

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

**NJ TRANSIT**  
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973-491-7000

June 17, 2019

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, June 12, 2019.

Sincerely,

Original Signed By

Joyce J. Zuczek  
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the 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, June 12, 2019.

**Board Members Present**

Diane Gutierrez-Scaccetti, Chair  
Brian T. Wilton, Governor's Representative  
Dini Ajmani, Treasurer's Representative  
Flora M. Castillo, Board Member  
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

**Staff Present**

Kevin S. Corbett, Executive Director  
Joyce J. Zuczek, Board Secretary and OPRA Officer  
Jonathan B. Peitz, Deputy Attorney General  
Jignasa D. Desai-McCleary, Chief of Procurement  
Christopher Trucillo, Chief of Police  
William Viqueira, Chief Financial Officer and Treasurer

Chair Gutierrez-Scaccetti convened the Open Session at 9:07 a.m. in accordance with the Open Public Meetings Act. Josephine Evans, Office of System Safety, provided a public safety announcement. The pledge of allegiance to the flag was conducted and Board Secretary Zuczek conducted a roll call, noting Board Member Greaves was participating 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 and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on June 6, 2019 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice. The meetings were viewable on the corporation's website in real time and were video recorded, archived, and made available to the public. Minutes will also be archived and published on the corporation's website.

**Executive Session Authorization**

At approximately 9:10 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege,

including, but not limited to, the Corporate Insurance Program Annual Renewal. Board Member Flora M. Castillo moved the resolution, Board Member Dini Ajmani seconded the motion, and it was unanimously adopted.

### **Return to Open Session**

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 10:05 a.m.

### **Approval of Minutes**

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the May 8, 2019 Board meetings. A motion was made by Board Member Flora M. Castillo, seconded by Board Member Brian T. Wilton, and it was unanimously adopted.

### **Executive Director's Monthly Report**

Executive Director Corbett noted they have been extremely busy over the past several weeks informing customers of the Amtrak track work at Penn Station New York and the upcoming service adjustments which begin this coming Monday, June 17, 2019. Executive Director Corbett, and members of his senior and executive staff, were out riding some of the affected trains to talk to customers. In particular, Customer Advocate Stewart Mader has ridden all the trains which will be impacted, informing customers of their options and listening to their feedback. Customers have really appreciated this personal, face-to-face interaction.

Continuing along those lines, they have deployed customer service ambassadors to key stations leading up to the service adjustments, and they will continue to be out assisting customers throughout the duration of the track work. In addition, they held several information sessions at Hoboken Terminal and Penn Station New York as well as a session in Montclair hosted by Congresswoman Mikie Sherrill and another last week in Morristown.

As a reminder to customers, all the information regarding the service adjustments is available on their website [njtransit.com/inform](http://njtransit.com/inform). Executive Director Corbett encouraged customers to visit the site and ask any questions they may have either through customer service or on social media so that come Monday, customers can continue to have a seamless travel experience.

On May 18th and 19th, they safely and effectively operated service to and from MetLife Stadium for the concerts featuring BTS, the Korean pop superstars. NJ TRANSIT's rail and bus operations safely transported a significant number of concert-goers each night. For example, following the end of the Saturday night concert, NJ TRANSIT rail service transported more than 12,000 customers from the Meadowlands Station to Secaucus Junction starting at approximately 10:30 p.m., moving more than 11,000 customers in the first 90 minutes.

In addition to bus service operating before and after the concerts, they added customer service ambassadors at the Meadowlands Station to further assist customers arriving and departing the stadium. Executive Director Corbett thanked the rail and bus operations staff as well as communications, customer service, safety, and police personnel for all their hard work, planning, and coordination to make this a successful event.

June is National Safety Month, a time when they rededicate their selves to the safety principles that are at the forefront of everything they do at NJ TRANSIT. During this month, Office of System Safety personnel were out reminding customers and employees of the critical aspects of safety. Their primary objective is to provide safe transportation and safe work environments for all customers and employees. Safety is one of NJ TRANSIT's core values, and one that they will never compromise on.

Executive Director Corbett asked customers if they see safety professionals at one of their facilities that they stop by and read the materials. It never hurts to refresh yourself on the best way to avoid distractions like cell phones and headphones and how to stay aware of your surroundings. They all need to work together to make their work environments and transit system as safe as possible.

Never more prominent was their commitment to the safety of customers and employees than last week when, during regular inspections, they identified some small, hairline defects in six wheels on River LINE vehicles. These defects appeared to be isolated to a single batch of 75 wheels from the original manufacture. However, out of an abundance of caution, NJ TRANSIT made the decision to suspend all service on the River LINE on Friday while they comprehensively inspected every wheel on every vehicle.

This rigorous testing began on Thursday night and, as cars passed inspection, they were able to operate limited light rail service on Friday, supplemented with substitute bus service. As more cars were introduced back into service after successfully passing the safety inspections, they were able to operate regular weekend service beginning Saturday morning and resumed regular weekday service on Monday morning. This was exactly why they have such stringent safety policies and procedures in place; to identify issues like this before they have an impact on public safety.

Executive Director Corbett acknowledged the great work by NJ TRANSIT River LINE employees and their partners at Bombardier Transportation, who operate and maintain the River LINE service for NJ TRANSIT under contract. For not only astutely identifying the issue, but for the around-the-clock work since Thursday night to have regular service restored by Saturday morning. While Executive Director Corbett understand the decision to suspend service was not a popular one, and he recognized the impact it had on River LINE customers, it was the only responsible decision under the circumstances.

Over the past 15 months, they have been making great strides to get NJ TRANSIT back on the right course from filling key front line positions to streamlining their procurement process. To further build on that progress, they have been continuing to implement

recommendations from the North Highland assessment report that was released this past October.

One of the primary recommendations they made was to simplify the executive organizational structure to reduce complexity, streamline decision-making, and establish best practices for corporate governance. To achieve this objective, they have implemented two of North Highland's specific recommendations effective May 20, 2019.

They introduced a new, delegated C-suite model that looks more like the executive organizational structure of a corporation than that of a State agency. They streamlined the structure by reducing the overall number of Executive Director Corbett's direct reports. This relieves some of the internal, administrative burden at his level and more functionally aligns the executive structure with their strategic goals. It also allows for a greater focus on developing corporate policies and management strategies to move the agency forward and improve the customer experience.

In support of this new corporate-like organization structure, they have replaced his title as Executive Director with President and Chief Executive Officer. Direct reports to the President and Chief Executive Officer will now hold the title of Senior Vice President in place of the Assistant Executive Director title. A good organizational design is critical to improving accountability and decision-making because decisions can be made quicker and at the right level. Further, they now have the right executive organizational structure, and more importantly, the right people in place within the structure, to better position NJ TRANSIT for success as they continue to manage the challenges facing their organization moving forward.

In addition to those changes, he was pleased to announce three new members of their leadership team. Matthew Reddell joins NJ TRANSIT as Vice President and Assistant General Manager of Rail Operations. Matthew has more than 25 years of cross-departmental planning, management and leadership experience in government and the rail industry. Most recently, Matthew served as Senior Manager – Locomotive for Union Pacific Railroad where he directed operations at Union Pacific's sole Locomotive Overhaul and Refurbishment facility with 500 mechanical employees and responsibility for 1,000 locomotives. He is also a veteran of the United States Army. Executive Director Corbett thanked him for his service and welcomed him aboard.

They also welcomed two new senior leaders in their Information Technology group. Faisal Jameel who joined NJ TRANSIT as Chief Technical Officer with more than 20 years of Information Technology experience. Most recently, as the Digital Transformational Lead in Sanofi, one of the largest pharmaceutical companies in Europe. He managed employees in multiple locations around the world and has launched several transformational initiatives in computer technology.

Bilal Khan joined NJ TRANSIT as Chief Technology Officer for Infrastructure and Operation with over 17 years of IT experience. Most recently, as the Technology

Executive of SHI International, where he worked with fortune 500 companies advising in the areas of Digital Workspace, Cloud Computing and Cyber Security.

Executive Director Corbett looks forward to leveraging their wealth of experience as they continue to harness the power of technology and position their agency for the future. It is an exciting time to be part of NJ TRANSIT as they continue to recruit top talent and infuse new ideas and strategies.

Speaking of Information Technology, they have been long overdue for an update of the NJ TRANSIT website. It has been well over a decade since the website had a refresh, and they were pleased to introduce a brand-new version of the home page of NJ TRANSIT's website. Executive Director Corbett directed their attention to the monitors to see a snapshot of the current website home page, compressed and cluttered with a lot of competing information.

He then showed the new home page which features a refreshed layout, streamlined navigation, and easier access to essential information. The new home page also features a responsive design for a seamless experience across all devices and an increase in text size and contrast throughout the new design for easier readability.

The new "About" menu provides A-Z access to information about NJ TRANSIT and the new footer serves as a comprehensive directory at the bottom of every page, ensuring that what customers need is just one tap or click away. The six cards replaced the marquee on the current home page, rotating to put important information in front of customers on the home page, like the service adjustments for the Amtrak work at Penn Station.

The new home page would be live later today, and there is a card on the home page dedicated for customers to use to provide feedback on the home page update. Executive Director Corbett asked customers to check out the new home page, provide feedback, and stay tuned as they continue to roll out updates on subsequent web pages.

The Customer Experience begins long before one gets on a bus, train, light rail, or paratransit vehicle. NJ TRANSIT's website is key to transit, and the new NJTRANSIT.com is being built to help customers get wherever they need to go as easy as possible. The home page redesign is just the latest step in NJ TRANSIT's digital advancement, alongside: Customized push notifications and integration with Apple Pay and Google Pay in the NJ TRANSIT app; a pilot underway of new onboard fare validators on six bus routes out of the Morris Garage; the recent launch of EZ Wallet to allow for cashless payments for Access Link customers; and the handheld scanner pilot to streamline fare collection and share real-time service information with crew members onboard NJ TRANSIT trains.

They always look for an opportunity to recognize NJ TRANSIT employees, particularly those celebrating significant career milestones. Today, that distinction belongs to Ms. Daisy Johnson whose distinguished career spans 50 years, dating back to

NJ TRANSIT's predecessor. Executive Director Corbett asked Daisy Johnson to join him up front. He read and presented an expression of appreciation.

Executive Director Corbett noted sadly this was Board Member Flora Castillo's last board meeting and they had a resolution honoring the tremendous work she has done for the people of New Jersey. He turned the meeting over to Chair Gutierrez-Scaccetti to provide some remarks and present the resolution.

Chair Gutierrez-Scaccetti noted it was an interesting time in transportation. Many look and say there has not been a woman Commissioner at the Department of Transportation in 35 years. That is phenomenal, but the woman to her left, Board Member Flora Castillo, broke that mold in 1999 when she joined the NJ TRANSIT Board as the youngest female and first Latina to sit on the Board. She has been a staunch advocate for public transportation whether she was sitting on the Board or not. Board Member Castillo continues to be a wonderful representative, who always has a smile on her face and greets people warmly. It is important in their business as public sector employees and representatives of the government to ensure they understand their customers' needs and Board Member Flora Castillo as an advocate has always been that person. She is professional and has taken transportation to new levels for New Jersey as a member of Women's Transportation Seminar and being recognized for her leadership in transportation.

Chair Gutierrez-Scaccetti said it was a sad day for NJ TRANSIT that she will not sit on the Board with them. They understand that people start new careers, do new things, and move on. Personally, and as Chair of the Board, she wished Board Member Flora Castillo great success in all she does. She knows this will not be the last time they are together because they run in the same transportation circles, advocating for all transportation in New Jersey. The importance of this state, as not only a corridor state, but certainly as the pathway to great financial and governmental success between New York and Washington DC. Chair Gutierrez-Scaccetti is grateful for her service, knows the Governor is, and imagines many past Governors. They wish her well as she continues her transportation career in new venues. Chair Gutierrez-Scaccetti read and presented a resolution to Board Member Castillo.

Board Member Castillo said all good things must come to an end. She thanked Chair Gutierrez-Scaccetti. In all of her 20 years at NJ TRANSIT, she had the great opportunity to work with many great Executive Directors, male and female. This was her first opportunity to work with a female Chair. She cherished the opportunity to be partners to collaborate in moving the agency agenda forward. Board Member Castillo thanked all of their customers for indulging them over the years. She said there have been great times and bad times. At the end of the day, she knows they have a terrific team of employees that come to work at NJ TRANSIT every day. She noted she has driven 120 miles one way commute from Atlantic County the last 20 years for Board meetings.

Board Member Castillo said all kinds of employees like Daisy come to work everyday at NJ TRANSIT proud to be part of this great family and proud of the mission. She said all the

customers should know they are in great hands because of the great, talented, committed group of individuals. Board Member Castillo was glad Executive Director Corbett is rebuilding the team. She said they could only go up and the possibilities were endless. It has been a great privilege to travel around the country as Chair of the American Public Transportation Association (APTA). She has come across employees who built their professional careers at NJ TRANSIT and everywhere the pride and honor to be affiliated with NJ TRANSIT would beam through and every time she mentioned NJ TRANSIT, their eyes lit up. Board Member Castillo was proud to have the opportunity to serve eight Democratic and Republican Governors throughout the years. She does not know the number of Executive Directors and Chairs. Board Member Castillo said it was an honor to sit at the dais with her fellow Board Members. It has been a privilege advocating for the best transit NJ TRANSIT can provide behind the doors. She looks forward to cheering and celebrating all the great successes and knows they will exceed customer expectations. Board Member Castillo thanked NJ TRANSIT for the honor.

### **Public Comments**

There were 13 speakers. Board Secretary Zuczek announced in order to give everyone an opportunity to be heard, public comments would be limited to five minutes, and if there were several people speaking on the same topic, two speakers would have five minutes, and all others would have two minutes.

**Dr. John Johnson** acknowledged the Board and NJ TRANSIT for providing this forum. He acknowledged his family members and the honoree Daisy Johnson, his mother. Fifty years is a long time and he was glad he was able to share this rare moment with everyone there. His mom has seen a lot of changes over the last 50 years, starting in 1969 up until this moment. He believes this was fitting his mother has been in this business of helping people reach their destinations. Dr. Johnson said the word destination is derived from the Latin word *destinare*, which means to make firm or establish, and in its most basic usage is the action of intending someone or something for purpose. When they think of the role of transit, it's not to just shuttle people back and forth, but to help people reach their destinations and purposes.

Dr. Johnson said his mom has been helping so many people reach their purposes for over 50 years. This has held true for his baby brother who developed disabilities and his mom decided to care for him rather than institutionalize him because he had a purpose. His mother was a single mom and she has a rule that being a single mother does not mean you cannot achieve great things. His mom raised his brother and him, the doctor, and has done many great things. In talking to many of his mom's colleagues at NJ TRANSIT he found out his mom is a welcome asset to the company, and a warm and caring friend. Dr. Johnson was glad and honored that his mom was able to serve NJ TRANSIT and grateful that NJ TRANSIT provide the means for her to provide for his brother and him.

Dr. Johnson said history tells us that transportation is one of those peculiar institutions. His mom was from the South and in her youth, transportation was limited based on racial factors. Growing up in Newark and Irvington was a very rich and diverse area where transportation

is an essential commodity to help people reach their destinations and purposes. His mom is not done yet, even after 50 years, she still has a lot of people to help. Dr. Johnson was thankful that he had the chance to bear witness to his mom's milestone.

Chair Gutierrez-Scaccetti told Daisy Johnson, she was not only a fine NJ TRANSIT employee, but also apparently an awesome mother who raised some fine children.

**Randy Glucksman** wished Board Member Flora Castillo the best of luck in her future endeavors. Mr. Glucksman is a representative of the Metro-North Railroad Commuter Council and a Metropolitan Transportation Authority (MTA) Board Member. Mr. Glucksman said last June a service notice was issued cancelling nearly two-dozen trains system-wide including two of the Metro-North express trains on the Pascack Valley Line. He said Metro North pays NJ TRANSIT to run these trains. Mr. Glucksman noted their Friday train was affected impacting those trying to get home for Sabbath or an early getaway. He said the service notice indicated that these services were being cancelled due to PTC implementation and that the trains would be restored in the first quarter of 2019. They are well into the second quarter and there is still no firm date when these trains will be restored and his constituents ask him about their Friday and Express trains all the time.

Aside from looking at the new website and the appointment of Stewart Mader, Customer Advocate and Chief Experience Officer, Mr. Glucksman has not been able to find anything to inform customers how they may contact him if they experience any problems. He said previous Executive Directors held quarterly meetings with him and other rail advocates where they discussed issues and offered solutions. Despite numerous email requests, they have had no meetings since December 2017.

Mr. Glucksman would also like NJ TRANSIT to look into the severe weather schedules but maybe this can be pursued offline at a later time.

**Orrin Getz**, a Rockland County resident, agrees with Randy Glucksman that they need to get the status on when their weekday express trains on the Pascack Valley Line will be restored. He would like to see if NJ TRANSIT could work out a deal with the MTA to transfer the Suffern Station to the MTA. Mr. Getz said the station needs to be made accessible for people with disabilities and it is a liability for NJ TRANSIT to have the station because it is in New York State. He would also like to see crews from Metro-North possibly operating the trains on the Port Jervis Line since these trains are mostly owned by Metro-North, which could be a way of resolving the crew shortage issues NJ TRANSIT is having.

Mr. Getz said they had a meeting with some technical people from Metro-North and NJ TRANSIT on May 13, 2019, and they talked about redoing railroad crossings in Rockland County, but they do not know which crossings are going to be involved other than New Clarkstown Road. They would like to know the full implementation of this plan and when they are going to have midday bussing and how long this is going to take because they don't want this thrown on them at the last minute. He asked that they get this information out to them and the local officials. Mr. Getz said the Long Island Railroad (LIRR) is short on

locomotive cars and NJ TRANSIT may have some Comet III cars they are no longer using that may be fixed up and used by the LIRR.

**Joseph Delorio**, Councilman of Roselle Park, voiced frustration by him, the governing body, and residents of Roselle Park regarding the approved and funded Roselle Park Train Station reconstruction. He said on October 26, 2016, the NJ TRANSIT Board authorized the renovations of the Roselle Park Train Station. Mr. Delorio said it has taken years to get to this point and they have been in continuous contact with NJ TRANSIT representatives for the last several years but the responses have been minimal to seriously lacking. He said in April 2019, they finally received a response from the Senior Director of Legislative Relations only to be further frustrated. Mr. Delorio read excerpts from the email response.

After reading the excerpts, Mr. Delorio said NJ TRANSIT stated in May due to preparation of the budget, things were very busy and now it is June and he reached out to the NJ TRANSIT representative and he said he would get back to him. He said it now appears that the project will be completed in 2024, ten years since they started their quest to get the train station renovated.

Mr. Delorio said they have done everything they can to be good neighbors to improve their train station and community. They have applied for a transit village designation and adopted complete streets programs and policies and received sustainable Jersey designation. They have been very strong advocates for the one seat ride. He said their train station is falling apart and compared to other stations along the Raritan Valley Line it looks derelict, and this is affecting their redevelopment efforts and the ability to increase market value. Mr. Delorio asked that NJ TRANSIT provide them with the assistance they deserve and he was looking for the Board's support.

**David Anderson** wished Flora Castillo and Daisy Johnson the best in their future endeavors. He spoke on behalf of the Lackawanna Coalition as Technical Director. They are concerned about the plans for a NJ TRANSIT gas-fired power plant in Kearny. They agree that trains need reliable power, but think that there are better ways to achieve that and also help surrounding communities. They note that private utilities have much more experience in generating power, but questioned what this project actually accomplishes. He said the just-released Draft Energy Master Plan has a goal of full renewable energy by 2050.

Mr. Anderson asked why a state agency is proposing a central gas power plant in direct opposition to this administration goal. He asked what portion of the \$410 million Federal Transit Administration (FTA) resiliency money is for building the central power plant, and what portion is for the microgrid and redundant cables. Mr. Anderson asked if the Transportation Trust Fund has the capacity for the required match of 25 percent local money, which is about \$137 million. He asked if the scale of the project was appropriate for NJ TRANSIT's needs alone, or if it was designed to generate excess energy and create an income stream. Mr. Anderson said NJ TRANSIT has ongoing financial needs, but creating an NJ TRANSIT Power and Light with tax dollars is not the solution. He said NJ TRANSIT was created when Public Service dropped transportation in favor of utilities and they should not go back 40 years to combine transit and energy generation.

Mr. Anderson said the operating costs for the central gas plant are expected to be between \$16.6 and \$19.5 million, covered by power-purchased agreements. Additionally, he said the project includes 32,000 square feet of office space and 30 full-time positions. He thinks this is a distraction from NJ TRANSIT's mission of providing transportation, where they expect NJ TRANSIT management to place its focus. They need NJ TRANSIT to improve rail and bus service, and leave power generation to the expert, experienced utility companies.

Instead of the large NJ TRANSIT grid, they suggest using available resiliency funds to apply the L-trains' Canarsie Tunnel system of repair to the Hudson Tunnels, and use the remainder for a third tunnel so that they will not have to wait 10 years to have at least two working tunnels consistently running trains into and out of New York Penn Station.

**Bruce Bergen**, Chairman of the Raritan Valley Rail Coalition, said the Raritan Valley Line Rail Coalition continues to actively support NJ TRANSIT's budget and hope that the State Legislature and the Governor will see fit to increase it in the coming year. They also continue to advocate publicly for the funding at the Federal and State level for the Gateway Project and the Portal Bridge replacement, which they understand is ready to go once the money can be released. Mr. Bergen understands that these are broad issues that are important to all of New Jersey and transit.

Mr. Bergen reiterated concerns that were important to the Raritan Valley riders, which were brought to the Board's attention before. One was focus on trying to increase the number of same platform transfers in Newark for their riders to help in the absence of restoring the Raritan Valley one-seat ride. They need to have some steps taken to alleviate these problems and same platform transfers would be helpful. He said he has asked before if there are statistics being kept on this information in a given week or month but he hasn't received a response.

Mr. Bergen also suggested that additional trains running to Hoboken from the Raritan Valley Line would be helpful providing an easier transfer for those going into certain parts of Manhattan. He knows there are technical issues involved but hopes that these can be worked on and these trains can be expanded. He said they have yet to receive any information as to when the Raritan Valley one-seat ride will be reinstated. He said their constituents deserve information as to where NJ TRANSIT's progress is on this.

**Sally Gellert**, Communications Director for the Lackawanna Coalition, said they were glad that the newly released rail timetables include the reduced fares for lines most disrupted by the service reductions this summer, but are distressed that the new Morris & Essex timetable does not show the connecting bus that replaces the last Dover train on weeknights. She said the trip planner can find service, which they know was put in place in response to an inquiry by the Lackawanna Coalition's Chairperson, David Peter Alan. They commend NJ TRANSIT for acting on the suggestion, however, they are concerned that an unpublicized service will not be used often, if at all. She said low ridership would make some riders' commute harder than necessary this summer and possibly justify an argument against providing similar service when needed in the future. They encourage the

NJ TRANSIT's social-media staff to supplement the printed schedule with the missing information. She said they wonder about the motivation for not announcing this service widely.

Ms. Gellert said the Lackawanna Coalition passed a resolution last month, submitted today as an exhibit, calling for the separation of two roles that the Commissioner now holds. They believe that anyone who serves as both Commissioner of Transportation and NJ TRANSIT Board Chairperson is forced into an inherent conflict of interest by heading both highway and transit agencies. She said this was particularly troubling in budget season, as the current Commissioner has made it clear that NJ TRANSIT and the highways in the state compete for scarce funds and that highways may be more important. Ms. Gellert said NJ TRANSIT needs an advocate who is not constrained by the needs of roadways and motorists but can advocate exclusively for rail and bus passengers and the NJ TRANSIT agency. She said unfortunately, the Transportation Act of 1979, which established NJ TRANSIT, created this issue, which has continued unabated until today and it is time to resolve this now. Ms. Gellert said this was certainly not directed at Ms. Gutierrez-Scaccetti personally and it was a badly-designed structure.

Ms. Gellert said David Peter Alan and the Lackawanna Coalition have called for better preparedness both at NJ TRANSIT and at Amtrak for years. She said she hopes rather than title changes which did not mean much to her that there are changes in the structure of the organization. Ms. Gellert provided best wishes to Flora Castillo and Daisy Johnson.

**Errol Kerr** spoke on behalf of Mr. Graddy's team. They would like to say congratulations to Ms. Flora Castillo and wish her the best in her future endeavors and know she will do well wherever she goes. There is no question as to why they were there. They have been coming there for the past couple of years and it still perplexes them as to why they have not seen a resolution. They are fighting and scrapping for something that is precious to all of them, which is justice. He said justice is as important as the air they all breathe and many people died for justice and have given up their lives to live in a place where they can invest freely and reap the rewards of hard work. They feel a strike was taken at Mr. Graddy for his ability to earn a living, which has affected him and his family. The problem they have is with the communication process because Mr. Graddy has dealing with this since 2004. They are asking the Board to apply some pressure and find out what they need to make a decision so they can stop coming to these meetings.

**Donna Ivy** spoke on behalf of Mr. Graddy. She does not want to be there this summer, wants this situation resolved, and thinks that they all do. They continue to come there and take time away from their families because Mr. Graddy provides for them and they provide for him. She said this situation is unfair and they need the Board to make a decision because if it were one of their family members, they would be up in arms just as they are. They need help and are supposed to work for and with each other. She believes positive thinking is the way so let them make it happen and see justice for Mr. Graddy.

At this point, Board Member Castillo left the meeting.

**Bernard Hill** has been there before and they have seen them all in the orange shirts supporting a man of dignity, a man that has been clouded of his dream. He noted a street has been named after him for all of the great things he has done for the people there in the orange shirts and others who could not be there today. He said Mr. Graddy is a strong man and has taught him to be one also. They are asking them to mobilize and execute the right thing because no man should be taken away from his dream, and there is no reason they should have to continue coming down there. He knows they are getting close, but it's not close enough. Mr. Hill said let's make his family strong again as they march on with boots on the ground.

**Princess Reeves** congratulated all the honorees that came before the Board today. She would like to reiterate a couple of things, one being they have been coming there for a numerous amount of years. They have met with this Board and many other Boards and this Board has now been left with the task of making a decision. She always speaks in the highest regards of Mr. Graddy because that is who he is, a man of integrity and character that not only takes on the concerns for his family but for every family. Ms. Reeves wishes they could see the color of the rainbow of people he helps. She said Mr. Graddy does not put people in boxes, he considers all of them as one and that's how it should be. They are all earthly people and related in some way. She believes if this were a matter that was put before their immediate family, they would have stood up for what is right and gathered together. She asked them to search their minds and hearts and come to a resolution for Mr. Graddy.

**Winnie Harrison** congratulated the honorees, but said they were there for Mr. Graddy. Last month Mr. Graddy was given the opportunity to be recognized in the City of Paterson and given a street named after him. She said he continues to be recognized as a businessman however the sign she held up could have been in Atlantic City. They do not want to turn this sign sideways or upside down. They just need a resolution to let them know he is worthy of giving back. They believe this Board has done its just do and made a decision that this resolution is waiting to be given to Mr. Graddy.

**Russell Graddy** congratulated the phenomenal women being honored there today. He has been coming there for two-years. He said his people speak from the heart and he does not tell them what to say. He said this was something larger than him. Mr. Graddy said he sees dignity and respect for other people and what is fair and just. He said he has been caught in this position, but as an African American citizen who has paid his dues they demand justice, fairness, and to be treated like anyone else would.

Mr. Graddy said the decisions NJ TRANSIT made destroyed his business and the proof of his success shows how long he was able to survive after he was railroaded out of his business. He asked how they continued to send invoices for rent to be paid for a space he was not occupying. Mr. Graddy said they destroyed his income and he carried a debt of \$200,000 that he owed to the Economic Development Authority (EDA). After 14 years, he was still begging for justice after doing everything right. He said he was not asking for anything they should not do, but just to give back what they took. Mr. Graddy said he was not going anywhere and does not want to take this to another level. He said they were all

just fighting for justice and peace. After costing him millions, he said NJ TRANSIT came back to offering him crumbs to accept. Mr. Graddy said he was making his last plea to do what is right and fair.

Chair Gutierrez-Scaccetti told Mr. Graddy, as he knows, it is not their custom to address him from the dais, not because they don't want to, but this is a matter he has been negotiating with an attorney on behalf of NJ TRANSIT and there are rules. She offered him an apology because she knows he reached out to NJ TRANSIT and have not had a return telephone call in the past few weeks. Chair Gutierrez-Scaccetti said there has been a slight glitch in their counsel representation, but as of yesterday afternoon both the Governor's Authorities Unit Counsel Brian T. Wilton and she spoke to the Attorney General and that has been resolved. He should be receiving a telephone call shortly. She believes Mr. Graddy has given Joseph Snow everything he needs and hopefully he will hear from him today.

Chair Gutierrez-Scaccetti said she appreciates all of them and would love for them to come back and tell them they don't like where a bus stop is located or about a train that doesn't run. It is the goal of all of them on this Board to resolve this issue. They weren't there 15 years ago and as he knows it has been a very complex process to unwind. They have been working behind the scenes and hope between now and the next Board meeting, hopefully they will have a meeting of the minds on a resolution. They are all welcome to come back at the end of the day to talk about any transit issue they want, but they hope that as of July it will not be on this issue and they will have made positive progress.

### **Advisory Committee Report**

Suzanne Mack provided the Advisory Committee Report. She thanked the Commissioner for responding to Mr. Graddy's issue. The Advisory Board asked for some background on it and they know it is very complicated. This was a very interesting Board meeting. As a parent you take your work home and not only has Daisy Johnson been a wonderful employee for NJ TRANSIT, Ms. Mack is sure NJ TRANSIT has been a big part of her children's lives and it was wonderful to see her being honored today. It was wonderful to see Flora Castillo who came on the Board and was always an advocate for the riding public. She was never more proud of her than when she was President of the American Public Transportation Association (APTA), which was a remarkable journey for her to go from Women's Transportation Seminar (WTS) to represent the women of the country in a great organization like American Public Transportation Association (APTA).

Ms. Mack thanked Kevin Corbett and Justin Davis for attending their Advisory Board meeting last week. NJ TRANSIT is doing what they said in implementing a strategic plan and for those who reading it, it said there should be organizational changes. They are back to a little normalcy so they can do business on the Board with no crisis on the horizon and it is pleasure to see the Strategic Plan being implemented.

Ms. Mack commented on the comment about the Commissioner's role as head of New Jersey's Department of Transportation and the Chair of NJ TRANSIT. She believes across the country it has been shown that when you have one transportation system it does serve

the states well. Transit actually takes its buses on the roads and they have other partners such as maritime and airports, but it all boils down to the economy of the State of New Jersey. Ms. Mack believes having the Commissioner in this role gives the State the unique opportunity with her background from the Turnpike Authority and Chair of NJ TRANSIT. She also thinks the Commissioner is in a unique position to make recommendations to the Governor and the Treasurer and she applauds her for her efforts.

The Advisory Committees had two major updates, one was on the budget, which will be the subject of the next meeting. Also on the Amtrak work at Penn Station and they all know how difficult last summer was. They had an in-depth analysis of how NJ TRANSIT makes decisions on what services are cut and how they can implement during this service restructuring. It was gratifying to see all the work that went into this by Jack, Kevin, and Justin. She thanked Executive Director Corbett for arranging those subjects for the Advisory Board and hopes this summer the passengers will not experience what they did last summer and will be mitigated by the great planning that has been done.

Chair Gutierrez-Scaccetti thanked Suzanne Mack and said it is difficult to serve as Chair for three (this agency, the turnpike, South Jersey) as well as be Commissioner. It is more than a full-time job but certainly one that she is up for. In terms of her testimony to the Legislature, she reiterated this because it is important, they have to make the entire transportation system work to help NJ TRANSIT. It doesn't really help them if their surface transportation is degraded and they have more people coming to a transit system that is not ready to accept that influx. In this particular budget, the Governor still increased the allocation to transit by \$25 million. She is not going to get into a debate on whether this is enough but will say he took the balance of that \$75 million from the general fund so that they can keep doing the work that they do at Department of Transportation and at the Turnpike. Some of the work they do at Department of Transportation directly affects NJ TRANSIT, whether it is bridges over transit systems or other work that they do in concert. If their transportation system doesn't work as a whole they will struggle to be successful.

Chair Gutierrez-Scaccetti appreciated the Governor committing that \$75 million from the general fund allowing the Turnpike and the Department of Transportation to continue their important work. She has often said there is a reason Governors have four years because no one expects all the work to be done in the first year and a half. They have made great progress and she is grateful to the Governor for his commitment on not diverting funds so they can strengthen their entire transportation system. It is not that any decision she makes is swayed by highway or transit, it is looking globally at their transportation system and making sure it all works together for the benefit of all the residents of New Jersey, whatever mode of transportation they decide, which would include pedestrians and bicycles. They have had conversations about that there as well. Chair Gutierrez-Scaccetti wanted to make it clear that everyone understood this, and she doesn't take it personally and knows it is not about her, but at the end of the day it is an awesome responsibility. She, along with Kevin Corbett, the Department of Transportation, South Jersey and the Turnpike take it seriously.

### **Board Operations and Customer Service Committee Report**

Chair Gutierrez-Scaccetti presented the report for the Operations and Customer Service Committee on behalf of Board Member Castillo. The Operations and Customer Service Committee received an update on the operations and customer service trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee received an update regarding Customer Engagement from the Customer Advocate and Chief Customer Service Experience Officer. Additionally, the Committee received an update on social media activities.

### **Board Administration Committee Report**

Chair Gutierrez-Scaccetti presented the report for the Administration Committee on behalf of Board Member Castillo. The Administration Committee received a Financial Update on fiscal year and year-over-year operating results, budget-to-actual comparisons of revenue and expenses, and major operating results.

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

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Fiscal Year 2020 Procurement by Exception Waiver Authorization; Police Dispatch and Records Management Modernization Project; and the Corporate Insurance Program Annual Renewal. The Committee also received an update on NJ TRANSIT's plans to recommend to New York Waterway that it can enter into a contract with Derektor Shipyards pursuant to an equipment retrofit and monitoring agreement that was presented to this Board in March 2015.

### **Action Items**

#### **1906-32: FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION WAIVER AUTHORIZATION**

Executive Director Corbett introduced Jignasa Desai-McCleary, Chief Procurement Officer, to present Action Item #1906-32.

Jignasa Desai-McCleary congratulated Board Member Castillo for her service and recommended approval of Action Item #1906-32: Fiscal Year 2020 Procurement by Exception Waiver Authorization.

Approval was requested to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$28,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

Approval was also requested to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$36,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

Approval was also requested to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support the NJ TRANSIT's System Resilience Program at a cost not to exceed \$500,000, subject to the availability of funds FTA approval and all other applicable requirements. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

Ms. Desai-McCleary asked for approval of Item #1906-32.

Board Member Brian T. Wilton made a motion to approve Action Item #1906-32, Board Member Dini Ajmani seconded it, and the item was unanimously adopted.

**Roll Call Vote:**

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

**1906-33: POLICE DISPATCH AND RECORDS MANAGEMENT MODERNIZATION PROJECT**

Executive Director Corbett introduced Christopher Trucillo, Chief of Police, to present Action Item #1906-33.

Chief Christopher Trucillo recommended approval of Action Item #1906-33: Police Dispatch and Records Management Modernization Project.

Approval was requested to enter into a contract with Motorola Solutions Inc. of Bordentown, New Jersey, for the provision of a modernized Computer Aided Dispatch system, Records Management System and Mobile software for the NJ TRANSIT Police Department to include applicable hardware to maintain these systems as required in an amount not to exceed \$2,358,616.03, plus five percent for contingencies, subject to the availability of funds.

Chief Trucillo asked for approval of Item #1906-33.

Board Member Brian T. Wilton made a motion to approve Action Item #1906-33 and Board Member Dini Ajmani seconded it.

Chair Gutierrez-Scaccetti noted it was national safety month and asked the Chief to extend her thanks to the men, women, and dogs who work hard everyday to keep them safe.

The item was unanimously adopted.

**Roll Call Vote:**

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

**1906-34: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL**

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1906-34.

William Viqueira recommended approval of Action Item #1906-34: Corporate Insurance Program Annual Renewal.

Approval was requested to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2019 through June 30, 2020 at an annual cost not to exceed an amount discussed in executive session, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2020 Operating Budget.

Mr. Viqueira asked for approval of Item #1906-34.

Board Member Brian T. Wilton made a motion to approve Action Item #1906-34, Board Member Dini Ajmani seconded it, and the item was unanimously adopted.

**Roll Call Vote:**

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

**Adjournment**

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Brian T. Wilton, seconded by Board Member Dini Ajmani, and unanimously adopted. The meetings were adjourned at approximately 11:34 a.m.

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

JUNE 12, 2019

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	54640
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	54641
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	54642
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

1906-32	<b>FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION WAIVER AUTHORIZATION</b> – Authorization to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$28,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.	54664
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Authorization to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$36,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
JUNE 12, 2019  
MINUTES  
PAGE 2

Authorization to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support the NJ TRANSIT's System Resilience Program at a cost not to exceed \$500,000, subject to the availability of funds FTA approval and all other applicable requirements. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

- 1906-33 POLICE DISPATCH AND RECORDS MANAGEMENT MODERNIZATION PROJECT** **54673** – Authorization to enter into a contract with Motorola Solutions Inc. of Bordentown, New Jersey, for the provision of a modernized Computer Aided Dispatch system, Records Management System and Mobile software for the NJ TRANSIT Police Department to include applicable hardware to maintain these systems as required in an amount not to exceed \$2,358,616.03, plus five percent for contingencies, subject to the availability of funds. Items under this project are purchased through New Jersey State Contract #T0109, which offers standardized products with most favored pricing.
- 1906-34 CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL** – **54674** Authorization to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2019 through June 30, 2020 at an annual cost not to exceed an amount discussed in executive session, subject to the availability of funds and adoption of the FY2020 Operating Budget.

➤ **ADJOURNMENT**

**EXECUTIVE SESSION AUTHORIZATION**

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Corporate Insurance Program Annual Renewal; and

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

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the May 8, 2019 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on May 13, 2019;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the May 8, 2019 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

**TO:** BOARD OF DIRECTORS  
**FROM:** KEVIN S. CORBETT   
**DATE:** JUNE 12, 2019  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT – JUNE 2019

We've been extremely busy over the past several weeks informing our customers of the Amtrak track work at Penn Station New York and the upcoming service adjustments which begin this coming Monday. Our Customer Advocate Stewart Mader has ridden all of the trains which will be impacted, informing customers of their options and listening to their feedback. We've deployed customer service ambassadors to key stations leading up to the service adjustments, and they will continue to be out assisting customers throughout the duration of the track work. In addition, we've held several information sessions including at Hoboken Terminal, Penn Station New York, a session in Montclair hosted by Congresswoman Mikie Sherrill and another last week in Morristown. As a reminder to our customers, if you haven't done so already, we encourage you to visit [njtransit.com/inform](http://njtransit.com/inform) so that come Monday, you can continue to have a seamless travel experience.

June is National Safety Month. It's a time when we re-dedicate ourselves to the safety principles that are at the forefront of everything we do at NJ TRANSIT. During the course of this month, our Office of System Safety personnel are out reminding customers and employees of the critical aspects of safety. Safety is one of our core values, and one that we will never compromise on.

Never more prominent was our commitment to the safety of our customers and employees than last week when, during regular inspections, we identified some small, hairline defects in six wheels on River LINE vehicles. These defects appeared to be isolated to a single batch of 75 wheels from the original manufacturer. However, out of an abundance of caution, we made the decision to comprehensively inspect every wheel on every vehicle. This rigorous testing began on Thursday night and, as cars passed inspection, we were able to operate limited light rail service on Friday, supplemented with substitute bus service. As more cars were introduced back into service after successfully passing the safety inspections, we were able to operate regular weekend service beginning Saturday morning, and we resumed regular weekday service on Monday morning. I want to acknowledge the great work by NJ TRANSIT River LINE employees and our partners at Bombardier Transportation, who operate and maintain the River LINE service for us under contract, for not only astutely identifying the issue, but for the around-the-clock work since Thursday night to have regular service restored by Saturday morning.

To further build upon our progress over the past 15 months, we've been continuing to implement recommendations from the North Highland assessment report that was released this past October. One of the primary recommendations they made was to simplify the executive organizational structure to reduce complexity, streamline decision-making and establish best practices for corporate governance. As of May 20, 2019 we've introduced a new, delegated C-suite model that looks more like the executive organizational structure of a corporation than that of a State agency. We've replaced my title as Executive Director with President & Chief Executive Officer (CEO), and I've streamlined the structure by reducing the overall number of my direct reports. This allows for a greater focus on developing corporate policies and management strategies to move the agency forward and improve the customer experience.

It's been well over a decade since the website had a refresh, and we're pleased to introduce a brand new version of the home page of our website! Customers will see a refreshed layout, streamlined navigation, and easier access to essential information. Please check out the new home page, tell us what you think and stay tuned as we continue to roll out updates on subsequent web pages.

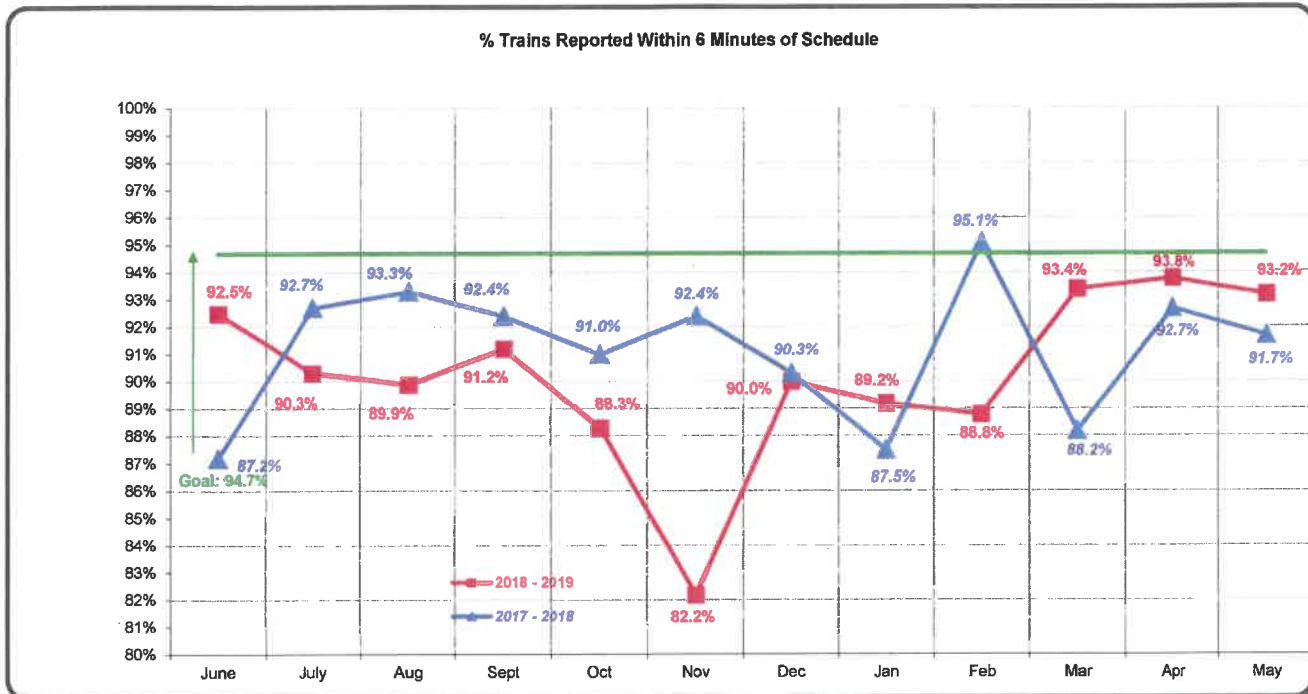
For more than 20 years, Flora Castillo has been guiding this agency as a member of our Board. Sadly, this is Flora's last Board meeting with us. Through tireless advocacy, Flora has given minority communities and those with mobility challenges a seat at the table when it comes to ensuring equal transportation for all, regardless of societal status. She also holds the distinction as being the first Latina to serve on the NJ TRANSIT Board. We will miss her advocacy and wish her the best.

# **EXECUTIVE DIRECTOR'S MONTHLY REPORT JUNE 12, 2019**

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

# **PERFORMANCE MEASURES**

## NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2017 - MAY 2019



	April. 2019	May. 2019	% Change
<b>One-Month Comparison</b>	93.8%	93.2%	-0.6%
	<b>2018</b>	<b>2019</b>	<b># Change</b>
<b>May Comparison</b>	91.7%	93.2%	1.5%
	<b>2017-2018</b>	<b>2018-2019</b>	<b># Change</b>
<b>12-Month Average April. 2018- May, 2019</b>	91.2%	90.2%	-1.0%

**Analysis:**

Rail On-Time Performance was 93.2% for May, 2019. Of the 17,661 trains scheduled to operate, 16,453 were on time, while 1,208 trains (or 6.8%) were delayed. Key causes included:

- Signal Failure, NJT Manpower Shortage, PTC work, Shortage of Equipment and Equipment Issues contributed to 71 delays resulting in 84.7% OTP on May 20.
- NJT Heavy Travel and Manpower Shortage contributed to 33 delays resulting in 86.9% OTP on May 25.
- NJT Track Failure, PTC work, Residual Delays, Shortage of Equipment, Manpower Shortage and Programmed Maintenance contributed to 81 delays resulting in 83.8% OTP on May 29.

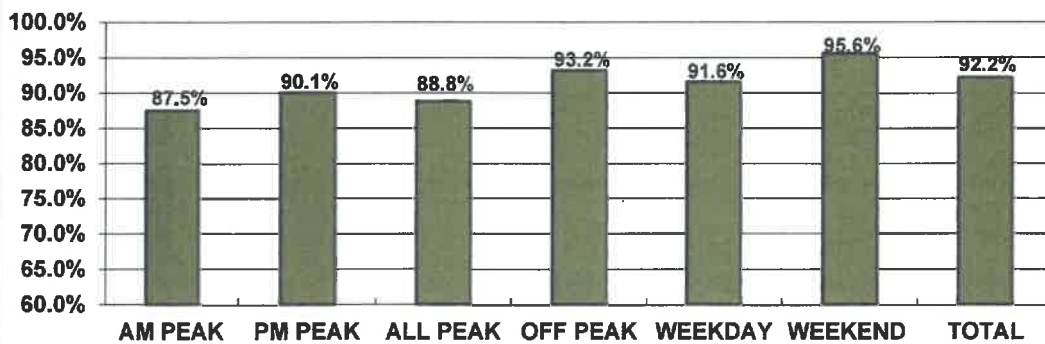
The 12-month average for Rail On-Time Performance June, 2018 - May, 2019 was 90.2%, which has decreased by 1.0%.

# ON-TIME PERFORMANCE RAIL

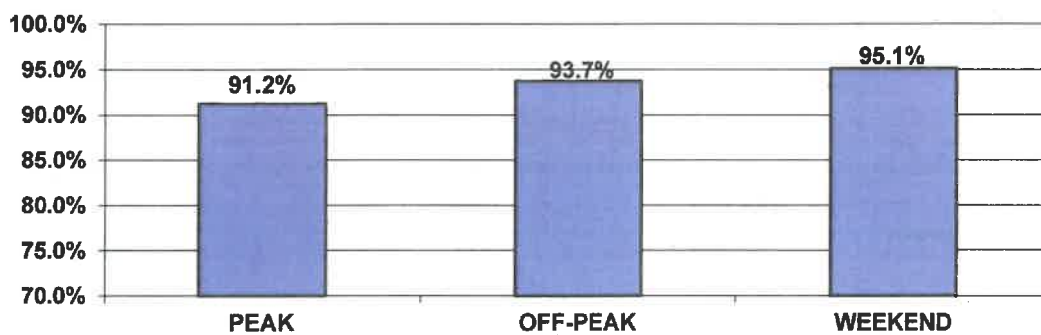
## SUMMARY BY TIME PERIOD MAY, 2019

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

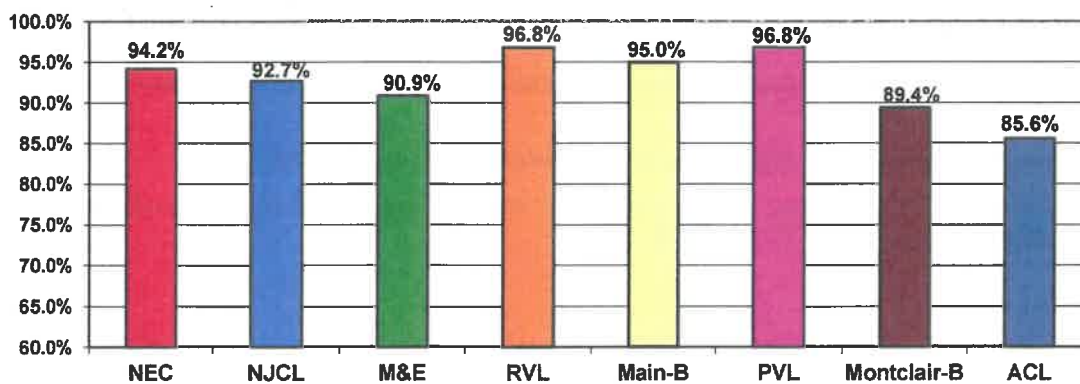
### % NEW YORK PENN STATION Trains Reported On Time \*



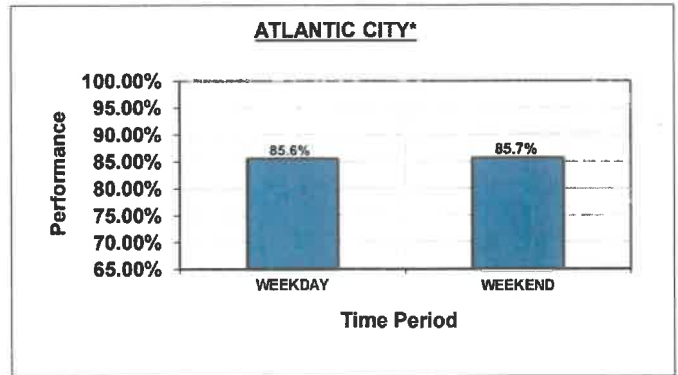
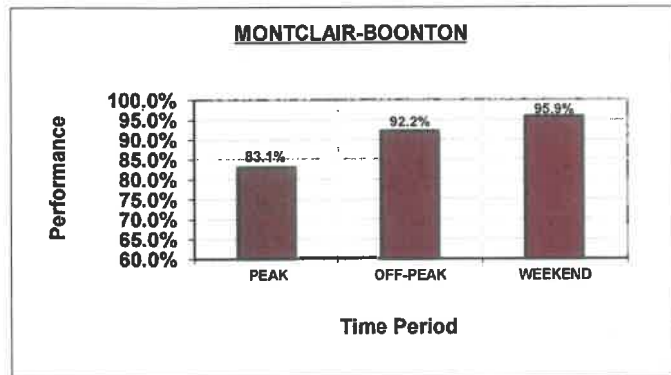
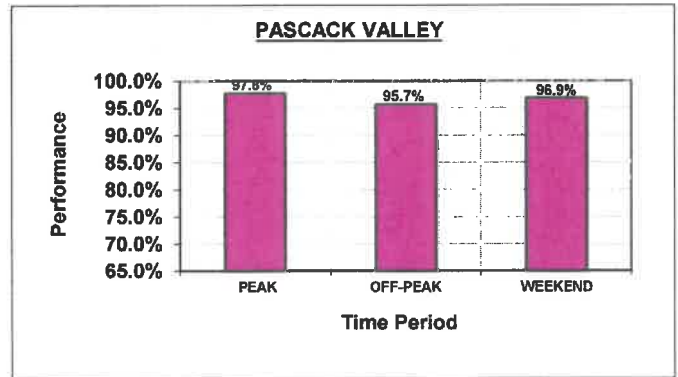
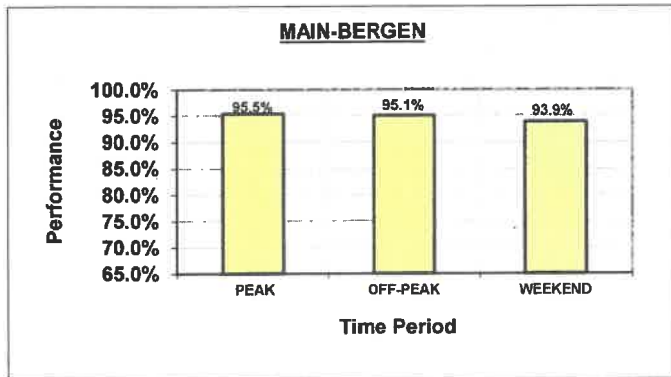
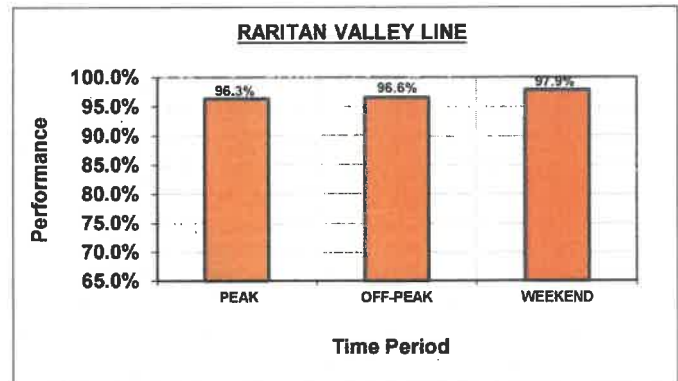
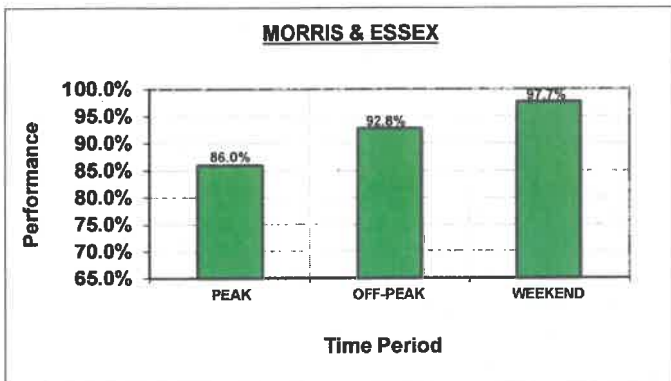
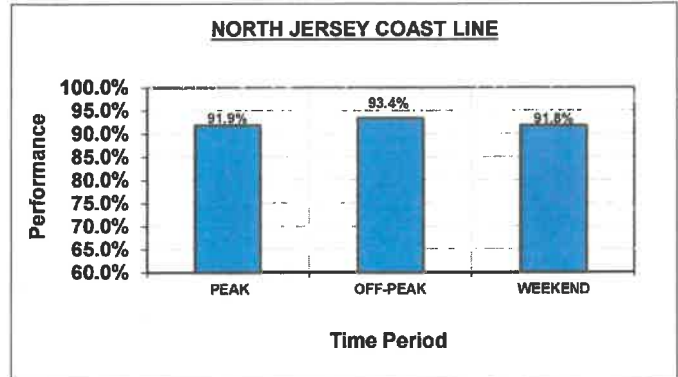
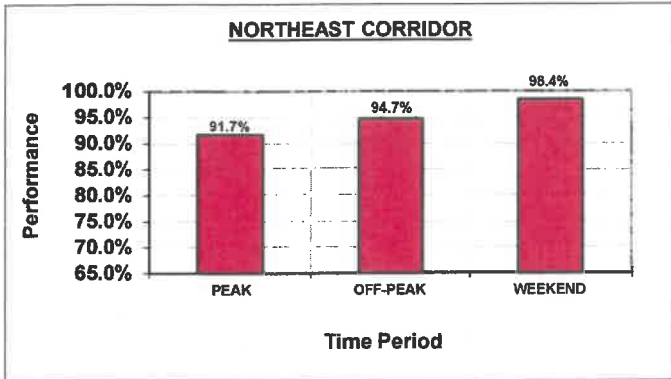
### % SYSTEMWIDE Trains Reported On Time



### % BY LINE Trains Reported On Time

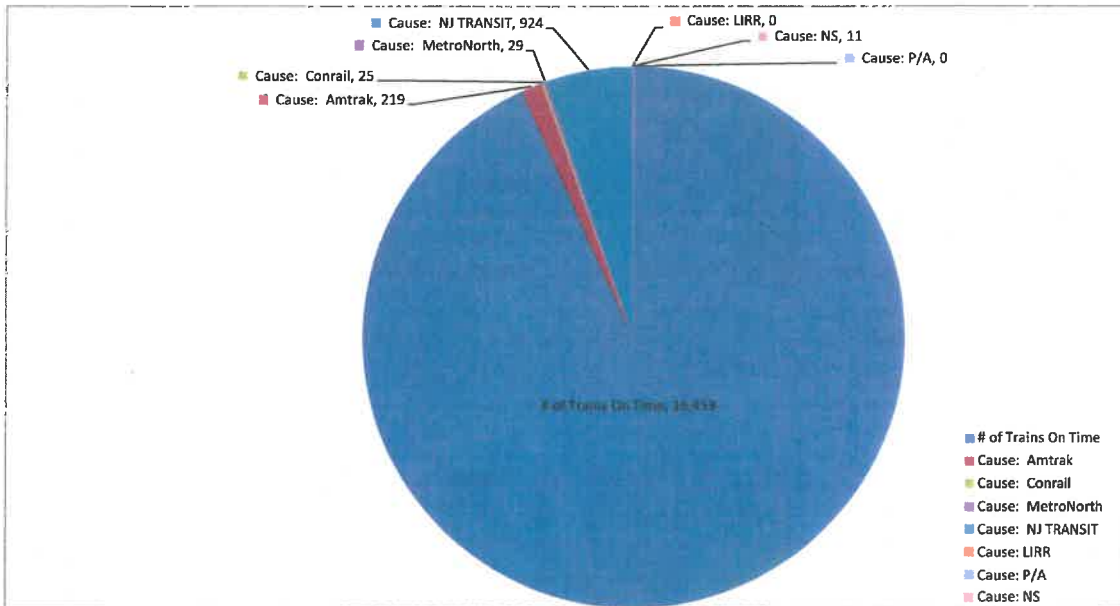


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MAY 2019



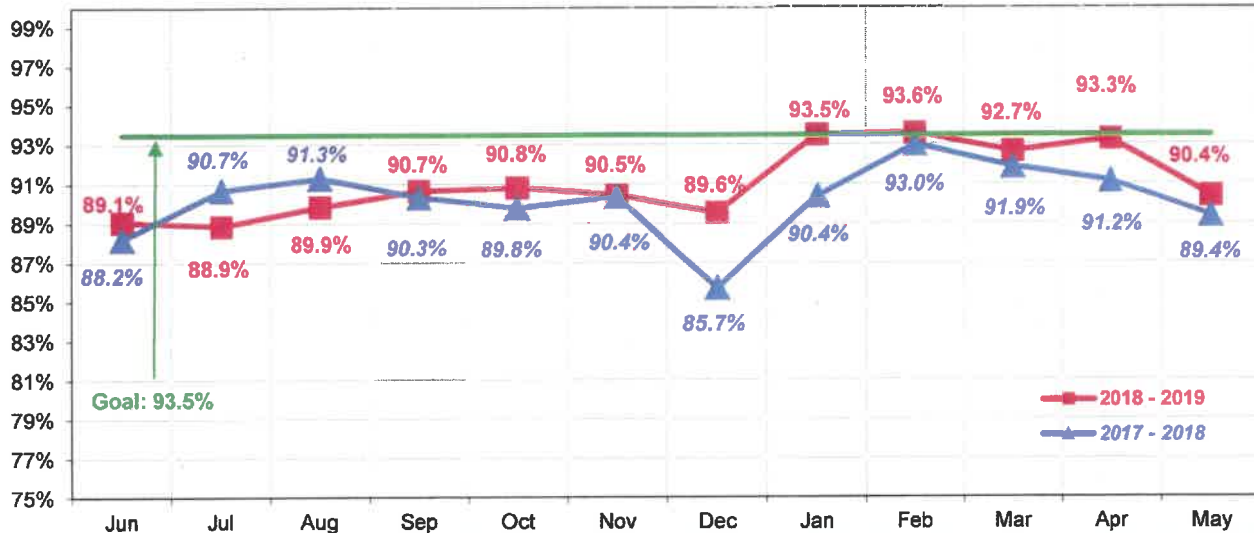
**NJ TRANSIT Performance - MAY, 2019**  
Late NJ TRANSIT Trains

# of Trains On	Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: P/A	Cause: NS
# of Trains On Time	16,453	219	25	29	924	0	11
# of Late Trains	1,208	1.24%	0.14%	0.16%	5.23%	0.00%	0.00%
Total # of Trains	17,661						
Percentage On Time	93.2%						



## NJ TRANSIT ON-TIME PERFORMANCE BUS JUNE 2017 - MAY 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2018	2019	% Change
<b>May Comparison</b>	89.4%	90.4%	1.0%

	2018	2019	% Change
<b>12-Month June - May</b>	90.2%	91.1%	0.9%

**Analysis:**

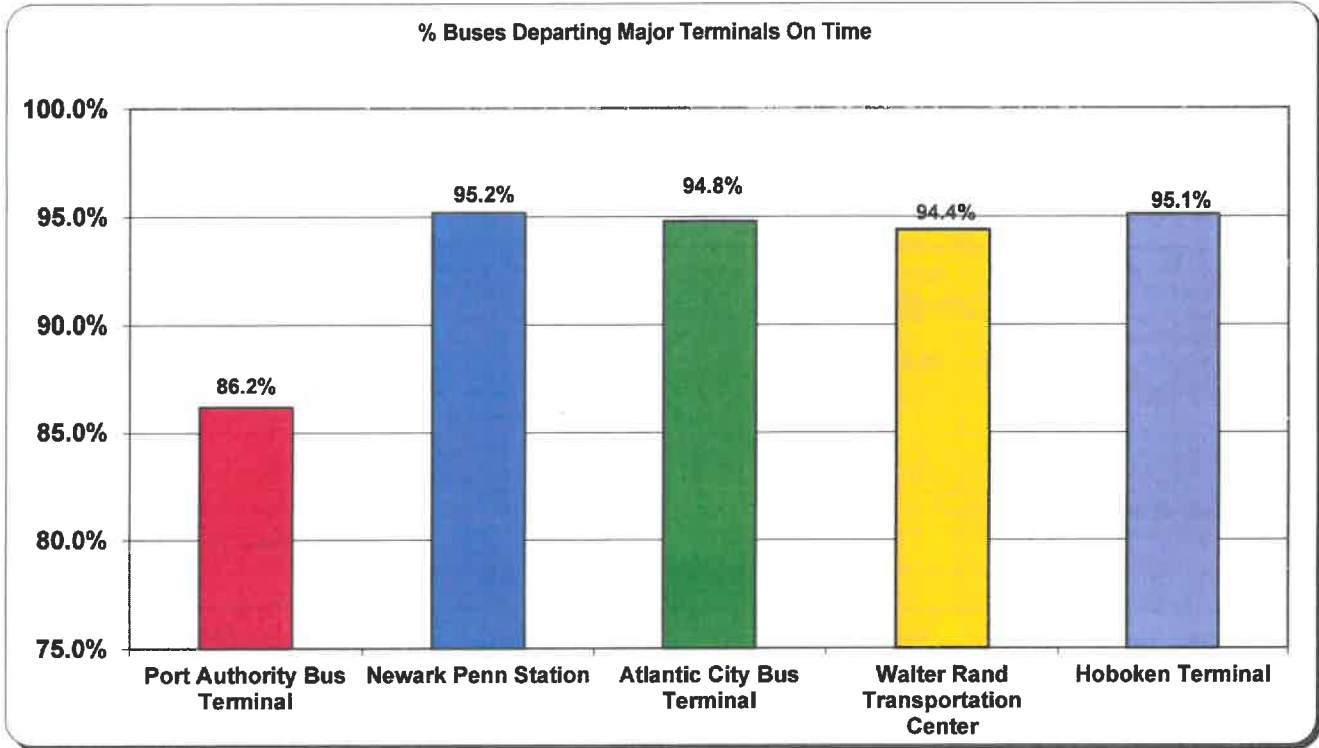
Bus On-Time Performance was 90.4% for April 2019. Of the 44,747 monitored departures 4,294 (or 9.6%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, a presidential visit to town on May 17, heavy ridership due to early leave for the holiday on May 24 and disabled vehicles combined with heavy rain on May 30 impacted service.
- At Newark Penn, special events at Prudential Center during the month impacted service.

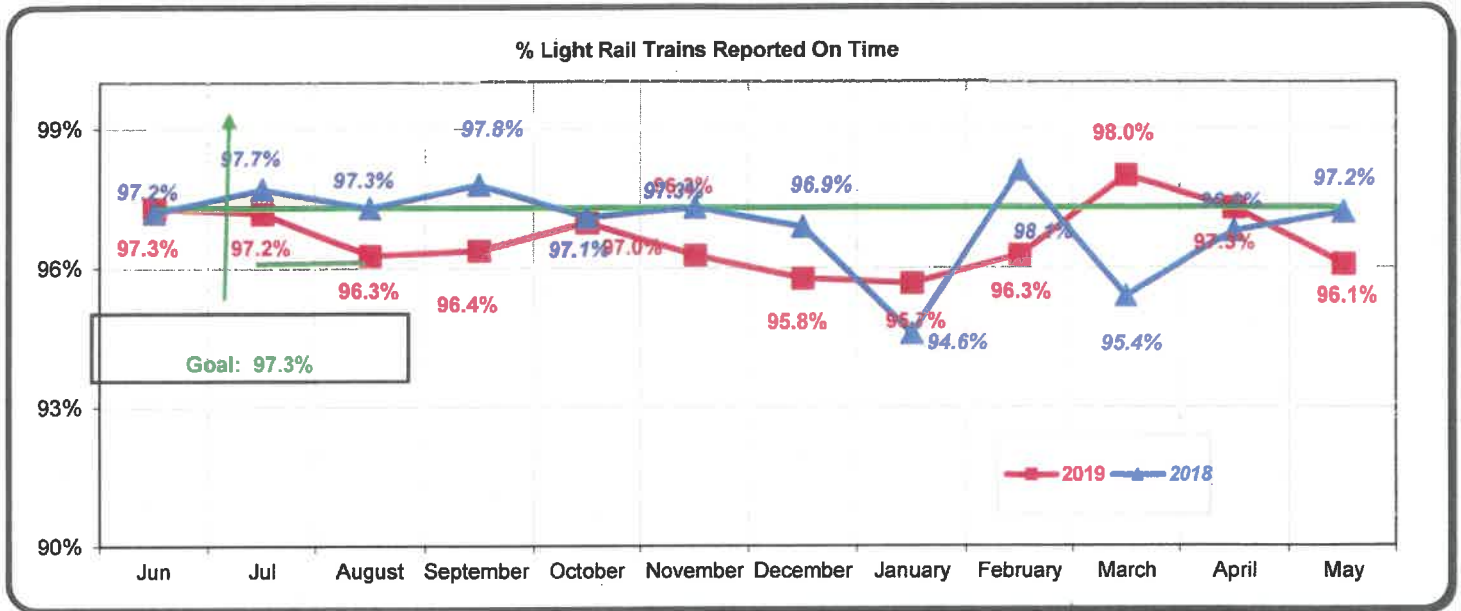
The 12-month average for Bus On-Time Performance for June - May was 91.1%, which was up by 0.9% from the previous year.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL MAY 2019



## NJ TRANSIT ON-TIME PERFORMANCE June 2017 to May 2019



	2018	2019	# Change
<b>May Comparison</b>	97.20%	96.10%	-1.1%

	2018	2019	# Change
<b>12-Month Average Ended June 2018 - May 2019</b>	96.95%	96.64%	-0.31%

**Analysis:**

Light Rail On-Time Performance systemwide was 96.1% % for the month of May 2019. Of the 27,347 scheduled departures, 781 experienced delays.

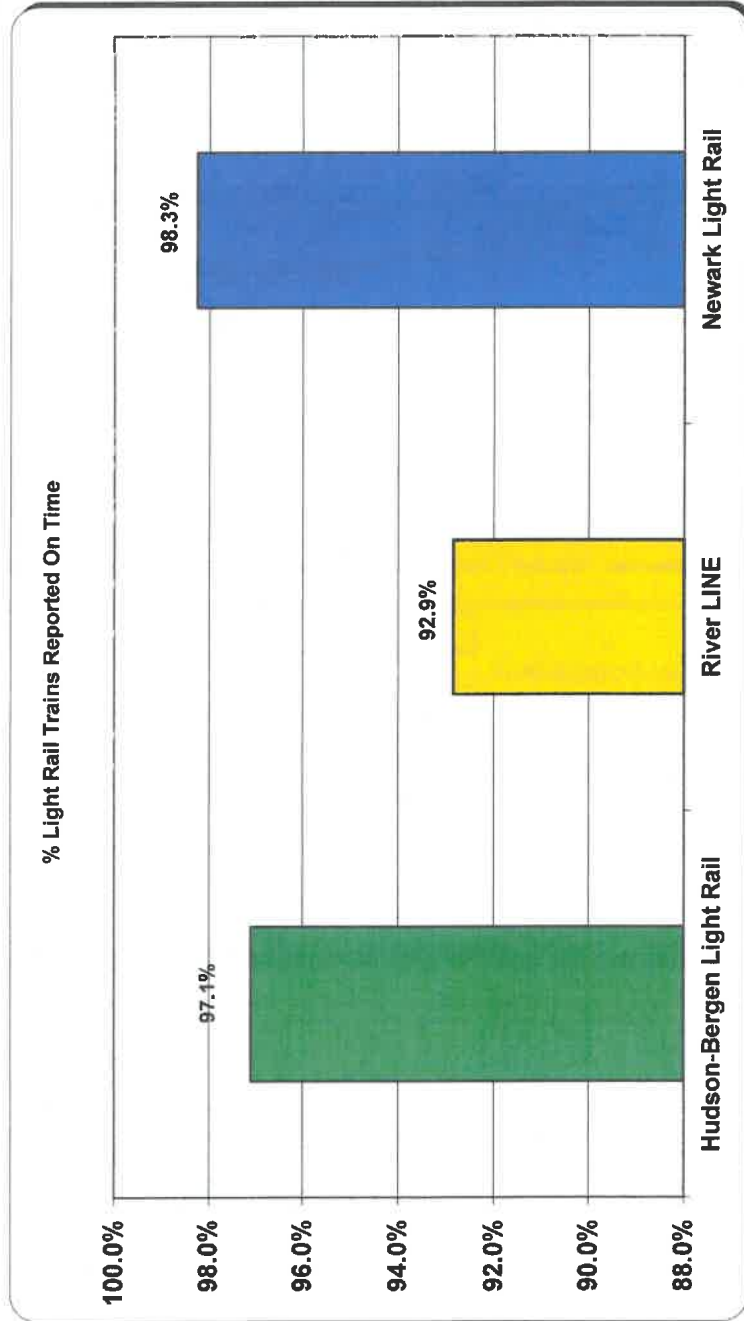
**Causes included:**

- River LINE - Delays on select days were caused by police activity , track issues and equipment issues.
- Hudson-Bergen Light Rail - Delays on select days were caused by equipment issues and police activity.
- Newark Light Rail - Delays on select days were caused by mechanical issues and personnel shortages.

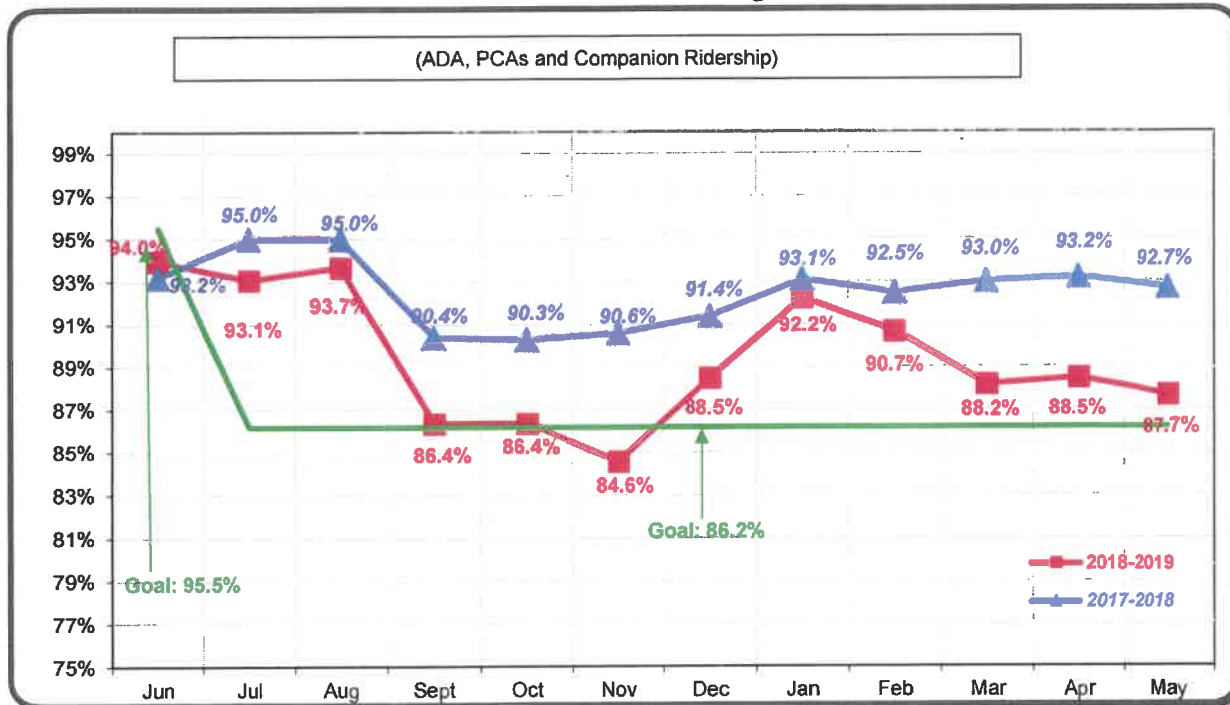
The 12 month Average for Light Rail On-Time Performance for June 2018 to May 2019 was 96.64%, which decreased by 0.31%.

# ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE  
May 2019



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK June 2017 - May 2019



	2018	2019	% Change
May Comparison	92.7%	87.7%	-5.0%

	2018	2019	Difference
May Ridership	148,405	142,451	-5,954

	2017-2018	2018-2019	% Change
12-Month Average June-May	92.5%	89.5%	-3.0%

**Analysis:**

Access Link On-Time Performance was 87.7% for May, 2019. In serving 156,393 total riders, for 142,451 ADA customers trips, 17,538 (or 12.3%) experienced delays.

**Key causes include:**

- Driver shortages and issues retaining drivers in the larger regions
- Delays due to increased traffic volume and congestion higher due to graduation ceremonies
- Scheduling impact from pick-up window reduction

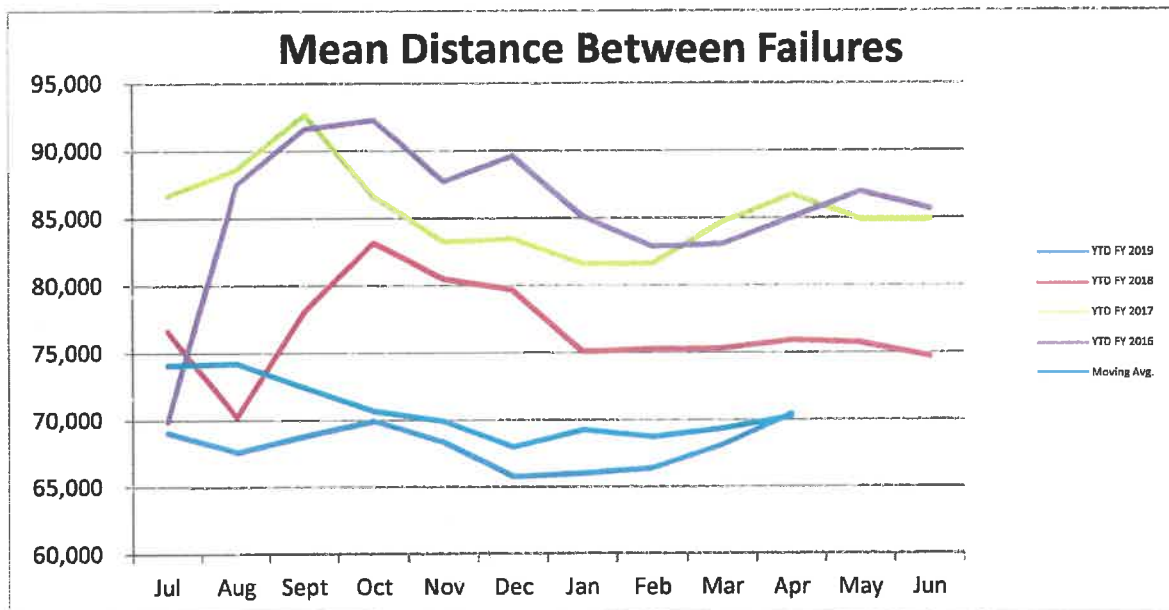
The 12-month average for Access Link On-Time Performance for June 2018 - May 2019 was 89.5%, which decreased by 3.0%.

# **MEAN DISTANCE BETWEEN FAILURES**

April 2019

**NJ TRANSIT Rail Operations**  
**Mean Distance Between Failures**

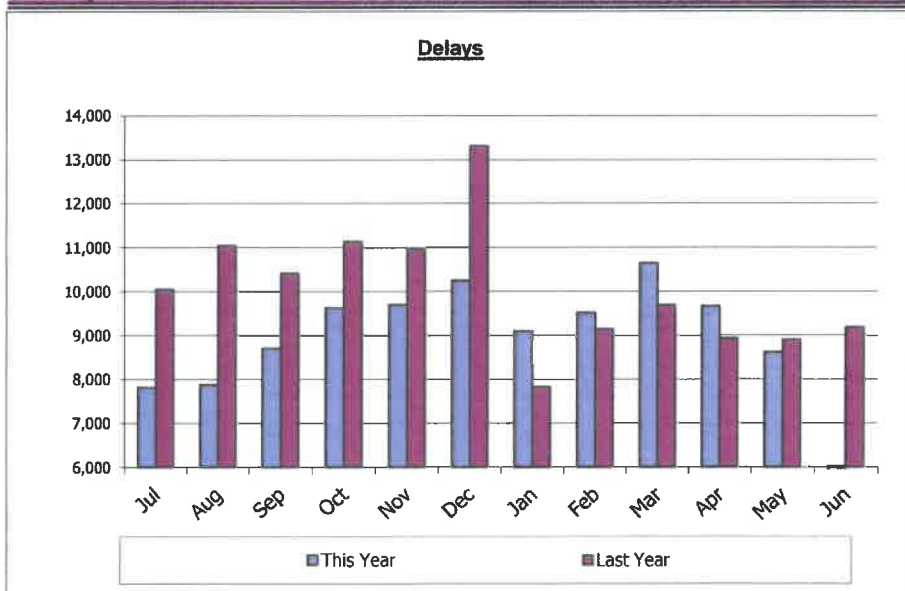
Month	YTD FY2019	YTD FY2018	YTD FY2017	YTD FY2016	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	69,913	83,213	86,626	92,329	70,679
Nov	68,356	80,523	83,272	87,756	69,908
Dec	65,796	79,711	83,501	89,655	67,997
Jan	66,025	75,139	81,633	85,167	69,249
Feb	66,391	75,324	81,639	82,949	68,717
Mar	68,141	75,376	84,715	83,112	69,344
Apr	70,447	75,968	86,771	85,060	70,258
May	-	75,787	84,920	87,022	-
Jun	-	74,776	84,936	85,722	-



## Garage Performance Parameters

May 2019

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	2,696	3,950	5,152
Greenville	7,500	5,297	5,186	4,913
Market Street	8,500	7,548	6,831	7,740
Meadowlands	10,200	4,491	5,330	6,346
Oradell	10,500	6,055	7,439	8,364
Wayne	10,500	13,473	9,647	9,294
<b>Northern Division</b>	<b>-</b>	<b>6,031</b>	<b>6,568</b>	<b>7,317</b>
Big Tree	8,800	6,782	5,911	7,309
Hilton	10,200	7,453	7,775	9,206
Howell	16,750	26,031	25,115	29,614
Ironbound	9,600	7,378	7,979	9,606
Orange	9,250	5,959	6,739	8,432
Morris	10,500	24,756	26,065	47,425
<b>Central Division</b>	<b>-</b>	<b>9,206</b>	<b>9,626</b>	<b>11,724</b>
Egg Harbor	15,500	14,721	19,184	15,134
Hamilton	13,000	9,280	9,206	11,632
Newton Avenue	12,000	24,152	13,099	11,738
Washington Twp.	14,500	19,552	18,407	12,731
<b>Southern Division</b>	<b>-</b>	<b>15,980</b>	<b>15,561</b>	<b>13,115</b>
<b>Bus Operations</b>	<b>-</b>	<b>8,607</b>	<b>9,127</b>	<b>9,948</b>

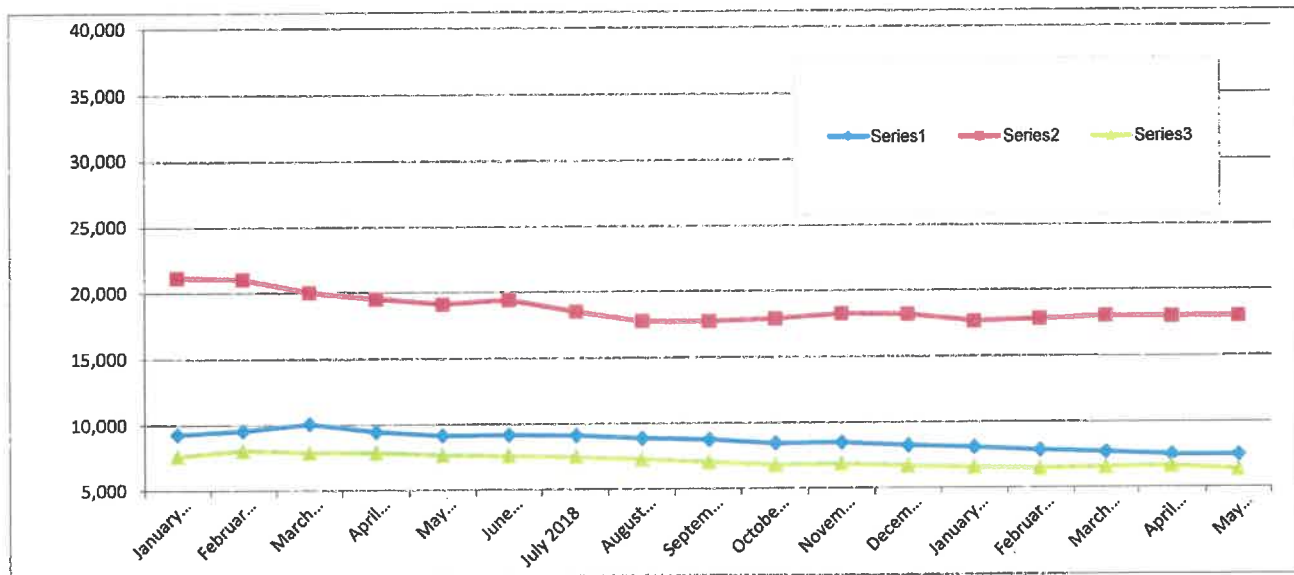


**NJ TRANSIT - LIGHT RAIL, May 2019**

**Average Miles Between In Service Failures**

NJT LIGHT RAIL	MDBSF * May 2019	MDBSF * April 2019
Newark Light Rail	7,525	7,518
Hudson Bergen	18,047	18,032
River LINE	6,423	6,685

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



# **DBE/SBE PROGRAM**

**State Funded Contracts**

During the month May 2019, NJ TRANSIT awarded **\$6,086,524.50** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$4,319,107.50** or **70.96%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$783,845,647.01** in state funded contracts. Of that total, SBEs received **\$31,393,423.08** or **4.01%**.

*Note: The above reflects the Procurement Report of Awards received June 6, 2019.*

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

Category 1 SBEs received	\$5,257,388.92	or 0.67%
Category 2 SBEs received	\$17,572,790.12	or 2.24%
Category 3 SBEs received	\$806,321.54	or 0.10%
Category 4 SBEs received	\$1,193,695.18	or 0.15%
Category 5 SBEs received	\$6,563,227.32	or 0.84%
Category 6 SBEs received	\$0.00	or 0.00%

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

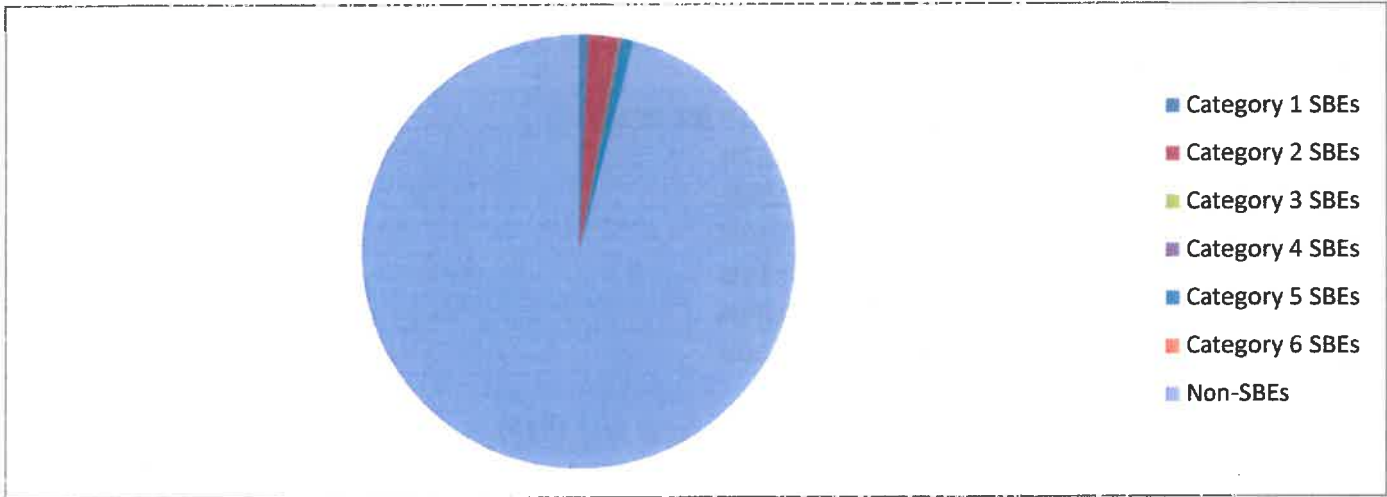
During the 2<sup>nd</sup> Quarter (January 1, 2019 – March 31, 2019) of Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$597,018.92**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00**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

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

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

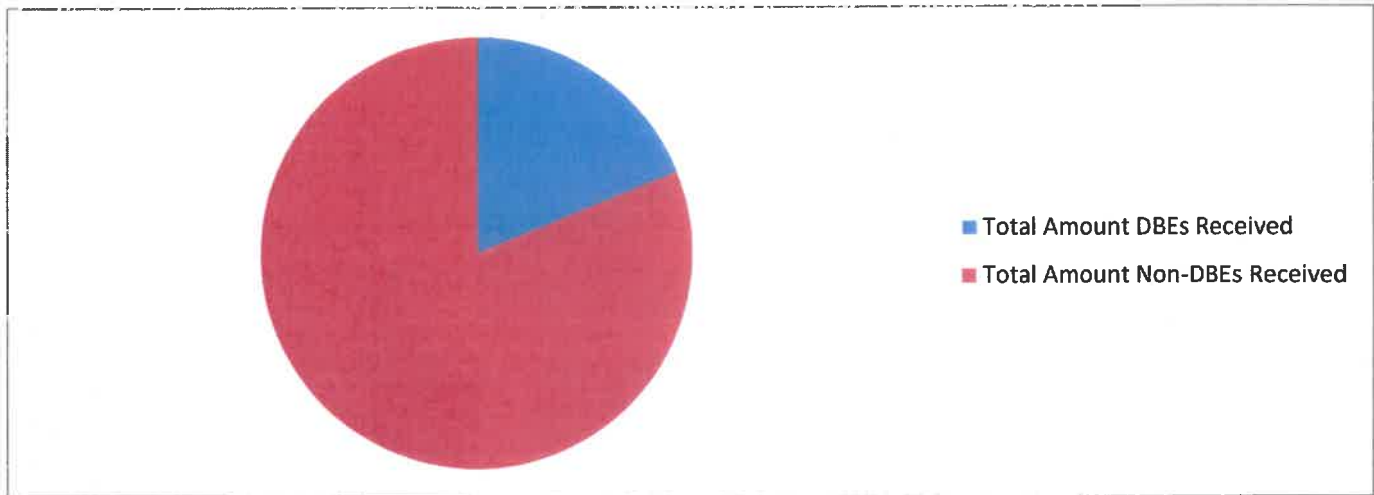
*\*Numbers reflect federal share.*

<i>Category 1 SBEs</i>	<b>\$5,257,388.92</b>	<b>0.67%</b>
<i>Category 2 SBEs</i>	<b>\$17,572,790.12</b>	<b>2.24%</b>
<i>Category 3 SBEs</i>	<b>\$806,321.54</b>	<b>0.10%</b>
<i>Category 4 SBEs</i>	<b>\$1,193,695.18</b>	<b>0.15%</b>
<i>Category 5 SBEs</i>	<b>\$6,563,227.32</b>	<b>0.84%</b>
<i>Category 6 SBEs</i>	<b>\$0.00</b>	<b>0.00%</b>
<i>Non-SBEs</i>	<b>\$752,452,223.93</b>	<b>95.99%</b>



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD 2018

<b>Total Amount DBEs Received</b>	<b>\$28,300,272.54</b>	<b>18.86%</b>
<b>Total Amount Non-DBEs Received</b>	<b>\$121,748,976.72</b>	<b>81.14%</b>



# **EMPLOYEE RECOGNITION**

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

Twenty-four NJ TRANSIT employees retired recently with careers ranging 12 to 39 years of service:

1. Patricia Casher, Operator – Newton Avenue – 23 years
2. Filippo DiMatteo, Cleaner – Egg Harbor – 12 years
3. Carlos Negron, Operator – Meadowlands – 20 years
4. Russell Barbone, Electr Tech – Newark Bus – 16 years
5. Kevin Campbell, Operator – Orange – 21 years
6. Clifford Carroll, Operator – Hilton – 33 years
7. James Davis, Operator – Ironbound – 30 years
8. Yvette Habashy, Operator – Hilton – 24 years
9. James Hargrave, Operator – Egg Harbor – 32 years
10. Dana Hornish, Group Head – GOB – 37 years
11. Devon James-Muhammad, Operator – Big Tree – 25 years
12. Garry Johnson, Operator – Market Street – 26 years
13. Kathleen McHugh, Group Head – GOB – 38 years
14. Lewis Evans, Assistant Manager – MMC – 31 years
15. Alfredo Arocha, Quality Assurance Specialist – Ferry Street – 34 years
16. Russell Albert, Manager Revenue Tech – GOB – 39 years
17. Christine Buoncuore, Principle Employee Relationship Specialist – GOB – 20 years
18. John Chernego, Senior Scheduler – MMC – 30 years
19. Kelvin Johnson, Principle Project Engineer – Penn Plaza – 29 years
20. Mildalia Madlinger, Senior Manager Marketing Development – Penn Plaza – 31 years
21. Lawrence Marchak, Director Transportation – Newton Avenue – 28 years
22. Terri Purnell, Administrative Assistant – PABT – 28 years
23. Ronnie Smith, Director Corporate Data – Penn Plaza – 34 years
24. James Toman, Senior Maintenance Instructor – Ferry Street – 19 years

# **ACTION ITEMS**

**ITEM 1906-32: FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION  
WAIVER AUTHORIZATION**

**WHEREAS**, NJ TRANSIT requires maintenance services and supplies to support the operation of various major equipment; and

**WHEREAS**, NJ TRANSIT requires signal and electrical equipment and parts to restore systems damaged by Superstorm Sandy; and

**WHEREAS**, it is necessary to obtain these required maintenance items and services from specific sources; and

**WHEREAS**, various software maintenance contracts and licensing agreements expire this year; and

**WHEREAS**, these contracts ensure the continued operation of both the hardware and software which support NJ TRANSIT's business units; and

**WHEREAS**, these products are being fully utilized throughout the corporation and the demand for services and software upgrades continues; and

**WHEREAS**, NJ TRANSIT is unaware of other sources for these services; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived in instances where only one source of supply is available; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when more favorable terms can be obtained from a primary source of supply; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when technical equipment will assure standardization and interchangeability; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(b) competitive procurement requirements may be waived for technical services; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-11(g)(3)(e) competitive procurement requirements may be waived with specialty vehicles, and signal and fare collection systems;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or Executive Director is authorized to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to

adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$28,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020; and

**BE IT FURTHER RESOLVED** that the Chair or Executive Director is authorized to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$36,000,000, subject to the availability of funds. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020; and

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or Executive Director is authorized to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support the NJ TRANSIT's System Resilience Program at a cost not to exceed \$500,000, subject to the availability of funds FTA approval and all other applicable requirements. The Board will be notified of new firms and new services whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2019 to June 30, 2020.

## EXHIBIT A1

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
REPLACEMENT PARTS AND SERVICES**

	<b>Vendor</b>	<b>City</b>	<b>State</b>
1.	A. Stucki Company	Sharon	PA
2.	Alstom Signaling Inc.	West Henrietta	NY
3.	Alstom Train Life Services	Naperville	IL
4.	Alstom Transportation Inc.	Lisle	IL
5.	Anchor Brake Shoe Co	Park Ridge	IL
6.	Ansaldo STS USA	Batesburg	SC
7.	Axion Technologies	Quebec	Canada
8.	Bombardier Transit Corporation	Ontario	Canada
9.	Burlington Safety (SBE)	Burlington	NJ
10.	Clever Devices	Syosset	NY
11.	Cooper Bearings Inc.	Georgetown	DE
12.	Cubic Transportation Systems Inc.	Tullahoma	TN
13.	Cummins, Inc. dba Cummins Sales & Service	Bristol	PA
14.	D & W Diesel Inc.	Auburn	NY
15.	Elcon Inc.	Minooka	IL
16.	Electro-Motive Diesel (EMD)	LaGrange	IL
17.	Enecon USA Inc.	Medford	NY
18.	Foley Inc.	Piscataway	NJ
19.	Fuji Semec Inc.	Quebec	CAN
20.	Gardner Denver Inc.	Quincy	IL
21.	GE Transformer Services	Tallmadge	OH
22.	General Electric Energy Systems	Charlotte	NC
23.	HARSCO Track Technologies	Cayce-West Columbia	SC
24.	Henkles and McCoy	York	PA
25.	Hirail Corporation	Lisbon	IA
26.	HiTran Corporation	Flemington	NJ
27.	Hogan Manufacturing Inc.	Escalon	CA
28.	Hotstart Manufacturing, Inc.	Spokane	WA
29.	Hudson Machine Works Inc.	Brewster	NY
30.	Interstate-Mc Bee LLC	Cleveland	OH
31.	Jamaica Bearings	New Hyde Park	NY
32.	Kato Engineering	Mankato	MN
33.	Kinkisharyo International LLC	Jersey City	NJ
34.	Knorr Brake Corp/NYAB	Westminster	MD
35.	Luminator-A Mark IV Industries	Plano	TX

## EXHIBIT A1

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
REPLACEMENT PARTS AND SERVICES**

<b>Vendor</b>	<b>City</b>	<b>State</b>
36. Lux Aeterna	Quebec	Canada
37. Matrix Railway Corp (DBE)	West Babylon	NY
38. McConway & Torley, LLC	Pittsburgh	PA
39. Merak North America LLC	Westminister	MD
40. Microphor Inc.	Willits	CA
41. Mitsubishi Electric Power Products Inc.	Melville	NY
42. Motive Equipment	New Berlin	WI
43. National Electric Carbon Corporation	Greenville	SC
44. National Railway Supply	Savannah	GA
45. National Refrigerants Inc.	Philadelphia	PA
46. New Jersey Electric Motors	Somerville	NJ
47. Norfolk Southern	Altoona	PA
48. Omega Industries Inc.	Vancouver	WA
49. ORX Railway Corporation	Tipton	PA
50. Pandrol USA	Bridgeport	NJ
51. Panel Component & Systems	Stanhope	NJ
52. Paragon Products	El Dorado Hills	CA
53. Parkeon Transit Limited	Poole, Dorset	England
54. Peaker Services Inc.	Brighton	MI
55. Powerrail Distribution Inc.	Duryea	PA
56. Powertech Controls Company Inc.	Ronkonkoma	NY
57. Precision Transmission	Colmar	PA
58. Progress Rail Services	Albertville	AL
59. Qual-Tran Corporation	Blue Bell	PA
60. Quester Tangent	SAANICHTON, B.C.	Canada
61. Railhead Corporation	Aslip	IL
62. Railroad Friction Prod	Laurinburg	NC
63. Ram Motors And Controls	Camp Hill	PA
64. Rocla Concrete Tie Inc.	Bear	DE
65. Rocore	Paducah	KY
66. Saft America Inc.	Cockeysville	MD
67. Scantron Corporation	Irvine	CA
68. Schweitzer Engineering Labs	Pullman	WA
69. Semec Inc.	Quebec	Canada
70. Sherwood Electromotion	Ontario	Canada
71. Siemens Industry Inc.	Florham Park	NJ

## EXHIBIT A1

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
REPLACEMENT PARTS AND SERVICES**

<b>Vendor</b>	<b>City</b>	<b>State</b>
72. Simmons Machine Tool Corp.	Albany	NY
73. Southern Signaling and Communications	Jacksonville	FL
74. Stavola Construction Materials	Bound Brook	NJ
75. Stewart & Stevenson Power	Lodi	NJ
76. Stewart & Stevenson Power	Piscataway	NJ
77. The Aftermarket Parts Company LLC	Delaware	OH
78. Transtech of S.C.	Piedmont	SC
79. UKM Transit Products Inc.	Harleysville	PA
80. United States Technologies Inc.	Fairlawn	NJ
81. USSC LLC	Exton	PA
82. UTCRAS LLC	Morton	PA
83. Vapor Stone Rail Systems	Plattsburgh	NY
84. Vossloh Track Material Inc.	Reading	PA
85. Wabtec Global Service Center	Kansas City	MO
86. Wabtec Passenger Transit	Spartanburg	SC
87. Warner Radiator	Paducah	KY
88. Westcode Inc.	Chadds Ford	PA
89. Whiting Corp.	Monee	IL
90. Winchester Industries Inc.	Winsted	CT
91. Windowman Inc.	South Bend	IN

## EXHIBIT A2

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
COMPUTER HARDWARE AND SOFTWARE**

<b>Vendor</b>	<b>City</b>	<b>State</b>
1. Activu	Rockaway	NJ
2. Airwatch	Atlanta	GA
3. Altura	Closter	NJ
4. Amazon	Seattle	WA
5. American Tower	Boston	MA
6. Apollo Video Technology	Bothell	WA
7. Baran Design Associates	Bergenfield	NJ
8. BEM Systems, Inc. (SBE)	Chatham	NJ
9. Bentley Systems, Inc.	Exton	PA
10. Carahsoft Technology Corporation	Reston	VA
11. Cellgain	Red Bank	NJ
12. Clever Devices	Woodbury	NY
13. Computer Associates	Islandia	NY
14. Conduent Transport Solutions	Dallas	TX
15. Cornerstone On Demand	Santa Monica	CA
16. Crown Castle	Dallas	TX
17. Cubic Transportation Systems	Tullahoma	TN
18. DLT Solutions	Herndon	VA
19. Enghouse	Toronto	CANADA
20. ESRI	Redlands	CA
21. Flowbird (formerly Parkeon)	Poole	ENGLAND
22. Fujitsu Network Communications, Inc.	Richardson	TX
23. GE Intelligent Platforms Inc. Digital	Charlottesville	IL
24. Geodecisions	Camp Hill	PA
25. Giro	Montreal	CANADA
26. Gough and Associates	Orlando	FL
27. Granicus LLC	St. Paul	MN
28. HERE (formerly Navteq)	Chicago	IL
29. Hexagon (formerly Intergraph)-GIS	Huntsville	AL
30. Highline Corporation	Toronto	CANADA
31. Hosting.com	Philadelphia	PA
32. HUB Parking Technology USA	Warrandale	PA
33. Hytera America, Inc.	Miramar	FL
34. IBM	Piscataway	NJ

## EXHIBIT A2

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
COMPUTER HARDWARE AND SOFTWARE**

<b>Vendor</b>	<b>City</b>	<b>State</b>
35. Intergraph	Madison	AL
36. Iron Mountain Intellectual Prop Mgmt	New York	NY
37. Kronos	Chelmsford	MA
38. Luminex	Riverside	CA
39. Lytx (formerly DriveCam)	San Diego	CA
40. MapText Inc	Princeton	NJ
41. Marsh ClearSight (formerly CS Stars)	Chicago	IL
42. Metasource	Bristol	PA
43. Michael Baker Intl	Newark	NJ
44. Microsoft	Redmond	WA
45. MIS Sciences	Burbank	CA
46. Mythics	Virginia Beach	VA
47. Navori	Montreal	Canada
48. Nokia	Espoo	Fineland
49. Nuance	Mahwah	NJ
50. Open Text, Inc.	San Mateo	CA
51. Penta	New Orleans	LA
52. Pivot Point Security	Hamilton	NJ
53. Power Trunk, Inc.	New York	NY
54. ProComm Systems, Inc.	Phillipsburg	NJ
55. PS Technology	Bolder	CO
56. Qognify, Inc. (formerly Nice Systems)	Paramus	NJ
57. Renaissance Systems, Inc.	Batavia	IL
58. Resource System Group, Inc.	White River Inc	VT
59. Rockwell Collins/United Technologies (formerly ARINC)	Annapolis	MD
60. S&A Systems	Rockwall	TX
61. Salesforce.com	San Francisco	CA
62. SAP America	Newton Square	PA
63. Signature Rail Limited (formerly Trapeze)	York	UK
64. SITA (formerly Comnet)	Miamisburg	OH
65. Software AG	Reston	VA
66. Solari	Udine	ITALY
67. Spruce Technology, Inc.	Clifton	NJ
68. Stillwell-Hansen Technical Services, Inc.	Edison	NJ
69. Target Recruit	Houston	TX

**EXHIBIT A2**

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS  
COMPUTER HARDWARE AND SOFTWARE**

<b>Vendor</b>	<b>City</b>	<b>State</b>
70. Trapeze	Scottsdale	AZ
71. VECOM USA	Tampa	FL
72. Webhouse	Bethpage	NY
73. Wireless Electronics, Inc.	West Berlin	NJ

**EXHIBIT A3**

**FISCAL YEAR 2020 PROCUREMENT BY EXCEPTION VENDORS RESILENCE PROGRAM**

<b>Vendor</b>	<b>City</b>	<b>State</b>
1. Sandia Corporation	Albuquerque	NM

**ITEM 1906-33: POLICE DISPATCH AND RECORDS MANAGEMENT  
MODERNIZATION PROJECT**

**WHEREAS**, NJ TRANSIT Police Department serves the core functions of maintaining public order and safety while deterring and preventing terrorism and crime throughout the NJ TRANSIT system; and

**WHEREAS**, NJ TRANSIT Police Department needs to upgrade its computer aided dispatch system (CAD) and implement a digital records management system (RMS); and

**WHEREAS**, the Federal Bureau of Investigation (FBI) has implemented a new reporting system replacing the old Uniform Crime Reports (UCR) to the new National Incident-Based Reporting System (NIBRS) as a mandatory requirement by calendar year 2021 for all local, state and federal agencies to include the NJ TRANSIT Police Department; and

**WHEREAS**, in addition to satisfying the FBI's requirements by implementing a digital records management system, modernizing the current CAD system will allow enhanced security features such as partner agency data sharing and improved officer safety; and

**WHEREAS**, the Motorola-Spillman based CAD/RMS system was selected based on their track record, current work with the New Jersey State Police, and other multi-jurisdictional departments that mirror and/or work similarly to the NJ TRANSIT Police Department, and their affiliation with the New Jersey State Contract #T-0109 display that they are the most qualified firm to perform the development and implementation of these services;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or Executive Director is authorized to enter into a contract with Motorola Solutions Inc. of Bordentown, New Jersey, for the provision of a modernized Computer Aided Dispatch system, Records Management System and Mobile software for the NJ TRANSIT Police Department to include applicable hardware to maintain these systems as required in an amount not to exceed \$2,358,616.03, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1906-34: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL**

**WHEREAS**, NJ TRANSIT maintains a Corporate Risk Management Insurance Program to protect its customers, employees, directors, officers and property against personal injury and damage in the event of accidents and other casualties; and

**WHEREAS**, it is in the best interest of NJ TRANSIT and sound fiscal policy to continue to maintain the Corporate Insurance Program; and

**WHEREAS**, NJ TRANSIT is negotiating the renewal of its Corporate Risk Management Insurance Program and the services necessary to administer the program for FY2020;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or Executive Director is authorized to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2019 through June 30, 2020 at an annual cost not to exceed an amount discussed in executive session, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2020 Operating Budget.