

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

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

September 17, 2020

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, September 9, 2020.

Sincerely,

Joyce J. Zuczek

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Wednesday, September 9, 2020.

Board Members

Diane Gutierrez-Scaccetti, Chair
James D. Adams, Board Member
Sangeeta P. Doshi, Board Member
Cedrick T. Fulton, Board Member
Bob M. Gordon, Board Member
Anthony Longo, Treasurer's Representative
Richard A. Maroko, Board Member
Shanti Narra, Board Member
David A. Rasmussen, Board Member (Non-Voting)
Brian T. Wilton, Governor's Representative

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Eric R. Daleo, Senior Vice President, Capital Programs
Jeannie Kwon, Senior Vice President & Chief Administrative Officer
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General
Caroline Vachier, Deputy Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 9:01 a.m. in accordance with the Open Public Meetings Act and Board Secretary Zuczek conducted a roll call.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on September 3, 2020 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 would be recorded, archived, and made available to the public. Minutes will also be archived and published on the website.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the July 15, 2020 and July 27, 2020 Board meetings. Board Member Brian T. Wilton made the motion, Board Member Shanti Narra seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO’s Monthly Report

President & CEO Corbett began with developments directly related to the COVID-19 pandemic, before moving on to the many recovery-related developments since their last Board meeting in July. He started with current ridership levels. Rail ridership has leveled off at approximately 20 percent from pre-COVID levels systemwide, after gradually trending upward for much of June and July. Bus ridership now stands at around 50 percent from pre-COVID levels systemwide. They have seen significantly greater gains on local intra-state service, which has increased to approximately 70 percent of pre-COVID ridership levels. While New York service has been growing at a much slower pace, still at approximately 35 percent of pre-COVID levels. Light Rail ridership is up to approximately 40 percent of pre-COVID levels systemwide.

As customers continue to return to the system, NJ TRANSIT is working harder than ever on measures to provide the safest possible travel environment for customers and employees. One such measure came with some help from the federal government. In July 2020, they were grateful to receive a donation from the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA) of more than 245,000 cloth masks, which they have been distributing to customers. They deployed Customer Service Ambassadors at multiple locations throughout the system during the last two weeks of July to remind customers to wear face coverings, and handed out the cloth face masks to those who didn’t have them.

Major terminals will maintain a limited supply of masks at customer service offices, in the event customers forget or lose their masks. The masks are supplemental, and customers are still responsible for their own facial coverings. President & CEO Corbett thanked U.S. Secretary of Transportation, Elaine Chao and Acting FTA Administrator, Jane Williams for this generous donation. To date, they have given out more than 10,000 masks to customers who need them.

To compliment these efforts, NJ TRANSIT has added yet another method for customers to secure personal protective equipment, or PPE, in their system. On Friday, September 4, 2020, they launched a pilot program introducing one PPE vending machine

at both Newark Penn Station and Hoboken Terminal. The machines, which accept cash and credit cards, hold masks, hand sanitizer, sanitizing wipes and gloves, and serve as yet another example of our ongoing efforts to protect customers and employees.

In the coming weeks, additional PPE machines will be installed at Summit Station, Secaucus Junction, Metropark, Trenton Transit Center, and New Brunswick Station. Thanks to these new machines, PPE will be available at some of NJ TRANSIT's busiest stations and terminals, and they expect the pilot will run through the end of the year.

As they increase safety and protection for both customers and employees, they were once again accepting cash fares on board buses and Access Link, after resuming this service on trains on July 6, 2020. The collection of cash fares was temporarily suspended earlier this year in an attempt to slow the spread of COVID-19.

On August 3, 2020, they resumed the collection of cash fares and front door boarding on buses, following the installation of protective barriers on nearly all of their approximately 2,300 buses to protect both Bus Operators and customers. Cash fares and front door boarding will remain temporarily suspended on a small number of buses that do not yet have the barriers installed. Installation is expected to be complete on the remaining buses by the end of next month.

On August 10, 2020, they resumed the collection of cash fares on board Access Link vehicles. Access Link customers must have exact change, but are strongly encouraged to use EZ Wallet, the contactless, online electronic fare system, which eliminates the need to use cash on board and reduces customer touchpoints with Operators.

Rail and bus customers are also strongly encouraged to purchase tickets prior to boarding using the NJ TRANSIT mobile app or ticket vending machines (TVMs) where available.

As ridership continues to return, in addition to the resumption of cash fares and front door boarding on buses, yesterday they reopened ticket windows at rail stations, restoring this option for customers to purchase tickets. To be clear, their enhanced cleaning and disinfecting regimen in stations will continue. This includes additional disinfecting of frequent customer touchpoints, such as ticket vending machines, handrails, and door handles.

While ticket agents are back at their windows, President & CEO Corbett urged customers to remain vigilant, and continue to be cognizant of distancing to the greatest extent possible. He also asked customers not to congregate in waiting rooms after purchasing their ticket. And of course, face coverings are still required for everyone in their system. Toward that end, customers will see additional signage posted in stations reminding them to "MASK SAFE" and "WAIT SAFE" while waiting on line at ticket windows.

As some may remember, before the pandemic struck, President & CEO Corbett's focus at NJ TRANSIT was "back-to-basics" with three key elements: people, technology, and infrastructure. Today, despite the challenges of responding to the COVID-19 pandemic,

this focus continues, as demonstrated by the many recovery-related developments since their last Board meeting. President & CEO Corbett started by discussing the people.

Last week, he was proud to join Governor Murphy and New Jersey Senate Transportation Committee Chair, Pat Diegnan, to celebrate yet another class of locomotive engineers preparing to join their ranks, thanks to their decision at the onset of the pandemic to maintain critical training schedules for their Locomotive Engineer Training Program. They quickly moved many of the program's elements online, and as a result, they are now fast-approaching a full roster of locomotive engineers.

Once this class of 17 trainees becomes fully qualified following their final check rides, they will have added 76 new locomotive engineers to their roster since 2018. Overall, that will bring their roster of active locomotive engineers up to 373, but they are not yet done and won't be until they have a full roster of locomotive engineers, projected to occur early next year. President & CEO Corbett reiterated his earlier commitment that once they have fully restored the ranks of locomotive engineers, they are committed to maintaining a full pipeline of trainees moving forward, to keep pace with attrition.

NJ TRANSIT has also hired more than 800 Bus Operators since 2018, another position that is critical to reliable service delivery.

NJ TRANSIT also continues to leverage technology to make it easier and safer for customers to purchase tickets. In July, they introduced a new feature on their mobile app that, for the first time ever, allows customers to purchase single-ride, light rail tickets. The update enables customers to make contactless purchases of one-way adult, child, and senior/discount tickets on the River LINE, the Newark Light Rail, and the Hudson-Bergen Light Rail. Previously, customers were only able to buy monthly passes for light rail on the app.

This improvement is far from the only technology-related fare collection initiative underway at NJ TRANSIT. Other current initiatives include new modern and contactless ticket vending machines, spreading rapidly across our network, and new fare payment technology on six Morris County bus routes, allowing customers to scan paper tickets or pay with a smartphone. By the end of 2021, this technology will be on every one of their approximately 2,300 buses.

They are also distributing handheld mobile devices to train crew members, allowing them to scan tickets, allowing for a more contactless fare collection experience, a more robust and reliable data source for ridership information, and will ultimately allow crews to better communicate with customers onboard the train. These devices have now been fully distributed to train crew members on the Raritan Valley and Atlantic City lines and have been introduced to the Morris & Essex Line, as well. The devices will be fully distributed on the M&E in about two weeks, before they begin systemwide distribution.

Finally, they are developing a contactless NJ TRANSIT fare card, to be introduced on buses in the second quarter of next year, allowing customers to add cash value at local retailers and manage their accounts online or through the app.

As they work to upgrade fare payment technology systemwide, they are also leveraging technology to improve safety and security. Thanks to their aggressive approach to grant proposals, President & CEO Corbett was pleased to report that the Department of Homeland Security has awarded NJ TRANSIT a competitive grant of more than \$2 million to purchase and install new security cameras and related equipment at dozens of locations in South Jersey.

These funds will be used to purchase more than 500 single- and multi-sensor cameras, as well as specialized video-recording equipment. The cameras and other improvements will strengthen security along the Atlantic City and Northeast Corridor rail lines, and other transportation infrastructure serving Philadelphia. The upgrades will also protect infrastructure and passengers in Camden and Trenton.

The new cameras, which will replace dated analog cameras and other equipment, are equipped with tracking and intrusion-detection software. They will be installed at the Hamilton, Princeton Junction, Absecon, Hammonton, Cherry Hill, and Long Branch rail stations.

More equipment will be installed at bus garages in Hamilton, Newton, and Washington, as well as at five communications towers. New cameras are also coming to the Bay Head Yard, Brielle, and Shark River bridges. And integrated closed-circuit TV equipment will be installed at 21 locations along the River LINE Light Rail system.

Infrastructure is a critical component of their mission to making NJ TRANSIT a world-class transit agency, and their Capital Plan will play an integral role in the State's economic recovery. For starters, President & CEO Corbett was proud to announce that in August, the Federal Transit Administration (FTA) allocated \$248 million to their Portal North Bridge project, a critical infrastructure project for New Jersey and the entire Northeast Corridor. This project of national significance is now in the engineering phase, with a commitment from the FTA to fully fund it through a \$766.5 million grant.

In addition to a dramatic improvement in overall service to and from New York Penn Station, the one-time total economic output of the project on the New Jersey economy will be approximately \$3 billion, including the direct, indirect, and induced economic impacts. It will also support 7,900 FTE job-years of direct employment from construction.

Also, just yesterday, President & CEO Corbett was proud to join Mayor Ravi Bhalla in Hoboken to celebrate the many transit improvements they are making to one of the heaviest-used routes in their bus system. They announced a range of new improvements on the 126-bus route, including moving the Sixth Street stop to Clinton Street at Fifth Street and adding two new stops, one between Seventh and Eighth streets, and one at Second and Willow. These changes will increase efficiencies in service as buses travel

uptown, reduce lines and wait times, and increase the ability for customers to distance onboard the bus.

They also celebrated the fact that in April, NJ TRANSIT introduced new articulated buses to this route to add much-needed capacity. And of course, in addition to the new articulated buses adding approximately 65 percent of capacity, retiring older buses increases mechanical reliability, and helps better serve customers with improved reliability and increased on-time performance.

President & CEO Corbett was also pleased to announce that NJ TRANSIT and Amtrak have completed the first phase of the refurbishment of the Ticketed Waiting Area at New York Penn Station. They opened the space on July 24, 2020 for customers at the Amtrak Concourse on the Upper Level and Eighth Avenue side of the Station. This expansive waiting area is now open to both Amtrak and NJ TRANSIT customers, making the NJ TRANSIT concourse even more convenient for customers.

It's also yet another example of the benefits their renewed relationship with Amtrak has yielded, which is providing long-overdue improvements for customers. The project includes a \$7.2 million total joint investment between Amtrak and NJ TRANSIT, and they have already started construction on the second phase, which they plan to open by early fall this year.

As part of the upgrades to renew and modernize the waiting area, customers can expect: new furniture and fixtures, including seats with electrical and USB outlets to charge devices; an upgraded ceiling with new LED lighting; a new information desk; and a second entrance close to the NJ TRANSIT concourse, offering easy access toward the Seventh Avenue side of the station.

President & CEO Corbett turned the floor over to Terry Feters from their contractor, Parsons, to update the Board with a status of the Positive Train Control (PTC) project. He will talk about how Parsons and Alstom will ensure the project remains on schedule for full implementation by December 31, 2020.

Terry Feters, Project Manager from Parsons for the Positive Train Control (PTC) Project, provided an update on the PTC Project and where Parsons was on scheduled targeted dates and key milestones, and what they've completed since the last meeting to meet the December 31, 2020 PTC Deadline. Mr. Feters said in the efforts of meeting scheduled targets and key milestones since the last meeting he had some positive updates to report. In July Parsons reported they had completed Revenue Service Demonstration (RSD) on schedule and began Extended Revenue Service Demonstration (ERSD) on the Montclair/Boonton Line and Morristown Line, as well as the Gladstone Line. In July the project had advanced to approximately 30 percent of the NJ TRANSIT route miles in ERSD. The Safety Plan has now been in the hands of the Federal Railroad Administration (FRA) since the end of June for review and is therefore on target with the six-month duration for their review to receive safety certification on or before December 31, 2020.

Mr. Fetters said going forward, interim dates for ERSD in completion of the project remains on target, the Pascack Line ERSD has been pulled in from October 5, 2020 to September 28, 2020 and was being combined with the entry of the shore line to enter into ESRD. In reference to a few examples to support their successful implementation, the next version of their P21 software was received on schedule, August 19, 2020. This software provided the railroad ID that will allow further inoperability testing with Amtrak on the Northeast Corridor, and Mr. Fetters said he was happy to report the initial tests were successful. The final version of software was scheduled for Mid-October when they were together in July, but since then they have had a full schedule and will now be in Mid-September and will include all known and required items to support the final remaining lines into ERSD. Mr. Fetters said this is definitely great news for the PTC Project.

Two additional important milestones that have been reached since the last meeting were on August 24, 2020 Raritan Valley entered into ERSD and on August 26, 2020 the Bergen Line entered into ERSD, which means they were now at approximately 50 percent of NJ TRANSIT route miles in Revenue Service. Parsons and Alstom are definitely committed to the successful completion of this project and continue to have close and daily coordination between Parsons, Alstom, and NJ TRANSIT, and the Executive Meetings are held on weekly and bi-weekly basis. Collaborative transparent discussions are had by all parties involved to progress the project to ensure that they are successful. Mr. Fetters said they had two meetings in Rochester, New York on July 15, 2020 and July 16, 2020 where the FRA, Parsons, Alstom, and NJ TRANSIT met to work through critical, technical and operational issues which has added to the success of many of the things he noted. They will have another one of these meetings on September 16, 2020 and September 17, 2020 and hit the final sprint towards completion of the project on schedule.

President & CEO Corbett was sad to report that the NJ TRANSIT family has lost a long-time advocate, and friend to many within our organization. Steve Thorp, who served their country with distinction as a helicopter repairman in Vietnam and served as a past chairperson on the Senior Citizen and Handicapped Advisory Board at NJ TRANSIT, passed away on July 28, 2020. He was also a vocal proponent for the introduction of quiet cars to their system, and NJ TRANSIT appreciated him for his passion, for regularly attending Board meetings, and for his commitment to public transit. President & CEO Corbett said he will be missed.

On a more upbeat note, President & CEO Corbett highlighted the actions of two heroic New Jersey Transit Police officers, who saved a newborn baby's life in July. The story began with officers Bryan Richards and Alberto Nunes responding to a report of a medical event in the women's restroom at Newark Penn Station, and arriving to find a mother cradling an unresponsive newborn baby.

Officer Richards immediately began chest compressions, but soon realized he needed to get the baby to a hospital. He rushed the baby to a police cruiser driven by Officer Nunes, and after continued chest compressions, the baby began to breathe. President & CEO Corbett was pleased to report that today, the baby is doing well.

What makes this event even more inspiring is that it was all captured on the officers' body-worn cameras. The video has now garnered more than 20 million views worldwide, and it's still available on the New Jersey Transit Police Department's YouTube channel.

They know the New Jersey Transit Police Department is one of the best trained and most professional police departments in the country, under the leadership of Chief Christopher Trucillo. NJ TRANSIT remains grateful for their invaluable service to their customers and the communities in which they serve throughout the state.

Public Comments

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

The event call operator said the floor was open for public comments. If individuals wanted to make a public comment, they were instructed to press *1 on their telephone keypad to enter the queue. They would hear a brief tone to indicate they have successfully entered the queue. Priority access would be given to any participant who has pre-registered, and those comments will be taken in turn. They would then take public comments from remaining participants on a first-come first-serve basis. Each person would have three (3) minutes for their public comment. A warning would be provided with one (1) minute remaining and again with 15 seconds remaining.

Senator Loretta Weinberg noted she co-sponsored legislation to reform the NJ TRANSIT Board which was passed in 2018. Senator Weinberg said she was the sponsor of a new bill, which she hopes will be going through the Legislature quickly, which is meant to further clarify the Board structure. Senator Weinberg said she wanted to speak about the intent of the Legislation and how it differs from the reality today.

Senator Weinberg said she and the Legislature intended to have NJ TRANSIT run by a Board; a Board of experts, professionals, and riders. Senator Weinberg said neither she or any other member of the Legislature wants to direct NJ TRANSIT's daily affairs. She said the Legislature did not want staff to set the agenda for the corporation and not want the Governor's office running NJ TRANSIT from Trenton. They wanted this Board to serve the riders and to direct corporation staff.

Senator Weinberg said many joined the Board since the Reform Law was passed in 2018, though some seats still remain notably empty. She noted they do not have a Vice Chair, one of the union representatives appears to have resigned, and two public members have yet to be appointed. Senator Weinberg said they need a full Board to accomplish all that is required to run this Corporation. She said she has written the Board and the Chair about several items recently, many of her questions have yet to be answered, and she thinks some of these questions might highlight the ways in which the Board is not living up to its charge.

Senator Weinberg said on August 28, 2020, she wrote to President & CEO Corbett and the Board to ask about the private busing. Mainly she asked about the impact that shuttered private bus companies and abandoned routes would have on NJ TRANSIT commuters when bus riders return to normal. She asked about the distribution of federal aid dollars to transit and whether the corporation considered using some of this funding to maintain at least some of the private busing capacity. Senator Weinberg said the distribution of federal relief funds seems to flow from the Governor's Office. She asked if the Board has been consulted on this issue, if they have any input on how much of the relief funds received was used for what purpose, and if not, why not. Senator Weinberg said it appears that \$350 million of the \$1.4 billion in CARES Act funding has been allocated and asked if all of the remaining money will be needed for FY2021, or if there will be a surplus.

Senator Weinberg said she wrote a letter on August 21, 2020 to the Governor and Chair Gutierrez-Scaccetti to inquire about their missing ATU representative and received an answer via telephone. She questioned whether there should have been some kind of announcement or statement from the Board and asked whether Board Members are made aware when a member resigns. Senator Weinberg asked if there was any meaningful interchange between Board Members, either among themselves, or with corporation staff outside of these meetings.

Senator Weinberg said it was covered in the news that a woman was stranded on an NJ TRANSIT train for 90 minutes before being rescued. She understands that Board Members learned of this incident, as she did, from the news. Senator Weinberg said the Reform Law created an Operations and Customer Service Committee under this Board, which is supposed to advise the full Board of day-to-day customer issues among other things. She asked why the Board, or at least the relevant committee, was not informed of these matters, and how they can be expected to make decisions that affects riders when they are unaware of the conditions these people ride under.

On the topic of the public, Senator Weinberg asked why it is so difficult for members of the public to participate in the hearings. It is her understanding the rules have been changed appropriately so Senator Weinberg said the public meetings announcement that opens this meeting said anyone that is in the queue who has not signed up in advance will be allowed to speak at some point during the meeting. She believes this is a good step forward but asked why they had to have this discussion.

Senator Weinberg said a notice was sent out that people had to sign up four days in advance to speak at a public meeting of NJ TRANSIT. She said the Board public meetings are subject to the Open Public Meetings Law, and as Board Member Gordon pointed out the last time, this kind of behavior would not fly in any other body subject to the law. Senator Weinberg said it's difficult to be transparent when they highly control who can make comments and how.

Senator Weinberg said on the topic of the Customer Advocate, Stewart Mader, it was her understanding the Customer Advocate had been making himself available to riders,

however recently, she read his Twitter Account was made private. She asked if the Customer Advocate was still communicating with riders, and if so how.

Senator Weinberg said they were in the middle of the State's annual budget process and she was very interested to see what NJ TRANSIT will prioritize in its budget proposal to the Legislature. She said per the Reform Law, the Administration Committee is supposed to work on the budget with the staff and make a recommendation to the full Board. Senator Weinberg said they just heard a very lengthy report from President & CEO Corbett but didn't hear anything mentioned about the budget. She asked where they are in this process, and what role the Board has played. Senator Weinberg asked why NJ TRANSIT does not have a budget in place for the next nine months when every other part of the state government already does.

Senator Weinberg asked how the Board is involved in long-term fiscal planning for NJ TRANSIT. She asked if the Board was aware that on May 13, 2020, in a letter to Governor Murphy, the Chair of the New Jersey Turnpike Authority, who is also the Chair of NJ TRANSIT's Board, pledged \$375 million raised from the New Jersey Turnpike Authority and the South Jersey Turnpike toll hikes would be included in the NJ TRANSIT budget for this fiscal year, increasing annually to a maximum of \$525 million a year each year thereafter. Senator Weinberg said this was an important pledge, that provides a dedicated funding source for NJ TRANSIT, that could help end the annual capital to operating transfer rate from the Transportation Trust Fund. She asked if the Board was aware of this pledge, whether the \$375 million was going into the operating budget this year, and if not, why not. She said the toll increases went into effect this week.

Senator Weinberg said she knows this is a lot of detail, she was not calling into question the integrity or the mission of the Board and thinks that each of the Board Members want to assume the responsibility that the Legislature gave them. However, she thinks these questions are critical to NJ TRANSIT's future and each Board Member must be fully involved in ensuring the public gets the answers, that there is transparency, and that strong Board involvement, management, and oversight will give the public what it deserves. Senator Weinberg said she hopes that the Board will deal with the administration of NJ TRANSIT to ensure they are given the full information and demand the answers to the questions she knows they have.

Senator Weinberg thanked everyone for their time and allowing her to speak and said she would be happy to offer her assistance in any way possible. She knows NJ TRANSIT and its employees have been hit hard by COVID and hopes everyone stays well and thanked everyone for their service.

Paula Rogovin, member of the Coalition to Ban Unsafe Oil Trains as well as Don't Gas the Meadowlands Coalition, said they have heard from her before in person and online speaking in opposition to the proposed NJ TRANSIT fracked gas power plant and in support of the renewable energy rail alternative. She said they have heard about their concerns regarding pollution and its impact on communities of color, they have been met

with silence, and they have chosen to ignore their responsibility of Governor Murphy's Executive Order 23 regarding Environmental Justice.

Ms. Rogovin asked if they understand why a fracked gas power plant is dangerous to their health and whether they have ever heard of ground level ozone, better known as smog. She said excessive amounts of smog would come from the proposed NJ TRANSIT power plant. Ms. Rogovin asked if any of them or their extended family have asthma or COPD. She asked if they care about the cities and towns that are closest to the proposed power plant and whether they understand the concept of reality and cumulative impact of pollution from fossil fuel infrastructure such as power plants.

Ms. Rogovin asked if they have heard about the hybrid renewable energy rail alternative that they are proposing. She said did the renewable energy rail can bring clean air energy savings and green jobs to New Jersey. Ms. Rogovin said if they don't know the answers, just tell them and she will provide answers. She said the Coalition is asking them to meet to help bring about a healthier, cleaner, New Jersey.

Sam DiFalco, organizer with Food and Water Watch New Jersey, commented on behalf of over 70,000 members and supporters in New Jersey. They are opposed to NJ TRANSIT's proposed fracked gas power plant in Kearny and urging NJ TRANSIT and Governor Murphy to stop this project and do a new feasibility study for a renewable alternative like a hybrid microgrid for transportation resiliency. She said dozens of them have been speaking out against this dangerous power plant at these meetings for months and the Coalition has sent many emails that have been ignored. Ms. DiFalco said at the end of the public comment period at the last Board meeting, Chair Gutierrez-Scaccetti said please don't take their silence as either a decision being made or not willing to respond. Ms. DiFalco said she hopes when they have a chance to meet with NJ TRANSIT, they will be able to have a much more cohesive discussion and hopes this will take place soon.

Ms. DiFalco said the Coronavirus pandemic has raged on for more than six months and is likely to be ongoing for six months more before safe in-person gathering can take place again. She said their whole society has pivoted to online meetings and gatherings and asked why the NJ TRANSIT Board can't meet in the same way. Ms. DiFalco said opposition was growing against this project, many resolutions have been passed against the proposed fracked gas power plant, and many state representatives have spoken out against this proposal. She said nearly 100 concerned residents rallied in Secaucus to demonstrate their opposition to this power plant.

Ms. DiFalco said as an agency of Governor Murphy NJ TRANSIT has an obligation to uphold his commitment to clean energy and to protect environmental justice communities. She said they cannot have any more major polluters in their state adding to the burdens of communities already enduring the suffering. Ms. DiFalco said in a deadly pandemic where already dangerous levels of pollution are ongoing, it is unfathomable that a state agency would use taxpayer dollars to build a fracked gas power plant.

Ms. DiFalco said their coalition has done the research for free that demonstrates the microgrid would be more economical and more resilient with a green renewable energy hybrid microgrid. They will not continue to allow their demands for clean air and a livable climate to be met with silence. Ms. Di Falco said on behalf of Food and Water Watch's 70,000 plus members, they are calling on the NJ TRANSIT Board to end their silence and to answer their demands to stop this dirty power plant project.

Matt Smith, New Jersey State Director, for Food and Water Watch, also spoke on behalf of its 70,000 plus members and supporters in the State of New Jersey. Mr. Smith wanted to reiterate the previous comments of his two colleagues who spoke before him regarding the NJ TRANSIT proposed fracked gas power plant. At Food and Water Watch they are supportive of the overall goal of making public transit more resilient but are opposed to the proposal to power this microgrid with a major new source of pollution.

Mr. Smith said this has always been a bad idea since proposed during the Christie Administration, and has no applicability to Governor Murphy's many commitments to protect public health and environmental justice communities. He said instead of re-evaluating the project design and looking at all the other transit agencies, including PATCO who are moving forward with goals and ambitious plans to power their trains with clean renewable sources of energy, NJ TRANSIT has plowed forward during the midst of a public health crisis of pollution. They would like to know what is driving this agency's decision.

Mr. Smith said as noted by a previous caller, they have been attending the Board meetings for most of the entirety of this year, hundreds of comments have been submitted electronically, and since the start of this they have been asking for public meetings with the Board and staff to discuss their alternative proposal to power the microgrid with a hybrid alternative. He believes this will provide even more benefits than the current proposal without harm to the public. Mr. Smith said the fracked gas power plant will be bad for health and climate and is an outdated technology that will be financially uneconomically viable before the end of its useful life.

Jeffrey Rapaport of Wayne, New Jersey said he was opposed to the gas fired power plant. He said he was there for the little ones that are three to five years old that can't fight for themselves. Mr. Rapaport said this was his fourth time coming before this Board and asked again for a feasibility study of a hybrid microgrid using renewable energy and battery storage. He said they have given many examples, and they just heard about what PATCO is doing from Matt Smith. Mr. Rapaport said look at Ventura County in California scrapping an approved gas power plant replacing it with storage technology with Tesla and look at Tesla and others advances in technology in battery and application. He also noted the other examples for alternatives provided by Ken Dolsky, Richard Grant, and all the others today.

Mr. Rapaport urged them to meet with these people, stating the gas fired power plant as proposed was no good for New Jersey on many climate and health levels and it was not even economic. He urged them not to look at outdated information that was prepared

years ago, noting technology has changed significantly. Mr. Rapaport said he was asking to hear from the Board on their thoughts about this, and not for them to remain silent because they need to know they are looking out for the New Jerseyans. He said they have so much renewable power coming onboard in the next few years, particularly wind, they don't need an additional gas fired power plant, and this doesn't fit in with the spirit of their energy planning.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, said he was pleased to address everyone once again, on behalf of the commuters, other regular riders, and the many thousands of residents who live within the service area. He joined President & CEO Corbett in honoring Stephen Thorpe who passed away suddenly in July, noting Mr. Thorpe was a Union County resident, a former Union County employee, a long-time member of Union County Transportation Advisory Board, and his passion for rail advocacy will be missed.

Mr. Bergen acknowledged the recent graduation ceremony for the latest class of engineers, and once again thanked NJ TRANSIT for the efforts to address the issue of staff shortages which has an effect on the service on all branches of the system. They can't control the weather or prevent all equipment failure, but by ensuring adequate staff that eliminates one possible source for cancellations and delays.

Mr. Bergen said the Coalition continues to join with NJ TRANSIT, and the many other public and private partners, to support funding for the Portal North Bridge and eventually for the full Gateway Project. Of more immediate interest to the Raritan Valley Line was what further progress has been made in implementing the recommendations of the Dewey Report on expansion of the one-seat-ride. As noted to this Board, they appreciate the presentation of the report to their Trustees in a remote meeting, and in particular the recognition that the report is only the beginning of the process and not the end. Mr. Bergen said he trusts that staff continues to examine the possibilities of avenues to move forward with the institution of additional one-seat rides on the Raritan Valley Line.

Mr. Bergen said they advised staff but wanted to personally let the Board know that the Raritan Valley Rail Coalition will be holding a virtual public meeting on Wednesday, October 7, 2020 at 7:30 p.m. The purpose of the meeting is to update their ridership and other residents about transit issues affecting their line and affecting NJ TRANSIT in general. As they have for their past in-person public meetings, they have invited NJ TRANSIT to present whatever information they believe is most important to their riders. He hopes they will be available to respond to questions from the public. Mr. Bergen said the Coalition would be more than happy to have the Board Members join their meeting as well.

Tim Sevener from the Transit Village of Mount Tabor and Board Member of the New Jersey Association of Rail Passengers pointed out how solar rail is happening. He noted in *The Philadelphia Inquirer* on August 5, 2020 there was an article about PATCO running their trains powered by solar energy. Mr. Sevener said this solar project will provide 22 megawatts of power, started in 2019, and the expected completion is 2021.

Mr. Sevenser said solar canopies were being used at four stations in New Jersey, (Cory Avenue 20 canopies, Woodcrest 27 canopies, Ashland 20 canopies, and Lindenwold 56 canopies) and noted this was comparable to the parking lots they tallied up for NJ TRANSIT Morris, Northeast Corridor, and Hudson-Bergen Light Rail. He said the article also notes that some power will be mounting panels on flat roofs and solar canopies over working areas. Mr. Sevenser asked why NJ TRANSIT cannot do this. He said the Don't Gas the Meadowlands Coalition has presented a survey of the NJ TRANSITGRID scope indicating the 75 megawatts of potential solar power to connect to Jersey Avenue, 40 megawatts for Hoboken to Maplewood, and 10 megawatts for the Hudson-Bergen Light Rail.

Mr. Sevenser said some of the main points in *The Philadelphia Inquirer* article said by next year PATCO riders could be shuttling over the Benjamin Franklin Bridge on trains powered at least in part by the sun. He said the Delaware River Port Authority held a Grant Building Ceremony for a 22 megawatts solar project by 2021, stating solar panels will provide more than half of the electricity consumed by PATCO Rail operations, noting roughly 50,000 solar panels will be set on 133 parking canopies installed at Ashland, Lindenwold, Woodcrest, and Ferry Avenue. Mr. Sevenser said officials expect to save \$12 million over 20-years in an agreement with SunPower Corporation. He believes the same thing can and should be done for NJ TRANSIT and for the Microgrid project.

Mr. Sevenser said after the recent tropical storm Isaias his town lost grid connection and his solar plus battery maintained his power off-grid from Tuesday through Friday running his house the whole time with no problem, and this is the road to true resilience. He requested NJ TRANSIT meet with them to discuss how they can do this.

At 9:56 a.m., Board Member Gordon noted he had to leave the meeting temporarily to participate in a conflicting BPU meeting and should be back before this meeting ended to participate in the latter part of the meeting.

Ted Glick, President of the Group 350 New Jersey, a climate action group asked if anyone knew the Dow Jones Industrial Operation took Exxon off their listing, noting Exxon has been a major company on the Dow Jones Industrial Average Listing for 90-years. He said it has gone from an evaluation of about \$400 billion to less than half this amount to \$175 billion over the last nine years. Mr. Glick said this happened because in the world and the United States there was a major shift underway, getting away from fossil fuels, coal, oil, and gas to renewable energy and energy efficiency. He believes the NJ TRANSIT proposed power plant to be built in the face of this, especially with a Governor who says that he wants to shift away from fossil fuels to renewables, makes no sense.

Mr. Glick said people should think about the fact that in California and West there was one town where temperature was 121 degrees last week. He said all the fires that were happening now has been going on for decades in the West and shows that fires are getting worse. He said in New Jersey, the DEP put out a report on what the impacts of climate change will be to New Jersey if things don't change. Mr. Glick said among the

things that the DEP has said will suffer are industries like the blueberry, cranberry, and fishing for mussels' industries, which may be decimated as the climate changes. He said they have already seen what is happening with the algae blooms in lakes and ponds in many parts of the state because of the heat and humidity and there is flooding happening in various counties as sea levels rise. Mr. Glick believes given the seriousness of this, it makes no sense why NJ TRANSIT is stalling to meet with them on the alternatives for the future.

Elizabeth Ndoye is a proud resident of Hoboken, the City whose Council unanimously voted and resolved to fight the construction of the NJ TRANSIT proposed power plant, and also, a member of the Don't Gas the Meadowlands Coalition. She asked that the Board reconsider approving construction of the proposed fracked gas power plant in Kearny, noting Hoboken, Kearny, East Newark, and Jersey City Heights are only a few miles from this plant.

Ms. Ndoye said their communities are already stressed by the high amount of toxins in the air and they have not earned the unfortunate nickname "Cancer Corridor" for no reason. She said their citizens were already at high risk for cancer, asthma, and other respiratory diseases. Ms. Ndoye said the American Lung Association has given Hudson County an (F) for air quality and quality of life and they have countless numbers of seniors and children that if exposed to more pollution will have adverse effects on their lives.

Ms. Ndoye said they were also in communities where environmental justice has been repeatedly denied, noting members of their communities include the working poor and persons of color who could once again be deliberately exposed to chemical poisoning without any recourse. She said this was downright wrong and completely unethical, particularly in this age of a pandemic. Ms. Ndoye said they must protect their vulnerable population from respiratory disease, not endanger them even further. She said they can use solar power in battery systems to power trains and asked when they will meet with so they can show alternatives and that fossil fuels are the energy of the past. Ms. Ndoye said NJ TRANSIT can become the transportation leader using battery powered transportation.

Joe Basralian, resident of Chatham, said it was incredible to hear the story of the NJ TRANSIT Police Officers saving a baby's life, and to hear the enthusiasm and happiness as President & CEO Corbett discussed it in his report. However, he said this is the absolute opposite of what's being shown by NJ TRANSIT wanting to build this poisonous proposed fracked gas power plant that will harm those most vulnerable such as the newborn babies, pregnant women, and the elderly. Mr. Basralian said they all feel the joy of rescuing a baby but asked how then they can stay silent in moving forward on such a project.

Mr. Basralian said this proposal as it stands now, which he hopes changes, is such a callous exploitation of vulnerable people and their planet. He said putting a major pollution source in Hudson County which has faced so much historical and environmental abuse was not the answer. Mr. Basralian said the rollback of mercury pollution laws, allowing

more flaring of methane gas and fracking installation, and undoing of clean water rule was not the answer. He said the efforts to give pipelines more power over communities are the kinds of things that NJ TRANSIT is proposing with this power plant to sicken children and the elderly. Mr. Basralian said as they face this deadly pandemic the pollution from this so-called proposed power plant would enter through the lungs., .

Ken Dolsky of the Don't Gas the Meadowlands Coalition and Empower New Jersey Steering Committee said he would like to comment on what Chair Gutierrez-Scaccetti's public statement was after the last Board session regarding meeting with their coalition or shall he say not meeting with their coalition. Mr. Dolsky said Chair Gutierrez-Scaccetti's statement implied that the Board can't operate effectively because it can't meet in person. He asked what they were doing there today if this was true. He said the entire world has moved on to virtual meetings, yet they expect them to believe that they really want to meet with them but can't because it has to be in person. Mr. Dolsky said staff has told them repeatedly that they welcome public input but obviously, they are lying.

Mr. Dolsky said in July they sent a refutation of the arguments in Appendix D of the Final EIS against the use of renewable energy technology for the TRANSITGRID traction power system. He said they destroyed the poor arguments, unprofessional designs, and old data used by NJ TRANSIT and their consultants, BEM Systems. Mr. Dolsky asked if they really paid them for that nonsense. He claimed they have not heard a single word from anyone at NJ TRANSIT regarding this critical aspect of their plan and asked why not, why they were afraid of responding, whether the feasibility of renewable technology was a threat to their plans, and why they were not willing to change plans when faced with a better solution.

Mr. Dolsky said they know NJ TRANSIT is working to move the gas-fired power plant project along and don't want interference from them. He said it was very clear in looking at their actions, that they are not listening to their words. They recognize the devious intent in their suggestion that they should patiently wait for many months to discuss this while NJ TRANSIT pushes this towards completion. Mr. Dolsky said they were clearly not interested in speaking, let alone working with them and despite their intent otherwise, that was the exact message sent. He said they can only dispel and fix these deeds by meeting with them and they must have a meeting to discuss this issue.

William McClelland of North Bergen and a member of the Don't Gas the Meadowlands Coalition said the coalition has submitted information to NJ TRANSIT showing how a hybrid microgrid would be a more economical and environmentally responsible plan. He said they have repeatably asked the Board to meet regarding the transit grid and have received nothing but silence and have not even gotten the courtesy of a refusal to meet. Mr. McClelland asked Chair Gutierrez-Scaccetti for a response to if they would meet and if not, why not.

Chair Gutierrez-Scaccetti said as they all know, they don't respond from the dais. She said she would respond to the Don't Gas the Meadowlands Coalition in writing, and at the appropriate time will meet with them. Mr. McClelland demanded a date and time today

for when she would respond, because they have been asking for months. Chair Gutierrez-Scaccetti told Mr. McClelland they would have a letter by next week.

Mr. McClelland said the coalition will look forward to getting the letter but was extremely upset that it had to take this long to get some sort of response. He said President & CEO Corbett was receiving a very good salary from the taxpayers of New Jersey and NJ TRANSIT riders, and to ignore them in this way was wrong. He said they were not going to keep coming there spending their time and being ignored.

Chair Gutierrez-Scaccetti asked Board Secretary Zuczek to advise her if any member of the NJ TRANSIT staff has ever met with the advocates against the transit grid, and if Board Secretary Zuczek does not have this information, asked who on the line does. Board Secretary Zuczek said she did not have that information at this time. President & CEO Corbett said they have had meetings with a number of advocates in the past and will get Chair Gutierrez-Scaccetti the exact dates and attendees.

Chair Gutierrez-Scaccetti said then for the record it was not that this group has been ignored, it was just that they have not scheduled the most recent meeting they have asked for. President & CEO Corbett said he wasn't sure of the exact attendees but knows Ken Dolsky was at the meeting with staff. Chair Gutierrez-Scaccetti asked if Paul Wyckoff or Eric Daleo were on the line to clarify whether they met with the group on the line now. Mr. Daleo responded that he had met with Food and Water Watch, and some of the other advocates multiple times to discuss their views and they took technical and other information from those groups. Mr. Daleo said he shared this technical information with NJ TRANSIT's design consultant teams. Chair Gutierrez-Scaccetti noted for the record that this group has not been totally ignored or not addressed, it was just that the most recent meeting request has not been addressed, and in her response letter this will be addressed.

Nancy Griffeth, a member of the Unitarian Universalist Faith Action New Jersey Environmental Justice Taskforce said they are a faith-based group that believes in justice, equity, and compassion in human relations and in the inner dependent web of all existence. Ms. Griffeth's primary concern about the fracked gas power plant was the health of residents of the communities around the NJ TRANSITGRID. She said the State Legislature has just passed a bill recognizing the fact that overburdened communities need special consideration and approval of such facilities.

Ms. Griffeth said pollutants emitted by power plants were known to cause both respiratory diseases and cancer which both were much higher in Kearny than in the rest of Newark and the New York Metro area. She said these pollutants were also related to increased risks of death than COVID. Ms. Griffeth said the level of environmental damage and consequences of unnecessary deaths in a community like Kearny were inexcusable, and most certainly must not be increased. She noted other commenters today have discussed alternatives for this power plant and asked to consider them and stop this project before killing more people.

Kate Reilly, resident of Weehawken and mom of two small children, asked NJ TRANSIT to reconsider approving the proposed fracked gas power plant project and to move towards a hybrid microgrid. Ms. Reilly said Hudson and Bergen County received an (F) in the 2020 American Lung Association ranking of air quality. She said being home during a raging pandemic that has killed over 15,000 people in their state, and the moral reprehensible idea of moving forward with a plan that would reduce air quality and damage the lungs of the most vulnerable people in their state needs to be highlighted.

Ms. Reilly said the information on the toxic air pollution and greenhouse gas emission that this plant would cause shows, at such a pivotable moment in their history, when they urgently need reduce these substances into air that will cause climate damage. She said if any on the Board have grandchildren, please make this decision for them. Ms. Reilly said they live in cities and counties that are very vulnerable to water encroachment and they see what is happening in California with the fires because of changes in their climate that are linked to greenhouse gas emissions. She asked the Board to be a leader and be on the right side of history and reconsider their approval of this project.

Ryan Felmet said in the interest of time he wanted to make everyone aware that *The Record* published an editorial outlining some of his concerns that are impacting the quality of NJ TRANSIT's current and future consequences if they continue to avoid making changes. Mr. Felmet said there was no reason why NJ TRANSIT cannot be a national leader in transit, and they all want it and need it to succeed. He said the riders, taxpayers, and pre-COVID riders have been in the game as part of the fabric of New Jersey as much as anyone else and hopes everyone will take an objective read of the article. Mr. Felmet said he also agrees with everything Senator Weinberg said earlier, he speaks with her office often, and in reading the article published by *The Record* they will see they share a lot of the same concerns.

Mr. Felmet said they were seeing a failing senior management and a lack of accountability to the Board which is impacting how the agency is running successfully under it. He would like the Board Members to confirm if President & CEO Corbett reports up to the Board or does the Board answer to him. Mr. Felmet said from the public's optic view it was not clear. He said President & CEO Corbett was given approximately three years to turnaround the NJ TRANSIT Operations and has failed to do so and it was the Board's responsibility to hold senior management accountable and that includes assessing President & CEO Corbett, NJ TRANSIT's failures, and his ability to do the job better than somebody else. Mr. Felmet asked the Board if they think President & CEO Corbett has done an adequate or even average job over the last three years in helping NJ TRANSIT get back on track to a once nationally recognized transit organization and whether he has restored public trust to get people back on the trains and buses.

Mr. Felmet said in light of these long meetings, it would good to have a voice mail service leading up to these Board meetings, because they were only leaving comments and then could be played back because there is only one-way dialogue. He asked the Board who is in control of NJ TRANSIT, who will ensure its viability, whether they were pleased with this progress and status, and if so tell why or why not.

Sally Jane Gellert, Communications Director of the Lackawanna Coalition, thanked President & CEO Corbett for mentioning their former Vice Chair Stephen Thorpe and said he was indeed missed. Ms. Gellert noted she had a few comments on the agenda items for the Lyndhurst Station, New Brunswick Escalators, Raritan River Bridge Replacement, and the Battery-Electric Buses.

Ms. Gellert said the Lyndhurst project was a relatively big project being done at a time when ridership was vastly decreased, and when other transit agencies were putting capital projects on hold until financial situations were more stable. She said additionally, if closed-circuit TV is a euphemism for video surveillance, they are opposed.

Ms. Gellert said this was not the time to replace the New Brunswick Escalators when the building was not even open. She believes the money should be saved and this project left until they have a better sense of budget realities. On the Raritan River Bridge Replacement, they object to spending money on other than state-of-good-repair projects or operations, stating this was not the type of project that should be considered at this time.

Ms. Gellert said on the battery-electric buses although it's an investment in their future and they appreciate electric buses going into operation, it should be done gradually. They wonder about the source of electricity and the apparent contradiction of this forward-looking test project with commitment to old technology in the gas-fired power plant that NJ TRANSIT is still planning for the Meadowlands. If the ultimate goal is to make a change to an all-electric fleet but generate that electricity with dirty fuel, she said they were fooling themselves, but not the public. She said the other problem with the power plant was taking resiliency money from Superstorm Sandy and building a flood plain. Additionally, she said there was also the new question of cumulative impact law.

They were glad to hear President & CEO Corbett say that ticket vendors will be back at ticket windows, but Ms. Gellert noted with recommendations not to congregate in waiting rooms, people with mobility issues need to sit down and use restrooms. They believe this is a problem that needs to be fixed for people with mobility issues.

Gail Gordon, a retired Professor of New Jersey City University, said she has a lot of colleagues and students that are mostly black and brown. She said this proposed fracked gas power plant would affect them because they live near the University. As an NJCU professor, she taught her students to make decisions based on evidence, science-based evidence. Ms. Gordon questioned what happens when decisions are not made with scientific evidence. She said so much information has been presented to this Board and she does not understand why they are not looking at the evidence. It seems to her that they are looking at the evidence of profit, there is evidence that profit will increase in certain areas, and she thinks this is what they are basing decisions on. She urged the Board and Staff to stop this project and look to clean energy alternatives.

Richard Grant, Hackensack resident, expressed his views on his opposition to the proposed fracked gas power plant in Kearny. He urged the Governor and Agency to

undertake an engineering and economic analysis of renewable energy storage technology. He said the world's largest railway network is Indian Railways which is committed to 100 percent electrification by 2024 and plans to install nearly 20 gigawatts of solar energy on tracks and land it owns to be directly fed in for locomotive traction power. Mr. Grant said Governor Murphy made a seven-day trade mission visit there last September and had over 50 meetings with thousands of people in six cities. He has no doubt about how serious India is in technology and innovation. Mr. Grant said it would not require and undo effort to inquire and verify with Indian Railways Management that yes this can be done.

Mr. Grant said closer to home this is what neighboring transit that operate in or connect to New Jersey have been doing, noting Metropolitan Transit Authority in April 2019 requested proposals to lease seven rooftop and parking lot sites to develop and install 6.5 megawatts of solar. He said Southeastern Pennsylvania Transportation Authority (SEPTA) in April of 2020 contracted to provide 43.8 megawatts of solar at a fixed rate and is expected to save \$400,000 annually for 20 years, which is an \$8 million savings that counts during a pandemic. Mr. Grant said PATH this past June had RFP's to lease airport parking lot to developers to install 2.5 megawatts of solar with a battery storage option. As Tim Sevener said earlier, he noted Delaware River Port Authority and PATCO announced the ground breaking first of seven-parking lots and roof sites leased to developers to install 22 megawatts of solar and expecting to save \$600,000 annually for 20 years.

Mary Walsh said she would like to reiterate what Senator Weinberg and the members from Food and Water Watch spoke about. She said it would seem they have extremely knowledgeable people like Tim Sevener, Matt Smith, and Samantha Di Falco calling in and these people really know a lot. Ms. Walsh said they were now being asked to be put in a real leadership position relative to the proposed fracked gas power plant. She said all of them are dedicated and willing to work with NJ TRANSIT and realize they have their list of to do items which Senator Weinberg pointed out, so they are on the bottom of the list. Ms. Walsh believes if they could put plans for this power plant on hold and then reach out to them, they could provide the information needed.

Melanie Segal from Jersey City Heights who is on the Board of the Hoboken Chapter of Climate Mobilization commented on her opposition to the proposed fracked gas power plant in Kearny. She said if this power plant moves forward as is, residents of Jersey City and nearby municipalities are going to be in for decades of pollution, and about 500,000 tons of greenhouse gases in a city already decimated by poor air quality. As they are in the middle of a global pandemic, she said they don't need more things that will impact public health. Ms. Segal said this power plant will also pile onto the environmental justice communities and negatively affect low-income communities and people of color, going against Governor Murphy's own Executive Order 23 to protect environmental justice communities.

Ms. Segal said at the last Board meeting, plans were brought by the public and the Chair said this needs to be discussed in person as almost all aspects of their lives have shifted

online for the foreseeable future. She hopes that the past months have allowed them to do some thinking. Ms. Segal said she and the others on the line were urging NJ TRANSIT to end their silence and put a stop to this dirty energy power plant and opt for safe and renewable alternatives. She said the researchers have already done the work that proves renewable energy microgrids are viable and more cost-effective options, and that clean energy storage options exist. Ms. Segal said NJ TRANSIT's failure to evaluate clean energy alternatives contradicts several New Jersey Laws and Policies. She said if the Board doesn't send a letter as stated next week, they are asking them to consider the health of New Jersey citizens and the climate emergency peril they were in.

John Reichman, Chair of Blue Wave New Jersey and a member of Empower New Jersey Steering Committee, thanked Senator Weinberg for her incredibly thoughtful and insightful comments. He believes the point made about the Board stepping up to perform its fiduciary duties on behalf of NJ TRANSIT riders and the public was spot on. Mr. Reichman hopes NJ TRANSIT responds in good faith to Senator Weinberg's concerns. He also thought NJ TRANSIT should respond in good faith to the concerns raised by the many advocates opposed to the fracked gas power plant project.

Mr. Reichman believes the Board is doing nothing more than the statutory minimum in allowing public comment, stating it was not interested in getting true public input and having real dialogue. He said members of the public are left to feel like they are shouting out into the wind because the Board will not engage when the public raises serious concerns and this type of attitude does not serve NJ TRANSIT or its riders well. Mr. Reichman believes public comment must include a process where the Board responds to public comment and concerns, not avoid them. He said in his experience of attending the meetings, this was the first time he heard the Chair respond to a public comment. However, Mr. Reichman believes the response was completely disingenuous and misleading.

Mr. Reichman said at the last meeting NJ TRANSIT staff had with the opponents of the plan was back in January and they did not provide the information they committed to providing that day. He said since then the opponents of the plan have provided a lot independent expert research showing that renewable energy is a far better way to go, than the expensive gas fired power plant.

Joseph Clift said he was a resident of Manhattan, past Long Island Railroad Director of Planning, and now a regional rail advocate. He recognized the late Stephen Thorpe's passing and said he was a strong rail advocate and really good person.

Mr. Clift said he had four asks today to follow-up on Senator Weinberg's comments and hopefully doubling down on some of them. The first was that NJ TRANSIT update their website before Board meetings, stating the information there is out-of-date and so are the PTC updates, arguing this is not transparency. Mr. Clift said Senator Weinberg discussed the Board pushing transit staff to do things more transparently.

Mr. Clift's second was to instruct staff today to livestream the press conference that will follow the Board meeting today where media representatives ask Board and staff questions so the public can hear the questions and answers. His third was what Sally Gellert mentioned about the Lyndhurst Station, stating \$20 million to move its station to make it new was not essential.

Mr. Clift said NJ TRANSIT was ignoring the reality of facing a catastrophic future in 10-months, July 1, 2021. He said everyone else in the transit world was halting spending on capital, but NJ TRANSIT is going ahead with spending capital dollars on optional, not necessary work when the future looks bleak. Mr. Clift said NJ TRANSIT is facing a drop in more than 50 percent in state support for this FY2021 from \$800 million to \$368 million, which means the following year on July 1, 2021, they will be asking for an additional \$683 million from the State to support operations. He believes there is no transparency in the budget and this needs to change.

Mr. Clift's fourth ask is that the Board Members ask of the NJ TRANSIT staff why they established a funding plan for the Hudson Tunnel and Portal North projects that force New Jersey to pay \$669 million more than New York when the law requires a 50/50 sharing.

Robert Hale said the failures under President & CEO Corbett go a long way beyond communications and transparency failures. He believes President & CEO Corbett should have fixed the issues of having a short engineer roster by now, by slimming down train crews from four plus conductors per train, to one per train, plus an engineer, and taking those conductors and training them to sit in the cab and drive those trains.

Mr. Hale said NJ TRANSIT is buying more over weight Bombardier multi-level cars built to the old FRA rules with lengthened trip times because they accelerate, brake, and load passengers slower than single level multiple unit cars built under the new FRA rules. He said it was also on track to buy more cruiser buses which are slow to load and would add costs by lengthening trip times.

Mr. Hale said a further study on Newark Bus routes is on track despite completing one in 2011 and doing nothing with it. He said nothing has been done to address its construction cost problems despite the fact they asked for \$1.8 billion for Portal North Bridge. Mr. Hale said in most other comparable metro areas, they would build this bridge, plus the new tunnel with money to burn. He believes it is clear at this point that President & CEO Corbett and his team prioritize continuity for NJ TRANSIT employees and affiliates over meaningful progress and it is time to install a new leader who prioritizes change.

At 10:44 a.m., Board Member Narra noted she had to leave the call to speak at a memorial service but would rejoin as soon as she was able.

Patricia Dulinski said she has been riding NJ TRANSIT trains for over 20 years and although she had her share of ups and downs over the years, she has definitely seen an improvement in most areas of her experience over the last year. She said it is always

easy to complain when things aren't going well, but often they don't take the time to tell when things are going right. Ms. Dulinski said she knows it probably has not been easy for NJ TRANSIT over the last six months since the pandemic and she wanted to thank everyone for keeping service running for all those who needed it and depend on it. She appreciates all the signage and announcements for people to wear face masks, noting there are still some people who don't wear them, but at least NJ TRANSIT is trying.

Ms. Dulinski really appreciated the thoughtful email from President & CEO Corbett that outlined everything NJ TRANSIT is doing to keep customers safe. She realized it was a general letter to all customers, but said it was a nice touch, and it made her feel better that they were focused on everyone's safety. Ms. Dulinski said things are not perfect because they deal with the occasional train cancellation and delays, which is frustrating, but most of the times is out of their control.

Ms. Dulinski said communication has improved dramatically, especially on social media. She does not know if they hired more social media staff, but they have been timelier with their responses in the last year. She told President & CEO Corbett and staff she knows they hear a lot of criticism, and she is sorry for that, noting some is deserved and some probably not. Ms. Dulinski felt it was important to let President & CEO Corbett know that she has noticed the improvements over the last year in communications, and said she hopes it continues because there are many who rely and depend on NJ TRANSIT's service.

Nicholas Lento said he would like to join all the others who spoke in opposition against the proposed fracked gas power plant. He said there has been so much said against the technical need for this power plant, there are alternatives that make more sense, and the decisions made should be fact based, not on profits and politics. Mr. Lento believes it is clear on pure facts and science that there is no need for the gas power plant. He said Senator Weinberg said they were at 20 percent of pre-COVID ridership levels now, and don't know if they will ever return to 100 percent pre-COVID levels, because people are figuring out they don't need to work in an office and they can work from home, which is another reason they don't need this power plant. Mr. Lento said if they must build this plant, use renewable sources which will be cheaper and provide many more jobs and save lives.

Holly Cox said this was her fourth time speaking in opposition to the proposed fracked gas power plant. She said so many people have been speaking out against this power plant, but she has not heard anyone speaking in favor of it. Ms. Cox urged them to look at the big picture and decide whether a fossil fuel plant is a good idea. She said the world is in a climate emergency now, and California reached its highest temperature ever recorded in history at 125 degrees, has been hit by raging fires, and thousands have lost their homes and had to be evacuated. Ms. Cox said evidence of the climate emergency is happening all across the world, in Greenland, Canada, Siberia, Iowa, and Louisiana. She said in Louisiana it was worse because they have so many fossil fuel plants which are leaking dark smoke and leaking chemicals into the air.

Ms. Cox said fossil fuels are killing their planet, and the last thing New Jersey needs is a backwards gas power plant that leads to more pollution for New Jersey residents, especially in the era of a pandemic. She thinks it is mind boggling that this is even being considered and said if this fracked gas power plant is built it would be one of the largest forces of greenhouse emissions in their State and will worsen the dangerous levels of air pollution. Ms. Cox said they need to transition to clean energy, there are sustainable alternatives that other countries are using, and New Jersey needs to join them and be a leader. She urged them to hold an online meeting to discuss this, because it's a waste of time for them to keep calling and nothing gets done.

Andy Weiss said President & CEO Corbett needs to resign. He said the experience on NJ TRANSIT is a third world horror, filthy trains and buses arrive once an hour filled with nasty union employees. Mr. Weiss said buses leave the garages filthy with garbage all over the floor and exposed electric wires hang down on passengers. He said NJ TRANSIT commuters are degraded every day under President & CEO Corbett, and NJ TRANSIT was one of the worst transit agencies in the United States.

Mr. Weiss said they had to endure a fake Customer Advocate for a year, Mr. Mader wasted a year in frustrating a thousand riders in a major crisis, and he needs to go as soon as possible. He said other transit agencies are running laps around this agency. Mr. Weiss said President & CEO Corbett gaslights them about NJ TRANSIT performance and was called a liar by Senate President Steve Sweeney at the NJ TRANSIT Select Oversight Committee Hearing. Mr. Weiss said President & CEO Corbett and Chair Gutierrez-Scaccetti are the biggest hurdles to fixing NJ TRANSIT, and they both need to go. He thinks President & CEO Corbett is the worst CEO in the United States by far, and NJ TRANSIT will never be the way to go until they get a real leader that cares.

Mr. Weiss said at the latest Operations and Customer Service Committee Meeting, President & CEO Corbett made a series of blunders. He said President & CEO Corbett told the audience that policy is not to notify the Board of a vehicle crash unless there is a fatality. Mr. Weiss said that is a callus answer and upon hearing that a passenger was stuck on the train for 90 minutes that went out of service, President & CEO Corbett retorted that it was no big deal because people are stuck in traffic that long. He said with President & CEO Corbett's three-year tenure they are still without a full engineer roster and this should have been fixed years ago by slimming down train crews and qualifying conductors as engineers. Mr. Weiss said NJ TRANSIT is on track to buy more obsolete one-door cruiser buses, and multi-level train cars thanks to President & CEO Corbett's incompetence. He believes they need whole new leadership.

Brian Scanlan a volunteer with Food and Water Action has used NJ TRANSIT bus route 164, 148, and Bergen and Main Line trains from Glenrock to get to his office in Manhattan for more than 30 years. Mr. Scanlan said he was also a former Councilman and the Mayor of Wyckoff and has sat on the dais at hundreds of public meetings and wanted to speak on two topics. The first was the lack of real public access to the NJ TRANSIT meetings and the second was his opposition to the proposed fracked gas power plant in Kearny.

Mr. Scanlan said if one searches for the phrase NJ TRANSIT Board Meeting one is taken to the NJ TRANSIT agenda page with no information about public participation. He said if they then scroll down to the bottom, there is a detailed Board Public Agenda [click here](#). Mr. Scanlan said there one will find the following statement, Public Comment Registration, which says members who wish to provide public comments should use the Public Meetings Public Comments Registration Form on The Website and the deadline to pre-register is 1:00 p.m. Tuesday, September 8, 2020. Mr. Scanlan said this text implies they can't speak if not pre-registered and that is not true, and felt the text was constructed that way to prevent people from speaking. He said there is also text stating that NJ TRANSIT meetings are streamed [livestream.com](#) or YouTube. Mr. Scanlan said if they are not meeting in public, let them see the Board. He said they want to see their reaction and whether they are attentive to what the public is saying. He believes it is their right and wants to have a real livestream with them in it.

Mr. Scanlan urged them to replace the fracked gas power plant with a microgrid and see *The New York Times* article posted on September 3, 2020 entitled Electric Grid Under Strain, California Turns to Batteries. He wants them to be a leader and stop sticking to the same old things.

Logan Miller said he was a sixteen-year old Jersey City resident and climate activist commenting on his opposition to the fracked gas power plant in Kearny and agrees with all that the other callers have said about it. He said worldwide 30 billion tons of fossil fuels are emitted per year and 3.61 million people die every year from fossil fuel pollution. Mr. Miller said if they divide the number of billion tons of fossil fuels by the number of people dying, they can get a rough estimate. He said one person dies per every 965 tons of fossil fuel emitted each year and this proposed power plant is going to emit 577,000 tons of fossil fuel each year and kill roughly 59 people per year.

Mr. Miller asked how much more would they be willing to pay to save 59 lives every year and in power plant plans did they decide how much they would spend to save a life. He said his highest math class reached was Geometry, yet he was able to figure that out. Mr. Miller asked if NJ TRANSIT does not care how many lives are lost as long as they can spend less money or is their environmental impact study incomplete. He said, please someone speak-up, this is absurd.

Chair Gutierrez-Scaccetti explained in the public sector public meeting they take comments from the public, but don't respond or enter into dialogue and this is the standard for most all Boards. The NJ TRANSIT Board and staff will take your comments under advisement.

Mr. Miller said then he would advise that NJ TRANSIT meet with them so they can have a dialogue because they have been met with silence.

Summary of Written Statements Submitted in Lieu of Speaking

Marinus Broekman is opposed to the proposed NJ TRANSIT fracked gas power plant because it presents a wide range of serious negative public health, safety, economic, and environmental impacts, and threatens the historic and ongoing recovery of the Hackensack River and Meadowlands. He believes NJ TRANSIT's failure to seriously evaluate clean energy alternatives is in direct contradiction with several New Jersey laws and policies, including the state's Clean Air Act, 2018 Clean Energy Act, and final 2019 Energy Master Plan to achieve 100 percent clean energy economy wide in New Jersey by 2050.

Claire Whitcomb believes due to COVID 19, public input and proper review are limited. She is concerned that alternative clean energy solutions have not been adequately explored, such as solar, hybrid microgrids, and other now affordable solutions. Given the slump in ridership due to the pandemic, she asked if projections for energy needs are accurate and why data is from 2014.

Rachel Davis represents the nonpartisan nonprofit Waterspirit, based in Rumson, New Jersey, and represents over 1,000 members and thousands more through sister ministries throughout the garden state. Waterspirit's focus is a commitment to deepen human consciousness of the sacredness and interdependence of all creation through the role of water as critical in sustaining all life.

Ms. Davis believes the No Meadowlands Power Plant coalition has done the job of educating the public because at least nine towns to date have made their voices heard. She noted nine resolutions were passed in opposition to this project from nine towns including Hoboken, Jersey City, Kearny, Alpine, Ridgefield, Teaneck, Fort Lee, Glen Rock, and Bloomfield.

Ms. Davis believes the fracked gas NJ TRANSIT Power Plant presents a wide range of serious negative public health, safety, economic, and environmental impacts, and threatens the historic and ongoing recovery of the Hackensack River and Meadowlands. She believes the air pollution from the power plant would disproportionately harm communities of color and low-income communities in Kearny, Newark, and Jersey City Heights who have long faced the biggest pollution burden in their state and this power plant is in direct contradiction with Governor Murphy's own Executive Order 23 to protect environmental justice communities.

Priya Pathak is a resident of Plainfield and a mother of a beautiful two-month old son. She is deeply concerned for his health and future in his home state of New Jersey, due to the future construction of NJ TRANSIT's fossil fuel powered plant. Ms. Pathak believes the decision to move forward with this natural gas power plant would mean more air pollution and an increase in air pollutants including particulate matter, toxic chemicals such as sulfur dioxide, mercury, and known carcinogens, such as benzene and formaldehyde, which are known to increase the severity of asthma and other respiratory

diseases. Additionally, she said according to a Harvard study higher levels of fine particulate PM2.5 has been associated with higher death rates from Coronavirus which they all know has not still been completely eradicated.

Ms. Pathak believes given the dire consequences to the well-being of the people of New Jersey and the climate change impact of this proposed project, they should reconsider constructing this natural gas power plant and instead explore renewable energy as a clean alternative. She believes renewable energy from solar is definitely more cost effective and if coupled with battery storage can meet energy requirements.

Jadon Barnett was concerned about how the NJ TRANSIT bus drivers are not wearing masks or enforcing the importance of everyone wearing masks. Mr. Barnett stated that signage is not on the interior of the buses indicating that masks are required, and something needs to be done about this.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report. She said the North Jersey and South Jersey Advisory Committee held a virtual meeting on July 22, 2020, which she believes was right before the passing of Stephen Thorpe, so they were not aware at that time. She said Stephen Thorpe was an outstanding advocate for NJ TRANSIT, the Advisory Committee worked with him on many issues, as he was Chair of the Special Passengers Advisory Board and extended her condolences to his wife and family. She Ms. Mack noted Stephen Thorpe attended many of their in-person meetings and was always there for everyone in the transit community.

Ms. Mack said they had a joint meeting of both the North and South Advisory Committee and Anthony Grieco led the discussions about the Strategic Plan update, Eric Daleo gave a Capital Programs update, and Chief Engineer Rich Schaefer gave the Capital Plan overview.

Ms. Mack said she tracked today's meeting and they had 28 speakers, and more than 80 percent spoke about sustainability issues which are at the forefront of what the public is looking to address. The other 20 percent basically talked about ways to have better access to meetings which they hope can be addressed before the next meeting. She knows people have been working on this but there's always more that could be done. There was one real rail issue brought up by the Raritan Valley Coalition and she was glad to hear they would be going to virtual meetings so the advocates for the Raritan Valley and others around the State could hear what the real issues are.

Ms. Mack said President & CEO Corbett rightfully discussed some of the wonderful stories of passengers and staff supporting each other during this time. She believes that one of the concerns for the Advisory Committee has been the budget, they all know what has gone on, and they are trying to keep service going in a climate where they cannot get into New York, and people are working from virtually. Ms. Mack said it is important to note that the people that are going back to work are very vulnerable, many times

disadvantaged persons who must take mass transit, and it's good to see that bus ridership is at about 55 percent. She applauds the staff at NJ TRANSIT and the leadership through the Board to keep these services going.

On the agenda today, Ms. Mack noted items on resilience, electric buses, upgrades to the Lyndhurst Station which is badly needed, and items on the escalators at New Brunswick which are badly needed, and these are all things that riders will need when they get back up to full speed. The Title VI Program is being adopted for this year which is the environmental justice component all agencies that receive federal funds must adhere to. She said transit has put together a comprehensive system for people and if they have questions on environmental justice there is a process in place that is being adopted. Ms. Mack urged transit to get this out to the public because a lot the issues raised today were about environmental justice, and this will help so people can see NJ TRANSIT has a process in place and isn't trying to shirk their responsibilities.

Ms. Mack said the Senate and Congressional Delegation have done great job in getting funds through the CARES Act and hold transit steady funding wise so that services can be provided to the riders and the public. She touched based with the South Jersey Advisory Committee and they are concerned with some information that has been circulating recently, feel they all need to pull together to solve it, and there is always room for improvement. Ms. Mack said she was pleased that Chair Gutierrez-Scaccetti said she would respond with a letter next week to the advocates opposed to the fracked gas power plant.

Board Operations and Customer Service Committee Report

Board Member Wilton presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on the trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the Cost of Service.

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results, major variances, the impact of COVID-19 on ticket sales, and a CARES Act drawdown summary. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

Capital Planning, Policy, and Privatization Committee Report

Board Member Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the: Lyndhurst Train Station Project – Construction Contract and Construction Management Service Contract Award; New Brunswick Station Escalator Upgrades: Construction Contract Award; NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project:

Purchase of Track Work Equipment; and Electric Buses Infrastructure at Newton Bus Garage, Camden, New Jersey: Construction Contract.

Action Items

2009-53: LYNDHURST TRAIN STATION PROJECT – CONSTRUCTION CONTRACT AND CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARD

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2009-53. Eric Daleo recommended approval of Action Item #2009-53: Lyndhurst Train Station Project – Construction Contract and Construction Management Services Contract Award.

Approval was requested to enter into a contract with Anselmi & Decicco, Inc. of Maplewood, New Jersey, for the construction of the Lyndhurst Station Project - General Construction Contract in the amount not to exceed \$18,515,195.63, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to enter into a contract with Urban Engineers of Cherry Hill, New Jersey, to provide construction management services for the Lyndhurst Train Station Project. Construction management services in the amount not to exceed \$2,832,507.02, plus five percent for contingencies, subject to the availability of funds.

The existing historic Lyndhurst Station is on the Main Line in the Town of Lyndhurst, which is in the County of Bergen. Situated at the corner of Stuyvesant Avenue and Court Avenue, which is on the opposite side of the proposed new station location. The original building, they would be replacing, was constructed in 1913 and is in a constant state of disrepair. The low-level platform station is on an embankment that is further away from commuter parking lots and does not provide an ability to handle customers with disabilities.

Authorization will allow a new Lyndhurst Station to be constructed on the corner of Delafield Avenue and Court Avenue, just steps from commuter lots. The station will be historic in design to mimic, as closely as they can, the style of the existing station and will be fully ADA compliant.

Board Member Cedrick T. Fulton made a motion and Board Member James D. Adams seconded the motion.

Board Member Adams said he fully supported this project. In the future, he would like all construction management firms listed, not just the successful firm.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

2009-54: NEW BRUNSWICK STATION ESCALATOR UPGRADES: CONSTRUCTION CONTRACT AWARD

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2009-54. Eric Daleo recommended approval of Action Item #2009-54: New Brunswick Station Escalator Upgrades: Construction Contract Award.

Approval was requested to enter into a contract with RML Construction Incorporation of Carlstadt, New Jersey, for the construction of the New Brunswick Station Escalator Upgrades Project in the amount not to exceed \$ 2,596,277.00, plus five percent for contingencies, subject to the availability of funds.

Authorization of this Construction Contract will allow for upgrades to the existing interior escalator located within the station building. Upgrades will improve reliability, safety, and enhance customer access to trains and passenger circulation. These renovations will also retain the historic fabric of this station.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

2009-55: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: PURCHASE OF TRACK WORK EQUIPMENT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2009-55. Eric Daleo recommended approval of Action Item #2009-55: NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project: Purchase of Track Work Equipment.

The Raritan River Bridge Replacement Project will replace the existing 112-year-old structure and construct a new bridge capable of better withstanding storm surge

associated with future extreme weather events. This purchase is for Track Work Equipment for the Raritan River Bridge Replacement Project to be constructed and installed by NJ TRANSIT Force Account Employees.

Approval was requested to enter into a contract with the lowest responsive and responsible bidder, Voestalpine Railway Systems Inc. for the Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project in the amount of \$1,154,645.00.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

2009-56: ELECTRIC BUSES INFRASTRUCTURE AT NEWTON BUS GARAGE, CAMDEN, NEW JERSEY: CONSTRUCTION CONTRACT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2009-56. Eric Daleo recommended approval of Action Item #2009-56: Electric Buses Infrastructure at Newton Bus Garage, Camden, New Jersey: Construction Contract.

Approval was requested to enter into a contract with Scalfo Electric Inc. of Vineland, New Jersey, for the construction of the electric bus infrastructure necessary at Newton Bus Garage in the amount not to exceed \$3,235,000, plus five percent for contingencies, subject to the availability of funds.

On January 29, 2020, NJ TRANSIT partnered with staff from New Jersey Department of Transportation, New Jersey Board of Public Utilities, the Port Authority of New York and New Jersey, and International Association of Public Transport. Facilitated by the Rocky Mountain Institute, NJ TRANSIT collaboratively defined a roadmap to satisfy zero emissions goals, including key policies, strategies, and regulations needed to implement cleaner, greener mobility.

On January 17, 2020, Governor Phil Murphy signed legislation establishing goals to increase use of zero emissions vehicles in New Jersey, including specific requirements for NJ TRANSIT to procure zero emission buses. The NJ TRANSIT 10-Year Strategic Plan and 5-Year Capital Plan address the need for bus garage modernization to support an all-electric fleet by 2040.

Authorization of this construction contract will allow for the construction of electric vehicle charging stations with associated infrastructure modifications. The scope of work of this project focuses on supporting the operation of the first eight battery-electric buses in revenue service with the potential to incrementally grow the number of battery-electric buses to 16.

NJ TRANSIT will purchase eight new battery-electric buses, which will be a separate Board authorization, and build supporting charging infrastructure to service Camden, with this authorization, while studying the expansion of this effort and larger-scale electric bus deployments. NJ TRANSIT is installing necessary infrastructure to support charging stations, a substation, and 13.2 kV primary service from PSE&G. NJ TRANSIT is including additional power capacity, to the extent PSE&G can support, for additional battery-electric buses should funds become available in the future.

NJ TRANSIT will obtain a professional services firm to analyze maintenance costs, energy costs, operating performance, and to perform other technical analyses to examine future electric buses or zero emission deployment. Firm will also analyze medium and long-term savings as compared to their legacy fleet and equipment.

NJ TRANSIT initiated four battery-electric buses studies for electrification scenarios where 20 percent, 50 percent, and 100 percent of the fleet serviced at four bus garages are electrified. Study of bus garages includes Newton Avenue, Hamilton, Hilton, and Greenville garages. Preliminary engineering will identify infrastructure needed to support battery-electric buses with some items included in NJ TRANSIT's 5-year Capital Plan.

Board Member Richard A. Maroko made a motion and Board Member Cedrick T. Fulton seconded the motion.

Board Member Fulton commended staff for blazing this trail. He noted trying implement something of this level or scale in an organization as large as NJ TRANSIT is a monumental undertaking, and this project will go a long ways to helping the organization and the Board understand what it will take to realize the dream of a fully electrified bus system.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

2009-57: NJ TRANSIT TITLE VI PROGRAM SUBMISSION FFY 2021-2023

President & CEO Corbett introduced Jeannie Kwon, Senior Vice President & Chief Administrative Officer, to present Action Item #2009-57. Jeannie Kwon recommended approval of Action Item #2009-57: NJ TRANSIT Title VI Program Submission to the FTA for FFY 2021-2023.

The NJ TRANSIT Board of Directors has considered and is aware of the results of NJ TRANSIT’s monitoring of its service to ensure the service is provided equitably in minority and non-minority areas.

Approval was requested for the NJ TRANSIT Board of Directors to approve the results of NJ TRANSIT’s monitoring of its service to ensure the service is provided equitably in minority and non-minority areas.

Approval was also requested to for the NJ TRANSIT Board of Directors to approve the Title VI Program Submission FFY 2021-2023 for submission to the Federal Transit Administration (FTA).

Board Member James D. Adams made a motion and Board Member Richard A. Maroko seconded the motion.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

Chair Gutierrez-Scaccetti asked the Operator to confirm Board Member Gordon had not returned to the meeting. Upon confirmation, Chair Gutierrez-Scaccetti noted for the record that Board Member Gordon was absent and recused from the next item.

2009-58: WOODBRIDGE REPLACEMENT PARKING

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2009-58. William Viqueira recommended approval of Action Item #2009-58: Woodbridge Replacement Parking.

Approval was requested to take any and all actions to terminate the Agreement and enter into a Sublicense agreement with the Township and a Non-Disturbance and Attornment Agreement with Berkeley Woodbridge Realty LLC and Berkeley College for commuter parking at 430 Rahway Avenue, Woodbridge, New Jersey and effect the relocation of the commuter parking spaces to the Replacement Parking Lot, in exchange for the Township

rescinding its Leasehold interest in the NJ TRANSIT owned Eleanor Parking Lot, thus facilitating the construction of a Transit-Oriented Development on the site of the Poillon Street Parking Lot.

Board Member Richard A. Maroko made a motion and Board Member Brian T. Wilton seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent & Recused	Yes	Yes	Absent	Yes	Yes

2009-59: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2009-59. William Viqueira recommended approval of Action Item #2009-59: NJ TRANSIT Owned Real Estate Transmittal.

Approval was requested of the Real Estate Transmittal Report annexed as Exhibit A and the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

Board Member Richard A. Maroko made a motion and Board Member James D. Adams seconded the motion.

Board Member Fulton noted for the record that he suggested the format of the list be modified, if allowable, so parcels can be better identified regarding whether they are purely operating utility versus those that have a dual or other better and higher use. He believes this format will help them better understand which parcels not only are under NJ TRANSIT’s ownership but also whether there are any parcels that have the potential for other revenue generation. Board Member Fulton supports the transmittal but wanted that comment noted for the record.

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

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted.

At approximately 11:40 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 Personal Injury Claim of The Estate of Annie Elizabeth McAllister, the Personal Injury Claim of Ricky Williams, and the Personal Injury Claim of Candy Marchan. Board Member Richard A. Maroko made a motion, Board Member Brian T. Wilton seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Doshi	Fulton	Gordon	Longo	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Absent	Yes	Yes

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Members Maroko and Rasmussen, returned to Open Session at approximately 12:36 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Brian T. Wilton, seconded by Board Member Bob M. Gordon, and adopted. The meetings were adjourned at approximately 12:37 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**

SEPTEMBER 9, 2020

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	57617
➤ PRESIDENT & CEO'S MONTHLY REPORT	57618
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2009-53	LYNDHURST TRAIN STATION PROJECT – CONSTRUCTION CONTRACT AND CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARD	57655
	<p>– Authorization to enter into NJ TRANSIT Contract No. 20-038X with Anselmi & Decicco, Inc. of Maplewood, New Jersey, for the construction of the Lyndhurst Station Project - General Construction Contract in the amount not to exceed \$18,515,195.63, plus five percent for contingencies, subject to the availability of funds.</p> <p>Authorization to enter into NJ TRANSIT Contract No. 20-027 with Urban Engineers of Cherry Hill, New Jersey, to provide construction management services for the Lyndhurst Train Station Project. Construction Management Services in the amount not to exceed \$2,832,507.02, plus five percent for contingencies, subject to the availability of funds.</p>	
2009-54	NEW BRUNSWICK STATION ESCALATOR UPGRADES: CONSTRUCTION CONTRACT AWARD	57659
	<p>– Authorization to enter into NJ TRANSIT Contract No. 20-068X with RML Construction Incorporation of Carlstadt, New Jersey, for the construction of the New Brunswick Station Escalator Upgrades Project in the amount not to exceed \$ 2,596,277.00, plus five percent for contingencies, subject to the availability of funds.</p>	

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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- 2009-55 NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: PURCHASE OF TRACK WORK EQUIPMENT –** 57663
Authorization to enter into NJ TRANSIT Contract No. 20-003R with Voestalpine Railway Systems, Inc., for Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project in the amount of \$1,154,645.00
- 2009-56 ELECTRIC BUSES INFRASTRUCTURE AT NEWTON BUS GARAGE CAMDEN, NEW JERSEY: CONSTRUCTION CONTRACT –** 57668
Authorization to enter into NJ TRANSIT Contract No. 20-060X with Scalfo Electric Inc. of Vineland, New Jersey, for the construction services of the Electric Buses Infrastructure at Newton Bus Garage in the amount not to exceed \$3,235,000, plus five percent for the contingencies, subject to availability of funds.
- 2009-57 NJ TRANSIT TITLE VI PROGRAM SUBMISSION FFY 2021-2023 –** 57678
Authorization for approval of NJ TRANSIT's 2020 Title VI Plan prior to submission to the Federal Transit Administration. Authorization for approval of NJ TRANSIT's Service Monitoring Report as verification of the Board's consideration, awareness, and approval of the monitoring results.
- 2009-58 WOODBRIDGE REPLACEMENT PARKING –** 57707
Authorization to take any and all actions to terminate the Agreement and enter into a Sublicense Agreement with the Township and a Non-Disturbance and Attornment Agreement with Berkeley Woodbridge Realty, LLC and Berkeley College for commuter parking at 430 Rahway Avenue, Woodbridge, New Jersey, and effect the relocation of the commuter parking spaces to the Replacement Parking Lot, in exchange for the Township rescinding its Leasehold interest in the NJ TRANSIT owned Eleanor Parking Lot, thus facilitating the construction of a Transit-Oriented Development on the site of the Poillon Street Parking Lot.
- 2009-59 NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL –** 57710
Authorization to approve the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.
- **EXECUTIVE SESSION AUTHORIZATION** 57730
- **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 July 15, 2020 and the July 27, 2020 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 July 23, 2020 and July 30, 2020;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the July 15, 2020 and the July 27, 2020 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: SEPTEMBER 9, 2020
SUBJECT: PRESIDENT & CEO'S REPORT – SEPTEMBER 2020

As customers return to our system, we are working harder than ever to provide the safest possible travel environment. One such measure came with some help from the federal government. In July, we were grateful to receive a donation from the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA) of more than 245,000 cloth masks, which we have been distributing to customers. To date, we have given out more than 10,000 masks to customers who need them, and we thank U.S. Secretary of Transportation Elaine Chao and Acting FTA Administrator Jane Williams for their generous donation.

To compliment these efforts, we have added yet another method for customers to secure personal protective equipment (PPE) in our system. Last week, we launched a pilot program introducing PPE vending machines at both Newark Penn Station and our Hoboken Terminal. The machines hold masks, hand sanitizer, sanitizing wipes, and gloves, and serve as yet another example of our ongoing efforts to protect customers and employees. In the coming weeks, we will install additional PPE machines at Summit Station, Secaucus Junction, Metropark, Trenton Transit Center, and New Brunswick Station, and we expect the pilot to run through the end of the year.

As we increase safety and protection for both customers and employees, we are once again accepting cash fares on board buses and Access Link, and reopening ticket windows on our rail system. We resumed the collection of cash fares and front door boarding on buses on August 3rd, following the installation of protective barriers on nearly all of our approximately 2,300 buses. We resumed the collection of cash fares on board Access Link vehicles on August 10th, and reopened ticket windows at rail stations on September 8th. Rail customers will see additional signage posted in stations reminding them to "MASK SAFE" and "WAIT SAFE" while waiting on line at ticket windows.

Despite the many challenges posed by the pandemic, we owe it to our customers, employees, the taxpayers of New Jersey, and all of our external stakeholders to keep pushing forward aggressively to improve service and operations. Toward that end, in July, we introduced a new feature on our mobile app that, for the first time ever, allows customers to make contactless purchases of one-way adult, child, and senior/discount tickets on our three light rail systems. Also in July, NJ TRANSIT and Amtrak completed the first phase of the refurbishment of the Ticketed Waiting Area on the Upper Level and 8th Avenue side of New York Penn Station. The project includes a \$7.2 million total joint investment between Amtrak and NJ TRANSIT, and we have already started construction on the second phase, which we plan to open by the fall this year. As part of the refresh, customers can expect: new furniture and fixtures, including seats with electrical and USB outlets; an upgraded ceiling with new LED lighting; a new information desk; and a second entrance close to the NJ TRANSIT concourse, offering easy access toward the 7th Avenue side of the station.

On the capital side, I was proud to announce that the FTA has allocated \$248 million to our Portal North Bridge project – a critical infrastructure project for New Jersey and the entire Northeast Corridor. In addition to a one-time total economic output of approximately \$3 billion on the New Jersey economy, it will support 7,900 full time equivalent job-years of direct employment from construction.

Also, last week, I was proud to join Governor Murphy and New Jersey Senate Transportation Committee Chair Pat Diegnan to celebrate another class of locomotive engineers preparing to join our ranks. Once this class of 17 trainees becomes fully qualified following their final check rides, we will have added 76 new locomotive engineers since 2018, bringing our roster of active locomotive engineers up to 373. But we are not yet done, and we won't be until we have a full roster of locomotive engineers – projected to occur early next year. We have also hired more than 800 new bus operators since 2018 – another job that is critical to reliable service delivery.

Finally, just yesterday, I was proud to join Mayor Ravi Bhalla in Hoboken to celebrate the transit improvements we are making for customers on one of the heaviest-used routes in our bus system. We announced a range of new improvements on our 126 bus route that will increase efficiencies in service as buses travel uptown, while reducing lines and wait times. We also celebrated the fact that in April, we introduced new articulated buses to this route, which increase capacity by approximately 65 percent, and better serve customers with improved reliability and increased on-time performance, as well as enhancing distancing onboard the bus.



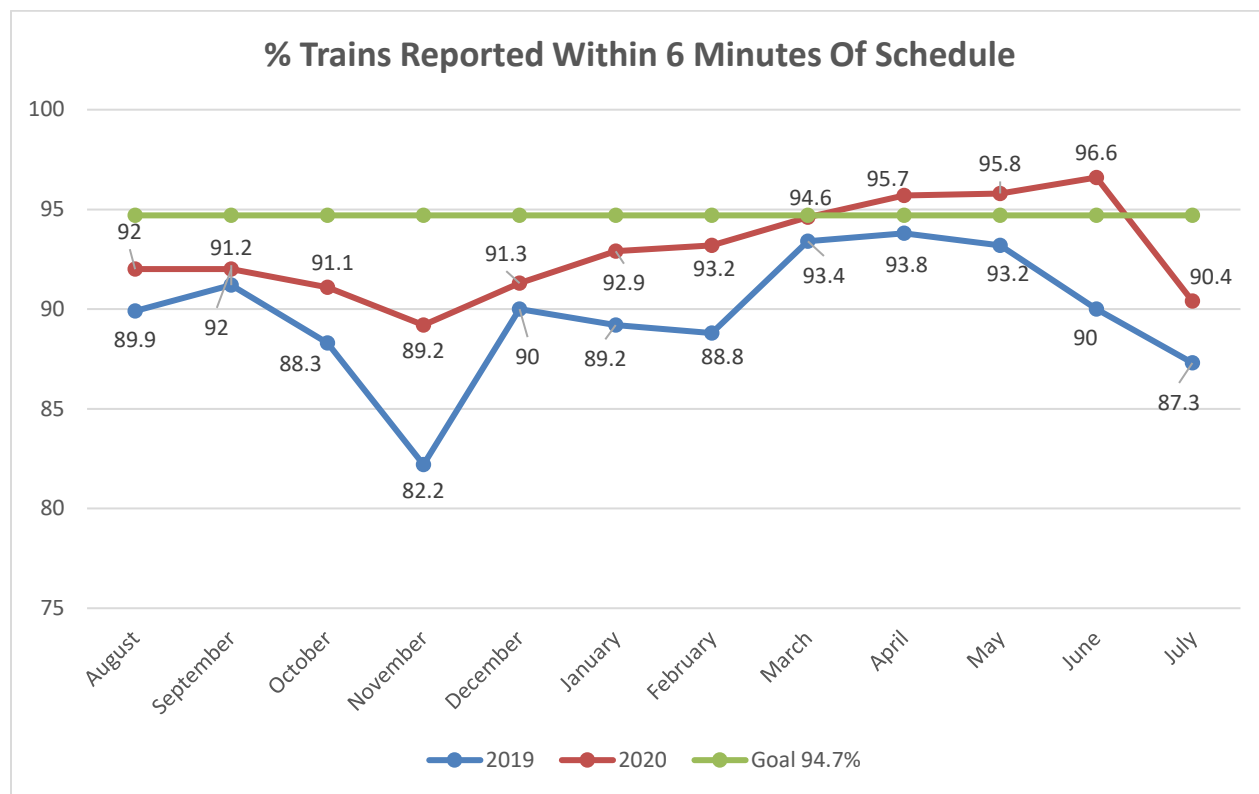
PRESIDENT & CEO'S MONTHLY REPORT
SEPTEMBER 9, 2020

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PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2018 – JULY 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
July Comparison	87.3%	90.4%	3.1%
12-Month Average Aug. 2018 – July 2020	89.8%	92.6%	2.8%

Analysis:

Rail On-time Performance was 90.4% for July 2020. Of the 17,378 trains scheduled to operate, 15,714 were on time, while 1,664 trains (or 9.6%) were delayed.

Key Causes included:

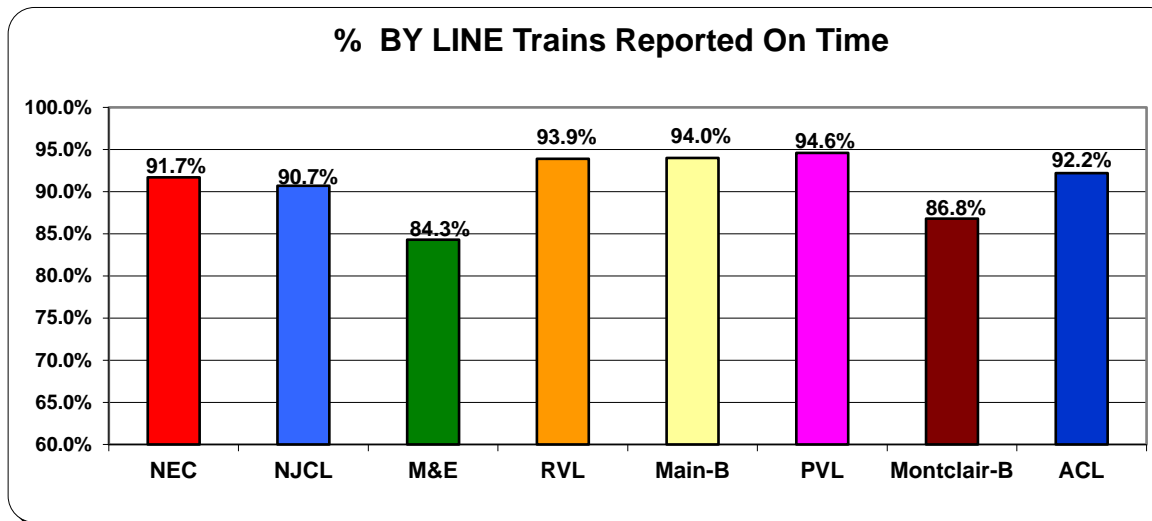
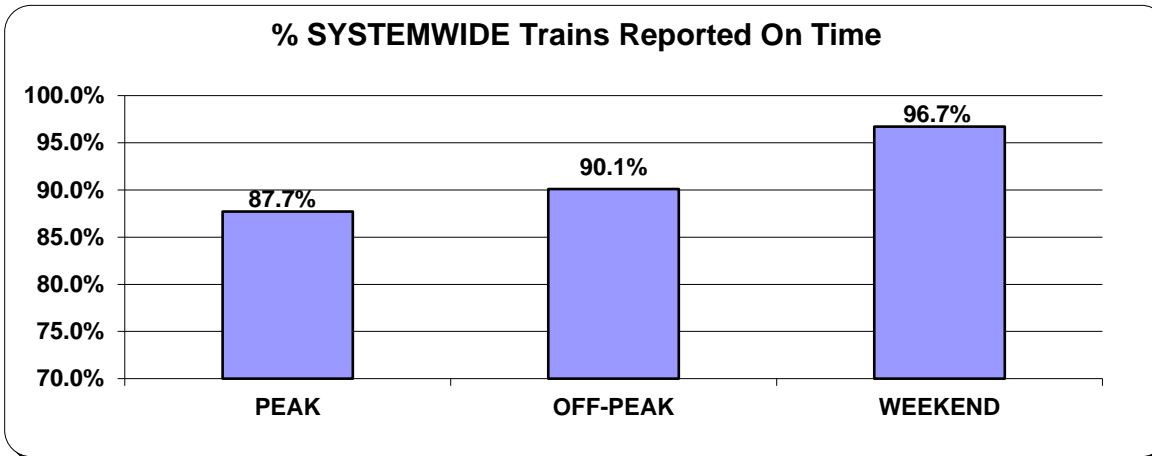
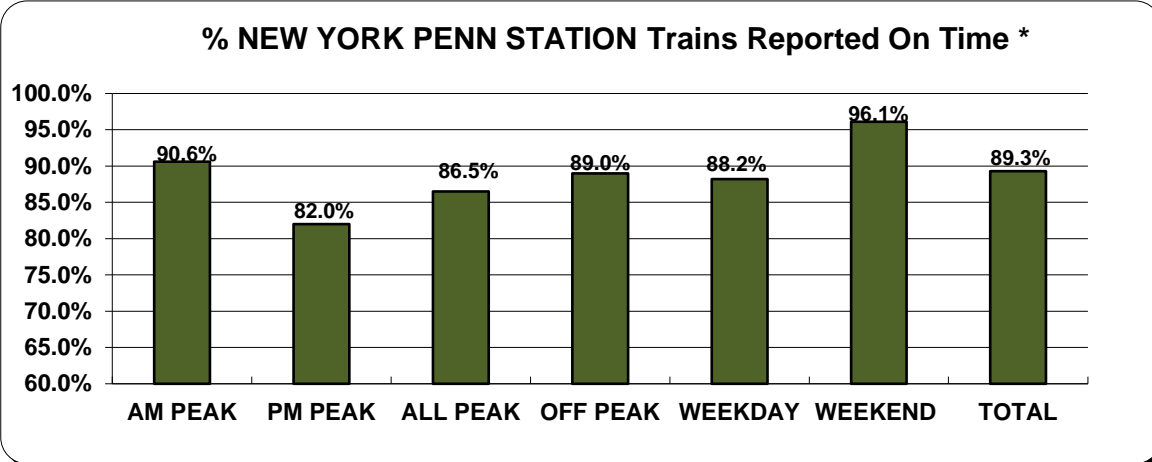
- NJT catenary issues, shortage of equipment, catenary issues due to weather and electric locomotive problems contributed to 130 delays on July 7.
- NJT weather related-catenary issues and manpower shortages contributed to 136 delays on July 10.
- Amtrak Portal Bridge open, Metro North weather issues, NJT diesel issues and weather related manpower shortages contributed to 105 delays on July 22.

The 12-month Average for Rail On-Time Performance was 92.6%.

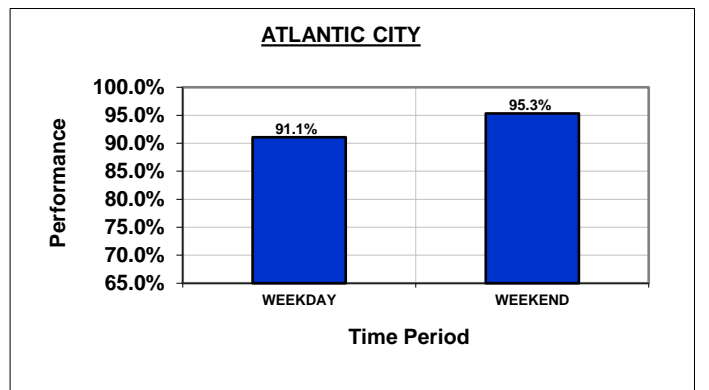
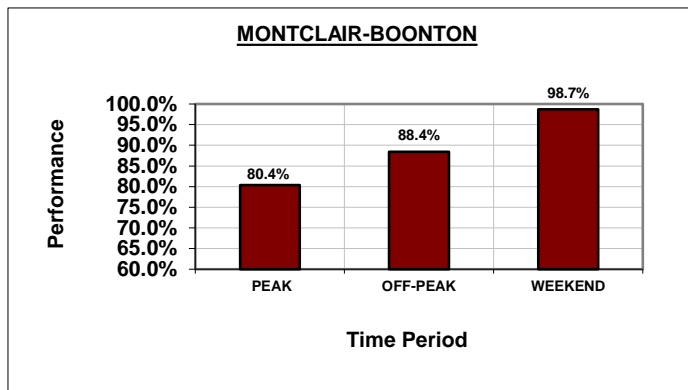
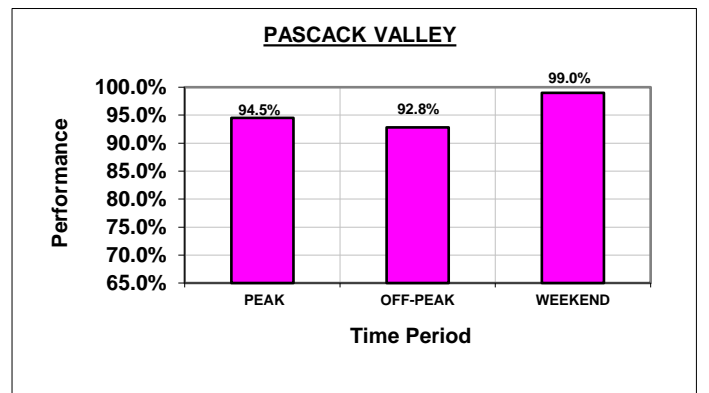
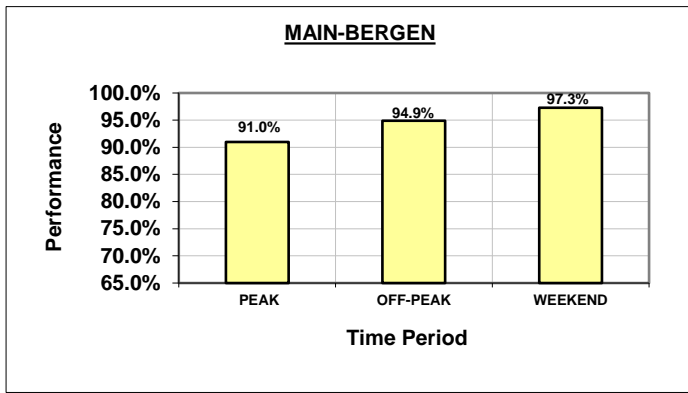
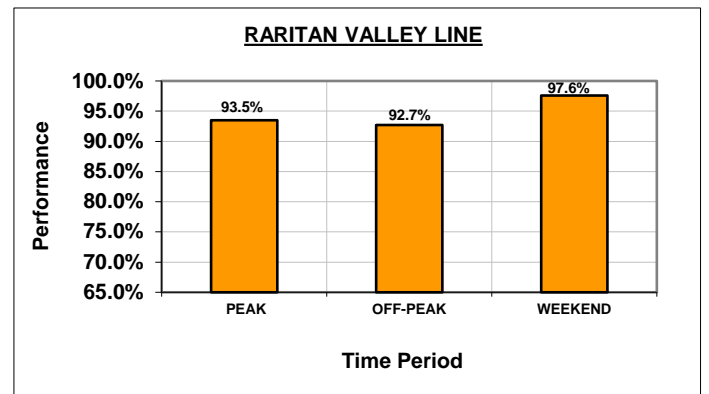
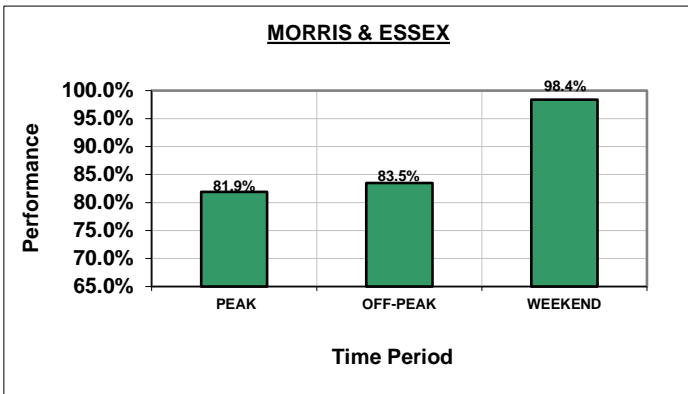
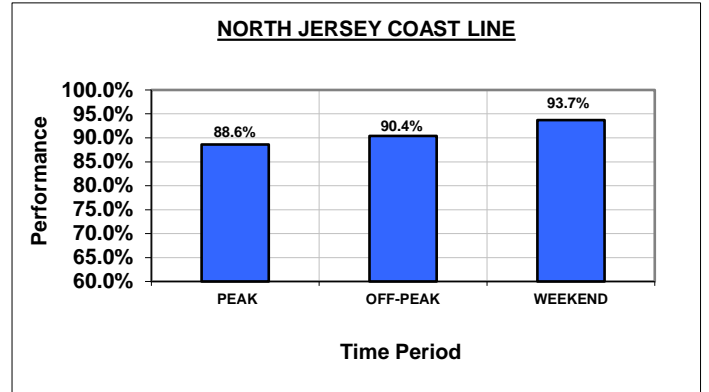
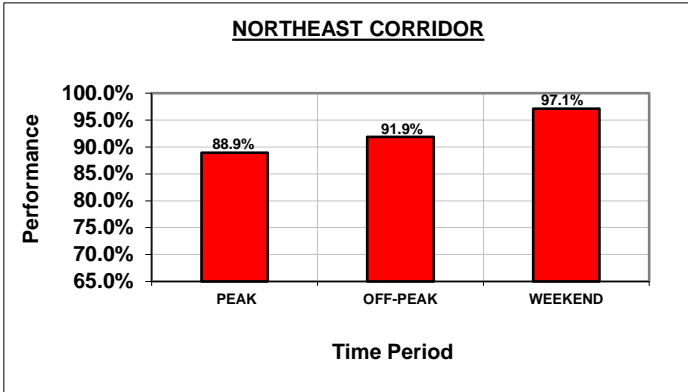
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD JULY 2020

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



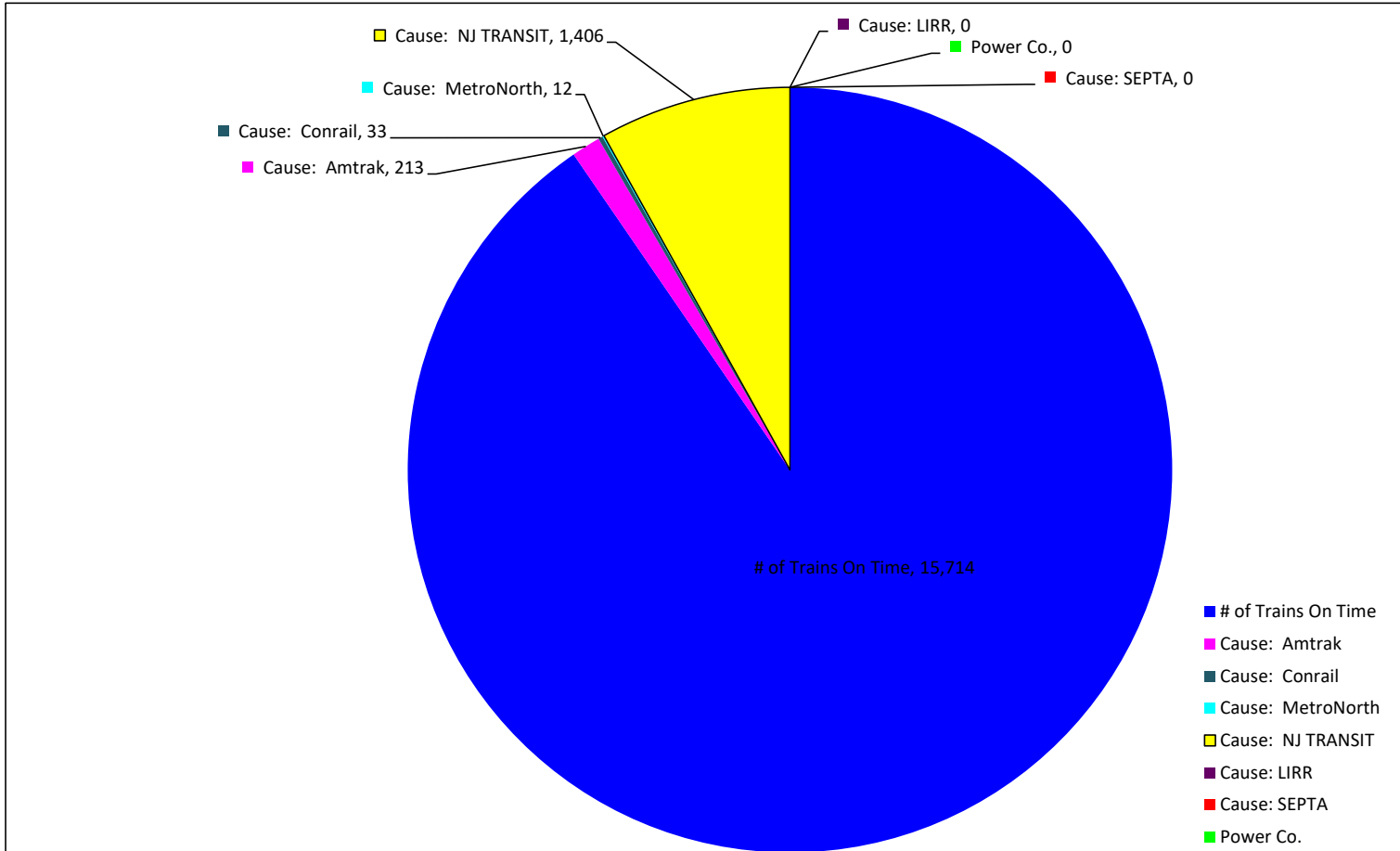
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2020



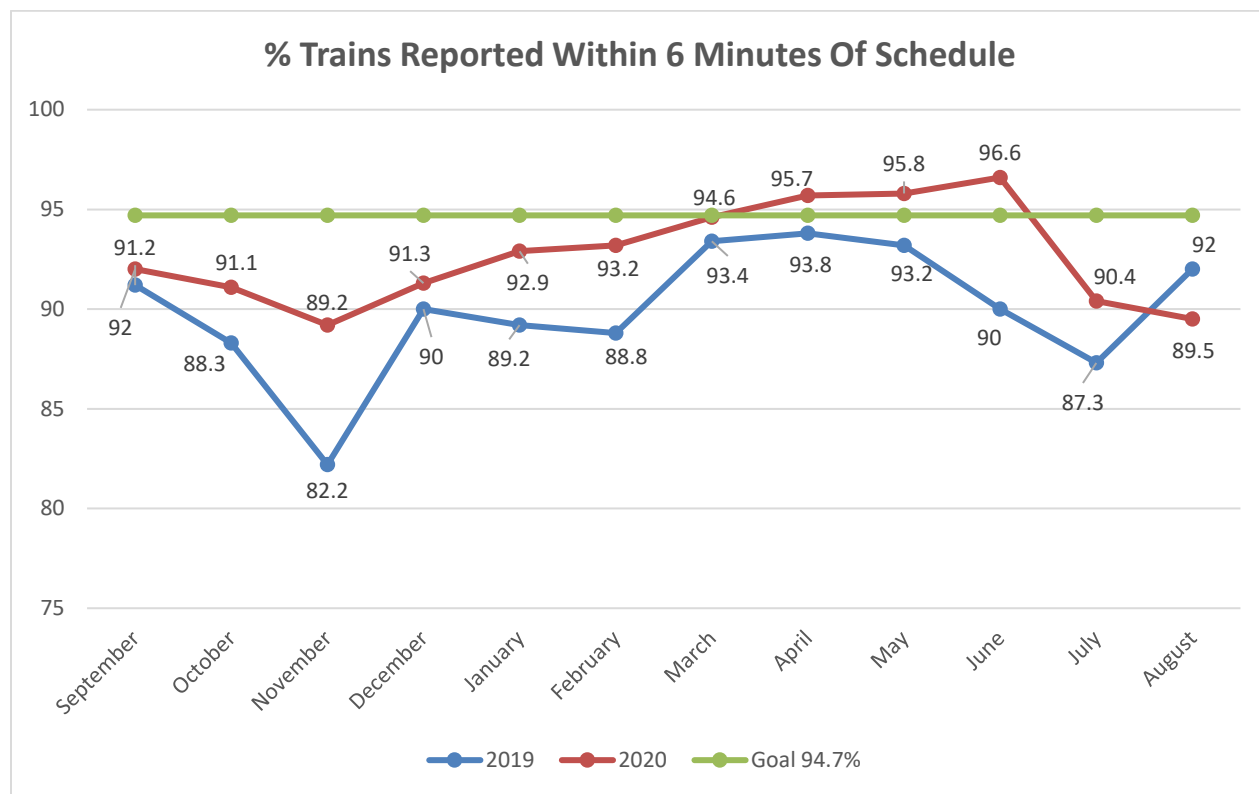
NJ TRANSIT Performance - JULY 2020

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Power Co.
# of Trains On Time	15,714	213	33	12	1,406	0	0	0
# of Late Trains	1,664	1.23%	0.19%	0.07%	8.09%	0.00%	0.00%	0.00%
Total # of Trains	17,378							
Percentage On Time	90.4%							



NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2018 – AUGUST 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
August Comparison	92.0%	89.5%	-2.5%
12-Month Average Sept. 2018 – Aug 2020	90.0%	92.7%	2.7%

Analysis:

Rail On-time Performance was 89.5% for August 2020. Of the 16,297 trains scheduled to operate, 14,592 were on time, while 1,705 trains (or 10.5%) were delayed.

Key Causes included:

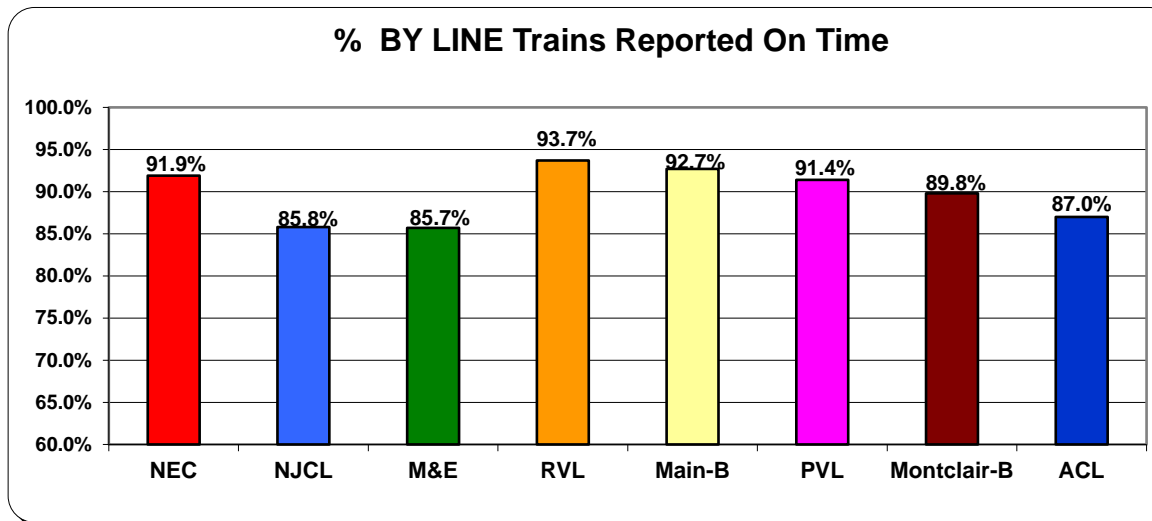
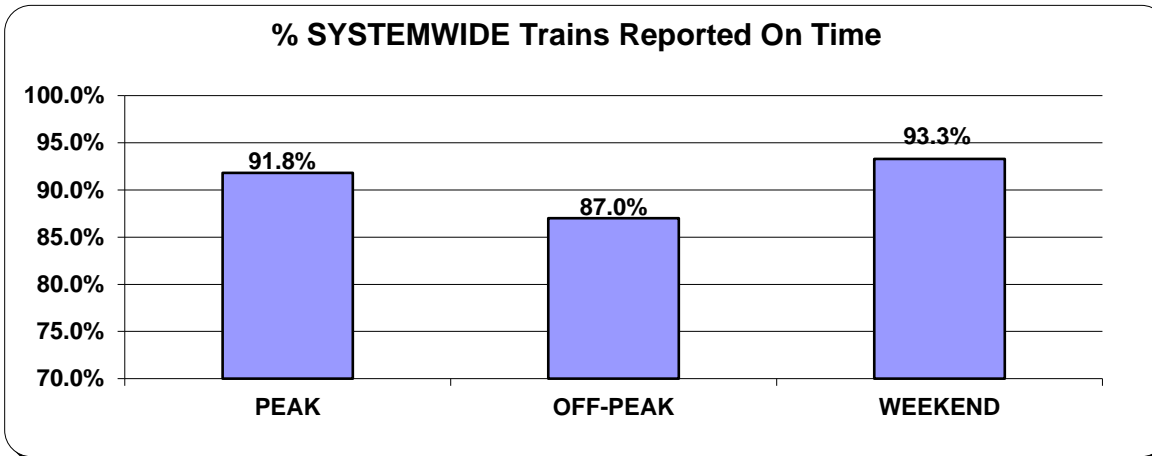
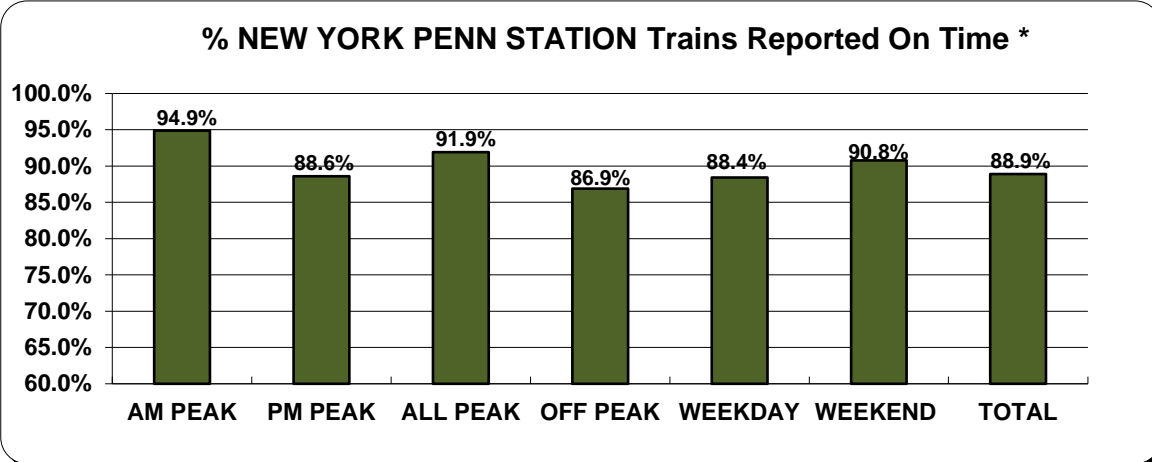
- NJT weather related issues contributed to 365 delays on August 4.
- NJT weather related issues contributed to 222 delays on August 5.
- NJT weather related and diesel issues contributed to 154 delays on August 6.

The 12-month Average for Rail On-Time Performance was 92.7%.

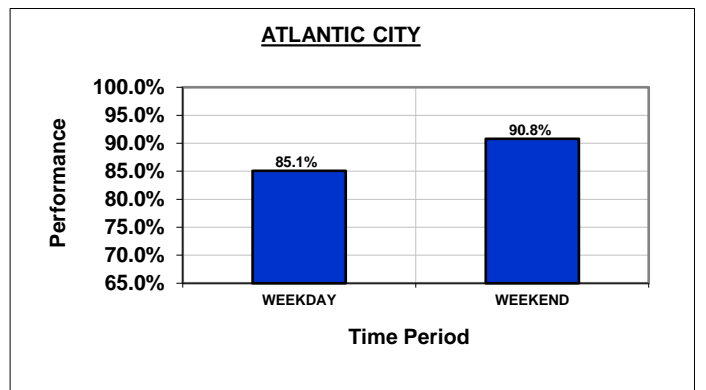
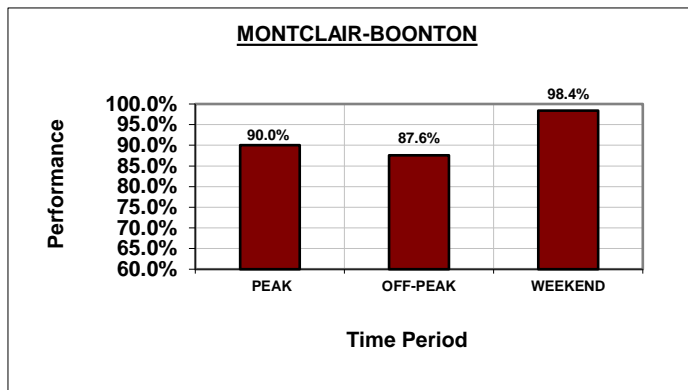
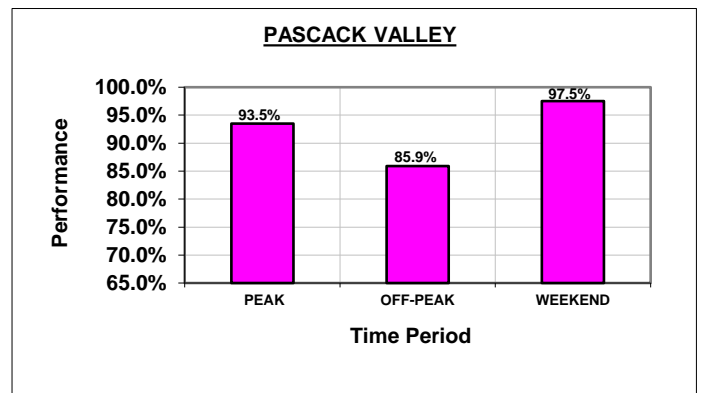
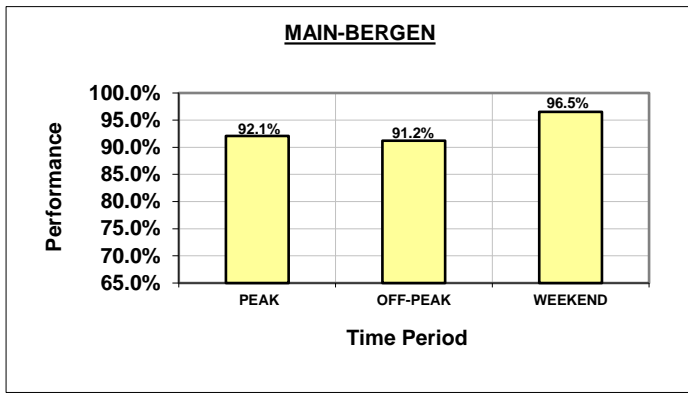
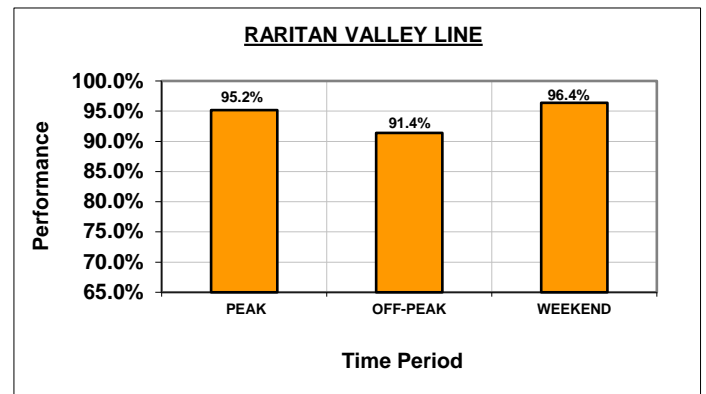
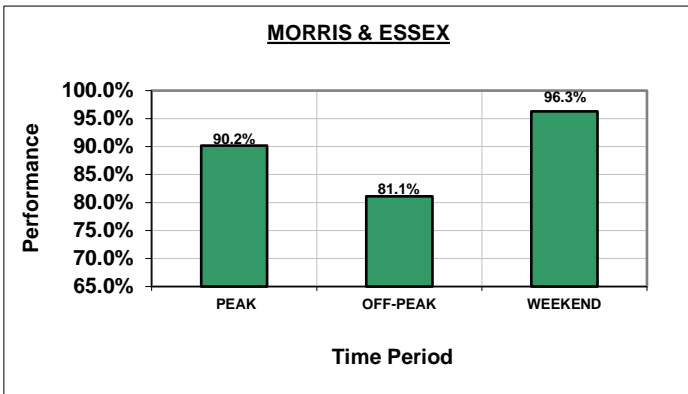
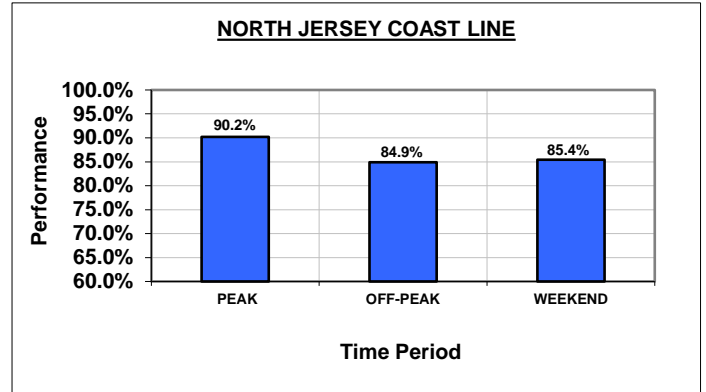
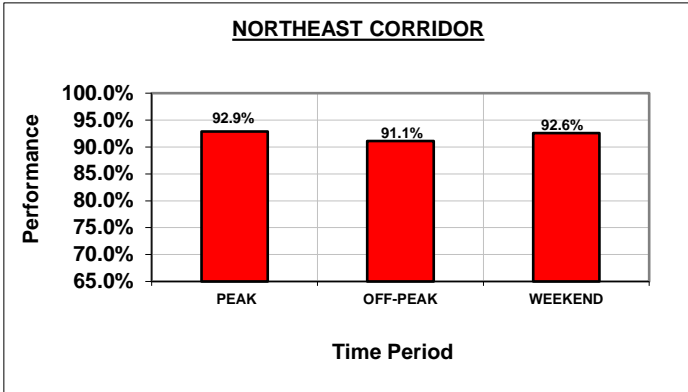
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD AUGUST 2020

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



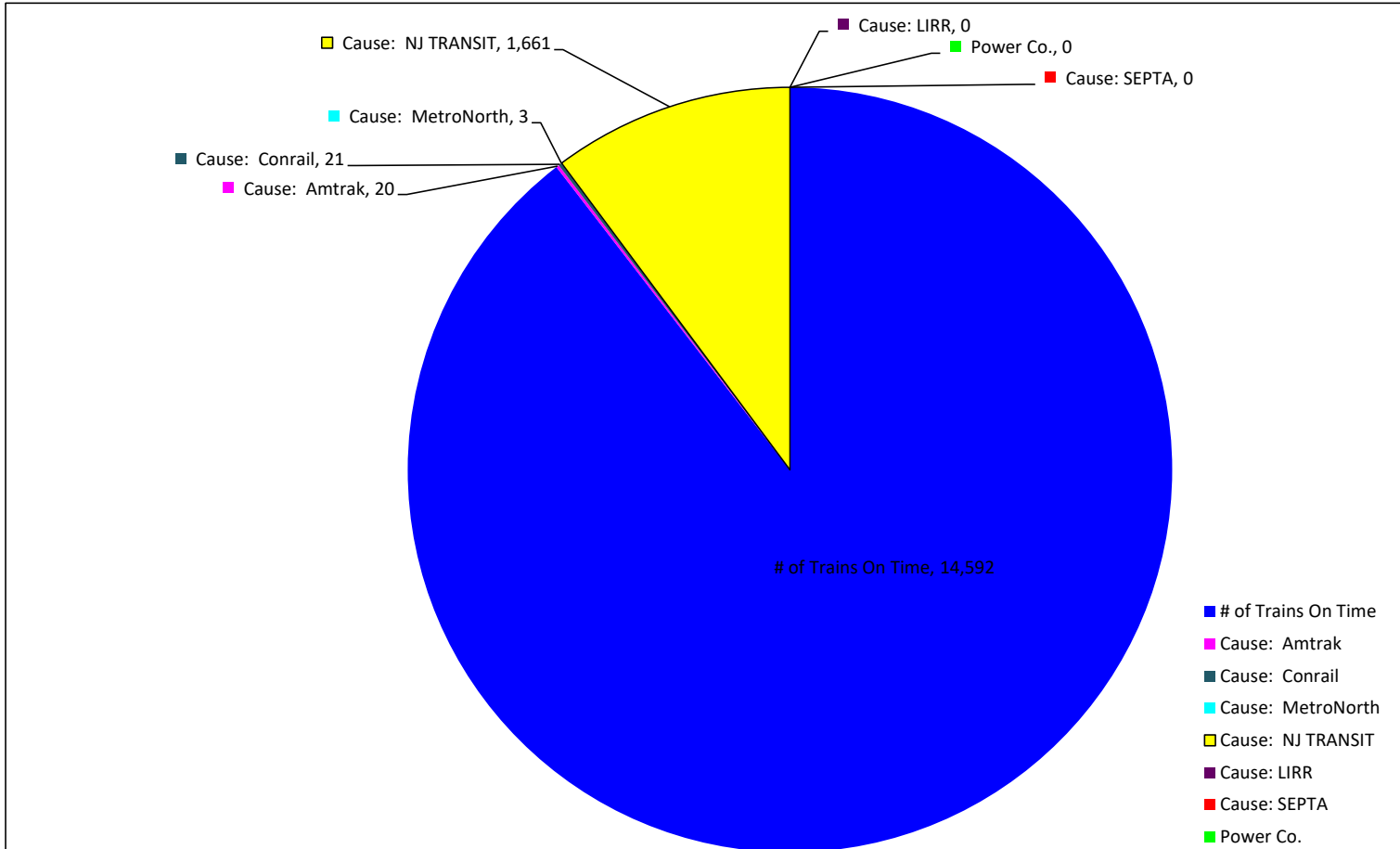
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2020



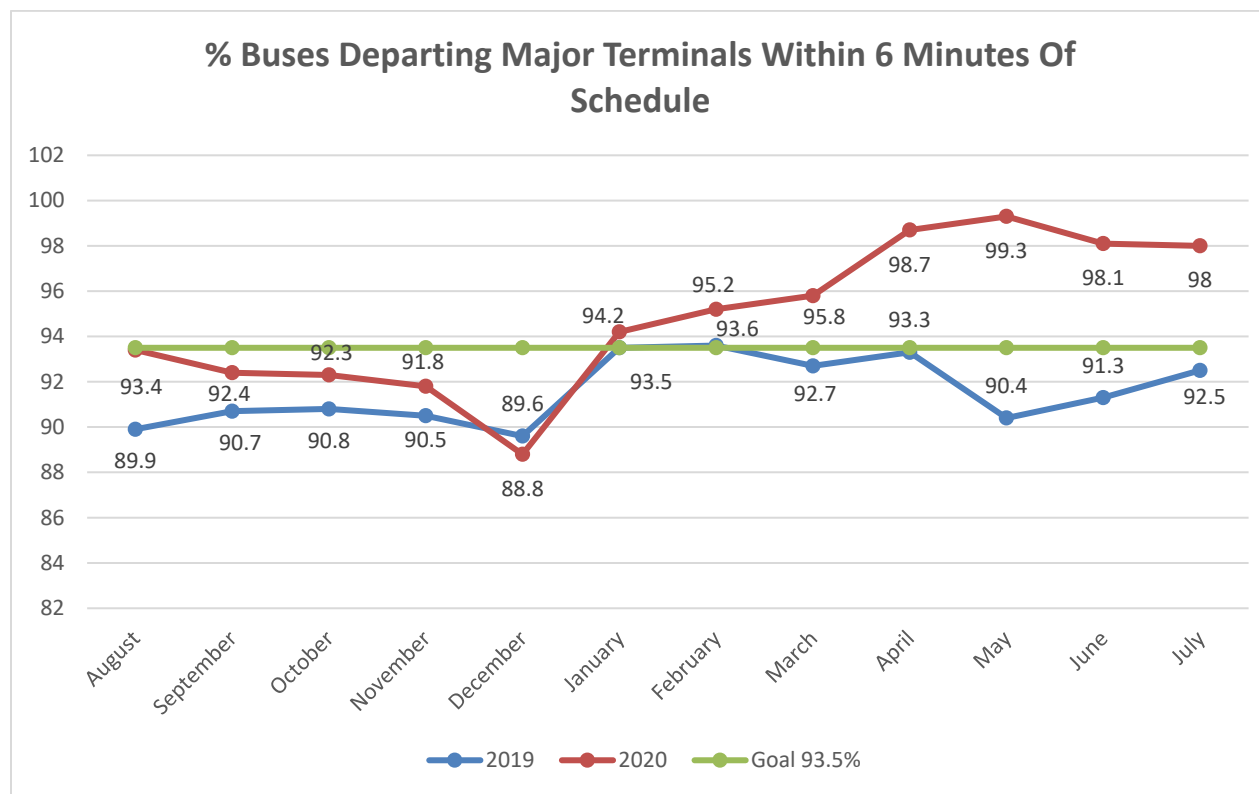
NJ TRANSIT Performance - AUGUST 2020

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Power Co.
# of Trains On Time	14,592	20	21	3	1,661	0	0	0
# of Late Trains	1,705	0.12%	0.13%	0.02%	10.19%	0.00%	0.00%	0.00%
Total # of Trains	16,297							
Percentage On Time	89.5%							



NJ TRANSIT ON-TIME PERFORMANCE BUS August 2018 – July 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
July Comparison	92.5%	98.0%	5.5%
12-Month Average August 2018 – July 2020	91.6%	94.8%	3.2%

Analysis*:

Bus On-Time Performance systemwide was 98.0% for the month of July 2020. Of the 45,663 scheduled departures, 897 experienced delays.

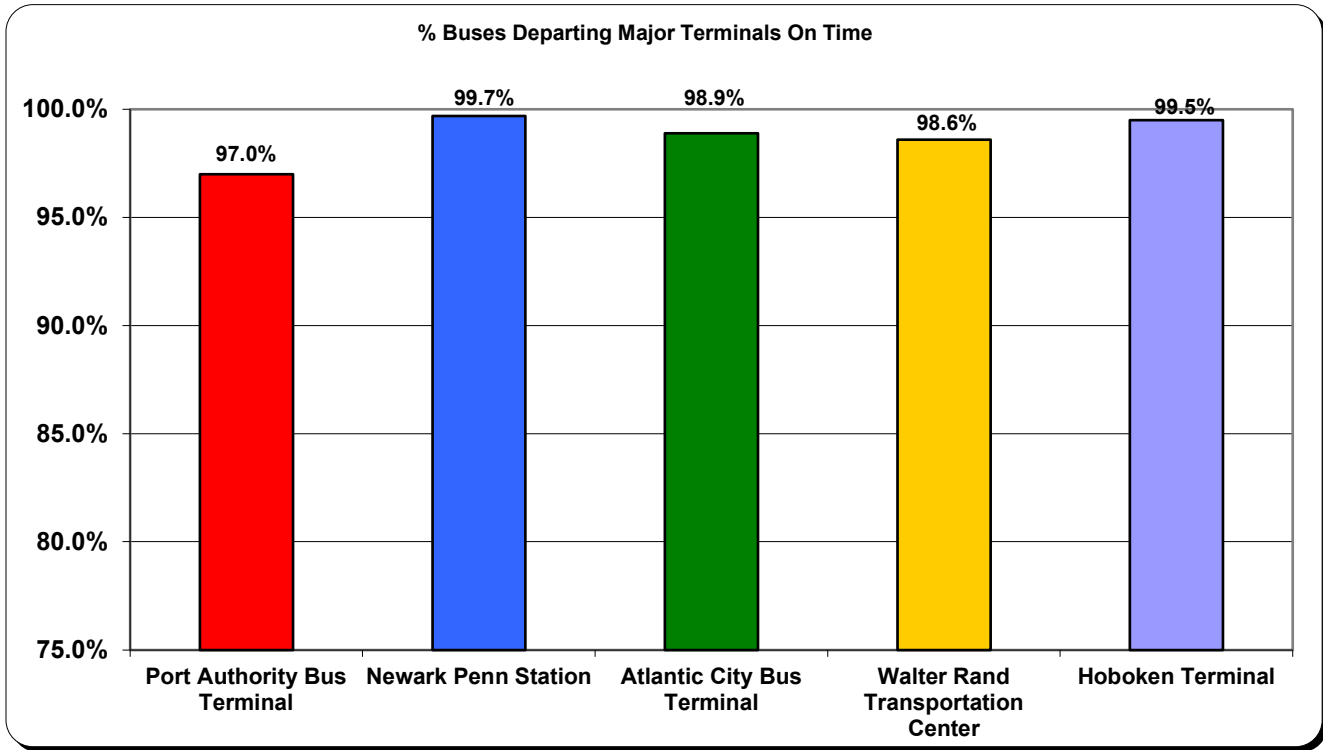
Key Causes included:

- Minor delays were caused due to weather, detours, traffic and road construction on various days at the Port Authority Bus Terminal.
- Road closures due to utility work and congestion from construction caused significant traffic and delay on July 15. Road Closures due to ruptured gas lines and congestion from construction caused delays on July 28. Congestion due to road construction caused delays in service on July 29 and ongoing pipe work created slowdowns in the area of service at Newark Penn.
- For other locations, minor delays were caused due to weather, detours, traffic and road construction on various days.

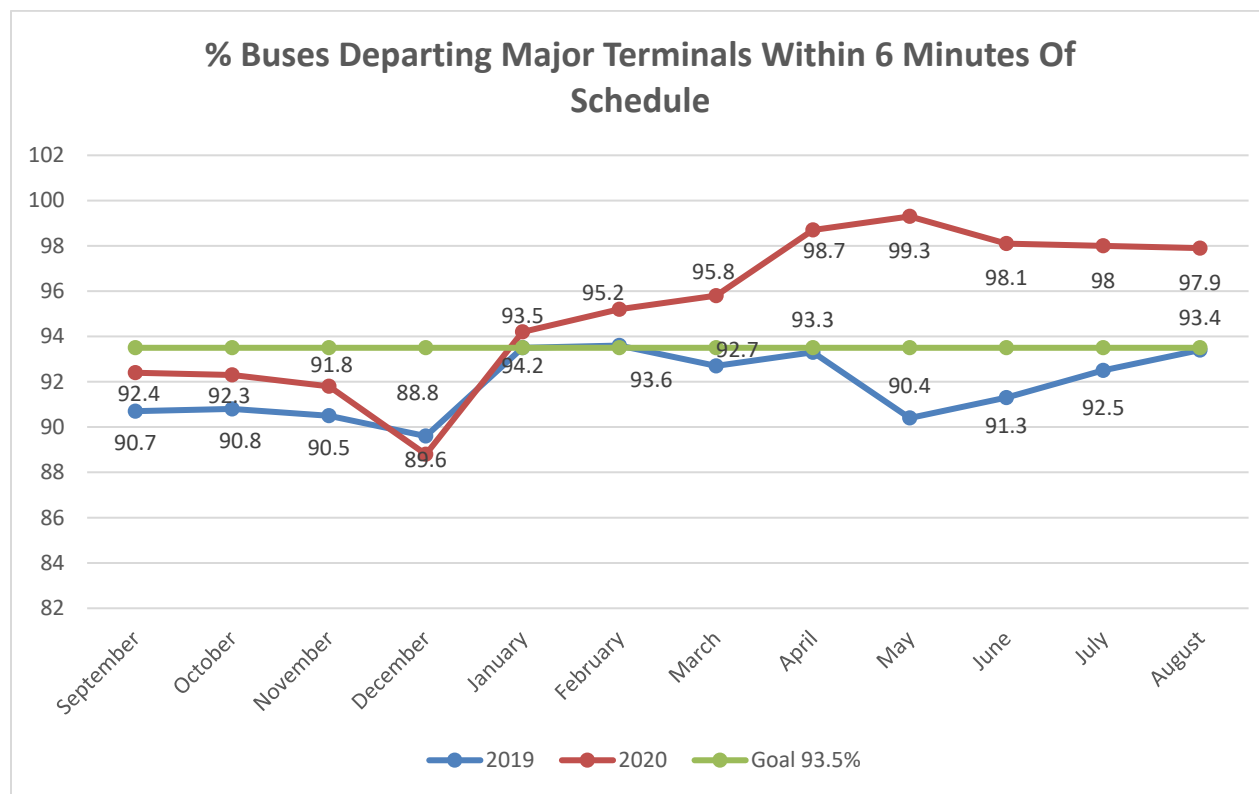
The 12-month average for Bus On-Time Performance was 94.8%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE BUS September 2018 – August 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
August Comparison	93.4%	97.9%	4.5%
12-Month Average September 2018 – August 2020	91.9%	95.2%	3.3%

Analysis*:

Bus On-Time Performance systemwide was 97.9% for the month of August 2020. Of the 42,140 scheduled departures, 876 experienced delays.

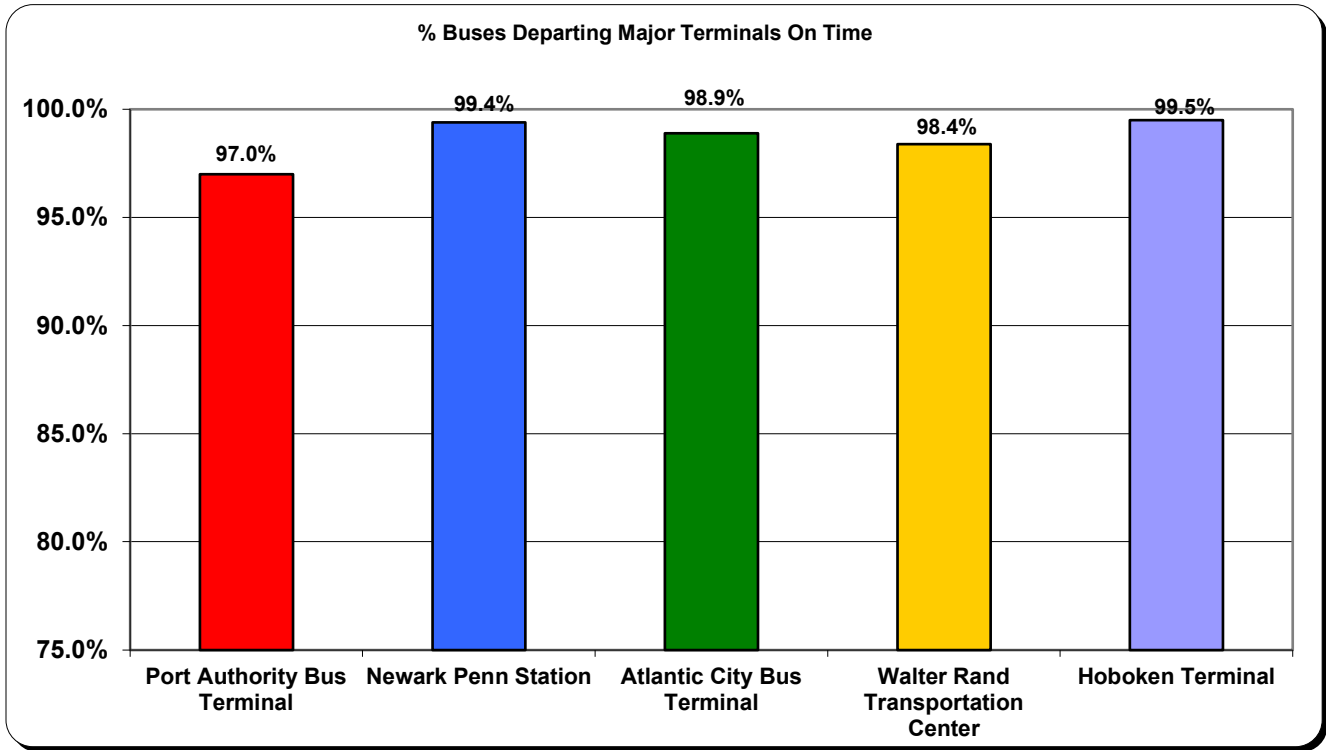
Key Causes included:

- Minor delays were caused due to weather, detours, traffic and road construction on various days at the Port Authority Bus Terminal.
- Police activity, construction and mechanical issues contributed to delays at Newark Penn. Also, stormy weather, floods, down power lines and trees caused delays.
- For various other locations, minor delays were caused due to weather, detours, traffic and road construction on various days.

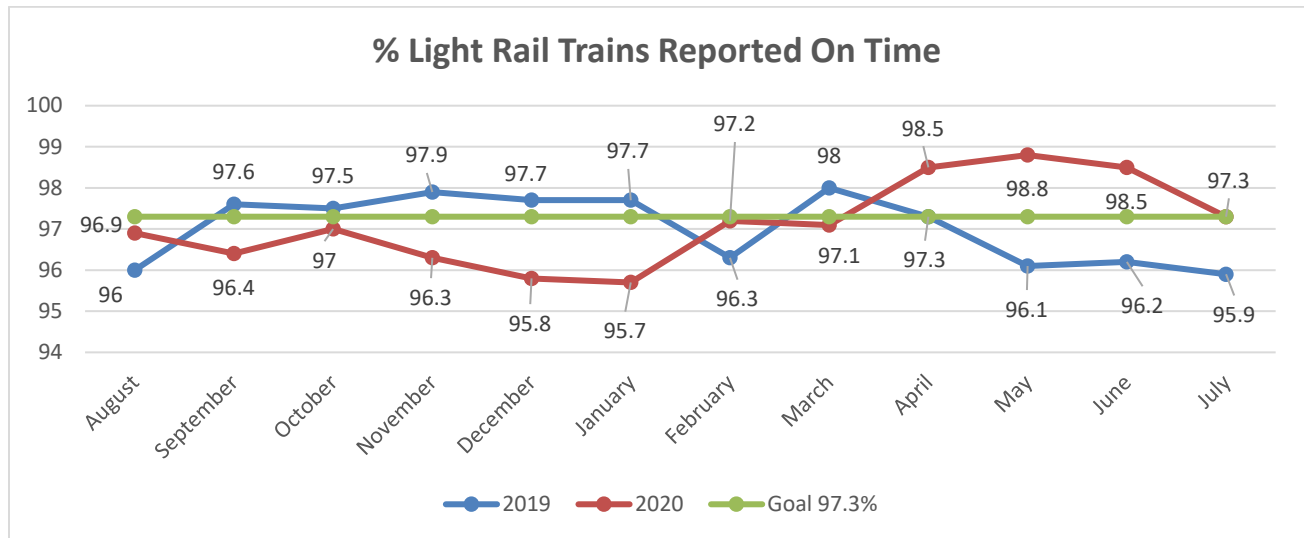
The 12-month average for Bus On-Time Performance was 95.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL August 2018– July 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
July Comparison	95.9%	97.3%	1.4%
12-Month Average August 2019 – July 2020	96.5%	97.7%	1.2%

Analysis: Light Rail On-Time Performance system wide was 97.3% for the month of July 2020. Of the 27,301 scheduled departures, 707 experienced delays.

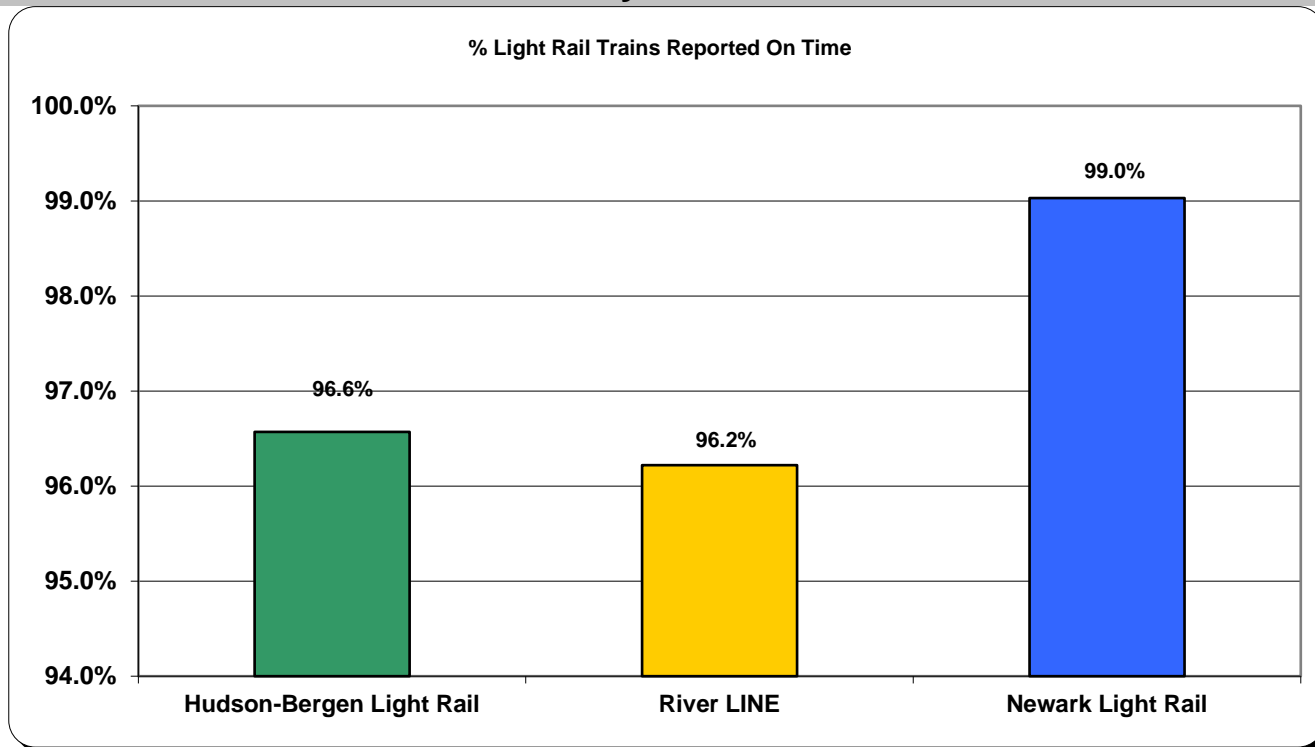
Key Causes included:

- Mechanical issues, switch issues and manpower shortages on multiple dates impacted service on Newark Light Rail.
- Equipment issues (brake and vehicle control), fire department activity and police activity impacted service on multiple dates for River Line.
- Door issues, loss of power and police activity impacted service on Hudson-Bergen Light Rail.

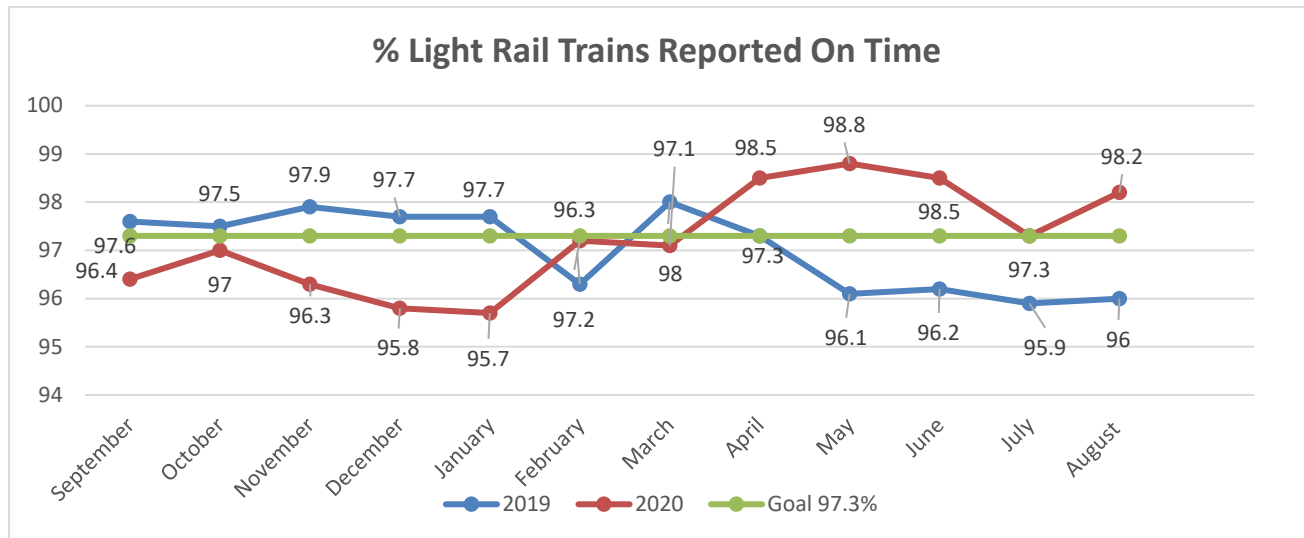
The 12-month Average for Light Rail On-Time Performance was 97.7%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE July 2020



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL September 2018– August 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
August Comparison	96.0%	98.2%	2.2%
12-Month Average September 2019 – August 2020	96.4%	97.8%	1.4%

Analysis: Light Rail On-Time Performance system wide was 98.2% for the month of August 2020. Of the 27,435 scheduled departures, 888 experienced delays.

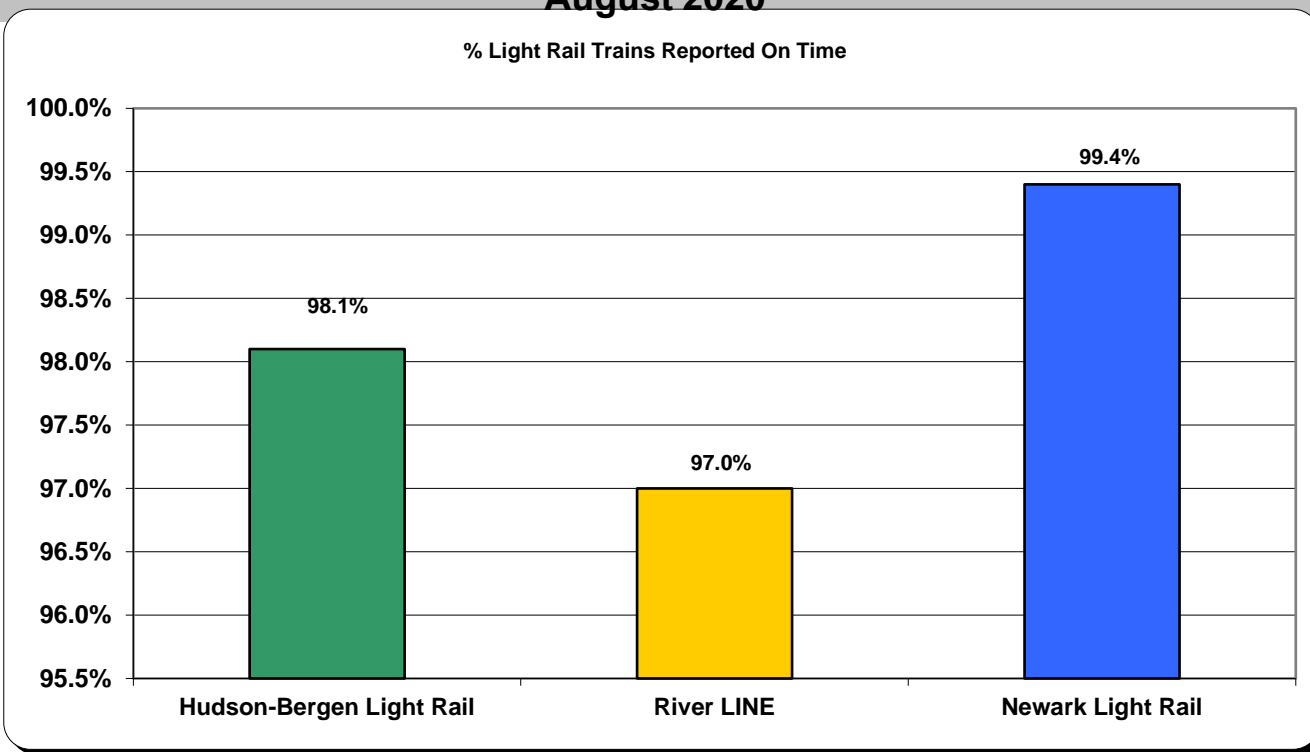
Key Causes included:

- Mechanical issues, a loss of communication and a switch issue impacted service on Newark Light Rail.
- A tropical storm, equipment issues and operator error impacted service on River Line.
- Trees fouling the tracks due to the tropical storm, a power fault and police activity impacted service on Hudson-Bergen Light Rail.

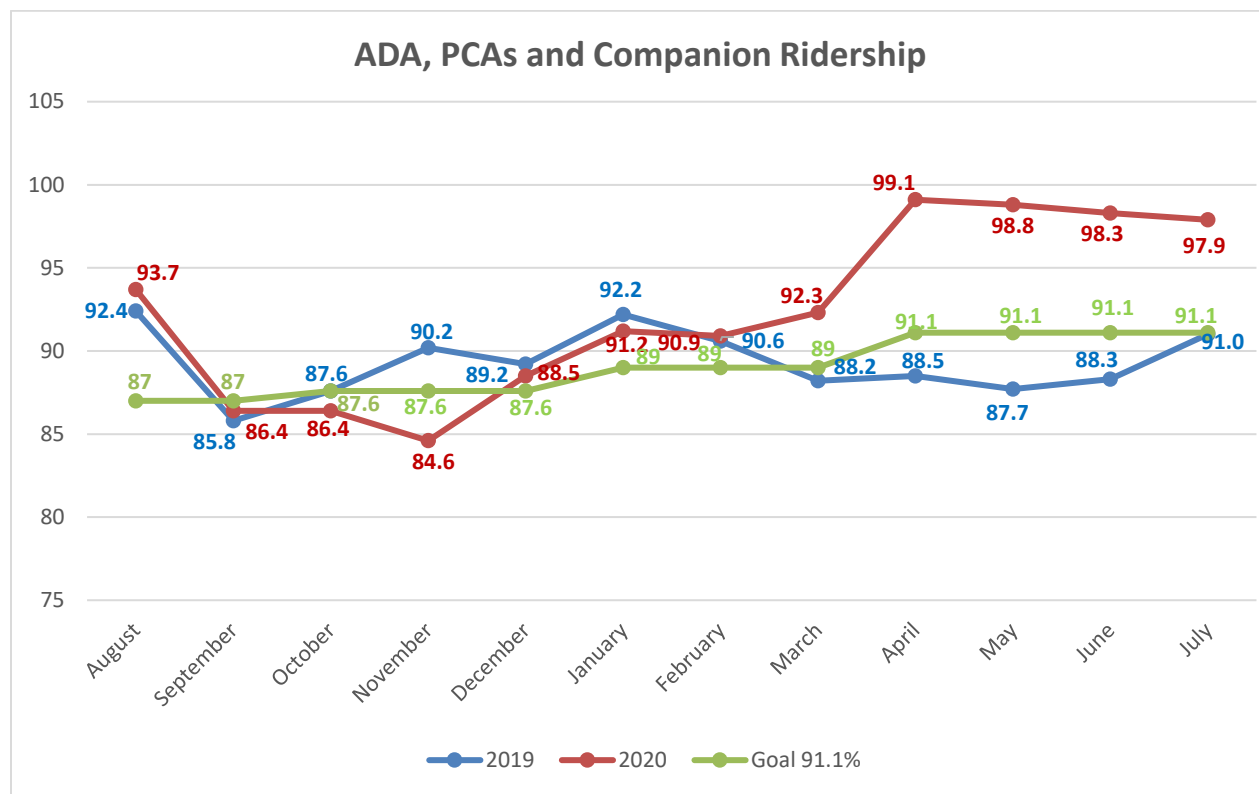
The 12-month Average for Light Rail On-Time Performance was 97.8%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE August 2020



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK AUGUST 2018 – JULY 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
July Comparison	91.0%	97.9%	6.9%
July Ridership	149,434	70,704	-78,730
12-Month Average August 2018 – July 2020	88.8%	92.8%	4.0%

Analysis:

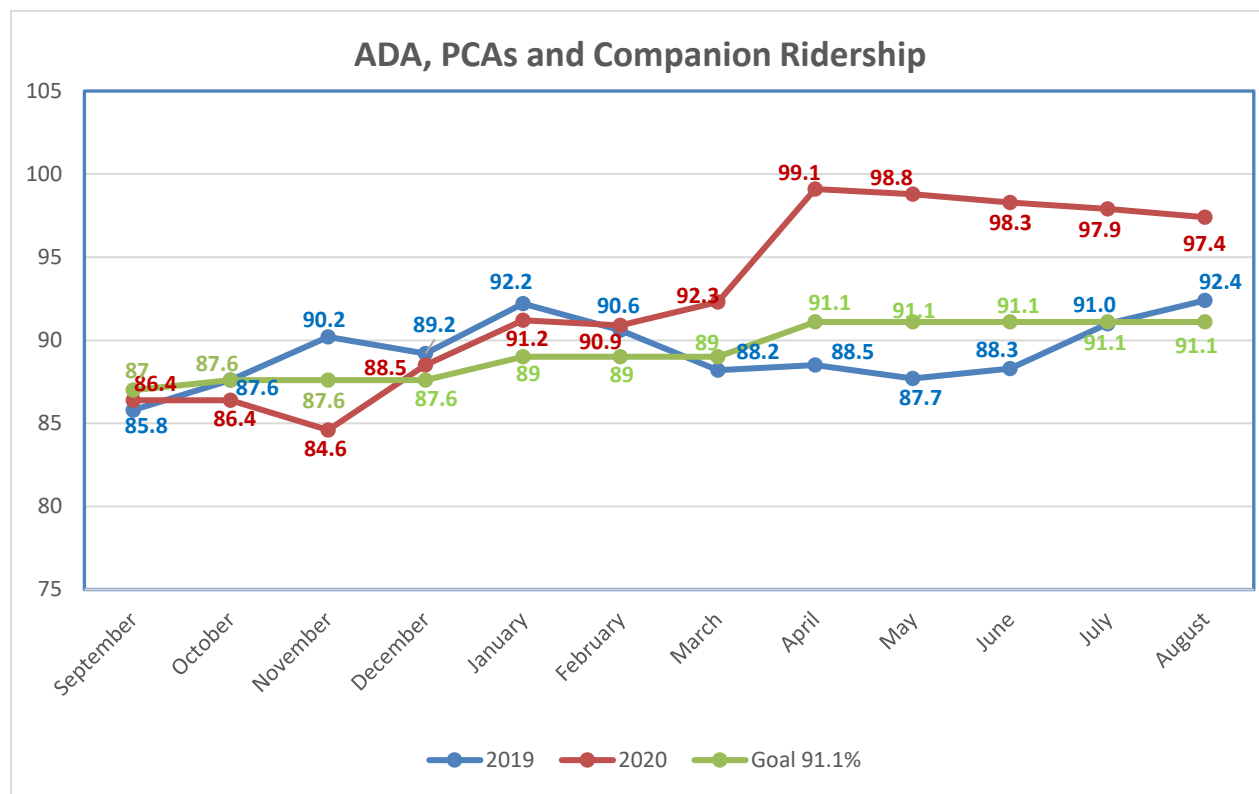
Access Link On-Time Performance was 97.9% for July 2020. In serving 80,190 total riders, for 70,704 ADA customers trips, 1,492 (or 2.1%) experienced delays.

Key Causes included:

- Customer No-shows and delays
- Transfer trips
- Vehicle operator coverage

The 12-month Average for Access Link On-Time Performance was 92.8%.

NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK SEPTEMBER 2018 – AUGUST 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
August Comparison	92.4%	97.4%	5.0%
August Ridership	134,003	70,288	-63,715
12-Month Average September 2018 – August 2020	88.7%	93.2%	4.5%

Analysis:

Access Link On-Time Performance was 97.4% for August 2020. In serving 79,522 total riders, for 70,288 ADA customers trips, 1,822 (or 2.6%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Vehicle operator coverage
- Delays related to inclement weather conditions (Tropical Storm Isaias, 8/4 – 8/5)
- Delays related to mobile data terminal outage

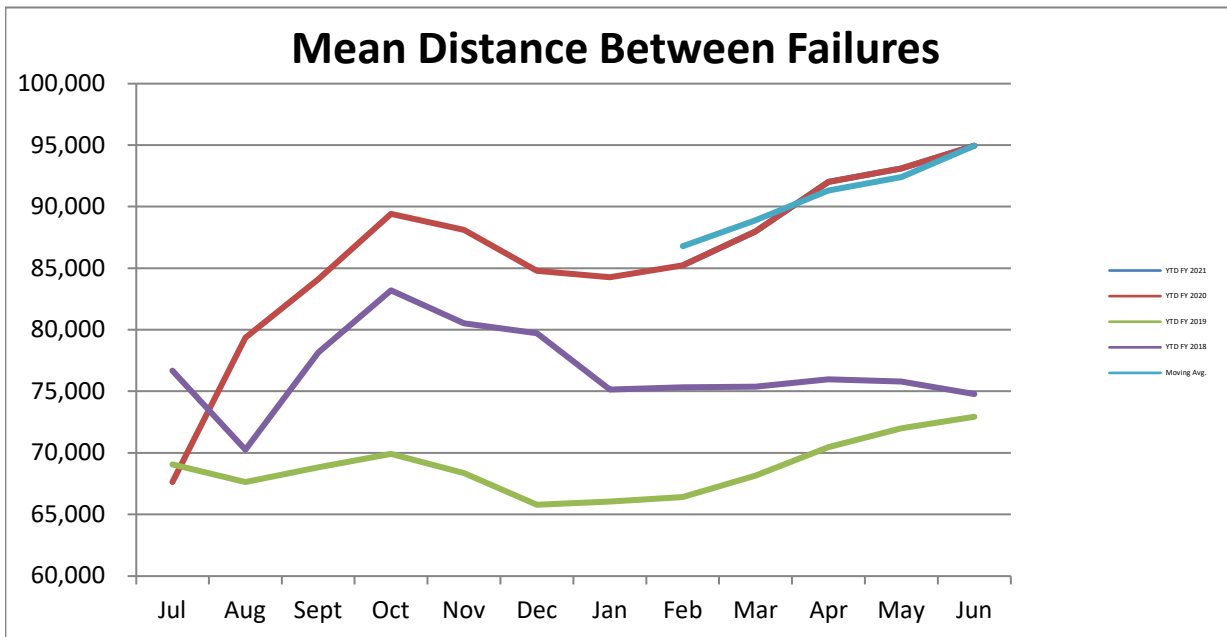
The 12-month Average for Access Link On-Time Performance was 93.2%.

MEAN DISTANCE BETWEEN FAILURES

July 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

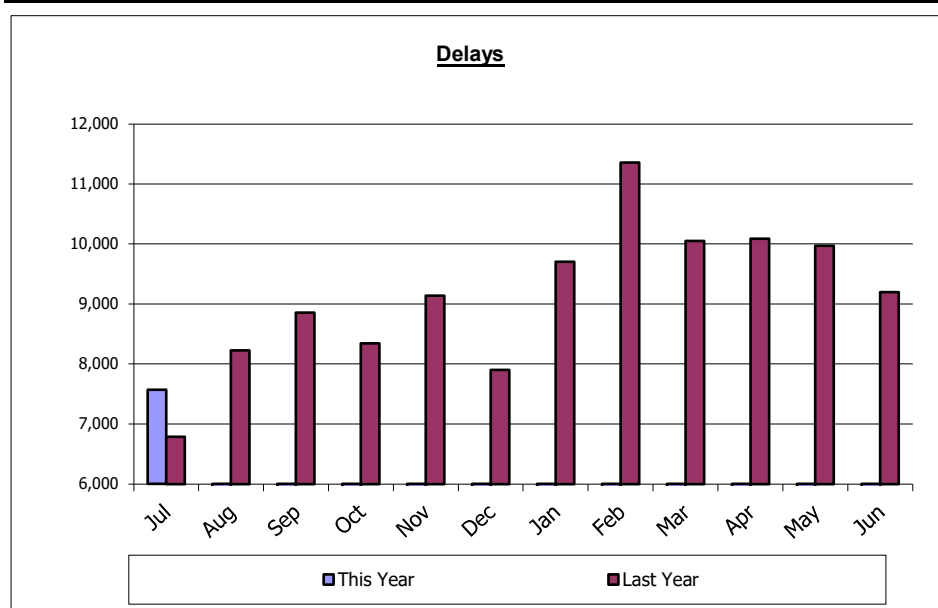
					12 Month
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	90,805	67,634	69,055	76,674	93,809
Aug	-	79,350	67,612	70,263	-
Sept	-	84,111	68,823	78,151	-
Oct	-	89,410	69,913	83,213	-
Nov	-	88,101	68,356	80,523	-
Dec	-	84,773	65,796	79,711	-
Jan	-	84,273	66,025	75,139	-
Feb	-	85,233	66,391	75,324	86,792
Mar	-	87,973	68,141	75,376	88,881
Apr	-	92,007	70,447	75,968	91,313
May	-	93,119	71,986	75,787	92,406
Jun	-	94,969	72,930	74,776	94,969



* FY2020 Numbers corrected to reflect start of FY2020

Garage Performance Parameters**July 2020**

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	2,839	2,839	2,754
Greenville	7,000	4,991	4,991	2,853
Market Street	8,000	4,550	4,550	5,281
Meadowlands	9,500	4,989	4,989	3,663
Oradell	10,000	6,754	6,754	4,675
Wayne	16,000	16,815	16,815	14,655
Northern Division	-	6,022	6,022	4,869
Big Tree	8,800	3,477	3,477	4,200
Hilton	10,200	4,527	4,527	5,898
Howell	16,750	24,620	24,620	27,224
Ironbound	9,600	7,050	7,050	5,032
Orange	9,250	4,091	4,091	4,057
Morris	10,500	23,623	23,623	16,428
Central Division	-	6,691	6,691	6,637
Egg Harbor	15,500	17,522	17,522	17,188
Hamilton	13,000	8,773	8,773	7,430
Newton Avenue	12,000	13,941	13,941	11,710
Washington Twp.	14,500	17,345	17,345	17,899
Southern Division	-	14,980	14,980	13,999
	-	-	-	-
Bus Operations	-	7,569	7,569	6,785

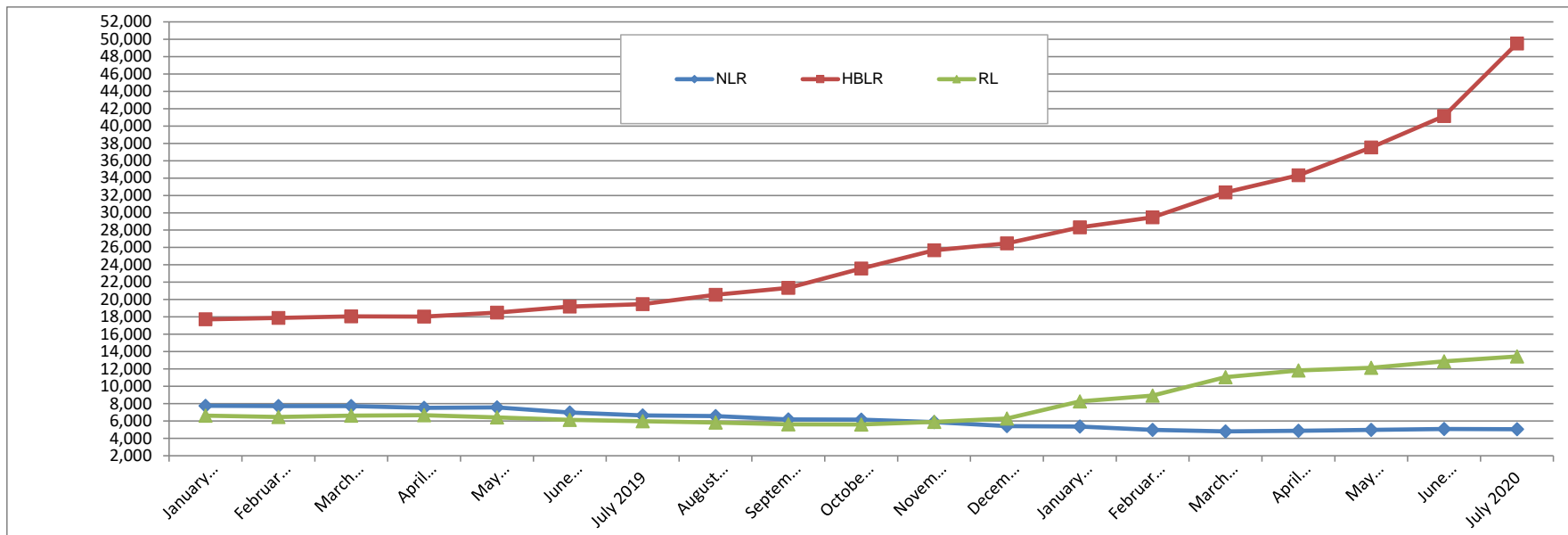


NJ TRANSIT - LIGHT RAIL, July 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2020	MDBSF * June 2020
Newark Light Rail	5,048	5,088
Hudson Bergen	49,502	41,148
River LINE	13,441	12,873

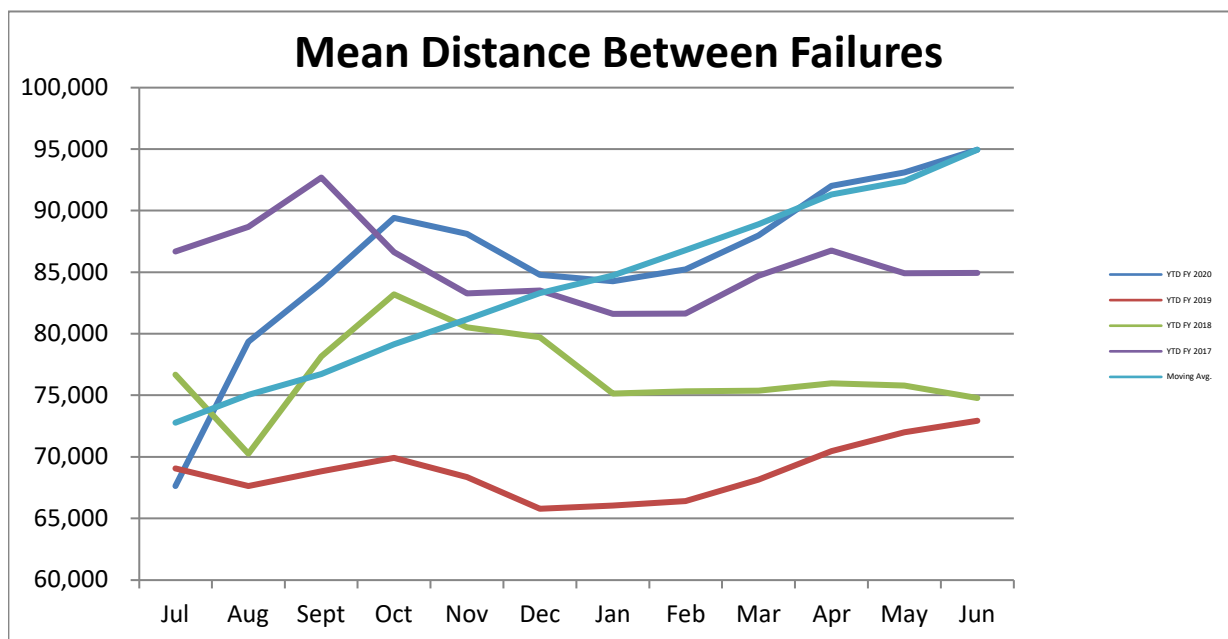
AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



June 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

	12 Month				
Month	YTD FY2020*	YTD FY2019	YTD FY2018	YTD FY2017	Moving Avg.
Jul	67,634	69,055	76,674	86,683	72,788
Aug	79,350	67,612	70,263	88,680	75,030
Sept	84,111	68,823	78,151	92,705	76,712
Oct	89,410	69,913	83,213	86,626	79,134
Nov	88,101	68,356	80,523	83,272	81,181
Dec	84,773	65,796	79,711	83,501	83,301
Jan	84,273	66,025	75,139	81,633	84,741
Feb	85,233	66,391	75,324	81,639	86,792
Mar	87,973	68,141	75,376	84,715	88,881
Apr	92,007	70,447	75,968	86,771	91,313
May	93,119	71,986	75,787	84,920	92,406
Jun	94,969	72,930	74,776	84,936	94,969

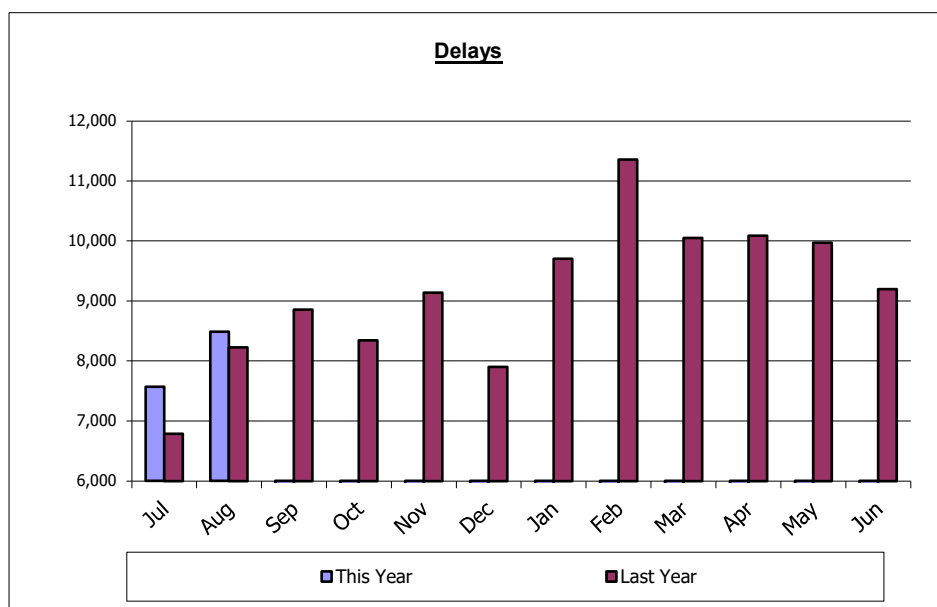


* FY2020 Numbers corrected to reflect start of FY2020

Garage Performance Parameters

August 2020

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	3,538	3,139	2,898
Greenville	7,000	4,644	4,815	3,890
Market Street	8,000	5,405	4,938	5,777
Meadowlands	9,500	5,383	5,175	4,099
Oradell	10,000	8,403	7,473	5,110
Wayne	16,000	12,876	14,639	13,341
Northern Division	-	6,648	6,313	5,342
Big Tree	8,800	3,581	3,528	4,369
Hilton	10,200	7,853	5,699	6,301
Howell	16,750	33,645	28,359	30,158
Ironbound	9,600	7,366	7,203	5,670
Orange	9,250	4,353	4,216	4,654
Morris	10,500	22,716	23,169	24,922
Central Division	-	7,965	7,306	7,447
Egg Harbor	15,500	15,354	16,373	17,087
Hamilton	13,000	12,569	10,349	9,673
Newton Avenue	12,000	14,894	14,393	11,079
Washington Twp.	14,500	16,161	16,740	18,594
Southern Division	-	15,107	15,042	14,693
Bus Operations	-	8,486	7,994	7,438

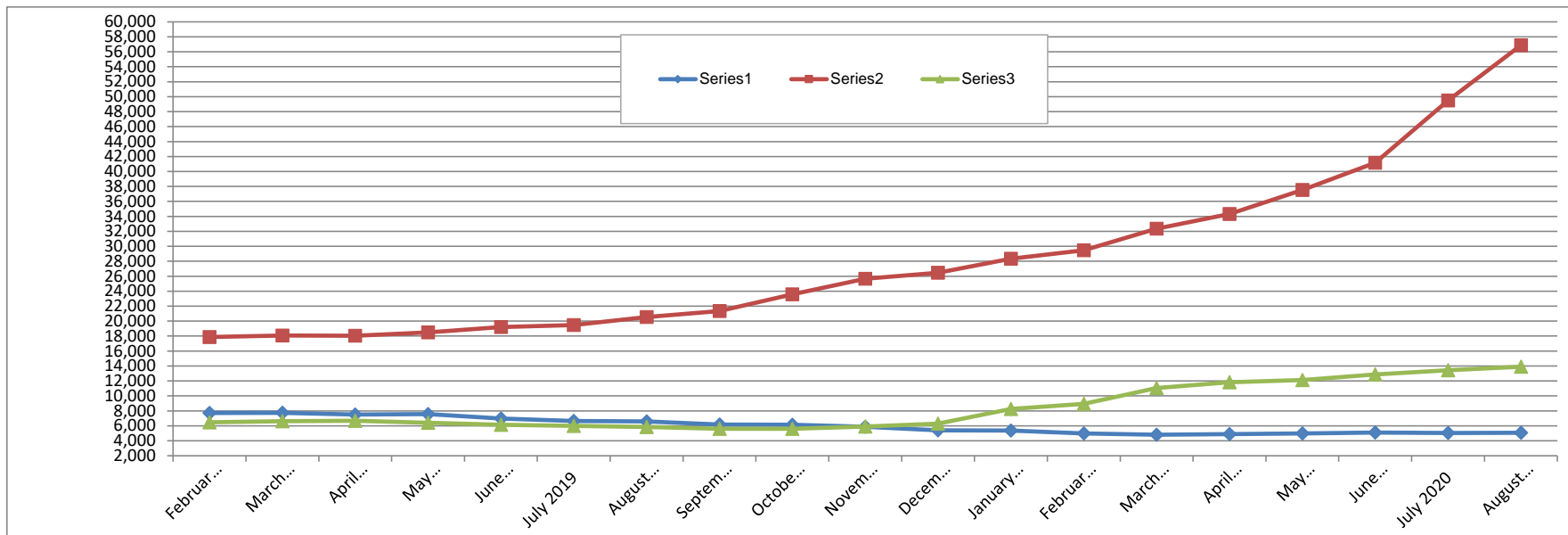


NJ TRANSIT - LIGHT RAIL, August 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * August 2020	MDBSF * July 2020
Newark Light Rail	5,064	5,048
Hudson Bergen	56,873	49,502
River LINE	13,903	13,441

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE Participation for July 2020**State Funded Contracts****State Fiscal Year 2021 - July 1, 2020 through June 30, 2021**

During the month **July 2020**, NJ TRANSIT awarded **\$786,030.35** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$345,381.04** or **43.94%**.

State Fiscal Year 2021 YTD (July 1, 2020 through July 31, 2020) NJ TRANSIT awarded **\$786,030.35** in state funded contracts. Of that total, SBEs received **\$345,381.04** or **43.94%**.

Note: The above reflects the Procurement Report of Awards received August 4, 2020.

SBE Goal Attainment from July 1, 2020 through June 30, 2021 (SFY 2021)

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$0.00	0.00%
Category 3 SBEs	\$272,420.00	34.66%
Category 4 SBEs	\$24,000.00	3.05%
Category 5 SBEs	\$48,961.04	6.23%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated Quarterly – next update will occur October 2020)**Federal Fiscal Year 2020 - October 1, 2019 through September 30, 2020**

During the **3rd Quarter** (April 1, 2020 – June 30, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$265,035,760.65**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$13,674,349.42** or **5.16%**.

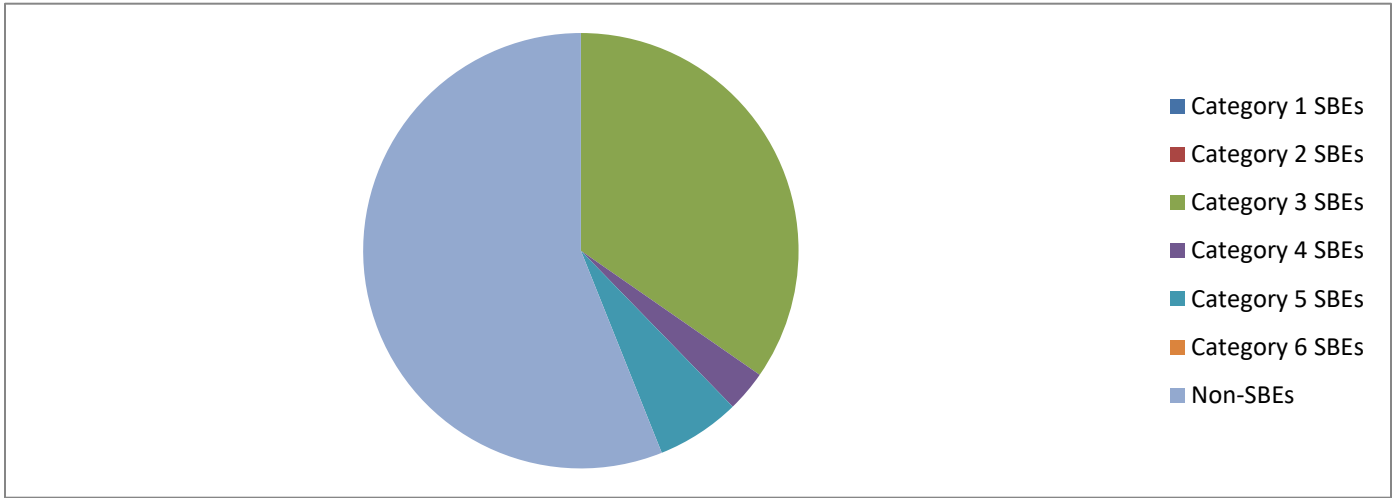
Federal Fiscal Year 2020 Year through Q3 (October 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$312,587,027.74**** in federally funded contracts. Of that total, DBEs received **\$18,010,813.75** or **5.76%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

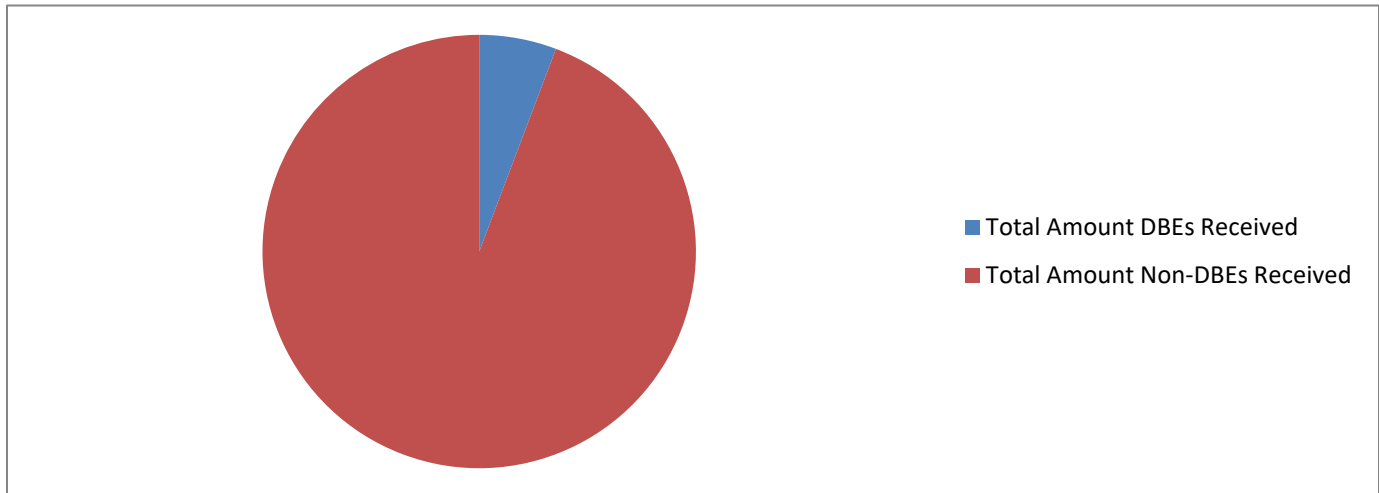
STATE CONTRACTS
STATE FYTD 2021

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$0.00	0.00%
<i>Category 3 SBEs</i>	\$272,420.00	34.66%
<i>Category 4 SBEs</i>	\$24,000.00	3.05%
<i>Category 5 SBEs</i>	\$48,961.04	6.23%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$440,649.31	56.06%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTQ3 2020

Total Amount DBEs Received	\$18,010,813.75	5.76%
Total Amount Non-DBEs Received	\$294,576,213.99	94.24%



NJ TRANSIT - DBE/SBE Participation for August 2020**State Funded Contracts****State Fiscal Year 2021 - July 1, 2020 through June 30, 2021**

During the month **August 2020**, NJ TRANSIT awarded **\$4,381,219.22** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$2,131,838.09** or **48.66%**.

State Fiscal Year 2021 YTD (July 1, 2020 through August 31, 2020) NJ TRANSIT awarded **\$5,167,249.57** in state funded contracts. Of that total, SBEs received **\$2,477,219.13** or **47.94%**.

Note: The above reflects the Procurement Report of Awards received September 1, 2020.

SBE Goal Attainment from July 1, 2020 through June 30, 2021 (SFY 2021)

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$1,771,332.83	34.28%
Category 3 SBEs	\$482,675.26	9.34%
Category 4 SBEs	\$24,000.00	0.46%
Category 5 SBEs	\$199,211.04	3.86%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated Quarterly – next update will occur October 2020)**Federal Fiscal Year 2020 - October 1, 2019 through September 30, 2020**

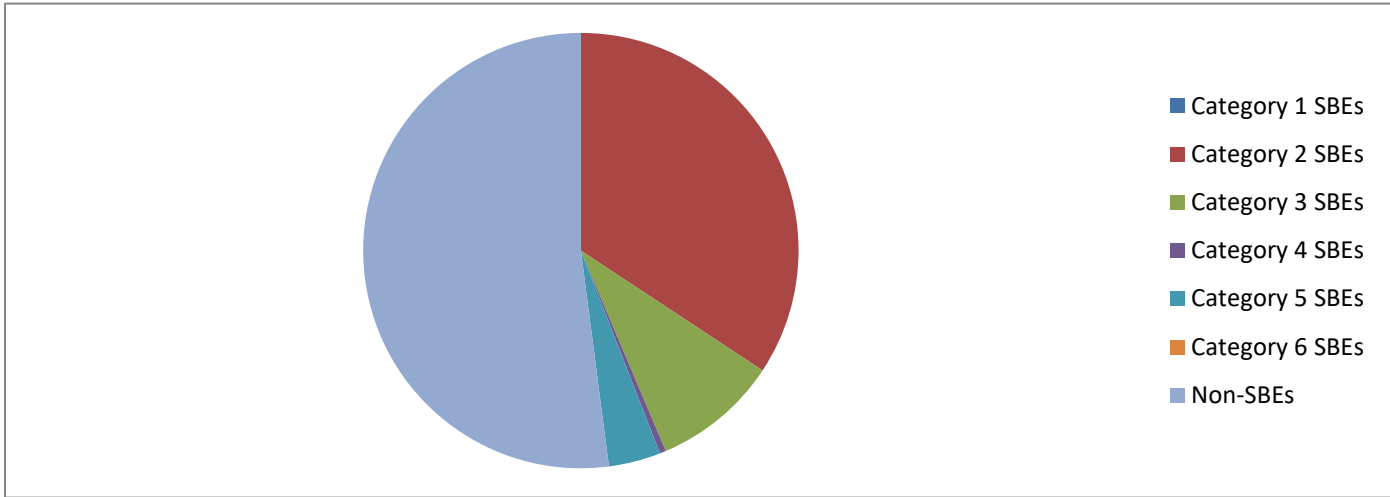
During the **3rd Quarter** (April 1, 2020 – June 30, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$265,035,760.65**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$13,674,349.42** or **5.16%**.

Federal Fiscal Year 2020 Year through Q3 (October 1, 2019 through June 30, 2020) NJ TRANSIT awarded **\$312,587,027.74**** in federally funded contracts. Of that total, DBEs received **\$18,010,813.75** or **5.76%**.

**Numbers reflect federal share*

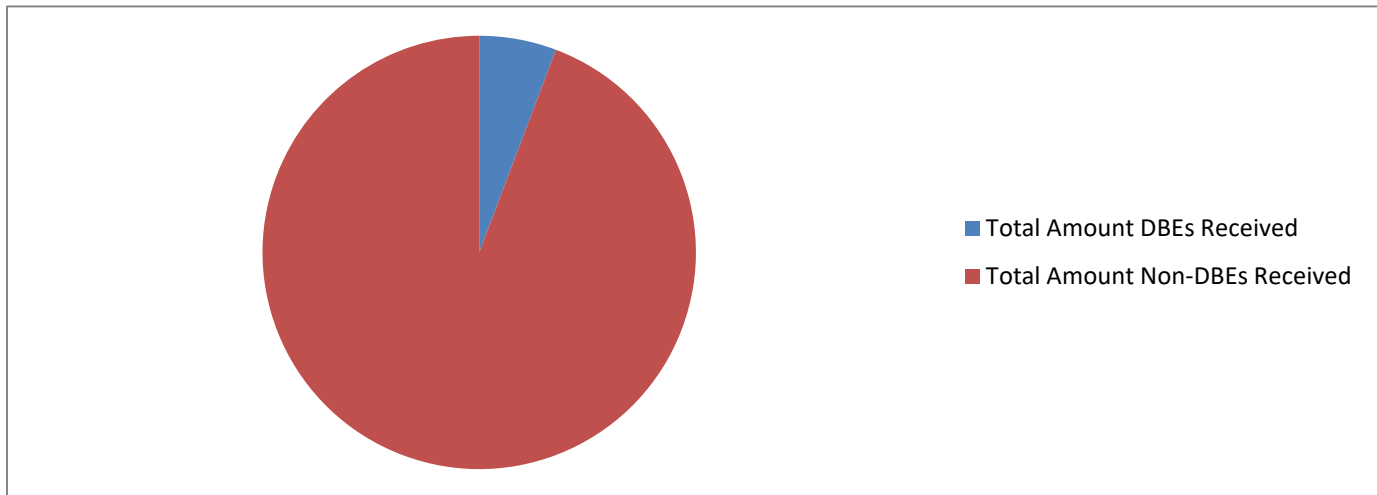
*** Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$1,771,332.83	34.28%
<i>Category 3 SBEs</i>	\$482,675.26	9.34%
<i>Category 4 SBEs</i>	\$24,000.00	0.46%
<i>Category 5 SBEs</i>	\$199,211.04	3.86%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$2,690,030.44	52.06%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTQ3 2020

Total Amount DBEs Received	\$18,010,813.75	5.76%
Total Amount Non-DBEs Received	\$294,576,213.99	94.24%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

24 NJ TRANSIT employees retired recently:

1. Annette Caleb, Lead Maintainer -- Orange -- 12 years
2. Sherman Glass, Dir. TMAC Systems -- Hoboken -- 43 years
3. Joseph Lomba Jr., Lead Tech -- Maplewood -- 24 years
4. Patrick Martin, Asst. Supt. Transportation -- Newark Penn -- 30 years
5. Julian Naranjo, Supv. Communications -- GOB -- 42 years
6. David Ragan, Tech -- GOB -- 20 years
7. Kevin Salter, Rail Pass. Info Tech -- HQ -- 38 years
8. Edward Shanosk, Locomotive Engineer -- GOB -- 19 years
9. Keith Simon, Conductor -- GOB -- 30 years
10. Michael Tarrant, Supv. Track -- Dover -- 42 years
11. Earle Martin, Operator -- Ironbound -- 25 years
12. Cecilio Richardson, Operator -- Fairview -- 22 years
13. Adelia Torres, Operator -- Oradell -- 17 years
14. William Fullis, Operator -- Wash Twp. -- 25 years
15. Tyree King III, Operator -- Orange -- 21 years
16. Joaquin Munoz, Maintainer Man A -- Newton Avenue -- 24 years
17. Abigail Richardson, Operator -- Orange -- 22 years
18. Robert Seitz, Operator -- Howell -- 10 years
19. James Springer, Repairman A -- Howell -- 18 years
20. William Webb Jr., Operator -- Orange -- 36 years
21. Moses Young, Operator -- Greenville -- 25 years
22. Wael El-Zind, Shift Supervisor -- Penn Plaza -- 31 years
23. Lucilia Goodarz, Director Fed Funding -- Penn Plaza -- 33 years
24. Chiung-Yao Yen, Sr. Database Specialist -- Penn Plaza -- 25 years

ACTION ITEMS

ITEM 2009-53 LYNDHURST TRAIN STATION

The new ADA accessible Lyndhurst Train Station will consist of two 460-foot-long high-level composite platforms, new stairs, four elevators, lighting, canopies, communications and Closed-Circuit TV (CCTV).

- Seeking authorization to enter into NJ TRANSIT Contract No. 20-038X with **Anselmi & Decicco, Inc.** of Maplewood, New Jersey, for General Construction Contract of the Lyndhurst Train Station Project in the amount not to exceed **\$18,515,195.63**, plus five percent for contingencies, subject to the availability of funds.
- Also, seeking authorization to enter into NJ TRANSIT Contract No. 20-027 with **Urban Engineers** of Cherry Hill, New Jersey, for Construction Management Services of the Lyndhurst Train Station Project in the amount not to exceed **\$2,832,507.02**, plus five percent for contingencies, subject to the availability of funds.



LYNDHURST STATION

CAPITAL PROGRAMS



ITEM 2009-53 LYNDHURST TRAIN STATION

Existing Station:

- The existing historic Lyndhurst Station is on the Main Line in the Town of Lyndhurst, which is in the County of Bergen, in the State of New Jersey.
- Situated at the corner of Stuyvesant Avenue and Court Avenue, which is on the opposite side of the proposed new station location.
- It was constructed in 1913 and is in a constant state of disrepair.
- The low-level platform station is on an embankment that is further away from our commuter parking lots and does not provide an ability to handle our disabled commuters.

New Station:

- Authorization will allow a new Lyndhurst Station to be constructed on the corner of Delafield Avenue and Court Avenue, just steps from our commuter lots.
- The station will be historic in design to mimic the style of the existing station and will be fully ADA compliant.



ITEM 2009-53: LYNDHURST TRAIN STATION PROJECT – CONSTRUCTION CONTRACT AND CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARD

WHEREAS, the existing Lyndhurst Train Station, located in the Township of Lyndhurst, NJ, is located on the Main Line that includes NJ TRANSIT Rail services; and

WHEREAS, the station currently serves an average of approximately 1,000 weekday passenger trips; and

WHEREAS, the existing historic station, constructed in 1913, is in a constant state of disrepair; and

WHEREAS, a new Lyndhurst Station will be constructed on the corner of Delafield Avenue and Court Avenue, which will be capable of better serving our commuters; and

WHEREAS, the station will be fully accessible consisting of two (2) four hundred sixty (460) foot-long, high level, composite platforms, new stairs, four elevators, lighting, canopies, communications and Closed-Circuit TV (CCTV); and

WHEREAS, this project is incorporated into and meets the goals of NJ TRANSIT's Five-Year Capital Plan; and

WHEREAS, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times* on Monday, March 16, 2020; and

WHEREAS, a Pre-Bid Conference was held on Monday, April 27, 2020; and

WHEREAS, bids were received electronically from 6 firms and opened on Wednesday, June 3, 2020 at NJ TRANSIT Headquarters in Newark; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) assigned a 15 percent Race Conscious Disadvantage Business Enterprise (DBE) goal for the Lyndhurst Train Station Project - General Construction Contract 20-038X; and

WHEREAS, OBD reviewed the bid and approved a 15.01 percent DBE utilization commitment identified by Anselmi & Decicco, Inc.; and

WHEREAS, upon completion of a competitive procurement process, Anselmi & Decicco, Inc of Maplewood, New Jersey, was determined to be the lowest responsive and responsible bidder; and

WHEREAS, a Request for Proposal was solicited from several firms to provide Construction Management Services, Contract No. 20-027, for the Lyndhurst Train Station Project; and

WHEREAS, proposals were received on Thursday, April 30, 2020 and were followed up with on-line oral presentations on Wednesday, May 13 and Thursday, May 14, 2020; and

WHEREAS, on June 25, 2020, Urban Engineers was chosen to provide construction management services for Contract 20-027, Lyndhurst Train Station Project; and

WHEREAS, NJ TRANSIT OBD assigned a 21 percent Race Conscious DBE goal for NJ TRANSIT Contract No. 20-027; and

WHEREAS, OBD reviewed the proposal and approved the 21.14% DBE utilization commitment identified by Urban Engineers; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-038X with Anselmi & Decicco, Inc. of Maplewood, New Jersey, for the construction of the Lyndhurst Station Project - General Construction Contract in the amount not to exceed \$18,515,195.63, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-027 with Urban Engineers of Cherry Hill, New Jersey, to provide construction management services for the Lyndhurst Train Station Project. Construction Management Services in the amount not to exceed \$2,832,507.02, plus five percent for contingencies, subject to the availability of funds.

ITEM 2009-54 NEW BRUNSWICK STATION ESCALATOR UPGRADES

The New Brunswick Escalator Upgrades Contract will replace the existing 50-year-old escalator.

- Seeking authorization to enter into NJ TRANSIT Contract No. 20-068X with **RML Construction Incorporation** of Carlstadt, New Jersey, for the construction of the New Brunswick Station Escalator Upgrades Project in the amount not to exceed **\$2,596,277**, plus five percent for contingencies, subject to the availability of funds.



ITEM 2009-54 NEW BRUNSWICK STATION ESCALATOR UPGRADES

- Authorization of this Construction Contract will allow for upgrades to the existing interior escalator located within the station building.
- Upgrades will improve reliability, safety, and enhance customer access to trains and passenger circulation.
- These renovations will also retain the historic fabric of this station.



**ITEM 2009-54: NEW BRUNSWICK STATION ESCALATOR UPGRADES:
CONSTRUCTION CONTRACT AWARD**

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

WHEREAS, this escalator construction project is part of a larger series of investments in the New Brunswick Station as part of the Liberty Corridor Initiative and Phase I of the initiative is complete and involved the construction of a new elevator tower; Phase II is in construction and involves the upgrades to the existing platform elevators; and

WHEREAS, subsequent phases of the project will construct additional accessibility and passenger circulation improvements, including the extension of the inbound platform; and

WHEREAS, this project is part of Phase III and will provide upgrades to the station escalator to improve reliability, safety, and enhance customer access to trains and passenger circulation while retaining the historic fabric of this station; and

WHEREAS, the Federal Highway Administration and Transportation Trust Fund are the anticipated sources of funding for this project; and

WHEREAS, on April 8, 2020, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*. A virtual Pre-Bid Conference occurred on May 1, 2020; and

WHEREAS, bids were received electronically from two firms and opened on June 4, 2020, at NJ TRANSIT's Headquarters in Newark; and

WHEREAS, upon completion of a competitive procurement process, it was determined that RML Construction Incorporation of Carlstadt, New Jersey submitted the lowest responsive, responsible bid; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) Division of Civil Rights and Affirmative Action assigned a Race Conscious Disadvantage Business Enterprise (DBE) goal of one percent and zero training hours for the Construction Contract; and

WHEREAS, NJDOT Division of Civil Rights and Affirmative Action reviewed the bid and identified that RML Construction Incorporation is a DBE firm which meets 49 percent of the goal;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-068X with RML Construction Incorporation of Carlstadt, New Jersey, for the construction of the New Brunswick Station Escalator Upgrades Project in the amount not to exceed \$ 2,596,277.00, plus five percent for contingencies, subject to the availability of funds.

RARITAN RIVER BRIDGE REPLACEMENT PROJECT



Resilience Program • Building Stronger

ITEM 2009-55
PURCHASE OF TRACK WORK EQUIPMENT
September 9, 2020

ITEM 2009-55

RARITAN RIVER BRIDGE REPLACEMENT – PURCHASE OF TRACK WORK EQUIPMENT

On February 6, 2020, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT’s electronic bid system, and in *The Star-Ledger* and *Trenton Times*, to obtain bids from qualified Contractors to Purchase Track Work Equipment for the Raritan River Bridge Replacement Project. Bids were received electronically from two firms and opened on Tuesday, March 24, 2020 at NJ TRANSIT Headquarters in Newark, New Jersey.

Staff seeks authorization to enter into NJ TRANSIT Contract No. 20-003R with the lowest responsive and responsible bidder, Voestalpine Railway Systems Inc. for the Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project in the amount of \$1,154,645.00.



CONCRETE RAILROAD SWITCHES

ITEM 2009-55

RARITAN RIVER BRIDGE REPLACEMENT – PURCHASE OF TRACK WORK EQUIPMENT



NJ TRANSIT FORCE ACCOUNT EMPLOYEES INSTALLING TURNOUT SWITCH

ITEM 2009-55: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: PURCHASE OF TRACK WORK EQUIPMENT

WHEREAS, the existing Raritan River Bridge Raritan River Bridge is a moveable swing-span bridge across the Raritan River between Perth Amboy and South Amboy; and

WHEREAS, the bridge is the sole rail link for 17 of the 20 North Jersey Coast Line (NJCL) stations to Newark and Manhattan; and

WHEREAS, the NJCL provides service to approximately 11,400 daily riders making approximately 22,800 Average Weekday Passenger Trips and accommodates Conrail freight rail services; and

WHEREAS, the existing Raritan River Bridge suffered significant damage during Superstorm Sandy; and

WHEREAS, the Raritan River Bridge Replacement Project will replace the existing 112-year-old structure and construct a new bridge capable of better withstanding storm surge associated with future extreme weather events; and

WHEREAS, the Raritan River Bridge Replacement Project – Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project to be constructed and installed by NJ TRANSIT Force Account Employees; and

WHEREAS, the Federal Transit Administration selected Raritan River Bridge Replacement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, on February 6, 2020 an Invitation for Bid (IFB) for the Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*; and

WHEREAS, a Prebid Conference was held on Thursday, February 13, 2019; and

WHEREAS, bids were received electronically from two firms and opened on Tuesday, March 24, 2020, at NJ TRANSIT Headquarters in Newark, New Jersey; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) has identified the Raritan River Bridge Replacement– Purchase of Track Work Equipment procurement as a Race-Neutral project; and

WHEREAS, upon completion of a competitive procurement process, Voestalpine Railway Systems, Inc., was determined to be the lowest responsive and responsible bidder; and

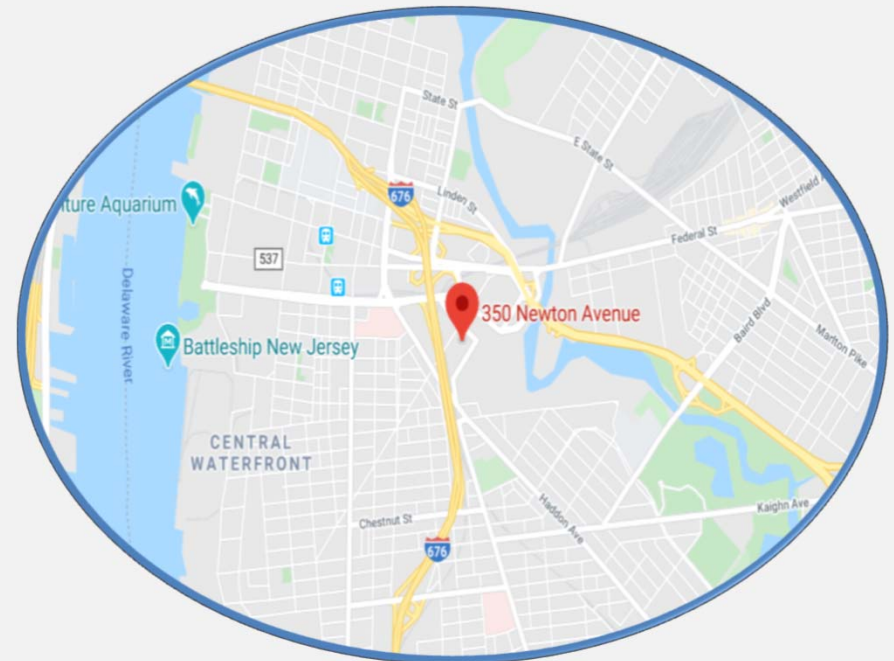
WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-003R with Voestalpine Railway Systems, Inc., for Purchase of Track Work Equipment for the Raritan River Bridge Replacement Project in the amount of \$1,154,645.00.

ITEM 2009-56 ELECTRIC BUSES INFRASTRUCTURE – NEWTON BUS GARAGE

The Electric Buses Infrastructure project at Newton Bus Garage in Camden, New Jersey consists of renovations to the facility for installation of 8 Electric Vehicle Chargers (EVC) equipment to support 8 Battery Electric Buses (BEB).

- Seeking authorization to enter into NJ TRANSIT Contract No. 20-060X with **Scalfo Electric Inc.** of Vineland, New Jersey, for the construction of the Electric Buses Infrastructure at Newton Bus Garage Project in the amount not to exceed **\$3,235,000**, plus five percent for contingencies, subject to the availability of funds.



Source: Google Maps

ITEM 2009-56

BUS ELECTRIFICATION ROADMAP

- On January 29, 2020, NJ TRANSIT partnered with staff from New Jersey Department of Transportation, New Jersey Board of Public Utilities, The Port Authority of New York and New Jersey, and International Association of Public Transport.
- Facilitated by the Rocky Mountain Institute, NJ TRANSIT collaboratively defined a roadmap to satisfy zero emissions goals, including key policies, strategies, and regulations needed to implement cleaner, greener mobility.



ITEM 2009-56

NJ TRANSIT ZERO EMISSION BUS PROCUREMENT GOALS

- On January 17, 2020, Governor Phil Murphy signed legislation (S2252) establishing goals to increase use of zero emissions vehicles in New Jersey.
 - **By December 31, 2024:** at least **10 percent** of new bus purchases will be zero emission buses,
 - **By December 31, 2026:** at least **50 percent** of new bus purchases will be zero emissions buses, and
 - **By December 31, 2032:** **100 percent** of new bus purchases will be zero emissions buses.

1 AN ACT concerning the establishment of a Statewide plug-in
2 electric vehicle charging system, and supplementing Title 27 and
3 Title 48 of the Revised Statutes.

ITEM 2009-56

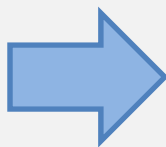
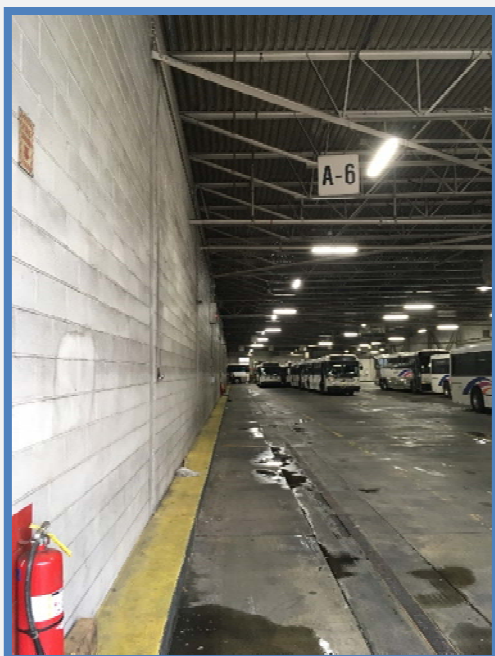
10-YEAR STRATEGIC PLAN AND 5-YEAR CAPITAL PLAN

- The NJ TRANSIT 10-Year Strategic Plan and 5-Year Capital Plan address the need for bus garage modernization to support an all electric fleet by 2040.



ITEM 2009-56 ELECTRIC BUSES INFRASTRUCTURE – NEWTON BUS GARAGE

- Authorization of this Construction Contract will allow for the construction of electric vehicle charging stations with associated infrastructure modifications.
- The scope of work of this project focuses on supporting the operation of eight BEBs in revenue service with the potential to incrementally grow the number of BEBs to 24.



ITEM 2009-56

LIMITED DEPLOYMENT IN CAMDEN

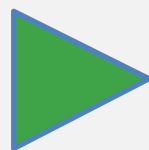
- NJ TRANSIT will purchase 8 new BEBs and build supporting charging infrastructure to service Camden while studying the expansion of this effort and larger-scale electric bus deployments.
- NJ TRANSIT is installing necessary infrastructure to support charging stations, a substation, and 13.2 kV primary service from PSE&G.



ITEM 2009-56

LIMITED DEPLOYMENT IN CAMDEN

- NJ TRANSIT is including additional power capacity, to the extent PSE&G can support, for additional BEBs should funds become available in the future.
- NJ TRANSIT will obtain a professional services firm to analyze maintenance costs, energy costs, operating performance, and to perform other technical analyses to examine future electric bus deployment. Firm will also analyze medium and long-term savings as compared to legacy fleet/equipment.



ITEM 2009-56

BEYOND CAMDEN: PREPARING TO MEET ZERO EMISSIONS GOALS STATEWIDE

- NJ TRANSIT initiated 4 BEB studies for electrification scenarios where 20%, 50%, and 100% of the fleet serviced at the 4 bus garages are electrified.
- Study of bus garages includes Newton Avenue, Hamilton, Hilton, and Greenville.
- Preliminary engineering will identify infrastructure needed to support BEBs with some items included in NJ TRANSIT's 5-year Capital Plan.



ITEM 2009-56: ELECTRIC BUSES INFRASTRUCTURE AT NEWTON BUS GARAGE CAMDEN, NEW JERSEY: CONSTRUCTION CONTRACT

WHEREAS, the Energy Master Plan aims to transition New Jersey to 100% clean energy by 2050; and

WHEREAS, Goal #1 is to Reduce Energy Consumption and Emissions from the Transportation Sector; and

WHEREAS, Governor Murphy signed legislation which requires that 10% of all bus purchases be zero emission buses by 2024, 50% by 2026, and 100% by 2032; and

WHEREAS, NJ TRANSIT 10-Year Strategic Plan and 5-Year Capital Plan address the need for bus garage modernization to support an all-electric fleet by 2040; and

WHEREAS, NJ TRANSIT will deploy eight (8) Battery-Electric Buses (BEB) in Camden County served by the Newton Avenue Bus Garage (NABG) located in Camden, New Jersey; and

WHEREAS, this Project involves the construction and installation of Electric Vehicle Chargers (EVC) equipment and related infrastructure necessary to support eight (8) BEBs in revenue service with the potential to incrementally expand service to sixteen (16) BEBs; and

WHEREAS, this project would be accomplished by performing structural modifications to the existing garage to accommodate the installation of EVC equipment including hoists, charging cabinets, and other associated equipment; and

WHEREAS, also included is the installation of a new substation inside the garage, and the underground conduit need to support a new 13.2kV electrical service from Public Service Electric and Gas Company (PSE&G); and

WHEREAS, this project will provide an opportunity to measure the impacts on electricity usage, operations, training, and evaluate long-term feasibility of an electric bus fleet; and

WHEREAS, the scope of work for this project focuses on supporting and operating eight (8) BEBs in revenue service with the potential to incrementally expand service to sixteen (16) BEBs; and

WHEREAS, on May 11, 2020, an Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*; and

WHEREAS, bids were received electronically from two (2) firms and opened on June 23, 2020 at NJ TRANSIT Headquarters in Newark; and

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

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) assigned a 9% Race Conscious Disadvantage Business Enterprise (DBE) goal for this contract; and

WHEREAS, OBD reviewed the bid and approved the 9.04% DBE utilization commitment identified by Scalfo Electric Inc.;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-060X with Scalfo Electric Inc. of Vineland, New Jersey, for the construction services of the Electric Buses Infrastructure at Newton Bus Garage in the amount not to exceed \$3,235,000, plus five percent for the contingencies, subject to availability of funds.

NJ TRANSIT Title VI Program FFY 2021-2023

Item #: 2009-57

What is Title VI?

Title VI of the Civil Rights Act of 1964

“No person in the United States shall, on the ground of race, color, national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

NJ TRANSIT's Title VI Program Basics

- Triennial
- Requires Board and FTA Approval
- Details how NJ TRANSIT complies with Title VI requirements
- Program for FFY 2018-2020 expires on September 30, 2020
- Program for FFY 2021-2023 (once Board approved) in effect on October 1, 2020

Program Submission Requirements

Board of Directors must approve two separate actions:

- Title VI Program FFY 2021-2023
- Service Monitoring Report

Board must also approve any *updates to previously approved:

- Service Standards and Policies
- Fare and Major Service Change Policies which include:
 - Major service change definition
 - Disparate impact and disproportionate burden definitions/policies
 - Public engagement process

*No updates to those polices in this submission.

NJ TRANSIT Title VI Program Contents

General Requirements

- Title VI Notice to Beneficiaries
- Title VI Complaint Procedure and list of Title VI Complaints
- Public Participation Plan
- Language Assistance for Limited English Proficient Populations
- Non-Elected Committees, Councils and Boards
- Subrecipient Assistance and Monitoring
- Determination of Site Locations, New Starts, or Facilities

Requirements for Fixed Route Transit Providers

- Service Standards and Policies
- Demographic and Service Profile Maps and Charts
- Demographic Ridership and Travel Patterns
- Results of Service Monitoring
- Fare and Major Service Change Policy, Public Engagement Process, and Board Approval
- Service/Fare Equity Analyses Conducted

Requirements for States

- Program Administration of 5310/5311 Funds

Title VI Notice to Beneficiaries (NTB)

- Notifies public of rights/protections under Title VI and provides instructions to file a complaint of discrimination [Customer Service]
- Posted on NJ TRANSIT's website; Rail/Light Rail schedules/maps; Bus Rider Guides; on Access Link comment cards and on walls in HQ & GOB
- Template shared with NJ TRANSIT *Subrecipients, Private Carriers and Contract Carriers

*Use own complaint contact information

Title VI Complaint Procedure

- Complaints first received by Customer Service Office
- Routed to Operating Divisions for investigation
- OCRDP reviews and categorizes complaints
- OCRDP conducts analyses to identify trends and systemic issues
- OCRDP partners with operating modes to implement strategic interventions to address trends
- OCRDP informs customers of Title VI complaint investigations and hears appeals

Note: Also provided are a list of complaints received from July 1, 2017-December 31, 2019.

Public Participation Plan

- Identifies NJ TRANSIT's means of engaging the public (E.g. Board Meetings; Public Hearings; Surveys)
- Ensures inclusion of minority and limited English proficient (LEP) populations in engagement efforts (E.g. Translation; varying location/timing; use of diverse publications)

Language Assistance Plan for Limited English Proficient (LEP) Populations

- Ensures meaningful access to all vital communication for LEP and low literate (LL) individuals (E.g. Fare and Service information; Customer Service information)
- Major LEP languages identified using “Four-Factor Analysis:”
 - 1) Proportion of LEP persons likely to encounter NJ TRANSIT Service
 - 2) Frequency with which LEP persons come into contact with service
 - 3) Nature and importance of NJ TRANSIT service to LEP persons
 - 4) The resources available to NJ TRANSIT for LEP outreach
- Major LEP languages are: **Chinese (Mandarin), French, Korean, Portuguese, Russian and Spanish**

Language Assistance Plan for Limited English Proficient (LEP) Populations

Language Assistance Plan (LAP) tools and services:

- Interpretive services (public hearings, board meetings, focus groups) through in person interpretation or through Language Line
- Google Translate on the website
- Translation of materials and vital information
- Considerations made for low literacy

Non-Elected Committees, Councils, and Boards

- Must provide minority representation in planning and advisory bodies
- NJ TRANSIT manages the selection process for 1 out of the 5 of these groups.
- A table depicts the minority breakdown of members in each of these groups, the process to join each group, and the current status of minority outreach.

Committee*	# Mem.	# Min. (Rep.)	# Open Pos.
NJ TRANSIT Board of Directors	10	7**	3
North Jersey Passenger Advisory Committee	5	0	5
South Jersey Passenger Advisory Committee	7	1	3
Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC)	16	4	2
Customer Advisory Board	14	8	0

*As of August 2020

** Includes alternate Board member

Subrecipient Assistance

Local Programs provides support to subrecipients to assist in developing Title VI programs:

- Provide sample Title VI plan, sample NTB, sample complaint procedures
- Technical guidance on providing outreach to LEP, tracking complaints, ensuring website compliance, etc.

Subrecipient Monitoring

Local Programs monitors subrecipients to ensure their ongoing compliance with Title VI:

- Confirming public access to NTB
- Collecting Title VI activities and certification forms
- Field visits and audits
- Following up on complaints

Determination of Site or Locations of Facilities

- Equity analysis required when determining locations for new projects to ensure non-discrimination in site selection process
 - Facilities include, but not limited to storage facilities, maintenance facilities, operations centers, etc.
 - Excludes bus shelters which fall under “transit amenities”
 - Facilities exclude those that follow the NEPA process (such as NJ TRANSITGRID and Northern Bus Garage)
- From July 1, 2017-March 31, 2020, did not undertake any such activities

Service Standards and Policies

- Ensures service standards and policies administered in a non-discriminatory manner (by mode)
- Approved by the Board in 2014 and are carried over unchanged
- Used as basis for monitoring performance, design and operational practices for service to minority and non-minority areas
- Standards and policies include: vehicle load; vehicle headway; on-time performance; service availability; distribution of transit amenities and the assignment of vehicles

Service Standards	(NJT Board - 09/09/2020) Bus	Light Rail	57693 Rail
Vehicle Load	<ul style="list-style-type: none"> Interstate – 1.0 peak Local Bus – 1.25 peak All off-peak – 1.0 	<ul style="list-style-type: none"> Peak – 1.25 (all lines) Off-Peak – 1.0 Or no more than 15 min standing 	<ul style="list-style-type: none"> Single Level trains – .92 Double Level trains – .95
Vehicle Headway	<p>Local/Intrastate</p> <ul style="list-style-type: none"> North – 15-30 peak/30 off-peak, 30 Sat, 30-60 Sun South – 30 peak/30-60 off-peak, 30-60 Sat, 60 Sun <p>Interstate/Commuter</p> <ul style="list-style-type: none"> North – 20-30 peak/60-120 off-peak, 30-60 Sat, 60 Sun South – 30 peak/60-120 off-peak, 30-60 Sat, 60 Sun 	<p>River Line (by station)</p> <ul style="list-style-type: none"> Peak – 15 min Off peak/weekends – 30 min <p>Hudson-Bergen (by station)</p> <ul style="list-style-type: none"> Peak – 4.3-10 min Off peak/weekends – 10-20 min <p>Newark Line (by station)</p> <p>Main Line</p> <ul style="list-style-type: none"> Peak – 3.5-7 min Off peak/weekends – 10-25 min <p>Broad Street Extension (BSE)</p> <ul style="list-style-type: none"> Peak – 15-20 min Off peak/weekends – 30 min 	<p>Stations categorized by ridership volume</p> <ul style="list-style-type: none"> A – 10-15 min B – 15-20 min C – 20-25 min D – 30-35 min E – hourly
On-Time Performance	<p>On-Time Performance</p> <ul style="list-style-type: none"> 90% peak (as measured during weekday PM peak hour periods at six major bus terminals, statewide) <ul style="list-style-type: none"> 0-0.99 min early to 0-5.99 min late Off-peak is not measured at this time <p>Timepoint Schedule Adherence (TSA)</p> <ul style="list-style-type: none"> Data is now collected for all 262 bus routes for each of the more than 2,500 scheduled timepoints in the system <ul style="list-style-type: none"> 0-0.99 min early to 0-5.99 min late Goals/standards not yet set for TSA as we do not have a full year of data to analyze and set parameters for goals After one year of data collection/evaluation, standards will be established 	<ul style="list-style-type: none"> 97.3% <p>River Line – 0 min early to 6 min late</p> <p>Hudson-Bergen – 0 min early to 5 min late</p> <p>Newark Main Line – 0 min early to 5 min late</p> <p>Newark BSE – 0 min early to 4 min late</p>	<p>Approximately 95%</p> <p>Specific goal developed annually for each division in Scorecard process</p> <p>Arrives at revenue destination within 5:59 of scheduled trains</p>
Service Availability	<p>80% of all residents in the service area are within a ½ mile of bus or light rail service or 1 mile from rail service.</p> <p>Notes: Determined through GIS using data at Census block group level. Set standard for state as a whole. Included NJ Transit directly operated and contract-carrier routes only.</p>		

Service Policies	Bus	Light Rail	Rail
Transit Amenities	NJ TRANSIT provides amenities such as seating, schedules, and waste receptacles at bus terminals where NJ TRANSIT has decision-making authority as noted above.	Each station has a standard set of amenities included in design guidelines	2005 Stations Standards Manual
Vehicle Assignment	Vehicles should not exceed useful life, and average fleet age by garage should be comparable. Vehicles are replaced when they meet useful life and assigned based on service needs. Bus batches are kept together. Bus types include transit buses/suburban, cruiser (OTRBs), and articulated. Average age of the bus fleet not to exceed 12 years. Fleet age at any of the 16 garages not to exceed 15 years.	All vehicles are used in a similar manner	Rail car assignment driven by technical issues

Demographic and Service Profile Maps and Charts

- Develop demographic and profile maps to evaluate services provided to minority, low-income and LEP
- Updated demographics and service profile maps based on most recent American Community Survey data
- Display ridership data and travel patterns for minority, low income and LEP populations as well as the distribution of amenities by state and region.
- Maps are used when conducting equity analyses and in distribution of subrecipient funding

Demographic Ridership and Travel Patterns

- Develop demographics profiles of all transit users
- To compare minority riders and non-minority riders, low-income and non-low-income and collect data on the types of trips taken as well as fare usage of each group
- Rider profiles are used for equity analyses
- Description of the various customer surveys used to obtain ridership and travel pattern data

Demographic Ridership and Travel Patterns

“Seven Market” approach for demographics analyses:

- Northern New Jersey – part of NY urbanized area
 - Rail
 - Light Rail (Hudson-Bergen and Newark Light Rail Lines)
 - Local Bus
 - Interstate Bus (NY - 100 and 300 series)
- Southern New Jersey – part of Philadelphia urbanized area
 - Rail
 - Light Rail (River Line)
 - Local and Interstate Bus

Results of Service Monitoring

- The 2019/2020 Service Monitoring Report compared performance of service to minority and non-minority communities by operating mode using the established service standards and policies.
- Identified routes/stations/stops by mode as minority “block groups”
- Apply Disparate Impact threshold for each service standard and policy

Results of Service Monitoring

Bus Operations

- Disparate impact identified in the assignment of bus vehicles at Fairview and Oradell Garages
 - Mitigation: Purchase new articulated buses for Fairview Garage by 2020
 - Mitigation: Construction of Northern Bus Garage will allow for full replacement of vehicles at Oradell Garage

Light Rail Operations

- No Disparate Impacts identified
 - River Line and Hudson Bergen Light Rail fell just below service standard for On-time performance (No DI)
 - Light Rail Operations continue to monitor and assess need for additional resources if needed

Rail Operations

- No Disparate Impacts identified

Fare and Major Service Change Policy, Public Engagement Process, and Board Approval

- Process used as part of any fare change and any major service change to identify “disparate impacts” on minority populations and “disproportionate burdens” carried by low-income populations as a result of the decision
- Public participation required in the development of this policy (conducted in 2014)
- Policy approved by Board as part of the FFY 2015-2017 Title VI Program submission
- NJ TRANSIT’s major service change, disparate impact, and disproportionate burden definitions/policies have not been changed and are carried over into the current submission.

Service/Fare Equity Analyses Conducted

NJ TRANSIT had a total of two major service changes and zero fare changes.

A service equity analysis was conducted for each of the major service changes listed below:

- Bus Route 95 Elimination, 2018
 - No DI/DB identified
- Route 119 and 772 Enhancement, 2019
 - No DI/DB identified

Program Administration of 5310/5311 Funds

Section 5310/5311 funds distribution and compliance:

- Process to ensure equitable distribution
- Process to evaluate Title VI compliance

Note: Once approved for funding, subject to the same process previously described for providing subrecipients assistance and ongoing compliance with Title VI

Next Steps

- Seek Board approval of Title VI Program which includes seeking approval for the 2019/2020 Service Monitoring Report contained in the Program submission
- Submit NJ TRANSIT Title VI Program FFY 2021-2023 to FTA by October 1, 2020

ITEM 2009-57: NJ TRANSIT TITLE VI PROGRAM SUBMISSION FFY 2021-2023

WHEREAS, NJ TRANSIT, as a recipient of federal funds, must submit a Title VI Program to the Federal Transit Administration (FTA) once every three years; and

WHEREAS, NJ TRANSIT submitted to the Board in 2014 the NJ TRANSIT Title VI Plan for FFY 2015-2017 with a Major Service Change Policy; Disparate Impact and Disproportionate Burden Policies; Systemwide Service Standards and Policies; and Equity Analysis Procedures that was approved on October 8, 2014; and

WHEREAS, NJ TRANSIT has developed the NJ TRANSIT Title VI Program for FFY 2021-2023 that maintains unchanged the policies and procedures of NJ TRANSIT's 2014 Title VI Plan submission (also carried over from submission to FTA in 2018); and

WHEREAS, the NJ TRANSIT's Title VI Program for FFY 2021-2023 has been updated in compliance with FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Circular); and

WHEREAS, the Circular requires that the NJ TRANSIT's Board of Directors approves NJ TRANSIT's Title VI Program FFY 2021-2023 prior to submission to FTA; and

WHEREAS, the Circular also requires that NJ TRANSIT monitor its service against FTA approved service standards and policies to ensure that service is provided equitably in minority and non-minority areas; and

WHEREAS, the Circular also requires the NJ TRANSIT Board of Directors be aware of, and approve, the service monitoring results;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors has considered, is aware of, and approves the results of NJ TRANSIT's monitoring of its service to ensure the service is provided equitably in minority and non-minority areas; and

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves NJ TRANSIT's Title VI Program Submission FFY 2021-2023 for submission to the FTA.

ITEM 2009-58: WOODBRIDGE REPLACEMENT PARKING

WHEREAS, Woodbridge Township (“Township”) is the owner of certain property at Poillon Street known as Block 542, Lots 2, 3, 4, 5 and 6, and portions of Lots 1 and 7, on the Tax Map of Woodbridge Township New Jersey, (“Parcel 1”) “The Poillon Street Parking Lot”; and

WHEREAS, New Jersey Transit (“NJ Transit”) is the owner of certain property at Eleanor Place known as Block 1200A, Lot 16 on the Tax Map of Woodbridge Township, New Jersey (“Parcel 2”) “The Eleanor Place Parking Lot”; and

WHEREAS, On June 24, 1997, the Township and NJ TRANSIT entered into a Property Exchange Lease Agreement (“Agreement”) for a term of 30 years, which provided for a leasehold interest to the Township from NJ TRANSIT in the Eleanor Place Parking Lot and also provided for a leasehold interest to NJ TRANSIT from the Township in the Poillon Street Parking Lot; and

WHEREAS, the Township’s leasehold interest allows the Township the use of the parking spaces at the Eleanor Place Parking Lot and in exchange, NJ TRANSIT’s leasehold interest allows NJ TRANSIT the use the Poillon Street Parking Lot for commuter parking; and

WHEREAS, the Township has entered into an agreement to sell Parcel 1 where the Poillon Street Parking Lot is located for the purposes of Transit Oriented Development; and

WHEREAS, NJ TRANSIT and the Township are in agreement to terminate the Agreement; and

WHEREAS, the Parties recognize a need for commuter parking in close proximity to the Woodbridge Station; and

WHEREAS, the Township has entered into a License agreement with Berkeley Woodbridge Realty LLC and Berkeley College, for the development of replacement commuter parking at 430 Rahway Avenue, Woodbridge, New Jersey (“the Replacement Parking Lot”); and

WHEREAS, the Township will in turn sublicense to NJ TRANSIT the Replacement Parking Lot for use as a commuter parking facility, to be operated and managed by the Township, commencing on the date the termination of the Agreement becomes effective and ending on January 31, 2027, the Agreement original expiration date; and

WHEREAS, NJ TRANSIT has deemed the Replacement Parking Lot suitable for commuter parking and has agreed to relocate the commuter parking spaces, from the Poillon Parking Lot, to the Replacement Parking Lot; and

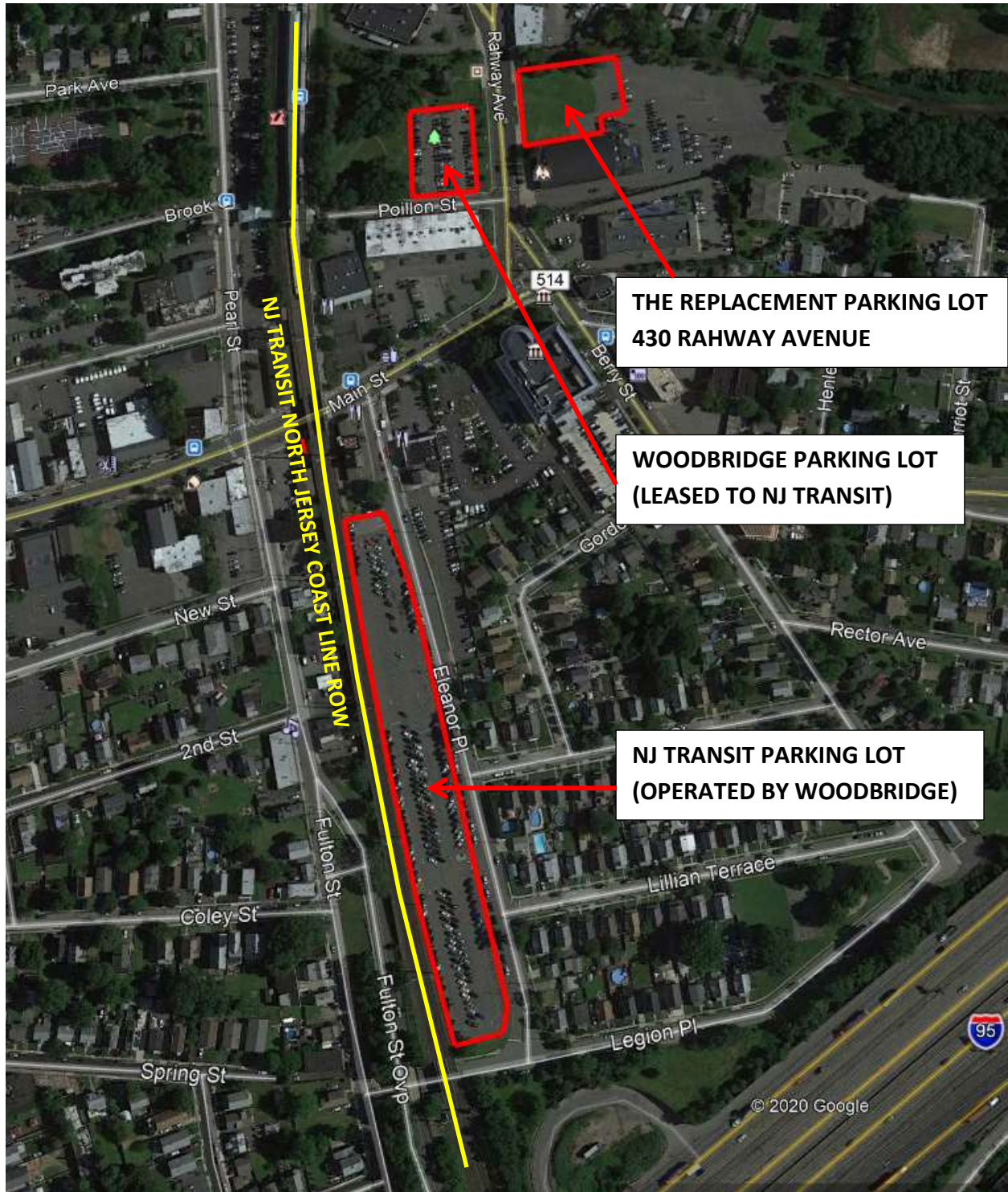
WHEREAS, as consideration for NJ TRANSIT agreeing to terminate the Agreement and entering into the Sublicense Agreement, to effect the relocation of the commuter parking spaces, the Township shall rescind its Leasehold Interest allowing the Township's use of parking spaces at the Eleanor Place Parking Lot; and,

WHEREAS, NJ TRANSIT will retain ownership of the Eleanor Place Parking Lot which the Township will manage and operate under a separate Operating agreement between NJ TRANSIT and the Township; and

WHEREAS, NJ TRANSIT is desirous of protecting its rights with respect to NJ TRANSIT's continued use of the Replacement Parking Lot, even in the event of a default of the License Agreement by the Township or the earlier termination of the License Agreement for any reason other than the default by NJ TRANSIT under the Sublicense which remains uncured beyond the applicable cure period therein. As such, NJ TRANSIT, Berkeley Woodbridge Realty LLC and Berkeley College will enter into Non-Disturbance and Attornment agreement.

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions to terminate the Agreement and enter into a Sublicense agreement with the Township and a Non-Disturbance and Attornment Agreement with Berkeley Woodbridge Realty LLC and Berkeley College for commuter parking at 430 Rahway Avenue, Woodbridge, New Jersey. and effect the relocation of the commuter parking spaces to the Replacement Parking Lot, in exchange for the Township rescinding its Leasehold interest in the NJ TRANSIT owned Eleanor Parking Lot, thus facilitating the construction of a Transit-Oriented Development on the site of the Poillon Street Parking Lot.

EXHIBIT A



ITEM 2009-59: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

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

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

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

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



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

NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2020

P.L. 2018, c. 135
October 1, 2020

Executive Summary

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

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

- **Real Property Owned:**

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

- **Revenue Generated:**

NJ TRANSIT recorded \$45.0 million of non-farebox revenue in FY20, comprised of \$9.0 million from Property Leases; \$3.7 million from Utility Permits and Cell Tower Licenses; \$17.2 million in Parking Fees; \$3.7 million in Billboard Advertising; and \$11.4 million in Rail, Bus and Light Rail Advertising.

- **Appraised Valuations:**

NJ TRANSIT obtains appraisals for real property it owns if a property is no longer needed for transportation purposes and NJ TRANSIT receives a request for disposition. The appraisals provided in the Real Property list represent values obtained during the three-year period immediately preceding this report. (Please note that the list omits any property where the corporation is currently negotiating a disposition or anticipates negotiating a sale or lease in the near future, because disclosing the appraised values would provide potential buyers/lessees with an unfair competitive advantage.)

- **Property Sales and Dispositions:**

Following July 1, 2019 through August 24, 2020, NJ TRANSIT executed the property sale of approximately .024 acres located at the Somerville Train Station (Raritan Valley Line) in connection to a property exchange. As a part of the exchange agreement NJ TRANSIT sold the property for \$1. NJ TRANSIT also executed the property sale of approximately .163 acres known as Block 501, Lot 3 in Berkley Heights for \$60,000.

- **Real Property Acquired:**

Following July 1, 2019 through August 24, 2020, NJ TRANSIT acquired .04 acres at Somerville Train Station in connection to the property exchange agreement mentioned above. NJ TRANSIT also acquired .086 acres on a portion of Block 160, Lot 1.03 in South Amboy in connection to the Raritan Bridge Replacement Project.

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

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
MONTCLAIR BRANCH	R21	MONTCLAIR	4207/9	0.05	MONTCLAIR CONNECTION
GLADSTONE BRANCH	N/A	MILLINGTON - GLADSTONE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
GLADSTONE BRANCH	N/A	SUMMIT - MILLINGTON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
GLADSTONE BRANCH	N/A	BERNARDS	112/1	2.43	COMMUTER PARKING LOT - LYONS TRAIN STATION
GLADSTONE BRANCH	151	PEAPACK/GLADSTONE	10/4	0.55	AUTOTRANSFORMER NO.11
LEHIGH VALLEY	N/A	UION TWP.	105/15	0.39	UNION TOWNSHIP TRAIN STATION BUILDING
NEWARK CITY SUBWAY	2	NEWARK	1974/ 56.02	0.09	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	791/41	0.50	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	751/ 40	0.08	BRANCH BROOK LIGHT RAIL STATION
NEWARK CITY SUBWAY	E2A & E2B	NEWARK	142/1	0.12	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	3A,3B,E3C & E3D	NEWARK	138/1.02 & 1.03	0.03	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	9	NEWARK	14/26 & 28	0.07	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	10	NEWARK	14/21 - 25 & 60	0.58	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	15	NEWARK	27/1 & 9/9	0.06	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	4A,4B & E4C	NEWARK	137/25	0.15	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	5A & E5B	NEWARK	126.01/9, 39, 41 & 42	0.15	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	6A & E6B	NEWARK	126.01 & 137/21 & 50, 54 & 56	0.14	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	7A & E7B	NEWARK	137/50, 54, & 56	0.13	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	8	NEWARK	14/28,33,35 - 37, 39, 42, 54 & 55	0.29	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	11	NEWARK	12/1,2,14,16,20,44,46,53	0.03	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	12A & E12B	NEWARK	25/1,7,8,10 - 17, 23, 24 & 76	0.44	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	13A, 13B & 13C	NEWARK	25/27 & 64, 26/P/0 3 & 8	0.25	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	14	NEWARK	25/18, 25.01/1.02 & 26/1 & 7	0.34	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	17A & 17B	NEWARK	26/1, 7, 10 & 42	0.20	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	1 & 2	BLOOMFIELD & BELLEVILLE	392/1 & 53, & P/O 768/25	18.84	NEWARK CITY SUBWAY VEHICLE BASE
FREEHOLD BRANCH	N/A	MATAWAN - FREEHOLD	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
FREEHOLD BRANCH	N/A	MATAWAN	N/A	N/A	WYE AT MATAWAN JUNCTION
FREEHOLD SECONDARY	N/A	FARMINGDALE - HOWELL	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
FREEHOLD SECONDARY	N/A	HOWELL - FREEHOLD	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PRINCETON BRANCH	N/A	WEST WINDSOR - PRINCETON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW (DINKY)
RARITAN VALLEY	1	ROSELLE PARK	3000/17 & 18	1.60	ROSELLE PARK TRAIN STATION PARKING LOT
RARITAN VALLEY	N/A	SOMERVILLE	120.01 P/O1	0.04	SOMERVILLE STATION ACCESS
RARITAN VALLEY	N/A	ROSELLE PARK	3000/1-16,19	1.58	ACTIVE PASSENGERS RAILROAD ROW (ALDENE CONNECTION)
RARITAN VALLEY	N/A	ROSELLE PARK - PHILLIPSBURG	N/A	N/A	ACTIVE & INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE ²
RARITAN VALLEY	N/A	LEBANON	100/3	0.65	LEBANON TRAIN STATION COMMUTER PARKING LOT
NJCL (N OF RARITAN RIVER)	N/A	RAHWAY - PERTH AMBOY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	N/A	WOODBIDGE JUNCTION - RARITAN RIVER	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	N/A	PERTH AMBOY - BRADLEY BEACH	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	R3	SOUTH AMBOY	160/ P/O 1.03	0.09	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT)
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164/1,8 & 9	0.98	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	2R215	SOUTH AMBOY	162/91	0.58	MICROWAVE TOWER
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164.2-7	4.30	SOUTH AMBOY TRAIN STATION COMMUTER PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	47/6 & 7	0.16	SOUTH AMBOY TRANSIT VILLAGE
NJCL (S OF THE RARITAN RIVER)	5	MATAWAN	11/8	0.21	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	2	MATAWAN	11/10	0.22	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	3 & 4	MATAWAN	11/5,6 & 7	1.36	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	1	MATAWAN	11/11	1.07	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	7	MATAWAN	11/3	0.15	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	173	ABERDEEN	259/8	1.94	ABERDEEN-MATAWAN TRAIN STATION PARK & RIDE
NJCL (S OF THE RARITAN RIVER)	174	ABERDEEN	N/A	1.60	MU STORAGE TRACK - ELECTRIFICATION PROJECT
NJCL (S OF THE RARITAN RIVER)	199	ABERDEEN	260/1	5.13	SUBSTATION

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NJCL (S OF THE RARITAN RIVER)	6	MATAWAN	11/4	0.42	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	8	MATAWAN	11/2	0.18	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	9	MATAWAN	11/1	0.49	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	201	MIDDLETOWN	39 PART 16	0.40	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	200	HOLMDEL/MIDDLETOWN	51 /PART 7	0.01	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	1A & 1B	LITTLE SILVER	75/6.01	5.29	LITTLE SILVER TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	197	LONG BRANCH	188/1B	0.54	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	195	LONG BRANCH	492/19.04	0.25	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	R194	LONG BRANCH	157/5 PORT.4	0.75	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	196	LONG BRANCH	188/1	0.38	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	193	LONG BRANCH	492/PART 19.01 & 19.02	0.03	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	BRADLEY BEACH - BAY HEAD	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
NORTHEAST CORRIDOR	N/A	NEWARK	150/140&141, 151/80&81, 152/1&10, 157/1&21, 169/58	6.23	NEWARK PENN STATION
NORTHEAST CORRIDOR	N/A	NEWARK	2755/P/O 62	0.12	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	3A & 3B	NEWARK	5090/1.01 & 5088/126.01	2.48	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	1&2	WOODBIDGE	434/1.02 (1.B)	12.40	METROPARK TRAIN STATION PARKING LOT (DECK/SURFACE PARKING)
NORTHEAST CORRIDOR	6C2	METUCHEN	35/P/O6	0.49	METUCHEN TRAIN STATION (SHELTER WESTBOUND)
NORTHEAST CORRIDOR	6D2	METUCHEN	164/51	0.95	METUCHEN TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	D	EDISON	3.C/1.05 (1.A3)	2.11	VACANT LAND
NORTHEAST CORRIDOR	N/A	EDISON	3-C/4.02	5.44	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	B	EDISON	3-C/ 1.03 (P/O 1.A2)	1.55	ACCESS TO EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	C	EDISON	3.C/ 1.07 (P/O 1.B4)	0.73	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	7C2	EDISON	100/30	0.65	VACANT LAND

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NORTHEAST CORRIDOR	7B2	EDISON	97A/2	0.42	EDISON TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	8B2	NEW BRUNSWICK	44.02/27	0.06	NEW BRUNSWICK TRAIN STATION (STAIRWAY & ELEVATOR)
NORTHEAST CORRIDOR	8C2	NEW BRUNSWICK	800/P/O 10	0.28	NEW BRUNSWICK TRAIN STATION (EASTBOUND)
NORTHEAST CORRIDOR	9A2 & 9C2A	NEW BRUNSWICK	598/8.01	7.84	JERSEY AVENUE TRAIN STATION COMMUTER PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	8A	NEW BRUNSWICK	242/P/O/10.03	0.37	COUNTY YARD
NORTHEAST CORRIDOR	N/A	NEW BRUNSWICK - NORTH BRUNSWICK	90/1 & 11.01, 142/6.01, 6.05, 6.06 & 7.02	N/A	DELCO LEAD TRACK
NORTHEAST CORRIDOR	10A2A	NORTH BRUNSWICK	148/P/O 38.06	2.55	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10B2	NORTH BRUNSWICK	148/P/O 40.04	6.09	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10A1B	NORTH BRUNSWICK	148/P/O 38.05	0.67	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11A2	SOUTH BRUNSWICK	259/P/O 2.01	1.46	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11D1B	SOUTH BRUNSWICK	259/P/O 2.01	2.18	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	12B2	SOUTH BRUNSWICK	259/P/O 4 & 4.01, 262/P/O 1.01	2.03	VACANT LAND - MONMOUTH JUNCTION INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	14A2B	PLAINSBORO	1801/P/O 72	1.00	VACANT LAND - PLAINSBORO INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	1B1	ELIZABETH	12/1255.A	0.99	STATION BUILDING - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	1A1	ELIZABETH	11/1247.B, 1248.A & 1250	0.61	PARKING - NORTH ELIZABETH - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	R2F1	ELIZABETH	N/A	0.09	ELIZABETH TRAIN STATION BUILDING (EASTBOUND)
NORTHEAST CORRIDOR	2E1	ELIZABETH	6/1581	0.65	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	2D1	ELIZABETH	6/1632	0.37	ELIZABETH TRAIN STATION - VACANT LAND
NORTHEAST CORRIDOR	2C1	ELIZABETH	6/1418, 1420, 1421, 1422 & 1568	0.76	ELIZABETH TRAIN STATION PARKING DECK
NORTHEAST CORRIDOR	2A	ELIZABETH	6/1599	1.04	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	N/A	ELIZABETH	6/74	0.04	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	211	ELIZABETH	6/76	0.07	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	N/A	LINDEN	254/10	2.05	LINDEN TRAIN STATION PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	3A1B	LINDEN	254/P/O 14	0.89	LINDEN TRAIN STATION - DRIVEWAY/PARKING LOT
NORTHEAST CORRIDOR	3B2	LINDEN	457/38, 254/P/O 14 & 15	1.85	LINDEN TRAIN STATION STATION BUILDING/ SURFACE PARKING LOT
NORTHEAST CORRIDOR	5D2	RAHWAY	500/P/O 10	0.33	RAHWAY TRAIN STATION STATION BUILDING (EASTBOUND)
NORTHEAST CORRIDOR	4B & 4C	WEST WINDSOR	6/33 & 18 & 57/1	11.67	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	N/A	WEST WINDSOR	6/44	0.12	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13D	WEST WINDSOR	6/66.	5.63	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A3	WEST WINDSOR	6/P/O 88	0.38	PRINCETON JUNCTION TRAIN STATION BUILDING (WESTBOUND)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
NORTHEAST CORRIDOR	13C	WEST WINDSOR	6/14	12.21	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13B2	WEST WINDSOR	6/67 & 68	6.23	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A2	WEST WINDSOR	6/P/O 88	0.90	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	3	WEST WINDSOR	6/P/O 88	4.89	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	2	WEST WINDSOR	N/A	0.85	VAUGHN DRIVE
NORTHEAST CORRIDOR	1	WEST WINDSOR	N/A	0.88	VAUGHN DRIVE
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/5 & 6	49.18	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/7	6.89	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/8	2.04	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/9	4.58	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1508/ 13, 14 & 15 & 1505/11	9.70	HAMILTON TRANSIT COMPLEX
NORTHEAST CORRIDOR	25	HAMILTON	5/10 PO	0.22	ACCESS ROAD - KLOCKNER AVENUE
NORTHEAST CORRIDOR	N/A	TRENTON	13302/P/O 1	1.83	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	HAMILTON & TRENTON	1508/27 (HAM) & 12501/3, 25101/3, 25201/3 ETC. (TRE)	25.00	VACANT LAND (WEST BARRACKS YARD)
NORTHEAST CORRIDOR	226	TRENTON	13302/P/O 1	0.32	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	158A	TRENTON	802/2 & 3	1.42	TRENTON TRAIN STATION BUILDING & PARKING LOT (SURFACE)
NORTHEAST CORRIDOR	158D	TRENTON	13203/3 & 4, 13301/3, 4, 10, 19-20	2.73	TRENTON TRAIN STATION PARKING LOT (SURFACE - THE PIT)
NORTHEAST CORRIDOR	158E	TRENTON	13302/P/O 1	1.71	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	NEW YORK CITY	781/10	0.09	NEW YORK PENN STATION EAST END CONCOURSE ENTRANCE
NORTHEAST CORRIDOR	N/A	FALL (BUCKS COUNTY, PA)	28/75	30.78	MORRISVILLE TRAIN YARD
BOONTON EAST OF DENVILLE	N/A	NEWARK	837/1	0.04	RADIO BASE STATION ADJACENT TO FORMER NORTH NEWARK STATION
BOONTON EAST OF DENVILLE	70A, 70B, 70C & 70D	GLEN RIDGE	82/9	1.76	GLEN RIDGE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR - DENVILLE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/39	0.54	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	803/38	0.58	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVILLE	N/A	MONTCLAIR	905/25.01	1.03	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
BOONTON EAST OF DENVILLE	200A & X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
BOONTON EAST OF DENVILLE	15	KEARNY	178/P/O 32	0.19	ARLINGTON INACTIVE TRAIN STATION
BOONTON EAST OF DENVILLE	N/A	DENVILLE	30608/1	1.00	DENVILLE TRAIN STATION PARKING LOT (SURFACE)
BOONTON EAST OF DENVILLE	N/A	LITTLE FALLS	234/P/O 3, 4, 5 & 6 AND 250/P/O1	3.60	MSU TRAIN STATION PARKING LOT (DECK & SURFACE)
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/2	7.22	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX7C2	WAYNE	301/1	2.86	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVILLE	VX150C	WAYNE	748/1	1.80	MOUNTAIN VIEW TRAIN STATION PARKING LOT EXPANSION
BOONTON EAST OF DENVILLE	VX151B & VX154B	WAYNE	713/5 & 714/2	0.48	MOUNTAIN VIEW TRAIN STATION PARKING LOT
BOONTON EAST OF DENVILLE	N/A	MONTVILLE	97/1	1.01	TOWACO TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	3	DOVER	1901/10 (PORTION)	1.95	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	1	DOVER	1901/9 (portion)	0.39	DOVER YARD FACILITY
BOONTON WEST OF DENVILLE	N/A	DOVER - PORT MORRIS	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	R169	ROXBURY	258/P/O 6 & 7	1.36	WEST WHARTON SUPPLY STATION NO. 16
BOONTON WEST OF DENVILLE	N/A	PORT MORRIS - NETCONG-STANHOPE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	1	ROXBURY TWP	10503/42	0.38	PORT MORRIS TRAIN STORAGE YARD
BOONTON WEST OF DENVILLE	N/A	SUSSEX BR. JCT. - NETCONG-STANHOPE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/4	1.03	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/6	0.25	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	JERSEY CITY (WEST END) - DOVER	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MORRISTOWN LINE	N/A	EAST ORANGE	531/6.02	2.56	BRICK CHURCH TRAIN STATION COMMUTER PARKING LOT (SURFACE)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
MORRISTOWN LINE	N/A	SOUTH ORANGE	1902/13-15, 27, 28, 30 & 31	1.48	SOUTH ORANGE TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	2R160	MILLBURN	701/P/O 7	0.40	MILLBURN AUTOTRANSFORMER NO. 7
MORRISTOWN LINE	N/A	HOBOKEN - JERSEY CITY (WEST END)	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MORRISTOWN LINE	N/A	JERSEY CITY	7202/3	0.36	HOBOKEN YARD STORAGE TANK AREA
MORRISTOWN LINE	124, 143 & 143	JERSEY CITY	6005/7, 8 & 9	3.01	HOBOKEN YARD CONNECTING TRACK
MORRISTOWN LINE	N/A	JERSEY CITY	5304/28,6401/10, 6502/3, 8203/8, 8204/2, 8401/5 & 6902/7	10.93	BERGEN ARCHES (0.92 MILES BELOW GRADE INACTIVE RAILROAD ROW)
MORRISTOWN LINE	N/A	KEARNY	287/54-56, 60, 61.02,62, 62.01, 63, 70.01, 71, 71.01 &80	26.70	HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA) KOPPERS KOKE SITE
MORRISTOWN LINE	200A X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
MORRISTOWN LINE	R184A, 184C & 184B	KEARNY	284/21.01	76.25	MEADOWLANDS MAINTENANCE COMPLEX (MMC) RAIL EQUIPMENT & MAINTENANCE FACILITY ³
MORRISTOWN LINE	2R155 & 156	MORRIS TOWNSHIP	8401/4	0.63	CONVENT TIE STATION NO. 12
MORRISTOWN LINE	153	MORRISTOWN	301/7	0.31	MORRISTOWN AUTOTRANSFORMER NO. 13
MORRISTOWN LINE	R161A	DOVER	1901/8	1.65	DOVER AUTOTRANSFORMER NO. 5
MORRISTOWN LINE	R157	SUMMIT	604/3	1.19	SUMMIT SUPPLY STATION NO. 8
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	N/A	N/A	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	287/1.01	0.52	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	285/1.02	2.01	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/P/O 1	0.29	PENNSAUKEN TRANSIT CENTER
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/1	1.58	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	B	PENNSAUKEN	1005/2	2.00	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	N/A	LINDENWOLD - LUCASTON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	LUCASTON - ATLANTIC CITY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	222	BERLIN	6203/1	0.93	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	223	BERLIN	6203/1A	1.81	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	R224	BERLIN	202/1	1.15	ATCO TRAIN STATION PARKING LOT (SURFACE)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
CAPE MAY BRANCH	N/A	WINSLOW - CAPE MAY	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	WOODLAND - WINSLOW	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	RED BANK - LAKEWOOD	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	LAKWOOD - WOODLAND	N/A/	N/A	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	N/A	PENNSAUKEN - HADDON	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	B	CHERRY HILL	98.01/11 & 11.01 (PORTION)	4.03	CHERRY HILL TRAIN STATION PARKING LOT (SURFACE)
MILLVILLE SECONDARY	N/A	PENNSAUKEN - CAMDEN	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	CAMDEN	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	MANTUA - GLASSBORO	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PEMBERTON BRANCH	N/A	PENNSAUKEN - MOUNT LAUREL	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	TUCKAHOE - PALERMO	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	PALERMO - OCEAN CITY	N/A	N/A	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BERGEN COUNTY LINE	N/A	JERSEY CITY - RIDGEWOOD	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	80A & 80B	RUTHERFORD/EAST RUTHERFORD	N/A	0.92	EAST RUTHERFORD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	201	WOOD-RIDGE	320/1.03	8.53	WOOD-RIDGE RAIL SURPPORT FACILITY
BERGEN COUNTY LINE	81A, 81B, 81C & 81D	GARFIELD	N/A	0.67	GARFIELD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	GARFIELD	143.03/1	0.28	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	N/A	GARFIELD	144/10,48 & 69	1.31	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	84A & 84B	FAIRLAWN	N/A	1.50	RADBURN - FAIRLAWN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	71A, 71B	GLEN ROCK	N/A	0.94	GLEN ROCK TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	RIDGEWOOD - SUFFERN	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	R85	HO-HO-KUS	N/A	1.55	HO-HO-KUS TRAIN STATION PLATFORM (INBOUND SIDE)
BERGEN COUNTY LINE	R86	WALDWICK	117/1.01	10.01	VACANT LAND WALDWICK TRAIN STATION STATION
BERGEN COUNTY LINE	87A, 87 B & 87C	ALLENDALE	N/A	0.49	ALLENDALE TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	88A & 88B	RAMSEY	N/A	1.24	RAMSEY TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	89A, 89B, 89C & 89D	MAHWAH	N/A	0.74	MAHWAH TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	179	SECAUCUS	N/A	0.40	PORTION OF ACTIVE PASSENGERS RAILROAD ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
PASCACK VALLEY LINE	NA	EAST RUTHERFORD - NANUET	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	RIVER EDGE	1412/1 & 2	2.24	NEW BRIDGE LANDING TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	RIVER EDGE	414/102	1.30	VANCANT LAND ALONG ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	N/A	MONTVALE	1604/1	0.80	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	MONTVALE	1606/2 & 3	0.75	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	NANUET - SPRING VALLEY	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	SPRING VALLEY - WOODBINE	N/A	N/A	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	11	CAMDEN	120/50	0.17	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	13	CAMDEN	123/17	0.36	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	N/A	CAMDEN - BORDENTOWN	N/A	N/A	SNJLRTS (RIVERLINE) ROW - ACTIVE PASSENGERS LIGHT RAIL ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R14	CAMDEN	1457/P/O 17	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	67	CAMDEN	1184/5	0.23	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	171, 172 & 173	CAMDEN	1185/1&2 & 1188/1&3	0.48	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	162	CAMDEN	1188/P/O 4	0.10	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R73 & R74	CAMDEN	876/49, 3 11 & 12	1.91	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	68	CAMDEN	876/15	0.05	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	130	CAMDEN	975/2	0.13	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	16A, 16B & 16C	CAMDEN/PENNSAUKEN	973/4, 974/3 & 3.01 & 304/36	16.79	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	69 & 70	CAMDEN	876/16 P/O 17,18, & 19	0.07	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	15A & 15B	CAMDEN	972/P/O 4	0.39	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	278	PENNSAUKEN	301/P/O 1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	161	PENNSAUKEN	304/P/O 18	0.58	SNJLRTS (RIVERLINE) ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	174	PENNSAUKEN	204/P/O 8	0.16	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	176	PENNSAUKEN	1002/P/O 2	0.24	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	20	PENNSAUKEN	1802/10	6.27	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	21	PENNSAUKEN	1802/11	11.98	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	218	CINNAMINSON	507/1, 2, 3 & 5.02	1.82	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	215	CINNAMINSON	505/3	0.96	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	220	RIVERSIDE	901/3	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37A	RIVERSIDE	602/5	0.42	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37	RIVERSIDE	808/8 & 8.02	0.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	96 & 97	RIVERSIDE	3201/1, 2, & 3 & 3205/1	1.30	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R100	DELANCO	2100/P.O. 1	0.92	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R24	DELANCO	2100/3	3.11	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	186	DELANCO	1900/ P/O 1.03	0.25	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	159	BURLINGTON	1.01/1.02	3.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	106A, 106B & 106C	FLORENCE	159/P/O 7.02, 2 & 12	4.08	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	168	FLORENCE	158/P/O 6.01, 6.02, 7.01 & 7.02	4.94	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	193	FLORENCE	159/P/O 1.01	0.39	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	201	BORDENTOWN	801/44	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	140	TRENTON	702/1, 2, 3 & 4	0.37	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	143	TRENTON	702/ 8, 12 & 10	0.92	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	141 & 142	TRENTON	702/ 5, 6 & 7	0.31	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (TRENTON-BORDENTOWN TWP)	112	TRENTON	150A/2	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	284	TRENTON	147/P/O1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	31	TRENTON	13505/1	0.90	SNJLRTS (RIVERLINE) ROW - TRENTON MAINTAINANCE FACILTY
HBLRTS (BAYONNE BRANCH)	MAIN STEM	JERSEY CITY - BAYONNE	303304/19 & 21, 27401/1 & 2, 21503/2 AND 504/1,2,3,5,6,12,13 & 14.01	N/A	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	203D	JERSEY CITY	21503/3	18.75	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	204	JERSEY CITY	21503/43	0.48	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	205	JERSEY CITY	21503/37 & 44	2.64	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	203C	JERSEY CITY	21503/33, P/O 34 & P/O 42	1.72	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	202	JERSEY CITY	21503/35	1.58	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	207	JERSEY CITY	21503/36	0.94	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	66	JERSEY CITY	28904/10 & 11	0.10	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	34	BAYONNE	401/14	0.15	HBLRTS ROW - 45TH STREET STATION
HBLRTS (BAYONNE BRANCH)	75A & 75B	BAYONNE	407/1,2 & 3 AND 408/1 & 2	4.19	HBLRTS ROW - 34TH STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	314B	BAYONNE	459/1	0.45	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	313	BAYONNE	462/1	1.30	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	2R19B, 19C, R19D - R19F & E19G	BAYONNE	504/ 16.01 - 19.01	6.06	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	525	BAYONNE	Block 298 / Lot 1	1.16	HBLRTS ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
HBLRTS (BAYONNE BRANCH)	523A	BAYONNE	504/p/o 19.01	0.06	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	203B	JERSEY CITY	20303/23, 24 & 25	1.12	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	201A	JERSEY CITY	21503/41	2.51	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (WEST SIDE INDUSTRIAL)	200	JERSEY CITY	21503/1, 31, 32 & P/O 34	16.40	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	77	JERSEY CITY	21404/2	0.34	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	R7	JERSEY CITY	20902/88	1.70	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	76	JERSEY CITY	22204/P/O 1	0.29	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	52	JERSEY CITY	21802/31	1.20	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	53	JERSEY CITY	21802/29	0.40	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	54	JERSEY CITY	21802/6	0.11	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	55	JERSEY CITY	21802/32	1.19	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	56	JERSEY CITY	21802/3, 4 & 5	0.21	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	57	JERSEY CITY	21802/7, 8 & 30	0.72	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	15	JERSEY CITY	21802/1	2.02	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	1C	JERSEY CITY	15802/	0.36	HBLRTS ROW - LIBERTY STATE PARK STATION PARKING LOT (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	3R241A, 4R241A & 241D	JERSEY CITY	15802/3, 4, 6, 7, 22, & 24,	10.88	HBLRTS ROW - LIBERTY STATE PARK STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	5S & 5L	JERSEY CITY	15801/P/O1	0.03	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	242 & X242B	Jersey City	2048/A, P1	4.71	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	243A	Jersey city	2048/A4	1.16	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5E	JERSEY CITY	15801/2 & 65	9.26	HBLRTS ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	17A	JERSEY CITY	15801 & 15901/11,12,26,27&14	1.40	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	44A & 44B	JERSEY CITY	60/P/O 28E & 165/P/O 1C & 1H	0.42	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5D, 5D-1, 5D-2 & 5D-3	JERSEY CITY	19-15/PL-2	1.12	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	45A	JERSEY CITY	15901/20 & 21	0.33	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	R69	JERSEY CITY	109/P/O EAST A	0.29	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	214A - 214X (REVISED)	J.C., HOB, WEE & N. B.	MULTIPLE	96.03	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	115	JERSEY CITY	6006/1	0.01	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	114	JERSEY CITY	6005/11	0.07	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	113	JERSEY CITY	6005/5	0.23	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	119	HOBOKEN	BLOCK 9, P/O LOT 5.2	0.02	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	109	HOBOKEN	BLOCK 24, LOT 1	0.10	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	118	HOBOKEN	BLOCK 24, LOTS 5 & P/O 6	0.02	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	130	HOBOKEN	Block 105/p/o Lot .1	0.06	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	116	JERSEY CITY	4002/1	0.84	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	117	JERSEY CITY	3004/1	0.93	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	128	JERSEY CITY	Block 790 / lot 5 (aka p/o lot 1) - 1801/2	0.74	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	N/A	WEEHAWKEN	64.01/2.01	7.69	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	300	UNION CITY	BLOCK 267, LOTS 32.01 & 33 - 43	0.63	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	343	UNION CITY	BLOCK 267, LOTS 23 - 27, 28.01, 29 - 31 & 32.02	0.49	HBLRTS ROW

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	375	NORTH BERGEN	160/2,3 & 4 AND 127/1B,2A, ETC.	0.07	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	310, 311 & 312	NORTH BERGEN	Block 166, Lots 2A, 2B, 3, 4, 5, & 1B	7.29	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	334	NORTH BERGEN	P/O BLOCK 167, LOT 16A & 1.B3	0.42	HBLRTS ROW
BUS INTERESTS	N/A	ATLANTIC CITY	285/102.02	2.47	ATLANTIC CITY BUS TERMINAL
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029 /5.02	13.00	EGG HARBOR BUS GARAGE
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/P/O 5.01	1.29	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/10	0.20	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	29	FAIRVIEW	408/45	3.69	FAIRVIEW BUS GARAGE
BUS INTERESTS	N/A	FAIRVIEW	408/P/O 46.01	0.45	FAIRVIEW BUS GARAGE
BUS INTERESTS	17	NORTH ARLINGTON	10/.52	0.25	NORTH ARLINGTON BUS LOOP - CAB STAND
BUS INTERESTS	19	ORADELL	121/1	5.30	ORADELL BUS GARAGE
BUS INTERESTS	N/A	ORADELL	121/1	1.13	ORADELL BUS GARAGE - REPARIAN GRANT
BUS INTERESTS	7	MAPLE SHADE	82/1	2.62	MAPLE SHADE BUS GARAGE
BUS INTERESTS	23	RIVERSIDE	602/1	1.13	RIVERSIDE BUS GARAGE
BUS INTERESTS	43	CAMDEN	1452/24	0.71	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	49	CAMDEN	1444/P/O 1	0.04	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	R44	CAMDEN	1449/1 & 2	0.65	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	N/A	CAMDEN	1450/12	1.05	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1	CAMDEN	1452/5	4.17	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1, M2B & M2A	CAMDEN	1397/2	2.94	WALTER RAND TRASPORTATION CENTER
BUS INTERESTS	24	STRATFORD	34/11	0.05	VACANT LAND ALONG EAST ATLANTIC AVENUE
BUS INTERESTS	N/A	WINSLOW TWP.	11801/1	6.14	AVANDALE BUS PARK & RIDE
BUS INTERESTS	N/A	WILDWOOD CITY	82/10-14,23-27	0.92	WILDWOOD BUS TERMINAL
BUS INTERESTS	8	MAPLEWOOD	44.02/50	6.05	HILTON BUS GARAGE
BUS INTERESTS	9	MAPLEWOOD	44.02/101	4.59	GENERAL OFFICES, MAPLEWOOD
BUS INTERESTS	10	MAPLEWOOD	20.5/302	0.34	MAPLEWOOD BUS LOOP
BUS INTERESTS	10	MILLBURN	409/14	0.23	MAPLEWOOD BUS LOOP
BUS INTERESTS	12	NEWARK	2402/20, 21, 24 & 30	8.86	NEWARK SHOPS FERRY STREET
BUS INTERESTS	14	NEWARK	850/15 & 16	0.16	HIGHLAND AVENUE BUS LOOP
BUS INTERESTS	13	NEWARK	339/1	0.37	16TH AVENUE BUS LOOP
BUS INTERESTS	15	NEWARK	N/A	0.20	NEWARK CITY SUBWAY ENTRANCE
BUS INTERESTS	18	NUTLEY	9505/1	3.21	BIG TREE BUS GARAGE
BUS INTERESTS	20 & 1-F	ORANGE	602/1, 2, 3 & 4	10.23	ORANGE BUS GARAGE/STORAGE/MAINTENANCE FACILITY

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
BUS INTERESTS	21	ORANGE	2502/11	0.34	ERIE BUS LOOP
BUS INTERESTS	27A & 27B	WEST ORANGE	142/32	1.17	MISSISSIPPI BUS LOOP PARKING LOT (SURFACE)
BUS INTERESTS	P217	WEST ORANGE	111/1.10	0.20	WEST ORANGE MICROWAVE TOWER
BUS INTERESTS	3R33, 36 & 26	WASHINGTON TWP	196/3, 4.01 & 5	9.41	TURNERSVILLE BUS GARAGE
BUS INTERESTS	4A, 4B, 4C, 4D, 4E, & 4F	HOBOKEN	229/1 & 2	1.75	HOBOKEN BUS TERMINAL
BUS INTERESTS	5	JERSEY CITY	29701/27	2.29	GREENVILLE BUS GARAGE
BUS INTERESTS	65	JERSEY CITY	30002/1 & 2	1.81	GREENVILLE BUS GARAGE
BUS INTERESTS	R39A, 39B, 39C & 39D	NORTH BERGEN	451.04/20 & 27.03	14.23	MEADOWLANDS BUS GARAGE
BUS INTERESTS	25	UNION CITY	153/1	3.02	UNION CITY BUS GARAGE
BUS INTERESTS	N/A	WEEHAWKEN	34.A/1	3.47	BUS STORAGE FACILITY
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.12	2.24	OLD BRIDGE PARK & RIDE
BUS INTERESTS	1	OLD BRIDGE	4185/9.13	1.37	OLD BRIDGE PARK & RIDE
BUS INTERESTS	2	OLD BRIDGE	4185/9.14	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	57	OLD BRIDGE	5000/12.12	0.48	OLD BRIDGE PARK & RIDE
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.16	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	35A & 35B	HOWELL TWP	144/113 & 141	61.94	HOWELL BUS GARAGE
BUS INTERESTS	N/A	HOWELL TWP	142/1.04	4.35	HOWELL PARK & RIDE
BUS INTERESTS	N/A	LAKEWOOD	122/10 & 124/2	1.91	LAKEWOOD BUS TERMINAL
BUS INTERESTS	22	PATERSON	4503/6	0.13	BROADWAY TERMINAL
BUS INTERESTS	VX2R378	PATERSON	4701/2 - 6.	3.99	MARKET STREET BUS GARAGE
BUS INTERESTS	N/A	PATERSON	4503/18	0.03	BROADWAY BUS TERMINAL
BUS INTERESTS	VX100F	WAYNE	402/1	23.88	WAYNE BUS GARAGE
BUS INTERESTS	B	WAYNE	801/5	3.04	MOTHER PARK & RIDE
BUS INTERESTS	N/A	WEST MILFORD TWP	3610/27.02 & 28	3.41	WEST MILFORD PARK AND RIDE
BUS INTERESTS	32 D.O.T	BYRAM TOWNSHIP	214.01/1	0.37	BUS PARK/RIDE
BUS INTERESTS	2	CLIFTON	15.04/4	2.61	NORTHERN BUS MAINTENANCE FACILITY
RAIL INTERESTS	356A	NORTH BERGEN	457/2	0.03	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	R208	HOBOKEN/UNION CITY/WEEHAWKEN	136/6.2. 142/1, 143/2; 192.01/1; & 2/3	1.89	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	R207A - 207C	HOBOKEN/WEEHAWKEN	143/3, 144/2, 3, 18, & 19, & 145/1.2, 2, 12.1 & 12.2; 2/2	1.05	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	T201A	HOBOKEN	146 P/O 4 & 4.01	5.00	GATEWAY TUNNEL PROJECT

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE/CONFIGURATION (ACRES)	PURPOSE
RAIL INTERESTS	354	NORTH BERGEN	27/41 & 42	0.89	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	2R355 & 2R394	NORTH BERGEN	35 /5.031 & 5.03	2.66	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	353	NORTH BERGEN	27/39 & 40	3.36	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	341A, UE341B, UE341C	NORTH BERGEN	442/ 6, 7, & 8	0.14	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	349A & E349B	NORTH BERGEN	453.01/P/O 5.011	0.87	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	348A, E348B, E348C, UE348D	NORTH BERGEN	453.07/P/O22.01	0.12	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	359	NORTH BERGEN	455/P/O 23	0.01	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	2R61A, R61C, 61B1, SP61B2, 61B3 & 61	NORTH BERGEN	451C/22H, 22M1.1, 27A & 28 AND 451D, 27C &27C1	19.18	PATERSON PLANK ROAD GRADE SEPARATION PROJECT (BONE YARD)
CORPORATE INTEREST	N/A	NEWARK	169/39	1.80	NJ TRANSIT HEADQUARTERS

NOTES

1. NJ TRANSIT recorded \$45.0 million in non-farebox revenue in FY 20, comprised of \$9.0 million from Property Leases, \$3.7 million from Utility Permits and Cell Tower Licenses, \$17.2 million in Parking Fees, \$3.7 million in Billboard Advertising, and \$11.4 million from Rail, Bus and Light Rail Advertising.
2. NJ TRANSIT sold approximately .024 acres located at the Somerville Train Station for \$1 as apart of a property exchange agreement. NJ TRANSIT also executed the property sale of approximately .163 acres known as Block 501, Lot 3 in Berkley Heights for \$60,000.
3. NJ TRANSIT property Block 15.04 Lot 4 in Clifton is highlighted to note addition. It was overlooked in last year's Inventory List.

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 Personal Injury Claim of The Estate of Annie Elizabeth McAllister, the Personal Injury Claim of Ricky Williams, and the Personal Injury Claim of Candy Marchan; 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.