

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

November 16, 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, November 14, 2018.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at Atlantic City Convention Center, One Convention Boulevard, Room 201, Atlantic City, New Jersey on Wednesday, November 14, 2018.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
Brian T. Wilton, Governor's Representative
Jo-Ann Povia, Treasurer's Representative
James C. Finkle Jr., Board Member (By Telephone)
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting)

Staff Present

Kevin S. Corbett, Executive Director
Joyce J. Zuczek, Board Secretary
Jonathan B. Peitz, Deputy Attorney General, Office of the Attorney General
Ronald E. Nichols, Acting Chief, Light Rail & Contract Services
Megan J. Strickland, Chief, Capital Compliance, Budget & Administration

Chair Gutierrez-Scaccetti convened the Open Session at 6:35 p.m. in accordance with the Open Public Meetings Act. 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 November 9, 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 6:37 p.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 NJ TRANSIT Portal North Bridge Project Environmental Mitigation Credit Purchases.

Board Member Brian T. Wilton 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 7:02 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the October 10, 2018 Board meetings. A motion was made by Board Member Flora M. Castillo, seconded by Board Member Brian T. Wilton, and it was unanimously adopted.

Public Comments

There were 13 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.

Karen Fitzpatrick, Atlantic County Freeholder, welcomed everyone and thanked the Board for holding their meeting in Atlantic City. Ms. Fitzpatrick spoke about rumors circulating that the work on the Atlantic City Rail Line was nearing completion and will be done by the end of November, but the line will be closed at least until January. She was there to find out what the actual story was so they can have accurate communication to the public about when their transportation system will be restored.

Ms. Fitzpatrick noted when she met at the Department of Transportation in Trenton a couple months ago, they were assured that service would be restored by January 2019, with service enhanced to the previous scheduling that was more frequent and consistent. She believes this initiative will help Atlantic City's recovery, and noted they have not yet recovered from the economic downturn of 2008, 10 years ago. Ms. Fitzpatrick said they have suffered the closing of major businesses and have the highest incidences of home foreclosures in the state in this county.

Ms. Fitzpatrick said they need the rail line to provide economic development to their county and city. She believes increased and more efficient marketing will increase ridership, which should eventually lessen the need for state subsidy for the Atlantic City Rail Line. Ms. Fitzpatrick implored NJ TRANSIT to market the line because it is very popular, but people need to know about it.

Ms. Fitzpatrick also asked about the status of the partnership between NJ TRANSIT and the community colleges to provide education to engineers, as discussed at the meeting in Trenton. Their local college, Atlantic Cape Community College, has not heard anything, nor were they contacted about this program. She said they insisted on being included.

Chair Gutierrez-Scaccetti noted staff would get back to her regarding her questions.

Sally J. Gellert noted although this was a long trip for her, she appreciated the Board holding meetings around the state and looks forward to more and alternating between daytime and evening meetings. She noted she would have liked to take the train to the meeting and found it ironic that a meeting would take place in Atlantic City so soon after the temporary closing of the Atlantic City Rail Line for the installation of Positive Train Control. Ms. Gellert looks forward to full restoration in January of the services that have been temporarily cut.

Ms. Gellert expressed concern about the Environmental Mitigation Credit Purchases as a subject for executive discussion. She worries it means that the location where the environmental damage is occurring has no guarantee of local mitigation in that area, and mitigation credits just move the problem to another place.

Ms. Gellert wants NJ TRANSIT to instruct employees answering customer service telephone lines to answer all on-time questions even if the bus routes are operated by a contractor rather than NJ TRANSIT. She said they do not care whether a contractor or NJ TRANSIT employee is driving the bus; they just want to make their connections. Ms. Gellert believes customer service should have extended hours because everyone does not have smartphones or expensive data plans. She also wants the Board to do the right thing for Mr. Graddy and provide justice now.

David Peter Alan, Chair of the Lackawanna Coalition stated they have advocated for better transit, primarily on NJ TRANSIT rail in North and Central Jersey, since 1979. They were in Atlantic City to express their solidarity with the riders of the Atlantic City Rail Line and the advocates who fought to establish it and fight for its return.

Mr. Alan complained that despite Governor Murphy's promise to the contrary, there was less transparency at NJ TRANSIT than there was, a few months ago. As an example, he said he saw news coverage, when NJ TRANSIT announced that the Atlantic City Rail Line would be discontinued, Ruth Bayard criticized the decision and expressed surprise. Mr. Alan said she is a member of the South Jersey Transportation Advisory Committee and when a member of the Advisory Committee is surprised by such an announcement, something is drastically wrong with the manner in which NJ TRANSIT notifies everybody.

Ron Hine, Executive Director of Fund for A Better Waterfront based in Hoboken, New Jersey, discussed the decision about where to locate the ferry maintenance refueling facility along the Hudson River. Mr. Hine believes the decision needs to be made by NJ TRANSIT with guidance from the Governor's Office. He said it is a public policy decision that needs to be determined through objective criteria, and a private ferry operator should not be driving the process.

Mr. Hine believes New York Waterway has created a number of false narratives, and one of their talking points has been that they did a thorough search, and the only available location for this facility was Union Dry Dock. He said there was a 2009 NJ TRANSIT study

that clearly refutes this assertion. Mr. Hine stated there were five more sites found that were more suitable than the Union Dry Dock. He noted the Boswell Engineering Report was released yesterday by the City of Hoboken, and it found a number of sites ranking well above Union Dry Dock.

Mr. Hine said both studies concluded that the Hoboken Ferry Terminal was by far the best for a new ferry maintenance facility. He explained it was centrally located and owned by NJ TRANSIT, one of New Jersey's premiere transportation hubs, and dedicated for such a use. Mr. Hine believes this site has far more ferry storage capacity than all other sites and no dredging would be required. He also noted this facility does not conflict with public access to the waterfront. Mr. Hine said the NJ Department of Environmental Protection granted permits for NJ TRANSIT in 2009 to operate such a facility at this site and detailed plans were comprised as to how it could operate at the Hoboken Ferry Terminal.

Steve Thorpe said he drove to Atlantic City about 118 miles, but it would have been nice to have taken the Atlantic City train. Mr. Thorpe wants NJ TRANSIT to provide a firm date of restoration, which cannot be missed, rather than saying the Atlantic City line will be restored in January. He discussed the public relations benefits of under promising and over delivering.

Mr. Thorpe discussed an issue his friend told him about at the Port Authority Bus Terminal at night. He believes bus numbers need to be announced before it departs because sometimes people get confused and may get on the wrong bus.

Mr. Thorpe talked about respect and said he appreciates the Commissioner responding to him at last month's Board meeting, but he still disagrees in the treatment of Mr. Graddy and him not getting a yes or no answer to his question. Mr. Thorpe would like to see a good faith effort in bringing Mr. Graddy's case to justice.

Elizabeth Schuck, a resident of Cape May County, said her husband works as a locomotive engineer for NJ TRANSIT and has been relocated 90 miles north of where they live. She said her husband cannot commute every day, so he has to live up in the northern area which has created a hardship on them, and they have to pay double to live. Ms. Schuck said when the Atlantic City Rail Line was opened in 1989 they moved down there in good faith and have lived there for a long time. She wants to know the date service will be restored on the Atlantic City-Philadelphia Line, since her husband is renting and needs to give the landlord a date when he will be leaving.

Ms. Schuck believes NJ TRANSIT's failure to maintain an adequate roster should not inconvenience other employees. NJ TRANSIT should not have eliminated service completely, and limiting service would have been a better way to handle the situation. Ms. Schuck said NJ TRANSIT knows they could not have stopped service in New York City, but yet they stopped it in Atlantic City. She said people without cars cannot get around without public transportation, and they need a date when service will be restored.

Sylvia Ferrar is a resident of Paterson who spoke on behalf of Mr. Graddy. She wants Mr. Graddy to receive his value and worth.

Princess Reaves noted they were before the Board many times and provided all the litigation records. She thinks it is disrespectful to not even come close to offering what he deserves and wants him made whole.

Bernard Hill believes Mr. Graddy's situation is sad and noted he is an icon and spiritual leader in the community. He believes the situation is unjust and Mr. Graddy deserves a better outcome.

Jamie Bland said she is a chapter leader for the National Action Network led by Reverend Al Sharpton and Mr. Graddy is an executive advisor. She said he stood as the right hand to Dr. Martin Luther King Jr. and is a businessman in Paterson. Ms. Bland recounted what happened to him and wants the situation resolved.

Donna Nelson Ivy spoke on behalf of Mr. Graddy and said she was thankful for the opportunity to speak on his behalf. She noted before the meeting they visited the pizza place where his restaurant was supposed to be located.

Steven Young, President of the National Action Network South Jersey Chapter, said their chapter was the first Reverend Al Sharpton opened in New Jersey. He said he was a resident and taxpayer there and over the years has seen a lot taken away from the black community. Mr. Young discussed Mr. Graddy's situation and the history of Atlantic City as a major center for entertainers and black businesses long before the casinos. He believes NJ TRANSIT has an opportunity to change the situation and make an example for the entire country of what needs to be done in Atlantic City.

Russell Graddy said he experienced great physical and mental pain, as well as tremendous financial damages, simply because he is African American and NJ TRANSIT did not want him to operate in the bus station. He went over the history of his situation and discussed the money he invested and borrowed. Mr. Graddy said he was trapped and tricked into the agreement that was on record, and he swore before a judge thinking he was agreeing to a different agreement.

Advisory Committee Report

Anna Marie Gonnella-Rosato presented the Advisory Committee Report. Ms. Gonnella-Rosato welcomed the Board to South Jersey on behalf of the South Jersey Transportation Advisory Committee. She thanked Governor Murphy, Commissioner Scaccetti-Gutierrez, Executive Director Corbett, the Board, and staff for their commitment to improve transit service throughout New Jersey. Ms. Gonnella-Rosato particularly thanked Governor Murphy for funding NJ TRANSIT.

Ms. Gonnella-Rosato thanked the Board and staff for the long awaited commitment to ADA cashless fare for differently-abled people. She recognized their Committee Chair

Ruth Bayard who worked with Atlantic City officials and NJ TRANSIT to replace missing bus shelters and propose new stops. Ms. Gonnella-Rosato also thanked NJ TRANSIT staff including Jeff Marinoff, Committee Liaison Barbara Lazzaro, Beth Waltrip, Ron Nichols, and Paul Wyckoff for their devotion and assistance.

Board Customer Service Committee Report

Board Member Castillo presented the report for the Customer Service Committee. The Customer Service Committee received an update on Customer Service trends, analysis, and actions for rail, bus, and light rail, including an update on the successful recruiting efforts for Bus Operators and Locomotive Engineers and continued communications enhancements.

The Committee also received an update on Social Media activities. The Social Media Update included top trending topics, growth of NJ TRANSIT's social media communities, and examples of proactive communications with customers and NJ TRANSIT's initiatives and marketing promotions.

Additionally, the Committee received an update on Access Link customer service trends, analysis, and actions.

Board Administration Committee Report

Board Member Castillo presented the report for the Administration Committee. The Administration Committee received a Financial Update. The Financial Update included an update on fiscal year and year-over-year operating results, budget-to-actual comparisons of revenue and expenses, including an update on headcount, vacancies, and hiring. In addition, the update included a review of certain balance sheet items including cash, outstanding debt, and accounts payables. The Financial Update also included an update on ridership levels, farebox recovery, and ticket purchases by category.

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 item for Mini-Bus Route Service in Union, Morris, and Warren Counties. The routes provide services to the Morristown, Gladstone, and Raritan Valley rail lines, and the Warren County routes provide the only rural bus service available in the region. The Committee also discussed the Salem County Local Bus Service board item which serves communities from Penns Grove to Woodstown. Additionally, the Committee discussed the Portal North Bridge Project Environmental Mitigation Credit Purchases that provide compensatory wetlands mitigation to replace resources impacted by the project.

Executive Director's Monthly Report

Executive Director Corbett noted on Sunday, November 11, 2018, they celebrated Veterans Day and started the meeting by recognizing the many veterans of the United States military services NJ TRANSIT is so proud to count among their ranks of employees.

As a Blue and Gold Officer for the U.S. Naval Academy, he had the privilege to meet many exceptional young men and women who were eager to serve their country and where necessary make the ultimate sacrifice. Without their sacrifice and service, they would not have the freedoms they enjoy today. Executive Director Corbett asked the veterans there to stand and let everyone thank them for their service.

Executive Director Corbett explained the October 14, 2018 service adjustments they had to make many tough decisions to meet the federally mandated year-end deadlines for Positive Train Control, or PTC, implementation were necessary, though not decisions they took lightly.

They recognize the impact these adjustments have had on NJ TRANSIT's customers, and they were grateful for their patience, flexibility, and understanding. In particular, there in South Jersey, the alternate travel options provided on buses and PATCO for Atlantic City Rail Line customers have gone relatively smoothly based on the feedback they have received.

In recognition of these impacts to all of NJ TRANSIT's rail customers, they began offering a 10 percent discount on rail tickets and passes for travel in November, December, and January.

Executive Director Corbett was pleased to report that these service adjustments have paid real dividends in their progress on PTC. In January 2018, NJ TRANSIT was just 12 percent along the way to completing its end-of-year PTC installation requirements. They were currently at 88 percent complete and will continue to work tirelessly to meet their year-end goals.

Executive Director Corbett provided a brief project status update. As reported last month, they had targeted training 823 employees by year end. NJ TRANSIT has far exceeded this target, having now trained 1,827 employees.

Across 326 miles of wayside, their forces and contractor must install wayside equipment, which includes poles, antennas and wayside interface units. Last month, they reported a total of 107 poles installed. This past month, they installed the remaining three. With respect to antennas, they had previously installed 93. This past month they installed an additional 14, leaving only five to install. For wayside interface units, they installed a total of 110 units to date. This past month, they installed the remaining 10. Overall, they have completed 95 percent of these types of wayside installations.

With regard to vehicle installation, they must install PTC equipment on locomotives and controlling cab cars. When the Board met last month, NJ TRANSIT had completed 165 vehicles. As of last night, they have installed this equipment on 228 vehicles of the 282 required by the end of the year. With regard to the remaining 54 vehicles, the contractor has added additional resources. NJ TRANSIT currently has three facilities, including their own Meadows Maintenance Complex, working multiple shifts to reach their year-end milestones.

Executive Director Corbett had the opportunity to visit a couple of installation locations along the Atlantic City Rail Line earlier in the afternoon. He was pleased to report that work along the line was moving along on schedule, including the section of track being replaced concurrently with the PTC work being done. While they have made substantial progress thanks to many of their hard-working NJ TRANSIT employees, there is still a good deal of work to be done.

Executive Director Corbett was pleased to partner with the Mental Health Association of Essex and Morris in the public arts project "Out in the Open. In It Together" currently located on Track 1 at Newark Penn Station. The images on display are the faces of people they see every day, people of every age, gender and strata, who are affected by mental illness. Yet these affects are often hidden or ignored when there is so much help available. Alongside the images are placards with mental health agency contact information.

If this partnership and project helps just one person affected by mental illness get the help they need, or help for a loved one, they will consider it a success. Following Newark Penn Station, they will continue to showcase the project at Secaucus Junction, and then at other stations and terminals throughout the system.

Executive Director Corbett said NJ TRANSIT takes great pride in its strength through diversity. And so Diversity Awareness Month in October was reason to celebrate. It was a time to embrace both the similarities and differences of all employees and customers.

To recognize those achievements, they held a number of different programs throughout the month with thoughtful panel discussions. They partnered with the New Jersey Chapter of COMTO and NJ TRANSIT's Office of Civil Rights and Diversity to offer these programs. They included a program where employees from countries throughout the world shared their immigration experiences, information about their cultures, and some even brought in samples of their country's favorite foods. Moving forward they intend to continue these types of discussion opportunities as they focus on diversity year-round.

Executive Director Corbett commended the actions of one of their fine New Jersey Transit Police officers. On November 6, 2018, Officer Colleen Hilton recognized a 16-year-old girl in Newark Penn Station from a missing person bulletin. It turns out the girl had been missing from Maryland for five weeks. Thanks to the training, keen judgement, and good police work of Officer Hilton this teenager was reunited with her mother. This again reminds them how connected they all are in the region and how valuable the partnerships

are that they maintain with other law enforcement and transit agencies. Executive Director Corbett congratulated Officer Hilton on a job well done.

For those wishing to join the New Jersey Transit Police Department, now is the time. On Monday, NJ TRANSIT will begin accepting applications for new police officers. The first 1,000 applications will be considered. Details are available on NJ TRANSIT's website as to what the requirements are. To anyone thinking about pursuing law enforcement, Executive Director Corbett said their police department is a great career choice and a chance to work alongside brave, dedicated men and women.

NJ TRANSIT's recruiting efforts for locomotive engineers and bus operators have resulted in an overwhelming response. Since January 1, 2018, NJ TRANSIT has hired more than 300 bus operators and they received more than 5,000 applications for the locomotive engineer position.

They have a temporary hold on accepting new applications for locomotive engineers while they process all of the applications. However, they are still recruiting for bus operators, mechanics, assistant conductors, electricians, and a host of other positions across the organization. Executive Director Corbett recommended visiting NJ TRANSIT's careers page for more information at njtransit.com/careers.

Executive Director Corbett highlighted an example of one of NJ TRANSIT's customers who took some rather heroic actions under some difficult circumstances. Executive Director Corbett introduced Edward Butler, a customer on Bus Route #403 in South Jersey, whose quick thinking and action averted a potential tragedy. Executive Director Corbett read and presented a proclamation to Mr. Butler, expressing deep appreciation for his quick thinking and heroic action. The proclamation detailed how when a bus operator became unresponsive due to a medical issue, Mr. Butler took control of the bus to safely apply the brakes and bring the bus to a complete stop. Due to Mr. Butler's courageous and perceptive action, he saved the lives of four other passengers on the bus, and the bus operator.

Action Items

1811-69: AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR UNION COUNTY, MORRIS COUNTY, AND WARREN COUNTY

Executive Director Corbett introduced Ronald Nichols, Acting Chief, Light Rail & Contract Services, to present Action Item #1811-69. Ronald Nichols recommended approval of Action Item 1811-69: Authorization to Extend Mini-Bus Route Service for Union County, Morris County, and Warren County.

Authorization would extend the Route 986 mini-bus service in Union County, Route 878 mini-bus service in Morris County, and Routes 890 and 891 mini-bus service in Warren County. These routes would continue to provide bus service to several NJ TRANSIT rail stations and various rural areas in the region.

Approval was requested to exercise the two option periods to extend the Route 986 Union County mini-bus service with Suburban Transit Corporation beginning January 12, 2019 through January 13, 2023 at a cost not to exceed \$2,157,227, plus five percent for contingencies.

Approval was also requested to exercise the two option periods to extend the Route 878 Morris County mini-bus service with Saddle River Trails beginning January 12, 2019 through January 13, 2023 at a cost not to exceed \$1,005,736, plus five percent for contingencies.

Approval was also requested to exercise the two option periods to extend Routes 890 and 891, the Warren County mini-bus service with Delaware River Coach Lines beginning January 12, 2019 through January 13, 2023 at a cost not to exceed \$2,816,044, plus five percent for contingencies.

Board Member Flora M. Castillo made a motion to approve Action Item #1811-69, Board Member Brian T. Wilton seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Povia	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1811-70: CONTRACTING OUT – SALEM COUNTY LOCAL BUS SERVICE

Executive Director Corbett introduced Ronald Nichols, Acting Chief, Light Rail & Contract Services, to present Action Item #1811-70. Ronald Nichols recommended approval of Action Item 1811-70: Contracting Out – Salem County Local Bus Service.

Approval was requested to enter into an inter-agency agreement with Salem County for a five-year period from January 1, 2019 through December 31, 2023 for the operation of the Salem County Local Bus Service at a cost not to exceed \$8,374,843, plus five percent for contingencies.

The Route 468 bus service in Salem County is currently the only public transportation option for the communities linking residents to local employers, senior centers, shopping districts, medical services government buildings, and educational institutions. Salem County has operated this service through an inter-agency agreement with NJ TRANSIT and they contribute 20 percent of the total operating cost of the service.

Board Member Brian T. Wilton made a motion to approve Action Item #1811-70, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Povia	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1811-71: NJ TRANSIT PORTAL NORTH BRIDGE PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASES

Executive Director Corbett introduced Megan Strickland, Chief Capital Compliance, Budget and Administration, Capital Planning and Programs, to present Action Item #1811-71. Megan Strickland recommended approval of Action Item 1811-71: NJ TRANSIT Portal North Bridge Project Environmental Mitigation Credit Purchases.

Approval was requested to enter into purchase agreements, and to take any and all other actions necessary to acquire environmental mitigation credits for the Portal North Bridge Project. The Portal North Bridge Project will eliminate the existing moveable span and will raise the bridge elevation to 50 feet above the water level which will improve reliability, increase train speeds and eliminate conflicts with maritime traffic.

Board Member Brian T. Wilton made a motion to approve Action Item #1811-71, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Wilton	Povia	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(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 Brian T. Wilton, and unanimously adopted. The meetings were adjourned at approximately 8:15 p.m.

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

NOVEMBER 14, 2018

MINUTES

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➤ CALL TO ORDER	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	53497
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	53498
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	53499

ACTION ITEMS

1811-69	AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR UNION COUNTY, MORRIS COUNTY, AND WARREN COUNTY – Authorization to exercise the first option to extend NJ TRANSIT Contract No. 15-004 A (Union County) with Suburban Transit corporation of New Brunswick, New Jersey, to operate minibus service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$1,057,862, plus five percent for contingencies, and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$1,099,365, plus five percent for contingencies, for a total combined cost of \$2,157,227, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.	53521
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Authorization to exercise the first option to extend NJ TRANSIT Contract No. 15-004 B (Morris County) with Saddle River Trails of Wallington, New Jersey, to operate minibus service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$482,830, plus five percent for contingencies and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$522,906, plus five percent for contingencies, for a total

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
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combined cost of \$1,005,736, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

Authorization to exercise the first option to extend NJ TRANSIT Contract No. 15-004 C (Warren County) with Delaware River Coach Lines of Bethlehem, Pennsylvania, to operate minibuss service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$1,364,018, plus five percent for contingencies, and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$1,452,026, plus five percent for contingencies, for a total combined cost of \$2,816,044, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

- 1811-70 CONTRACTING OUT – SALEM COUNTY LOCAL BUS SERVICE – Authorization 53527**
to enter into an inter-agency agreement with the County of Salem for a five-year period from January 1, 2019 through December 31, 2023 for the operation of the Salem County Local Bus Service at a cost not to exceed \$8,374,843, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.
- 1811-71 NJ TRANSIT PORTAL NORTH BRIDGE PROJECT ENVIRONMENTAL 53529**
MITIGATION CREDIT PURCHASES – Authorization to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Portal North Bridge Project, in the amount discussed in Executive Session, plus five percent contingency, 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 NJ TRANSIT Portal North Bridge Project Environmental Mitigation Credit Purchases; 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 October 10, 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 October 16, 2018;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the October 10, 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, 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: NOVEMBER 14, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – NOVEMBER 2018

This past Sunday, November 11, we celebrated Veterans Day and I'd like to recognize the many veterans of the United States military services NJ TRANSIT is so proud to count among our ranks of employees. As a Blue and Gold Officer for the U.S. Naval Academy, I have the privilege to meet many exceptional young men and women who are eager to serve their country and, where necessary, make the ultimate sacrifice. Without their sacrifice and service, we would not have the freedoms we enjoy today.

The October 14th service adjustments we had to make to meet the federally mandated year-end deadlines for Positive Train Control (PTC) implementation were necessary, though not a decision we took lightly. We recognize the impact these adjustments have had on our customers, and we're grateful for their patience, flexibility and understanding. In particular, in South Jersey, the alternate travel options provided on buses and PATCO for Atlantic City Rail Line customers have gone relatively smoothly based on the feedback we've received. In recognition of these impacts to all of our rail customers, we began offering a 10-percent discount on rail tickets and passes for travel in November, December and January.

I'm pleased to report that these service adjustments have paid real dividends in our progress on PTC. In January of this year, NJ TRANSIT was just 12-percent along the way to completing its end-of-year PTC installation requirements. As of today, we are at 88-percent complete and will continue to work tirelessly to meet our year-end goal. While we've made substantial progress thanks to many of our hard-working NJ TRANSIT employees, there is still work to be done.

We have partnered with the Mental Health Association of Essex and Morris in the public arts project "Out in the Open. In It Together" located on Track 1 at Newark Penn Station. The images on display are the faces of people we see every day, people of every age, gender and strata, who are affected by mental illness. If this partnership and project helps just one person affected by mental illness get the help they need, or help for a loved one, it will have been a success. Following Newark Penn Station, we'll continue to showcase the project at Secaucus Junction, and then at other stations and terminals throughout the system.

I'm also extremely pleased to report the success we've had in recruiting locomotive engineers and bus operators. Since January 1st, we've hired more than 300 bus operators and we've received more than 5,000 applications for the locomotive engineer position! While we process all of these applications, we have a temporary hold on accepting new locomotive engineer applications. However, we're continuing to recruit for bus operators, mechanics, assistant conductors, electricians and a host of other positions across the organization. Please visit njtransit.com/careers for more information.

NJ TRANSIT takes great pride in its strength through diversity. Diversity Awareness Month in October was reason to celebrate. It was a time to embrace both the similarities AND differences of all employees and customers. To recognize those achievements, we held a number of different programs throughout the month with thoughtful panel discussions. Moving forward, we intend to continue these types of discussion opportunities as we focus on diversity year-round.

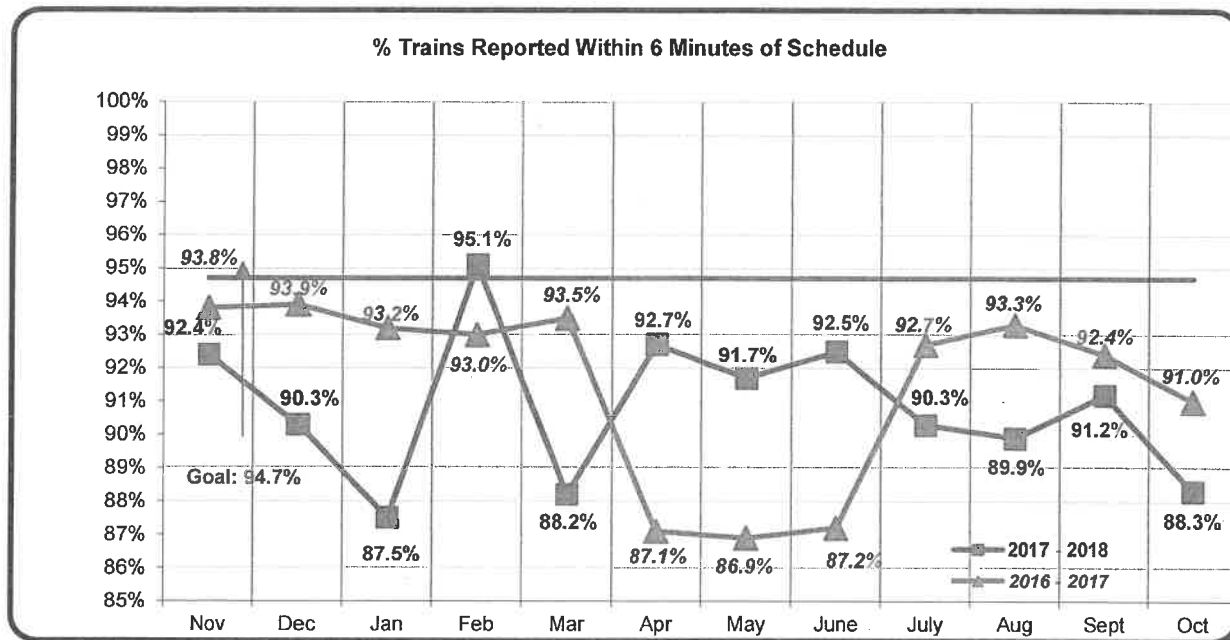
It's also our privilege to recognize Edward Butler, one of our bus customers, whose quick thinking and heroic actions most certainly averted a potential tragedy when one of our bus drivers experienced a medical episode.

EXECUTIVE DIRECTOR'S MONTHLY REPORT NOVEMBER 14, 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL NOVEMBER 2016 - OCTOBER 2018



	2017	2018	# Change
October Comparison	91.0%	88.3%	-2.7%

	2016-2017	2017-2018	# Change
12-Month Average Nov. 2017 - Oct. 2018	91.5%	90.8%	-0.7%

Analysis:

Rail On-Time Performance was 88.3% for October, 2018. Of the 17,775 trains scheduled to operate, 15,689 were on time, while 2,086 trains (or 11.7%) were delayed. Key causes included:

- Amtrak PTC work, Conrail switch failure, NJT shortage of equipment, and NJT manpower shortage contributed to 207 delays resulting in 66.8% OTP on October 5.
- Amtrak overhead wire issues, and NJT equipment failure contributed to 139 delays resulting in 76.3% OTP on October 10.
- Amtrak Portal Bridge failure, Conrail programmed maintenance, and NJT shortage of equipment due to PTC work contributed to 181 delays resulting in 69.8% OTP on October 30.

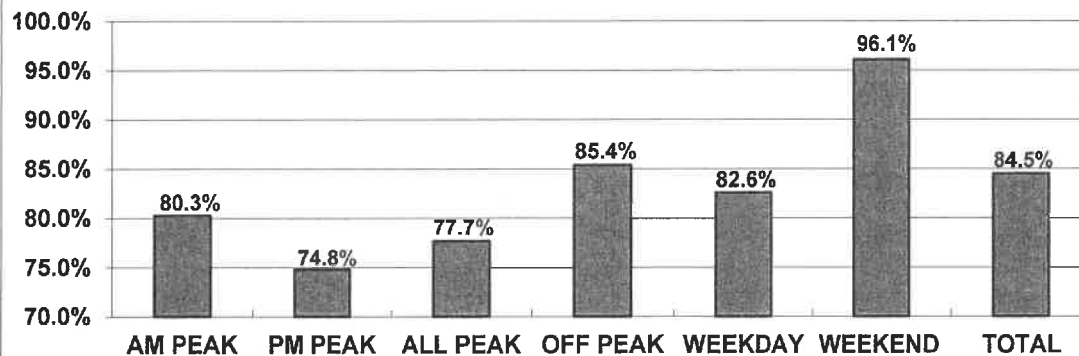
The 12-month average for Rail On-Time Performance November, 2017 - October, 2018 was 90.8%, which has decreased by 0.7%.

ON-TIME PERFORMANCE RAIL

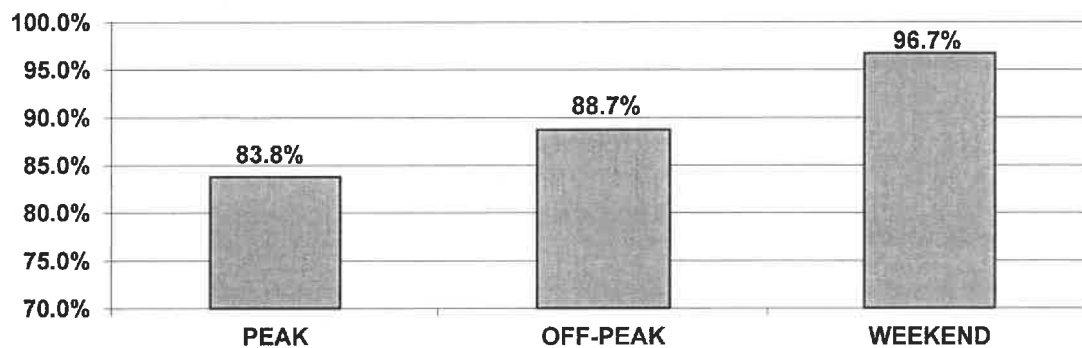
SUMMARY BY TIME PERIOD OCTOBER, 2018

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

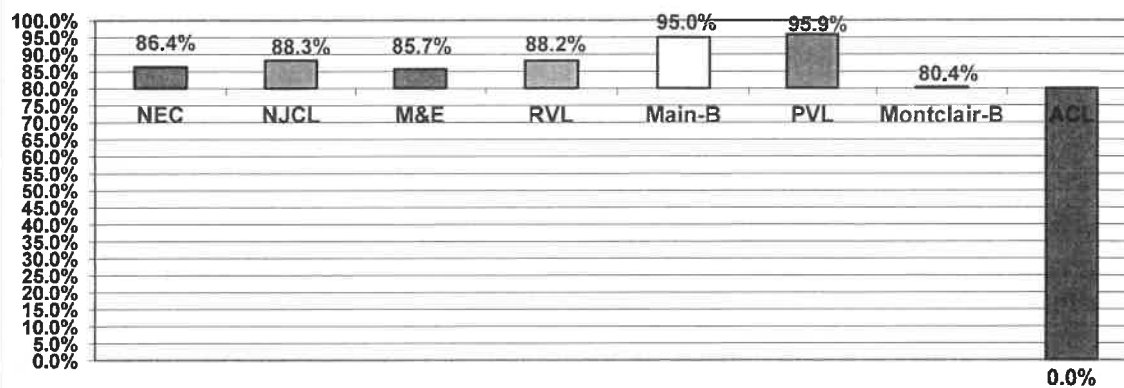
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

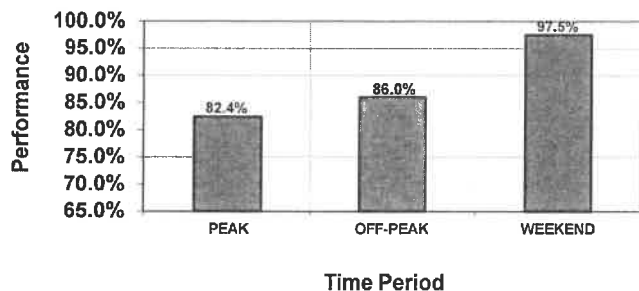
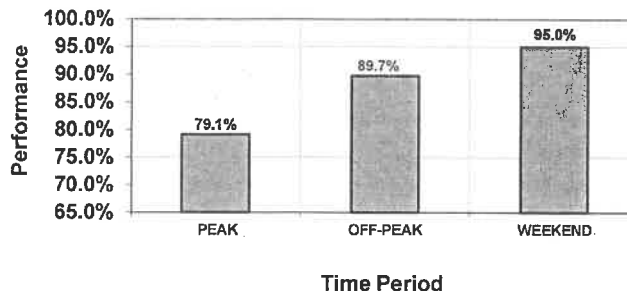
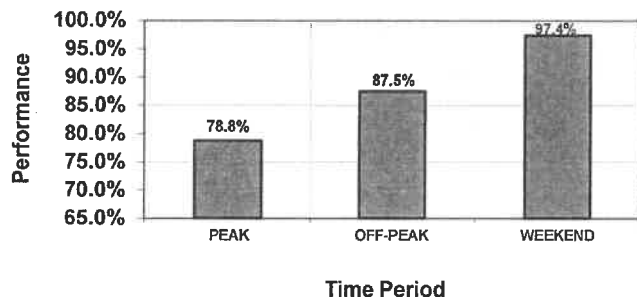
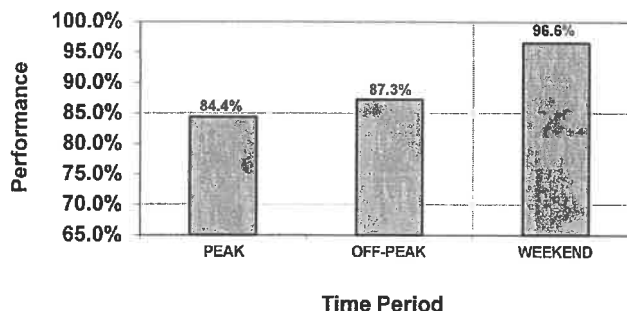
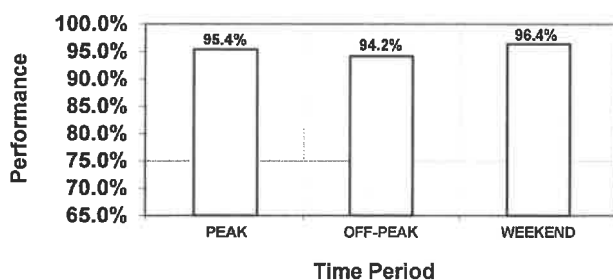
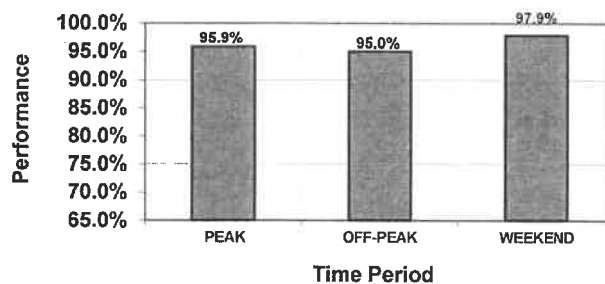
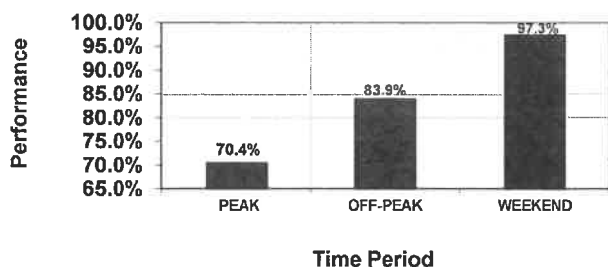
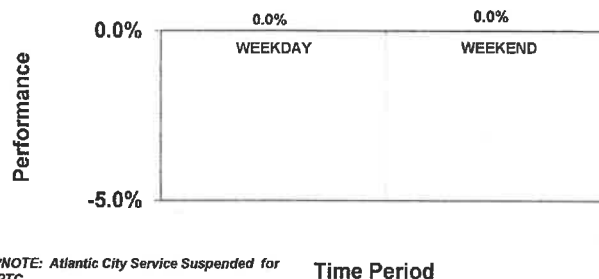


% BY LINE Trains Reported On Time



NOTE: ATLANTIC CITY SERVICE SUSPENDED FOR PTC

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

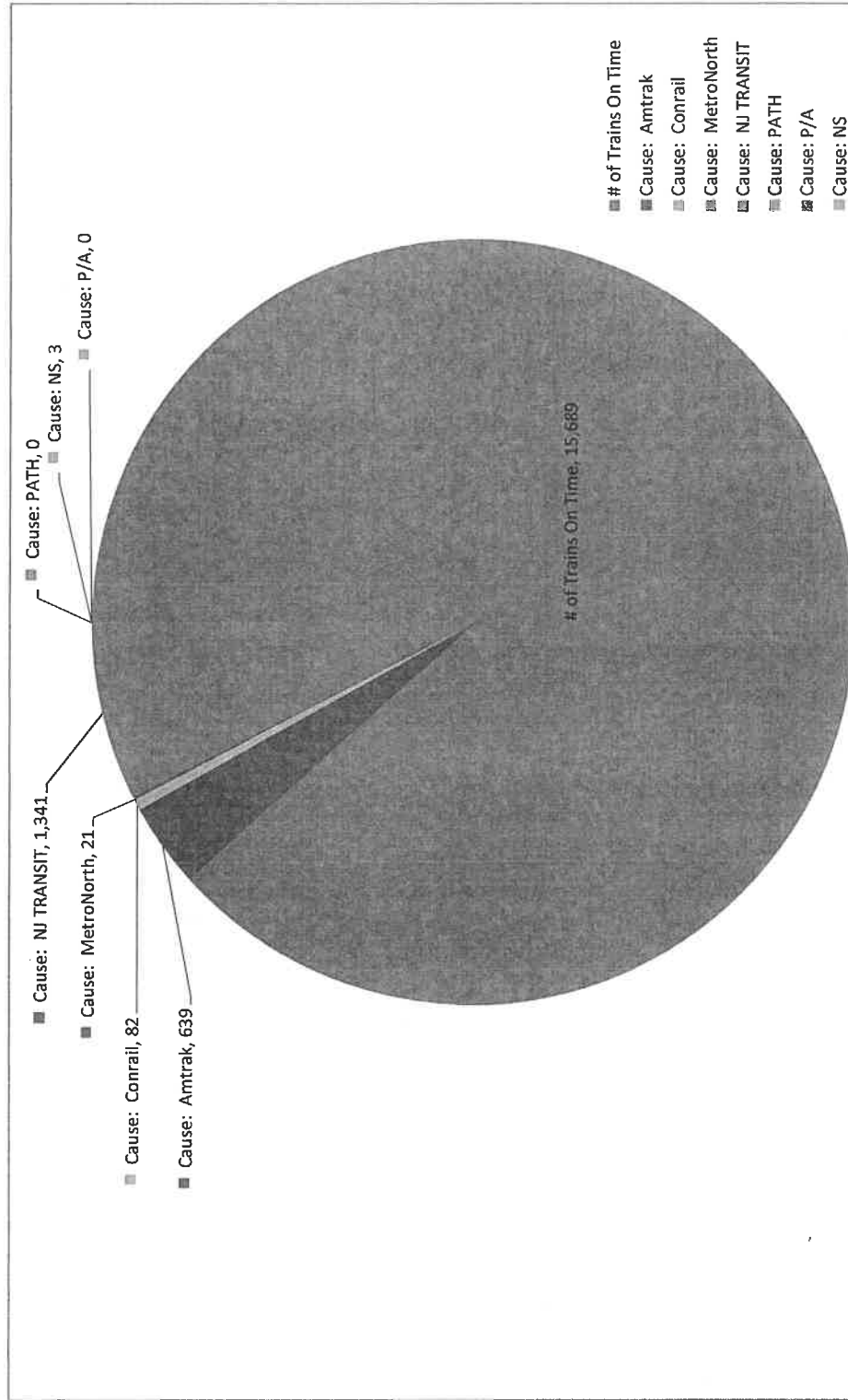
NORTHEAST CORRIDORNORTH JERSEY COAST LINEMORRIS & ESSEXRARITAN VALLEY LINEMAIN-BERGENPASCACK VALLEYMONTCLAIR-BOONTONATLANTIC CITY*

*NOTE: Atlantic City Service Suspended for PTC

NJ TRANSIT Performance - SEPTEMBER, 2018

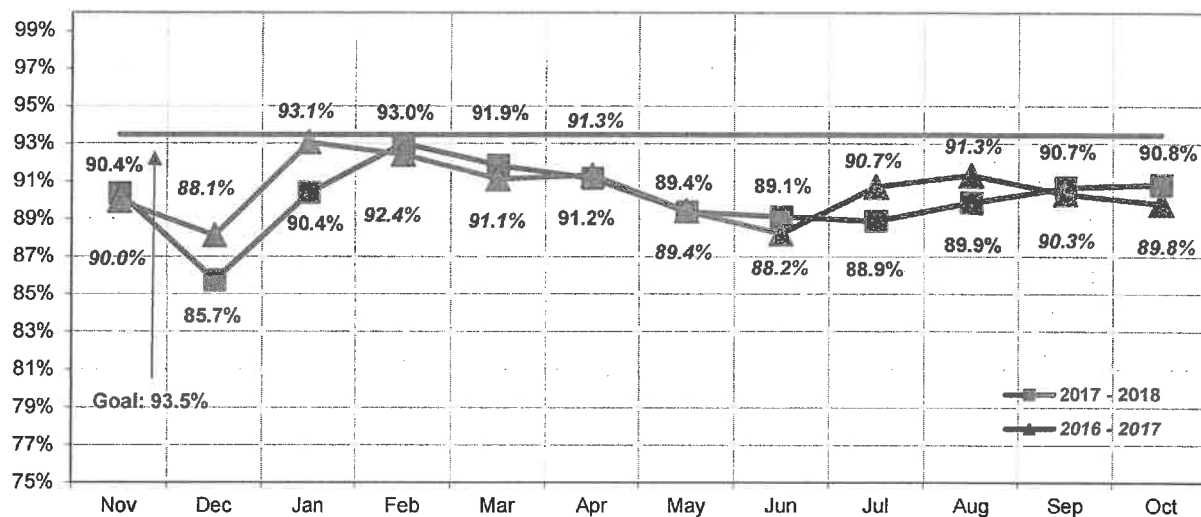
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: PATH	Cause: P/A	Cause: NS
# of Trains On Time	15,689	639	82	21	1,341	0	0	3
# of Late Trains	2,086	3.59%	0.46%	0.12%	7.54%	0.00%	0.00%	0.02%
Total # of Trains	17,775							
Percentage On Time	88.3%							



NJ TRANSIT ON-TIME PERFORMANCE BUS NOVEMBER 2016 - OCTOBER 2018

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2016 - 2017	2017 - 2018	% Change
October Comparison	89.8%	90.8%	1.0%

	2016 - 2017	2017 - 2018	% Change
12-Month November 2017 - October 2018	90.5%	90.1%	-0.4%

Analysis:

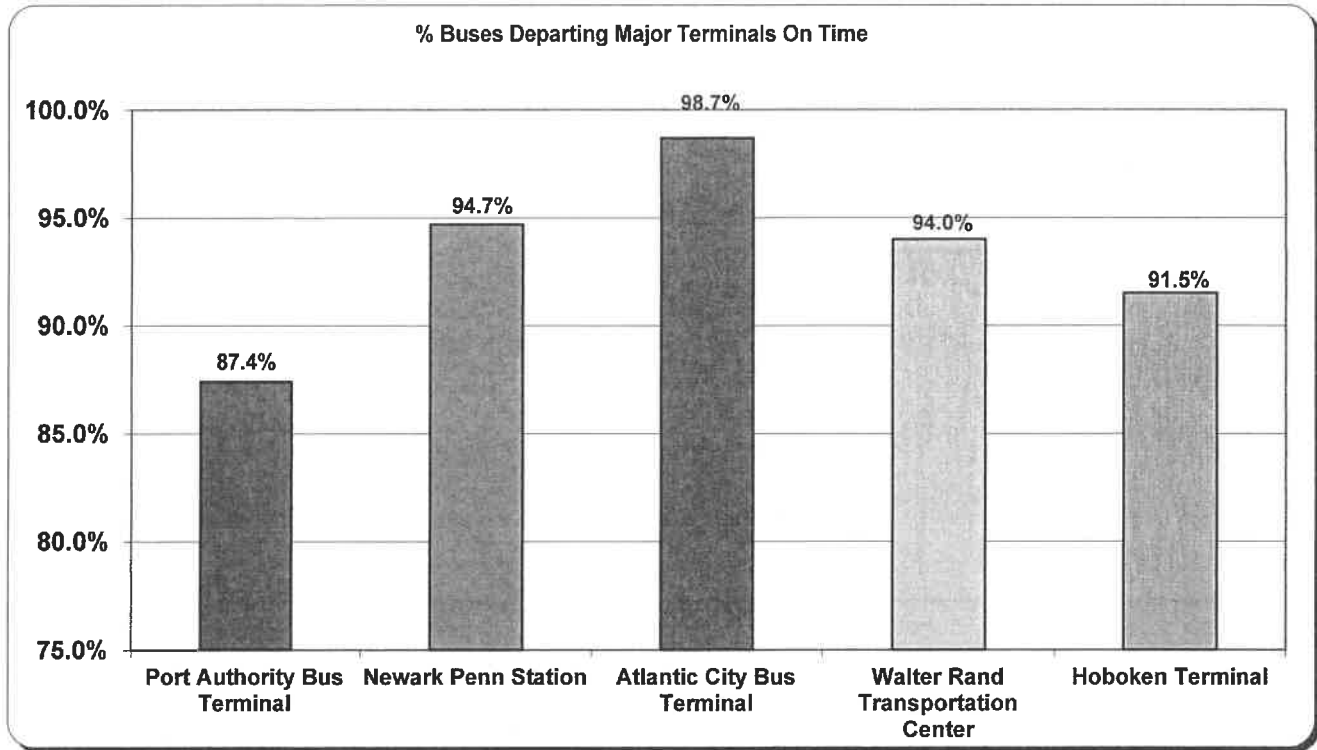
Bus On-Time Performance was 90.8% for October 2018. Of the 47,713 monitored departures 4,371 (or 9.2%) experienced delays. Key causes included:

- At Port Authority Bus Terminal, the building was gridlocked on October 19, an overheight sensor malfunction caused backups outbound on October 24, and on October 31, a tractor trailer accident closed all Route 3 lanes which impacted service.
- At Hoboken there are delays on routes using Route 495 due to the construction project. There are still delays due to Washington Street construction; the new completion date is February 2019.

The 12-month average for Bus On-Time Performance for November 2017 - October 2018 was 90.1%, which was down by 0.4% from the previous year.

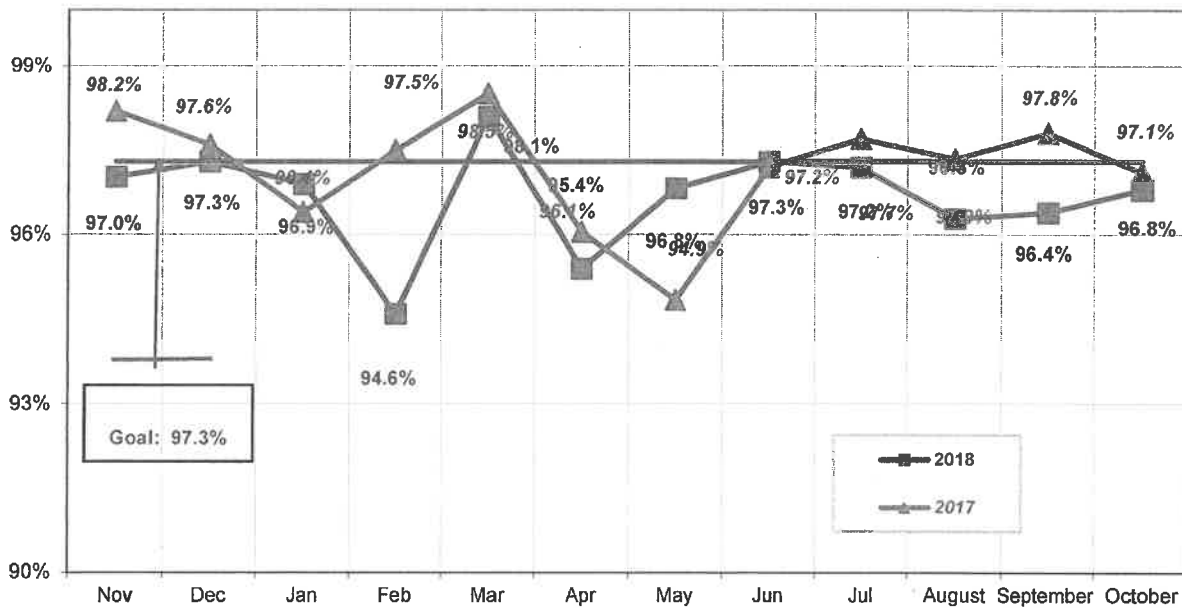
ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL OCTOBER 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL November 2016 - October 2018

% Light Rail Trains Reported On Time



October Comparison

2017	2018	# Change
97.10%	96.80%	-0.3%

12-Month Average November 2017 - October 2018

2017	2018	# Change
97.19%	96.68%	-0.5%

Analysis:

Light Rail On-Time Performance systemwide was 96.68% for the month of October 2018. Of the 28,153 scheduled departures, 717 (3.32%) experienced delays.

Key Causes included:

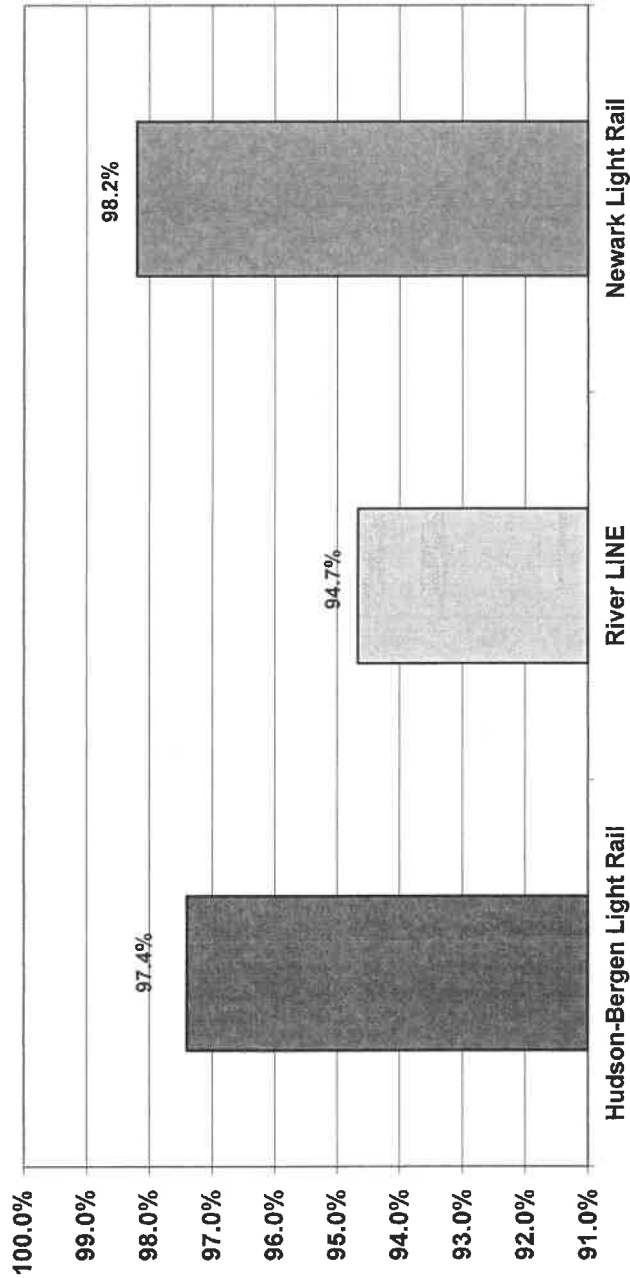
- River LINE - Delays in October were caused by track obstruction, equipment malfunction, and police activity.
- Hudson-Bergen Light Rail - Multiple delays were caused by a deer strike, police activity, and equipment issues.
- Newark Light Rail - Manpower issues, and equipment issues caused delays throughout the month of September.

The 12 month Average for Light Rail On-Time Performance for November 2017 - October 2018 was 96.68%, which decreased by 0.51 %.

ON-TIME PERFORMANCE LIGHT RAIL

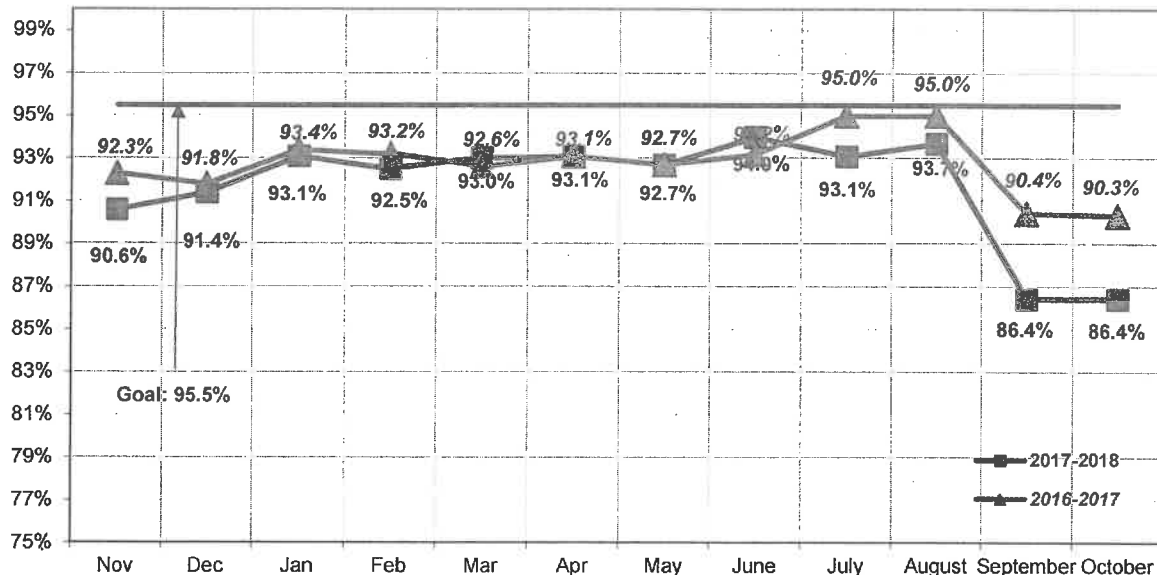
SUMMARY BY LINE October 2018

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK November 2016 - October 2018

(ADA, PCAs and Companion Ridership)



	2017	2018	% Change
October Comparison	90.3%	86.4%	-3.9%

	2017	2018	Difference
October Ridership	147,235	153,455	6,220

	2016-2017	2017-2018	% Change
12-Month Average November-October	92.8%	91.7%	-1.1%

Analysis:

Access Link On-Time Performance was 86.4% for October, 2018. In serving 153,455 total riders, for 141,514 ADA customers trips, 19,283 (or 13.6%) experienced delays.

Key causes include:

- * Service disruptions higher due to inclement weather
- * Road closures / due to construction
- * Customer no-shows and cancellations

Additionally: An On-Time Performance decline this month is attributable to the recent transition to a shorter/better pick-up window for customers. Access Link contractors are increasing driver levels and vehicles in service as part of this adjustment in serving increased ridership volume.

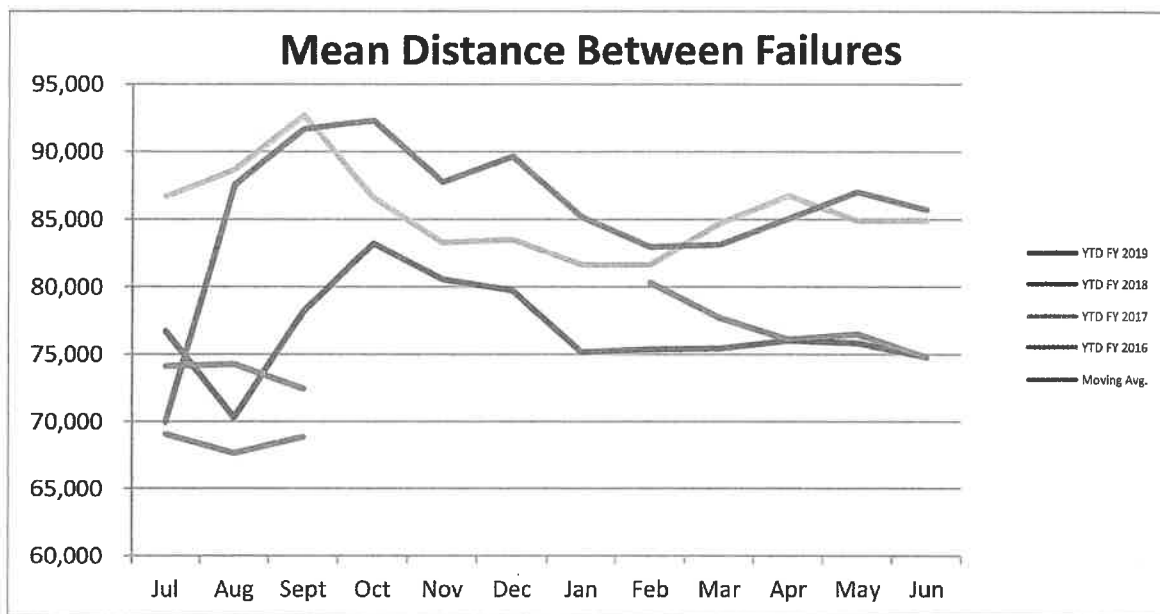
The 12-month average for Access Link On-Time Performance for November 2017 - October 2018 was 91.7%, which decreased by -1.1%.

MEAN DISTANCE BETWEEN FAILURES

September 2018

NJ TRANSIT Rail Operations
Mean Distance Between Failures

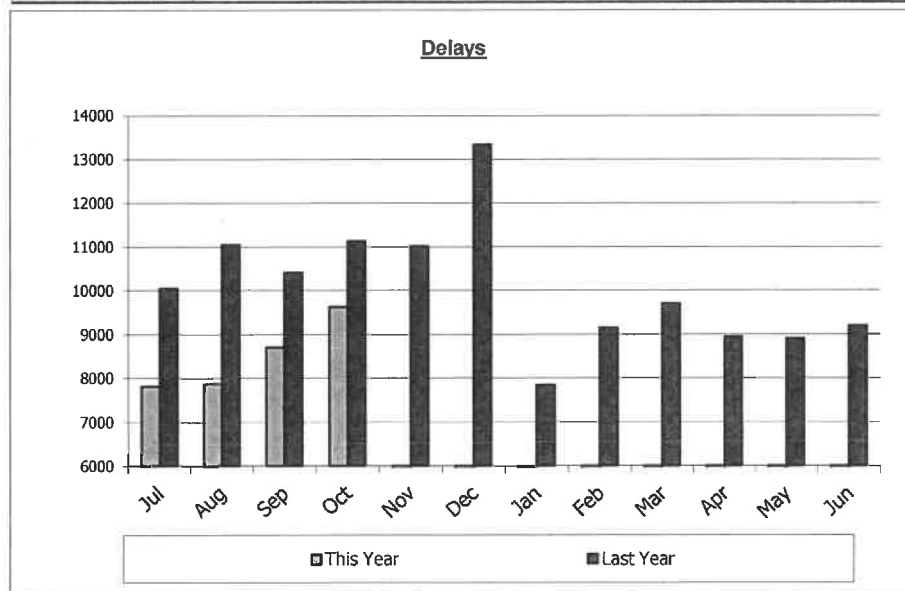
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	-	83,213	86,626	92,329	-
Nov	-	80,523	83,272	87,756	-
Dec	-	79,711	83,501	89,655	-
Jan	-	75,139	81,633	85,167	-
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

October 2018

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	4,324	3,848	6,064
Greenville	7,500	5,670	4,623	4,910
Market Street	8,500	7,760	6,278	8,167
Meadowlands	10,200	5,507	4,961	6,964
Oradell	10,500	7,824	7,260	9,602
Wayne	10,500	7,096	7,314	9,742
Northern Division	-	6,512	5,929	7,964
Big Tree	8,800	6,911	5,269	7,499
Hilton	10,200	7,834	7,204	8,946
Howell	16,750	22,064	22,409	31,966
Ironbound	9,600	9,370	7,346	10,329
Orange	9,250	7,682	7,435	8,690
Morris	10,500	25,391	38,663	96,349
Central Division	-	10,472	9,259	12,232
Egg Harbor	15,500	24,992	18,781	16,171
Hamilton	13,000	10,828	8,214	12,382
Newton Avenue	12,000	13,202	10,460	15,625
Washington Twp.	14,500	25,672	17,084	12,174
Southern Division	-	18,987	14,107	14,023
Bus Operations	-	9,626	8,436	10,652

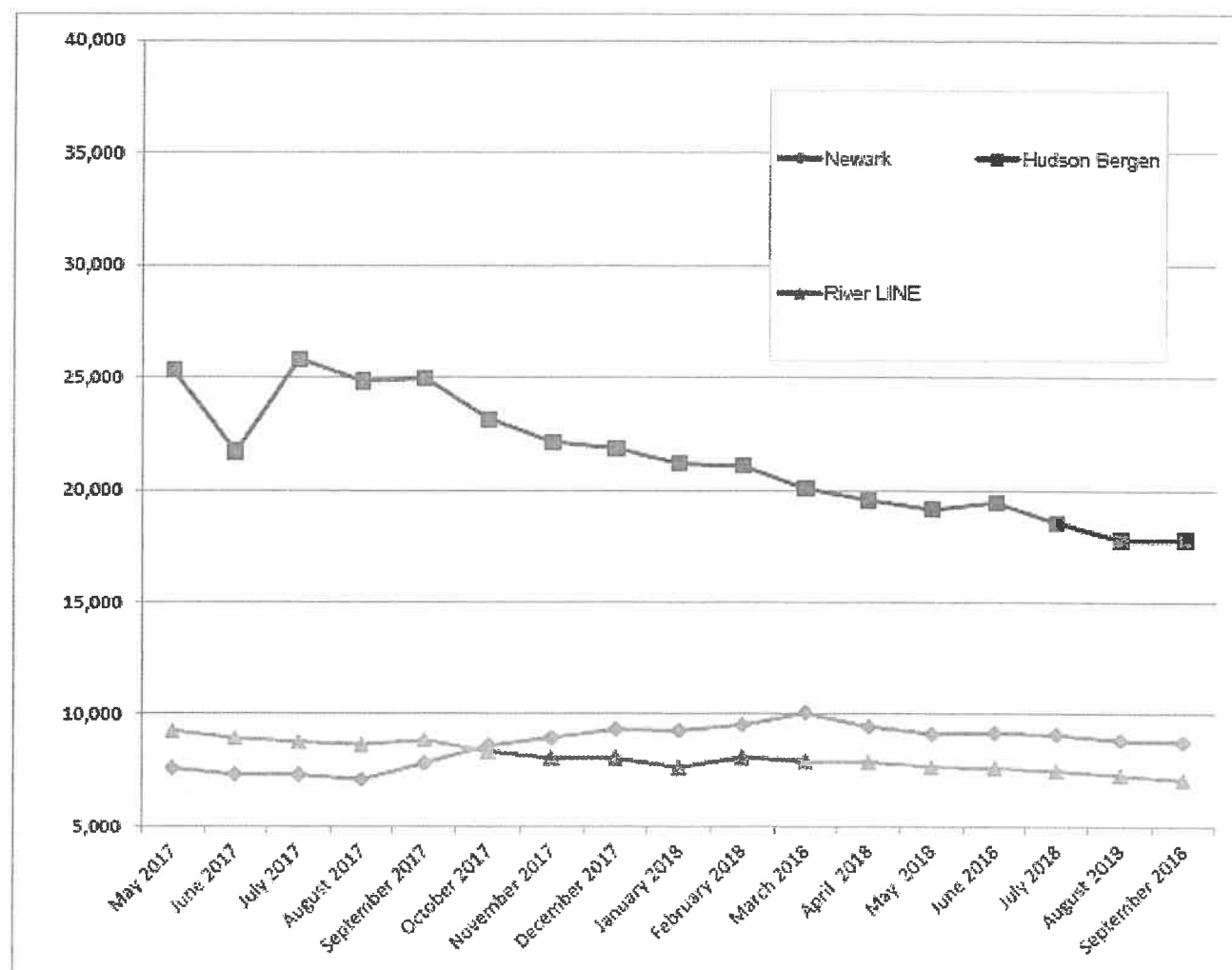


NJ TRANSIT - LIGHT RAIL, September 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * September 2018
Newark Light Rail	8,771
Hudson Bergen	17,786
River LINE	7,093

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

NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for October 2018**State Funded Contracts**

During the month October 2018, NJ TRANSIT awarded **\$5,318,270.84** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$4,830,953.00** or **90.84%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$118,211,731.95** in state funded contracts. Of that total, SBEs received **\$10,490,548.82** or **8.87%**.

Note: The above reflects the Procurement Report of Awards received November 5, 2018.

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

Category 1 SBEs received	\$35,174.92	or 0.03%
Category 2 SBEs received	\$5,624,420.90	or 4.76%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$4,830,953.00	or 4.09%
Category 6 SBEs received	\$0.00	or 0.00%

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

During the 4th Quarter (July 1, 2018 – September 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 **\$55,968,741.05**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$7,869,232.53** or **14.06%**.

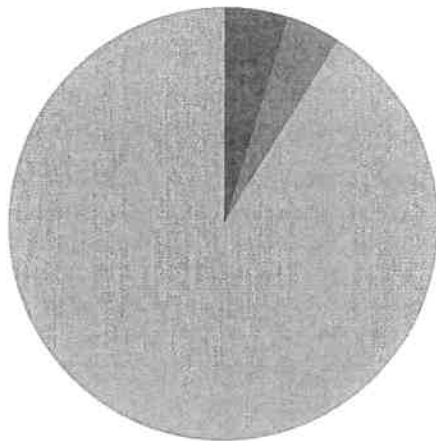
DBE Goal Attainment from July 1, 2018 – September 30, 2018 (FFY 2018)*

Contracts awarded	\$55,968,232.53
DBEs received	\$ 7,869,232.53 or 14.06%

**Numbers reflect federal share.*

SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2019

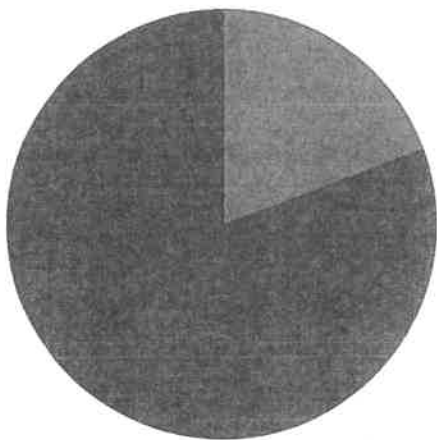
<i>Category 1 SBEs</i>	\$35,174.92	0.03%
<i>Category 2 SBEs</i>	\$5,624,420.90	4.76%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$4,830,953.00	4.09%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$107,721,183.13	91.13%



■ Category 1 SBEs
■ Category 2 SBEs
■ Category 3 SBEs
■ Category 4 SBEs
■ Category 5 SBEs
■ Category 6 SBEs
■ Non-SBEs

DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$26,791,187.94	19.25%
Total Amount Non-DBEs Received	\$112,418,880.40	80.75%



■ Total Amount DBEs Received
■ Total Amount Non-DBEs Received

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

20 NJ TRANSIT employees retired recently with careers ranging 13 to 44 years of service:

1. Marc L. Loiseau, Operator – Wayne – 14 years
2. Raymond Baker, Operator – Hilton – 32 years
3. Andrew A. Juncosa, Operator – Oradell – 17 years
4. Alberto Quine, Operator – Wayne – 23 years
5. Samuel W. Griffin, Operator – Greenville – 13 years
6. Willie M. Reed, Operator – Fairview – 14 years
7. Alicia S. Cruz, Private Carrier Financial Analyst – Penn Plaza – 27 years
8. Kathy Gaskill, Sr. Nurse – GOB – 20 years
9. Evaristo D. Lopes, Supt. Stations – Penn Plaza – 31 years
10. Haiha T. Nguyen, MGR. Rail Infrastructure Design – Penn Plaza – 30 years
11. Rose Ortiz, Executive Secretary – Penn Plaza – 15 years
12. Victor A. Ruff, Regional Supv. – Maplewood – 20 years
13. William Agures, Machinist – GOB – 30 years
14. Alonzo Alford, Stationary Engineer – Newark – 32 years
15. Vernon Dennis Jr., Locomotive Engineer – Various – 30 years
16. William Guyette, Mechanic B & B – Various – 31 years
17. Virginia Jones, Locomotive Engineer – Various – 25 years
18. Wayne Knapp, Asst. Conductor – Various – 30 years
19. Edwin Lawrence Jr., Foreman III – MMC-LOCO-SH – 44 years
20. Lavern Lee Sr., Conductor – Various – 30 years

ACTION ITEMS

ITEM 1811-69

AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR UNION COUNTY, MORRIS COUNTY, WARREN COUNTY

Continued Operation of the Union, Morris and Warren Mini-Bus Service contracts.

➤ Union Mini-Bus Service 15-004A

Operates a peak of 3 – 24 passenger mini-buses on the 986 route servicing three rail stations on the Gladstone and Raritan Valley rail lines

➤ Morris Mini-Bus Service 15-004B

Operates a peak of 1 – 13 passenger mini-buses on the 878 route providing service to Convent Station on the Morristown Rail Line

➤ Warren Mini-Bus Service 15-004C

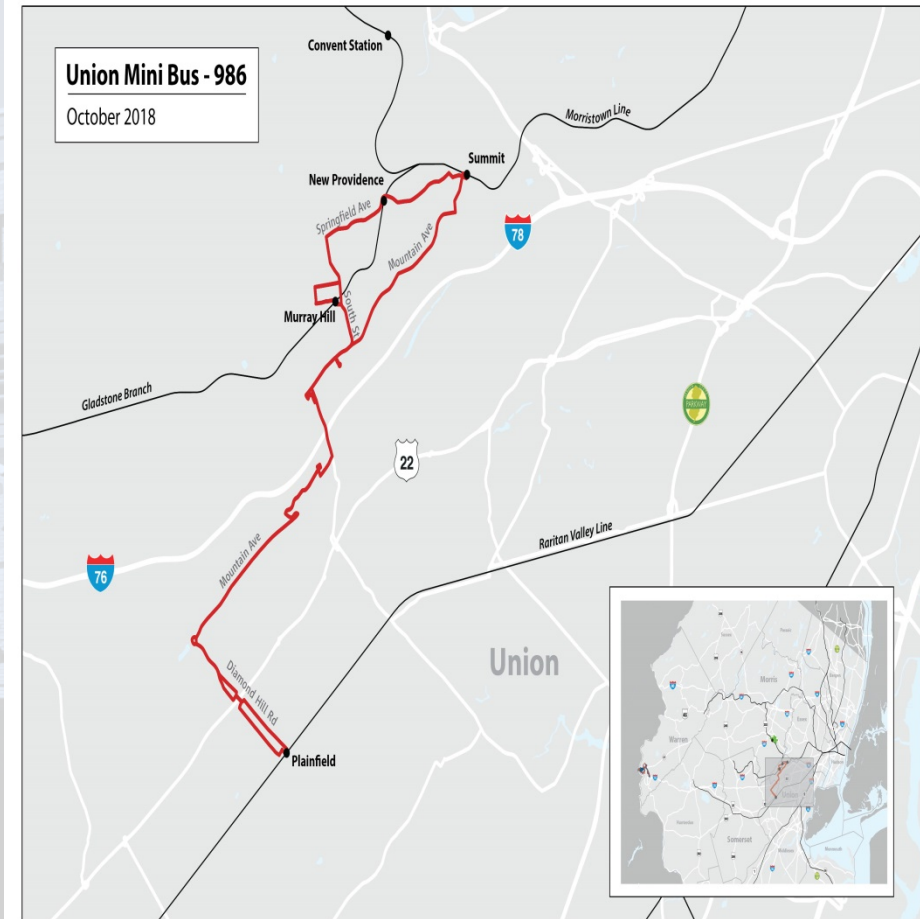
Operates a peak of 2 - 13 passenger mini-buses on the 890 and 891 routes providing the only rural bus service available in the region.



AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR
UNION COUNTY, MORRIS COUNTY, WARREN COUNTY

Union Mini-Bus Service 15-004 A

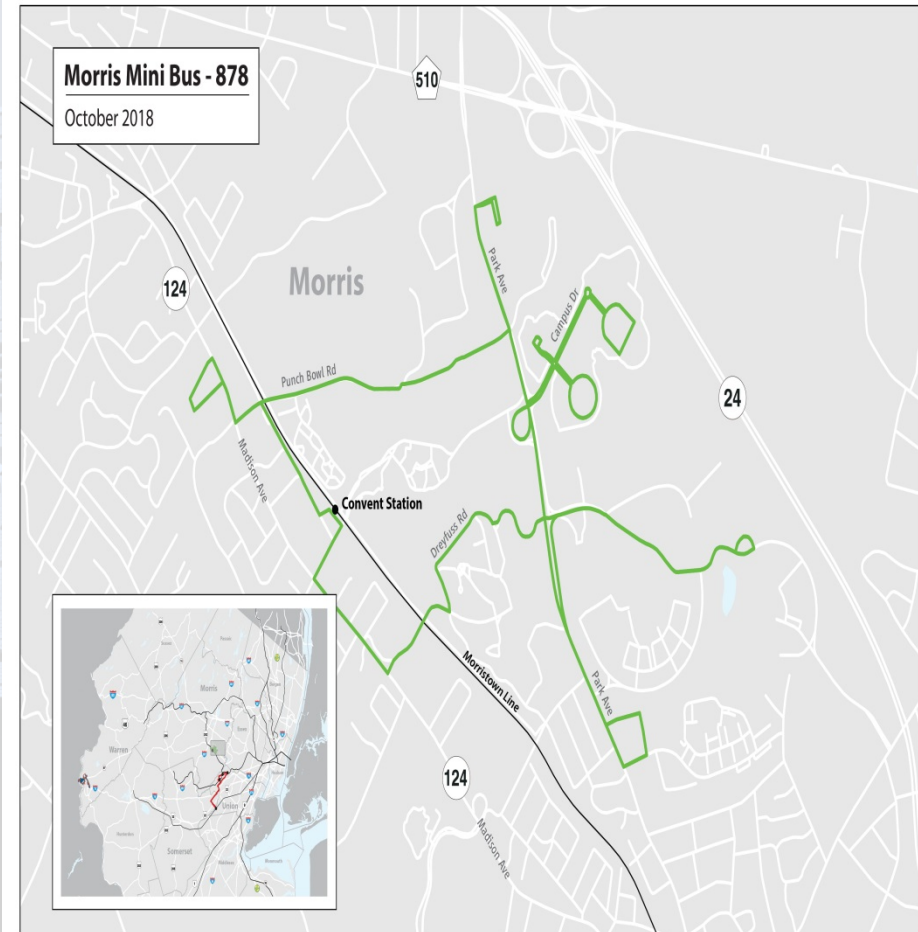
- Operated by:
Suburban Transit
- Route 986
- Seeking authorization to exercise the option periods at a cost not to exceed \$2,157,227 plus 5 % for contingencies.



AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR
UNION COUNTY, MORRIS COUNTY, WARREN COUNTY

Morris Mini-Bus Service 15-004 B

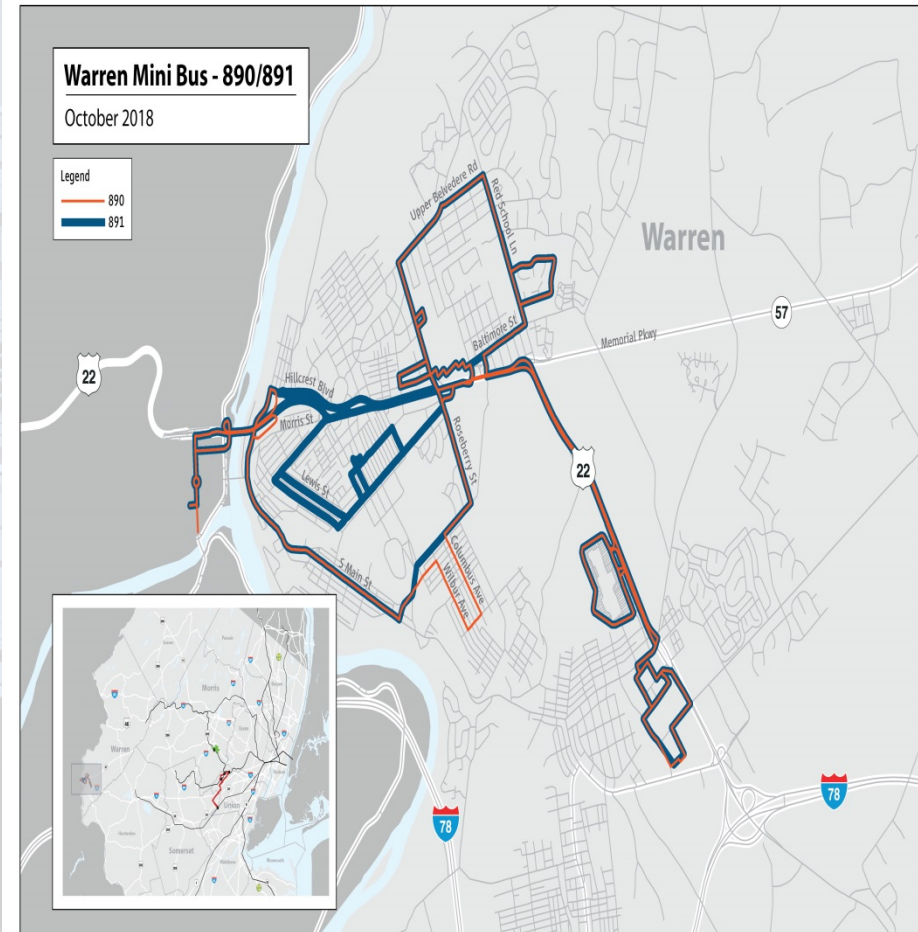
- Operated by:
Saddle River Trails
- Route 878
- Seeking authorization to exercise the option periods at a cost not to exceed \$1,005,736 plus 5 % for contingencies.



AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR UNION COUNTY, MORRIS COUNTY, WARREN COUNTY

Warren Mini-Bus Service 15-004 C

- Operated by:
Delaware River Coach
- Routes 890 and 891
- Seeking authorization to exercise the option periods at a cost not to exceed \$2,816,044 plus 5 % for contingencies.



ITEM 1811-69: AUTHORIZATION TO EXTEND MINI-BUS ROUTE SERVICE FOR UNION COUNTY, MORRIS COUNTY, AND WARREN COUNTY

WHEREAS, staff has determined it is appropriate to continue to provide regular and flexible mini-bus route services in Union, Morris, and Warren County service areas; and

WHEREAS, these services are a “First Mile / Last Mile” service to 4 rail stations on 3 of NJ TRANSIT’s rail lines and provide a vital link for commuters and communities to employment and services at shopping centers, government buildings, educational centers, and medical centers; and

WHEREAS, a Request for Proposal (RFP 15-004) was issued in 2015 to seek competitive proposals including the option period pricing from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned an SBE Category 3 goal of 3% on these contracts; and

WHEREAS, upon completion of the competitive procurement process, it was determined that Suburban Transit Corp., Saddle River Trails, Inc., and Delaware River Coach Lines, Inc. submitted proposals that provide the best value and are in the best interest of NJ TRANSIT; and

WHEREAS, NJ TRANSIT entered into agreements to provide service following NJ TRANSIT Board of Directors approval with Board Item 1512-49 dated December 9, 2015 for an initial term of January 9, 2016 to January 11, 2019 with options to extend those services for two 24-month periods until January 13, 2023, subject to future Board authorization; and

WHEREAS, staff has determined it is essential and appropriate to continue to provide these services to the riding public; and

WHEREAS, the cost of the continued operation of the services have been factored into the Fiscal Year 2019 operating budget as well as future operating budget projections; and

WHEREAS, the extension option period costs were set during the competitive procurement process of RFP No. 15-004 providing the best value to and in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to exercise the first option to extend NJ TRANSIT Contract No. 15-004 A (Union County) with Suburban Transit corporation of New Brunswick, New Jersey, to operate minibus service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$1,057,862, plus five percent for

contingencies, and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$1,099,365, plus five percent for contingencies, for a total combined cost of \$2,157,227, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to exercise the first option to extend NJ TRANSIT Contract No. 15-004 B (Morris County) with Saddle River Trails of Wallington, New Jersey, to operate minibuss service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$482,830, plus five percent for contingencies and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$522,906, plus five percent for contingencies, for a total combined cost of \$1,005,736, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to exercise the first option to extend NJ TRANSIT Contract No. 15-004 C (Warren County) with Delaware River Coach Lines of Bethlehem, Pennsylvania, to operate minibuss service for a 24-month period beginning January 12, 2019 through January 8, 2021 at a combined cost not to exceed \$1,364,018, plus five percent for contingencies, and a second 24-month option period at the sole discretion of NJ TRANSIT beginning January 9, 2021 through January 13, 2023 at a combined cost not to exceed \$1,452,026, plus five percent for contingencies, for a total combined cost of \$2,816,044, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

CONTRACTING OUT – SALEM COUNTY LOCAL BUS SERVICE

The County of Salem has been operating the service through inter-agency agreements since 1980

The County of Salem contributes 20% of the total operating costs of the service.

Service currently operates a peak of 3 buses on the 468 Route serving communities from Penns Grove to Woodstown

Seeking authorization to enter into an inter-agency agreement with the County of Salem at a cost not to exceed \$8,374,843 plus 5 % for contingencies.



ITEM 1811-70: CONTRACTING OUT – SALEM COUNTY LOCAL BUS SERVICE

WHEREAS, staff has determined it is appropriate to continue to provide regular route service in the Salem County service area on Route 468 serving Penns Grove, Carney's Point, Deepwater, Pennsville, Salem, Mannington, Pilesgrove, and Woodstown; and

WHEREAS, this service is currently the only public transportation option for the communities it services to link residents to local employers, senior centers, shopping districts, medical services government buildings, and educational institutions; and

WHEREAS, the County of Salem has operated this service successfully for NJ TRANSIT for over 30 years for successive five-year contract terms congruent with the calendar year; and

WHEREAS, as an inter-agency agreement with a county government entity, an SBE goal was not assigned to this agreement; and

WHEREAS, a cost proposal was requested from the County of Salem for an inter-agency agreement between NJ TRANSIT and the County of Salem, which details the County's total cost to operate the service less the County contribution share of 20 percent of the total cost of the service; and

WHEREAS, NJ TRANSIT Bus Operations presented an estimate for the cost of the service for comparison; and

WHEREAS, upon comparison of the County's proposal to NJ TRANSIT's estimate, it was determined the proposal submitted by the County was lower than the estimate; and

WHEREAS, staff has determined it is essential and appropriate to continue to provide these services to the riding public; and

WHEREAS, the new contract costs will result in a net savings versus the current Fiscal Year 2019 budgeted amount as well as in the future projected operating budget amounts through Fiscal Year 2023; and

WHEREAS, the operation of the service by the County of Salem provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into an inter-agency agreement with the County of Salem for a five-year period from January 1, 2019 through December 31, 2023 for the operation of the Salem County Local Bus Service at a cost not to exceed \$8,374,843, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

NJ TRANSIT PORTAL NORTH BRIDGE PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASE

The purchase of wetlands mitigation credits will allow NJ TRANSIT to provide for compensatory jurisdictional wetlands mitigation to replace resources impacted by the Portal North Bridge Project.

- Seeking authorization to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Portal North Bridge Project.



NJ TRANSIT PORTAL NORTH BRIDGE PROJECT ENVIRONMENTAL MITIGATION CREDIT PURCHASE

- The Portal Bridge North Project will eliminate the existing Portal Bridge's moveable span, thereby improving reliability and increasing train speeds traveling over the bridge.
- The Project will raise the bridge elevation to 50 feet above the mean high water level of the Hackensack River, which will eliminate conflicts with maritime traffic.



**ITEM 1811-71: NJ TRANSIT PORTAL NORTH BRIDGE PROJECT
ENVIRONMENTAL MITIGATION CREDIT PURCHASES**

WHEREAS, Portal Bridge is an existing two-track, railroad swing type drawbridge that spans the Hackensack River in New Jersey between the Towns of Kearny and Secaucus in Hudson County, New Jersey; and

WHEREAS, Portal Bridge is critical infrastructure for Amtrak and NJ TRANSIT, enabling movement between destinations east and west of the Hudson River; and

WHEREAS, the Portal Bridge, due to its age, design, and current condition, represents a single point of failure on the Northeast Corridor ("NEC"), which is particularly critical to commuter rail transit between New Jersey and New York City for which NJ TRANSIT is responsible; and

WHEREAS, the replacement of the Portal Bridge by a new Portal North Bridge (the "Project") will eliminate the need for a moveable span that interrupts rail operations and results in delays due to mechanical failures and will allow for a 10 percent increase in peak hour passenger capacity; and

WHEREAS, when constructed, the Portal North Bridge will be a new, two-track fixed structure and will eliminate the need for a moveable span that interrupts rail operations and results in delays due to mechanical failures, which are exacerbated by the existing structure's age; and

WHEREAS, the procurement of wetlands mitigation credits are required by federal and state environmental regulatory authorities with oversight over this project; and

WHEREAS, this authorization to purchase environmental mitigation credits will allow NJ TRANSIT to provide for compensatory jurisdictional tidal and intertidal/subtidal shallows wetlands mitigation to replace resources impacted by the Project; and

WHEREAS, purchasing these credits in advance of actual construction mitigates potential schedule delays and additional costs that might accrue if such credits become unavailable due to regional demand; and

WHEREAS, funding for the purchase of environmental mitigation credits is a project capital cost, and is federally funded as part of the overall Portal Bridge Program;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into purchase agreements, and take any and all other actions necessary, to acquire environmental mitigation credits for the Portal North Bridge Project, in the amount discussed in Executive Session, plus five percent contingency, subject to the availability of funds.