

Philip D. Murphy, Governor
Shella 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

December 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, December 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, December 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 (By Telephone)
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

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
William Viqueira, Chief Financial Officer and Treasurer

Chair Gutierrez-Scaccetti convened the Open Session at 9:13 a.m. in accordance with the Open Public Meetings Act. Bill Feeney, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted 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 December 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 9:16 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 Darlene Brooks, the Personal Injury Claim of John Chonuk Ho, and the Personal Injury Claim of Kenneth Ellis.

Board Member James C. Finkle Jr. moved the resolution, Board Member Edmund Caulfield 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, except Board Member Greaves, returned to open session at approximately 10:11 a.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the November 14, 2018 Board meetings. A motion was made by Board Member Edmund Caulfield, seconded by Board Member James C. Finkle Jr., and it was unanimously adopted.

Public Comments

There were 23 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.

Chair Gutierrez-Scaccetti noted they would hold everyone to their time limits because there were so many people so when they see the signal, she asked them to wrap up their comments.

Hats Kageyama, U.S. representative for CRRC Tangshan Rolling Stock LLC (Tangshan), the other bidder for the vehicle procurement, introduced his colleague Dai Iwama who resides in the State of New Jersey. Mr. Kageyama said he has been in the rolling stock business for almost 45 years and involved in procurements with most major transit agencies in the United States and Canada, but he has never been involved in a more one-sided procurement with the sole intention to award a contract to Bombardier. He believes the process consistently denied a fair and level playing field to other bidders, including refusing to supply pertinent information Bombardier had as the incumbent. Mr. Kageyama said they received a one-page letter notifying Tangshan that they were not the top technical scorer on September 14, 2018, with no other explanation. He said they were not given the opportunity to answer any technical questions.

Mr. Kageyama noted Bombardier recently suffered delays in delivery on major contracts with New York City Transit, Canada, and San Francisco. He said it was unheard of in such a complicated and large bid for rail cars. Mr. Kageyama believes the staff of NJ TRANSIT fixed a bid process that cost the taxpayers and NJ TRANSIT riders \$169 million on the basis for a bid of 113 rail cars. He believes for a transit agency that has been struggling financially, and required increased fares and reduced service, to not even attempt to engage a qualified bidder offering a 30 percent saving on the base order of the rail cars is ridiculous. Mr. Kageyama said CRRC is the largest train car manufacturer in the world. He

asked the Board to refuse to approve Board Item 1812-72. Mr. Kageyama asked the Board and Governor Murphy to investigate this matter and allow Tangshan a fair process and save the citizens of New Jersey hundreds of millions of dollars by at least calling for a Best and Final Offer (BAFO).

Orrin Getz, Vice Chairman of the Metro-North Rail Commuter Council, stated that three times this month the Metro-North Pascack Valley Line 1606 morning trains were cancelled due to equipment availability. Also, he said last Friday evening, Metro-North Pascack Valley Line train 1629 was cancelled, making it difficult for Rockland County commuters to get home for the weekend. Mr. Getz said a pipe burst in the bathroom on the Pascack Valley Line train that required a cab car to be closed and forcing the passengers to crowd into the remaining four of a five-car train. He said he complained about the horrible service on this line to management on the Metro-North Line at the Committee meeting and he expects they will get together with NJ TRANSIT to find a solution to these problems and improve reliability of this service.

Mr. Getz believes NJ TRANSIT needs a plan for Metro-North to take over the Suffern Train Station. He believes this station needs to be upgraded and made handicap accessible. Mr. Getz said Suffern is planning a transit-oriented development in this area. He was also glad to see the lighting in the Board Room has been modernized to more efficient and energy saving lighting.

David Peter Alan, Chair of the Lackawanna Coalition, began by thanking Mike Kilcoyne, Vice President and General Manager of Bus, and Paul Wyckoff, Chief of Government and Community Affairs. When the last weekday night train from Dover was eliminated two months ago, Mr. Alan called for a bus to take those train riders to Summit, where they could get a later train and not be stranded. He said Mike and Paul came through, and now there is a Lakeland bus running on that schedule until the train comes back. Mr. Alan said to a restaurant worker, home health aide, visitor from Manhattan, or anybody else who needs that mobility, it means everything.

Mr. Alan also thanked everyone for getting him noticed by *Railway Age*, the most prestigious magazine in the railroad industry. In August, when he expressed his concern about how unreliable transit was, they finally noticed him, and he now writes for them regularly. Mr. Alan hopes to report someday that their transit system will be great again.

Mr. Alan said they have heard reports that NJ TRANSIT might make the Positive Train Control (PTC) deadline. While he personally questioned the safety and cost-effectiveness of PTC, he knows that they have no choice. Mr. Alan wants to know if they make the deadline, whether the promised full restoration in January will occur. If not, he wants to know how many trains they will still lose and when they will get them back because their lives are being disrupted daily, with the lost time at home and work. Mr. Alan said it will be difficult for them to believe what NJ TRANSIT says in the future if they do not keep their promise.

Mr. Alan wants single level vehicles. He also noted the consultants report said nothing about reform for riders but said NJ TRANSIT should have a general counsel. Mr. Alan said NJ TRANSIT's interests do not always coincide with the state and there is an inherent conflict to use the Attorney General's Office, as they are fully aware.

Mr. Alan said they were aware of the new Customer Experience Unit, but they need to know if NJ TRANSIT is serious about improving communications with riders. He believes one way to show that would be to expand the hours that the customer-service telephone lines are open. Mr. Alan invited the person who will head this unit to make a presentation and hear their concerns at their regular Lackawanna Coalition meeting in February or March.

Steve Thorpe noted all the talk in the newspapers recently about the Portal North Bridge and Amtrak and Senator Booker asking the Coast Guard to limit the opening of this bridge. He believes this bridge can be managed rather than being replaced. Mr. Thorpe believes the Portal North Bridge can be replaced later but it is not as pressing right now as the tunnels.

Mr. Thorpe asked about the status of restoring the Lackawanna Cut-off to Andover, noting this project has been pushed aside with so much going on. He would like to know if there is a target date of when this project will be starting up again. Mr. Thorpe also wants to know a date for when they will get Raritan Valley service restored. He urged NJ TRANSIT to figure out how long it will take and promise a date later than that they know they can meet.

Mr. Thorpe asked Executive Director Corbett to bring back the advocate meetings that were held on a quarterly basis. He said he still sees a lot of cancellations, in particular Hoboken train 275 to Montclair State University. Mr. Thorpe asked that something be done to fix this. Lastly, he asked that something be done to provide justice for Mr. Russell Graddy because he has been coming there long enough.

Sally J. Gellert, Communications Director of the Lackawanna Coalition, said she hopes NJ TRANSIT's Engage, Inform, and Improve initiative is an improvement. She also hopes it is not all technology based and includes extended telephone hours because she finds the reduced telephone hours insufficient. Although she travels more in the midday than most, there are often times when she needs telephone service after 8:00 or 9:00 pm. Ms. Gellert said when she was in college, she could get telephone service at midnight from NJ TRANSIT. She said not everyone has a smartphone with expensive data plans, so this telephone service is critical.

Ms. Gellert said she has seen Facebook reports of a Morris & Essex Line train being cancelled every day for almost a month and this is unacceptable. She noted the 10 percent discount ends in January and they are trusting that they will indeed have full restoration in January. Should there be any delays past January 1, 2019, she expects a schedule that can be maintained and an extension of a greater discount until all their trains are back.

Ms. Gellert requested a change to printed schedules for bus lines 752 and 772, which are operated by private companies using NJ TRANSIT buses. Currently these schedules include the phrase operated by whichever company, but the only telephone number listed is the NJ TRANSIT Customer Service number. She thinks it is important to list the telephone number for the company actually operating the bus and the hours their telephone lines are open for real time updates on delayed service.

Betty Kowalski, of Union County and the Raritan Valley Rail Coalition, noted NJ TRANSIT is coming back from too many years of being starved for funding and major state cutbacks. She thinks many understand this is a huge job for the Board to try and fix these serious problems that were there before them. Ms. Kowalski appreciates wanting to buy new rail cars and the PTC progress. She said anything that can be done to avoid delays on the Portal North Bridge would be appreciated. Ms. Kowalski said the Raritan Valley Line is an issue for them and they would like to see the one-seat ride restored as soon as possible.

Bruce Bergen, Union County Freeholder and Chairman of the Raritan Valley Coalition, joined his colleague Betty Kowalski thanking the Board, Executive Director Corbett, and Management Staff for all the hard work they have done with PTC. Mr. Bergen said he appreciates how everyone has worked so hard in getting to where they are with the progress and eight months ago no one would have believed they would have gotten as far as they have. He reiterated interest in seeing the Raritan Valley one-seat ride restored because this is extremely important to their riders. They hope this will come back sooner in the New Year, rather than later. Mr. Bergen said they look forward to working together in the future on the Gateway Tunnel and related building, which is critical to all their riders and the entire Northeast.

Joseph Clift spoke about Portal North, saying it was unaffordable at \$3.5 million with Portal South, and it is money NJ TRANSIT simply does not have. He asked again that NJ TRANSIT abandon the current design in favor of a low-clearance bridge across the Hackensack River. He questioned the increased ridership numbers listed in the FTA application. Mr. Clift presented a handout outlining the reasons for abandoning the Portal North Bridge Project. He said Portal North will not receive a grant and wants the money spent on another tube under the Hudson River to bring more peak-hour trains into New York Penn Station as soon as possible. Mr. Clift also wants a date for the service to return.

Audrey Winkler, Executive Director of the Jespy House, a non-profit organization with 250 adult clients who are developmentally disabled, spoke on behalf of their clients who are Access Link riders. They work with their clients to advance independence for them, teaching them daily living skills and job development. Over 170 of their clients live independently in the Community of South Orange.

Ms. Winkler said the Access Link system is supposed to help those with disabilities but in Essex County they have found the service to be horrible. She said Access Link staff has

been contacted by her office many times and asked staff to come onsite for a question and answer session. Ms. Winkler said it is clearly easier for staff to go see 250 of their disabled clients rather than bring them to Newark. She said each time the response from Access Link staff has been "We don't come to our customers; we don't do customer service." Ms. Winkler could not believe staff would refuse to go to their site so clients can ask a few questions about service, when they have 250 clients using the service.

Ms. Winkler gave examples of why the Access Link system needs a massive overhaul. She said 80 percent of their clients work in many towns throughout the Essex County region and beyond. Ms. Winkler said one client that works in Newark and lives in South Orange was taken by her Access Link driver from Newark towards South Orange only to detour to Bound Brook and Passaic, and she was kept hostage on an almost three-hour ride. She said this example was common in what their clients experience with Access Link. Ms. Winkler said going from Newark to South Orange by way of Bound Brook and Passaic says to her that someone either does not know how to run a transportation operation or they don't have access to a map, and either way this is intolerable.

Ms. Winkler said another example was a client who was commuting from Union County to South Orange. She saw her house being passed by twice and asked the driver to let her out, but he refused and proceeded to go to Secaucus and Wayne, returning many hours later to South Orange. She said this client was crying and wanted to be let off because she had to go to the bathroom and the driver still refused. Ms. Winkler said this was nothing short of abuse, and neglect of people with developmental disabilities, and this was a crime in New Jersey and at the federal level. They insist that NJ TRANSIT's Access Link management team be immediately reviewed and removed and competent transportation operation people be brought on. She said this is their business and they must know a couple of people that are competent in the transportation business. Ms. Winkler said continued abuse and neglect of people with developmental disabilities is horrifying and asked that this stop immediately.

Debbie Davidson, a rider of Access Link who lives in South Orange and works in Fairfield, said she was picked up from work in Fairfield and questioned why she was then taken to places like Carlstadt and Morris Plains. She said she waited an hour some days for Access Link to pick her up and then she was driven around for two-hours while others were picked up and dropped off. Ms. Davidson said there have also been times when Access Link passed her home and she asked to be let off, but was not allowed.

Ms. Davidson said one day, she was taken somewhere way up in Newark that looked like a war zone before she was allowed to return home. She said there have also been times when she was almost halfway home only for the bus to turn around and go in the opposite direction, and when she asked the driver what was going on, he got nasty with her. Ms. Davidson doesn't understand why after working a six-hour day, she has wait an hour and then ride around for three hours. She also can't understand why she has to get Access Link to pick her up at 5:30 a.m. when she doesn't start work until 9:00 a.m. because they don't have Access Link at a later time. Ms. Davidson said clearly no one knows how to read a map, and said there are electronic devices available so drivers know

where they are going. She said she doesn't want to take Access Link because she will be on it longer than at the place she needs to go, the service stinks, and the people running it are a joke and don't know what they are doing. Ms. Davidson said they want a competent, reliable service to take them to their appointments and work. She said it is not right to abuse the disabled and she believes they are abusing them on a daily basis.

Kathy Guarini said one time she was picked up from her job and she had a horrible experience going down South Orange Avenue. She said there was a driver that would put eye drops in his eyes and shake his head back and forth constantly, which was very scary for her. She didn't know what to do and was very upset about this.

Bryan Krantz said he was a client of Jespy House. He doesn't take Access Link, but he has heard the horror stories of the passengers being on the bus for two-hours when the stops are ten minutes away. Mr. Krantz said no one should have to wait in the bus for hours and the communication with the passengers is horrible. He said they have to wait at least 45 minutes on the telephone before getting someone and their reduced hours aren't helping. Mr. Krantz also complained that some of the NJ TRANSIT train station platforms are not handicap accessible and said this is a much-needed change. Also, he said the headquarters building on the ground level did not have handicap accessible doors.

Steve Meyers said he has been riding Access Link for a long time and has been having problems. When commuting between Newark New Jersey Performing Arts Center and South Orange, he has to go into Milburn and sometimes he gets to work late. He said he has been on the telephones for at least 40 to 50 minutes scheduling a pick-up and he doesn't know what to do about this. Mr. Meyers said he wants to continue taking Access Link but he doesn't want to continue being late to work.

Rob Slater said he was a vocational supervisor at Jespy House and he helps their clients find jobs but problems come in when their clients don't have vehicles. His biggest obstacle is getting their clients to and from work. Access Link is the transportation they use. Mr. Slater said unfortunately the client's families have heard the horror stories so they don't want to use Access Link. He often speaks to the families and tries to convince them that Access Link is a great service but in the back of his mind he is worried and hoping their client doesn't have a bad experience. Once he gets their clients jobs, he often has to adjust their work schedules around Access Link's schedules. This has created problems for their clients because some of them have to stand in the cold and inclement weather for hours waiting to be picked up for a job that they don't even start for two hours. Mr. Slater said this poses problems for clients, getting their hours cut because Access Link couldn't accommodate them.

Mr. Slater said he called Access Link and on several occasions and has gotten a busy signal. Once he gets through, he said he was put on hold for two hours before an actual operator picks up. Mr. Slater said he has to mentally adjust their schedules based on what Access Link service they are being told can be provided and he knows it would be even more difficult for a client with a disability to go through this.

Nancy Jacobs said she has been using Access Link for a while but because of her walker she has to wait outside in the rain and snow. She said on occasions, she has passed her house and not been let out and was taken on long rides. Ms. Jacobs said she has been on the telephone for more than an hour waiting for someone to answer. She also said she has been left waiting outside for 30 to 45 minutes and she doesn't think this is fair because they are the ones that are handicapped and need help. Ms. Jacobs said one day she waited on the telephone for two hours, told the operator she had to be at work by 10:00 a.m., and was told she would be picked up at either 9:45 a.m. or 7:30 a.m. She said a lot of people don't have smartphones. Ms. Jacobs said she had given Access Link her cell number to call if they were late, but they were calling her home telephone while she was outside waiting for them. Ms. Jacobs said since she couldn't depend on Access Link, she had to stop working.

Sharon Artz spoke as a parent of two children with disabilities, and noted one lives at Jespy House. She said the point of Access Link is to increase independence for people that have a harder time of achieving independence, which is what she wants for her children. However, if NJ TRANSIT doesn't provide a user-friendly system, they can't achieve their objective. She believes a user-friendly system has to be a system where they can call and schedule their pick-ups. Ms. Artz said they shouldn't be calling and getting a busy signal forever and once they are connected be put on hold for an hour, which happened to her. She said she was on the telephone with an operator once and asked how many calls were waiting behind her and he told her 79 were on hold behind her.

Ms. Artz said she knows NJ TRANSIT has an email system. She taught her son and he submitted his request perfectly, but NJ TRANSIT reversed his origin and destination. He didn't know what to do with that so he had to call her when she is trying to teach him to be independent. Ms. Artz said this was not helping with independence, which is the purpose of Access Link.

Anadi Bugg-Levine, Board Member for Jepsy House, said she was there to talk about the next steps and to see where they go from there. She said it has been made very clear that Access Link needs an overhaul. Ms. Bugg-Levine believes an assessment needs to be made of the entire system. She said they were not just there as complainers; they want to be a part of the solution. Ms. Bugg-Levine said their clients are the experts; they are the ones riding Access Link everyday. She noted there were so many different electronic and technology systems, including Uber and Lyft algorithm technology, to include in the Access Link System than can make ridesharing more efficient and effective. Ms. Bugg-Levine asked NJ TRANSIT to let them go through that process with them to make Access Link work for customers.

Ms. Bugg-Levine said state legislation was also now apparently moving quickly with a bill to revise the transportation system. They don't see enough with people with disabilities being a part of this process and they really want to make sure that they are because the diversity of disability needs to be included in any type of any legislation dealing with transportation because they all do not experience disability in the same way.

Ms. Bugg-Levine said they had to haul their selves to the meeting because no one would come to them and she thinks they were being very kind in spite of things. She loves their clients and they want them treated with dignity and respect. They will fight for them and they will fight for themselves so she asked NJ TRANSIT to join them in resolving this.

Chair Gutierrez-Scaccetti commended all those who came to advise the Board of their concerns regarding Access Link. She said all who spoke did a really good job of making sure they understand the issues. Chair Gutierrez-Scaccetti committed to setting up a meeting immediately with staff, who will seek them out at the end of the meeting to exchange contact information. She appreciates the fact that they took time to get there, knows it was not easy to get there, and not easy to speak in public. Chair Gutierrez-Scaccetti said they would sit down and address the concerns raised.

Errol Kerr said they have been attending the meetings for more than a year and he believes NJ TRANSIT was running a set play to frustrate their group and deny Mr. Graddy what is truly reasonable. Mr. Kerr wants justice and said when they deny justice they were denying the humanity aspect to all of them. He noted it was not fair to say that the Board hasn't done anything because they have made some moves but what they offered was insufficient and disrespectful when he lost millions. Mr. Kerr wants NJ TRANSIT to do what is right, reconsider what was offered to Mr. Graddy, and come back with an amount that is just and fair to make him whole again.

Bernard Hill said Mr. Graddy is a strong individual who stands for all. He has never seen him blink when it came to serving the public as if they were his own family. They were there to remind NJ TRANSIT that justice has to be rendered to Mr. Graddy for his amazing attempt to bring a business to the public. As a constituent of Mr. Graddy and boots on the ground for the National Action Network, they ask that justice be served because the wave is coming.

Jamie Bland, Chapter Leader for the National Action Network led by Reverend Al Sharpton, spoke on their behalf as some of the boots on the ground. She complained that they have been speaking at the meeting for almost two years and they feel this was racial profiling because Mr. Graddy was railroaded out of his place of business in Atlantic City. The biggest issue they have is that Mr. Graddy had to pay rent for two consecutive years because he had a lease agreement for a place he was not occupying. Ms. Bland wants NJ TRANSIT to do what is just and make Mr. Graddy whole again.

Donna Nelson Ivy said as they approach the giving season, it was time to give and do what is right and just for Mr. Graddy. She said it was up to the Board follow through on all of recommendations they have heard over the years. Ms. Ivy asked if there was anything else the Board needed to make a favorable decision on his behalf.

Princess Reaves does not believe there is an excuse for not coming up with a reasonable answer for Mr. Graddy. She does not understand why they hesitate to what is right. She said wants them to make Mr. Graddy whole again and grant him the justice that he deserves.

Russell Graddy said he has been speaking at the meetings since 2016. When he sees others complain about how NJ TRANSIT operates a business, it is easy for him to understand why they have all these problems. He believes there is a problem with how NJ TRANSIT operates. Mr. Graddy wants someone to answer him about how he as a business owner could run a successful clean business and be railroaded out. He said NJ TRANSIT made him a promise and they need to solve this problem and give him the money he put out for being displaced from his business.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report. Ms. Mack noted hearing all the issues presented by the public is very helpful for the committee to hear and she will bring the information back to the committees. She noted last month the Board meetings were in Atlantic City so the Board heard from the South Jersey representative. Ms. Mack said she received several emails and letters asking her to speak at this meeting to thank them for what they have done during the past year.

Ms. Mack said everyone was very concerned with the PTC federal mandates and commitments made. She noted NJ TRANSIT said they would meet the federal mandate and it appears they will so this speaks to their trustworthiness. Ms. Mack said the federal government gave NJ TRANSIT a passing grade because pulled out all the stops. She said other transit agencies in the area could not meet the mandate but NJ TRANSIT will. Ms. Mack said the two committees felt they had turned a corner, progress is ahead, and thanked them.

Ms. Mack said they were unaware of the situation with Access Link and Jespy House. She said in her former life, she knew the Executive Director. Ms. Mack said the issue with Access Link has been important to both committees. They thought progress was made with NJ TRANSIT's intervention to put through the cashless system. The committees will be very interested in following this issue. She noted 80 percent of disabled are unemployed or under employed so she was surprised to hear this about a system designed specifically to help residents gain employment. Ms. Mack said she saw on the Board's faces that they also did not know the severity of the issues. She was encouraged by the Chair's response to it. Ms. Mack said there was a federal mandate to provide services to the disabled. They have a joint meeting with the Executive Director Friday so they would like to discuss what happened there today and steps forward.

Ms. Mack informed Chair Gutierrez-Scaccetti that she was there at the behest of the Committee members to offer NJ TRANSIT words of encouragement for their work over the past year. She said the system had been broken. Ms. Mack was in a unique position, being on the Committee since 1979. She was there during the high and low days. She said the public had a right to be annoyed about not being able to get to work. Ms. Mack said in one year, NJ TRANSIT fulfilled the federal mandate for PTC and gave a much-needed discount for the lack of services the public endured. She believes looking at the last year, they will make a lot more progress next year.

Chair Gutierrez-Scaccetti thanked Ms. Mack for her comments. She said the hard work was by the staff and the Advisory Committees that supported them. Chair Gutierrez-Scaccetti hopes 2019 will continue to bring visible improvements. She has no doubt in Kevin and his team.

Board Secretary Zuczek noted Board Member Castillo was absent for the next portion of the meetings.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

MaryAnn Mason presented the Advisory Committee Report. Ms. Mason addressed the Board as the Chairperson of the Citizens Advisory Committee for Senior Citizen and Disabled Resident Transportation Advisory Committee (SCDRTAC). This was her last address as the Chairperson. She was grateful for the opportunities she has had to speak to the Board over the past two years.

Ms. Mason said sports betting has been in place since late June with what seems to be good results. The full impact of this legislation, however, won't be felt in their budgets until 2021. They will be looking forward to these increased revenues but they are not counting on this to be their total savior. Since 2008, their funding levels have plummeted 50 percent. The amount of community transit funding for the 2019 budget cycle has gone up by a few percentage points and they are grateful for that. Every year, county transportation systems work diligently to maintain services. They continue to independently explore additional sources of revenue streams with varying levels of success such as on-vehicle advertising, partnering with Logisticare, accepting donations, charging fares, and looking for additional grant sources to help bridge the gap in funding.

Ms. Mason said their population is not getting any younger and the need for community transportation services is growing throughout the state as more seniors are moving to areas outside of city limits with little or no transportation available to them. A much more stable source of funding is required so that these county systems throughout the state can continue with their mission to serve. Many people rely on their county systems for their transportation needs as they have come from cities where a public transportation network was extensive and readily accessible. In addition, the Atlantic City Rail Line has not been operational since around Labor Day with no firm date when operations will resume. This route was a main source of transportation for many people to get to Philadelphia.

Ms. Mason said she has suggested this in the past and it's worth repeating: one way to help would be for the 21 county coordinated systems to be part of the funding in the NJ TRANSIT capital replacement budget as part of the Transportation Trust Fund. It would also be helpful if a portion of the ever-increasing gas tax that is pouring into state coffers would be permanently allocated for community transportation needs.

Ms. Mason said their committee meets on the fourth Monday of the month. She extended an invitation to the Board to attend one of their meetings, as their time would permit. They would love to see them. She thanked them for their time and consideration and wished them a wonderful holiday season and a happy, healthy new year.

Board Customer Service Committee Report

Board Member Finkle 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. The Committee received an update on the successful recruiting efforts for Locomotive Engineers; Bus Route 126 Enhancements to increase service and change the vehicle on certain assignments to provide substantial additional capacity inbound during the morning rush; and Bus Route 196 Enhancements to shorten wait time between 6:30 to 7:00 a.m., which is the busiest time of the morning commute.

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. The update also included examples of customer interaction and engagement, proactive customer services efforts on social media, as well as highlighted some customer compliments and concerns across NJ TRANSIT's social media platforms.

Board Administration Committee Report

Board Member Finkle 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, and major operating results. In addition, the Committee received an update on headcount, vacancies and hiring. The update included a review of major balance sheet items such as changes in working capital, outstanding debt, and accounts payables. The Financial Update also included an update on ridership levels and revenue.

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: Hudson-Bergen Light Rail Route 440 Extension, Selection of Health and Welfare Program Vendors, Extension of Healthcare Carrier Contracts, Portal North Bridge and Raritan River Bridge Insurance Broker Services, Raritan River Bridge Replacement Project Real Estate Acquisition and the Purchase of 113 Multilevel III Passenger Vehicles. The new Multilevel Vehicles will feature new customer amenities such as USB ports, an infotainment system, LED lighting, power restroom doors, and video surveillance system to enhance the customer experience.

Executive Director's Monthly Report

Executive Director Corbett acknowledged it was MaryAnn Mason's last meeting and thanked her for all her contributions as Chair of the Senior Citizen and Disabled Residents Transportation Advisory Committee. He said they appreciate her hard work and dedication, and wished her the best of luck going forward.

Executive Director Corbett noted the Board Room has undergone a modest makeover since the last time they met there. The Board Room has not seen any significant updating since they moved into this building in 1991, nearly 30 years ago. Anyone attending their Board meetings over the last several years has seen the challenges they have had, particularly with the outdated technology in the room. Issues with the video recording and visual presentations, and as Orrin Getz noted earlier, attendees have also asked them to address the lighting in the room. Using their existing budget in IT and Organizational Services, they have focused on addressing those deficiencies to provide a better experience for members of the public attending Board, and other public meetings often held in the room.

Last week, Governor Murphy, Chair Gutierrez-Scaccetti and Executive Director Corbett launched a new, comprehensive communications initiative aimed at improving the customer experience at NJ TRANSIT called "Engage. Inform. Improve." Their goal is to better meet customers' needs by providing more timely information and improving all customer touchpoints including announcements, station and facility conditions, and the onboard experience.

The initiative is rolling out in three phases. Engage – They will continue to actively engage customers for their input and listen to customer needs to identify opportunities for improvement. This includes surveys, ongoing customer forums at stations and terminals, and greater social media engagement. Inform – Customers will receive more proactive and effective communications from NJ TRANSIT in real time during service disruptions, and will provide easier access to critical information. Improve – They will continue to implement new ideas to improve the customer experience and develop and deploy new technology to strengthen operations and improve service.

Many of these initiatives are already underway, including reorganizing their communications structure, streamlining procurement, along with other efforts including actively recruiting, hiring, and training locomotive engineers and bus operators. And, as they continue to move their agency forward, these three principles – Engage, Inform, and Improve – will be the foundation upon which they continue to transform NJ TRANSIT.

For a practical example, they can look at NJ TRANSIT's mobile app. As a result of customer feedback, they have upgraded the mobile app to allow customers to have customized service alerts sent to their mobile device via a push notification. This was a

feature that many customers requested and will give customers real-time information without having to search for the update.

In addition to the new alert feature, this release also introduces Google Pay and Apple Pay as new payment options for MyTix customers. This new functionality was released last week and has been rolling out to all mobile app users. All active app users should have the update available by the middle of next week.

Executive Director Corbett asked that they turn their attention to the monitors for a brief video to see how easy it was to customize their rail alerts in the mobile app. After the video, Executive Director Corbett strongly encouraged all riders to download the update.

As NJ TRANSIT continues to make improvements systemwide, modernizing their fleet of equipment is a critical component to improving the customer experience. They continue taking delivery of 182 new 45-foot cruiser buses this year, and on today's agenda is an item for 113 new multi-level rail cars. This is an historic purchase that not only breaks new ground in railroad technology in the United States but one which reclaims NJ TRANSIT as a national leader and an agency not afraid to lead from the front.

The item includes 58 multi-level electric multiple units (EMUs) to replace the Arrow III fleet, which are more than 40 years old. These new electric multiple units are self-propelled using electric traction motors incorporated within them and do not require a locomotive to push or pull them. More specifically, these multi-level EMUs will be the first of their kind in the nation.

The multi-levels offer additional capacity and customer amenities such as the two by two seating which NJ TRANSIT heard from their customers is their preferred seating configuration, USB charging ports, and new LCD information displays. This purchase allows NJ TRANSIT to continue reducing the overall age of the fleet, while improving the onboard experience for customers. A more modern fleet means better reliability and efficiency.

Executive Director Corbett said they were nearing their year-end milestones for installing Positive Train Control (PTC). He was pleased to report that they were 95 percent complete as of November 30, 2018 and continuing to progress. To put this in perspective, they have had to complete four years' worth of work in less than one year. And they are not finished. They will have to complete another four years' worth of work over the next two years to have PTC fully operational by the federally mandated deadline of December 31, 2020.

Executive Director Corbett asked Eric Daleo, Assistant Executive Director of Capital Planning and Programs, to provide more specifics as to their progress.

Eric Daleo provided a presentation (attached). He noted Positive Train Control (PTC) is a safety enhancement system capable of automatically controlling train speeds and movements, reducing the risk of accidents due to human error.

The PTC Enforcement and Implementation Act of 2015 requires NJ TRANSIT to meet key milestones by December 31, 2018, and to fully deploy PTC by December 31, 2020. Those 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 PTC System; and Testing.

Mr. Daleo provided a brief update on their progress to meet those critical milestones by the end of this year and the path forward to fully implement the system by December 31, 2020.

With regard to vehicle installation, they must install PTC equipment on locomotives and controlling cab cars. When they met last month, they had completed 221 vehicles. As of November 30, 2018, they have installed this equipment on 261 vehicles of the 282 required to be completed by December 31, 2018.

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 November, they had installed 110 poles in total. This past month they installed the remaining two. With respect to antennas, they had previously installed a total of 107. This past month, they installed an additional three, leaving only two left to install. For wayside interface units, they had installed all 120 units as of last month, completing the total number required.

As previously reported, they had targeted training 823 employees by year end. They have exceeded this end of year target having now trained 1,745 employees.

With regard to the testing, again as reported last month, they have satisfied this year-end requirement and are well into the field-testing phase collecting important data to ensure complete functionality and reliability. They have also begun with the help of Amtrak and Conrail, regular testing on Amtrak's Northeast Corridor.

Overall, at the end of November we were 95 percent complete toward their year-end goals of installation and training.

For months, he has reported on the progress of the December 31, 2018 interim milestones. Today, he gave a broader view of work activities planned in 2019 and 2020 to get NJ TRANSIT to full system implementation by December 31, 2020.

In 2019 and 2020, NJ TRANSIT plans to complete installation of PTC equipment on all vehicles. They were required complete 282 by December 31, 2018 and a total of 440 vehicles must be equipped by December 31, 2020, leaving 158 vehicles to complete. They must complete training of 2,730 employees, leaving 985 employees to be trained

over the next two years. They must continue field-testing to demonstrate system reliability and repeatability. Once that is achieved, they will begin revenue service demonstration, achieving revenue service testing. The next step is to submit a PTC Safety Plan to the Federal Railroad Administration. They must complete interoperability and tenant railroad testing working with Norfolk Southern, Conrail, and local tenants, short lines and other providers. When they do this by December 31, 2020, they will achieve full system implementation as required by federal law. Mr. Daleo noted more information was available on the dedicated webpage www.njtransit.com/ptc.

Executive Director Corbett echoed Chair Gutierrez-Scaccetti's remarks about the work done by all staff, and Mr. Daleo and his team for their progress particularly given the complexity of PTC. He noted New Jersey arguably has the most complex rail system in the country and doing this implementation has taken an incredible effort by staff and vendors, particularly staff at the Meadows Maintenance Complex.

On December 1, 2018, NJ TRANSIT employees, police and River LINE staff had a wonderful experience giving back to the communities they serve. They transformed a light rail vehicle into a magical "Polar Express" for dozens of children battling illnesses, along with their families. This was presented in coordination with the Ronald McDonald House of Southern New Jersey. The ride from Camden to Burlington was complete with golden tickets, presents, and a visit from Santa.

It wasn't the only visit they had from Santa this year. On December 7, 2018, the Railmen For Children presented their annual Santa train for hundreds of less fortunate and special needs children. The ride from Hoboken to Harriman was filled with songs and good cheer, as well as an abundance of gifts. It's all made possible through the charitable efforts of NJ TRANSIT's rail crews and engineers. Executive Director Corbett thanked them for a wonderful event each year.

Executive Director Corbett recognized some of the fantastic work being done by their New Jersey Transit Police Department. Officers Michael Hooks, Colleen Hilton, and Bryan Richards have responded to the call of duty and deserve recognition for solid police work. Executive Director Corbett asked those three officers to come forward, presented proclamations to each, and congratulated Officers Hooks, Hilton and Richards on a job well done.

Chair Gutierrez-Scaccetti said first responders put themselves in harms way everyday for each of them and they deserve their utmost respect. They do not have an easy job and they run in when everyone else runs out. They appreciate the service they provide not just in those specific incredible instances and appreciate their bravery. She hopes every time they see an officer or member of the military, they thank them because without them they would not be as fortunate or safe as they are. Chair Gutierrez-Scaccetti thanked Executive Director Corbett for bringing the officers there and continuing to recognize the hard work of the New Jersey Transit Police and other first responders who assist them on a routine basis.

Action Items**1812-72: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 113 MULTILEVEL III PASSENGER VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE**

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, to present Action Item #1812-72.

Eric Daleo provided a presentation (attached) and recommended approval of Action Item #1812-72: Rail Rolling Stock Program: Purchase Of 113 Multilevel III Passenger Vehicles and Contract Amendment for Engineering Assistance.

Approval was requested to enter into a contract with Bombardier Transit Corporation, of Bensalem, Pennsylvania, for the purchase of 113 Multilevel III Passenger Vehicles, including other passenger amenities and spare parts, at a cost not to exceed \$669,072,335, plus five percent for contingencies, subject to the availability of funds.

Approval was further requested to amend NJ TRANSIT Contract No. 05-078 with LTK Engineering Services, Inc., of Ambler, Pennsylvania, for design and engineering assistance with the manufacture of the Multilevel III vehicles, at a cost not to exceed \$36,692,968, plus five percent for contingencies, for a total contract authorization of \$42,004,395, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1812-72 and Board Member Edmund Caulfield seconded it. In response to Chair Gutierrez-Scaccetti's request, Mr. Daleo clarified the options were subject to future Board authorization. The resolution was unanimously adopted.

Roll Call Vote:

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

1812-73: HUDSON-BERGEN LIGHT RAIL (HBLR) ROUTE 440 EXTENSION: GENERAL DESIGN CONSULTANT CONTRACT AMENDMENT FOR ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING SERVICES

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, to present Action Item #1812-73.

Eric Daleo provided a presentation (attached) and recommended approval of Action Item #1812-73: Hudson-Bergen Light Rail (HBLR) Route 440 Extension: General Design

Consultant Contract Amendment for Additional Funding for Preliminary Engineering Services.

Approval was requested to amend NJ TRANSIT Contract No. 93CJ001 with WSP USA, Inc., of Newark, New Jersey, in the amount of \$3,900,000, plus five percent for contingencies, to fully fund preliminary engineering for the HBLR Route 440 Extension project for a total contract authorization of \$160,180,785, subject to the availability of funds.

Board Member Edmund Caulfield made a motion to approve Action Item #1812-73, 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	Absent	Absent (Non-Voting Member)

1812-74: SELECTION OF VENDORS FOR HEALTH AND WELFARE PROGRAMS

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-74.

William Viqueira recommended approval of Action Item #1812-74: Selection of Vendors for Health and Welfare Programs.

Approval was requested to enter into NJ TRANSIT Contract No. 17-030R-A with Horizon Blue Cross Blue Shield of New Jersey for Medical administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$3,656,460 per year, plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Approval was further requested to enter into NJ TRANSIT Contract No. 17-030R-B with Cigna Corporation for Dental administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$278,639 per year, plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Approval was further requested to enter into NJ TRANSIT Contract No. 17-030R-C with Express Scripts, Inc. for Prescription Drug administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative

fees not to exceed \$105,529 per year, plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Approval was further requested to enter into NJ TRANSIT Contract No. 17-030R-D with EyeMed Vision Care LLC for Vision administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$52,238 per year, plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Approval was further requested to enter into NJ TRANSIT Contract No. 17-030R-E with Total Administration Services Corporation (TASC) for COBRA administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$10,543 per year, and with two, one-year renewal options, plus five percent for contingencies, subject to the availability of funds.

Approval was further requested to enter into NJ TRANSIT Contract No. 17-030R-F with Total Administration Services Corporation (TASC) for Flexible Spending Account administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$17,750 per year, plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1812-74 and Board Member Edmund Caulfield seconded it. Chair Gutierrez-Scaccetti asked if there were any savings involved in these procurements and Mr. Viqueira noted there were savings in excess of \$1 million to \$2 million, compared to historical amounts. The resolution was unanimously adopted.

Roll Call Vote:

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

1812-75: EXTENSION OF HEALTHCARE CARRIER CONTRACTS

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-75.

William Viqueira recommended approval of Action Item #1812-75: Extension of Healthcare Carrier Contracts.

Approval was requested to extend NJ TRANSIT Contract No. 10-120 with its current healthcare carriers, Horizon Blue Cross/Blue Shield of New Jersey, including medical, dental, managed mental health and flexible spending account administration, for a period of six months beginning January 1, 2019, to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$2,800,000, plus five percent for contingencies, subject to the availability of funds.

Approval was further requested to extend NJ TRANSIT Contract No. 10-121 with its current prescription drug carrier, Express Scripts, for a period of six months, beginning January 1, 2019 to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$83,500, plus five percent for contingencies, subject to the availability of funds.

Board Member Edmund Caulfield made a motion to approve Action Item #1812-75, 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	Absent	Absent (Non-Voting Member)

1812-76: RISK MANAGEMENT: INSURANCE BROKER SERVICES FOR THE PORTAL NORTH BRIDGE PROJECT AND RARITAN RIVER BRIDGE REPLACEMENT PROJECT

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-76.

William Viqueira recommended approval of Action Item #1812-76: Risk Management: Insurance Broker Services for the Portal North Bridge Project and Raritan River Bridge Replacement Project.

Approval was requested to retain AON as broker of record for the Portal North Bridge Project at a cost not to exceed \$2,344,824, plus five percent contingency, subject to the availability of funds.

Approval was further requested to retain AON as broker of record for the Raritan River Bridge Project at a cost not to exceed \$1,440,231, plus five percent contingency, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1812-76, 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	Absent	Absent (Non-Voting Member)

1812-77: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: REAL ESTATE ACQUISITION

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, to present Action Item #1812-77.

Eric Daleo provided recommended approval of Action Item #1812-77: NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project: Real Estate Acquisition.

Approval was requested to take any and all actions to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E in accordance with the Eminent Domain Law of 1971, not to exceed an amount as discussed in Executive Session, subject to the availability of funds.

Approval was further requested to file and record condemnation complaints and declarations of taking, if necessary, to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E or other parcels for the Raritan River Bridge Replacement Project and deposit the estimated just compensation with the Clerk of the Superior Court.

Once the transactions are closed, staff will report back to the Board on the resolution and final pricing, or in the cases of condemnation, just compensation involved and included in these transactions.

Board Member Edmund Caulfield made a motion to approve Action Item #1812-77, 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	Absent	Absent (Non-Voting Member)

1812-78: PERSONAL INJURY CLAIM OF DARLENE BROOKS

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-78.

William Viqueira provided recommended approval of Action Item #1812-78: Personal Injury Claim of Darlene Brooks.

Approval was requested to settle the claim of Darlene Brooks through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1812-78, 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	Absent	Absent (Non-Voting Member)

1812-79: PERSONAL INJURY CLAIM OF JOHN CHONUK HO

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-79.

William Viqueira provided recommended approval of Action Item #1812-79: Personal Injury Claim of John Chonuk Ho.

Approval was requested to settle the claim of John Chonuk Ho through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member James C. Finkle Jr. made a motion to approve Action Item #1812-79, 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	Absent	Absent (Non-Voting Member)

1812-80: PERSONAL INJURY CLAIM OF KENNETH ELLIS

Executive Director Corbett introduced William Viqueira, Chief Financial Officer and Treasurer, to present Action Item #1812-80.

William Viqueira provided recommended approval of Action Item #1812-80: Personal Injury Claim of Kenneth Ellis.

Approval was requested to settle the claim of Kenneth Ellis through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member Edmund Caulfield made a motion to approve Action Item #1812-80, 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	Absent	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 Edmund Caulfield, seconded by Board Member James C. Finkle Jr., and unanimously adopted. The meetings were adjourned at approximately 12:21 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

DECEMBER 12, 2018

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➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	53569
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	53570
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-
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ACTION ITEMS

1812-72	RAIL ROLLING STOCK PROGRAM: PURCHASE OF 113 MULTILEVEL III PASSENGER VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE – Authorization to contract with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of 113 Multilevel III Passenger Vehicles, including other passenger amenities and spare parts, at a cost not to exceed \$669,072,335, plus five percent for contingencies, subject to the availability of funds. Authorization to amend NJ TRANSIT Contract No. 05-078 with LTK Engineering Services, Inc. of Ambler, Pennsylvania, for design and engineering assistance with the manufacture of the Multilevel Vehicles at a cost not to exceed \$36,692,968, plus five percent for contingencies, for a total contract authorization of \$42,004,395, subject to the availability of funds.	53602
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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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1812-73 HUDSON-BERGEN LIGHT RAIL (HBLR) ROUTE 440 EXTENSION: GENERAL DESIGN CONSULTANT CONTRACT ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING SERVICES – 53616
Authorization to amend NJ TRANSIT Contract No. 93CJ001 with WSP USA Inc., of Newark, New Jersey, in the amount of \$3,900,000, plus five percent for contingencies, to fully fund preliminary engineering for the HBLR Route 440 Extension project for a total contract authorization of \$160,180,785, subject to the availability of funds.

1812-74 SELECTION OF VENDORS FOR HEALTH AND WELFARE PROGRAMS – 53621
Authorization to enter into NJ TRANSIT Contract No. 17-030R-A with Horizon Blue Cross Blue Shield of New Jersey for Medical administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$3,656,460 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 17-030R-B with Cigna Corporation for Dental administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$278,639 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 17-030R-C with Express Scripts, Inc. for Prescription Drug administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$105,529 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 17-030R-D with EyeMed Vision Care LLC for Vision administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$52,238 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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Authorization to enter into NJ TRANSIT Contract No. 17-030R-E with Total Administration Services Corporation (TASC) for COBRA administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$10,543 per year, and with two, one-year renewal options plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 17-030R-F with Total Administration Services Corporation (TASC) for Flexible Spending Account administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$17,750 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

- 1812-75 EXTENSION OF HEALTHCARE CARRIER CONTRACTS –** Authorization to **53623**
extend NJ TRANSIT Contract No. 10-120 with its current healthcare carriers, Horizon Blue Cross/Blue Shield of New Jersey, including medical, dental, managed mental health and flexible spending account administration, for a period of six months beginning January 1, 2019, to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$2,800,000, plus five percent for contingencies, subject to the availability of funds.

Authorization to extend NJ TRANSIT Contract No. 10-121 with its current prescription drug carrier, Express Scripts, for a period of six months, beginning January 1, 2019 to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$83,500, plus five percent for contingencies, subject to the availability of funds.

- 1812-76 RISK MANAGEMENT: INSURANCE BROKER SERVICES FOR THE PORTAL** **53624**
NORTH BRIDGE PROJECT AND RARITAN RIVER BRIDGE REPLACEMENT
PROJECT – Authorization to retain AON as broker of record for the Portal North Bridge Project at a cost not to exceed \$2,344,824, plus five percent contingency, subject to the availability of funds.

Authorization to retain AON as broker of record for the Raritan River Bridge Project at a cost not to exceed \$1,440,231, plus five percent contingency, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
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- 1812-77 NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: REAL ESTATE ACQUISITION** – Authorization to take any and all actions to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E in accordance with the Eminent Domain Law of 1971, not to exceed an amount as discussed in Executive Session, subject to the availability of funds. **53626**
- Authorization to file and record condemnation complaints and declarations of taking, if necessary, to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E or other parcels for the Raritan River Bridge Replacement Project and deposit the estimated just compensation with the Clerk of the Superior Court.
- 1812-78 PERSONAL INJURY CLAIM OF DARLENE BROOKS** – Authorization to settle the claim of Darlene Brooks through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **53628**
- 1812-79 PERSONAL INJURY CLAIM OF JOHN CHONUK HO** – Authorization to settle the claim of John Chonuk Ho through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **53629**
- 1812-80 PERSONAL INJURY CLAIM OF KENNETH ELLIS** – Authorization to settle the claim of Kenneth Ellis through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **53630**

➤ **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 Darlene Brooks, the Personal Injury Claim of John Chonuk Ho, and the Personal Injury Claim of Kenneth Ellis; 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 November 14, 2018 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on November 16, 2018;

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

Philip D. Murphy, Governor
 Sheila Y. Oliver, Lieutenant Governor
 Diane Gutierrez-Scaccetti, 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: DECEMBER 12, 2018
 SUBJECT: EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2018

Last week, Governor Murphy, Chair Gutierrez-Scaccetti and I launched a new, comprehensive communications initiative aimed at improving the customer experience at NJ TRANSIT called "Engage. Inform. Improve." Our goal is to better meet our customers' needs by providing more timely information and improving all customer touchpoints including announcements, station and facility conditions and the onboard experience. The initiative is rolling out in three phases.

- **Engage:** We will continue to actively engage customers for their input and listen to customer needs to identify areas in need of improvement. This includes surveys, ongoing customer forums at stations and terminals, and greater social media engagement.
- **Inform:** Customers will receive more proactive and effective communications from us in real time during service disruptions, and we'll provide easier access to critical information.
- **Improve:** We'll continue to implement new ideas to improve the customer experience and develop and deploy new technology to strengthen operations and improve service.

Many of these initiatives are already underway including reorganizing our communication structure, streamlining procurement and actively recruiting, hiring and training locomotive engineers and bus operators. As we move our agency forward, these three ideals Engage. Inform. Improve. will be the foundation upon which we continue to transform NJ TRANSIT.

As a result of customer feedback and as part of Engage. Inform. Improve. we have upgraded the mobile app to allow customers to have customized service alerts sent to their mobile device via a push notification. This was a feature that many customers have requested and will give customers real-time information without having to search for the update. In addition to the new alert feature, this release also introduces Google Pay and Apple Pay as new payment options for MyTix customers.

As we continue to make improvements systemwide, modernizing our fleet of equipment is a critical component. On today's agenda, you will see an item for 113 new multilevel rail cars. This is an historic purchase that not only breaks new ground in railroad technology in the United States, but one which reclaims NJ TRANSIT's position as a national leader. The item includes 58 multilevel electric multiple units (EMUs) to replace the Arrow III fleet, which is more than 40 years old. These new EMUs are self-propelled using electric traction motors incorporated within them and do not require a locomotive to push or pull them. More specifically, these EMUs, with a multilevel configuration, will be the first of their kind in the nation. The multilevel vehicles offer additional capacity and customer amenities such as USB charging ports and new information displays. This purchase allows NJ TRANSIT to continue reducing the overall age of the fleet, while improving the onboard experience for our customers. A more modern fleet means better reliability and efficiency.

We are nearing our year-end milestones for Positive Train Control (PTC) installation. As of November 30th, I'm pleased to report that we're 95% complete. We've had to complete four years' worth of work in less than one year and we are not finished. We'll have to complete another four years' worth of work over the next two years to have PTC fully operational by the federally mandated deadline of December 31, 2020.

NJ TRANSIT had two visits from Santa this holiday season. On December 1st, the River LINE was transformed into a "Polar Express" ride for children and families battling illness at the Ronald McDonald House of Southern New Jersey. On December 7th, the annual Santa train was presented by Railmen For Children, a charitable organization of train crews and engineers. The train ride from Hoboken to Harriman was a thrill for hundreds of less fortunate and special needs children. Both are fantastic events that help light up the season for communities we serve.

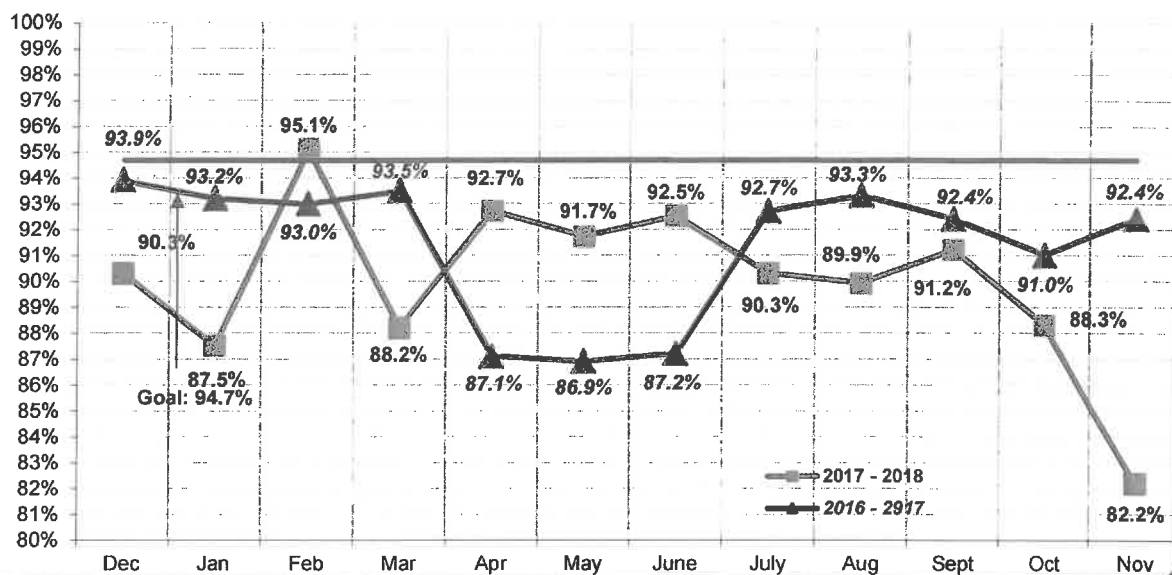
EXECUTIVE DIRECTOR'S MONTHLY REPORT DECEMBER 13, 2018

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

PERFORMANCE MEASURES

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

% Trains Reported Within 6 Minutes of Schedule



	2017	2018	# Change
November Comparison	92.4%	82.2%	-10.2%

	2016-2017	2017-2018	# Change
12-Month Average Dec. 2017 - Nov, 2018	91.4%	90.0%	-1.4%

Analysis:

Rail On-Time Performance was 82.2% for November, 2018. Of the 16,563 trains scheduled to operate, 13,608 were on time, while 2,955 trains (or 17.8%) were delayed. Key causes included:

- Conrail programmed maintenance, bridge strike on Amtrak territory, Amtrak and NJ TRANSIT equipment issues contributed to 159 delays resulting in 71.2% OTP on November 13.
- Conrail Programmed Maintenance, Amtrak overhead wires issues, NJ TRANSIT PTC work, contributed to 222 delays resulting in 60.9% OTP on November 15.
- Amtrak equipment issues, NJ TRANSIT weather related and overhead wires issues contributed to 232 delays resulting in 61.5% OTP on November 16.

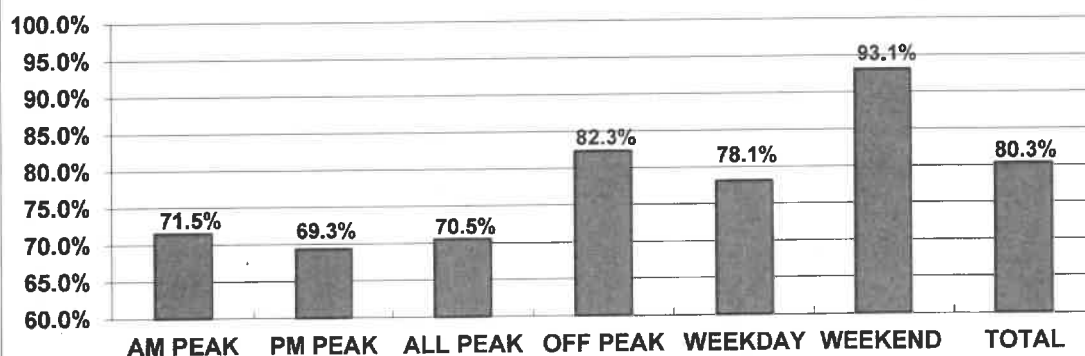
The 12-month average for Rail On-Time Performance December, 2017 - November, 2018 was 90.0%, which has decreased by 1.4%.

ON-TIME PERFORMANCE RAIL

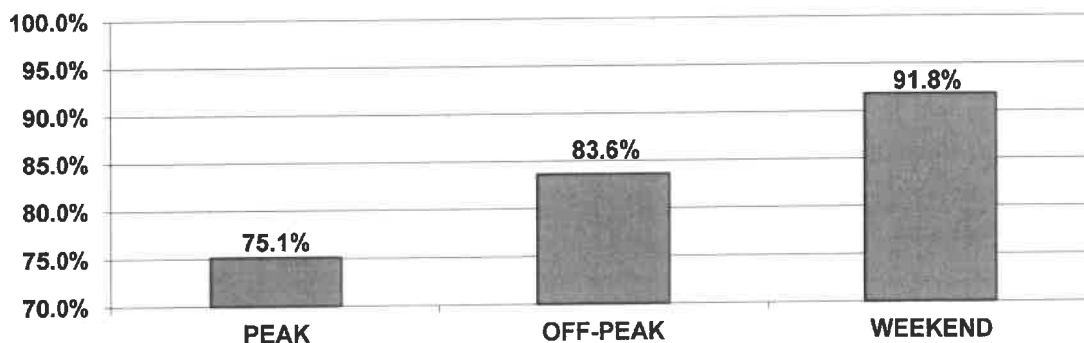
SUMMARY BY TIME PERIOD NOVEMBER, 2018

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

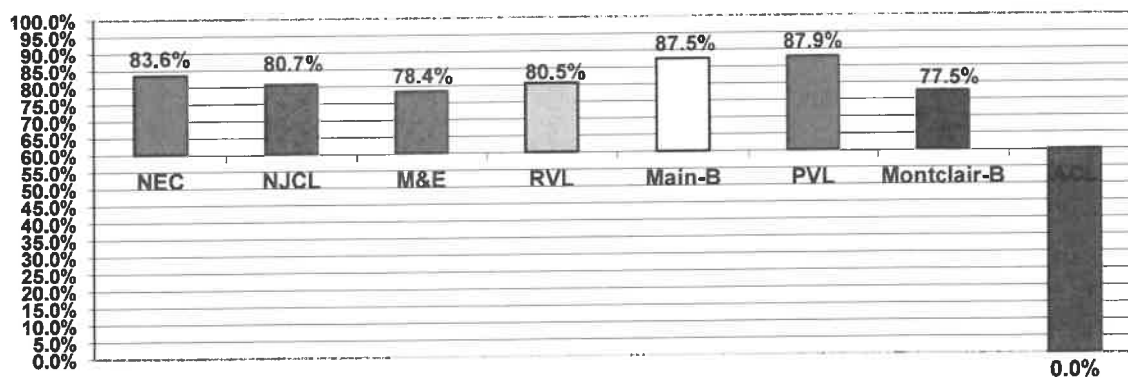
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

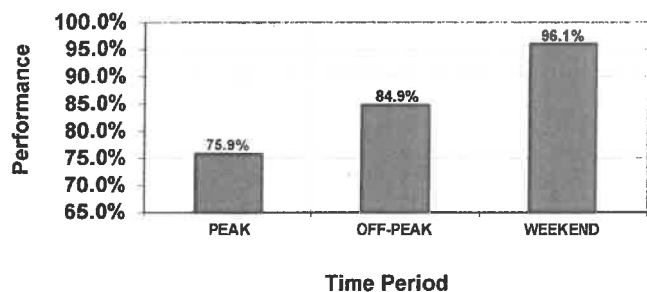
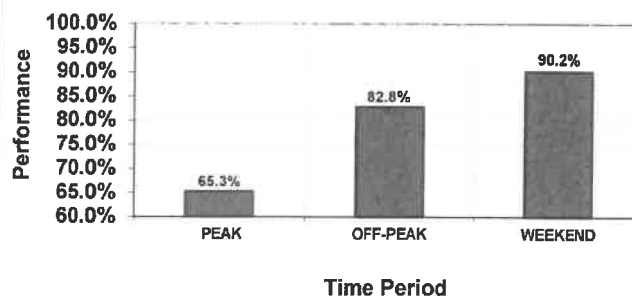
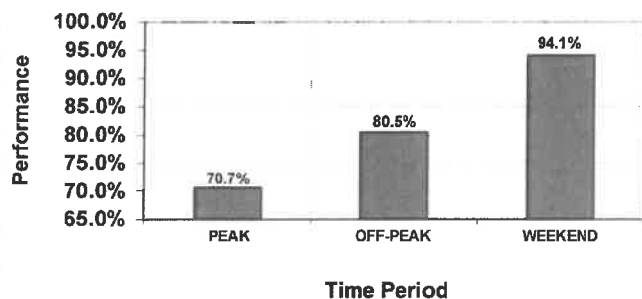
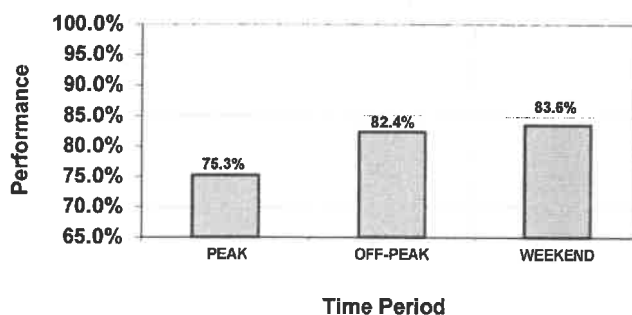
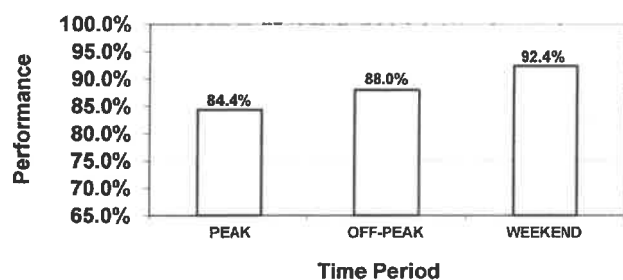
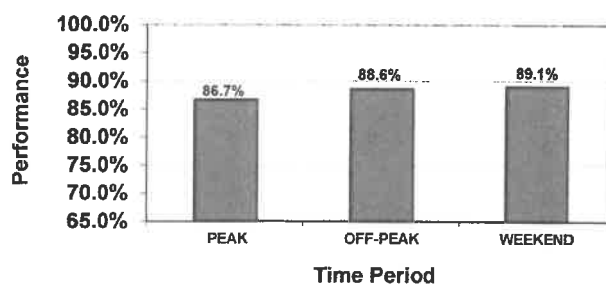
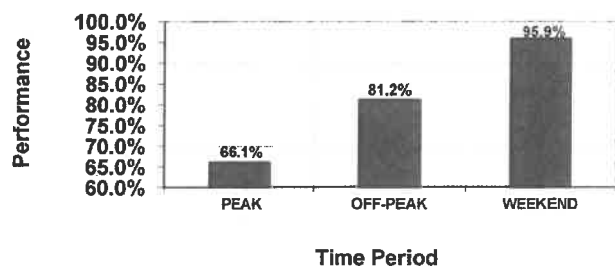
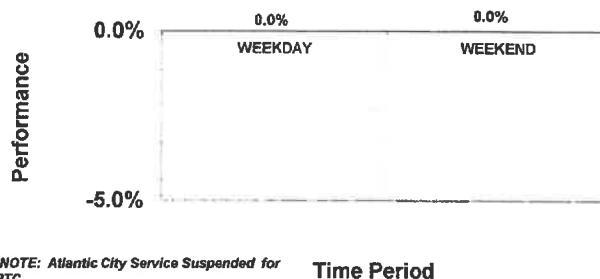


% BY LINE Trains Reported On Time



NOTE: ATLANTIC CITY SERVICE SUSPENDED FOR PTC

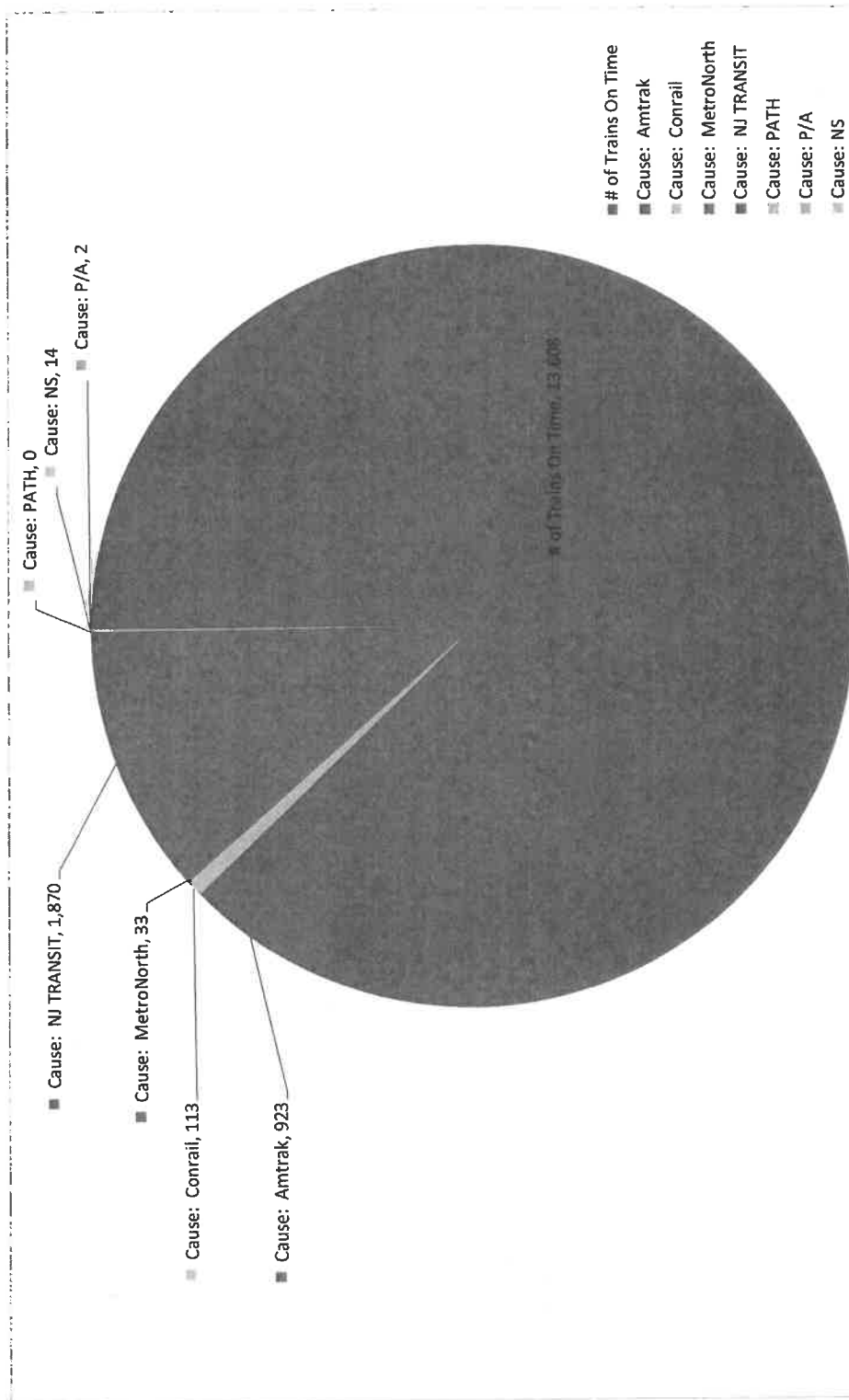
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER, 2018

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

*NOTE: Atlantic City Service Suspended for PTC

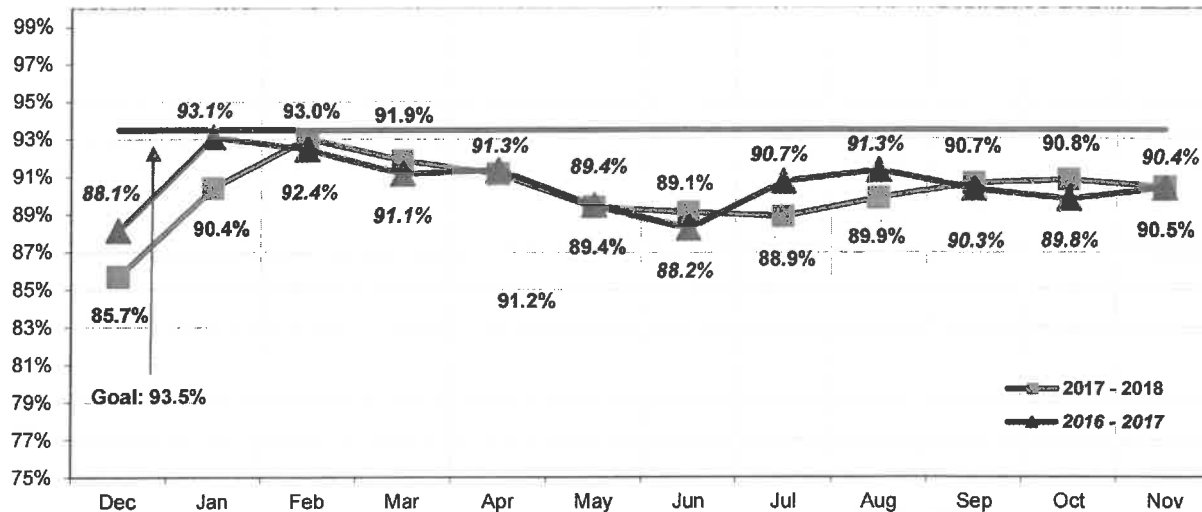
Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: PATH	Cause: P/A	Cause: NS
# of Trains On Time	13,608	923	113	33	1,870	0	2	14
# of Late Trains	2,955	5.57%	0.68%	0.20%	11.29%	0.00%	0.01%	0.08%
Total # of Trains	16,563							
Percentage On Time	82.2%							



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

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2016 - 2017	2017 - 2018	% Change
November Comparison	90.4%	90.5%	0.1%

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

Analysis:

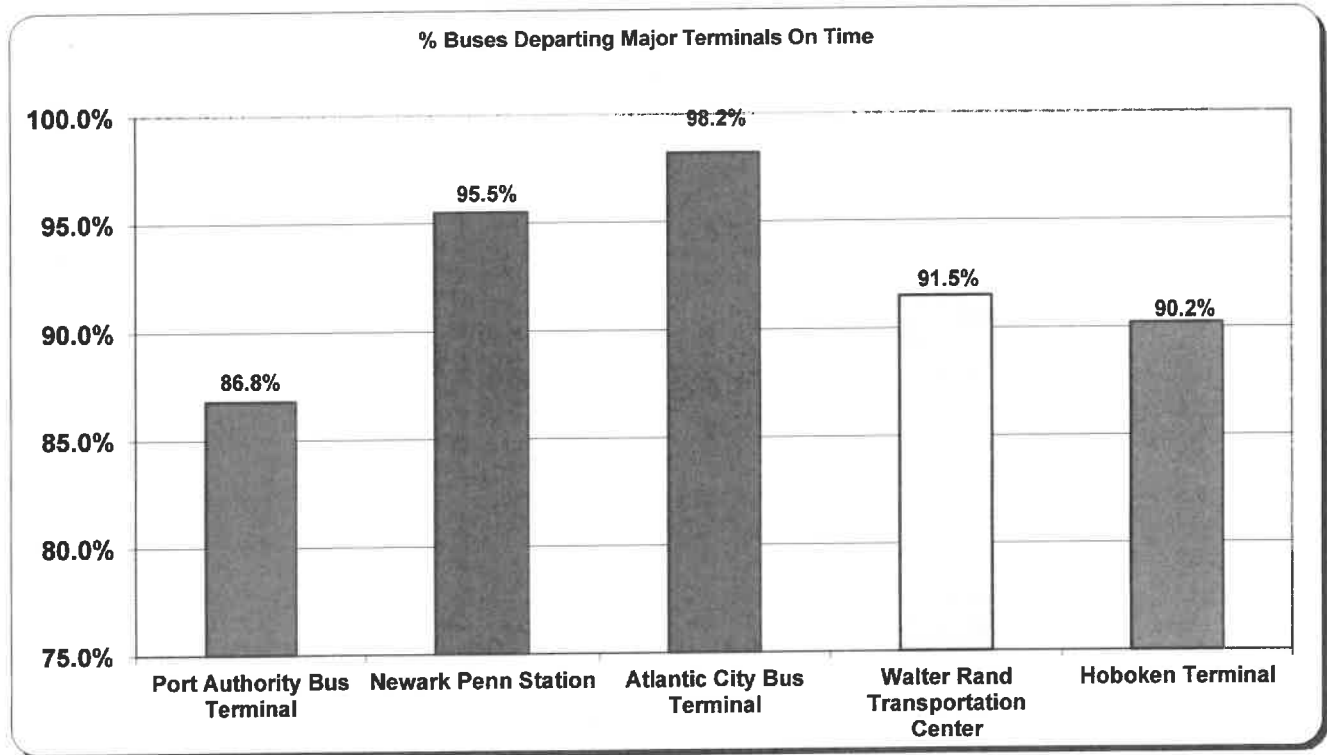
Bus On-Time Performance was 90.5% for November 2018. Of the 36,485 monitored departures 3,480 (or 9.5%) experienced delays. Key causes included:

- At the Port Authority Bus Terminal, on October 16, due to the snowstorm on October 15, many drivers were unavailable due to total hours worked. On November 21, there was heavy traffic due to the Thanksgiving holiday and on November 28 there was a gridlock alert day because of the tree lighting, which impacted service.
- At Hoboken, there were delays on routes using Route 495 due to the snowstorm on November 15. There are delays due to Washington Street construction; the new completion date is February 2019.

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

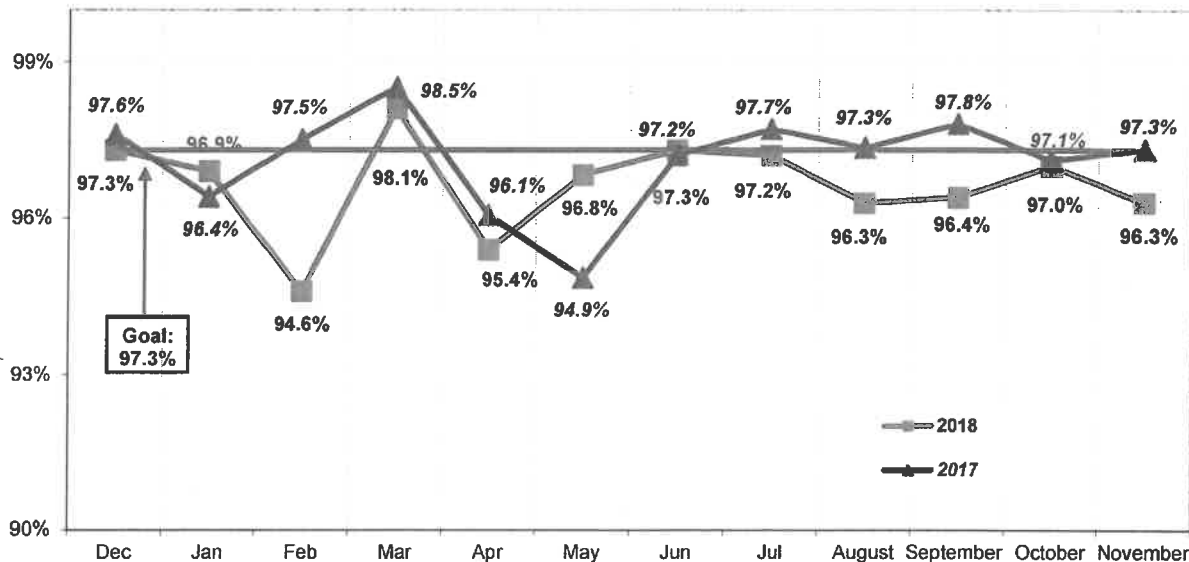
ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL DECEMBER 2016 - NOVEMBER 2018

% Light Rail Trains Reported On Time



	2017	2018	# Change
November Comparison	97.3%	96.3%	-1.0%

	2016	2017	# Change
12-Month Average Ended Dec. 2017 - Nov. 2018	97.1%	96.6%	-0.9%

Analysis:

Light Rail On-Time Performance systemwide was 96.64% for the month of November 2018. Of the 25,725 scheduled departures, 1,036 experienced delays.

Key Causes included:

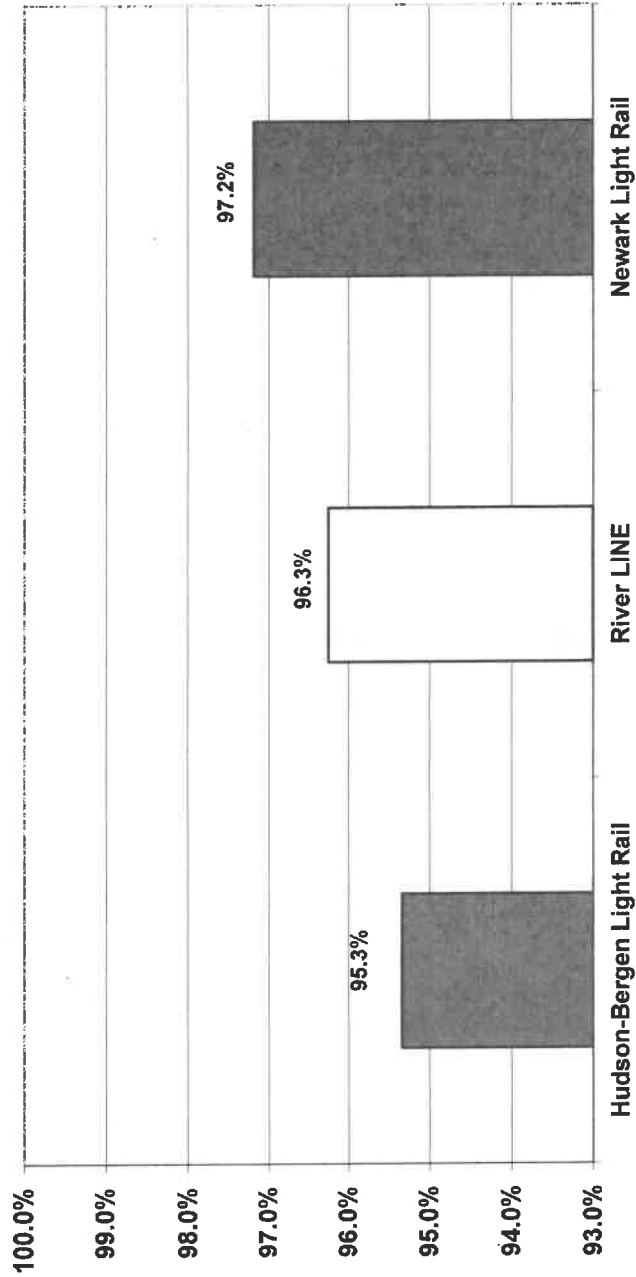
- River LINE - Delays on select dates in November were caused by track obstruction and equipment malfunctions.
- Hudson Bergen Light Rail - Multiple delays were caused by equipment issues and inclement weather.
- Newark Light Rail - Manpower issues, equipment issues, and inclement weather caused delays throughout the month of November.

The 12 month Average for Light Rail On-Time Performance for December 2017 - November 2018 was 96.64%, which decreased by 0.47%.

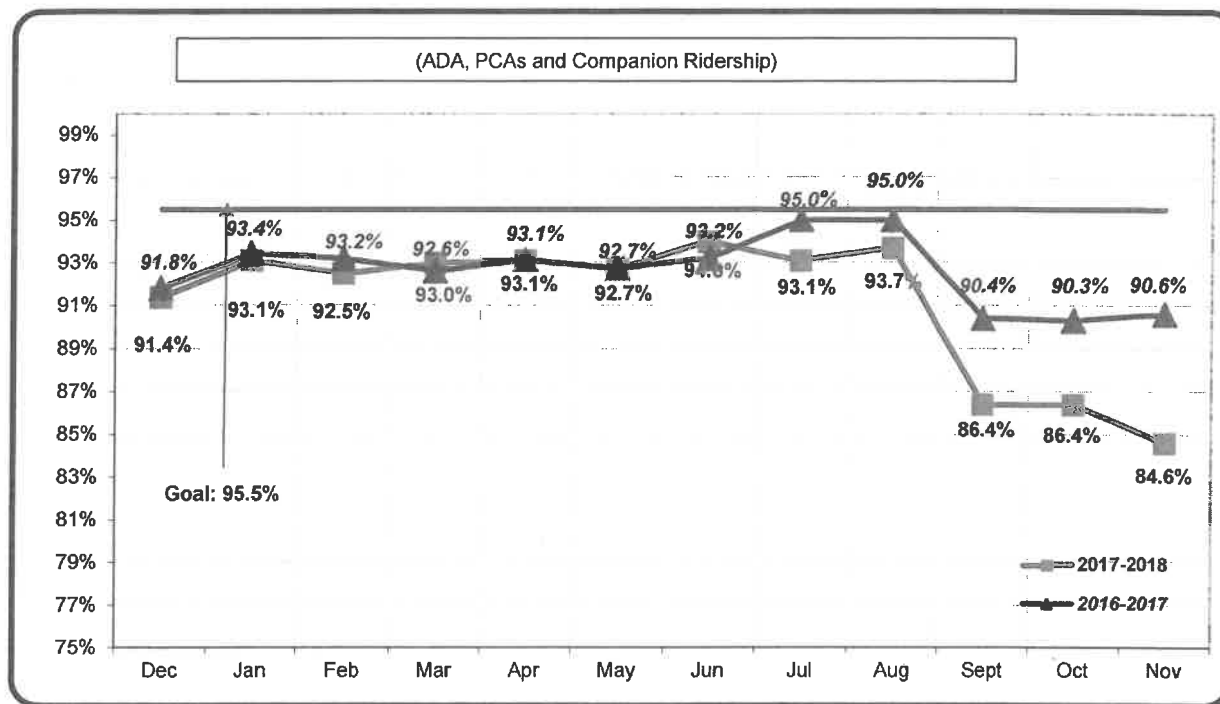
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE November 2018

% Light Rail Trains Reported On Time



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



	2017	2018	% Change
November Comparison	90.6%	84.6%	-6.0%

	2017	2018	Difference
November Ridership	138,808	137,276	-1,532

	2016-2017	2017-2018	% Change
12-Month Average December-November	92.6%	91.2%	-1.4%

Analysis:

Access Link On-Time Performance was 86.4% for November, 2018. In serving 137,276 total riders, for 126,100 ADA customers trips, 19,462 (or 15.4%) experienced delays.

Key causes include:

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

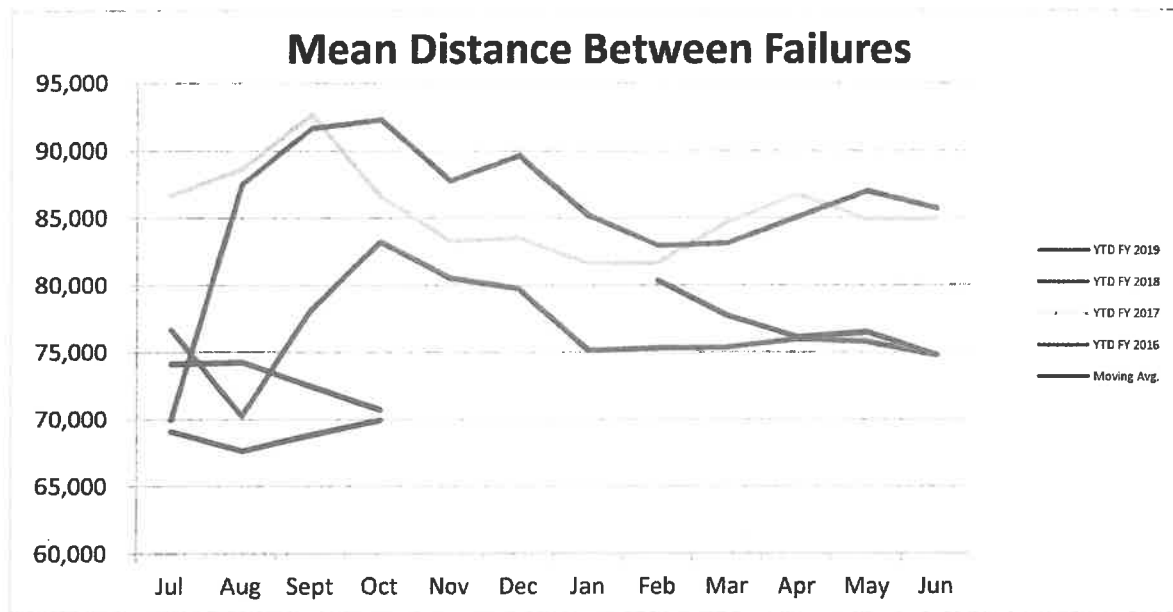
The 12-month average for Access Link On-Time Performance for December 2017 - November 2018 was 92.2%, which decreased by -1.4%.

MEAN DISTANCE BETWEEN FAILURES

October 2018

NJ TRANSIT Rail Operations
Mean Distance Between Failures

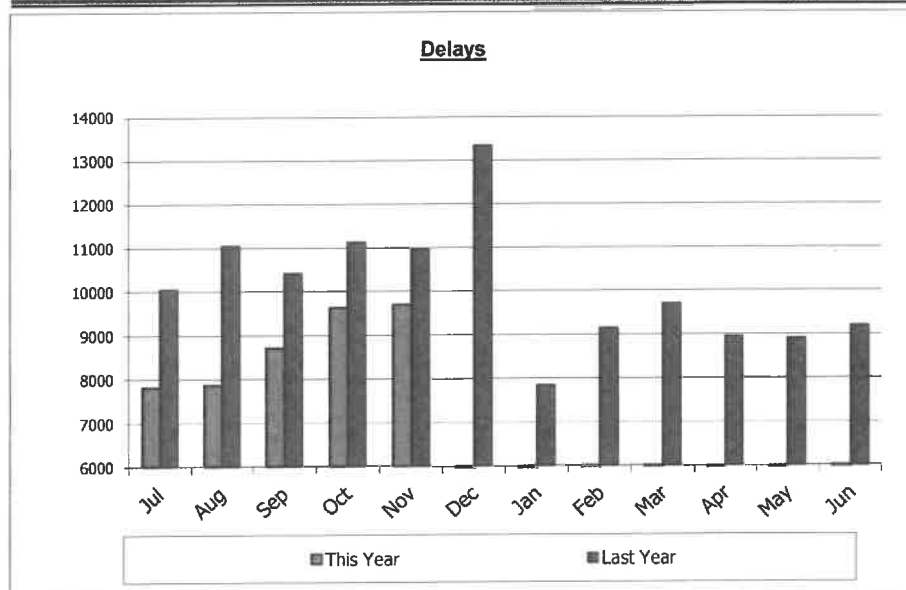
					12 Month
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	69,913	83,213	86,626	92,329	70,679
Nov	-	80,523	83,272	87,756	-
Dec	-	79,711	83,501	89,655	-
Jan	-	75,139	81,633	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

November 2018

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	4,005	3,877	5,930
Greenville	7,500	5,517	4,768	5,000
Market Street	8,500	6,495	6,318	8,468
Meadowlands	10,200	5,665	5,078	6,833
Oradell	10,500	7,086	7,226	9,461
Wayne	10,500	7,370	7,325	9,547
Northern Division	-	6,230	5,984	7,916
Big Tree	8,800	7,400	5,594	7,578
Hilton	10,200	7,387	7,238	9,169
Howell	16,750	26,695	23,100	34,651
Ironbound	9,600	11,492	7,917	10,212
Orange	9,250	8,204	7,570	8,926
Morris	10,500	25,391	38,663	96,349
Central Division	-	11,566	9,629	12,454
Egg Harbor	15,500	21,317	19,211	16,458
Hamilton	13,000	9,837	8,499	13,563
Newton Avenue	12,000	22,923	11,657	15,067
Washington Twp.	14,500	18,152	17,286	12,195
Southern Division	-	17,809	14,698	14,209
Bus Operations	-	9,697	8,652	10,711

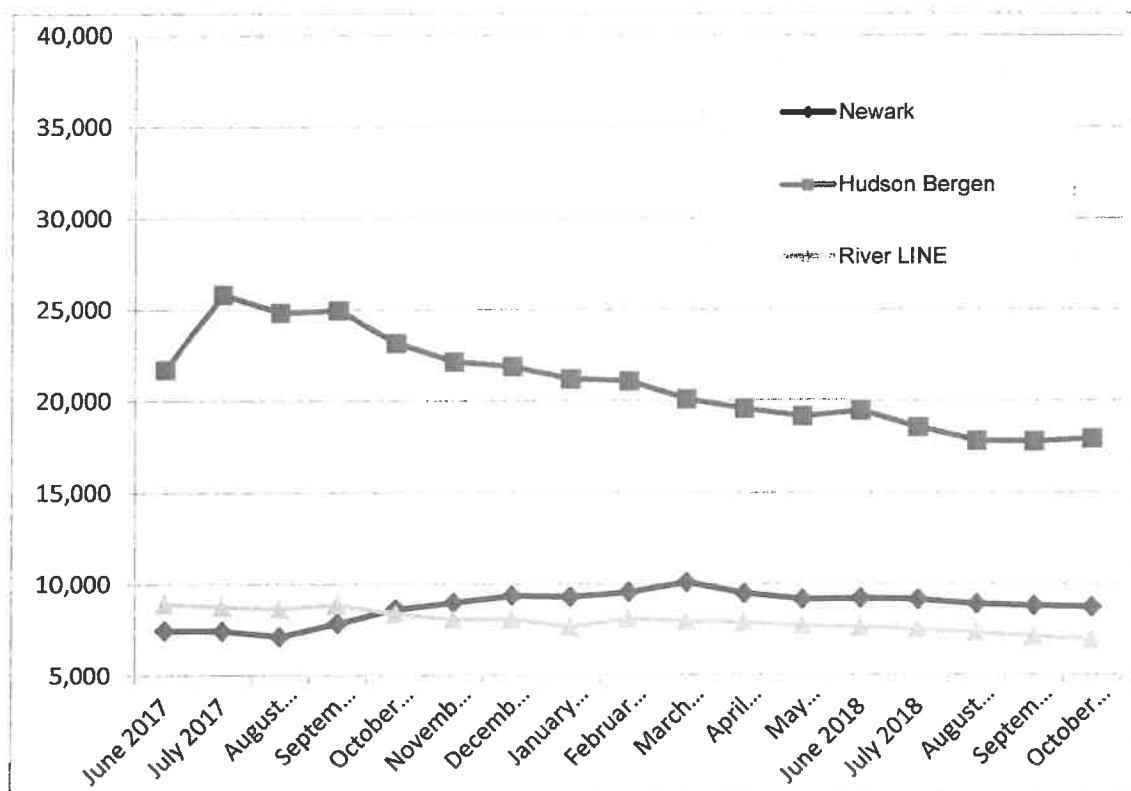


NJ TRANSIT - LIGHT RAIL, September 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * October 2018
Newark Light Rail	8,712
Hudson Bergen	17,940
River LINE	6,926

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 November 2018**State Funded Contracts**

During the month November 2018, NJ TRANSIT awarded **\$748,000.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0.00%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$118,959,731.95** in state funded contracts. Of that total, SBEs received **\$10,490,548.82** or **8.82%**.

Note: The above reflects the Procurement Report of Awards received November 30, 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 4.73%
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 4.06%
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%**.

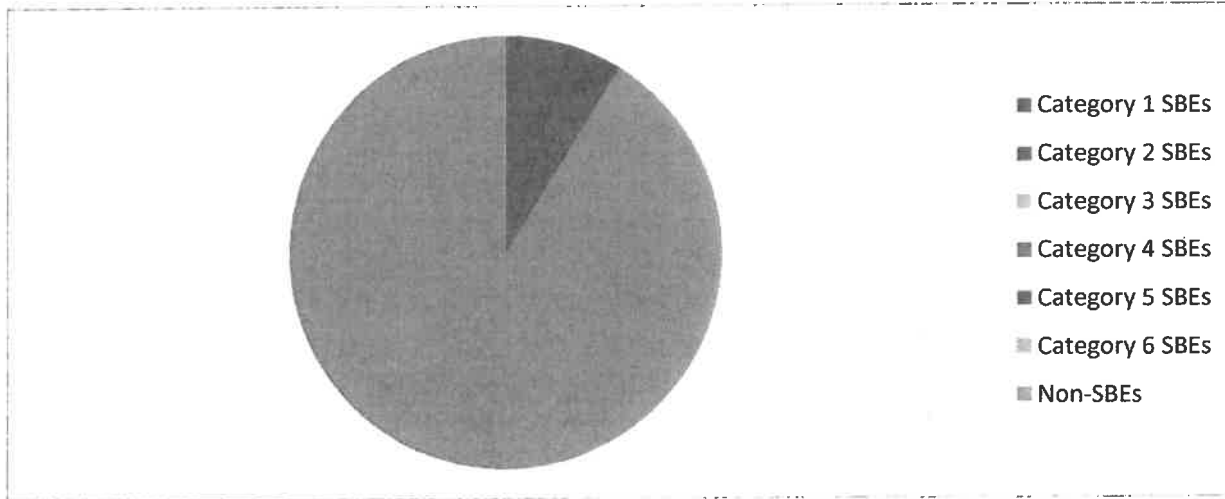
DBE Goal Attainment from July 1, 2018 – September 30, 2018 (FFY 2018)*

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

**Numbers reflect federal share.*

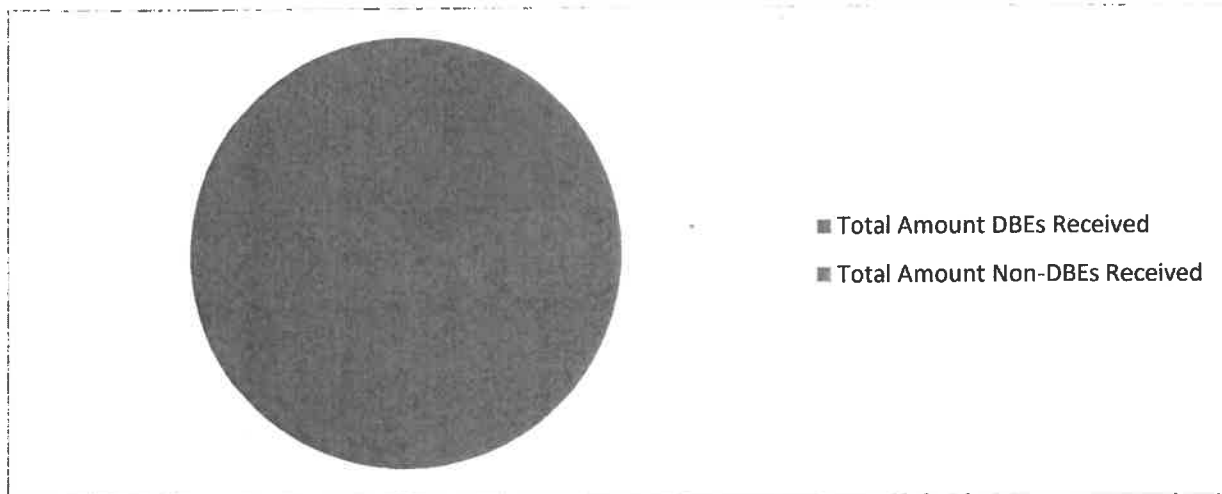
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2019

<i>Category 1 SBEs</i>	\$35,174.92	0.03%
<i>Category 2 SBEs</i>	\$5,624,420.90	4.73%
<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	4.06%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$108,469,183.13	91.18%



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%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

22 NJ TRANSIT employees retired recently with careers ranging 15 to 46 years of service:

1. Louis Barone, Dir. Crew Mgmt. & ops. Compliance/QA – Penn Plaza – 30 years
2. Jorge Colon, Electrician – MMC-CMP-TRK-SH – 43 years
3. Brian Conklin, Mechanic Vehicle Oper. B & B – PORT-MOR – 31 years
4. Albert Davis, Electrician – Secaucus – 41 years
5. Deborah Dixon, Special Assistant – Penn Plaza – 25 years
6. Jeffrey Ebeling, Sr. Dir. Infrastructure Engineering – Penn Plaza – 28 years
7. Eunice Pelzer, Car Appearance Maintainer – PORT-MOR – 19 years
8. Pasquale Pucciarelli, Technician – MMC-CAR-SH – 46 years
9. William Ryan, Asst. Conductor – Various – 29 years
10. Mark Siehl, Lead Technician – MMC-ELECRTIC-SH – 30 years
11. James Williams, Class II Operator – RAIL-OPS-CTR-MMC – 23 years
12. Devinder D. Bawa, Operator – Wayne – 25 years
13. Jorge D. Nieves, Repairman A – Market St. – 21 years
14. Jose R. Rodriguez, Operator – Greenville – 17 years
15. Kathleen E. Thompson, Operator – Greenville – 24 years
16. Emory B. Tullis, Operator – Big Tree – 24 years
17. Antonio Lewis, Operator – Ironbound – 15 years
18. Anselmo Ruiz, Operator – Wayne – 20 years
19. Thaddeus A. Sumpter, Mechanic A – Greenville – 24 years
20. Janet Clark, Sr. Dir. Marketing & Business Development – Penn Plaza – 29 years
21. Chester W. Furmanek, Instructor – Ferry St. – 16 years
22. Phyllis Mangapit, Cust Svc. Rep – NY Penn – 16 years



NJ TRANSIT's Implementation of Positive Train Control

December 12, 2018

Update to NJ TRANSIT Board of Directors



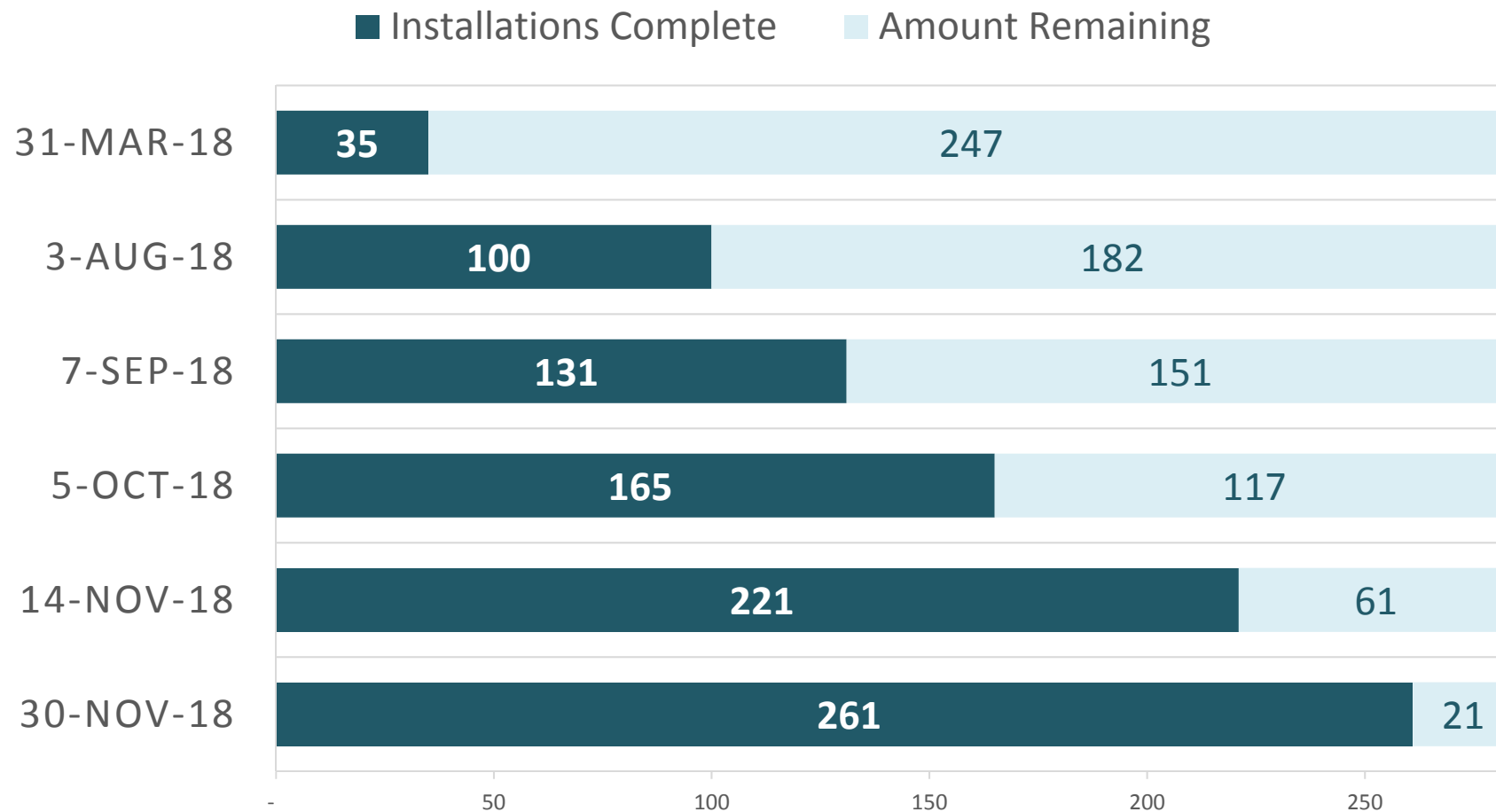


Progress Toward Key Year-End Targets

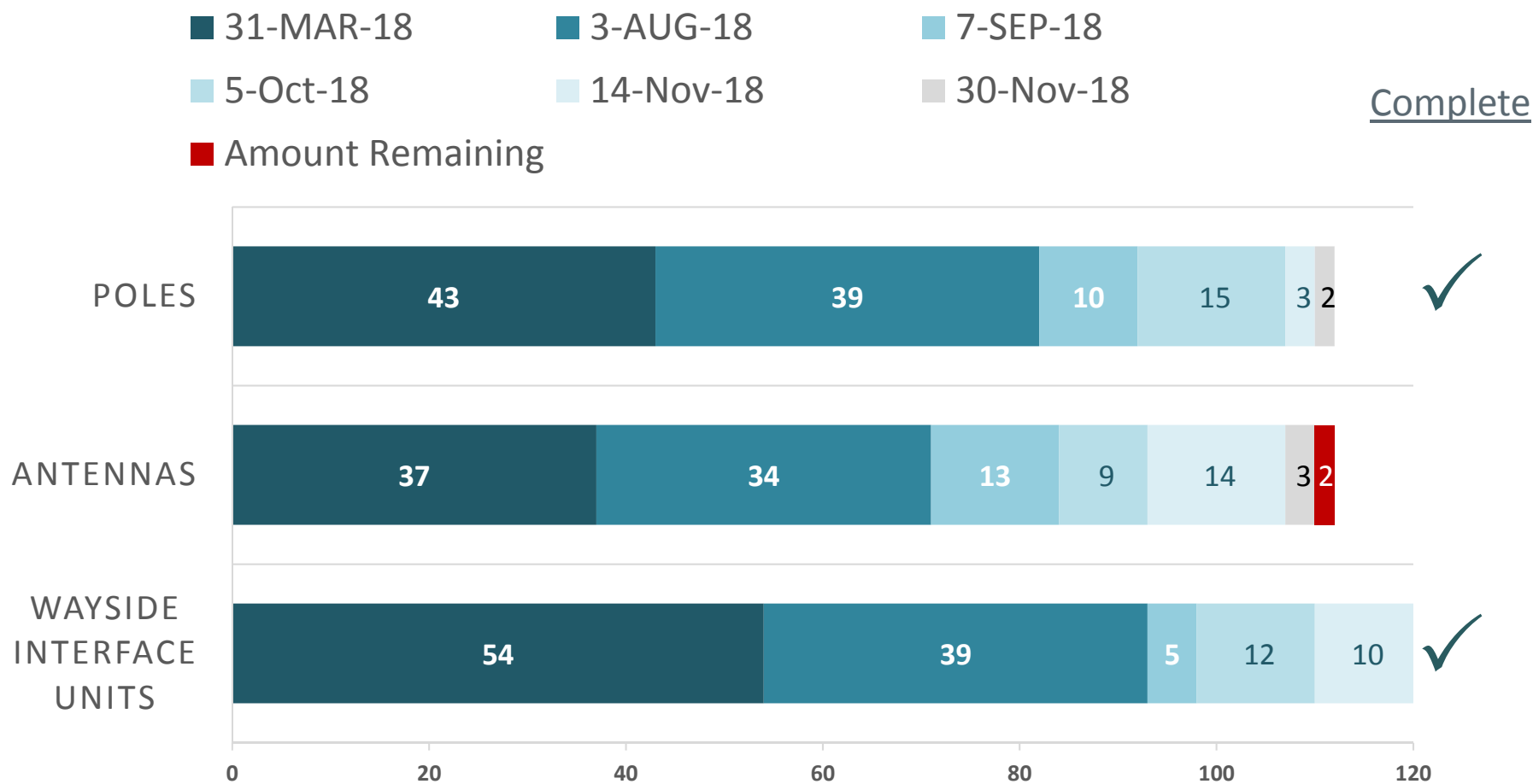


Path Forward Toward Implementation

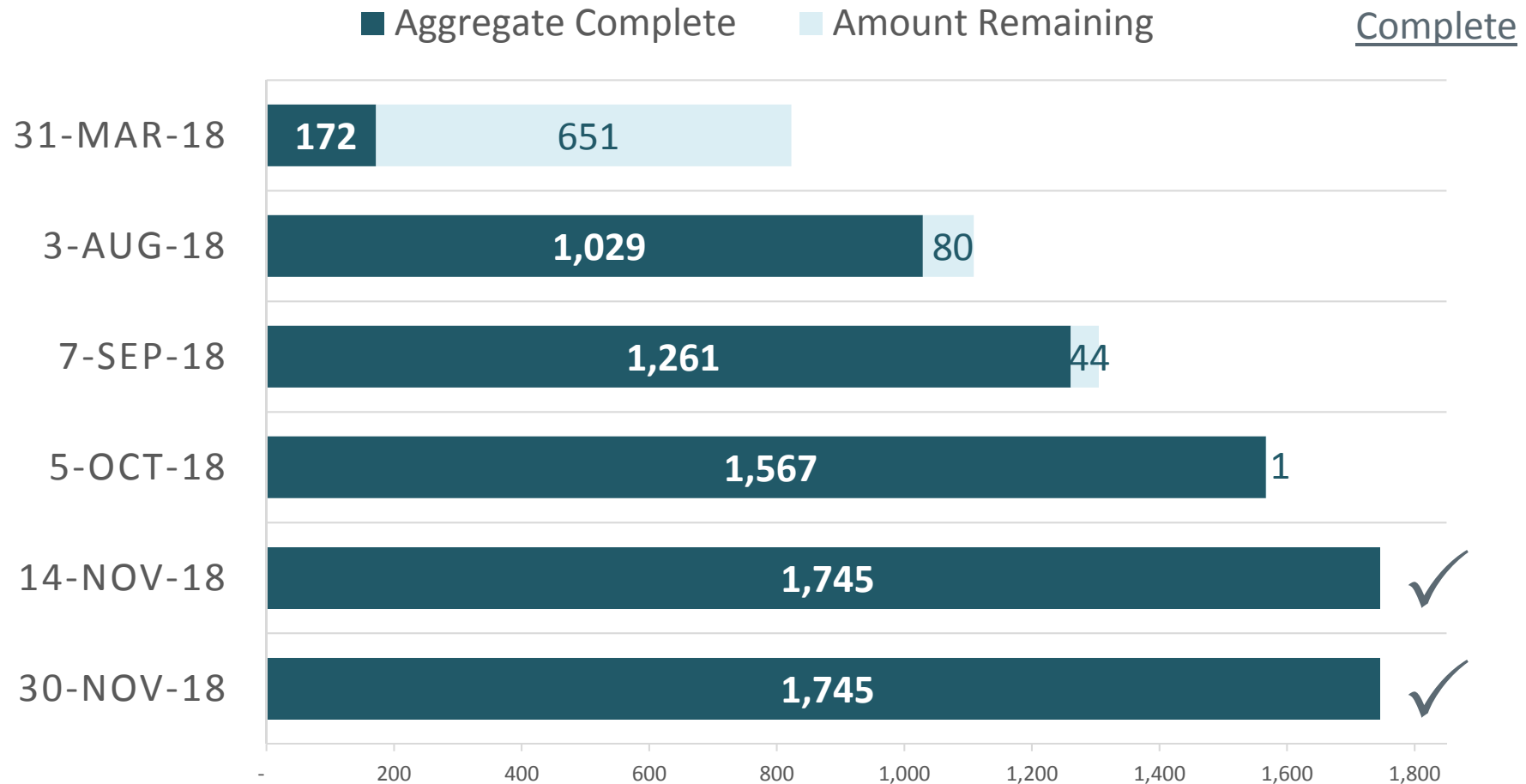
Progress Toward Key Year-End Targets Vehicle Installations



Progress Toward Key Year-End Targets Wayside Installation

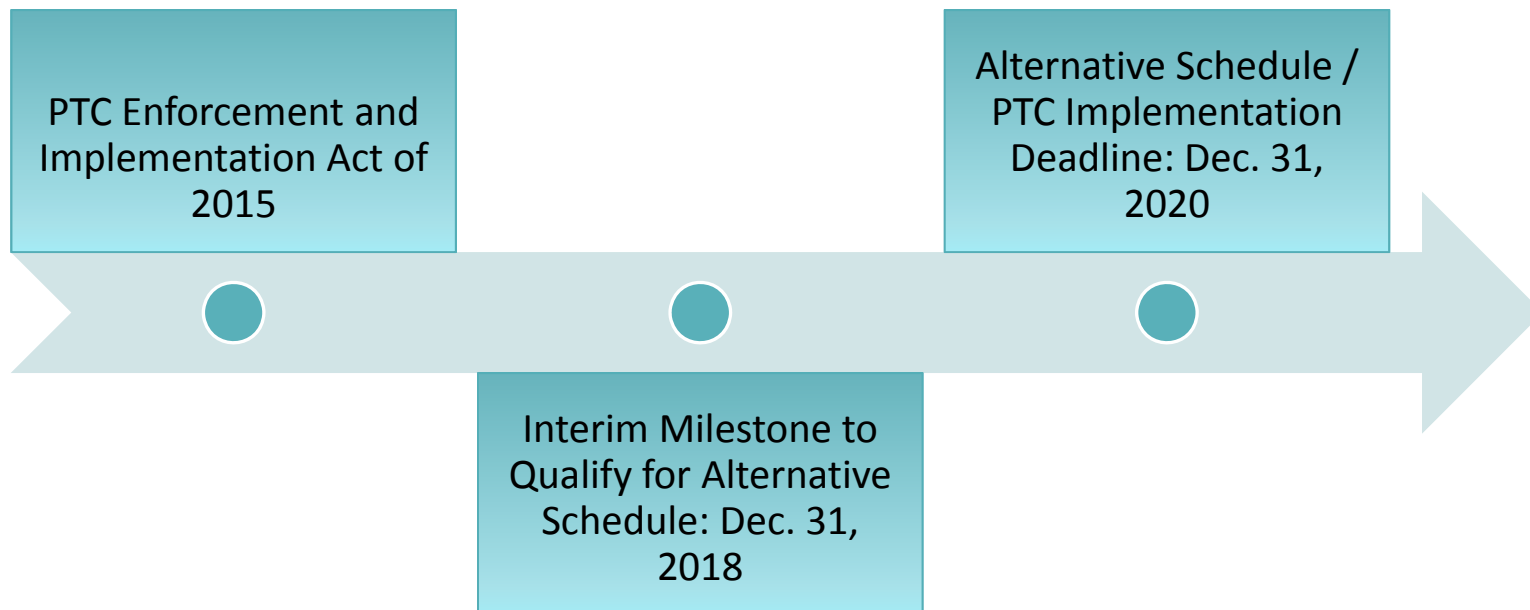


Progress Toward Key Year-End Targets Aggregate Training



	Testing Requirements
	Reliability Testing
	Amtrak Interoperability

PTC Implementation Path Forward



KEY STATUTORY ELEMENTS OF PTC IMPLEMENTATION

- 1** Complete Installation on all Vehicles
 - 282 vehicles were required to be complete by December 31, 2018
 - 440 total number of vehicles must be equipped by December 31, 2020
- 2** Complete Training of 2,730 Employees
- 3** Continue Field Testing to Demonstrate System Reliability/Repeatability
- 4** Achieve Revenue Service with Reliability
- 5** Submit PTC Safety Plan to FRA
- 6** Complete Interoperability and Tenant Railroad Testing
- 7** Full System Implementation by December 31, 2020

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For more information
visit:

A light blue speech bubble with a white circle on the left side, containing the URL "www.njtransit.com/ptc".

www.njtransit.com/ptc

ACTION ITEMS

MULTILEVEL III

Vehicle Procurement



HISTORY OF NJ TRANSIT MULTILEVEL VEHICLES

2003

Multilevel I

- First Generation Multilevel Vehicles, delivered in 2006, increased seating capacity
- Designed with the help of Customer Focus Groups to enhance the customer experience
- Upgrades included 2x2 seating with larger seats, larger windows, and a smoother and quieter ride
- Customer survey results showed 91% of passengers prefer Multilevel Vehicles

2010

Multilevel II

- Second Generation Multilevel Vehicles delivered in 2012
- Interior layout remained unchanged to ensure continued customer satisfaction
- Increased vehicle reliability
- Design improvements made to enhanced communication system, LED destination signs, and door control units

2018

Multilevel III

- Third Generation Multilevel Vehicles with the addition of the Power Car
- Provides propulsion capability and interoperability with previous Multilevel Vehicles
- Replaces the aging Arrow III Electric Multiple Units (EMUs)
- Increases train seating capacity
- Design focus on reliability, comfort and customer amenities

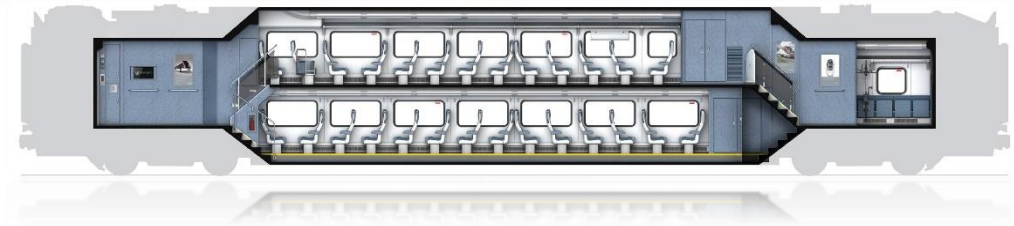
ARROW III & MULTILEVEL III COMPARISON



(1976 – PRESENT)

✗ No	Compliant with current Americans with Disabilities Act (ADA) regulations	✓ Yes
✗ No	Navigate phase gaps with different voltages automatically	✓ Yes
✗ Higher	Cost of operation, maintenance and spare parts	✓ Lower
✗ No	Compatible with existing Multilevel Vehicles & Locomotives	✓ Yes
✗ No	Regenerates power to the catenary	✓ Yes
80 MPH	Maximum Speed	110 MPH
✗ No	2 x 2 seating	✓ Yes
1380 Seats	12 Car consist capacity	1552 Seats
40,046 Miles	Mean Distance Between Failure (based on October 2018 data)	370,575 Miles

BENEFITS OF MULTILEVEL III

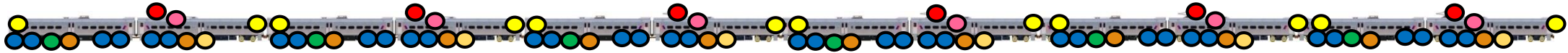


- ✓ EMU / Push-Pull Hybrid
- ✓ Redundancy
- ✓ Flexibility
- ✓ Reduced Operating Cost
- ✓ Interoperability
- ✓ Equipped with all popular customer amenities and comforts of existing Multilevel Vehicles
- ✓ Distributive Power
- ✓ Complies with latest Federal Regulations
- ✓ Reduced Maintenance Requirement
- ✓ 11% Increase in Seating Capacity
- ✓ Positive Train Control Equipped
- ✓ Higher Acceleration

MULTILEVEL III HYBRID CONSIST

Combines EMU & Push-Pull technology to create a hybrid consist that has more redundancy and reliability than a Push-Pull consist with lower costs and maintenance requirements than a standard EMU consist.

12-Car Arrow III (EMU) Configuration - 1380 Passengers



1-Locomotives with 1-Multilevel Cab Car and 9-Multilevel Trailers (Push-Pull) – 1394 Passengers



4-Multilevel Power Cars with 2-Multilevel Cab Cars and 6-Multilevel Trailers - 1552 Passengers



- CAB
- Pantograph
- Traction Motors / Gear Box

- Propulsion Converter
- Transformer

- Air Compressor
- Toilet Facility

MULTILEVEL III OPERATIONAL FLEXIBILITY / INTEROPERABILITY



- ✓ Compatible with existing Multilevel Vehicles and locomotives
- ✓ Unrestricted operation of up to 14 vehicles
- ✓ Multiple vehicle consists are possible based on customer needs



MULTILEVEL III QUANTITIES



Base Order Quantities:

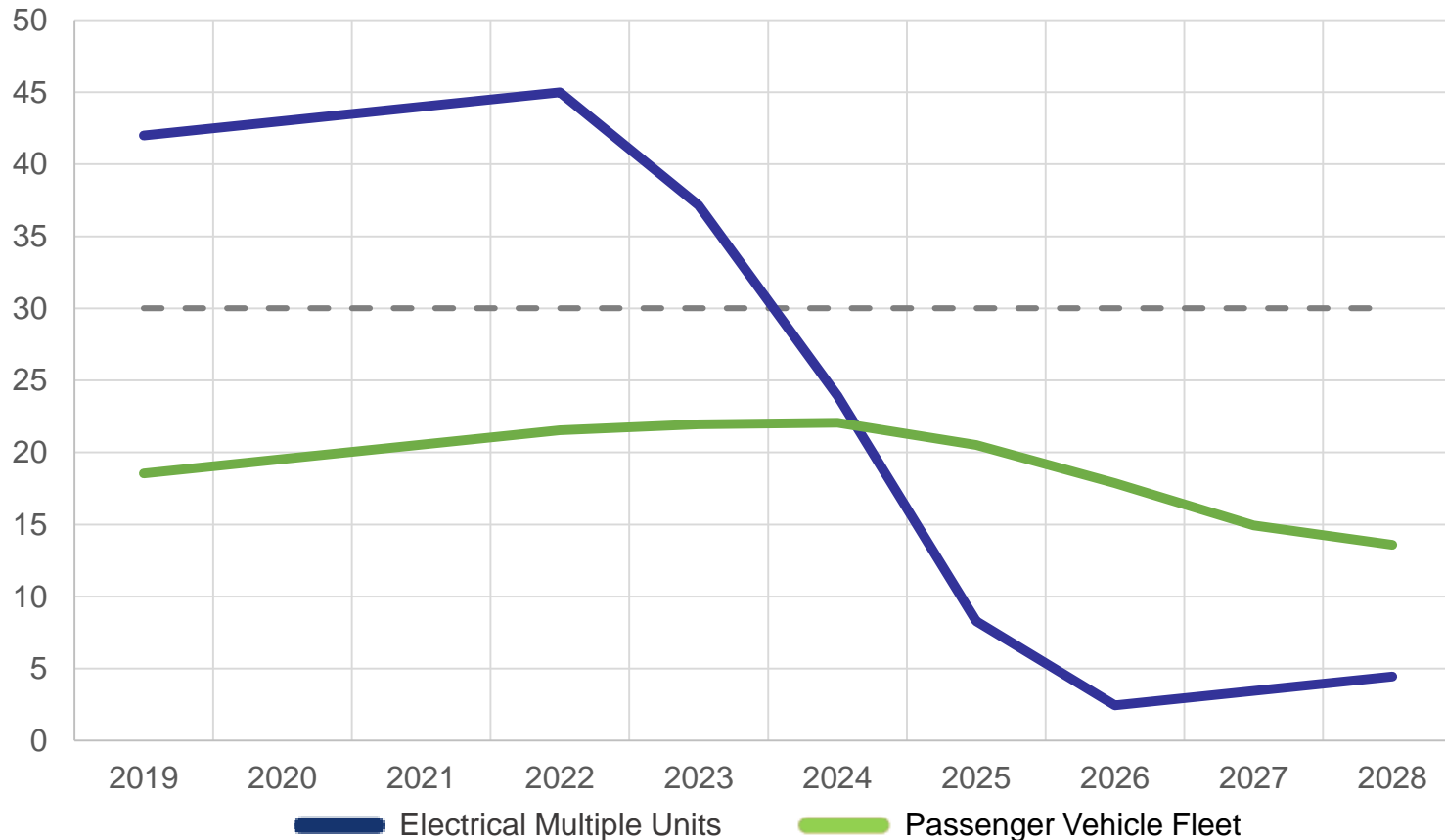
- 58 Power Cars
- 33 Cab Cars
- 16 Trailer Cars
- 6 Trailer Cars with Restrooms

Option Order Quantities:

- 636 Option Cars to replace Comet II, IV and V & to accommodate future growth
- 250 SEPTA Options

NJ TRANSIT AVERAGE FLEET AGE DISTRIBUTION CHART

Estimated Average Age of Passenger Rail Vehicles
Multilevel III Base & Options to Replace all Single-Level Vehicles
(Comet II, IV, V)



- A more modern fleet supports enhanced reliability and efficiency.
- Once the Multilevel III Vehicles purchase is complete, all passenger rail vehicles will be less than 30 years old, the target Useful Life Benchmark.

WHAT DOES IT MEAN TO NJ TRANSIT CUSTOMERS?

- ✓ Replaces all 20 Arrow III train consists system wide
- ✓ Reliability – On time performance, less breakdowns
- ✓ Higher Maximum Speed – Allows optimum scheduling
- ✓ Flexibility – Trains can easily operate on any line
- ✓ Interoperability – Operates with existing Multilevel Vehicles
- ✓ Customer amenities –

Eliminates unpopular center seat

New USB ports, high definition infotainment system, video security system, and improved intercom system

Power Restroom Door

- ✓ Increased seating capacity



SCHEDULE FOR BASE ORDER
OF 113 VEHICLES

Oct
2017
(completed)

Advertise Request for Proposal

Jun
2018
(completed)

Proposal Due

Dec
2018

Proposed Board Approval

2019
1Q

Notice to Proceed

2022
3Q

Six Pilot Vehicles Arrive at Transportation
Technology Center, Inc. Facility

2022
4Q

Pilot Vehicles Testing

2023
1Q

First Production Vehicle
Delivery Estimate

ITEM 1812-72**RAIL ROLLING STOCK PROGRAM: PURCHASE OF 113 MULTILEVEL III PASSENGER VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE**

- Staff seeks authorization to enter into a contract with Bombardier Transit Corporation, of Bensalem Pennsylvania, for the purchase of 113 Multilevel III Vehicles, including other passenger amenities and spare parts, at a cost not to exceed \$669,072,335.00, plus five percent for contingencies, subject to the availability of funds.
- Staff seeks authorization to amend Contract No. 05-078 with LTK Engineering Services Inc. of Ambler, Pennsylvania, for design and engineering assistance with the manufacture of the Multilevel III Vehicles at a cost not to exceed \$36,692,968.00 plus five percent for contingencies, for a total contract authorization of \$42,004,395, subject to the availability of funds.



ITEM 1812-72: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 113 MULTILEVEL III PASSENGER VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

WHEREAS, in 2006, NJ TRANSIT received its first delivery of 321 multilevel vehicles (Multilevel I) and in 2010, ordered an additional 100 multilevel vehicles (Multilevel II) to replace aging single-level rail coaches with state-of-the-art multilevel equipment; and

WHEREAS, NJ TRANSIT's existing multilevel vehicles have enhanced the comfort and quality of service for customers by providing 2x2 seating, larger seats and windows, more legroom, and a smoother and quieter ride, and improved the reliability of rail service wherever they are operated; and

WHEREAS, NJ TRANSIT's Rail Fleet Strategy calls for the retirement of the existing single-level, self-propelled Arrow III Electrical Multiple Unit (EMU) rail vehicle, manufactured over 40 years ago, which is the next vehicle type in NJ TRANSIT's fleet that requires replacement; and

WHEREAS, NJ TRANSIT will replace the Arrow III vehicles with new multilevel vehicles (Multilevel III Vehicles) which will provide an approximately 11 percent increase in seating compared to the in-service Arrow III vehicles; and

WHEREAS, the purchase of 113 new Multilevel III Vehicles, consisting of 58 Power Cars, 33 Cab Cars, 16 Trailer Cars and six (6) Restroom-equipped Trailer Cars, will allow NJ TRANSIT to modernize and improve the versatility and reliability of the rail fleet; and

WHEREAS, the Multilevel III Vehicles will be compatible and interoperable with the in-service multilevel vehicles to create self-propelled EMU trains, a single unified fleet that can operate without locomotives, and can be configured based on customers' needs; and

WHEREAS, the Multilevel III Vehicles will combine EMU and Push-Pull technology to create a hybrid consist that has more redundancy and reliability with lower costs and maintenance requirements; and

WHEREAS, the Multilevel III Vehicles will be equipped with Positive Train Control (PTC) equipment, consistent with NJ TRANSIT's focus on safety and to comply with the latest federal regulations; and

WHEREAS, the Multilevel III Vehicles will provide operational flexibility for both shorter trains that operate in low ridership areas as well as for longer trains that operate in high-density areas, such as on the Northeast Corridor; and

WHEREAS, NJ TRANSIT customers will continue to benefit from the fleet reliability of the multilevel vehicles by reducing the average age of NJ TRANSIT's rolling stock fleet; and

WHEREAS, the Multilevel III Vehicles will feature new customer amenities such as USB ports, an infotainment system, LED lighting, power restroom doors, and video surveillance system to enhance the customer experience; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Bombardier Transit Corporation of Bensalem, Pennsylvania, was the most qualified responsive, responsible proposer; and

WHEREAS, the cost of the purchase for 113 Multilevel III Vehicles, including other passenger amenities and spare parts, is \$669,072,335, with 14 vehicle options to purchase up to an additional 636 Multilevel III Vehicles (and an additional 250 Multilevel Vehicles intended for SEPTA), which would be subject to future board authorization and when fully exercised, would be for a total contract value of \$3,612,861,685; and

WHEREAS, staff requires assistance for design and engineering associated with the manufacture, testing and warranty support of the Multilevel III Vehicles; and

WHEREAS, LTK Engineering Services, Inc. was previously authorized by the NJ TRANSIT Board of Directors to develop specifications for multilevel vehicles and to support vendor selection activities through a multi-phase contract;

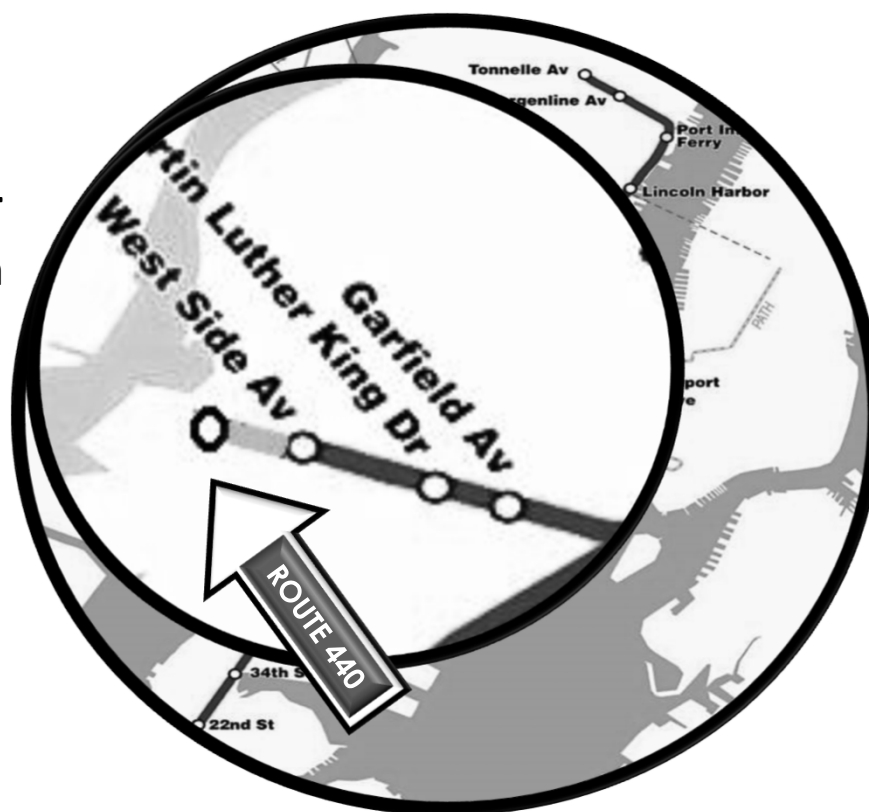
NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to contract with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of 113 Multilevel III Passenger Vehicles, including other passenger amenities and spare parts, at a cost not to exceed \$669,072,335, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to amend NJ TRANSIT Contract No. 05-078 with LTK Engineering Services, Inc. of Ambler, Pennsylvania, for design and engineering assistance with the manufacture of the Multilevel III Passenger Vehicles at a cost not to exceed \$36,692,968, plus five percent for contingencies, for a total contract authorization of \$42,004,395, subject to the availability of funds.

ITEM 1812-73:
HUDSON-BERGEN LIGHT RAIL (HBLR) Route 440 Extension:
General Design Consultant Contract Amendment For
Additional Funding for Preliminary Engineering Services

The completion of Preliminary Engineering for the HBLR Route 440 extension will support economic development planned for the west side of Jersey City and increase light rail ridership.

- Seeking authorization to amend **NJ TRANSIT Contract No. 93CJ001** with **WSP USA, Inc.** in the amount of **\$3.9M plus 5% for contingencies.**
- Approval of today's item will bring the **total contract authorization to \$160,180,785**, subject to funding availability.



ITEM 1812-73:
HUDSON-BERGEN LIGHT RAIL (HBLR) Route 440 Extension:
General Design Consultant Contract Amendment For
Additional Funding for Preliminary Engineering Services

Rendering of the proposed HBLR Route 440 Extension station.



ITEM 1812-73: HUDSON-BERGEN LIGHT RAIL (HBLR) Route 440 Extension: General Design Consultant Contract Amendment For Additional Funding for Preliminary Engineering Services

Authorization of Item 1812-73 will:

Enable WSP USA to conduct critical tasks necessary for Preliminary Engineering, including:

- Identify potential property acquisitions or easements.
- Prepare access agreements.
- Collect and compile traffic data.
- Conduct geotechnical borings.
- Identify utility impacts and determine if relocations are necessary.
- Identify necessary permits.



**ITEM 1812-73: HUDSON-BERGEN LIGHT RAIL (HBLR) ROUTE 440
EXTENSION: GENERAL DESIGN CONSULTANT CONTRACT
ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING
SERVICES**

WHEREAS, the City of Jersey City is planning for substantial redevelopment and growth at its western edge, along the Hackensack River, with a mix of new residential, commercial, and institutional uses on former industrial sites; and

WHEREAS, this redevelopment will be supported by improved transit service to this area and connectivity with the eastern portions of Jersey City; and

WHEREAS, prior planning efforts by Jersey City identified extending the Hudson-Bergen Light Rail (HBLR) West Side Avenue Branch to serve western Jersey City as the best way to improve transit connectivity; and

WHEREAS, NJ TRANSIT investigated the benefits of extending the HBLR system as part of the HBLR Route 440 Extension Alternatives Analysis and the NJ TRANSIT Board of Directors adopted the HBLR Route 440 Extension Locally Preferred Alternative in May 2011; and

WHEREAS, NJ TRANSIT conducted the HBLR Route 440 Extension Environmental Assessment and the Federal Transit Administration issued a Finding of No Significant Impact for the project on June 27, 2014, a prerequisite for the commencement of preliminary engineering; and

WHEREAS, following a competitive procurement process, NJ TRANSIT contracted with Parsons Brinckerhoff Quade & Douglas, Inc., (now WSP USA, Inc.) to provide general design services for the HBLR system; and

WHEREAS, the NJ TRANSIT Board of Directors authorized subsequent contract work orders to the general design consultant be issued periodically throughout the duration of the project; and

WHEREAS, in December 2017, the NJ TRANSIT Board of Directors authorized an amendment to NJ TRANSIT Contract No. 93CJ001 with WSP USA, Inc., (formerly Parsons Brinckerhoff Quade & Douglas, Inc.) of Newark, New Jersey, in the amount of \$5,000,000, plus five percent for contingencies, to provide professional services related to the initiation of preliminary engineering for the HBLR Route 440 Extension project through December 31, 2018; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a 25 percent Disadvantaged Business Enterprise (DBE) goal for this contract; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for the HBLR Route 440 Extension project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to amend NJ TRANSIT Contract No. 93CJ001 with WSP USA Inc., of Newark, New Jersey, in the amount of \$3,900,000, plus five percent for contingencies, to fully fund preliminary engineering for the HBLR Route 440 Extension project for a total contract authorization of \$160,180,785, subject to the availability of funds.

ITEM 1812-74: SELECTION OF VENDORS FOR HEALTH AND WELFARE PROGRAMS

WHEREAS, NJ TRANSIT provides its agreement and non-agreement employees with a comprehensive health benefits program; and

WHEREAS, the program includes Medical, Dental, Prescription Drug, Vision, COBRA and Flexible Spending Account administration; and

WHEREAS, the majority of NJ TRANSIT's health benefits program are self-insured and accordingly, NJ TRANSIT seeks benefit program vendors that offer extensive physician and hospital networks at discounted rates and purchasing programs that pass through discounts to control costs; and

WHEREAS, these vendors are hired to manage and process NJ TRANSIT employee claims through their related networks and each of the providers is paid an administrative fee for services; and

WHEREAS, NJ TRANSIT seeks to achieve cost-effective administration of its health benefits program through a competitive procurement process; and

WHEREAS, on June 7, 2018, a Request for Proposal (RFP) was advertised in The Star-Ledger and Trenton Times and posted to the Procurement Calendar on NJ TRANSIT's website; and

WHEREAS, a Pre-Proposal Conference was held on June 27, 2018 and 19 proposals were received on August 14, 2018; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a Small Business Enterprise (SBE) goal of zero percent on these contracts; and

WHEREAS, upon completion of a competitive procurement process, it was determined that the highest ranked proposers were Horizon Blue Cross Blue Shield of New Jersey for Medical administration; Cigna Corporation for Dental administration; Express Scripts, Inc for Prescription Drug administration; EyeMed Vision Care LLC for Vision administration; Total Administration Services Corporation (TASC) for COBRA administration and Flexible Spending Account administration; and

WHEREAS, under these new contracts, annual costs are anticipated to be approximately \$2 million lower than under the previous contracts;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-A with Horizon Blue Cross Blue Shield of New Jersey for Medical administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible

dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$3,656,460 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-B with Cigna Corporation for Dental administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$278,639 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-C with Express Scripts, Inc. for Prescription Drug administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$105,529 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-D with EyeMed Vision Care LLC_for Vision administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$52,238 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-E with Total Administration Services Corporation (TASC) for COBRA administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$10,543 per year, and with two, one-year renewal options plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-030R-F with Total Administration Services Corporation (TASC) for Flexible Spending Account administration and this contract will provide healthcare benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning July 1, 2019, for a period of three (3) years, with administrative fees not to exceed \$17,750 per year plus five percent for contingencies, and with two, one-year renewal options, subject to the availability of funds.

ITEM 1812-75: EXTENSION OF HEALTHCARE CARRIER CONTRACTS

WHEREAS, NJ TRANSIT has issued Request for Proposals (RFP) for carriers to administer all group healthcare plans provided to its active and retired agreement and non-agreement employees; and

WHEREAS, the revision, republish and subsequent number of respondents to the healthcare RFP and the volume and detailed nature of the technical information presented in their proposals will cause the evaluation and implementation process to be longer in duration than anticipated; and

WHEREAS, the revision, republish and subsequent evaluation process will affect the awarding and implementation of the healthcare contracts with new carriers; and

WHEREAS, the activities related to the implementation of healthcare carriers will materially impact resources related to the procurement of carriers for the medical, dental, prescription drug, and flexible spending account plans; and

WHEREAS, NJ TRANSIT wishes to ensure the continuation of medical, dental, prescription drug, and flexible spending account plans for its active employees and retirees during this period;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to extend NJ TRANSIT Contract No. 10-120 with its current healthcare carriers, Horizon Blue Cross/Blue Shield of New Jersey, including medical, dental, managed mental health and flexible spending account administration, for a period of six months beginning January 1, 2019, to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$2,800,000, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to extend NJ TRANSIT Contract No. 10-121 with its current prescription drug carrier, Express Scripts, for a period of six months, beginning January 1, 2019 to ensure continuation of coverage for NJ TRANSIT employees, retirees, and eligible dependents until contracts with new carriers are implemented, at the current rates not to exceed \$83,500, plus five percent for contingencies, subject to the availability of funds.

ITEM: 1812-76: RISK MANAGEMENT: INSURANCE BROKER SERVICES FOR THE PORTAL NORTH BRIDGE PROJECT AND RARITAN RIVER BRIDGE REPLACEMENT PROJECT

WHEREAS, the existing Portal Bridge is a two-track, railroad swing type drawbridge that spans the Hackensack River between the Towns of Kearny and Secaucus in Hudson County, New Jersey and the 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 North Bridge Project will eliminate Portal Bridge's movable span, thereby improving its reliability and increasing train speeds traveling over the bridge; and

WHEREAS, the project will also raise the bridge elevation to 50 feet above the mean high water level of the Hackensack River and the existing Portal Bridge provides only 23 feet of vertical clearance; and

WHEREAS, these improvements will address critical issues that are currently plaguing Portal Bridge; and

WHEREAS, the existing Raritan River Drawbridge is a moveable swing-span across the Raritan River between Perth Amboy and South Amboy and the bridge is the sole rail link for seventeen of the twenty North Jersey Coast Line (NJCL) stations to Newark and Manhattan, providing service to approximately 8,500 daily riders making approximately 17,000 daily trips, and accommodates Conrail freight rail services; and

WHEREAS, the replacement bridge will provide a new two-track moveable span across the Raritan River, slightly offset from the original alignment, and linking back to the existing NJCL mainline tracks at its northern and southern ends; and

WHEREAS, in addition to raising the bridge deck and tracks and control systems, the bridge will be structurally designed to withstand storm surge during extreme weather events and the bridge will carry electrified tracks; and

WHEREAS, due to the long-term nature and complexity of the projects, it is in the best interest of NJ TRANSIT to implement an Owner Controlled Insurance Program (OCIP) for the projects, to be administered by an independent insurance broker, where said OCIP program will provide for uniformity of coverage, reduced administrative costs, an enhanced safety program and better control over premiums; and

WHEREAS, proposals for the Portal North Bridge project insurance broker services were divided into two (2) separate phases. The proposal for Phase 1 outlined the Broker's means of assisting NJ TRANSIT Corporation in the preparation of insurance, indemnification and OCIP language in all construction documents related to the Portal North Bridge Project. The proposal for Phase 2 provided the best means of

creating and managing a risk management and insurance program for the Project, including the creation and management of one or more OCIPs, and risk management services to support specific long term construction projects; and

WHEREAS, proposals for the Raritan River Bridge Replacement project insurance broker services were divided into two (2) separate phases. The proposal for Phase 1 outlined the Broker's means of assisting NJ TRANSIT Corporation in the preparation of insurance, indemnification and OCIP language in all construction documents related to the Raritan River Bridge Replacement project. The proposal for Phase 2 provided the best means of creating and managing a risk management and insurance program for the Project, including the creation and management of one or more OCIPs, and risk management services to support specific long term construction projects; and

WHEREAS, NJ TRANSIT Office of Business Development assigned a 20 percent Race Conscious DBE Goal for the contract; and

WHEREAS, as a result of a competitive procurement process, staff determined that AON offered the proposal that was in the best interest of NJ TRANSIT for the OCIP coverage;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is hereby authorized to retain AON as broker of record for the Portal North Bridge Project at a cost not to exceed \$2,344,824, plus five percent contingency, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is hereby authorized to retain AON as broker of record for the Raritan River Bridge Project at a cost not to exceed \$1,440,231, plus five percent contingency, subject to the availability of funds.

ITEM 1812-77: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: REAL ESTATE ACQUISITION

WHEREAS, the existing Raritan River Drawbridge carries approximately 8,500 daily riders, supporting the provision of critical commuter rail services to and from the Jersey Shore and major regional job centers; and

WHEREAS, the Raritan River Bridge Replacement Project will replace the existing 108-year-old structure and construct a new bridge capable of better withstanding storm surge associated with future extreme weather events; and

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

WHEREAS, NJ TRANSIT conducted an Environmental Assessment and the Federal Transit Administration issued a Finding of No Significant Impact for the project on October 13, 2017, a prerequisite for the commencement of final engineering; and

WHEREAS, NCP Perth Amboy Holdings, LLC, owns property needed for the Raritan River Bridge Replacement Project, which includes parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E; and

WHEREAS, NJ TRANSIT is an instrumentality of the State of New Jersey and is authorized to operate rail passenger service in New Jersey and between points in New Jersey and points in other states pursuant to the New Jersey Public Transportation Act of 1979, as amended; and

WHEREAS, acquisition of easement interests from NCP Perth Amboy Holdings, LLC, will provide NJ TRANSIT rights under parcels RPAE8A, RPAE8B, E8C1, and E8C2, that include primary permanent access from the public street network for construction and maintenance of the Raritan River Bridge Replacement Project; parcels TCE8D and TCE8E will provide temporary rights to construct the access road; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for the Raritan River Bridge Replacement Project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to take any and all actions to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E in accordance with the Eminent Domain Law of 1971, not to exceed an amount as discussed in Executive Session, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or Executive Director is authorized to file and record condemnation complaints and declarations of taking, if necessary, to acquire Parcels RPAE8A, RPAE8B, E8C1, E8C2, TCE8D, and TCE8E or other parcels for the Raritan River Bridge Replacement Project and deposit the estimated just compensation with the Clerk of the Superior Court.

ITEM 1812-78: PERSONAL INJURY CLAIM OF DARLENE BROOKS

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

WHEREAS, Darlene Brooks 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 Chairman or Executive Director is authorized to settle the claim of Darlene Brooks through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1812-79: PERSONAL INJURY CLAIM OF JOHN CHONUK HO

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

WHEREAS, John Chonuk Ho 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 Chairman or Executive Director is authorized to settle the claim of John Chonuk Ho through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1812-80: PERSONAL INJURY CLAIM OF KENNETH ELLIS

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

WHEREAS, Kenneth Ellis 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 Chairman or Executive Director is authorized to settle the claim of Kenneth Ellis through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.