

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

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

April 12, 2018

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Tuesday, April 10, 2018.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Tuesday, April 10, 2018.

Board Members Present

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

Staff Present

Kevin S. Corbett, Executive Director
Michael P. Kilcoyne, Vice President & General Manager, Bus Operations
Edward J. Baksa, Acting Vice President & General Manager, Rail Operations
Ronald E. Nichols, Acting Chief, Light Rail & Contract Services
Christopher Trucillo, Chief of Police
Frank Savino, Acting Auditor General
Christine C. Baker, Chief Compliance Officer
Michael J. Lihvarcik, Interim Chief Financial Officer & Treasurer
Michael K. Slack, Chief Information Officer
Eric R. Daleo, Assistant Executive Director, Capital Planning & Programs
Gardner C. Tabon, Chief, Office of System Safety
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General
Joyce J. Zuczek, Board Secretary

Chair Gutierrez-Scaccetti convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act. Bill Feeney, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek noted Board Members Ajmani and Greaves were participating by telephone and 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, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on April 5, 2018 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency, and organization that requested

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

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the March 14, 2018 Board meetings. A motion was made by Board Member Finkle, seconded by Board Member Maples, and adopted.

Public Comments on Agenda Action Items

There were three speakers on agenda action items. Board Secretary Zuczek announced public comments would be limited to five minutes.

David Peter Alan, Chair of the Lackawanna Coalition, said they advocate on behalf of NJ TRANSIT's riders and communities. He said they remember how bad their transit was during the Christie Administration and they have heard Governor Murphy blame the policies of the recent past for the woes that their constituents continue to suffer, so they are waiting for true reform. Mr. Alan said unfortunately, they must continue to wait because the agenda merely continues the policies of the Christie era.

Mr. Alan said one of the hallmarks of NJ TRANSIT during the Christie era, as well as the Corzine era and earlier, was the waste and cronyism inherent in hiring big consulting firms at inflated prices to handle jobs that could have been done by qualified NJ TRANSIT personnel. He believes this also would have helped improve the employment picture in New Jersey.

Mr. Alan believes the items before the Board continue this wasteful practice by spending \$4.75 million for construction management for the Elizabeth Station, nearly \$600,000 for the design for the existing and serviceable Newark Light Rail Line, and more than \$2 million to LTK to optimize railroad maintenance scheduling. He said in Chicago they say that LTK means, "License to Kill" when referring to that firm's pricing. Mr. Alan believes all of these jobs can be handled in-house at a far less cost. He recommended NJ TRANSIT hire local engineers to get these jobs done and save money.

Mr. Alan said although they are always disappointed to see a service cut, they were pleased to see that NJ TRANSIT held a public hearing before discontinuing the #95 Bus Route. He believes this supports their campaign to require public notice before any service is reduced or eliminated. They believe it is critical to have notice and a chance to be heard before they lose some of their mobility; especially those who depend on transit for all of their mobility. Mr. Alan said the Legislature thus far has been unwilling to repeal the provision that allows NJ TRANSIT to cut service by up to two hours without notice to riders, but they will not rest until that offensive and unconscionable provision is history.

Mr. Alan said they repeat their strong objection to the Delco Lead Project and every aspect of it. He believes it is a total waste of money and it is absolutely clear that New Jersey must step up to the plate with funding from non-federal sources for a new tunnel or two

under the Hudson River on a useful alignment, a new bridge to replace Portal, and improvements at New York Penn Station. Mr. Alan believes it is clear that Gateway in its entirety will not be built, so they in the Garden State must come up with some of the money for a project that will benefit their commuters and Delco Lead is not the place to spend it.

Mr. Alan noted there was one item that was glaringly not on the agenda even though it was the subject of a special meeting that was advertised and then cancelled on three separate occasions. He said this was the Hoboken Ferry Maintenance issue and it would now appear that the issue was moot, but they were not sure since it did not appear on the agenda. Still, he noted it was brought up for a special meeting under both the Christie and Murphy administrations, at times that appeared designed more for political advantage than to allow the affected public a full and fair opportunity to discuss the issues. Mr. Alan said if Governor Murphy was truly critical of the practices of the former administration and desires to reform them, then his administration should not be continuing those practices.

Mr. Alan continued to state their objection to a procedural feature of the agenda that forces them to wait through the executive session to comment on topics unrelated to the agenda. He believes this is an unfair and impermissible burden on their First Amendment Right of Expression, and it limits the amount of useful information that they can give the Board. Mr. Alan said he could not wait that long because he was going to Chicago on Amtrak's Lake Shore train.

Mr. Alan said he would have talked about reform at NJ TRANSIT, openness and transparency, and genuine rider-representatives on the Board, as well as their concerns about NJ TRANSIT's new assertions of sovereign immunity, which is essentially saying that NJ TRANSIT cannot be held responsible for their wrongdoing under any circumstances. He said there were other legislative priorities but because their legislative initiatives were ongoing, he will wait until next month to make a non-agenda statement. Mr. Alan said he left their legislative package with Board Secretary Zuczek so the Board Members and managers can review it and ask them questions about it.

Mr. Alan said they had hoped the agenda would demonstrate that change for the better was truly coming to NJ TRANSIT. He said unfortunately, they must continue to wait for any indication that reform may truly come someday.

Murray Bodin said he lives in Westchester County, New York and wanted to discuss Item #1804-24 Elizabeth Rail Station Reconstruction Project and Item 1804-25 Newark Light Rail. He said he would like to give some background on where he forms his opinions. Mr. Bodin said he used to speak about Positive Train Control (PTC). He said the Federal Railroad Administration has recognized that the current configuration is useless, and they have asked for a proposal to change it. Mr. Bodin assumes that PTC will go to the Cloud and the infrastructure NJ TRANSIT has built thus far has been wasted.

Mr. Bodin said the Elizabeth Rail Reconstruction was on the agenda and NJ TRANSIT has to start looking into the way they choose projects to get the most effectiveness per dollar. He said to change an entire rail station was not appropriate anymore and projects need to be broken down by what gives the most effectiveness for the most riders without doing a complete overhaul.

Mr. Bodin said the engineers NJ TRANSIT was relying on were the same engineers in Florida that built a bridge and forgot to put the base in the tower and of course it collapsed. Mr. Bodin believes they have been relying on engineers that are incapable and do not understand today's environment.

Mr. Bodin noted Newark Light Rail uses a rail car that weighs less than a heavy rail car. He questioned why the weight of the railroad car affects whether the crossing lights were going to use red flashing lights or traffic lights. Mr. Bodin said red flashing lights go back 75 years, and questioned why they don't use traffic lights. He said they were spending millions of dollars supporting both red flashing lights and traffic lights, and it was legal to go around the red flashing lights, but not to run a red traffic light with a camera, yet they continue to do this.

Mr. Bodin said it is their responsibility to ask why they define railroad crossings by the weight of the railcar, and it's an outdated technology. He asked how they would sleep at night knowing people were dying because they were wasting money on two sets of lights that don't belong on the railroad anymore. Mr. Bodin said there were people listening because the Federal Railroad Administration has put it out there that they want something new. Mr. Bodin said it was their responsibility to be safe, save money, and to save lives and if they don't do something this will catch up to them as it has with others.

Orrin Getz said he was on the Metro North Rail Commuter Council and wanted to comment on Agenda Item 1804-27 for the detailed review of NJ TRANSIT's rolling stock equipment. He said this was very important but one thing that needs to be included in this was equipment that was on NJ TRANSIT's property that was no longer used. Mr. Getz said the Metro-North's operation on the East Side of the Hudson uses this same equipment that NJ TRANSIT has sidelined and doesn't want to fix or rebuild. He said Metro-North was using it on the Harlem, Hudson and New Haven lines and this equipment was performing very well.

Mr. Getz said this equipment has a good mean distance between failures and was still performing the way it should. He said Metro-North has performed great maintenance on this equipment and he thinks NJ TRANSIT should take a look at this equipment like the Comet III cars, which are stored in various places on NJ TRANSIT's property, and get this equipment fixed. Mr. Getz believes this will give NJ TRANSIT an enhanced rolling stock that is needed so they will not have to go Maryland and borrow equipment from them. He asked that NJ TRANSIT fix the equipment they have and make this a part of this review.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report. Ms. Mack discussed a few items that the Advisory Committee has been working on between meetings that were pertinent. She acknowledged how very grateful they were to the efforts of Senator Gordon, who was retiring from the Legislature. Ms. Mack said over the past few years Senator Gordon has spent an untold amount of hours and the Advisory Committee has attended numerous hearings around the State with him as he tried to have an oversight committee and delve into how things could be improved. She said people pick their issues and he did a wonderful job in devoting his efforts to it and she hopes he goes on to do well and the efforts he already put forth continue working through the Legislature.

Ms. Mack said she met with the Executive Director last week to go over the efforts of the Advisory Committee, how they function and their relationship to the Board through Board Member Liaison Jamie Finkle. She said they were basically there to help with things that they don't have the staff for. They can provide NJ TRANSIT with citizens who can work on various issues.

Ms. Mack said another thing not on the agenda they were involved in was the Hoboken Dry Dock issue. She said she was actually pleased that this was not on the agenda because this means that there was progress being made behind the scenes that hasn't necessitated a special meeting.

Ms. Mack spoke about the ferries, their relationship to NJ TRANSIT after September 11th, and how the ferries became a critical piece of the transportation puzzle in the region, noting they saved many people.

Ms. Mack said with the things that were going on with the Gateway, the tunnels and with the amount of time it's going to take for them to get the federal money they have to consider the ferries as part of the network that they support. She knows there were discussions about Hoboken and it has been reported to them that NJDOT was initiating a study to see if there were other alternate locations along the Hudson River.

Ms. Mack has been communicating with Mayor James Davis of Bayonne and he was very supportive of NJ TRANSIT's efforts to not only look at the one site as they do the DOT study, but in any place in Bayonne. She said they have a rich waterfront and more than just the one site and Mayor Davis was looking forward to working on this. The Committee was pleased to see that NJ TRANSIT was acknowledging the role of the ferries.

Ms. Mack discussed Agenda Item 1804-24 Elizabeth Rail Station and said Elizabeth is a jewel city and an economic development engine for Union County and it needs a new station and repairs. She said they have been there many times and they have to move the ball forward and get the business done. Ms. Mack noted even if they were going to hire

staff it would take months to do so, and some of these are critical issues that have waited much too long and the committees have discussed this.

Ms. Mack noted the North and South Jersey Advisory Committees were very pleased to have a meeting scheduled next week with NJ TRANSIT staff to discuss their respective priorities.

Board Customer Service Committee Report

Board Member Castillo presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service Update and a report on the Social Media Dashboard. The report on the Social Media Dashboard included examples of proactive communications with customers and the value that provides back to them.

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Finkle presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items for the: Elizabeth Rail Station Reconstruction Project; Newark Light Rail State of Good Repair Phase II Project; Proposed Bus Route 95 Service Discontinuance; Commuter Relief Plan; and Delco Lead and County Yard Environmental Mitigation Credits.

Executive Director's Monthly Report

Executive Director Corbett said in his short time there, he was welcomed with three Nor'easters in his first month. And while he, like many others, was tired of the snow, it has given him an opportunity to dive in to the organization and the operations. He spent a fair amount of time at the Emergency Operations Center in Maplewood and had the chance to see the real-time response capabilities NJ TRANSIT has, as well as the complexities of operating a multi-modal statewide transportation network. He commended and thanked all of the hard working staff of NJ TRANSIT for all of their efforts to keep trains, buses and light rail systems moving for their customers.

If approved, the Elizabeth Rail Station Item on the agenda will feature new station buildings, longer platforms to accommodate additional boarding capacity and a host of other improvements including better ADA access, security and communications systems and customer amenities. A new, modern and efficient station capable of handling the demands of this important Northeast Corridor station is critical and is a perfect example of the kinds of investments NJ TRANSIT will be making in their transit system. He also noted that moving this forward draws the support of Amtrak who they work closely with to improve their coordination along the Northeast Corridor. He looks forward to the Board's consideration of this item.

On Saturday, April 7, 2018, NJ TRANSIT implemented some bus route changes through downtown Hackensack, moving bus service off of a section of Main Street. This was born out of a request from the City of Hackensack as part of the Main Street Streetscape project and their effort to improve traffic flow through the area. NJ TRANSIT was able to work with the City to accommodate this request while continuing to provide service for NJ TRANSIT's customers. Prior to this implementation, NJ TRANSIT communicated the changes to their customers and created a special brochure with maps outlining the new routes and new bus stops. They will continue to monitor these adjusted bus routes through Hackensack and continue to listen to customer feedback to maintain the highest level of service.

On Saturday March 24, 2018, the New Jersey Transit Police Department, led by Chief Trucillo, conducted a full-scale exercise at the Tonnelle Avenue Station on the Hudson-Bergen Light Rail. Federal, state, county and local first responders all worked together with NJ TRANSIT employees and their contract operators on the Hudson-Bergen Light Rail to practice life-saving responses and protocols in the event of an emergency. Executive Director Corbett said it was these kinds of partnerships and training that will prove to be critical during times of crisis.

These drills are designed to be as real as possible, including volunteers playing the role of victims, while first responders from multiple agencies communicate and work together to facilitate rescue efforts. They will have their second drill of the year coming up on May 12, 2018 along the Newark Light Rail where NJ TRANSIT will again put their responders to the test, strengthen their partnerships with other agencies, and maintain NJ TRANSIT's personnel and equipment in a state of readiness for any situation.

In addition to the snow, they also had Saint Patrick's Day, which is traditionally a day of heavy demand in and out of New York. The Emergency Operations Center was again utilized to coordinate NJ TRANSIT's efforts to ensure a successful operation across rail, bus and light rail. Executive Director Corbett recognized all of NJ TRANSIT's employees who gave part of their weekend to contribute to a safe operation and an enjoyable experience for their customers.

Executive Director Corbett said NJ TRANSIT was once again taking part in the Leadership Exchange and Development program or LEAD. He was pleased to announce that NJ TRANSIT would serve as a program host during the last week of April.

The program is made up of two to three candidates who are one to two levels from the Executive Director-level position, from transit agencies across the Northeast, as well as the Chicago Transit Authority and Toronto Transit. The format of the program, where candidates visit various agencies over an 18-month period and meet with top executives at each, presents invaluable opportunities for development, both personally and professionally.

Selected NJ TRANSIT candidates receive a broad perspective on best practices from senior and executive staff at each transit agency and how effective leadership can make them all work more efficiently. For this program, NJ TRANSIT's three candidates are Gerard Bocchino from Light Rail, Jeremy Colangelo-Bryan from Planning, and Anthony Grieco from Communications and Customer Service. Executive Director Corbett said he was confident that all three candidates for this year's class would benefit greatly from this experience and do a great job of representing NJ TRANSIT as they prepare to become future transit industry leaders.

Last week, NJ TRANSIT solemnly remembered the 50th anniversary of the death of Dr. Martin Luther King Jr. through a program with the New Jersey Chapter of the Conference of Minority Transportation Officials (COMTO). Through readings, poems, memorable quotes and personal stories, particularly from their own Larry Hamm, they honored the life and legacy of Dr. King. Executive Director Corbett thanked everyone involved with organizing this event, particularly their own Anita Green, as they continue to strive to achieve Dr. King's dream.

Action Items

1804-24: ELIZABETH RAIL STATION RECONSTRUCTION PROJECT: FINAL DESIGN AND CONSTRUCTION CONTRACT AWARD AND CONSTRUCTION MANAGEMENT SERVICES AWARD

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1804-24 for approval.

Eric Daleo recommended approval of Item #1804-24, Elizabeth Rail Station Reconstruction Project: Final Design and Construction Contract Award and Construction Management Services Award. Approval was requested to enter into NJ TRANSIT Contract No.16-015X with Anselmi & De Cicco, Inc. for Final Design and Construction in support of the Elizabeth Rail Station Reconstruction project in the amount of \$ 49,273,000.00, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to enter into NJ TRANSIT Contract No. 16-052R with WSP USA, Inc., for the Construction Management Services in support of the Elizabeth Rail Station Reconstruction project in the amount of \$4,730,660.28, plus five percent for contingencies, subject to the availability of funds.

Board Member Flora M. Castillo moved the resolution and Board Member James C. Finkle Jr. seconded it. Board Member Castillo commended staff for taking the opportunity to listen to their customers and engaging with the city and various stakeholders to ensure they are building an integrated mobility epicenter to address the needs of their riders and future riders. The resolution was unanimously adopted.

Roll Call Vote:

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

Chair Gutierrez Scaccetti announced Executive Director Corbett was recused from Item 1804-25: Newark Light Rail – State of Good Repair Phase II Project. Executive Director Corbett left the room.

1804-25: NEWARK LIGHT RAIL – STATE OF GOOD REPAIR PHASE II (SOGRII) PROJECT: CONSULTANT CONTRACT AWARD FOR DESIGN AND ENGINEERING SERVICES

Chair Gutierrez-Scaccetti introduced Ron Nichols, Acting Chief, Light Rail and Contract Services, who presented Action Item #1804-25 for approval.

Ron Nichols recommended approval of Item #1804-25, Newark Light Rail – State of Good Repair Phase II Project: Consultant Contract Award for Design and Engineering Services. Approval was requested to enter into NJ TRANSIT Contract No. 15-029R with AECOM of Philadelphia, Pennsylvania, for design services for the Newark Light Rail State of Good Repair Phase II Project for an amount of \$589,572.57, plus five percent for contingencies, subject to the availability of funds.

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

Roll Call Vote:

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

Executive Director Corbett returned to the room.

1804-26: PROPOSED BUS ROUTE NO. 95 SERVICE DISCONTINUANCE

Executive Director Corbett introduced Michael Kilcoyne, Vice President and General Manager, Bus Operations, who presented Action Item #1804-26 for approval.

Michael Kilcoyne recommended approval of Item #1804-26, Proposed Bus Route No. 95 Service Discontinuance. Approval was requested to take all actions necessary to discontinue Bus Route No. 95 (Scotch Plains to Newark), effective on June 23, 2018. At the suggestion of customers during public hearings in furtherance of this change, NJ TRANSIT will simultaneously implement a route change on Route No. 66

(Mountainside to Newark) to extend service to Newark Penn Station, to meet the needs of former Route No. 95 riders.

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

Roll Call Vote:

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

Chair Gutierrez-Scaccetti thanked Michael Kilcoyne for finding a way to help them do their job better but also address the needs of their commuters.

1804-27: COMMUTER RELIEF PLAN: PROFESSIONAL SERVICES CONTRACT TO ASSIST IN OPTIMIZING RAILROAD MAINTENANCE SCHEDULING AND PERFORMANCE TRACKING MANAGEMENT

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1804-27 for approval.

Eric Daleo recommended approval of Item #1804-27, Commuter Relief Plan: Professional Services Contract to Assist in Optimizing Railroad Maintenance Scheduling and Performance Tracking Management. Approval was requested to enter into NJ TRANSIT Contract No. 18-022 with LTK Engineering Services to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and current policies, develop tools to track performance, and provide project management support in an amount not to exceed \$2,167,563.39, plus five percent for contingencies, subject to the availability of funds.

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

Roll Call Vote:

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

Executive Session Authorization

At approximately 9:40 a.m., Chair Gutierrez-Scaccetti requested a motion and a second to enter Executive Session to discuss appointments, 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 Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project Environmental Mitigation Credit Purchases, the Personal Injury Claim of Seres Arpad, and the Personal Injury Claim of Chantae Figures.

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

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 10:38 a.m., except Board Member Ajmani.

1804-28: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASES

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1804-28 for approval.

Board Member Ajmani returned to the meeting by telephone.

Eric Daleo recommended approval of Item #1804-28, NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project Environmental Mitigation Credit Purchases. Approval was requested to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project, in the amount discussed in Executive Session, subject to the availability of funds.

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

Roll Call Vote:

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

1804-29: PERSONAL INJURY CLAIM OF SERES ARPAD

Executive Director Corbett introduced Michael Lihvarcik, Interim Chief Financial Officer and Treasurer, who presented Action Item #1804-29 for approval.

Michael Lihvarcik recommended approval of Item #1804-29, Personal Injury Claim of Seres Arpad. Approval was requested to settle the claim of Seres Arpad through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

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

1804-30: PERSONAL INJURY CLAIM OF CHANTAE FIGURES

Executive Director Corbett introduced Michael Lihvarcik, Interim Chief Financial Officer and Treasurer, who presented Action Item #1804-30 for approval.

Michael Lihvarcik recommended approval of Item #1804-30, Personal Injury Claim of Chantae Figures. Approval was requested to settle the claim of Chantae Figures through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

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

1804-31: APPOINTMENT TO THE BOARD OF TRUSTEES OF THE GATEWAY PROGRAM DEVELOPMENT CORPORATION (GPDC) RELATED TO THE GATEWAY PROGRAM

Executive Director Corbett recommended approval of Item #1804-31, Appointment to the Board of Trustees of the Gateway Program Development Corporation (GPDC) Related to the Gateway Program. Approval was requested to appoint Jerry Zaro as New Jersey’s representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation.

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

Roll Call Vote:

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

Public Comments on Other Matters

There were five speakers on other matters. Board Secretary Zuczek reminded the speakers that public comments would be limited to five minutes to provide everyone the opportunity to be heard.

Randy Glucksman said he was the Chair of the Metro-North Railroad Commuter Council representing Metro-North customers in six New York counties including Orange and Rockland, which are served by the Port Jervis and Pascack Valley lines. He said he was also a Metropolitan Transportation Authority Board Member. Mr. Glucksman noted a year ago after a number of horrible commuting days caused by snow and very poor rail service, he and other transit advocates requested for the 2017-2018 winter season regular timetables be annotated under which trains would operate in snow or other inclement weather conditions. He said the finished product was not what they asked for, and instead they received a weekend schedule with just one or two trains added during rush hour for a level one storm and the usual weekend schedule for a level two storm.

Mr. Glucksman said he told the Board last year that their customers do not go to work in snowy weather because they want to, but because they must. He said it is a simple fact of life that hourly service with only four cars in service doesn't work. Mr. Glucksman said he gave Board Secretary Zuczek a complete set of the timetables the Massachusetts Bay Transportation Authority (MBTA) used this past winter on its commuter rail lines. He said it was the regular weekday schedule with trains that will not operate shaded in yellow. Mr. Glucksman said he has an email ready to send to whomever they designate which contains PDF timetables that MTA Maryland uses for their rail service, and like the MBTA timetables, they are also regular daily timetable schedules but they use an "R" to designate when a train will operate under snow or other conditions.

Mr. Glucksman requested they not look at this as only a cost savings by eliminating the second timetable, but as an improved service for their customers using their hard earned fare dollars. He said recently email notifications of train cancellations have been sent without any explanation of why, and as a courtesy to riders a reason must be specified. He said this past Friday afternoon the Pascack Valley Line service fell apart with numerous cancellations initially caused by a train with mechanical problems. Mr. Glucksman said Train 1621, the 1:50 p.m., out of Hoboken experienced operational issues. He asked why management allowed this train to suffer a 70-minute delay and not

do something creative like use another train set. He asked if there were no spare train sets in Hoboken that could have been used.

Mr. Glucksman said when he worked in operations at the MTA New York City Transit there was no excuse for dropping a train unless they had exhausted all possibilities of replacing it. He said his constituents on the Pascack Valley and Port Jervis line have suffered greatly over the past few months with delays and cancellations due to mechanical problems and crew shortages. Mr. Glucksman said he could only be hopeful that with Governor Murphy and new leadership at NJ TRANSIT that things would turn around and restore the glory days of the past.

Mr. Glucksman said the MTA Board receives a monthly report of the Positive Train Control progress which is available on their website. He said the Board knows exactly where they stand and it gives the percentages and goals of where there are at.

Orrin Getz said he passed out articles from Trains Magazine about Positive Train Control (PTC) and it listed six criteria for PTC extensions beyond the year of 2018. He said they all know it is a requirement to have PTC operational by the end of this year. Mr. Getz said they have not received anything from NJ TRANSIT to suggest they are going to meet all of their goals for PTC so he thinks they should look into to getting an extension, and this article provides ways to do this. He believes it is important as Randy Glucksman said to have monthly updates on PTC as Metro-North and Long Island Railroad provides and they still have yet to see this from NJ TRANSIT.

Mr. Getz said the day before he had the opportunity of riding Train 1612 on the Pascack Valley Line to go into New York and the train ran on time, which was great, but when he arrived at Secaucus it was a disaster. He said no trains were on the platform that served Tracks A and B, people were just standing around, and there was no information on what to do. Mr. Getz said finally Train 3222 showed up and it was packed and a few people were able to squeeze in, but that was it. He said the majority of people still remained on the platform. Mr. Getz said he was pushed onto Train 3924 and was packed in like a sardine but a lot of people were still left waiting on the platform and no announcements were made.

Mr. Getz said when he arrived in Penn Station New York on Track 9 Escalator E4B was not working because it had no power, which was something he thought should have been fixed before rush hour. When he returned later there was still no power for the escalator and it still wasn't working which he said shows how lackadaisical this whole thing is and it has to get better. Mr. Getz said people need to know what's going on when things go wrong and the quality of service is only as good as how you handle it when things do go wrong. He believes people should have been notified so other options could have been made before getting off in Secaucus, like staying on the train to Hoboken to catch the PATH. Mr. Getz thinks NJ TRANSIT needs to sharpen up what it does so things like this don't happen in the future.

Kin Gee said he was commenting on the Jersey Central Power and Light (JCP&L) proposal to construct a 10-mile long 230,000-volt transmission line from Aberdeen to Red Bank in Monmouth County using NJ TRANSIT's right-of-way. At the last Board Meeting he mentioned that Administrative Law Judge Gail Cookson in a very strongly worded decision rejected and denied JCP&L's petition for this project, and the Board of Public Utilities (BPU) had 45 days to adopt, modify, or reject this decision. Mr. Gee said this particular case was very sizeable and contentious with three interveners. He was not surprised that the BPU at their last Board meeting on March 26, 2018 granted a 45 day extension and now has until June 6, 2018 to make its final determination.

Mr. Gee said back on January 21, 2017 while campaigning for the office he now holds Governor Murphy announced, "This project is not only dubious in the impact it would have on our communities and environment but questionable in its efficacy in claims of resiliency, as has been noted a single power line would leave Monmouth County no more secure than the energy infrastructure currently in place." A few days later on January 25, 2017, Zack McCue on behalf of U.S. Senator Cory Booker attended a public hearing and spoke in opposition of this project.

Mr. Gee said as they fast forward to 2018, a few days after Judge Cookson's decision Congressman Frank Pallone, the ranking Democrat on the House Energy & Commerce Committee, sent a letter to NJ TRANSIT's Executive Director Kevin Corbett on March 12, 2018. In the letter Congressman Pallone supported the Judge's decision and urged Executive Director Corbett to reject JCP&L's request to use NJ TRANSIT's right-of-way.

Mr. Gee said on March 20, 2018 the Township of Hazlet adopted a resolution to be sent to NJ TRANSIT's Executive Director Corbett and Governor Murphy in support of Judge Cookson's decision also requested NJ TRANSIT to deny JCP&L the use of NJ TRANSIT's right-of-way. On March 23, 2018, Assemblywoman Serena DiMaso of the 13th Legislative District sent a letter to the NJ TRANSIT Board of Directors with a copy to Governor Murphy indicating her support of Judge Cookson's decision and asked that the Board deny JCP&L's use of NJ TRANSIT's right-of-way. On March 26, 2018, Assemblywoman Amy H. Handlin representing the 13th Legislative District sent a letter to NJ TRANSIT's Board of Directors and a copy to Governor Murphy indicating her support of Judge Cookson's decision and asked that the Board deny JCP&L's request to use NJ TRANSIT's right-of-way. On March 29th Senator Declan J. O'Scanlon sent a letter to NJ TRANSIT's Executive Director Kevin Corbett indicating his support of Judge Cookson's decision and asked that NJ TRANSIT deny JCP&L's request to use NJ TRANSIT's right-of-way.

Mr. Gee said on the agenda that night for the Holmdel Township Committee there was a resolution adopting similar language supporting the Judge's decision and requesting NJ TRANSIT deny JCP&L's request to use NJ TRANSIT's right-of-way. He said tomorrow night on the Monmouth County Board of Chosen Freeholders was a similar resolution to be addressed to the NJ TRANSIT Executive Director and a copy to Governor Murphy in support of Judge Cookson's decision and requesting NJ TRANSIT deny JCP&L's request the use of NJ TRANSIT's right-of-way.

Mr. Gee said this proposal denies logic and common sense, and is contrary to NJ TRANSIT's mission to provide safe, reliable, and convenient transportation service. He said this was against the public interest and he urged NJ TRANSIT to say no to JCP&L's use of NJ TRANSIT's right-of-way.

Russell Graddy said he has been appearing before the Board for quite some time now. He said he wrote Executive Director Kevin Corbett a letter asking that they sit down and possibly solve this problem that they have been wrestling with for years. Mr. Graddy said he has yet to hear from him and he hopes he will make them a part of his short list because he knows he is very busy. Mr. Graddy hopes that Executive Director Corbett or someone will sit down with them.

Mr. Graddy said 50 years ago on March 27th he sat across the desk from Dr. Martin Luther King, Jr. in Paterson, New Jersey. He said it was the last rally in Paterson, New Jersey before Dr. King was assassinated in Memphis. Mr. Graddy noted they were now celebrating the 50th Anniversary of Dr. King's assassination.

Mr. Graddy said they sat across the table and discussed the unfairness and the injustice of African Americans in this country and he looks back 50 years and he is standing there making that same request. He asked when they are going to be fair and just to African Americans. Mr. Graddy urged them to look back at the facts and what has happened to his family and him, not just in 2004, but prior to this. He said he has never asked for any special favors and he just wants a level playing ground.

Mr. Graddy said he spent well over \$1 million dollars to fix up his restaurant in Atlantic City and the record will show NJ TRANSIT railroaded him out of his business. He said this has caused a great strain to his family, and mentally, physically, and economically destroyed him. Mr. Graddy said he was going to wait for an answer from Executive Director Corbett and hopefully they can sit down and solve this problem because it has been a long time.

Mr. Graddy said 50 years ago they talked about these issues and 50 years later they were still talking about the same issues. He begged them to solve this problem. He said his family, friends, and supporters have spent countless hours pleading, and asked what is the problem. Mr. Graddy said if they were not going to deal with it let them know then he will decide what their next step is going to be.

Mr. Graddy said he will take a page out of Dr. Martin Luther King, Jr.'s book for a non-violent movement. However, they are not going to give up until they get some kind of justice because this is absolutely wrong. Mr. Graddy asked them to have a conscience. He said he paid his dues, went to Korea, educated his kids, and lived a decent life. Mr. Graddy believes NJ TRANSIT destroyed him because he is African American. He asked they make a decision so this can be done with.

Jamie Bland spoke on behalf of Mr. Graddy. She said he is their leader and 50 years ago they fought and marched and prayed with Dr. Martin Luther King, Jr. for equal opportunities, however it was 50 years later and they were still doing the same thing. She said Dr. Martin Luther King, Jr. had a dream and the dream for the Civil Rights movement was for all to have equal rights as one. Ms. Bland said Mr. Graddy has been humiliated. She said he was a hard worker and won the right to bid for his business however he was railroaded out of his business as if he wasn't a human being. Ms. Bland said this man still had to pay rent for two years when he wasn't even occupying the building, and his friends and family had been humiliated.

Ms. Bland said Mr. Graddy was a leader who continued to help the rest of the organizations in their community. She said Mr. Graddy has not stopped helping and she doesn't know where he gets his energy. Ms. Bland asked them to have a heart and do what's right. Ms. Bland said Mr. Graddy has taken over a million in losses. They do not want to continue coming back and are asking on the behalf of God and what is right, stating the proof is in the documents and everyone knows what's going on. Ms. Bland asked them to look into their hearts so they can get justice for Mr. Graddy.

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member James C. Finkle Jr., seconded by Board Member Flora M. Castillo and unanimously adopted. The meetings were adjourned at approximately 11:03 a.m.

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

APRIL 10, 2018

MINUTES

	<u>PAGE</u>
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	52450
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT JUNE 2018)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	52451

ACTION ITEMS

1804-24	ELIZABETH RAIL STATION RECONSTRUCTION PROJECT: FINAL DESIGN AND CONSTRUCTION CONTRACT AWARD AND CONSTRUCTION MANAGEMENT SERVICES AWARD	52473
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Authorization to enter into NJ TRANSIT Contract No.16-015X with Anselmi & De Cicco, Inc. for Final Design and Construction in support of the Elizabeth Rail Station Reconstruction project in the amount of \$ 49,273,000.00, plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 16-052R with WSP USA, Inc., for the Construction Management Services in support of the Elizabeth Rail Station Reconstruction project in the amount of \$4,730,660.28, plus five percent for contingencies, subject to the availability of funds.

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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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1804-25 NEWARK LIGHT RAIL - STATE OF GOOD REPAIR PHASE II (SOGR II) PROJECT: CONSULTANT CONTRACT AWARD FOR DESIGN AND ENGINEERING SERVICES 52479

Authorization to enter into NJ TRANSIT Contract No. 15-029R with AECOM of Philadelphia, Pennsylvania, for design services for the Newark Light Rail State of Good Repair Phase II Project for an amount of \$589,572.57, plus five percent for contingencies, subject to the availability of funds.

1804-26 PROPOSED BUS ROUTE NO. 95 SERVICE DISCONTINUANCE 52484

Authorization to take all actions necessary to discontinue Bus Route No. 95 (Scotch Plains-Newark), effective on June 23, 2018. At the suggestion of customers during the public hearings in furtherance of this change, NJ TRANSIT will simultaneously implement a route change on Route No. 66 (Newark-Mountainside) to extend service to Newark Penn Station, to meet the needs of former Route No. 95 riders.

1804-27 COMMUTER RELIEF PLAN: PROFESSIONAL SERVICES CONTRACT TO ASSIST IN OPTIMIZING RAILROAD MAINTENANCE SCHEDULING AND PERFORMANCE TRACKING MANAGEMENT 52496

Authorization to enter into NJ TRANSIT Contract No. 18-022 with LTK Engineering Services to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and current policies, develop tools to track performance, and provide project management support in an amount not to exceed \$2,167,563.39, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION: Discuss appointments, 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 Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project Environmental Mitigation Credit Purchases, the Personal Injury Claim of Seres Arpad, and the Personal Injury Claim of Chantae Figures. 52500

1804-28 NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASES 52501

Authorization to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project, in the amount discussed in Executive Session, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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1804-29 PERSONAL INJURY CLAIM OF SERES ARPAD 52506

Authorization to settle the claim of Seres Arpad through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

1804-30 PERSONAL INJURY CLAIM OF CHANTAE FIGURES 52508

Authorization to settle the claim of Chantae Figures through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

1804-31 APPOINTMENT TO THE BOARD OF TRUSTEES OF THE GATEWAY PROGRAM DEVELOPMENT CORPORATION (GPDC) RELATED TO THE GATEWAY PROGRAM 52510

Appointment of Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation.

- **PUBLIC COMMENTS ON OTHER MATTERS**
- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 14, 2018 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 20, 2018;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 14, 2018 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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



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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: APRIL 10, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – APRIL 2018

In my short time here, we've managed to navigate a series of late winter weather events. I, like many of you, am tired of the snow, but it's given me an opportunity to dive into this organization and the operations. During these past snow storms, I've spent some time at the Emergency Operations Center and had the chance to see the real-time response capabilities we have, as well as the complexities of operating a multi-modal statewide transportation network. I want to commend and thank all of the hard working men and women of NJ TRANSIT for all of their efforts in some rather harsh conditions to keep our trains, buses and light rail systems moving for our customers.

On the agenda today is an item to move forward with the final design and re-construction of the Elizabeth rail station. The project, if approved, will feature new station buildings, longer platforms to accommodate additional boarding capacity and a host of other improvements including better ADA access, security and communications systems and customer amenities. A new, modern and efficient station capable of handling the demands of this important Northeast Corridor station is critical and is a perfect example of the kinds of investments we will be making in our transit system.

This past Saturday, we implemented some bus route changes through downtown Hackensack, moving bus service off of a section of Main Street. This stems from a request from the City of Hackensack as part of their Main Street Streetscape project and their effort to improve traffic flow through the area. We were able to work with the city to accommodate this request, while continuing to provide service for our customers. Prior to this implementation, we communicated the changes to our customers and created a special brochure with maps outlining the new routes and new bus stops. We will continue to monitor these adjusted bus routes through Hackensack and continue to listen to customer feedback to maintain the highest level of service.

On Saturday March 24th, the New Jersey Transit Police Department conducted a full scale exercise at the Tonnelle Avenue station on the Hudson-Bergen Light Rail. Federal, state, county and local first responders all worked together with NJ TRANSIT employees and our contract operators on the HBLR to practice life-saving responses and protocols in the event of an emergency. It's these kinds of partnerships and training that will prove to be critical during times of crisis. These drills are designed to be as real as possible, including volunteers playing the role of victims, while first responders from multiple agencies communicate and work together to facilitate rescue efforts. We will have our second drill of the year coming up on May 12th along the Newark Light Rail, where we will again put our responders to the test, strengthen our partnerships with other agencies and maintain our personnel and equipment in a state of readiness.

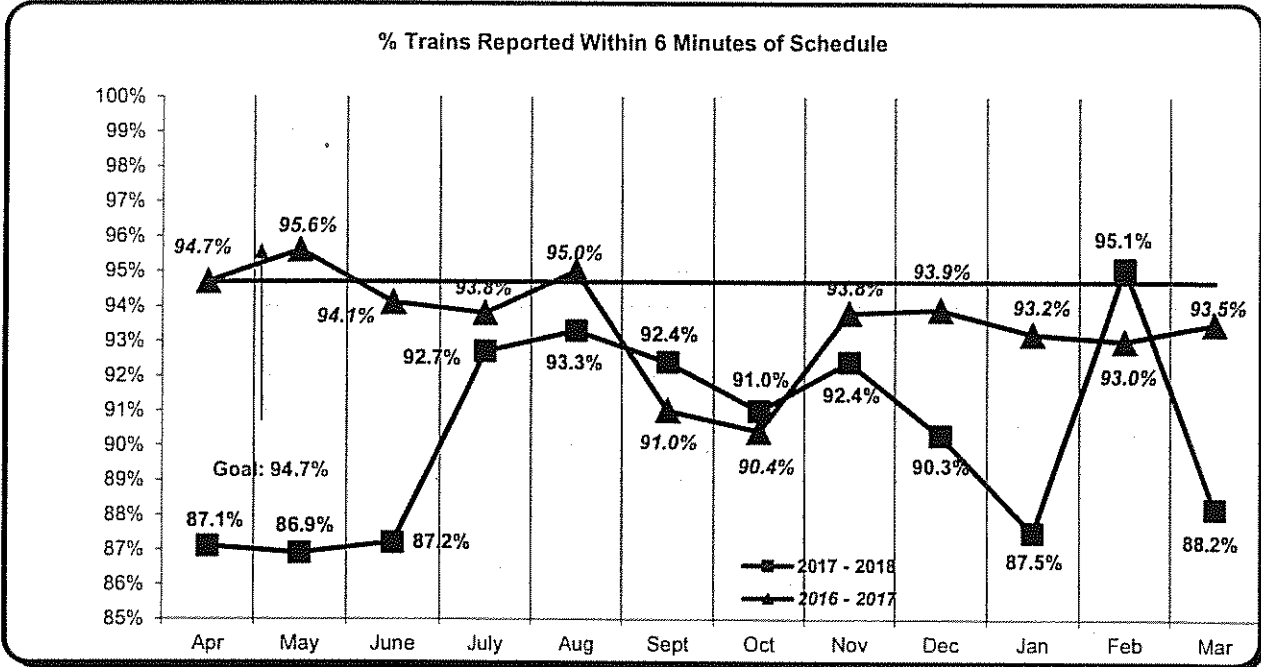
We are once again taking part in the Leadership Exchange and Development program or LEAD, and I am pleased to announce that NJ TRANSIT will be serving as a program host during the last week of this month. The program, which kicked off in October, is made up of two to three candidates who are one to two levels from the Executive Director-level position from transit agencies across the Northeast, as well as the Chicago Transit Authority and Toronto Transit. The format of the program, where candidates visit various agencies over an 18-month period and meet with top executives at each, presents invaluable opportunities for development, both personal and professional. Selected NJ TRANSIT candidates receive a broad perspective on best practices from senior and executive staff at each transit agency and how effective leadership makes them all work efficiently.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2016 - MARCH 2018



	2017	2018	# Change
March Comparison	93.5%	88.2%	-5.3%

	2016-2017	2017-2018	# Change
12-Month Average April 2017 - March 2018	93.5%	90.3%	-3.2%

Analysis:

Rail On-Time Performance was 88.2% for March 2018. Of the 18,357 trains scheduled to operate, 16,182 were on time, while 2,175 trains (or 11.8%) were delayed. Key causes included:

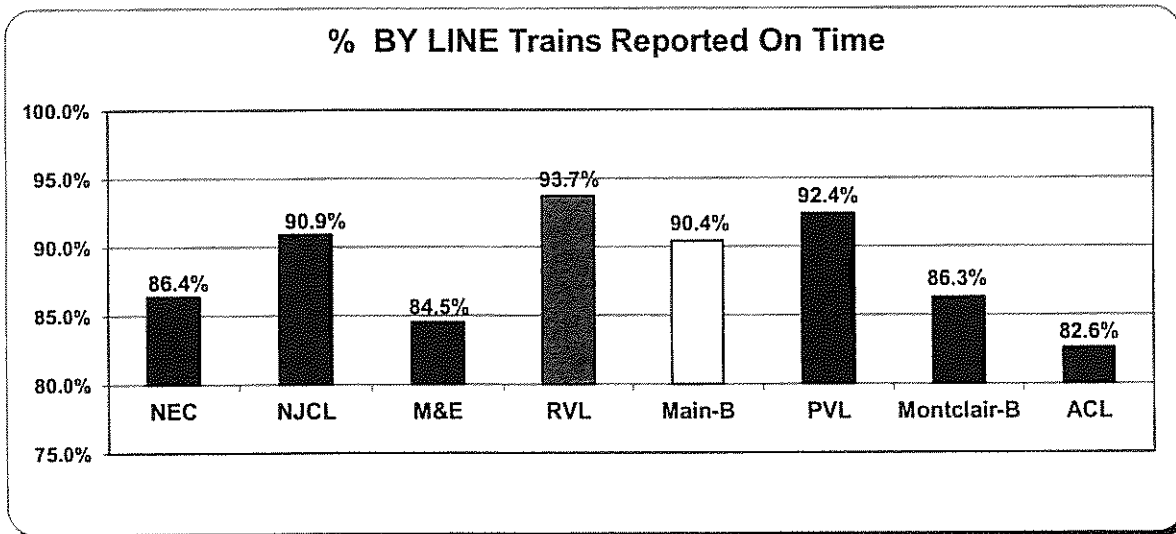
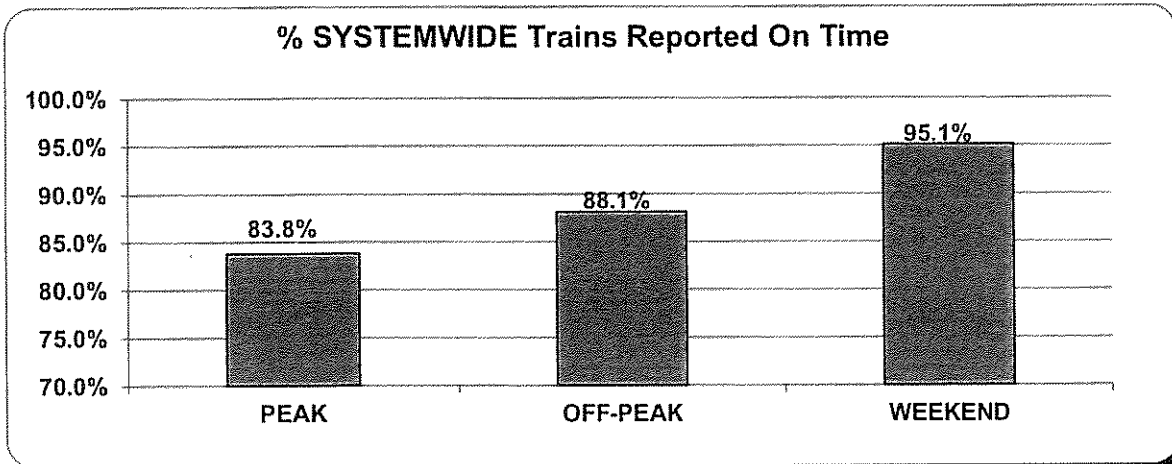
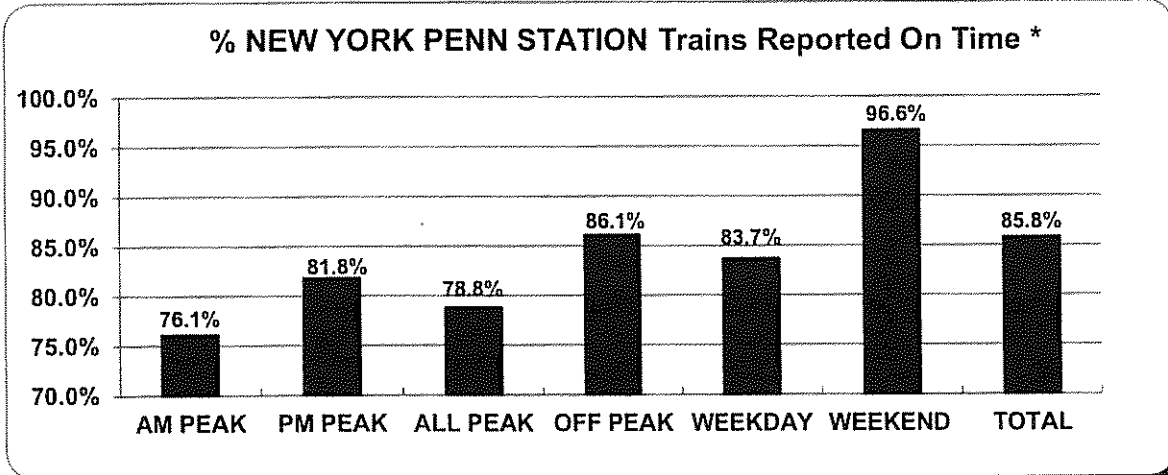
- Amtrak and NJT equipment failure, and weather related issues contributed to 244 delays resulting in 62.6% OTP on March 2.
- Amtrak and NJT weather related issues contributed to 144 delays resulting in 65.7% OTP on March 7.
- Amtrak, Metro North, and NJT weather related issues contributed to 408 delays resulting in 40.3% OTP on March 8.

The 12-month average for Rail On-Time Performance April 2017 - March 2018 was 90.3%, which decreased by 3.2%.

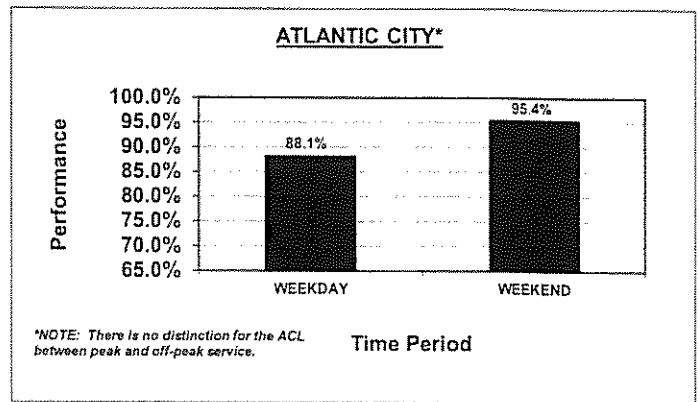
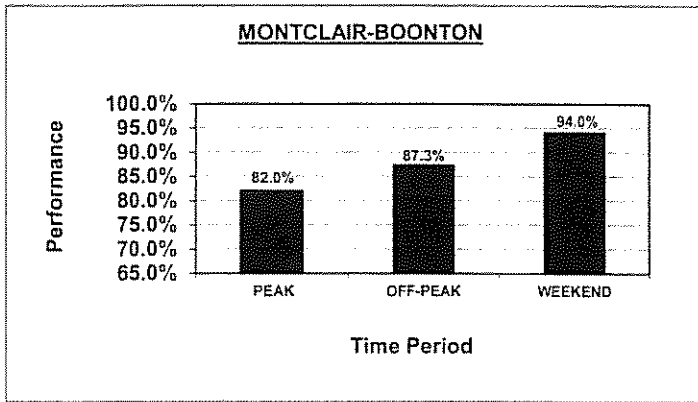
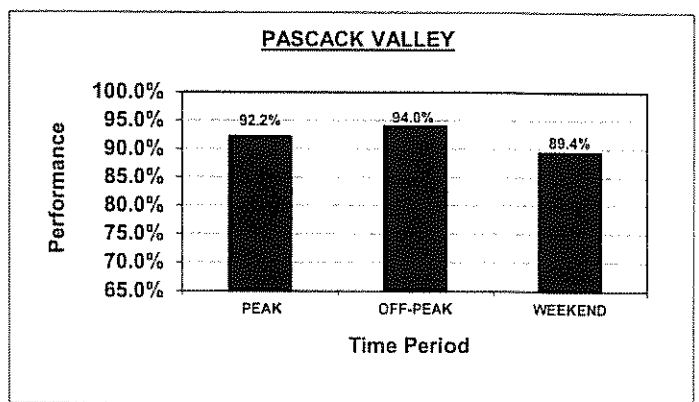
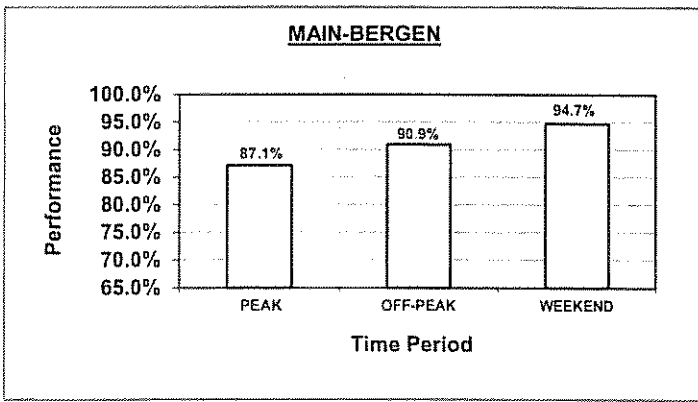
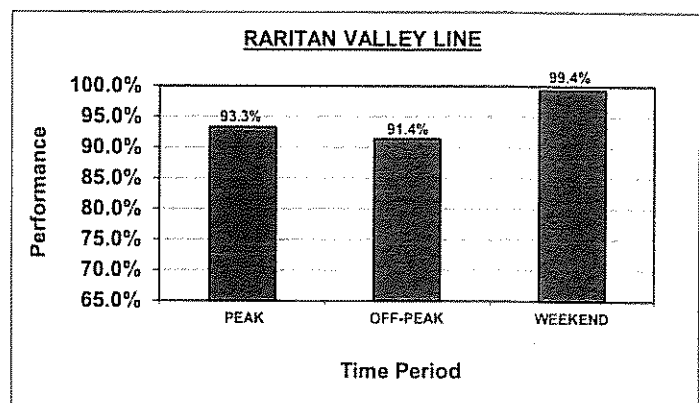
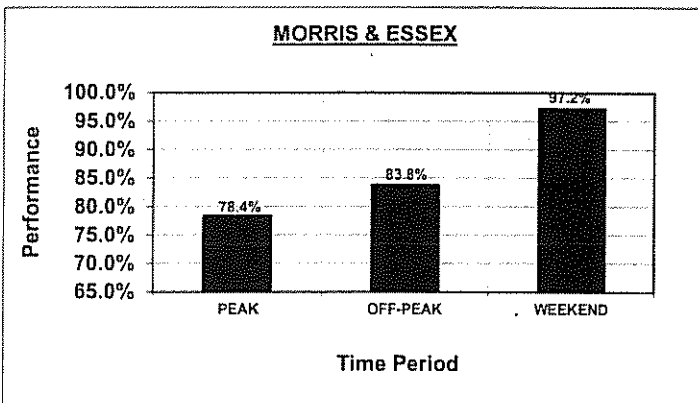
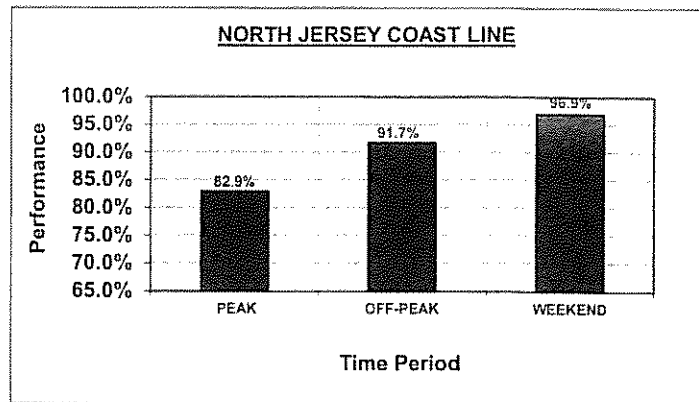
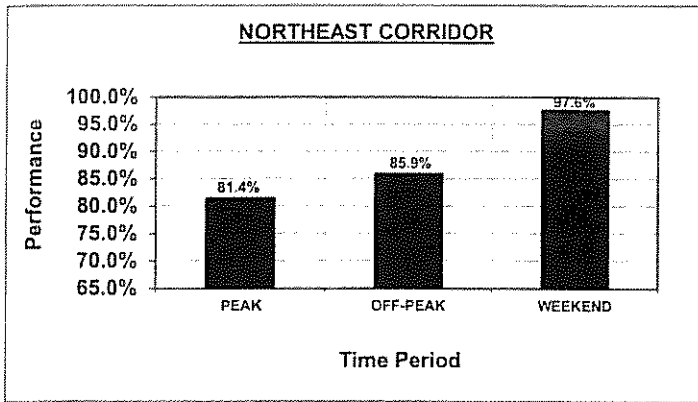
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD MARCH, 2018

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



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

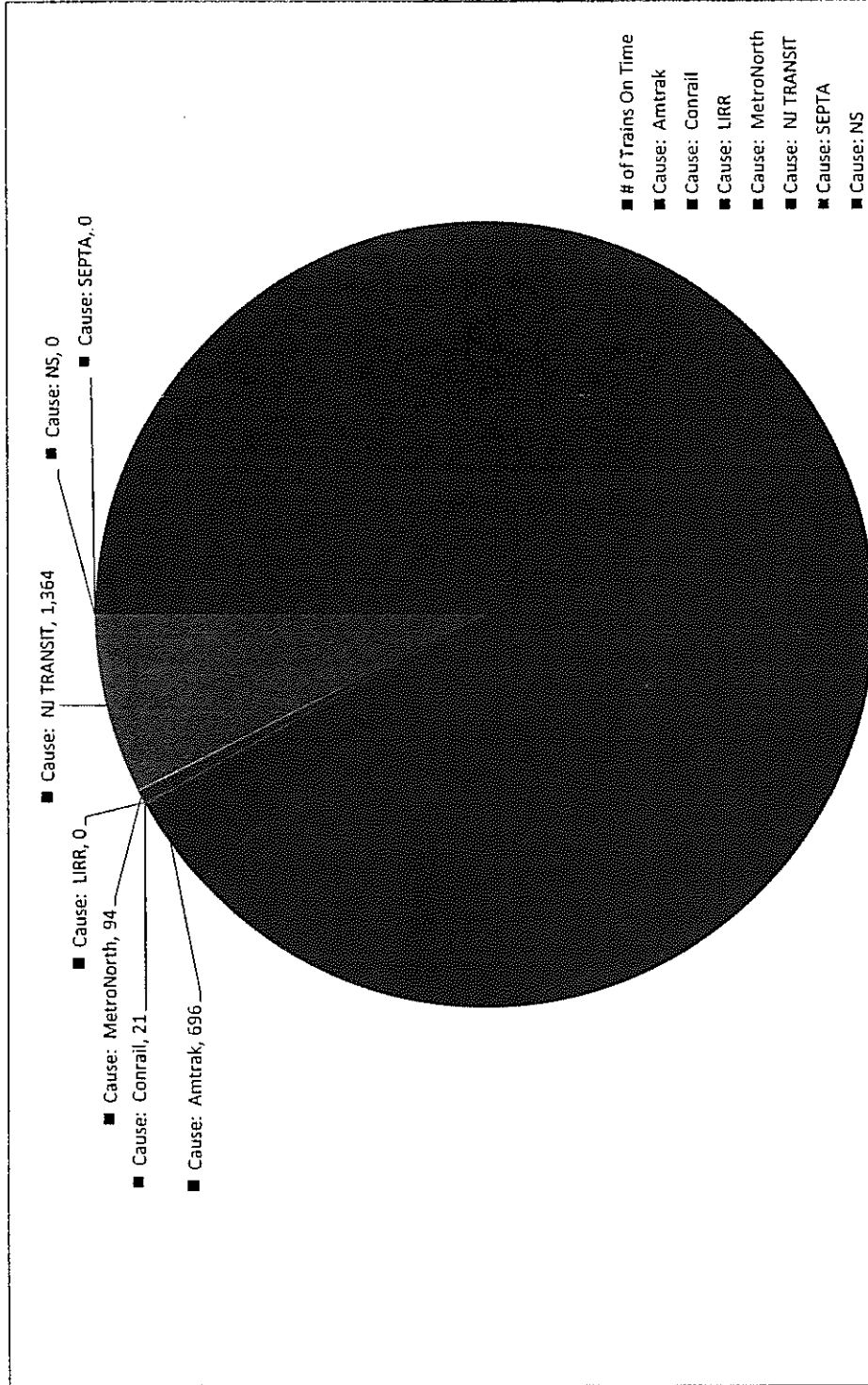


*NOTE: There is no distinction for the ACL between peak and off-peak service.

NJ TRANSIT Performance - MARCH, 2018

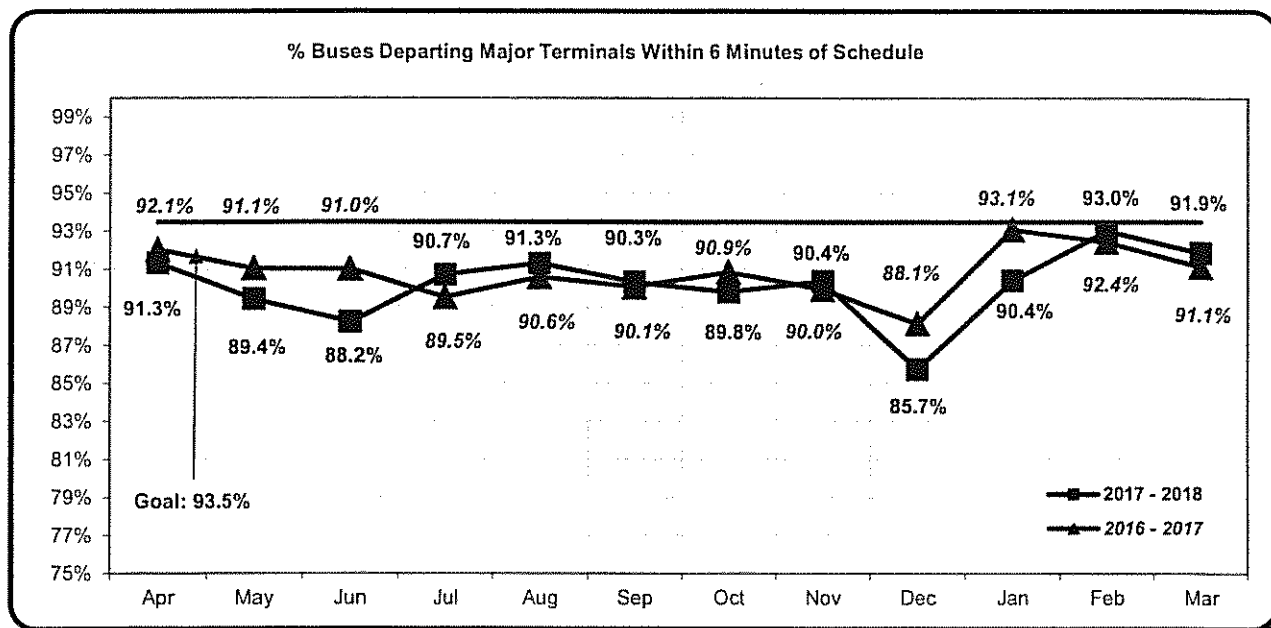
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: LIRR	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: SEPTA	Cause: NS
# of Trains On Time	16,182	696	21	0	94	1,364	0	0
# of Late Trains	2,175	3.79%	0.11%	0.00%	0.51%	7.43%	0.00%	0.00%
Total # of Trains	18,357							
Percentage On Time	88.20%							



- # of Trains On Time
- Cause: Amtrak
- Cause: Conrail
- Cause: LIRR
- Cause: MetroNorth
- Cause: NJ TRANSIT
- Cause: SEPTA
- Cause: NS

NJ TRANSIT ON-TIME PERFORMANCE BUS APRIL 2016 - MARCH 2018



	2016 - 2017	2017 - 2018	% Change
March Comparison	91.1%	91.9%	0.7%

	2016 - 2017	2017 - 2018	% Change
12-Month April 2017 - March 2018	90.8%	90.2%	-0.6%

Analysis:

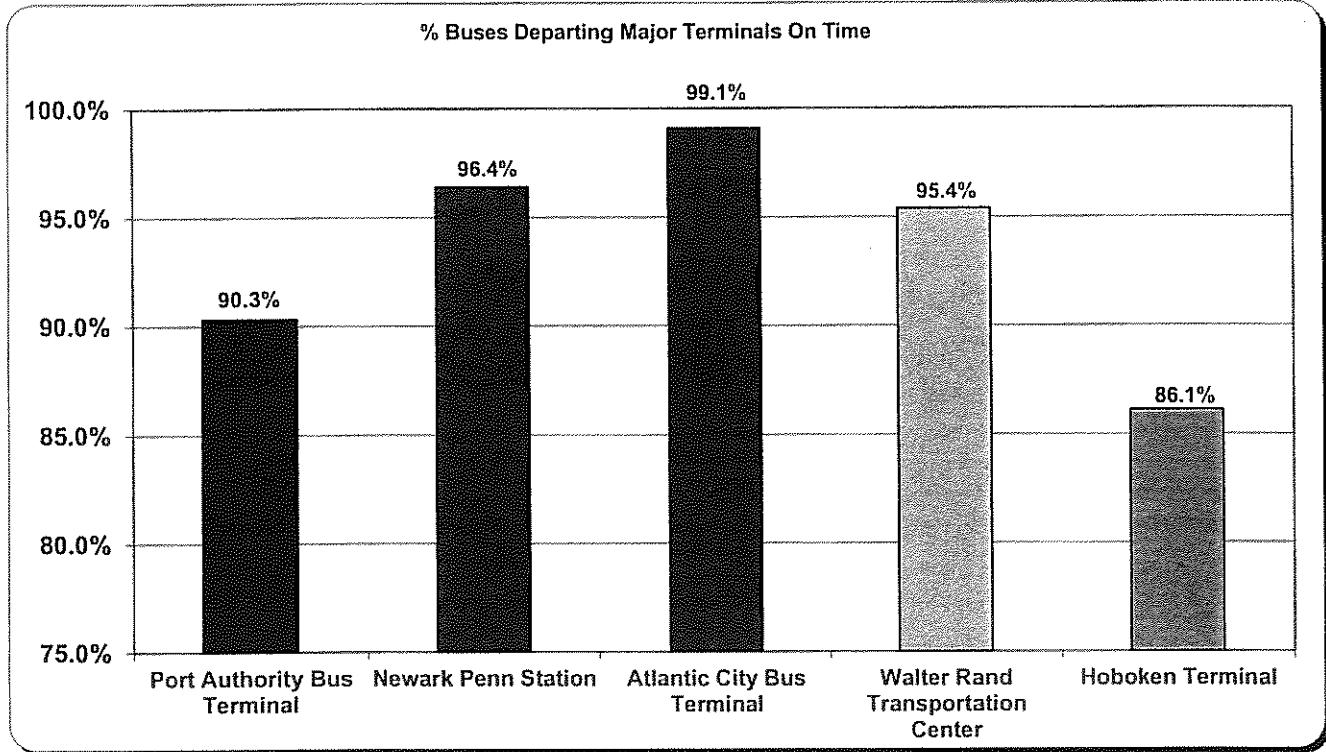
Bus On-Time Performance was 91.9% for March 2018. Of the 40,244 monitored departures 3,271 (or 8.1%) experienced delays. Key causes included:

- Four major snowstorms and the accompanying delays had a significant impact on all terminals, which impacted service.
- At the Port Authority Bus Terminal, local street blockages limited access to the terminal on March 16 and March 30, impacting service.
- Delays in Newark due to road closures caused by downed wires on March 6 and March 9 impacted service.
- Construction on Washington Street, continues to impact performance at Hoboken. The project is scheduled to continue until mid-2018.

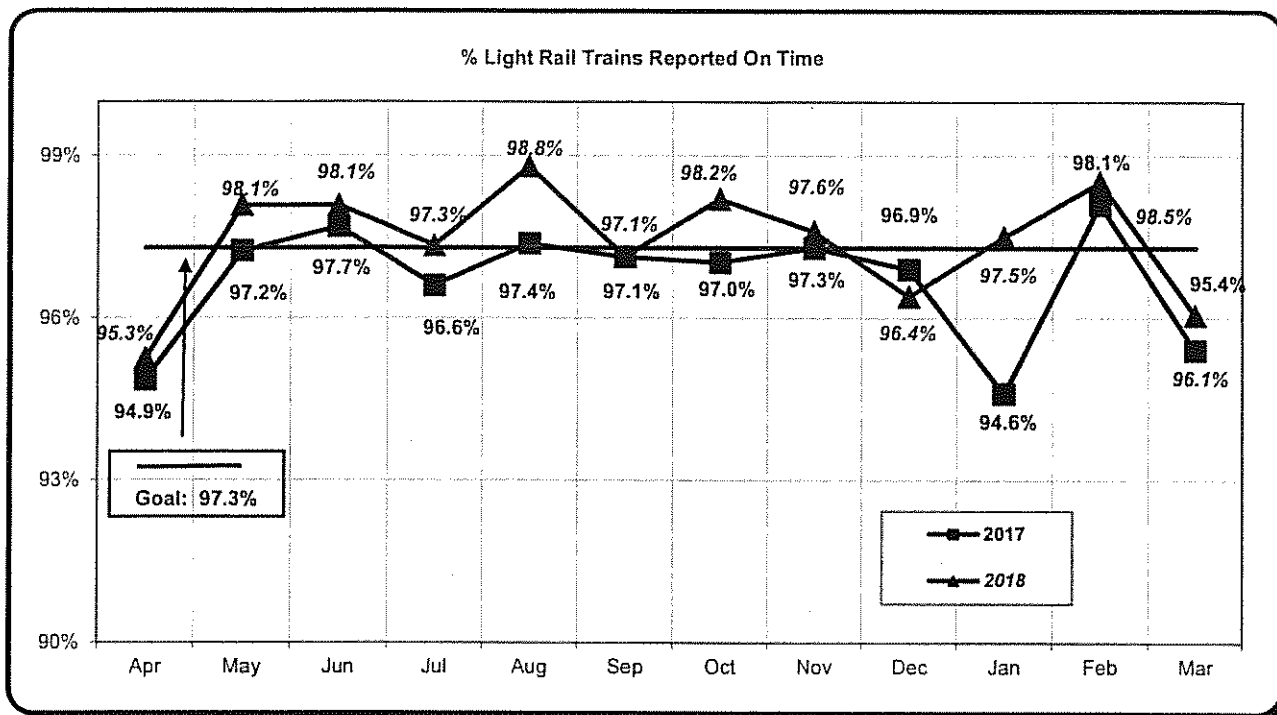
The 12-month average for Bus On-Time Performance for April 2017 - March 2018 was 90.2%, which decreased by 0.6% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL APRIL 2016 - MARCH 2018



2017	2018	# Change
96.1%	95.4%	-0.7%

March Comparison

2017	2018	# Change
97.4%	96.7%	-0.7%

12-Month Average Ended Mar 2017 & Mar 2018

Analysis:

Light Rail On-Time Performance systemwide was 95.40% for the month of March 2018. Of the 27,389 scheduled departures, 1,261 (or 4.6%) experienced delays.

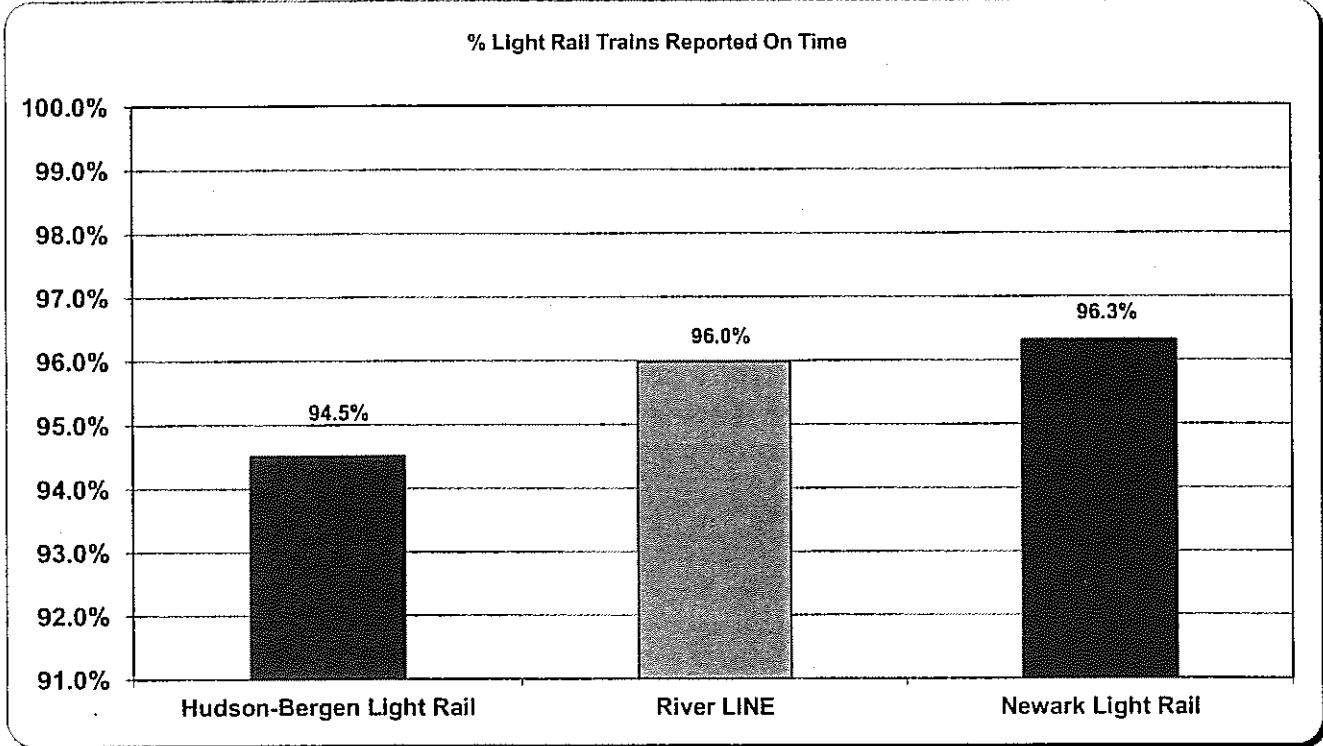
Key causes included:

- Brush fire near Ninth St. delayed 15 HBLR Line trains on March 25.
- Slow boarding conditions in Cinnaminson delayed 4 RiverLine trains on March 5.
- Signal problems near Washington Park delayed 18 NLR trains on March 27.

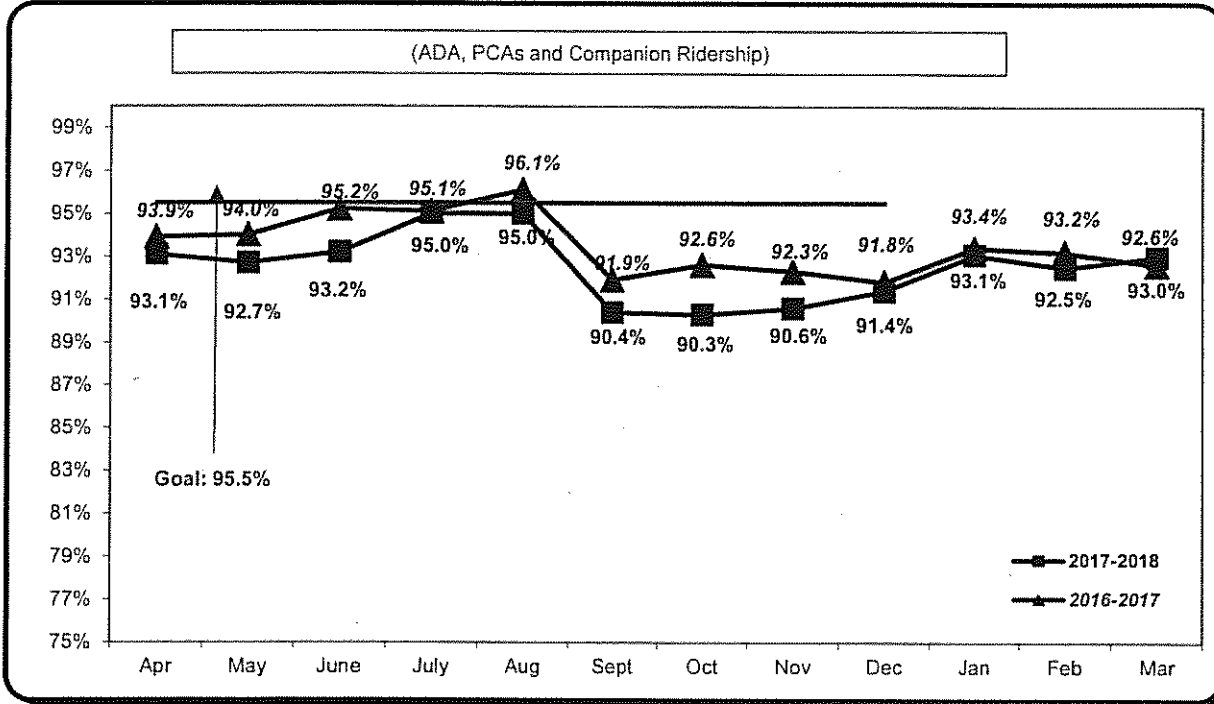
The 12-month average for Light Rail On-Time Performance for April 2017 - March 2018 was 96.7%, which decreased by 0.7 %.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2018



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK April 2016 - March 2018



	2017	2018	% Change
March Comparison	92.6%	93.0%	0.4%

	2017	2018	Difference
March Ridership	137,701	125,194	-12,507

	2016-2017	2017-2018	% Change
12-Month Average April-March	93.5%	92.5%	-1.0%

Analysis:

Access Link On-Time Performance was 93.0% for March 2018. In serving 125,194 total riders, for 114,091 ADA customers trips, 8,009 (or 7.0%) experienced delays.

Key causes include:

- * Service suspension due to the inclement weather conditions
- * Road closures and major service delays due to inclement weather which caused removal of Sedans from service

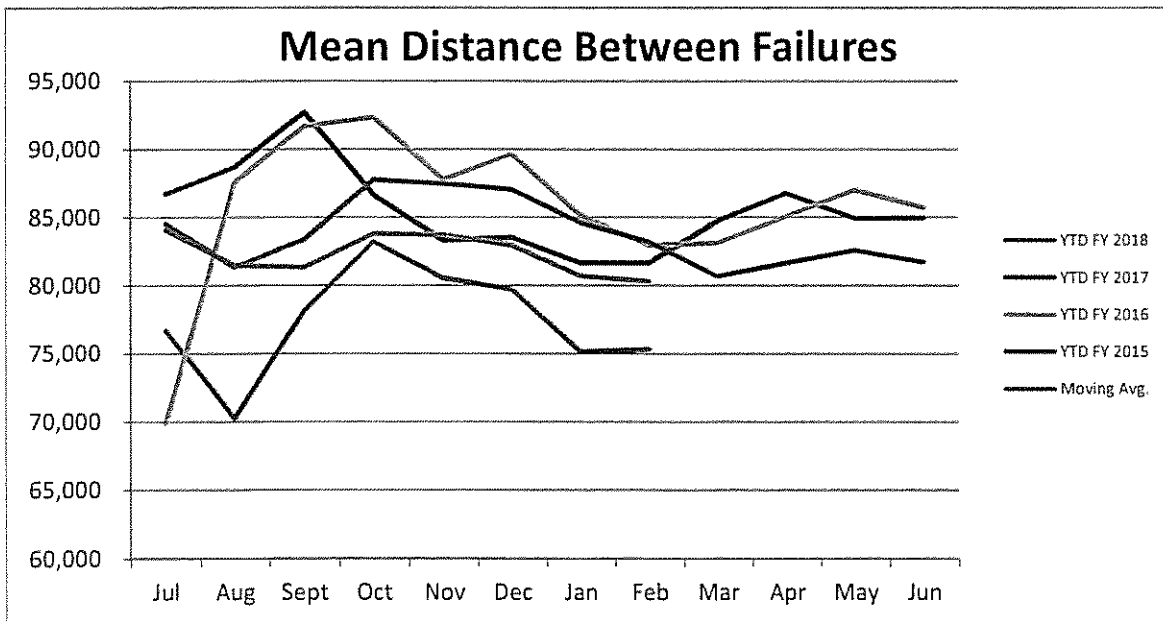
The 12-month average for Access Link On-Time Performance for April 2017 - March 2018 was 92.5%, which decreased by 1.0%.

MEAN DISTANCE BETWEEN FAILURES

February 2018

NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	76,674	86,683	69,926	84,508	84,069
Aug	70,263	88,680	87,565	81,319	81,472
Sept	78,151	92,705	91,669	83,368	81,337
Oct	83,213	86,626	92,329	87,750	83,800
Nov	80,523	83,272	87,756	87,434	83,720
Dec	79,711	83,501	89,655	87,042	82,929
Jan	75,139	81,633	85,167	84,607	80,711
Feb	75,324	81,639	82,949	83,179	80,309
Mar	-	84,715	83,112	80,659	-
Apr	-	86,771	85,060	81,649	-
May	-	84,920	87,022	82,566	-
Jun	-	84,936	85,722	81,704	-

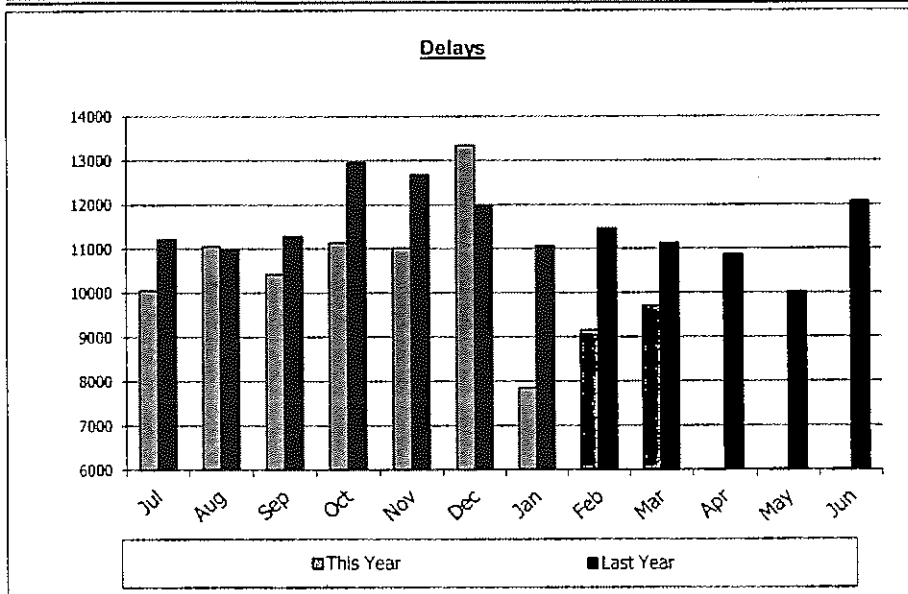


Garage Performance Parameters

March 2018

Location	Miles Between In-Service Delays			
	FY2018 Goal	This Month	FY2018 YTD	FY2017 YTD
Fairview	7,000	5,760	5,540	5,933
Greenville	9,900	5,697	4,988	6,223
Market Street	9,500	5,908	7,755	8,602
Meadowlands	11,500	5,920	6,602	7,526
Oradell	13,500	6,911	8,525	10,200
Wayne	12,500	8,223	9,687	12,845
Northern Division	-	6,610	7,550	8,922
Big Tree	8,800	9,620	7,520	9,819
Hilton	10,200	8,033	9,325	10,027
Howell	16,750	25,200	32,342	35,021
Ironbound	9,600	10,452	10,025	10,360
Orange	9,250	8,205	8,525	9,206
Morris	10,500	48,116	47,195	47,329
Central Division	-	11,680	12,128	13,140
Egg Harbor	16,500	14,015	14,902	15,365
Hamilton	20,000	15,448	12,711	18,035
Newton Avenue	15,700	15,167	12,134	13,862
Washington Twp.	14,500	15,887	12,437	13,652
Southern Division	-	14,987	13,197	14,736

Bus Operations	-	9,699	10,221	11,591
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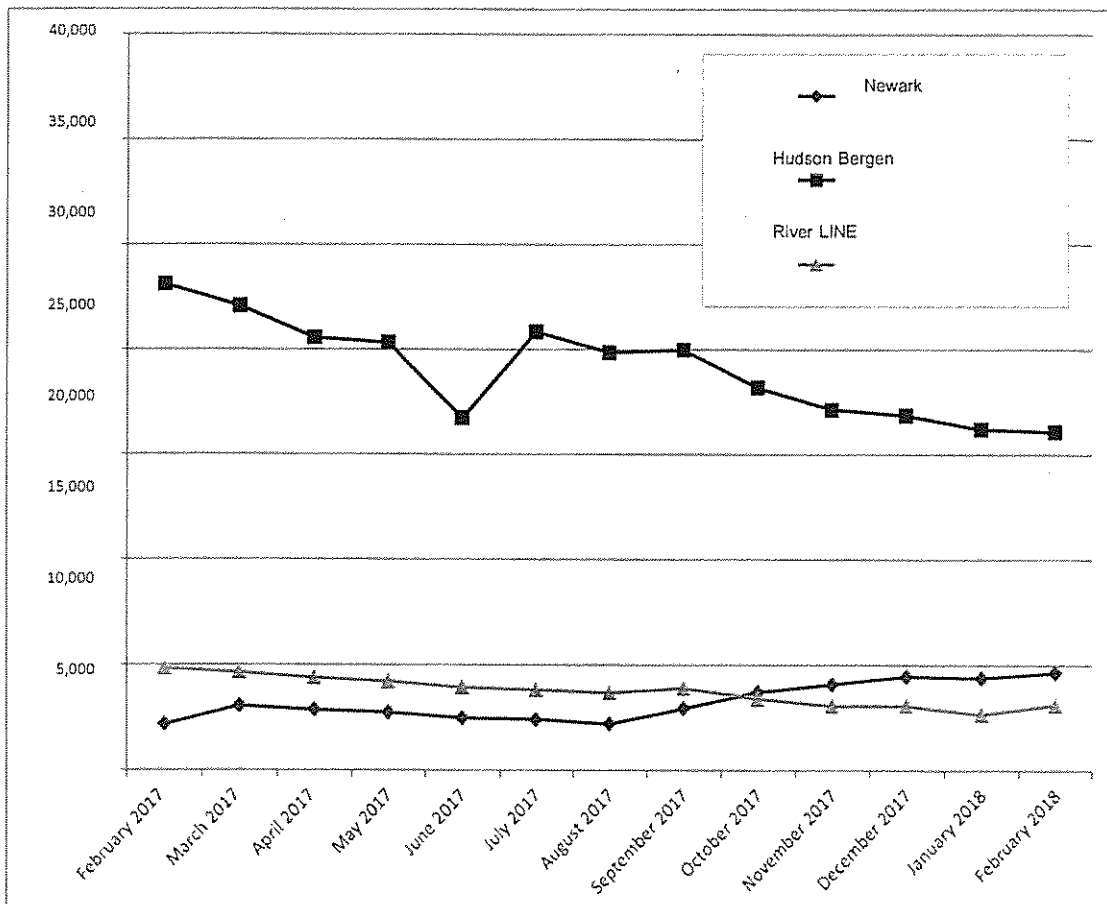


NJ TRANSIT - LIGHT RAIL, February 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * February 2018
Newark Light Rail	9,613
Hudson Bergen	21,082
River LINE	8,093

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



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

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

DBE/SBE PROGRAM

State Funded Contracts

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

During the State Fiscal Year 2018 (July 1, 2017 through June 30, 2018) NJ TRANSIT awarded \$227,231,139.12 in state funded contracts. Of that total, SBEs received \$55,685,898.19 or 24.51%.

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

Category 1 SBEs received	\$37,500.00	or 0.02%
Category 2 SBEs received	\$177,800.00	or 0.08%
Category 3 SBEs received	49,852,412.57	or 21.94%
Category 4 SBEs received	\$4,429,185.62	or 1.95%
Category 5 SBEs received	\$41,000.00	or 0.02%
Category 6 SBEs received	\$1,148,000.00	or 0.51%

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

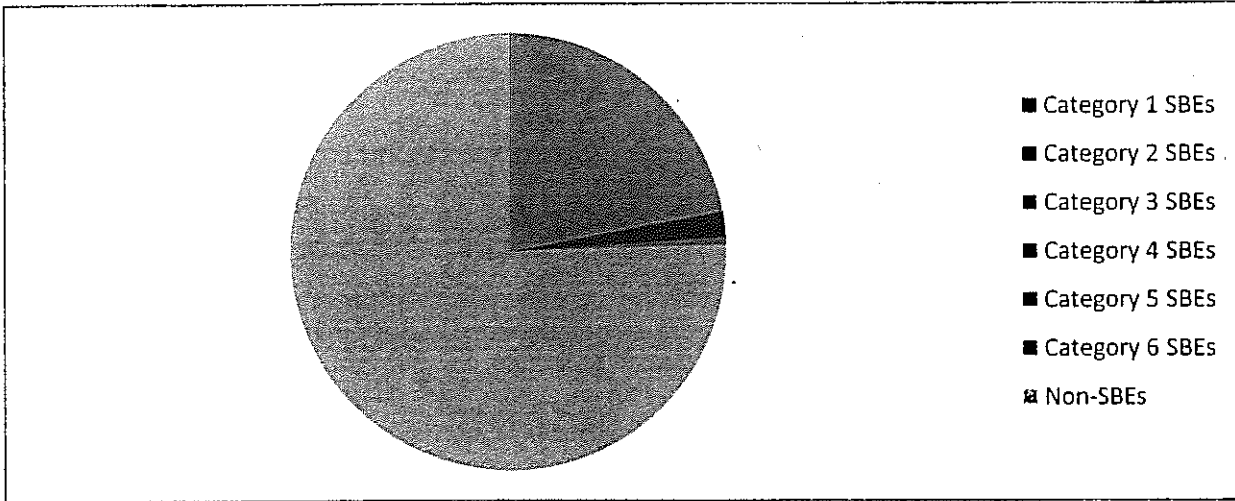
During the 2nd Quarter (January 1, 2018 – March 31, 2018) of Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018), the FTA funded share of NJ TRANSIT's federal contracts awarded was \$18,340,280.00. Of that total, Disadvantaged Business Enterprises (DBEs) received \$3,851,459.00 or 21.00%.

DBE Goal Attainment from January 1, 2018 – March 31, 2018 (FFY 2018) **

Contracts awarded	\$18,340,280.00
DBEs received	\$ 3,851,459.00 or 21.00%

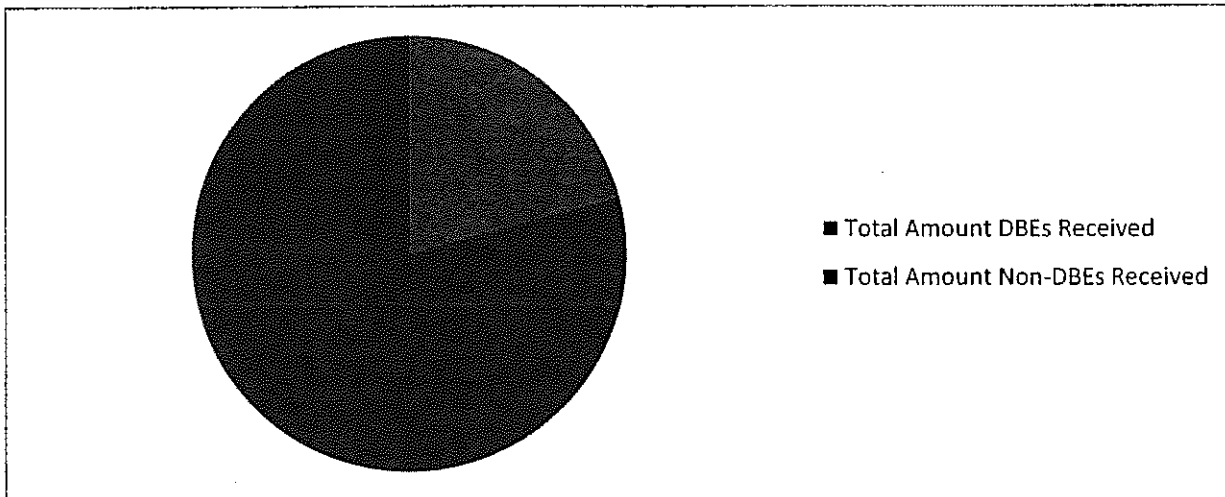
***Numbers reflect federal share.*

<i>Category 1 SBEs</i>	\$37,500.00	0.02%
<i>Category 2 SBEs</i>	\$177,800.00	0.08%
<i>Category 3 SBEs</i>	\$49,852,412.57	21.94%
<i>Category 4 SBEs</i>	\$4,429,185.62	1.95%
<i>Category 5 SBEs</i>	\$41,000.00	0.02%
<i>Category 6 SBEs</i>	\$1,148,000.00	0.51%
<i>Non-SBEs</i>	\$171,545,240.93	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$8,233,145.97	20.84%
Total Amount Non-DBEs Received	\$31,268,353.77	79.16%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

6 NJ TRANSIT employees retired recently with careers ranging from 12 to 35 years of service:

1. Michael Bridgeman, Carman – Bay-Head – 31 years
2. Charles Doukas, Tech. – MMC-Loco. – 14 years
3. Mohamed Salem, Tech. – MMC-Electric – 30 years
4. Raymond Scheffley, Water Svc. Mechanic Lead – MMC-Bldg. – 33 years
5. Juan Serrano, Electrician – MMC-Loco. – 12 years
6. Greg Woolley, Carman – Long-Branch – 35 years

ACTION ITEMS

**ITEM 1804-24: ELIZABETH RAIL STATION RECONSTRUCTION PROJECT:
FINAL DESIGN AND CONSTRUCTION CONTRACT AWARD
AND CONSTRUCTION MANAGEMENT SERVICES AWARD**

BENEFITS

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

In 1987, NJ TRANSIT completed re-construction of the Elizabeth Rail Station complex including high-level platforms, walkways, elevators and stairways. The station complex has not undergone any major renovation and is in need of complete restoration and upgrades. This project will bring the facility to a state-of-good-repair, increase current platform boarding capacity, and improve station functionality and safety.



Artist rendering of proposed Outbound Plaza Entrance and Station Building

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

Staff seeks authorization to enter into NJ TRANSIT Contract No.16-015X with Anselmi & De Cicco, Inc. for Final Design and Construction in support of the Elizabeth Rail Station Reconstruction project in the amount of \$ 49,273,000.00, plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 16-052R with WSP USA, Inc., for the Construction Management Services in support of the Elizabeth

Rail Station Reconstruction project in the amount of \$4,730,660.28, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

The authorization of the Final Design and Construction Contract will allow for: (1) completion of final design of the project and acquire the required permits and approvals; (2) construction of the new inbound and outbound station buildings and restoration of the existing pedestrian tunnel; (3) rebuilding of existing inbound and outbound high-level platforms and construction of an additional approximately 300 linear feet of the inbound and outbound high-level platforms to accommodate a 12-car train boarding capacity; (4) additional connections to the public Right-of-Way, installation of new platform canopies, climate controlled platform shelters, and new fencing; (5) ADA access improvements including rehabilitation of two existing elevators and construction of two new elevators, access stairs, and ADA ramps at the end of the platforms; (6) installation of new passenger communications systems, variable message signs, security access and video surveillance systems; (7) site work improvements and restoration of the existing plaza areas and station surrounds; and (8) installation of Transit Arts elements.

Authorization of the construction management services contract with WSP USA will provide management support services during the design and construction phases of the project.

BACKGROUND

History

The Elizabeth Rail Station is situated along Amtrak's NEC rail line. NJ TRANSIT's Northeast Corridor Line and North Jersey Coast Line trains provide service to Elizabeth Station. In 1982, as part of the "Settlement Agreement Covering Amtrak/NJ TRANSIT 900 Day Option Properties" between NJ TRANSIT and Amtrak, NJ TRANSIT acquired the Elizabeth Station Property, which includes the railroad platforms as well as the Elizabeth Rail Station.

In 1987, NJ TRANSIT completed re-construction of the Elizabeth Rail Station complex including high-level platforms, walkways, elevators and stairways. The station complex has not undergone any major renovations since that time, and is in need of complete restoration and upgrades to accommodate current platform capacity and improved safety.

The authorization of the design-build contract will allow NJ TRANSIT to complete final design of the project and complete reconstruction of the Elizabeth Rail Station complex. The authorization of the construction management services consultant contract will provide management support services during the design and construction phases of the project.

Procurement*Contract No.16-015X: Final Design and Construction*

The Office of Business Development assigned a Disadvantaged Business Enterprise (DBE) goal of 13 percent for Contract No.16-015X for Final Design and Construction. The Request for Special Pre-Qualifications for Contract No.16-015X for Final Design and Construction was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in local newspapers on May 5, 2016. A Pre-Special Prequalification Conference was held on June 2, 2016 at NJ TRANSIT Headquarters in Newark, New Jersey. An Invitation for Bid (IFB) was released to pre-qualified bidders on May 1, 2017. Bids were received electronically and opened on February 8, 2018 at 2:00 p.m.

E-BID 16-015X RESULTS

Company	Total Bid Price
Anselmi & De Cicco, Inc.	\$49,273,000.00
Northeast Remsco Construction	\$57,847,000.00
Railroad Construction Company, Inc.	\$73,800,000.00
Schiavone Construction Co., LLC	\$99,779,000.00

Anselmi & De Cicco, Inc. has identified a 13.09 percent DBE participation.

Contract No. 16-052R: Construction Management Services

The Office of Business Development assigned DBE goal of 23 percent for Contract No. 16-052R for Construction Management Services. A Request for Proposal was issued on April 28, 2017 and advertised in local newspapers. NJ TRANSIT received proposals on June 29, 2017, and oral presentations were completed on July 24, 2017. The Technical Evaluation Committee scored the proposals and selected the most qualified firm. Following negotiations, NJ TRANSIT selected WSP USA, Inc. at a final cost of \$4,730,660.28. WSP USA, Inc. has identified a 23.8 percent DBE participation.

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

FISCAL IMPACTS**Requested Authorization:**Final Design Construction

Contract No. 16-015X

\$ 49,273,000.00 +5% contingency

Construction Management Consultant

Contract No. 16-052R \$ 4,730,660.28 +5% contingency

Past Authorization:

Item No. 1802-19 Amount discussed in executive session.

Expenditures to Date:

\$2,242,234.49
(as of January 31, 2018)

Total Project Cost:

\$71,000,000

Projected Date of Completion:

Construction Complete - Summer 2022

Capital Program Amount:

\$71,000,000

Operating Budget Amount:

None

Anticipated Source of Funds:

Federal Transit Administration

PRINTS ID Number:

RPF00220

DBE/SBE Goal:

Contract No. 16-015X 13% (Final Design and Construction)

Contract No. 16-052R 23% (CM Services)

NJ Build Amount:

NA

Related/Future Authorizations:

None

Impact on Future Operating Budgets:

\$80,000 (additional impact)

RESOLUTION

WHEREAS, in 1987, NJ TRANSIT completed re-construction of the Elizabeth Rail Station complex including high-level platforms, walkways, elevators and stairways; and

WHEREAS, the Elizabeth Rail Station complex has not undergone any major renovations since that time, and is in need of complete restoration and upgrades to accommodate current platform capacity and improved safety; and

WHEREAS, the authorization of the design-build contract will allow NJ TRANSIT to complete final design of the project and complete reconstruction of the Elizabeth Rail Station complex, bring the facility to a state-of-good-repair, increase current platform boarding capacity, and improve station functionality and safety; and

WHEREAS, the authorization of the construction management services contract will provide construction management support services during the design and construction phases; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Anselmi & De Cicco, Inc. submitted the lowest responsive and responsible bid; and

WHEREAS, WSP USA, Inc. has been selected as the most qualified firm for the provision of construction management services;

NOW THEREFORE BE IT RESOLVED that the Chair or Executive Director is authorized to enter into Contract No.16-015X with Anselmi & De Cicco, Inc. for Final Design and Construction in support of the Elizabeth Rail Station Reconstruction project in the amount of \$49,273,000.00, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into Contract No. 16-052R with WSP USA, Inc. for the Construction Management Services in support of the Elizabeth Rail Station Reconstruction project in the amount of \$4,730,660.28, plus five percent for contingencies, subject to the availability of funds.

ITEM 1804-25: NEWARK LIGHT RAIL - STATE OF GOOD REPAIR PHASE II (SOGR II) PROJECT: CONSULTANT CONTRACT AWARD FOR DESIGN AND ENGINEERING SERVICES

BENEFITS

The Newark Light Rail (NLR) SOGR II Project would improve ride quality, reduce noise, mitigate flooding in areas that have been flood prone, which in turn hastens railroad tie deterioration, and allow trains to operate at optimal speed throughout the section of the NLR between the Norfolk Street and Branch Brook Park stations.

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

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-029R with AECOM of Philadelphia, Pennsylvania, for design services for the Newark Light Rail State of Good Repair Phase II Project for an amount of \$589,572.57, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

This contract is part of a comprehensive project to bring the NLR up to a state of good repair.

While NLR staff has had a continuous track maintenance program to address state of good repair issues on the system, a combination of system age, soil conditions, and drainage problems have taken their toll on the track between the tunnel portal, located just east of the Norfolk Street Station, and the Branch Brook Park Station. Additionally, the newer light rail vehicles (LRVs), which replaced the outdated vintage Newark City Subway cars, are nearly double the weight of the older cars, accelerating the wear and tear of the track structure, which had not been designed to support the weight of the newer vehicles.

The current conditions are affecting ride quality and in some areas speed restrictions are required because the LRVs can no longer operate safely at the rated line speed.

This contract calls for the design of the required work on Track One from the tunnel portal from which trains exit outbound from Newark Penn Station to the Branch Brook Park Station and on Track Two inbound from the Branch Brook Park Station to the Orange Street Station. The sections of track at the Davenport Avenue and Bloomfield Avenue stations are not included in this contract as they were covered by an earlier design contract.

The specific sections of the NLR that are targeted for this work are illustrated in Figure 1.

This contract calls for the complete design of the replacement of track, ties, ballast, and sub-ballast in these sections of the NLR system. It also includes the design of improvements to the drainage system, including the addition of a back-flow preventer that will address water collecting on the NLR right-of-way as it drains from Branch Brook Park, which lies immediately adjacent to the NLR between the Orange Street and Branch Brook Park stations.

This design contract is part of an overall state of good repair effort on the NLR that calls for the replacement of approximately 3,000 railroad ties and six miles of track. The overall project (SOGR Phase I and Phase II) is estimated to cost \$12.25 million and is scheduled to be completed in 2022.

BACKGROUND

The present day NLR consists of two lines: a main line that runs between Newark Penn Station to the Grove Street Station in Bloomfield, NJ; and a second line – the Broad Street Extension (BSE) – that runs from Newark Penn Station to the Newark Broad Street Station.

The main line runs in the trackbed of the original Newark City Subway, which opened in 1935 with trolley car service between the current Military Park and Branch Brook Park stations. Two years later service was connected to Newark Penn Station, and in January 1954 the trolley cars were replaced by the Presidents' Conference Committee, or PCC, cars. NJ TRANSIT took over operations of this service in 1980, and the LRVs replaced the PCC cars in 2001. In June 2002 service on this line was extended to the cities of Belleville and Bloomfield with the opening of the Silver Lake and Grove Street stations.

The BSE was opened in July 2006, and included stops at the Newark Performing Arts Center and Newark Riverfront Stadium, with connecting service at Newark Broad Street Station with NJ TRANSIT's Morris and Essex and Montclair-Boonton lines.

The NLR averages approximately 20,000 passenger trips on week days on both lines, with approximately 9,000 passenger trips combined on the weekend.

A complete track replacement program was performed on the main line in 1983, replacing track from the tunnel portal to the current Branch Brook Park Station. With the exception of sections that have been replaced over the years due to emergency repairs, much of the 1983 track and track structure remain in place to this day.

PROCUREMENT

The Request for Proposals (RFP) for this project was advertised on January 25, 2016, in the Newark Star Ledger and Trenton Times. Four proposals were received from prospective consulting firms by the deadline of May 24, 2016.

These proposals were distributed to the Technical Evaluation Committee (TEC), which comprised of representatives from Light Rail and Rail Operations, for evaluation. The RFP process was temporarily delayed due to the shutdown of the Transportation Trust Fund. Thereafter, the TEC evaluation established that the following three firms should proceed to the oral presentation phase based on their technical expertise: WSP/Parson Brinkerhoff; AECOM; and Systra. Oral presentations were held on March 9, 2017, after which the TEC reevaluated the scores of the firms for overall technical qualifications.

NJ TRANSIT requested cost proposals from the three firms on April 6, 2017. NJ TRANSIT then entered into negotiations with the highest technically ranked firm, AECOM.

The Office of Business Development assigned a zero percent SBE goal for the RFP. AECOM submitted a commitment of 24.53% with their cost proposal.

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

FISCAL IMPACTS

Requested Authorizations: \$589,572.57 plus 5% contingency

Past Authorizations: None

Expenditures to Date: \$1,108,000

Total Project Cost: \$10,248,000

Projected Date of Completion: 3rd Quarter 2020

Capital Program Amount: \$10,248,000

Operating Budget Amount: \$0

Anticipated Source of Funds: Transportation Trust Fund

PRINTS ID Number: NJT00542

DBE/SBE Goal: 0% SBE

***NJ Build* Amount:** N/A

Related/Future Authorizations: Additional design services, construction services

Impact on Subsequent Operating Budgets: N/A

RESOLUTION

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

WHEREAS, Newark Light Rail serves a vital role in providing the communities along its rights-of-way safe and reliable transportation to and from Penn Station and the stations along its route; and

WHEREAS, age, water infiltration, and wear have caused deterioration of the track and supporting structure that have outpaced regular maintenance; and

WHEREAS, repairs must be implemented to bring the Newark Light Rail up to a state of good repair, including the replacement of ties, rail, ballast, and sub-ballast, and repairs to the drainage system, and this work requires properly formatted design documents; and

WHEREAS, AECOM was determined to offer the most advantageous and responsive proposal to NJ TRANSIT through a competitive RFP procurement process;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director, or his designee, is hereby authorized to enter into NJ TRANSIT Contract No. 15-029 with AECOM of Philadelphia, Pennsylvania, for design services of the Newark Light Rail State of Good Repair Phase II Project in the amount of \$589,572.57, plus five percent for contingencies, subject to the availability of funds.

ITEM 1804-26: PROPOSED BUS ROUTE NO. 95 SERVICE DISCONTINUANCE**BENEFITS**

NJ TRANSIT has identified performance metrics that set corporate-wide standards of accountability and create transparency for the public, helping us to make strategic decisions to maximize resources as well as illustrate how the agency is managing its commitment to excellence. NJ TRANSIT regularly reviews performance metrics for our bus services and when conditions change on a single or multiple bus routes, resulting in a significant degradation of performance, makes recommendations for remediation. This service discontinuance proposal will improve business efficiency and protect the investment of taxpayer dollars through the reduction of a poorly performing service.

ACTION (Scorecard: Corporate Accountability, Financial Performance)

Staff seeks authorization to take all actions necessary to discontinue Bus Route No. 95 (Scotch Plains-Newark), effective on June 23, 2018. At the suggestion of customers during the public hearings in furtherance of this change, NJ TRANSIT will simultaneously implement a route change on Route No. 66 (Newark-Mountainside) to extend service to Newark Penn Station, to meet the needs of former Route No. 95 riders.

PURPOSE

NJ TRANSIT seeks authorization to discontinue all service on Bus Route 95 due to low ridership and the availability of ample alternative public transportation to facilitate these trips.

BACKGROUND

Bus Route No.95 (Scotch Plains-Newark) was established in April 2014, as a traffic mitigation effort associated with the Pulaski Skyway construction project. Service operates on weekdays only, during peak-hour periods (AM inbound to Newark Penn Station and PM outbound to Scotch Plains).

Route No. 95 bus service was established under the terms of a Memorandum of Understanding (MOU) between NJ TRANSIT and NJDOT, whereby NJDOT provided a financial subsidy to pay NJ TRANSIT for the portion of operating costs that were not covered by passenger fares. Ridership has been very low on Route No. 95 since the service was implemented.

Effective January 13, 2018, NJDOT terminated the financial subsidy for the Route No. 95 bus service. Since that time, the entire financial operating loss burden has been absorbed by NJ TRANSIT.

By all key performance measures, Route No. 95 continues to be an extremely poor performer. The following is a summary of the Fiscal Year 2017 performance metrics for Route No. 95:

- Annual operational cost: \$725,430
- Annual operational deficit: \$640,347
- Median one-way trips ridership per weekday: 179
- Passengers per trip: 11
- Passengers per operating hour: 5
- Farebox recovery rate: 11.7%
- Operational subsidy per passenger: \$14.99

NJ TRANSIT proposes a total discontinuance of Route No. 95 service, which would result in an operational cost savings of approximately \$700,000 per year.

All customers currently riding on Route No. 95 would have alternative bus service available to them to make their trip. Some customers would have a longer trip time, some would require a transfer between buses to complete their trip, and some could pay a higher cost for travel. No customers would be left without alternative bus service.

To obtain public input into the decision-making process, two (2) public hearings were held, coupled with direct outreach to area elected officials, to outline the proposal and identify alternative services for customers. Evening public hearings were held in Newark on February 22, 2018 and in Scotch Plains on February 27, 2018. The public hearing notice is Exhibit 1. A total of 39 people attended the public hearings and 30 offered public comments. The hearing officer's reports are set forth in Exhibit 2. Transcripts of the hearings were prepared and distributed to the Board of Directors. Customers were notified of the hearings and proposal via notices posted on all buses operated from Orange Garage, at Newark Penn Station, in all bus shelters located along Route No. 95, press releases, media advisories, and via postings on the NJ TRANSIT web site. Customers were encouraged to attend the hearings or provide written comments to NJ TRANSIT so that we could hear their concerns and comments. During this public outreach process, NJ TRANSIT received a total of 43 comments from the public regarding this proposal (this includes 13 comments provided via e-mail from customers who did not attend either public hearing).

There were some consistent themes identified from the public comments. Customers who ride on Route No. 95 do not like the alternative services that would be available to them if the route is discontinued, due to increased commute time, possible increased cost, and the inconvenience associated with bus transfers. After careful review of the issues raised during the public input process, staff has developed a proposal to improve the quality of the alternative service available to Route No. 95 customers. The alternative service for the vast majority of Route No.95 customers is Route No. 66 (Newark-Mountainside). The current Newark terminus for this service is at Washington Park. Staff proposes to reroute all Route No. 66 service to originate and terminate at Newark Penn Station. This rerouting would enable displaced Route No. 95 customers

to maintain a single-seat bus ride to/from Newark Penn Station with no need for a bus transfer, no need for additional walking, and no increase in cost for their trip. Additionally, this proposal would increase the service available for most Route No. 95 customers, as Route No. 66 operates during midday and evening off-peak hours, which Route No. 95 does not. There is an increased operating cost of approximately \$200,000 annually associated with the rerouting of Route No. 66. This will somewhat reduce the level of operating cost savings associated with the proposed discontinuance of Route No. 95 but the reinvestment of some of the savings will enable virtually all existing customers to be accommodated without inconvenience.

Staff is asking for Board authorization to implement the service discontinuance of Route No. 95, effective June 23, 2018.

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

FISCAL IMPACTS

Requested Authorization:	N/A
Total Project Cost:	Projected Annual Savings of \$500,000
Projected Date of Completion:	June 23, 2018
Anticipated Source of Funds:	Operating Budget
DBE/SBE Goal:	N/A
NJ Build Amount:	N/A
Related/Future Authorization:	N/A
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT has identified performance metrics that set corporate-wide standards of accountability; and

WHEREAS, NJ TRANSIT has developed a bus service planning process that has led to the identification of a poorly performing bus route following the removal of an NJDOT financial subsidy; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to take all actions necessary to discontinue Bus Route No. 95 (Scotch Plains-Newark), effective on June 23, 2018.

NJ TRANSIT PUBLIC HEARING NOTICE EXHIBIT 1**PROPOSED DISCONTINUANCE OF
BUS ROUTE NO. 95
(SCOTCH PLAINS-NEWARK)**

The New Jersey Transit Corporation (NJ TRANSIT) operates Bus Route No. 95 between Scotch Plains and Newark via points in Westfield, Mountainside, Springfield, and Union. Service operates on weekdays only, during AM and PM peak hour periods, operating only inbound towards Newark in the AM and only outbound towards Scotch Plains in the PM. NJ TRANSIT proposes to discontinue all service on Bus Route No. 95 due to low ridership and the availability of ample alternative public transportation to facilitate these trips. Approximately 179 one-way customers per weekday use this service, which can be represented as 11 passengers per trip. All affected customers would continue to have alternative bus service available to them should the No. 95 bus service be discontinued. NJ TRANSIT will conduct public hearings to receive public comments on the proposed discontinuance of Bus Route No. 95.

Public hearings will be held as authorized by N.J.S.A. 27:25-8(d). Written comments for the record may be sent to the Public Hearing Office-Bus Route No. 95 Comments, NJ TRANSIT, One Penn Plaza East, Newark, New Jersey 07105 or on NJ TRANSIT's website, www.njtransit.com/publichearings. All comments must be received no later than **midnight, February 28, 2018**.

Individuals requesting sign language interpreters should contact the Public Hearing Office at 973-491-7453 or TTY (800) 772-2287 by **February 12, 2018**. Individuals requesting language support should contact Customer Service at 973-275-5555 by **February 12, 2018**.

Please be advised and assured that no final decision has been made regarding the proposed bus route discontinuance. The public's views on this proposal as expressed at the hearings and through the written comment process will be presented to the NJ TRANSIT Board of Directors prior to a final decision in this matter.

The public hearings will be held:

Date: Thursday, February 22, 2018

Time: 6:00 p.m.

Location: NJ TRANSIT Headquarters
Board Room
One Penn Plaza East
Newark, NJ 07105

Date: Tuesday, February 27, 2018

Time: 6:00 p.m.

Location: Scotch Plains Municipal Building
Courtroom/Council Chambers, First Floor
430 Park Avenue
Scotch Plains, NJ 07076

Para obtener una copia traducida de este aviso, comuníquese con Servicio al Cliente: 973-275-5555.

Para obter uma tradução deste aviso, entre em contato com o Atendimento ao Cliente, no telefone (+1) 973-275-5555.

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

EXHIBIT 2

**Hearing Officer's Report
Public Hearing – February 22, 2018
Newark, New Jersey**

Re: Proposed Discontinuance of Bus Route No. 95 (Scotch Plains-Newark)

The public hearing opened at 6:02 p.m. and lasted until 7:15 p.m. A total of twenty-four (24) people attended and nineteen (19) spoke for the record. One (1) attendee submitted written comments for the record but did not speak. One of the speakers provided a petition to be submitted to the record. One 23-minute recess was taken between 6:52 p.m. and 7:15 p.m.

Elected Officials:

No elected officials attended the hearing. Additionally, none were represented by staff or submitted written remarks.

Organizations:

No organizations were represented at the hearing.

The following is a list of the nineteen (19) speakers plus one (1) attendee who submitted written comments and a summary of their comments and concerns.

Speaker	Representing	Comments/Concerns
Dorothy Rogers	Self	Eliminating the #95 would be a hardship for me.
Vlada Eidelman	Self	I am comfortable using the 95...I travel from Jersey City and I have to reach the 5:30 pm trip. If you continue operating the #95, schedule changes should be considered...maybe cut your cost by cutting the early trips.
Karen Hylton	Self	This would be a definite hardship. The 95 is affordable and direct and I have no other alternative.
Leni Valree	Self	Your statistics are skewed. Your survey was done near Christmas week. How were your statistics collected? It doesn't make sense. The alternative via the #65 line is bad; the #65 is not on time and I can't be late for work.
Filomena Moraes	Self	The #95 is fast and good for me.
Roland Couto	Self	I have been riding the #95 for two years from Springfield. The alternatives require transfers and would add 30-60 minutes to my commute. I see empty #114 buses go by and the #66 is also not crowded where I see them. Consider reducing service on the #95...don't need the PM trips at 3 PM and 3:30 PM. Reduce it to 4 trips each way to increase the passengers per bus. The #66 doesn't go to Penn Station and I would

EXHIBIT 2

		need to walk there. The #66 is a confusing schedule. The #95 has enough riders to make money.
Nestor Clarin	Self	I have used the #95 for two years. I live in Middlesex and drive to Scotch Plains. To reduce cost, reduce the number of trips in each direction to reduce the deficit. The #65 drops off at Washington Park, forcing a walk. There is no senior monthly ticket offered. I would have to pay more if the #95 is cut.
Patrick Valree	Self	The #95 is convenient. Other routes are a hardship with transfers.
David Kerr	Self	I am shocked to hear the ridership numbers. There are always 20-22 people on my bus. There is no good alternative on Mountain Avenue. We see other buses with 3-5 riders. Why not consider an adjustment to solve money problems? There is no senior citizen monthly ticket. Mostly seniors and minorities ride on this line. Don't understand why you want to cut it.
John Pontolillo	Self	Your ridership number is a little bizarre. There are 6 AM and 6 PM trips, so the average is 30, not 11. There are no alternatives. The #66 takes too long and is not near Newark Penn Station. The #114 to midtown offers no PATH connection and is more expensive. I see other buses with few passengers. The #114 offers 66 trips...cut some of those to keep the #95.
Juan He	Self	We live in Springfield and take the #95 to PATH (with my husband). I am very disturbed at this. Alternatives will take more than two hours each way and we may have to sell our house if the #95 is cut.
David Lejeuz	Self	I am a new rider who now works in Jersey City. I take the #95 from Springfield to Newark Penn Station. The #95 is reliable and fast. The #66 will take me to Newark but it is hard to connect with other buses to get to Penn Station. Many riders could not come tonight. Look at solutions...cut other lines or reduce trips on the #95. This line can grow for other commuters.
Rosa Bezares	Self	You are not accommodating customers. The last #65 bus is at 5:30 pm. The #66 only goes to

EXHIBIT 2

		<p>Cranford, not Scotch Plains. The train is too expensive and you pay to park. The #95 is the most reliable option. The #65/66 are slow and get delayed with many stops. There is danger walking in Newark for transfers. The #95 is reliable and cost-efficient. We have lives and families. You should do something else.</p>
Dennis Paulo	Self	<p>The #95 saves me \$100/month and time. Cut the first and last AM trips; in the PM, cut the 3:30 & 4:30 trips.</p>
Shahad Mahbub	Self	<p>I moved to NJ for public transit. Any public service can't be measured in dollars and cents. Look at the hardship for people and the danger for people who transfer. You can reduce cost elsewhere.</p>
Salvador Bayla	Self	<p>I am a two-year rider with a monthly pass. It is much faster to get from Union to Manhattan on the #95, which is the only bus available to Newark Penn Station with many options. It is very convenient for me. It brings me to work quicker than the #114.</p>
Adedokun Adesanya	Self	<p>I echo the same sentiments. The #95 is always on-time. From Union to downtown New York, it is the quickest way...a 75-minute trip. The #114 is not as reliable due to traffic delays. The #95 is much cheaper. It will be a hardship and inconvenience if you cut it. Alternatives are much more expensive. How can you do this based on a survey near Christmas? Find other ways to cut cost. The best thing that you did was to start the #95. I implore you to listen and to take this into consideration. This would not be customer-facing.</p>
Inka Apter (also submitted petition; see below for details)	Self	<p>I am a regular rider. I came with a petition from riders. I live in Springfield and direct access to Newark Penn Station is important. Think of the carbon footprint. We adjusted our lives to use and depend upon the #95. There was no effort to promote this bus. The #95 is a viable alternative for the crowded #114 line to reach New York. If you advertised the route, you would increase ridership. Please reconsider! Maybe increase the fare per rider before</p>

EXHIBIT 2

		eliminating it?
Vanessa Wallace	Self	Consider an option...cut the early AM and PM trips instead, to reduce cost. Eliminate some #114 trips...you don't need as many.
Khushmand Rajendran (written comment/did not speak)	Self	Please don't cancel the #95. It is the best option for commuter. If you cancel it, consider modifying the #66 to pass through Newark Penn Station. Currently there are no other options without transfers or a long walk through unsafe areas.
Petition Submitted	70 names	Don't eliminate the #95. Alternatives require longer and less direct trips, do not follow similar routes, do not terminate at Newark Penn Station, and are more expensive.

Other Comments:

In addition to the participants at the Public Hearing, NJ TRANSIT received thirteen (13) e-mail comments from affected customers. There was a common theme among these comments, asking NJ TRANSIT to keep the No.95 route operating due to the inconvenience and potential higher cost to customers that would result from the alternative services.

Conclusion:

The Public Hearing was officially closed at 7:15 p.m.

Submitted:

Hearing Officer

Alan Maiman, Deputy General Manager, Bus Service Planning

February 23, 2018

EXHIBIT 2

**Hearing Officer's Report
Public Hearing – February 27, 2018
Scotch Plains, New Jersey**

Re: Proposed Discontinuance of Bus Route No. 95 (Scotch Plains-Newark)

The public hearing opened at 6:00 p.m. and lasted until 7:05 p.m. A total of fifteen (15) people attended and seven (7) spoke for the record. Three (3) attendees submitted written comments for the record but did not speak. Three (3) of the speakers also submitted written comments. Multiple short recesses were taken between 6:19 p.m. and 7:05 p.m.

Elected Officials:

No elected officials attended the hearing. Additionally, none were represented by staff or submitted written remarks.

Organizations:

No organizations were represented at the hearing.

The following is a list of the seven (7) speakers plus three (3) non-speaking attendees who submitted written comments and a summary of their comments and concerns.

Speaker	Representing	Comments/Concerns
Rachel Santo	Self	There is no other direct route from Scotch Plains to a PATH station. Nothing serves the same stops at the same times as the 95. The 65/66 only goes to New Providence Road and the times are not appropriate to match the 7pm outbound bus on the 95. Other options are not acceptable. The train is not an option either. I am on the waiting list for parking there. NJT reduced service on the 95 in January and should give that more time to review costs before making a final decision.
Sean Zhubrak	Self	The website link to send comments did not work via e-mail. I move from New York to Springfield for the 95 bus to PATH connection for job options. It opens up downtown NYC for jobs. I question how expenses were calculated. The route has only been there since 2014 and there wasn't much advertising and people don't know about it. Cutting the 95 will put more cars on the street.
Rosa Bezares (also submitted similar written comments)	Self	I spoke at the Newark hearing and I have a few additional comments. The 6:55 am trip has 25 riders. The 65/114 buses run almost simultaneously. Most people ride the 114 for

EXHIBIT 2

		comfort. The GO28 has low ridership while the 62 is packed. Your trains were declared unsafe in a report but you offer the train. Transfers in Newark are unsafe and the E-ticket is only good for 20 minutes. The bus to the PABT is always delayed due to breakdowns. The 95 is the only route that is a plus for everyone and it should be a good example to you of a good route. Also, people ride for free or with fake tickets because drivers are afraid to deal with them.
Hope Andrade	Self	So many rely on the 95 to reach PATH trains to Manhattan. You have a public mandate to provide service. This bus cut down on car use. This bus is essential. The last bus on the 65 is at 5pm, which is not late enough. It is dangerous at the Watchung bus stop because it is dark. I am praying that the bus isn't taken away.
Joseph Palermo (also submitted similar written comments)	Self	There are environmental concerns. There would be more cars on the road to replace the bus and that will lead to a need for roadway repairs. The bus is 70% full at times...possibly, you can eliminate the trips with low ridership and keep the others.
Rupal Ovarry	Self	I ride from Westfield at the Route 22/Lawrence Avenue bus stop. Trains are always delayed so the bus is a viable option. This would affect people on the north side of town without good options if the bus is cut.
Richard Galante (also submitted similar written comments)	Self	The 95 is a very important route for me. This doesn't make sense...my trip is mostly full. Why cancel it if people use it? What statistics do you have?
Ben Parzma (written comments only)	Self	My wife and I use the 95 daily. Are commuters using monthly passes being counted in the ridership? Eliminating the 95 will result in us having no bus options and will increase commute times.
Angela Gibbons (written comments only)	Self	The 95 provides a direct service to Newark Penn Station. Ridership can increase if NJT properly advertised the service. The 95 bus has been a great help to me and we are hoping that NJT will reconsider.
Seth Robinson (written	Self	The 95 bus is very convenient for me. It is faster

EXHIBIT 2

comments only)		than the 114 or 66 bus. I also save money. Please don't take this bus away.
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Other Comments:

In addition to the participants at the Public Hearing, NJ TRANSIT received thirteen (13) e-mail comments from affected customers. There was a common theme among these comments, asking NJ TRANSIT to keep the No.95 route operating due to the inconvenience and potential higher cost to customers that would result from the alternative services.

Conclusion:

The Public Hearing was officially closed at 7:05 p.m.

Submitted:

Hearing Officer

Alan Maiman, Deputy General Manager, Bus Service Planning

February 28, 2018

ITEM 1804-27: COMMUTER RELIEF PLAN: PROFESSIONAL SERVICES CONTRACT TO ASSIST IN OPTIMIZING RAILROAD MAINTENANCE SCHEDULING AND PERFORMANCE TRACKING MANAGEMENT

BENEFITS

On February 15, 2018, Governor Phil Murphy announced a “Commuter Relief Plan” – a series of initiatives to provide NJ TRANSIT commuters both short- and long-term relief from rail car equipment shortages.

Among the initiatives announced, NJ TRANSIT returned twenty cars awaiting Positive Train Control equipment to revenue service, leased rail cars from regional transit providers to reduce equipment shortages, and accelerated rolling stock inspections by outsourcing repair work. NJ TRANSIT also accelerated hiring of certain positions critical to maintenance and operations, including by holding more frequent pre-employment testing and by partnering with targeted community colleges.

Under this authorization, NJ TRANSIT will retain a consultant to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and identify areas of maintenance scheduling that can be better optimized. The consultant will also develop tools that can better track performance in meeting the goals of the Governor’s Commuter Relief Plan.

ACTION (Scorecard: Corporate Accountability, Safety and Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 18-022 with LTK Engineering Services to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and current policies, develop tools to track performance, and provide project management support in an amount not to exceed \$2,167,563.39, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

Under this authorization, NJ TRANSIT will retain a professional consultant to perform a detailed review of all NJ TRANSIT rolling stock equipment-related scheduled maintenance activities from both a safety and efficiency framework. As part of the review, the consultant will evaluate yard movement and train handling instructions, and the training and qualification of Mechanical Department employees performing work. The consultant also will seek out opportunities to better optimize maintenance intervals of equipment where possible. Finally, the consultant will provide project management support, including by developing tools to better track performance and providing staff augmentation to support the implementation and administration of any recommended improvements.

BACKGROUND

NJ TRANSIT’s Commuter Relief Plan

Governor Phil Murphy announced a plan to provide NJ TRANSIT commuters both short and long-term relief from rail car shortage and overcrowded conditions.

NJ TRANSIT has experienced shortages of rail equipment due to a number of issues including the availability of long-lead and custom manufactures replacement parts, and the ongoing installation of Positive Train Control (PTC). This has resulted in trains operating with fewer cars than usual with commuters experiencing overcrowded conditions.

As part of Governor Murphy’s Commuter Relief Plan, NJ TRANSIT will retain outside professional services to assist Rail Operations in evaluating internal processes to monitor and manage equipment levels needed for service.

Procurement

In accordance with N.J.A.C. 16:72-1.5(c), NJ TRANSIT issued a Request for Proposal for the professional services to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and current policies, develop tools to track performance, and provide project management support to one firm, LTK Engineering Services. LTK Engineering Services, along with its proposed sub consultant, STV Incorporated, was selected based on its unique qualifications to perform this work due to its previous experience in the design, production, testing, and warranty and fleet retrofitting of NJ TRANSIT rail equipment. LTK Engineering Services and STV Incorporated previously provided engineering consulting services for various NJ TRANSIT projects, including Multilevel I & II Coaches, PL42AC, ALP46, ALP46A, ALP-45DP, and PL42 locomotives.

NJ TRANSIT received a cost proposal from LTK Engineering Services, and negotiated a final cost of \$2,167,563.39. The NJ TRANSIT Office of Business Development assigned a zero percent Small Business Enterprise (SBE) goal for this contract.

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

FISCAL IMPACTS

Requested Authorization:

LTK Engineering Inc. \$2,167,563.39 + 5% Contingency

Past Authorizations: None

Expenditures to Date: None

Total Project Cost: \$2.5 million

Projected Date of Completion: December 2018 (Short-term Maintenance Review)
December 2021 (Staff augmentation Optional Period)

Capital Program Amount: \$2.5 million

Operating Budget Amount: N/A

Anticipated Source of Funds: Transportation Trust Fund

PRINTS ID: Number(s): NJT01279

SBE Goal: 0%

***NJ Build* Amount:** N/A

Related/Future Authorizations: N/A

Impact on Subsequent Operating Budgets: N/A

RESOLUTION

WHEREAS, Governor Phil Murphy announced a Commuter Relief Plan – a series of initiatives to provide NJ TRANSIT commuters both short- and long-term relief from rail car equipment shortages; and

WHEREAS, among the initiatives announced, NJ TRANSIT returned twenty cars awaiting Positive Train Control equipment to revenue service, leased rail cars from regional transit providers to reduce equipment shortages, and accelerated rolling stock inspections by outsourcing repair work; and

WHEREAS, NJ TRANSIT also accelerated hiring of certain positions critical to maintenance and operations, including by holding more frequent pre-employment testing and by partnering with targeted community colleges; and

WHEREAS, NJ TRANSIT will retain a consultant to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and identify areas of maintenance scheduling that can be better optimized and develop tools that can better track performance in meeting the goals of the Governor's Commuter Relief Plan; and

WHEREAS, pursuant to N.J.A.C. 16:72-1.5, upon completion of the procurement process for professional services, LTK Engineering Services was selected as the most qualified firm to perform this work;

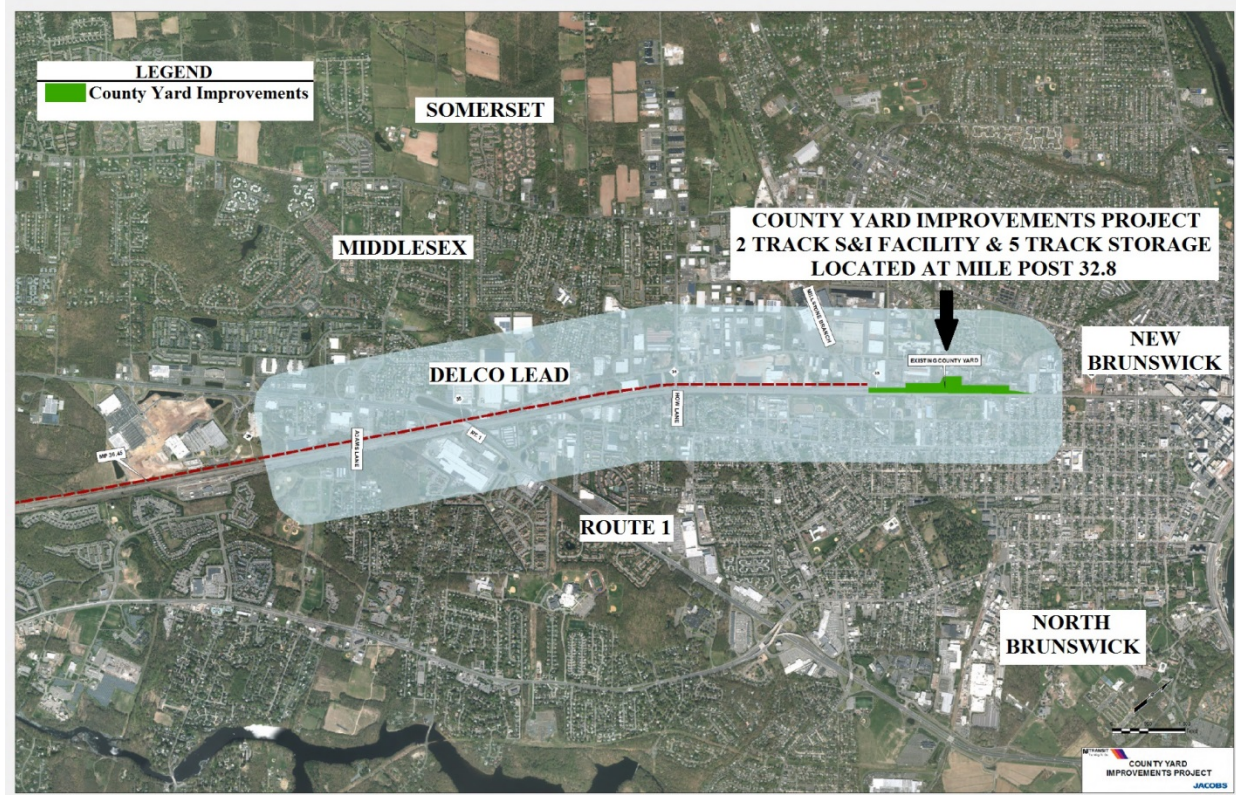
NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-022 with LTK Engineering Services to perform a detailed review of NJ TRANSIT rolling stock equipment-related scheduled maintenance activities and current policies, develop tools to track performance, and provide project management support in an amount not to exceed \$2,167,563.39, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss appointments, 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 Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project Environmental Mitigation Credit Purchases, the Personal Injury Claim of Seres Arpad, and the Personal Injury Claim of Chantae Figures; and

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

ITEM 1804-28: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASES



BENEFITS

On November 5, 2014, the U.S. Department of Transportation announced that NJ TRANSIT had been selected through a competitive process to receive \$184,493,910 in Federal Transit Administration (FTA) competitive resilience funding to support the design and construction of the Delco Lead Train Safe Haven Storage and Service Restoration Project (Delco Lead Project). Once constructed, the Delco Lead Project will reduce the risk of damage to rail equipment resulting from extreme weather events, and facilitate the rapid resumption of service after storms have passed.

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

Through a separate project (County Yard Improvement Project), NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars. Together, these project elements will allow safe-haven

storage of rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

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

Staff seeks authorization to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project, in the amount discussed in Executive Session, subject to the availability of funds.

PURPOSE

The authorization of the environmental mitigation credits purchases will allow NJ TRANSIT to purchase compensatory fresh water wetlands mitigation credits and riparian lands mitigation credits to replace resources impacted by the project. Since these credits can be purchased only from specific banks designated by the NJ Department of Environmental Protection (NJDEP), their availability is limited. Purchasing these credits in advance of the actual construction will avoid schedule delays and potential additional costs that might accrue should such credits be unavailable when mitigation agreements with regulatory agencies are executed at the conclusion of final design.

BACKGROUND

In the aftermath of Superstorm Sandy, the County Yard and associated 4-mile long Delco Lead were identified as safe-haven storage locations for commuter rail coaches and locomotives. The yard and lead both are situated above the floodplain, with relatively no trees and could be made more resilient against future flooding during extreme weather events through appropriate design. Equipment stored in this location will be optimally situated for rapid return to revenue service on the North East Corridor, Raritan Valley Line and New Jersey Coast Line.

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

NJ TRANSIT made a thorough assessment of the projects' environmental impacts in accordance with the National Environmental Policy Act (NEPA). NJ TRANSIT proceeded with completion of an Environmental Assessment (EA) / Draft Section 4(f) Evaluation. On February 17, 2016, following its review of the Delco Lead Storage and Inspection Facility EA, the FTA issued a Finding of No Significant Impact (FONSI) for the project.

To satisfy compensatory mitigation associated with the NJDEP permit requirements for the project, environmental mitigation credits will be purchased from an NJDEP-approved mitigation bank servicing the appropriate Watershed Management Area. Environmental mitigation credits are compensation for unavoidable impacts to environmental resources.

Environmental mitigation credits are only available from eligible “Banks” with a service area that includes the permit applicant’s project and where wetlands have been established or enhanced in accordance with NJDEP regulations. Each bank has a formal agreement that identifies the number of credits available for sale and requires the use of ecological assessment techniques to certify that those credits provide the required ecological functions.

This board item seeks Board authorization to acquire the required mitigation credits to offset freshwater wetland and riparian impacts identified under the NJDEP permit.

Scope of Work

The work includes the identification and reservation of environmental mitigation credits to advance the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project.

Funding

Funding for the purchase of environmental mitigation credits is a routine project capital cost, and can be funded with federal or state capital funds as appropriate to the funding profile for the subject capital project.

Office of State Comptroller approval for this action will be sought as required under Executive Order 125. NJ TRANSIT will work with the FTA to complete any necessary NEPA assessments for these actions.

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

FISCAL IMPACTS

Requested Authorization: Amount to be discussed in Executive Session

Past Authorizations: None (Environmental Mitigation Credit Purchases)

Expenditures to Date: \$0 (Environmental Mitigation Credit Purchases)

Total Project Cost: Amount to be discussed in Executive Session

Capital Program Amount: Delco Lead \$245,991,879

County Yard \$125,000,000

Operating Budget Amount: \$0

PRINTS ID Number: NJT01042
RNF00249

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

DBE/SBE Goal: NA

***NJ Build* Amount:** NA

Related/Future Authorizations: None

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, the Delco Lead will provide resilient storage for NJ TRANSIT's rail cars, and the Service and Inspection Facility will allow the rapid inspection of rail equipment and its return to revenue service following an extreme weather event; and

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

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

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

WHEREAS, the procurement of environmental mitigation credits are required by the environmental permitting agencies for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project, in the amount discussed in Executive Session, subject to the availability of funds.

ITEM 1804-29: PERSONAL INJURY CLAIM OF SERES ARPAD

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the totality of the circumstances including the serious injuries that resulted, to settle the claim of Seres Arpad.

ACTION

Staff seeks authorization to settle the claim of Seres Arpad through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000. This case initiated from a Bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Seres Arpad
Projected Date of Completion:	FY 2018
Anticipated Source of Funds:	FY 2018 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

WHEREAS, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000; and

WHEREAS, Seres Arpad has presented a claim with a probable settlement cost greater than \$500,000; and

WHEREAS, staff has reviewed the claim and recommends settling this case out of court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to settle the claim of Seres Arpad through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1804-30: PERSONAL INJURY CLAIM OF CHANTAE FIGURES

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the totality of the circumstances including the serious injuries that resulted, to settle the claim of Chantae Figures.

ACTION

Staff seeks authorization to settle the claim of Chantae Figures through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000. This case initiated from a Bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Chantae Figures
Projected Date of Completion:	FY 2018
Anticipated Source of Funds:	FY 2018 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

WHEREAS, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000; and

WHEREAS, Chantae Figures has presented a claim with a probable settlement cost greater than \$500,000; and

WHEREAS, staff has reviewed the claim and recommends settling this case out of court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to settle the claim of Chantae Figures through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1804-31: APPOINTMENT TO THE BOARD OF TRUSTEES OF THE GATEWAY PROGRAM DEVELOPMENT CORPORATION (GPDC) RELATED TO THE GATEWAY PROGRAM

BENEFITS

The Gateway Program is designed to provide comprehensive investments in the rail infrastructure connecting New Jersey and New York to add resiliency and capacity along the Northeast Corridor. Phase 1 of this Program includes the Hudson Tunnel Project, consisting of two replacement railroad approach tubes connecting New York Penn Station and New Jersey, the completion of a concrete casing to preserve tunnel right-of-way around the future tracks on the West Side of Manhattan leading from the new tunnel to Penn Station New York, and the replacement of the Portal North Bridge in New Jersey. The Gateway Program Development Corporation was formed to oversee the delivery of this Program, and includes a Board of Trustees with representatives from New Jersey, New York, and the National Railroad Passenger Corporation (Amtrak). Upon the resignation of Trustee Richard H. Bagger, this appointment will ensure continued representation for New Jersey as these critical projects move forward.

ACTION (Scorecard: Corporate Accountability)

Staff recommends that NJ TRANSIT's Board of Directors appoint Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation.

PURPOSE

The Certificate of Incorporation of the Gateway Program Development Corporation was filed with the Secretary of State of New Jersey on November 17, 2016, and entitles NJ TRANSIT to appoint a successor for one of the trustees on the Board of the Gateway Program Development Corporation. Trustee Richard H. Bagger recently resigned his position as New Jersey's representative and Trustee of the Gateway Program Development Corporation.

Pursuant to Section 8 of the Certificate of Incorporation and to continue to advance the Gateway Program, staff recommends that NJ TRANSIT's Board of Directors appoint Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation.

BACKGROUND

The Gateway Program Development Corporation is a non-profit corporation created under the New Jersey Nonprofit Corporation Act, N.J.S.A. 15A:1-1 et seq. It was created to coordinate, develop, operate, finance, manage, own, or otherwise engage in activities to effectuate the transportation project between Penn Station, Newark, New Jersey, and Penn Station, New York, New York currently referred to as the Gateway Program, and by engaging in such other programs or purposes as lessen the burdens of government as may be requested or determined from time to time. Pursuant

to Section 7 of the Certificate of Incorporation, Richard H. Bagger was one of three trustees appointed to the Gateway Program Development Corporation's initial Board of Trustees.

FISCAL IMPACTS

Requested Authorization: Appoint Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation

Past Authorizations:
November 18, 2016 Item1611-66 Authorization to continue the appointment of Richard H. Bagger as a Trustee on the Board of Trustees of the Gateway Program Development Corporation in accordance with Section 8 of the Certificate of Incorporation of the Gateway Program Development Corporation

Expenditures to Date: NA

Total Project Cost: NA

Capital Program Amount: NA

Operating Budget Amount: NA

Projected Date of Completion: NA

Anticipated Source of Funds: NA

PRINTS ID Number: NA

DBE/SBE Goal: NA

***NJ Build* Amount:** NA

Related/Future Authorizations: TBD

Impact on Subsequent Operating Budgets: None

RESOLUTION

WHEREAS, the Gateway Program consists of a set of rail infrastructure projects between Newark and New York City, including elements that, in the first phase will include, but not be limited to, the construction of a new Hudson Tunnel, the completion of a concrete casing to preserve tunnel right-of-way around the future tracks on the West Side of Manhattan leading from the new tunnel to Penn Station New York, and the replacement of the Portal North and Sawtooth Bridges in New Jersey; and

WHEREAS, in November 2016, a Certificate of Incorporation was filed with the Secretary of State of the State of New Jersey which certificate lists Richard H. Bagger as one of three individuals on the initial Board of Trustees; and

WHEREAS, Section 8 of the Gateway Program Development Corporation certificate states that NJ TRANSIT is entitled to appoint a successor to Richard H. Bagger on the Board of Trustees of the Gateway Program Development Corporation; and

WHEREAS, Trustee Richard H. Bagger recently resigned his position as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation; and

WHEREAS, NJ TRANSIT's Board of Directors has determined to appoint Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation in accordance with Section 8 of the Certificate of Incorporation;

NOW, THEREFORE, BE IT RESOLVED that NJ TRANSIT's Board of Directors hereby appoint Jerry Zaro as New Jersey's representative and Trustee on the Board of Trustees of the Gateway Program Development Corporation.