

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

NJ TRANSIT
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December 18, 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 regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, December 11, 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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, December 11, 2019.

Board Members Present

Diane Gutierrez-Scaccetti, Chair (By Telephone)
Edmund Caulfield, Governor's Representative
Michael Kanef, Treasurer's Representative
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

Staff Present

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Caroline Vachier, Deputy Attorney General
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations
Eric R. Daleo, Senior Vice President, Capital Programs
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer

Chair Gutierrez-Scaccetti convened the Open Session at 9:06 a.m. in accordance with the Open Public Meetings Act. Nia Joseph, 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 regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on December 5, 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 website.

Executive Session Authorization

At approximately 9:10 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the NJ TRANSIT Conveyance of Property Interests at Orange Railroad Station and the Portal North Bridge Project: Real Estate Acquisition. Board

Member Michael Kanef 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 9:50 a.m.

Approval of Minutes

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

President & CEO's Monthly Report

President & CEO Corbett noted once again, NJ TRANSIT had overall good news to report about their services. On the rail side, train cancellations were down 35 percent in the first 11 months of this year compared to last year. Cancellations this November were down 55 percent from November 2018. On-time performance declined from 91.1 percent in October to 89.2 percent in November but was up significantly from 82.2 last November. On the bus side, thanks to new bus purchases and graduating more than 650 new bus operators since January of 2018, they continue to average more than 90 new, additional bus trips per day. President & CEO Corbett noted they still have a way to go, but they were making progress, and that progress was not going to stop.

President & CEO Corbett said he was also proud to announce that many of these statistics were now available in NJ TRANSIT's new, easy-to-use, easy-to-understand online performance dashboard, which went live on November 26, 2019. The dashboard includes industry-standard statistics on NJ TRANSIT's performance, equipment reliability, and service level, and fulfills Governor Murphy's Executive Order 80, which directed them to publish monthly rail performance metrics online.

NJ TRANSIT took that directive and ran with it, going above and beyond to provide an unprecedented level of transparency and accountability. They will update the dashboard every month to track on-time performance, mechanical reliability, delays and cancellations, and other important service-related metrics. There they can compare, and contrast, statistics by line or from month-to-month. They have also included data for bus, light rail, and Access Link.

Chief Customer Experience Officer and Customer Advocate Stewart Mader gave a brief presentation to show exactly how the performance dashboard looks and works. President & CEO Corbett said they made it as easy-to-use and easy-to-understand as possible, because they want to be held accountable for all of it.

Stewart Mader said NJ TRANSIT operates hundreds of trains, buses, light rail, and paratransit vehicles every day. To help see how NJ TRANSIT is doing, they are making it easy to track key performance measures, per Governor Murphy's Executive Order 80. On November 26, 2019, they released a detailed dashboard on the new njtransit.com website that displays on-time performance, equipment reliability, and the causes for service delays and cancellations.

This performance data can be viewed at njtransit.com/performance. There are four gauges at the top of the page, each showing the latest on-time performance at a glance for bus, light rail, rail, and Access Link paratransit. Below these gauges, are figures showing progress in renewing fleet, reinvesting in customer experience, and rebuilding ranks of talented staff, including locomotive engineers, bus operators, conductors, and everyone else throughout the organization who is essential to running the largest statewide transit system in the nation. Selecting a gauge will show a page with more detailed data.

Mr. Mader said looking at rail as an example, the page provides systemwide metrics, as well as links to metrics for each individual line. The rail page highlights on-time performance at-a-glance for each line, as well as systemwide on-time performance from January 2017 to the present. Cancellations by cause are also displayed from January 2017 to the present. In October 2019, 1.2 percent of trains were cancelled, and the chart provides a breakdown of the causes, including mechanical issues, unpreventable, other railroads, and human factors.

He said definitions for each of those causes are available right on the chart. Select the question mark (?) for a list. For example, unpreventable is defined as "incidents that are outside of NJ TRANSIT's control, including inclement weather, flooding, external utility and power failures, medical emergencies, trespassers, and local police activity."

Mr. Mader said rail equipment reliability, measured as overall mean distance between failures, is provided from January 2017 to the present as well. As the chart shows, October is the fourth consecutive month of improvement, and reliability has been on an upward trajectory throughout 2019.

The pages for bus, light rail, and Access Link provide on-time performance and equipment reliability metrics, and NJ TRANSIT will continue to refine and update the dashboard with new data on a monthly basis.

Stewart Mader thanked everyone across their Bus, Light Rail, Rail, and Access Link operations, partners in Information Technology, Communications and Customer Service team, Creative Services team, and Social Media team who invested significant time and effort to design and build this dashboard, assemble all the necessary data, and communicate the benefits of this tool to customers and the public.

Mr. Mader also noted he redesigned the monthly report to the Operations and Customer Service Board Committee to make use of this dashboard, and the report he delivered on

December 2, 2019 incorporated the charts shown. Everything shown is available to everyone at njtransit.com/performance.

President & CEO Corbett thanked Stewart Mader for his presentation.

President & CEO Corbett said as NJ TRANSIT works to improve service and increase transparency, they are training more locomotive engineers than ever before. Later that day, President & CEO Corbett would join Governor Murphy to celebrate 11 trainees who are on track to successfully complete the on-the-job training portion of the locomotive engineer program. These trainees are poised to become full-fledged engineers next month, after completing their final check rides.

President & CEO Corbett said this is also a very special class, a pilot class made up exclusively of Assistant Conductors. Working collaboratively with the Federal Railroad Administration, they used an innovative approach to leverage the students' previous extensive railroad training, while still meeting the curriculum's rigorous requirements. For customers, that means more locomotive engineers on the job as soon as possible, and fewer train cancellations.

Overall, during the two-year period between 2019 and 2020, NJ TRANSIT will graduate seven classes of locomotive engineers, the same number of classes that graduated in the previous five years, combined. They are training and hiring more locomotive engineers than ever before in NJ TRANSIT's history.

President & CEO Corbett said this seemed like a perfect opportunity to recognize the extraordinary contributions of NJ TRANSIT's Human Resources Department, along with the Bus Operations Training Department, which has been working overtime to replenish what was a severely understaffed and hollowed-out agency. In total, since January of 2018, they have hired more than 2,000 union and non-union employees. When factoring in retirements and other normal attrition, the net gain during this period is more than 1,600 employees. On the management side, they have brought in some of the nation's highest caliber new leadership, from both the public and private sectors, to fill key roles.

President & CEO Corbett highlighted the extraordinary efforts in recruiting, hiring, and training more than 650 bus operators since January 2018. This effort has yielded significant benefits for bus customers in terms of fewer missed trips, and the ability to add capacity on some of the fastest-growing routes in the system, like the 126 and 119 routes in Hoboken and Jersey City, respectively. These new operators, along with the new buses they will be taking receipt of in 2020, will result in nearly 2,000 more passenger trips each weekday, which is more than half-a-million additional passenger trips per year.

On the Human Resources side, President & CEO Corbett acknowledged Tina Murphy, Deputy Chief of Human Resources, and her team. On the training side, President & CEO Corbett recognized Rebecca Peralta, Deputy General Manager of Performance Assurance Training, and her team for their work to train an unprecedented number of bus operators in a very brief timeframe. He also thanked Board Member Ray Greaves for

working with Mike Kilcoyne and his team on an agreement that allowed senior, experienced bus operators to come in and augment the bus training staff in order to meet this critical mission.

On the subject of high-quality hires, President & CEO Corbett took a moment to introduce the newest member of NJ TRANSIT's executive leadership team. Carmen Taveras, who joined NJ TRANSIT last month and will lead the new office of Real Estate, Economic Development, and Transit-Oriented Development. As many may remember, last year, Governor Murphy signed legislation requiring NJ TRANSIT to establish this office. President & CEO Corbett welcomed Ms. Taveras to this new role.

Ms. Taveras joins NJ TRANSIT most recently from Wereldhave USA, a subsidiary of a European-based public Real Estate Investment Trust and has more than 20 years of diverse real estate management experience. Her notable transactions at Wereldhave included the sale of 20 Exchange Place, a 56-story office tower in New York City's Financial District, and the development of 120-acres of raw land in San Antonio, Texas. There, she worked closely with the local community, government authorities and Department of Transportation to achieve a \$500 million master plan for a 1.8 million-square-foot sustainable, mixed-use project.

President & CEO Corbett said Ms. Taveras will be instrumental in NJ TRANSIT's vision to more aggressively use Transit-Oriented Development (TOD) to: develop under-utilized properties around transit; optimize the value of assets across the state; create sustainable, environmentally-friendly growth and development; and generate additional non-farebox revenue, which will ultimately benefit customers.

As NJ TRANSIT transforms the organization internally, they are able to start focusing on adding service for customers to accommodate growing ridership and to keep their economy growing at the same time. After restoring service into and out of New York on weekday, peak-period Montclair-Boonton trains and select reverse peak Morris & Essex trains, as well as bringing back the Raritan Valley Line's off-peak, one-seat ride to New York Penn Station, NJ TRANSIT has increased weekday peak period service on Newark Light Rail's Broad Street extension to allow trains to operate every 10 minutes. This follows extremely positive customer feedback of a trial of the enhanced service, conducted this past summer, during Amtrak track work at New York Penn Station.

Based on this feedback, in November, they incorporated more frequent service into the regular, Broad Street extension weekday schedule, operating every 10 minutes during rush hour from approximately 6:30 to 9:30 a.m., and 3:30 to 8:00 p.m. every weekday. Previously, service was less frequent during these times, operating every 10 to 19 minutes. They do not yet have ridership comparisons before and after this service enhancement but as a regular customer of the Broad Street extension, President & CEO Corbett said that ridership appears to be increasing as a result of this new enhanced service.

Another way NJ TRANSIT is working to improve service is by pushing forward aggressively on a number of major capital projects. President & CEO Corbett was pleased to report significant progress on the County Yard / Delco Lead Storage and Inspection Facility. Last month, they received the last major environmental permit needed to begin construction at the Delco Lead portion of the facility. And as part of this project, Amtrak began demolition work at County Yard, which will facilitate future construction work to improve and expand the yard.

They are excited to be progressing so rapidly and successfully on this project, which will: help protect NJ TRANSIT rail cars; allow NJ TRANSIT to inspect and service trains at a new, centrally-located service and inspection facility, and quickly return them to service following an extreme weather event; and ensure more resilient and reliable service for customers along the Northeast Corridor.

To conclude his comments, President & CEO Corbett recognized three extraordinary employees. He asked John Hayden, Rashaan Rhodes, and Luis Casares, to stand. On Tuesday, December 3, 2019, during the evening rush peak period, Morris & Essex Train 881 was in route when a female passenger became ill, vomited, and passed out as the train was leaving Summit Station.

The crew, Brakeman John Hayden, Conductor Rashaan Rhodes, and Engineer Luis Casares, immediately notified the Dispatcher, who called the New Jersey Transit Police and EMS to meet them at Chatham Station to assist. They also made an announcement to other passengers to see if a medical doctor or nurse was on board. President & CEO Corbett happened to be on board that train and came forward to see if he could help.

The sick woman was removed by EMS and taken to a nearby hospital. The Coach was evacuated and then closed off for the remainder of the trip. When the Coach arrived at Hoboken, it was cleaned and then returned to service.

These three employees did not hesitate to act and did not hesitate to help when one of their customers needed help the most. They took control of the situation and did everything in their power to get this customer the care she needed. They also ensured that service was not interrupted for all the customers on board, and the tens of thousands of customers coming home on the trains that followed.

President & CEO Corbett asked everyone to join him in a round of applause for these three extraordinary employees. He thanked them for quickly assessing the situation, taking immediate and appropriate action, and keeping their service moving under very difficult circumstances.

Public Comments

There were 21 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.

Chair Gutierrez-Scaccetti asked that all public speakers coming to the podium adhere to the two-minute or five-minute time slot allotted to them by the Board Secretary because there are speakers behind them that need to speak and have other obligations and places to go. This is not for the convenience of the Board, but for the people who are waiting to speak.

Mayor Wilda Diaz said she is the Mayor of the historic city of Perth Amboy and was there to thank NJ TRANSIT for supporting Board Item 1912-78: Perth Amboy Railroad Station Accessibility Improvements Project – Supplemental Final Engineering Design Services and Construction Assistance Services. She, along with the community of Perth Amboy, cannot express enough gratitude to the Board, Chair Gutierrez-Scaccetti, and Governor Murphy for finally getting to this point. She said she came before the Board many years back to stress the importance of having the Perth Amboy Train Station renovated, which is in the heart of the business district. Residents with disabilities could not use the Perth Amboy train station, families, especially moms with strollers could not use the train station due to the steep staircase. The fact that this train station was not accessible to their senior population was detrimental for the Perth Amboy community. She has been advocating on behalf of the community for a while now, and Perth Amboy has over 50,000 residents; 80 percent are Latino, and many do not drive. The Perth Amboy train station is so important to their community because it is in the heart of the business district and it is crucial to have accessibility.

Mayor Diaz said so much development has happened in the Perth Amboy community throughout the last 10 years since she came before the NJ TRANSIT Board. They have had development where a federally qualified health care center has been placed within walking distance of the Perth Amboy train station. They have large corporations moving within the vicinity of the train station and they have a redevelopment area where Home Depot is opening a distribution center within walking distance of this train station. They also have had multi-use businesses opening around the train station as well, so it is crucial that the renovations are done so that everyone has access to visit and travel out of Perth Amboy.

Mayor Diaz said originally this Perth Amboy project started out with 30 percent of the design work, and to know now they are finally at 100 percent of the design work is great. Mayor Diaz said for so long Perth Amboy thought they were a second thought, so it was with great pleasure that she thanked the Commissioner for what was happening there today. These renovations will not only help the city, but this station is an economic engine because they have a beautiful waterfront that is within walking distance of the train station that people will want to visit. Lastly, she wanted to come there to let NJ TRANSIT know the impact this will have on the lives of thousands and it is much appreciated. It is with hope that it will not take another 10 years and that they will see that shovels are ready next year, and the community of Perth Amboy will be able to use this train station as it should have always been. She again thanked the Commissioner and Governor Murphy for moving this project forward.

Chair Gutierrez-Scaccetti commented to Mayor Diaz it was a pleasure that NJ TRANSIT could move the Perth Amboy project forward.

Jason Pineiro said it has been three months already since the last report on the implementation of Positive Train Control (PTC) was issued, and they are approximately 365 days away from the PTC implementation deadline of December 31, 2020. He believes they need to see a broader report regarding PTC. If NJ TRANSIT does not comply with the PTC deadline on January 1, 2021, Mr. Pineiro said there will be no trains running and this means passengers will be stranded in New York and in New Jersey. He asked NJ TRANSIT to give a more transparent report and include every single train line including the Pascack Valley and Port Jervis Lines.

Mr. Pineiro said the Pascack Valley Line deserves their second express train back which was taken away from them a long time ago. He said this train is a necessity and is way over due for a return. They do not want to see four slides on the PTC report. They want to see details and transparency in the same way the MTA does their PTC report every month.

Mr. Pineiro requested NJ TRANSIT meet with the rail advocates because the advocates are the ones that are out in the field riding the trains every single day and they feel ignored by NJ TRANSIT. He requested NJ TRANSIT not ignore them and noted the MTA listens to them if they have a complaint or any issues. Mr. Pineiro requested NJ TRANSIT to explore what can be done when there are large upcoming events being held at the Prudential Center and asked they do their best to accommodate people and expand service.

Orrin Getz said he is a member of the Metro-North Rail Commuter Council representing commuters who ride Metro-North. The Mayor of Perth Amboy spoke very well on the need to have the Perth Amboy Train Station upgraded and made accessible. He said they also have a critical station in Suffern, New York that needs to be made accessible, and they need help from NJ TRANSIT. This station is owned by NJ TRANSIT and he wants it to be turned over to the MTA so that the MTA can do the work necessary to make the Suffern Station accessible. Mr. Getz believes this is critical for Rockland County and noted County Executive Ed Day is supportive.

Mr. Getz said he is extremely disappointed in the response Kevin Corbett gave in a letter that was written on December 2, 2019 to Catherine Rinaldi, President of Metro-North. They are missing the Pascack Valley Line second express train and still do not have status on when this train will be returning, and this is important. Mr. Getz believes NJ TRANSIT should set goals and set a schedule on when the Pascack Valley Line trains will be restored and let them know what it is and try to keep to this schedule. He said if NJ TRANSIT does not have a schedule, they really have no plan of when the Pascack Valley Line trains will be restored.

Mr. Getz said the rail advocates are very knowledgeable people who ride the trains daily. He said they used to have rail advocate meetings with previous NJ TRANSIT directors and they really need to have these meetings again so they can let riders know what is going on. Also, he wants more transparency and status updates on Positive Train Control (PTC).

Metro-North already has PTC up and running on the Hudson Line, but they have not seen what NJ TRANSIT is doing and are very concerned.

Mr. Getz would like to know what is happening with the Pascack Valley Siding. He noted there was a Memorandum of Understanding to stop building two of the critical sidings because the Mayor of Oradell took out a lawsuit against NJ TRANSIT. Mr. Getz believes there is a very important need for these sidings, and NJ TRANSIT needs to revisit this and make sure this project is restarted. He said County Executive Ed Day supports this and they would like to see this come to fruition. Mr. Getz believes this is important not only to New York customers but New Jersey Pascack Valley Line customers as well.

Mr. Getz would like to know what is going on with getting more NJ TRANSIT Board Members, noting there are only a few and it is too small to be effective. He goes to the Metro-North Board meetings, sees all the Board Members that they have, and they arrive via mass transit to these meetings. Mr. Getz believes NJ TRANSIT needs a full Board to get an understanding of what is going on with the railroad. He asked they work with the Governor to ensure they get the proper Board appointments.

Randy Glucksman said he is one of the Board Members on the Metro-North Board. He believes nothing has changed and they are still the same Board Members who do not represent riders. Mr. Glucksman said they are nice people and he does not have anything against them, but they do not ride the trains and see what is going on.

Mr. Glucksman said some may have seen the press release letters from Metro-North President Catherine Rinaldi and NJ TRANSIT President & CEO Kevin Corbett regarding service and the restoration of the contractually agreed upon Metro-North express trains. He said last week Senate President Sweeney commented it was unacceptable that these trains have not been restored. Mr. Glucksman asked whether NJ TRANSIT needs the money that Metro-North is withholding. He said in a press release on May 3, 2018, NJ TRANSIT wrote that all the Metro-North trains and 16 other lines would be restored in early 2019. He has been asking the same question at every meeting he has attended since the beginning of the year and he is concerned about all the trains. Mr. Glucksman said there must be a planning department at NJ TRANSIT that must have a timetable as to when these trains will be restored. He thinks the very nice presentation about NJ TRANSIT's Dashboard would be a good place to add a section called goals and they would determine by line when these 18 trains would be restored to the schedule so people would know how to plan.

Jamie Seritella represents the Carpenters Union and building trade in New Jersey. They are in favor of the NJ TRANSIT microgrid project, especially the powerplant. They feel the powerplant is important to NJ TRANSIT and noted NJ TRANSIT has a highly skilled workforce that they provide. This microgrid project will not only create jobs for them, their members and their families use this facility every day and this project is crucial to them and partners like NJ TRANSIT are important to them.

Rocco Lepore is a union representative from Local 253 KML Regional Council of Carpenters. Their 3,500 members wanted to say they support NJ TRANSIT's microgrid project.

Tim Sevener said he is from the Transit Village of Mount Tabor and the Director of the New Jersey Association of Rail Passengers. He thanked NJ TRANSIT for increasing the frequency of service on the Newark Light Rail. Mr. Sevener thinks this should continue to be a 10-minute headway all the time. He said the Alliance for Action provided a public comment in support of the NJ TRANSITGRID at the last NJ TRANSIT Board meeting, including its current configuration of a climate destroying wasted asset of a 100 megawatt natural gas plant. The New Jersey Association of Rail Passengers has always been in support of the NJ TRANSITGRID which is an important element of resilience in the event of future climate catastrophes like Superstorm Sandy. However, they believe this project needs to be powered by solar plus energy storage, and not the proposed natural gas plant, to make New Jersey the leader in renewable and truly resilient solar rail. As Ted Glick put it at the New Jersey Draft Energy Management Plan hearings, Mr. Sevener said natural gas is not a bridge, it is a gangplank towards increasing climate disaster.

Mr. Sevener saluted Eric Daleo from NJ TRANSIT and their consultants Greener by Design for meeting with them to discuss the feasibility of substituting truly distributed solar plus energy storage instead of the proposed natural gas plant in the flood prone Meadowlands. The more they find out about the NJ TRANSITGRID after going through documents, the more distributed solar plus energy storage appears to be not only the greenest but also the most resilient and in the long term the least costly option.

Mr. Sevener said a few key points discovered were that the proposal for a natural gas plant was made by Sandia in 2014 with the claim that this was the least costly solution and there has even been claim that solar could not power trains. He said, in the past five years, solar and energy storage has made major advances so that state utility boards have realized that solar is not only greener but more cost effective than stranded natural gas plants and are only funding solar plus energy storage. Also, Mr. Sevener said there is no FTA requirement for a natural gas plant and this recommendation was made without serious consideration of Solar in 2014 solely on the cost and known technology basis. He said it has been pointed out to the Board of NJ TRANSIT that solar rail is already running in Australia, Austria and pilot projects for the UK and India. Lastly, solar powered trains have been running since 2011, in the innovative Belgium Solar Tunnel currently powering the Paris-Amsterdam high speed rail.

Paul LeGrand represents the Insulators Local Union out of Northern New Jersey, and they work mostly on all energy projects within the state. He spoke on behalf of the resiliency program. After enduring Superstorm Sandy everyone that owned a house in New Jersey either wanted an emergency generator or acquired one. The reasons that everyone may want an emergency generator could be different, but they want to provide for their family. Mr. LeGrand said they feel what NJ TRANSIT is trying to do is provide security and independence for their families and everyone who uses NJ TRANSIT. He supports the idea of the resiliency program with the gas powerplant.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, said on behalf of the thousands of riders and millions of residents along the Raritan Valley line, he thanked the Board and NJ TRANSIT staff for the recent reinstatement of the off-peak one-seat ride. Also, he thanked them for the additional regularly scheduled same platform transfers in Newark and some additional trains into Hoboken. He said these were long overdue, and they are glad it has finally happened. Mr. Bergen thanked them for the repairs that have been done in Newark Penn Station on the escalators, and said the indication is in the future there will be more upkeep done on the elevators and the escalators. He realizes that over the years funding has been difficult and NJ TRANSIT fell behind on keeping up with these issues, but they appreciate that more attention will be paid to the infrastructure.

Mr. Bergen noticed several positive items on the NJ TRANSIT agenda, including progress on the Portal North Project which is an important part of the Gateway Project, which they have long supported. There is also approval of a lease for the NJ TRANSIT train station in Bound Brook. This station is along the Raritan Valley Line and they appreciate the opportunity for that station to be rehabilitated. Most importantly, they support the approval of the \$500 million Bond for the purchase of new buses and trains which will benefit every rider by making the fleet younger and less prone to mechanical breakdowns.

Mr. Bergen wanted to make it clear that the Raritan Valley Coalition's main goal is to improve service along their line. They do support all that NJ TRANSIT is doing for all commuters using the system and believe that this is important to improving the quality of life for all residents in New Jersey. He spoke recently to Union County Freeholder Bette Jane Kowalski, who could not be there, and she told him about an experience she had within the last couple of weeks when taking the Raritan Valley one-seat ride off-peak into New York and being able to take it back. Freeholder Kowalski impressed upon him how much of a difference this made rather than having to change trains in Newark. Mr. Bergen said he could not impress upon NJ TRANSIT enough how important it is to expand on the one-seat ride. They understand that a feasibility study needs to be done so he asked NJ TRANSIT to get this started. Mr. Bergen said there was mention today of Transit Oriented Development (TOD) and the Raritan Valley line is the poster child for TOD's. he said thousands of units have been built, or are planning to be built, along the entire Raritan Line throughout four counties, so they need the one-seat rides to make it work.

Samuel Richter said when he was there in July, he asked the Board to address a couple of concerns he had about the River LINE Light Rail and he has an additional one today which should be easily satisfied. Mr. Richter said late announcements on the River LINE say a delay is going to be 15-minutes and at times it is, but often it is not. He thinks the announcements for delays should read up to 15 minutes unless there is certainty it is going to be a full 15 minutes. Mr. Richter also thinks the automated message boards and announcements on the train are not timed properly. He said they should not have to pass a station before a station is announced.

Mr. Richter believes there should be an NJ TRANSIT employee on each cab of the River LINE trains because this would discourage the unpleasant behavior onboard the trains. The

minutes from the last Board meeting very accurately and helpfully reflected his main concern which was having an NJ TRANSIT employee on the train rather than the safety on the train. He received a call soon after leaving the last Board meeting from the Captain of the New Jersey Transit Police who was professional, patient, and slightly helpful. Mr. Richter said the Captain was only slightly helpful because he could not address his main concern, which was having an NJ TRANSIT employee on board these trains to discourage the unpleasant activity going on. He noted if NJ TRANSIT had an employee on the train, they could collect the fares so people who had not validated their tickets get charged a premium. Mr. Richter believes if an NJ TRANSIT employee was on the train, this would also encourage greater ridership on the River LINE.

Mr. Richter noted NJ TRANSIT honored three brave employees today who helped a sick woman on the train saving her from what might have been death. He said this would not be seen on the River LINE because there are no employees onboard the train to assist riders so this means that they will not be attended to in a situation like this.

Todd Heuer, Local Union 164 International Brotherhood of Electrical Workers (IBEW), said he wanted to voice his support for the NJ TRANSITGRID Project. He is all for clean and solar energy, noting his members install solar energy. The only problem is the amount of solar energy needed for this project would equate to the size of the City of Newark, which is 26 square miles and is not feasible. Another possibility might be a mini nuclear grid but that is not feasible at this time either. A gas fire generator in today's world is very clean and has done leaps and bounds since it was first introduced and is what he would call much cleaner energy.

This project is also about creating middle class jobs, for his members and any other trade that would be involved in this project. Although some people argue this will only create a temporary job, Mr. Heuer said his answer to this is that his life has been a temporary job, and this is what they do; they build. They can't bury their heads in the sand and pretend that they don't need this. They are reminded of this when they think about Superstorm Sandy and cannot keep putting it off and arguing about how they are going to do it. Mr. Heuer believes the best way to do it in today's technology would be with a gas fire generator. He said technology is going to move forward, and they are going to have better battery storage, better solar, and improvements with gas fire generators. Mr. Heuer said improvements will continue with time but in today's world they need this now.

Kevin Marion, Local Union 164 International Brotherhood of Electrical Workers (IBEW), said as his colleague stated, the NJ TRANSITGRID Project will be good for their members. They represent over 3,000 members in Hudson, Bergen, and Essex County and 421 of them are women and minorities. This is a good quality project to put their members back to work, so he is in favor of the NJ TRANSITGRID Project.

Don DeAugustine spoke on behalf of the NJ TRANSITGRID Project. He represents Millwrights Local 715 and is also a resident of New Jersey. Mr. DeAugustine, his family, and his members use the NJ TRANSIT trains. As his colleagues stated, this is not a one-stop

job, since the maintenance on these types of projects go on for 30 years and this can be employment for their members.

Mr. DeAugustine said this is clean and new technology and the maintenance surrounding this project is to ensure a level of quality so that there is not a lot of pollutants going out into the air. This is a good job for them, and they need the work right now. To keep it cost effective so his members can use NJ TRANSIT, they need the reliability that this project is going to give. They all went through the bad conditions during Superstorm Sandy when they did not have ridership. Mr. DeAugustine said this project is going to ensure they will be able to use transit in the event something happens to the power grid, as opposed to everything falling apart and the domino effect that happens when power goes down. He asked NJ TRANSIT to do whatever needed to get this project up and going as soon as possible.

Lela Charney entered into record a letter dated December 1, 2019 that was sent to the NJ TRANSIT Board Office addressed to Chair Gutierrez-Scaccetti from The *Ethical Culture Society* of Bergen County. Ms. Charney read the letter which stated:

The need to plan for climate emergencies is increasingly apparent. So, I welcomed hearing that NJ TRANSIT has a resiliency plan proposal, especially in light of the unanticipated failures resulting from Hurricane Sandy.

Then I learned of the specifics. NJ Transit's proposed plan to provide back-up power to its trains is for a fracked gas plant, the former Koppers Koke site in Kearny, on the Hackensack River in the Meadowlands. The proposal appears to be on the fast track with federal funds in place and a project manager on the job at the NJ Transit headquarters in Newark.

I have deep concerns about this proposal and its effect on global climate change. I request that your Board steer away from fossil fuels, including natural gas, and instead seek an energy sources that will not further pollute the air, endanger the wetlands, contaminate the water and add to greenhouse gases. While using public transportation instead of cars is environmentally sound, putting a new fossil fuel plant in this fragile environment is simply the wrong thing to do. It's also unfair to already vulnerable communities.

Instead, I would like to see a massive solar solution with modern storage batteries on the site or some other green alternative.

Safeguarding our environment is a stated goal of Governor Murphy, a member of your Board. A plant that adds methane, ground level ozone, carbon dioxide and other contaminants into the atmosphere undermines that very worthy goal.

Paula Rogovin, Advocate for Don't Gas the Meadowlands, said some may have heard about the hundreds of people at the student climate strike. They marched from a rally at Rutgers Newark Campus to the Headquarters at NJ TRANSIT, and to Peter Francisco Park, a block away from NJ TRANSIT. People were adamant in their demands for clean air, clean

water, renewable energy, and justice for all. Ms. Rogovin said this was only one of thousands of actions around the world. Specifically, the hundreds of people in this demonstration demanded that all plans for the NJ TRANSIT frack gas powerplant be dropped immediately.

Ms. Rogovin said using the Sandy Resilience grant to fund a fossil fuel powerplant is absurd and obscene. She said if when Governor Murphy finally opposed the Meadowlands powerplant in North Bergen, he said it was not good for New Jersey, then there is no reason for NJ TRANSIT's fossil fuel powerplant just six miles away in Kearny would be good for New Jersey.

Ms. Rogovin said the powerplant would be in a flood plain in the Meadowlands, the Meadowlands are wetlands nature's way of helping to deal with flooding, and more building in the wetlands is short-sited. She noted the powerplant would be built at Koppers Koke, a toxic site, the toxins would flow into the river, and other deadly pollutants would harm all in the region. Ms. Rogovin said Kearny is an environmental justice community and early on Governor Murphy talked about supporting environmental justice communities and this powerplant would especially harm Kearny. She said Kearny is already being harmed by the landfill, the lifespan of the powerplant would be 30 to 40 years, and building in pollution for decades is unacceptable. Ms. Rogovin said New Jersey needs to use renewable energy for public transportation.

They have met with officials and are so happy and thankful they were invited to meet with officials from NJ TRANSIT. They appreciate this but they are waiting for requests for more information so they can continue to work and plan with their consultants for solar rail with solar storage. Ms. Rogovin said as pointed out earlier, Austria and Australia already have solar rail.

Ms. Rogovin said she spoke with her five-year-old grandson as he was putting marbles in a slinky and told him this was just like the fly wheel that could be part of the train powered by renewable energy. She told him about their solar proposal, and he came up with a design. Ms. Rogovin noted children are brilliant inventors and in New Jersey they have students of all ages from kindergarten to universities. She suggested NJ TRANSIT and Governor Murphy challenge New Jersey students and all people in New Jersey to look at the preliminary design for solar rail and make it even better.

Ms. Rogovin said it does not have to be exclusively solar; they could have wind and other sources of renewable energy. The \$409 million from the Sandy Resilience Grant could fund solar rail for the Northeast Corridor covered by the grant and then the State could seek additional funding to expand solar rail to the entire state. She said maybe someday New Jersey will lead the whole nation.

Michael J. Stiles is the Business Manager from Pipefitters Local 274 in New Jersey. They also control gas distribution and mainline across the whole State of New Jersey. As PJM Interconnection has spoken about, their power grid is almost maxed out in the Northeast

and local power generation and national grid's gas transmission system is maxed out, so there is still enough room in the State of New Jersey for this project.

Mr. Stiles said Governor Murphy and the Board of Public Utilities (BPU) are calling on their Energy Master Plan for total electrification of the NJ TRANSIT system; this means by 2050 the whole NJ TRANSIT rail and bus system will be electrified. With this there is going to be a need for electric and especially once the extra tunnels are built going into Manhattan, this will create more of an electric demand on the State of New Jersey and surrounding areas. Mr. Stiles sits in on the Energy Master Plan discussions and a lot has been said. As Todd Heuer said earlier, it would take a lot more solar energy than the size of the City of Newark and electrification for the tunnel.

Mr. Stiles said when it comes to powerplants there are two-percent carbon and zero net carbon power generation and these technologies are being used right now in this country, in Europe, and can be used here in one way or another. He said solar panels are full of lead and chromium and this does not sound very green to him. He supports the NJ TRANSITGRID Project because it is good for his members and everyone else, and it is a great project that will add resiliency to NJ TRANSIT's plan when total electrification of the system takes place. Once electrification takes place, Mr. Stiles said NJ TRANSIT will need the power for the bus and train system and everything else. As they all know with Superstorm Sandy, the Northeast Region lost billions of dollars, therefore, this project is deeply important and it has the support from him, his members, and all the building trades.

Sally Gellert is Communications Director for the Lackawanna Coalition. She said they are still waiting for the return of many trains that were scheduled for temporary cancellation on most of the northern lines. She said the MTA can hold funds in escrow while they negotiate for the return of the express trains and others on the Pascack Valley and Port Jervis Lines, but in-state riders have no such leverage. Ms. Gellert said they are suffering equally to New York riders, getting just as irritated by constant yet unpredictable delays and cancellations. She complained that after more than a year, they do not even have an estimated date for the return of their temporarily cancelled trains. She said NJ TRANSIT represents they are making good progress on Positive Train Control installation, though these statements seem quite optimistic to them. They are glad to see more peak-hour service on the Newark Light Rail but they would like to see at least 20-minute headways all week.

They were pleased NJ TRANSIT took current system limitations seriously enough to hold off on train service to the new mall in the Meadowlands. They are curious about the innovation and partnerships that NJ TRANSIT's will seek, but believe that standard bus, rail, and ferry service will be enough.

Ms. Gellert said the agenda includes a \$500 million loan for new equipment, presuming that the Economic Development Authority authorizes tax-free bonds. They would like to know if NJ TRANSIT has done a comparison of interest payments versus savings from reduced maintenance and operating costs. She said NJ TRANSIT does have high breakdown rates but asked if a comprehensive repair/rebuild program would yield savings. Ms. Gellert noted

the State has an ambitious goal for electrification of the transportation sector and asked if this equipment purchase will enable or delay full electrification.

Ms. Gellert noted NJ TRANSIT started to publish the data required by the Governor's Executive Order and thanked them for that. She believes it is at this time a work in progress, yet all files are present except the Pascack Valley line's on-time performance data, which she presumes will be coming shortly. As times goes by and posting the information becomes more routine, she has some suggestions for making the data more accessible, which she included as an exhibit with her printed statement. One comment is to question the use of "unpreventable" as a category of cancellations. Ms. Gellert said one would hope that there are no preventable cancellations. As a category, she thinks that label helps nobody, and the percentages listed in that category are high as 79.9 percent on the Montclair-Boonton Line for March 2018, with several months on various lines having percentages in the 30s. She said this is not helpful information for those trying to understand and/or address the cause of cancellations and infrastructure is also rather vague.

They have concerns about the Northeast Corridor's North Brunswick station project and its value. They would like to see clear documentation showing that NJ TRANSIT obtained a substantial contribution from the private developers who will be the commercial beneficiaries of this new project.

They remain extremely concerned that NJ TRANSIT management continues to refer to one of their managers as a customer advocate. This continues even though they and their predecessors have known throughout the agency's history that the Lackawanna Coalition and the New Jersey Association of Railroad Passengers have been the genuine customer advocates for the past 40 years and remain so today.

Errol Kerr thanked the Board for the recognition of the wonderful staff who acted in saving someone's life. He said it is good to recognize good when it happens because some large companies like NJ TRANSIT often forget that it is the small individuals who make a company work.

Mr. Kerr said there is still no reason for them being there today, but they are because they are still in search of justice for Mr. Graddy. There has been some discussion on how to bring about resolution for this issue. However, in resolving this issue, he thinks NJ TRANSIT must take into consideration how egregious the act was against Mr. Graddy and what he lost. He thinks it would be very difficult for a reasonable decision to be made without taking into consideration what Mr. Graddy has gone through. Mr. Kerr said NJ TRANSIT has put something on the table which bears absolutely no resemblance to the suffering and loss Mr. Graddy has gone through and he is not there begging NJ TRANSIT to give him a dime more than he deserves. Mr. Kerr said Mr. Graddy is a proud man and they are there just because they want justice.

Mr. Kerr said he sat there and looked at the Board name tags, seeing Governor's Representative, Treasurers Representative, President and CEO, and others. When they are in meetings, he said the NJ TRANSIT representatives tell them they cannot do anything

because they are not the decision makers. He wants to know who the ultimate decision makers in this process are so they can get this issue resolved. They do not want to continue coming to these meetings communicating with one another and nothing is being done. They just want justice for Mr. Graddy.

Jamie Bland is a Chapter Leader for the National Action Network of Passaic and Bergen County, under Reverend Al Sharpton. She said they are really puzzled about why they have been coming back and forth to NJ TRANSIT for two-year plus. She thinks it is obvious that Mr. Graddy has been treated unfairly and it seems it has a little to do with racism. Ms. Bland said Mr. Graddy won all the bids, did what he needed to do, and was treated terribly. They are very upset that he was asked to pay rent for two-years for a business he was not occupying. As a businessman and a man with pride and dignity, she said Mr. Graddy continued to pay so that he could continue with his life. Ms. Bland said this humiliation, along with the racism, has broken him down mentally and physically. She said Mr. Graddy is still an A-list businessman who has been helping several organizations in the City of Paterson, and he stands tall with Reverend Al Sharpton. They do not want to go on any further, so she asked NJ TRANSIT to do what's right and everyone step outside of their titles and think about Mr. Graddy's rights and how he was bamboozled out of his business. Ms. Bland wants justice for Mr. Graddy, and stated no justice, no peace.

Donna Ivy said she is a member on many organizations in Paterson and Passaic Counties. On behalf of the AARP of the Paterson Chapter, Paterson's Senior Association and Passaic County African American Women's Association, and of course Mr. Graddy. They continue the fight of fairness and the definition of fair reads: in accordance with the rules or standards of legitimacy. She said fairness and legitimacy is powerful and they in the orange shirts fighting for fairness for Mr. Graddy. They bond together to ensure he receives fair treatment that is just, equitable, impartial, and unbiased. Ms. Ivy said this hurts because there is no legitimate reason why they should be there every month. She said this has been an unfair process for Mr. Graddy from the door and they continue to come because they know there is just in the unjust that they need to fight for. Ms. Ivy pleaded for the Board to be just and make a decision that will be in Mr. Graddy's best interest. She wished everyone a safe and wonderful holiday season.

Russell Graddy said he was starting to see NJ TRANSIT as his second home because he has been attending the board meetings for a long time. He has been communicating with NJ TRANSIT Attorney Joseph Snow, and met yesterday with Justin Davis, Chief of Staff and Caroline Vachier, Deputy Attorney General.

Mr. Graddy said he understands the very strong positions that they are in, but the thing he does not agree with is how you got there. He said what happened to him has been unfair and unjust, and if they go back through the records and research how this happened, they can get a better understanding.

Mr. Graddy said he still questions how he could continue paying rent to NJ TRANSIT for a business he was not occupying. He said he was railroaded out of his business back in October 2004 with the promise of being put back in, but NJ TRANSIT reneged. He said he

had a 20-year lease and was only seven years in. Instead of putting him back into his business, Mr. Graddy said his attorney received a letter in February 2005 from NJ TRANSIT asking where to send Mr. Graddy's invoices so he can pay his rent for his lease. He said he was not in the business, everything had been taken and torn out, and he had no income, yet NJ TRANSIT wanted to know where the invoices should go. Mr. Graddy said in January 2007, he received an invoice saying he was three-months behind on the rent for his lease. He questioned what he was paying for.

Mr. Graddy said they went to court and arbitration, and they said to give Mr. Graddy \$1.3 million to go back into his business, but this was not done. He questioned with all the wrong doing that was done to him, how can any court or any fair legal system say the case was adjudicated, and they do not owe him anything. Mr. Graddy is still asking what he did wrong. He said NJ TRANSIT does not have to give him anything, but should. Mr. Graddy said no one should be able to use the courts to do their dirty work and it is not fair. He said he is ready to negotiate but it must be fair and just. Mr. Graddy said he would see them at the February 2020 board meeting.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She noted their December Advisory meeting will be held Friday, December 13, 2019, and will be a joint meeting held at the Trenton Train Station. She thanked, in advance, the staff from NJ TRANSIT that will be there to provide an update on the progress that has been made this year and to start to set the agenda for next year. As they may know, they are very excited about the Strategic Plan and also join in the fight for stable funding. They believe it will be a very lively agenda.

Ms. Mack took a moment to acknowledge a long-time member of their Board, Ralph White, who was a former NJ TRANSIT bus driver from the Greenville Garage, that served on their committee for many years, and passed away. They will have a moment of silence for him in Trenton and will be having a plaque for his family. She believes Mr. White would have been very pleased to see all the great NJ TRANSIT employees being honored, as they honor him. She wished everyone a happy holiday season.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

Basil Giletto provided the Senior Citizen and Disabled Resident Transportation Advisory Committee Report. He is Chair of the Citizens Advisory Committee for Local Programs. He last spoke in July about their committee's direction. At that time, he mentioned how their committee was visiting each county to evaluate the programs implemented. Although they have not seen every county yet, they have already identified some competent operations. They do have their limitations however, such as providing service beyond their service areas or beyond their normal hours of operations. Absolutely none seem to be prepared to handle the number of seniors who require dialysis multiple times per week. They need to continually strive to reduce these weaknesses because the services provided are all that their seniors and disabled have.

Mr. Giletto said many moved into the suburbs years ago and lived a very fruitful life. They had no idea that once they had to give up their car that they would have no alternatives. Their children do what they can but are at the stage of their lives where they have their own responsibilities that also can't be ignored.

Mr. Giletto said Baby Boomers live in the suburbs. They are beginning to use County services but honestly have never learned about any of their mass transit options. They have had their cars; two, three, or more per family. Taking a bus, as an example, was both time consuming and inconvenient. They are getting older, more fragile, and more dependent on others to help with even the most basic transportation requirement. They are now much more interested.

Mr. Giletto said there is a problem. It will be necessary for someone to train them on how to use mass transit options. They see evidence of this at literally every public meeting that Local Programs conducts. It is a common occurrence for an attendee to sob or cry because of the position they find themselves in. In many instances, Local Programs can solve each issue with little more than just instruction or a phone number. Once they learn that they can still be independent, they respond favorably using every single one of the "new" transportation opportunities available.

It becomes obvious very quickly that the Baby Boomers easily can contribute to NJ TRANSIT's revenue stream in a major way. Even if there never is another medical breakthrough, NJ TRANSIT will be capitalizing on their group through 2064.

Mr. Giletto said they are a very large segment of the population and it is only natural that once they begin using NJ TRANSIT's system, they absolutely will train their children. He hopes NJ TRANSIT decides to invest even more towards this future.

Mr. Giletto said that Local Programs has built the basic infrastructure with each county already addressing many of their local needs. It is his personal suggestion that Local Programs develops a program that rewards County Operations that develop synergies with their neighboring counties. This is the direction that the Central Jersey Transportation Forum has been encouraging and is already embraced by many local Mayors and Freeholders.

Mr. Giletto concluded by thanking NJ TRANSIT for allowing him the time for this update. Mr. Giletto said he got involved in senior transport after his mom had a stroke that significantly hindered her ability to get around. He was able to allow his mom stay in her home but there were times when he had to drive 50 miles after work. This made Mr. Giletto truly understand just how hard some people have it and just how important NJ TRANSIT is to them.

Board Operations and Customer Service Committee Report

Board Member Caulfield presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on

trends, analysis, and actions for rail, bus, light rail and Access Link. The Committee also received an update on Social Media activities, and the Cost of Service.

Board Administration Committee Report

Board Member Kanef presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included an update on ridership and revenue, cost of service key performance indicators, major balance sheet items, attrition and hires, and real estate and economic development highlights. The Committee also received updates from Human Resources, and Equal Opportunity and Affirmative Action.

Capital Planning, Policy, and Privatization Committee Report

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Proposed Expansion of Bus Route No. 119 and Bus Route No. 772; NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project; NJ TRANSIT Resilience Program: Amendment to 2012 Task Order Consultant Contracts Program for Environmental Permitting and National Environmental Policy Act Documentation and Other Support; Perth Amboy Railroad Station Accessibility Improvements Project; Borough of Bound Brook Lease for Eastbound Station Rehabilitation; NJ TRANSIT Conveyance of Property Interests at Orange Railroad Station; and Portal North Bridge Project: Real Estate Acquisition.

Action Items

1912-75: PROPOSED EXPANSION OF BUS ROUTE NO. 119 (BAYONNE-JERSEY-CITY-NEW YORK) AND BUS ROUTE NO. 772 (PARAMUS-HACKENSACK-AMERICAN DREAM) AND NEW PREMIUM EXPRESS SERVICE BETWEEN NEW YORK AND AMERICAN DREAM

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #1912-75. Michael Kilcoyne recommended approval of Action Item #1912-75: Proposed Expansion of Bus Route No. 119 (Bayonne-Jersey City-New York) and Bus Route No. 772 (Paramus-Hackensack-American Dream) and New Premium Express Service Between New York and American Dream.

Approval was requested to take all actions necessary to permanently operate Sunday service on Bus Route No. 119, expand the schedule of Bus Route No. 772 on weeknights, Saturdays and Sundays, and to implement the premium one-way bus fare on Bus Route No. 355.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-76: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT: CONTRACT AMENDMENT FOR SUPPLEMENTAL FINAL ENGINEERING AND DESIGN SERVICES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1912-76. Eric Daleo recommended approval of Action Item #1912-76: NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project: Contract Amendment for Supplemental Final Engineering and Design Services.

Approval of this contract amendment will allow for completion of design documents for construction of the Delco Lead and Inspection Facility and County Yard Projects.

Approval was requested to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey, in the amount of \$4,933,858.18, plus five percent for contingencies, to provide supplemental Final Engineering and Design Services in support of the Delco Lead/County Yard project, subject to the availability of funds. This authorization will bring total contract authorization to \$35,473,129.

It has been identified as resilient, safe-haven storage locations for commuter rail coaches and locomotives and is strategically located along the Northeast Corridor. The included construction of the Service and Inspection Facility allow for rapid examination of rail equipment and its return to revenue service following an extreme weather event. It permits the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-77: NJ TRANSIT RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR ENVIRONMENTAL PERMITTING AND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTATION AND OTHER SUPPORT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1912-77. Eric Daleo recommended approval of Action Item #1912-77: NJ TRANSIT Resilience Program: Amendment to 2012 Task Order Consultant Contracts Program for Environmental Permitting and National Environmental Policy Act Documentation and Other Support.

Approval was requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems, Inc. (NJ TRANSIT Contract No. 13-002B) by \$6,200,000 for a total authorization of \$24,000,000 for support related to NEPA documentation, environmental permitting and related tasks.

The maximum task order and contract limits for this previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program and Contract No. 13-002B shall be subject to approval from the Office of NJ State Comptroller.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-78: PERTH AMBOY RAILROAD STATION ACCESSIBILITY IMPROVEMENTS PROJECT – SUPPLEMENTAL FINAL ENGINEERING DESIGN SERVICES AND CONSTRUCTION ASSISTANCE SERVICES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1912-78. Eric Daleo recommended approval of Action Item #1912-78: Perth Amboy Railroad Station Accessibility Improvements Project – Supplemental Final Engineering Design Services and Construction Assistance Services.

Perth Amboy Railroad Accessibility Improvements will include two new high-level platforms with stairs, ramps, and the installation of four elevators to provide adequate accessibility to people with disabilities.

Approval was requested to enter into NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, to provide supplemental final engineering design services and construction assistance for the Perth Amboy Station

Accessibility Improvements project in an amount not to exceed \$2,700,000, plus five percent for contingencies, subject to the availability of funds, for a total contract amount of \$5,950,703.40.

Approval of this design contract will allow for the continuation of design from its current 30 percent status to 100 percent completion and shall include construction assistance. Perth Amboy is a key station in NJ TRANSIT’s system and in the accessibility upgrade program.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-79: BOROUGH OF BOUND BROOK LEASE FOR EASTBOUND STATION REHABILITATION

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1912-79. William Viqueira recommended approval of Action Item #1912-79: Borough of Bound Brook Lease for Eastbound Station Rehabilitation.

The lease of the historic Bound Brook Eastbound Station to the Borough of Bound Brook will enable the renovation and reopening of a deteriorating station building and an upgrade to the platform and canopy lighting. The rehabilitation will be pursuant the standards of the New Jersey Historic Preservation Office and the New Jersey Historic Preservation Act and funding will be through the use of the Transportation Alternative Program Grant. The project will renew, enhance, and refurbish several aspects of the existing transit infrastructure within the station. These upgrades will improve visibility, safety, and accessibility while retaining the historic fabric of this station.

Approval was requested to take all necessary actions to execute a lease with the Borough of Bound Brook for the Bound Brook Eastbound Station building and surrounding property, at an annual fee of \$1.00 per year for 25 years with two additional five-year extension periods where the Borough will assume responsibility for the rehabilitation, operation, maintenance and management of the Station, with NJ TRANSIT retaining revenue rights.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-80: NEW MONEY FINANCING VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY (NJEDA) NJ TRANSIT TRANSPORTATION PROJECT REVENUE BONDS, 2020 SERIES A AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT BONDS, 2020 SERIES A

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1912-80. William Viqueira recommended approval of Action Item #1912-80: New Money Financing Via the Issuance of New Jersey Economic Development Authority (NJEDA) NJ TRANSIT Transportation Project Revenue Bonds.

Approval was requested to issue tax-exempt bonds in an amount not to exceed \$500 million to finance the purchase of over 600 commuter buses and 17 locomotives, all of which are under a previously procured and board-approved contract.

Payment for the commuter buses and locomotives was originally anticipated to be funded on a paygo basis from NJ TRANSIT’s appropriations from the TTFA. Instead, the issuance of the bonds will enable NJ TRANSIT to free up over \$450 million of near-term TTFA appropriations for application to other currently unfunded capital projects.

The financing will also allow NJ TRANSIT to: 1) take advantage of favorable market conditions with interest rates being near historical lows and 2) spread the cost of these items over the lifespan of the assets. The bonds are expected to have a maturity of not more than 28 years and debt service will be funded through NJ TRANSIT’s TTFA appropriations.

Board Member Michael Kanef made a motion to approve it, Board Member Edmund Caulfield seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-81: NJ TRANSIT CONVEYANCE OF PROPERTY INTERESTS AT ORANGE RAILROAD STATION

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #1912-81. William Viqueira recommended approval of Action Item #1912-81: NJ TRANSIT Conveyance of Property Interests at Orange Railroad Station.

Approval was requested to take all actions necessary to negotiate and convey these property interests to NJ TRANSIT approved entities, consistent with the terms discussed in the Executive session for conveyance of an easement of a portion of Block 2706, Lot 1 in the City of Orange consisting of 17,760 square feet (0.41 acre) of land adjacent to the Orange Railroad Station parking lot and a fee interest (Block 2603, Lot 15 and a portion of Block 2605, Lot 1) consisting of approximately 2,058 square feet in the City of Orange to support Transit Oriented Development opportunities.

Board Member Edmund Caulfield made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

1912-82: NJ TRANSIT – PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #1912-82. Eric Daleo recommended approval of Action Item #1912-82: NJ TRANSIT – Portal North Bridge Project: Real Estate Acquisition.

The Portal North Bridge Project will eliminate Portal Bridge’s movable span, improving its reliability and increasing train speeds traveling over the bridge. The project will also raise the bridge elevation.

Approval was requested to acquire the property rights, in accordance with the Eminent Domain Law of 1971, from private property owned by National Water Main Cleaning known as Parcel 113 (or 1806 Harrison LLC) located in Kearny, New Jersey that is essential for the construction of the Portal North Bridge in the amount not to exceed the amount discussed in executive session, and subject to the availability of funds.

Approval of property acquisitions will allow NJ TRANSIT to proceed with offers to Portal North Bridge Project property owners, and allows NJ TRANSIT to file complaints in condemnation, as well as file and record a declaration of taking to acquire these parcels or

other parcels for the Project and deposit the estimated just compensation with the clerk of the Superior Court.

Board Member Edmund Caulfield made a motion to approve it, Board Member Michael Kanef seconded it, and the item was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Kanef	Greaves
Yes	Yes	Yes	(Non-Voting Member)

Adjournment

Chair Gutierrez-Scaccetti wished everyone a happy and healthy holiday season as they celebrate with families and friends. 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 Michael Kanef, and unanimously adopted. The meetings were adjourned at approximately 11:40 a.m.

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

DECEMBER 11, 2019

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	55714
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	55715
➤ PRESIDENT & CEO'S MONTHLY REPORT	55716
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

1912-75 PROPOSED EXPANSION OF BUS ROUTE NO. 119 (BAYONNE-JERSEY CITY-NEW YORK) AND BUS ROUTE NO. 772 (PARAMUS-HACKENSACK-AMERICAN DREAM) AND NEW PREMIUM EXPRESS SERVICE BETWEEN NEW YORK AND AMERICAN DREAM – Authorization to take all actions necessary to permanently operate Sunday service on Bus Route No. 119, expand the schedule of Bus Route No. 772 on weeknights, Saturdays and Sundays, and to implement the premium one-way bus fare on Bus Route No. 355.	55746
1912-76 NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT: CONTRACT AMENDMENT FOR SUPPLEMENTAL FINAL ENGINEERING AND DESIGN SERVICES – Authorized to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey, in the amount of \$4,933,858.18, plus five percent for contingencies, to provide	55755

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supplemental Final Engineering and Design Services in support of the Delco Lead/County Yard project, subject to the availability of funds. This authorization will bring total contract authorization to \$35,473,129.

- 1912-77 NJ TRANSIT RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR ENVIRONMENTAL PERMITTING AND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTATION AND OTHER SUPPORT** – Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems, Inc. (NJ TRANSIT Contract No. 13-002B) by \$6,200,000 for a total authorization of \$24,000,000 for support related to NEPA documentation, environmental permitting and related tasks. The maximum task order and contract limits for this previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program and Contract No. 13-002B shall be subject to approval from the Office of NJ State Comptroller. **55758**
- 1912-78 PERTH AMBOY RAILROAD STATION ACCESSIBILITY IMPROVEMENTS PROJECT – SUPPLEMENTAL FINAL ENGINEERING DESIGN SERVICES AND CONSTRUCTION ASSISTANCE SERVICES** – Authorization to enter into NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, to provide supplemental final engineering design services and construction assistance for the Perth Amboy Station Accessibility Improvements project in an amount not to exceed \$2,700,000, plus five percent for contingencies, subject to the availability of funds, for a total contract amount of \$5,950,703.40. **55760**
- 1912-79 BOROUGH OF BOUND BROOK LEASE FOR EASTBOUND STATION REHABILITATION** – Authorization to take all necessary actions to execute a lease with the Borough of Bound Brook for the Bound Brook Eastbound Station building and surrounding property, at an annual fee of \$1.00 per year for 25 years with two additional five-year extension periods where the Borough will assume responsibility for the rehabilitation, operation, maintenance and management of the Station, with NJ TRANSIT retaining revenue rights. **55763**
- 1912-80 NEW MONEY FINANCING VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY NJ TRANSIT TRANSPORTATION PROJECT REVENUE BONDS, 2020 SERIES A AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT REVENUE BONDS, 2020 SERIES A** – Authorization: 1. To finance the authorized projects via the issuance of the 2020 **55766**

NEW JERSEY TRANSIT CORPORATION
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Series Bonds, and authorizes the execution and delivery of the Lease Financing Documents and the Funding Agreement by an Authorized Officer (as defined below), provided that the term of the 2020 Series Bonds shall not exceed twenty-eight (28) years from the date of issuance and the 2020 Series Bonds shall be issued in amount not to exceed \$500 million for the authorized projects; 2. For an Authorized Officer to execute and deliver the Lease Financing Documents, the Funding Agreement and such other documents, instruments, agreements and papers and to do such acts and things as may be necessary or advisable to effectuate the transaction, with such changes, insertions and omissions as shall be approved by an Authorized Officer of the NJEDA, with the advice of the State Attorney General; 3. To pay any costs incurred in connection with the issuance of the 2020 Series Bonds that are not paid for from the proceeds of such Bonds; 4. For an "Authorized Officer" to mean the Chair, President & CEO, SVP, Chief Financial Officer & Treasurer, SVP, Capital Programs, or SVP & Chief Administrative Officer of the Corporation and shall also mean any other person who shall be authorized by resolution of the Corporation to perform such act or to execute such document or any other person or persons who shall be authorized to act on behalf of the Corporation by the Chair or President & CEO of the Corporation which certificate shall set forth such authorization and shall contain the specimen signatures of each such person; and 5. For this resolution to become effective 10 days after a copy of the minutes of the Corporation meeting at which this resolution was adopted has been delivered to the Governor for his approval, unless during such 10 days the Governor shall approve the same, in which case this resolution shall become effective upon such approval, as provided in the Act.

- 1912-81 NJ TRANSIT CONVEYANCE OF PROPERTY INTERESTS AT ORANGE RAILROAD STATION – 55768**
Authorization to take all actions necessary to negotiate and convey these property interests to NJ TRANSIT approved entities, consistent with the terms discussed in the Executive session for conveyance of an easement of a portion of Block 2706, Lot 1 in the City of Orange consisting of 17,760 square feet (0.41 acre) of land adjacent to the Orange Railroad Station parking lot and a fee interest (Block 2603, Lot 15 and a portion of Block 2605, Lot 1) consisting of approximately 2,058 square feet in the City of Orange to support Transit Oriented Development opportunities.
- 1912-82 PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION – 55769**
Authorization to offer and make compensatory payments to property owners that hold title to property from which partial fee and easement rights are needed for the Project so long as NJ TRANSIT attempts to acquire these parcels from the property owners through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings where necessary.

NEW JERSEY TRANSIT CORPORATION
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Authorization to take any and all actions to acquire Parcel 113 in accordance with the Eminent Domain Law of 1971, not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds and Federal Transportation Administration (FTA) approval.

Authorization to file complaints in condemnation and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire Parcel 113 or other parcels for the Portal North Bridge Project and deposit the estimated just compensation with the Clerk of the Superior Court.

➤ **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT Conveyance of Property Interests at Orange Railroad Station and the Portal North Bridge Project: Real Estate Acquisition; 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 November 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 November 19, 2019;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 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, President & CEO

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: DECEMBER 11, 2019
SUBJECT: PRESIDENT & CEO'S REPORT – DECEMBER 2019

Once again, I'm pleased to report that service data is continuing to trend in the right direction. On the rail side, train cancellations are down 35 percent in the first 11 months of this year compared to last year. Cancellations this November are down 55 percent from November 2018. On-time performance declined from 91.1 percent in October to 89.2 percent in November, but is up significantly from 82.2 last November. On the bus side of our operation – thanks to new bus purchases and graduating more than 650 new bus operators since January of 2018 – we continue to average more than 90 new, additional bus trips per day. While there is still much work to be done, we're encouraged by the steady progress we're making.

Many of the aforementioned statistics are available now in our new, easy-to-use, easy-to-understand online performance dashboard, which went live on November 26th. The dashboard fulfills Governor Murphy's Executive Order 80, which directed us to publish monthly rail performance metrics online. We took that directive and ran with it, going above and beyond to provide an unprecedented level of transparency and accountability at NJ TRANSIT. We'll update the dashboard every month to track on-time performance, mechanical reliability, delays, cancellations, and other important service-related metrics. We've also included data for Bus, Light Rail, and Access Link.

As we work to improve service and increase transparency, we're training more locomotive engineers than ever before. Later today, I'll join Governor Murphy to celebrate 11 trainees who are on track to successfully complete the on-the-job training portion of our locomotive engineer program. These trainees are poised to become full-fledged engineers next month, after completing their final check rides. This is also a very special class – a pilot class made up exclusively of Assistant Conductors. Working collaboratively with the Federal Railroad Administration (FRA), we used an innovative approach to leverage the students' previous extensive railroad training, while still meeting the curriculum's rigorous requirements. For our customers, that means more locomotive engineers on the job as soon as possible, and fewer train cancellations as a result of engineer availability.

We also welcomed the newest member of our executive leadership team – Carmen Taveras – who joined us last month and will lead our new office of Real Estate, Economic Development, and Transit-Oriented Development. Last year, Governor Murphy signed legislation requiring NJ TRANSIT to establish this office, and we couldn't be more pleased to welcome Carmen to take on this role. Carmen joins us most recently from Wereldhave USA – a subsidiary of a European-based public Real Estate Investment Trust – and has more than 20 years of diverse real estate management experience.

As we transform our organization internally, we're able to start focusing on adding service for our customers. We've now increased weekday peak period service on Newark Light Rail's Broad Street extension to allow trains to operate every 10 minutes. This follows extremely positive customer feedback of a trial of the enhanced service – conducted this past summer – during Amtrak track work at New York Penn Station. In November, based on this feedback, we started operating every 10 minutes on the Broad Street extension from approximately 6:30 to 9:30 a.m., and 3:30 to 8 p.m. every weekday. Previously, service was less frequent during these times, operating every 10 to 19 minutes.

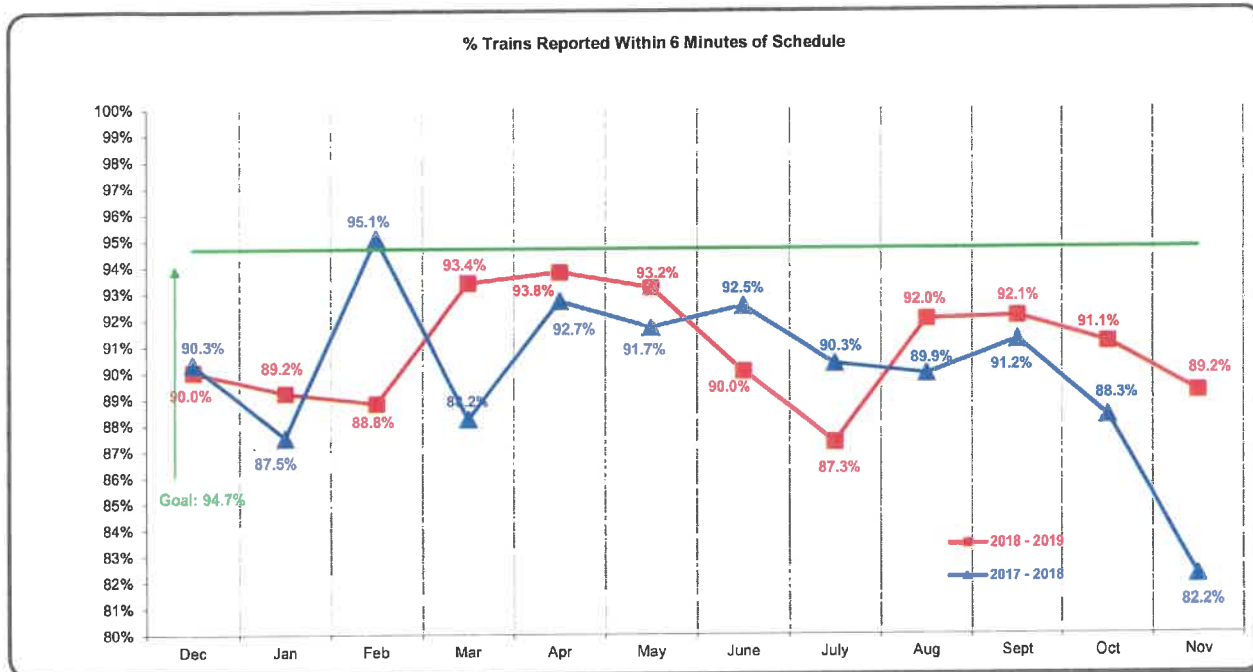
Another way we're working to improve service is by pushing forward aggressively on a number of major capital projects, including the County Yard / Delco Lead Storage and Inspection Facility. Last month, we received the last major environmental permit needed to begin construction at the Delco Lead portion of the facility. Also, as part of this project, Amtrak began demolition work at County Yard, which will facilitate future construction work to improve and expand the yard. We're excited to be progressing so rapidly and successfully on this project, which will help us protect NJ TRANSIT rail cars; allow us to inspect and service trains at a new, centrally-located service and inspection facility and quickly return them to service following an extreme weather event; and ensure more resilient and reliable service for customers along the Northeast Corridor.

PRESIDENT & CEO'S MONTHLY REPORT DECEMBER 11, 2019

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2017 - NOVEMBER 2019



	October, 2019	November, 2019	% Change
One-Month Comparison	91.1%	89.2%	-1.9%
November Comparison	2018	2019	# Change
	82.2%	89.2%	7.0%
12-Month Average Dec., 2018 - Nov., 2019	2017-2018	2018-2019	# Change
	90.0%	90.8%	0.8%

Analysis:

Rail On-Time Performance was 89.2% for November 2019. Of the 16,949 trains scheduled to operate, 15,118 were on time, while 1,831 trains (or 10.8%) were delayed. Key causes included:

- NJT equipment issues, weather/wheelslip, manpower Shortage, police activity and catenary issues contributed to 92 delays resulting in 80.8% OTP on on November 1.
- Metro-North late bus connection, NJT manpower shortage, equipment issues and a fatality contributed to 163 delays resulting in 73.0 % OTP on November 4.
- Amtrak fatality and NJT equipment issues contributed to 115 delays resulting in 79.3% OTP on November 13.

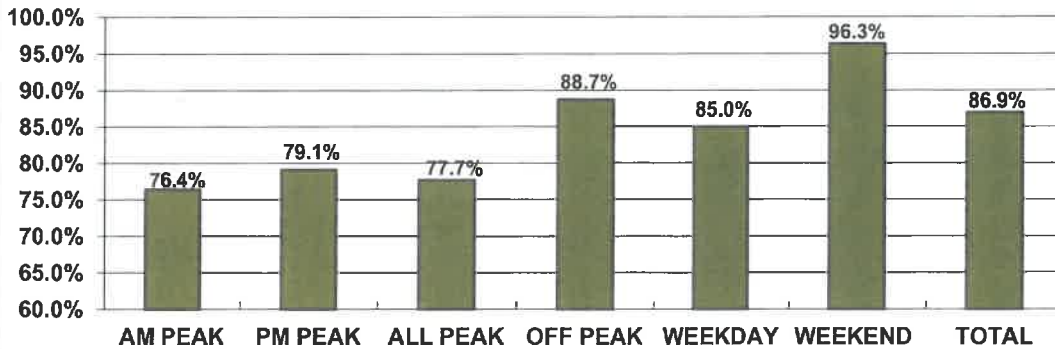
The 12-month average for Rail On-Time Performance was 90.8%.

ON-TIME PERFORMANCE RAIL

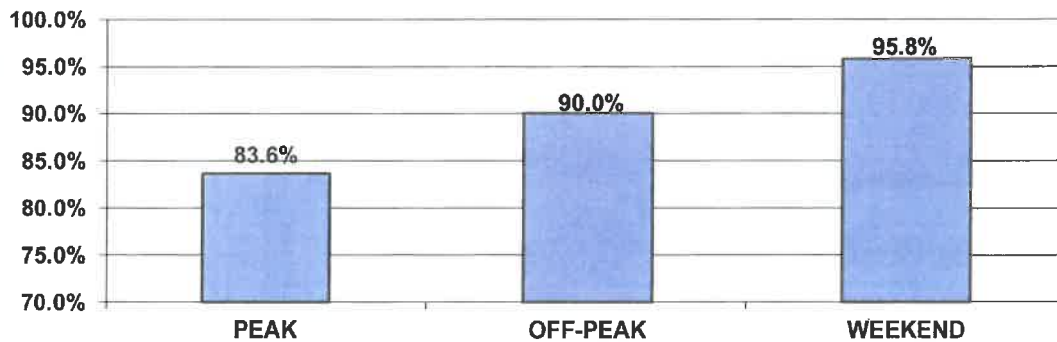
SUMMARY BY TIME PERIOD NOVEMBER, 2019

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

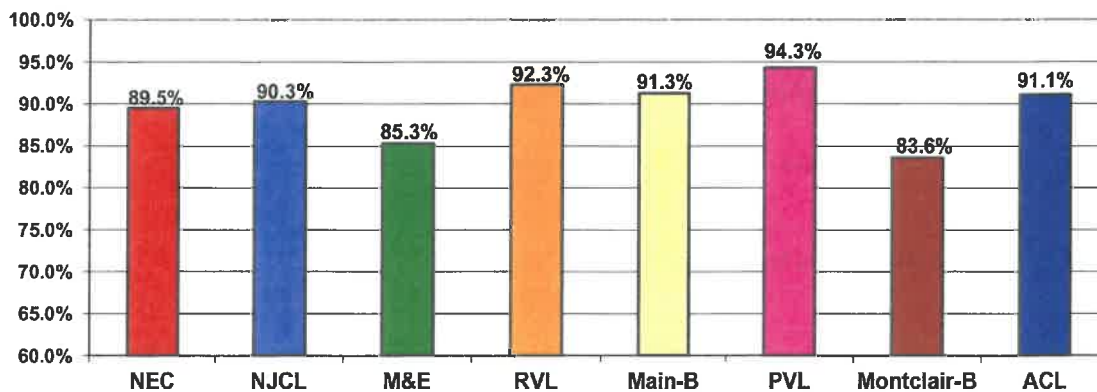
% NEW YORK PENN STATION Trains Reported On Time *



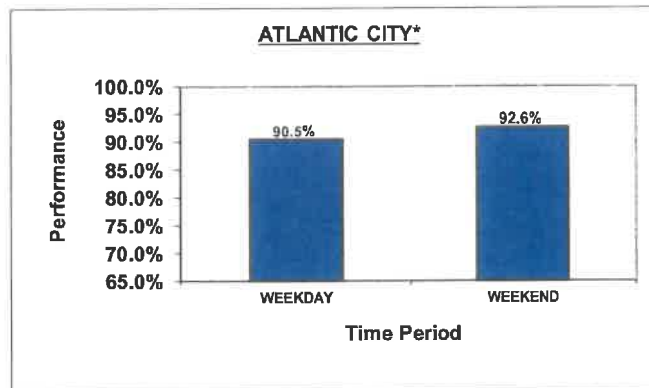
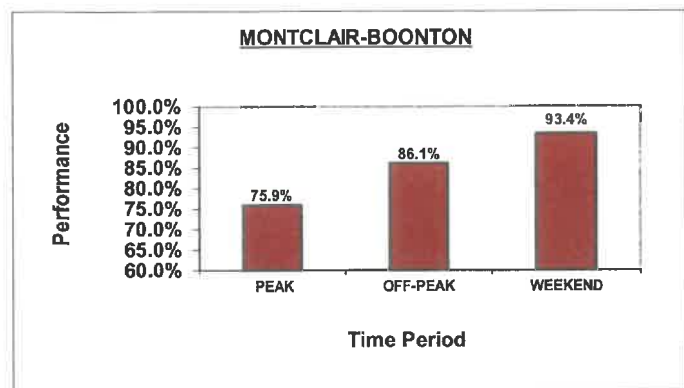
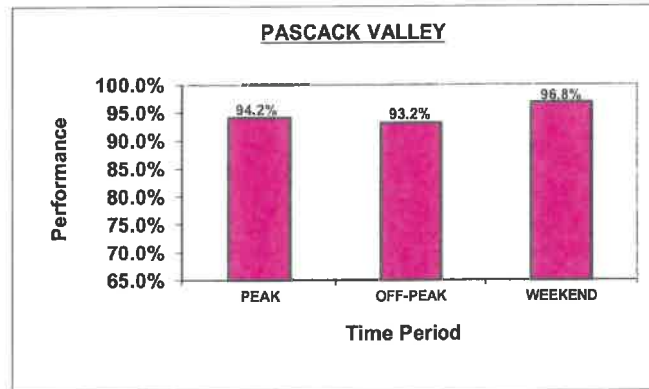
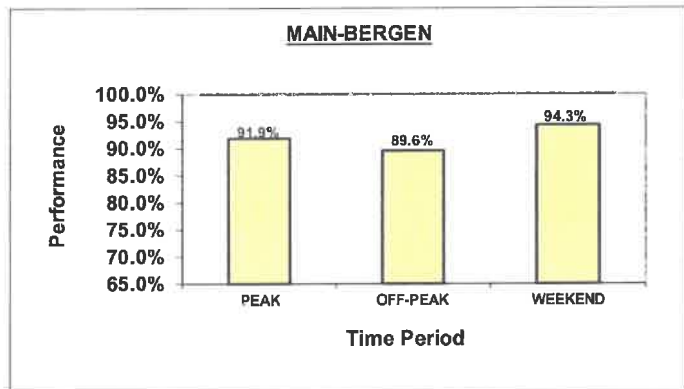
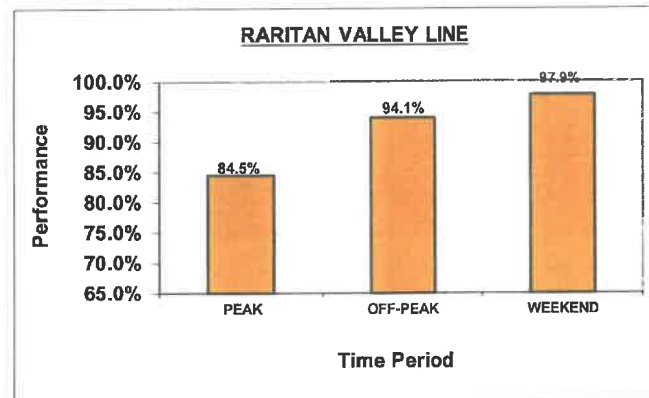
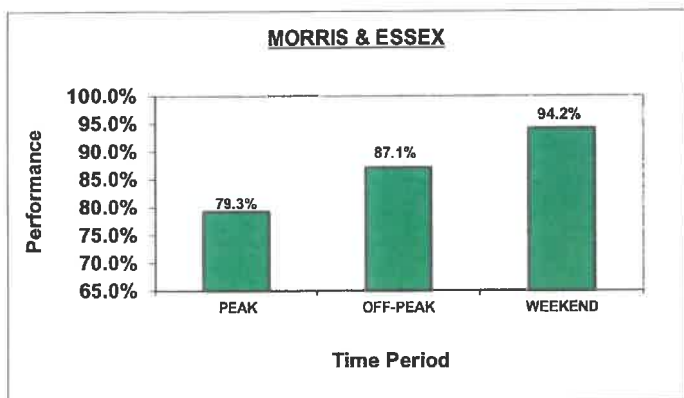
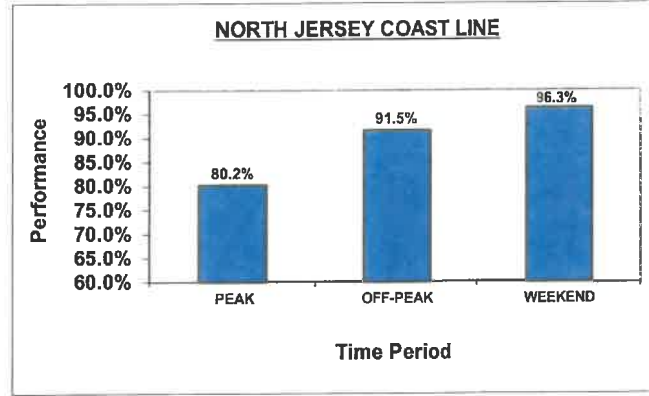
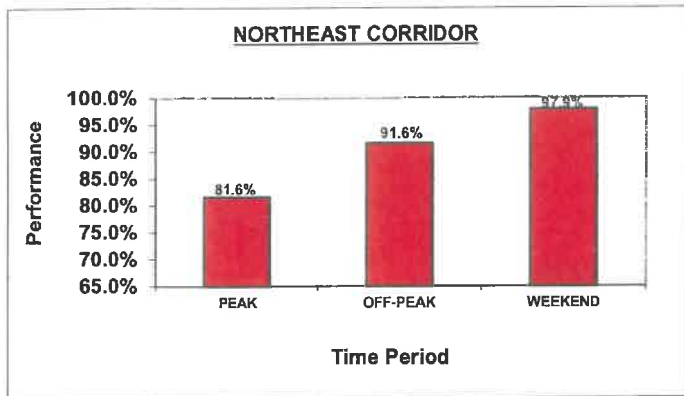
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



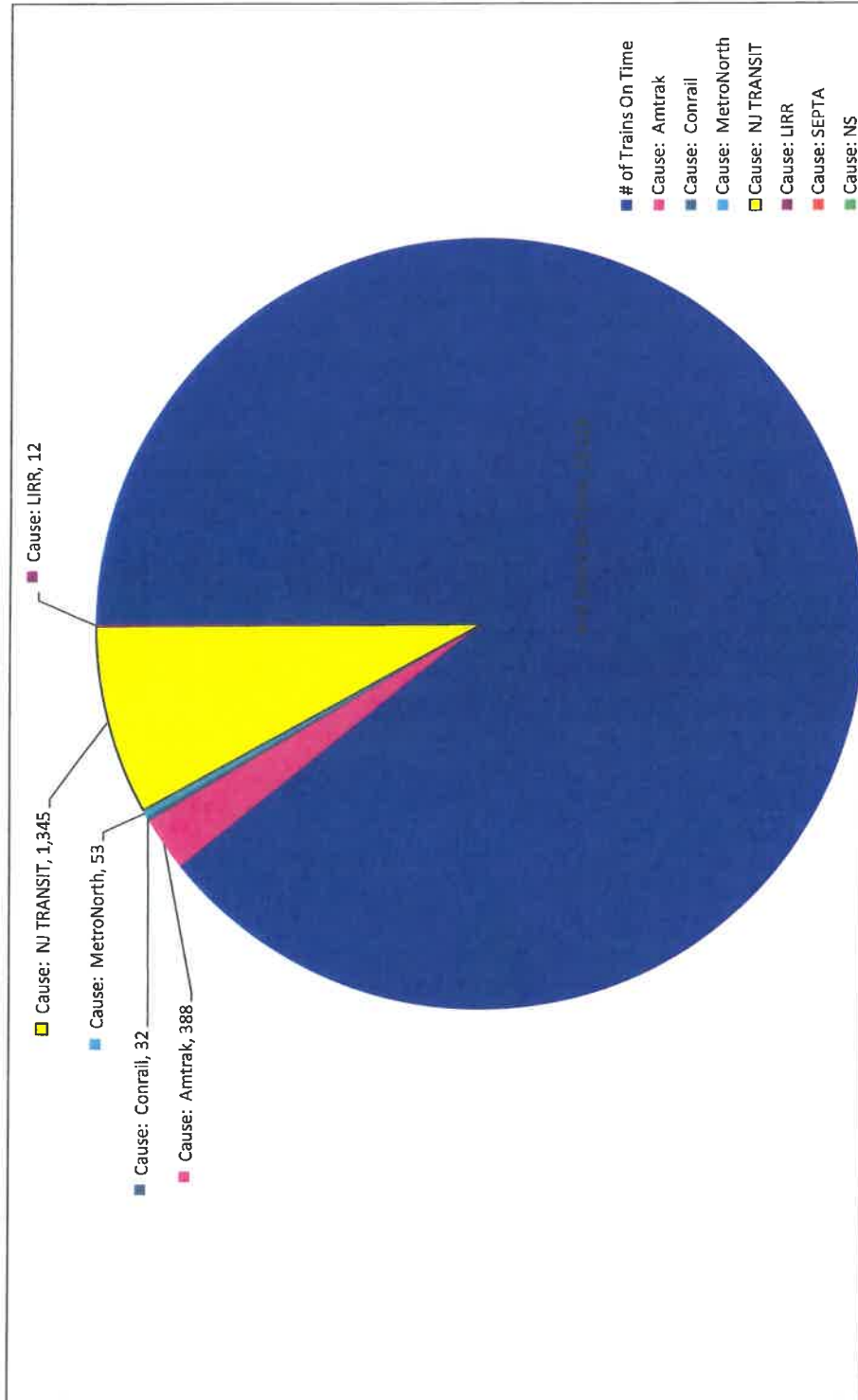
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER, 2019



NJ TRANSIT Performance - NOVEMBER, 2019

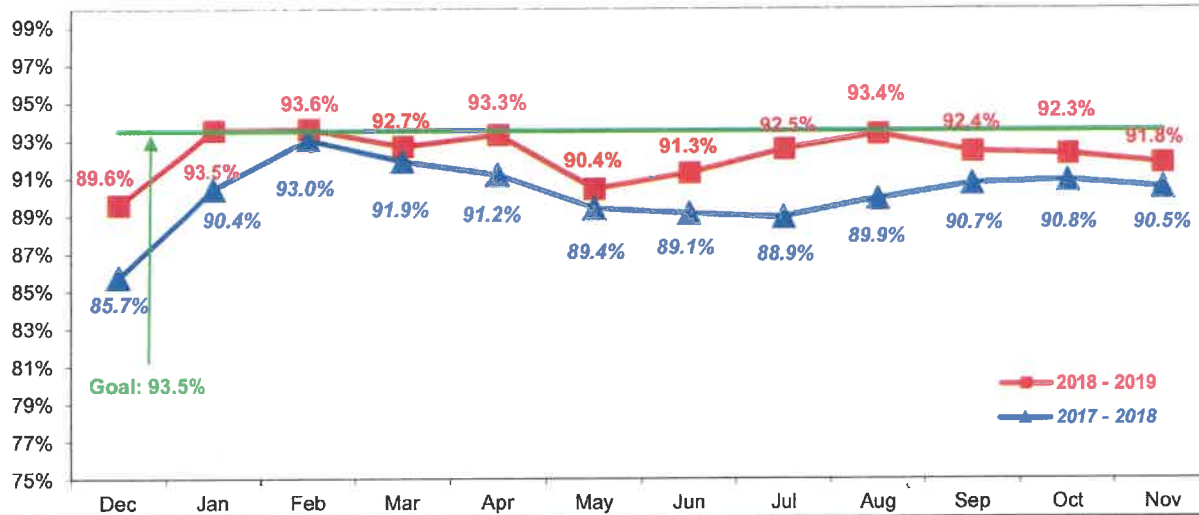
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak		Cause: Conrail		Cause: MetroNorth		Cause: NJ TRANSIT		Cause: LIRR		Cause: SEPTA		Cause: NS	
# of Trains On Time	15,118	388	2.29%	32	0.19%	53	0.31%	1,345	7.94%	12	0.07%	0	0.00%	0	0.00%
# of Late Trains	1,830														
Total # of Trains	16,948														
Percentage On Time	89.2%														



NJ TRANSIT ON-TIME PERFORMANCE BUS December 2017 - November 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2018	2019	% Change
November Comparison	90.5%	91.8%	1.3%

	2018	2019	% Change
12-Month December - November	90.1%	92.2%	2.1%

Analysis:

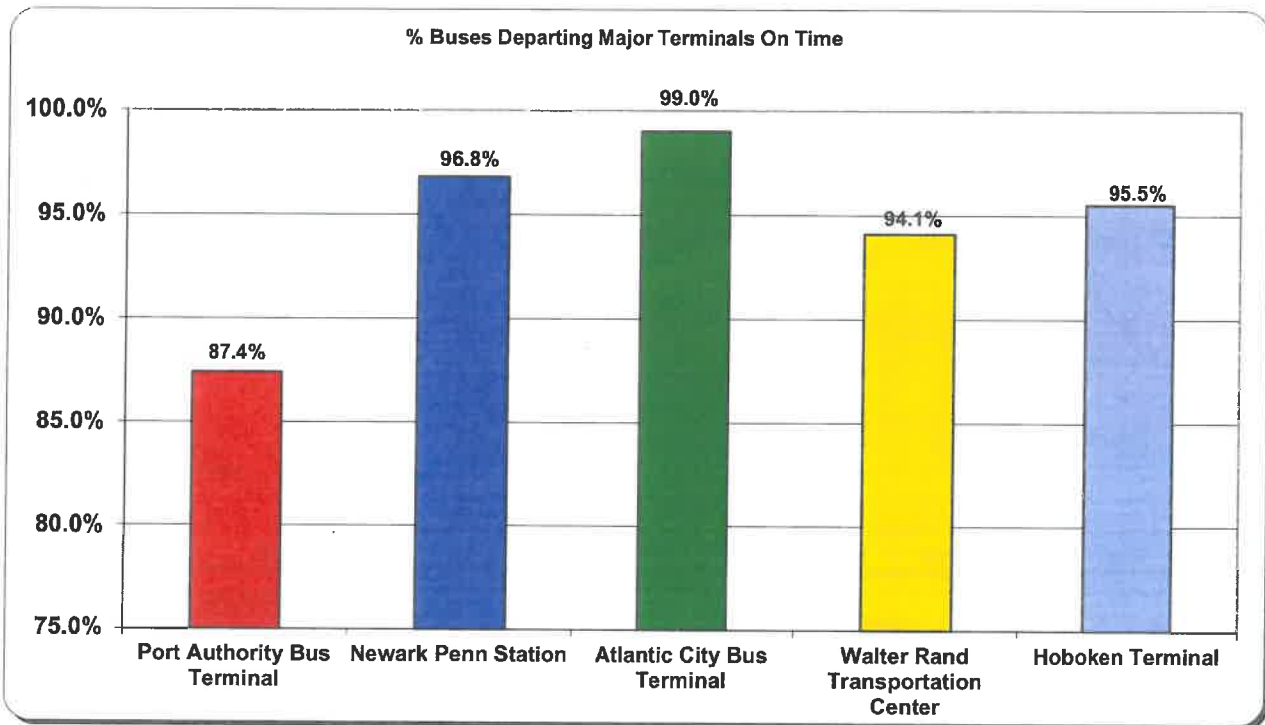
Bus On-Time Performance was 91.8% for November 2019. Of the 42,216 monitored departures, 3473 (or 8.2%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, an accident caused delays on November 1. Heavy traffic on November 4 and 8 caused delays and early holiday traffic on November 27 caused delays.
- At Newark Penn, police activity caused heavy traffic congestion along a detour route on November 1. A motor vehicle accident closed multiple lanes on November 19, which impacted service.

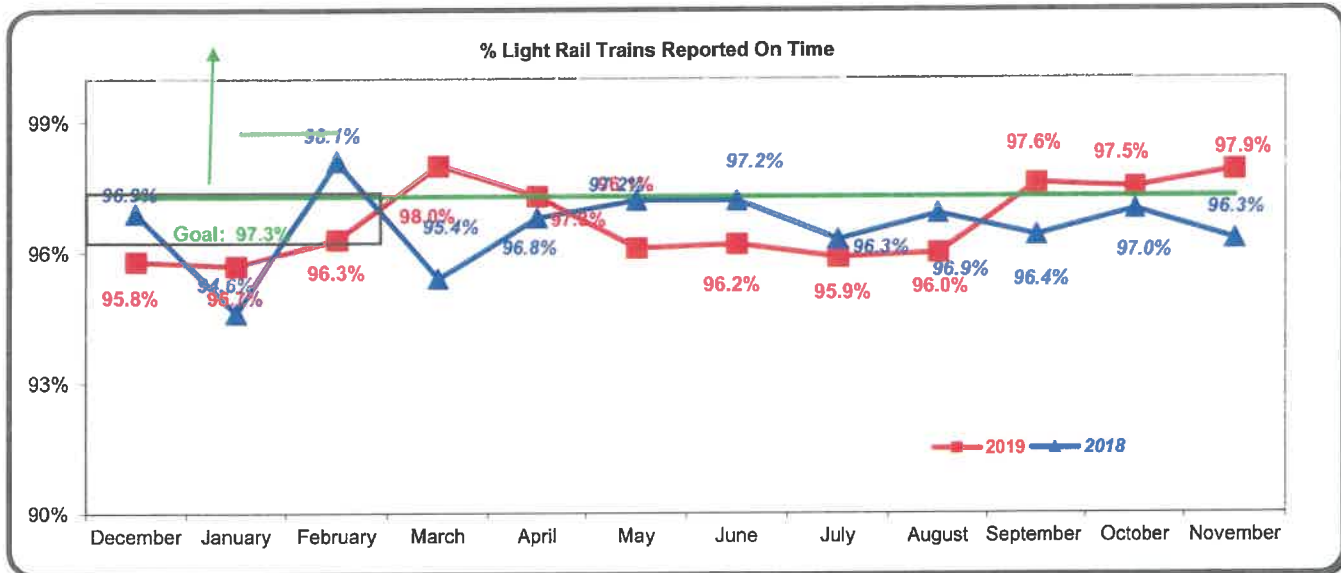
The 12-month average for Bus On-Time Performance was 92.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL November 2019



NJ TRANSIT ON-TIME PERFORMANCE December 2017 to November 2019



	2018	2019	# Change
November Comparison	96.30%	97.90%	1.6%

	2018	2019	# Change
-Month Average Ended December 2018 - November 2019	96.59%	96.69%	0.10%

Analysis:

Light Rail On-Time Performance systemwide was 97.9% for the month of November 2019. Of the 25,388 scheduled departures, 507 experienced delays.

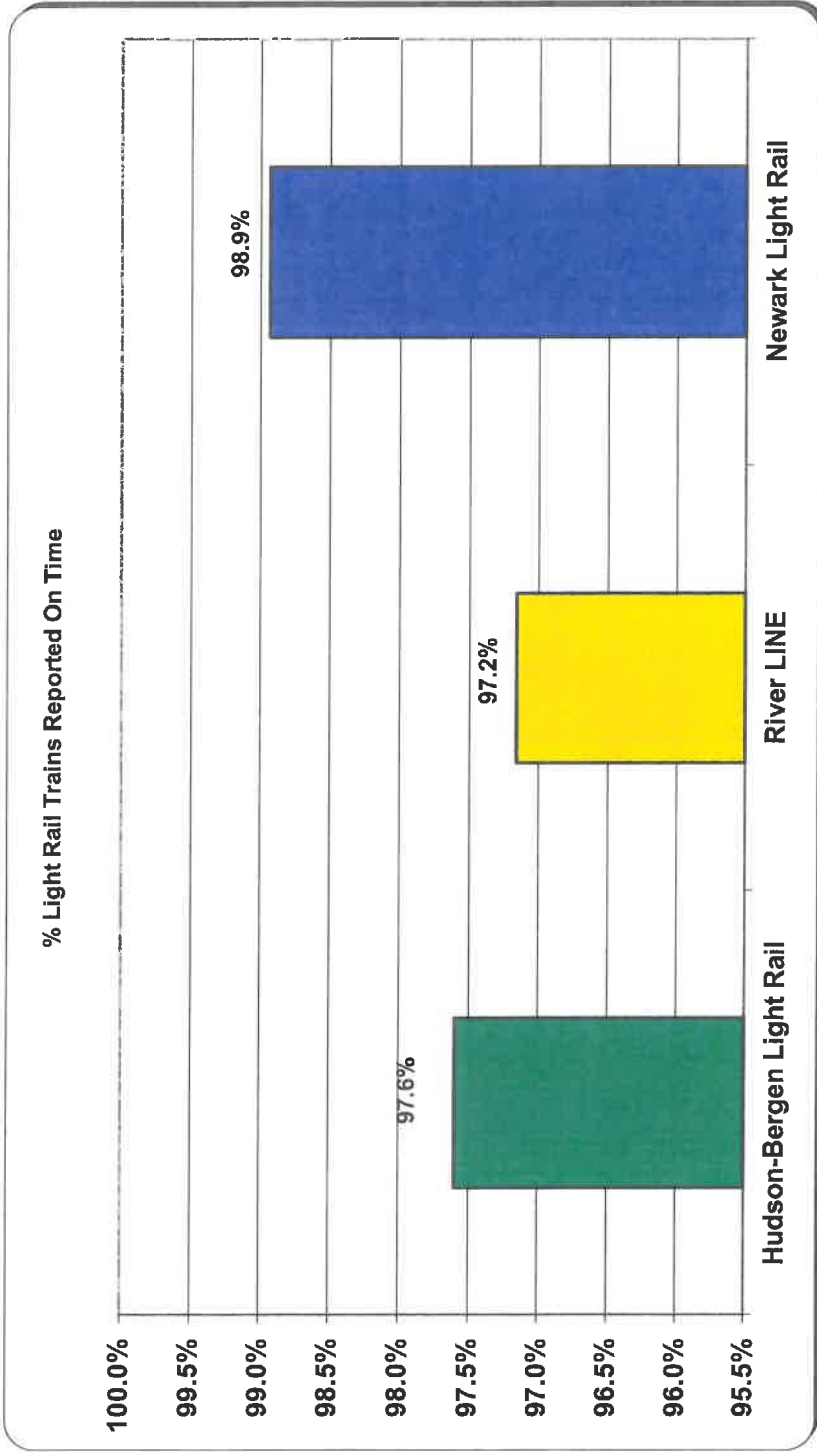
Key Causes Included

- Equipment issues, track obstruction and police activity impacted service on River LINE.
- Equipment issues, police activity and heavy travel patterns impacted service on Hudson-Bergen Light Rail.
- Manpower shortages and equipment issues impacted service on Newark Light Rail.

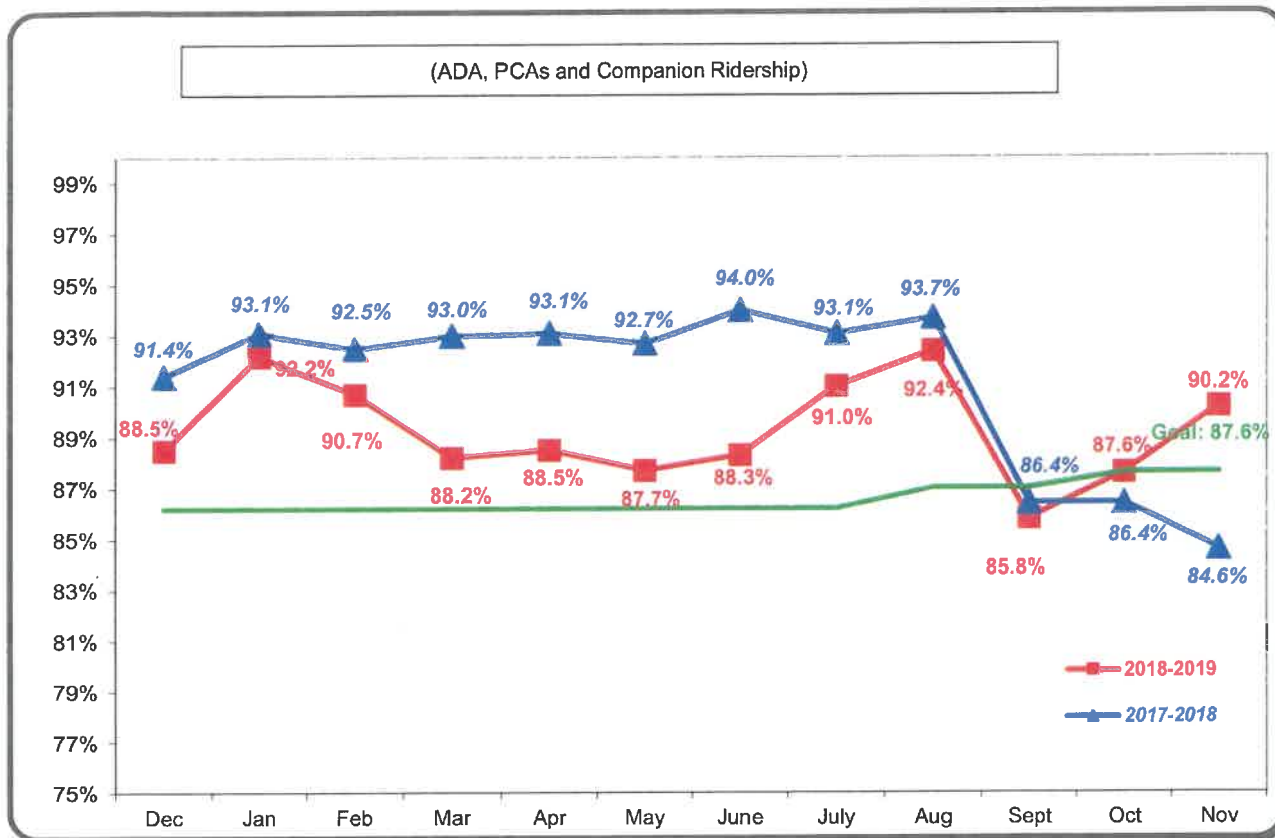
The 12 month Average for Light Rail On-Time Performance was 96.69%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE November 2019



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK December 2017 - November 2019



	2018	2019	% Change
October Comparison	84.6%	90.2%	5.6%

	2018	2019	Difference
October Ridership	137,276	136,640	-636

	2017-2018	2018-2019	% Change
12-Month Average November-October	84.6%	89.3%	4.7%

Analysis:

Access Link On-Time Performance was 90.2% for November 2019. In serving 150,557 total riders, for 136,639 ADA customers trips, 13,405 (or 9.8%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers
- Delays due to increased traffic volume and congestion
- Scheduling impact from pick-up window reduction
- Late cancellations and no-shows

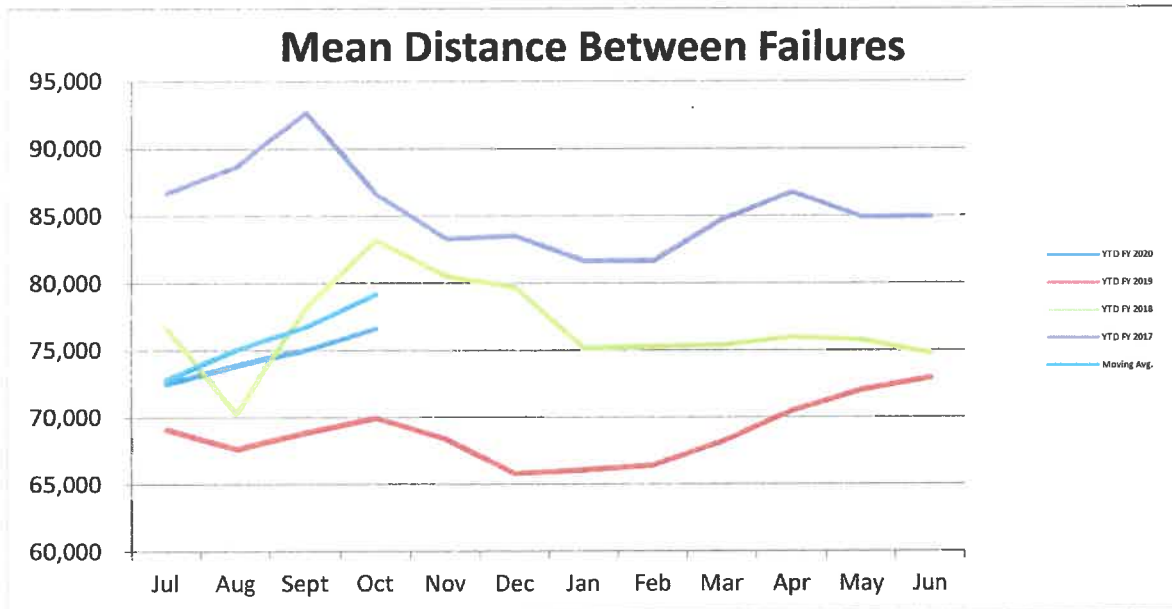
The 12-month average for Access Link On-Time Performance was 89.3%.

MEAN DISTANCE BETWEEN FAILURES

October 2019

NJ TRANSIT Rail Operations
Mean Distance Between Failures

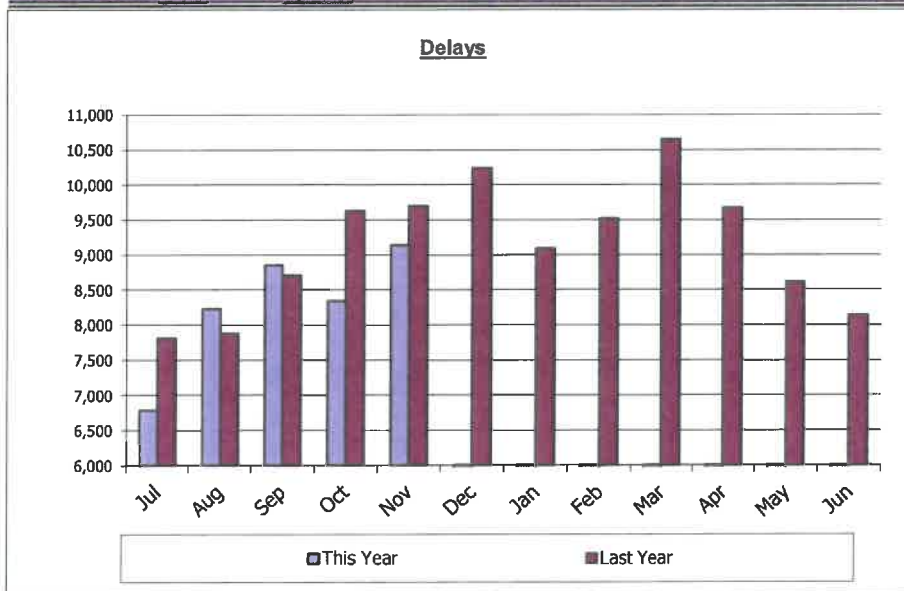
					12 Month
Month	YTD FY2020	YTD FY2019	YTD FY2018	YTD FY2017	Moving Avg.
Jul	72,472	69,055	76,674	86,683	72,788
Aug	73,824	67,612	70,263	88,680	75,030
Sept	74,984	68,823	78,151	92,705	76,712
Oct	76,589	69,913	83,213	86,626	79,134
Nov	-	68,356	80,523	83,272	-
Dec	-	65,796	79,711	83,501	-
Jan	-	66,025	75,139	81,633	-
Feb	-	66,391	75,324	81,639	-
Mar	-	68,141	75,376	84,715	-
Apr	-	70,447	75,968	86,771	-
May	-	71,986	75,787	84,920	-
Jun	-	72,930	74,776	84,936	-



Garage Performance Parameters

November 2019

Location	Miles Between In-Service Delays			
	FY2020 Goal	This Month	FY2020 YTD	FY2019 YTD
Fairview	6,000	3,994	3,252	3,877
Greenville	7,500	3,790	4,088	4,768
Market Street	8,500	5,745	6,170	6,318
Meadowlands	10,200	5,687	4,801	5,078
Oradell	10,500	6,784	5,590	7,226
Wayne	10,500	13,654	13,867	7,325
Northern Division	-	6,518	5,899	5,984
Big Tree	8,800	7,287	5,285	5,594
Hilton	10,200	6,873	7,204	7,238
Howell	16,750	32,788	30,602	23,100
Ironbound	9,600	8,040	6,516	7,906
Orange	9,250	5,278	5,094	7,570
Morris	10,500	23,504	26,727	96,658
Central Division	-	9,099	8,299	9,625
Egg Harbor	15,500	21,203	17,141	19,211
Hamilton	13,000	12,528	9,823	8,499
Newton Avenue	12,000	16,040	11,886	11,657
Washington Twp.	14,500	22,629	19,993	17,286
Southern Division	-	18,838	15,233	14,698
Bus Operations	-	9,137	8,154	8,651

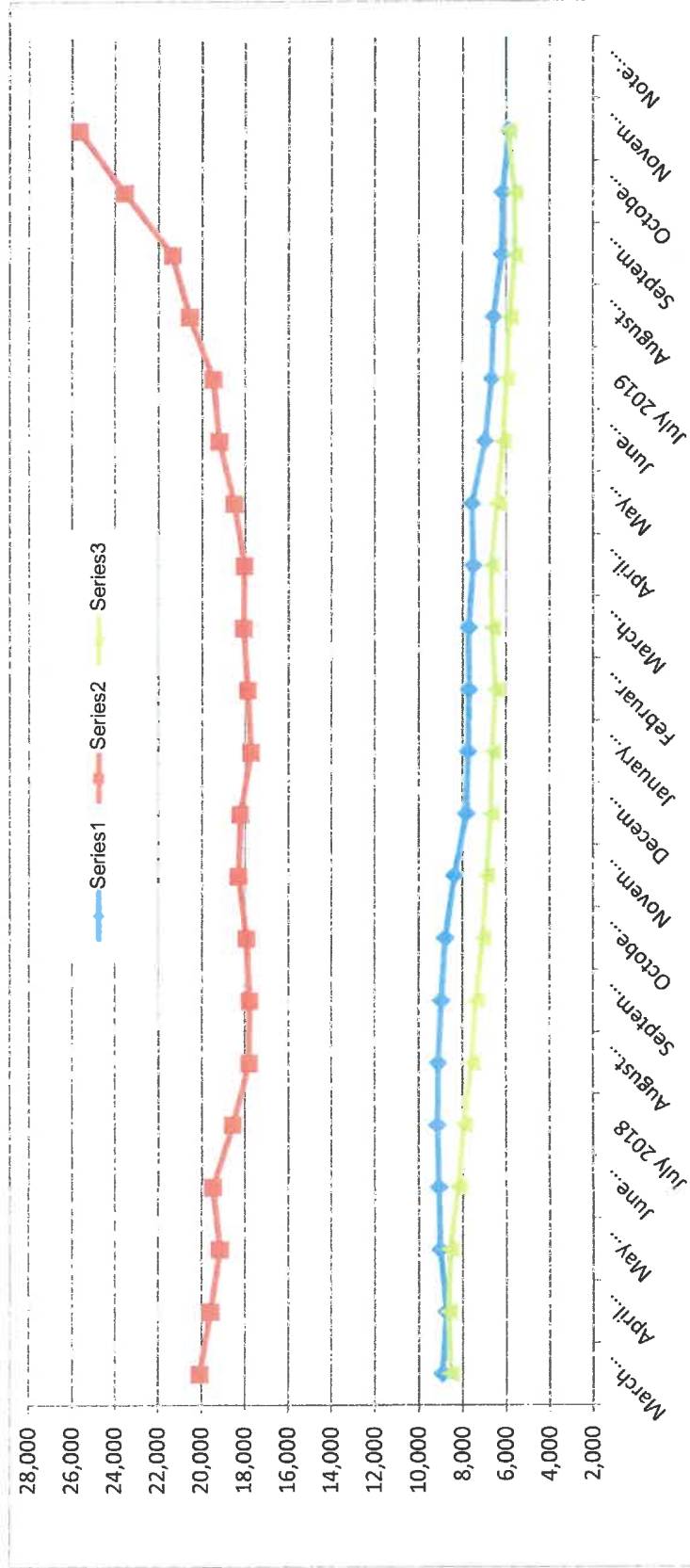


NJ TRANSIT - LIGHT RAIL, November 2019

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * November 2019	MDBSF * October 2019
Newark Light Rail	5,872	6,150
Hudson Bergen	25,670	23,575
River LINE	5,909	5,606

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

During the month November 2019, NJ TRANSIT awarded **\$1,953,511.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$128,780.55** or **6.59%**.

During the State Fiscal Year **2020** (July 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$192,785,138.35** in state funded contracts. Of that total, SBEs received **\$8,548,683.92** or **4.43%**.

Note: The above reflects the Procurement Report of Awards received November 1, 2019.

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

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$418,527.05	or 0.22%
Category 3 SBEs received	\$3,963,459.07	or 2.06%
Category 4 SBEs received	\$3,878,173.24	or 2.01%
Category 5 SBEs received	\$234,676.30	or 0.12%
Category 6 SBEs received	\$53,848.26	or 0.03%

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

During the 4th Quarter (July 1, 2019 – September 30, 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 **\$33,717,209.13**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$12,583,298.70** or **37.32%**.

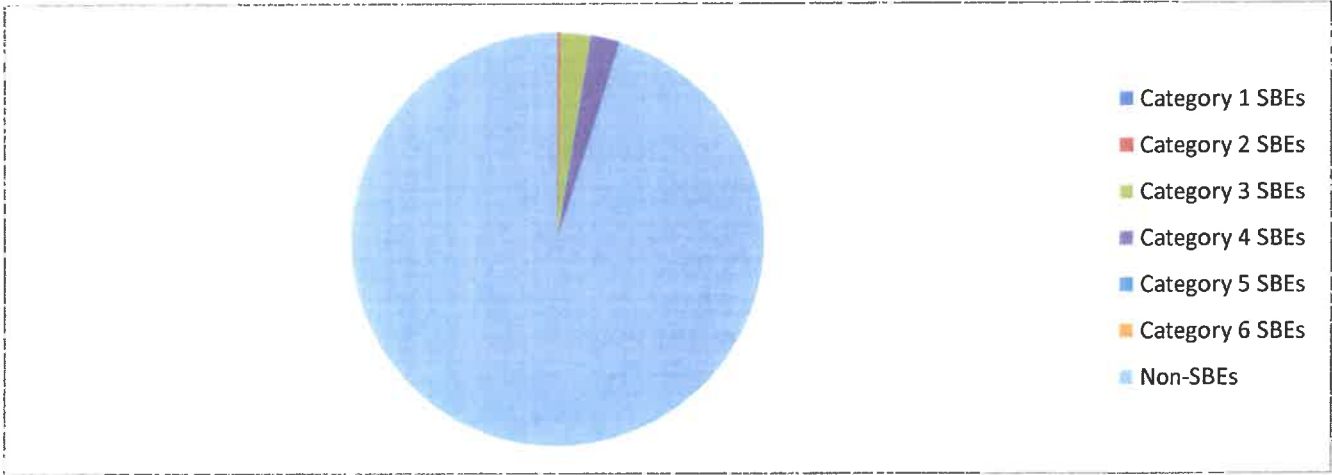
DBE Goal Attainment from July 1, 2019 – September 30, 2019 (FFY 2019) *

Contracts awarded	\$33,717,209.31
DBEs received	\$12,583,298.70 or 37.32%

**Numbers reflect federal share.*

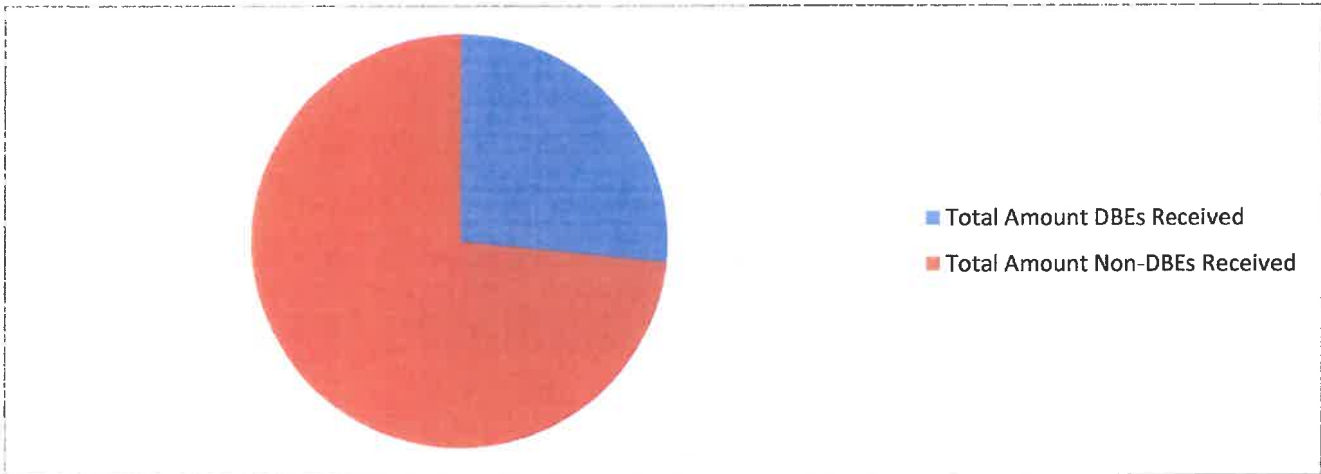
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2020

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$418,527.05	0.22%
<i>Category 3 SBEs</i>	\$3,963,459.07	2.06%
<i>Category 4 SBEs</i>	\$3,878,173.24	2.01%
<i>Category 5 SBEs</i>	\$234,676.30	0.12%
<i>Category 6 SBEs</i>	\$53,848.26	0.03%
<i>Non-SBEs</i>	\$184,236,454.43	95.57%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2019

Total Amount DBEs Received	\$29,506,584.37	26.62%
Total Amount Non-DBEs Received	\$81,348,357.72	73.38%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

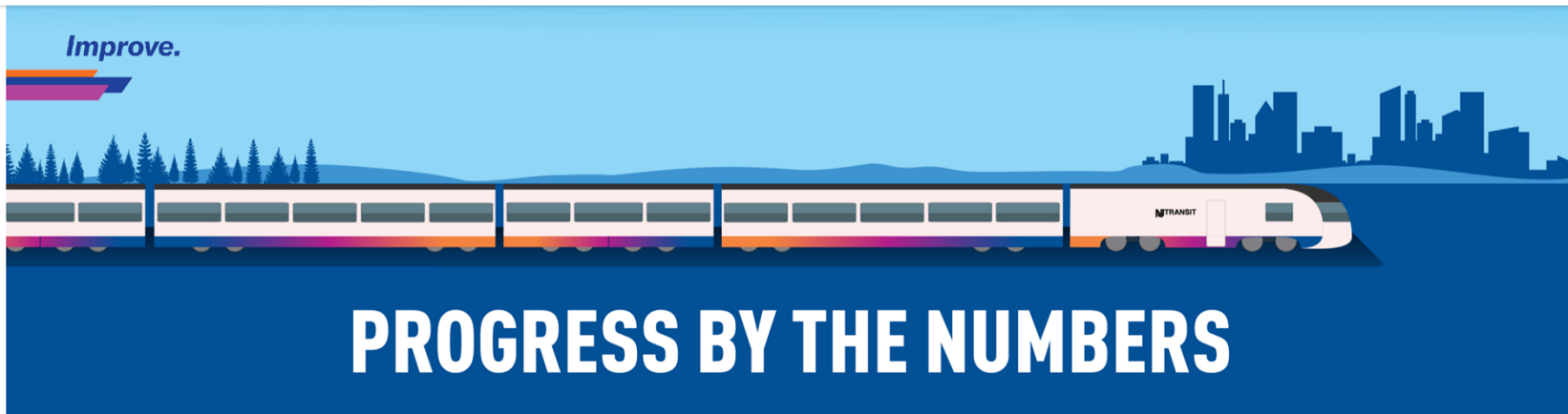
23 NJ TRANSIT employees retired recently with careers ranging 11 to 46 years of service:

1. Kerry Bethel, Car Appearance Maintainer – Great Notch Yard – 12 years
2. James Bradley, Locomotive Engineer – Various – 32 years
3. Gary Forgione, Plumber B&B – Red Bank – 31 years
4. Gilbert Herbert, Locomotive Engineer – Various – 46 years
5. Gail Miller, Assignment Clerk – RBC – 15 years
6. Charles Rhodes, Carman – MMC – 31 years
7. Roldan Rivera, Trackman – Atlantic City – 29 years
8. Glenn Siss, Electrician – MMC – 11 years
9. Barry Segal, Operator – Howell – 25 years
10. John Bey, Operator – Orange – 22 years
11. Rodney Brooks, Operator – Egg Harbor – 32 years
12. Louis Spagnola, Light Rail Tech – Bloomfield – 26 years
13. Jacqueline Reid-Ray, Operator – Hamilton – 11 years
14. Loretta Watson, Light Rail Operator – Bloomfield – 20 years
15. Albert Buck, Regional Supervisor – Newton Avenue – 15 years
16. Marshall Nack, Princ Software – Penn Plaza – 19 years
17. Richard Wagner, Prin Rail Ops Planner – Penn Plaza – 30 years
18. Wayne Fontaine, Senior Road Foreman – Long Branch – 35 years
19. Linda McClelland, Regional Supervisor – Newton Avenue – 39 years
20. Lisa Paone, Revenue Security Agent – GOB – 35 years
21. Patrick Pollari – Database Administrator – Penn Plaza – 36 years
22. Luis Villanueva, Assistant Superintendent Light Rail – VBF – 30 years
23. Michael Woods, Director Organizational Services – Penn Plaza – 25 years

Progress by the Numbers

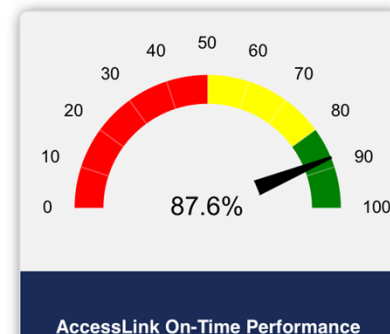
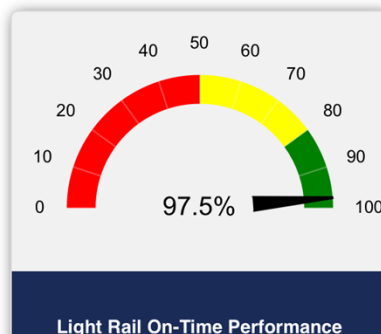
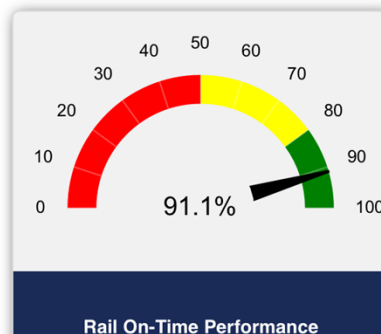
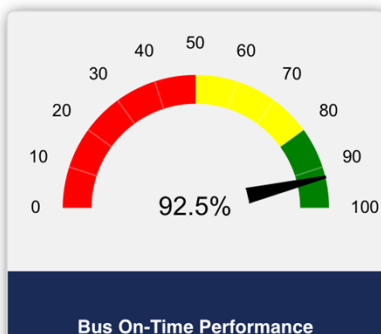


- SERVICES
- STATUS
- TICKETS
- DESTINATIONS
- MAPS
- POLICE
- ACCESSIBILITY
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- CONTACT
- Q



Every day, NJ TRANSIT operates hundreds of trains, buses, and light rail vehicles. Since January 2018, we have made considerable progress to fulfill mandatory safety requirements, modernize our fleet, communicate real-time service status conveniently, and recruit new bus operators, locomotive engineers, and assistant conductors to make transit work for New Jersey.

To help you see how we're doing, we're publishing industry-standard statistics on our performance, equipment reliability, and service level. Per [Governor Murphy's Executive Order No. 80](#), we're making it easier to track key performance measures, including on-time performance, mean distance between failure (MDBF), and total cancellations each month.



Progress by the Numbers - E080 Dashboard

Bus On-Time Performance

Data from Oct 2019

Rail On-Time Performance

Data from Oct 2019

Light Rail On-Time Performance

Data from Oct 2019

AccessLink On-Time Performance

Data from Oct 2019

More Trains Rolling

- 35% fewer train cancellations in 2019 vs. 2018
- Atlantic City Line service restored
- Princeton Dinky service restored
- Raritan Valley Line One-Seat Ride to New York restored

More Bus and Rail Crews

- 600+ Bus operators graduated since January 1, 2018
- 150+ Locomotive engineers and assistant conductor trainees recruited
- 10 Locomotive engineer training classes graduating from 2019-2021

New Buses, Trains, and Infrastructure

- 182 Cruiser buses in 2019, and 183 more arriving in 2020
- 85 Articulated buses arriving in 2020 for inner city routes
- 17 more hybrid-electric locomotives on order, with flexibility to operate anywhere on the system
- 113 Multilevel III train cars on order, with window and aisle seats, individual power ports, enhanced customer information displays, and self-propelled power cars that increase trip resilience by reducing reliance on locomotives as the single source of power
- \$400 million awarded for infrastructure and construction projects this year

New Digital Customer Experience

Rail On-Time Performance

% Trains Reported Within 6 Minutes of Schedule



- SERVICES
- STATUS
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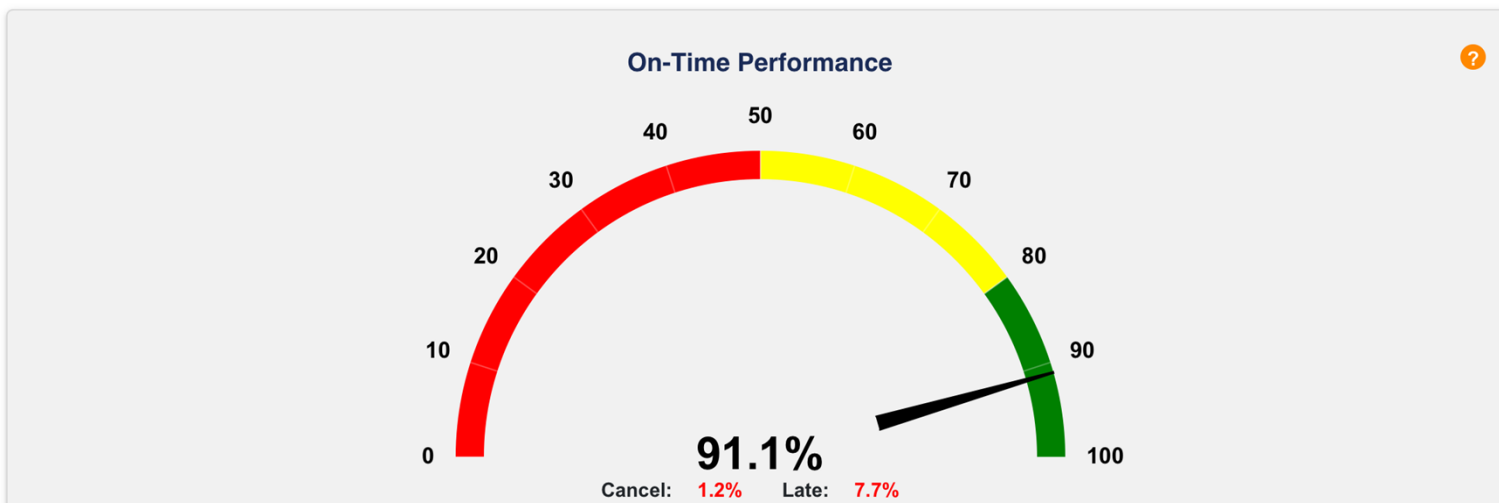
Progress By The Numbers / Train

NJ Transit Performance Dashboard - Rail

[Download Data](#)

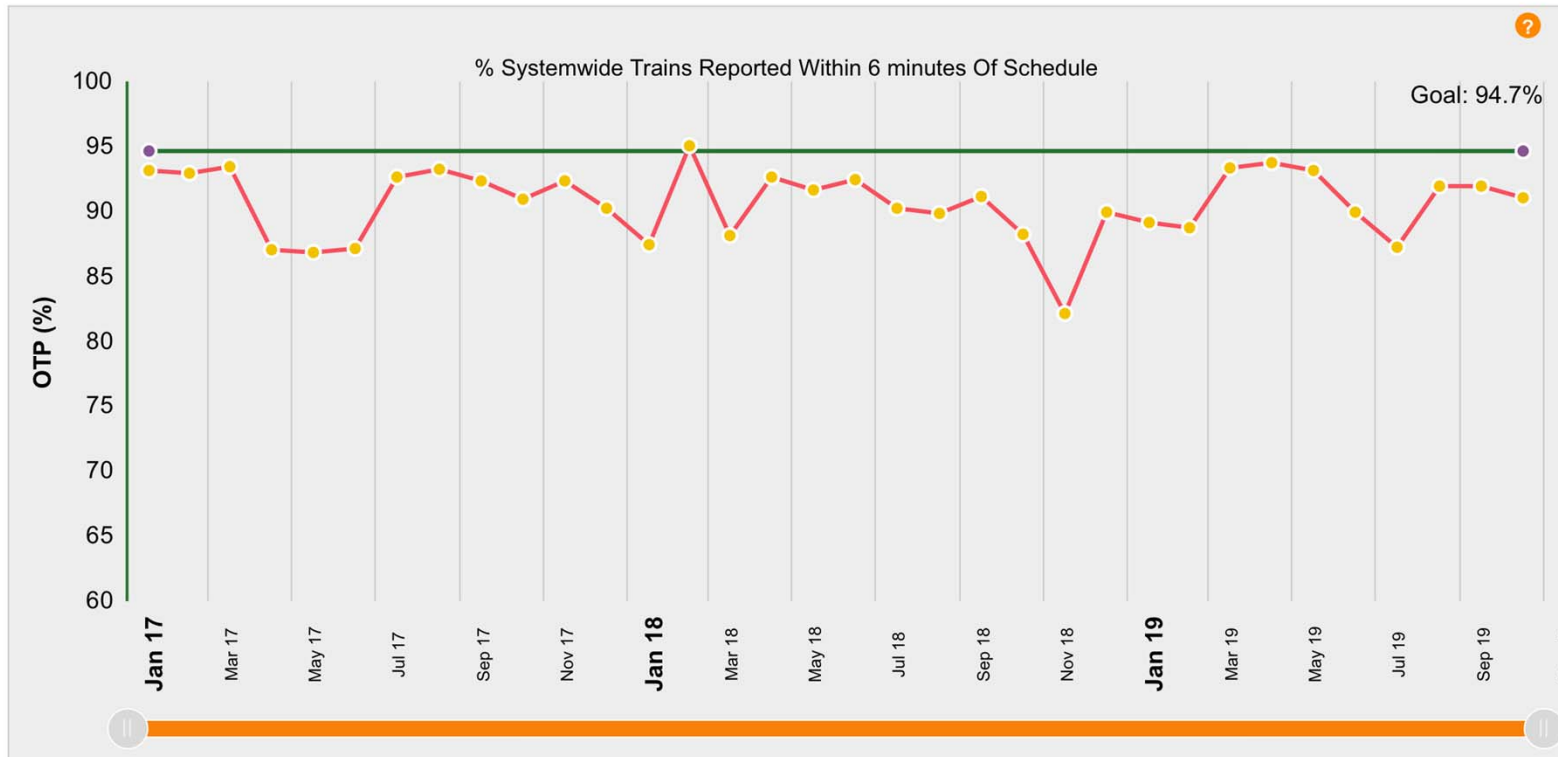
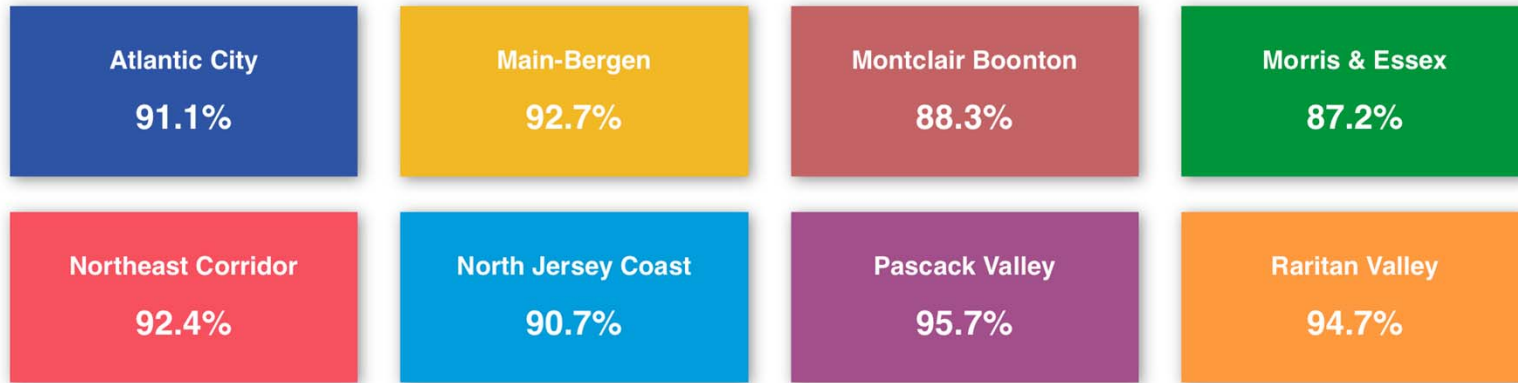
- System
- Atlantic City
- Main-Bergen County
- Montclair-Boonton
- Morris & Essex
- Northeast Corridor
- North Jersey Coast
- Pascack Valley
- Raritan Valley

Systemwide Train



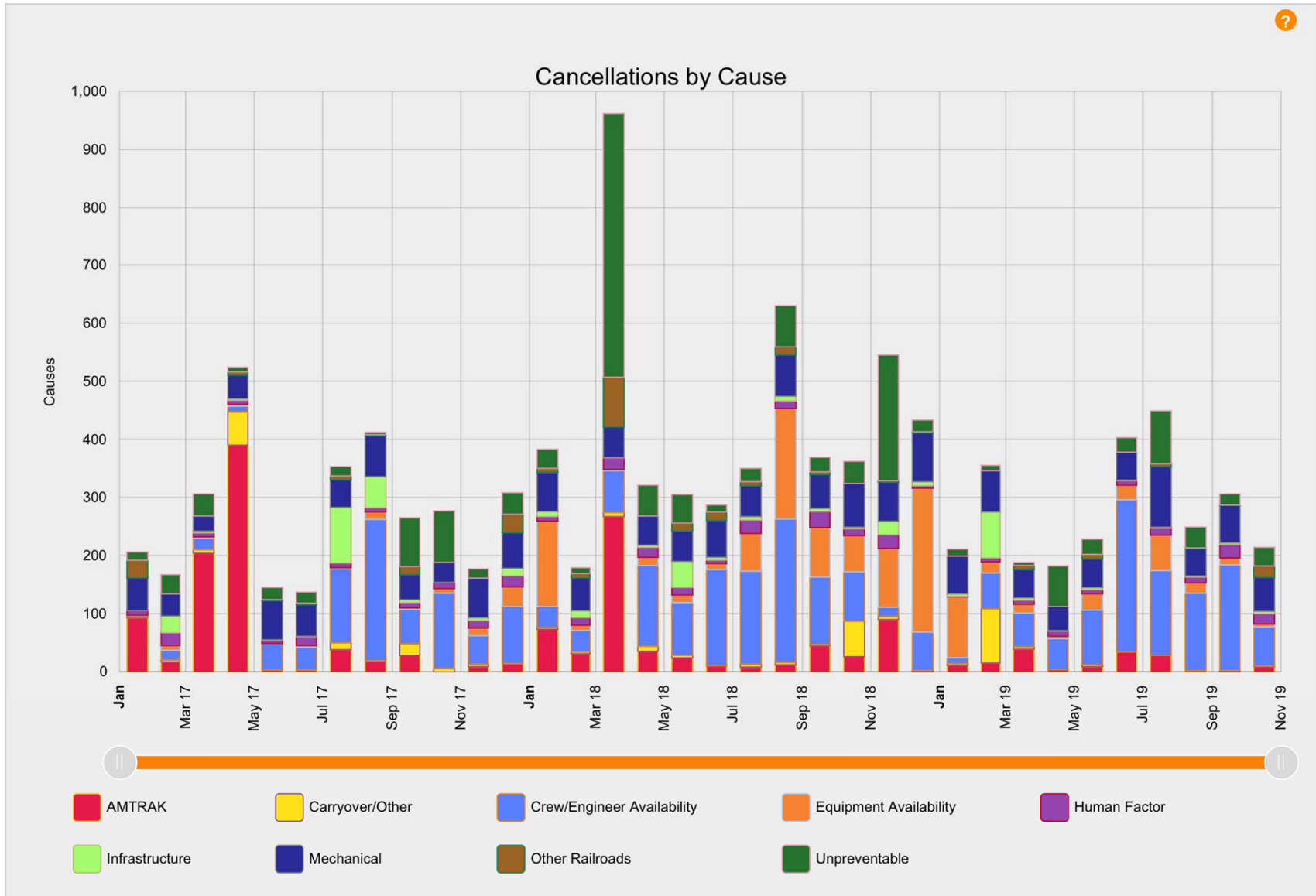
Rail On-Time Performance by Line

% Trains Reported Within 6 Minutes of Schedule



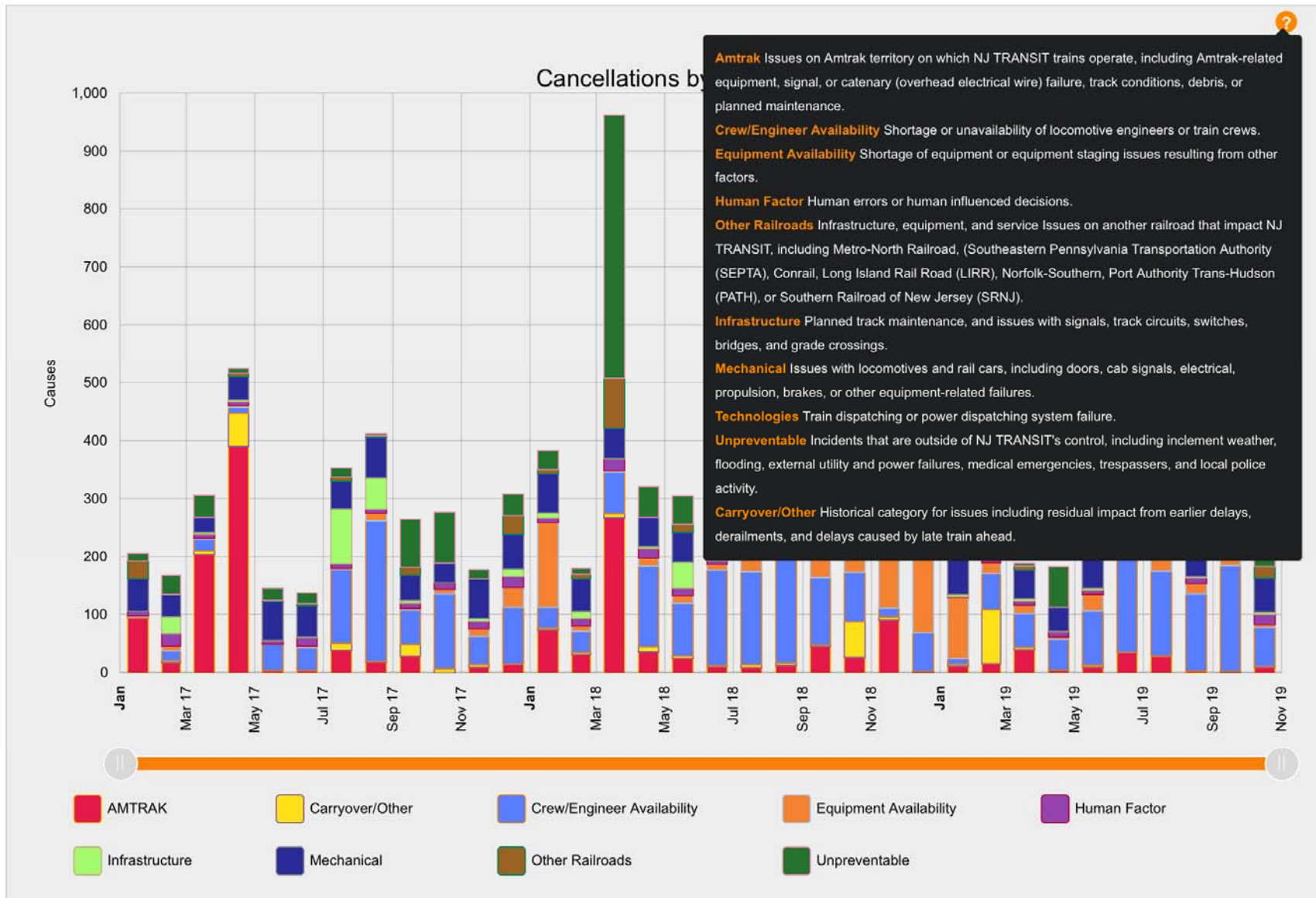
Cancellations by Cause

January 2017 - Present



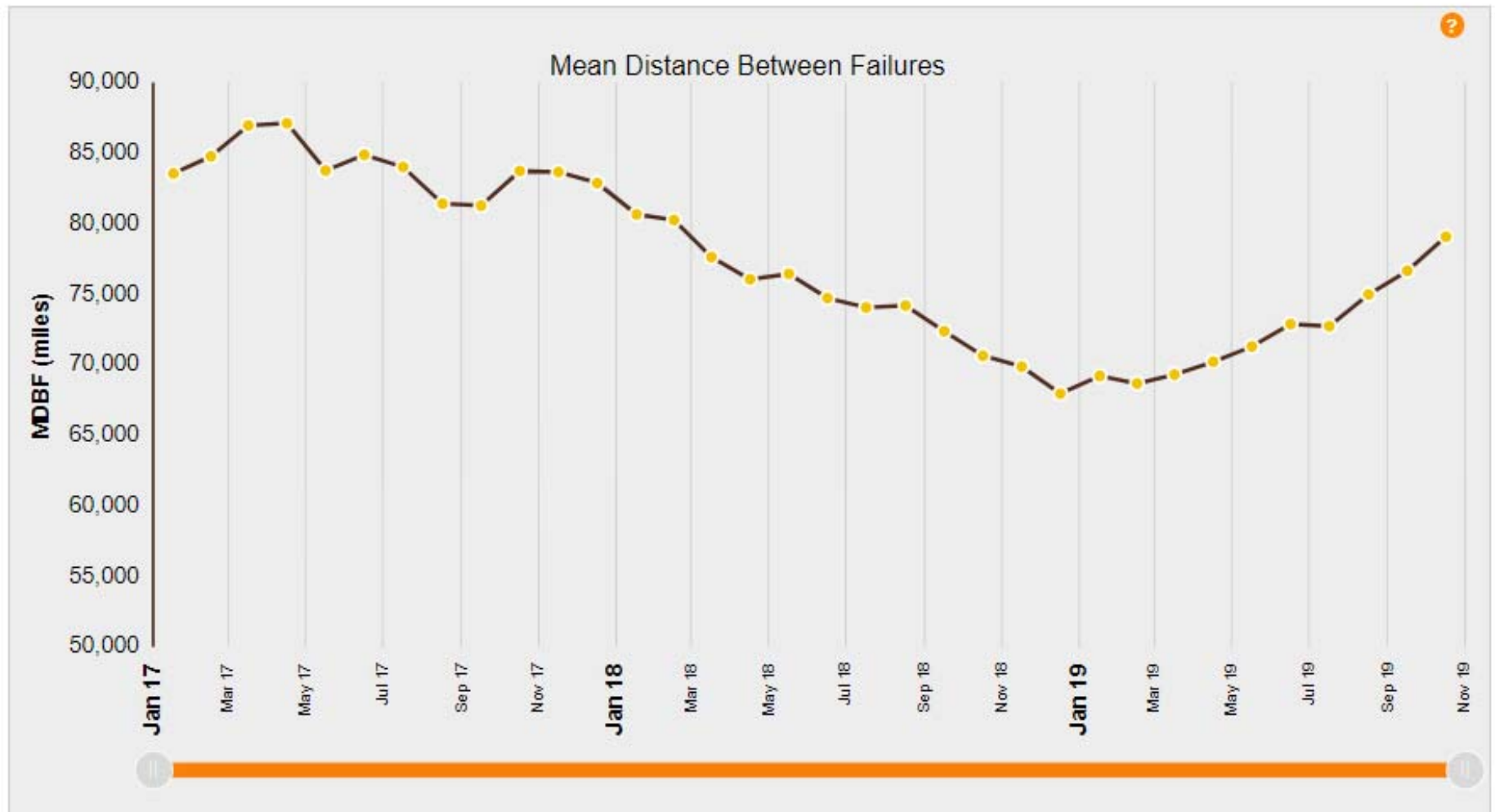
Cancellations by Cause

Customer-Friendly Definitions



Rail Equipment Reliability

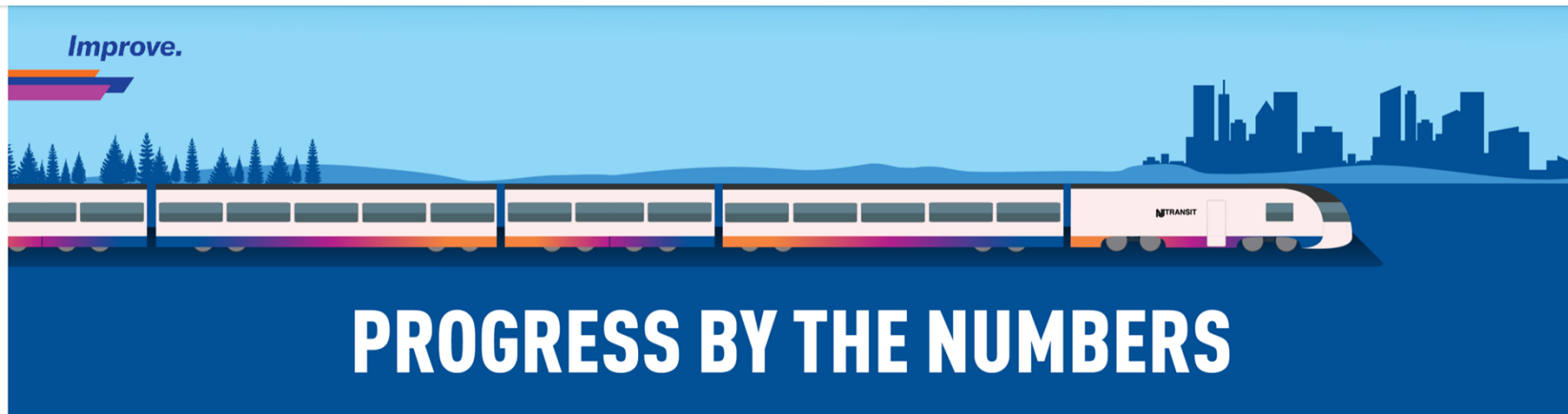
Mean Distance Between Failures



njtransit.com/performance

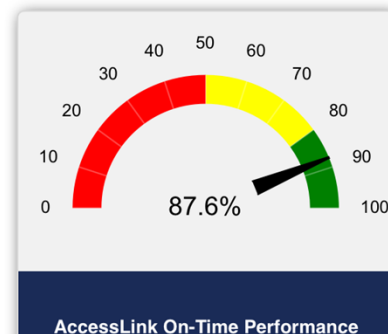
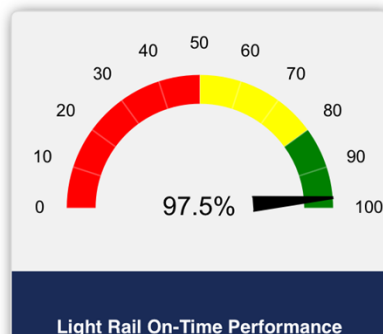
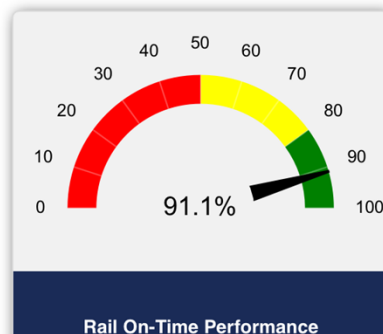
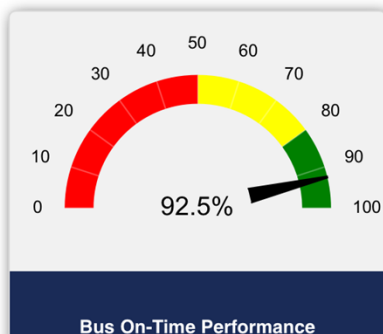


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Every day, NJ TRANSIT operates hundreds of trains, buses, and light rail vehicles. Since January 2018, we have made considerable progress to fulfill mandatory safety requirements, modernize our fleet, communicate real-time service status conveniently, and recruit new bus operators, locomotive engineers, and assistant conductors to make transit work for New Jersey.

To help you see how we're doing, we're publishing industry-standard statistics on our performance, equipment reliability, and service level. Per [Governor Murphy's Executive Order No. 80](#), we're making it easier to track key performance measures, including on-time performance, mean distance between failure (MDBF), and total cancellations each month.



ACTION ITEMS

ITEM 1912-75: PROPOSED EXPANSION OF BUS ROUTE NO. 119 (BAYONNE-JERSEY CITY-NEW YORK) AND BUS ROUTE NO. 772 (PARAMUS-HACKENSACK-AMERICAN DREAM) AND NEW PREMIUM EXPRESS SERVICE BETWEEN NEW YORK AND AMERICAN DREAM

WHEREAS, NJ TRANSIT has proposed to permanently operate new Sunday service on Bus Route No. 119 (Bayonne-Jersey City-New York) in response to consistent ridership growth; and

WHEREAS, NJ TRANSIT has proposed to permanently expand the schedule on weeknights and add new Saturday and Sunday service on Bus Route No. 772 (Paramus-Hackensack-American Dream) to serve the new American Dream complex in East Rutherford; and

WHEREAS, NJ TRANSIT has proposed to permanently establish a premium one-way bus fare on Bus Route No. 355 (American Dream-New York) to assure a positive financial return on this new express bus service; 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 October 3, 2019 and in Hackensack on October 7, 2019. The public hearing notice is set forth in Exhibit A; and

WHEREAS, a total of 28 people attended the public hearings and six offered public comments. The hearing officer's reports are set forth in Exhibit B; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all actions necessary to permanently operate Sunday service on Bus Route No. 119, expand the schedule of Bus Route No. 772 on weeknights, Saturdays and Sundays, and to implement the premium one-way bus fare on Bus Route No. 355.

NJ TRANSIT PUBLIC HEARING NOTICE**PROPOSED EXPANSION OF
BUS ROUTE NO. 119 (BAYONNE-JERSEY CITY-NEW YORK) AND
BUS ROUTE NO. 772 (NEW MILFORD-HACKENSACK-
MEADOWLANDS) AND NEW PREMIUM FARE EXPRESS SERVICE
BETWEEN NEW YORK AND AMERICAN DREAM**

The New Jersey Transit Corporation (NJ TRANSIT) operates Bus Route No. 119 between Bayonne, Jersey City, and New York. Service currently operates on weekdays and Saturdays only. In response to consistent and significant ridership growth, NJ TRANSIT proposes to initiate new Sunday service. Sunday service will operate on the same schedule as is currently operated on Saturdays, with service operating every hour throughout most of the day and operating every two hours during late night/early morning hours. NJ TRANSIT will implement the new Sunday service effective September 1, 2019, on a pilot basis. NJ TRANSIT will conduct public hearings to receive public comments on the new Sunday service on Bus Route No. 119 to consider making the Sunday service permanent.

The New Jersey Transit Corporation (NJ TRANSIT) operates Bus Route No. 772 between New Milford, Hackensack, and the Meadowlands. Service currently operates on weekdays only between approximately 5:45 a.m. and 7:40 p.m. There is no Saturday or Sunday service. With the fall 2019 opening of the American Dream complex in East Rutherford, there is a need to extend Bus Route No. 772 to American Dream and to expand scheduled service on Bus Route No. 772 to provide access to employment and recreational opportunities. NJ TRANSIT proposes to expand the weekday schedule to provide service later into the evening, through approximately 10:20 p.m. Additionally, new Saturday and Sunday service, operating every 30 minutes between approximately 8:00 a.m. – 10:30 p.m. is proposed. NJ TRANSIT will implement the expanded weeknight service and the new Saturday and Sunday service effective August 31, 2019, on a pilot basis. NJ TRANSIT will conduct public hearings to receive public comments on the new weeknight, Saturday, and Sunday service on Bus Route No. 772 to consider making the expanded service permanent.

NJ TRANSIT proposes to operate new express bus service (Bus Route No. 355 American Dream-New York) between the Port Authority Bus Terminal (PABT) in New York City and the American Dream complex in East Rutherford on a daily basis. NJ TRANSIT proposes to establish a premium bus fare for this frequent, express bus service. NJ TRANSIT will implement the new express bus service effective October 25, 2019. The premium bus fare will be established on a pilot basis. NJ TRANSIT will conduct public hearings to receive public comments on the new express bus premium fare to consider making this fare permanent.

Public hearings will be held on **October 3, 2019 and October 7, 2019**. For more information and to provide written comments for the record, please visit NJ TRANSIT's dedicated website page at www.njtransit.com/publichearings/bus. Alternatively, comments may be sent to the Public Hearing Office-9th Floor, NJ TRANSIT, One Penn Plaza East, Newark, New Jersey 07105-2246 or via email at 2019busservice@njtransit.com. All comments must be received no later than **midnight, October 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-9th Floor, NJ TRANSIT, One Penn Plaza East, Newark, NJ 07105-2246 at 973-491-4420 by **September 18, 2019**. Individuals requesting language support should contact Customer Service at 973-275-5555 or TTY-1-800-772-2287 by **September 18, 2019**.

The public hearings will be held:

<u>Date:</u>	October 3, 2019	AND	<u>Date:</u>	October 7, 2019
<u>Time:</u>	5:00 p.m. to 7:00 p.m.		<u>Time:</u>	5:00 p.m. to 7:00 p.m.
<u>Location:</u>	Journal Square Transportation Center One PATH Plaza (CONCOURSE LEVEL) Jersey City, New Jersey		<u>Location:</u>	Bergen County Freeholders Office Public Meeting Room – 5th Floor One Bergen County Plaza Hackensack, New Jersey

EXHIBIT A

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

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

Korean: 이 공지의 번역본이 필요하신 경우 고객 서비스 전화 973-275-5555로 연락하시거나 www.njtransit.com/publichearings/bus를 방문해 주시기 바랍니다.

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.

The logo for NJ TRANSIT, featuring the text "NJ TRANSIT" in a bold, sans-serif font, with "The Way To Go." in a smaller font below it. To the right of the text is a stylized graphic consisting of several parallel diagonal lines in shades of blue, purple, and orange.
NJ TRANSIT Information
973-275-5555
Text Telephone (TT)
800-772-2287
www.njtransit.com

EXHIBIT B

**Hearing Officer's Report
Public Hearing – October 3, 2019 (5pm to 7pm)**

Jersey City, New Jersey

Re: Proposed Expansion of Bus Routes No. 119 (Bayonne – Jersey City – New York) and New Premium Fare Express Service between New York and American Dream

The public hearing took place at the Journal Square Transportation Center. It opened at 5:00 PM and lasted until 7:00 PM. A total of sixteen (16) people attended the hearing and four (4) people spoke for the record.

Elected Official:

There were no elected officials who attended the hearing to provide comments for the record. Assemblyman Gordon M. Johnson wrote a letter in favor of making the #772 expansion and #355 routing permanent.

Organizations:

No organizations were represented at the hearing.

Speaker List:

The following is a list of the four (4) speakers with their comments and concerns:

Speaker	Representing	Comments/Concerns
Corliss Williams	Self	Buses on the #119 bypass her stop at JFK Blvd. at Seaview Ave. Need more service.
James Andrews	Self	Appreciate the added Sunday #119 service but need more on weekdays. Also wants the rider restriction removed so he can board at Communipaw Ave. to get off at Journal Square.

EXHIBIT B

Jeffrey Criddle	Self	The Sunday service is needed and appreciated. Weekday trips are overcrowded and should not allow school kids on them.
Carlos A. Sanchez	Self	Thinks adding Sunday service is a great thing. Could use more weekday service on the #119 but appreciates the job NJ TRANSIT does overall.

Other Comments:

In addition to the participants at the Public Hearing, NJ TRANSIT received thirteen (13) emailed comments from affected customers and two written responses of which one was sent by an elected official. All of the comments were in support of the #119 and #772 service expansions and also the addition of the #355 line. Additional comments included suggestions for more routes to serve American Dream, as well as, an increase in the frequency of #119 service daily. Also, American Dream employees want to know if they will be forced to pay the premium fare to go to work.

Conclusion:

The public hearing was officially closed at 7:00 PM.

Submitted by:

Hearing Officer
Robert Bigg, Acting Deputy General Manager Bus Service Planning
October 15, 2019

EXHIBIT B

**Hearing Officer’s Report
Public Hearing – October 7, 2019 (5pm to 7pm)**

Hackensack, New Jersey

Re: Proposed Expansion of Bus Routes No. 119 (Bayonne – Jersey City – New York) and No. 772 (New Milford – Hackensack – East Rutherford) and the New Premium Fare Express Service between New York and American Dream

The public hearing took place at the Bergen County Freeholders Offices in Hackensack, NJ. It opened at 5:00 PM and lasted until 7:00 PM. A total of twelve (12) people attended the hearing and two (2) people spoke for the record.

Elected Official:

Bergen County Executive James Tedesco was at the hearing and was also the first speaker. Assemblyman Gordon M. Johnson wrote a letter in favor of making the #772 expansion and #355 routing permanent but was not present at the hearing.

Organizations:

People First (Autism Group) was represented by Ryan Roy.

Speaker List:

The following is a list of the two (2) speakers with their comments and concerns:

Speaker	Representing	Comments/Concerns
Bergen County Executive Jim Tedesco	Bergen County residents	Thank you to NJ TRANSIT for holding the hearings on expanded service. Bergen County has almost one million residents and needs more travel options to get into and out of NY. Please make expansion permanent and work with him on creative ways for more expansion. Hackensack Terminal is no longer big enough to handle any additional service and offers little to customers. Buses queuing on City streets not fair to residents. Please update him with American Dream ridership increases and a game day NFL plan to operate through that area.

EXHIBIT B

Ryan Roy	People First – Autism Group	Wants to make sure all NJT buses are ADA accessible, and will American Dream be also? Sometimes the lifts do not work on the buses.
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Other Comments:

In addition to the participants at the Public Hearing, NJ TRANSIT received thirteen (13) emailed comments from affected customers and two written (one of those from an elected official). All of the comments were in support of the #119 and #772 service expansions and also the addition of the #355 line. Additional comments included suggestions for more routes to serve American Dream, as well as, an increase in the frequency of #119 service daily. Also American Dream employees want to know if they will be forced to pay the premium fare to go to work.

Conclusion:

The public hearing was officially closed at 7:00 PM.

Submitted by:

Hearing Officer
Robert Bigg, Acting Deputy General Manager Bus Service Planning
October 15, 2019

EXHIBIT C

**Public Hearing Comments and NJ TRANSIT Responses
October 3, 2019 and October 7, 2019 (5pm to 7pm)**

Jersey City and Hackensack, New Jersey

Re: Proposed Expansion of Bus Routes No. 119 (Bayonne – Jersey City – New York) and No. 772 (Paramus – Hackensack – American Dream) and the New Premium Fare Express Service between New York and American Dream

The public hearings were held on October 3, 2019 and October 7, 2019 between 5:00pm and 7:00pm. A total of twenty-eight (28) people attended and six (6) spoke for the record. Thirteen comments were sent via email with an additional two written submittals. Below is a summary of the common themes among these comments.

Comment #1 – A member of the public asked NJ TRANSIT to consider running American Dream service every 15 minutes instead of the proposed 30-minute headways.

NJT Response #1 – We will be monitoring the ridership of the American Dream services and will make adjustments as the demand changes and when resources can be identified.

Comment #2 – NJ TRANSIT should focus their resources on providing more rail service to weekday commuters and not on American Dream service.

NJT Response #2 – NJ TRANSIT is not currently diverting rail resources towards American Dream service. Customers using rail will need to transfer to the #356 bus line at Secaucus Junction.

Comment #3 – Numerous members of the public from different parts of the state including Jersey City, Newark, central, south and northwest NJ, asked when they can expect bus routes from their towns to serve American Dream.

NJT Response #3 – Currently there are no plans for additional bus routes to serve American Dream. Most customers can use rail or other existing bus services and transfer at Secaucus Junction onto the #356.

Comment #4 – One member of the public asked what will happen to existing bus service in the East Rutherford area due to the additional traffic volume on the road network surrounding American Dream.

NJT Response #4 – NJ TRANSIT planning staff will be monitoring the on-time performance of the expanded and new American Dream services, as well as, any routes in the Route 3/120 corridors possibly affected by the extra volume anticipated in the area. We will make adjustments to these services if needed when possible.

EXHIBIT C

Comment #5 – One member of the public spoke on the need to reduce the amount of #119 bus stops to help speed up their trip and reduce running times.

NJT Response #5 – NJ TRANSIT planning staff are currently analyzing stop activity along the #119 route to do just that. There is a hope to implement this plan in the very near future.

Comment #6 – Members of the public including Assemblyman Gordon M. Johnson encouraged the permanent expansion of the #119 and #772 services and asked to not remove them after the “pilot” phase is over.

NJT Response #6 – NJ TRANSIT will make these pilot programs permanent with approval from the Board in December 2019.

Comment #7 – Bergen County Executive James Tedesco spoke on the growth rate of the Hackensack area and the needed investment in transportation. He wishes that the expansions and new #355 service becomes permanent and that NJ TRANSIT works with the town to look at ways to improve Hackensack Terminal for his residents. He would also like updates on American Dream ridership and what the NFL game day plan is.

NJT Response #7 – NJ TRANSIT is always looking at ways to enhance the customer experience and will continue to work with the Town of Hackensack to achieve this. When American Dream ridership data becomes available, Bus Service Planning can make arrangements through our Government and Community Relations group to share this information with Mr. Tedesco. NJ TRANSIT plans on serving American Dream during NFL game days.

Comment #8 – Ryan Roy representing People First asked for all NJ TRANSIT buses to be wheelchair accessible.

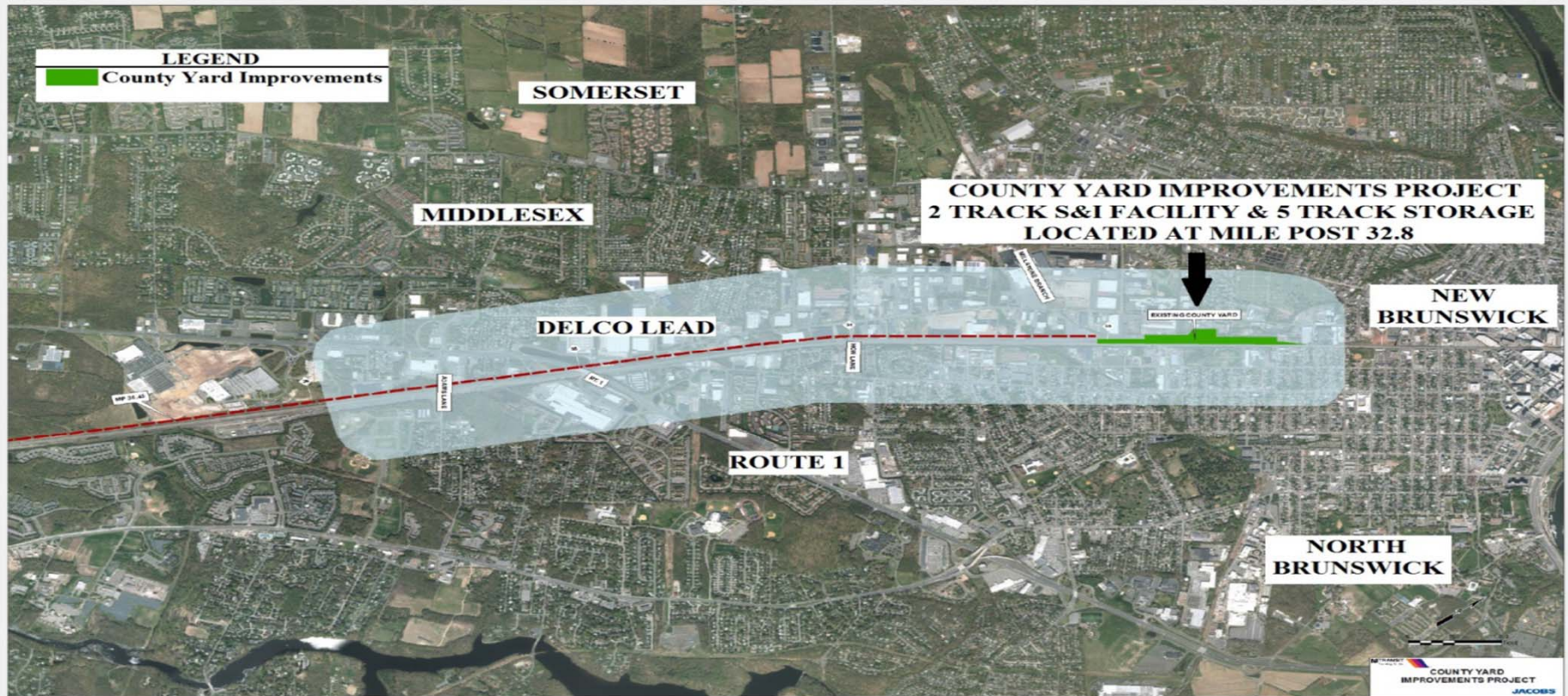
NJT Response #8 – All NJ TRANSIT Buses are ADA compliant.

Comment #9 – Members of the public complained about the #119 weekday service. Issues mentioned were overcrowding, bypassed bus stops, and school kids.

NJT Response #9 – NJ TRANSIT continually adds service to the #119 line when resources are available. Twelve weekday trips were recently added in June. We cannot restrict school kids or any other paying customer from riding our buses.

ITEM 1912-76 DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS

Authorization of this contract amendment will allow for completion of design documents for construction of the Delco Lead and Inspection Facility and County Yard Projects.



- Seeking authorization to amend NJ TRANSIT Contract No. 13-041 with **Jacobs Engineering Group** of Morristown, New Jersey to provide supplemental Final Engineering and Design Services in support of the Delco Lead/County Yard improvements in the amount not to exceed **\$4,933,858.18**, plus five percent for contingencies, subject to the availability of funds.

ITEM 1912-76 DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS

- Identified as resilient, safe-haven storage locations for commuter rail coaches and locomotives.
- Strategically located along the Northeast Corridor.
- Included construction of the Service and Inspection Facility allows for rapid examination of rail equipment and its return to revenue service following an extreme weather event.
- Permits the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

ITEM 1912-76: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT: CONTRACT AMENDMENT FOR SUPPLEMENTAL FINAL ENGINEERING AND DESIGN SERVICES

WHEREAS, the Federal Transit Administration selected the Delco Lead Storage and Inspection Facility Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, once constructed, the Delco Lead Project will reduce the risk of damage to rail equipment resulting from extreme weather events, and facilitate the rapid resumption of service after storms have passed; and

WHEREAS, in the aftermath of Superstorm Sandy, the County Yard and associated 4-mile long Delco Lead along the Northeast Corridor were identified as safe-haven storage locations for commuter rail coaches and locomotives; and

WHEREAS, the Service and Inspection Facility, which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment and its return to revenue service; and

WHEREAS, through a separate project (County Yard Improvement Project), NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars; and

WHEREAS, together, these project elements will allow safe-haven storage rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service; and

WHEREAS, Jacobs Engineering is currently under contract with NJ TRANSIT following the completion of a competitive procurement process for the Delco Lead and County Yard Improvement projects; to provide final engineering and design services; and

WHEREAS, based on extensive comments that were received by partner agencies, supplemental design scope and engineering services are required;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey, in the amount of \$4,933,858.18, plus five percent for contingencies, to provide supplemental Final Engineering and Design Services in support of the Delco Lead/County Yard project, subject to the availability of funds. This authorization will bring total contract authorization to \$35,473,129.

ITEM 1912-77: NJ TRANSIT RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR ENVIRONMENTAL PERMITTING AND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTATION AND OTHER SUPPORT

WHEREAS, on November 5, 2014, the U.S. Department of Transportation announced that NJ TRANSIT was selected through a competitive process to receive \$1.276 billion in Federal Transit Administration Emergency Relief Program funding to support the design and construction of five resilience projects – NJ TRANSITGRID, Delco Lead Storage and Inspection Facility, Long Slip Fill and Rail Enhancement, Raritan River Bridge Replacement and Signals and Communications Resilience, that will allow NJ TRANSIT to better withstand and recover from extreme weather events; and

WHEREAS, the award of federal funding requires that each project be evaluated under the National Environmental Policy Act (NEPA) to assess potential environmental impacts. Additionally, NJ TRANSIT must secure environmental and other permits specific to each project to satisfy federal and state regulatory requirements; and

WHEREAS, BEM Systems, Inc. is currently under contract with NJ TRANSIT following the completion of a competitive procurement process; and

WHEREAS, BEM Systems, Inc. has been supporting NJ TRANSIT's efforts in preparing NEPA documentation, obtaining environmental permits, and performing related tasks; and

WHEREAS, the NJ TRANSIT Board of Directors has previously authorized \$17,800,000 for BEM to support the NJ TRANSIT Resilience Program; and

WHEREAS, NJ TRANSIT Office of Business Development established a 25 percent DBE goal for this contract; and

WHEREAS, the maximum task order and contract limits for this previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems, Inc. (NJ TRANSIT Contract No. 13-002B) by \$6,200,000 for a total authorization of \$24,000,000 for support related to NEPA documentation, environmental permitting and related tasks; and

BE IT FURTHER RESOLVED that the maximum task order and contract limits for this previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program; and

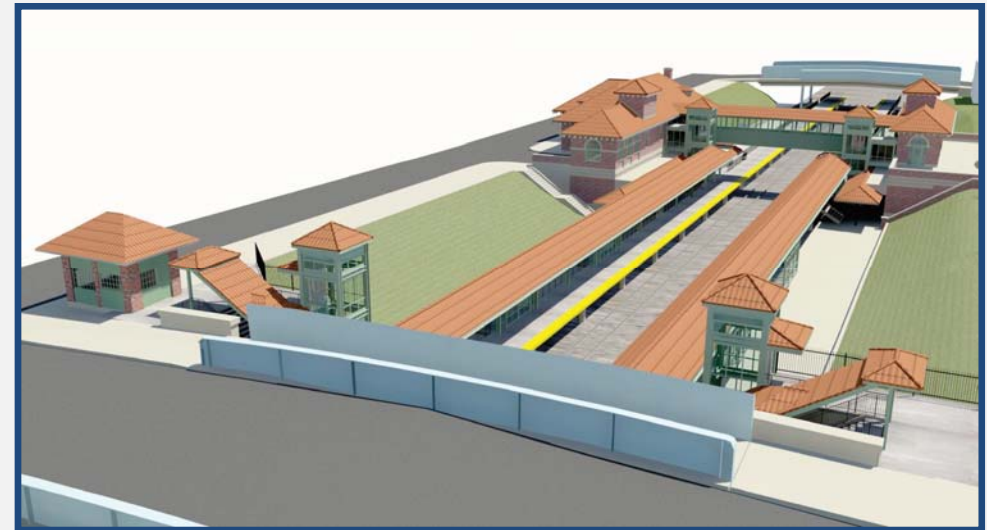
BE IT FURTHER RESOLVED that Contract No. 13-002B shall be subject to approval from the Office of NJ State Comptroller.

ITEM 1912-78

PERTH AMBOY RAILROAD ACCESSIBILITY IMPROVEMENTS PROJECT

Perth Amboy Railroad Accessibility Improvements will include two new high-level platforms with stairs, ramps, and the installation of four elevators to provide adequate accessibility to people with disabilities.

- Seeking authorization to enter into NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, for the supplemental design and construction assistance of the Perth Amboy Railroad Accessibility Improvement project in the additional amount of up to **\$2,700,000.00**, subject to the availability of funds.



ITEM 1912-78

PERTH AMBOY RAILROAD ACCESSIBILITY IMPROVEMENTS PROJECT

- Authorization of this design contract will allow for the continuation of design from its current 30% status to 100% completion and shall include construction assistance.
- Perth Amboy is a key station in our system in our accessibility upgrade program.



ITEM 1912-78: PERTH AMBOY RAILROAD STATION ACCESSIBILITY IMPROVEMENTS PROJECT – SUPPLEMENTAL FINAL ENGINEERING DESIGN SERVICES AND CONSTRUCTION ASSISTANCE SERVICES

WHEREAS, the Perth Amboy Train Station is a historic commuter rail station on the North Jersey Coast Line in the City of Perth Amboy, Middlesex County, in the state of New Jersey; and

WHEREAS, NJ TRANSIT seeks to provide improvements to the existing station complex and be in accordance with the Americans with Disabilities Act (ADA); and

WHEREAS, the current train station does not provide adequate accessibility to people with disabilities; and

WHEREAS, NJ TRANSIT is committed to ensuring accessibility to all customers regardless of disabilities; and

WHEREAS, authorization of this contract will allow for final design and construction assistance of two, new side high-level platforms with four new elevators, stairs, and ramps to enable access to the new high-level platform; and

WHEREAS, Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, submitted the most responsible bid and is currently under contract with NJ TRANSIT; and

WHEREAS, NJ TRANSIT Office of Business Development assigned a Small Business Enterprise (SBE) goal of 15 percent for this contract and Stantec Consulting Services has identified 15 percent SBE utilization;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, to provide supplemental final engineering design services and construction assistance for the Perth Amboy Station Accessibility Improvements project in an amount not to exceed \$2,700,000, plus five percent for contingencies, subject to the availability of funds, for a total contract amount of \$5,950,703.40.

ITEM 1912-79 BOROUGH OF BOUND BROOK LEASE FOR EASTBOUND STATION REHABILITATION

Lease and Operating Agreement between NJ TRANSIT and The Borough of Bound Brook For the Rehabilitation of the Eastbound Station.

- The lease of the historic and unused Bound Brook Eastbound Station to the Borough of Bound Brook will enable the renovation and reopening of a deteriorating station building and an upgrade to the platform and canopy lighting.
- The rehabilitation will be pursuant to the standards of the New Jersey Historic Preservation Office and the New Jersey Historic Preservation Act.
- Funding will be through the use of the Transportation Alternative Program Grant administered by the New Jersey Department of Transportation.



ITEM 1912-79 BOROUGH OF BOUND BROOK LEASE FOR EASTBOUND STATION REHABILITATION

- The project will renew, enhance, and refurbish several aspects of the existing transit infrastructure within the station.
- These upgrades will improve visibility, safety, and accessibility while retaining the historic fabric of this station.



**ITEM 1912-79: BOROUGH OF BOUND BROOK LEASE FOR EASTBOUND
STATION REHABILITATION**

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150, authorizes NJ TRANSIT to lease, on terms that NJ TRANSIT may prescribe, real property; and

WHEREAS, NJ TRANSIT actively seeks preservation, stabilization and/or adaptive reuse of its vacant or underutilized historic properties as an alternative to their demolition, both to facilitate municipal redevelopment and to retain civic structures of historic value; and

WHEREAS, the former Bound Brook Eastbound Station building is listed on the New Jersey and National Registers of Historic places, which listings require improvements to be made in accordance with the standards of the New Jersey Historic Preservation Office; and

WHEREAS, the Borough of Bound Brook seeks to enhance and update the Bound Brook Eastbound Station building and surrounding property; and

WHEREAS, the Borough of Bound Brook seeks to lease the Eastbound Station building and surrounding property for a period of 25 years with two additional five-year extension periods in order to perform improvements and developments; and

WHEREAS, NJ TRANSIT will benefit from the relief of legal liability for the station building and the cost of securing, insuring and maintaining the station building;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all necessary actions to execute a lease with the Borough of Bound Brook for the Bound Brook Eastbound Station building and surrounding property, at an annual fee of \$1.00 per year for 25 years with two additional five-year extension periods where the Borough will assume responsibility for the rehabilitation, operation, maintenance and management of the Station, with NJ TRANSIT retaining revenue rights.

ITEM 1912-80: NEW MONEY FINANCING VIA THE ISSUANCE OF NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY NJ TRANSIT TRANSPORTATION PROJECT REVENUE BONDS, 2020 SERIES A AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT AND SUBLEASE AGREEMENT WITH THE NJEDA AND ENTRY INTO A FUNDING AGREEMENT, EACH IN CONNECTION WITH THE ISSUANCE OF NJEDA NJ TRANSIT TRANSPORTATION PROJECT REVENUE BONDS, 2020 SERIES A

WHEREAS, pursuant to N.J.S.A. 27:25-1 et seq. (the “Act”), New Jersey Transit Corporation (the “Corporation”) is authorized to purchase, lease as lessee, or otherwise acquire, own hold, improve, use and otherwise deal in and with real or personal property, or any interest therein, for any public or private entity; and

WHEREAS, the Corporation entered into State of New Jersey Certificates of Participation (“COPs”) transactions in 2004, 2008 and 2009 to finance the acquisition of bus and rail rolling stock for the Corporation; and

WHEREAS, in 2008, the New Jersey Economic Development Authority (“NJEDA”) issued its \$342,115,000 Transportation Project Sublease Revenue Refunding Bonds (New Jersey Transit Corporation Light Rail Transit System Project) 2008 Series A (the “2008 NJEDA Bonds”); and

WHEREAS, in 2014, the Corporation issued its \$483,000,000 Grant Anticipation Notes, Series 2014 (Federal Transit Administration Section 5307 Urbanized Area Formula Funds) (the “2014 NJ TRANSIT Notes”); and

WHEREAS, in 2017, the New Jersey Economic Development Authority (“NJEDA”) issued its \$628,000,000 Transportation Project Sublease Revenue Refunding Bonds (the “2017 NJEDA Series Bonds”); and

WHEREAS, it is advantageous to the Corporation to facilitate the financing of the purchase by the Corporation of commuter buses and locomotives (the “authorized projects”), via the NJEDA’s NJ Transit Transportation Project Revenue Bonds, 2020 Series A (the “2020 Series Bonds”); and

WHEREAS, in connection with the issuance of the 2020 Series Bonds, the Corporation shall enter into a lease agreement, sublease agreement and any other document necessary to effectuate the issuance of the Bonds (collectively, the “Lease Financing Documents”) with NJEDA, and the Corporation, with the consent of the Commissioner, shall enter into a funding agreement (the “Funding Agreement”), both of which shall be subject to and dependent upon appropriations being made from time to time by the State Legislature; and

WHEREAS, the Corporation is authorized by the Act to enter into such contracts and take such other actions necessary, convenient or desirable to carry out any power expressly or implicitly given to the Corporation, including, without limitation, entering into the Lease Financing Documents and the Funding Agreement;

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

1. The Corporation hereby approves the financing of the authorized projects via the issuance of the 2020 Series Bonds, and authorizes the execution and delivery of the Lease Financing Documents and the Funding Agreement by an Authorized Officer (as defined below), provided that the term of the 2020 Series Bonds shall not exceed twenty-eight (28) years from the date of issuance and the 2020 Series Bonds shall be issued in amount not to exceed \$500 million for the authorized projects;
2. The Corporation hereby authorizes an Authorized Officer to execute and deliver the Lease Financing Documents, the Funding Agreement and such other documents, instruments, agreements and papers and to do such acts and things as may be necessary or advisable to effectuate the transaction, with such changes, insertions and omissions as shall be approved by an Authorized Officer of the NJEDA, with the advice of the State Attorney General;
3. The Corporation hereby authorizes the payment of any costs incurred in connection with the issuance of the 2020 Series Bonds that are not paid for from the proceeds of such Bonds;
4. For the purposes of this Resolution an "Authorized Officer" shall mean the Chair, President & CEO, SVP, Chief Financial Officer & Treasurer, SVP, Capital Programs, or SVP & Chief Administrative Officer of the Corporation and shall also mean any other person who shall be authorized by resolution of the Corporation to perform such act or to execute such document or any other person or persons who shall be authorized to act on behalf of the Corporation by the Chair or President & CEO of the Corporation which certificate shall set forth such authorization and shall contain the specimen signatures of each such person; and
5. This resolution shall become effective 10 days after a copy of the minutes of the Corporation meeting at which this resolution was adopted has been delivered to the Governor for his approval, unless during such 10 days the Governor shall approve the same, in which case this resolution shall become effective upon such approval, as provided in the Act.

ITEM 1912-81: NJ TRANSIT CONVEYANCE OF PROPERTY INTERESTS AT ORANGE RAILROAD STATION

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase, and sell or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

WHEREAS, NJ TRANSIT staff has determined that, to allow for Transit Oriented Development, property interests in the City of Orange, may be negotiated, modified, and conveyed to entities approved by NJ TRANSIT based on market valuations, subject to certain conditions for the protection of NJ TRANSIT's interests;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to take all actions necessary to negotiate and convey these property interests to NJ TRANSIT approved entities, consistent with the terms discussed in the Executive session for conveyance of an easement of a portion of Block 2706, Lot 1 in the City of Orange consisting of 17,760 square feet (0.41 acre) of land adjacent to the Orange Railroad Station parking lot and a fee interest (Block 2603, Lot 15 and a portion of Block 2605, Lot 1) consisting of approximately 2,058 square feet in the City of Orange to support Transit Oriented Development opportunities.

ITEM 1912-82 PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION

The Portal North Bridge Project will eliminate Portal Bridge's movable span, improving its reliability and increasing train speeds traveling over the bridge. The project will also raise the bridge elevation.

- Seeking authorization to acquire the property rights, in accordance with the Eminent Domain Law of 1971, from private property owned by National Water Main Cleaning known as Parcel 113 (or 1806 Harrison LLC) located in Kearny, NJ that is essential for the construction of the Portal North Bridge in the amount not to exceed the amount discussed in executive session, and subject to the availability of funds.



ITEM 1912-82 PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION

- Authorization of property acquisitions will allow NJ TRANSIT to proceed with offers to Portal North Bridge Project property owners.
- Authorization allows NJ TRANSIT to file complaints in condemnation, as well as file and record a declaration of taking to acquire these parcels or other parcels for the Project and deposit the estimated just compensation with the clerk of the superior court.



Parcel 113 (1806 Harrison LLC / National Water Main Co.)

ITEM 1912-82: NJ TRANSIT – PORTAL NORTH BRIDGE PROJECT: REAL ESTATE ACQUISITION

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

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

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

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

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

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

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

WHEREAS, Parcel 113 is a private property owned by National Water Main Cleaning, also known as 1806 Harrison LLC, and located at 1806 Harrison Avenue, Kearny, New Jersey. Parcel 113 is an acquisition of property rights to be acquired in partial fee simple and easements, both permanent and temporary; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO or a designee is authorized to offer and make compensatory payments to property owners that hold title to property from which partial fee and easement rights are needed for the Project so long as NJ TRANSIT attempts to acquire these parcels from the property owners through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings where necessary; and

BE IT FURTHER RESOLVED that the Chair or President & CEO or a designee is authorized to take any and all actions to acquire Parcel 113 in accordance with the Eminent Domain Law of 1971, not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds and Federal Transportation Administration (FTA) approval; and

BE IT FURTHER RESOLVED that the Chair or President & CEO or a designee is authorized to file complaints in condemnation and file and record a declaration of taking and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire Parcel 113 or other parcels for the Portal North Bridge Project and deposit the estimated just compensation with the Clerk of the Superior Court.