

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

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

February 22, 2018

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, February 14, 2018.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the 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, February 14, 2018.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
Mary K.E. Maples, Governor's Representative
Dini Ajmani, Treasurer's Representative
James C. Finkle Jr., Board Member
Flora M. Castillo, Board Member (By Telephone)
Raymond W. Greaves, Board Member (Non-Voting)

Staff Present

Steven H. Santoro, Executive Director
Robert Lavell, Vice President & General Manager, Rail Operations
Neal A. Fitzsimmons, Acting Chief, Light Rail and Contract Services
George S. Piper, Deputy General Manager, Bus Operations
Christopher Trucillo, Chief of Police
Warren A. Hersh, Auditor General
Christine C. Baker, Chief Compliance Officer
Michael J. Lihvarcik, Interim Chief Financial Officer & Treasurer
Michael K. Slack, Chief Information Officer
Eric R. Daleo, Assistant Executive Director, Capital Planning & Programs
Gardner C. Tabon, Chief, Office of System Safety
Jonathan B. Peitz, Deputy Attorney General
Joyce J. Zuczek, Board Secretary

Chair Gutierrez-Scaccetti convened the Open Session at 9:06 a.m. in accordance with the Open Public Meetings Act. Edgar Fajardo, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek conducted a Roll Call and noted Board Member Castillo would join later in the meeting by telephone.

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, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on February 7, 2018 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency, and organization that requested

such notice. Board Secretary Zuczek announced that the Board meetings were being video recorded.

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the January 15, 2018 Board meetings. A motion was made by Board Member Finkle, seconded by Board Member Maples, and unanimously adopted.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report. Ms. Mack, Chair of the NJ TRANSIT North Jersey Advisory Committee, welcomed the new Commissioner and Members of the Board, on behalf of the North and South Jersey Advisory Committees. She looks forward to working with everyone. Ms. Mack noted their committee meets on a monthly basis and their Board Liaison is Board Member Finkle.

Ms. Mack explained they have had a Board Liaison since their inception and their function is to advise the Board. She said they are given assignments by the Board and work collaboratively with them. Ms. Mack noted some prior assignments including developing the Bike Policy for the Board to consider. She said they were currently working with the Executive Director on a Cashless Policy for Access Link which is very important to the Committee. They have also worked on the Port Authority Bus Terminal in New York City.

Ms. Mack said the Committee was there to help in any way they can. She noted she was personally happy that an item was on the agenda to finally bring Hudson-Bergen Light Rail to Bergen County after 15 years, just as they are finishing the contract. She said this was a momentous day and several members of the Assembly must be very pleased.

Ms. Mack said the 69th Street Grade Crossing issue has been out there for many years, so it must be a Hudson-Bergen Light Rail day.

Board Chair Gutierrez-Scaccetti thanked Ms. Mack for her report and stated it was a privilege for her to be there as well.

Public Comments on Agenda Action Items

There were four speakers on agenda action items and one elected official. Board Secretary Zuczek announced public comments would be limited to five minutes and reminded speakers of the procedure for groups speaking on the same matter.

Murray Bodin spoke about Action Item 1802-14, 69th Street Grade Separation Project. He said NJ TRANSIT would spend \$4 million on this project that would only cover one grade separation, and money would be better spent converting 20 to 40 railroad crossings from red crossing lights to traffic lights with red light cameras to significantly reduce accidents. Mr. Bodin said NJ TRANSIT needs to consider the best use for their

money being spent and this was a major safety issue that needs to be looked at because nothing has been done for years.

Jack May of the New Jersey Association of Railroad Passengers said they were thrilled that a locally preferred alternative for the extension of the Hudson-Bergen Light Rail to Englewood was on the agenda. He said they worked on this for a very long time and had unceasing devotion for this project. Mr. May said when George Warrington became Executive Director in 2002, everything was going smoothly for the extension of the Hudson-Bergen Light Rail up the Northern Branch. He said in 2004 Executive Director Warrington introduced a proposal where everyone going to Hoboken or Jersey City from Bergen County would have to change at North Bergen from a diesel car to the existing light rail operation. Mr. May said the ridership projection was reduced from about 25,000 down to 5,000 and yet Executive Director Warrington pressed this issue.

Mr. May said they mobilized, created a lot of paper and slides, and went out on the road to Englewood, Palisades Park, Leonia, Richfield and Tenafly and had meetings with officials and the public. He said things started going their way and then Executive Director Warrington raised the stakes by saying he was going to run the northern trains through the ARC Tunnel into New York. Mr. May said Executive Director Warrington quoted a very unrealistic price for this that was totally lowballed. Mr. May said Rose Heck organized meetings in Trenton with Governor Corzine's people and they gave numbers that were totally different than the numbers that the Governor previously received.

Mr. May said the Governor spoke directly to Assistant Executive Director Richard Sarles and he told him the truth that the project was not half a billion but one billion instead which changed everything. He said in January 2007 their committee was called to a meeting in Executive Director Warrington's office where he told them the extension, which the Board was now voting on, was back in operation, and they were very pleased. He said things started moving again and on July 18, 2009 Governor Corzine and other political officials had a press conference announcing they were moving ahead with the project. Mr. May said the DEIS came out in 2011 and a hearing was held in 2012.

Mr. May said Governor Christie defeated Governor Corzine in the election and suddenly they had an administration in Trenton that was not too interested in public transportation. He said the money for the ARC Project was moved over to the Pulaski Skyway. Mr. May said they moved into a period of benign neglect with the project moving along slowly. He thanked Steve Santoro because he kept the project going.

Mr. May was happy they now have a new administration. He hopes funding can be arranged in the near future and that the Board will vote unanimously on the item.

David Peter Alan, Chair of the Lackawanna Coalition, said the Lackawanna Coalition advocates for better service on behalf of riders and their communities. He said they welcome Commissioner Gutierrez-Scaccetti to NJ TRANSIT and, they would also welcome the opportunity to show her how riders cope with the transit they have.

Mr. Alan said sometimes new leadership brings new opportunities, especially when the new leaders bring their experience from elsewhere. He said there are many things about NJ TRANSIT that must be changed, and they continue to address the need for those changes at the legislative, executive and internal levels. When Kevin Corbett comes to NJ TRANSIT to begin his job as Executive Director, they will be prepared to welcome him too.

Mr. Alan said at almost all of the Board meetings, the Board approves expenditures, and often large-scale ones for infrastructure, whether or not that infrastructure is actually needed. He said it was recently reported that the Trump Administration does not plan to spend much money on infrastructure, especially for transit, and will shift the financial burden for the publicly-funded side primarily to the states. Mr. Alan said they all know New Jersey has little money to spend for the infrastructure they need for their transit, so they must be very careful in using these scarce dollars. In that spirit, they call for a complete moratorium on infrastructure spending and a thorough review of all proposed projects.

Mr. Alan said, at the hearings, they objected to certain features of the Northern Branch Corridor project that were designed for motorists, like parking decks, rather than specifically for transit riders. He restated that objection, asking NJ TRANSIT to only build the light rail line and let the towns pay for the parking decks, if they want them. Mr. Alan said according to the EIS document, less than 22 percent of riders would park at the stations in 2030. He recommended saving the money and building just the line for the other 78 percent.

Mr. Alan believes almost \$4 million is a lot of money for a bus park-and-ride facility with only 131 more spaces which works out to roughly \$30,000 per space and NJ TRANSIT should not build it. They feel the same about the Delco Lead and County Yard Projects, which they believe will not improve mobility and are not necessary. They suggest the money for these projects be put towards new tunnels into Penn Station.

Instead of giving STV more money for construction management services, Mr. Alan suggested NJ TRANSIT hire some construction managers in-house. Instead of paying Gannett-Fleming to inspect facilities, he said NJ TRANSIT should hire their own inspectors and save money. Mr. Alan said they also do not understand why NJ TRANSIT would pay an insurance broker \$445,000 per year. He thinks it would make more sense to find a broker who is paid with commissions from the insurance company for bringing in the business.

Mr. Alan said they do not know enough about the proposed acquisition of easements to comment on whether or not they would be cost-effective, especially the one at the Elizabeth Station.

Mr. Alan complained about the practice of requiring them to wait until after the executive session is over, before addressing items that are not on the agenda. He said at some meetings they are required to wait literally for hours. He believes this is an unduly

burdensome regulation that has the effect of discouraging them from exercising their First Amendment rights.

Mr. Alan complained there was not even a means for bringing an urgent issue to this Board's attention, as he found out last month. He said he attempted to raise the issue of the effort by Governor Murphy's staff to interfere with the Board's statutory oversight of hiring and firing at NJ TRANSIT by mandating that certain employees be terminated by being coerced to resign. Mr. Alan believes had he been permitted to raise this critical issue concerning NJ TRANSIT's statutory independence, the Board could have considered his urgent request. He complained that he was silenced, so he could not mention it on the record until deliberations were over and the damage was done.

Mr. Alan said it was time for the Board to change the agenda order, so they can raise vital issues before the Board deliberates, so they can do something about the issues they raise. Without this reform, he believes this Board will continue to demonstrate reckless disregard not only for their First Amendment rights, but also for its responsibility to govern the transit that they ride and upon which some of them depend for all their mobility.

Joseph Clift welcomed all the new faces and said they were much appreciated. He introduced himself as the former Head of Planning at the Long Island Railroad and a railroad advocate. He provided a copy of his handout with his three requests. Mr. Clift recommended deferring these items until the new Board and Executive Director reviews them.

Mr. Clift spoke about Action Item 1802-13, Transit Asset Management: Facility Inspection and Condition Assessment Services. He believes this is an excellent example of what should be undertaken by NJ TRANSIT staff. Mr. Clift said this was an ongoing effort that educates NJ TRANSIT management on the status of its physical plant, and that knowledge should not reside with consultants who will have to be paid in perpetuity to access that information, but instead should be part of NJ TRANSIT's permanent knowledge.

Mr. Clift spoke about lack of transparency in all capital projects. He said Action Item 1802-16, 69th Street Grade Separation, was an excellent example of the almost total opacity that currently exists on all NJ TRANSIT capital projects. Mr. Clift noted the original completion date listed on the website was Spring 2015. He said actions are presented to the Board for approval without the entire project, including clear funding sources, project status, dollars appropriated/expended and milestone/spending performance compared to budget is never presented. Mr. Clift said in some cases, project budgets have been increased and completion dates extended without Board notification. He recommended checking the MTA for a best practices example.

Mr. Clift discussed poor, even backwards prioritization of capital expenditures. He said Action Items 1802-13 and 1802-20, Delco Lead Storage and Inspection Facility and County Yard projects, are an excellent example of this major strategic problem. Mr. Clift

said while the claim is that these projects are needed to provide safe storage for rolling stock in the next hurricane, that claim was thoroughly debunked in 2013, when it became clear that management failure to heed clear Sandy flood warnings and move rolling stock to existing flood-proof track, and instead moving them to the low-lying Meadowlands Maintenance Complex and Hoboken Yard, was the proximate cause of damage to a third of NJ TRANSIT's fleet.

Mr. Clift believes these projects, currently budgeted at \$734 million, to provide service for a new North Brunswick Station, including a mid-line loop, will not be needed until some distant time when there is much more trans-Hudson tunnel capacity. He believes this project should be significantly reduced or eliminated entirely, with the savings applied to the still unfunded new Hackensack River Bridge and new Hudson River Tunnels.

Board Customer Service Committee Report

Board Member Finkle presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service Update and a report on the Social Media Dashboard. The report on the Social Media Dashboard included examples of improvements implemented into NJ TRANSIT's social media strategy to more proactively communicate with customers.

Board Administration Committee Report

Board Member Finkle presented the report for the Administration Committee. The Administration Committee received a Financial Update.

Board Capital Planning, Policy, and Privatization Committee Report

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items for the: Selection of Locally Preferred Alternative for the Northern Branch Corridor; Avandale Bus Park & Ride Facility Expansion; Construction Management and Construction Assistance Services for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project; Construction Management Contract Amendment for the 69th Street Grade Separation Project; Facility Inspection and Condition Assessment Services for Transit Asset Management; Grant of Hamilton Easement; Amtrak Easement Purchase for the Elizabeth Rail Station Reconstruction Project; and Acquisition of City of New Brunswick Property for the County Yard Improvements Project.

Executive Director's Monthly Report

Executive Director Santoro said Human Resources recently held a successful "speed-hiring" event for rail electricians on Saturday, February 3, 2018 at Bergen Community College. The event attracted approximately 400 applicants for the positions of

Electrician/Lineman, Signal Maintainers and Communications Trainees. He noted interviews were already underway and offers will soon be extended to successful candidates.

To address longer term needs for rail operations, NJ TRANSIT was finalizing an agreement with Rutgers University, regarding its first-in-the-nation Railroad Research and Educational Program. This Rail Resource Program integrates a portfolio of intellectual resources at Rutgers to address NJ TRANSIT's current and emerging needs in a variety of areas including track infrastructure, rolling stock, train operation and system safety. The effort convenes the top-tiered researchers at Rutgers from multiple disciplines such as Civil Engineering, Electrical, Computer and Mechanical Engineering and Information Science to conduct implementable rail research and provide timely technical support.

Rutgers is currently the only institution in the New Jersey-New York metro area teaching regular railroad engineering and transportation courses, creating a pipeline of future railroad professionals. NJ TRANSIT looks forward to continuing this relationship and the ideas, research and strategies that come to fruition

NJ TRANSIT continues to listen to customers. Their feedback is critical to knowing how effective the transportation system is operating. Executive Director Santoro introduced Susan O'Donnell to present the results from the latest customer Scorecard (see attached).

Ms. O'Donnell was pleased to share the Fall 2017 customer satisfaction survey results. This marked the 25th tracking period and they were in the seventh year of NJ TRANSIT's online customer satisfaction survey. The methodology has stayed consistent so that customer satisfaction scores can be tracked over time. As always, customers were asked to rate their satisfaction across 42 attributes of service on a zero-to-10 scale, and also select the three most important attributes. The survey was launched on November 8, 2018 and was open until December 1, 2018.

The Fall 2017 Customer Satisfaction Survey response rate increased to 5.3 percent from response rates of 2.9 percent and 3.9 percent in the last two surveys. The next slide showed ridership, number of survey responses and the response rates by mode for the current Fall 2017 Survey, the previous survey conducted in the Spring of 2017 and the previous Fall survey conducted in the Fall of 2016. The current Fall 2017 survey includes responses from nearly 24,000 customers. This more survey responses for the total system and by mode than either the Spring 2017 or the Fall 2016 surveys.

Customers were asked to rate their overall satisfaction with NJ TRANSIT on a scale of 0 to 10 where 10 is excellent, 5 is acceptable and 0 is unacceptable. The overall satisfaction score increased to 6.0 from the Spring 2017 score of 5.6. On the next slide they took a little deeper look at the overall satisfaction score. The chart showed the system-wide overall satisfaction ratings distribution indicating the percent of customers that gave each rating score. They found 35 percent of customers selected one of the

top three ratings (8, 9 or 10) to indicate their overall satisfaction with NJ TRANSIT while 12 percent of customers rated their overall satisfaction one of the bottom three ratings (0, 1, or 2).

The next chart was similar to the previous slide but included the ratings distribution from the Spring 2017 survey (shown by the grey bars) to compare the two surveys and provided more detail about the improvement shown in the overall satisfaction scores. Fewer customers from the current survey rated their overall satisfaction low and more rated their overall satisfaction acceptable or better as compared to the spring survey. The largest increase is in customers that gave an overall acceptable satisfaction score of 5. The percent of customers that gave a rating of 5 or better also increased from 64 to 73 percent.

The next chart compared the overall satisfaction by mode results from the Fall 2017 survey (bright orange bars) to the prior survey in the Spring of 2017 (gray bars), the Fall Survey in 2016 shown with lighter orange bars, and the 2011 baseline scores shown in blue. The overall satisfaction score for Rail saw the greatest increase to 5.5 from a score of 3.8 in the Spring of 2017 when there were often rail delays at Penn Station New York because of the speed restriction due to ongoing Amtrak work.

Customer's overall satisfaction with Bus was 6.1 for the Fall 2017 survey and 6.5 for the Spring 2017 survey. Overall satisfaction for Access Link decreased from 8.0 in the Spring of 2017 to 7.5 for the current Fall 2017 survey. Even though the score decreased for Access Link, it has the highest overall customer satisfaction score among the 16 markets measured. The overall satisfaction scores for Light Rail remained the same as in the Spring 2017 survey with a score of 6.7.

Ms. O'Donnell showed a slide with the overall satisfaction rating distributions by mode. The most common score for all modes was 5 – Acceptable. Ideally, NJ TRANSIT's efforts should focus on moving the tails of the chart – seeing an increase in the top three ratings (8 or above) and a decrease in the bottom three ratings (2 or less). For the Fall 2017 survey, 36 percent of Bus customers, 28 percent of Rail customers, 46 percent of Light Rail customers and 61 percent of Access Link customers gave an overall satisfaction score of 8, 9 or 10.

Seventy five percent of customers were very or somewhat likely to recommend NJ TRANSIT to a friend or relative, which was a notable increase from the Spring 2017 survey and matched the Fall 2016 survey results.

The Key Driver analysis identified the most important attributes that NJ TRANSIT was falling short on delivering. Customers rated 42 attributes of service and then selected the top three specific attributes that were most important to them. Attributes were ranked from most important to least important based on the percentage of customers selecting the attribute. The key drivers are the attributes that were most important (Top 10 within the market/mode) and had low satisfaction (below the overall satisfaction

within the market/mode). The Key Driver analysis was performed for the four modes and 16 markets.

The Key Drivers to Improve Chart is a tool developed as part of the Scorecard program and was used by the agency to focus on areas that customers deem most important. Ms. O'Donnell showed a slide with the Key Drivers for Bus, Rail and Light Rail and the next slide showed the Key Drivers for Access Link.

Attributes with a grey diamond symbol were key drivers in the Spring and Fall of 2017. Attributes with an orange plus sign were key drivers in the Fall of 2017 but not in the Spring of 2017. Attributes with a blue minus sign were key drivers in the Spring of 2017 but were no longer key drivers.

There were a lot of new key drivers for the Fall 2017 survey. After she reviewed the Access Link Key Drivers on the next slide, she would provide some additional information about key drivers on the following slide.

For Access Link, on-time performance, overall trip time, reservationists, and scheduling continued as key drivers for the Fall 2017 survey. Fares and payment options were new key drivers and comfort on-board dropped off the key driver list for the Fall 2017 survey.

Ms. O'Donnell showed a slide that gave an example, using Rail, of how the satisfaction level for attributes and the ranking of attributes as important by customers places a particular attribute on the Key Drivers List. The vertical bars showed the individual satisfaction level for each attribute and the dashed horizontal lines showed overall satisfaction scores for the Rail Market. Gray represented the results from Spring 2017. Orange represented the results from Fall 2017. Solid shading meant that attribute was considered a key driver.

On-time performance (OTP) was a key driver for both the Spring and Fall 2017 surveys as shown with solid orange and grey shaded bars. Handling service disruptions was a key driver in the Spring 2017 survey but not for the current survey and seating availability was NOT a key driver in either survey.

For further clarification, even though customers scored on-time performance higher in the Fall Survey than the Spring Survey (5.3 in the fall compared to 3.6 in the spring), on-time performance was a key driver in both surveys because in both surveys it was considered important by customers and the scores were below the corresponding Rail overall satisfaction scores.

Both the Spring and Fall scores for handling of service disruptions were below the respective overall satisfaction scores for each survey, but handling of service disruptions was only considered important (one of the top ten attributes) in the Spring survey so it was not a key driver in the current survey. In both the Spring and Fall of 2017, seating availability was considered important by customers but it scored higher

than the rail overall satisfaction score for each survey so it was not considered a key driver in either survey.

Ms. O'Donnell showed a slide with the top 10 attributes in terms of importance by mode. Adjacent to each attribute in parenthesis was its satisfaction score. Adjacent to each mode was the overall satisfaction score for the reflective mode. As a reminder, an attribute was considered a key driver if it was of high importance to customers (one of the top 10) and scored below the overall satisfaction score for that mode (or market).

Each mode had several attributes that were of higher importance (with a higher percentage of customer selecting it in their top three) while other attributes were of less importance. For example, as shown on the bus chart in the upper left corner, weekday AM peak schedule the top attribute and trip time the 10th attribute in terms of importance were both key drivers but their relative importance was not the same to customers. This information reminds them that they still need to remain vigilant to continue to monitor and maintain the service attributes most valued by customers.

In summary, the overall customer satisfaction score for the current survey was 6.0. The likelihood to recommend NJ TRANSIT increased from 65 percent to 75 percent. Scores, customer comments, and key driver information will be shared with NJ TRANSIT's operating units. The comments help them understand the scores and the attributes of service that drive satisfaction for NJ TRANSIT's customers. All of the scores and reports will be posted on NJ TRANSIT'S website. The next survey will be administered this Spring.

Executive Director Santoro said there were items on the agenda for consideration related to the Delco Lead/County Yard Improvement project. This effort will enhance the resiliency of NJ TRANSIT's rail system to the impacts of extreme weather. To help explain these projects further, they prepared a short video which they played.

Last Thursday, thousands of Eagles fans from New Jersey used NJ TRANSIT to get to the big victory parade in Philadelphia. With only a few days to plan for this major event, Executive Director Santoro commended their team for an outstanding job.

In a short time period, they were able to move additional equipment, crews and personnel to South Jersey to deliver rail, bus, light rail and police operations. Using lessons learned from a decade ago with the Phillies parade, they were able to make necessary adjustments to our services to accommodate the Eagles celebration.

Executive Director Santoro thanked all of NJ TRANSIT's employees who helped make this a success; from planning a course of action and contingencies for all scenarios to customer service ambassadors who bundled up in the cold to assist customers at stations and on platforms. Behind the scenes, NJ TRANSIT's Emergency Operations Center worked as the central hub, keeping all of the business lines informed of the current situation so adjustments could be made in real time, while keeping everyone on the same page. They were able to foresee challenges before they occurred and through

diligent planning we were prepared to keep customers moving seamlessly. He congratulated everyone on a job well done.

Executive Director Santoro said February is a time when they honor the achievements of African-Americans during Black History Month. At NJ TRANSIT, they take this opportunity to acknowledge those achievements in the transportation industry.

When thinking about Black History Month, one cannot help but reflect on civil rights icons like Martin Luther King Jr. and Rosa Parks, whose bravery and commitment to equality helped pave a brighter future for everyone. That commitment to fairness and equality lives on today in NJ TRANSIT's civil rights policies and programs. In the coming months, they plan to hold a number of informational sessions to inform employees of these civil rights programs and to continue honoring the achievements of those who have come before.

Executive Director Santoro said last but certainly not least, on January 25th, he had the pleasure of attending the Women's Transportation Seminar's 2018 awards ceremony where Board member Flora Castillo was honored with the 2018 WTS Rosa Parks Diversity Leadership Award. The award is presented each year to someone who takes initiative to facilitate professional opportunities for women and minorities, and promotes diversity, inclusion and multi-cultural awareness.

Executive Director Santoro said Flora embodies all of those attributes and he can't think of another person more deserving of such an honor. He said there was no doubt that her work and advocacy at NJ TRANSIT over the past two decades has impacted countless lives for the better. He congratulated Board Member Castillo.

Assemblyman Gordon Johnson, member of the New Jersey Assembly for the 37th District in North Eastern Bergen County, expressed support for Action Item 1802-11 which selects the extension of the Hudson-Bergen Light Rail to Englewood Hospital as a preferred alternative for the Northern Branch. In Bergen County, they have been hearing about this Hudson-Bergen Light Rail for a long time and it never got to Bergen. Hopefully with the Board's support, they will see this project start and the terminus will be at Englewood Hospital. He said the main objective is to get people off highways in cars or buses, and reduce the demand at the Port Authority Bus Station in New York. Assemblyman Johnson believes this system when employed will do that.

He thanked Chief Trucillo for hiring more law enforcement officers and extended thanks to Executive Director Santoro for his support and service in such challenging times.

Action Items

1802-11: NORTHERN BRANCH CORRIDOR: SELECTION OF LOCALLY PREFERRED ALTERNATIVE

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-11 for approval.

Eric Daleo recommended approval of Item #1802-11, Northern Branch Corridor: Selection of Locally Preferred Alternative. Approval was requested to adopt the Northern Branch Corridor Locally Preferred Alternative as shown on Figure 1 and described in the Supplemental Draft Environmental Impact Statement dated March 2017.

Approval was also requested to submit the Northern Branch Corridor Locally Preferred Alternative to the North Jersey Transportation Planning Authority Board of Trustees for designation and inclusion in the North Jersey Transportation Planning Authority’s Long-Range Regional Transportation Plan.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-12: AVANDALE BUS PARK & RIDE FACILITY EXPANSION: CONSTRUCTION CONTRACT AWARD

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-12 for approval.

Eric Daleo recommended approval of Item #1802-12, Avandale Bus Park & Ride Facility Expansion: Construction Contract Award. Approval was requested to enter into NJ TRANSIT Contract No. 17-009X with South State, Inc. of Bridgeton, New Jersey, for the construction of the Avandale Bus Park and Ride Facility expansion at a cost not to exceed \$3,741,875, plus five percent for contingencies, subject to the availability of funds.

Board Member Mary K.E. Maples moved the resolution, Board Member James C. Finkle Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-13: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT: CONSTRUCTION MANAGEMENT AND CONSTRUCTION ASSISTANCE SERVICES

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-13 for approval.

Eric Daleo recommended approval of Item #1802-13, NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project: Construction Management and Construction Assistance Services. Approval was requested to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey in the amount of \$353,826, plus five percent for contingencies, to provide construction support services in support of the Early Action Construction phase of the Delco Lead/County Yard project, subject to availability of funds. This authorization will bring total contract authorization to \$30,445,365.

Approval was also requested to enter into NJ TRANSIT Contract No. 15-049 with a joint venture team of Urban Engineers/Tishman Construction Corporation of Cherry Hill, New Jersey, for the provision of Construction Management Services during the Delco Lead/County Yard Project Early Action Phase and Phase II pre-construction phase in the amount of \$2,108,080, plus five percent for contingencies, subject to availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-14: 69TH STREET GRADE SEPARATION PROJECT: AMENDMENT TO CONSTRUCTION MANAGEMENT CONTRACT 09-130

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-14 for approval.

Eric Daleo recommended approval of Item #1802-14, 69th Street Grade Separation Project: Amendment to Construction Management Contract 09-130. Approval was requested to amend the NJ TRANSIT Contract No. 09-130 with STV Inc. for construction management services in the amount of \$600,000 plus five percent for

contingencies, for the 69th Street Grade Separation Project through December 7, 2018, for a total contract authorization of \$4,100,000, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-15: BROKER SERVICES FOR CORPORATE INSURANCE AND RISK MANAGEMENT INSURANCE PROGRAM

Executive Director Santoro introduced Michael Lihvarcik, Interim Chief Financial Officer and Treasurer, who presented Action Item #1802-15 for approval.

Michael Lihvarcik recommended approval of Item #1802-15, Broker Services for Corporate Insurance and Risk Management Insurance Program. Approval was requested to enter into NJ TRANSIT Contract No. 18-009 with Marsh USA to act as NJ TRANSIT’s Risk Management/Insurance Broker for three years with the option to continue to contract with the broker for up to two years with compensation capped at \$445,000 annually, plus five percent for contingencies.

All expenditures are subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-16: TRANSIT ASSET MANAGEMENT: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-16 for approval.

Eric Daleo recommended approval of Item #1802-136, Transit Asset Management: Facility Inspection and Condition Assessment Services. Approval was requested to enter into NJ TRANSIT Contract No. 18-026 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations and other locations as required in an amount not to exceed \$499,717.61, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to enter into NJ TRANSIT Contract No. 18-025 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides and other locations as required in an amount not to exceed \$271,662.29, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to enter into NJ TRANSIT Contract No. 18-024 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hudson-Bergen Light Rail System Shops and Stations and other locations as required in an amount not to exceed \$265,062.35, plus five percent for contingencies, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

Executive Session Authorization

At approximately 10:07 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, acquisition of real property with public funds, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

Board Member Mary K.E. Maples moved the resolution, Board Member James C. Finkle Jr. seconded it, 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 11:37 a.m.

1802-17: NJ TRANSIT GRANT OF HAMILTON EASEMENT

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-17 for approval.

Eric Daleo recommended approval of Item #1802-17, NJ TRANSIT Grant of Hamilton Easement. Approval was requested to take all actions necessary to negotiate and grant an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876 square feet (0.20 acre) of land adjacent to NJ TRANSIT’s Hamilton Rail Station based on market valuations in the amounts discussed in Executive Session and subject to conditions for the protection of NJ TRANSIT interests.

Board Member Flora M. Castillo moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-18: ELIZABETH RAIL STATION RECONSTRUCTION PROJECT: AUTHORIZE PURCHASE OF AN EASEMENT FROM AMTRAK WITHIN THE NORTHEAST CORRIDOR RIGHT-OF-WAY AT MILEPOST 14.1, ELIZABETH STATION

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-18 for approval.

Eric Daleo recommended approval of Item #1802-18, Elizabeth Rail Station Reconstruction Project: Authorize Purchase of an Easement from Amtrak within the Northeast Corridor Right-Of-Way at Milepost 14.1, Elizabeth Station. Approval was requested to negotiate and enter into an Agreement with Amtrak to purchase additional easements from Amtrak located on the Northeast Corridor Milepost 14.1 in the City of Elizabeth, NJ, in the amount discussed in Executive Session in order to proceed with extension and rehabilitation of platforms located at the Elizabeth Train Station, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K.E. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-19: COUNTY YARD IMPROVEMENTS PROJECT: ACQUISITION OF CITY OF NEW BRUNSWICK PROPERTY

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1802-19 for approval.

Eric Daleo recommended approval of Item #1802-19, County Yard Improvements Project: Acquisition of City of New Brunswick Property. Approval was requested to take any and all actions to acquire, in accordance with the Eminent Domain law of 1971, from the City of New Brunswick a portion of the property located at 400 Jersey Avenue (Block: 242, Lot 10.03), New Brunswick, NJ (County Avenue access road), also known as parcels 8A, PAE8B, RTE8F, TE8E, and E8D, in the amount of the approved appraisal together with contingency, as discussed in Executive Session, subject to the availability of funds.

Approval was also requested, if necessary, to file and record a condemnation complaint and declaration of taking to acquire said parcels and deposit the estimated just compensation with the Clerk of the Superior Court.

Board Member James C. Finkle Jr. moved the resolution, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1802-20: APPOINTMENT OF EXECUTIVE DIRECTOR

Chair Gutierrez-Scaccetti said it was her pleasure to present Action Item #1802-20 for approval. She said as the Board knows, Executive Director Santoro submitted his resignation.

Chair Gutierrez-Scaccetti recommended approval of Item #1802-20, Appointment of Executive Director. Approval was requested to appoint Kevin S. Corbett as Executive Director of NJ TRANSIT who will serve at the pleasure of the Board of Directors effective February 19, 2018 at a salary of \$280,000.

Board Member Mary K.E. Maples moved the resolution, Board Member James C. Finkle Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

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

Chair Gutierrez-Scaccetti congratulated Kevin Corbett and said he has a big job ahead of him. She welcomed him to NJ TRANSIT. Chair Gutierrez-Scaccetti thanked Executive Director Santoro for his service and continued support of Kevin Corbett and her over the next several months of transition. She wished him well in the future, and said she looks forward to their continued relationship and his support over the next few months.

Public Comments on Other Matters

There were seven speakers on other matters. Board Secretary Zuczek reminded speakers public comments would be limited to five minutes.

Stephen Thorpe welcomed the new Board Chair and Board Members and said he looks forward to new things with this new Administration. He believes a fresh set of ears hearing the things for the first time is great. Mr. Thorpe said some of the things he spoke about he was not saying for the very first time to the Board. He noted they were totally out of the purview of Board including the legislation that was going to the assembly about changes to NJ TRANSIT.

Mr. Thorpe said he was not at all comfortable with this legislation and he was not sure how everyone else felt about it. He was not happy about some of the provisions. Mr. Thorpe would like to see more statutory independence of this Board from the State of New Jersey. He always thought this to be a quasi-governmental entity. As an example, he noted NJ TRANSIT does not have its own legal staff, but instead uses the Law Department from the State Attorney General’s Office. Mr. Thorpe said settlements and monies appropriated have to be vetted through the Attorney General’s Office.

Mr. Thorpe said there was not enough independence when the Governor asked for resignations of certain employees. He believes the Governor should not be involved in the daily operations at NJ TRANSIT. Mr. Thorpe said he has worked at places before where he was micromanaged and he did not like it at all. He believes this does not allow people to have the independent thinking that is needed to do their job.

Mr. Thorpe said he noticed improvements were being done at the Elizabeth Station and in his hometown of Winfield Park, and his hometown station is the Linden Train Station. He believes the governing body in the township has certain obligations and NJ TRANSIT has

some as well. Mr. Thorpe said some things were finally being addressed largely due to Councilman Roman in Linden. He believes every station is reflective to customers in how NJ TRANSIT handles its property. Mr. Thorpe asked what a person would think when they go to a station that is rundown or a disabled person or senior citizen cannot get around. He said on the Northeast Corridor at times certain tracks were shut down and the low level is very difficult for people to move down steps and cross a track when the distance is approximately two-feet. Mr. Thorpe said if these stations are not kept up it will give people a bad impression and they will not want to use the NJ TRANSIT stations.

Another station that is important to Mr. Thorpe is the Port Jervis Station which he uses frequently and is not accessible. He said several people have complained about this and have to go to Middletown. Mr. Thorpe said some of the other stations on this line have mini-high level platforms with handicap accessibility.

Mr. Thorpe again welcomed Chair Gutierrez-Scaccetti and said he looks forward to working with them to do great things for NJ TRANSIT.

Dan Fatton, Executive Director of the Work Environment Council, the nation's first state-based blue green alliance, a partnership of labor, environment, and community organizations dedicated to safe, secure jobs and a healthy, sustainable environment. He is also a co-founder of Jersey Renews. Mr. Fatton said more than 60 organizations have joined them and are calling for state-based action on climate change. He said Jersey Renews was founded in January, 2017 in recognition of the urgency of their climate crisis, and partially in response to a lack of leadership at the federal level.

Mr. Fatton said Jersey Renews has a whole suite of policy recommendations that they presented to the new Administration but he highlighted those related to transportation. He said nearly 50 percent of greenhouse gas emissions in New Jersey come from the transportation sector; light-duty automobiles, like a standard family car, are the dominant source of transportation emissions, but heavy-duty vehicles, typically diesel trucks for industrial or commercial use, are also a significant source of emissions.

Mr. Fatton said particulate matter from the transportation sector contributes to poor air quality and negatively impacts residents' health. He said according to the American Lung Association's *2017 State of the Air Report*, 11 counties in New Jersey received a failing grade on air quality. Mr. Fatton said New Jersey residents, particularly those in urban areas, are subject to high concentrations of greenhouse gas emissions and air pollution, resulting in higher rates of asthma and other respiratory illnesses. In New Jersey, one in 13 people have asthma. He said they must recognize that they have a problem, from a climate perspective, and with regard to public health.

Mr. Fatton said Jersey Renews has developed a series of policy recommendations, and he would particularly encourage them to review the transportation brief. He discussed a few highlights, noting every traveled mile converted to electric is 70 percent cleaner than a gas-powered mile. Mr. Fatton said increased range and more affordable pricing make electric vehicles a practical choice for New Jersey's commuters. They have already asked

the Legislature to bring forward more good policy to support electric vehicle infrastructure. They support setting a goal of 2 million electric vehicles on the road by 2035, and would like to see major investment in electric vehicle charging infrastructure to ensure electric vehicles are accessible in cities, as well as suburban and rural communities. He said increasing the number of electric vehicles on the road is a crucial step to meeting the state's emissions reduction goals.

Mr. Fatton said more importantly, statewide they need electrified public fleets of buses, trucks, trains and electrified ports. He said last week in Jersey City, Mayor Fulop announced a new local initiative to install electric vehicle charging stations and transition the municipal fleet to electric power. Mr. Fatton said it would be helpful for NJ TRANSIT to think about how best to encourage and incentivize the transition of more of its fleet to electric vehicles.

Mr. Fatton said New Jersey has a robust transit network with more than 4,000 buses regularly carrying a majority of daily transit riders throughout the state. He said replacing one diesel bus with an electric bus is like replacing more than 20 cars, so there is an opportunity to dramatically improve air quality with each bus replacement. With nearly 300 buses still left to purchase in the 2020 capital program, he believes NJ TRANSIT can immediately prioritize the purchase of electric buses, dramatically reducing emissions. Mr. Fatton recommended thinking about the procurement process for future capital programs to ensure they transition more buses, and other state fleets to zero emissions vehicles. He would also like to see more transparency and an annual update of where they are in the procurement process in transitioning and acquiring new vehicles; and having this available online would be very helpful.

Mr. Fatton said the report of Governor Murphy's Environment and Energy Transition Advisory Committee, on which he had the pleasure of serving, identified confronting climate change and addressing environmental justice disparities as two major priorities for the new administration. He said New Jersey has already taken steps to become a leader in electric vehicles by being the first state to adopt a Clean Cars program, but increasing the number of electric vehicles on the road and converting public fleets (especially buses) to electric is a crucial step to meeting the state's emissions reduction goals and improving the health of urban and heavily-trafficked areas. Mr. Fatton believes transitioning the transportation sector, particularly if their electric system continues to be powered by more renewable energy, will allow for continued transit mobility with reduced emissions, and expanded job opportunities to build, maintain and operate electric transit systems.

Murray Bodin talked about how the Waze App on his telephone has all of the speed limits on it. He suggested giving every engineer an inexpensive telephone like his and loading an app that would tell them when the train was going too fast. Mr. Bodin believes this type of app would be loud enough and great at keeping the engineer alert to prevent accidents like the ones that happened in Hoboken and Washington State.

Mr. Bodin said within months there would be taxis driving around in Pittsburgh without drivers, driving themselves in a manner safer than older drivers his age. He left information

about the *Emperor's New Clothes* for the Board to read. Mr. Bodin said Positive Train Control (PTC) was useless and it was based on the IBM mainframe, and IBM has not built computer in years.

Mr. Bodin believes PTC is the biggest fraud going on right now and NJ TRANSIT is spending billions of dollars on something that has no value. He asked whose responsibility it is to say they have invested too much money on Positive Train Control. Mr. Bodin said 20 years ago it was good, but now it was not and recommended obtaining an app instead to control the speed of the trains.

Tim Sevener welcomed the new Board Members and leaders of NJ TRANSIT. He noted they face major challenges insuring future improved Trans-Hudson green transit mobility. When funding is secured, he believes NJ TRANSIT can make major improvements in a much shorter timeframe by simply restoring major cuts in Hoboken train service suffered since 2006. Mr. Sevener said Hoboken was a crucial transit hub providing access to New Jersey points, including Hoboken itself, and the Hudson-Bergen Light Rail to Jersey City, Bayonne and Weehawken, and in a few years Bergen County towns.

Mr. Sevener said during the legendary "Summer of Hell" commuters found getting to New York City was not as bad as they feared via Hoboken's ferries and PATH trains. He noted not only does Hoboken have lots of tracks without the stampede to the roulette wheel track number inflicted at New York Penn Station, but also has far more reliable service without the complexities of running 24 trains per hour through bottleneck tunnels.

Mr. Sevener said his 2014 study of train alerts showed that Midtown Direct service suffered 33 out of 49 train alerts and three times Midtown delays were so bad that trains were forced to be rerouted to Hoboken anyway. He suggested restoring Hoboken options they formerly had. Mr. Sevener does not understand why NJ TRANSIT axed 22 weekday Morristown trains to Hoboken when it is a gateway to so many destinations in New Jersey as well as a faster route to downtown Manhattan via the PATH and ferry. He does not believe it was due to lack of ridership.

Mr. Sevener has ridden the train to various jobs since 1996, always in New Jersey and in 2008 when most of these cuts were enacted the trains were packed as gas prices hit \$4 per gallon. He said they could not find parking in Mount Tabor lot even though most of the riders walked to the train station. Mr. Sevener said major train cuts were executed with the lame excuse that the price of diesel also rose on trains that can run on potentially green electricity.

Mr. Sevener said they were already paying for tracks and stations so why waste that capital by not actually running trains on them. He thinks it is even worse that it takes over two hours on the Morristown Line to get to Hoboken on the weekend when he could take the Amtrak to Washington, D.C. in two and a half hours. Mr. Sevener said all that is required to restore weekend Hoboken service on the Morris & Essex Gladstone Line is to hire more employees to run the trains since there is equipment available on weekends. Mr. Sevener said for weekday Hoboken service it was extremely likely that not only will

new employees need to be hired but also new electric multiple unit railcars ordered. He said Metro-North was already in the process of ordering electric multiple unit railcars and NJ TRANSIT could follow their lead. Mr. Sevenser said they do not need huge double deckers, but rather just a three railcar electric multiple unit train would provide critical service which can be expanded as ridership rebounds.

Mr. Sevenser said on the Boonton Line it was incredible that the last eastbound train west of Montclair State University was 9:00 a.m. He said the Boonton Line previously ran eastbound trains until 1:30 p.m. which could provide critical green transit access to Montclair State University, William Paterson University, Bloomfield College, Steven Institute of Technology and other colleges. Mr. Sevenser believes they are wasting rail capital when they do not run trains which formerly ran. He believes the biggest bang for the buck, which will be vital as Trans-Hudson access is built, is to actually run trains on existing rail lines. Mr. Sevenser said they know this schedule can work because it did in 2006. He looks forward to seeing this easy improvement restoring NJ TRANSIT train service soon.

Joseph Clift discussed Positive Train Control (PTC) and the Parsons Transportation Group contract for installing PTC for NJ TRANSIT. He complained they have a \$30 million change order with no explanation for it while other change orders have specific changes. Mr. Clift said it appears that the scope of work was unchanged and all the deadlines have been pushed back two-years. He believes the money paid if they are late is minimal compared to what is going on with the major projects in New York and there is very little incentive for them to finish on time. Mr. Clift said the Arrow cars are the oldest fleet that are self-propelled and have to be converted to PTC, and this would be like taking a 1975 car and installing all the new technology of today onto it. He said this fleet is going to be thrown away anyway in five-years because multi-level powered cars will be coming in. Mr. Clift believes a waiver is needed and this would reduce the number of locomotives that have to be converted to PTC by 40 percent.

In regards to the media, Mr. Clift wanted to make it clear that NJ TRANSIT is safe and has an excellent safety record. He does not believe PTC would not have solved the Hoboken crash because it was in the terminal area, nor the North Philadelphia Amtrak crash. Mr. Clift said the existing technology in place now works there.

Mr. Clift provided a handout on Gateway cost estimates and said at \$30 billion it truly was a dream. He does not believe this project is going to happen even with the theoretical 50/50 split with the Federal Government that was no longer valid. Mr. Clift's biggest fear looking at Phase I is that it does not provide any improvements in capacity, while spend \$15 to \$16 billion. He said NJ TRANSIT needs more capacity yesterday and even more tomorrow.

Mr. Clift suggested paring back the existing project to what is needed and said the second page of his handout shows \$1.5 billion to be spent on work that is lower in priority that can be skinned back and spent on new tunnels and new bridges with four tracks. He said the two-track North Portal Bridge is going to be built and they are tearing down an existing

two-track bridge, gaining zero additional tracks. He believes a four track bridge 30-35 feet above the water should be built.

Mr. Clift wants NJ TRANSIT to reprioritize work, and believes if Amtrak continues to be in charge of the design of this project NJ TRANSIT will continue getting the shaft. He hopes with new leadership at the Board and Executive level, NJ TRANSIT can take this project. Mr. Clift said NJ TRANSIT is doing the work but getting their instructions from Amtrak and that really needs to change.

Mr. Clift said NJ TRANSIT not knowing that New York Penn Station was in such terrible shape last year when things fell apart was both an indictment to NJ TRANSIT and Amtrak. He urged NJ TRANSIT to get closely involved with Amtrak to see what is going on and make sure NJ TRANSIT knows the status of New York Penn Station. Mr. Clift said NJ TRANSIT is paying about \$80 million per year and this buys some credibility even though NJ TRANSIT is a year behind on payment. He urged NJ TRANSIT to catch up on the payment.

Mr. Clift said there was currently no money to build a Northern Branch. He said this was a \$1.2 billion project and this would be a great project to consider going forward.

Mr. Clift asked the Murphy Administration to rescind the letter asking some of the NJ TRANSIT executives to resign.

Kin Gee said in August 2016 JCP&L filed a petition with the Board of Public Utilities (BPU) to build a 10-mile long 230,000-volt transmission line from Aberdeen to Red Bank in Monmouth County using NJ TRANSIT's right-of-way. He provided a quick summary, stating the BPU sent a petition over to the Office of Administrative Law to make a recommendation on JCP&L's proposal. Mr. Gee said Judge Gail Cookson presided over this hearing for a year and a half and it was over, with the record officially closed on December 2017. He said Judge Cookson was scheduled to issue a recommendation and send the petition back to the BPU before January 30, 2018, however one-week before the recommendation was due Judge Cookson filed for a 45-day extension. This request was granted by the BPU at its Board meeting that was held on January 31, 2018. Mr. Gee said Judge Cookson is now scheduled to issue her decision in 30 days.

Mr. Gee said many public officials including Governor Murphy issued a statement against this project more than a year ago. He said Senator Cory Booker, Congressman Frank Pallone, other elected officials, Division of Rate Counsel and over 6,000 residents have voiced their opposition to JCP&L's proposal. Mr. Gee said the stated reason for this project was due to what is called a reliability contingency called P-7, however, it was discovered during the hearing that JCP&L started this project almost one-year before they were notified of the P-7 contingency. He said they believe that JCP&L filed for this project under a pretext, and this project is not needed and is motivated by greed because of the financial incentives offered by the Federal Government. Moreover, Mr. Gee said RAGE's own electrical expert presented a viable solution to JCP&L's proposal which was \$80 million cheaper and without the dangers and detriment it would cause to the residents.

Mr. Gee also discussed the width of the right-of-way, noting the minimum right-of-way for this type of project was 150 feet wide, but NJ TRANSIT's right-of-way was only 100 feet wide and has an active commuter train line in it. He noted former Vice Chairman Meisel thought this was the most unworthy project he has even seen. Mr. Gee said this project was not core to NJ TRANSIT's mission of providing safe, reliable, convenient transportation, and it was not in the public interest to allow use of the right-of-way.

Rachael Kanapka, President of the citizens group RAGE, Residents against Giant Electric, said RAGE has about 6,000 members and formed two summers ago when JCP&L announced their plans to wedge brand new, 10 foot wide steel poles inside NJ TRANSIT's very narrow, very densely surrounded North Jersey Coast Line rail corridor. Ms. Kanapka said the high voltage lines these poles would carry would run directly above NJ TRANSIT's trains, stations and passengers every day. She noted nowhere in the country has a transmission line like this ever been constructed, and for good reason. Ms. Kanapka said there is so much wrong with JCP&L's plan that it is hard to know where to begin. She could talk for days about all the dangers and risks these new power lines would introduce. Ms. Kanapka said the most important thing to know is that this project plan is not and has never been about need; it's all about greed. She said JCP&L and their parent company, First Energy, are doing this to make money.

Ms. Kanapka said RAGE has raised \$500,000 through donations of \$25 and \$50 at a time, so they could hire top-notch experts and an attorney to fight this. She said the electrical engineer they hired ran extensive power simulation based on JCP&L's own data and testified in court proceedings that a new transmission line was not needed, and the New Jersey Division of Rate Counsel's electrical expert agreed. Ms. Kanapka said a transmission line in this case would be an overkill solution to a problem that can be solved in simpler, less invasive, less costly ways. She said JCP&L did not take any of these options because transmission lines make money more than any other type of project, because of an outdated program by the FERC that has very attractive financial kickbacks attached to them. Ms. Kanapka said JCP&L will not profit from other solutions like they will from a transmission line, which is why they are trying to push one as the "right" solution, but it is not. She said it is the most dangerous solution, and would put thousands of NJ TRANSIT passengers and the residents living along your North Jersey Coast Line at risk, every single day.

Ms. Kanapka said her fellow RAGER Kin Gee just gave a good summary of where they are after multiple months of court proceedings in the OAL. She said they are awaiting the judge's decision, which then will go to the state Board of Public Utilities (BPU). Ms. Kanapka said if God forbid she rules to allow this project, and the BPU upholds that decision, then all eyes will turn to NJ TRANSIT. She said JCP&L can't build on the land without NJ TRANSIT's permission. Ms. Kanapka urged if that day comes to say no.

Ms. Kanapka said they have shared a lot of information with over the past 2-years, and recommended looking back to the minutes and video from the October 13, 2016 Board Meeting, when they had over a dozen public officials and nearly 100 members of the

public show up and listen to what they all said. She said to look at the meetings since then, and see Kin Gee, her and others continually showing up and urging NJ TRANSIT to nip this entire thing in the bud by saying no to JCP&L. Ms. Kanapka said If NJ TRANSIT is put in the position of having to make a decision on this, please look back and review everything they have shared.

If they win, and the spotlight doesn't turn to NJ TRANSIT, Ms. Kanapka asked that they never forget RAGE or their fight. She said to never forget that when JCP&L came to NJ TRANSIT they were out for their best interests, not NJ TRANSIT's, and they were more than willing to put the safety of NJ TRANSIT's customers and employees at risk for their own financial gain. Ms. Kanapka said at any point since 2011 when JCP&L first approached NJ TRANSIT about this, NJ TRANSIT could have denied JCP&L's occupancy permit request and stopped this project dead. She will never know the reason why NJ TRANSIT did not, but asked if something like this ever comes back, to remember them and say no. She urged NJ TRANSIT to show their customers that NJ TRANSIT prioritized their safety above all else and will never sell out to utility dangling a check.

Ms. Kanapka said before she ends, she had one last personal thing to say. She knows that as part of the transition plan put forth by Governor Murphy, Board Secretary Joyce Zuczek was asked to submit a letter of resignation. Ms. Kanapka said over the past two years, she found herself unexpectedly learning a lot about NJ TRANSIT during a very trying time, and have listened to and read a lot about the fallout that resulted from years of underfunding and mismanagement. She knows and agrees that critical change is needed to start to fix this, but she also knows that there are some very good, capable devoted people at NJ TRANSIT, and Joyce is the best of them. Ms. Kanapka wanted to publicly acknowledge and thank Joyce for how incredibly patient, helpful and professional she has been. She said of all the people at the multiple New Jersey State agencies that she interacted with because of this fight, Joyce stands out far in front as the most kind, capable, and truly respectful person she met. Ms. Kanapka said NJ TRANSIT is lucky to have her, now and for the past 39 years. She said Joyce is a wealth of institutional knowledge and a very trustworthy public-facing ambassador for NJ TRANSIT. Ms. Kanapka asked that whoever is in charge of determining Joyce's future to please keep that in mind.

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Mary K.E. Maples seconded by Board Member James C. Finkle Jr., and unanimously adopted. The meetings were adjourned at approximately 12:19 p.m.

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

FEBRUARY 14, 2018

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	52090
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT JUNE 2018)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	52091

ACTION ITEMS

1802-11	NORTHERN BRANCH CORRIDOR: SELECTION OF LOCALLY PREFERRED ALTERNATIVE	52131
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Authorization to adopt the Northern Branch Corridor Locally Preferred Alternative as shown on Figure 1 and described in the *Supplemental Draft Environmental Impact Statement* dated March 2017.

Authorization to submit the Northern Branch Corridor Locally Preferred Alternative to the North Jersey Transportation Planning Authority Board of Trustees for designation and inclusion in the North Jersey Transportation Planning Authority's Long-Range *Regional Transportation Plan*.

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
FEBRUARY 14, 2018
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PAGE 2

**1802-12 AVANDALE BUS PARK & RIDE FACILITY EXPANSION: CONSTRUCTION 52164
CONTRACT AWARD**

Authorization to enter into NJ TRANSIT Contract No. 17-009X with South State, Inc. of Bridgeton, New Jersey, for the construction of the Avandale Bus Park and Ride Facility expansion at a cost not to exceed \$3,741,875, plus five percent for contingencies, subject to the availability of funds.

**1802-13 NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND 52169
INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT
PROJECT: CONSTRUCTION MANAGEMENT AND CONSTRUCTION
ASSISTANCE SERVICES**

Authorization to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey in the amount of \$353,826, plus five percent for contingencies, to provide construction support services in support of the Early Action Construction phase of the Delco Lead/County Yard project, subject to availability of funds. This authorization will bring total contract authorization to \$30,445,365.

Authorization to enter into NJ TRANSIT Contract No. 15-049 with a joint venture team of Urban Engineers/Tishman Construction Corporation of Cherry Hill, New Jersey, for the provision of Construction Management Services during the Delco Lead/County Yard Project Early Action Phase and Phase II pre-construction phase in the amount of \$2,108,080, plus five percent for contingencies, subject to availability of funds.

**1802-14 69TH STREET GRADE SEPARATION PROJECT: AMENDMENT TO 52177
CONSTRUCTION MANAGEMENT CONTRACT 09-130**

Authorization to amend the NJ TRANSIT Contract No. 09-130 with STV Inc. for construction management services in the amount of \$600,000 plus five percent for contingencies, for the 69th Street Grade Separation Project through December 7, 2018, for a total contract authorization of \$4,100,000, subject to the availability of funds.

**1802-15 BROKER SERVICES FOR CORPORATE INSURANCE AND RISK 52180
MANAGEMENT INSURANCE PROGRAM**

Authorization to enter into NJ TRANSIT Contract No. 18-009 with Marsh USA to act as NJ TRANSIT's Risk Management/Insurance Broker for three years with the option to continue to contract with the broker for up to two years with compensation capped at \$445,000 annually, plus five percent for contingencies.

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
FEBRUARY 14, 2018
MINUTES
PAGE 3

All expenditures are subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

1802-16 TRANSIT ASSET MANAGEMENT: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES 52184

Authorization to enter into NJ TRANSIT Contract No. 18-026 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations and other locations as required in an amount not to exceed \$499,717.61, plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 18-025 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides and other locations as required in an amount not to exceed \$271,662.29, plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 18-024 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hudson-Bergen Light Rail System Shops and Stations and other locations as required in an amount not to exceed \$265,062.35, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION: Discuss personnel matters, contract negotiations, acquisition of real property with public funds, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege. 52190

1802-17 NJ TRANSIT GRANT OF HAMILTON EASEMENT 52191

Authorization to negotiate and grant an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876 square feet (0.20 acre) of land adjacent to NJ TRANSIT's Hamilton Rail Station based on market valuations in the amounts discussed in Executive Session and subject to conditions for the protection of NJ TRANSIT interests.

1802-18 ELIZABETH RAIL STATION RECONSTRUCTION PROJECT: AUTHORIZE PURCHASE OF AN EASEMENT FROM AMTRAK WITHIN THE NORTHEAST CORRIDOR RIGHT-OF-WAY AT MILEPOST 14.1, ELIZABETH STATION 52195

Authorization to negotiate and enter into an Agreement with Amtrak to purchase additional easements from Amtrak located on the NEC Milepost 14.1 in the City of

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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Elizabeth, NJ, in the amount discussed in Executive Session in order to proceed with extension and rehabilitation of platforms located at the Elizabeth Train Station, subject to the availability of funds.

1802-19 COUNTY YARD IMPROVEMENTS PROJECT: ACQUISITION OF CITY OF NEW BRUNSWICK PROPERTY 52201

Authorization to take any and all actions to acquire, in accordance with the Eminent Domain law of 1971, from the City of New Brunswick a portion of the property located at 400 Jersey Avenue (Block: 242, Lot 10.03), New Brunswick, NJ (County Avenue access road), also known as parcels 8A, PAE8B, RTE8F, TE8E, and E8D, in the amount of the approved appraisal together with contingency, as discussed in Executive Session, subject to the availability of funds.

Authorization, if necessary, to file and record a condemnation complaint and declaration of taking to acquire said parcels and deposit the estimated just compensation with the Clerk of the Superior Court.

1802-20 APPOINTMENT OF EXECUTIVE DIRECTOR 52206

Appointment of Kevin S. Corbett as Executive Director of NJ TRANSIT who will serve at the pleasure of the Board of Directors effective on February 19, 2018 at a salary of \$280,000.

➤ **PUBLIC COMMENTS ON OTHER MATTERS**

➤ **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the January 15, 2018 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 January 15, 2018 and January 18, 2018;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the January 15, 2018 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.

Phillip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Acting Commissioner
Steven H. Santoro, Executive Director



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

TO: BOARD OF DIRECTORS
FROM: STEVEN H. SANTORO *Steven H Santoro*
DATE: FEBRUARY 14, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – FEBRUARY 2018

Our effort to fill key positions throughout the organization continues. Human Resources recently held a successful "speed-hiring" event for rail electricians on Saturday, February 3rd at Bergen Community College. The event attracted approximately 400 applicants for the positions of Electrician/Lineman, Signal Maintainers and Communications Trainees. Interviews are already underway and offers will be extended soon to successful candidates.

In addressing longer term needs for rail operations, we are finalizing an agreement with Rutgers University regarding its first-in-the-nation Railroad Research and Educational Program. This Rail Resource Program integrates a portfolio of intellectual resources at Rutgers to address NJ TRANSIT's current and emerging needs in a variety of areas including track infrastructure, rolling stock, train operation and system safety. The effort convenes the top-tiered researchers at Rutgers from multiple disciplines such as Civil Engineering, Electrical, Computer and Mechanical Engineering and Information Science to conduct implementable rail research and provide timely technical support. Rutgers is currently the only institution in the New Jersey-New York metro area teaching regular railroad engineering and transportation courses, creating a pipeline of future railroad professionals. We look forward to continuing this relationship and the ideas, research and strategies that come to fruition.

Last Thursday, thousands of Eagles fans from New Jersey used NJ TRANSIT to get to the big victory parade in Philadelphia. With only a few days to plan for this major event, I want to commend our team for an outstanding job. In a short time period, we were able to move additional equipment, crews and personnel to South Jersey to deliver rail, bus, light rail and police operations. Using lessons learned from a decade ago with the Phillies parade, we were able to make necessary adjustments to our services to accommodate the Eagles celebration. I want to thank all of our employees who helped make this a success; from planning a course of action and contingencies for all scenarios to our customer service ambassadors who braved the cold to assist customers at stations and on platforms. Behind the scenes, our Emergency Operations Center worked as the central hub – keeping all of the business lines informed of the current situation so adjustments could be made in real time, while keeping everyone on the same page. We were able to foresee challenges before they occurred and through diligent planning we were prepared to keep customers moving seamlessly. Congratulations to all on a job well done.

February is a time when we honor the achievements of African-Americans during Black History Month. Here at NJ TRANSIT, we take this opportunity to acknowledge those achievements in the transportation industry. When thinking about Black History Month, one cannot help but reflect on civil rights icons like Martin Luther King Jr. and Rosa Parks, whose bravery and commitment to equality helped pave a brighter future for everyone. That commitment to fairness and equality lives on today in NJ TRANSIT's civil rights policies and programs. In the coming months, we plan to hold a number of informational sessions to inform our employees of these civil rights programs and to continue honoring the achievements of those who have come before us.

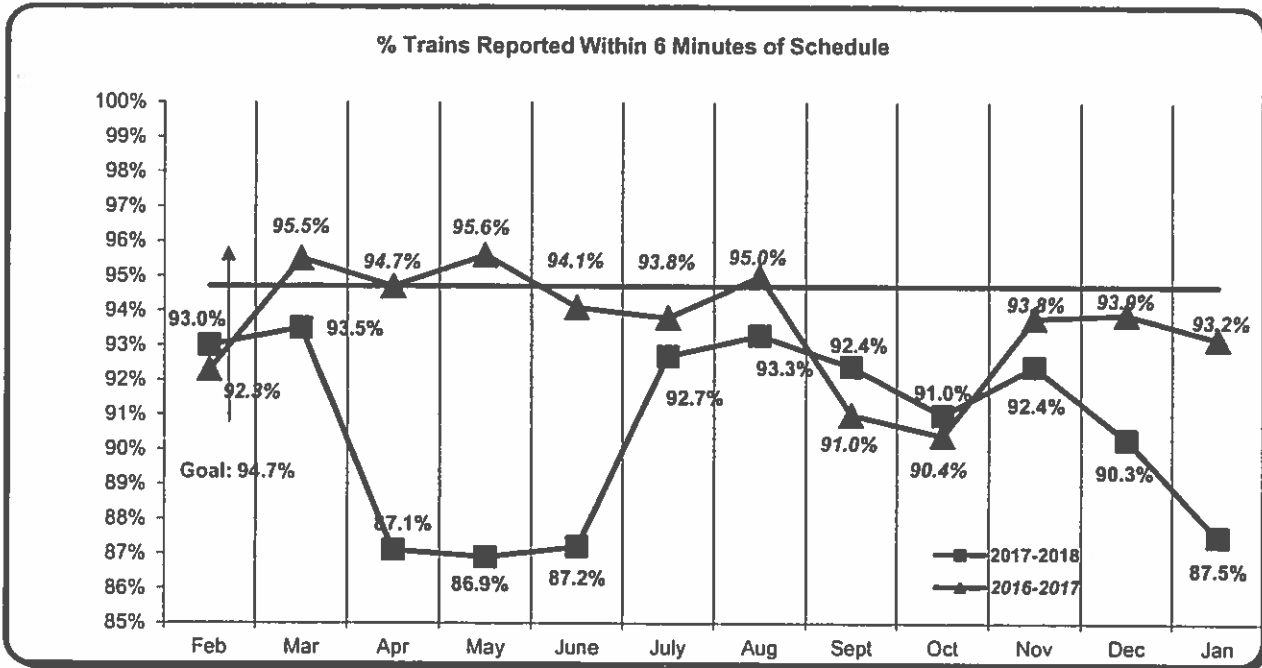
Last but certainly not least, on January 25th, I had the pleasure of attending the Women's Transportation Seminar's 2018 awards ceremony where Board member Flora Castillo was being honored with the 2018 WTS Rosa Parks Diversity Leadership Award. The award is presented each year to someone who takes initiative to facilitate professional opportunities for women and minorities, and promotes diversity, inclusion and multi-cultural awareness. Flora embodies all of those attributes and I can't think of another person more deserving of such an honor. There is no doubt that her work and advocacy here at NJ TRANSIT over the past two decades has impacted countless lives for the better. Congratulations Flora!

EXECUTIVE DIRECTOR'S MONTHLY REPORT FEBRUARY 14, 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL FEBRUARY 2016 - JANUARY 2018



	2017	2018	# Change
January Comparison	93.2%	87.5%	-5.7%

	2016-2017	2017-2018	# Change
12-Month Average February 2017 - January 2018	93.6%	90.6%	-3.0%

Analysis:

Rail On-Time Performance was 87.5% for January, 2018. Of the 18,576 trains scheduled to operate, 16,259 were on time, while 2,317 trains (or 12.5%) were delayed. Key causes included:

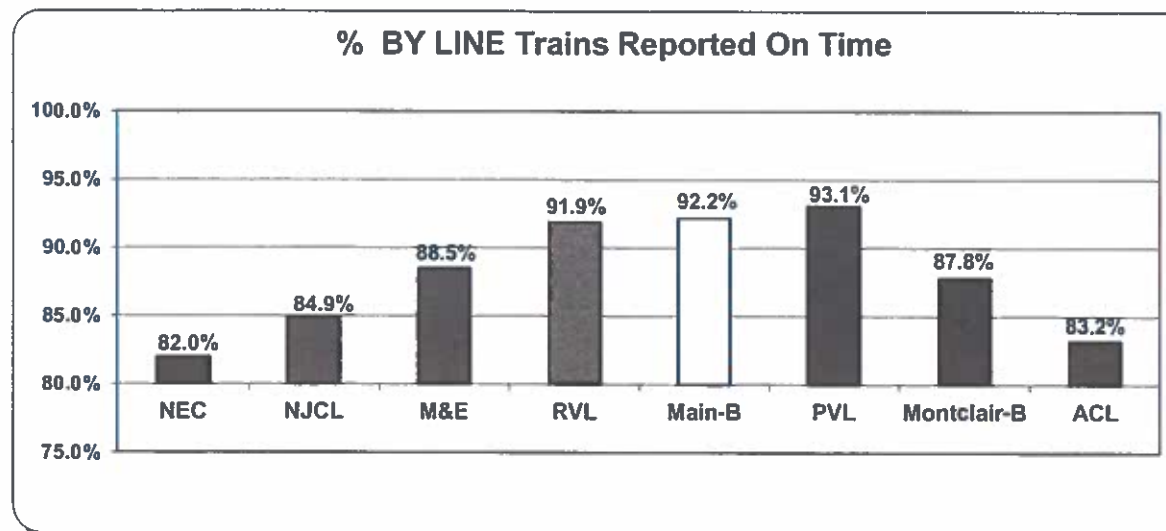
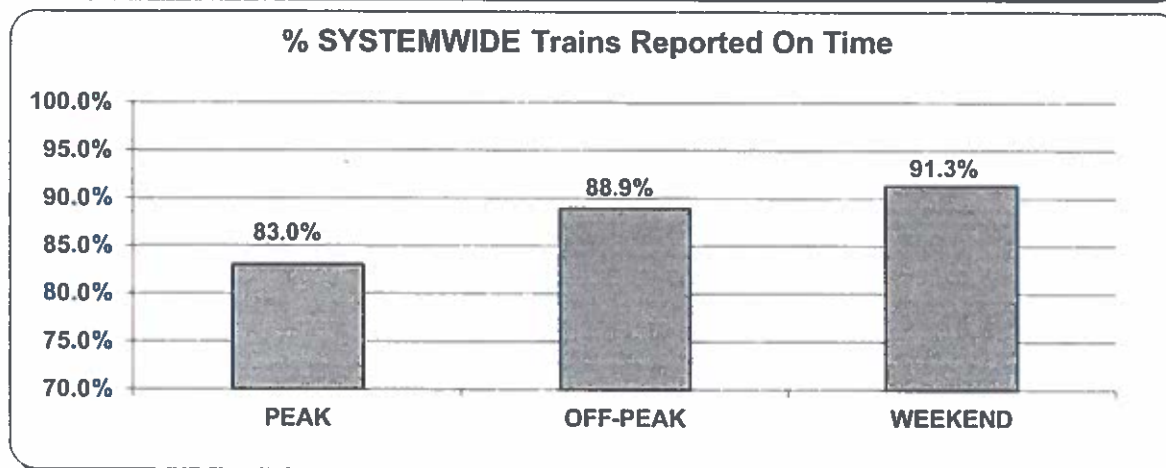
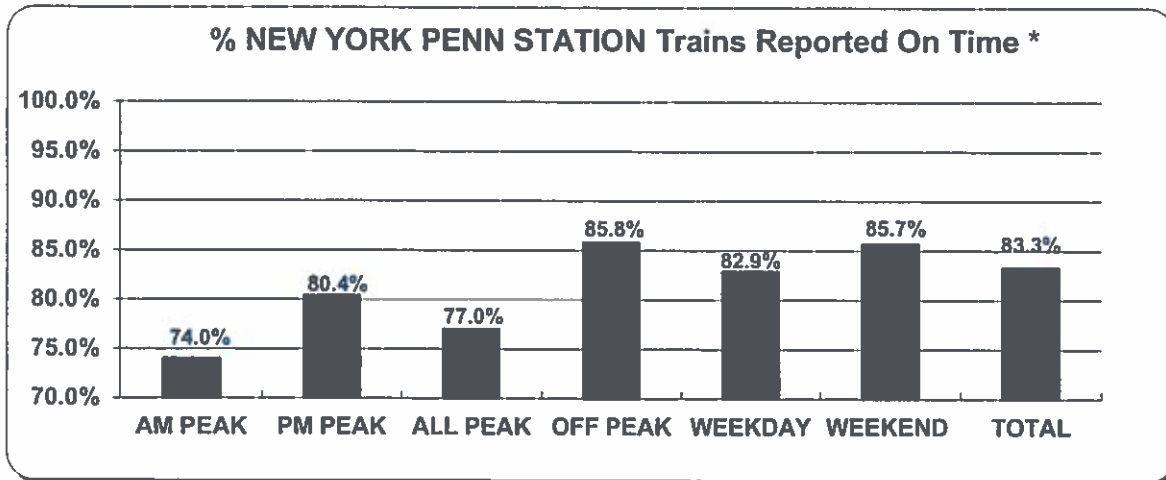
- Amtrak programmed maintenance, weather related issues, equipment failure, NJT equipment failure, and weather related issues contributed to 147 delays resulting in 76.7% OTP on January 4.
- Amtrak weather related issues, equipment failure, NJT operational issues, equipment failure and weather related contributed to 291 delays resulting in 55.1% OTP on January 5.
- Amtrak equipment failure, NJT operational issues, equipment failure, and weather related issues contributed to 190 delays resulting in 68.5% OTP on January 12.

The 12-month average for Rail On-Time Performance February 2017 - January 2018 was 90.6%, which has decreased by 3.0%.

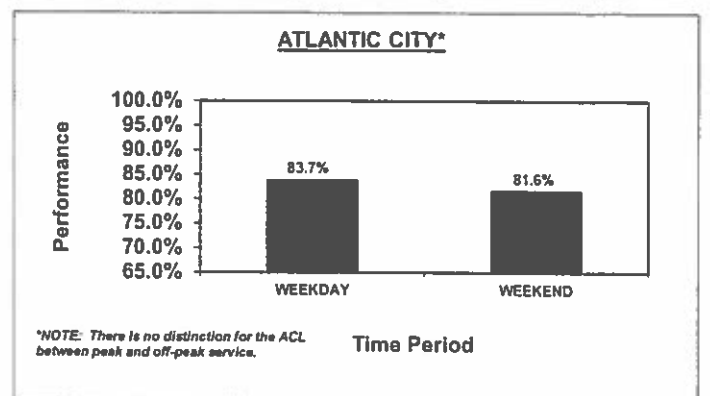
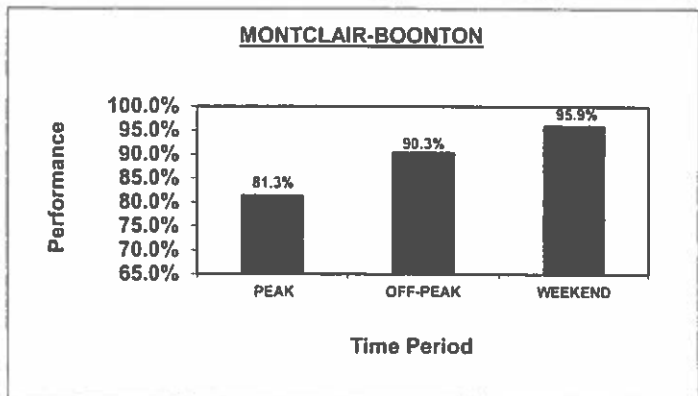
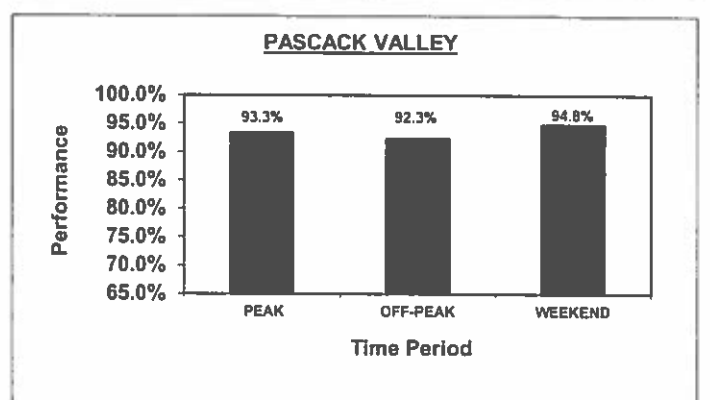
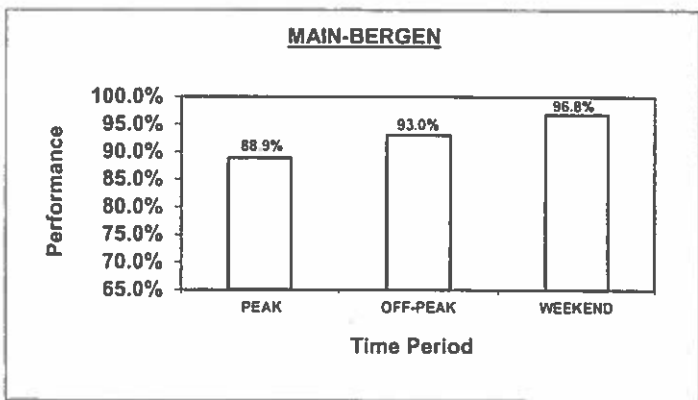
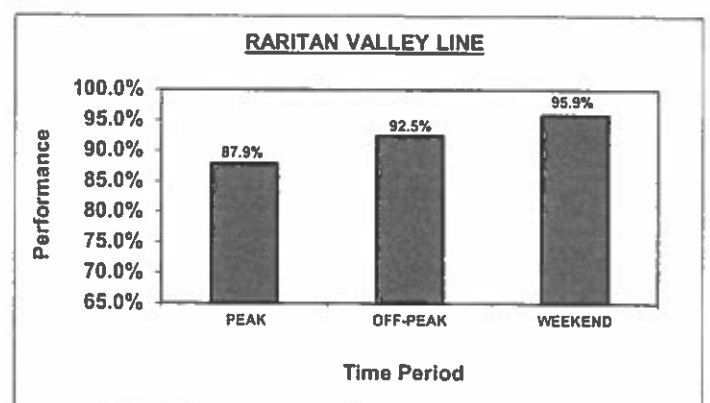
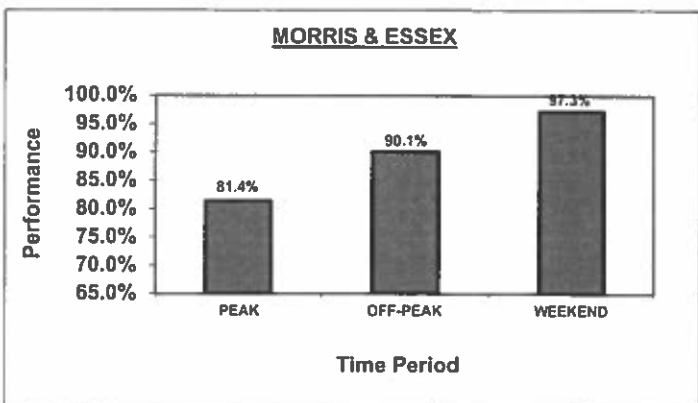
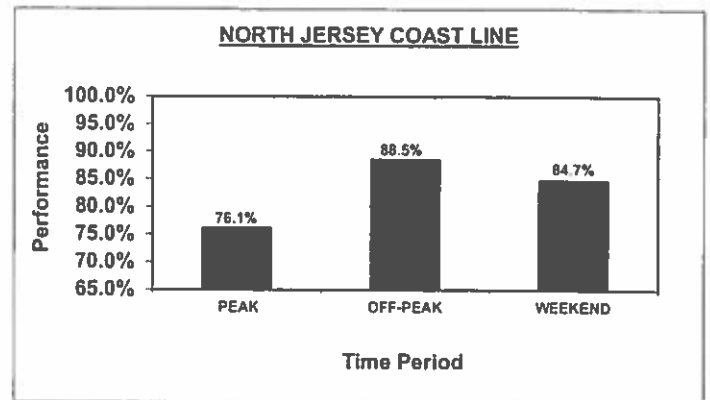
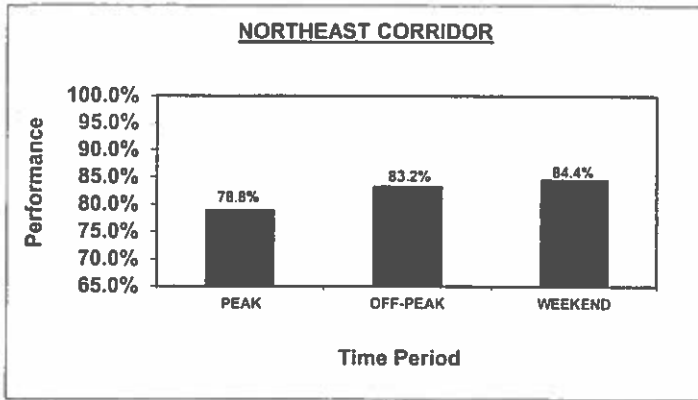
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD JANUARY, 2018

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



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY, 2018

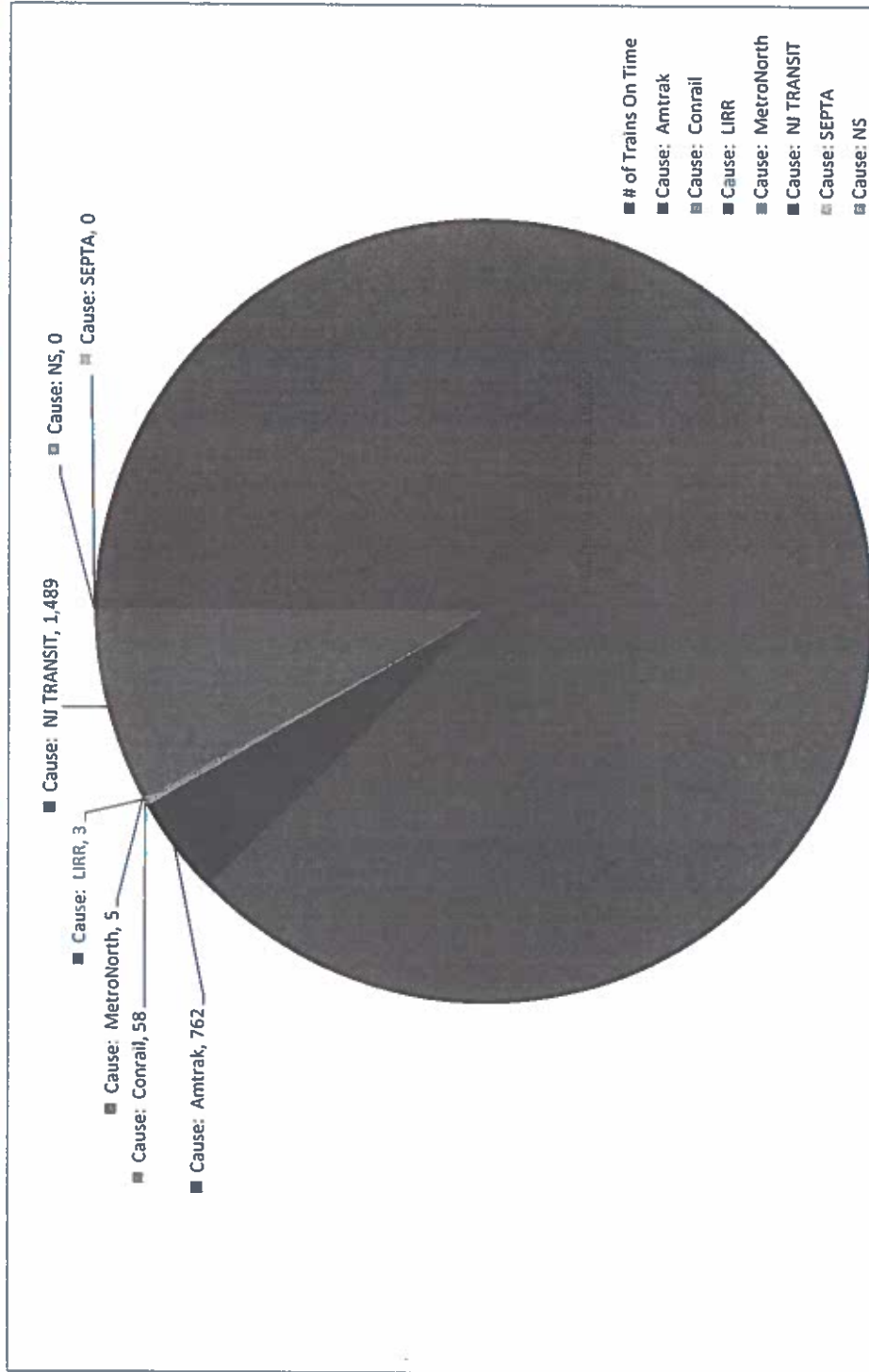


*NOTE: There is no distinction for the ACL between peak and off-peak service.

NJ TRANSIT Performance - DECEMBER, 2017

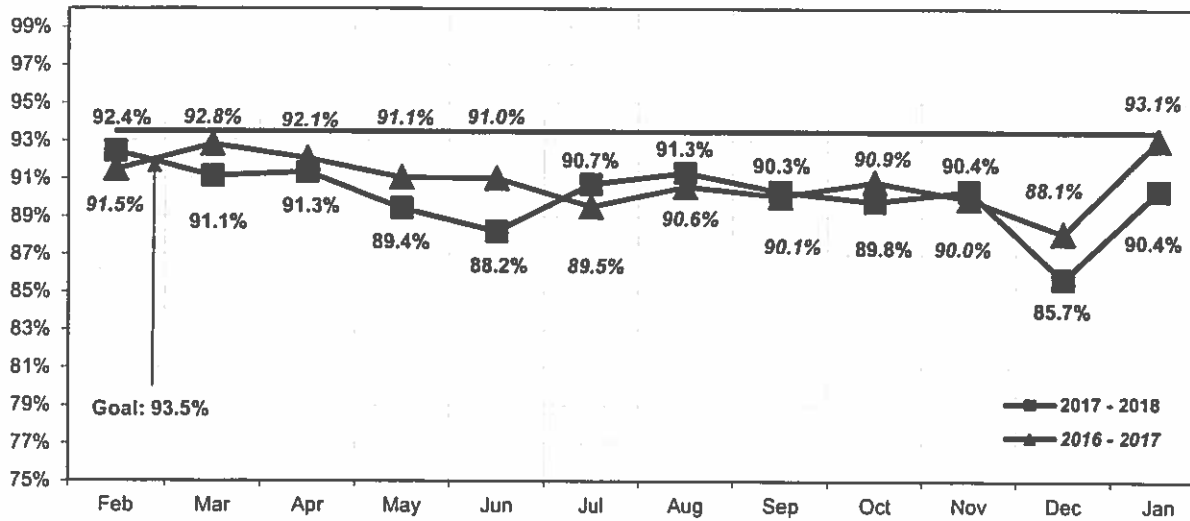
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak		Cause: Conrail		Cause: LIRR		Cause: MetroNorth		Cause: NJ TRANSIT		Cause: SEPTA		Cause: NS	
# of Trains On Time	16,259	762	4.10%	58	0.31%	3	0.02%	5	0.03%	1,489	8.02%	0	0.00%	0	0.00%
# of Late Trains	2,317														
Total # of Trains	18,576														
Percentage On Time	87.5%														



NJ TRANSIT ON-TIME PERFORMANCE BUS FEBRUARY 2016 - JANUARY 2018

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2016 - 2017	2017 - 2018	% Change
January Comparison	93.1%	90.4%	-2.7%

	2016 - 2017	2017 - 2018	% Change
12-Month February 2016 - January 2018	90.9%	90.1%	-0.8%

Analysis:

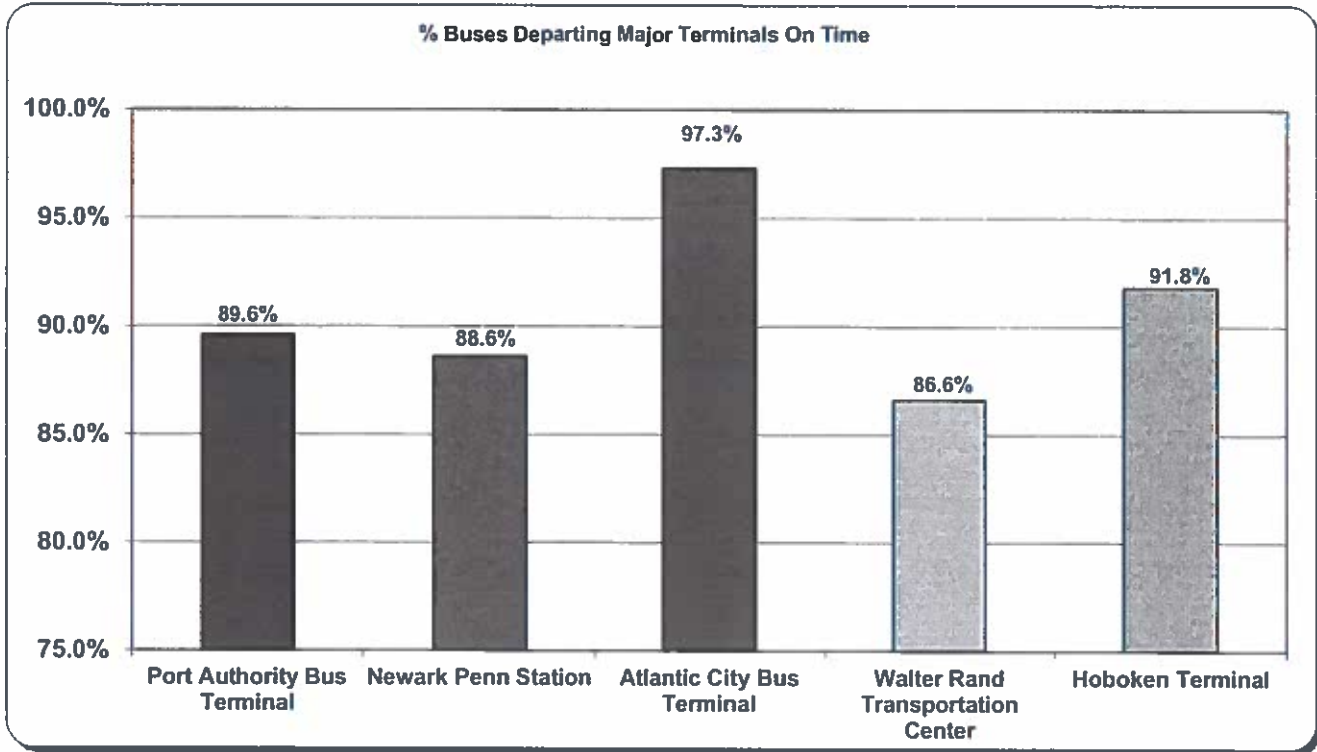
Bus On-Time Performance was 90.4% for January 2018. Of the 43,654 monitored departures 4,191 (or 9.6%) experienced delays. Key causes included:

- At the Port Authority Bus Terminal, extreme cold weather and snow on January 4 through January 5, and the New Jersey Turnpike western spur closing for 8 hours on January 12 impacted service.
- Delays due to police activity in Newark on January 10, road closures and subsequent detours in East Orange on January 25 caused delays on four lines impacting service.
- Construction on Washington Street continues to impact performance at Hoboken. The project is scheduled to continue until mid-2018.

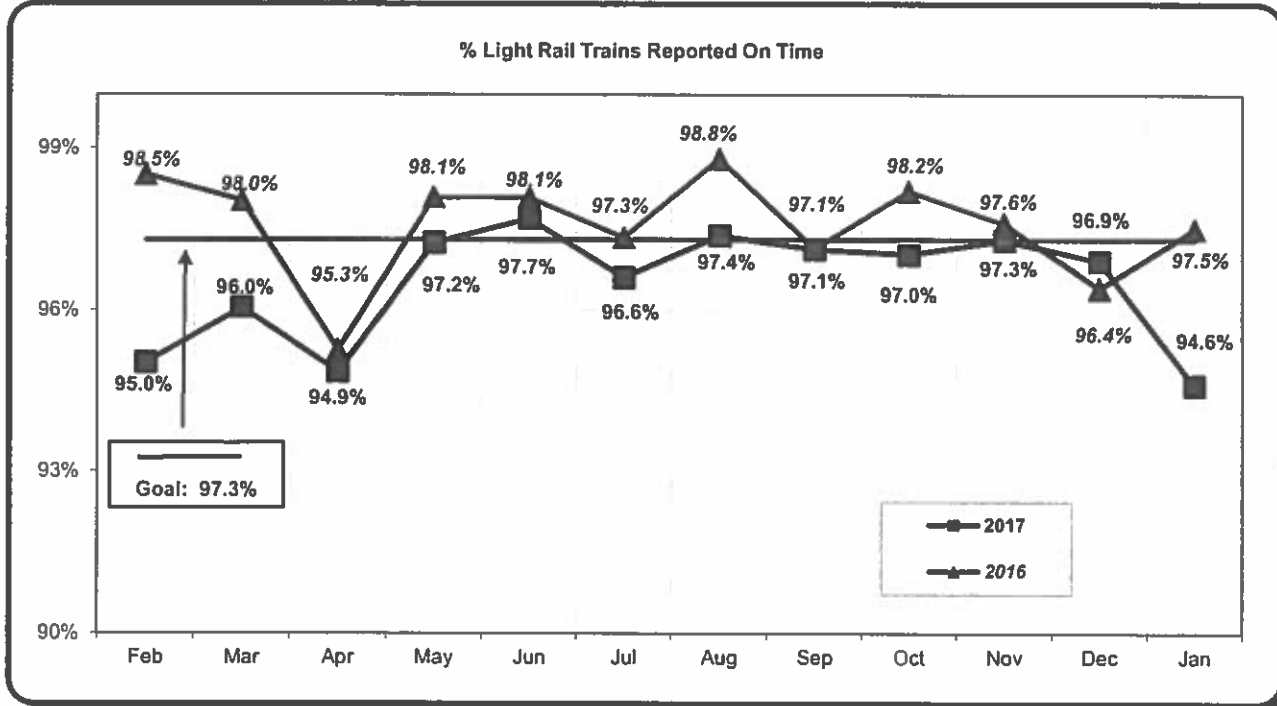
The 12-month average for Bus On-Time Performance for February 2017 - January 2018 was 90.1%, which was down by 0.8% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JANUARY 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL FEBRUARY 2016 - JANUARY 2018



	2017	2018	# Change
January Comparison	97.5%	94.6%	-2.9%

	2016-2017	2017-2018	# Change
12-Month Average Ended Jan 2017 & Jan 2018	97.6%	96.5%	1.1%

Analysis:

Light Rail On-Time Performance systemwide was 94.6% for the month of January 2018. Of the 26,555 scheduled departures, 1,448 (or 5.4%) experienced delays.

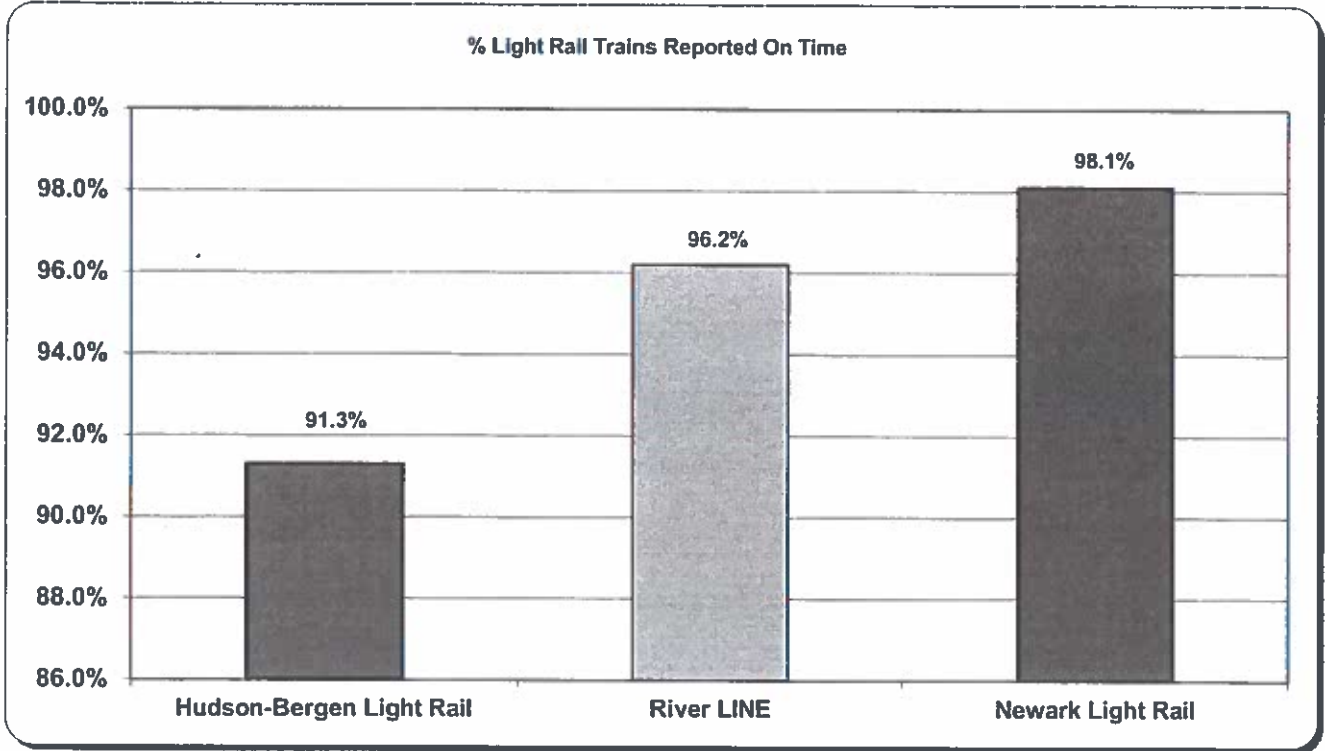
Key causes included:

- Car fire in Downtown Jersey City delayed 65 HBLR trains on January 10.
- LRV equipment malfunction delayed 21 River LINE trains on January 5.
- Loss of power at East Yard delayed 18 NLR trains on January 8.

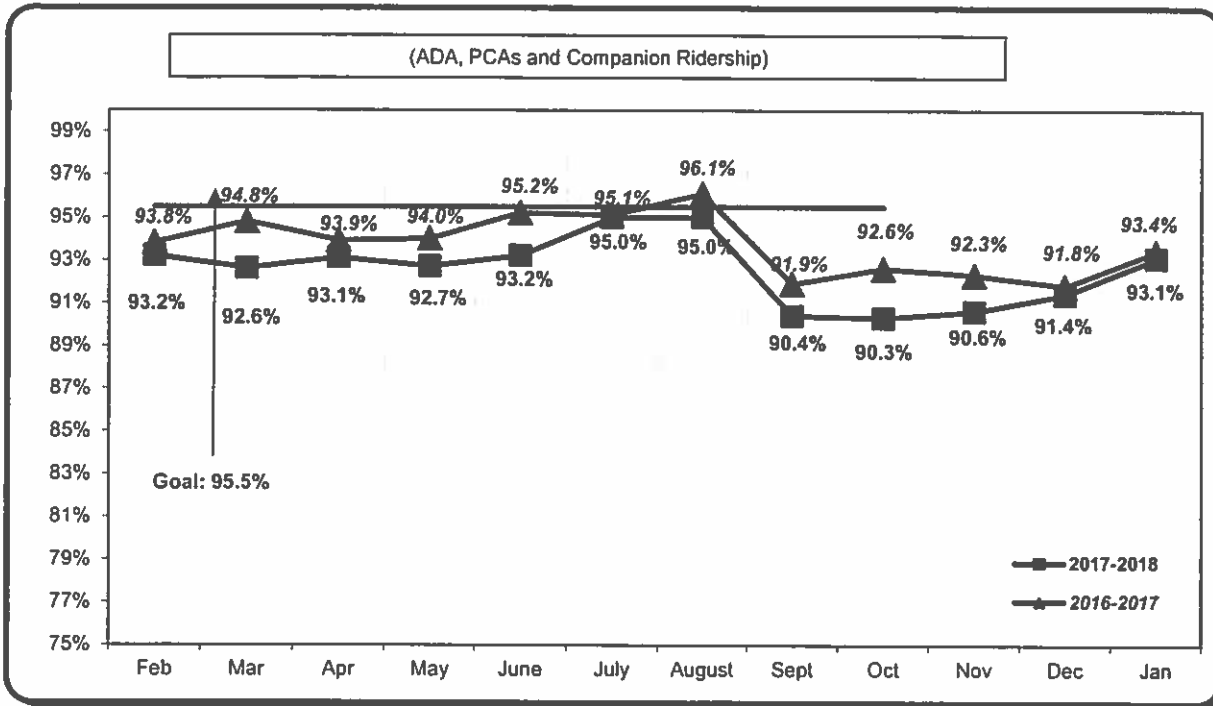
The 12-month average for Light Rail On-Time Performance for February 2017 - January 2018 was 96.5%, which decreased by 1.1 %.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE JANUARY 2018



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK FEBRUARY 2016 - JANUARY 2018



	2017	2018	% Change
January Comparison	93.4%	93.1%	-0.3%

	2017	2018	Difference
January Ridership	131,840	129,133	-2,707

	2016-2017	2017-2018	% Change
12-Month Average February-January	93.7%	92.6%	-1.1%

Analysis:

Access Link On-Time Performance was 93.1% for January 2018. In serving 129,133 total riders, for 118,379 ADA customers trips, 8,171 (or 6.9%) experienced delays.

Key causes include:

- * Increase traffic volume causing major service delay
- * Inclement weather (causing service suspension and removal of Sedans from service)

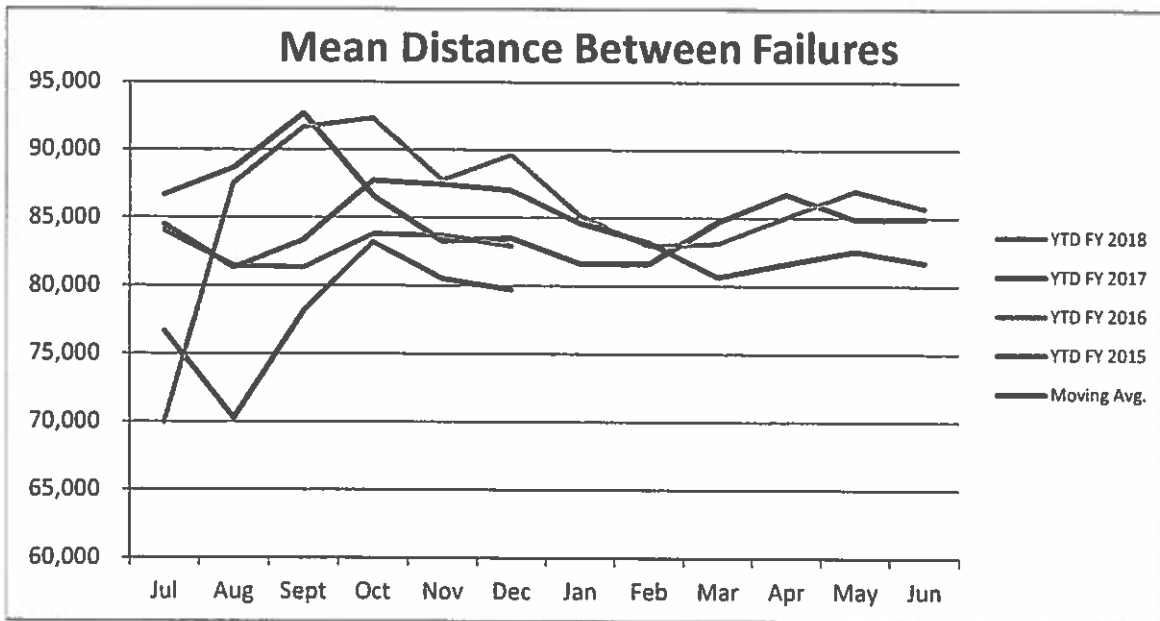
The 12-month average for Access Link On-Time Performance for February 2017 - January 2018 was 92.6%, which decreased by 1.1%.

MEAN DISTANCE BETWEEN FAILURES

December 2017

NJ TRANSIT Rail Operations
Mean Distance Between Failures

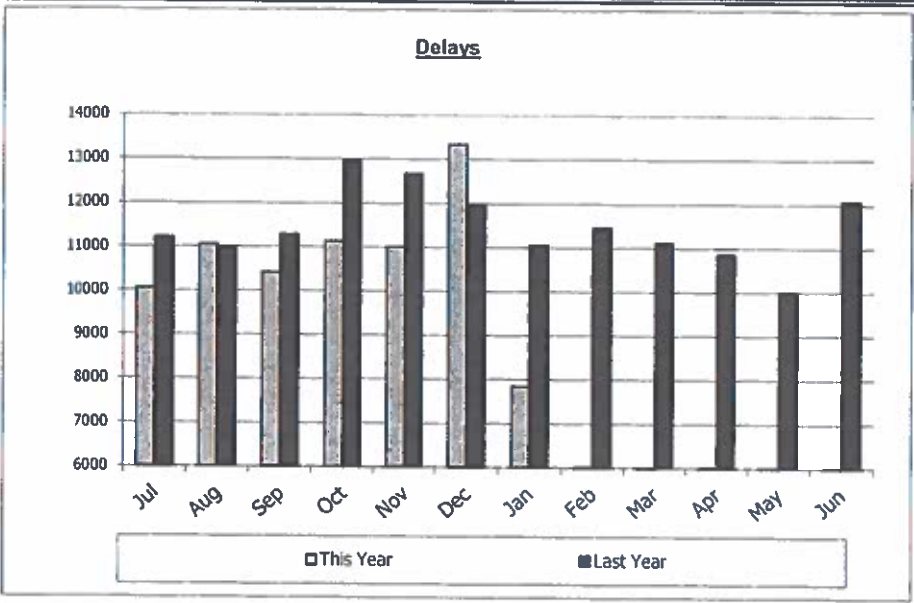
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	76,674	86,683	69,926	84,508	84,069
Aug	70,263	88,680	87,565	81,319	81,472
Sept	78,151	92,705	91,669	83,368	81,337
Oct	83,213	86,626	92,329	87,750	83,800
Nov	80,523	83,272	87,756	87,434	83,720
Dec	79,711	83,501	89,655	87,042	82,929
Jan	-	81,633	85,167	84,607	-
Feb	-	81,639	82,949	83,179	-
Mar	-	84,715	83,112	80,659	-
Apr	-	86,771	85,060	81,649	-
May	-	84,920	87,022	82,566	-
Jun	-	84,936	85,722	81,704	-



Garage Performance Parameters

January 2018

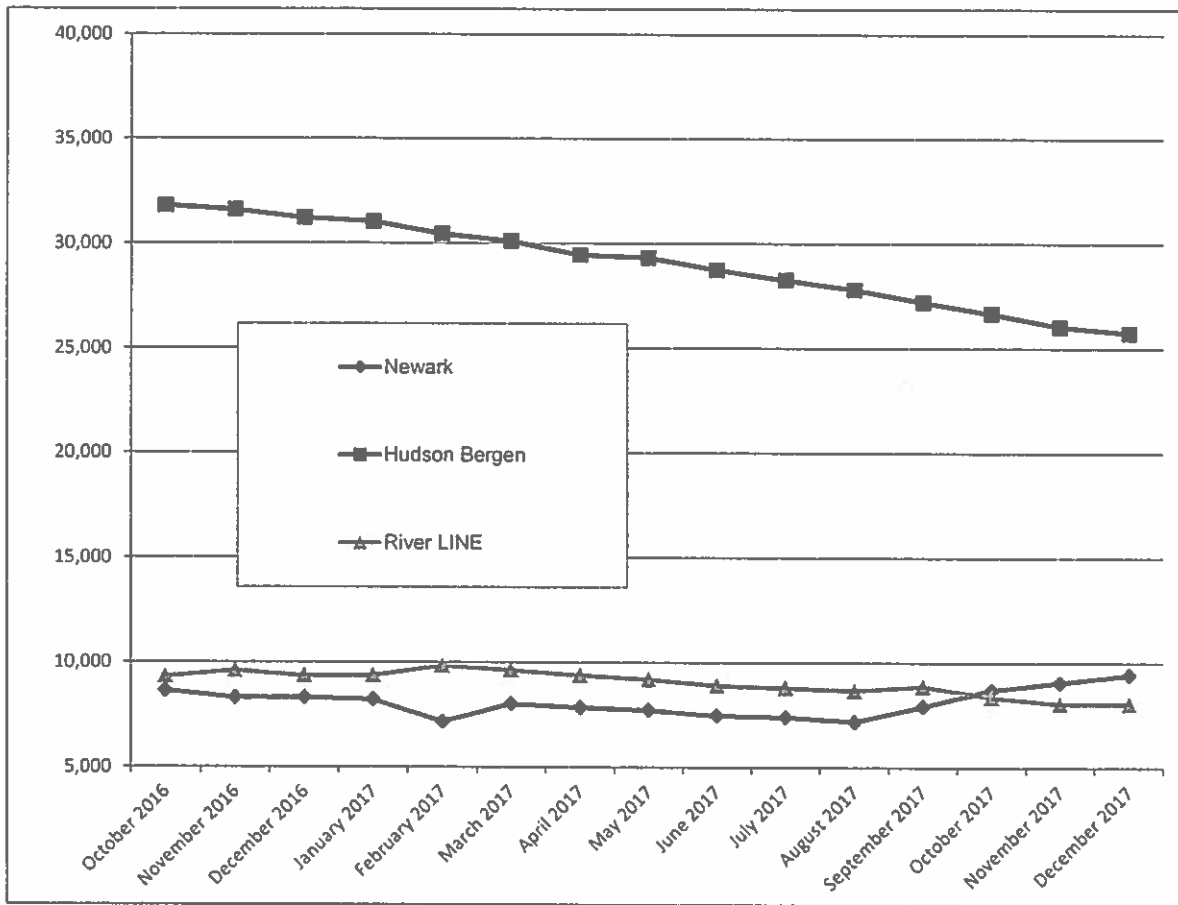
Location	Miles Between In-Service Delays			
	FY2018 Goal	This Month	FY2018 YTD	FY2017 YTD
Fairview	7,000	3,634	5,648	6,233
Greenville	9,900	4,248	5,089	6,118
Market Street	9,500	6,357	8,225	8,866
Meadowlands	11,500	5,500	6,709	7,621
Oradell	13,500	6,154	8,824	10,649
Wayne	12,500	7,985	9,841	13,386
Northern Division	-	5,886	7,757	9,185
Big Tree	8,800	6,045	7,321	9,327
Hilton	10,200	8,372	9,459	10,024
Howell	16,750	31,109	35,060	34,870
Ironbound	9,600	7,280	10,044	10,114
Orange	9,250	6,033	8,706	9,346
Morris	10,500	48,569	47,602	47,779
Central Division	-	9,466	12,333	13,015
Egg Harbor	16,500	12,118	15,587	15,481
Hamilton	20,000	10,483	13,164	18,408
Newton Avenue	15,700	6,909	12,362	13,929
Washington Twp.	14,500	9,497	12,433	13,065
Southern Division	-	9,677	13,498	14,582
Bus Operations	-	7,844	10,458	11,679



NJ TRANSIT - LIGHT RAIL, December 2017 Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * December 2017
Newark Light Rail	9,421
Hudson Bergen	25,751
River LINE	8,064

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



* Mechanical failure data for 3 LR systems, calculated as a rolling average over multiple months.

** Newark Light Rail operates much less mileage, with all single-car trains and a 5 mile alignment.

DBE/SBE PROGRAM

State Funded Contracts

During the month of January 2018, NJ TRANSIT awarded \$0.00 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$0.00 or 0.00%.

During the State Fiscal Year 2018 (July 1, 2017 through June 30, 2018) NJ TRANSIT awarded \$64,351,467.55* in state funded contracts. Of that total, SBEs received \$3,193,400.00 or 4.96%.

* Previously awarded \$51,244,402.85 in August and September 2017, not reflected in their respective reports.

SBE Goal Attainment from July 1, 2017 through June 30, 2018 (FY 2018)

Category 1 SBEs received	\$37,500.00	or 0.06%
Category 2 SBEs received	\$177,800.00	or 0.28%
Category 3 SBEs received	\$ 1,903,400.00	or 2.96%
Category 4 SBEs received	\$685,700.00	or 1.07%
Category 5 SBEs received	\$41,000.00	or 0.06%
Category 6 SBEs received	\$348,000.00	or 0.54%

FTA Funded Contracts (updated Quarterly – next update will occur April 2018)

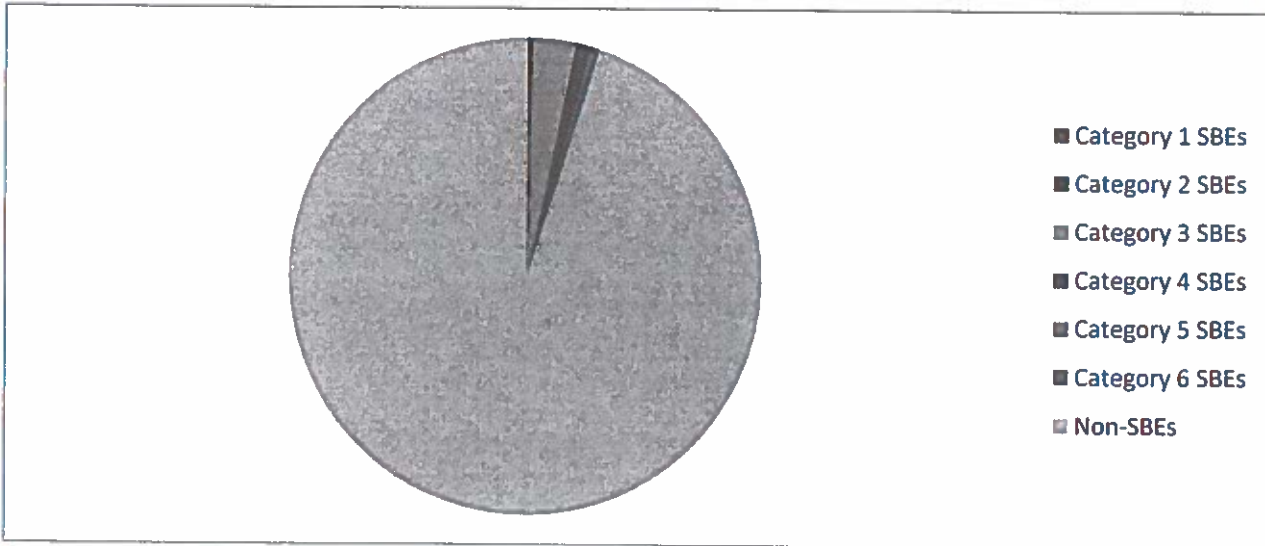
During the 1ST Quarter (October 1, 2017 – December 31, 2017) of Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018), the FTA funded share of NJ TRANSIT’s federal contracts awarded was \$6,652,078.80. Of that total, Disadvantaged Business Enterprises (DBEs) received \$1,512,719.97 or 22.74%.

DBE Goal Attainment from October 1, 2017 – December 31, 2017 (FFY 2018) **

Contracts awarded	\$6,652,078.80
DBEs received	\$ 1,512,719.97 or 22.74%

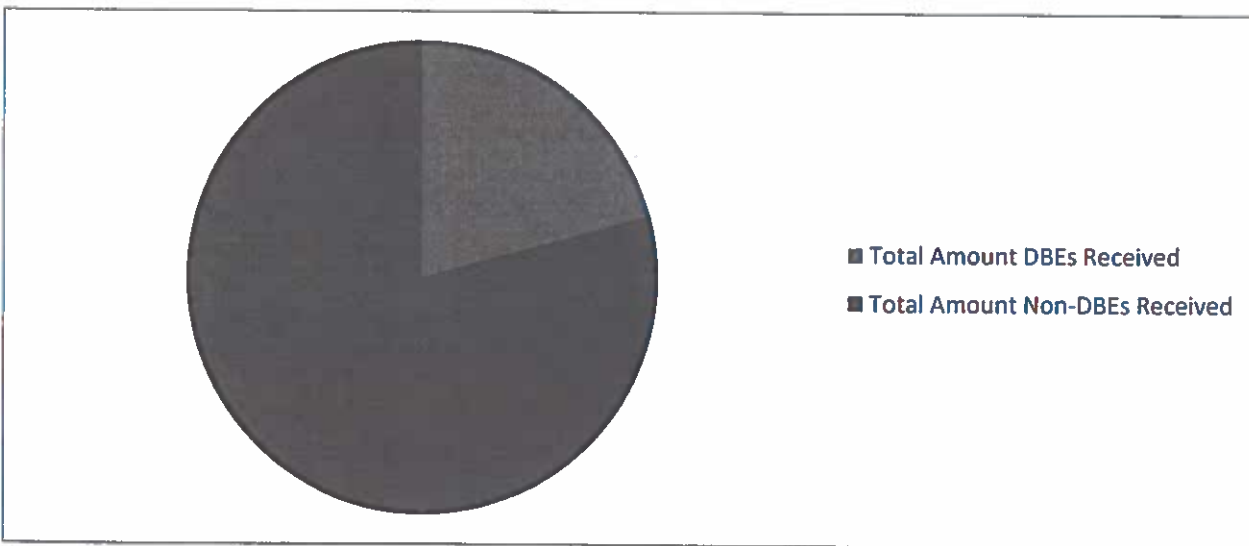
**Numbers reflect federal share.

<i>Category 1 SBEs</i>	\$37,500.00	0.06%
<i>Category 2 SBEs</i>	\$177,800.00	0.28%
<i>Category 3 SBEs</i>	\$1,903,400.00	2.96%
<i>Category 4 SBEs</i>	\$685,700.00	1.07%
<i>Category 5 SBEs</i>	\$41,000.00	0.06%
<i>Category 6 SBEs</i>	\$348,000.00	0.54%
<i>Non-SBEs</i>	\$61,158,067.55	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$1,512,719.97	22.74%
Total Amount Non-DBEs Received	\$5,139,358.83	77.26%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

82 NJ TRANSIT employees retired recently with careers ranging 10 to 50 years of service:

1. Edmond Azar, Starter – Port Authority Bus Terminal – 23 years
2. Carolyn Boyd, Operator – Hilton – 19 years
3. Juan Casatejada, Light Rail-Tech – Bloomfield – 16 years
4. Escalier A. Castro, Mech. Class A – Penn Plaza – 16 years
5. Brenda Y. Fisher, Sr. A/P Clerk – Penn Plaza – 37 years
6. Winston Fraser, Operator – Big Tree – 24 years
7. Francois T. Guathier, Operator – Ironbound – 16 years
8. William H. Goodwin, Operator – Oradell – 24 years
9. Errol B. Harris, Operator – Big Tree – 24 years
10. Sam Idlett, Operator – Egg Harbor – 50 years
11. Murray S. Klein, Operator – Egg Harbor – 18 years
12. Haydee Melgar, Operator – Wayne – 31 years
13. Mervyn T. Saney, Repairman B – Meadowlands – 10 years
14. Robert Sewell, Operator – Hamilton – 13 years
15. Norbi S. Udeako, Repairman A – Oradell – 24 years
16. Paul Venezia, Operator – Wayne – 11 years
17. Wilfred Warrick, Elec. Tech. Bus – Newark Bus – 15 years
18. Stanton Webster, Operator – Orange – 20 years
19. Roderick Williams, Operator – Hilton – 11 years
20. Francis Alexander-Higgs, Cashier Cash – GOB – 37 years
21. Darlene Bailey, Operator – Newton Ave – 26 years
22. Frederick W. Bohnberger, Operator – Newton Ave – 28 years
23. Corinthian Butts, Operator – Oradell – 18 years
24. Genaro T. Cabacab, Operator – Wayne – 21 years
25. James M. Cunniffe, Cleaner – Market Street – 31 years
26. Gloria A. Damiano, Operator – Egg Harbor – 24 years
27. Curtis L. Davis, Operator – Orange – 20 years
28. Galal Eid, Operator – Hilton – 20 years
29. Scott D. Ellis, Data Verifier – GOB – 37 years
30. Garcia Fils, Operator – Oradell – 19 years
31. Nathanell Gadis, Operator – Orange – 18 years
32. Robert L. Gadson, Operator – Ironbound – 15 years
33. Sandra K. Goldsmith, Operator – Oradell – 22 years

34. Gerone R. Harris, Operator – Oradell – 23 years
35. Nathaniel W. Henderson, Operator – Hilton – 23 years
36. Reginald S. Miller Jr., Mechanic A – Newton Ave – 24 years
37. Lisa E. Lacewell, Operator – Orange – 28 years
38. Nicholas Lyons, Stock Clerk – Hamilton – 25 years
39. Barcell U. Morgan, Operator – Howell – 23 years
40. Mohamed L. Mostafa, Operator – Orange – 21 years
41. Civil Pierre, Operator – Oradell – 13 years
42. Jose A. Quintanilla, Operator – Fairview – 26 years
43. Carlos A. Quintero, Operator – Oradell – 22 years
44. Alonzo Baird, Operator – Hamilton – 16 years
45. Stacey M. Ransaw, Depot Clerk – Oradell – 27 years
46. Fabian P. Reinoso, Operator – Meadowlands – 25 years
47. Carlos B. Spence, Operator – Hamilton – 20 years
48. Matthew Suttora, Operator – Meadowlands – 19 years
49. Eugene T. Vinson, Operator – Hilton – 31 years
50. Betty J. Weaver, Operator – Orange – 21 years
51. James D. Williamson, Operator – Wayne – 37 years
52. Myrtle C. Tribble Sr. Stenographer – Penn Plaza – 20 years
53. Gary M. Bartold, Manager Training Development – Ferry Street – 25 years
54. George A. Chipko, Sr. Technical Service Specialist – MMC – 32 years
55. Paul Kelly, Sr. Director Contracts – Penn Plaza – 33 years
56. Wayne R. Laurence, Regional Supervisor – Newton Ave – 33 years
57. Edward McMahon, Sr. Director Capital Project Management – Penn Plaza – 20 years
58. Robert Nott II, Assistant Program Manager – Penn Plaza – 20 years
59. Yudif Shapiro, System Analyst – Penn Plaza – 30 years
60. Gerald D. Woods, Regional Supervisor – Egg Harbor – 20 years
61. Levay R. Dixon, Operator – Oradell – 28 years
62. Kogce Zulkuf, Operator – Oradell – 10 years
63. Joseph M. Romeo, Operator – Washington Township – 26 years
64. Richard Ortiz, Repairman A. – Oradell – 26 years
65. Adrienne H. Drewery, Revenue Specialist – Penn Plaza – 31 years
66. Sandra Facen, Acting Deputy CFO & Treasurer – GOB – 23 years
67. Kelly A. Giblin, Chief Engineer-Design & Environmental – Penn Plaza – 32 years
68. James W. Kemp, Program Manager – Penn Plaza – 25 years
69. John M. McAteer, Director Transportation – Fairview – 33 years

70. Charles McBride Jr., Asst. Chief Engineer – Penn Plaza – 30 years
71. Joseph Nicoletti, Mgr. Fare Enforcement – Penn Plaza – 18 years
72. Valrine Osbourne, Mgr. Accounts Payable Customer Relations – Penn Plaza – 32 years
73. Maria Sotiriou, Mgr. Financial/Administrative Systems – Penn Plaza – 31 years
74. Benjamin Suriano, Sr. Program Manager – Penn Plaza – 25 years
75. Thomas R. Wills, Sr. Training Specialist – Ferry Street – 32 years
76. Pia M. Wilson, Mgr. Material Purchase – Penn Plaza – 28 years
77. Stanley Blaszczyk, FRA Foreman – NWK-Broad-TWR – 24 years
78. William Hulse, Conductor – Various – 29 years
79. Michael Muffley, Trackman – Dover – 39 years
80. Mark Santelle, Locomotive Engineer – Dover – 39 years
81. June Semple, Crew Caller –MMC – 19 years
82. Kieu Trinh, Lead Tech. – MMC – 34 years



NJ TRANSIT Customer Satisfaction Survey Results *Fall 2017*

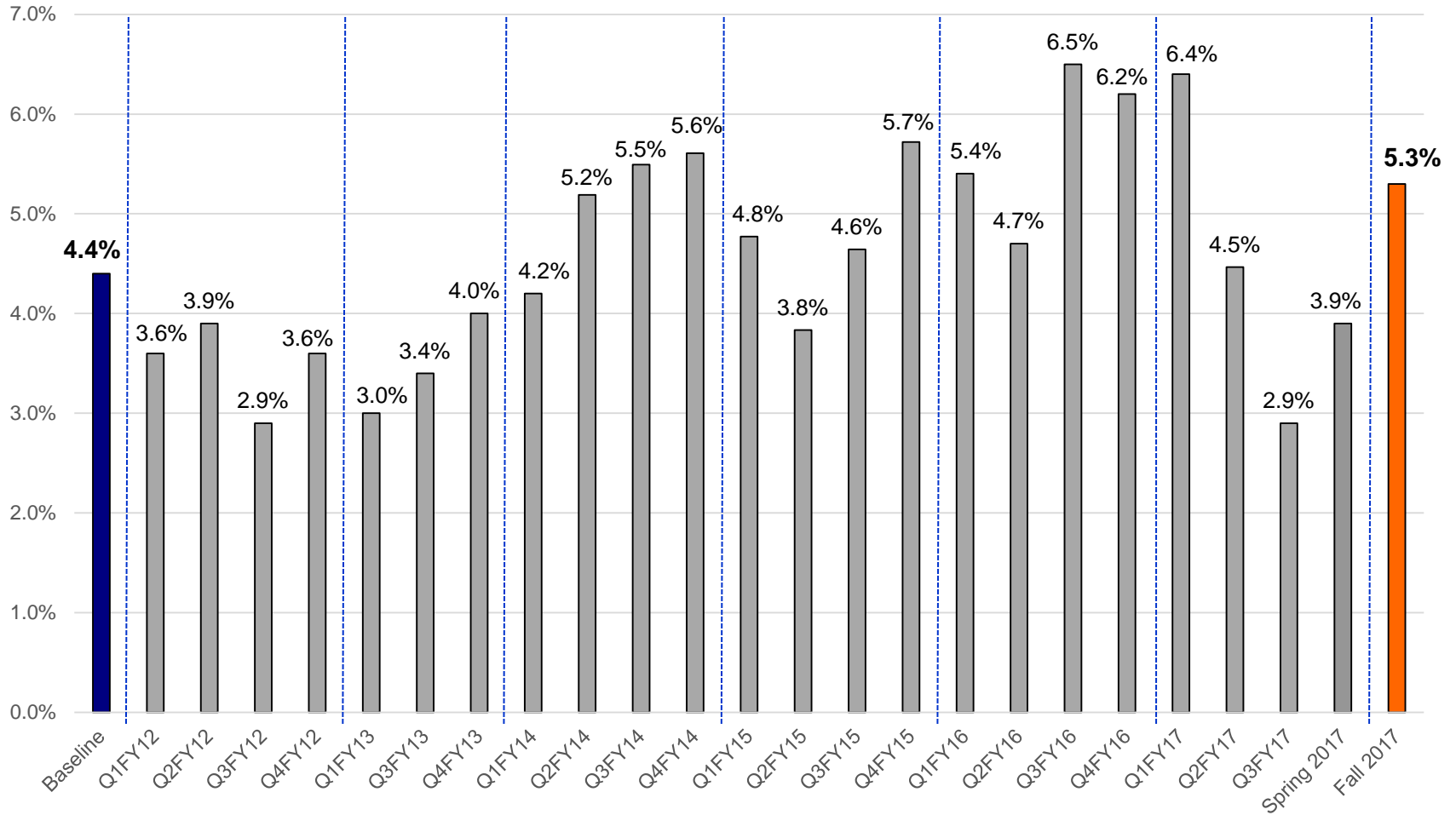
Research
February 2018



System-wide Customer Satisfaction Survey Approach

- Administered online November 8 – December 1, 2017 in English and Spanish
- Customers rated satisfaction of 42 service attributes
- Customers selected three most important service attributes
- Extensive campaign to boost response rates in targeted markets

Response Rates

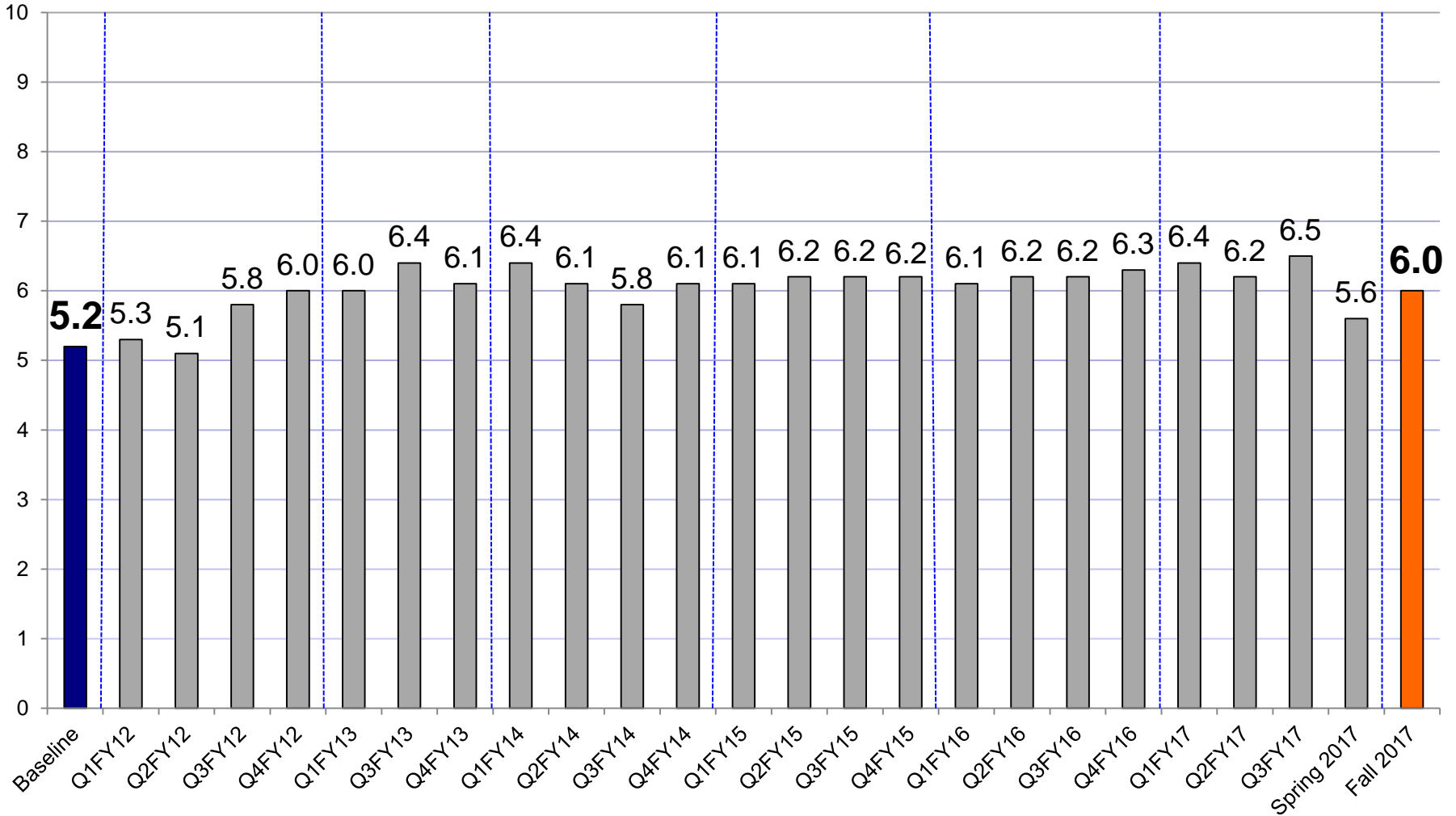


Response Rate Detail

NJT Service	Fall 2016 (Q2FY17) Field Period: 11/21/16-12/11/16			Spring 2017 Field Period: 5/15/17-6/2/17			Fall 2017 Field Period: 11/8/17-12/1/17		
	Ridership*	Responses	Response Rate	Ridership*	Responses	Response Rate	Ridership*	Responses	Response Rate
Bus	266,775	7,512	2.8%	249,825	5,375	2.2%	265,550	10,230	3.9%
Rail	146,000	12,035	8.2%	145,700	10,988	7.5%	140,275	12,052	8.6%
Light Rail	40,950	680	1.7%	38,575	537	1.4%	40,150	828	2.1%
Access Link	4,765	243	5.1%	4,850	265	5.5%	4,981	764	15.3%
Total	458,490	20,470	4.5%	438,950	17,165	3.9%	450,956	23,874	5.3%

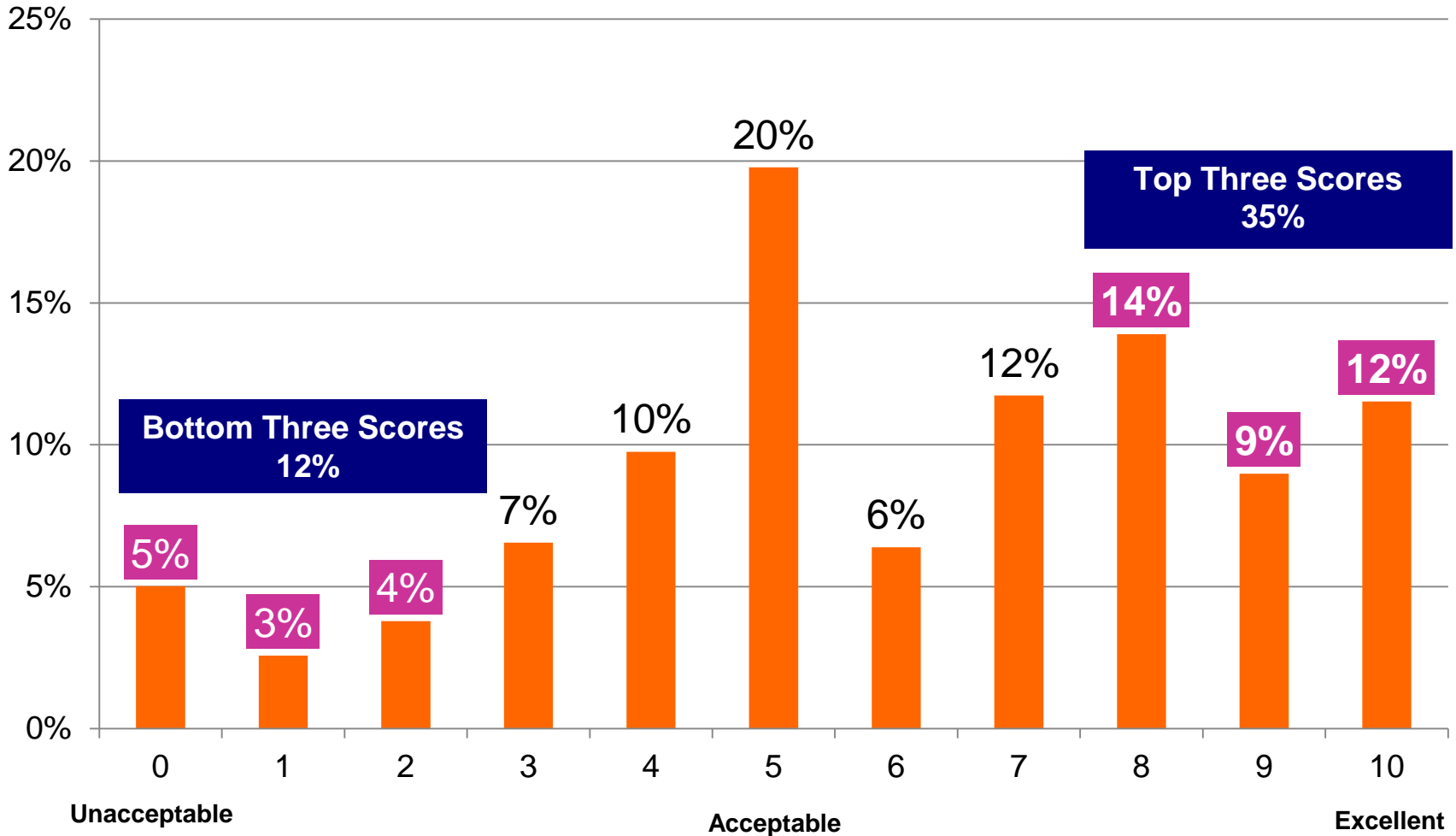
* Source: Market Analysis and Pricing Department.

System-wide Customer Satisfaction Scores



System-wide Ratings Distribution

System-wide Overall Satisfaction Score = 6.0

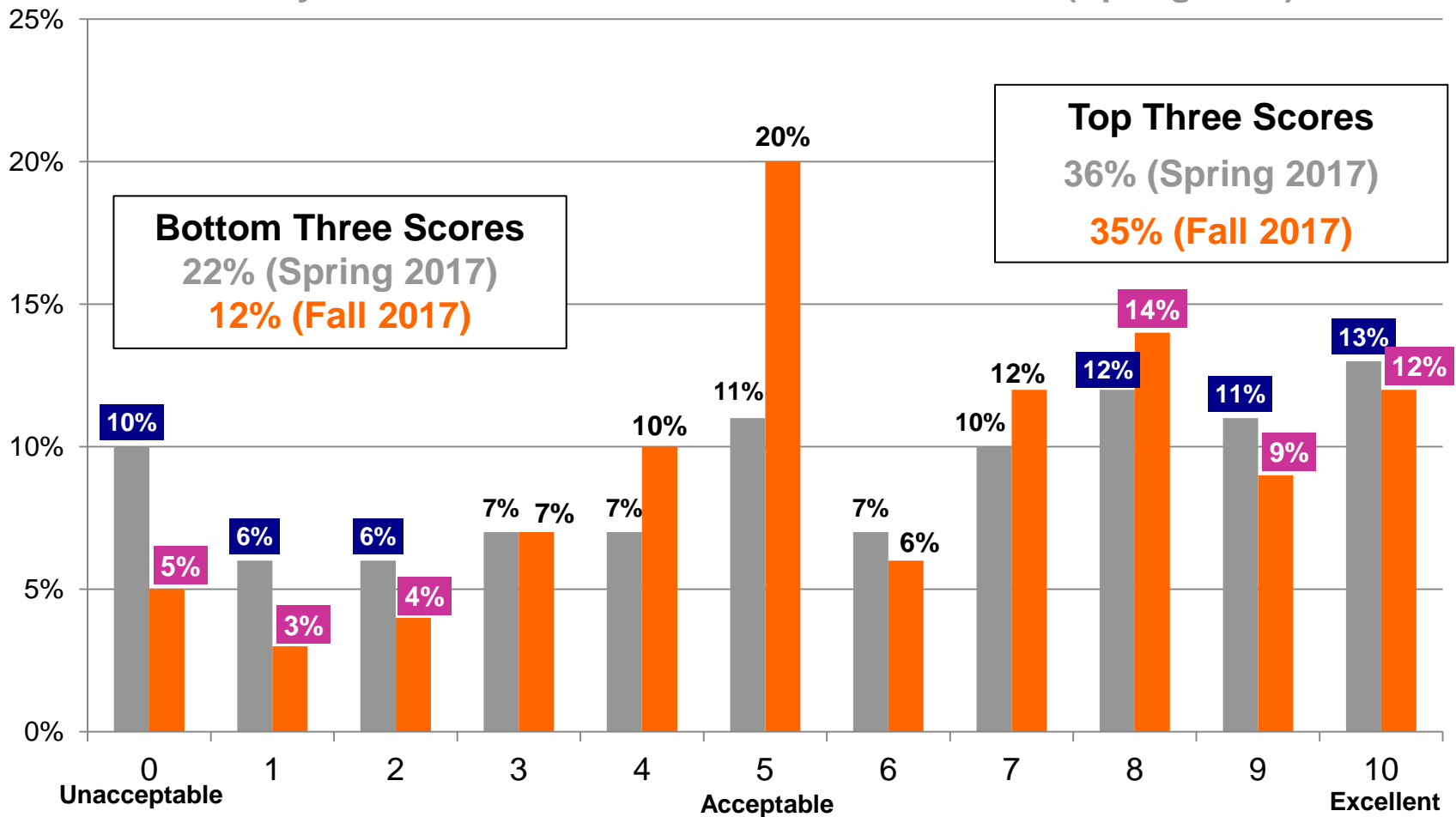


System-wide Overall Satisfaction Ratings

System-wide Ratings Distribution – Spring/Fall 2017 Comparison

System-wide Overall Satisfaction Score = 6.0 (Fall 2017)

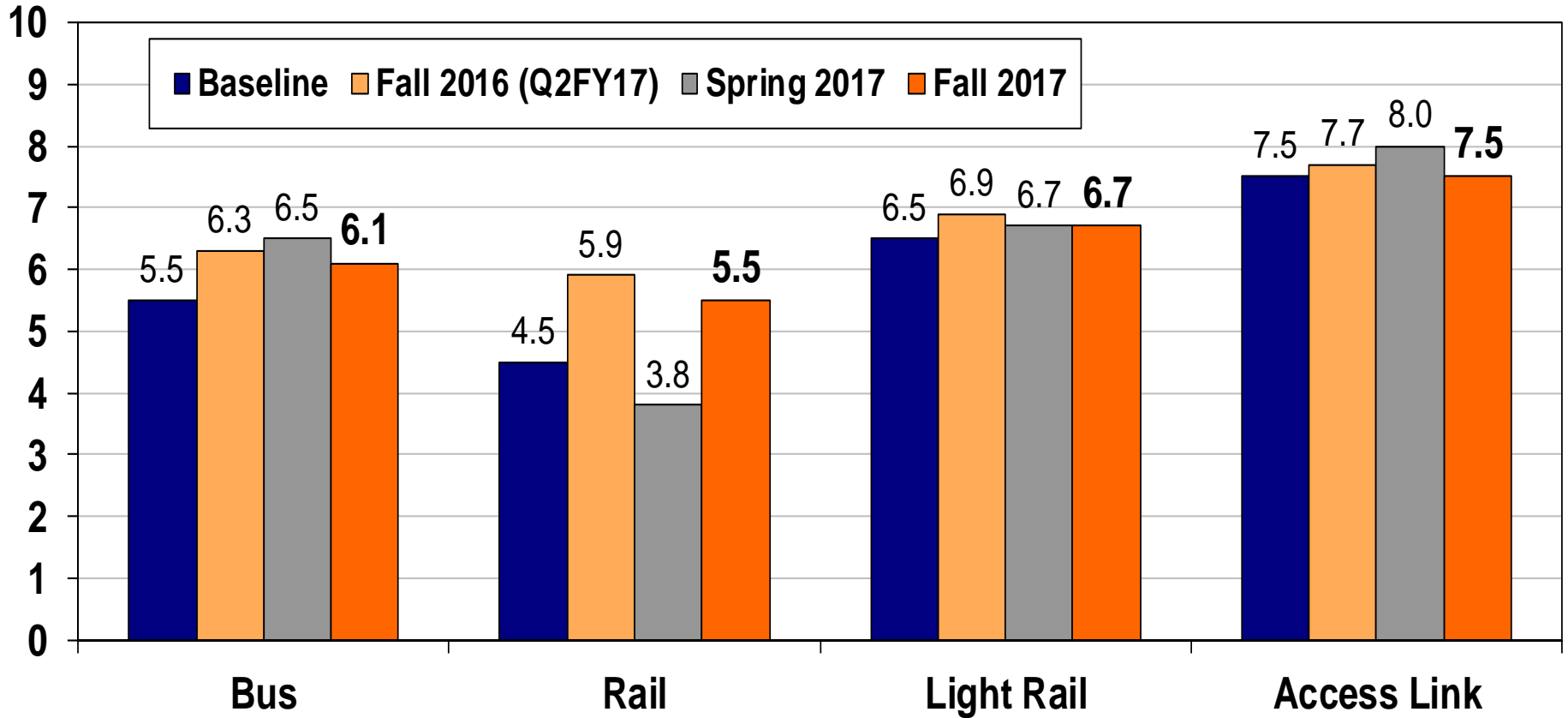
System-wide Overall Satisfaction Score = 5.6 (Spring 2017)



System-wide Overall Satisfaction Ratings

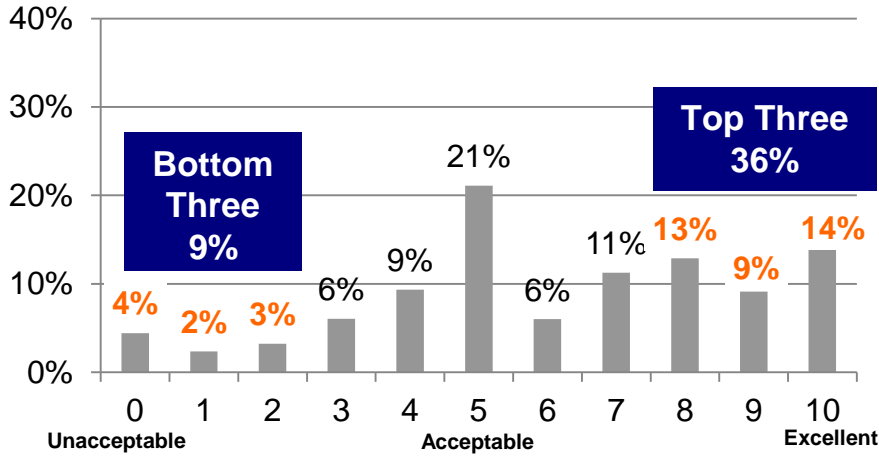
Note: Percentages are rounded to whole numbers.

Scores by Service

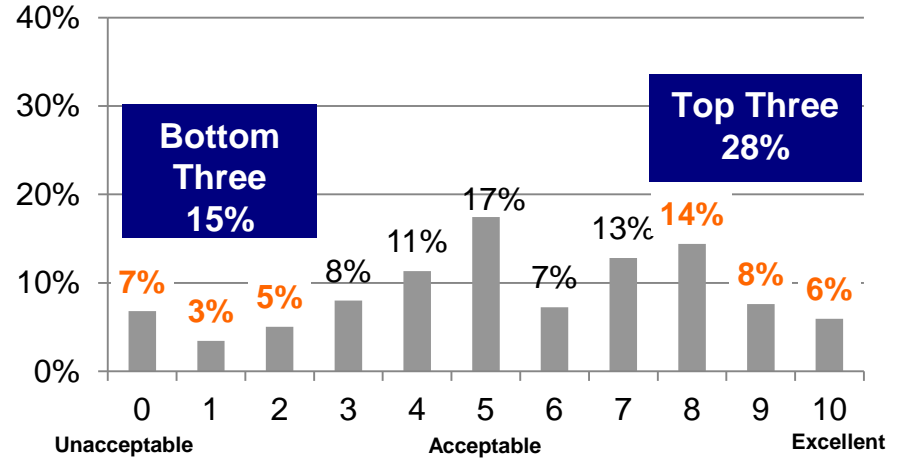


Ratings Distribution by Mode

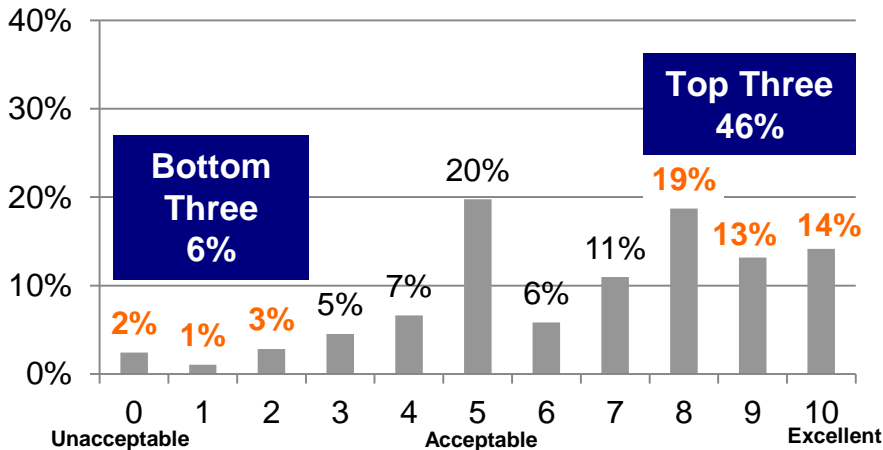
Bus Overall Satisfaction Score = 6.1



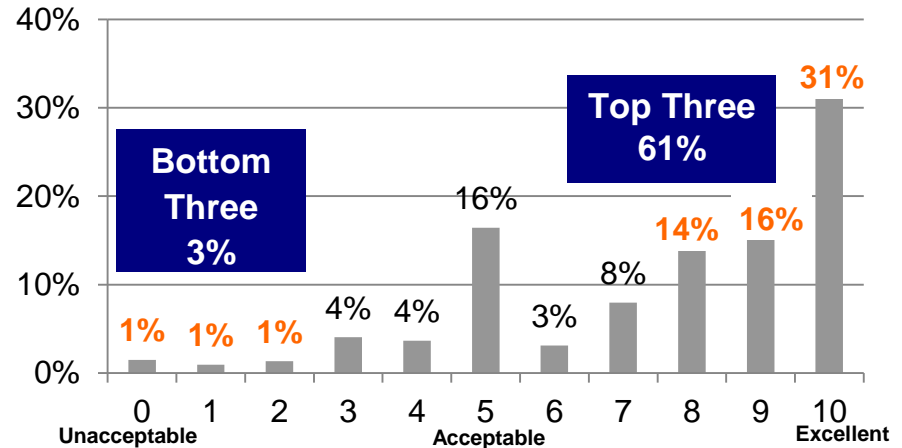
Rail Overall Satisfaction Score = 5.5



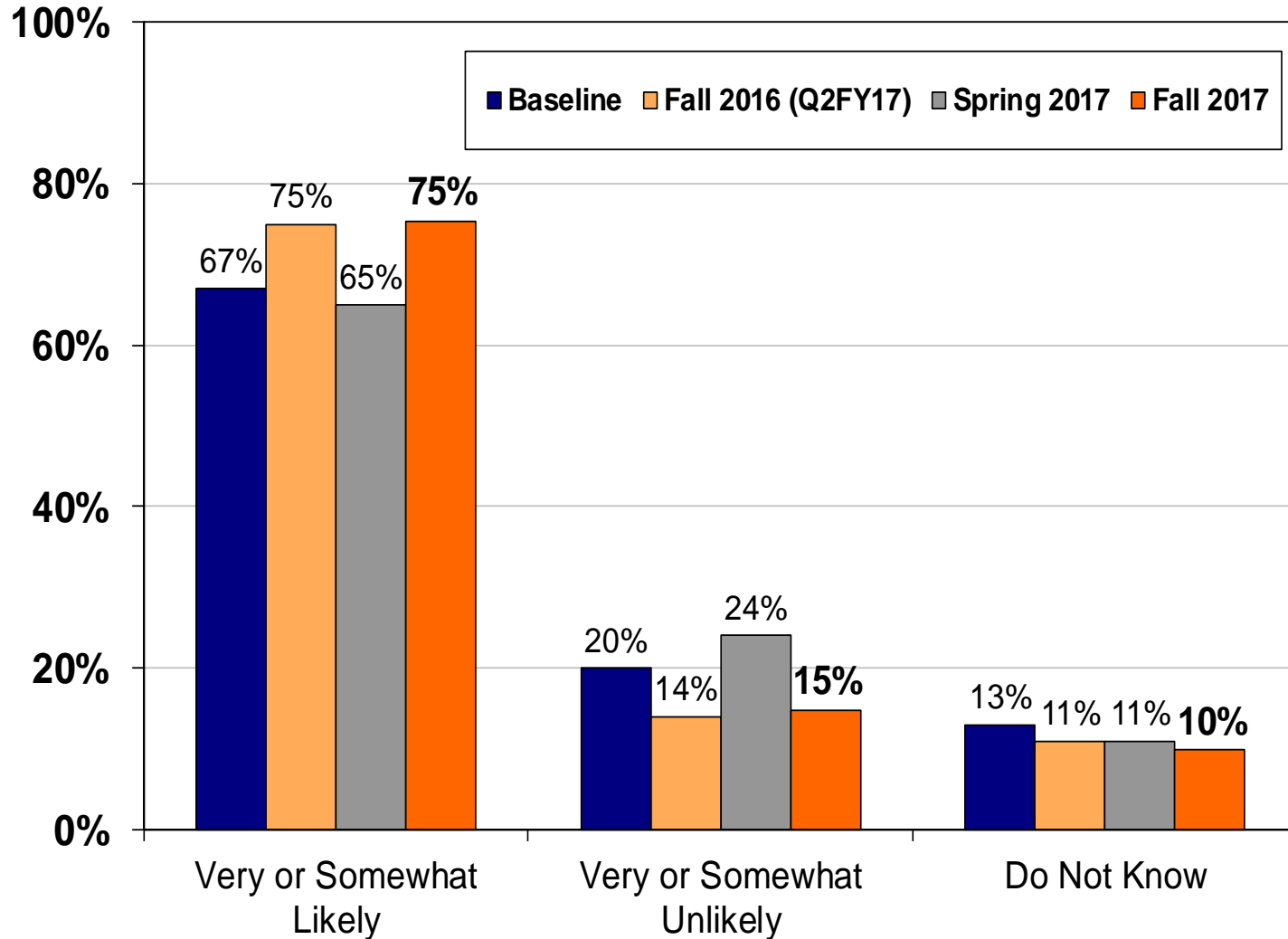
Light Rail Overall Satisfaction Score = 6.7



Access Link Overall Satisfaction Score = 7.5



Likelihood to Recommend NJT to a Friend or Relative



Key Drivers

- Key Drivers are attributes that are of:
 - **High Importance** to customers (Top 10 within market/mode)
 - **Low Satisfaction** (below Overall Satisfaction within market/mode)



Key Drivers to Improve Across the System

Key Drivers to Improve	Bus	Rail	Light Rail
On-time Performance	◆	◆	
Fares	◆	+	◆
Mechanical Reliability		◆	
Seating Availability			+
Security			◆
Weekday PM Peak Schedule	◆		+
Weekday AM Peak Schedule	+		
Weekday Evening/Night Schedule	+		
Weekend/Holiday Schedule		+	+
Overall Trip Time	+		
Cleanliness On-board			+
Boarding Station/Stop Parking Availability	+		+
Handling of Service Disruptions		-	
Announcements/Information during Service Disruptions		-	

Key Driver – Attribute rated lower than overall satisfaction score and high ranking in importance by customer.

- ◆ key driver in Spring 2017 and in Fall 2017
- + key driver in Fall 2017 but not in Spring 2017
- key driver in Spring 2017 but not in Fall 2017

Key Drivers to Improve Across the System

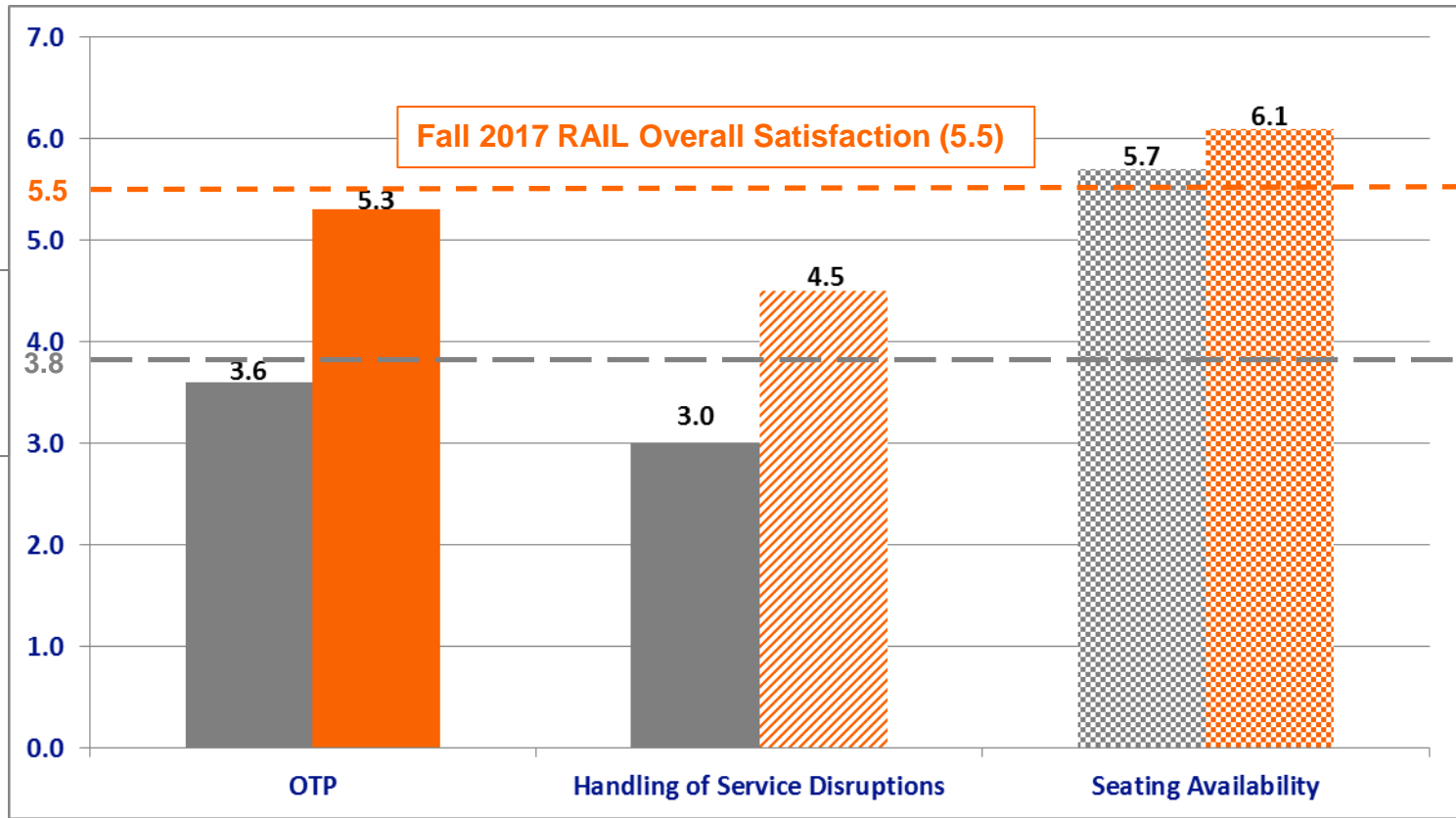
Key Drivers to Improve	Access Link
On-time Performance	◆
Fares	+
Overall Trip Time	◆
Comfort On-board	-
Reservationists	◆
Scheduling	◆
Payment Options	+

Key Driver – Attribute rated lower than overall satisfaction score and high ranking in importance by customer.

- ◆ key driver in Spring 2017 and in Fall 2017
- + key driver in Fall 2017 but not in Spring 2017
- key driver in Spring 2017 but not in Fall 2017



Change in Rail Satisfaction: Spring 2017 vs Fall 2017



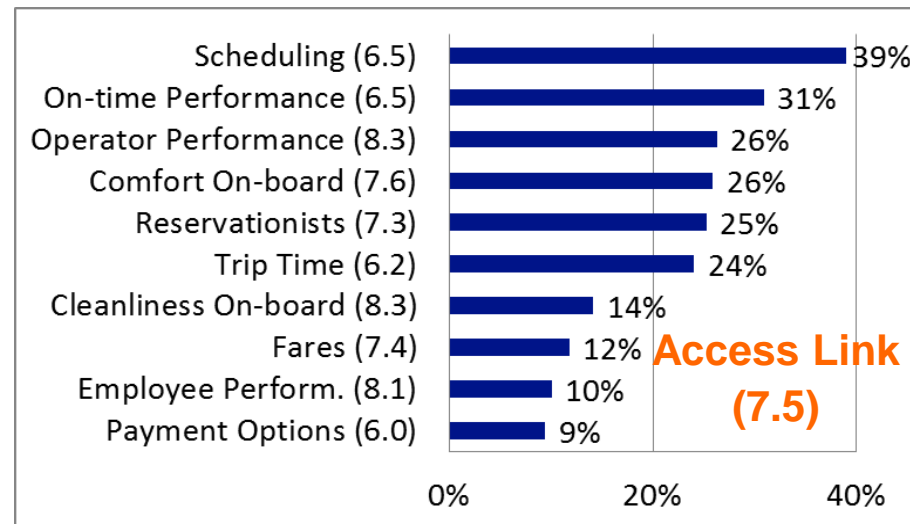
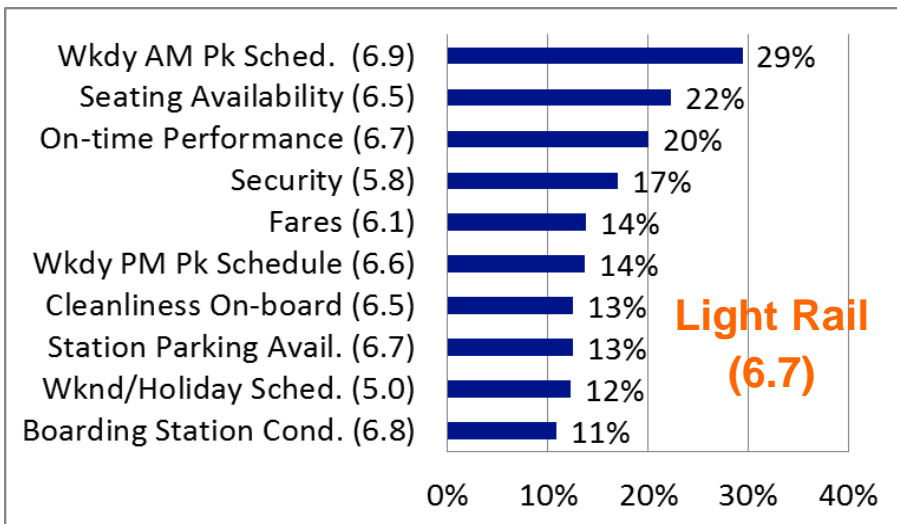
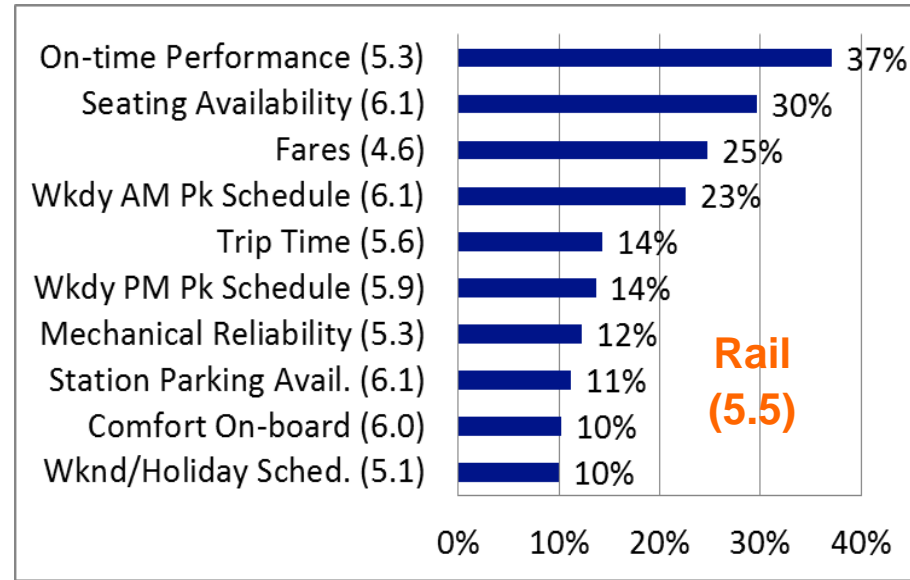
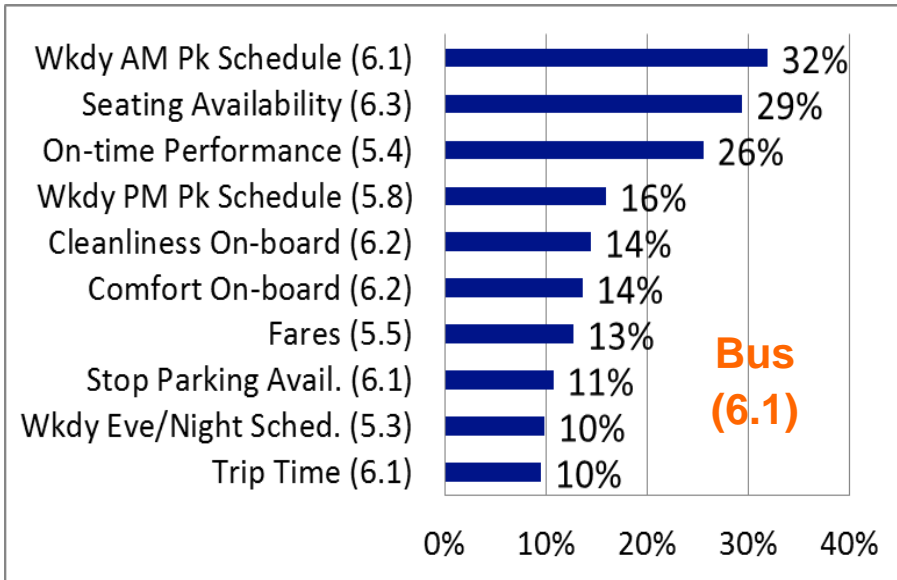
■ Spring **Key** Below Overall Satisfaction AND
 ■ Fall **Driver** Important

■ Fall **NOT Key Driver** Below Overall Satisfaction BUT NOT Important

■ Spring **NOT Key** Above Overall Satisfaction AND
 ■ Fall **Driver** Important



Top Ten Attributes in terms of Importance by Mode



Summary

- Overall Customer Satisfaction Score of 6.0
- Three-quarters (75%) of customers would recommend NJ TRANSIT
- Key Drivers for BOTH the Spring and Fall 2017 include:
 - On-Time Performance: *Bus, Rail and Access Link*
 - Fares: *Bus and Light Rail*
 - Mechanical Reliability: *Rail*
 - Security: *Light Rail*
 - Weekday PM Peak Schedule: *Bus*
 - Overall Trip Time: *Access Link*
 - Reservationists: *Access Link*
 - Scheduling: *Access Link*
- Next survey will be administered in the spring.

ACTION ITEMS

ITEM 1802-11: NORTHERN BRANCH CORRIDOR: SELECTION OF LOCALLY PREFERRED ALTERNATIVE

BENEFITS

The Northern Branch Corridor project will re-introduce rail service between the City of Englewood in Bergen County and the Township of North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The re-introduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront, and the Northern Branch service will provide a public transit alternative in areas underserved by the roadway network.

Rail transit, once a fundamental travel option for corridor residents, is now only available to the west and south. Increased roadway traffic is creating congested conditions on corridor roadways during peak commuting hours, resulting in longer travel times for both automobiles and buses. The most overwhelmed roadways and transit routes are those providing access south to Hudson and Essex Counties and east to New York City.

The extension of the Hudson-Bergen Light Rail (HBLR) system from its current terminus at Tonnelle Avenue to the Englewood Hospital and Medical Center, a distance of approximately 10 miles, will provide additional transit service to communities currently not served by rail.

ACTION (Scorecard: Customer Experience, Corporate Accountability, Safety and Security)

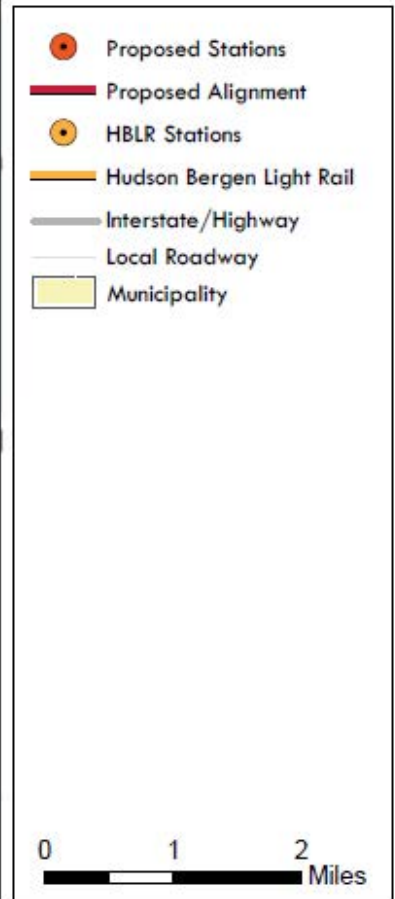
Staff requests that the NJ TRANSIT Board of Directors adopt the Northern Branch Corridor Locally Preferred Alternative as shown on Figure 1 and described in the *Supplemental Draft Environmental Impact Statement* dated March 2017.

Staff also requests authorization to submit the Northern Branch Corridor Locally Preferred Alternative to the North Jersey Transportation Planning Authority Board of Trustees for designation and inclusion in the North Jersey Transportation Planning Authority's Long-Range *Regional Transportation Plan*.



Northern Branch Project Corridor

FIGURE 1



PURPOSE

The designation of the Northern Branch Corridor Locally Preferred Alternative follows a federally-prescribed process for evaluation of projects seeking Section 5309 Capital Investment Grant (CIG) funding as New Starts projects. Under the Fixing America's Surface Transportation Act (FAST), enacted in December 2015, New Starts projects must be new fixed guideway projects or extensions to existing fixed guideway projects, with a total estimated capital cost greater than \$300 million. FAST requires that project sponsors must complete the Project Development phase within two years of initiation. The Federal Transit Administration (FTA) advises that complex projects, such as the Northern Branch Corridor, should at least initiate the environmental review process prior to requesting entry into Project Development.

During Project Development the project sponsor must select a Locally Preferred Alternative; get the Locally Preferred Alternative adopted into the fiscally constrained metropolitan transportation plan; and complete the environmental review process under the National Environmental Policy Act (NEPA). Project sponsors are also required to obtain commitment of at least 30 percent of the non-CIG funding and complete at least 30 percent design and engineering (including detailed cost estimates and schedules, third-party agreements and right-of-way identification, geotechnical reports, and constructability reviews). Project Development must be completed within two years of initiation. Given the complexity of the Northern Branch Corridor project, it is anticipated that completion of 30 percent design and engineering as well as the commitment of funding will extend beyond the two-year limit for Project Development.

By selecting the Locally Preferred Alternative at this time, NJ TRANSIT will be able to initiate design and engineering activities upon completion of the *Final Environmental Impact Statement* and receipt of the Record of Decision from the FTA, in advance of requesting entry into Project Development.

BACKGROUND

History

FTA and NJ TRANSIT issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Northern Branch Corridor in October 2007 and a Final Scoping Document in March 2008. At that time the environmental assessment included the analysis of two vehicle types: electric light rail and diesel multiple units. The subsequent bankruptcy of the only manufacturer of diesel multiple unit vehicles approved for operation with freight service eliminated that alternative from subsequent study.

In December 2011 FTA and NJ TRANSIT published a *Draft Environmental Impact Statement* (DEIS) that analyzed two alternatives for the extension of the Hudson-Bergen Light Rail: the Preferred Alternative would extend light rail service from North Bergen to the northern border of Tenafly and the second alternative would extend service only to Route 4 in Englewood. The Notice of Availability (NOA) of the DEIS was published in the *Federal Register* on December 23, 2011, with the comment period ending on February 6,

2012. An amended NOA was published on January 13, 2012, extending the deadline for comments to February 21, 2012.

Public hearings to solicit public comment were held on January 24, 2012, in Tenafly and January 26, 2012, in Englewood. More than 1,200 comments were received in the form of public testimony, private testimony, comment cards, emails, and letters. Major issues requiring project revisions and further analysis were identified.

While many comments expressed support for the Northern Branch Corridor project, residents and community leaders in Tenafly were strongly opposed to the extension of service into their community, leading the Borough Council to pass a resolution against the project. In addition, the City of Englewood and the Englewood Hospital and Medical Center, both strongly supportive of the project, recommended that, rather than ending the line at the Englewood Route 4 station, the line be extended further north to terminate at the Englewood Hospital and Medical Center. Consequently, the Preferred Alternative was revised to terminate service at the Englewood Hospital and Medical Center.

In addition to the change in terminus, several other issues were identified by the freight railroads and the municipalities through which the alignment would travel. Subsequent to the receipt of these comments, NJ TRANSIT met with the municipalities and the freight railroads to discuss revisions to the Preferred Alternative. The new alignment resulted in changes to the service plan and the potential environmental and social impacts that were assessed in the DEIS. As a result, the new alignment and associated changes were analyzed in the *Supplemental Draft Environmental Impact Statement (SDEIS)* issued on March 17, 2017. The NOA for the SDEIS was published in the *Federal Register* on March 24, 2017. The public comment period extended to May 23, 2017 and public hearings were held in Englewood on April 24, 2017. Approximately 200 residents, business owners, elected officials, and other interested parties attended the two hearings.

The SDEIS generated approximately 470 comments from the public, elected officials, and government agencies. The overwhelming majority of commenters expressed support for the project. Comments from Bergen County and several communities cited the need for continued discussion with NJ TRANSIT regarding specific design issues for traffic mitigation, station and parking facility design, quiet zones, and safety and security. Several residents echoed these concerns and also requested that bus service be evaluated to ensure that neighborhoods are able to access the light rail stations. Commenters opposed to the project cited impacts on traffic in the vicinity of the light rail line due to commuters traveling to/from the stations as well as delays at grade crossings when the light rail train traverses the crossings, concerns regarding safety and security, noise impacts on nearby residences, and use of Overpeck Park for the parking facility.

Responses to all comments on both the DEIS and the SDEIS will be included in the FEIS.

Locally Preferred Alternative

The Locally Preferred Alternative consists of a 10-mile two-track extension of the HBLR from its current terminus at Tonelle Avenue northward to the Englewood Hospital and Medical

Center, generally utilizing CSX Transportation’s Northern Branch running track. The project will construct a total of seven stations in North Bergen, Ridgefield, Palisades Park, Leonia, and Englewood (three stations) and parking for approximately 2,740 vehicles. Service is proposed to operate from 5:00 a.m. to 1:00 a.m. with six-minute headways during the peak period and 15-minute headways during the off-peak period. It is estimated that the project will serve 12,370 passengers per average weekday in the year 2030.

A complete description of the Locally Preferred Alternative is provided in the Executive Summary from the Northern Branch Corridor SDEIS, included as Exhibit A.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorizations: Adoption of the Northern Branch Corridor Locally Preferred Alternative
Submittal of the Northern Branch Corridor Locally Preferred Alternative to the North Jersey Transportation Authority’s Board of Trustees for designation and inclusion in the Long-Range *Regional Transportation Plan*

Past Authorizations:

Jacobs (formerly Edwards and Kelcey, Inc.)

December 1995 Item 9512-97 West Shore Region MIS/DEIS	\$ 4,199,725	+ 5% contingency
November 1997 Item 9711-129 Early Planning Studies	\$ 200,000	+ 5% contingency
June 2005 Item 0506-29 Northern Branch DEIS & Meadowlands Area Study	\$ 1,617,686	+ 5% contingency
April 2007 Item 0704-22 Northern Branch DEIS	\$ 950,000	+ 5% contingency
July 2008 Item 0807-52 Northern Branch DEIS	\$ 1,050,000	+ 5% contingency

September 2010 \$ 875,000 + 5% contingency
Item 1009-49
Northern Branch DEIS/FEIS
May 2013 \$ 3,000,000 + 5% contingency
Item 1305-23
Northern Branch FEIS
Total Previous Authorization \$ 12,487,032

Gannett Fleming/HNTB Joint Venture

April 2007 \$ 3,000,000 + 5% contingency
Item 0704-22
Northern Branch Rail Service
Preliminary Engineering
Total Previous Authorization \$ 3,150,000

Expenditures to Date: **\$ 11,513,195** (as of 12/05/17)

Total Project Cost: **\$ 1.281 Billion** (2014 dollars without cost of Right-of-Way)

Projected Date of Completion: TBD

Capital Program Amount: **\$ 113,209,200**

Operating Budget Amount: **\$0**

PRINTS ID Number: NJT01228
 TBD00063
 TBD00075

Anticipated Source of Funds: Federal Transit Administration
 Transportation Trust Fund

DBE/SBE Goal: None for this Board Action
Goals for future consultant services and construction contracts will be determined prior to contracts being advertised

Jacobs 35% DBE
Gannett Fleming/HNTB 20% DBE/10% SBE

NJ Build Amount: NA

Future/Related Authorizations: Preliminary Engineering
Final Engineering
Construction Assistance
Construction Management
Construction

**Impact on Subsequent
Operating Budgets:** NA

RESOLUTION

WHEREAS, NJ TRANSIT is working to improve the quality and expand the availability of the public transit system to make it the preferred choice for travel in New Jersey; and

WHEREAS, NJ TRANSIT has completed the environmental impact analysis of a 10-mile two-track rail line between the Hudson-Bergen Light Rail's current terminus at Tonnelle Avenue in the Township of North Bergen, Hudson County, and the Englewood Hospital and Medical Center in the City of Englewood, Bergen County; and

WHEREAS, the Northern Branch Corridor *Supplemental Draft Environmental Impact Statement* published in March 2017 formally designates the configuration of tracks, stations, and other improvements that will be advanced as the Hudson-Bergen Light Rail Northern Extension project; and

WHEREAS, the Locally Preferred Alternative must be formally adopted by the NJ TRANSIT Board of Directors and included in the North Jersey Transportation Planning Authority's fiscally-constrained Long-Range *Regional Transportation Plan* for the project to be eligible for federal funding;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors adopts the Northern Branch Corridor Locally Preferred Alternative as shown on Figure 1 and described in the *Supplemental Draft Environmental Impact Statement* dated March 2017; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to submit the Northern Branch Corridor Locally Preferred Alternative to the North Jersey Transportation Planning Authority Board of Trustees for designation and inclusion in the North Jersey Transportation Planning Authority's Long-Range *Regional Transportation Plan*.

EXHIBIT A

NORTHERN BRANCH CORRIDOR
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

EXECUTIVE SUMMARY

The full Supplemental Draft Environmental Impact Statement is available for public inspection at www.northernbranchcorridor.com, which can be accessed directly or through the www.njtransit.com website.

Executive Summary

ES.1. Introduction

The Northern Branch Corridor Project calls for transit improvements in northeastern Hudson and southeastern Bergen Counties through the restoration of passenger rail service on an existing freight rail line. The electric light rail service would operate on West Side Avenue in North Bergen, and then on existing railroad right-of-way owned by CSX Transportation (CSX) between 91st Street in North Bergen and the northern border of Englewood and would introduce new station stops in North Bergen, Ridgefield, Palisades Park, Leonia, and Englewood (refer to Figure ES-1).

The Northern Branch Corridor Project described in this Supplemental Draft Environmental Impact Statement (SDEIS) is the result of extensive planning and study to restore rail service along this corridor. In October 2007 a Notice of Intent was published in the *Federal Register* describing four Build Alternatives to be considered for this corridor: an electric light rail that would extend from Tonnelle Avenue in North Bergen to either Englewood Route 4 or the Tenafly/Cresskill border and a diesel multiple unit (DMU) that would extend from Tonnelle Avenue in North Bergen to either Englewood Route 4 or the Tenafly/Cresskill border. After the publication of the Final Scoping Document in March 2008, the manufacturer of the DMU vehicle declared bankruptcy and the decision was made to eliminate the DMU alternatives from further study. Accordingly, the Draft Environmental Impact Statement (DEIS) published in December 2011 included only the two light rail Build Alternatives.

Opposition to the project in Tenafly and the desire to serve the Englewood Hospital and Medical Center resulted in the development of a single Build Alternative for further analysis – light rail service between Tonnelle Avenue in North Bergen and the Englewood Hospital and Medical Center. Other project components, including the alignment through the CSX North Bergen Rail Yard and several station locations, have also been revised in response to continuing discussions with municipal officials and the freight railroads. As a result, this Supplemental Draft Environmental Impact Statement (SDEIS) has been prepared by NJ TRANSIT in cooperation with the Federal Transit Administration (FTA) to document the environmental impacts of the modified Preferred Alternative.

This SDEIS updates the assessment of benefits, costs, and social, economic, and environmental impacts of constructing and operating passenger rail service between North Bergen in Hudson County and Englewood in Bergen County. The SDEIS was prepared in accordance with Section 102 of the National Environmental Policy Act (NEPA) of 1969, codified at 42 U.S.C. § 4332; the Council on Environmental Quality's regulations implementing NEPA at 40 C.F.R. Part 1500; the environmental provisions of 23 U.S.C. § 139 and 49 U.S.C. § 5323(c); the joint Federal Transit Administration and Federal Highway Administration Environmental Impact and Related Procedures Rule at 23 C.F.R. Part 771; and related laws, regulations, and guidance as amended by the Fixing America's Surface Transportation (FAST) Act. This Executive Summary is intended as a summation of the SDEIS's findings and as a stand-alone synopsis of the project to date and potential impacts of the overall revised Preferred Alternative.

ES.2. Project Background

The history of the West Shore Region Study, initiated in 1996, and its evolution into the Northern Branch Corridor project are fully described in Chapter 1 of the DEIS. Following is a brief description of the DEIS and the changes and decisions that occurred since the DEIS was published in December 2011, leading to the reassessment of the project in this SDEIS. Since issuance of the DEIS, NJ TRANSIT analyzed comments from 380 respondents consisting of more than 1000 references to issues of concern and statements of support. The majority of concerns expressed in the comments pertained to the proposed

northern terminus in Tenafly. Residents and local leaders representing Tenafly staunchly opposed the terminal station in Tenafly, although many expressed support, generally, for light rail transit in the region. Several additional comments from respondents in Englewood expressed support for the Northern Branch Corridor project and requested that if the project were to terminate in Englewood that it should be extended to the border of Englewood and Tenafly with a terminal station at Englewood Hospital and Medical Center. Accommodation of these concerns and requests led to the revisions to the DEIS Preferred Alternative, necessitating this Supplemental Draft Environmental Impact Statement.

ES.2.1. Northern Branch Corridor DEIS

The FTA and NJ TRANSIT issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Northern Branch Corridor in October 2007 and a Final Scoping Document in March 2008. FTA and NJ TRANSIT published a DEIS in December 2011 that analyzed two alternatives. The Preferred Alternative would extend light rail service from North Bergen to the north border of Tenafly. The second alternative would extend service only to Route 4 in Englewood. The Notice of Availability (NOA) of the DEIS was published in the Federal Register on December 23, 2011, with the comment period ending on February 6, 2012. An amended notice was published on January 13, 2012, extending the deadline for comments to February 21, 2012. Public hearings to solicit public comment were held on January 24, 2012, in Tenafly and January 26, 2012, in Englewood. A total of 380 comments were received by public and private testimony, comment card, letter, and email. Major issues requiring further analysis were identified and were included in the reassessment described in this SDEIS.

While many comments expressed support for the Northern Branch Corridor project, residents and community leaders in Tenafly were strongly opposed to the extension of service into their community, leading the Borough Council to pass a resolution against the project. In addition, both the City of Englewood and Englewood Hospital and Medical Center, strongly supportive of the project, recommended that rather than ending the line at the Route 4 station, the line be extended further north to terminate at Englewood Hospital and Medical Center. The Preferred Alternative has thus been revised to terminate service at Englewood Hospital and Medical Center.

The new alignment results in changes to the service plan and potential environmental and social impacts not analyzed in the DEIS. As a result, this new alignment and associated changes have been analyzed in this SDEIS and recirculated for public comment and agency feedback.

ES.2.2. Northern Branch Corridor SDEIS

In addition to the change in terminus, several other issues were identified by the freight railroads and the municipalities through which the alignment traveled. In follow-up to the public comment period, NJ TRANSIT met with the municipalities and the freight railroads to discuss revisions to the Preferred Alternative. The Preferred Alternative for the SDEIS was developed to reflect a greater understanding of the needs and desires of the study area communities and project stakeholders, including the freight railroads. Following are the changes that were made to the revised Preferred Alternate (described from south to north).

West Side Avenue

To minimize impact to existing and future freight services, CSX and NYS&W requested that the light rail alignment be moved outside of the rail yard. To accomplish this, a viaduct over the CSX North Bergen Yard would be constructed. The alignment would then travel along the west side of West Side Avenue, removing a travel lane from the roadway. While on West Side Avenue, in the vicinity of 79th Street, the light rail tracks would begin to grade separate on a second viaduct. This 85th Street Viaduct would carry the new Northern Branch alignment over the NYS&W tracks and the CSX River Line elevated alignment.

Once crossing the CSX River Line, the 85th Street Viaduct and alignment would descend to connect with the existing Northern Branch running track at grade near 90th Street. As described in the DEIS, 83rd Street would be closed and would no longer connect to West Side Avenue, eliminating a dangerous dog-leg curve under the CSX River Line. To mitigate this change, a new underpass below the CSX River Line (essentially a short tunnel) would be constructed to connect 85th Street to West Side Avenue. Given the shift in alignment, the proposed North Bergen Vehicle Base Facility (VBF) was eliminated from consideration.

Leonia Station

Based on the comments received from Leonia on the DEIS and in the subsequent meetings, NJ TRANSIT has identified a new location for a four-story parking deck to be located within the Leonia South area of Overpeck County Park on the site of an abandoned basketball court and abandoned comfort building. This relocation of the parking deck has also resulted in the relocation of the station to the south side of Fort Lee Road.

Englewood Route 4 Station and Vehicle Base Facility

The proposed VBF would be located at Englewood Route 4 to be closer to the terminus, and to minimize impact to the operations of the freight railroads in North Bergen. To minimize acquisitions and changes to land use in the surrounding area, NJ TRANSIT would co-locate the parking deck with the VBF. The parking deck would be designed as the second, third, and fourth story above the VBF.

Englewood Town Center Station

The City of Englewood requested that there be limited loss of parking in the town center area as a result of the project. Although parking displacement associated with traffic mitigation has been reduced, displacement would occur east of the alignment between Palisade Avenue and Demarest Avenue to provide for two tracks through the town center area. In coordination with the City, NJ TRANSIT has designed a reconfigured surface parking area between the rail right-of-way and the buildings along North Dean Street. The reconfigured parking would maintain the current number of parking spaces while improving circulation, though the reconfiguration would require the acquisition of two commercial properties that front Depot Square. There would be no additional parking spaces for commuters as the downtown station is anticipated to be used by walk-up users and intermodal passengers. Also in coordination with the City, the station platforms have been moved to be near the proposed parking area, between Palisade Avenue and Demarest Avenue.

Englewood Hospital and Medical Center Station

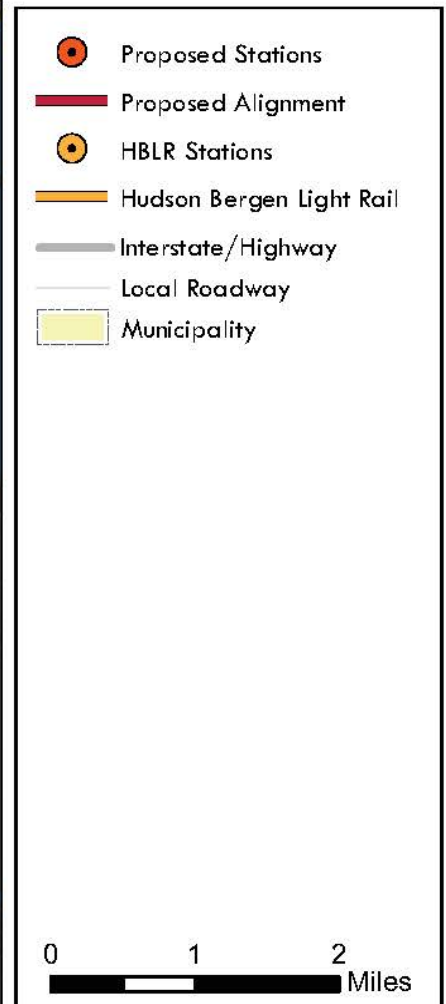
The City of Englewood and Englewood Hospital and Medical Center requested that the project provide parking at the northern terminus. Englewood Hospital and Medical Center offered the use of up to 600 spaces in an existing parking garage that is currently operated by the hospital. The Preferred Alternative would also include a pedestrian overpass over North Dean Street to connect the station with the parking facility.

Ridership and Operations

The light rail service plans were modified to better suit the needs of the projected riders. As requested by many commenters and the municipalities, NJ TRANSIT has been coordinating with CSX to determine if a smaller window could be provided on certain days to allow the light rail service to extend later in the evenings. These negotiations are ongoing. For the purpose of this analysis, the service hours were extended from the previously proposed hours of 5:30 a.m. to 10:30 p.m. to the newly proposed hours of 5:00 a.m. to 1:00 a.m. The ridership model was revised to incorporate this change of service hours, as well as to incorporate the updated US Census data from 2010.

Northern Branch Project Corridor

Figure ES-1



ES.3. Purpose and Need

The current transportation system within the densely-settled Northern Branch Corridor is characterized as a substantial roadway-based transportation system. This system includes limited-access highways as well as a variety of local and commuter bus routes, all of which contribute to the recurring traffic congestion prevalent within the corridor and on the region's roadways and crossings.

Rail transit, once a fundamental travel option for corridor residents, is now only available to the west and south of the corridor. Growing roadway congestion is creating saturated conditions on corridor roadways during peak commuting hours, increasing travel times for both private automobiles and buses. The most overwhelmed roadways and transit routes are those providing access south to Hudson and Essex Counties and east to New York City. Trends involving increasing population, a rise in the number of workers per household, and increasing use of single occupant automobiles, among others, are expected to exacerbate congestion.

The purpose and need of the proposed project is to improve mobility within Hudson and Bergen Counties, alleviate some traffic congestion, and support continued economic growth. Provision of new transportation service in the Northern Branch corridor would address the following goals and objectives:

Goal 1: Meet the needs of travelers in the project area

Objectives:

- Attract riders to transit.
- Improve travel time and reliability for travelers in the region.
- Improve convenience by providing frequent service, adequate parking at stations, competitive travel times, and convenient connections to other transit services, such as ferries, PATH, and feeder services.
- Provide more options for travelers.
- Improve services for low-income/minority/transit-dependent travelers.

Goal 2: Advance Cost-Effective Transit Solutions

Objectives:

- Support favorable farebox recovery to help ensure that the provision of transit service in the corridor is financially sustainable.
- Advance cost-effective transit solutions by advancing a project that, from a cost-benefit perspective, provides the greatest overall benefit at the lowest capital cost.
- Support future expansion, scalability, and affordability.

Goal 3: Attract growth and support development in Bergen and Hudson Counties, including the Hudson River Waterfront

Objectives:

- Provide transportation capacity to support future population and employment growth.
- Help attract new businesses by introducing new transportation choices that improve access to New York and the rest of the region, which would help Bergen and Hudson Counties to maintain their competitive advantage in the region.

Goal 4: Improve regional mobility and access

Objective:

- Provide connections to a variety of locations within the region including the growing Hudson River Waterfront area, Newark, Trenton, and major recreational attractions like the Meadowlands and the New Jersey Shore.

Goal 5: Reduce roadway congestion

Objective:

- Provide more travel options for travelers trying to avoid highway congestion.

Goal 6: Enhance the transit network

Objectives:

- Eliminate gaps in the rail network.
- Eliminate gaps in the bus network.

Additional detail on the purpose and need and goals and objectives is presented in Chapter 2 of the Northern Branch Corridor SDEIS, Purpose and Need for Action.

ES.4. Alternatives

This SDEIS examines two alternatives: the No Build Alternative and the SDEIS Preferred Alternative. The No Build Alternative assumes that the proposed project would not be implemented and provides a basis of comparison with the SDEIS Preferred Alternative. The No Build Alternative is required under NEPA. The SDEIS Preferred Alternative is a light rail system with a terminus in Englewood near the border with Tenafly. Following is a brief description of the alternatives. Refer to Chapter 3: Alternatives Considered for more detail.

ES.4.1. No Build Alternative

The No Build Alternative represents the current transportation network plus other reasonably foreseeable transportation improvements that would be implemented by the year 2030. Specifically, the elements of the No Build Alternative consist of NJ TRANSIT Bus Service, private bus service, NJ TRANSIT Hudson Bergen Light Rail (HBLR) service terminating at Tonelle Avenue Station in Hudson County, NJ TRANSIT Commuter Rail Service, PATH Service, and ferry service. It is assumed that the basic attributes of the bus system in eastern Bergen County would remain relatively unchanged in 2030. Committed transportation elements of the No Build Alternative include US Route 1/9 widening, a new grade separation at 69th Street in North Bergen over the railroad corridor (currently under construction), and improvements to the ramps at Route 4 and Grand Avenue.

ES.4.2. SDEIS Preferred Alternative

The SDEIS Preferred Alternative would provide service from North Bergen through Fairview, Ridgefield, Palisades Park, Leonia, and Englewood, terminating at a station and shared parking deck at Englewood Hospital and Medical Center (refer to Figure ES-1). This terminal station was selected because it allows for access to Englewood Hospital and Medical Center, a major employer and destination for the study area communities. Providing a station and shared parking at Englewood Hospital and Medical Center would capture commuters from the north before they enter the town center of Englewood, helping the project achieve its goals of improving mobility and reducing roadway congestion. Additionally,

extending the line through Englewood allows for service through the business district of Englewood, providing job access and supporting economic development.

The Preferred Alternative proposes to use light rail vehicles, which are powered by electricity and are lighter in weight than traditional commuter rail vehicles; however these light rail vehicles are not certified by the Federal Railroad Administration (FRA) to run in mixed rail traffic with heavy rail and freight rail. This means that the Preferred Alternative would require freight service to operate at night, when light rail service is not operating, thereby affecting nighttime sound levels. Additionally, to provide the necessary electricity, small substations would be placed approximately one mile apart along the alignment.

The Preferred Alternative would provide service to municipalities along the corridor between North Bergen and Englewood, linking to the Hudson River Waterfront, providing access to Manhattan via transfer at Weehawken (ferry) or Hoboken (ferry and PATH). This service would be time-separated from the freight operations. For this SDEIS, the span of service was analyzed with extended hours beginning at 5:00 a.m. and ending at 1:00 a.m. Freight providers would be assumed to use the alignment from 1:30 a.m. to 4:30 a.m. This would be a best case scenario for passenger service and it has not yet been determined whether freight customers along the alignment would be able to accommodate a 3-hour window for loading and unloading product. The exact schedule would be developed during negotiations with the freight railroads during Final Engineering and Design.

The Preferred Alternative would run on headways of approximately 6.5 minutes during the peak hours and 15 minutes during the off-peak period between North Bergen and the Englewood Hospital and Medical Center Station. The proposed service would offer a one-seat ride from Englewood directly onto the HBLR service. One-seat ride service is considered more desirable than service that requires transfers, as transfers create delay and enter an element of uncertainty into a passenger's commute.

Project Element General Descriptions

The Preferred Alternative would include seven stations in North Bergen, Ridgefield, Palisades Park, Leonia, and Englewood. The proposed VBF would be co-located with the Englewood Route 4 Station parking deck. Project elements are summarized in Table ES-1.

Between Tonnelle Avenue and 85th Street the tracks would be new alignment, crossing on viaduct over the CSX North Bergen Yard, then traveling along West Side Avenue until 85th Street. While on West Side Avenue, in the vicinity of 79th Street, the proposed alignment would begin to grade separate on a second viaduct, known as the 85th Street Viaduct. This viaduct would take the Northern Branch over the freight facilities including the at-grade NYS&W tracks and the elevated CSX River Line alignment and return to grade in North Bergen near 90th Street. New roadway would also be constructed, extending 85th Street to West Side Avenue via an underpass through the CSX River Line embankment. This railroad underpass and grade crossing of the extended 85th Street is referred to as the 85th Street Extension.

North of 90th Street to Englewood Hospital and Medical Center, the Northern Branch right-of-way would be restored to a two-track alignment, including double-tracks through the town center of Englewood.

Along the length of the project, existing ties and rail would be removed, and new ballast, ties, and rails would be installed. Tail tracks would be installed between the end of the service route by Englewood Hospital and Medical Center and the Englewood-Tenafly border to enable the light rail vehicles to pull through the station and await the return trip south.

Table ES-1: Project Element Summary

Feature	Preferred Alternative
Track	10 miles of double track
Stations	7
New Viaducts (Viaduct over CSX North Bergen Yard and 85 th Street Viaduct)	2
Culvert Improvements	4
Bridge Improvements	6
Substations	9
Grade Crossing Improvements	33
Grade Crossing Closures (83 rd Street for Northern Branch and NYS&W, North Bergen)	2
New Underpass (85 th Street Extension, North Bergen)	1
New At-Grade Crossings (85 th Street Extension at CSX Northern running track and NYS&W, North Bergen)	2
New Pedestrian Overhead Crossing (Leonia High School and Englewood Hospital and Medical Center)	2
Vehicle Base Facility	1
Surface parking lots (including shared use)	3
Parking Garages (including shared use)	3
Land Acquisition	20 private properties (14 acres) and 9 public properties (3 acres)

Source: Jacobs, 2015

ES.4.2.1. Stations

Following are descriptions of each of the stations. Ridership for the Preferred Alternative was projected to the year 2030 using the North Jersey Transit Demand Forecasting Model (NJTDFM, the model). The model was used to estimate total light rail riders by zone to each station. NJ TRANSIT then used data from the model (such as percentage of people that would walk, drive, carpool, be dropped off, or take the bus based upon distance from each station and the type and density of development) to estimate how riders would travel to each station. This produced an initial parking demand at each station. The station locations were then reviewed to determine the maximum amount of parking spaces that could reasonably be provided at each location, without overwhelming the communities. The model was then constrained with these maximum parking numbers, and a second iteration of the forecasting model was run. This resulted in adjustments to individual access modes to each station and a final, revised parking demand at each station.

The proposed project is anticipated to generate demand for parking at each study area station location (refer to Table ES-2). Six of the seven proposed station sites are proposed to include on-site parking designed to accommodate the demand for parking at the station. No parking would be provided at the Englewood Town Center Station. The parking demand generated by the proposed project would not affect the availability of parking in the vicinity of the project station study areas for other users.

Table ES-2: Parking Demand and Spaces to be Provided by the Preferred Alternative, 2030

Station	Parking Demand	Parking Spaces to be Provided
91 st Street	123	123
Ridgefield	258	269
Palisades Park	219	219
Leonia	571	583
Englewood Rt. 4	943	945
Englewood Town Center	N/A	0
Englewood Hospital	552	600
TOTAL	2,666	2,739

Source: NJ TRANSIT, 2015

91st Street Station

A new station would be constructed at 91st Street comprised of side platforms and an at-grade pedestrian track crossing. A portion of a property located on the south side of 91st Street and just east of the Northern Branch right-of-way would be utilized for a surface parking lot accommodating 123 vehicles. Use of the portion of the property would be negotiated through a shared use agreement between the property owner and NJ TRANSIT. The portion of the property that would be sought for shared parking is already developed as surface parking and is vacant of structures.

Ridgefield Station

A new station consisting of side platforms would be constructed immediately south of Hendricks Causeway, west of Broad Street. A parking facility with capacity for approximately 269 vehicles and a passenger drop-off area would be constructed on the east side of the right-of-way. Vehicle access would be provided from Remsen Place and bus pullouts would be provided on Broad Avenue. The surface parking area site is currently occupied by a commercial/retail development catering to the Korean community and would require the acquisition of four properties (one privately-owned, three publicly-owned) of approximately 3.09 acres. The acquisition of the Korean market was analyzed using the principles put forth in FTA Circular FTA C 4703.1, regarding the assessment of impacts to minority and low income communities and those with limited English proficiency (LEP). The analysis determined that the loss of the commercial uses does not represent a high and disproportionately adverse impact on the Korean community; further, public notices of the DEIS hearing were prepared in Korean, and Korean translators were available at the hearings to provide accommodation per FTA's guidelines on including LEP communities. No comments in opposition to the acquisition were received.

Palisades Park Station

The proposed station site is located north of Ruby Avenue, south of Fairview Avenue and west of Grand Avenue. The station would consist of side platforms, a surface parking facility with capacity for approximately 219 vehicles, and a passenger drop-off area. Vehicular access would be provided via West Ruby Avenue. Industrial and commercial buildings currently occupy the 2.64-acre site, requiring the acquisition of eight privately-owned properties.

Leonia Station

The Leonia Station, composed of side platforms, would be located south of Fort Lee Road. Station parking for approximately 583 vehicles would be accommodated in a four-story parking deck located in Overpeck County Park. The parking deck would be large enough to accommodate the project's need, as well as parking for shared use by park users during non-commuter hours. Vehicular and pedestrian access would be provided via the park access road and Fort Lee Road. Bus pullouts would be provided on Fort Lee Road to accommodate transfers between buses and the station. It is anticipated that NJ TRANSIT and Bergen County would establish a shared use agreement instead of land acquisition. NJ

TRANSIT would develop agreements with Bergen County with compensation of open space through the New Jersey Department of Environmental Protection (NJDEP) Green Acres Program.

Englewood Route 4 Station

The Englewood Route 4 Station, located under Route 4 at West Nordhoff Place, would consist of a center-island platform. A three-story parking deck above the proposed VBF with capacity for approximately 945 vehicles would be located south of Route 4 to the east of the right-of-way. A passenger drop-off area and pedestrian improvements would be provided. This station site would require the acquisition of six privately-owned properties of approximately 5.50 acres and one publicly-owned property of approximately 0.08 acres.

Englewood Town Center Station

This station would be located between Palisade Avenue and Depot Square, east of North Van Brunt Street and west of South Dean Street. The widening of the rail right-of-way to accommodate the platforms and a second track in Englewood Town Center, the reconfiguration of the adjacent parking area, and the development of the new park would require the partial acquisition of three publicly-owned properties, the full acquisition of one publicly-owned property, and the full acquisition of three private properties, totaling 1.84 acres.

Englewood Hospital and Medical Center Station

The Englewood Hospital and Medical Center Station would have side platforms located across from the hospital along North Dean Street between Durie Avenue and Cambridge Avenue. Commuter parking would be provided by an existing parking deck on North Dean Street across from the station platforms. The parking deck is owned by the hospital and would be leased to NJ TRANSIT for use by light rail passengers. Proposed pedestrian improvements at this station include pathways from Durie Avenue and Cambridge Avenue to North Dean Street and a pedestrian overpass over North Dean Street connecting the station and the hospital shared parking facility. No acquisition is anticipated at this location.

Although not included in this analysis, the project has been designed so as not to preclude the construction of a station in Fairview, should anticipated development in the area warrant its construction.

ES.4.2.2. Vehicles and Operations

The light rail vehicle is the same as those currently in operation on the HBLR System. These HBLR vehicles are powered by electricity conveyed to the vehicle by an overhead catenary system. The Preferred Alternative would use a combination of two- and three-car trains to accommodate projected ridership.

Current FRA regulations require that vehicles not meeting specific structural requirements must operate with either a physical or temporal (time) separation from freight operations. The light rail vehicles do not meet the specific structural requirements to travel within the railroad right-of-way at the same time as freight trains. As a result, temporal separation is a baseline assumption for the proposed Northern Branch light rail service. Without it, the project cannot operate and would not advance to construction.

For this SDEIS, the span of service was analyzed with hours beginning at 5:00 a.m. and ending at 1:00 a.m. Freight providers would be assumed to use the alignment from 1:30 a.m. to 4:30 a.m. This would be a best case scenario for passenger service (and worst case for the noise analysis). Service hours must accommodate late night travel for both working commuters and those returning from New York City attractions, such as shows, theater, sporting events, etc. It has not yet been determined whether freight customers along the alignment would be able to accommodate a 3-hour window for loading and unloading product; however, NJ TRANSIT has involved the freight railroads in an ongoing dialogue to

assure their support. A mutually acceptable Operating Agreement that covers service hours, dispatch, liability, customers, infrastructure, etc., would be discussed with the freight railroads during Final Engineering and Design. The addition of freight service to the overnight hours also increases noise impacts to the communities along the alignment as currently there is no rail service in the overnight hours.

ES.5. Operating Plan

The service for the Northern Branch is assumed to operate daily from 5:00 a.m. to 1:00 a.m. Three-car trains (maximum consist size) are assumed from Englewood to Hoboken with a total capacity of approximately 450 passengers; service between Englewood Hospital and Medical Center and Jersey City would consist of one standard car and one extended car, with a total capacity of approximately 400 passengers. In the peak period, the Hoboken service would operate on 10-minute headways and the Jersey City/West Side Avenue service would operate on 20-minute headways. In the off-peak period the Hoboken service would operate on 30-minute headways and the Jersey City/West Side Avenue service would operate on 30-minute headways. Travel times for the Northern Branch light rail service are presented in Table ES-3.

Table ES-3: Northern Branch Corridor Light Rail Travel Times (Minutes)

Station Stop	Incremental Time	Cumulative Time	Travel Time to Port Imperial, Weehawken	Travel Time to Hoboken
Englewood Hospital	--	--	0:21:19	0:33:19
Englewood Center	0:01:55	0:01:55	0:19:24	0:31:24
Englewood Rt. 4	0:02:20	0:04:15	0:17:04	0:29:04
Leonia	0:02:17	0:06:32	0:14:47	0:26:47
Palisades Park	0:02:28	0:09:00	0:12:19	0:24:19
Ridgefield	0:02:10	0:11:10	0:10:09	0:22:09
91st Street	0:02:18	0:13:28	0:07:51	0:19:51
Tonnelle Avenue	0:03:51	0:17:19	0:04:00	0:16:00

Source: Jacobs, 2015

ES.5.1. Ridership

Ridership for the Preferred Alternative was projected to the year 2030 using the model described above in ES.4.2.1. The model is designed to forecast the demand for travel within northern New Jersey between northern New Jersey and adjacent portions of New York and Pennsylvania. The 2030 total daily trips are summarized in Table ES-4. The relatively high project ridership is primarily the result of the availability of one-seat rides, which offer a seamless connection between the proposed Northern Branch service and existing HBLR service. The total daily trips are comprised of those diverted from other transit modes (e.g., bus and commuter rail) as well as commuters who currently drive.

Table ES-4: Projected Northern Branch Daily Passengers and Trips (2030)

Station	Boardings and Alightings
Englewood Hospital and Medical Center	1,640
Englewood Town Center	3,190
Englewood Route 4	2,160
Leonia	1,670
Palisades Park	660
Ridgefield	1,650
91st Street	1,400
TOTAL Passengers	12,370
TOTAL Daily Trips	24,740

Source: NJ TRANSIT, 2014

ES.5.2. Capacity Analysis

The capacity analysis assumes a “worst case scenario”, which considers the Preferred Alternative with the greatest projected ridership to determine whether capacity would be available on the HBLR to accommodate projected HBLR riders as well as new Northern Branch passengers. In this case, the Preferred Alternative is anticipated to attract 24,740 daily trips (12,370 passengers).

During the peak hour under the Preferred Alternative, 12 HBLR trains would pass through Tonnelle Avenue. Of these 12 trains, nine would continue onto the Northern Branch, and three would start their service at Tonnelle Avenue without crossing onto the Northern Branch. The proposed 91st Street Station would be the southernmost station on the Northern Branch before the service transitioned onto the HBLR. A passenger count of 3,062 would be on board the trains at 91st Street Station during the peak hour, leaving capacity for 838 passengers to board from the existing HBLR Tonnelle Avenue Station and south to Weehawken. The three HBLR trains departing from the existing Tonnelle Avenue Station in the peak hour would have capacity for 1,200 passengers.

Together, the Northern Branch-originating HBLR trains and the Tonnelle Avenue Station-originating HBLR trains would have capacity for 2,038 passengers after all Northern Branch passengers are accommodated. Existing ridership on the HBLR adds 689 passengers from Tonnelle Avenue to Weehawken, which would be the segment with the highest number of passengers. In 2030, the total non-Northern Branch ridership is expected to total 735 passengers. This number is below the projected capacity of the HBLR during the peak hour. Consequently, the Preferred Alternative would not have an adverse effect on the capacity of the HBLR.

ES.6. Cost Analysis

ES.6.1. Capital Costs

A capital cost model was developed for the Northern Branch Corridor project following the guidance contained in FTA’s *Standard Cost Categories for Capital Projects*, revised May 2007. Unit costs included in the model have been developed based on recent experience with the design and cost estimating of capital cost elements on other projects. Costs have been developed based on NJ TRANSIT experience and are reported in 2014 dollars escalated to year of expenditure (refer to Table ES-5). The right-of-way costs reflect the estimated cost for property associated with stations and parking facilities. The costs for the CSX and NYS&W rights-of-way are not included in these estimates.

Table ES-5: Capital Costs (costs in 2014 dollars, in millions)

Cost Item	Capital Cost
Guideway and Track Elements	\$193
Stations, Stops, Terminals, Intermodals	\$119
Support Facilities: Yards, Shops, Admin Buildings	\$44
Sitework & Special Conditions	\$129
Systems	\$143
ROW, Land, Existing Improvements	\$49
Professional Services	\$139
Unallocated Contingency	\$139
Finance Charges	\$14
SUBTOTAL (2014 \$)	\$970
Escalation	\$155
CONSTRUCTION TOTAL	\$1,125
Vehicles	\$155
PROJECT TOTAL	\$1,281
Total Project Miles	10 miles
Capital Cost / Mile	\$128.1

Source: Jacobs and NJ TRANSIT, 2015

As shown in Table ES-5, the total project cost to construct the SDEIS Preferred Alternative is approximately \$1.281 billion, with a cost per project mile of \$128.1 million.

ES.6.2. Operating Costs

An operating and maintenance cost (O&M) model was developed following the guidance contained in *Procedures and Technical Methods for Transit Project Planning*, Section 2.4, Operating and Maintenance Cost, Federal Transit Administration, September 1990, as revised and based on NJ TRANSIT experience.

Annual revenue for the Preferred Alternative was developed based on the ridership forecasts and assumptions for fares and parking rates. The annual revenue includes revenue loss from Commuter Rail and HBLR but does not consider revenue loss from bus. Revenue recovery is the total revenue (fares and parking fees) divided by the total operating and maintenance costs, expressed as a percentage. The operating subsidy is the total operating and maintenance costs minus the revenue. Table ES-6 summarizes each of these items for the Preferred Alternative, which is predicted to operate at revenue recovery rates of 54 percent. The source of funding for construction and annual operating and maintenance costs has not been identified at this time.

Table ES-6: Annual Costs and Revenue

Cost Item	Annual Costs and Revenue (in 2014 dollars, in millions)
Annual Operating and Maintenance Costs	\$30.9
Annual Revenue	\$16.7
Annual Revenue Recovery	54%
Annual Operating Subsidy	\$14.2
Total Project Miles	10 miles
Annual Operating Subsidy / Mile	\$1.42

Source: Jacobs, 2014.

ES.7. Summary of Environmental Consequences

The No Build Alternative avoids all potential adverse impacts typically associated with new development or reinstatement of rail service in urbanized locations. While the No Build does not introduce significant change to the study area, it fails to provide any benefit in terms of improved mobility and would not meet the project's goals and objectives. Public transit would continue to remain less available to portions of the study area, and over time, roadway congestion on the area's arterials and highways would worsen, which would lead to worsening air quality and a compromised quality of life in the study area.

The Preferred Alternative provides for improved mobility, but results in some changes to the character of the study area. The Preferred Alternative would provide transit service where service is presently lacking. The Preferred Alternative terminates this service north of the proposed Englewood Hospital and Medical Center Station near the border with Tenafly, an extension of service of 10 miles. As a result of the Preferred Alternative, a larger geographic area would receive direct access to transit service. These new trips represent transit users who would switch from driving personal cars to using the light rail service, reducing auto emissions and roadway congestion.

The Preferred Alternative would provide more neighborhoods and businesses with the benefits of passenger rail service, but also expose these same neighborhoods and businesses to the impacts associated with the new service, such as increased noise and traffic. For the most part, the impacts associated with the new service are mitigatable impacts. Table ES-7 summarizes and compares these environmental consequences for the No Build Alternative and the Preferred Alternative.

Table ES-7: Summary of Environmental Consequences

Category	No Build	Preferred Alternative
LAND USE AND ZONING		
Compatibility with Local Zoning and Land Use	No Impact	Compliant with local zoning and land use
LAND ACQUISITION AND DISPLACEMENT		
Property Acquisition ¹	No acquisitions	20 private properties (13.62 acres) and 9 public properties (2.84 acres)
Business Displacements	0 businesses	23 businesses
Estimated Employee Displacements	0 jobs	225 jobs
Residential Displacements	0 residences	0 residences
CONSISTENCY WITH LOCAL PLANS		
State and Regional Plans	Does not support the desire for increased rail transportation.	No conflicts with existing state and regional plans as these plans are generally supportive of the reintroduction of passenger rail transit.
Local Plans	Does not support the municipal plans' goals of improved transportation circulation.	Supported by local plans adopted by North Bergen, Ridgefield, Leonia, and Englewood. Although light rail is not specifically referenced in plans adopted by Fairview and Palisades Park, the plans support reductions in traffic congestion and improved transportation.
PARKLANDS		
Physical Acquisition	None	The Preferred Alternative would result in partial acquisition or easements of the following three parkland resources: - North Bergen Municipal Pool, North Bergen (vacant parkland south of pool) - Overpeck County Park, Leonia - Depot Square Park (east and west), Englewood
Visual Impact	None	None
Noise Impact	None	None
Access	No changes	Provides an additional mode of transit to the large, regional Overpeck County Park.
COMMUNITY FACILITIES		
Changes in Access to Community Facilities and Movement of Emergency Service Providers	No Impact	- Potential for access issues to community facilities resulting from frequent rail vehicle grade crossings in Englewood since the rail alignment bisects the municipality. - South of Route 4 developed land uses are concentrated on the east side of the ROW minimizing access issues associated with grade crossing closures. - NJ TRANSIT would coordinate mitigation measures with municipalities, such as grade crossing pre-emption, dispatch protocols and information campaigns.

¹ All private properties or portions of properties that would be acquired under this proposed project would be purchased at fair market value pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
TRAFFIC AND PARKING		
Number of Intersections Anticipated to Operate with a Failing LOS in 2030	2	- 0 with Mitigation ²
Station Parking Capacity	N/A	- The parking lots have been sized to accommodate the anticipated number of parking commuters.
Loss of On-Street Parking	None	- Ridgely - 5 - Palisades Park - 17 - Englewood Route 4 - 6
TRANSIT AND FREIGHT		
Transit and Freight Service	No Impact	- Shift in freight service to overnight hours may affect freight customers along the entire Northern Branch corridor, regardless of whether they are in a community served by light rail. - No significant impact to existing transit service. - NJ TRANSIT would coordinate with the bus providers to identify changes in the bus routes that would improve access to the stations and/or reduce duplications in service.
AIR QUALITY		
Air Quality Impacts	The No Build Alternative would not reduce regional emissions.	- The project is anticipated to cause an increase in localized traffic near proposed stations; however, air quality modeling indicates that even with the increase in localized traffic, the carbon monoxide (CO) levels would be below the National Ambient Air Quality Standards (NAAQS). - The Preferred Alternative would reduce regional emissions of CO, particulate matter (PM _{2.5} and PM ₁₀), hydrocarbons (HC), and nitrogen oxides (NO _x) due to a reduction in vehicle miles traveled (VMT).
Conformity Compliance	N/A	- The Northern Branch Rail Corridor Project is listed within the FY2014-2023 Statewide Transportation Improvement Program under Transit Rail Initiatives and in Plan 2040, the NJTPA's Regional Transportation Plan. - The regional analysis shows a reduction in PM _{2.5} and PM ₁₀ . Therefore, it is anticipated that this project would comply with the conformity requirements established by the Clean Air Act Amendments of 1990.
NOISE³		
Moderate Impacts	No impacts	- Without Quiet Zones, 700 residences would be moderately impacted. - Impacts could be mitigated by Quiet Zones, reducing the moderate impacts to between 211 and 697, depending upon the number of Quiet Zones that are requested and implemented.
Severe Impacts	No impacts	- Without Quiet Zones, 725 residences would be severely impacted. - Impacts could be mitigated by Quiet Zones, reducing the severe impacts to between 1 and 716 residences, depending upon the number of Quiet Zones that are requested and implemented. Additional mitigation, such as building insulation/acoustic windows, is recommended for the one severe impact that could not be mitigated by Quiet Zones. NJ TRANSIT would confer with the owner of this property to explore potential mitigation strategies.

² NJ TRANSIT would meet with each municipality to discuss the feasibility of implementing the improvements proposed in their respective municipality. Improvements that are deemed acceptable to the municipalities, and would be implemented as measures to mitigate potential traffic impacts resulting from the project, would be discussed as commitments in the FEIS.

³ Noise impacts related to the shift in freight train movement to the overnight hours affect the entire corridor, regardless of the terminal location of the Build Alternative. If light rail service terminates in Englewood, Tenafly would still be affected by a freight delivery to Northvale in the overnight hours.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
VIBRATION		
Number of Vibration Impacts	No Impact	- 1 residence in Englewood and the Bergen PAC Performing Arts School in Englewood. - Potential impacts to these resources can be mitigated during design such that the resources would not be impacted by the project, such as incorporating the use of high resilience fasteners and resiliently supported ties.
WATER QUALITY		
Potential for Adverse Impact at Stream Crossings	N/A	- Minor rehabilitation work at stream crossings would likely have no impact. - For new crossings, in-stream construction may be required. Sheet piling and small cofferdams may be used to prevent fill materials and excavated solids from entering the water column during this construction. - During the operation of rail service, NJ TRANSIT's inspection and maintenance program would mitigate potential non-point source pollution from rail vehicles traveling on the right-of-way.
Potential for Impact due to Stormwater	N/A	- Station parking facilities would require stormwater management facilities, including bio-retention systems, stormwater infiltration systems, sand filters, and other measures intended to return the overland flow of stormwater to pre-construction rates and remove pollutants from the stormwater runoff. - The VBF would include separate systems for handling stormwater runoff and wastewater from maintenance activities.
WETLANDS		
Type of Impact	N/A	Wetlands identified and delineated within and in close proximity to the existing right-of-way generally function as drainage swales of ordinary resource value collecting adjacent runoff from surrounding impervious surfaces.
Wetland Area to be Disturbed	No Impact	- 3.92 acres to be disturbed. - Mitigation for construction impacts are similar to those used to maintain water quality and focus on preventing siltation of existing wetland resources. - Mitigation for permanent impacts would require agreement between NJDEP, USACE, and NJ TRANSIT, and is proposed to consist of the purchase of wetland mitigation within the Kane Tract from the Meadowlands Conservation Trust Organization or the MRI-3 Wetland Mitigation Bank operated by Evergreen Environmental.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
FLOODPLAINS		
Project Elements within Floodplains	N/A	<ul style="list-style-type: none"> - West Side Avenue alignment, Northern Branch Railroad/CSX alignment, 91st Street Station, Palisades Park Station, Leonia Station, and Englewood Route 4 Station are located within floodplains. - NJDEP Stream Encroachment Permit required. - Although rail projects may be granted an exemption from the zero percent net fill provision of the NJ Flood Hazard Control Act, the project would be designed with the intent to meet this rule by not filling more than 20 percent of the existing floodplain storage on a site. - As compensation, flood storage areas would be provided off-site within the same flood hazard area and watershed as the proposed fill and would not be separated from the proposed fill by a water control structure such as a road or dam. - Excess runoff associated with the project would be mitigated through the use of wet ponds, stormwater infiltration or detention facilities, and bio-retention best management practices as outlined by the NJDEP Land Use Regulation Program.
NAVIGABLE WATERWAYS AND COASTAL ZONES		
Impact to Navigable Waterways	No Impact	<ul style="list-style-type: none"> - The construction of the bridges over Wolf Creek and one of its tributaries are not expected to result in impacts to the navigability of the waterways as the bridges would be constructed in accordance with USCG parameters and as stipulated by the Section 10 Permit from the US Army Corps of Engineers (USACE). - Construction activities are anticipated to include widening and excavation, as well as the placement of materials in and around the structure over the waterways. The navigability of the waterways is expected to remain the same as prior to construction.
ENDANGERED SPECIES		
Threatened, Endangered, and Species of Concern Potentially Located within the Study Area	The United States Fish and Wildlife Service (USFWS) and NJDEP Natural Heritage Program (NJDEP NHP) identified the potential for the habitats of Indiana bat, cattle egret, snowy egret, bald eagle, black crowned night heron, black-crowned night heron, brown thrasher, glossy ibis, little blue heron, Henslow's sparrow, northern harrier, peregrine falcon, and eastern box turtle to occur along the project corridor. In addition, an occurrence of the wood turtle was documented approximately three-quarters of a mile from the project corridor.	
Potential Impacts	No Impact	<ul style="list-style-type: none"> - No Impact. - Habitat proximate to the railroad right-of-way is not suitable to support the noted species. Additionally, minimal forest habitat was identified for the Indiana bat adjacent to the right-of-way due to its presence in a highly-developed urban area.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
HAZARDOUS MATERIALS		
Number of Stations with Potential Contamination (On-Site/Close Proximity)	No Impact	<p>- Palisades Park Station and Englewood Route 4 Station are within close proximity to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites. Complete Phase I and Phase II studies are likely to be required at these locations to determine if contamination has migrated to the station sites. Phase II studies would be performed prior to property acquisition unless the property can be classified accurately by other means or methods.</p> <p>- The remaining station sites would require Phase I studies, to verify that the station sites are not contaminated with previously undocumented hazardous materials. This would potentially be followed up by Phase II, testing, where necessary, to confirm the presence or absence of hazardous materials.</p> <p>- Based on the records research, it is unlikely that any of the proposed station or VBF sites would be found to be contaminated to the point that an alternate location would need to be identified.</p> <p>- Additionally, active and previously active rail rights-of-way are typically considered to be contaminated as a result of the leakage of fluids (oil, diesel, brake fluid, and lubricants) from rail vehicles. Industry best management practices would be followed to prevent or limit exposure to hazardous materials.</p>
ENERGY		
Energy Availability	No Impact	The operation of light rail vehicles would require the right-of-way to be electrified via the installation of overhead electric catenary along the alignment. The existing power grid has a sufficient energy supply to support the Preferred Alternative.
Net Change in Direct Energy Expenditure	No change	Reduction of 164.3 billion BTU annually.
Indirect Energy Expenditure	No change	One-time construction energy expenditure of 271.9 billion BTU.
Payback Potential ⁴	N/A	1.7 years
ELECTRIC AND MAGNETIC FIELDS		
EMF Impacts	N/A	The project is not anticipated to exceed suggested acceptable exposure thresholds within rail vehicles or at wayside and platform locations. EMF exposure levels from the proposed project would pose no additional health risk for Northern Branch passenger rail users or study area residents living proximate to the rail alignment.

⁴ Payback Potential is the measure of the number of years it would take for the energy savings of a transit project to repay the energy cost associated with construction.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
HISTORIC PROPERTIES AND RESOURCES		
Number of Historic Resources within Areas of Potential Effect (APEs)	N/A	10 resources are within the APEs – Dutch Reformed Church, Ridgefield; US Route 46 Corridor, Ridgefield and Palisades Park; Barrett’s, Palmer & Heal Dyeing & Cleaning Establishment, Englewood; DeMott House, Englewood; Palisades Trust and Guaranty Building, Englewood; Englewood Municipal Building, Englewood; Professional Building, Englewood; Adriance Van Brunt & Moses E. Springer Office and First Englewood Women’s Exchange Building, Englewood; Depot Square Building, Englewood; and Brookside Cemetery, Englewood.
Potential Adverse Effects	None	<ul style="list-style-type: none"> - No adverse effects. - Mitigation measures for construction activities are aimed at buffering historic resources from noise, vibration, and dust, and include relatively simple measures such as establishing staging areas away from the resources and establishing truck routes that do not pass by the resources. - Construction of the catenary may change the visual context of the resource; however, these impacts can be mitigated through the application of context-sensitive design elements that respect the local development patterns and historic resources in the area. These elements would be reviewed by the State Historic Preservation Office (SHPO) through a design review process, as documented in the Draft Programmatic Agreement (refer to Appendix K).
ARCHAEOLOGY		
Archaeological Impacts	N/A	<ul style="list-style-type: none"> - No impacts are expected to known archaeological resources. No remains of structures or evidence of prehistoric occupation were found during the Phase I and Phase 1B Analyses. - The potential exists for buried portions of known resources and previously undocumented resources to be discovered during the development of stations and the VBF. If resources are identified, a Phase II Analysis, which requires soil borings, would be performed. - Mitigation for any resources discovered during the Phase II Analysis would be determined in consultation with the SHPO, as documented in the Draft Programmatic Agreement (refer to Appendix K).
SECTION 4(F) RESOURCES		
Number of Section 4(f) Resources Affected	N/A	The Preferred Alternative would result in partial acquisition or easements of the following three parkland resources: North Bergen Municipal Pool, North Bergen; Overpeck County Park, Leonia; Depot Square Park (east and west), Englewood. FTA is proposing a <i>de minimis</i> use determination for the Preferred Alternative at all three of these resources, as the proposed project would not adversely affect the features, attributes, or activities that qualify each of these resources for Section 4(f) protection.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
ENVIRONMENTAL JUSTICE		
Environmental Justice Impact	N/A	<ul style="list-style-type: none"> - No Environmental Justice impact - Though impacts may result under the Preferred Alternative in low-income and/or minority communities throughout the corridor, these impacts are not disproportionate among race, origin, or low-income populations. - The introduction of passenger rail service along the Northern Branch would generate substantial benefits to the general population as well as low-income and/or minority communities within northeastern Hudson County and southeastern Bergen County. - The Preferred Alternative would not have any adverse impacts to any social, religious, or cultural facilities that support an Environmental Justice community. - During the public hearing process, specific outreach would be made to predominantly minority and low-income communities via newspaper advertisements and outreach to community representatives.
CONSTRUCTION IMPACTS		
Emergency Medical Provider Response Time	N/A	Potential increase in response time in Englewood. Mitigation as described above in community facilities.
Freight and Traffic	N/A	Freight service would be affected during construction along the 10-mile alignment, as well as construction at the 18 grade crossings. Construction at these locations would result in the temporary closure of the crossing and necessitate short-term traffic and pedestrian detours. Coordination between NJ TRANSIT and the local municipalities, NJDOT, NYS&W, and CSX would help minimize disruptions to freight, bus, and automobile traffic. The reconfiguration of parking at the Englewood Town Center Station would temporarily eliminate off-street parking presently accommodated between Palisade and Demarest Avenues east of the rail line. Temporary parking may be accommodated using the proposed Green Acres mitigation property south of Palisade Avenue to help ease the temporary parking reduction.
Air Quality	N/A	Impacts may occur from emissions from construction vehicles and fugitive dust. The application of moisture can mitigate fugitive dust while operational controls and machinery specifications can control emissions from construction vehicles.
Noise and Vibration	N/A	Impacts are likely to occur in the vicinity of all proposed station sites as well as the rail right-of-way, potentially affecting historic buildings and adjacent parklands. Noise impacts would be limited to approximately 7 a.m. to 6 p.m. Additionally, noise barriers and vibration-reduction construction methods (pre-auguring pavement, use of dampeners on vehicles) can be employed to reduce impacts. Special consideration and coordination would be undertaken to minimize impacts to the Bergen Equestrian Center in Overpeck County Park.
Utilities	N/A	The oilstatic line would need to be relocated during construction.

Table ES-7: Summary of Environmental Consequences (Continued)

Category	No Build	Preferred Alternative
Water Quality, Wetlands, and Floodplains	N/A	- Potentially affected by ground-disturbing and in-water construction activity. - BMP's would be implemented to minimize water quality degradation and erosion and control sediment. All wetlands impacted by construction staging would be restored to pre-construction conditions and structures would be used to cross floodplains and wetlands. Two project improvements would be located within 100-year floodplains, but in both instances, the construction activity would affect previously disturbed and developed land. Mitigation measures would include using structures to cross floodplains instead of filling them, providing adequate flow circulation, reducing grading requirements, and preserving natural drainage when possible.
Community Safety and Awareness	N/A	A construction impact mitigation plan would be developed prior to the start of any construction. The plan would incorporate measures such as the implementation of public outreach efforts to inform local communities of the proposed construction program, the establishment of community construction coordination activities, and custom tailoring of mitigation plans for community specific needs.
INDIRECT AND CUMULATIVE EFFECTS		
Potential Indirect and Cumulative Effects	N/A	- Regionally, the Preferred Alternative would divert private vehicle trips to rail, helping to alleviate traffic congestion. - Overnight freight wayside noise produced by the project is a by-product of the rail service and cannot be mitigated. In the future, other noise-generating uses may become established in the study area, contributing to the noise generated by the Northern Branch Corridor project. - Water quality, wetlands, and floodplains may be affected by the combined effect of the Northern Branch Corridor project and other improvement projects/private development. The cumulative effects are the result of finite resources and their potential conversion to other uses during the course of additional development in the study area. - As a result of Englewood Hospital and Medical Center sharing their existing parking deck with commuters, they have stated that they would need to develop a new parking facility, possibly combined with office space, on the northeast portion of their property.
IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES		
Irreversible and Irretrievable Commitments of Resources	N/A	- The Preferred Alternative would require a number of partial and total property takings for the construction of the passenger rail system. Although the Uniform Relocation Assistance Act provides assistance, their loss in the study area represents an irreversible change. - The Preferred Alternative is expected to require the acquisition of 3.92 acres of wetlands. These wetland areas represent an irretrievable commitment of resources to the project.
ADVERSE IMPACTS THAT CANNOT BE AVOIDED		
Wetland Impacts	None	The Preferred Alternative is expected to require the acquisition of 3.92 acres of wetlands.
Noise Impacts	None	Noise impacts are associated with both the proposed passenger rail service and overnight freight service. Although the application for Quiet Zones must be initiated by the municipality, the implementation of Quiet Zones would effectively eliminate all horn noise impacts. However some noise would remain due to nighttime passbys of freight trains. These impacts cannot be avoided.

Source: Jacobs, 2015

ES.8. Public Outreach

This SDEIS document is a direct result of the outreach plan, conducted pursuant to Section 102 of the National Environmental Policy Act (NEPA) of 1969, codified at 42 U.S.C. § 4332; the Council on Environmental Quality's regulations implementing NEPA at 40 C.F.R. Part 1500; the environmental provisions of 23 U.S.C. § 139 and 49 U.S.C. § 5323(c); the joint Federal Transit Administration and Federal Highway Administration Environmental Impact and Related Procedures Rule at 23 C.F.R. Part 771; and related laws, regulations, and guidance as amended by the Fixing America's Surface Transportation (FAST) Act.

ES.8.1. DEIS Public Hearings and Comments

NJ TRANSIT held two public hearings in January 2012. The first hearing on January 24, 2012, was held in the Borough of Tenafly and attended by more than 550 residents and elected officials. The second hearing was held in the City of Englewood on January 26, 2012, and attended by 120 residents and elected officials. Hearings included both an informational display area and a formal presentation and hearing period. At both hearings, comments were provided through testimony given before an audience, privately to a stenographer, through the submission of hand-written comment cards, and in some cases, pre-prepared notes submitted by concerned members of the community.

In addition to public hearing comments, NJ TRANSIT received comments through the website and via emails, letters, and phone calls. A total of 1,321 comments were received during the comment period, which ran from December 23, 2011, to February 21, 2012. While many comments were supportive of the project and found it to be a positive enhancement to the study area, residents and local leaders in Tenafly were opposed to the extension of service through Tenafly to the Cresskill border. The opposition led to the revision of the Preferred Alternative, necessitating the reanalysis in this SDEIS document.

Similar to a DEIS, an SDEIS requires a public hearing and public comment period. The comments on the SDEIS and DEIS will be addressed together in the Final Environmental Impact Statement (FEIS). A 60-day public comment period will follow the notice of availability (NOA) of the SDEIS, during which time NJ TRANSIT will hold a public hearing. Comments will be collected and reviewed in the same manner as conducted for the DEIS. Provided that the SDEIS comments do not present compelling arguments for substantial revision to the SDEIS Preferred Alternative, an FEIS will be prepared, incorporating the SDEIS findings and unchanged elements from the DEIS. A response to comments chapter will be included in the FEIS, addressing all comments received during the prior two comment periods.

ES.8.2. Local Official Meetings

Since the publication of the DEIS NJ TRANSIT and the study team have met repeatedly with representatives from the study area municipalities, Bergen County, and NJDEP's Green Acres Program. Specifically, meetings were held with the following agencies or administrations and addressed the described project elements:

- **North Bergen:** West Side Avenue realignment, the closure of 83rd Street, and compensation options for the parkland acquisition.
- **Leonia:** Development of the parking deck in Overpeck County Park and the pedestrian overpass connecting Leonia High School to the athletic fields west of the Northern Branch alignment, traffic impacts and mitigation throughout the corridor, and compensation options for the parkland easement.
- **Englewood:** Englewood Town Center Station relocation and parking reconfiguration; Englewood Route 4 co-location of VBF and parking deck; parking and access issues at the Englewood

Hospital and Medical Center Station; traffic impacts and mitigation throughout the corridor; and compensation options for the parkland acquisition.

- **Englewood Hospital and Medical Center:** Shared use of the existing Englewood Hospital and Medical Center parking deck.
- **Bergen County:** Development of the proposed Leonia Station parking deck and parkland compensation options for the Leonia parkland acquisition.
- **NJDEP Green Acres Program:** Parkland easements/acquisitions in North Bergen, Leonia, and Englewood, as well as compensation options.

ES.8.3. Next Steps

A 60-day public comment period will follow the NOA of the SDEIS, during which time NJ TRANSIT will hold a public hearing. The Notice of Availability of the SDEIS will be published in the Federal Register and in newspapers circulated in the study area. Additionally all those on the mailing list and all that have provided comments will be sent an email or letter notifying them of the availability of the SDEIS. Copies of the SDEIS will be made available in local libraries and/or at municipal buildings, as well as at the project website at <http://NorthernBranchCorridor.com>.

Comments will be collected and reviewed in the same manner as conducted for the DEIS. Provided that the SDEIS comments do not present compelling arguments for substantial revision to the SDEIS Preferred Alternative, an FEIS will be prepared, incorporating the SDEIS findings and unchanged elements from the DEIS. A response to comments chapter will be included in the FEIS, addressing all comments received during the prior two comment periods.

**ITEM 1802-12: AVANDALE BUS PARK & RIDE FACILITY EXPANSION:
CONSTRUCTION CONTRACT AWARD**

BENEFITS

The NJ TRANSIT Avandale Bus Park and Ride Facility (Avandale Park/Ride) has been in operation for more than 30 years and currently provides 330 parking spaces for NJ TRANSIT customers. NJ TRANSIT operates four year-round bus routes and one additional summer seasonal bus route that serve the Avandale Park/Ride. The Park/Ride also acts as a transfer location between NJ TRANSIT's local and long-distance bus lines. On a typical weekday, more than 600 passenger boardings are made at the Avandale Park/Ride.

Improvements to the Avandale Park/Ride will increase access to current bus operations, create a better customer experience, and support the proposed South Jersey Bus Rapid Transit (SJBRT) system. The project will increase the parking capacity of the existing Avandale Park/Ride by approximately 131 parking spaces, resulting in a total of approximately 461 parking spaces at the facility. In the future, the Avandale Park/Ride will serve as a major terminal location for the proposed SJBRT.

To minimize inconvenience to customers and avoid bus service interruptions, the project will be constructed in separate phases, whereby one phase cannot begin until the preceding phase is concluded. The facility will remain open and in-service during the entire construction process.

ACTION (Safety and Security, Corporate Accountability, Customer Experience)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 17-009X with South State, Inc. of Bridgeton, New Jersey, for the construction of the Avandale Bus Park and Ride Facility expansion at a cost not to exceed \$3,741,875, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

Authorization of the construction contract provides for the expansion of the facility (one new adjacent parking lot), improvements to the access road, repaving, resurfacing, and restriping of the existing lot, new traffic-control signage, lighting improvements, new heated bus shelter/canopy and an improved bus passenger boarding area. Funds will also be used to support signage and other amenities associated with the shelter, which include the following: dynamic signage/bus departure boards; upgraded network communications; relocation of the existing ticket vending machines (TVMs); and new security cameras. All project activity will be taking place on property owned by NJ TRANSIT.



BACKGROUND

This project makes strongly needed improvements to Avandale Park/Ride and supports the long-term vision for expanded transit in the region via the proposed SJBRT system. This proposed system is part of the long-range vision for improved bus express bus service to the City of Camden and Philadelphia. A future SJBRT system would use the Avandale Park/Ride as a key boarding location for service. The Avandale Park/Ride is the only major South Jersey Bus Park/Ride.

Weekday ridership levels of more than 600 passenger boardings indicate that any given parking space at the Avandale Park/Ride “turns over” more than once throughout the day, which is unique for a commuter park-ride facility. This is primarily due to the 24/7 nature of the Atlantic City employment market.

Improvements to the Avandale Park/Ride – such as pavement reconstruction, electrical/lighting upgrades and security system enhancement – will increase access to current bus operations, create a better customer experience, and support the proposed SJBRT system.

This project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Transit Administration and the Federal Highway Authority approved the STIP on November 20, 2013. The STIP ID for SJBRT/Avandale Park Ride is T630. A STIP modification to increase funds for SJBRT/Avandale Park Ride was approved on August 19, 2014.

Procurement

The NJ TRANSIT Office of Business Development assigned a 23 percent Disadvantaged Business Enterprise (DBE) goal for the contract. The Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Times of Trenton* on July 7, 2017. A pre-bid conference was held on July 20, 2017, at NJ TRANSIT's Washington Township Garage, 6000 Blackhorse Pike, Blackwood, NJ, due to the proximity of the project, followed by a site visit to the Avandale Park & Ride. Bids were received electronically and opened on December 19, 2017, at 2 p.m.

E-BID IFB17-009X

COMPANY	TOTAL BID PRICE
SOUTH STATE, INC	\$3,741,875
C. ABBONIZIO CONTRACTORS, INC	\$3,990,486
CONTI ENTERPRISES, INC.	\$4,767,767
CRIDEL GROUP, INCORPORATED	\$4,894,350
ANSELMINI & DECICCO, INC.	\$4,949,000
A.P. CONSTRUCTION, INC.	\$5,021,000
MOUNT CONSTRUCTION CO., INC.	\$5,987,777

South State, Inc. has identified a 33.21 percent DBE participation.

Funding

This contract will be funded through Federal Transit Administration (FTA) South Jersey Bus Livability Improvement funds and Section 5307 Urbanized Area Formula Grant-Amend 1 funds. On September 23, 2014, FTA announced its award of a total of \$2.615 million to NJ TRANSIT for the South Jersey Bus Livability Improvement project. The remaining funding in the amount of \$4.435 million comes from Section 5307 Urbanized Area Formula Grant-Amend 1, and is included in the FY2017 STIP which is expected to be approved at the end of January 2018. This project requires a Transportation Development Credit match.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorization:

Contract No. 17-009X

This Authorization: \$3,741,875
+ 5% Contingency

Total Authorization \$3,928,968.75

Past Authorizations:

None

Expenditures to Date:

\$810,374 (as of 11/30/17)

Total Project Cost:

\$7,050,000

Projected Date of Completion:

Construction Complete – March 2019
Close out – March 2020

Capital Program Amount:

\$7,050,000

Operating Budget Amount:

N/A

Anticipated Source of Funds:

Federal Transit Administration

PRINTS ID Number:

NJT00427

DBE/SBE Goal:

23% DBE

***NJ Build* Amount:**

\$0

Related/ Future Authorizations:

TBD

**Impact on Subsequent
Operating Budgets:**

\$3,060 Annually

RESOLUTION

WHEREAS, NJ TRANSIT seeks to enhance the accessibility and safety of its facilities; and

WHEREAS, the Avandale Bus Park and Ride Facility is a major transfer location between NJ TRANSIT's local and long-distance lines in Camden County, New Jersey; and

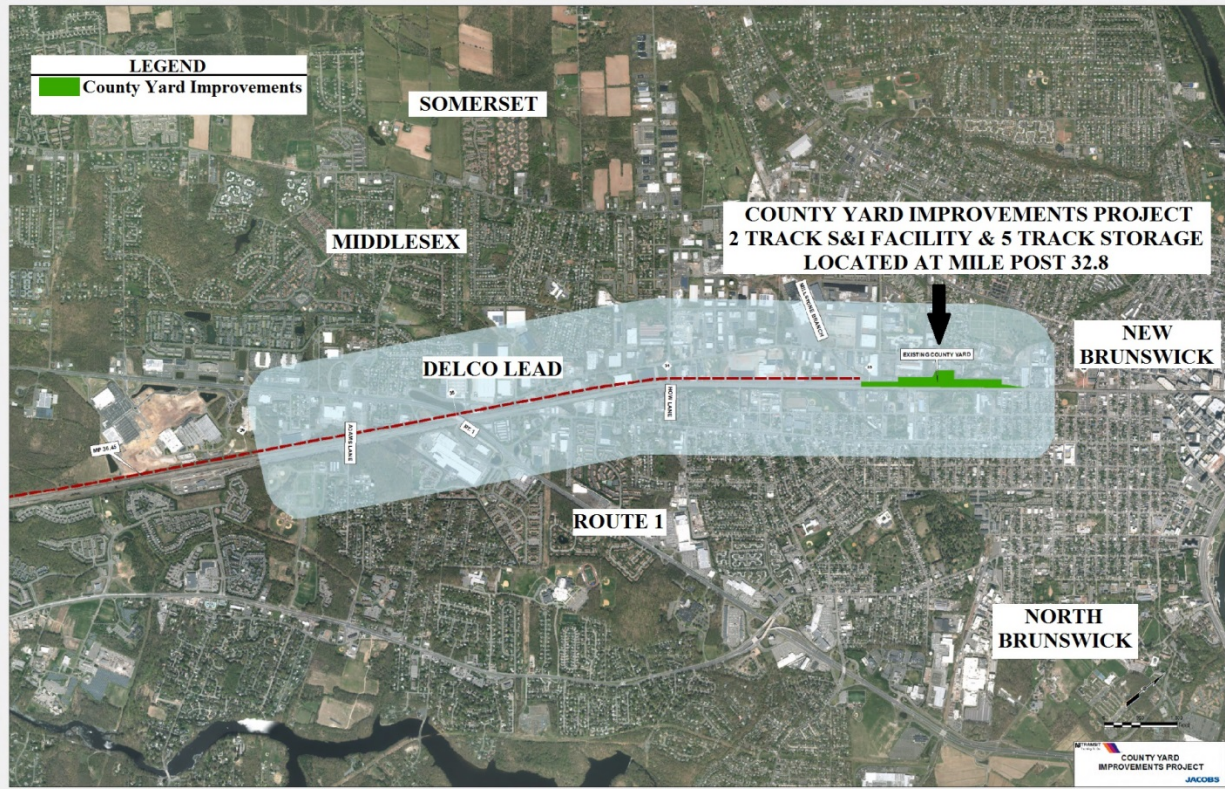
WHEREAS, the project will support future improvements necessary to implement Bus Rapid Transit service to/from Philadelphia, Pennsylvania in Camden County, New Jersey; and

WHEREAS, the Avandale Bus Park and Ride Facility expansion project will improve the customer experience by adding additional parking spaces, a new heated bus shelter/canopy, signage/bus departure boards, and improving site lighting, and facility security; and

WHEREAS, upon completion of a competitive procurement process, it was determined that South State, Inc. of Bridgeton, New Jersey, submitted the lowest responsive and responsible bid;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract No. IFB 17-009X with South State, Inc. of Bridgeton, New Jersey, for the construction of the Avandale Bus Park and Ride Facility expansion at a cost not to exceed \$3,741,875, plus five percent for contingencies, subject to the availability of funds.

ITEM 1802-13: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT: CONSTRUCTION MANAGEMENT AND CONSTRUCTION ASSISTANCE SERVICES



BENEFITS

On November 5, 2014, the U.S. Department of Transportation announced that NJ TRANSIT had been selected through a competitive process to receive \$184,493,910 in Federal Transit Administration (FTA) competitive resilience funding to support the design and construction of the Delco Lead Train Safe Haven Storage and Service Restoration Project (Delco Lead Project). 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.

Strategically located along the Northeast Corridor (NEC), the Delco Lead will provide resilient storage for NJ TRANSIT’s rail cars. The Service and Inspection Facility (S&I), which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment and its return to revenue service following an extreme weather event.

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

ACTION (Scorecard: Customer Experience, Corporate Accountability, Safety and Security)

Staff seeks authorization to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey in the amount of \$353,826, plus five percent for contingencies, to provide construction support services in support of the Early Action Construction phase of the Delco Lead/County Yard project, subject to availability of funds. This authorization will bring total contract authorization to \$30,445,365.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 15-049 with a joint venture team of Urban Engineers/Tishman Construction Corporation of Cherry Hill, New Jersey, for the provision of Construction Management Services during the Delco Lead/County Yard Project Early Action Phase and Phase II pre-construction phase in the amount of \$2,108,080, plus five percent for contingencies, subject to availability of funds.

PURPOSE

A future construction contract, Delco Lead Early Action Contract GC.01, will be for initial site and civil work at County Yard in preparation for subsequent construction phase for the Services and Inspection Facility, Delco Lead, and balance of the County Yard improvement project elements.

Authorization of the amendment to NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc. will allow for construction engineering assistance by the designer during the construction of the Early Action Construction phase for the Delco Lead project.

The authorization to enter into NJ TRANSIT Contract No. 15-049 will provide necessary construction management support to assist NJ TRANSIT in managing and monitoring the Delco Lead Early Action contract activities for quality control/Quality Assurance and compliance with the contract documents and all related federal, state and local codes and regulations. This authorization will also allow for pre-construction support services for Phase II construction of the Delco Lead and County Yard project.

BACKGROUND

In the aftermath of Superstorm Sandy, the County Yard and associated 4-mile long Delco Lead were identified as safe-haven storage locations for commuter rail coaches and locomotives. The yard and lead both are situated above the floodplain, with

relatively no trees and could be made more resilient against future flooding during extreme weather events through appropriate design. Equipment stored in this location will be optimally situated for rapid return to revenue service on the North East Corridor, Raritan Valley Line and New Jersey Coast Line.

The eventual improvements include construction of 4-mile long electrified Delco Lead tracks, an expansion of the County Yard for storage, an inspection facility, crew quarters, and associated improvements. The goal of the project is to provide storage during extreme event and provide inspection facility to inspect the coaches and locomotives to bring them back in service in short period of time after the event.

SCOPE OF WORK

NJ TRANSIT has determined that an Early Action Construction Phase concurrent with the final design will be beneficial in completing the entire project within schedule. The Early Action Construction will include the site and civil work. Staff will present this Board action at a later date.

The designer, Jacobs Engineering, Inc., under this authorization will provide construction support services for the Early Action Construction Phase. The Construction Manager retained under this authorization will provide construction support services for the Early Action Construction Phase, involving construction management, construction inspection, quality control/quality assurance, document control, change management, and other services in accordance with the NJ TRANSIT Contract 15-049. The Construction Manager also will provide construction support services for the Phase II Construction, involving plan review, constructability review, and bid support.

PROCUREMENT

Construction Support Services

In accordance with the NJ TRANSIT Contract No. 13-041, a Request for Proposal was solicited from Jacobs Engineering, Inc., to provide Construction Support Services for the Early Action construction phase of Delco Lead/County Yard Project. NJ TRANSIT received a cost proposal and negotiated a final agreed cost of \$353,826, plus five percent for contingencies, for the anticipated scope of work. The existing DBE participation requirement of 21 percent in the NJ TRANSIT design Contract No. 13-041 with Jacobs Engineering will apply to the Construction Support Services phase of the work.

Construction Management Services Contract

Pursuant to the Executive Order 150, on January 27, 2017, NJ TRANSIT obtained the Office of the State Comptroller approval for solicitation of Construction Management Services. A Request for Proposal was issued for the Construction Management Services for the Early Action construction phase and for Phase II construction phase on February 15, 2017. NJ TRANSIT received proposals on March 29, 2017, and oral presentations were made on May 8, 2017. Technical Evaluation Committee scored the proposals and selected the most qualified firm. Following submission by the most qualified firm of a cost proposal, NJ TRANSIT negotiated a final cost of \$2,108,080. The

NJ TRANSIT Office of Business Development assigned a 20 percent Disadvantaged Business Enterprise (DBE) goal for the Early Action Construction Management Services Contract. Urban Engineers/Tishman Construction Corporation has identified a 20 percent DBE participation.

FUNDING

The Delco Lead/County Yard contracts will be funded through a combination of Federal Transit Administration (FTA) Emergency Relief Program repair and recovery funds and Transportation Trust Fund (TTF) funds.

On December 26, 2014, FTA announced its award of a total of \$1.27 billion to NJ TRANSIT in additional funding through a 13-state competition for five resilience projects, as follows:

NJ TRANSITGRID	\$ 409,764,814
Delco Lead Train Storage and Inspection Facility	\$ 184,493,910
Hoboken Long Slip Fill and Rail Enhancement	\$ 146,548,432
Raritan River Drawbridge Replacement	\$ 446,312,465
Train Controls Resilience	<u>\$ 88,903,190</u>
Total	\$1,276,022,811

These five projects require a local match, which NJ TRANSIT is funding through the Transportation Trust Fund. The County Yard project is being separately funded through the Transportation Trust Fund.

SCHEDULE

Staff anticipates that after the award of the future Early Action Construction contract for the Delco Lead/County Yard project, the Early Action construction duration will be approximately nine months, with Construction Management and Construction Support services ending after six months of the completion of the construction work.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorizations:

Jacobs Engineering, Inc.

Contract No. 13-041	This Authorization:	\$353,826	+5% contingency
	Total Authorization:	\$30,445,365	Preliminary Engineering Final Engineering Construction Phase Services

Construction Management
Consultant

Contract No. 15-049	This Authorization:	\$2,108,080	+ 5% contingency
	Total Authorization:	\$2,213,484	

Past Authorizations:

Jacobs Engineering, Inc.
Contract No. 13-041

January 2014 Item 1401-01	\$8,023,848	Preliminary Engineering
December 2015 Item 1512-48	\$22,050,000	Final Design

Expenditures to Date:

Delco Lead	\$10,842,000	(as of 10/2017)
County Yard	\$10,360,000	(as of 10/2017)

Total Project Cost:

Delco Lead	\$245,991,879
County Yard	\$125,000,000

Capital Program Amount:

Delco Lead	\$245,991,879
County Yard	\$125,000,000

Operating Budget Amount: \$ 0

PRINTS ID Number(s): NJT01042
RNF00249

Anticipated Source of Funds:

Federal Transit Administration
Transportation Trust Fund

DBE/SBE Goals:

Jacobs Engineering, Inc. 21% DBE
(JV) Urban Engineers/Tishman
Construction 20% DBE

Future/Related Authorizations:

Property Acquisition (County Yard)
Early Action Construction- Phase I
Construction
Construction Management Services -
Phase II Construction
Construction Support Services -
Phase II Construction

***NJ Build* Amount:**

N/A

**Impact on Subsequent
Operating Budgets:**

None

RESOLUTION

WHEREAS, in the aftermath of Superstorm Sandy, the County Yard and associated 4-mile long Delco Lead were identified as safe-haven storage locations for commuter rail coaches and locomotives. The yard and lead are both are situated above the floodplain, with relatively no trees and could be made more resilient against future flooding during extreme weather events through appropriate design; and

WHEREAS, the Federal Transit Administration selected NJ TRANSIT's Delco Lead Storage and Inspection Facility Project through a competitive process to receive \$184,493,910 in Disaster Relief Appropriations Act of 2013 funding; and

WHEREAS, separately, NJ TRANSIT has undertaken improvements to the adjacent County Yard to expand and improve its operation through the County Yard Improvement Project; and

WHEREAS, through the Delco Lead and County Yard Improvement projects, NJ TRANSIT will ultimately construct a 4-mile long electrified Delco Lead tracks an expansion of the County Yard for storage, an inspection facility, crew quarters, and associated improvements; 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; and

WHEREAS, a joint venture team of Urban Engineers/Tishman Construction Corporation of Cherry Hill, New Jersey, has been selected as the most qualified firm for the provision of construction management services during the Early Action construction and during the pre-construction phase for Phase II construction for the project;

NOW THEREFORE BE IT RESOLVED that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc., of Morristown, New Jersey in the amount of \$353,826, plus five percent for contingencies to provide construction support services in support of the Early Action Construction phase of the Delco Lead/County Yard project, subject to availability of funds. This authorization will bring total contract authorization to \$30,445,365; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-049 with a joint venture team of Urban Engineers/Tishman Construction Corporation of Cherry Hill, New Jersey, for the provision of Construction Management Services during the Delco Lead/County Yard Project Early Action Phase and Phase II pre-construction phase in the amount of \$2,108,080, plus five percent for contingencies, subject to availability of funds.

ITEM 1802-14: 69TH STREET GRADE SEPARATION PROJECT: AMENDMENT TO CONSTRUCTION MANAGEMENT CONTRACT 09-130

BENEFITS

Sixty-Ninth Street in the Township of North Bergen currently crosses at-grade five freight railroad tracks railroad tracks owned and operated by CSX Transportation (“CSXT”) and one freight track owned and operated by the New York Susquehanna and Western Railway (NYS&W) at the north end of the North Bergen Yard. Freight traffic in this area is considerable and delays to vehicular traffic can be extensive.

Elevating 69th Street with a grade separation (“69th Street Grade Separation Project”) eliminates interactions between the rail movement and vehicular traffic, and is a safety improvement to the region. In addition to the bridge, the grade separation project includes related roadway improvements on a portion of Westside Avenue and Ampesil Avenue, as well as area storm water drainage. The project also has been designed to accommodate the future Northern Branch passenger rail service.

ACTION (Scorecard: Customer Experience, Corporate Accountability, Safety and Security)

Staff seeks authorization to amend the NJ TRANSIT Contract No. 09-130 with STV Inc. for construction management services in the amount of \$600,000 plus five percent for contingencies, for the 69th Street Grade Separation Project through December 7, 2018, for a total contract authorization of \$4,100,000, subject to the availability of funds.

PURPOSE

NJ TRANSIT contracted with STV, Inc. to provide construction management services for the 69th Street Grade Separation Project. The funding request will allow STV, Inc. to provide construction management services through December 7, 2018 required to complete the construction and project closeout of the 69th Street Grade Separation Project. The additional support is needed because the duration of construction has extended beyond the original milestone contemplated. The project includes the elevation of 69th Street over the freight tracks, related roadway improvements to West Side Avenue and Anpesil Avenue, and storm water drainage improvements.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorization: This Authorization \$ 600,000+ 5% contingency

Past Authorizations: Total Authorization \$ 4,100,000 + 5% contingency

Expenditures to Date: \$3,647,912.70 (as of 11/30/17)

Total Project Cost: \$ 61,000,000

Projected Date of Completion: September 2018

Capital Program Amount: \$ 61,000,000

Operating Budget Amount: None

Anticipated Source of Funds: Transportation Trust Fund
(By Agreement with NJ DOT)

PRINTS ID: NJT RNF00152

DBE/SBE Goal: 25% SBE, Category 3

***NJ Build* Amount:** \$0

Future Authorizations: None

Impacts on Subsequent Operating Budgets: Township of Bergen will own and maintain the grade separation structure and drainage

RESOLUTION

WHEREAS, the 69th Street Grade Separation Project will eliminate the at-grade crossing of 69th. Street with the existing freight corridor and the future NJ TRANSIT Northern Branch passenger rail system; and

WHEREAS, following a competitive procurement process, NJ TRANSIT contracted with STV, Inc. to provide construction management services for the 69th Street Grade Separation Project; and

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the NJ TRANSIT Contract No. 09-130 with STV Inc. for construction management services in the amount of \$600,000 plus five percent for contingencies, for the 69th Street Grade Separation Project through December 7, 2018 for a total contract authorization of \$4,100,000, subject to the availability of funds.

ITEM 1802-15: BROKER SERVICES FOR CORPORATE INSURANCE AND RISK MANAGEMENT INSURANCE PROGRAM

BENEFITS

NJ TRANSIT is seeking insurance broker services to assist in the development, implementation and administration of its risk management and insurance program. Currently, NJ TRANSIT maintains a corporate insurance program to provide for Excess Liability, All Risk Property, Workers' Compensation, Pollution Legal Liability, Terrorism, Employment Practice Liability and various Executive Risk coverages. The broker's responsibilities will include the procurement of necessary corporate insurance coverages, including but not limited to, the coverages stated above, analyzing the accuracy of claims reserves, monitoring loss control measures implemented by NJ TRANSIT's Bus, Rail and Light Rail Departments, and assisting the Risk Management Department with day-to-day operations.

In addition to and included in the broker's fee are risk management services including a comprehensive claims audit to determine whether the claims handled by NJ TRANSIT's Claims Department are being handled in accordance with the industry's "best practices," analysis and placement of additional coverages that are in the best interests of NJ TRANSIT and/or a risk analysis of expansion projects or new services.

ACTION (Scorecard: Financial Performance, Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 18-009 with Marsh USA to act as NJ TRANSIT's Risk Management/Insurance Broker for three years with the option to continue to contract with the broker for up to two years with compensation capped at \$445,000 annually, plus five percent for contingencies.

All expenditures are subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

PURPOSE

Authorization to select a broker is required at this time in order to continue the risk management objectives of NJ TRANSIT for the period of March 1, 2018 through February 28, 2021 with the option of maintaining the broker's services through February 28, 2023. Staff will work with the broker to continue to develop a risk management strategy that is reflective of NJ TRANSIT's desire to reduce its financial liability through both risk transfer and risk control measures.

This authorization provides NJ TRANSIT the opportunity to purchase commercial insurance to protect its assets and provide coverage to its employees and third parties in the event a loss occurs. Coverages currently maintained in the corporate insurance program include:

- Excess General Liability
- All-Risk Property
- Stand Alone Terrorism
- Employer's Liability
- Executive Risk
- Workers' Compensation
- Boiler and Machinery
- Railroad Protective Liability
- Pollution Legal Liability

Other coverages will be evaluated and may be purchased by NJ TRANSIT as needed with the assistance of the broker throughout this contract period.

The broker's services will include: conducting claim file reviews, assisting in the implementation of loss control initiatives, ensuring accurate reporting of property values, analyzing trends in claims and insurance coverage, recommending measures to mitigate risks, assisting in reporting claims to excess insurance carriers and advocating on behalf of NJ TRANSIT for a reasonable and just settlement of claims with the insurance carriers.

PROCUREMENT

Broker Services – RFP 18-009

On October 18, 2017, NJ TRANSIT's Procurement Department sent Requests for Proposals to numerous brokers, including the largest brokers in the world and advertisements were placed in New Jersey newspapers. Responses were received from AON, Marsh, Willis and Arthur J. Gallagher & Company. The proposals were evaluated by a Technical Evaluation Committee ("TEC") which consisted of the Chief Financial Officer, the Senior Director of Risk Management & Claims, the Director of Risk Management & Insurance, and the Director of the Office of System Safety.

Oral presentations were made before the TEC on December 5, 2017. After evaluating technical qualifications and cost proposals, which took into consideration the quoted annual fee, as well as commissions that may be earned through placement of coverages and the number of hours provided on an annual basis, Marsh USA was selected as the winning bidder.

The selection of Marsh USA was based on a combination of the written technical proposals, oral presentations, cost proposals and the overall value of the services to be provided to NJ TRANSIT.

The total cost is inclusive of the three-year contract term and the optional two-year extension period.

FISCAL IMPACTS

Requested Authorization: Marsh USA \$445,000 per contract year + 5% contingency

Total Project Cost: \$2,225,000 (five years) + 5% contingency

Projected Date of Completion: February 28, 2023

Operating Budget Amount: \$445,000 per contract year + 5% contingency

Anticipated Source of Funds: Operating Budget

DBE/SBE Goal: 20% SBE Category 3

NJ Build Amount: N/A

Related /Future Authorizations: N/A

Impacts on Subsequent Operating Budgets: Annual Broker Services Contract

RESOLUTION

WHEREAS, NJ TRANSIT has a need for a full service Risk Management/Insurance Broker to continue to place various insurance coverages for the agency and to develop and enhance its overall Risk Management Program; and

WHEREAS, upon completion of a competitive procurement process, the Technical Evaluation Committee determined that Marsh USA submitted the most competitive proposal that provided the best overall risk management and broker services to NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-009 with Marsh USA to act as NJ TRANSIT'S Risk Management/Insurance Broker of Record for three years with an option to retain their services for two additional years with compensation capped at \$445,000 per contract year, plus five percent contingencies, subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

ITEM 1802-16: TRANSIT ASSET MANAGEMENT: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES

BENEFITS

In July 2016, the Federal Transit Administration (FTA) issued a final rule that requires FTA grantees to develop Transit Asset Management (TAM) plans for their public transportation assets, including vehicles, facilities, equipment, and infrastructure. TAM is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR). All recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53, including NJ TRANSIT, that own, operate, or manage capital assets used in the provision of public transportation, are required to develop a TAM plan.

To comply with FTA's TAM regulations, NJ TRANSIT will be required to inspect its facilities on a periodic basis in accordance to the FTA's Facility Condition Assessment Guidebook. This will involve the inspection of and report preparation for all the NJ TRANSIT facilities, to be performed on one-third per year basis over a three-year cycle. The NJ TRANSIT facilities include the following categories: 1) commuter rail stations; 2) light rail stations; 3) bus terminals and park and rides; and 4) maintenance and administrative facilities.

Under this authorization, NJ TRANSIT will retain a consultant to manage, coordinate, and perform the facility site inspections, which will include inspection of all site subcomponents; site structural exterior; building interior; electrical and mechanical components; equipment; and condition assessment of historic structures.

ACTION (Scorecard: Corporate Accountability, Safety and Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 18-026 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations and other locations as required in an amount not to exceed \$499,717.61, plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 18-025 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides and other locations as required in an amount not to exceed \$271,662.29, plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 18-024 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hudson-Bergen Light Rail System Shops and

Stations and other locations as required in an amount not to exceed \$265,062.35, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

Under this authorization, NJ TRANSIT will retain a consultant to manage, coordinate, and perform the first third of facility site inspections, which will include inspection of all site subcomponents; site structural exterior; building interior; electrical and mechanical components; equipment; and condition assessment of historic structures. The consultant will also perform data assessment and cost estimating to identify three levels of potential work: 1) Imminent Hazard/Safety Items to be repaired; 2) Maintenance Items suggested to be repaired; and 3) Recommended Capital Improvements. Finally, the consultant will create a formal Condition Assessment Report that will consist of a narrative summarizing the inspection findings and budget estimates of identified corrective actions for each facility.

BACKGROUND

Federal Requirements

The FTA Final Rule established a National Transit Asset Management (TAM) System in accordance with section 20019 of the Moving Ahead for Progress in the 21st Century Act (MAP-21; Pub. L. 112-141 (2012), codified at 49 U.S.C. § 5326). MAP-21 created a performance-based and multimodal program to strengthen the U.S. transportation system, comprising a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). The provisions of 49 U.S.C. § 5326 required that all Chapter 53 recipients, including NJ TRANSIT, develop a TAM plan and established annual reporting requirements. Additionally, in accordance with 49 U.S.C. § 5335, agencies are required to calculate and report new data elements to the National Transit Database (NTD).

TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. This final rule also establishes state good repair standards and four state of good repair (SGR) performance measures. Additionally, recipients and subrecipients must report the condition assessments for facility category assets. This TAM plan will create a cyclical, ongoing schedule of regular facility inspections.

The FTA deadline for recipients and subrecipients to implement an initial TAM plan and cycle of mandatory reporting is two years from the effective date of the rule— October 1, 2018.

NJ TRANSIT's Plan to Meet Federal Requirements

NJ TRANSIT has a plan to meet the October 1, 2018 deadline. NJ TRANSIT is developing a federally-compliant TAM plan; creating a comprehensive asset inventory;

drafting internal policies and procedures relating to inspection reporting; and establishing an enterprise working group to support the ongoing federal asset management requirements. TAM plans must include condition assessments of inventoried assets and a prioritized list of investments to improve the state of good repair of capital assets. To support the completion of the condition assessments, the current authorization allows for the performance of the first year of the three-year inspection cycle. NJ TRANSIT will develop a technical scope of work for years two and three. Additionally, NJ TRANSIT developed a Facility Data Management System, which will store this condition assessment data.

Procurement

In accordance with N.J.A.C. 16:72-1.5(c), NJ TRANSIT issued Requests for Proposal for the Facility Inspection and Condition Assessment Services. In total, three requests for proposal were issued for Facility Inspection and Condition Assessment Services: (1) Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations; (2) Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides; and (3) Hudson-Bergen Light Rail System Shops and Stations. NJ TRANSIT received proposals and a Technical Evaluation Committee scored the proposals and determined the most qualified firm for each Request for Proposal category. The most qualified firm for each category, Gannett Fleming, submitted cost proposals and NJ TRANSIT negotiated a final cost of: (1) \$499,717.61 for the Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations; (2) \$271,662.29 for the Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides; and (3) \$265,062.35 for the Hudson-Bergen Light Rail System Shops and Stations.

The NJ TRANSIT Office of Business Development assigned a 25 percent Disadvantaged Business Enterprise (DBE) goal for each contract. Gannett Fleming has identified: (1) 27.84 percent DBE participation for the Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations contract (No. 18-026); (2) 27.95 DBE participation for the Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides contract (No. 18-025); and (3) 28.77 percent DBE participation for the Hudson-Bergen Light Rail System Shops and Stations contract (No. 18-024).

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorization:

Gannett Fleming	\$499,717.61 Commuter Rail
	\$271,662.29 Bus
	\$265,062.35 HBLR

Past Authorizations: None

Expenditures to Date: \$1,259,865.36 (as of November 30, 2017)

Total Project Cost: \$5.1 million

Projected Date of Completion: October 2018 (completion of assessments included in this authorization)
October 2020 (completion of initial three year cycle of facility inspections)

Capital Program Amount: \$5.1 million

Operating Budget Amount: NA

Anticipated Source of Funds: Transportation Trust Fund

PRINTS ID: Number(s): NJT01108

DBE/SBE Goal: 25%

***NJ Build* Amount:** None

Related/Future Authorizations: Additional TAM plan inspections for further commuter rail, bus, and light rail assets for years 2 and 3

Impact on Subsequent Operating Budgets: NA

RESOLUTION

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

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

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

WHEREAS, pursuant to N.J.A.C. 16:72-1.5, upon completion of a competitive procurement process for professional services, Gannett Fleming of New York, NY was selected as the most qualified firm to perform these facility inspections;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-026 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hoboken Division Commuter Rail Yards/Maintenance Facilities and Montclair-Boonton Line, Pascack Valley Line, Main Line, and Bergen Line Passenger Commuter Rail Stations and other locations as required in an amount not to exceed \$499,717.61, plus five percent for contingencies, subject to the availability of funds; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-025 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Northern Division Bus Garages, Shops, Terminals, and Park-And-Rides and other locations as required in an amount not to exceed \$271,662.29, plus five percent for contingencies, subject to the availability of funds; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-024 with Gannett Fleming of New York, New York for the provision of Facility Inspection and Condition Assessment Services for Hudson-Bergen Light Rail System Shops and Stations and other locations as required in an amount not to exceed \$265,062.35, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1802-17: NJ TRANSIT GRANT OF HAMILTON EASEMENT

BENEFITS

NJ TRANSIT staff seeks authorization to negotiate and grant an easement at the NJ TRANSIT Hamilton Station. Development plans near Hamilton Station propose to construct commercial structures adjacent to NJ TRANSIT property and require access to NJ TRANSIT property to be completed. Granting the requested easement will increase non-farebox revenue to NJ TRANSIT and result in enhanced auto and pedestrian access. The easement requested at Hamilton Rail Station connects a planned QuickChek convenience store, fuel dispensers and a one-story commercial building with access to a public roadway.

The proposed improvements are not feasible absent the requested easement. The proposed Grantee-requestor entity is ER/UDC HAMILTON, LLC.

ACTION (Scorecard: Corporate Accountability and Financial Performance)

Take all actions necessary to negotiate and grant an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876 square feet (0.20 acre) of land adjacent to NJ TRANSIT's Hamilton Rail Station based on market valuations in the amounts discussed in Executive Session and subject to conditions for the protection of NJ TRANSIT interests.

PURPOSE

Granting the easement will increase non-farebox revenue and facilitate economic development in the Mercer County community in which NJ TRANSIT property is located in the Township of Hamilton. The easement grant will also result in enhanced auto and pedestrian circulation joining NJ TRANSIT parcels with adjacent properties.

The Hamilton easement will use NJ TRANSIT's property for an ingress/egress connection to a QuickChek convenience store, fuel dispensers and a one-story commercial building. The QuickChek Developer is also granting NJ TRANSIT an Easement across its property for NJ TRANSIT's buses using its Hamilton Bus Garage facility. The Township of Hamilton will benefit from a new economic development project on land that has been vacant. NJ TRANSIT customers will benefit by having retail conveniences adjacent to the Hamilton commuter parking lot and NJ TRANSIT's buses, using the Hamilton Bus Garage facility, will benefit from access across the QuickChek property.

BACKGROUND

Upon receiving the request for the conveyance of the property interest, NJ TRANSIT Real Estate initiated the excessing process by which property dispositions are vetted to ensure that potential impacts to operations are addressed. Initially, Real Estate identified and defined the relevant property boundaries and confirmed ownership. Next, an excessing review memorandum was prepared and circulated to the following NJ TRANSIT departments for review and comments: Capital Funding; Bus Operations; Environmental Services; Capital Planning & Programs; Government Affairs; Light Rail Operating Contracts; Rail Infrastructure Engineering; Fixed Assets; NJ TRANSIT Police; Office of System Safety; and, Property Development. NJ TRANSIT staff concluded that the property in question could be deemed excess to transportation operations and made available via access easements subject to standard conditions and such other conditions as requested by NJ TRANSIT departments. The agreement will restrict use of the property to access and be subject to reversion to NJ TRANSIT in the event of violation of restrictions and conditions.

The Grantee will be required to assume obligations related to the Grantee's use, such as the payment of taxes, maintenance, and repair responsibilities, compliance with all land use, environmental, and other applicable legal requirements, including indemnifying and holding NJ TRANSIT and the State of New Jersey harmless from liability related to the use, and adherence to NJ TRANSIT's requirements for working within the vicinity of the right of way.

NJ TRANSIT will retain joint access rights to the non exclusive access grant to support its services for inspection, and emergency response. In addition, a survey depicting both the dimensions for the proposed commercial development, as well as the boundaries of the access easement, will be certified to NJ TRANSIT prior to closing, and the easement shall be based on market valuations.

The proposed easement area consists of two irregularly-shaped parcels that adjoin the existing access road and park and ride at the Hamilton Train Station in Hamilton, NJ. The Grantee proposes to build a QuickChek convenience store, fuel dispensers and a one-story commercial building on the parcels.

NJ TRANSIT acquired the subject property when it purchased the Northeast Corridor as part of the 900-day option in 1979-1981. The property is not currently being utilized and is vacant land adjacent to the access road and Hamilton Rail Station park and ride.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorization:

To take all actions necessary to negotiate and grant an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876

square feet (0.20 acre) of land adjacent to NJ TRANSIT's Hamilton Rail Station based on market valuations in the amounts discussed in Executive Session and subject to conditions for the protection of NJ TRANSIT interests:

Past Authorizations:	N/A
Expenditures to Date:	\$ 3,500 (appraisal)
Total Project Cost:	None
Projected Date of Completion:	March 2018
Capital Program Amount:	None
Operating Budget Amount:	None
Anticipated Source of Funds:	N/A
DBE/SBE Goal:	N/A
<i>NJ Build</i> Amount:	None – Conveyance of easement
Related/Future Authorizations:	None known
Impacts on Subsequent Operating Budgets:	No additional expenses are anticipated.

RESOLUTION

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 an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876 square feet (0.20 acre) of land adjacent to NJ TRANSIT's Hamilton Rail Station may be negotiated and granted based on market valuations and subject to conditions for the protection of NJ TRANSIT's interests;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to take all actions necessary to negotiate and grant an access easement for a parcel of land in Hamilton Township (Block 1518, Lots 5, 6.01, and 7) consisting of approximately 8,876 square feet (0.20 acre) of land adjacent to NJ TRANSIT's Hamilton Rail Station based on market valuations, in the amounts discussed in Executive Session, subject to conditions for the protection of NJ TRANSIT's interests.

ITEM 1802-18: ELIZABETH RAIL STATION RECONSTRUCTION PROJECT: AUTHORIZE PURCHASE OF AN EASEMENT FROM AMTRAK WITHIN THE NORTHEAST CORRIDOR RIGHT-OF-WAY AT MILEPOST 14.1, ELIZABETH STATION

BENEFITS

The Elizabeth Rail Station is located adjacent to Amtrak's Northeast Corridor (NEC) and is serviced by NJ TRANSIT's Northeast Corridor and North Jersey Coast commuter train lines. It accommodates approximately 6,850 average weekday passenger trips.

NJ TRANSIT acquired platform easements from Amtrak along the NEC Right-of-Way at Milepost 14.1 on December 13, 1982, to service NJ TRANSIT passengers at Elizabeth Station. The purchase of additional easements from Amtrak adjacent to the existing platform easements will allow NJ TRANSIT to continue to operate the commuter rail station; to proceed with rehabilitation of the existing inbound and outbound high-level platforms; and to construct additional 300 linear feet of inbound and outbound high-level platforms to accommodate a 12-car train boarding capacity. This will provide additional connections to the public Right-of-Way and enhance the NJ TRANSIT passenger experience.

ACTION (Safety and Security, Corporate Accountability, Financial Performance)

Staff seeks NJ TRANSIT Board of Directors' authorization to negotiate and enter into an Agreement with Amtrak to purchase additional easements from Amtrak located on the NEC Milepost 14.1 in the City of Elizabeth, NJ, in the amount discussed in Executive Session in order to proceed with extension and rehabilitation of platforms located at the Elizabeth Train Station, subject to the availability of funds.

PURPOSE

On December 13, 1982, NJ TRANSIT acquired from Amtrak the Elizabeth Rail Station and certain other properties adjacent to the NEC Right-of-Way as well as platform easements along the NEC Right-of-Way in the City of Elizabeth, NJ, ("Elizabeth Station Property"). This acquisition, memorialized in the Settlement Agreement Covering Amtrak/NJ TRANSIT 900 Day Option Properties, allowed NJ TRANSIT to construct a train station and new platforms to service its customers.

In 1987, NJ TRANSIT completed construction of the Elizabeth Rail Station complex including high-level platforms, walkways, elevators and stairways.

The purchase of the additional easements from Amtrak will allow NJ TRANSIT to continue to operate the Elizabeth Rail Station, to proceed with rehabilitation of the existing inbound and outbound high-level platforms, and to construct an additional 300 linear feet of inbound and outbound high-level platforms to accommodate a 12-car train boarding capacity and to provide additional connections to the public Right-of-Way. The

rehabilitation of the Elizabeth Rail Station complex will bring the facility to a state-of-good-repair, ensure public safety, and provide improved customer service and station capacity.

BACKGROUND

The Elizabeth Rail Station is situated along Amtrak's NEC rail line. NJ TRANSIT's Northeast Corridor Line and North Jersey Coast Line trains provide service to Elizabeth Station.

To preserve intercity passenger service, Congress enacted the Rail Passenger Service Act of 1970, which created the National Railroad Passenger Corporation (Amtrak). Amtrak assumed the responsibility for intercity passenger service from private railroads and received access rights to their tracks. The Federal Government formed Conrail in 1976 to consolidate the freight railroad network in the Northeast. Pursuant to the Regional Rail Reorganization Act of 1973, as amended (3 R Act), the Final System Plan of the United States Railway Association (USRA) designated for conveyance by Conrail to Amtrak certain rail operating properties including the NEC.

NJ TRANSIT was created by the Public Transportation Act of 1979 to "acquire, operate and contract for transportation service in the public interest." On January 1, 1983, NJ TRANSIT Rail Operations, Inc. was launched to assume Conrail's commuter rail operations in the New Jersey after Congress authorized Conrail to cease its passenger operations. NJ TRANSIT currently operates commuter rail service on 12 rail lines statewide, including NJ TRANSIT's Northeast Corridor and North Jersey Coast commuter train lines operating within Amtrak's NEC Right-of-Way.

NJ TRANSIT and Amtrak entered into the NEC Services Agreement effective May 1, 1985, which has been extended and modified several times to its current term, effective October 1, 2015, which describe the terms and conditions for the provision of and compensation for NJ TRANSIT's operations on the NEC.

In 1982, as part of the "Settlement Agreement Covering Amtrak/NJ TRANSIT 900 Day Option Properties " between NJ TRANSIT and Amtrak, NJ TRANSIT acquired the Elizabeth Station Property, which includes the railroad platforms as well as the Elizabeth Rail Station.

In 1987, NJ TRANSIT completed re-construction of the Elizabeth Rail Station complex including high-level platforms, walkways, elevators and stairways. The station complex has not undergone any major renovations and in need of complete restoration and upgrades to accommodate current platforms capacity, station functionality and improved safety. NJ TRANSIT seeks to purchase an easement consisting of approximately 0.383 acres +/- for the westbound side of the platform and 0.497 acres +/- for the eastbound side of the platform, for a total easement area of approximately 0.88 acres +/- located in NEC, at approx. Milepost 14.1 in the City of Elizabeth, NJ.

The purchase of the additional easements from Amtrak will allow NJ TRANSIT to continue to operate the commuter rail station, will allow to proceed with rehabilitation of the existing inbound and outbound high-level platforms and to construct an additional 300 linear feet of inbound and outbound high-level platforms to accommodate a 12-car train boarding capacity and to provide additional connections to the public Right-of-Way. The rehabilitation of the Elizabeth Station complex will bring the facility to a state-of-good-repair, ensure public safety, and provide improved customer service and station capacity.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

FISCAL IMPACTS

Requested Authorization: Authorization to negotiate and enter into an Agreement with Amtrak to purchase additional easements from Amtrak located on the NEC Milepost 14.1 in the City of Elizabeth, NJ, in the amount discussed in Executive Session, in order to proceed with extension and rehabilitation of platforms located at the Elizabeth Train Station, subject to the availability of funds.

Previous Authorizations: None

Expenditures to Date: \$2,223,000 (as of 12/2017)

Total Project Cost: \$55,000,000

Projected Date of Completion: Construction complete June 2022

Capital Program Amount: In the amount discussed in Executive Session

Operating Budget Amount: None

Anticipated Source of Funds: Federal Transit Administration

PRINTS ID Number: RPF 00220

DBE/SBE Goal: NA

NJ Build Amount: NA

Related Future Authorizations: Construction Management Services
Design-Build Contract

**Impact on Subsequent
Operating Budgets:**

None

RESOLUTION

WHEREAS, Amtrak, a corporation organized under the Rail Passenger Service Act and the laws of the District of Columbia, owns the Northeast Corridor (NEC) rail line within the State of New Jersey; and

WHEREAS, Amtrak's rights and obligations with respect to the operation of rail services on the NEC are governed by various statutes, including but not limited to the 3R Act, 4R Act, NERSA, and the Rail Passenger Service Act, as amended, and the Fixing America's Surface Transportation Act of 2015; and

WHEREAS, NJ TRANSIT operates commuter trains over portions of the NEC pursuant to the Railroad Reorganization Act of 1973, the Railroad Revitalization and Reform Act of 1976, the Rail Passenger Services Act and the Northeast Rail Service Act of 1981; and

WHEREAS, NJ TRANSIT and Amtrak entered into the NEC Services Agreement effective May 1, 1985, which has been extended and modified several times to its current term, effective October 1, 2015, which describe the terms and conditions for the provision of and compensation for NJ TRANSIT's operations on the NEC; and

WHEREAS, pursuant to the Settlement Agreement Covering Amtrak/NJ TRANSIT 900 Day Option Properties between the Parties dated as of December 13, 1982, and by deeds of conveyance ("900 Day Settlement"), NJ TRANSIT acquired certain NEC facilities and property interests on the NEC, including the Elizabeth Station; and

WHEREAS, in the 900 Day Settlement, NJ TRANSIT also acquired perpetual easements in real property for rail purposes, which include portions of the platforms along Elizabeth Station ("Elizabeth Station Property"); and

WHEREAS, in 1987, NJ TRANSIT constructed high-level platforms, walkways, elevators and stairways adjacent to the Elizabeth Station Property; and

WHEREAS, purchase of additional permanent easements from AMTRAK will allow NJ TRANSIT to continue to operate the commuter rail station, to proceed with rehabilitation of the existing high-level platforms and to construct an additional 300 linear feet of inbound and outbound high-level platforms to accommodate a 12-car train boarding capacity and will provide additional connections to the public Right-of-Way. This rehabilitation will bring the Elizabeth Station complex to a state-of-good-repair, ensure public safety, and provide improved customer service;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors hereby authorizes the Executive Director to negotiate and enter into an Agreement with Amtrak to purchase additional easements from Amtrak located on the NEC Milepost 14.1 in the City of Elizabeth, NJ, in the amount discussed in Executive Session in order to proceed with extension and rehabilitation of platforms located at the Elizabeth Train Station, subject to the availability of funds.

ITEM 1802-19: COUNTY YARD IMPROVEMENTS PROJECT: ACQUISITION OF CITY OF NEW BRUNSWICK PROPERTY

BENEFITS

The acquisition of property from the City of New Brunswick is essential for the expansion of County Yard, which will allow for the safe-haven storage of rail cars and locomotives in a strategically beneficial location along the Northeast Corridor (NEC), provide NJ TRANSIT with an additional facility to maintain its equipment at a mid-line location on the NEC and permit the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

ACTION (Safety and Security, Corporate Accountability, Financial Performance)

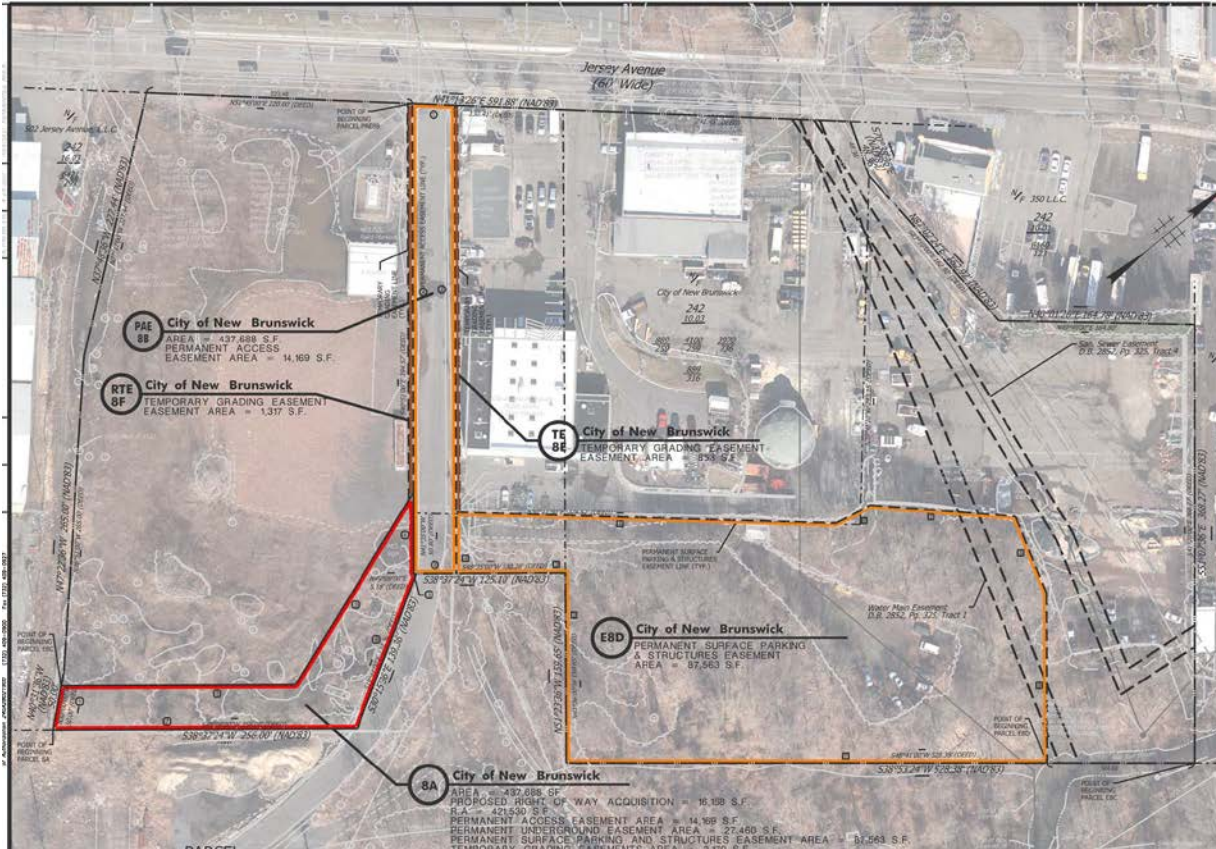
Staff seeks authorization to take any and all actions to acquire, in accordance with the Eminent Domain law of 1971, from the City of New Brunswick a portion of the property located at 400 Jersey Avenue (Block: 242, Lot 10.03), New Brunswick, NJ (County Avenue access road), also known as parcels 8A, PAE8B, RTE8F, TE8E, and E8D, in the amount of the approved appraisal together with contingency, as discussed in Executive Session, subject to the availability of funds.

Staff seeks further authorization, if necessary, to file and record a condemnation complaint and declaration of taking to acquire said parcels and deposit the estimated just compensation with the Clerk of the Superior Court.

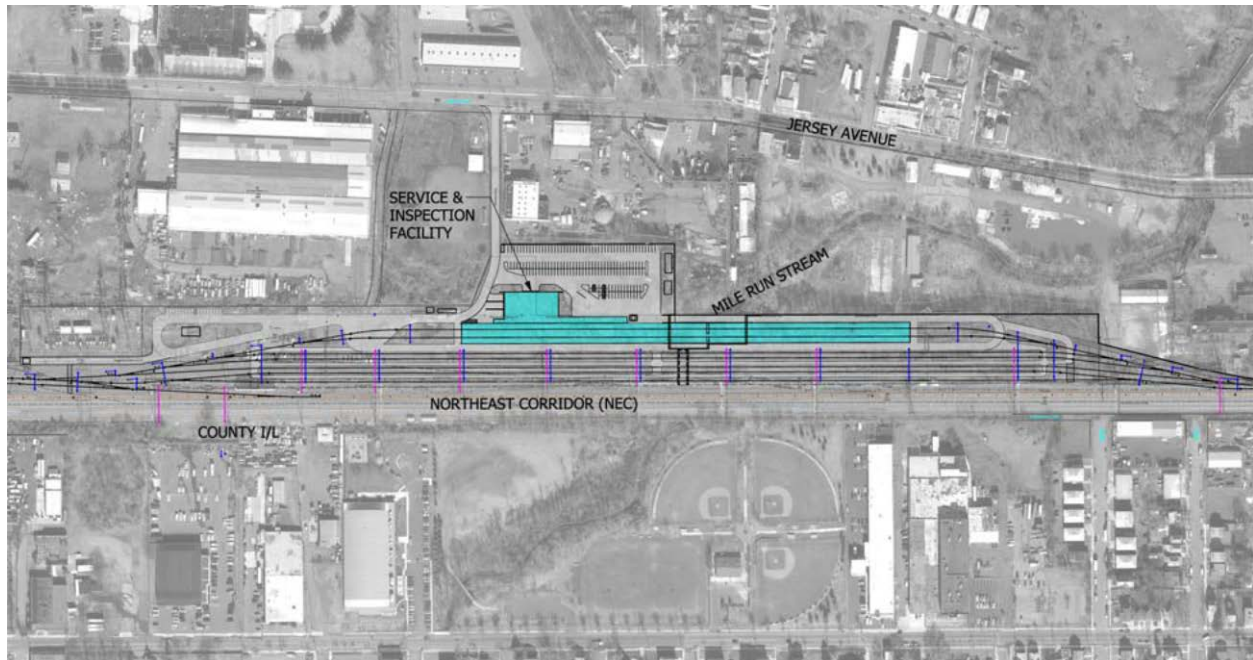
PURPOSE

The acquisition of a fee and easement interest, parcels 8A, PAE8B, RTE8F, TE8E, and E8D, for the County Yard Improvements Project, from the City of New Brunswick, will allow for the construction of new electrical substations, a new service and inspection facility, and a new parking lot for NJ TRANSIT's service and inspection facility.

Board by laws require authorization of the Board to acquire property where the appraised value is in excess of \$250,000.00.



Proposed Acquisition: New Brunswick Parcels



County Yard Project

DBE/SBE Goal: NA

***NJ Build* Amount:** NA

Future Related Authorizations: Construction Support Services
Construction Management Services
Construction GC.02

**Impact on Future
Operating Budgets:** None

RESOLUTION

WHEREAS, City of New Brunswick, that owns property which includes parcels 8A, PAE8B, RTE8F, TE8E, and E8D; 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, acquisition of a fee and easement interests in the City of New Brunswick, will provide NJ TRANSIT parcels 8A in fee and easement rights under parcels PAE8B, RTE8F, TE8E, and E8D;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to take any and all actions to acquire, in accordance with the Eminent Domain Law of 1971, from the City of New Brunswick a portion of the property located at 400 Jersey Avenue (Block: 242, Lot 10.03), New Brunswick, NJ (County Avenue access road), also known as parcels 8A, PAE8B, RTE8F, TE8E, and E8D, in the amount of the approved appraisal together with contingency, as discussed in Executive Session, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized, if necessary, to file and record a condemnation complaint and declaration of taking to acquire said parcels and deposit the estimated just compensation with the Clerk of the Superior Court.

ITEM 1802-20: APPOINTMENT OF EXECUTIVE DIRECTOR

BENEFITS

Kevin S. Corbett possesses the qualifications to meet the requirements of the position of Executive Director and the needs of the agency. As a top transit executive with local, regional, national and international experience, he brings a wealth of management and leadership expertise to NJ TRANSIT.

ACTION

Appointment of Kevin S. Corbett as Executive Director of NJ TRANSIT who will serve at the pleasure of the Board of Directors effective on February 19, 2018 at a salary of \$280,000.

PURPOSE

This action will provide for the appointment of the Executive Director of NJ TRANSIT. When appointed, the Executive Director will have all of the powers under NJ TRANSIT's enabling legislation, its By-Laws, and Board Resolutions, unless specifically limited by appropriate action of the NJ TRANSIT Board of Directors.

FISCAL IMPACT

Requested Authorization: Appointment of Kevin S. Corbett as Executive Director of NJ TRANSIT effective on February 19, 2018 at a salary of \$280,000.

RESOLUTION

WHEREAS, Kevin S. Corbett possesses the necessary qualifications to meet the requirements of Executive Director and the needs of NJ TRANSIT; and

WHEREAS, Kevin S. Corbett will serve in the position of Executive Director at the pleasure of the Board of Directors;

NOW, THEREFORE, BE IT RESOLVED that Kevin S. Corbett is hereby appointed Executive Director of NJ TRANSIT effective on February 19, 2018 at a salary of \$280,000.