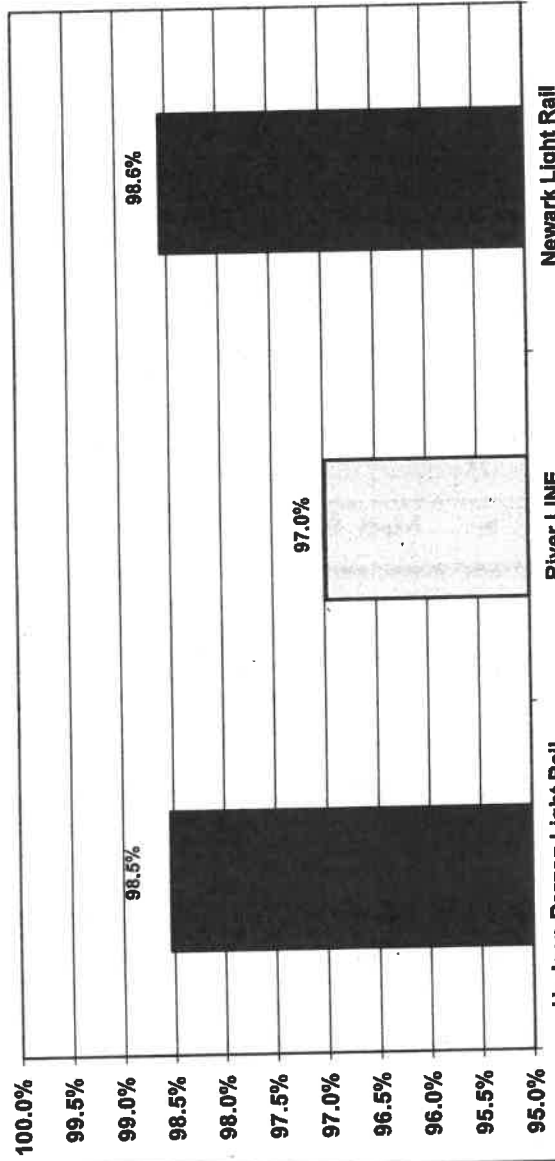
- River LINE - Delays on select days were caused by police activity, track obstruction work and equipment malfunctions.
- Hudson-Bergen Light Rail -- Delays on select days were due to equipment issues and local police activity.
- Newark Light Rail -- Delays on select days were caused by manpower issues, equipment issues and operational errors.

The 12 month Average for Light Rail On-Time Performance for April 2018 to March 2019 was 96.5%, which decreased by 0.16%.

ON-TIME PERFORMANCE LIGHT RAIL

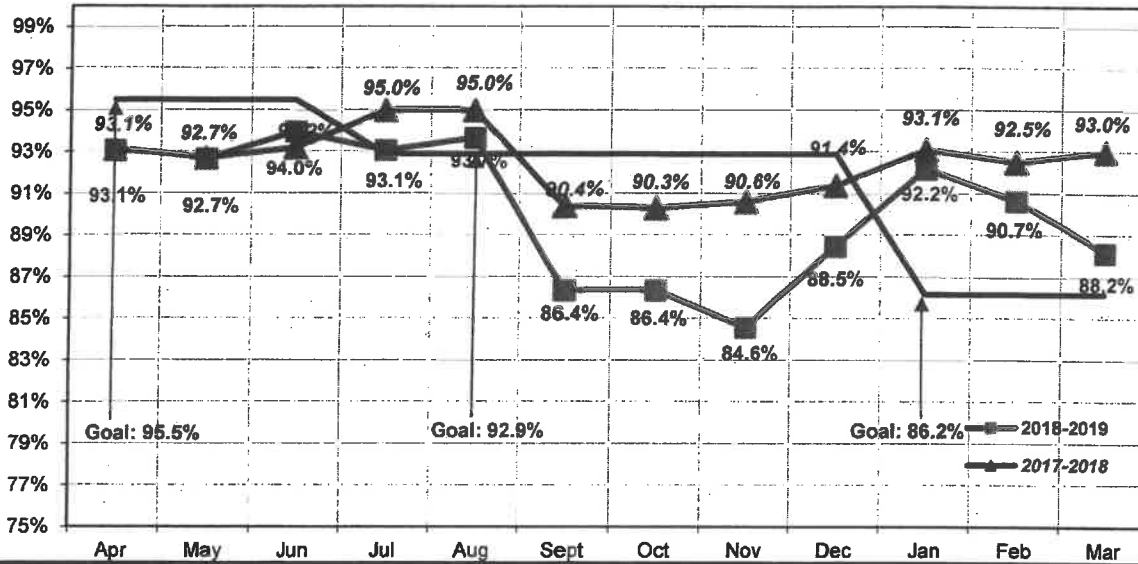
SUMMARY BY LINE
March 2019

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK April 2017 - March 2019

(ADA, PCAs and Companion Ridership)



	2018	2019	% Change
March Comparison	93.0%	88.2%	-4.8%

	2018	2019	Difference
March Ridership	125,194	147,927	22,733

	2017-2018	2018-2019	% Change
12-Month Average April-March	92.5%	90.3%	-2.2%

Analysis:

Access Link On-Time Performance was 88.2% for March, 2019. In serving 147,927 total riders, for 135,402 ADA customers trips, 15,964 (or 11.8%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers in the larger regions
- Delays due to increased traffic volume and congestion
- Scheduling impact from pick-up window reduction
- Delays due to several days of adverse weather conditions
- OTP reduction due to implementation of new run structure in the larger regions

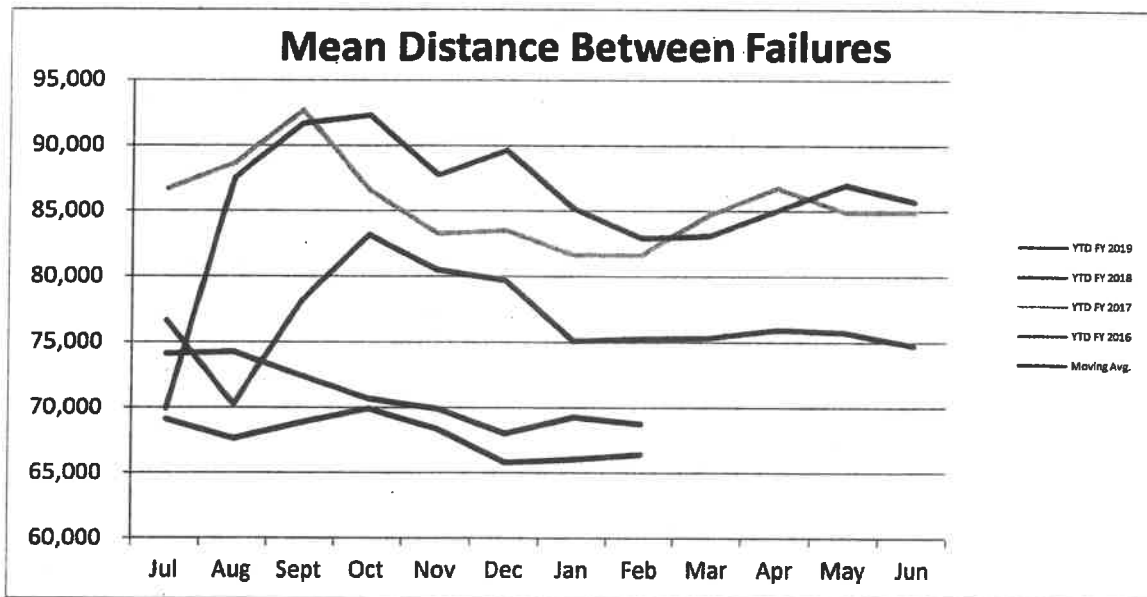
The 12-month average for Access Link On-Time Performance for April 2018 - March 2019 was 90.3%, which decreased by 2.2%.

MEAN DISTANCE BETWEEN FAILURES

February 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

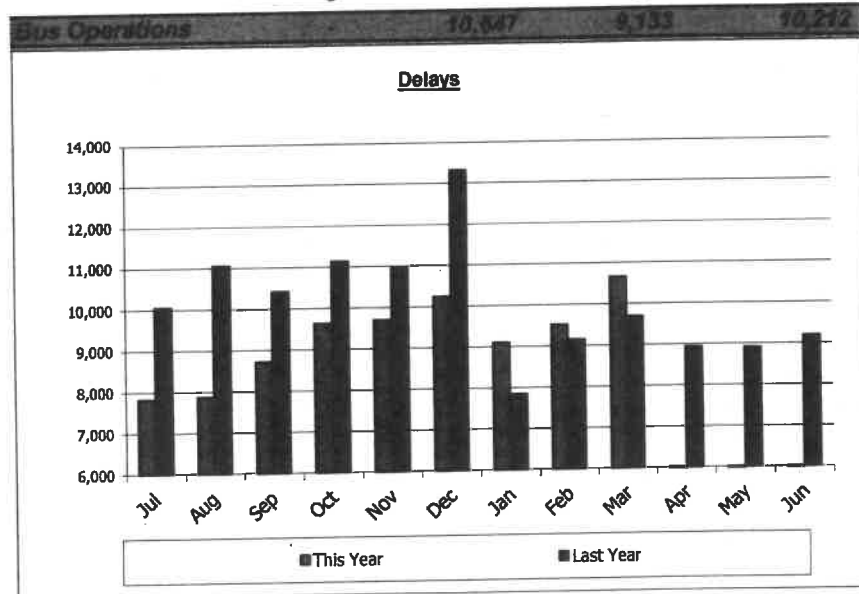
Month	YTD FY2019	YTD FY2018	YTD FY2017	YTD FY2016	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	69,913	83,213	86,626	92,329	70,679
Nov	68,356	80,523	83,272	87,756	69,908
Dec	65,796	79,711	83,501	89,655	67,997
Jan	66,025	75,139	81,633	85,167	69,249
Feb	66,391	75,324	81,639	82,949	
Mar	-	75,376	84,715	83,112	
Apr	-	75,968	86,771	85,060	
May	-	75,787	84,920	87,022	
Jun	-	74,776	84,936	85,722	



Garage Performance Parameters

March 2019

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	4,630	4,177	5,540
Greenville	7,500	4,718	5,179	4,988
Market Street	8,500	7,883	6,650	7,755
Meadowlands	10,200	6,185	5,431	6,603
Oradell	10,500	9,409	7,546	8,525
Wayne	10,500	14,554	8,858	9,687
Northern Division	-	7,980	6,534	7,580
Big Tree	8,800	6,282	5,718	7,520
Hilton	10,200	10,133	7,616	9,325
Howell	16,750	24,517	24,931	32,342
Ironbound	9,600	8,622	8,235	10,017
Orange	9,250	7,306	6,963	8,525
Morris	10,500	47,476	35,307	47,184
Central Division	-	10,562	9,734	12,126
Egg Harbor	15,500	23,992	19,792	14,901
Hamilton	13,000	11,369	9,080	12,711
Newton Avenue	12,000	16,486	12,047	12,130
Washington Twp.	14,500	20,626	18,464	12,328
Southern Division	-	18,717	15,394	13,158

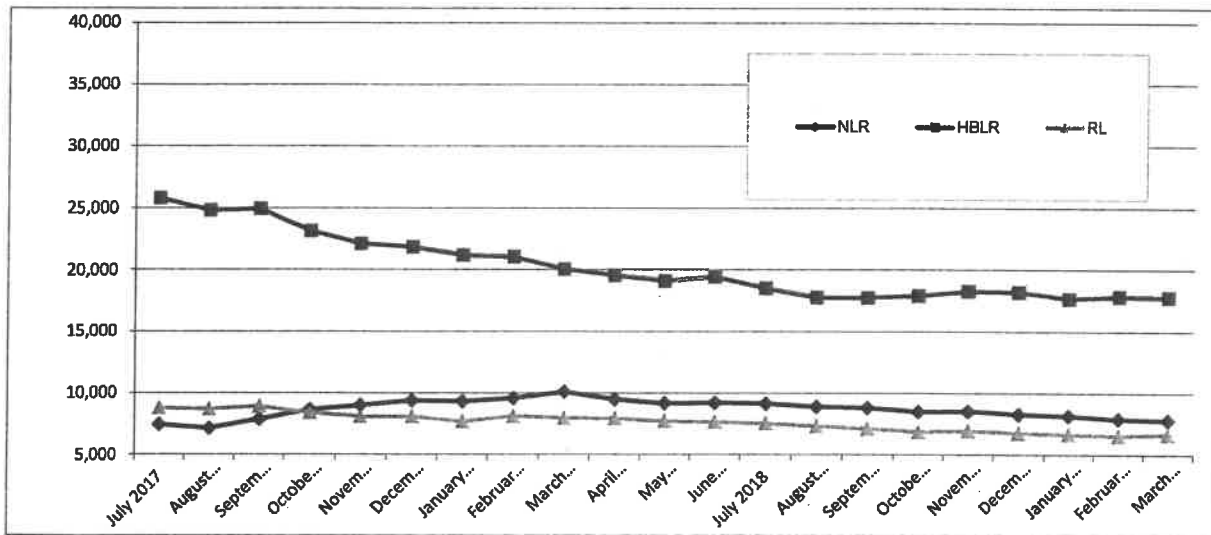


NJ TRANSIT - LIGHT RAIL, March 2019

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	March 2019	February 2019
Newark Light Rail	7,770	7,940
Hudson Bergen	17,794	17,872
River LINE	6,616	6,509

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for March 2019

State Funded Contracts

During the month March 2019, NJ TRANSIT awarded **\$20,262,085.29** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$9,598,380.00** or **47.37%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$774,546,831.51** in state funded contracts. Of that total, SBEs received **\$26,454,357.58** or **3.42%**.

Note: The above reflects the Procurement Report of Awards received April 4, 2019.

SBE Goal Attainment from July 1, 2018 through June 30, 2019 (FY 2019)

Category 1 SBEs received	\$5,257,388.92	or 0.68%
Category 2 SBEs received	\$15,410,052.62	or 1.99%
Category 3 SBEs received	\$186,363.54	or 0.02%
Category 4 SBEs received	\$379,895.18	or 0.05%
Category 5 SBEs received	\$5,220,657.32	or 0.67%
Category 6 SBEs received	\$0.00	or 0.00%

FTA Funded Contracts (updated Quarterly – next update will occur July 2019)

During the 2nd Quarter (January 1, 2019 – March 31, 2019) of Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$597,018.92**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00** or **0.00%**.

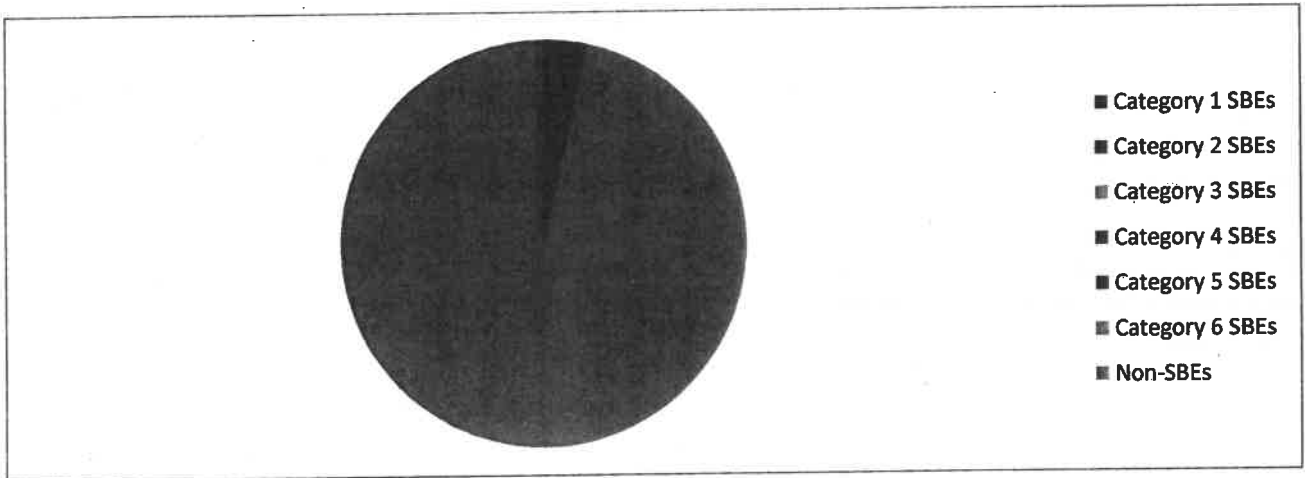
DBE Goal Attainment from January 1, 2019 – March 31, 2019 (FFY 2019)*

Contracts awarded	\$597,018.92
DBEs received	\$0.00 or 0.00%

**Numbers reflect federal share.*

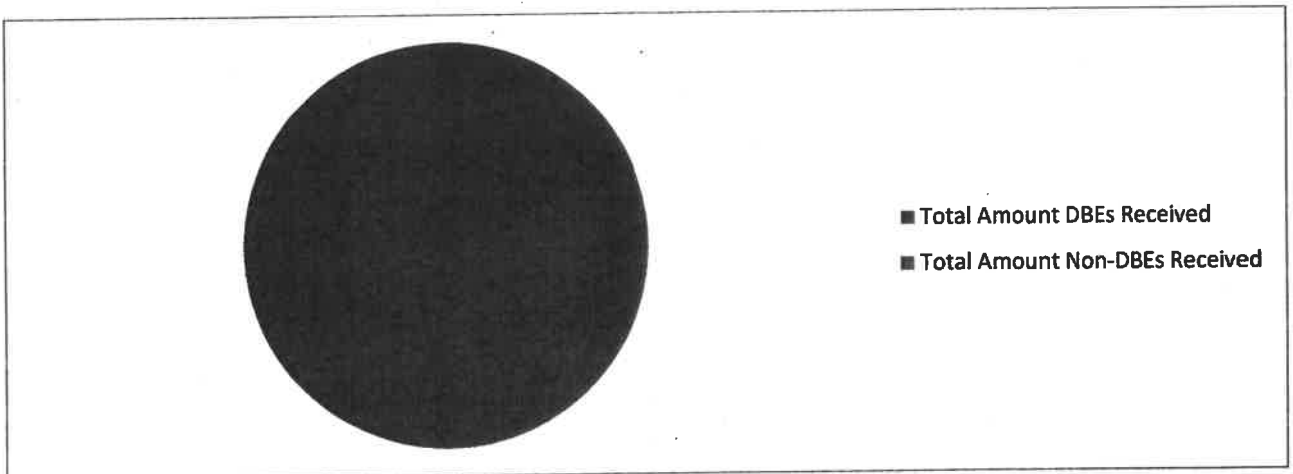
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2019

<i>Category 1 SBEs</i>	\$5,257,388.92	0.68%
<i>Category 2 SBEs</i>	\$15,410,052.62	1.99%
<i>Category 3 SBEs</i>	\$186,363.54	0.02%
<i>Category 4 SBEs</i>	\$379,895.18	0.05%
<i>Category 5 SBEs</i>	\$5,220,657.32	0.67%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$748,092,473.93	96.58%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$28,300,272.54	18.94%
Total Amount Non-DBEs Received	\$121,151,957.80	81.06%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Several NJ TRANSIT employees retired recently with careers ranging 8 to 39 years of service:

1. Lazare Bagnon, Operator – Orange – 16 years
2. Raymond Edwards, Serviceman – Howell – 17 years
3. Dorothy Sterk, Operator – Howell – 13 years
4. Carl Venetz, Operator – Oradell – 10 years
5. Thomas Burns, Operator – Washington Township – 36 years
6. Youssou Diop, Operator – Fairview – 17 years
7. Thomas Fisher, Clerk – Newton Avenue – 20 years
8. Reynaldo Garcia, Operator – Ironbound – 23 years
9. Giovanni Ibelli, Maintainer A – Meadowlands – 25 years
10. Eric Isom, Operator – Howell – 25 years
11. Constant Jarda, Ticket Agent – Howell – 20 years
12. Brenda Mosley, Information Clerk Bus – GOB – 8 years
13. Jose Osuba, Operator – Market Street – 11 years
14. Orlando Perez, Mechanic – Newton Avenue – 24 years
15. Addie Solomon, Light Rail Technician – Bloomfield – 29 years
16. Joseph Castiner, Assistant Garage Supervisor – Orange – 21 years
17. Shurland Mayers, Principle Accountant – Penn Plaza – 18 years
18. Robert Angello, Principle Tech Specialist – Penn Plaza – 19 years
19. Carol Barness, Senior Director Talent – GOB – 22 years
20. Frank Dangelo, Senior Director Tech Services – Penn Plaza – 16 years
21. Karen Giordano, Director Transportation Systems – Penn Plaza – 39 years
22. Eric Hendon, Principle Accountant – Penn Plaza – 33 years

ACTION ITEMS

ITEM 1904-15: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR 2019 AND 2020

WHEREAS, NJ TRANSIT serves a vital role in the State's transportation network and in the State's economy; and

WHEREAS, the Federal Transit Administration (FTA) has promulgated requirements to maintain up to date facility and asset condition assessments for its funding recipients, which includes NJ TRANSIT; and

WHEREAS, NJ TRANSIT must take the necessary steps to meet these federal requirements and put into place a cycle of regular facility inspections, condition assessments and reporting for all of its facilities; and

WHEREAS, in addition to satisfying routine federal compliance requirements, condition assessments of facilities, including stations and terminals, is critical to support Capital Program development, define a state-of-good repair backlog and prioritize investments; and

WHEREAS, pursuant to N.J.A.C. 16:72-1.5, NJ TRANSIT issued a Request for Proposal for Facility Inspection and Condition Assessment Services for services targeted across 2019 and 2020, Gannett Fleming, Inc. of Newark, NJ was selected as the most qualified firm to perform these facility inspection and condition assessment services;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 19-019 with Gannett Fleming, Inc. of Newark, NJ for the provision of Facility Inspection and Condition Assessment Services for facilities in the Newark Division rail yards/maintenance facilities; and Raritan Valley Line, Morristown Line, Gladstone Branch, Atlantic City Line, Princeton Branch, North Jersey Coast Line and Northeast Corridor Line passenger commuter rail stations; the Central and Southern Division Bus garages, shops, terminals, and park-and-rides; corporate, administrative, crew quarters and other facilities; and for the Newark Light Rail system shops and stations; River Line system shops and stations; and other locations as required in an amount not to exceed \$2,057,009.21, plus five percent for contingencies, subject to the availability of funds.

ITEM 1904-16
REPLACEMENT OF UNDERGRADE BRIDGE 41.29 OVER MILL ROAD



Staff is seeking authorization to enter into one contract with **Greenman-Pedersen, Inc. of Lebanon, NJ** to perform conceptual through 100% final design services for the replacement of Undergrade Bridge 41.29 over Mill Road for a total cost of \$1.09M.

ITEM 1904-16 REPLACEMENT OF UNDERGRADE BRIDGE 41.29 OVER MILL ROAD

Quick Facts:

- Existing bridge supports both passenger and freight trains on the Morristown Line between the Mount Arlington and Dover train stations
- The existing steel bridge was built in 1923 and has significant deterioration throughout
- The current vertical clearance is 10'-1" and the current roadway width is 14'-0" under the bridge
- DBE/SBE Goal: 20% SBE Category 6
- Source of Funds: State – TTF (Transportation Trust Fund)
- Total cost of \$1.09M

ITEM 1904-16: ENGINEERING & CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE 41.29 OVER MILL ROAD ON THE NJ TRANSIT MORRISTOWN LINE

WHEREAS, NJ TRANSIT's Morristown Line provides more than 59,500 average weekday passenger trips in Morris, Somerset, and Essex Counties; and

WHEREAS, the 96 year old Undergrade Bridge 41.29 over Mill Road has significant deterioration that cannot be addressed by repairs; and

WHEREAS, the future replacement of Undergrade Bridge 41.29 over Mill Road will ensure long-term public safety and reliable train service; and

WHEREAS, Task 1 & 2 of this contract pertain to 100% design and bid package preparation, and Task 3, Construction Assistance, is separate and will be negotiated at a later date; and

WHEREAS, the assigned SBE goal from the Office of Business Development is 20 percent, Greenman-Pedersen, Inc. submitted in their cost proposal a commitment of 20.4 percent; and

WHEREAS, following a competitive procurement process, Greenman-Pedersen, Inc. of Lebanon, New Jersey, was identified as the top technically ranked firm providing the best overall value in the interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-002 with Greenman-Pedersen, Inc., of Lebanon, New Jersey, to perform Engineering and Construction Assistance for the Replacement of Undergrade Bridge 41.29 over Mill Road on the NJ TRANSIT Morristown Line in Wharton, New Jersey, at a negotiated cost not to exceed \$1,091,506.54, plus five percent for contingencies, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed.

ITEM 1904-17: SUPERSTORM SANDY RECOVERY AND RESILIENCY PROGRAM: INTEGRITY OVERSIGHT MONITORING SERVICES CONTRACTS – EXERCISE FINAL TWO-YEAR OPTION PERIOD

WHEREAS, under applicable Federal and State requirements, NJ TRANSIT has an obligation to hire and use Integrity Oversight Monitors in connection with Superstorm Sandy long-term recovery and resilience efforts. The purpose of the required oversight is to detect, prevent, and deter potential criminal activity and fraud, waste, and abuse in NJ TRANSIT Resiliency Program (NJTRP) contract awards having a value of \$5,000,000 or more; and

WHEREAS, at its May 15, 2014 meeting, the Board of Directors approved Item 1405-19 authorizing NJ TRANSIT to enter into Contract Nos. 14-033A with CohnReznick LLP, 14-033B with EisnerAmper LLP, 14-033C with RSM LLP (formerly McGladery LLP), and 14-033D with Thacher Associates, LLC for these four (4) firms to provide the requisite Integrity Oversight Monitoring (IOM) services. The contracts were for a three-year term, with NJ TRANSIT retaining the option to extend the contracts for two two-year periods. The total authorization for the aggregate seven-year period, beginning July 15, 2014, was not to exceed the sum of \$15,000,000 for all approved Work Authorizations (WAs) that may be issued to these four (4) IOM firms; and

WHEREAS, at its June 14, 2017 meeting, the Board of Directors approved Item 1706-21 authorizing NJ TRANSIT to exercise the first two-year option under Item 1405-19 and extend Contracts No. 14-033A with CohnReznick LLP, 14-033B with EisnerAmper LLP, 14-033C with RSM LLP (formerly McGladery LLP), and 14-033D with Thacher Associates, LLC through July 15, 2019. There was no change to the previously approved total authorization of \$15,000,000; and

WHEREAS, since July of 2014, NJ TRANSIT has made substantial efforts to provide IOMs for NJTRP contracts. Over the next two years, contracts will be awarded for NJTRP projects including, but not limited to, the Raritan River Bridge and Long Slip Fill and Rail Enhancement projects. Such NJTRP projects will require integrity oversight monitoring services. Consequently, NJ TRANSIT needs to maintain the services of IOM firms;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to exercise the final two-year option period under Item 1405-19 and extends Contracts No. 14-033A with CohnReznick LLP, 14-033B with EisnerAmper LLP, 14-033C with RSM LLP (formerly McGladery LLP), and 14-033D with Thacher Associates, LLC through July 15, 2021. There shall be no change to the previously approved total authorization of \$15,000,000.

ITEM 1904-18: PROPOSED TEMPORARY DISCONTINUANCE OF SERVICE ON HUDSON-BERGEN LIGHT RAIL

WHEREAS, NJ TRANSIT has proposed temporary discontinuance of service on the Hudson-Bergen Light Rail – West Side Branch to accommodate emergency underground utility repair work; and

WHEREAS, Jersey City Municipal Utilities Authority has to excavate three points along the length of the sewer force main pipe – at Martin Luther King Boulevard, at West Side Ave, and about mid-point between those two sites; install a temporary bypass pipe to carry the effluent during the course of the repair; and “slip” the new pipe into the current force main; and

WHEREAS, the emergency underground utility repair work excavation site west of Martin Luther King Station requires removal of NJ TRANSIT’s substation that provides power along the entire West Side Branch, resulting in no power to operate vehicle movement and station amenities; and

WHEREAS, NJ TRANSIT has developed an alternative bus service plan to the three affected stations as well as buses operating between stations; and

WHEREAS, a series of public hearings were held, coupled with direct outreach to area elected officials to obtain public input into the decision-making process; and

WHEREAS, the public hearings were held in Jersey City on March 7, 2019. The public hearing notice is set forth in Exhibit A; and

WHEREAS, a total of 46 people attended the public hearings and 24 offered public comments. The hearing officer’s reports are set forth in Exhibit B; and

WHEREAS, members of the public expressed five common themes and NJ TRANSIT’s applicable responses are set forth in Exhibit C;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to take all actions necessary to temporarily discontinue the West Side Branch of the Hudson-Bergen Light Rail service effective on June 1, 2019 to accommodate Jersey City Municipal Utilities Authority emergency underground utility repair work.

NJ TRANSIT PUBLIC HEARING NOTICE

PROPOSED TEMPORARY DISCONTINUANCE OF SERVICE ON THE HUDSON-BERGEN LIGHT RAIL – WEST SIDE BRANCH TO ACCOMMODATE EMERGENCY UNDERGROUND UTILITY REPAIR WORK (West Side Avenue, Martin Luther King Drive, and Garfield Avenue)

The New Jersey Transit Corporation (NJ TRANSIT) operates the West Side Avenue Branch of the Hudson-Bergen Light Rail (HBLR), with service along three stations (West Side Avenue, Martin Luther King Drive, and Garfield Avenue) between Liberty State Park and West Side Avenue in Jersey City. Service operates daily, from 5:00 AM until 1:00 AM, with approximately 5,174 daily and 2,849 weekend passengers. NJ TRANSIT proposes to temporarily discontinue all service on the West Side Avenue Branch due to Jersey City Municipal Utilities Authority's emergency repairs that need to occur on a sewer force main that runs directly underneath the HBLR tracks along this route. This emergency repair work will commence on or about June 1, 2019, and continue to on or about March 1, 2020. The HBLR will provide alternative bus service during the course of the outage from all three stations (West Side Avenue, Martin Luther King Drive, and Garfield Avenue) directly to Liberty State Park Station, where passengers can connect to regular HBLR service. Additionally, shuttle buses will operate between the three stations. NJ TRANSIT will conduct public hearings to receive public comments on the proposed temporary discontinuance of service along the West Side Avenue Branch of the HBLR.

Public hearings will be held on **March 7, 2019** in accordance with **N.J.S.A. 27:25-8(d)**. For more information and to provide written comments for the record, please visit NJ TRANSIT's dedicated website page at, www.njtransit.com/publichearings/HBLR. Alternatively, comments may be sent to the Public Hearing Office-West Side Branch Comments, NJ TRANSIT, One Penn Plaza East, Newark, New Jersey 07105 or 2019HBLREmergencyutilityrepairwork@njtransit.com. All comments must be received no later than **midnight, March 7, 2019**. **The public's views on this proposal as expressed at the hearings and through the written comment process will be presented to the NJ TRANSIT Board of Directors prior to a final decision in this matter.**

Individuals requesting sign language interpreters should contact the Public Hearing Office, NJ TRANSIT, One Penn Plaza East, Newark, NJ 07105-2246, 973-491-7114 by **February 19, 2019**. Individuals requesting language support should contact Customer Service at 973-275-5555 or TTY-1-800-772-2287 by **February 19, 2019**.

The public hearings will be held:

Date: Thursday, March 7, 2019
Time: 2:00 p.m. to 4:00 p.m.
Location: New Jersey City University
Gilligan Student Union Building (Culver Avenue entrance)
Multi-Purpose Room B
2039 John F. Kennedy Boulevard
Jersey City, NJ 07305-1597

AND

Date: Thursday, March 7, 2019
Time: 6:00 p.m. to 8:00 p.m.
Location: New Jersey City University
Gilligan Student Union Building (Culver Avenue entrance)
Multi-Purpose Room B
2039 John F. Kennedy Boulevard
Jersey City, NJ 07305-1597

Para obtener una copia traducida de este aviso, comuníquese con Servicio al Cliente: 973-275-5555 o visite www.njtransit.com/publichearings/HBLR.

Pour obtenir une copie traduite du présent avis, contactez le Service Clientèle à 973-275-5555 ou bien visitez www.njtransit.com/publichearings/HBLR.

Title VI: NJ TRANSIT's Notice to Beneficiaries: NJ TRANSIT operates its programs and services without regard to race, color, or national origin, in accordance with Title VI of the Civil Rights Act of 1964, as amended. Any person who believes she or he has been subjected to discrimination on the basis of race, color, or national origin, or wishing to obtain additional information regarding NJ TRANSIT's Title VI obligations, may contact NJ TRANSIT Customer Service at 973-275-5555. A complaint or inquiry may also be filed by writing to NJ TRANSIT Customer Service - Title VI, One Penn Plaza East, Newark, NJ 07105. A complaint must be filed within 180 days of the alleged discrimination.

POST BY: February 15, 2019
REMOVE: March 8, 2019

EXHIBIT B

**Hearing Officer’s Report
Public Hearing – March 7, 2019 (2pm to 4pm)
Jersey City, New Jersey
Re: Proposed Temporary Discontinuance of service
On The Hudson-Bergen Light Rail West Side Branch
To Accommodate Emergency Underground Utility Repair Work**

The public hearing opened at 2:00pm and lasted until 4:00pm. A total of twenty-six (26) people attended and ten (10) spoke for the record.

Elected Official:

One elected official (Councilman Jermaine Robinson) attended the hearing and provided comments for the record.

Organizations:

No organizations were represented at the hearing.

The following is a list of the ten (10) speakers with their comments and concerns:

Speaker	Representing	Comments/Concerns
Alexandra Mack	Self	Comments concerning the substitute busing will make her late for work and school. Keep to schedule
Queen Gibson	Self	Wants to use Westside Station parking pass for Liberty State Parking Lot during outage.
Eve Anderson	Self	Substitute busing has been a chaos in the past. NJ TRANSIT needs enough buses operating on the closed stations.
Randhier Ramlachan	Self	Last busing added 40 minutes to my commute. Request that buses meet each light rail vehicle. Requested express buses between stations.
Moses Wilson	Self	I’m for the Light Rail and I’m not for the light rail it has its flaws. Cost to taxpayers when certain areas will be shut down. The bus system has been there for us and now we have light rail again.
Zyneisha Green	Self	Just purchased a home in Jersey city and my tenant upstairs commute to New York every day for work. Concerned those tenants may move out of Jersey City. Wondering why you guys are closing down those stops simultaneously. Nine months is very long.

EXHIBIT B

Bill Lillis	Self	I'm a member of Jersey City Together and also a parishioner at Our Ladies of Sorrow Church. Meet with NJ TRANSIT and heard the reality of the work that needs to be done. Hope the shuttles meet the time frames required. Living in Jersey city trying to move anywhere between 7:00 and 9:00 and 3:00 and 5:00 is very difficult.
Lynda Martin-Conyers	Self	I work at New port Mall and my church is on Forrest Street. Leaving work I take the Wet Side light rail to MLK. Could have taken the #4 bus it's cancelled. Breakdown the light rail stoppage in sections. Please don't do everything at once.
Councilman Jermaine Roberson	Self	Have questions on frequency of buses, will they run on a schedule, same hours. Will there be an application or any mechanism so that people can see the schedule of buses. Are the buses ADA complaint. Any extra security, extra lighting or cameras to show the bus pick-up and drop-off locations. Will NJ TRANSIT add additional light rail cars on the Bayonne Line to relieve some of the overcrowdedness? Any future meeting going on for the public?
Matt Giella	Self	Shuttle buses between stations are not always reliable. Drivers wasn't 100% sure where to go. The buses don't accommodate many people in bad weather. Figure out how not to shut down the entire time, maybe part of the time.

Other Comments:

In addition to the participants at the Public Hearing, NJ TRANSIT received eighteen (18) e-mail comments from affected customers. There was a common theme among these comments expressing concerns pertaining to the duration of the project, inquiring why the entire branch needs to be shut down and dependability and scheduling of the substitute busing.

Conclusion:

The Public Hearing was officially closed at 4:00pm.

EXHIBIT B

Submitted:

Hearing Officer

Ronald Nichols, Acting Chief, Light Rail & Contract Services

March 8, 2019

EXHIBIT B

**Hearing Officer's Report
Public Hearing – March 7, 2019 (6pm to 8pm)
Jersey City, New Jersey
Re: Proposed Temporary Discontinuance of service
On The Hudson-Bergen Light Rail West Side Branch
To Accommodate Emergency Underground Utility Repair Work**

The public hearing opened at 6:00pm and lasted until 8:00pm. A total of twenty (20) people attended and fourteen (14) spoke for the record.

Elected Official:

Two elected officials (Councilwoman Prinz-Arey and Councilwoman Denise Ridley) attended the hearing and both provided comments for the record.

Organizations:

No organizations were represented at the hearing.

The following is a list of the fourteen (14) speakers with their comments and concerns:

Speaker	Representing	Comments/Concerns
Corliss Williams	Self	Substitute busing need to be handicap accessible buses and are sometimes late because of traffic. Will need extra money to go to Newport to see my doctor.
David Docherky	Self	Love the light rail, been riding since 1999. Inquired about shuttle buses operating directly to Liberty State Park. Request the people using the buses have a validated ticket. People not paying create trouble and bad behavior.
Alva Joseph	Self	I came to find out exactly what is happening. Why can't we close the stations in sections and different times?
Jasmine West	Self	The shutdown will be a great inconvenience because it would make our commute time a lot longer. Have alternate plans been considered to reduce the inconvenience to the everyday commuter.
L. Pitts	Self	What was the thought process of promoting this because it seems like it came out of the blue and for residents here it was placed on the ticket boards and all over the place. Areas will be shut down. The bus system has been there for us and now we have light rail again.

EXHIBIT B

Ray Fields	Self	I'm here to learn a lot about what is going on. Displacing every stop past Liberty State Park is going to be an issue for several reasons, people working, shopping areas with limited transportation besides bus services. Will the bus shuttles be free?
Councilwoman Prinz-Arey	Self	Missed the presentation earlier, looking forward to hearing the second time around. Questioned outreach to elected officials as well as city agencies. I was not on the list as a new elected official being in office for one year. Westside Ave stop termination is part of effecting people coming and going. Want a better idea of bus routes. Will there be multiple routes for each stop and what will be the number of buses? What was the survey that was done for the pipe when light rail was first installed? Having the weight of the train and tracks going over the pipe add to the degradation of the pipe?
Councilwoman Denise Ridley	Self	I am the councilwoman in Ward A and I understand that you are not closing the two stops in my ward which are Danforth and Richard Street but a lot of residents on the West Side do not use the stop in ward B. I hear the concerns and support the residence on West Side and to find out if there are any additional meetings that you guys plan to have with the community.
Michele Massey	Self	I run the Jackson Hill Improvement District which encompasses all of MLK Drive. MLK is the only location where the tracks actually cross the road. So will the actual road be shut down? Hoping we get an actual timetable because of all going to happen at one time. Business will be disrupted and it's important that I let my stakeholders know what they can expect and how they will be affected by this outside of ridership.
Kiarah Jones	Self	I take the light rail every day. Are the shuttle buses running on the same schedule. Shuttle buses between stations are not always reliable. Drivers wasn't 100% sure where to go. The buses don't accommodate many people in bad weather. Figure out how not to shut down the entire time, maybe part of the time.

EXHIBIT B

Jessica Augustine	Self	I'm here for my nephew, He use the light rail service to get to MLK. Right now I've been affected in two ways. The No. 4 bus has stopped working and he commutes to Liberty State Park to get to MLK. Traffic is tough down there. Will the service run shuttle buses? He will get home late. Going to be inconvenient a lot more for students then even adults.
Tawanda burgess	Self	Would you have shuttle buses taking us to MLK to Liberty State Park? Concerned those buses will hit traffic. What kind of shuttle buses will be used?
Gertrude Nyandat	Self	My concern is that I have two nephews that work at Walmart. Their schedule is from one to midnight. So they have to take the 22 nd street train to Liberty. How late will the bus be running?
Deneine Morant	Self	I live between two stop. Liberty State Park and Garfield Avenue. One the project is finished I would like NJ TRANSIT or the light rail system to consider stop that was proposed when it come to my community and stop at Halladay Street. Halladay Street is not being used.

Other Comments:

In addition to the participants at the Public Hearing, NJ TRANIT received eighteen (18) e-mail comments from affected customers. There was a common theme among these comments expressing concerns pertaining to the duration of the project, inquiring why the entire branch needs to be shut down and dependability and scheduling of the substitute busing.

Conclusion:

The Public Hearing was officially closed at 8:00pm.

Submitted:

Hearing Officer
Ronald Nichols, Acting Chief, Light Rail & Contract Services
March 8, 2019

EXHIBIT C

**Public Hearing Comments and NJ TRANSIT Responses
March 7, 2019 (2pm to 4pm) and (6pm to 8pm)
Jersey City, New Jersey
Re: Proposed Temporary Discontinuance of Service
On The Hudson-Bergen Light Rail West Side Branch
To Accommodate Emergency Underground Utility Repair Work**

The public hearing was held on March 7, 2019 from 2:00pm to 4:00pm and again from 6pm to 8pm. A total of forty-six (46) people attended and twenty-four (24) spoke for the record and provided comments and/or questions. Below is summary of the common themes among these comments and NJ TRANSIT's applicable responses:

Comment #1 – Members of the public had inquires as to why the project must affect all three West Side Branch stations and questions whether the work could be accomplished in sections.

NJT Response #1: - Jersey City Municipal Utilities Authority (JCMUA) must excavate at three points along the length of the pipe between West side Avenue Station and MLK station required NJ TRANSIT's power substation to be removed during this process. This substation provides power to the entire West Side Branch between Liberty State Park and West Side Avenue Station. As a result, all three stations will have no operating power to vehicle movement and station amenities. In addition, JCMUA work plan requires repairs along the entire West Side Branch. Performing the work in sections would create increased outages over a longer period of time.

Comment #2 – Members of the public provided comments and posed questions about the substitute bus service and dependability of the buses. Will there be an application or any mechanism so that people can see the schedule of buses?

NJT Response #2: - NJ TRANSIT working with Jersey City's Office of Emergency Management is developing specific bus routing that will include express service to Liberty State Park HBLR station from each of the three affected stations, as well as bus service between the three stations. Dedicated buses will be assigned to each station and operate direct trips from each station to Liberty State Park for connection to the HBLR system. For passengers traveling between stations on the Branch, shuttle buses will operate between all three stations. The substitute bus schedule will be available approximately two weeks before implementation.

EXHIBIT C

Comment #3 – Members of the public asked whether the buses will operate on a planned schedule and whether fares will be charged.

NJT Response #3 – The substitute busing plan will be designed to operate on a posted schedule with hours directly coinciding with the HBLR current operating schedule. The schedule will be posted on NJ TRANSIT website and via other sources as well. Customer will need a valid HBLR ticket that must be presented to the operator when boarding the substitute bus for transportation. They will need to retain their ticket for validation and boarding at Liberty State Park station.

Comment #4 – Several comments included concerns that their property values would be affected and /or tenant will look to relocate.

NJT Response #4 – JCMUA granted NJ TRANSIT an easement to operate on this right-of-way. This easement was with a provision requiring NJ TRANSIT to provide access to JCMUA to repair and/or improve its force main sewer line if necessary. As a result, NJ TRANSIT must work cooperatively with JCMUA. The benefit of this force main sewer repair would minimize the potential of effluents leaking and pooling, which would negatively affect the neighborhood. There may be a greater impact to property values if this work was not done and the sewer main failed, which would likely lead to major disruptions throughout the community, not just to passengers on the West Side Avenue Branch.

Comment #5 – Some members of the public (who missed the explanatory presentation at the beginning of the hearing) asked general questions about the JCMUA project and temporary bus service.

NJT Response #5 – NJ TRANSIT responded to these questions by repeating the original presentation that was provided at the opening of the hearing. This provided a second overview to hearing attendees who arrived later in the afternoon and missed the introduction. In addition, NJ TRANSIT staff made themselves available to various participants and addressed any questions as well as provided clarification as necessary.

**ITEM 1904-19: REGULATION: INITIATE RULE-MAKING PROCESS –
N.J.A.C. 16:74 NEW JERSEY TRANSIT PROCEDURE FOR
CLAIMS OF DESTRUCTIVE COMPETITION**

WHEREAS, NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(e), N.J.S.A. 27:25-11(c)(2), N.J.S.A. 27:25-11(f) and N.J.S.A. 27:25-32(a), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, one of the legislative findings set forth in the Act is that, in the provision of public transportation services it is desirable to encourage, to the maximum extent feasible, the participation of private enterprise and to avoid destructive competition; and

WHEREAS, in accordance with N.J.S.A. 27:25-7(b), NJ TRANSIT is required to establish rules and regulations regarding procedures for hearings before the Board of claims of destructive completion arising from alleged actions by NJ TRANSIT, which are brought by private entities providing motorbus regular route service; and

WHEREAS, N.J.A.C. 16:74, Procedure for Claims of Destructive Competition were initially effective October 20, 1986; and

WHEREAS, authorization to initiate the rule-making process for N.J.A.C. 16:74, Procedure for Claims of Destructive Competition, will advance efforts to enhance the guidelines and procedures;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director or designee is authorized to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:74 et seq., Procedure for Claims of Destructive Competition.

**ITEM 1904-20: REGULATION: INITIATE RULE-MAKING PROCESS –
N.J.A.C. 16:75 NEW JERSEY TRANSIT BUS ALLOCATION
PROGRAM GUIDELINES AND PROCEDURES**

WHEREAS, NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(e), N.J.S.A. 27:25-11(c)(2), N.J.S.A. 27:25-11(f) and N.J.S.A. 27:25-32(a), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, N.J.A.C. 16:75, Bus Allocation Program Guidelines and Procedures, govern NJ TRANSIT’s leasing of buses to private motorbus carriers for the sole purpose of operating regular route bus services, which were initially effective September 6, 1983; and

WHEREAS, authorization to initiate the rule-making process for N.J.A.C. 16:75, Bus Allocation Program Guidelines and Procedures, will advance efforts to enhance the guidelines and procedures;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director or designee is authorized to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:75 et seq., Bus Allocation Program Guidelines and Procedures.

**ITEM 1904-21: REGULATION: INITIATE RULE-MAKING PROCESS –
N.J.A.C. 16:76 PRIVATE CARRIER CAPITAL IMPROVEMENT
PROGRAM GUIDELINES AND PROCEDURES**

WHEREAS, NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(e), N.J.S.A. 27:25-11(c)(2), N.J.S.A. 27:25-11(f) and N.J.S.A. 27:25-32(a), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, N.J.A.C. 16:76, Private Carrier Capital Improvement Program Guidelines and Procedures, govern NJ TRANSIT’s procurement of capital maintenance improvements and support equipment to private motorbus carriers for the operation of regular route bus services, which were initially effective March 19, 1984; and

WHEREAS, authorization to initiate the rule-making process for N.J.A.C. 16:76, Private Carrier Capital Improvement Program Guidelines and Procedures, will advance efforts to enhance the guidelines and procedures;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director or designee is authorized to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:76 et seq., Private Carrier Capital Improvement Program Guidelines and Procedures.

**ITEM 1904-22: REGULATION: INITIATE RULE-MAKING PROCESS –
N.J.A.C. 16:85 NEW JERSEY CONTRACTING OUT POLICIES
AND PROCEDURES**

WHEREAS, NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(e), N.J.S.A. 27:25-11(c)(2), N.J.S.A. 27:25-11(f) and N.J.S.A. 27:25-32(a), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, one of the ways by which NJ TRANSIT fulfills its responsibility to provide a coherent public transportation system is by reviewing opportunities to contract out its regular route bus services in order to reduce the cost of providing such services; and

WHEREAS, N.J.A.C. 16:85, Contracting Out Policies and Procedures, govern NJ TRANSIT’s contracting with private bus carriers for the operation of regular route bus service, were initially effective November 1, 1993; and

WHEREAS, authorization to initiate the rule-making process for N.J.A.C. 16:85, Contracting Out Policies and Procedures, will advance efforts to enhance the guidelines and procedures;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director or designee is authorized to initiate the rule-making process as a step toward effectuating the readoption of and proposing amendments to the regulation, N.J.A.C. 16:85 et seq., Contracting Out Policies and Procedures.