

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

February 19, 2019

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the rescheduled 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, February 13, 2019.

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 rescheduled 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, February 13, 2019.

Board Members Present

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

Staff Present

Kevin S. Corbett, Executive Director
Joyce J. Zuczek, Board Secretary
Jonathan B. Peitz, Deputy Attorney General
Michael P. Kilcoyne, Vice President and General Manager, Bus Operations

Chair Gutierrez-Scaccetti convened the Open Session at 6:06 p.m. in accordance with the Open Public Meetings Act. Dick Human, 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, noting Board Member Greaves was participating by telephone.

Board Secretary Zuczek announced that adequate notice of the rescheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act and Public Law 2018, Chapter 162, and the meetings were occurring concurrently. Notices were filed on February 7, 2019 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency and organization that requested such notice. The meetings were viewable on the corporation's website in real time and were video recorded, archived, and made available to the public. Minutes will also be archived and published on the corporation's website.

Executive Session Authorization

At approximately 6:12 p.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege. Board Member Flora M. Castillo 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 returned to open session at approximately 6:39 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the January 4, 2019 and January 16, 2019 Board meetings. A motion was made by Board Member Edmund Caulfield, seconded by Board Member Flora M. Castillo, and it was unanimously adopted.

Public Comments

There were 24 speakers. Board Secretary Zuczek announced in order to give everyone an opportunity to be heard, public comments would be limited to five minutes, and if there were several people speaking on the same topic, two speakers would have five minutes, and all others would have two minutes.

James Thornton was a commuter on the Atlantic City Rail Line until it was closed right after Labor Day in September. He has been commuting to work by means of transportation other than NJ TRANSIT to Philadelphia since September. He wants NJ TRANSIT to restore Atlantic City rail service at the earliest opportunity. He wants NJ TRANSIT to restart service at no less than the level that operated before last September's shutdown. Mr. Thornton wants NJ TRANSIT to add trips to the line, including restoring Philadelphia oriented trips that were cut out the schedules as far back as a January 2010. He believes NJ TRANSIT must not reduce or curtail any service to Philadelphia, shortchanging that commuter and intercity destination and travel market.

Mr. Thornton said neither NJ TRANSIT nor commuter groups should ever blithely dismiss the rail line's Philadelphia passengers to riding the PATCO high speed line between Lindenwold and Philadelphia. He said PATCO is too often South Jersey's version of the problematic PATH rail system, with breakdowns, crowding, delays, and evidently uncaring management and staff willing to let it all happen. He said PATCO stops one mile short of Philadelphia's 30th Street Station, which was directly served by NJ TRANSIT's Atlantic City Rail Line, forcing transfer to a third rail system with a third fare due and payable to reach connections.

Mr. Thornton said he was one of those riders forced onto shuttle buses ordered on a minutes' notice, or organized in advance, to convey rail passengers between Cherry Hill and Philadelphia. He said for his monthly rail fare, he gets a bus ride because the Delair Rail Bridge between Pennsauken and Philadelphia would be stuck in the open position or fail to close properly after being raised to allow river ship traffic underneath it.

Mr. Thornton believes NJ TRANSIT needs to stop seeing more and more of its rail and bus lines as unconscionable liabilities and burdens.

Christoph Wilson spoke about how the stoppage of the Atlantic City Rail Line has impacted regular people who are just trying to get to work, to the hospital, or other places they need to go. He said this shutdown has affected commuters and they do not know if there is an end in sight. He complained that NJ TRANSIT notifies people at the last minute or not at all, and distorts facts.

William Ritzler, Vice President of the Delaware Valley Association of Rail Passengers, read a letter sent to NJ TRANSIT's Board of Directors concerning the Atlantic City Rail Line and stated the letter in its entirety can be found on the Delaware Valley Association of Rail Passengers' website www.dvarp.org. The Delaware Valley Association of Rail Passengers' letter stated that as a locally-based organization with many decades representing the interests of the rail passengers in the South Jersey region, the Delaware Valley Association of Rail Passengers wished to express their extreme frustration and dissatisfaction with the ongoing suspension of Atlantic City Rail Line service that began in September of 2018 and also with the continuing process of procrastination and deferral being utilized by NJ TRANSIT to delay restoration of service.

Delvan Bradford spoke as a concerned passenger who would like to know when the Portal North Bridge and Hudson River Tunnel is going to be repaired and when NJ TRANSIT is going to fund these projects. He said they have not seen anything to help their situation which is really bad. He asked where are Governor Murphy's promises of a fix in the railroad system. Mr. Bradford said everyday there are many issues such as power, mechanical, switch, and manpower problems. He said they have not seen any of these issues improved yet. Mr. Bradford said a month ago, Governor Murphy said that Positive Train Control was completed at 100 percent. He asked why there is a cab car in front of a locomotive and why there are still cancelled and delayed trains.

Mr. Bradford wants to know when the Atlantic City Rail Line is coming back. He said it has been suspended since September 2018, in December NJ TRANSIT said trains would return in January 2019, and now they have pushed it to April. He wants to know why. Mr. Bradford said one of his group members from Atlantic City said the Positive Train Control implementation there was completed in November 2018, yet they have not seen a train being tested. Mr. Bradford said Atlantic City passengers are tired of riding the bus and PATCO. He does not believe NJ TRANSIT cares about the South Jersey community. Mr. Bradford said the letter saying NJ TRANSIT needs permission from the Federal Railroad Administration to operate a railroad is bogus. He said NJ TRANSIT needs to train their conductors on how to speak to passengers properly.

Donna Balara said she made an investment in the Atlantic City area about three years ago and moved her family there. A lot of her friends from the suburbs of Philadelphia questioned her moving there. She believed this was a good place to invest and a place to live. Since moving to Atlantic City, it has proven to her even more it was worth it. Ms. Balara started a small business and since moving there her husband was transferred to Philadelphia and he commutes every day. She said her husband leaves at 5:00 a.m. every morning and his commute takes at least two hours, which adds four hours to his day, and this is not healthy

for their family. Ms. Balara said there are a lot of economic advantages in bringing people to Atlantic City and having people commute back to Philadelphia for jobs. She said they need the Atlantic City Rail Line. Ms. Balara knows NJ TRANSIT has many challenges, but she really needs them to take a look at this because it is very important to them.

James Rosen said his wife has been commuting on the NJ TRANSIT Rail Line for 14 years, day in and day out and weekends, originally from Atlantic City and then Absecon to PATCO. He is a part-time commuter, his office is on the other side of Philadelphia in Montgomery County, and travels over two hours. Mr. Rosen said not having the Atlantic City Rail Line has affected his family significantly. He said life was much simpler and easy to navigate on a daily basis, but now they have to make several calls and texts to see who is traveling their way to catch a ride. Mr. Rosen said they travel 80 miles in the car and an hour each way on various trains, which has become a challenge. He said her day starts at 4:30 a.m. instead of 5:30 a.m. He said the timing of the NJ TRANSIT shuttle buses were awful and half of the time, they do not know if the buses are going to show up or break down. Mr. Rosen said his wife was left stranded one day at the Lindenwold Station because the bus did not show up. He said they need the Atlantic City Rail Line back.

J.R. Cabrey moved down to Brigantine, New Jersey knowing he had to commute to Philadelphia because there was the Atlantic City Rail Line. In his opinion, without this line, they would have better to have some express service with maybe three to four stops along the entire route because from there he connects to SEPTA Rail or Bus. Mr. Cabrey said not having the Atlantic City Rail Line has added three to four hours to his commute and caused him some difficulty in walking and nerve damage to his legs. He said not having end to end service has been a real setback and he would really appreciate NJ TRANSIT restoring services to the Atlantic City Rail Line as soon as possible.

Nicholas Pittman spoke representing thousands of South Jersey commuters who could not be there. He wanted to make their frustrations and dissatisfaction with NJ TRANSIT very clear. Mr. Pittman said they may think NJ TRANSIT's empty promises ring hollow and are meaningless. He said their decisions and inaction to getting the Atlantic City Rail Line up and running has had detrimental impacts to over 2,000 commuters who rely on this service. Mr. Pittman said Executive Director Corbett stood in Atlantic City and told them that trains would resume operations on January 1, 2019, but this date came and went and they still have no trains. He said they now understand that trains may not be up and running until June.

Mr. Pittman said if they had been forthcoming from the beginning, they would have better understood the situation. He said they all know that the suspension of the Atlantic City Rail Line has nothing to do with the Positive Train Control installations. Mr. Pittman said no other line in the State has seen the fate that the Atlantic City Rail Line has seen. He said Positive Train Control was done in November 2018, yet NJ TRANSIT waited until January to blame the Federal Railroad Administration for the line not being brought back because they had to inspect the lines and the equipment. Mr. Pittman said this was a lie because the Federal Railroad Administration, as reported by *Bloomberg*, said that NJ TRANSIT could restore this service anytime. He questioned why they have not and said they should be ashamed of

themselves. Mr. Pittman questioned NJ TRANSIT's fiscal responsibility relating to staff assignments. He questioned the seven SEPTA Positive Train Control locomotives sitting in the yard instead of being used as cab-controlled cars. Mr. Pittman said they need their train service restored and need an improved schedule.

Elizabeth Schuck said this was her second opportunity to speak since NJ TRANSIT suspended the Atlantic City Rail Line, and as she previously stated this has created a severe hardship on her family. She said her husband, who has been a locomotive engineer since the line was reopened in the late 1980's, has been forced to work 80 miles from their home, and not only do they have to live separately, but they have to pay double to live. Ms. Schuck said they need to keep the owner of the place where he lives apprised of how long he needs to stay, and since NJ TRANSIT will not give them a date when the line will be restored, he cannot give his landlord a date. She said this was not a sustainable way to live for anyone.

Ms. Schuck said since the beginning of the suspension of the Atlantic City Rail Line, NJ TRANSIT continued to compile lie after lie about why they were not reopening this rail line. She believes this should result in someone being fired because for almost six months they have heard nothing but a variety of lies from NJ TRANSIT and yet this entity is allowed to continue on without consequences. Ms. Schuck requested that NJ TRANSIT immediately announce a date when they will restore the Atlantic City Rail Line. She asked why she has been appealing to a Board who has been silent about NJ TRANSIT's action and questioned what was their purpose to help solve this mess.

James Curcio of Hammonton, New Jersey believes the decision to suspend the Atlantic City Rail Line was not reached on an adequate factual record and its suspension has been damaging to their region. He said it has been damaging to the economy as a whole of Atlantic City and every town along the line to Camden and Philadelphia. Mr. Curcio said the beautiful station that was built in Atlantic City adjoins the convention center, they are in the convention season, and it is a sickening sight to see it lay idle. He said this station was a hub of activity for car and boat shows and he witnessed how many people these shows brought in. Mr. Curcio questioned how they were going to get there and whether they would go at all.

Mr. Curcio said it is hard to teach people to use the Atlantic City Rail Line, but NJ TRANSIT has to create a culture of ridership and they cannot get there by suspending service. He said Atlantic City produces a lot for the State, but they need support from every State agency to get visitors into the city. Mr. Curcio said thousands of people came into their city on the trains. He said if you had seven healthy children and one sick child, you would do everything you could to get the sick child well, so NJ TRANSIT needs to make the Atlantic City Rail Line well and restore it. Mr. Curcio wants to know the timeline. He said it has been extremely damaging to two of the poorest and most poorly served counties in New Jersey.

Kevin Miller of Bedford, New Jersey, said he was one of the Atlantic City Rail Line's biggest advocates. He said that he has had some of his best memories riding on the Atlantic City Rail Line with his friends to the Philadelphia area and shore points. Mr. Miller said a lot of the points he brought up in August were still valid. He said he understands 3,000 commuters

use the Atlantic City Rail Line for work, not including the people who use the line to attend conventions and go to the shore and for various day trips. Mr. Miller said Atlantic City is a resort town and they need this line up and running because Atlantic City has been making a comeback over the last years and not having this line up will severely hurt Atlantic City. He noted the reduced fare does not include the transfer needed to get to 30th Street. Mr. Miller suggested borrowing cars from other properties to use as control cars.

Kareem Boswell said he uses the Atlantic City Rail Line for work and the reason he needs the Atlantic City Rail Line restored is because he does not like taking the No. 551 bus route from Philadelphia to the Greyhound Terminal because the buses are uncomfortable and too crowded. He would rather take the Atlantic City Rail Line because it is easier and more comfortable and a lot of people from Philadelphia use this line as well.

Freeholder Amy Gatto brought a resolution that was passed last night at their Board of Atlantic City Freeholders meeting. She said public transit is not easy for those in South Jersey. Freeholder Gatto said as a former daily commuter to Philadelphia, she accepted what they had, but now it is disastrous. She said they have no clear answers or timelines when service will be restored and the letter sent to elected officials with so called updates was insulting and said nothing.

Freeholder Gatto said NJ TRANSIT was not only doing a disservice to them, but the State of New Jersey who has direct oversight over the recovery and success of Atlantic City. She said they were working to enhance their Convention and off-season business; none of which they can do without rail. Freeholder Gatto said they have heard back from many businesses that they are not bringing their Conventions to Atlantic City because the rail line is not available. She said students have been traveling between educational institutions including their new Atlantic City campus of Stockton University. Freeholder Gatto said they were trying to bring new businesses, employers, industry, and access to medical service to their area and they need rail as an option. She said the only answer they have from NJ TRANSIT is possibly second quarter which is the height of their tourism season in Atlantic County.

Freeholder John Risley agreed with the previous speaker, Freeholder Gatto, whom he served with on the Atlantic County Board of Freeholders. He said Mr. Curcio was also a former Freeholder and he spoke very eloquently on the Atlantic City Rail Line. Mr. Risley said they cannot change the past, so they must go forward. He said Atlantic County leads the nation in foreclosures and they are an economically disadvantaged area. Mr. Risley said people do not make a lot of money in Atlantic County because the casinos do not pay much, and they are hurting. He said NJ TRANSIT needs to get the Atlantic City Rail Line up and running as soon as possible and do whatever necessary, even bring in personnel from other areas to help. Mr. Risley said about 30 people traveled a couple of hours to be at the meeting. They were there because they are passionate about their county and the people that work there. Mr. Risley asked NJ TRANSIT to get this line up and running.

Gregory Pratt said he has have lived in South Orange for over six years and has been a regular passenger on NJ TRANSIT trains and buses for more than 20 years. For most of this time he has been a steadfast supporter of NJ TRANSIT. Mr. Pratt spoke about a

situation that he could have never imagined happening to him. He said he was assaulted on January 17, 2019 by an NJ TRANSIT conductor on train number 807 while stopped on track one in South Orange. He said his husband and he got in an argument with a conductor from that train which precipitated from a trap door and an end door being open on a car that overshot the end of the platform, which was a Federal Railroad Administration safety violation.

Mr. Pratt said after the conductor questioned the legitimacy of his marriage, he attempted to take his photo so that he could identify him when complaining about his behavior to NJ TRANSIT. Mr. Pratt said contrary to the conductor's written statement, his phone was already out and the conductor acknowledged as much when he started yelling at him to stop taking photos. He said the conductor smacked the telephone out of his hand so hard, resulting in his thumb bending back and the next day it swelled and turned black and blue. Mr. Pratt said he filed a police report with the NJ TRANSIT Police, who treated him with courtesy at all times, which he genuinely appreciated. He said they also took photos of his thumb as part of the official report, but when the police caught up with the train crew at the Port Morris Yard, the conductor gave a different version, that made him appear blameless and claimed he used a self-defense motion to deflect a mysterious object from his pocket with no warning.

Mr. Pratt said the night train 6431 was running slightly late and arrived on track three shortly after his train arrival and a conductor from this train witnessed much of this incident. He said to his spouse, the conductor shook his head and indicated how sorry he was but he was not going to intervene. Mr. Pratt said it was obvious by his body language and the look on his face the actions of his colleague mortified him. Mr. Pratt said sadly this conductor later provided a written statement to his Senior Road foreman which sounded amazingly like the assaulting conductor's tale. He wonders who spoke to this conductor before he made his official statement. Mr. Pratt said in the end, the police had to drop the investigation because there were no other witnesses interviewed who actually saw what happened.

Mr. Pratt said the assaulting conductor is still working for NJ TRANSIT on the same train and he wonders if he could be a danger to other passengers riding the train. He said his husband asked if he cared that he assaulted his spouse and the response made it shockingly clear that he did not care. Mr. Pratt said he is going to file a third party claim with the South Orange Police Department. He said there were numerous passengers on the train who witnessed parts of the assault and he believes someone will be able to corroborate his version of events. Mr. Pratt said he would be posting flyers and using social media to find witnesses. He said he has never witnessed anything happen like this on an NJ TRANSIT train before and he hopes he never does again.

Sally Gellert spoke in a personal capacity although she serves as Communications Director for the Lackawanna Coalition. She has been hearing discussions of the Northern Valley Corridor as a rails to trails project, including biking, walking, and space along with Light Rail. Ms. Gellert said although the vast majority of rail to trail projects do not return to rail services, some have, and building light rail in the project from the beginning makes total sense as they are ever more cognizant of humans input into climate chaos and air pollution. She said

the ability to take bicycles on buses and trains, readily accommodated in the new train car purchases, to combine modes of transportation is in great demand because individual cars clog roads and the younger people are interested in walkability and transit options other than prior generations. Ms. Gellert said she was also aware of the proposed iron and ice project and she would caution that it be designed in a manner that accommodates current or future light rail on the remaining portions of the tracks.

Ms. Gellert finds it harder and harder to take a break after getting in Newark Penn Station before heading there or other destinations in the city. She said more and more seating is corded off and she finds herself having to buy something from Dunkin Donuts to get seating. She said she wanted to use the Wi-Fi in Dunkin Donuts and they referred her to the NJ TRANSIT customer service desk for the password, where they did not have it either. She wants NJ TRANSIT to improve seating and Wi-Fi coverage. Ms. Gellert said the Port Authority is now offering 30 free minutes of Wi-Fi services which is better than the Wi-Fi services NJ TRANSIT is offering.

Ms. Gellert asked NJ TRANSIT to make sure that directions and the maps are properly synchronized to each other on the website for people unlike her who do not know the area. She said she continually has issues with the cancellations of trains, the cancellation of discounts, and the lack of restoration of the Raritan Valley one-seat ride, Princeton Dinky, and the Atlantic City Rail Line. Ms. Gellert expressed support for Mr. Graddy.

Stephen Thorpe said he was not there last month because he was in Chicago riding commuter trains just to see how things run. He expressed his support of the people from Atlantic City. He said he was really exasperated to read NJ TRANSIT's excuse for the Federal Railroad Administration being the reason behind not restoring the Atlantic City Rail Line. Mr. Thorpe would love to see some good thought go into statements made. He said if NJ TRANSIT says the Federal Railroad Administration is prohibiting them from running service, it looks pretty good and the average person says this might be right. Mr. Thorpe has asked this Board many times to give the people in Atlantic City an actual date when NJ TRANSIT can restore service on any line. He said he lives along the Raritan Valley and Northeast Corridor lines, and asked when they are going to get the direct one-seat service back to New York on the Raritan Valley Line. Mr. Thorpe said the seven train cars leased from SEPTA cannot be used on the Atlantic City Rail Line. He believes NJ TRANSIT just leased these train cars to show the Federal Railroad Administration that they have seven more locomotives that are Positive Train Control equipped.

Mr. Thorpe said all they keep getting from NJ TRANSIT is promises, promises, and no action. He does not believe NJ TRANSIT is lying, but he thinks they just do not know what is going on. Mr. Thorpe said he travels to the Hoboken Station and sometime the doors are chained open and the wind blows in. He asked NJ TRANSIT to do something about that and noted it wastes heat. Mr. Thorpe also asked for the date when the Atlantic City Rail Line service can be restored. He said he supports Mr. Graddy and even called Lieutenant Governor Shelia Oliver and she and Governor Murphy are aware of it, and it is time that they do something for Mr. Graddy.

Tim Sevenser said he was from the Transit Village of Mount Tabor, representing the New Jersey Association of Rail Passengers as part of its Green Transit initiatives. He handed out information that he believes is critical. Mr. Sevenser said the International Energy Agency has said they have to expand rail.

Mr. Sevenser said the New Jersey Association of Rail Passengers as part of its Green Transit initiatives strongly supports increased safe bicycle paths and pedestrian access and has long supported the Northern Valley Greenway in Bergen County. However, he believes it is critical that such bicycle pedestrian paths along abandoned rail rights of way partner with and actively preserve the space for rail restoration in the future.

Mr. Sevenser said the New Jersey Association of Rail Passengers call on the municipalities along this right of way, New Jersey Department of Transportation, and the North Jersey Transportation Planning Authority to consider saving part of their past which could become Bergen County's transit solution of the future. He said this could be accomplished by keeping the rail right-of-way open to allow for light rail service at some point in the future. Mr. Sevenser asked that the Greenway be developed immediately adjacent to both sides of the rail right-of-way so the Greenway can fulfill the dual purpose of providing future rail service for Bergen County and accommodate the ongoing recreational needs of the residents of Bergen County.

David Peter Alan, Attorney-at-Law and Chair of the Lackawanna Coalition, thanked NJ TRANSIT for rearranging the chairs and the podium so his back is not to the audience. Mr. Alan complimented management in getting over the latest hurdle concerning Positive Train Control at the end of last year. He said there should be sufficient time between now and the end of next year to implement the rest of Positive Train Control on a reasonable schedule. As soon as the Federal Railroad Administration gives a sequencing order concerning it, they expect to see that order, so they will know just how much train service they must continue to sacrifice until Positive Train Control installation is complete.

Mr. Alan said they continue to suffer under a reduced schedule and none of the service cuts implemented purportedly because of Positive Train Control have been restored. He said there were still no trains on the Atlantic City Rail Line or Princeton Dinky. Mr. Alan said there were still no trains between Summit and Gladstone on the weekends and no trains to Penn Station, New York on the Raritan Valley Line. He said on the Morris & Essex, Montclair, and other lines, they are still forced to endure the services reductions that have plagued them over the past several months, even though NJ TRANSIT has successfully completed the 2018 Positive Train Control requirements and now has almost two more years. Mr. Alan expressed deep outrage that not a single train will be restored to the schedule at least until April, and that the 10 percent discount for their pain was revoked last month.

Mr. Alan said he has always questioned the Positive Train Control requirement, but he had no choice but to accept the fact that NJ TRANSIT has no choice but to spend the money and install it. Now that NJ TRANSIT has reached this stage, Mr. Alan said they no longer have Positive Train Control as an excuse for refusing to restore every train that was removed from the schedules on the Morris & Essex Line and every other line, including the Princeton

Dinky and Atlantic City Rail Line. Unless NJ TRANSIT has intentionally withheld information from them, he believes there is no reason why NJ TRANSIT is unable to restore every one of these trains and services within ten days. Mr. Alan said they stand with his friends in South Jersey, on the Raritan Valley Line, and Mr. Graddy.

Mr. Alan said they hear one excuse after another about why they must wait at least until April, and maybe until the end of June, to get any of their trains back. He said the problem is that NJ TRANSIT cannot get enough engineers to run even the current reduced schedule, so they keep annulling trains randomly and passengers never know whether or not their train will pick them up. Mr. Alan said if he is right about this, then they will be stuck with the uncertainty caused by these annulments for the rest of this year, if not longer.

In the interest of getting those trains back as soon as possible, Mr. Alan offered to act as a mediator, without compensation, towards resolving this situation for both sides and getting their trains back. He said he is a state-certified mediator, and has been since 1980.

Bruce Bergen, Chairman for the Raritan Valley Rail Coalition, said the Raritan Valley Rail Coalition was created in 1998 and is a non-profit bi-partisan group formed to advocate for the one-seat ride on the Raritan Line. He said they are also concerned about other long and short-term goals for not only their line, but for rail riders all across the State.

Mr. Bergen thanked NJ TRANSIT for the positive things that have gone on within the last year both by NJ TRANSIT and Governor Murphy to help fix some of the neglect of their rail service that went on for eight years. He knows NJ TRANSIT has fulfilled the first obligation at the end of last year for the implementation of Positive Train Control and this is a good thing, but there is more to be done.

Mr. Bergen said they are mostly interested in putting the one-seat ride back in service and thanked the Executive Director for his February 11, 2019 letter responding to the letter from Mr. Bergen and the Union County Freeholder Chair Bette Jane Kowalski. Mr. Bergen said unfortunately, the response did not really tell them what they really wanted to know and raised concerns that the one-seat ride may not be restored until sometime after the second quarter, once the other lines have been restored. Mr. Bergen said while restoration of the Atlantic City Rail Line and all other lines across the State is important, it is his hope that the Raritan one-seat ride will be considered as equally important.

Mr. Bergen said the Rail Coalition sent a letter at the end of December to the Coast Guard urging them to make changes in the bridge rules for opening the Portal North Bridge and he hopes that NJ TRANSIT will continue to press them in this regard. He said there is no reason why they cannot have 24-hour notice prior to opening the Portal Bridge and never opening it during rush hour because there are not that many boats that go through.

Mr. Bergen said on the weekends at many Raritan Valley Line stations, many of their waiting rooms are closed and many times it is cold outside and trains are late. He asked that NJ TRANSIT look at ways to have some of these waiting rooms open.

Mr. Bergen said they continue to press upon the State and national government to continue on with the Gateway Tunnel.

Errol Kerr said he stands in solidarity with the commuting public. Mr. Kerr said month after month, as they support Mr. Graddy, he keeps hearing the same complaints unresolved. He said NJ TRANSIT is a public company and they need to know that the people in charge of this great corporation are doing their job. Mr. Kerr said Mr. Graddy's struggle has been going on since 2004 and the Board is empowered to make a change. He said Mr. Graddy was driven out of his livelihood and was not able to maintain his standard of living because he invested in NJ TRANSIT and was derailed out of his business. Mr. Kerr said Mr. Graddy lost his wife which he feels was partly due to the strain that was put upon him. He said Martin Luther King Jr. said "Justice Delayed is Justice Denied." Mr. Kerr believes Mr. Graddy has been denied justice for 15 years, this has been long enough, wants NJ TRANSIT to give him some sense of justice.

Donna Nelson Ivy said she was a very tired woman, but she was there because she loves Mr. Graddy. She has heard they may be close to a positive resolution for Mr. Graddy, which will be great. Ms. Ivy said Mr. Graddy mentioned that he really wanted them to attend the meeting because of Black History Month. Because she thinks they are close to making a deal, she wanted to lighten things up. Ms. Ivy recommended watching the Kevin Hart Black History Month movie special with him and children on Netflix to educate in terms of the African American culture and where they come from. Also, she recommended watching the Sam Cook story which is very good in showing what they had to endure.

Winifred Harrison said many speakers have spoken about the consequences of closing down the various rail lines and Dr. Martin Luther King Jr. talked about the urgency of now. She said justice delayed is justice denied and Mr. Graddy had numerous run-ins with NJ TRANSIT, who has the power to do something now. She asked if anyone cared about what has been said there, and said not until you have walked in their shoes will they feel the pain that Mr. Graddy and the others who spoke there have. Ms. Harrison said Mr. Graddy was told he would have a restaurant in Atlantic City. She said NJ TRANSIT needs to do the right thing and make Mr. Graddy whole again.

Russell Graddy said it was Black History Month and they were there making history. He thanked his supporters and the people in the audience who have had sympathy for his issues. Mr. Graddy said he was asking for justice. He said he made it through all the obstacles and NJ TRANSIT made him a promise that he would be relocated back into his Atlantic City Restaurant but somehow things changed, and he was told they did not agree with the settlement that was reached. Mr. Graddy said after he gave back his keys, they found something wrong. He said he received invoice after invoice that he continued to pay for two-years without having access to his property. Mr. Graddy said they could not stand the fact that \$1.3 million was going to be given to him. He said offering him \$183,000 to go back in his property was not justice. Until NJ TRANSIT can give him a reason why they did this, he will continue coming back there until he is given something that is fair and decent. He wants to keep the negotiations ongoing.

Advisory Committee Report

There was no Advisory Committee Report.

Board Operations and Customer Service Committee Report

Board Member Castillo presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on Operations and Customer Service trends, analysis, and actions for rail, bus, and light rail.

The Committee also received an update on NJ TRANSIT's 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, as well as highlighted some customer compliments.

Additionally, the Committee received an update on Access Link Operations and Customer Service trends, analysis, and actions. And lastly, the Committee received an update on Cost of Service for bus, rail, light rail, and Access Link.

Board Administration Committee Report

Board Member Castillo presented the report for the Administration Committee. The Administration Committee received a Financial Update. The Financial Update included an update on NJ TRANSIT's 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.

Executive Director's Monthly Report

Executive Director Corbett noted earlier that day, they attended an event at Penn Station New York along with the Governor and Amtrak to highlight their renewed partnership under the Passenger Rail Investment and Improvement Act or PRIIA. This agreement represents a clean slate and a new era in their partnership with Amtrak. All outstanding payments have been made, and NJ TRANSIT is now current with all of our funding commitments.

As a co-chair of the Northeast Corridor Commission, along with Federal Railroad Administration Administrator Ron Batory, it had become abundantly clear that all the railroads need to be united and invested in the Northeast and not act adversarial. When the Northeast Corridor succeeds, they all succeed. That is the premise of PRIIA.

The PRIIA payments allow them to work collaboratively with and reliably fund Amtrak, enabling them for example, to improve the signal and catenary system – the primary cause of delays that have long plagued both NJ TRANSIT and Amtrak customers. They will continue the collaborative work to enhance the experience for NJ TRANSIT customers at Penn Station New York, which serves nearly 50 million NJ TRANSIT passenger trips every year. That includes improving customer flow through the station, improving the shared waiting area and adding NJ TRANSIT train throughout the station.

In addition to continued infrastructure improvements and enhancing safety, this significant investment and strengthened partnership allows long-stalled major capital projects along the Northeast Corridor like County Yard and the Elizabeth Station Reconstruction project to advance, as well as the major projects of Portal Bridge and the Gateway Tunnel.

Executive Director Corbett addressed comments regarding service restoration. NJ TRANSIT remains fully committed to beginning restoring rail service in the second quarter of 2019, starting with the Atlantic City Rail Line and the Princeton Branch, also known as the Princeton Dinky. As of last week, they were in Washington D.C. with the Federal Railroad Administration and expect full final approval of their application for an alternative schedule in the next few weeks. It was important to note while the Federal Railroad Administration does not dictate their train schedule, until their application is approved, NJ TRANSIT is subject to a tolling fine if there are any changes until their application is actually fully approved so they deem it imprudent to take actions with the risk of having to redo their schedule based upon the final verdict.

NJ TRANSIT is still contending with locomotive engineer shortages, as they continue to ramp up recruiting efforts. A record-setting six concurrent locomotive training classes are in session, one of which will graduate this April with three others graduating by the end of this year.

On the equipment side, there is a temporary backlog of vehicles, especially diesel locomotives, awaiting maintenance and inspections. This backlog is the result of NJ TRANSIT staffing resources needed to meet the year-end Positive Train Control vehicle installation requirements. In addition to these ongoing challenges, rail service planners are also reviewing the upcoming impacts of Amtrak's summer work at Penn Station New York. As they get closer to service restoration, and their full spring schedule, they will communicate more specific updates to customers as they become available.

While currently 99 percent of their 317,000 daily riders are enjoying reliable service since January 2, 2019, they fully appreciate that for the remaining one percent, there is a 100 percent impact on them. They look forward to restoring that service as soon as they can do so reliably.

Last Thursday, Governor Murphy joined Chair Gutierrez-Scaccetti and Executive Director Corbett to announce the completion of the 69th Street Bridge in North Bergen. This project removes an at grade crossing over an active freight rail line by having vehicular traffic on the overpass. By elevating the traffic and eliminating interaction of cars and freight trains,

it is a major safety upgrade for the region and now significantly improves traffic flow through North Bergen.

It was a project that was allowed to languish under prior administrations. Last fall, they brought in a new contractor to take over. In that short time, the work was completed and residents in the region are benefitting from this increase in safety. NJ TRANSIT appreciates the patience that North Bergen residents and businesses have shown during this construction project. Executive Director Corbett thanked everyone involved in bringing this project to completion.

On March 7, 2019, NJ TRANSIT will hold two public hearings in Jersey City regarding the proposed long term service disruption of Hudson-Bergen Light Rail service at three stations along the West Side Avenue branch. Due to upcoming utility repair work on or about June 1, 2019 by the Jersey City Municipal Utilities Authority, they will be required to temporarily suspend service at West Side Avenue, Martin Luther King Drive, and Garfield Avenue stations for a period up to nine months.

The Utilities Authority will be conducting extensive underground sewer repair work on a line which runs under the light rail tracks. They will need approximately two months to decommission that section of the Hudson-Bergen Light Rail to remove wire, shut down electricity, and remove track. During this temporary suspension, substitute bus service will be made available from each of the three stations directly to Liberty State Park Station, where customers can connect to regular Hudson-Bergen Light Rail service. In addition, substitute bus service will operate between each station to accommodate local travel.

NJ TRANSIT encourages all to attend the two public hearing sessions on March 7, 2019. They have alerted customers of the details on the location and times and this information is currently available on their website. NJ TRANSIT will continue to work closely with the Jersey City Municipal Utilities Authority to ensure the project remains on schedule and minimizes the impact on customers to the greatest extent possible.

Executive Director Corbett commended yet another action of bravery and dedication by one of NJ TRANSIT's police officers. This past Sunday, Officer Angelo Silletti was on patrol at Hoboken Terminal when, without regard for his own safety, he jumped in the frigid water to try to save a man. Executive Director Corbett asked Officer Silletti to join him as he presented a proclamation to him as well as a photo with the Board.

Action Item

1902-04: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

Executive Director Corbett introduced Michael Kilcoyne, Vice President and General Manager, Bus Operations, to present Action Item #1902-04.

Michael Kilcoyne recommended approval of Action Item #1902-04: Bus Shelter Purchase and Installation of 150 Units Over 24 Months.

Approval was requested to enter into a contract with Handi-Hut, Inc. of Clifton, New Jersey for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,440,735.00, plus five percent for contingency.

Approval of this contract will allow for the purchase and installation of 150 bus shelters across the State, enabling NJ TRANSIT to continue to meet the demand of its existing Bus Shelter program. Bus shelters are a valued customer amenity, offering seating and protection from inclement weather, as well as a visible indication of an active bus stop. NJ TRANSIT installs and replaces 50 to 75 bus shelters annually.

While this contract will enable NJ TRANSIT to continue its existing Bus Shelter Program, Bus Operations is also exploring options for a future upgraded program, including new shelters or upgrades to existing shelters that feature Solar LED lighting and Wi-Fi. Issues that need to be considered are: unit cost and availability of program funding, Sponsor interest in taking responsibility for upgraded shelters, and Sponsor's ongoing operating cost.

They were also exploring the feasibility and cost of installing customer waiting shelters at park and rides with the following features: heating and cooling inside the shelter, enclosed waiting area with automatic doors, interior lighting, and glass walls with a translucent acrylic roof. Major park and rides, with high passenger volume, require more than a shelter upgrade to improve the customer experience. These shelters would be modeled after those currently in use at the George Washington Bridge Bus Station.

Mr. Kilcoyne asked for approval of Item #1902-04.

Board Member Edmund Caulfield made a motion to approve Action Item #1902-04 and Board Member Flora M. Castillo seconded it.

Board Member Castillo thanked Mr. Kilcoyne for looking at this item in a different way to create an enhanced experience for NJ TRANSIT's customers. She said she has been a longtime advocate of looking at bus shelters as part of the customers' total experience. Board Member Castillo said she appreciated him looking at the solar and all the other amenities. She said she was voting yes on the item because she understands there are immediate needs. Board Member Castillo said she appreciates his efforts at also looking at how to continue to enhance that experience going forward and looking at innovative ways to partner with municipalities to create a more attractive shelter that she thinks Mayors and City Councils are looking for.

The item was unanimously adopted.

Roll Call Vote:

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

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member Flora M. Castillo, seconded by Edmund Caulfield, and unanimously adopted. The meetings were adjourned at approximately 8:24 p.m.

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

FEBRUARY 13, 2019

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ EXECUTIVE SESSION AUTHORIZATION	53986
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	53987
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	53988

ACTION ITEM

- 1902-04 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS** **54010** – Authorization to enter into NJ TRANSIT Contract No.18-001X with Handi-Hut, Inc., of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,440,735, plus five percent contingency, subject to the availability of funds.
- **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including; 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 January 4, 2019 and the January 16, 2019 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 January 7, 2019 and January 22, 2019;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the January 4, 2019 and the January 16, 2019 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: FEBRUARY 13, 2019
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – FEBRUARY 2019

Earlier today, I attended an event at Penn Station New York along with Amtrak to highlight our renewed partnership under the Passenger Rail Investment and Improvement Act (PRIIA). This agreement represents a clean slate and a new era in our partnership with Amtrak. All outstanding payments have been made, and NJ TRANSIT is now current with all of our funding commitments. Going forward, we'll meet the intent of PRIIA, as monthly contributions from NJ TRANSIT will go directly into state-of-good-repair projects on the Northeast Corridor (NEC). The PRIIA payments allow us to work collaboratively with and reliably fund Amtrak enabling them to improve the signal and catenary system – the primary cause of delays that have long plagued both NJ TRANSIT and Amtrak customers. NJ TRANSIT will also have more input on the coordination and prioritization of critical maintenance projects. The agreement continues NJ TRANSIT's partnership with Amtrak on a range of infrastructure improvements and maintenance along the NEC throughout New Jersey. This includes continued work at County Yard, located between New Brunswick and North Brunswick, construction of a new station in Elizabeth and other improvements along the NEC. I look forward to continue strengthening our coordination for the benefit of all rail customers in the region.

Last Thursday, Governor Murphy joined Chair Gutierrez-Scaccetti and me to announce the completion of the 69th Street Bridge in North Bergen. This is a project which removes a grade crossing over an active freight rail line by having vehicular traffic on the overpass. By elevating the traffic and eliminating interaction of cars and freight trains, it is a major safety upgrade for the region and it significantly improves traffic flow through North Bergen. However, it was a project that was allowed to languish under prior administrations. Last fall, we brought in a new contractor to take over. In that short time, I'm proud to say the work was completed and residents in the region are benefitting from this increase in safety. NJ TRANSIT appreciates the patience that North Bergen residents and businesses have shown during this construction project. I'd like to thank the project managers and everyone involved in bringing this to completion.

On March 7th, we will hold two public hearings in Jersey City regarding the proposed long-term service disruption of Hudson-Bergen Light Rail service at three stations along the West Side Avenue branch. Due to upcoming utility repair work by the Jersey City Municipal Utilities Authority, we will be required to suspend service at West Side Avenue, Martin Luther King Drive and Garfield Avenue for a period up to nine months beginning on or about June 1st. The Utilities Authority will be conducting extensive underground sewer repair work on a line which runs under the light rail tracks. We will need approximately two months to decommission that section of the HBLR to remove wire, shut down electricity and remove track. During this temporary suspension, substitute bus service will be made available from each of the three stations directly to Liberty State Park station, where customers can connect with regular HBLR service. In addition, substitute bus service will operate between each station to accommodate local travel. We encourage all to attend the two public sessions on March 7th. We have alerted our customers of the details on the location and times:

Date: Thursday, March 7, 2019
Time: 2:00 p.m. to 4:00 p.m. & 6:00 p.m. to 8:00 p.m.
Location: New Jersey City University
Gilligan Student Union Building (Culver Avenue entrance)
Multi-Purpose Room B
2039 John F. Kennedy Boulevard
Jersey City, NJ 07305-1597

NJ TRANSIT will continue to work closely with the Jersey City Municipal Utilities Authority to ensure the project remains on schedule and minimizes the impact on our customers to the greatest extent possible.

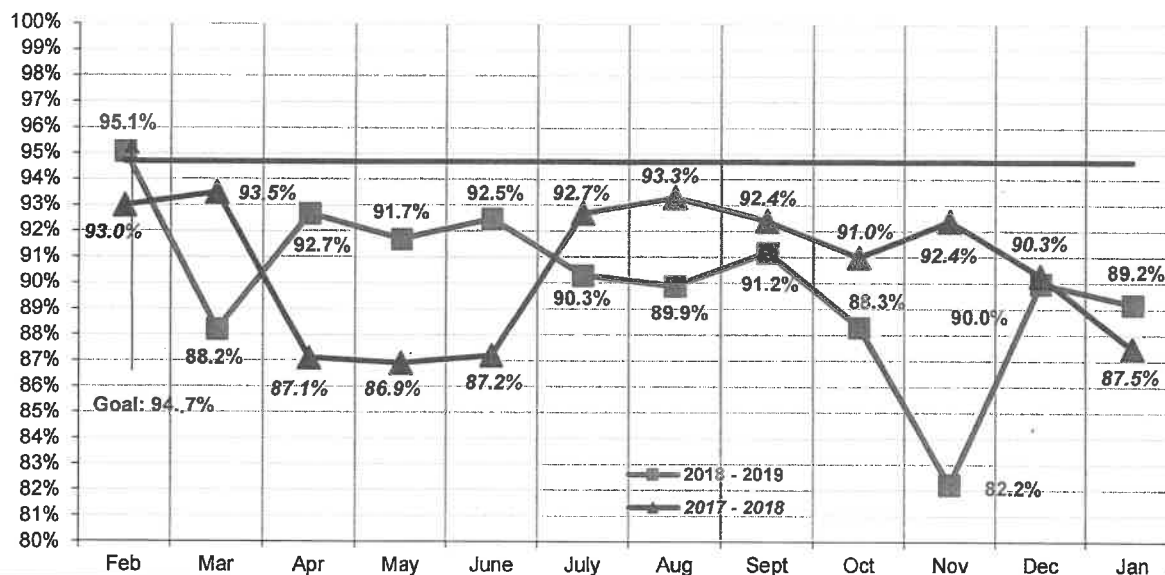
EXECUTIVE DIRECTOR'S MONTHLY REPORT FEBRUARY 13, 2019

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL FEBRUARY 2017 - JANUARY 2019

% Trains Reported Within 6 Minutes of Schedule



	Dec. 2018	Jan. 2019	# Change
One-Month Comparison	90.0%	89.2%	-0.8%
	2018	2019	# Change
January Comparison	87.5%	89.2%	1.7%
	2017-2018	2018-2019	# Change
12-Month Average Feb. 2017 - Jan, 2019	90.6%	90.1%	-0.5%

Analysis:

Rail On-Time Performance was 89.2% for January 2019. Of the 16,918 trains scheduled to operate, 15,085 were on time, while 1,833 trains (or 10.8%) were delayed.

Key causes included:

- Amtrak programmed maintenance, NJT PTC work and equipment issues contributed to 119 delays resulting in 78.5% OTP on January 7.
- Amtrak and NJT equipment issues, and NJT PTC work contributed to 72 delays resulting in 83.5% OTP on January 15.
- Amtrak and NJT equipment issues, weather related issues, and NJT PTC work contributed to 185 delays resulting in 64.9% OTP on January 31.

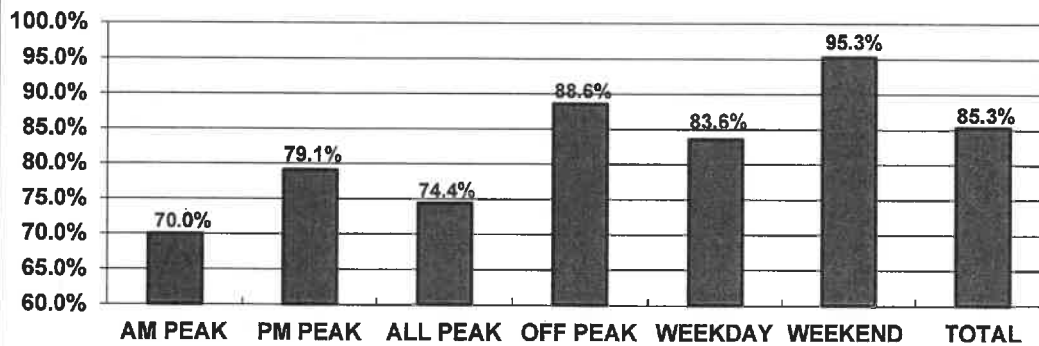
The 12-month average for Rail On-Time Performance February 2018 - January 2019 was 90.1%, which has decreased by 0.5%.

ON-TIME PERFORMANCE RAIL

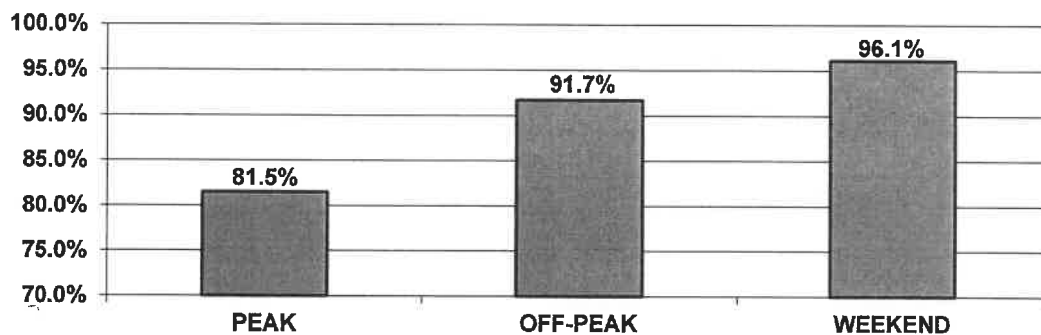
SUMMARY BY TIME PERIOD JANUARY, 2019

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

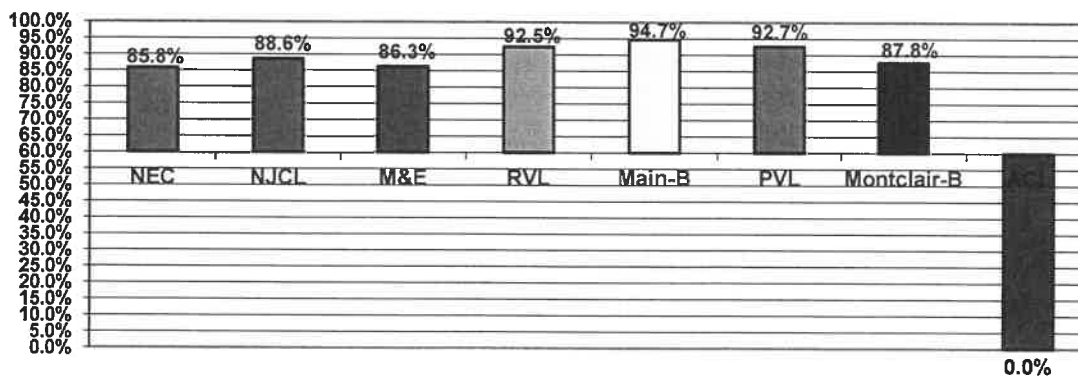
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

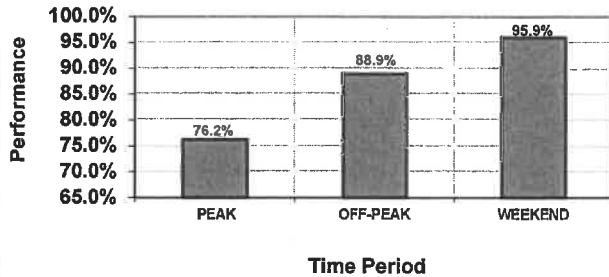
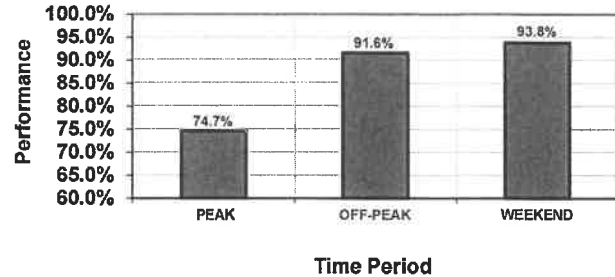
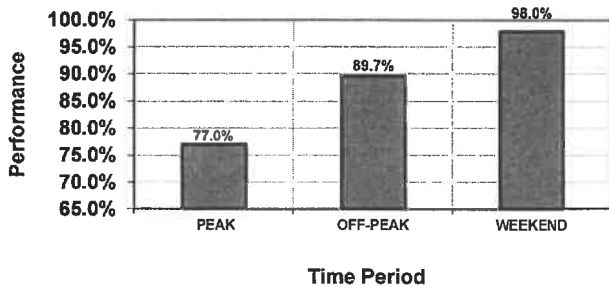
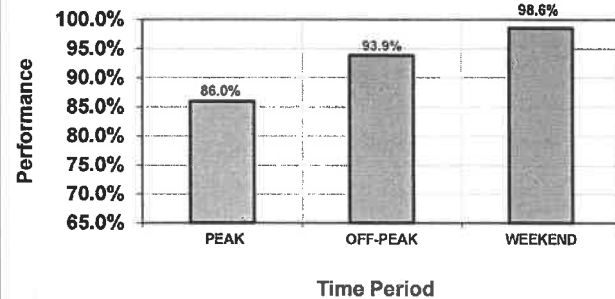
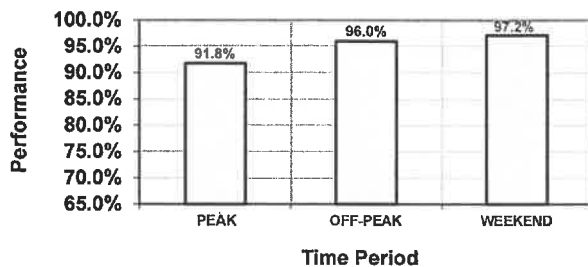
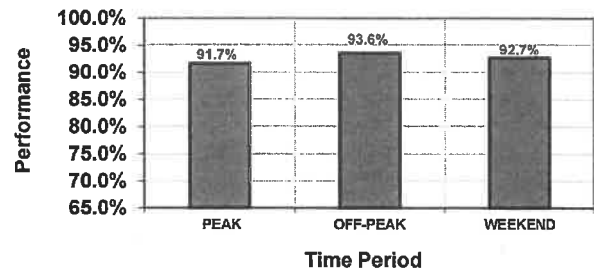
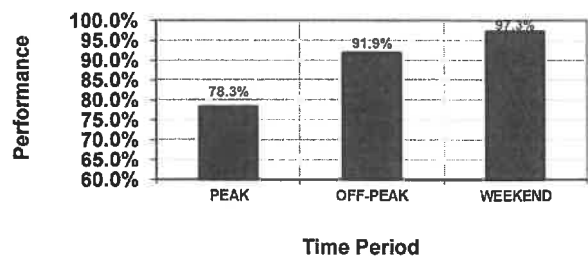
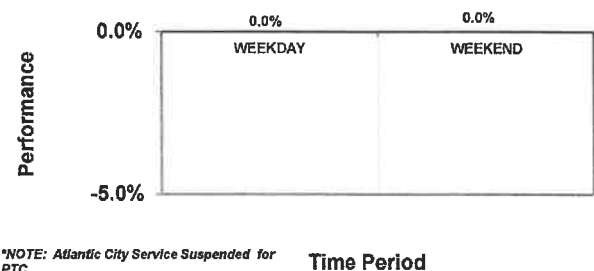


% BY LINE Trains Reported On Time



NOTE: ATLANTIC CITY SERVICE SUSPENDED FOR PTC

ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY, 2019

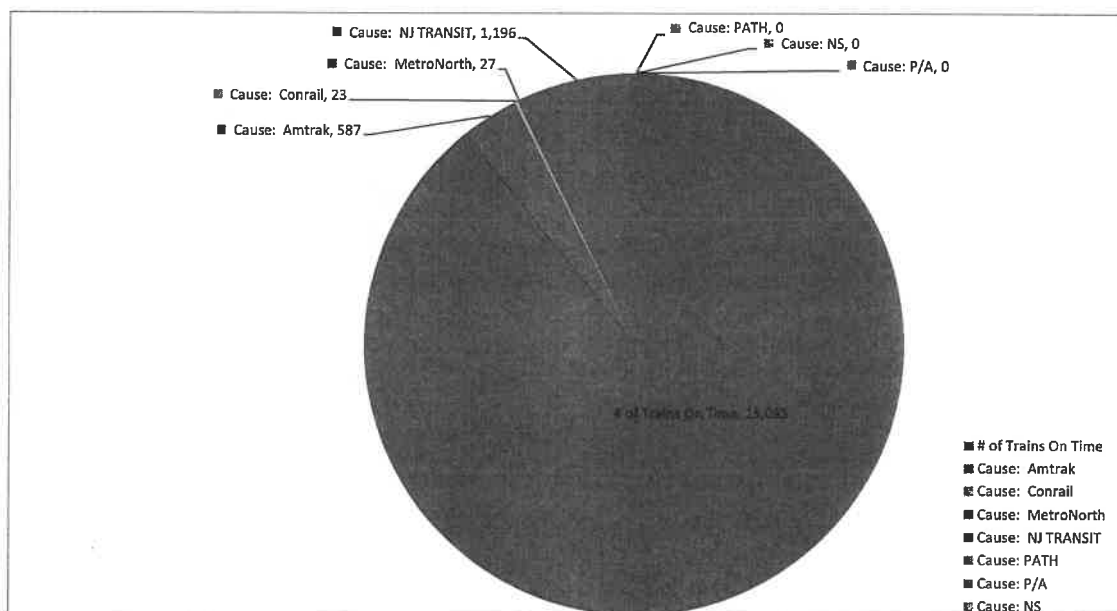
NORTHEAST CORRIDORNORTH JERSEY COAST LINEMORRIS & ESSEXRARITAN VALLEY LINEMAIN-BERGENPASCACK VALLEYMONTCLAIR-BOONTONATLANTIC CITY*

*NOTE: Atlantic City Service Suspended for PTC

NJ TRANSIT Performance - JANUARY, 2019

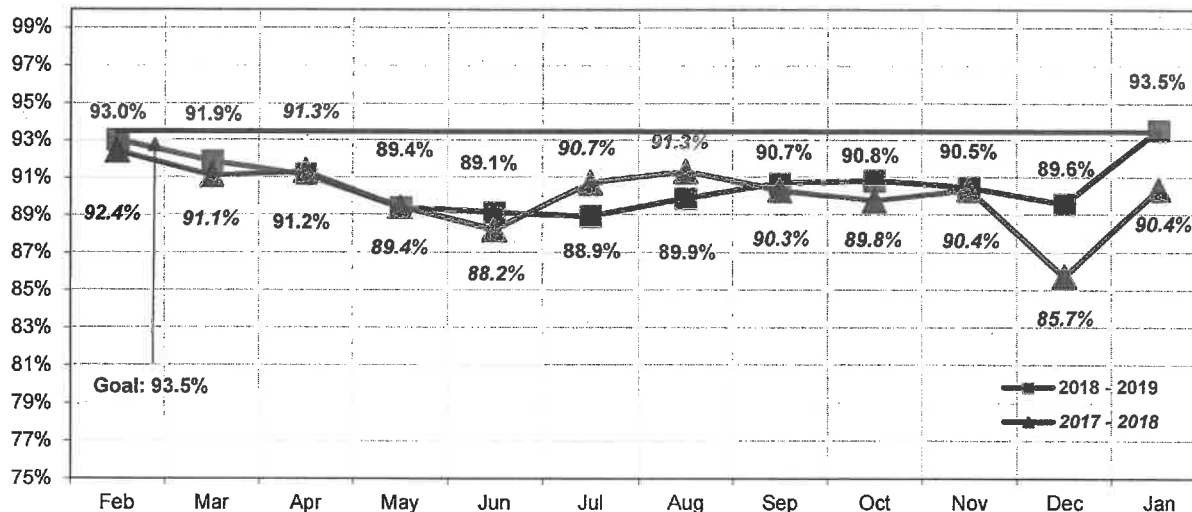
Late NJ TRANSIT Trains

# of Trains On	Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: PATH	Cause: P/A	Cause: NS
# of Trains On Time	15,085	587	23	27	1,196	0	0
# of Late Trains	1,833	3.47%	0.14%	0.16%	7.07%	0.00%	0.00%
Total # of Trains	16,918						
Percentage On Time	89.2%						



NJ TRANSIT ON-TIME PERFORMANCE BUS FEBRUARY 2017 - JANUARY 2019

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2018	2019	% Change
January Comparison	90.4%	93.5%	3.1%

	2018	2019	% Change
12-Month February - January	90.1%	90.7%	0.6%

Analysis:

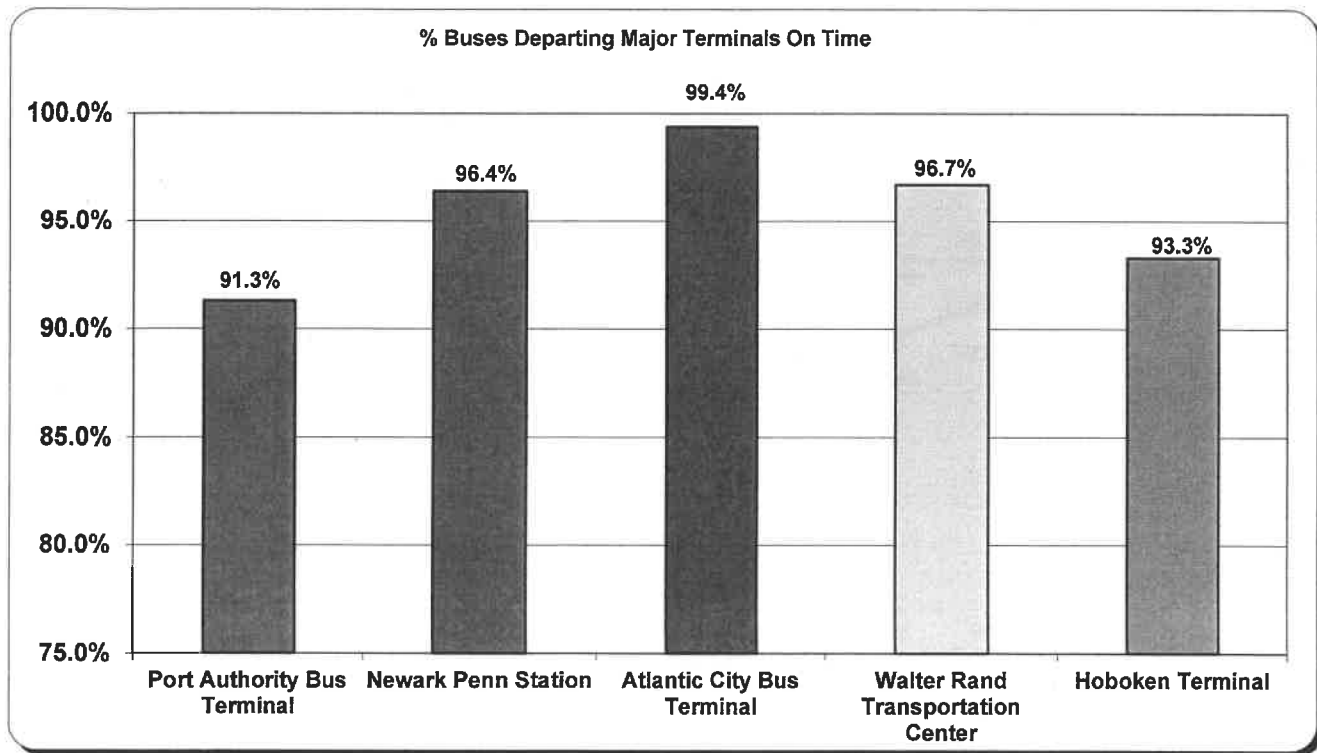
Bus On-Time Performance was 93.5% for January 2019. Of the 42,493 monitored departures 2,744 (or 6.5%) experienced delays. Key causes included:

- At Port Authority Bus Terminal on January 2, the upper bus level was gridlocked, and on January 24, heavy rains caused delays, which impacted service.
- At Newark Penn, on January 9, all NJ Turnpike lanes were closed due to a truck fire causing buses to be detoured, which impacted service.

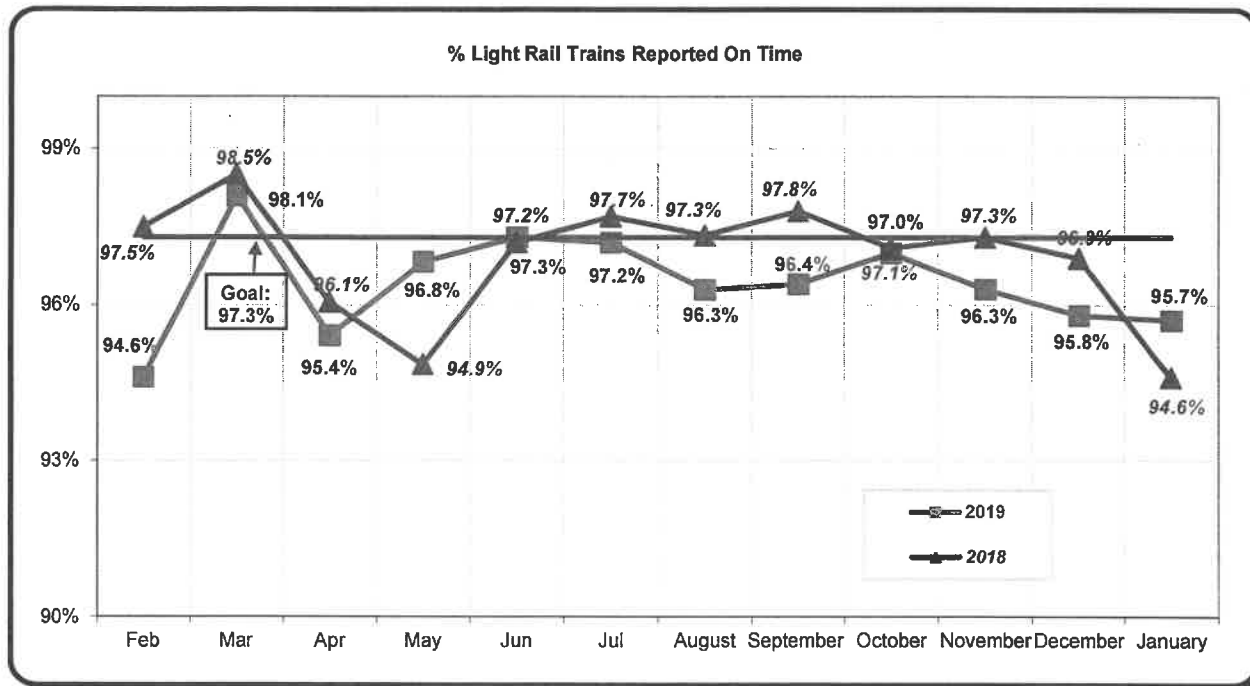
The 12-month average for Bus On-Time Performance for February - January was 90.7%, which was up 0.6% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JANUARY 2019



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL FEBRUARY 2017 - JANUARY 2019



	2018	2019	# Change
January Comparison	94.6%	95.7%	1.1%

	2018	2019	# Change
12-Month Average Ended Feb 2017 & Jan 2019	96.9%	96.4%	-0.49%

Analysis:

Light Rail On-Time Performance systemwide was 95.7% for the month of January 2019. Of the 26,597 scheduled departures, 977 experienced delays.

Key causes included:

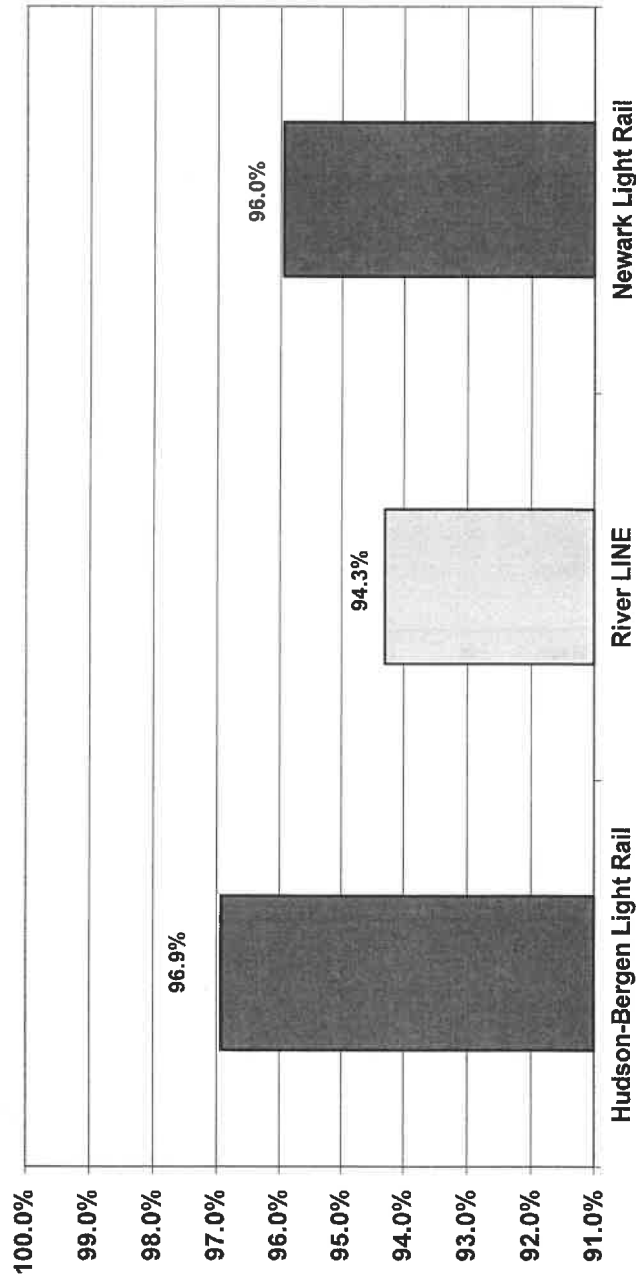
- River LINE - Delays on select dates in January were caused by track obstruction, and equipment malfunctions.
- Hudson Bergen Light Rail - Multiple delays were caused by equipment issues throughout the month of January.
- Newark Light Rail - Manpower issues, equipment issues, and police activity caused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

The 12 month Average for Light Rail On-Time Performance for February 2018 to January 2019 was 96.41%, which decreased by 0.49%.

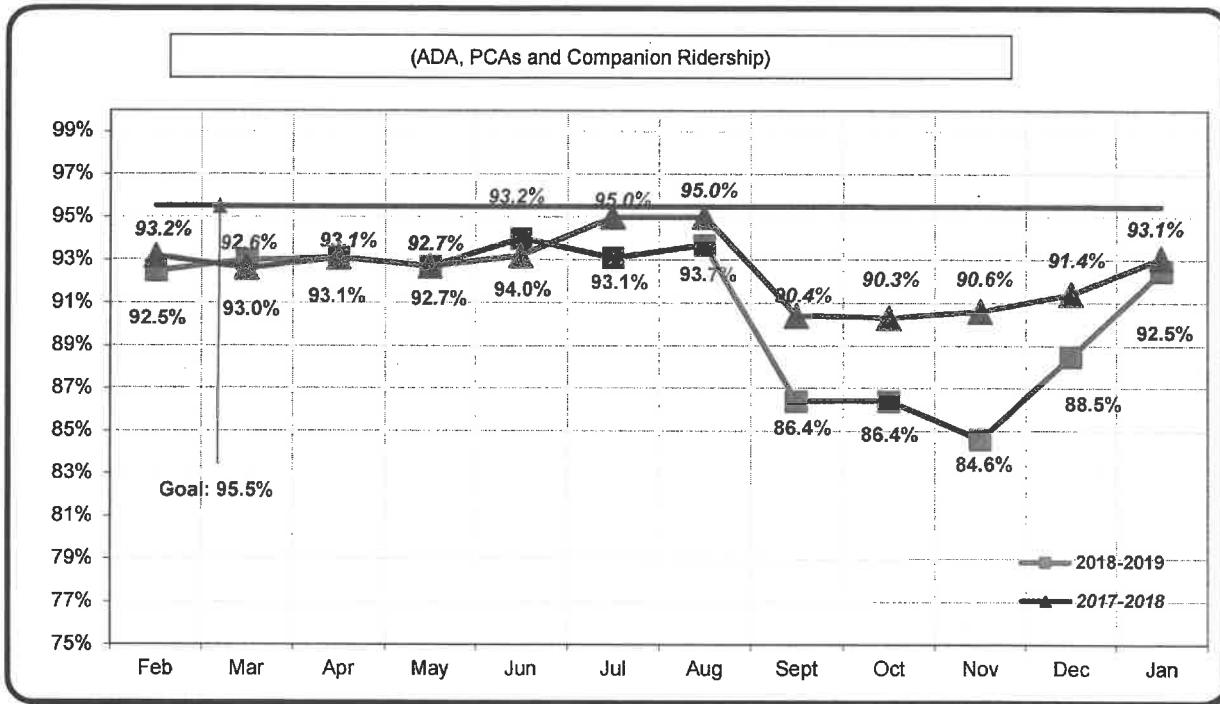
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE January 2019

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK February 2017 - January 2019



	2018	2019	% Change
January Comparison	93.1%	92.2%	-0.9%

	2018	2019	Difference
January Ridership	129,133	140,453	11,320

	2017-2018	2018-2019	% Change
12-Month Average February-January	92.6%	90.9%	-1.7%

Analysis:

Access Link On-Time Performance was 92.2% for January 2019. In serving 140,453 total riders, for 129,021 ADA customers trips, 10,079 (or 7.8%) experienced delays.

Key causes include:

- Driver shortages and issues retaining drivers in the larger regions
- Delays due to increased traffic volume and congestion
- Scheduling impact from pick-up window reduction

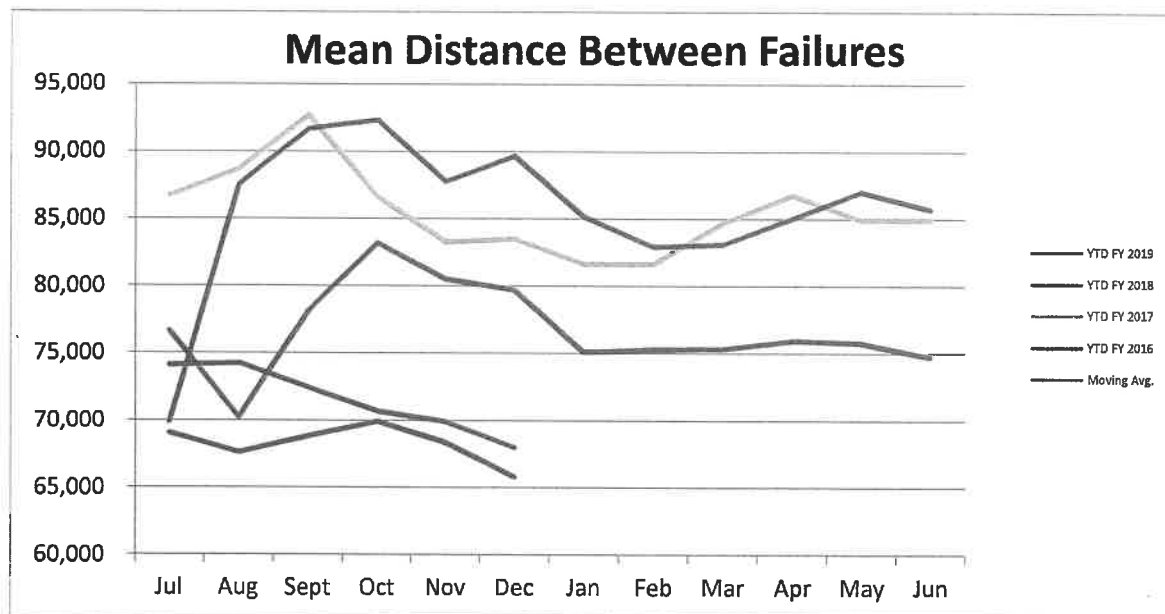
The 12-month average for Access Link On-Time Performance for February 2018 - January 2019 was 90.9%, which decreased by 1.7%.

MEAN DISTANCE BETWEEN FAILURES

December 2018

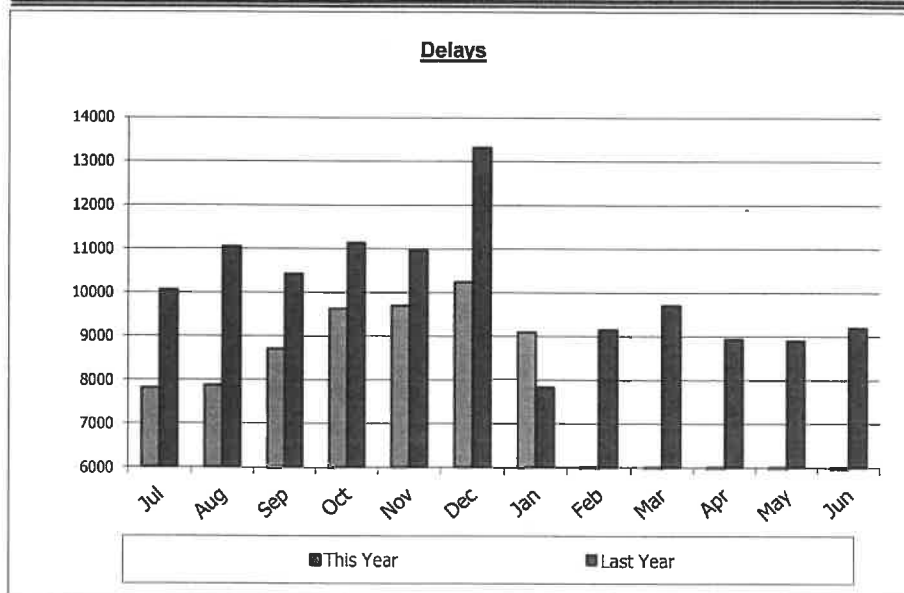
NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY2019	YTD FY2018	YTD FY2017	YTD FY2016	12 Month Moving Avg.
Jul	69,055	76,674	86,683	69,926	74,107
Aug	67,612	70,263	88,680	87,565	74,238
Sept	68,823	78,151	92,705	91,669	72,424
Oct	69,913	83,213	86,626	92,329	70,679
Nov	68,356	80,523	83,272	87,756	69,908
Dec	65,796	79,711	83,501	89,655	67,997
Jan	-	75,139	81,633	85,167	-
Feb	-	75,324	81,639	82,949	-
Mar	-	75,376	84,715	83,112	-
Apr	-	75,968	86,771	85,060	-
May	-	75,787	84,920	87,022	-
Jun	-	74,776	84,936	85,722	-



Garage Performance Parameters**January 2019**

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	4,111	4,066	5,648
Greenville	7,500	6,343	5,135	5,089
Market Street	8,500	6,398	6,401	8,225
Meadowlands	10,200	6,155	5,424	6,711
Oradell	10,500	7,521	7,242	8,824
Wayne	10,500	10,618	8,093	9,841
Northern Division	-	6,962	6,292	7,757
Big Tree	8,800	4,566	5,367	7,321
Hilton	10,200	7,234	7,382	9,459
Howell	16,750	42,479	25,770	35,060
Ironbound	9,600	7,847	8,078	10,044
Orange	9,250	6,017	7,041	8,706
Morris	10,500	24,049	36,992	47,588
Central Division	-	9,261	9,623	12,333
Egg Harbor	15,500	14,942	19,346	15,587
Hamilton	13,000	9,130	8,722	13,164
Newton Avenue	12,000	10,488	11,531	12,357
Washington Twp.	14,500	20,767	18,711	12,295
Southern Division	-	14,068	15,083	13,448
Bus Operations	-	9,092	8,905	10,448

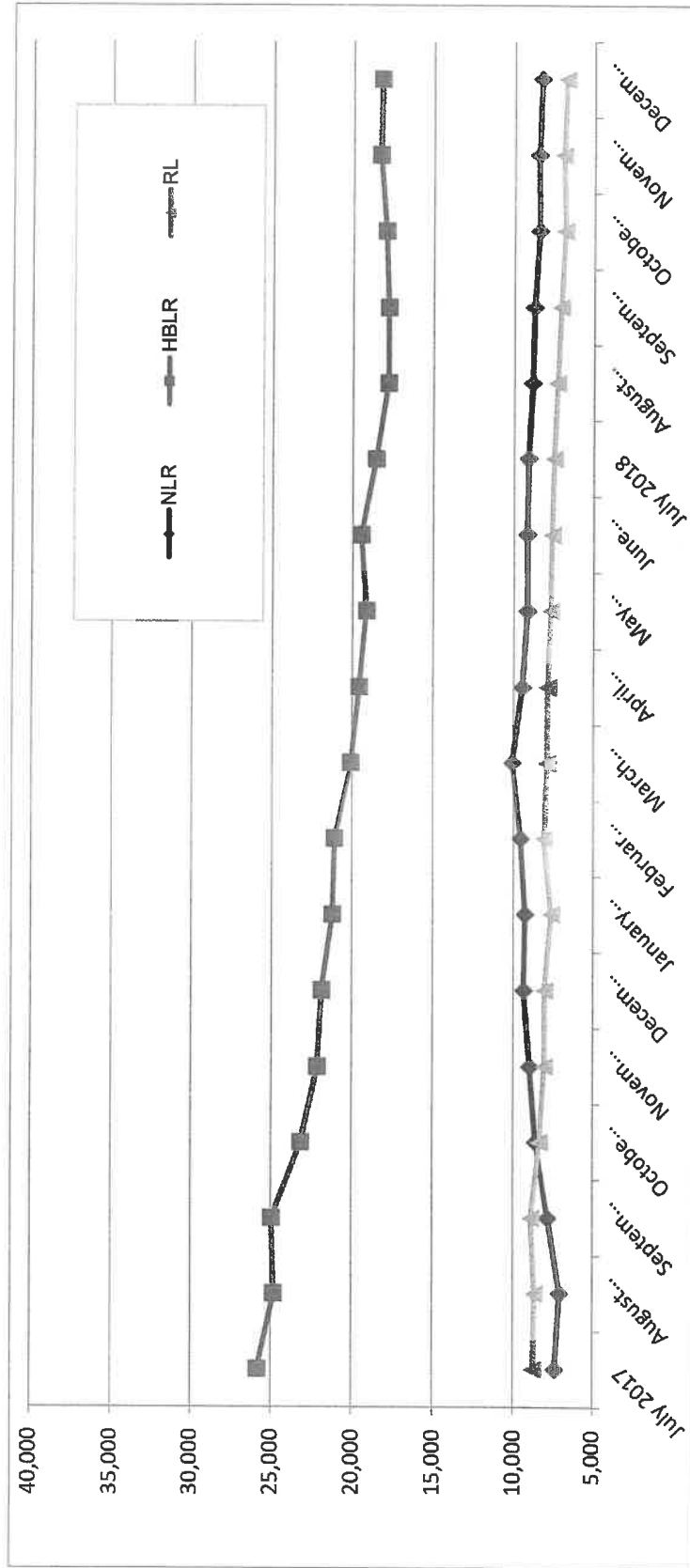


NJ TRANSIT - LIGHT RAIL, December 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * December 2018
Newark Light Rail	8,342
Hudson Bergen	18,225
River LINE	6,739

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

State Funded Contracts

During the month January 2019, NJ TRANSIT awarded **\$11,108,710.75** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$469,198.84** or **4.22%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$133,876,800.27** in state funded contracts. Of that total, SBEs received **\$11,104,379.76** or **8.29%**.

Note: The above reflects the Procurement Report of Awards received February 5, 2019.

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	\$5,700,689.46	or 4.26%
Category 3 SBEs received	\$186,363.54	or 0.14%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$5,182,151.84	or 3.87%
Category 6 SBEs received	\$0.00	or 0.00%

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

During the 1st Quarter (October 1, 2018 – December 31, 2018) of Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$149,452,230.34**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$28,300,272.54** or **18.94%**.

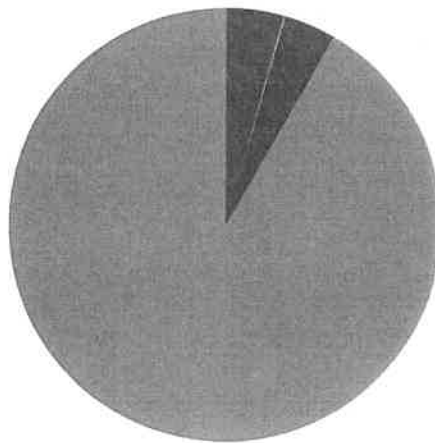
DBE Goal Attainment from October 1, 2018 – December 31, 2018 (FFY 2019)*

Contracts awarded	\$149,452,230.34
DBEs received	\$ 28,300,272.54 or 18.94%

**Numbers reflect federal share.*

SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2019

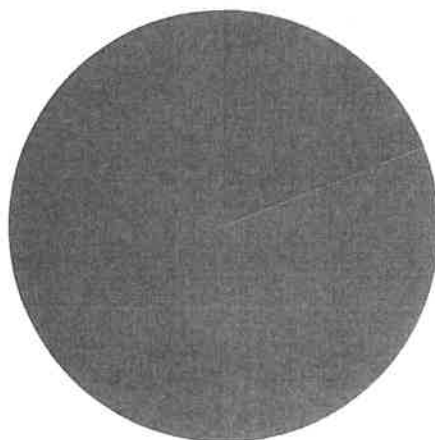
<i>Category 1 SBEs</i>	\$35,174.92	0.03%
<i>Category 2 SBEs</i>	\$5,700,689.46	4.26%
<i>Category 3 SBEs</i>	\$186,363.54	0.14%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$5,182,151.84	3.87%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$122,772,420.51	91.71%



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

DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$28,300,272.54	18.94%
Total Amount Non-DBEs Received	\$121,151,957.80	81.06%



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

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

5 NJ TRANSIT employees retired recently with careers ranging 18 to 33 years of service:

1. Theonita Crawford, Revenue Supervisor – NEC-Various – 31 years
2. Stanley Jureczko, Sr. Road Foreman Engines – AC-Rail-Term. – 30 years
3. Robert Lestingi, Asst. Conductor – Various – 18 years
4. Andre Thomas, Conductor – Various – 33 years
5. Carl Watley, Spec-Communications – MMC-Kearny-GSS – 18 years

ACTION ITEM

ITEM 1902-04 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

NJ TRANSIT has a program for the purchase and installation of bus shelters throughout the State of New Jersey, supplying shelters to the communities that request them provided they agree to assume responsibility for maintenance and liability.

- Seeking authorization to enter into a contract (No. 18-001X) with **Handi-Hut, Inc.** of Clifton, New Jersey for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed **\$1,440,735.00**, plus five percent contingency.



ITEM 1902-04 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

- Authorization of this contract will allow for the purchase and installation of 150 bus shelters over 24 months at bus stops across the state, enabling NJ TRANSIT to continue to meet the demand of its existing Bus Shelter Program.
- Bus shelters have proven to be a valued customer amenity, offering seating and protection from inclement weather, as well as a visible indication of an active bus stop.
- NJ TRANSIT installs/replaces 50 to 75 bus shelters annually.



EXPLORING FUTURE BUS SHELTER PROGRAM OPTIONS

- While this contract will enable NJ TRANSIT to continue its existing Bus Shelter Program, Bus Operations is also exploring options for a future upgraded program.
- Staff has researched vendors to explore more advanced bus shelter options, including new shelters or upgrades to existing shelters that feature Solar LED and WiFi.
- Issues that need to be considered regarding upgraded shelters include:
 - Unit cost and availability of program funding
 - Sponsor interest in taking responsibility for upgraded shelters
 - Sponsor's ongoing operating cost (many municipalities have switched to advertising shelter vendors to avoid maintenance responsibility).



EXPLORING FUTURE BUS SHELTER PROGRAM OPTIONS

- Bus Operations is also exploring the feasibility and cost of installing customer waiting shelters at park-rides, with units that feature:
 - HVAC unit for heating/cooling inside the shelter
 - Enclosed waiting area with automatic doors
 - Interior lighting
 - Thick, tempered glass walls with a white, translucent acrylic roof
- Major park-rides, with high passenger volume, require more than an upgraded bus shelter to improve the customer experience.
- The customer waiting shelters would be modeled after those currently in use at the George Washington Bridge Bus Station.



ITEM 1902-04: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

WHEREAS, NJ TRANSIT has a program for the purchase and installation of bus shelters throughout the State of New Jersey, supplying shelters to the communities that request them provided they agree to assume responsibility for maintenance and liability; and

WHEREAS, NJ TRANSIT in the interest of promoting public transportation and for the convenience of the public, endorses the concept of providing bus shelters for bus customers throughout the State; and

WHEREAS, bus shelters have proven to be a valued customer amenity, offering seating and protection from inclement weather, as well as a visible indication of an active bus stop; and

WHEREAS, more than 3,000 shelters have been provided to communities since the inception of NJ TRANSIT's Bus Shelter Program in 1981; and

WHEREAS, upon completion of a competitive procurement process, Handi-Hut, Inc., of Clifton, New Jersey, was determined to be the most responsive and responsible bidder; and

WHEREAS, the NJ TRANSIT Office of Business Development established a Race-Neutral DBE goal on this project, and Handi-Hut Inc. has identified 31.03% DBE utilization for this contract;

NOW THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No.18-001X with Handi-Hut, Inc., of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,440,735.00, plus five percent contingency, subject to the availability of funds.