

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

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

September 17, 2018

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, September 12, 2018.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, September 12, 2018.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
Edmund Caulfield, Governor's Representative
Dini Ajmani, Treasurer's Representative
James C. Finkle Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting)

Staff Present

Kevin S. Corbett, Executive Director
Joyce J. Zuczek, Board Secretary
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General
Eric R. Daleo, Assistant Executive Director, Capital Planning and Programs
Edward J. Baksa, Acting Vice President and General Manager, Rail Operations
William Viqueira, Chief Financial Officer and Treasurer

Chair Gutierrez-Scaccetti convened the Open Session at 9:11 a.m. in accordance with the Open Public Meetings Act. James Brown, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted and Board Secretary Zuczek conducted a Roll Call.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc. NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on September 7, 2018 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency, and organization that requested such notice. Board Secretary Zuczek announced that the Board meetings were being video recorded.

Executive Session Authorization

At approximately 9:14 a.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege,

including, but not limited to, the Personal Injury Claim of the Estate of Constance English and the Estate of Herman English.

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

Return to Open Session

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

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the July 17, 2018 Board meetings. A motion was made by Board Member Flora M. Castillo, seconded by Board Member James C. Finkle Jr., and it was unanimously adopted.

Public Comments

Chair Gutierrez-Scaccetti mentioned Lou Gambaccini passed away on August 19, 2018. He had an extraordinary career in public transit and one of his greatest achievements was the founding of NJ TRANSIT. She wanted to offer a moment of silence in his memory and for everyone to understand the vision he had for public transit in New Jersey. Chair Gutierrez-Scaccetti noted that even when an agency goes through difficulties it is not the last mark of the agency but perhaps a time of disruption in order to make them that much better. She believes he would appreciate the hard work of all the NJ TRANSIT employees as they continue to try to restore the confidence in NJ TRANSIT that customers deserve. Chair Gutierrez-Scaccetti had a sense that he was looking down on them to give some prayers and guidance to make sure they do that. His family remains proud of the work he did at NJ TRANSIT. As the agency approaches the 40th anniversary, they continue to work hard to restore the trust and confidence that he envisioned when he founded NJ TRANSIT. She asked everyone to take a moment of silence on his behalf.

Chair Gutierrez-Scaccetti announced the November NJ TRANSIT Board meetings would be held in Atlantic City in the evening. She noted many attend the League of Municipalities meeting. In an effort to have the Board meetings in a different location, they were securing a location in Atlantic City. They will provide details later but wanted to give as much advance notice as possible that they would be having an evening meeting in Atlantic City. Especially with the changes down there, it will give Board Members an opportunity to interact with the customers there as well.

There were 16 speakers. Board Secretary Zuczek announced public comments would be limited to five minutes and if there were several people speaking on the same topic two speakers will have five minutes and all others will have two minutes.

Randy Glucksman, Metro-North Rail Commuter Council Chair and MTA Board, discussed Board Member use of public transit. He noted an advocate previously asked how many Board Members used rail or bus to commute to the meeting but there was no response. Mr. Glucksman wants to know whether this was because none ride the rail or bus, or they did not want to give a response. He believes it is important that the NJ TRANSIT Board Members ride so they can make better informed decisions. Mr. Glucksman also believes NJ TRANSIT can gain valuable insight from the employees who ride the system.

Mr. Glucksman wants to see more consistency on the Port Jervis and Pascack Valley lines. He believes no one should deal with hours of service gaps due to cancelled trains. Mr. Glucksman noted there were complaints about standing room only conditions on the Metro North Express. He wants better severe weather schedules and believes the advocates are long overdue for a meeting with the Executive Director and senior staff.

Bette Jane Kowalski, Union County Freeholder and member of the Raritan Valley Rail Coalition, appreciates the fact that the Raritan Valley Line has not had trains cancelled like Atlantic City. She would like reassurance that the one seat ride will be restored soon after the New Year. Freeholder Kowalski has heard that Positive Train Control work is going well, but would like to see more information on this and the one seat ride. She hopes the one seat ride service can be restored as soon as the Positive Train Control implementation work has been completed and would like to see more one seat ride service.

Orrin Getz, Vice Chair of the Metro-North Rail Commuter Council, believes the person who complains is NJ TRANSIT's friend because they provide pertinent information that can help, and those that don't report and give up using the service are not friends. He believes really good friends show up every month at these Board meetings. Mr. Getz believes it is important to listen to this critical information advocates provide.

Mr. Getz wants quarterly meetings between the advocates and the Executive Director reinstated. He believes these meetings were very productive in the past and need to continue with Executive Director Corbett. Mr. Getz also suggested making senior staff available to talk to them during Executive Session.

Mr. Getz complained about service cancellations on the Pascack Valley Line, insufficient Pascack Valley Line weekend service, and the lack of information on Positive Train Control. He wants a report on Positive Train Control similar to the one provided by Metro North and the Long Island Railroad.

Last, Mr. Getz discussed a hurricane coming up the northeast coast which could potentially cause major problems for NJ TRANSIT. He noted the last hurricane was a disaster for NJ TRANSIT so they need to make sure NJ TRANSIT is prepared so equipment is not damaged and service is quickly restored.

Tim Sevenser, resident of Mount Tabor and member of the New Jersey Association of Rail Passengers and the Sierra Club Transportation Committee, wants green transportation and believes renewable electric transportation is the solution. Mr. Sevenser believes the quickest way is green public transit. He believes the Atlantic City Line could be powered by Atlantic City wind, allowing more frequent hourly service to Philadelphia. He believes there are similar opportunities on the North Jersey Coast Line. Additionally, Mr. Sevenser believes light rail to Paterson could be powered using existing hydro power. He wants NJ TRANSIT to start planning to electrify all rail lines. Mr. Sevenser believes this is not just about climate change, but the lurking threat of peak oil and they need to be ready with green transit before the next oil price spike.

Patrick Kelleher, Hudson County Building Trades President and Business Agent for Local 24, was present with some business agents and affiliates that were concerned about some contractors circumventing prevailing wage in contracts with NJ TRANSIT. He has spoken to Paul Wyckoff and forwarded him information regarding the responsible contractor language. Mr. Kelleher would like NJ TRANSIT to look into some of the contractors preventing prevailing wage.

Steven Thorpe said the train service disruptions on Friday, September 7, 2018 in Secaucus resulted in him using Uber. He expressed concern about how those at the Meadowlands soccer event or first time riders made it home since riding NJ TRANSIT requires a lot of creativity. Mr. Thorpe noted announcements were very good, passengers were told to go to Hoboken, and he did not think any more information could have been provided. As a Union County resident, Mr. Thorpe wants one seat ride service restored and extended on the Raritan Valley Line. He believes there is a slot that can be taken from somewhere else and schedules can be moved around in order to accomplish this.

Mr. Thorpe discussed publishing schedules that can be run consistently rather than a schedule with more trains subject to cancellation. He believes this looks better to the public than being on a platform while the train is cancelled. After Positive Train Control implementation is completed and there are no crew shortages, NJ TRANSIT can resume the schedules the way they were and he would like additions.

Mr. Thorpe believes it is interesting that there will be a Board meeting in Atlantic City when there is no rail service available and will make it hard for advocates and the public up north to get there. He believes they should reconsider holding it at another time when the service has been restored. Mr. Thorpe wants the meeting between the advocates and the Executive Director to be restored. He also spoke on behalf of Russell Grady asking NJ TRANSIT to look into resolving the matter.

Sally Gellert, Legislative Communication Director of the Lackawanna Coalition, spoke on her own behalf. She complained about limited weekend service on the Pascack Valley Line and noted any cancellations have a great impact on them. Ms. Gellert complained the standard two-hour gap is bad enough but a five-hour gap for a train is too much.

Ms. Gellert noted the Board of Public Utilities was having hearings on updating the Energy Master Plan for the State and the Clean Reliable Transportation hearing will take place on Thursday, September 20, 2018. She hopes NJ TRANSIT will provide input on how they can be part of an improved, cleaner, and more reliable transit in New Jersey. Ms. Gellert believes NJ TRANSIT should let advocates in on their plans so they can all work together to save energy, clean their air, and build a world they know is possible.

Ms. Gellert wants NJ TRANSIT to work on the severe weather schedules because weekend schedules are not enough when people still have to go work.

Nat Bottigheimer, New Jersey Director of the Regional Plan Association, expressed concern about the Hudson River Tunnels failing and wants to build support regarding the importance of building the Gateway Project. He noted failure does not look like the general bridge collapse but rather a series of individual events where tracks fail, wires break, and things slowly fall apart and stop working. Mr. Bottigheimer noted taken together, people are faced with trouble getting to work, safety risks, the economy suffers, home values suffer, and the environment suffers, as people abandon public transportation.

Mr. Bottigheimer believes last week's scary event caught people's attention but noted riders suffer from deteriorating infrastructure in the tunnels nearly daily. He gave Governor Murphy credit for taking the lead on getting the Gateway funded and moving the project forward. Mr. Bottigheimer applauded Governor Murphy's efforts in committing \$600 million to the Gateway Project and advocating along with city and state officials to fund the project. However, he argued they need New Jersey, New York, Amtrak, and the Federal Government to work together actively and with urgency to get the tunnel built. Mr. Bottigheimer believes right now they do not have the partnership and they do not have Federal Government commitment even though the region generates 10 percent of the nation's economic output.

Mr. Bottigheimer believes NJ TRANSIT has a role in educating the region about the need for new tunnel funding. He wants NJ TRANSIT to mention the need for federal partnership as part of their regular customer communications.

David Peter Alan, Chair of the Lackawanna Coalition, complained about the agenda only providing a resolution and no longer providing enough supporting documentation for them to make informed comments. He thinks this was a serious blow to transparency despite the Governor's promise of more transparency. Mr. Alan hopes, and expects, this to be reversed next month.

Mr. Alan believes Lou Gambaccini would not tolerate the current situation. He recalled the transit crisis 40 years ago and believes today they need Lou Gambaccini's type of leadership. Mr. Alan believes they need major reform, given the continuation of train annulments and to bring the railroad into a state of good repair. He believes Positive Train control is taking too long and riders continued mobility is jeopardized. Mr. Alan noted commuters have it bad but those who depend on NJ TRANSIT for all of their mobility have it much worse.

Mr. Alan blames every Governor from Thomas Kean to Governor Philip Murphy and the rubber stamp Board which has no regular transit riders. He claims no single member of the Board has said no on anything for more than 12 years. Mr. Alan believes they are in so much trouble today because Board Members violate their fiduciary duty to riders and allow the Governor and management to push them around. He complained that not one of the Board Members ride the train or understand their pain.

Mr. Alan complained that the current legislation does not provide any real reform but just more patronage. He submitted his legislative hearing statements. Mr. Alan believes the Board needs fewer political operatives and more riders, noting the most recent appointment is from a town with no rail service and only bus service run by a private company.

Joseph Clift wants the podium moved next month so his back is not to the audience. He hopes a good objective report regarding lessons learned results from the situation Friday in the tunnels. Mr. Clift wants to know how many of the 16 Raritan Valley Trains moved back to Newark are going to be same platform transfers to New York. He agrees NJ TRANSIT should run a schedule they can run versus annulling trains.

Mr. Clift complained about the agenda containing less information than in the past. He wants this reversed. He also wants weekly or monthly reports on the progress installing Positive Train Control. Mr. Clift wants someone to explain to Governor Cuomo that the improvements to Penn Station on the Long Island Railroad side, where ridership is down, are not needed but rather they are needed on the NJ TRANSIT side, where ridership is up.

Donna Ivy, Waheedah Mohamed, Bernard Hill, Princess Reaves, and Erroll Kerr spoke on behalf of Russell Graddy and asked that the Board review all the information submitted and provide a decision.

Russell Graddy reiterated the history of his dispute mentioned at prior meetings, said NJ TRANSIT has all the documentation to make a decision on his case, and wants to be made whole again. He demanded an answer from the Board regarding whether the information was provided to them.

Advisory Committee Report

There was no Advisory Committee Report.

Board Capital Planning, Policy, and Privatization Committee Report

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items for the: Rail Operations Center Unit Substation; Hoboken Station Repairs; Undergrade Movable Railroad Bridges; Washington Secondary Branch Lease Extension; and Banking Services.

Executive Director's Monthly Report

Executive Director Corbett echoed Chair Gutierrez-Scaccetti's comments regarding Lou Gambaccini. He noted he was at his wake with his family. Executive Director Corbett noted besides his remarkable accomplishments in the transportation field, and as NJ TRANSIT's founder, he was also a remarkably accomplished father and grandfather.

Executive Director Corbett noted the weekend catenary issues when two NJ TRANSIT trains were involved in an incident that resulted in the temporary closure of the Hudson Tunnels late Friday evening. They continue working with Amtrak and the Federal Railroad Administration to determine the cause of the incident involving the overhead wires. Their highest priority is always the safety of their customers and employees, and fortunately there were no reported injuries on either train.

NJ TRANSIT's rail service experienced delays over the weekend due to the required repair and inspection work. They communicated these service impacts and the available alternate options established, which included cross-honoring with PATH and NJ TRANSIT and Private Carrier buses, so customers would be able to make informed travel decisions.

Executive Director Corbett thanked NJ TRANSIT's customers for their patience this weekend while Amtrak made the necessary repairs and inspections to ensure the infrastructure was safe for Monday morning's commute. He acknowledged the well-coordinated response by NJ TRANSIT and their regional partners at Amtrak, Long Island Railroad, and the first responders who executed the rescue effort for which they plan and prepare.

Executive Director Corbett stressed that this was an extremely unusual occurrence. Amtrak and NJ TRANSIT are currently working with the Federal Railroad Administration under an active investigation of the cause or causes. It's not a matter of ascribing blame; it's getting the full facts so the appropriate actions can be taken to ensure it cannot happen again.

Executive Director Corbett noted these and other recent events with their aging infrastructure reinforce the need for local, state, and federal investment in the regional transit infrastructure. In June, the State of New Jersey made a commitment of \$600 million toward a new Portal Bridge that will address a serious single point of failure in our region's transportation infrastructure. The commitment from Governor Murphy was made in order to demonstrate to the public and the federal government how serious they are about this project, and to encourage the commitment of federal resources for this vital regional resource.

Last week Governor Murphy, Commissioner Gutierrez-Scaccetti, and Executive Director Corbett joined other New Jersey government, business, and labor leaders at the Governor's press conference, in the shadow of the current bridge in Secaucus, to

highlight the need for this shovel-ready project. It will remove a bottleneck to interstate commerce and transit, replacing a more than 100-year-old bridge. The time for this and the rest of the Gateway project is now, and they will continue to work with their partners at all levels to continue advancing this effort.

They have had to make a lot of tough calls in the past seven months since Executive Corbett came on board, and one of the toughest was the decision to temporarily suspend the Atlantic City Rail Line. As a rail commuter, and customer himself for many years, he knows how disruptive a change like this can be. Executive Director Corbett made it clear that this was a temporary suspension.

Unfortunately, until now there had been no Positive Train Control work done on the Atlantic City Rail Line. In talking with their vendor, to meet the federally-mandated deadlines for installation, they were left with no option but to suspend service on the line. This allows NJ TRANSIT to install the Positive Train Control equipment on the line's locomotives and cab cars, as well as the wayside antennas, transponders and other equipment along the approximately 60 miles of right-of-way itself. This also allows them to replace and upgrade a section of rail that needs to be done.

Executive Director Corbett was pleased to report that in the first week, they have received positive feedback from customers about NJ TRANSIT's communications and alternate service plan. Communications have been strategic and targeted, working to ensure that no matter how customers get their information, they were aware of upcoming changes. They worked within traditional and social media, put posters and flyers in all the stations and on trains, and held "We Are Listening" forums with customers in Atlantic City, Lindenwold, and Philadelphia.

Executive Director Corbett was especially pleased with the forums, which were not only helpful in getting information out to customers, but also in getting feedback that resulted in adjustments to NJ TRANSIT's plans, that cut both costs and time from customers' trips. They expanded the 25-percent discount for Atlantic City Rail Line tickets and passes to be available for all origins and destinations, created new express bus service, and increased cross-honoring to include additional bus routes and the entire River LINE. As a result of these efforts, customers are getting to their destinations, and NJ TRANSIT thanks each of them for their patience and understanding.

Additionally, as a means to accelerate NJ TRANSIT's Positive Train Control installation efforts, they temporarily suspended off-peak one-seat rides to Penn Station New York on the Raritan Valley Line. It was also important to note that this is also temporary and that Raritan Valley Line customers will be receiving the same level of service to New York, but will have to transfer at Newark similar to the peak hour service. These adjustments are difficult but they are necessary. Executive Director Corbett asked for customers' patience through these tough times, as the end result will be a safer railroad for everyone.

Executive Director Corbett provided his monthly update on Positive Train Control installation progress. NJ TRANSIT's Positive Train Control program continues to advance, and to accelerate in order to meet the Federal Railroad Administration requirements by year's end. When he arrived at NJ TRANSIT, they were at just 12-percent completion. Since then, they have completed two-thirds of the overall project, and they continue to aggressively advance the Positive Train Control program.

Executive Director Corbett asked Assistant Executive Director Eric Daleo to provide a brief project status update.

Eric Daleo provided a presentation (attached). He noted Positive Train Control is a safety enhancement system capable of automatically controlling train speeds and movements, reducing the risk of accidents due to human error. The Positive Train Control Enforcement and Implementation Act of 2015 requires NJ TRANSIT to meet four key milestones by December 31, 2018, and to fully deploy Positive Train Control by December 31, 2020. Those four key milestones that must be completed by the end of the year are in the following areas: Vehicle Installation; Wayside Installation; Training of Employees on the Installation and Use of the Positive Train Control System; and Testing.

Mr. Daleo then provided a brief update on NJ TRANSIT's progress to meet those four critical milestones by the end of this year. Across 326 miles of wayside, their forces and contractor must install wayside equipment, which includes poles, antennas, and wayside interface units. At the time of their last report in August, they had installed 82 poles in total. This past month they installed an additional 10, leaving only 19 to install.

With respect to antennas, they had previously installed a total of 71. This past month they installed an additional 13, leaving only 27 to install. For wayside interface units, they had installed a total of 93 units to date. This past month they installed an additional 5, leaving only 21 to install. Overall, they have completed 71 percent of these types of wayside installations on NJ TRANSIT's system.

This last month, they substantially completed wayside installation of all components in the Hoboken Division. They have initiated important installation efforts on the Atlantic City line, and continue to make progress in the Newark Division.

With regard to training, they had targeted training 823 employees by year end. They have exceeded this target, having now trained 1,261 employees. There are still 44 technical employees, including installers/maintainers and dispatchers, that must be trained by year end.

A major step in advancing Positive Train Control deployment is testing the reliability of this new technology and software on the system. They previously successfully tested the system on a six-mile stretch of the Morristown Line. On July 5, 2018 they started preliminary testing on a 16.5 mile expanded stretch of the Morristown Line from Summit to Denville.

On Sunday, they commenced, for the first time, what is called field functionality testing on the expanded test area. "Field functionality testing" is testing the entire Positive Train Control system using all components and subsystems under various normal operating parameters and potential failure modes. By commencing this field functionality testing, they believe that they have satisfied the Federal Railroad Administration's fourth requirement necessary to be completed by December 31, 2018.

Separately, with regard to the Northeast Corridor, they meet with Amtrak on a regular basis to ensure NJ TRANSIT's continued operation on the Northeast Corridor in 2019. They have begun installation of wayside equipment at the interlockings that connect NJ TRANSIT rail lines with the Northeast Corridor, and intend to initiate testing of NJ TRANSIT vehicles with Amtrak on the Northeast Corridor early next quarter.

Overall, they are 66 percent complete toward the year end goal. Mr. Daleo noted this presentation and other information would be available on the dedicated webpage www.njtransit.com/ptc.

Executive Director Corbett thanked Mr. Daleo and said while they have made substantial progress, there is much work to be done. They will be keeping a close eye on those year-end milestones.

Yesterday was the 17th anniversary of the terrorist attacks of September 11, 2001, in New York, Washington D.C., and Pennsylvania. As Americans, they all paused to honor those who passed and those who worked so hard to build America's recovery. NJ TRANSIT was integrally involved in the response to the attacks, as many of their employees selflessly volunteered to help victims, their families, and others impacted on that horrific day.

As time passes, and they get farther away from the immediacy of that day, it is important to mark the anniversary and reflect not only on the attacks, but also on the will, perseverance, and strength shown in America's response. In particular, Executive Director Corbett was deeply impressed by the strength and the determination of the NJ TRANSIT family every day he works there, and never more than when he heard the stories of how they have repeatedly and bravely responded to tragedy and hardship, and in particular in the aftermath of 9/11. He noted it is the people of NJ TRANSIT that make it such a special company.

To mark the anniversary, yesterday Executive Director Corbett attended Paterson's ceremony where they dedicated the Paterson Train Station to the memory of Paterson-native Kenny Lira. Kenny, like many of their customers, boarded a train from Paterson on 9/11 to work on the 110th floor of the South Tower but never made it home that day. It was a privilege to honor Kenny, and by doing so, help fulfill their greater mission to "Never Forget." Executive Director asked for a moment of silence in remembrance of September 11, 2001, and for everyone affected by that day.

Action Items**1809-61: NJ TRANSIT RESILIENCE PROGRAM – RAIL OPERATIONS CENTER (ROC) UNIT SUBSTATION: CONSTRUCTION CONTRACT AWARD**

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning & Programs, to present Action Item #1809-61.

Eric Daleo recommended approval of Action item #1809-61, NJ TRANSIT Resilience Program – Rail Operations Center Unit Substation: Construction Contract Award. He provided a presentation (attached) and requested approval to enter into a contract with Northeast REMSCO Construction of Farmingdale, New Jersey, for the construction of the Rail Operations Center Unit Substation project in an amount not to exceed \$9,825,162, plus five percent for contingencies.

Board Member Flora M. Castillo made a motion to approve Action Item #1809-61, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1809-62: HOBOKEN STATION REPAIRS: CONSTRUCTION CONTRACT AWARD

Eric Daleo recommended approval of Action Item #1809-62, Hoboken Station Repairs: Construction Contract Award. He provided a presentation (attached) and requested approval to enter into a contract with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Station Repairs Project in an amount not to exceed \$4,830,953, plus five percent for contingencies.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1809-62, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1809-63: UNDERGRADE MOVABLE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS

Executive Director Corbett introduced Edward Baksa, Acting Vice President and General Manager, to present Action Item #1809-63.

Edward Baksa recommended approval of Action Item #1809-63, Undergrade Movable Railroad Bridges: Engineering Services to Perform In-Depth Inspections, Evaluations and Ratings. He provided a presentation (attached) and requested approval to enter into three (3) one-year contracts with HNTB of Parsippany, New Jersey, TranSystems of Newark, New Jersey and HDR of Newark, New Jersey to inspect 12 NJ TRANSIT undergrade movable bridges for a total cost of \$2.88 million.

Board Member Edmund Caulfield made a motion to approve Action Item #1809-63, Board Member James C. Finkle Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1809-64: EXTENSION TO LEASE AGREEMENT: WASHINGTON SECONDARY BRANCH – NETCONG TO HACKETTSTOWN

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1809-64.

William Viqueira recommended approval of Action Item #1809-64, Extension to Lease Agreement: Washington Secondary Branch – Netcong to Hackettstown. He provided a presentation (attached) and requested approval to take all actions necessary to enter into a five-year lease extension agreement for the Washington Secondary Branch with Norfolk Southern Railway Company..

Board Member Flora M. Castillo made a motion to approve Action Item #1809-64, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1809-65: BANKING SERVICES CONTRACT

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1809-65.

William Viqueira recommended approval of Action Item #1809-65, Banking Services Contract. Authorization was requested to take all actions necessary to enter into a contract with Bank of America, N.A., the second highest ranked proposer, to provide collection, disbursement, and other banking services to NJ TRANSIT and to take any other steps necessary to ensure a contiguous service for an initial period of three years with two, independent, one-year options, at a cost not to exceed \$401,532, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1809-65, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

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

1809-66: PERSONAL INJURY CLAIM OF THE ESTATE OF CONSTANCE ENGLISH AND THE ESTATE OF HERMAN ENGLISH

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1809-66.

William Viqueira recommended approval of Action Item #1809-66, Personal Injury Claim of the Estate of Constance English and the Estate of Herman English. Authorization was requested to settle the claims of the Estate of Constance English and the Estate of Herman English, through the estate attorneys, 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 made a motion to approve Action Item #1809-66, Board Member James C. Finkle Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

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

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Flora M. Castillo, seconded by Board Member James C. Finkle Jr., and unanimously adopted. The meetings were adjourned at approximately 11:24 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

SEPTEMBER 12, 2018

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	53365
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	53366
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	53367

ACTION ITEMS

1809-61	NJ TRANSIT RESILIENCE PROGRAM – RAIL OPERATIONS CENTER (ROC) UNIT SUBSTATION: CONSTRUCTION CONTRACT AWARD - Authorization to enter into NJ TRANSIT Contract No.16-035X with Northeast REMSCO Construction of Farmingdale, New Jersey, for the construction of the ROC Unit Substation project in an amount not to exceed \$9,825,162, plus five percent for contingencies, subject to the availability of funds.	53396
1809-62	HOBOKEN STATION REPAIRS: CONSTRUCTION CONTRACT AWARD - Authorization to enter into NJ TRANSIT Contract No. 18-033X with DMR Construction Services Inc. of Waldwick, New Jersey, for the construction of the Hoboken Station Repairs Project in an amount not to exceed \$4,830,953.00, plus five percent for contingencies, subject to the availability of funds.	53399

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
SEPTEMBER 12, 2018
MINUTES
PAGE 2

- 1809-63 UNDERGRADE MOVABLE RAILROAD BRIDGES: ENGINEERING SERVICES 53402**
TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS -
Authorization to take all actions necessary to enter into three separate contracts with HNTB of Parsippany, New Jersey (17-028A); TranSystems of Newark, New Jersey (17-028B), and HDR of Newark, New Jersey (17-028C) to perform in-depth structural inspections, evaluations, and load ratings of all 12 undergrade movable bridges, at costs not to exceed \$1,072,281.82, \$899,892.44 and \$911,968.29 respectively, for a total cost of \$2,884,142.55, plus five percent for contingencies, subject to the availability of funds.
- 1809-64 EXTENSION TO LEASE AGREEMENT: WASHINGTON SECONDARY 53405**
BRANCH – NETCONG TO HACKETTSTOWN - Authorization to take all actions necessary to enter into an Extension of the Lease Agreement for the Washington Secondary Branch with Norfolk Southern Railway Company for five years from June 1, 2016 through May 31, 2021, which includes an option to purchase the Washington Secondary Branch. Rent payments remaining shall be \$630,000 annually, for the two-year period of June 1, 2017 through May 31, 2019, \$645,750 for the period of June 1, 2019 through May 31, 2020, and \$661,894 for the period of June 1, 2020 through May 31, 2021. If NJ TRANSIT exercises the option to purchase, the corporation shall receive a 25 percent rent credit starting June 1, 2019.
- 1809-65 BANKING SERVICES CONTRACT - Authorization to take all actions necessary 53409**
to enter into a contract with Bank of America, N.A., the second highest ranked proposer, to provide collection, disbursement, and other banking services to NJ TRANSIT and to take any other steps necessary to ensure a contiguous service for an initial period of three years with two, independent, one-year options, at a cost not to exceed \$401,532, subject to the availability of funds.
- 1809-66 PERSONAL INJURY CLAIM OF THE ESTATE OF CONSTANCE ENGLISH 53410**
AND THE ESTATE OF HERMAN ENGLISH - Authorization to settle the claims of the Estate of Constance English and the Estate of Herman English, through the estate attorneys, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

➤ **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of the Estate of Constance English and the Estate of Herman English; and

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

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the August 8, 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 August 13, 2018;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the August 8, 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
Shella Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, 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: SEPTEMBER 12, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – SEPTEMBER 2018



As you know, two of our trains were involved in an incident that resulted in the temporary closure of the Hudson Tunnels late Friday evening. We continue working with Amtrak, along with the FRA, to determine the cause of this incident involving the overhead wires. Our highest priority is always the safety of our customers and employees, and fortunately there were no reported injuries on either train. Our rail service did experience delays over the weekend due to the required repair and inspection work. We communicated these service impacts and the available alternate options we established, which included cross-honoring with PATH and NJ TRANSIT and private carrier buses so customers would be able to make informed travel decisions.

These and other recent events with our aging infrastructure reinforce the need for local, state and federal investment in our regional transit systems. In June, the State of New Jersey made a commitment of \$600 million toward a new Portal Bridge that will address a serious single point of failure in our region's transportation infrastructure. Last week, Governor Murphy, Commissioner Gutierrez-Scaccetti and I joined other New Jersey government, business and labor leaders at the Governor's press conference in the shadow of the current bridge in Secaucus to highlight the need for this shovel-ready project. The time for this and the rest of the Gateway project is now, and we will continue to work with our partners at all levels in advancing this effort.

We've had to make a lot of tough calls here in the past seven months, and one of the toughest was the decision to temporarily suspend the Atlantic City Rail Line. I'm a rail commuter and customer myself, and know how disruptive a change like this can be. Unfortunately, until now there had been no Positive Train Control (PTC) work done on the ACRL, and so we were left with no option but to temporarily suspend service. This allows us to install the PTC equipment on our locomotives and cab cars, as well as the wayside antennas, transponders and other equipment along the approximately 60 miles of right-of-way itself. I am pleased to report our communications, including a series of "We Are Listening" forums in Atlantic City, Lindenwold and Philadelphia, along with customers' understanding, have helped create a smooth transition to our alternate travel options.

Our PTC program continues to advance and to accelerate in order to meet the FRA requirements by year's end. When I arrived here at NJ TRANSIT, we were at just 12-percent completion. Since then, we've now completed two-thirds of the overall project. While we've made substantial progress, there is still much work to be done. We continue to aggressively advance the PTC program.

Yesterday was the 17th anniversary of the terrorist attacks of September 11, 2001, and as Americans we all paused to honor those who passed, and those who worked so hard to build America's recovery. NJ TRANSIT was integrally involved in the response, as many of our employees selflessly volunteered to help victims, their families and others affected by those horrific events. In particular, I am awed by the strength and the determination of the NJ TRANSIT family every day I work here, and never more than when I hear the stories of how they have repeatedly and bravely responded to tragedy and hardship such as 9/11. It is the people of NJ TRANSIT that make it such a special organization.

To mark the anniversary, yesterday, I attended Paterson's ceremony where we dedicated the Paterson train station to the memory of Paterson-native Kenny Lira. Kenny, like many of our customers, boarded a train from Paterson on 9/11, to work on the 110th floor of the South Tower, but never made it home that day. It was a privilege to honor Kenny, and by doing so, help fulfill our greater mission to "Never Forget."

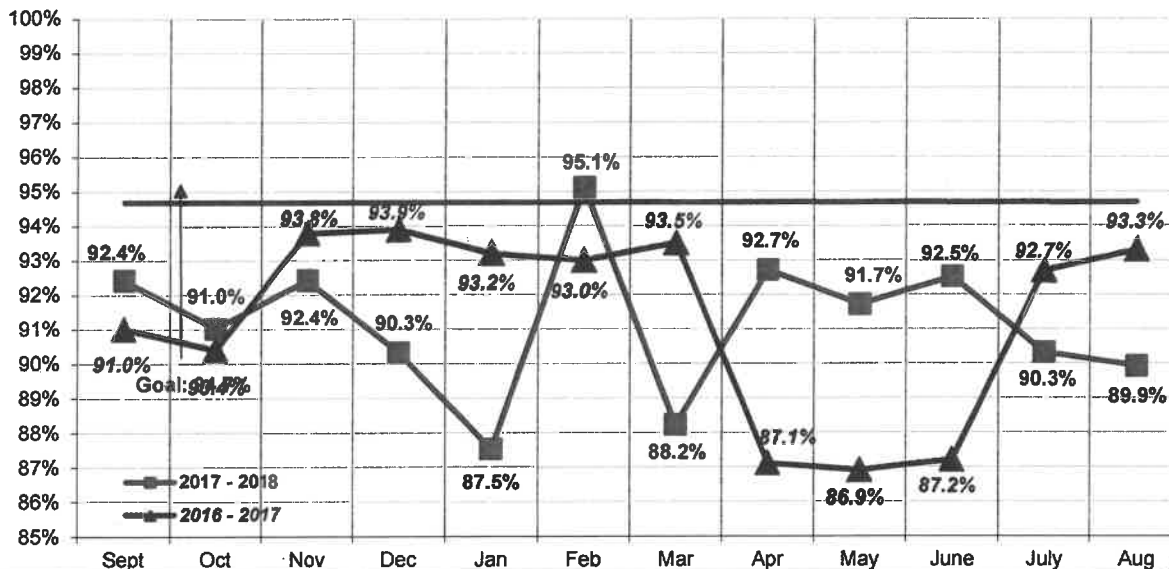
EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 12, 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2016 - AUGUST 2018

% Trains Reported Within 6 Minutes of Schedule



	2017	2018	# Change
August Comparison	93.3%	89.9%	-3.4%

	2016-2017	2017-2018	# Change
12-Month Average Sept. 2017 - Aug. 2018	91.3%	91.2%	-0.1%

Analysis:

Rail On-Time Performance was 89.9% for August 2018. Of the 18,963 trains scheduled to operate, 17,048 were on time, while 1,915 trains (or 10.1%) were delayed. Key causes included:

- NJT equipment issues, engineer availability, and programmed maintenance contributed to 162 delays resulting in 74.2% OTP on August 3.
- Amtrak and NJT equipment issues contributed to 117 delays resulting in 80.4% OTP on August 5.
- NJT trespasser fatality, equipment issues, and programmed maintenance contributed to 102 delays resulting in 83.3% OTP on August 9.

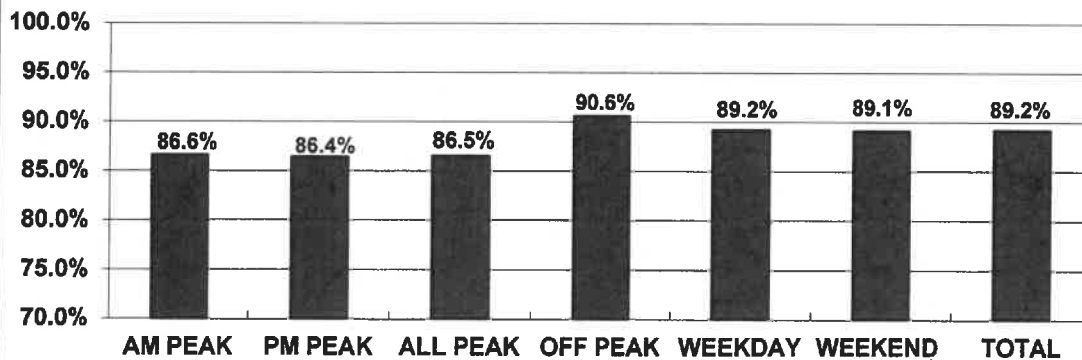
The 12-month average for Rail On-Time Performance September 2017 - August 2018 was 91.2%, which has decreased by 0.1%.

ON-TIME PERFORMANCE RAIL

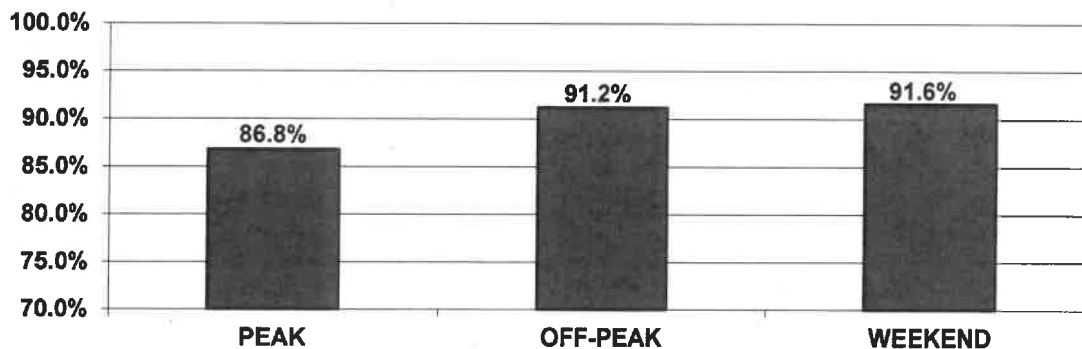
SUMMARY BY TIME PERIOD AUGUST, 2018

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

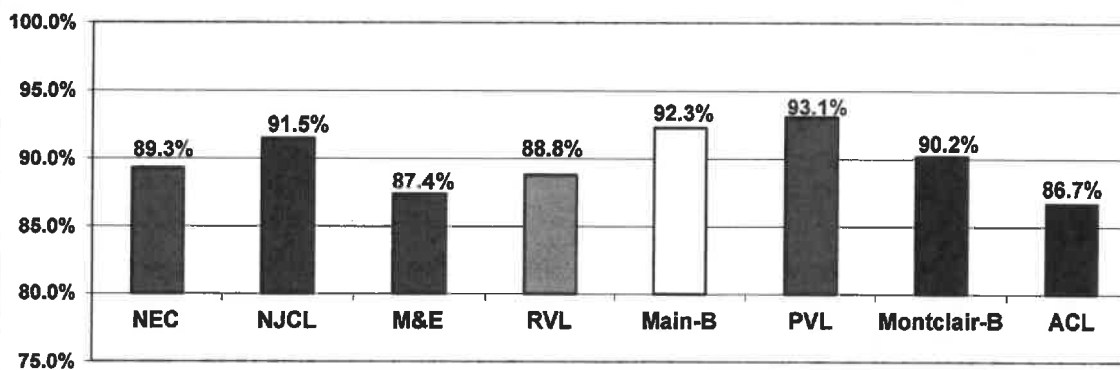
% NEW YORK PENN STATION Trains Reported On Time *



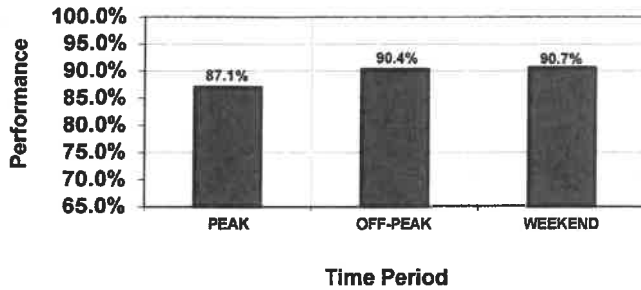
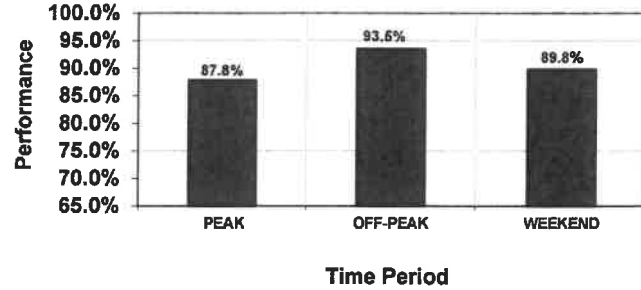
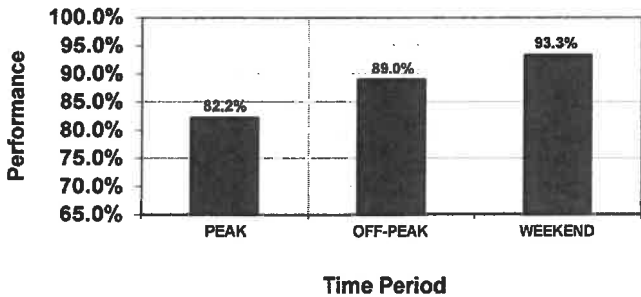
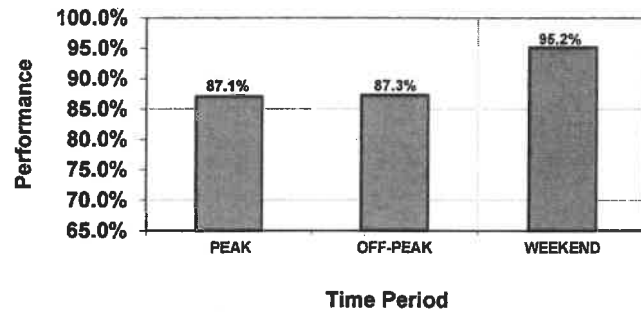
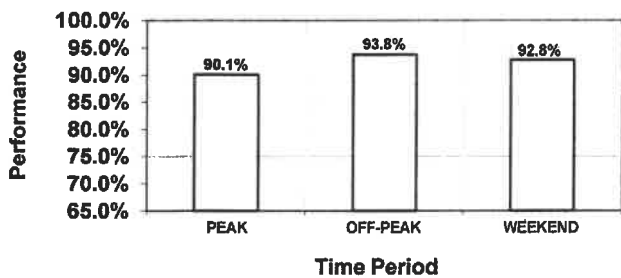
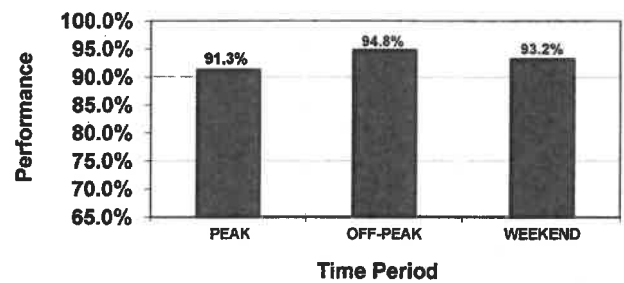
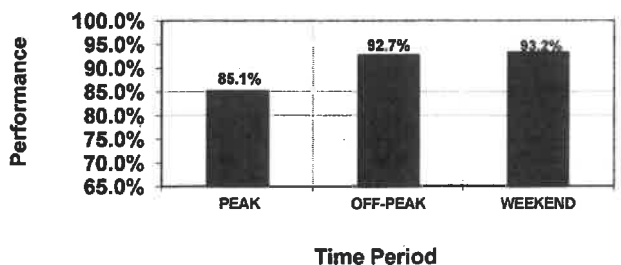
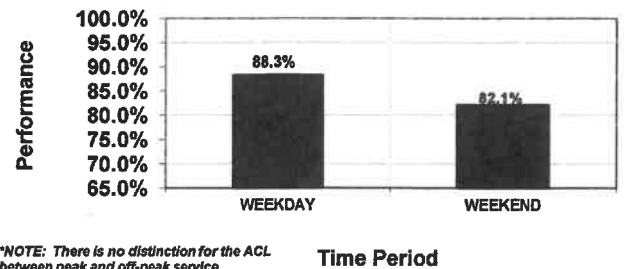
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



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

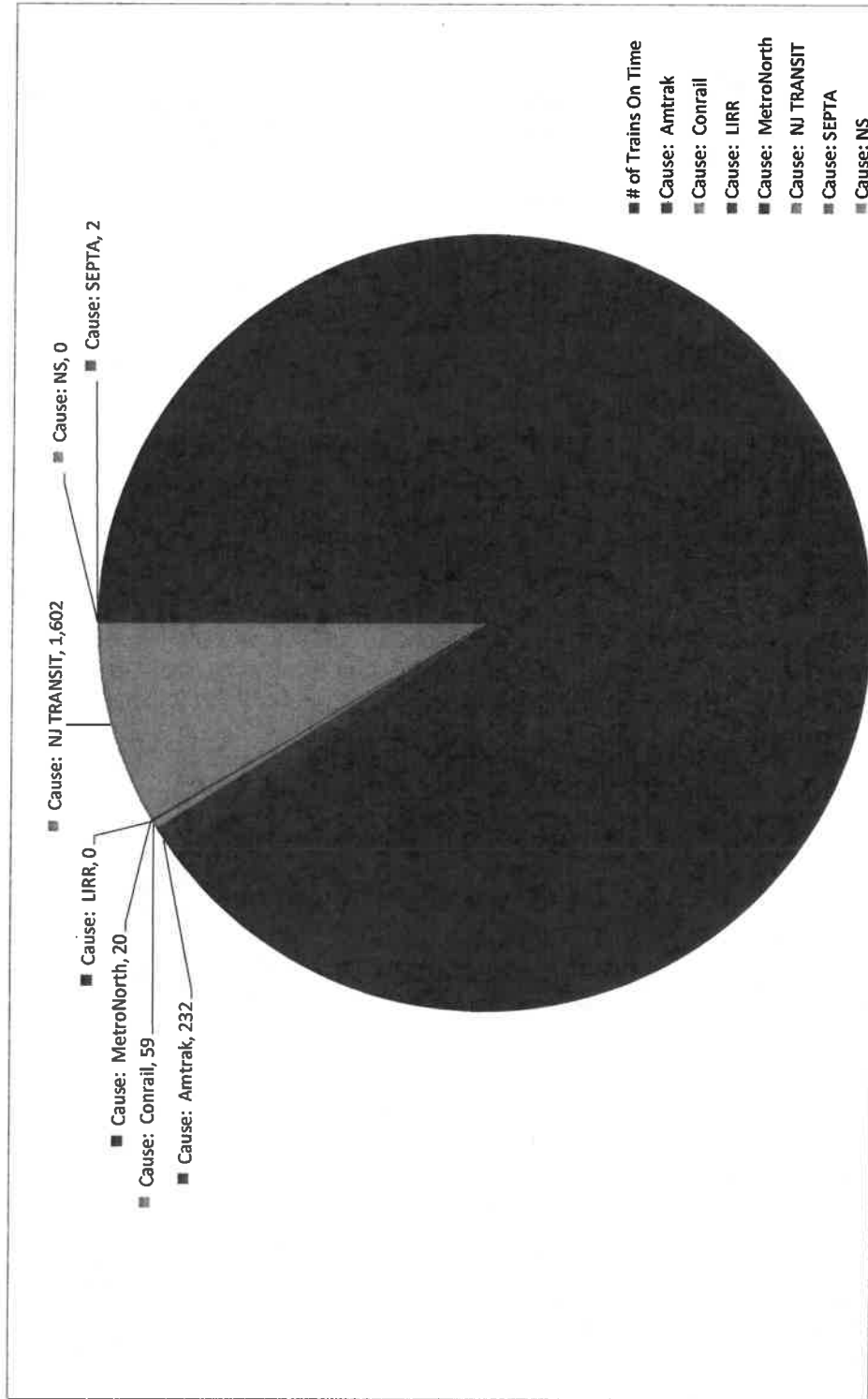
NORTHEAST CORRIDOR**NORTH JERSEY COAST LINE****MORRIS & ESSEX****RARITAN VALLEY LINE****MAIN-BERGEN****PASCACK VALLEY****MONTCLAIR-BOONTON****ATLANTIC CITY***

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

NJ TRANSIT Performance - AUGUST, 2018

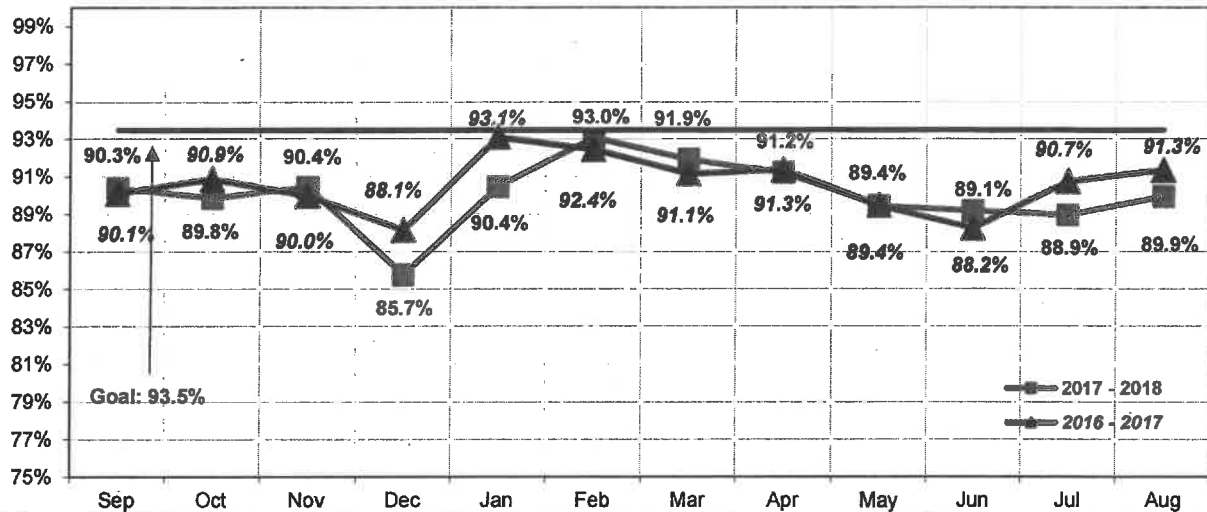
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: LIRR	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: SEPTA	Cause: NS
# of Trains On Time	17,048	232	59	0	20	1,602	2	0
# of Late Trains	1,915	1.22%	0.31%	0.00%	0.11%	8.45%	0.01%	0.00%
Total # of Trains	18,963							
Percentage On Time	89.9%							



NJ TRANSIT ON-TIME PERFORMANCE BUS SEPTEMBER 2016 - AUGUST 2018

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2016 - 2017	2017 - 2018	% Change
August Comparison	91.3%	89.9%	-1.4%

	2016 - 2017	2017 - 2018	% Change
12-Month September 2017 - August 2018	90.6%	90.0%	-0.6%

Analysis:

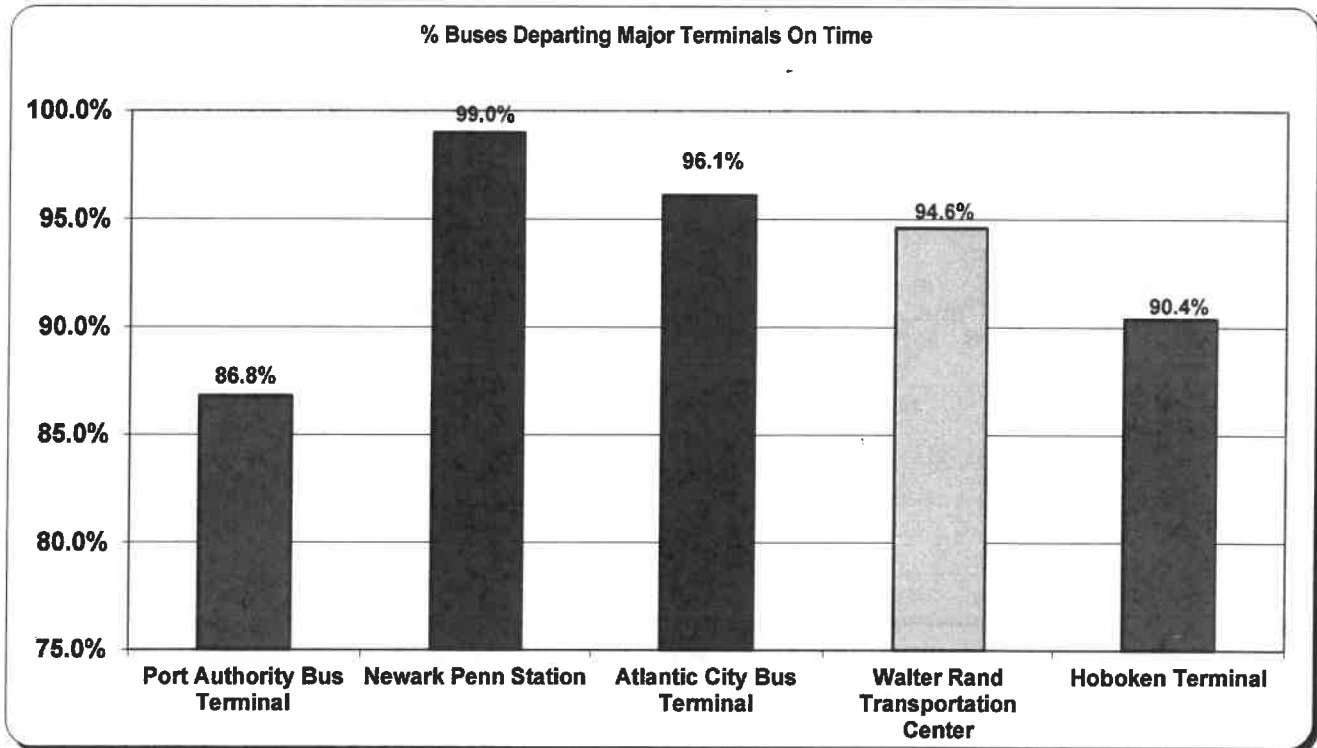
Bus On-Time Performance was 89.9% for September 2018. Of the 43,187 monitored departures 4,368 (or 10.1%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, on August 2, heavy rain and flooding in NJ delayed bus arrival. On August 20, Port Authority Police Department sent empty buses back to NJ because of traffic problems on 40th and 10th. Due to the holiday weekend there was heavy boarding due to early travel on August 31, which impacted service.
- Construction on Washington Street is nearing completion, but continues to impact performance at Hoboken. The heavy rain and flooding in the beginning of the month caused additional delays.

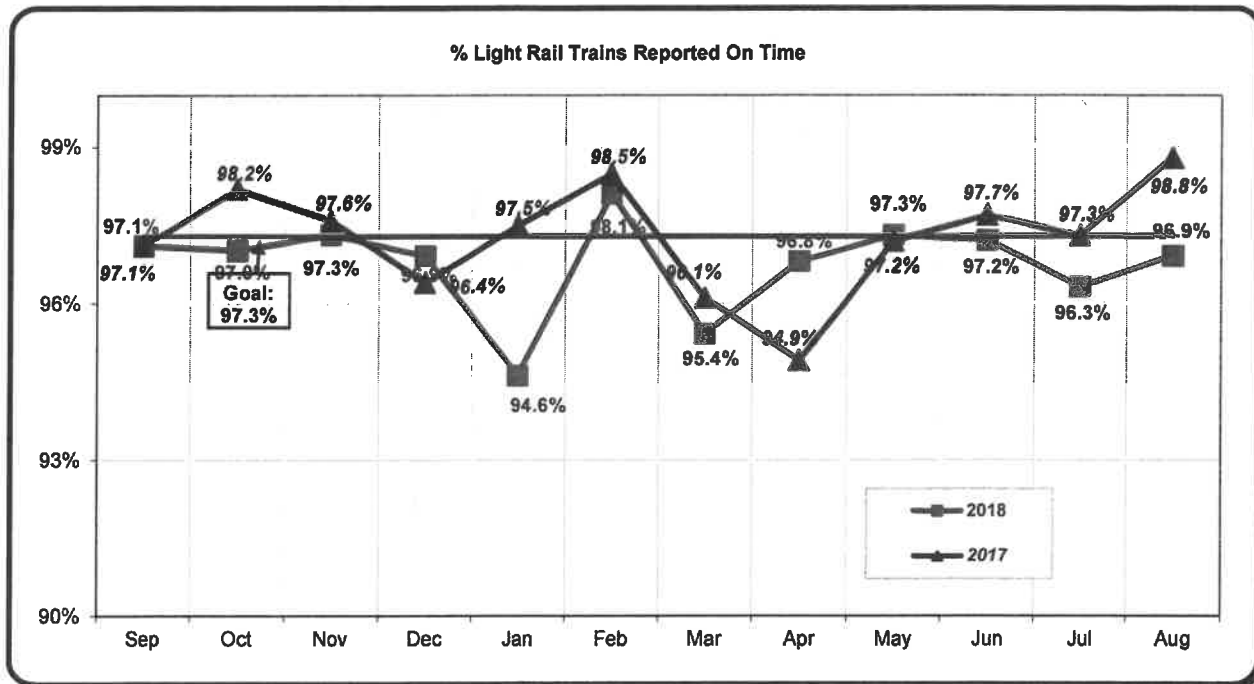
The 12-month average for Bus On-Time Performance for September 2017 - August 2018 was 90.0%, which was down by 0.6% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL AUGUST 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL JANUARY 2016 - DECEMBER 2017



	2017	2018	# Change
December Comparison	98.8%	96.9%	-1.9%

	2017	2018	# Change
12-Month Average Ended Dec 2016 & Dec 2017	97.3%	96.7%	-0.5%

Analysis:

Light Rail On-Time Performance systemwide was 96.9% for the month of August 2018. Of the 25,803 scheduled departures, 731 (or 3.1%) experienced delays.

Key causes included:

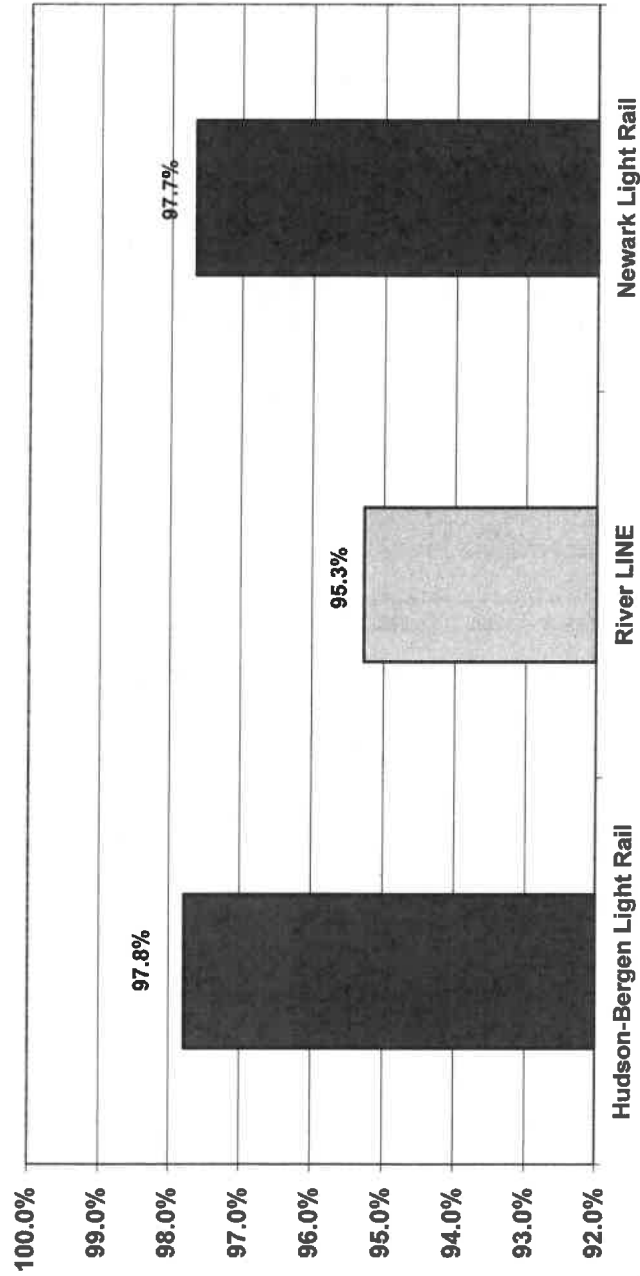
- River LINE signal equipment malfunction on August 18 affected 15 trains and caused delays.
- HBLR switch failures and door issues on August 28 affected 33 trains and caused delays.
- Newark Light Rail emergency repairs and mechanical faults on August 17 affected 43 trains and caused delays.

The 12 month Average for Light Rail On-Time Performance for September 2017 - August 2018 was 96.75%, which decreased by 0.52%.

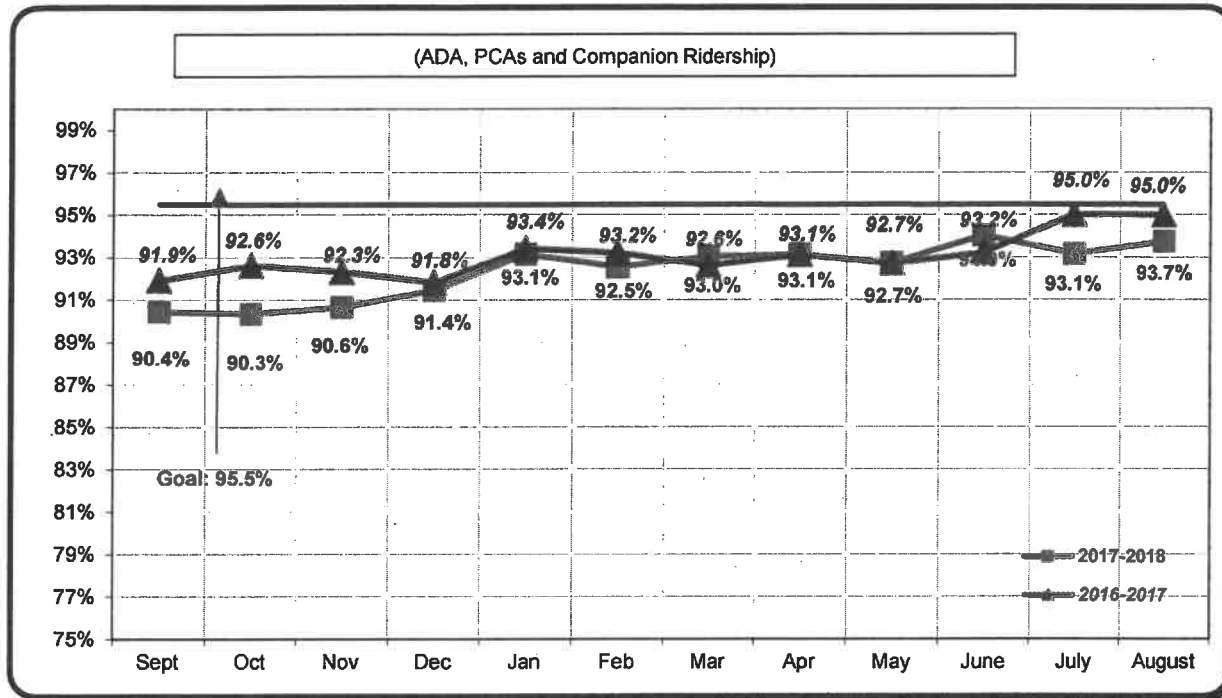
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE August 2018

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK September 2016 - August 2018



	2017	2018	% Change
August Comparison	95.0%	93.7%	-1.3%

	2017	2018	Difference
August Ridership	137,938	142,652	4,714

	2016-2017	2017-2018	% Change
12-Month Average September-August	93.1%	92.3%	-0.8%

Analysis:

Access Link On-Time Performance was 93.7% for August 2018. In serving 142,650 total riders, for 128,036 ADA customers trips, 8,045 (or 6.3%) experienced delays.

Key causes include:

- * Road closures / due to construction
- * Customer no-show and cancellations

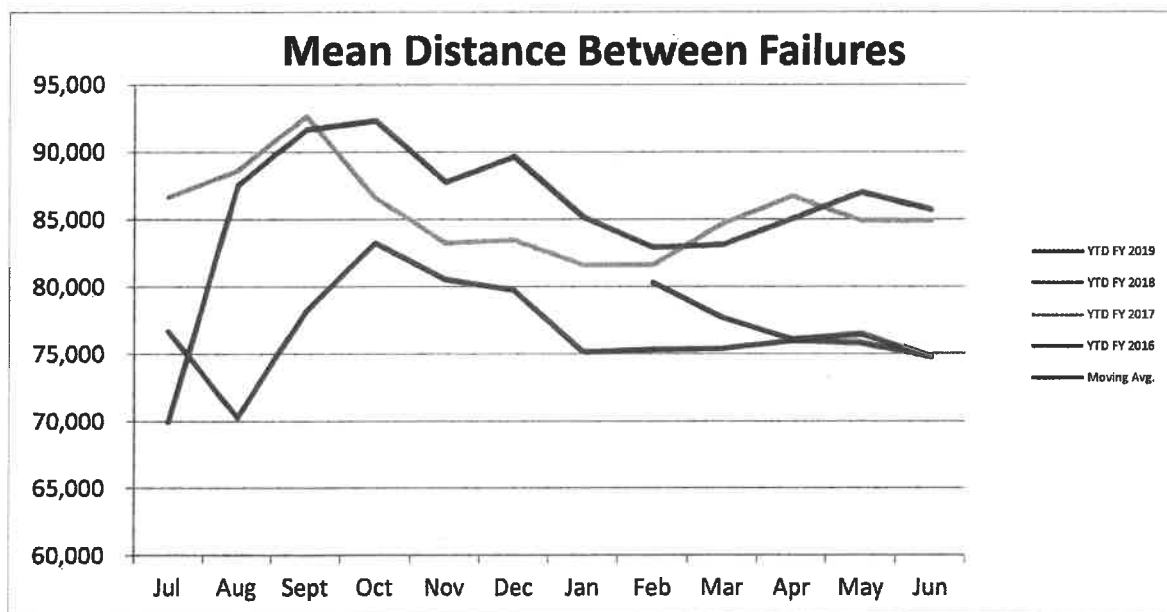
The 12-month average for Access Link On-Time Performance for September 2017 - August 2018 was 92.3%, which decreased by -0.8%.

MEAN DISTANCE BETWEEN FAILURES

July 2018

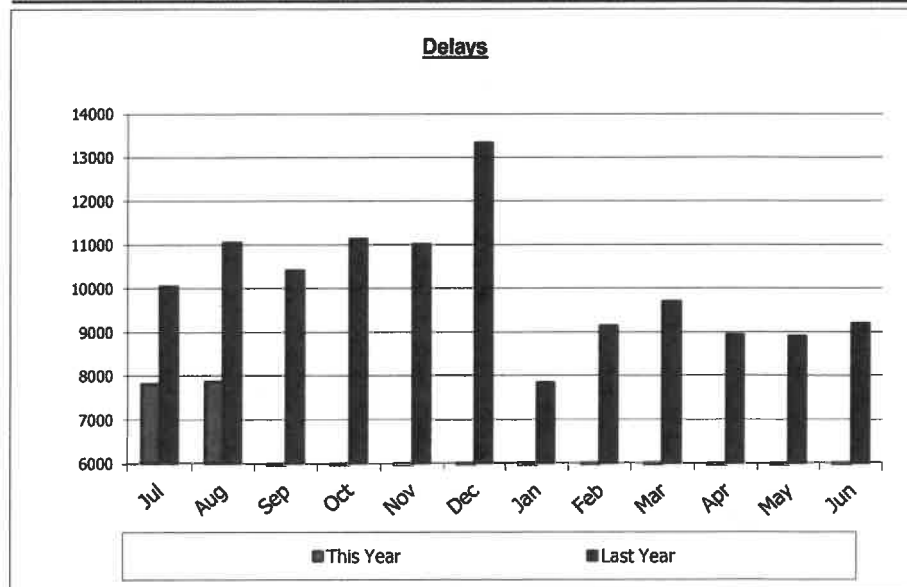
NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	-	70,263	88,680	87,565	-
Sept	-	78,151	92,705	91,669	-
Oct	-	83,213	86,626	92,329	-
Nov	-	80,523	83,272	87,756	-
Dec	-	79,711	83,501	89,655	-
Jan	-	75,139	81,633	85,167	-
Feb	-	75,324	81,639	82,949	80,309
Mar	-	75,376	84,715	83,112	77,686
Apr	-	75,968	86,771	85,060	76,108
May	-	75,787	84,920	87,022	76,487
Jun	-	74,776	84,936	85,722	74,776



Garage Performance Parameters**August 2018**

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	3,891	3,723	5,978
Greenville	7,500	4,361	3,892	4,657
Market Street	8,500	4,520	5,177	8,480
Meadowlands	10,200	4,551	4,825	6,623
Oradell	10,500	7,410	6,724	9,098
Wayne	10,500	7,442	6,974	10,976
Northern Division	-	5,516	5,465	7,948
Big Tree	8,800	4,563	4,597	6,892
Hilton	10,200	6,228	6,927	8,575
Howell	16,750	22,833	21,629	31,026
Ironbound	9,600	6,882	6,989	10,759
Orange	9,250	7,022	7,194	8,162
Morris	10,500	50,721	48,968	48,743
Central Division	-	8,649	8,843	11,963
Egg Harbor	15,500	17,745	18,818	15,259
Hamilton	13,000	7,583	6,913	11,960
Newton Avenue	12,000	11,382	9,985	17,100
Washington Twp.	14,500	14,877	13,882	11,982
Southern Division	-	13,388	12,714	13,809
Bus Operations	-	7,871	7,841	10,540

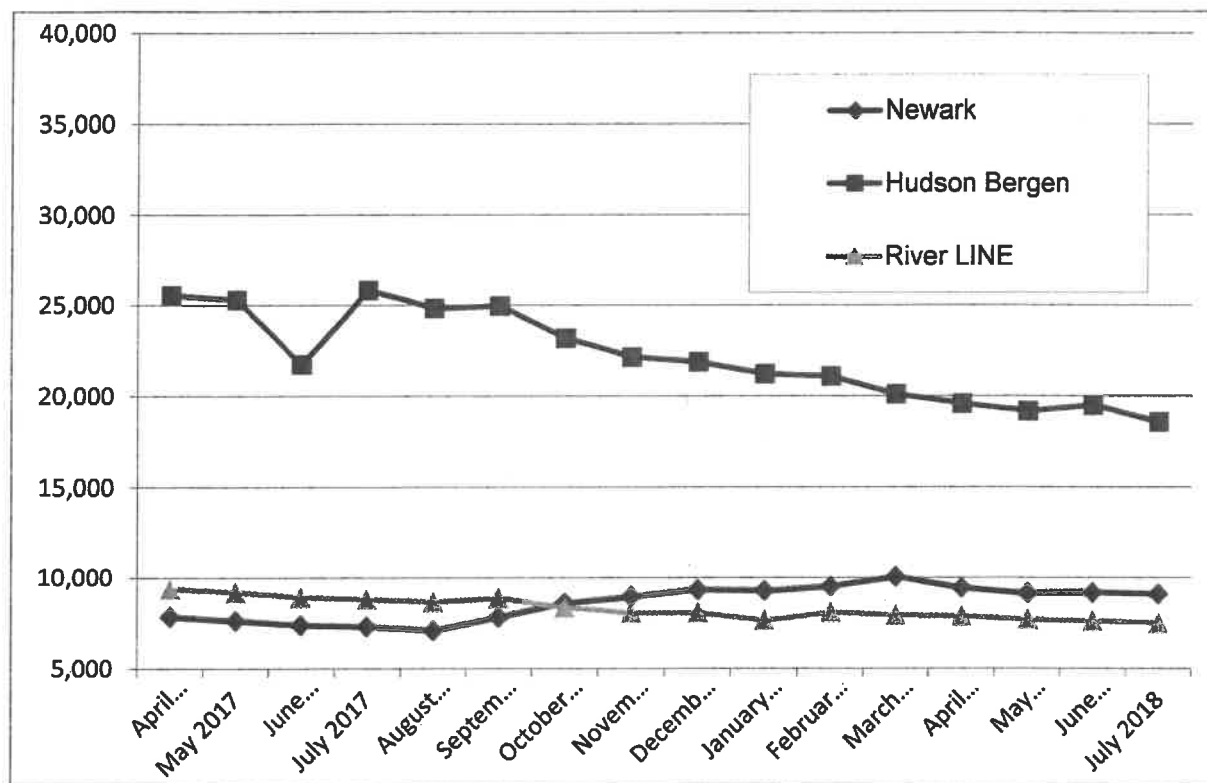


NJ TRANSIT - LIGHT RAIL, July 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2018
Newark Light Rail	9,111
Hudson Bergen	21,930
River LINE	7,504

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 August 2018, NJ TRANSIT awarded **\$112,084,245.60** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$5,624,420.90** or **5.02%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$112,309,245.60** in state funded contracts. Of that total, SBEs received **\$5,624,420.90** or **5.01%**.

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

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$5,624,420.90	or 5.01%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$0.00	or 0.00%
Category 6 SBEs received	\$0.00	or 0.00%

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

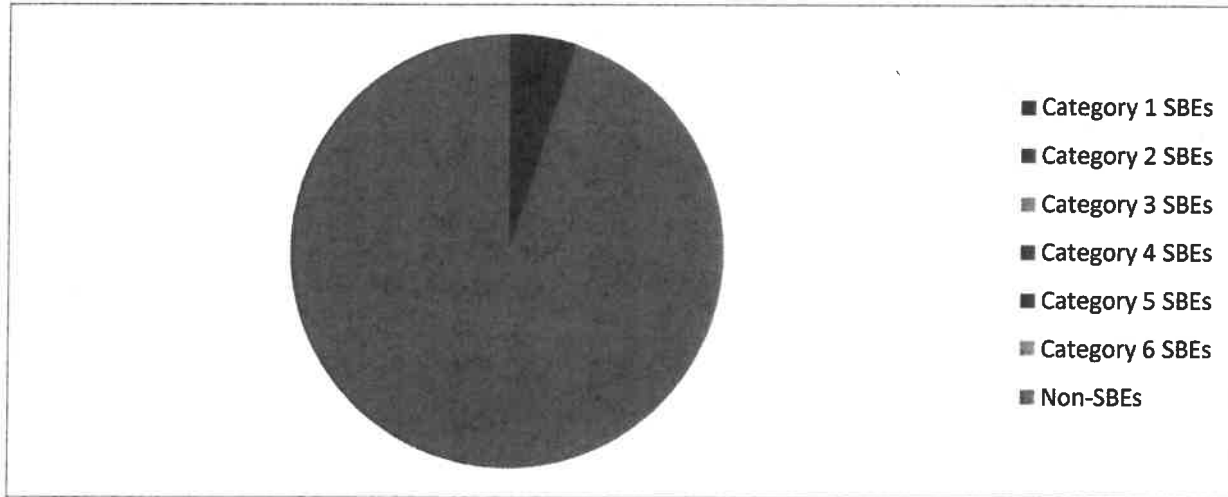
During the 3rd Quarter (April 1, 2018 – June 30, 2018) of Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$0.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00** or **0.00%**.

DBE Goal Attainment from April 1, 2018 – June 30, 2018 (FFY 2018) **

Contracts awarded	\$0.00
DBEs received	\$ 0.00 or 0.00%

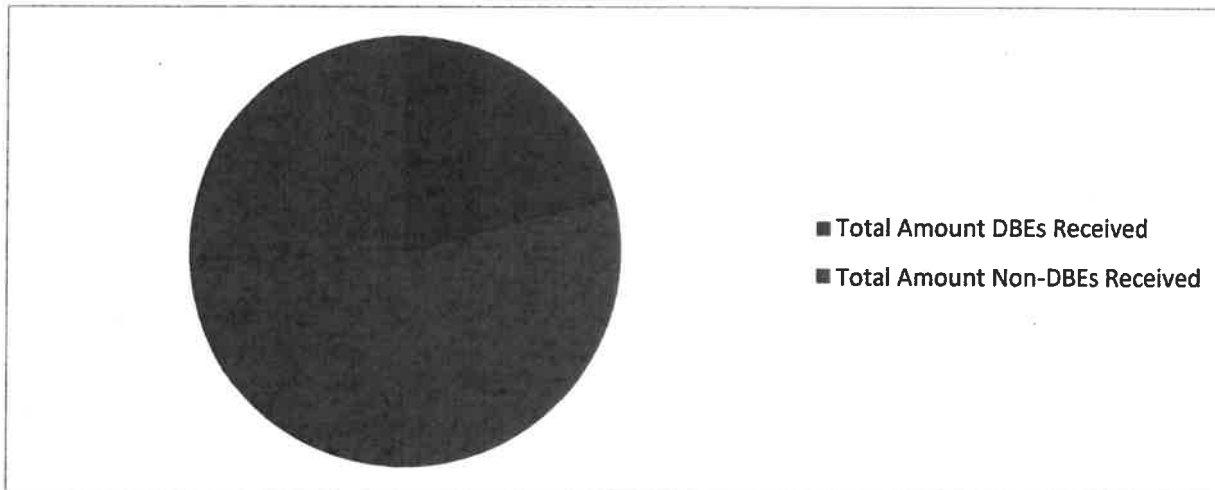
****Numbers reflect federal share.**

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$5,624,420.90	5.01%
Category 3 SBEs	\$0.00	0.00%
Category 4 SBEs	\$0.00	0.00%
Category 5 SBEs	\$0.00	0.00%
Category 6 SBEs	\$0.00	0.00%
Non-SBEs	\$106,684,824.70	94.99%



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

25 NJ TRANSIT employees retired recently with careers ranging 9 to 46 years of service:

1. David Freeman, Operator – Newton Ave – 13 years
2. Ada M. Gangas, Operator – Market Street – 21 years
3. Christopher Cummings, Operator – Washington Twp. – 23 years
4. Melvin Daniels, Operator – Hilton – 39 years
5. Wilson F. Duverneau, Operator – Ironbound – 18 years
6. Eddy Gavilanes, Inspector – Meadowlands – 12 years
7. Aulange Heriveaux, Operator – Wayne – 20 years
8. Abdul S. Momoh, Inspector – Hamilton – 25 years
9. Smauel L. Romano Jr., – Howell – 9 years
10. Martha Sesin, Cleaner – Meadowlands – 29 years
11. Michael Whitehurst, Operator – Ironbound – 29 years
12. Mohammed A. Ahmed, Operator – Wayne – 18 years
13. Pedro R. Romero, Operator – Fairview – 12 years
14. Jean Kress, DIR. Rail Infrastructure Construction – Penn Plaza – 34 years
15. Mayank Shah, Sr. DIR. Bus OPS. Control – Penn Plaza – 34 years
16. Thomas A. Szoke Jr., ASST. SUPT. Mechanical – Hoboken – 30 years
17. Alan J. Tillotson, DIR. Market Analysis & Pricing – Penn Plaza – 36 years
18. Jose Arcila, Foreman of Station Attendants – Newark Penn – 15 years
19. Christopher Campisi, Foreman of Structural Welding – Post-Morris – 32 years
20. Barbra Crawford, Lead Clerk – Trenton – 46 years
21. Bruce Dolmat, TVM. Terminal Agent – Trenton – 41 years
22. Robert Javornicky, car Appearance Maintainer – County YD. Car Shop – 39 years
23. Jean Kriss, DIR. Rail Infra. Construction – Penn Plaza – 34 years
24. John Lafalce Jr., Car Appearance Maintainer – Bay-Head – 13 years
25. Veronica Wise, Extra TVM Terminal Agent – South Amboy – 35 years

(NJT Board - 09/12/2018)



53388

NJ TRANSIT's Implementation of Positive Train Control

September 12, 2018

Update to NJ TRANSIT Board of Directors



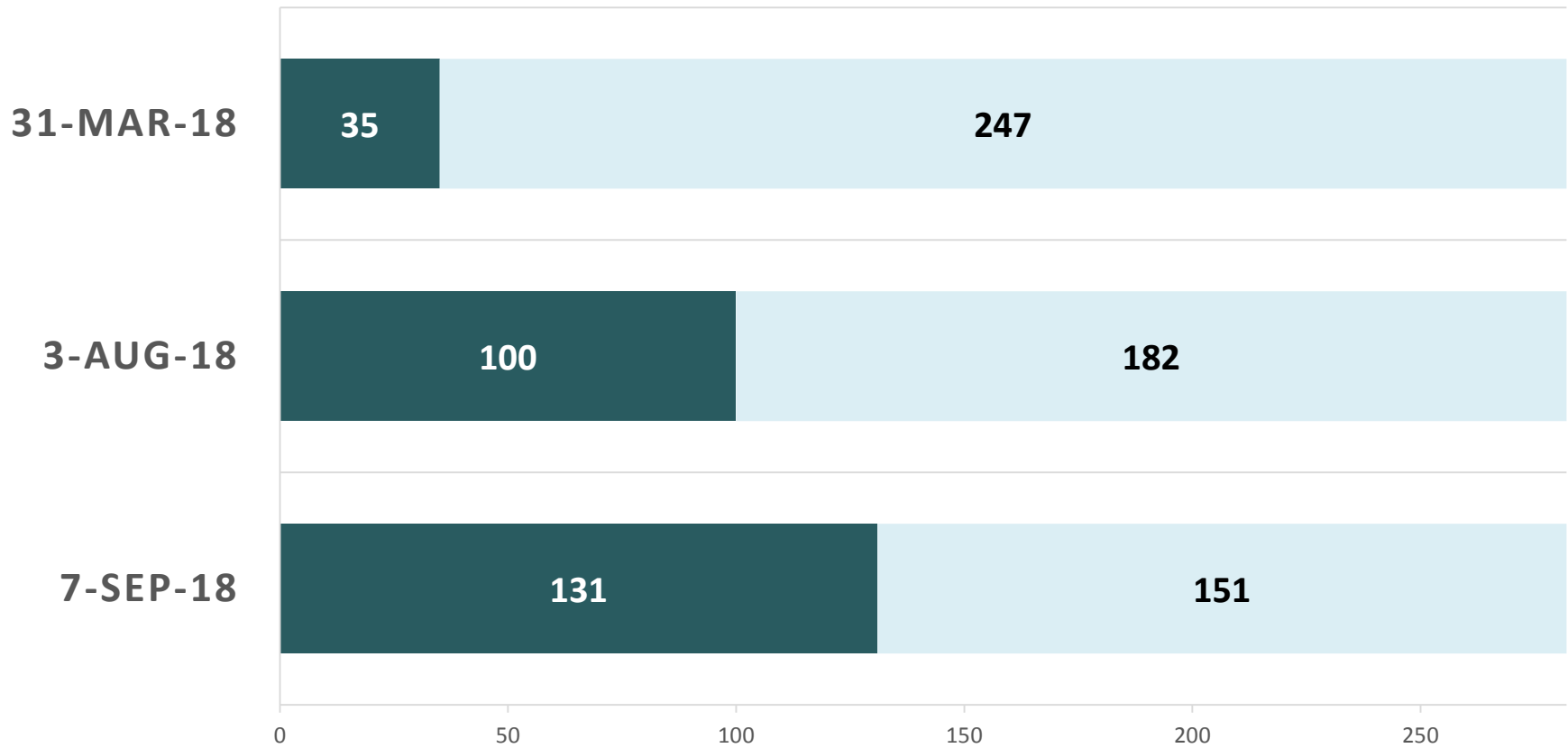
Progress Toward Key Year-End Targets

	Vehicle Installations
	Wayside Installation
	Training of Employees on the Installation and Use of the PTC System
	Testing

Progress Toward Key Year-End Targets

Vehicle Installations

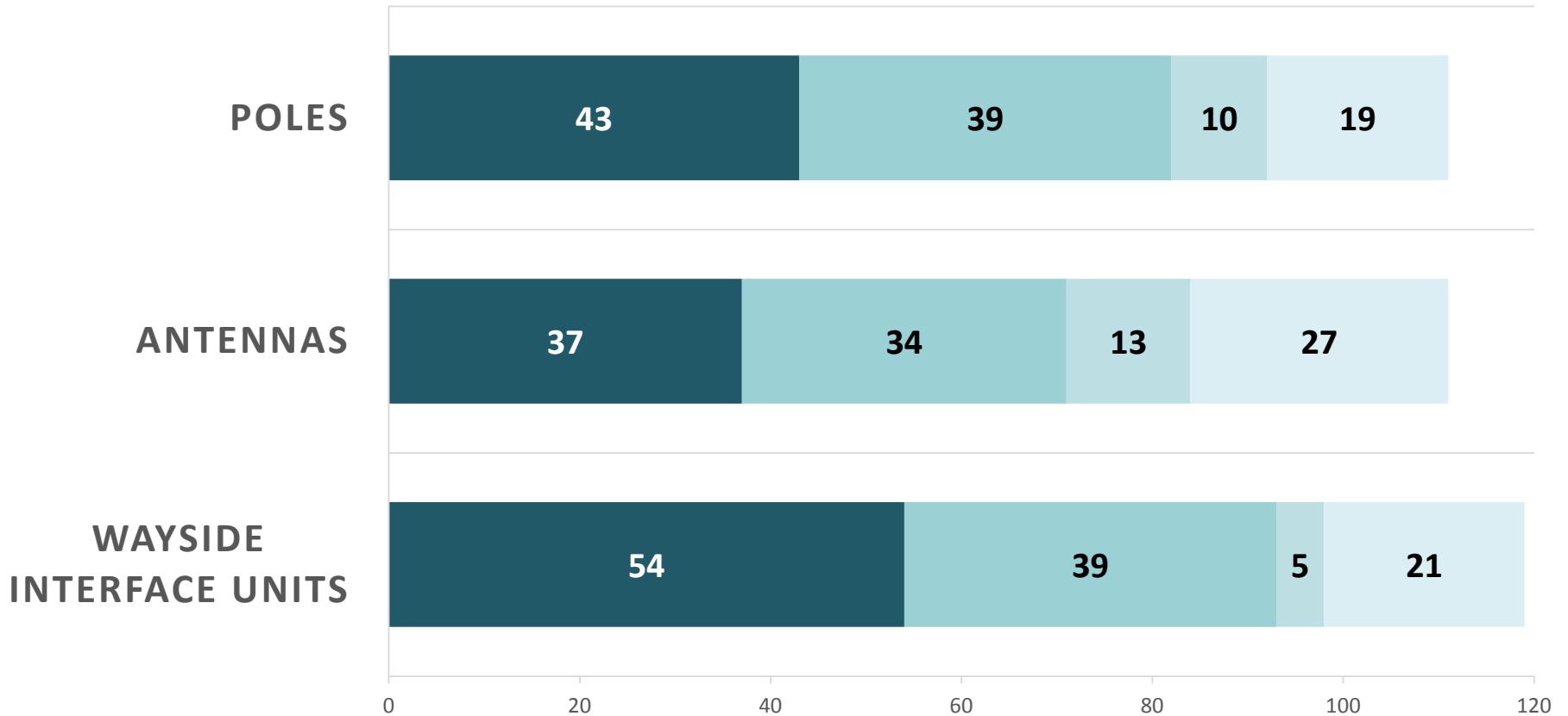
■ Installations Complete ■ Amount Remaining



Progress Toward Key Year-End Targets

Wayside Installation

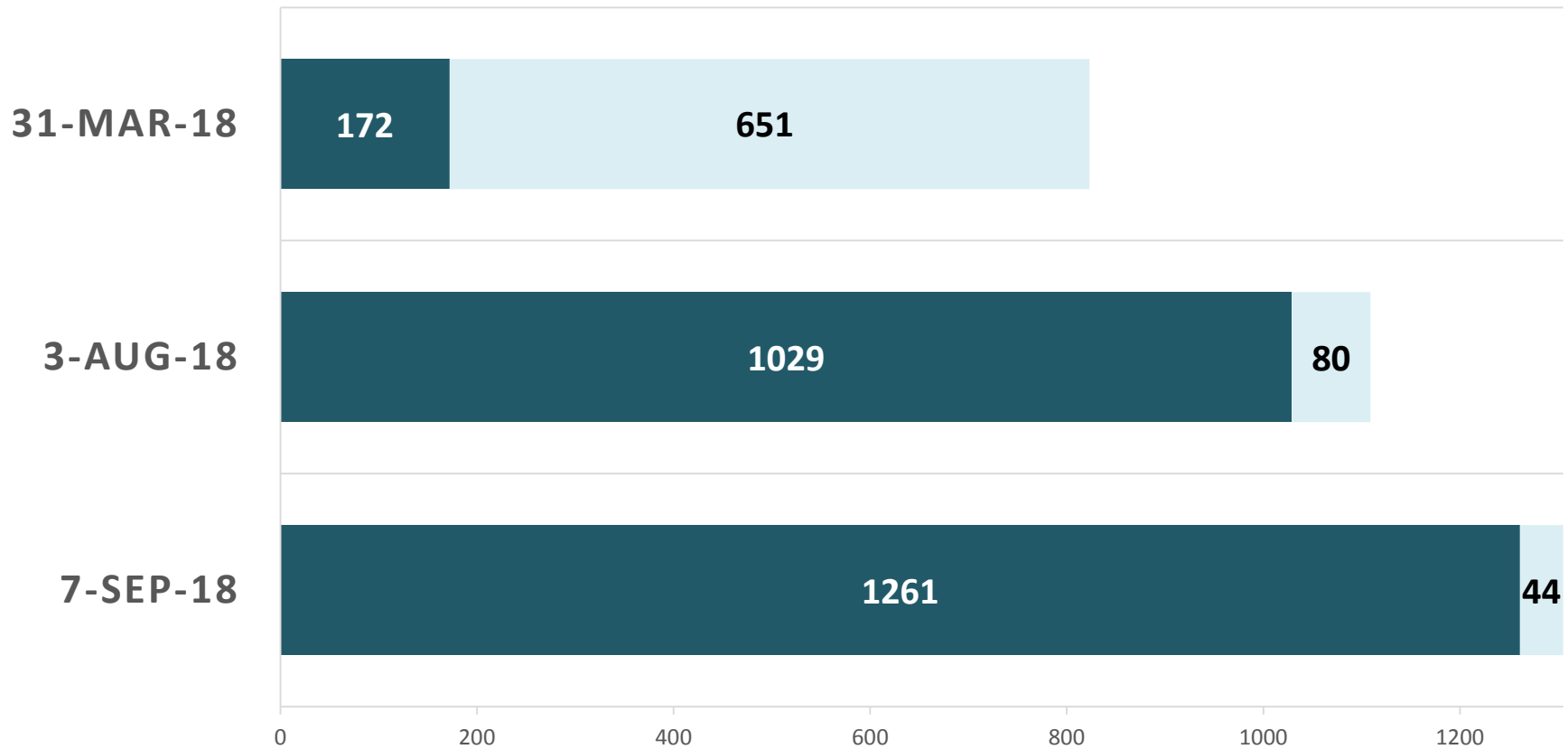
■ 31-MAR-18 ■ 3-AUG-18 ■ 7-SEP-18 ■ Amount Remaining



Progress Toward Key Year-End Targets

Aggregate Training

■ Aggregate Complete ■ Amount Remaining



PTC Test Area & Expansion

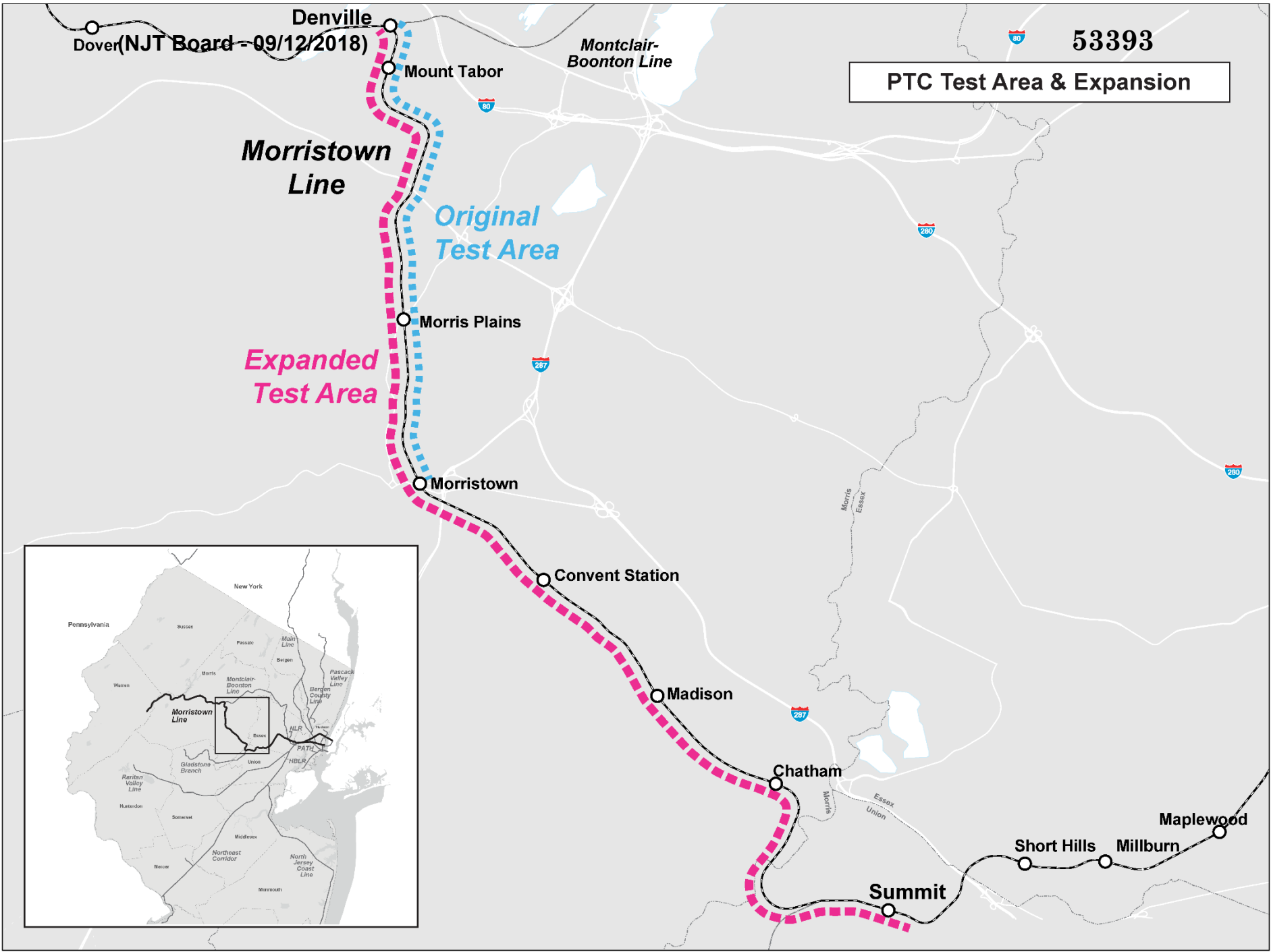
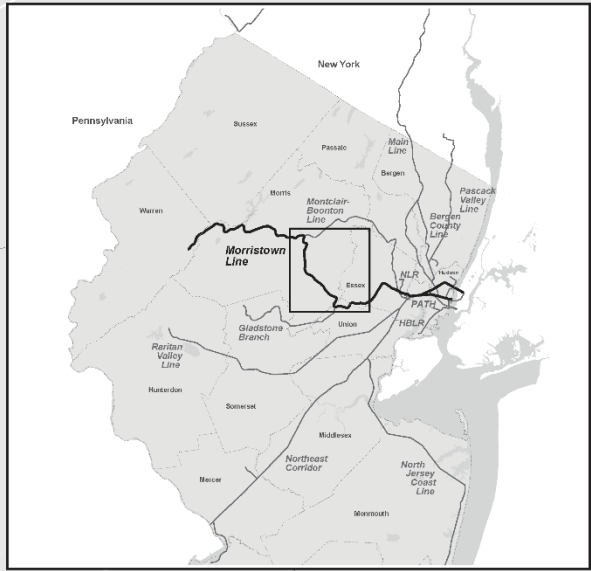
53393

(NJT Board - 09/12/2018)

Morristown Line

Original Test Area

Expanded Test Area





For more information
visit:



www.njtransit.com/ptc

ACTION ITEMS

ITEM 1809-61: NJ TRANSIT RESILIENCE PROGRAM – RAIL OPERATIONS CENTER (ROC) UNIT SUBSTATION: CONSTRUCTION CONTRACT AWARD

WHEREAS, the Rail Operations Center (ROC) is the central control point for all NJ TRANSIT railroad operations system-wide; and

WHEREAS, NJ TRANSIT is committed to advancing long-term recovery and resiliency projects from Superstorm Sandy that allow facilities and equipment to better withstand and recover from extreme weather events; and

WHEREAS, the storm surge from Superstorm Sandy caused significant damage to the facilities at the Meadows Maintenance Complex (MMC) in Kearny, NJ – including the systems feeding the ROC electrical switchgear and backup power systems; and

WHEREAS, NJ TRANSIT advanced immediate repairs to the electrical systems feeding the ROC, and is progressing construction of long-term improvement projects to replace damaged assets and existing infrastructure in a resilient manner; and

WHEREAS, new ROC Unit Substation has been designed and situated to provide reliable and resilient electric power to the ROC facility, and will be constructed above the predicted future flood elevation for this site; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Northeast REMSCO Construction submitted the lowest responsive and responsible bid; and

WHEREAS, authorization of this construction contract will allow for the complete replacement of the ROC Unit Substation;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 16-035X with Northeast REMSCO Construction of Farmingdale, New Jersey, for construction of the ROC Unit Substation project in an amount not to exceed \$9,825,162, plus five percent for contingencies, subject to the availability of funds.

ITEM 1809-61 RAIL OPERATIONS CENTER (ROC) UNIT SUBSTATION CONSTRUCTION CONTRACT

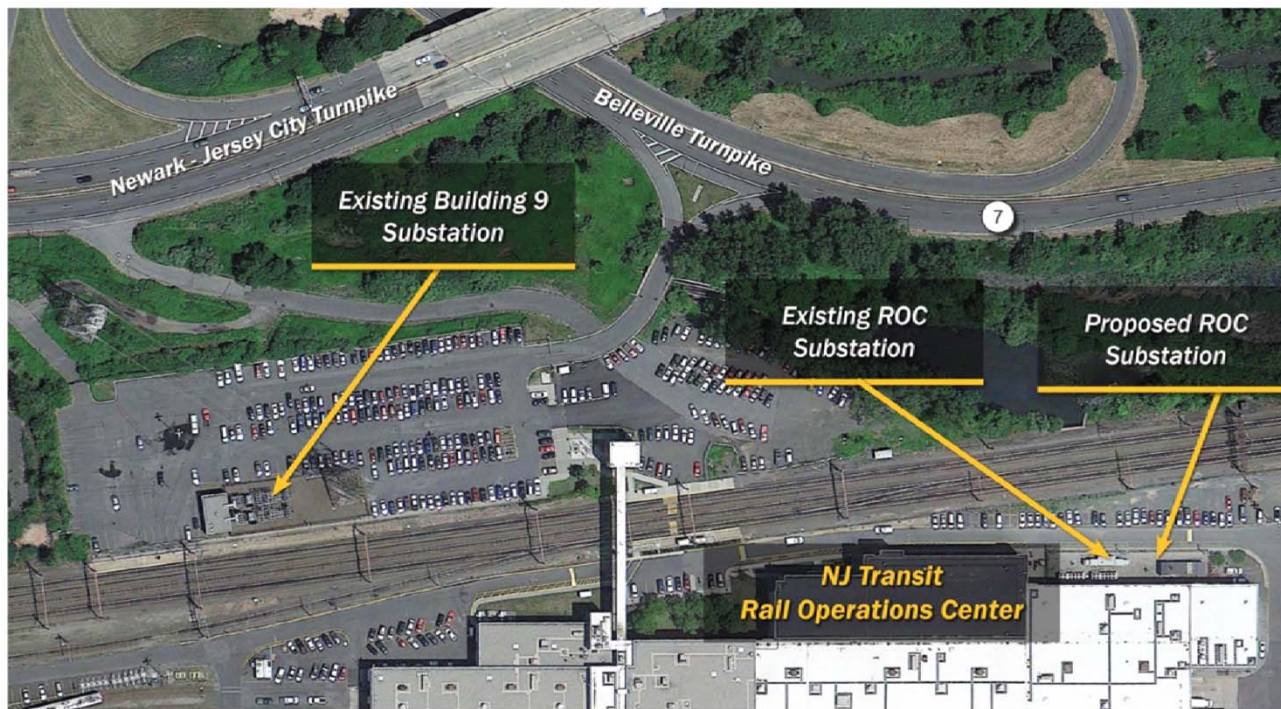
This project will replace and elevate the existing ROC Unit Substation facility in a resilient manner, and harden it against interruptions of the commercial power grid by connecting the facility to the proposed NJ TRANSITGRID.

- Seeking authorization to enter into a contract with **Northeast REMSCO Construction** of Farmingdale, NJ for the construction of the ROC Unit Substation project in an amount not to exceed **\$9,825,162**, plus five percent for contingencies, subject to the availability of funds.



ITEM 1809-61 RAIL OPERATIONS CENTER (ROC) UNIT SUBSTATION CONSTRUCTION CONTRACT

- Authorization of this Construction Contract will allow for the complete replacement of the existing ROC Unit Substation.
- The ROC Unit Substation supplies power to the Rail Operations Center, which is the central command and control facility for all train movements statewide.



ITEM 1809-62: HOBOKEN STATION REPAIRS: CONSTRUCTION CONTRACT AWARD

WHEREAS, the Hoboken Terminal was damaged during a rail accident that occurred on September 29, 2016, including damages to the facilities train shed, passenger concourse roof, ticketing office and associated electrical, mechanical and communication infrastructure; and

WHEREAS, Hoboken Terminal and Yard is one of NJ TRANSIT's major terminals and serves approximately 30,000 customers daily; and

WHEREAS, NJ TRANSIT is committed to repairing Hoboken Terminal to its pre-accident conditions to restore Hoboken Terminal to a fully functional and operating facility; and

WHEREAS, authorization of this construction contract will allow for the construction of the repairs needed to restore the concourse area; and

WHEREAS, upon completion of a competitive procurement process, it was determined that DMR Construction Services Inc. of Waldwick, New Jersey submitted the lowest responsive and responsible bid for the Hoboken Station Repairs Project;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 18-033X with DMR Construction Services Inc. of Waldwick, New Jersey, for the construction of the Hoboken Station Repairs Project in an amount not to exceed \$4,830,953.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 1809-62 HOBOKEN STATION REPAIRS CONSTRUCTION CONTRACT

The Hoboken Station Repairs project will include the reconstruction of the concourse area to its pre-incident conditions and will restore Hoboken Terminal to a fully functional and operating facility.

- Seeking authorization to enter into NJ TRANSIT Contract No. 18-033X with **DMR Construction Services Inc.** of Waldwick, NJ for the construction of the Hoboken Station Repairs Project in an amount not to exceed **\$4,830,953.00**, plus five percent for contingencies, subject to the availability of funds.



ITEM 1809-62 HOBOKEN STATION REPAIRS CONSTRUCTION CONTRACT

- Authorization of this Construction Contract will allow for the construction of the repairs needed to restore the Concourse Area at Hoboken Station, which serves approximately 30,000 customers daily.



**ITEM 1809-63: UNDERGRADE MOVABLE RAILROAD BRIDGES:
ENGINEERING SERVICES TO PERFORM IN-DEPTH
INSPECTIONS, EVALUATIONS AND RATINGS**

WHEREAS, NJ TRANSIT is responsible for maintaining 661 rail-carrying (undergrade) bridges; and

WHEREAS, periodic evaluation of all undergrade bridges is necessary to ensure service reliability and safe train operations; and

WHEREAS, the in-depth bridge inspections are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair; and

WHEREAS, these in-depth bridge inspections and ratings are main elements of NJ TRANSIT's Bridge Management Program as mandated by Federal Railroad Administration Regulation 49 CFR Part 237 – Bridge Safety Standards;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into: (1) NJ TRANSIT Contract No. 17-028A with HNTB of Parsippany, New Jersey, (2) NJ TRANSIT Contract No. 17-028B with TranSystems of Newark, New Jersey, and (3) NJ TRANSIT Contract No. 17-028C with HDR of Newark, New Jersey, to perform in-depth structural inspections, evaluations, and load ratings of 12 undergrade movable bridges, at costs not to exceed \$1,072,281.82, \$899,892.44 and \$911,968.29 respectively, for a total cost of \$2,884,142.55, plus five percent for contingencies, subject to the availability of funds.

ITEM 1809-63
CONSULTING SERVICES FOR UNDERGRADE MOVABLE INSPECTIONS,
EVALUATIONS, AND RATINGS



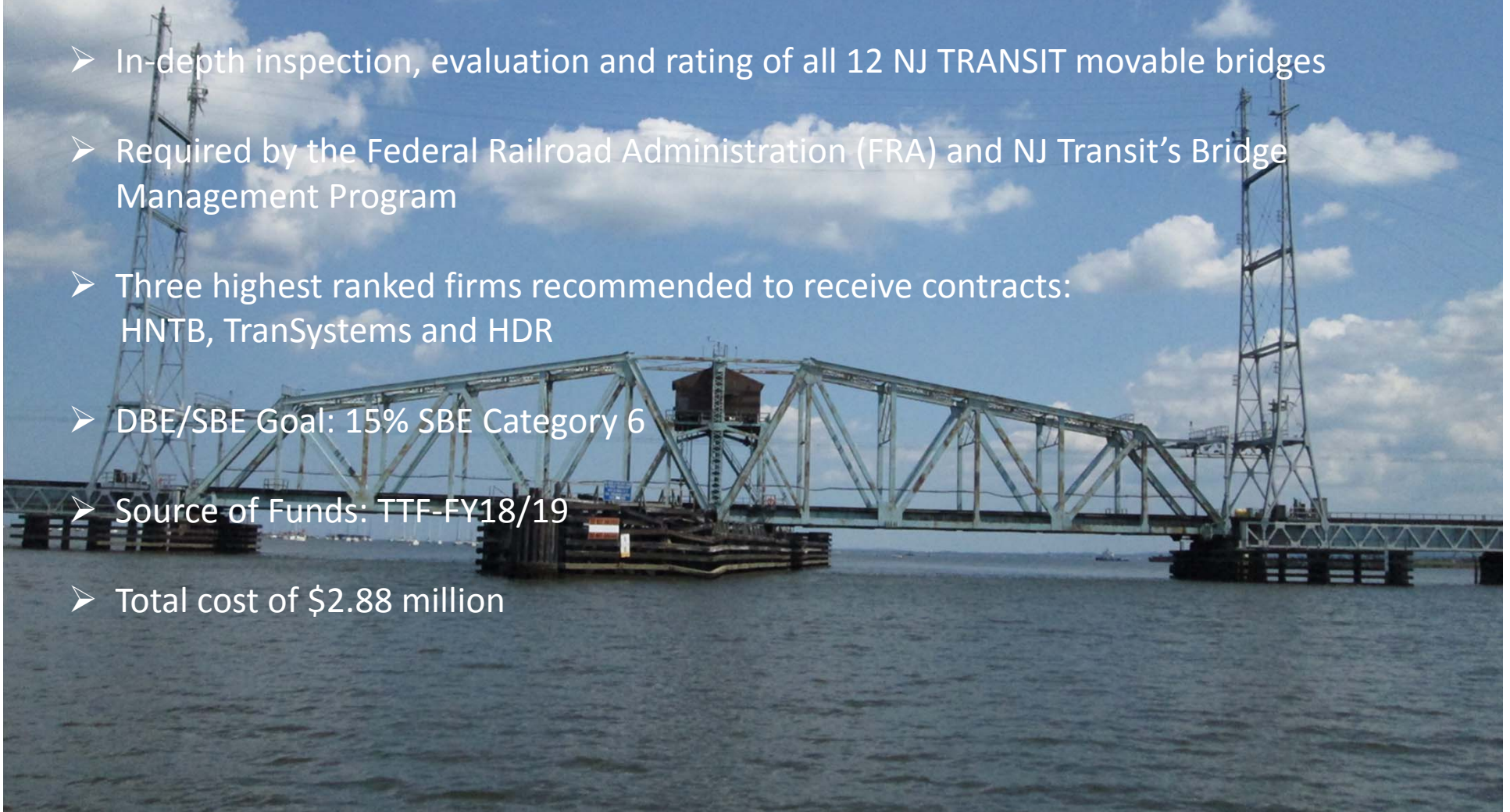
The in-depth inspection, evaluation and rating of all 12 NJ TRANSIT undergrade movable bridges.

Staff is seeking authorization to enter into three (3) one-year contracts with **HNTB of Parsippany, NJ, TranSystems of Newark, NJ, and HDR of Newark, NJ** to inspect 12 NJ TRANSIT undergrade movable bridges for a total cost of \$2.88 million.

ITEM 1809-63 CONSULTING SERVICES FOR UNDERGRADE MOVABLE INSPECTIONS, EVALUATIONS, AND RATINGS

Quick Facts:

- In-depth inspection, evaluation and rating of all 12 NJ TRANSIT movable bridges
- Required by the Federal Railroad Administration (FRA) and NJ Transit's Bridge Management Program
- Three highest ranked firms recommended to receive contracts: HNTB, TranSystems and HDR
- DBE/SBE Goal: 15% SBE Category 6
- Source of Funds: TTF-FY18/19
- Total cost of \$2.88 million



**ITEM 1809-64: EXTENSION TO LEASE AGREEMENT: WASHINGTON
SECONDARY BRANCH- NETCONG TO HACKETTSTOWN**

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

WHEREAS, NJ TRANSIT currently leases from the Norfolk Southern Railway Company (NS) the Washington Secondary Branch allowing commuter service from Netcong to Hackettstown on the Morristown Line; and

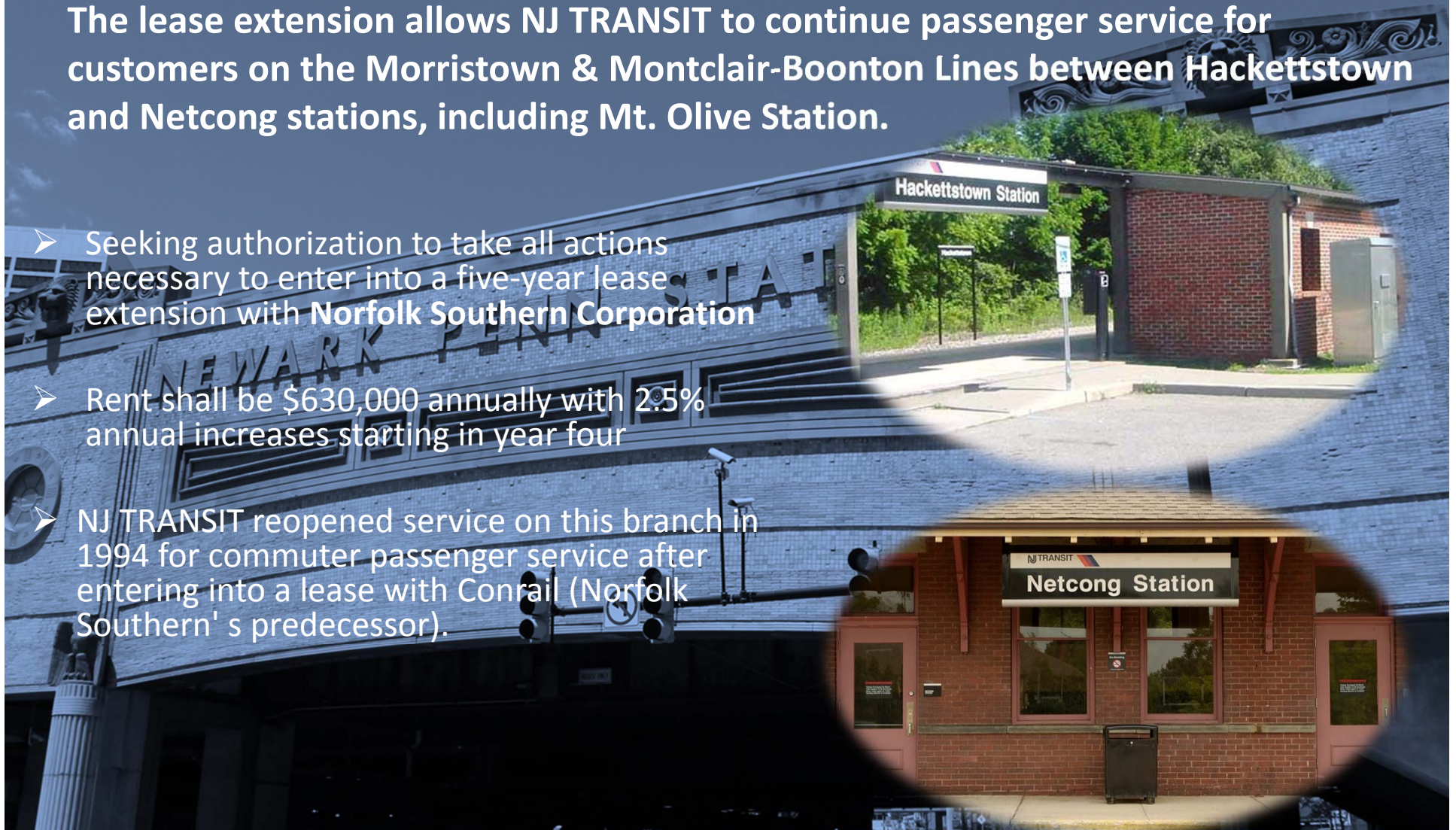
WHEREAS, NJ TRANSIT wishes to extend said lease for an additional five years from June 1, 2016 through May 31, 2021, with an option to purchase at any time during the renewal term;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to take all actions necessary to enter into an extension of the Lease Agreement for the Washington Secondary Branch with Norfolk Southern Railway Company for five years from June 1, 2016 through May 31, 2021 which includes an option to purchase. Rent payments remaining shall be \$630,000 annually, for the two-year period of June 1, 2017 through May 31, 2019, \$645,750 for the period of June 1, 2019 through May 31, 2020, and \$661,894 for the period of June 1, 2020 through May 31, 2021. If NJ TRANSIT exercises the option to purchase, the corporation shall receive a 25 percent rent credit starting June 1, 2019.

ITEM 1809-64 WASHINGTON SECONDARY BRANCH LEASE EXTENSION

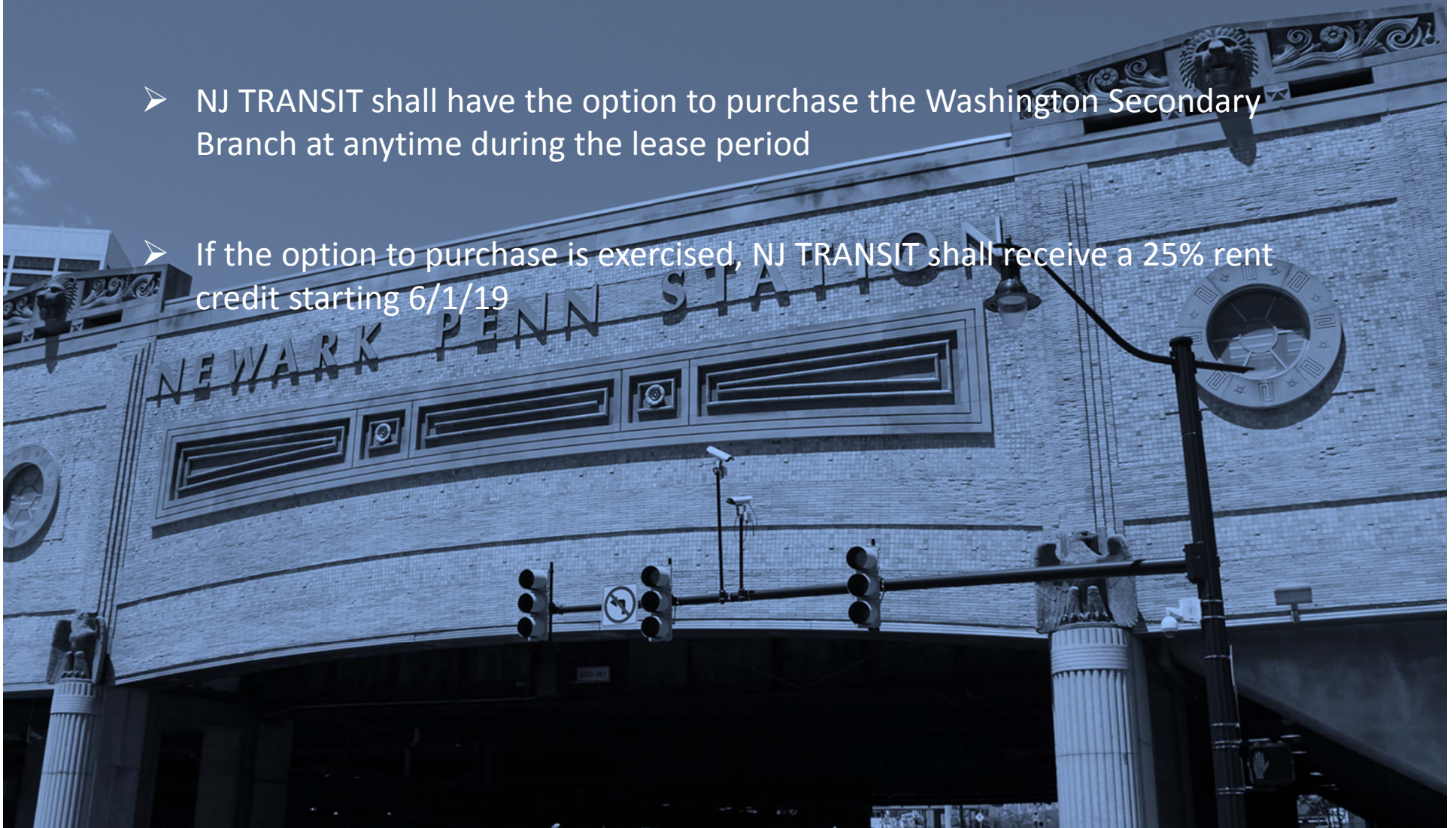
The lease extension allows NJ TRANSIT to continue passenger service for customers on the Morristown & Montclair-Boonton Lines between Hackettstown and Netcong stations, including Mt. Olive Station.

- Seeking authorization to take all actions necessary to enter into a five-year lease extension with **Norfolk Southern Corporation**
- Rent shall be \$630,000 annually with 2.5% annual increases starting in year four
- NJ TRANSIT reopened service on this branch in 1994 for commuter passenger service after entering into a lease with Conrail (Norfolk Southern's predecessor).



ITEM 1809-64 WASHINGTON SECONDARY BRANCH LEASE EXTENSION

- NJ TRANSIT shall have the option to purchase the Washington Secondary Branch at anytime during the lease period
- If the option to purchase is exercised, NJ TRANSIT shall receive a 25% rent credit starting 6/1/19



ITEM 1809-64 WASHINGTON SECONDARY BRANCH LEASE EXTENSION

Authorization of the lease extension will:

- Enable NJ TRANSIT to continue passenger service along the 10-mile portion of the Morristown & Montclair-Boonton Lines between Hackettstown and Netcong stations, including the Mt. Olive Station
- Preserve NJ TRANSIT's substantial initial capital investment since reopening service on this branch in 1994



ITEM 1809-65:

BANKING SERVICES CONTRACT

WHEREAS, NJ TRANSIT requires the systematic gathering of information concerning its collections, disbursements and cash balances to effectively manage the funds of the company; and

WHEREAS, Article IX of the By-Laws requires Board authorization to obtain a new or sever an existing financial relationship; and

WHEREAS, in 2017, NJ TRANSIT sought competitive proposals for general banking services at competitive costs;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to take all necessary actions to enter into a contract with Bank of America, N.A, to provide collection, disbursement, and other banking services to NJ TRANSIT and to take any other steps necessary to ensure contiguous service for an initial period of three years with two, independent, one-year options, at a cost not to exceed \$401,532, subject to the availability of funds.

**ITEM 1809-66: PERSONAL INJURY CLAIM OF THE ESTATE OF
CONSTANCE ENGLISH AND THE ESTATE OF HERMAN
ENGLISH**

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

WHEREAS, the Estate of Constance English and the Estate of Herman English 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 claims of the Estate of Constance English and the Estate of Herman English, through the estate attorneys, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.