

**CERTIFICATION  
OF  
NEW JERSEY TURNPIKE AUTHORITY**

I, John M. Keller, hereby certify that I am the Executive Director of the New Jersey Turnpike Authority and as such, certify that the attached copy of PROCEEDINGS OF THE NEW JERSEY TURNPIKE AUTHORITY is a true and correct copy of a portion of the Minutes of the May 27th, 2020 Meeting of the Authority.

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the New Jersey Turnpike Authority this 27<sup>th</sup> day of May 2020.

ATTEST:



Kim Schurman  
Secretary to the Authority



John M. Keller  
Executive Director

Corporate Seal

Date: May 27, 2020

**Received in the Governor's Office May 27, 2020**

Received by:

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Signature

Veto Period Ends:

Early Approval letter attached.  
(Write in the date the veto period ends)



State of New Jersey

OFFICE OF THE GOVERNOR

P.O. Box 001

TRENTON, NJ 08625-0001

PHILIP D. MURPHY  
Governor

May 27, 2020

Diane Gutierrez-Scaccetti, Chair  
New Jersey Turnpike Authority  
One Turnpike Plaza  
PO Box 5042  
Woodbridge, New Jersey 07095-5042

Re: Early Approval of the Toll Adjustment Resolution

Dear Chair Gutierrez-Scaccetti:

In accordance with the provisions of the New Jersey Turnpike Authority Act, N.J.S.A. 27:23-1 et seq., as amended and supplemented (the "Act"), including specifically, N.J.S.A. 27:23-3(F) and all other applicable law, I hereby approve the portion of the minutes of the May 27, 2020, meeting of the New Jersey Turnpike Authority Board of Commissioners relating to the adoption of the resolution entitled "Approving the Authority's Long-Range Capital Plan and Necessary Toll Adjustment for the New Jersey Turnpike and Garden State Parkway, and approving Establishment of a Toll at the New Interchange 19W on the Western Spur of the New Jersey Turnpike."

For purposes of the Act and all applicable law, this letter shall immediately be in full force and effect.

I specifically reserve my right to veto any other action taken by the New Jersey Turnpike Authority at its May 27, 2020 Board meeting.

My very best,

A handwritten signature in black ink, appearing to read "Phil Murphy".

Philip D. Murphy  
Governor

c. John M. Keller, Executive Director

**PROCEEDINGS OF MEETING OF NEW JERSEY TURNPIKE AUTHORITY  
BOARD OF COMMISSIONERS**

**Wednesday May 27, 2020**

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Chair Diane Gutierrez-Scaccetti (by tele-conference) called the meeting of the Authority's Board of Commissioners (the Board) into session in the Executive Boardroom of the Authority's Headquarters Building at 1 Turnpike Plaza in Woodbridge, New Jersey, at 9:00 A.M.

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**PRESENT by tele-conference**

Present on the call were Chair Diane Gutierrez-Scaccetti, Vice Chair Ulises Diaz, Treasurer Michael DuPont, Commissioner Raymond Pocino, Commissioner Ronald Gravino, Commissioner John Minella and Commissioner Raphael Salerno. The meeting commenced at 9:00 A.M.

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**ALSO PRESENT by tele-conference (Except as indicated)**

Executive Director John Keller (in person), Deputy Executive Director James Carone, Chief Financial Officer Donna Manuelli; Chief Engineer Robert Fischer, Chief Information Officer Jose Dios (in person); Director of Law Robert Carroll (in person); Director of Human Resources Mary-Elizabeth Garrity; Director of Internal Audit Donna Wilser, Director of Maintenance Ken McGoldrick, Director of Operations Kevin Dunn; Procurement and Materials Management Director Dale Barnfield, Director of Tolls John Pagliarulo; Director of Community and Government Relations Shawn Taylor; New Jersey State Police Major Terence Carroll, State Police Troop D; and Secretary to the Authority Kim Schurman (in person).

Also present by tele-conference were: Outside Counsel, Judy Verrone, Esq., of DeCotiis, FitzPatrick, Cole & Giblin, LLP and Governors' Authorities Unit Representative Lauren LaRusso.

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**NOTICE OF MEETING**

This is a regular meeting of the New Jersey Turnpike Authority. Adequate notice of this meeting has been provided in accordance with Chapter 231, P.L. 1975 in that notice has been given to at least two newspapers and notice has been forwarded to the Secretary of State, Trenton, New Jersey. In addition, notice of said meeting has been and is being displayed in the main lobby of the Authority's Administration Headquarters in Woodbridge.

**ooo0ooo**

**NOTICE OF MEETING**

**Secretary to the Authority Schurman takes Roll Call and the Following Were**

**Present by tele-conference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino
5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

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#### **EXECUTIVE SESSION**

A motion to enter into Executive Session, not open to the public in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-12(b), to discuss matters pertaining to:

- Contract Negotiations

The motion was made by Vice Chair Diaz and seconded by Treasurer DuPont and, after the voice vote, the motion was duly adopted by the Board of Commissioners of the New Jersey Turnpike Authority.

Executive Session was adjourned at 9:27 a.m. Chair Gutierrez-Scaccetti resumed the public portion of the meeting at 09:31 a.m.

#### **Secretary to the Authority Schurman takes Roll Call and the Following Were**

##### **Present by teleconference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino
5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

The Secretary to the Authority reported that ten days, excluding Saturdays, Sundays and holidays, have elapsed since Governor Philip D. Murphy received the proceedings of the regular meeting of April 28, 2020; he did not exercise his power to veto any items in those minutes.

Upon motion made by Treasurer DuPont seconded by Vice Chair Diaz the minutes of the meeting was unanimously approved.

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#### **RECUSALS**

The Secretary to the Authority reported recusals or abstentions submitted for the record:

- Commissioner Pocino is recused on Items 126-05-2020 through 131-05-2020

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#### **EXECUTIVE**

Executive Director John Keller requested acceptance of item number 143-05-2020.  
Moved is the item as follows:

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**EXECUTIVE DIRECTOR COMMENTS**

Prior to presenting this significant and historic agenda item, I would like to express my sincere gratitude to Governor Murphy, Transportation Commissioner Gutierrez-Scaccetti and the Jersey Turnpike Authority's entire Board of Commissioners for their forward thinking and proactive efforts to address the current and future needs of New Jersey's transportation network. Based on current leadership, a clear vision forward and past successes, I am confident the Authority's team of professionals, collaboratively working with New Jersey's talented engineering community and hardworking contractors, will not only meet, but surpass the Strategic Plan's expectations of the Authority's comprehensive Long Range Capital Program.

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143-05-2020

In a memorandum dated May 27, 2020, Recommendation to Adopt Resolution Approving the Authority's Long-Range Capital Plan and Necessary Toll Adjustment for the New Jersey Turnpike and Garden State Parkway, and Approving Establishment of a Toll at the New Interchange 19W on the Western Spur of the New Jersey Turnpike, was approved.

Presented for your consideration is a resolution seeking approval of the Authority's Long-Range Capital Plan and authorization for the New Jersey Turnpike Authority to implement toll adjustments on the New Jersey Turnpike and Garden State Parkway (the "Roadways"). Additionally, the resolution seeks authority to establish a toll at the new 19W Interchange on the Western Spur of the New Jersey Turnpike at the Meadowlands Sports Complex. The proposed toll adjustments will increase tolls on the Turnpike by thirty-six percent (36%) and by twenty-seven percent (27%) on the Parkway. The toll adjustments will become effective on September 13, 2020.

Further, the proposed toll adjustments include an annual indexing up to a maximum of three percent (3%) commencing on January 1, 2022, and a standard bus discount of forty percent (40%) on both Roadways in compliance with federal law. All remaining discount programs will be maintained.

The Long-Range Capital Plan contains projects geared toward enhancing safety, repairing degraded infrastructure and ensuring roadway resiliency and sustainability to enhance mobility. The projects include rehabilitation and, in some cases, replacement of aged bridges, interchange and median barrier improvements, flood mediation, and system-wide lighting and technology upgrades. The Capital Plan also includes capacity improvement projects geared toward congestion relief on both the Garden State Parkway and the New Jersey Turnpike.

Your approval of the attached resolution is respectfully requested.

**RESOLUTION APPROVING THE AUTHORITY'S LONG-RANGE CAPITAL PLAN AND NECESSARY TOLL ADJUSTMENT FOR THE NEW JERSEY TURNPIKE AND GARDEN STATE PARKWAY, AND APPROVING ESTABLISHMENT OF A TOLL AT THE NEW INTERCHANGE 19W ON THE WESTERN SPUR OF THE NEW JERSEY TURNPIKE**

**WHEREAS**, the New Jersey Turnpike Authority (the "Authority") is an independent State Authority, and is authorized pursuant to N.J.S.A. 27:23-1 et seq. to design, construct, operate and maintain transportation and highway projects, including, but not limited to the New Jersey Turnpike (the "Turnpike") and Garden State Parkway (the "Parkway"), all as more particularly defined in N.J.S.A. 27:23-4; and

**WHEREAS**, the Authority is established pursuant to N.J.S.A. 27:23-1 to "acquire, construct, maintain, improve, manage, repair and operate transportation projects or any part thereof at such locations as shall be established by the authority in its discretion;" and

**WHEREAS**, a transportation project, as defined in N.J.S.A. 27:23-4, includes a "highway project"; and

**WHEREAS**, a "highway project" as therein defined, includes the "acquisition, operation, improvement, management, repair, construction...and maintenance of the New Jersey Turnpike and of the Garden State Parkway...and of any other highway or feeder road...and shall include but not be limited, to all bridges, parking facilities, public highways, feeder roads, tunnels, overpasses, underpasses, interchanges, traffic circles, grade separations, entrance and exit plazas, approaches, toll houses, service areas, stations and facilities, communications facilities, administration, storage and other buildings and facilities, and other structures directly or indirectly related to a transportation project, intersecting highways and bridges and feeder roads, which the authority may deem necessary, desirable, or convenient in its discretion for the operation, maintenance or management, either directly or indirectly, of a transportation project...;" and

**WHEREAS**, the Turnpike and Parkway (collectively, the "Roadways") are essential components of the State's integrated transportation network, and provide a reliable, efficient and safe means of transportation to millions of travelers on a daily basis; and

**WHEREAS**, each component of the State's integrated transportation network is interdependent because a failure in one component of the network may overburden another where, for example, traffic diverts to local roadways a result of all-too-predictable congestion along the Parkway, or because of deficient mass transit services; and

**WHEREAS**, the Roadways are critical to intrastate and interstate travel, vital to New Jersey businesses and employers, and essential to interstate commerce, providing an integral link between the international ports of Newark and Elizabeth and major commercial distribution centers from Boston to Washington, D.C.; and

**WHEREAS**, the Authority has provided the highest quality of transportation to its patrons for almost 70 years; and

**WHEREAS**, the Authority adopted a 10-year Strategic Plan in 2019, setting forth the Authority's core goals of (i) ensuring safety of the motoring public and its employees; (ii) continuing commitment to long-term financial stability; (iii) improving mobility through technology, innovation, resiliency and sustainability; (iv) maintaining assets in a state of good repair and (v) attracting and retaining a high quality, professional workforce; and

**WHEREAS**, in alignment with the 2019 Strategic Plan, the proposed 2020 Long-Range Capital Plan was developed in order to continue to provide the motoring public

with the highest level of service that it has come to expect and deserves; and

**WHEREAS**, the proposed 2020 Long-Range Capital Plan includes projects that are geared toward enhancing safety, repairing degraded infrastructure and ensuring roadway resiliency and sustainability to enhance mobility, such as repaving of the Roadways, rehabilitation and, in some cases, replacement of aged bridges, interchange improvements, median barrier improvements, flood mediation on the Parkway, and system-wide lighting and technology upgrades; and

**WHEREAS**, since the initial construction of the Roadways, traffic volume has exponentially increased beyond what was contemplated at the time, straining capacity in various locations along the Roadways, creating congestion, which, among other things, increases vehicle idling times to the detriment of the environment, and decreases the quality of life of its commuters through increased travel times; and

**WHEREAS**, investing in improvements that relieve congestion will not only enhance mobility for traditionally-powered vehicles, but will increasingly inure to the benefit of electric vehicles (EVs), whose use is expected to increase and become a viable alternative to traditionally-powered vehicles as a result of recent environmentally-friendly legislation that mandates EV charging stations along the Roadways, among other roadways; and

**WHEREAS**, the Authority, in furtherance of the State's overall environmental EV objectives, entered into multiyear agreements with EV industry providers that have prioritized the installation of EV charging stations at nearly all of the Authority's service areas and, when coupled with the recent Legislative initiative, are material advancements toward achieving the State's clean energy and environmental goals and objectives; and

**WHEREAS**, the Authority has previously developed and successfully implemented a 10-year, \$7.0 billion capital improvement plan (the "2008 Capital Plan"), which included major capacity improvements to the Roadways, including between Interchanges 6 to 9 on the Turnpike and Mileposts 30 to 80 on the Parkway; and

**WHEREAS**, the 2008 capacity improvements not only relieved significant congestion, saving up to 20 minutes' drive time, and were completed under budget and on time, but resulted in enhanced vehicle safety as evidenced by a fifty per cent (50%) reduction in traffic accidents at the Interchange 6 to 9 corridor; and

**WHEREAS**, the Authority commissioned its General Consulting Engineer, HNTB Corporation, and its traffic consultant, CDM Smith, to study the impact of increased congestion on the Roadways, and the needs and requirements to relieve congestion and improve safety and efficiency on the Roadways; and

**WHEREAS**, the Authority, in conjunction with its General Consulting Engineer, have jointly concluded that the capital improvement projects on the list attached hereto and made a part hereof (the "Projects"), will assist in the relief of congestion and inconvenience to motorists, improve safety, as well as help to lessen detrimental environmental effects created by motor vehicles congestion; and

**WHEREAS**, the Authority declares that the proposed Projects are eligible "highway projects" because they are statutorily defined and authorized transportation projects, including, but not limited to the operation, improvement, repair, maintenance, construction or management of the Roadways; and

**WHEREAS**, the Authority further declares that the Projects will redound to the advantage of the environment through capacity improvements to increase mobility and streamline traffic on the Roadways and as a result of future utilization of more efficient electronic tolling methods; and

**WHEREAS**, the Authority concludes that the proposed Projects will foster the core goals of the 2019 Strategic Plan related to safety, mobility and maintaining Authority assets in a state of good repair; and

**WHEREAS**, the Authority presently lacks sufficient capital to adequately fund any of the important Projects contained within the proposed \$24 billion 2020 Long-Range Capital Plan, and toll revenues under the existing toll schedules will not provide sufficient revenues to fund the necessary financings to undertake the proposed 2020 Long-Range Capital Plan at any point in the future; and

**WHEREAS**, to minimize the burden to the citizens of this State, the Authority has previously and successfully issued bonds to the general public in order to finance the construction, operation and continued maintenance of the Roadways, including the construction of Projects that are vital to maintaining the State's transportation infrastructure; and

**WHEREAS**, the Authority previously adopted the "General Bond Resolution," incorporated by reference herein, whereby it was agreed that certain prescribed levels of net revenues would be maintained in order to meet defined debt coverage ratios; and

**WHEREAS**, under Section 713 of the General Bond Resolution, the Authority must issue an annual certification no later than December 1 attesting to its ability to meet the debt service coverage ratios enumerated in the General Bond Resolution; and

**WHEREAS**, the Authority is invested with a fiduciary obligation to the citizens of the State of New Jersey, and is required to affirmatively act in furtherance of public safety and congestion relief goals; and

**WHEREAS**, N.J.S.A. 27:23-5.10 provides that the Authority may increase any existing toll, or establish any new toll for the use of any highway project (as defined in N.J.S.A. 27:23-4), upon the holding of a public hearing on such proposed toll at least 45 days prior to the date on which such toll is proposed to become effective; and

**WHEREAS**, the Authority has not raised tolls on the Turnpike and Parkway since 2012, and previously tolls were raised only six (6) times on the Turnpike and twice on the Parkway, in the history of the Roadways; and

**WHEREAS**, as a result of all of the foregoing, by Resolution adopted February 25, 2020, the Authority authorized the Executive Director to hold three (3) public hearings in the Northern, Central and Southern portions of the State to consider the proposed 2020 Long-Range Capital Plan and related toll adjustments on the Turnpike and Parkway; and

**WHEREAS**, the Authority duly noticed public hearings with respect to the proposed 2020 Long-Range Capital Plan and related toll adjustments pursuant to N.J.S.A. 27:23-5.11, which hearings were scheduled for March 18, 2020 and March 19, 2020; and

**WHEREAS**, days before the scheduled hearings, in order to protect the health and safety of potential attendees as a result of Covid-19, the hearing in the Northern part of the State was cancelled and incorporated into the hearing held in the Central part of the State at the Authority Headquarters, where additional protective protocols were instituted to maximize the health and safety of Authority hearing officials and employees, witnesses and public attendees; and

**WHEREAS**, a number of commenters requested that the Authority postpone or cancel the hearings as a result of Covid-19, a concern that was carefully considered by the Authority; and

**WHEREAS**, while acknowledging the difficulties presented by Covid-19, the Authority was mindful of its obligation to operate a safe and efficient transportation system that depends on its ability to maintain the Roadways in a state of good repair, in good times and in bad; and

**WHEREAS**, the Authority recognized the need to balance public health concerns on the one hand, with the imperative to maintain and improve the safety of the Roadways



by implementing necessary infrastructure repairs, including bridge rehabilitation and replacement, median barrier improvements and congestion relief measures, on the other hand, and the equally important desire to minimize the fiscal impact on the public, especially in this time of unprecedented economic crisis; and

**WHEREAS**, in addition to the hearing held at Authority Headquarters in the mid-afternoon of March 18, 2020, a second hearing was held in the early evening on the same day in Camden County; and

**WHEREAS**, as described at the hearings, the proposed toll adjustments will increase tolls on the Turnpike by thirty-six per cent (36%) and by twenty-seven per cent (27%) on the Parkway; and

**WHEREAS**, as also presented at the hearings, the proposed toll adjustments include an annual indexing not to exceed three per cent (3%) commencing in 2022, a standard bus discount of forty per cent (40%) on both Roadways (the “Standard Bus Discount”), and the establishment of a toll at the new Interchange 19W on the Turnpike (collectively, together with the annexed toll schedules made a part hereof, the “Toll Adjustment Proposal”); and

**WHEREAS**, by mandating and implementing certain protective measures at the hearings, some of which exceeded then-applicable Executive Order standards for those who personally attended, as well as livestreaming of the hearings in real time, and maintaining information and video access to the hearing content during a written comment period, the Authority provided the public safe and fair access to see, hear and comment on the 2020 Long-Range Capital Plan and related Toll Adjustment Proposal; and

**WHEREAS**, in addition to the public hearings, the Authority established and publicized a written comment period initially intended to end on March 27, 2020; however, to expand the opportunity for the public to provide written comments, the Authority extended the written public comment period to April 3, 2020; and

**WHEREAS**, the Authority received oral and written comments, at the hearings and during the original and extended written comment period, respectively, on the proposed 2020 Long-Range Capital Plan and Toll Adjustment Proposal; and

**WHEREAS**, a vast majority of individuals and entities were in support of the proposed 2020 Long-Range Capital Plan and Toll Adjustment Proposal, with many commenters indicating approval on the basis that that the Projects included in the 2020 Long-Range Capital Plan were vital and beneficial to the region’s economy, would provide needed infrastructure repairs and maintenance, upgrade technology and provide congestion relief on the roadways all inuring to the benefit of the environment and to the public and

**WHEREAS**, as a result of Covid-19, the Nation is currently enduring economic disruption of unprecedented proportion, which began unfolding amid the public hearings and comment period; and

**WHEREAS**, after conducting a thorough review of the entire hearing process, including in-person and written comments received from individuals, industry representatives and government officials, the professional advice and recommendations of its Engineering, Finance, Law, Maintenance and Operations Departments, General Counsel, and outside consultants, including the Authority’s General Engineering Consultant, HNTB, its Traffic Consultant, CDM Smith, and its Financial Advisor, NW Financial Group, a comprehensive written hearing report, entitled “Toll Hearing Report and Recommendation” was prepared by the Executive Director and Hearing Officer/Director of Law, together with the Authority’s professionals and consultants, which fully analyzes the need and desire to take action on the 2020 Long-Range Capital Plan and related Toll Adjustment Proposal; and

**WHEREAS**, the Authority, after a thorough and comprehensive evaluation of the

entire record and, acting under the direction of the Chairwoman and the Executive Director, have concluded that the 2020 Long-Range Capital Plan and related Toll Adjustment Proposal should proceed to the Board for the authorization requested in this Resolution; and

**WHEREAS**, the Authority, acting under the direction of the Chairwoman and the Executive Director, recommends that the 2020 Long-Range Capital Plan be ratified and approved and that the Toll Adjustment Proposal be authorized and approved for implementation effective on September 13, 2020; and

**WHEREAS**, with respect to the Roadways, the Authority further recommends that the toll schedules for the Roadways shall be reviewed on an annual basis and be subject to an annual index at an amount to be determined but not to exceed three per cent (3%); and

**WHEREAS**, in order to minimize the impact upon the bus industry and, in turn, bus commuters, the Authority further recommends establishment of the Standard Bus Discount; and

**WHEREAS**, in order to also minimize the impact upon certain other segments of the public, it is recommended that existing discount programs applicable to such other segments of the public be maintained; and

**WHEREAS**, the Authority desires to implement the new 2020 Long-Range Capital Plan in the amount of \$24 billion, including the Projects identified in the Toll Hearing Report and Recommendation, which Projects remain subject to compliance with all applicable laws and regulations concerning the acquisition of all approvals, permits, disclosures, public hearing and governmental authorizations necessary therefor, and that are critical for the continued operation of the Roadways in a safe and efficient manner; and

**WHEREAS**, pursuant to N.J.S.A. 27:23-3(F), the Authority has received the written approval of each of the Governor and the Treasurer of the State of New Jersey with respect to the Toll Adjustment Proposal; and

**WHEREAS**, the Authority desires to act to implement the 2020 Capital Plan and Toll Adjustment Proposal,

**NOW, THEREFORE, BE IT RESOLVED** by the New Jersey Turnpike Authority as follows:

1. The aforesaid recitals are incorporated herein by reference as if set forth at length;
2. The Toll Hearing Report and Recommendation dated May 21, 2020, which is incorporated herein by reference and, with all appendices and exhibits, made a part of this Resolution, is hereby approved and adopted by the Authority;
3. The Toll Adjustment Proposal and Standard Bus Discount are hereby adopted as final and shall become effective on September 13, 2020, and all existing discount programs, as modified by the Standard Bus Discount, shall remain in effect;
4. The 2020 Long-Range Capital Plan, which includes the Projects identified in the Toll Hearing Report and Recommendation, is hereby approved by the Authority, provided that each such Project shall be implemented in conformity with all applicable laws and regulations concerning the acquisition of all required approvals, permits, disclosures, public hearings and governmental authorizations necessary therefor;
5. Commencing on January 1, 2022 and continuing annually thereafter, the Toll Adjustment Proposal shall be increased in an amount to be determined annually, provided that the indexed increase shall not exceed three (3%) per year;
6. The Authority accepts and ratifies the conclusions of its consultants HNTB Corporation, CDM Smith and NW Financial Group as set forth in their respective presentations and/or written reports that are incorporated by reference herein and made a part of this Resolution;
7. Implementation of the foregoing Toll Adjustment Proposal shall be

subject to the Authority's Traffic Engineer filing any and all certificates with the bond trustee that are required by Section 713(e)(i) and (ii) of the General Bond Resolution, which filing shall occur in no event later than the respective implementation date;

8. The Executive Director is authorized and directed to take all actions that are necessary and desirable to implement the foregoing;

9. If any section, paragraph, subsection, clause or provision of this Resolution shall be adjudged by the courts to be invalid, such adjudication shall apply only to the section, paragraph, subsection, clause or provision so adjudicated, and the remainder of the Resolution shall be deemed valid and effective; and

10. This Resolution shall take effect in accordance with the provisions of N.J.S.A. 27:23-3(F).

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#### CHAIR COMMENTS

As we close discussion, I would like to raise a couple of points. Throughout history, we have witnessed the impact that public works projects have on stimulating a weakened economy. And not unlike a decade ago, the New Jersey Turnpike Authority's 2020 Long-Term Capital Plan has the potential to provide important infrastructure projects to spur continued economic investment in New Jersey and to create job opportunities not only for our current construction sector, but for many who will look for new career paths with jobs that will not return as a result of COVID-19.

While the proposed capital plan introduces new infrastructure investment, it clearly addresses state of good repair projects. From major bridge deck repair projects to major pavement preservation projects, this proposed capital plan strengthens the very infrastructure upon which we have relied so heavily to move the essential employees, front-line workers, transit and commercial goods vital to combatting not only this pandemic but any crisis that we face, and to building a stronger economy.

Environmental concerns have not been overlooked. The New Jersey Turnpike Authority, along with the New Jersey Department of Transportation, NJ TRANSIT and the South Jersey Transportation Authority have set in motion a plan to convert the light duty vehicles of each agency to electric. In accordance with the Governor's Executive Order 100, and Senate Bill S-2252, the collective goal is to have compatible vehicles and charging stations at all agencies.

While the stated goal is to have 25% of the light duty fleet converted to electric plug in hybrid vehicles by 2025, the preliminary plan set forth by these agencies puts them on a trajectory to have 40% of the light duty fleet converted by 2025.

Further, I am pleased to advise that the New Jersey Turnpike Authority is projecting the completion of 76 electric charging stations at its service plazas. As of today, 20 electric vehicles charging stations are already installed.

Many have expressed concerns regarding the widening of certain sections of the New Jersey Turnpike and Garden State Parkway. As I have previously stated, widening may have been a poor descriptor; capacity improvements more accurately describes the approach. Whether it be a light-rail type system, bus rapid transit or other new technology available, the New Jersey

Turnpike Authority will expand their view and work cooperatively with NJ TRANSIT to find sustainable ways to move people effectively.

The New Jersey Turnpike Authority understands the importance of strengthening the public transit system to the benefit of all those who travel in and through New Jersey. Thus, and pursuant to its statutory authority, the New Jersey Turnpike Authority will adjust its annual contribution to the State Treasurer, to the extent revenues permit, to support transportation investment throughout the State of New Jersey.

On motion by Commissioner Pocino and seconded by Treasurer DuPont the Board unanimously approved item number 143-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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ROLL CALL

GUTIERREZ- SCACCEtti	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES


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CHAIR COMMENTS


Chair Gutierrez-Scaccetti said to check the website NJTA.com next month to see how we will be conducting the meeting on Tuesday, June 23, 2020.

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The motion to adjourn was made by Treasurer DuPont and seconded by Commissioner Pocino, and, after the voice vote, the motion was duly adopted. The Board of Commissioners adjourned the meeting at 12:34 p.m., and advised that it will be held again on Tuesday, June 23, 2020 telephonically or at 9:00 a.m., at the Authority's headquarters building located at 1 Turnpike Plaza in Woodbridge, New Jersey.

ATTEST:

  
\_\_\_\_\_  
Kim Schurman  
Secretary to the Authority

  
\_\_\_\_\_  
John M. Keller  
Executive Director


Date: May 27, 2020

**CERTIFICATION  
OF  
NEW JERSEY TURNPIKE AUTHORITY**

I, John M. Keller, hereby certify that I am the Executive Director of the New Jersey Turnpike Authority and as such, certify that the attached copy of PROCEEDINGS OF THE NEW JERSEY TURNPIKE AUTHORITY is a true and correct copy of the Minutes of the **May 27th**, 2020 Meeting of the Authority.

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the New Jersey Turnpike Authority **this 29<sup>th</sup> day of May 2020.**

ATTEST:

  
\_\_\_\_\_  
Kim Schurman  
Secretary to the Authority

  
\_\_\_\_\_  
John M. Keller  
Executive Director

Corporate Seal

Date: May 29, 2020

**Received in the Governor's Office May 29, 2020**

Received by:

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Signature

Veto Period Ends:

June 12, 2020 (att.)  
(Write in the date the veto period ends)



**TO:** Kim Schurman [Schurman@njta.com](mailto:Schurman@njta.com)

**FROM:** Jesse Kirkham, Authorities Unit, Governor's Office, Office of the Governor

**DATE:** June 1, 2020

**RE:** **New Jersey Turnpike Authority Minutes**

This email is confirmation that the Authorities Unit received the minutes from the May 27, 2020 board meeting on May 29, 2020. The calculated veto date is June 12, 2020.

Thank you.

Attachment

cc: Lauren LaRusso





**PROCEEDINGS OF MEETING OF NEW JERSEY TURNPIKE AUTHORITY  
BOARD OF COMMISSIONERS**

**Wednesday May 27, 2020**

**ooo0ooo**

Chair Diane Gutierrez-Scaccetti (by tele-conference) called the meeting of the Authority's Board of Commissioners (the Board) into session in the Executive Boardroom of the Authority's Headquarters Building at 1 Turnpike Plaza in Woodbridge, New Jersey, at 9:00 A.M.

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**PRESENT by tele-conference**

Present on the call were Chair Diane Gutierrez-Scaccetti, Vice Chair Ulises Diaz, Treasurer Michael DuPont, Commissioner Raymond Pocino, Commissioner Ronald Gravino, Commissioner John Minella and Commissioner Raphael Salerno. The meeting commenced at 9:00 A.M.

**ooo0ooo**

**ALSO PRESENT by tele-conference (Except as indicated)**

Executive Director John Keller (in person), Deputy Executive Director James Carone, Chief Financial Officer Donna Manuelli; Chief Engineer Robert Fischer, Chief Information Officer Jose Dios (in person); Director of Law Robert Carroll (in person); Director of Human Resources Mary-Elizabeth Garrity; Director of Internal Audit Donna Wilser, Director of Maintenance Ken McGoldrick, Director of Operations Kevin Dunn; Procurement and Materials Management Director Dale Barnfield, Director of Tolls John Pagliarulo; Director of Community and Government Relations Shawn Taylor; New Jersey State Police Major Terence Carroll, State Police Troop D; and Secretary to the Authority Kim Schurman (in person).

Also present by tele-conference were: Outside Counsel, Judy Verrone, Esq., of DeCotiis, FitzPatrick, Cole & Giblin, LLP; Governors' Authorities Unit Representative Lauren LaRusso.

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**NOTICE OF MEETING**

This is a regular meeting of the New Jersey Turnpike Authority. Adequate notice of this meeting has been provided in accordance with Chapter 231, P.L. 1975 in that notice has been given to at least two newspapers and notice has been forwarded to the Secretary of State, Trenton, New Jersey. In addition, notice of said meeting has been and is being displayed in the main lobby of the Authority's Administration Headquarters in Woodbridge.

**Secretary to the Authority Schurman takes Roll Call and the Following Were**

**Present by tele-conference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino

5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

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#### **EXECUTIVE SESSION**

A motion to enter into Executive Session, not open to the public in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-12(b), to discuss matters pertaining to:

- Contract Negotiations

The motion was made by Vice Chair Diaz and seconded by Treasurer DuPont and, after the voice vote, the motion was duly adopted by the Board of Commissioners of the New Jersey Turnpike Authority.

Executive Session was adjourned at 9:27 a.m. Chair Gutierrez-Scaccetti resumed the public portion of the meeting at 09:31 a.m.

#### **Secretary to the Authority Schurman takes Roll Call and the Following Were**

##### **Present by teleconference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino
5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

The Secretary to the Authority reported that ten days, excluding Saturdays, Sundays and holidays, have elapsed since Governor Philip D. Murphy received the proceedings of the regular meeting of April 28, 2020; he did not exercise his power to veto any items in those minutes.

Upon motion made by Treasurer DuPont seconded by Vice Chair Diaz the minutes of the meeting was unanimously approved.

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#### **RECUSALS**

The Secretary to the Authority reported recusals or abstentions submitted for the record:

- Commissioner Pocino is recused on Items 126-05-2020 through 131-05-2020

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#### **PUBLIC COMMENT**

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Paula Rosenvinge

Urging the delay or rejection of the Long-Range Capital Plan and Toll adjustment. Pollution comes from adding additional cars and trucks. Fossil fuels kills and makes people more vulnerable to other illnesses. Factor our lives into your decision making. Make responsible decisions and reject the plan to widen the highway and see if it matches the Master Plan by the

Governor.

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Carol Katz, Katz Government Affairs

Is speaking on behalf of the Bus Association of NJ. The Bus Association opposes the proposed toll increases on the NJ Turnpike and Garden State Parkway and alternatively encourages Authority to pursue a toll structure that supports greater use of mass transit and takes a 21<sup>st</sup> century approach to climate and transportation policy. If they do adopt the resolution to increase tolls it would be a hardship and would like to request exempt busses.

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Liam Blank

Advocacy and Policy Manager for Tri State strongly oppose the Toll the \$24 billion capital program should not be going forward in the Covid-19 pandemic without public input. We support the toll hike the revenue should be invested in public transport instead of road expansion projects. Investing in transit is the best way to get cars off the road and reduce states level of green-house gas emissions. The Capital Program directly contradicts the state's Energy Master plan released in January. Ask Board to reconsider this Capital Program.

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Steven Gardner, Director of NJ Laborers Employers Coop and Education Trust

Would like to say we support the Turnpikes Capital Plan. New Jersey's single greatest economic advantage is its location. If we do not continue to invest and improve our transportation infrastructure the world will reshape itself and leave New Jersey behind. The widening of the Turnpike actually reduced congestion and improved air quality. The Turnpike Capital Plan is a win-win for New Jersey, first it creates direct and indirect construction jobs and it will help us dig out of a hole the pandemic has created, the Capital Plan is forward looking, bringing improvements the Transportation network needs.

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Jeff Tittel, Director of NJ Sierra Club

Speaking in opposition of the Capital Plan and believes widening the highway will add 100 million tons of greenhouse gases, believes it is the wrong project at the wrong place and the wrong time. Believes there are better alternatives, and we need to be investing in bus rapid transit and make sure New Jersey Transit has the money to operate and the money to be able to deal with the Covid pandemic. Says to stop these projects and stop this plan now.

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Ann Kelly

New Jersey's Capital Plan is clear, we can't afford to add more vehicles and pollute the air especially during this pandemic. We must envision the future that includes a cleaner mass transit system. Wider roads only add congestion and pollution. Take a stand and say to the

future generation the bus stops here. Urge you to suspend any vote on the plan in light of the Governor's clean energy and recovery policy.

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Aleeta Dupree

Thank you for providing these notices. Surprised that we returned to cash operations on the Turnpike. Wish that you would have moved back to the old ways. Yes, the Capital Plan is on the agenda. I Believe there are many important elements in the plan. I Think the widening is applicable and important in the case of the NJ Turnpike because it is of national and international significance. It is important to invest in improvements to good roads. This project needs to be approved and will help a lot of people. This agency the Turnpike and Parkway is legendary.

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Mike McCarsky

Represents combined interest of over 7,200 hard working men and women of Local 825 as well as more than 1,000 signatory contractors. Would like to applaud the Governor and Chair and Authority as a whole during these unprecedented times for making the difficult but right choice to propose the \$24 billion Capital Plan that will kick start our statewide recovery. This is a well thought good public policy.

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Tim Senator, NJ Association of Rail Passengers

Opposes the road widening, especially into Jersey City. Recommends investment in rail lines. Recommends Transit oriented development and keep cars off of the road.

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Jason Friedman

In support of the Capital Plan but also on behalf of 1,000 men and women that make up the carpenters union. Will provide needed jobs and the well needed infrastructure the state relies on. The prosperity of the state is enhanced and made possible when the stakeholders are able to traverse the state to do business. The thousands of men and women in the carpenter's union strongly support this plan.

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Alana Friedman

Strongly oppose the \$16 billion plan to widen the Turnpike and the Garden State Parkway. This vote needs to be postponed and tabled until it can be more fully vetted in light of the Governor's clean energy and recovery policies, as well as clear research showing its lack of efficacy. Urge the Board to postpone the vote on this project and put forth a plan that NJ can be proud of.

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Zoe Baldwin, Utility and Transportation Contractors Assoc.

Strong Support for proposed Toll Increases. The planned increases will strengthen our state by reducing traffic, creating jobs and stimulating the construction design economies. The funds used are paid by drivers with expectations that it will be re-invested on the roadways they use. Furthermore, there is additional capital for New Jersey Transit upwards of \$340 million.

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Irene Sedesky

Strongly oppose the Toll Increase and think the Board needs to rethink raising the Tolls at this time because it makes it harder financially for people. Consider the financial situation and human beings and families that are being affected by this final hour commitment for millions of dollars.

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Daniella Giuseppe, Environmentalist

Opposes the vote on the plan to spend \$36 billion on the Capital Plan while people are dying in the hospitals of respiratory failure. This is no time to vote on such a plan. Should be creating clean green mass transit to save your children's lives and your own health in the time of climate emergencies. It is criminal to expand highways for more gas vehicular traffic instead of putting funding and initiative and effort into clean green energy.

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Lauren Morse, Westfield 2020

Seems Governor released an energy master plan and speaks about the importance of climate change but seems he doesn't care if projects address climate change. We know the cost of human health now and the cost of human health in the future. The goal is to decrease emissions and the longer we delay the more human suffering there will be. We can have better air if we invest in mass transit. Stop moving in the wrong direction.

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John Richmond, Environmental Chair of Blue Wave NJ

In mid-March the Authority held a public hearing on a \$24 billion dollar plan that would shape the transportation policies in the state for decades. It purports to spend \$16 billion dollars to expand the Turnpike and Parkway. Study after study shows widening highways doesn't work it results in induced demand and more cars and more traffic. Says we should go back to the drawing board and actually develop a plan that works for New Jersey and its citizens.

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Manny Amador, Local 472

Represents 7,000 skilled craftworkers that actually build and repair our transportation infrastructure. We applaud the NTA for thinking ahead and with this multi-year capital plan. It is worth pointing out that both the Turnpike and Parkway are among the 5 busiest toll roads in America and tolls have not increased in 8 years. The plan is about investing and acting in a

responsible manner to serve the public and properly care for our critical transportation system.

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Joe Mazzaelli

The Capital Plan is not black and white and its clear we need more time for public input to improve the proposed Capital Plan and the States larger plan for health air and water quality and financial efficiency. Said needs more time to iron out the glaring conflicts and it is inconsistent with the goals of New Jersey. Take several more months to make this plan consistent with the overall goals of New Jersey.

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Barry Kushnir, President Local 194

I am asking for you to vote in favor of the Capital Plan, it is important to repair and enhance critical infrastructure that will alleviate congestion, improve shipping logistics and boost regional economy, the plan is fair and makes sure out of state drivers and commercial drivers pay their fair share and that the burden doesn't fall on the New Jersey taxpayers. Tolls fully fund everything that happens on the Turnpike. This is a forward thinking plan and it will create good paying jobs.

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Josh Benson

I am in favor of this plan, history shows the best way to get out of bad economic situation is through the construction industry. The construction industry provides many jobs earning good wages, paying taxes and buying goods. This is what we need right now, and this is a good plan. I applaud this move and hope you vote for it.

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Daniel Nevil, Construction Contractors Labor Employers of NJ

Strongly support this increase, reducing the congestion and improving safety on the roads and creating good middle-class jobs is a strong reason to support this increase.

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Ken Dolsky, Empower NJ

Opposed to wasting \$16 billion dollars on unnecessary climate damaging highway widening. Urge the NJTA to suspend voting on this plan until it can be fully vetted. Expects that the work at home practices imposed by the pandemic will reduce the traffic congestion that you are expecting and will eliminate the need for expansion. The money should instead be spent on mass transit and electric vehicles, otherwise this plan directly violates the Governor's master plan.

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Margaret Doherty

Opposes passing the Capital Plan and Toll Increase, at this point in time, I don't think this

is something we should be focusing on. I believe this should be post-poned and New Jersey should be opened so families can get out to work and do what we love.

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Chris Carter

Drives on both the New Jersey Turnpike and Garden State Parkway and I am in favor of this Capital Plan and Toll Increase. NJTA needs to continue to invest in its roadway to improve the New Jersey economy. NJTA Previously made similar investments like the 6-9 Widening program which is considered to be a success for the state and the region. NJTA is and has been a responsible steward of our toll dollars so I'm confident that future toll dollars will be spent on the important capital projects.

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Doug O'Malley, Director of Environment NJ

The Capital Plan on the agenda is a sneak attack on public transparency. The plan is still as clumsy as it was on the day it was released. This is a test for Governor Murphy to step up and veto this bill. There has not been a response to comment. If approved this plan will be a permanent stain on the environmental record. This plan ignores mass transit.

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Paige Ridgeway

Asking the Board Members to abandon this toll increase across the board. The middle class can't afford an increase, we can't afford to put food on the table for our children. Put the item on the ballot and let the society vote on it together. My husband is a truck driver and pays these tolls so he can supply goods for the country.

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Ally Molinaro

I read the capital plan and appreciate its goal to improve road safety, however, have you considered the impact of dredged materials going into our waterways, and endangered species, greenhouse gases, long term climate impact, water infiltration into our soil or premature deaths from air pollution. All of these items need to be addressed before moving forward with the highway expansion. Support clean mass transit including the light rail line and new bus lanes. Act locally and save globally.

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Anthony Capaccio, President Labors Local 172

Offer support for the NJTA Capital plan and Revenue Enhancement. I spend a lot of time in my car I can remember the regularly occurring traffic at Interchange 8A. The last capital plan eliminated that bottleneck with the Interchange 6-9 Widening. The infrastructure is handling the traffic problem. Now the chronic problem is happening down south. The roads just can't handle the traffic therefore it is addressed in the capital plan.

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Marie Keefer

Like to ask the Authority to postpone or cancel the plan, this is the time to work on the infrastructure during this pandemic. The NJTA should be investing in mass transit. Suggest that widening the roads is not the answer and it also lowers property values.

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Christine Montorio, Teamster Local 469

In support of the plan being proposed today and urge the Board to vote yes on the resolution. This will put members to work and it is vitally important right now. Urge the consideration of a phase in, so businesses can adjust their cost plans accordingly. We wholeheartedly support it.

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Matt Tooley, NJ Sierra Club

Urge the Board to at least postpone the vote on the Long-Range Capital Plan, the plan will increase greenhouse gas emissions, worsen air pollution and go against the Governors own environmental policies. The plan will harm the climate and it will make more people sick. There are ways to move people around the state without harming the environment, but the capital plan doesn't make any room for any of them.

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Michael Travistino, ACECNJ

Urge the Board of Commissioners to approve the proposed Long- Range Capital Plan and Toll Adjustment. We view this plan as essential for the states infrastructure and critically important to continue to making service for our users more reliable. While no one likes toll increases these are necessary to improve service for the taxpayers of the state. Our members urge the Board to approve this is as soon as possible.

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Robert Madison

Raise the bar of decision making, consider the rules of Mother Nature. Mother nature's rules must be followed or we pay the price. Decisions are implemented by rule making. But outcomes are impacted by those rules and you should consider and give great weight to mother nature, i.e. raise the bar of decision making. Listen to this quote, "We are the first generation to feel the effect of climate change and the last generation that could do something about it."

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Lauren Mitchell

I appreciate the fresh air, I don't want to move again, I don't think you should implement the plan if it is going to put everybody at risk for Covid-19. For you to pass this is terrible because a few people are going to make some money. Need to make better decisions for our future. The



better option is to focus on mass transit.

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Cindy Williams, Eastern Atlantic State Carpenters

Express support for the Toll Increases and the NJTA Capital Plan. New Jersey is in desperate need for real investment in replacing and repairing our infrastructure. The modest raise in tolls will help to make sure we have projects moving forward. New Jersey must be a leader and take care of its working families with investments in roads bridges and rails. The hardworking members of the EAS are ready to do our part to make sure that our roads and bridges are in working conditions for our neighbors.

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Monica Elling

The only economic stimulus that NJ needs right now is the opening of businesses. It is unfathomable that we are being locked down and being concerned about the \$36 billion dollars being spent when this is the day to day world we are all living in. It is not right that one state is open and we are being held back at this level. It is a complete disregard for New Jersey and the small businesses. I urge everyone to hit the pause button and step back on this. You will find that families are going to have an awful lot to say.

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David Rival, Utility Contractors Industry Advancement Fund

The members are in support of the Capital Plan. Infrastructure is key to rebuilding our economy and creates jobs, revitalizes businesses and influxes money into our economy which is now more than ever vital to our state.

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Joseph Rio

I am in favor of this ambitious Capital Plan. I am not a member of any of the labor unions or construction companies, I am just a frequent driver of the Garden state parkway and the New Jersey Turnpike. I do not believe this will increase pollution. Tolls should not be used to fund Mass Transit. Covid-19 will also make people use more cars, because they are more afraid of getting the virus on trains. Mass transit is important as well and it should complement highway expansion, it shouldn't just take the place of it.

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Sarah Jocelyn

I feel this plan should be postponed or canceled. The Plan was written before Covid-19. There is a great need to understand the impact of those who will choose to work at home. I do not see how the Turnpike plan will help the problem at Interchange 1. I am concerned about the environmental impact, I am in favor of a sustainable New Jersey. I am very concerned about storm water run-off. I am looking for alternative roads to use to bypass the Turnpike. We need

to make investments in mass transit.

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Kevin Monica, New Jersey Asphalt Pavement Assoc.

Asphalt production makes a significant contribution to our economy. The proposal to increase tolls is fiscally prudent and will help to alleviate traffic congestion, promote economic growth, will create jobs and most importantly will improve safety and our quality of life. Having a well maintained and robust transportation system is critical to allow the flow of product and people. The New Jersey Asphalt Pavement Association fully supports this proposal and urges the approval of this important and necessary plan.

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Robert Bryant

I support this plan and want to point out that 350 million dollars a year is in the plan and going to NJ Transit. This is being paid by the road users and not the tax payers. This plan will create about \$75 billion dollars of economic activity, business earnings and tax revenue to the state over the next 10 years. You need to take into consideration the tremendous need we have economically for many workers throughout the state.

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Sam Donelson, Professional Engineer

I want to commend the Chair and the other members of the Board and to thank you for the opportunity to give comments on this. If my numbers are correct, there is well over a 15% unemployment rate in the state and this is a great time to act aggressively and in the best interest of the state as a whole. We have heard so much about the widening, some major points are being missed, a lot of the revenue being generated with toll adjustments will go to other fix it first projects, including bridges and planning for All Electronic Tolling. This is a plan, this is not approval of individual projects from what I see, all of these projects will go through the environmental review and permit process. There will be ample opportunity to look at each of these projects and have public comment. I strongly support the approval of this resolution.

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Joe Fiordaliso, President of American Counsel of Engineering Companies

I speak in strong support of the proposed plan, it is a fact that the Turnpike Authority is at the end of the current long-term Capital Program without further investment the repair and rehabilitation of infrastructure cannot proceed. The Authority has a strong track record of wisely investing toll revenue 2/3 of which are paid by out of state drivers. This proposal is absolutely appropriate and warranted. 350 million in contribution to New Jersey Transit from this proposed plan has been included. It is critical that this plan be enacted.

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Loretta Weinberg, New Jersey State Senator

I want to say that doing this in the middle of this crisis, leaves a little to be desired. Not 1 of the people speaking are speaking out against the fix it first plan, including myself. The only issue is the road widening, particularly at the northern end of the Turnpike. I think the Turnpike Authority should be pushing the pause button on the road widening aspect. In my opinion, the resources should go into mass transit. I urge the Commissioners to take a pause to see what will happen to our travel pattern post Covid-19. Thank you for your time.

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Michelle Angrimson

Believe raising tolls will create more of a burden for citizens of the state commuting to their jobs. Believe this should be shelved or voted no entirely until the State is more financially stable. Does not agree with the timing but thanked the New Jersey Turnpike Authority for the opportunity to call in and participate in this public hearing, but would like the New Jersey Turnpike Authority to consider ways to make more of the general public aware of these meetings to be able to attend either telephonically or in person.

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Mary Walsh

Would like to suggest revisiting this Capital Plan, because I feel there needs to be more reflection especially in the light of the financial burdens of Covid for the state and the need for jobs and global warming. New Jersey has the most cars per square mile of any state in the nation. The highways are expanded we know that traffic increases. Pollution has also caused cancer asthma and pneumonia. Repair the highways, address the 529 structurally deficient bridges and repair the 2,357 bridges that are in need of repair. I think there needs to be a much greater study of the relationship between the repairs required the NJ Energy Master Plan and overall state finances. This may take some time but the results may be worth it. What decision would result in the best outcome for all citizens of New Jersey in terms of health and prosperity?

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Joseph Cambria

Started by quoting the Asbury Park Press, "put the brakes on turnpike parkway toll hikes widening plans" The Turnpike Authority proposed \$24 billion capital and budget \$16 billion of would be dedicated to widening large swath of Parkway and Turnpike. After March 16<sup>th</sup>. Murphy issued Executive Order closing all school and public gatherings of more than 50 people were banned. The Turnpike Authority plowed ahead with the hearings, 3 days later. I think that's outrageous. Should table this plan for after the Coronavirus. Governor Murphy, I ask you to focus on the families of New Jersey. I would also like to suggest you tap into federal grants. Governor Murphy, please open all business as soon as possible. Governor Murphy, please post

pone this toll hike, that we can't afford, until next year. Please put this plan on the ballot so we could vote on it.

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Sam Pesin, Friends of Liberty State Park

I want to support the testimony of Senator Loretta Weinberg. The road widening aspect of this plan, is totally wrong, and it takes the state in the wrong direction. Resources should be geared to light rail and busses and trains and not this widening. Internationally mass transit is the way of the future. We need to do what's right for future generations. Please Commissioners listen to the testimony of Loretta Weinberg.

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Eve Peterson

I would like to voice my opposition to the NJTA Capital Plan to widen the Turnpike and Parkway, this plan will worsen our air quality and contribute to global warming and create traffic in other areas. Need to invest in public transit. This plan seems to be in direct opposition to the States master plan. Please for the sake of our collective future put the Capital Plan on pause.

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Lorraine Griffin

New Jersey needs to get back to work. Businesses need to be open. New Jersey needs a long-range capital plan but I do not think this is the time to push it through. I think we have to have more citizen input and more research and have it fully completely vetted.

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Cindy Johnson

What is the rush? I think the traffic will reduce naturally when more people leave the state. People in my circle are exploring other states to move to. I oppose this project and toll increase, this is not the time.

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David Stump

I want to urge that instead of expanding our highway system, put this money into repairing our existing decaying roads and Into expanding high quality public transportation so that New Jersey voters do not have to drive everywhere. Expanding the highway will lead to more COPD, childhood asthma, cancer and other lung disease caused by our already polluted air. Expanding roads will also lead to creation of more greenhouse gases. I urge you to delay this vote until there has been time to adequately consider expanding public transportation.

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Steve Caroles, State Chapter National Motorist Association

I provided detailed written comments during the comment period that happened long ago. I wished you would have published all the questions and answers, maybe after reading the

responses I would have been able to provide more positive feedback. In representing motorists, we understand there is a need for a toll increase to do many things in terms of maintenance and includes the widening. There is long wish list of potentially viable projects, I would recommend that you allow the public to see the responses to all the formal comments, so we can get a picture of how things look. Hopefully you will postpone the vote.

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EXECUTIVE DIRECTOR COMMENTS

Executive Director Keller deferred his comments until presenting Agenda Item No. 143-05-2020.

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HUMAN RESOURCES

Director of Human Resources Mary-Elizabeth Garrity requested approval of item number 123-05-2020. Moved is the item as follows:

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123-05-2020

Human Resources Director Mary Elizabeth Garrity submitted the Personnel Agenda, dated May 27, 2020, and requested confirmation of the personnel matters contained therein. The Executive Director certified the recommendations for consideration.

On motion by Commissioner Minella and seconded by Commissioner Gravino employment of those named to serve at the pleasure of the Authority and other recommended personnel actions, were approved, ratified and confirmed, to become effective as of the dates specified and at the salaries listed.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

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LAW

Director of Law, Robert Carroll, requested approval of item numbers 124-05-2020 and 125-05-2020. Moved are the items as follows:

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124-05-2020

In a memorandum dated May 14, 2020, Authorization to Renew Bridge and Non-Bridge Property Insurance for One (1) Year, For Property located on the New Jersey Turnpike and the Garden State Parkway, (June 15, 2020 to June 15, 2021), Budget Code:

**441030-00-010-894, Amount: not to exceed \$6,257,221** was approved.

The New Jersey Turnpike Authority (the “Authority”) maintains a property insurance program for the protection of its physical assets and business income (the “Program”). The Program currently insures all property on both roadways with a total insurable value (“TIV”) of \$23,758,729,320 via a primary quota share \$600,000,000 layer. The primary layer is supplemented by an excess layer which provides an additional \$200,000,000 of coverage; above this excess layer is an additional layer providing terrorism coverage in the amount of \$200,000,000. The Program is subject to specified sub-limits for different categories and/or exposures and is subject to a \$2 million per occurrence deductible.

For this year’s renewal, Marsh USA, Inc. (“Marsh”), the Authority’s broker of record, was asked to seek alternative program structures to enhance coverage and decrease premium. Marsh approached the incumbent carriers, and sought out a number of new markets. Many markets declined to quote for a variety of reasons that were specific to their individual risk appetite. Markets that did quote were evaluated for price and quality of coverage.

Marsh believed premium savings could be achieved by structuring terrorism coverage in a standalone program. Terrorism coverage for the full \$800,000,000 primary and excess program is currently provided through the federal Terrorism Risk Insurance Program Reauthorization Act (TRIPRA). As such, coverage is conditioned upon various federally imposed requirements, including a declaration by the Secretary of Treasury and the Attorney General of a terrorist event, which has not to date been invoked. In addition, damage must exceed \$5 million per incident and can only be triggered if total damage among all parties involved exceeds \$200 million. Marsh suggested an alternative program structure for the full \$800,000,000 primary and excess program which would move the terrorism coverage from each pro rata partner’s policy into one separate policy. Combining all terrorism coverage in this way results in a premium of \$192,988, reducing total premium by about \$160,000, and provides broader coverage with fewer conditions. For example, coverage is provided for a broad range of acts, including sabotage, that are committed to further political, religious or ideological purposes. For these and other reasons, Marsh and Hanover Stone Partners, LLC, the Authority’s risk management consultant (“Hanover Stone”) recommend that the Authority use this alternative program structure for terrorism coverage.

With respect to the remainder of the All Risk primary layer limit of \$600,000,000, and after review of all quotations, Marsh and Hanover Stone recommend, and the Law department concurs with renewal of the program as follows:

<u>Underwriter</u>	<u>Capacity</u>	<u>Percentage Participation</u>	<u>Premium</u>
Zurich	\$ 200,000,000	33.33%	\$ 1,802,596
Chubb	180,000,000	30.00 %	1,813,775*
Liberty	150,000,000	25.00%	1,370,472
CV Starr	45,000,000	7.5%	525,000
RSUI	<u>25,000,000</u>	<u>4.17%</u>	<u>285,000</u>
Total	\$ 600,000,000	100.00%	\$ 5,796,843

\* In addition, Boiler Inspection Fees of \$28,100 are required.

With respect to the \$200,000,000 excess layer, Marsh secured a renewal quotation from North American Elite Insurance Company (Swiss Re), with an increase in premium. Based on the recommendation of Marsh and Hanover Stone, it is recommended that this layer be renewed for no greater than \$209,450, with a tax/surcharge of \$1340, for a total amount of \$210,790. Marsh continues to negotiate with the market to secure the most advantageous quotation for this layer of coverage.

Above the \$800,000,000 layer of coverage, Marsh also secured a renewal quotation for an additional excess layer providing terrorism coverage only in the amount of \$200,000,000 for a total of \$1,000,000,000. Marsh and Hanover Stone recommend, and the Law Department concurs, that this coverage, which includes a two (2) day qualifier for business interruption, should be placed with Lancashire for a premium of \$28,500.

The total premium for placement of the insurance as set forth above for one year will not exceed \$6,257,221, an approximate 9% increase in premium from the current year, as a result of an increase in TIV from last year of about 2% to \$24,335,523,987, as well as an approximate 7% increase in the premium rate. Marsh will continue to negotiate with the underwriters for an improved premium for all layers of coverage up to the date that the renewal will become effective, June 15, 2020.

It is therefore recommended that the Commissioners authorize renewal and placement of the Authority's Bridge and Non-Bridge property insurance program as set forth above, for a premium total amount not to exceed \$6,257,221. It is further recommended that the Commissioners authorize the Executive Director to substitute or add insurance companies from those indicated above, and approve other minor changes to the structure recommended above should he deem it is in the best interest of the Authority. It is further recommended that the Executive Director, after consultation with the Authority's Law Department, be authorized to execute all documents and to take any and all further actions to effectuate the renewal of the Program as indicated herein.

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#### 125-05-2020

In a memorandum dated May 8, 2020 Authorization to enter into a Facility Encroachment Agreement with CSX Transportation, Inc., ("CSX") to allow the Authority to construct, use and maintain certain facilities on property owned by CSX, namely a potable water main, in connection with the Vince Lombardi Service Area, was approved.

The existing water main service to the Vince Lombardi Service Area, owned by the Authority, (the "Water Main") has experienced maintenance issues where it is attached to New Jersey Turnpike Structure No. E116.42. As a result, the Water Main is proposed to be relocated off Structure No. E116.42, under property owned by CSX. CSX has requested that the Authority

enter into a Facilities Encroachment Agreement, which would grant the Authority a license to enter onto property owned by CSX to construct, maintain, relocate, repair, alter and restore the relocate water main in exchange for the one-time license fee of \$29,325 and other related costs for a total amount not to exceed \$50,000. The relocation of the Water Main would not interfere with any CSX rail or Authority roadway activity. The Authority would obtain all necessary permits and licenses prior to commencing any work.

Accordingly, it is recommended that the Executive Director be authorized to execute an Facility Encroachment Agreement substantially as set forth above. It is further recommended that the Executive Director be authorized to take such further actions and execute such additional documents as are consistent with the authorizations granted herein.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously approved item numbers 124-05-2020 and 125-05-2020 and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

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ENGINEERING

Chief Engineer, Robert Fischer, requested approval of item numbers 126-05-2020 through 130-05-2020. Moved are the items as follows:

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PUBLIC BID-AWARD OF CONTRACTS

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126-05-2020

In a document dated April 29, 2020, Recommendation to Award Contract No. T200.549, New Jersey Turnpike, Crisdel Group, Inc., Roadway Resurfacing, Milepost 83 to 122, Section 19, 22 and 23 (2020), R-156639, Budget Code: 030C10002E, Funding Allocation: \$14,000,000.00 FY2020, \$ 9,344,000.00 FY2021, Amount: \$23,344,000.00, was approved.

This contract involves pavement removal and resurfacing with hot mix asphalt surface course pavement and other incidental work along the Easterly Alignment between Milepost E106.0 to E108.0 at Interchanges 15E and 15X and along the northbound and southbound roadways from Milepost 116 to 122; including ramps, shoulders, maintenance U-turns, Z-turns and toll plazas at various locations. All work under the contract is from Milepost 83 to 122 in Middlesex, Union, Essex, Hudson and Bergen Counties. All work is expected to be completed by May 2021.



Three bid proposals were received on April 24, 2020 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$23,344,000.00, may be compared to the Engineer's Estimate in the amount of \$24,683,000.00. The low bidder, Crisdel Group, Inc. has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T200.549 be awarded to the low bidder, Crisdel Group, Inc. of South Plainfield, New Jersey in the amount of \$23,344,000.00 allocated as follows: \$14,000,000.00 for FY 2020 and \$9,344,000.00 for FY 2021. This award is contingent upon the Treasurer of the State of New Jersey completing the review of all documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. Bids for this work were procured, and the authorization being sought is to award this contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

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**127-05-2020**

In a document dated May 13, 2020, **Recommendation to Award Contract No. T600.481A, New Jersey Turnpike, J. Fletcher Creamer & Son, Inc., Installation of Hybrid Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.3 to 117.60, R-156640, Budget Code: 39200002, Amount: \$42,982,228.00,** was approved.

This is the first of two contracts involving the construction of new Hybrid Changeable Message Signs (HCMS) to replace existing Changeable Message Signs (CMS) from Interchange 9 to the northern terminus of the Turnpike. 28 new signs will be installed and will have a variable message component. Work also includes constructing foundations for new sign structures, furnishing and installing HCMS support structures, installing and testing the HCMS system, installing roadway safety features, associated electrical and ITS communication devices required for the operation of the HCMS and the removal of the existing CMS and structures that are no longer needed. All work is expected to be completed by August 2022.

Four bid proposals were received on April 17, 2020 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$42,982,228.00, may be compared to the Engineer's Estimate in the amount of \$44,482,010.00. The low bidder, J. Fletcher Creamer & Son, Inc. has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T600.481A be awarded to the low bidder, J. Fletcher Creamer & Son, Inc. of Folsom, New Jersey in the amount of \$42,982,228.00. This award is contingent upon the Treasurer of the State of New Jersey completing the review of all

documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. Bids for this work were procured, and the authorization being sought is to award this contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

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### **ORDER FOR PROFESSIONAL SERVICES**

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**128-05-2020**

In a document dated April 6, 2020, **Recommendation to Issue Order for Professional Services No. T3706, New Jersey Turnpike, M&J Engineering, P.C., Supervision of Construction Services for Contract No. T600.481A, Installation of Hybrid, Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.30 to 117.60, R-156645, Budget Code: 39200002, Amount: \$4,740,000.00**, was approved.

This Order for Professional Services will provide supervision of construction services for Contract No. T600.481A, Installation of Hybrid Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.30 to 117.60. These services will include construction inspection, material testing, record keeping, preparation of payment estimates and other services required to ensure compliance with the contract documents.

This assignment is classified as a "Complex Project" since the scope of work is not clearly defined and likely to change during the course of the project, and the cost exceeds \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and fifty-one (51) engineering firms were prequalified and eligible under Profile Code: B-153, Roadway Construction Inspection. Five firms submitted EOIs by the closing date of February 21, 2020.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking: 1) M&J Engineering, P.C.; 2) Jacobs Engineering Group Inc.; and 3) Greenman-Pedersen, Inc. On March 17, 2020, Technical and sealed Fee Proposals were received from the top three firms. The Review Committee reviewed and evaluated each firm's Technical Proposals and it was determined that oral presentations would not be required. The final scoring resulted in M&J Engineering, P.C. being the highest technically ranked firm. The fee submitted by M&J Engineering, P.C. has been reviewed and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. T3706 be issued to the firm of M&J Engineering, P.C. of Ridgefield Park, New Jersey, in an amount not to exceed

\$4,740,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.35 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. The award is contingent upon the Treasurer of the State of New Jersey completing the review of all documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. These professional services were procured, and the recommended firm was selected, in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

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**FINAL ACCEPTANCES**

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129-05-2020

In a document dated May 7, 2020, All work performed on each of the construction contracts listed below have been completed in accordance with the contract documents and to the satisfaction of the Engineering Department. Accordingly, it is recommended that these contracts be deemed complete and approved for Final Acceptance. The table below lists each contract and includes pertinent Change Order and financial information including the final payment amount due the Contractor upon Final Acceptance, was approved.

Contract No.	Contractor	Award Total Amount	No. of Change Orders	Additions/ Reductions	Final Total Contract Amount	Final Payment Amount
T500.395	Benjamin R. Harvey Company, Inc.	\$20,944,000.00	4	\$1,174,420.46	\$22,118,420.46	\$10,000.00
P100.423	South State, Inc.	\$6,439,441.62	2	\$2,164,906.21	\$8,604,347.83	\$100,437.29
Total						\$110,437.29

The Certification and Recommendation for Final Acceptance has been executed by the Engineers, the General Consultant and the Chief Engineer. All required contract documents including the Engineer's Final Certifications, Maintenance Bonds, Affidavit of Prevailing Wage and the Final Payment certificates have been submitted to the Law Department and approved as to correctness of form. Furthermore, the Contractors have certified that there are no liens outstanding against the Contractors. Accordingly, it is recommended that each contract listed above be accepted and final payment in the amounts shown above be made to the Contractors.

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**ACKNOWLEDGE REPORTS OF  
ENGINEERING EXPENDITURES UNDER DELEGATED AUTHORITY**

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130-05-2020

The Board acknowledges the reports of Engineering Expenditures Under Delegated Authority as indicated below:

- Construction Contract Progress Summary
- Change Order Summary

On motion by Treasurer DuPont and seconded by Commissioner Diaz the Board unanimously approved item nos. 126-05-2020 through 129-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda. The Authority unanimously accepted the reports contained in item number 130-05-2020 and received same for file.

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**ROLL CALL**

GUTIERREZ- SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	RECUSED	YES	YES	YES

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**MAINTENANCE**

Director of Maintenance Kenneth McGoldrick requested approval of item number 131-05-2020. Moved is the item as follows:

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**ACKNOWLEDGE REPORTS OF**  
**MAINTENANCE EXPENDITURES UNDER DELEGATED AUTHORITY**

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131-05-2020

The Board acknowledges the reports of Maintenance Expenditures Under Delegated Authority as indicated below:

- Construction Contract Progress Report
- Change Order Summary

On motion by Treasurer DuPont and seconded by Commissioner Minella the Board unanimously accept the reports contained in item no. 131-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**ROLL CALL**

GUTIERREZ- SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	RECUSED	YES	YES	YES

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**PROCUREMENT AND MATERIALS MANAGEMENT (“PMM”)**

Director of Procurement and Materials Management Dale Barnfield, requested approval of item numbers 132-05-2020 through 139-05-2020. Moved are the items as follows:

**Moved by Consent (to the extent that these items are State/Contracts and Sole Source) and have been vetted through Committee and the Agenda. Moved by Treasurer DuPont.**

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**STATE/GOVERNMENT CONTRACTS**

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**132-05-2020**

In a document dated May 18, 2020, **Cisco Smart Net True-Up, ePlus Technology, Inc. R-156931 (ITS), Budget Code: 010 00 830 466010, State Contract No. 87720 expiring 05/31/2020, Amount: \$165,434.95,** was approved.

Under this contract, ePlus Technology, Inc. will provide Cisco software and hardware true-up support for devices that were purchased in 2017 and 2019. In 2017, the Authority purchased Cisco routers with three (3) years of support to replace the Dense Wavelength Division Multiplexing system. In 2019, the Authority purchased Cisco video conferencing equipment with one (1) year of support. By issuing a true-up payment, the equipment purchased in 2017 and 2019 will remain under support through 12/31/2022 and co-terminate at the same time as all the other Cisco equipment used by the Authority. All Cisco software and hardware true-up and related services are available from NJ State Contract No. 87720 expiring 05/31/2020.

This procurement, under State Contract No. 87720, is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract No. 87720 provides access to several Fulfillment

Partners and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from three (3) authorized Fulfillment Partners, and one (1) quote was received as follows:

**Vendor**

**Total Price**

**ePlus Technology, Inc., Newtown, PA**

**\$165,434.95**

Accordingly, authorization is requested to award a contract under State Contract No. 87720 to ePlus Technology, Inc. for Smart Net technical support for a total amount not to exceed \$165,434.95.

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**133-05-2020**

In a document dated May 18, 2020, Kronos Support, SHI International Corp., R-157436 (ITS), Budget Code: 010 00 830 121020, State Contract No. 89851 expiring 06/30/2020, Amount: \$317,629.53, was approved.

Under this contract, SHI International Corp. will provide software and hardware support for Kronos software and hardware support for a three (3) year period from 06/01/2020 through 05/31/2023. Support includes, but is not limited to, access to 24/7 professional technical personnel and knowledge bases; clock hardware replacement, as well as firmware and software patches. The software and hardware support are available from NJ State Contract No. 89851 expiring 06/30/2020.

This procurement, under State Contract No. 89851 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract Index M-0003 provides access to several software providers and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from five (5) authorized software re-sellers and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
<b>SHI International Corp., Somerset, NJ</b>	<b>\$317,629.53</b>

Accordingly, authorization is requested to award a contract under State Contract No. 89851 for Kronos support to SHI International Corp. for an amount not to exceed \$317,629.53.

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134-05-2020

In a document dated May 7, 2020, Image Server Storage Upgrade, SHI International Corp., R-157643 (ITS), Budget Code: 400 00 830 156555 080C00013, State Contract No. 19-TELE-00656 expiring 07/31/2021, Amount: \$329,838.00, was approved.

Under this contract, SHI International Corp. will provide server hardware to upgrade existing servers at two locations. These servers are dedicated to storing images from roadway cameras and due to recent upgrades to cameras on both Roadways, additional storage capacity is now required. This upgrade will provide additional capacity to store roadway images for purposes of audits, subpoenas, and other miscellaneous business processes for approximately 12 months. The server hardware is available from NJ State Contract No. 19-TELE-00656 expiring 07/31/2021.

This procurement, under State Contract No. 19-TELE-00656 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract 19-TELE-00656 provides access to several

authorized dealers, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from three (3) authorized dealers, and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
SHI International Corp., Somerset, NJ	\$329,838.00

Accordingly, authorization is requested to award a contract under State Contract No. 19-TELE-00656 for server hardware to SHI International Corp. for an amount not to exceed \$329,838.00.

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135-05-2020

In a document dated May 7, 2020, IBM Software Licensing 2020-2021, SHI International Corp., R-157635 (ITS), State Contract No. 89851 expiring 06/30/2020, Budget Code: 010 00 830 121020, Amount: \$142,214.20, was approved.

Under this contract, SHI International Corp. will provide the annual renewal of software licenses for several IBM software products for a one (1) year period from 07/01/2020 through 06/30/2021. These products include but are not limited to, Netcool, WebSphere, C Compiler and Intelligent Operations Center products. These software products compose and support a variety of the Authority's software platforms such as the Intelligent Transportation Management System, as well as toll collection and traffic statistics systems. The software licenses are available from NJ State Contract No. 89851 expiring 06/30/2020.

This procurement, under State Contract No. 89851 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract Index M-0003 provides access to several software providers and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from five (5) authorized software re-sellers and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
SHI International Corp., Somerset, NJ	142,214.20

Accordingly, authorization is requested to award a contract under State Contract No. 89851 for software licenses to SHI International Corp. for an amount not to exceed \$142,214.20.

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136-05-2020

In a document dated May 5, 2020, Facilities Maintenance and Repair & Operations (MRO) and Industrial Supplies, W.W. Grainger, Inc. , RM-157358 (Inventory/Maintenance),

**Budget Code: Various, State Contract No. 19-FLEET-00566 expiring 06/30/2023, Amount: \$1,800,000.00,** was approved.

Under this contract, W.W. Grainger, Inc. will provide facilities maintenance, repair and operating (“MRO”) items used daily on both Roadways. This contract includes, but is not limited to, various hand tools, hardware, as well as industrial supplies and equipment which are essential to the Authority’s Maintenance and Inventory sections. These MRO supplies are available from NJ State Contract No. 19-FLEET-00566, expiring 06/30/2023.

This procurement, under State Contract No. 19-FLEET-00566, is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority’s enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey.

Accordingly, authorization is requested to award a contract under State Contract No. 19-FLEET-00566 for MRO supplies, hardware and equipment to W.W. Grainger, Inc. for a total amount not to exceed \$1,800,000.00, subject to funding availability at the time of ordering.

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**137-05-2020**

In a document dated May 7, 2020, **State Contract Modifications, Microsoft Software Licensing 2019-2020, SHI International Corp., R-157659/Contract No. 2759 (ITS), State Contract No. 89851 expiring 06/30/2020, Budget Code: Various, Current Authorized Amount: \$ 1,992,509.65, Requested Amount: \$323,306.50, New Authorized Amount: \$ 2,315,816.15,** was approved.

At prior Board of Commissioners meetings, the Authority approved purchases (up to a maximum authorized dollar amount) from the vendor listed herein under the New Jersey State contract referenced below. The licensing requirements procured under referenced State contract have since been modified and additional funds are needed to purchase these necessary licenses through the term of the State contract.

Description / Original Agenda Item	Vendor Name	Requisition Number	NJTA Contract No.	NJ State Contract No. Expiration	Current Authorized Amount	New Authorized Amount	Requested Increase Amount
(M-0003) Microsoft Software Licensing 029-01-2019	SHI Int'l Corp. Somerset, NJ	R-157659 (ITS)	2759	89851 06/30/2020	\$1,992,509.65	\$2,315,816.15	\$323,306.50
Total							\$323,306.50

The original procurement, under the State contract, was in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority’s enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New



Jersey.

Accordingly, given that the licensing requirements under the referenced State Contract has been increased through the expiration date of this contract, approval is hereby requested to increase the Authority's current authorized amount to the new authorized amount stated above, subject to funding availability at the time of order.

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**SOLE SOURCE CONTRACTS**

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**138-05-2020**

In a document dated May 19, 2020, **SafeTripNJ 2020, Information Logistics, Inc., R-157633 (ITS), Budget Code: 010 00 830 121020, Amount: \$776,556.00**, was approved.

Authorization is requested to award a sole source contract to Information Logistics, Inc. ("Information Logistics") for maintenance, support and enhancements for the Authority's SafeTripNJ mobile application ("app") for a three (3) year period from 04/29/2020 through 04/28/2023. SafeTripNJ is a hands-free, eyes-free mobile app designed and implemented in 2016, which provides motorists with updates on roadway traffic, incidents, construction, and other categories from New Jersey's 511 data feed. The app also provides the ability for Authority traffic operators to enter manual alerts. This contract will cover licensing of the GeoTalker™ platform, app usage, code updates for Android and iOS platforms, 24/7 support, usage fees, and hosting services. In addition, enhancements such as "Where Am I?" and report a roadway repair are included in year 1. Information Logistics is the sole owner of SafeTripNJ and as such is the sole provider of all technology, maintenance, support and upgrades associated with this app.

In March 29, 2016 Board of Commissioners Meeting (Agenda Item 102-03-2016), Information Logistics was awarded a contract to design and maintain a hands-free, eyes-free mobile app for the Authority. As the proprietary developer, Information Logistics is the only vendor which has access to the source codes needed to debug, upgrade and support the SafeTripNJ mobile application. Thus, no other vendor is capable of providing the services required under this Agreement. In addition, the need for SafeTripNJ represents an exceptional circumstance as the mobile app provides real-time, crucial information to the motoring public.

Thus, it is recommended that this award be made without public advertisement under the sole source procurement authorization of N.J.A.C. 19:9-2.2(d)1, as promulgated under N.J.S.A. 27:23-6.1 and consistent with Executive Order No. 37 (Corzine 2006). A resolution, as required by N.J.A.C. 19:9-2.2(d)1, is attached hereto.

Accordingly, authorization is requested to award a three-year sole source contract to Information Logistics, Inc. for the maintenance, support and enhancements for the SafeTripNJ mobile application for an amount not to exceed \$776,556.

**RESOLUTION FOR SOLE SOURCE PROCUREMENT**

## SAFETRIPNJ MAINTENANCE, SUPPORT AND ENHANCEMENTS

**WHEREAS**, the Information Technology Services Department has requested the award of a sole source contract to Information Logistics, Inc. ("Information Logistics") to provide maintenance, support and enhancements for the Authority's SafeTripNJ mobile application; and

**WHEREAS**, SafeTripNJ is the only hands-free, eyes-free mobile application in use by the Authority for the motoring public; and

**WHEREAS**, Information Logistics is the sole developer of the SafeTripNJ application, as such, its source codes are proprietary to Information Logistics; and

**WHEREAS**, the Authority's regulations pursuant to *N.J.A.C. 19:9-2(d)1* promulgated under *N.J.S.A. 27:23-6.1* permits sole source procurement when only one source for the required product exists;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority's Board of Commissioners hereby authorizes and approves the award of a contract to Information Logistics, Inc. to provide maintenance, support and enhancements for the Authority's SafeTripNJ mobile application for a three (3) year period for an amount not to exceed \$776,556.00, as a sole source exception to procurement by public advertisement permitted by *N.J.A.C. 19:9-2.2(d)1* promulgated under the Authority's enabling legislation, *N.J.S.A. 27:23-6.1*.

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139-05-2020

In a document dated May 7, 2020, **Renewal of Oracle Software License and Technical Support Services Agreement, Oracle America, Inc., R-157409 (ITS), Budget Code: 010 00 830 121020, Amount: \$898,000.00**, was approved.

Authorization is requested to award a sole source contract to Oracle America, Inc. ("Oracle") for the renewal of the Software Licenses and Technical Support Services Agreement (collectively, "Software Agreement") for all Oracle products. Under the Software Agreement, Oracle will continue to provide technical support and software updates to the Authority's Enterprise Resource Planning (ERP) software and various mission critical Oracle databases which store data for the ERP, tolls, and Geographic Information systems. Support and maintenance include patches and updates, as well as troubleshooting and error recovery assistance.

The Oracle software is proprietary to Oracle, which is the publisher and holder of all related copyrights. Oracle is thus the only vendor which has access to the source codes needed to debug, upgrade and support the Oracle software. Therefore, no other vendor is capable of providing the services required by the Authority. In addition, this is an exceptional circumstance as these software services are necessary for the operation the Authority's database management

systems as well as the PeopleSoft Financials and HCM modules which serve the Authority's procurements, accounts payables, payroll, human resources and other vital functions.

Thus, it is recommended that this award be made without public advertisement under the sole source procurement authorization of *N.J.A.C. 19:9-2.2(d)1*, as promulgated under *N.J.S.A. 27:23-6.1* and consistent with Executive Order No. 37 (Corzine 2006). A resolution, as required by *N.J.A.C. 19:9-2.2(d)1*, is attached hereto.

Accordingly, authorization is requested to award a sole source contract to Oracle America, Inc. for the annual renewal of the Software Agreement for an amount not to exceed \$898,000.00.

### **RESOLUTION FOR SOLE SOURCE PROCUREMENT**

#### **SOFTWARE LICENSE AND TECHNICAL SUPPORT SERVICES AGREEMENT**

#### **WITH ORACLE AMERICA, INC.**

**WHEREAS**, the New Jersey Turnpike Authority's Integrated Technology Services Department has requested the award of a sole source contract for renewal of the Software Licenses and Technical Support Services Agreement (collectively, "Software Agreement") with Oracle America, Inc. ("Oracle"); and

**WHEREAS**, the Oracle software is copyrighted and proprietary and, therefore, of a unique and confidential nature that will not allow for generic or standard specifications for procurement through competitive solicitation by public advertisement; and

**WHEREAS**, the Oracle software can only be procured from Oracle through direct negotiation of the Software Agreement; and

**WHEREAS**, *N.J.A.C. 19:9-2.2(d)1* of the New Jersey Turnpike Authority's regulations, promulgated under *N.J.S.A. 27:23-6.1*, permits sole source procurement when only one source of the required goods or service exists;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority's Board of Commissioners hereby authorizes the award of a contract for the renewal of the Authority's Software Licenses and Technical Support Services Agreement with Oracle America, Inc. for the period July 1, 2020 through June 30, 2021, for an amount not to exceed \$898,00.00 as a sole source exception to procurement by public advertisement as permitted by *N.J.A.C. 19:9-2.2(d)1*, promulgated under the Authority's enabling legislation, *N.J.S.A. 27:23-6.1*.

On motion by Treasurer DuPont and seconded by Commissioner Minella the Board unanimously approved item numbers 132-05-2020 through 139-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**ROLL CALL**

GUTIERREZ- DIAZ DuPONT POCINO GRAVINO MINELLA SALERMO  
SCACCETTI

YES YES YES YES YES YES YES

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**GENERAL BUSINESS**

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**OPERATIONS**

Director of Operations Kevin Dunn requested acceptance of item number 140-05-2020.

Moved is the item as follows:

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**140-05-2020**

Director of Operations Kevin Dunn requested acceptance of **Volumes and Crash Synopses for the Garden State Parkway and New Jersey Turnpike: Period 01/01/2020 through 04/30/2020; with 2019-2020 Yearly Comparisons through April 2020.**

On motion by Treasurer DuPont and seconded by Commissioner Salerno the Board unanimously accepted item number 140-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**STATE POLICE**

Major Terence Carroll requested acceptance of item number 141-05-2020. Moved is the item as follows:

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**141-05-2020**

Major Terence Carroll requested acceptance of the **New Jersey State Police Troop D Activity Reports** for April 2020, with 2019 – 2020 Yearly Comparisons.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Authority unanimously accepted the reports contained in item number 141-05-2020 and received same for file.

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**FINANCE**

Chief Financial Officer Donna Manuelli requested acceptance of item number 142-05-2020. Moved is the item as follows:

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**142-05-2020**

Chief Financial Officer Donna Manuelli presented the **Financial Summary for the Four (4) months ended April 30, 2020.** was accepted.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously accepted item number 142-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**EXECUTIVE**

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143-05-2020

This item submitted separately

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**EXECUTIVE**

Deputy Executive Director James D. Carone requested acceptance of item number 144-05-2020. Moved is the item as follows:

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144-05-2020

In a memorandum dated May 27, 2020, **Conduent State and Local Solutions, Inc. – Authorization for the Executive Director to Enter into a Memorandum of Understanding for Additional Costs associated with the recent Tolls by Mail program**, was approved.

Due to the recent COVID-19 crisis, all New Jersey Bridges and/or Toll Roads implemented cashless collections in mid-March 2020 with the exception of the Burlington County Bridge Commission (BCBC). Since that operational change, the New Jersey E-ZPass Group, New Jersey Turnpike Authority ("NJTA"), Delaware River Port Authority ("DRPA"), Delaware River Joint Toll Bridge Commission ("DRJTBC"), Delaware River Bay Authority ("DRBA"), South Jersey Transportation Authority ("SJTA"), Cape May Bridge Commission ("CMBC") and Conduent State and Local Solutions, Inc. have developed and modified customer noticing and system processing. These changes include system implementation and roll back processes, unit pricing for noticing including image reviews, DMV costs, mailings and postage.

The proposal received from Conduent State and Local Solutions, Inc. consisted of the following for the New Jersey E-ZPass Group:

- 1- Implementation Fee - \$ 93,500
- 2- Rollback to Prior Business Rules - \$6,000
- 3- Unit Pricing per Notice - \$0.62. This item includes CSR Labor, Image review, Correspondence Labor, Mail House services and supplies
- 4- Postage and DMV fees will be pass-thru costs

Upon further review of individual agencies share of the above proposal, we estimate that based on New Jersey Turnpike and Garden State Parkway transactions to date, our portion of these proposed fees are approximately \$1,500,000. Therefore, it is recommended that we request authorization from the Board to execute a Memorandum of Understanding with Conduent in an amount not to exceed \$1,750,000.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously approved item number 144-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

ooo0ooo

CHAIR COMMENTS

Chair Gutierrez-Scaccetti said to check the website NJTA.com next month to see how we will be conducting the meeting on Tuesday, June 23, 2020.

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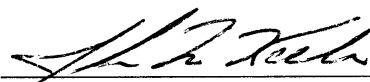
The motion to adjourn was made by Treasurer DuPont and seconded by Commissioner Pocino, and, after the voice vote, the motion was duly adopted. The Board of Commissioners adjourned the meeting at 12:34 p.m., and advised that it will be held again on Tuesday, June 23, 2020 at 9:00 a.m., telephonically or at the Authority’s headquarters building located at 1 Turnpike Plaza in Woodbridge, New Jersey.

ATTEST:



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Kim Schurman  
Secretary to the Authority



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John M. Keller  
Executive Director


Date: May 27, 2020

# CERTIFICATION OF NEW JERSEY TURNPIKE AUTHORITY

I, John M. Keller, hereby certify that I am the Executive Director of the New Jersey Turnpike Authority and as such, certify that the attached copy of PROCEEDINGS OF THE NEW JERSEY TURNPIKE AUTHORITY is a true and correct copy of the Minutes of the **May 27th**, 2020 Meeting of the Authority.

IN WITNESS THEREOF, I have hereunto set my hand and  
affixed the official seal of the New Jersey Turnpike Authority **this 29<sup>th</sup>**  
**day of May 2020.**

ATTEST:

  
Kim Schurman  
Secretary to the Authority

  
John M. Keller  
Executive Director

Corporate Seal

Date: **May 29, 2020**

**Received in the Governor's Office May 29, 2020**

Received by:

---

Print Name

Signature

**Veto Period Ends:**

June 12, 2020 (att.)  
(Write in the date the veto period ends)

1. The first part of the document is a list of the names of the persons who have been appointed to the various positions of the Board of Directors of the company.

2. The second part of the document is a list of the names of the persons who have been appointed to the various positions of the Board of Directors of the company.



**TO:** Kim Schurman [Schurman@njta.com](mailto:Schurman@njta.com)

**FROM:** Jesse Kirkham, Authorities Unit, Governor's Office, Office of the Governor

**DATE:** June 1, 2020

**RE:** **New Jersey Turnpike Authority Minutes**

This email is confirmation that the Authorities Unit received the minutes from the May 27, 2020 board meeting on May 29, 2020. The calculated veto date is June 12, 2020.

Thank you.

Attachment

cc: Lauren LaRusso



**PROCEEDINGS OF MEETING OF NEW JERSEY TURNPIKE AUTHORITY  
BOARD OF COMMISSIONERS**

**Wednesday May 27, 2020**

**ooo0ooo**

Chair Diane Gutierrez-Scaccetti (by tele-conference) called the meeting of the Authority's Board of Commissioners (the Board) into session in the Executive Boardroom of the Authority's Headquarters Building at 1 Turnpike Plaza in Woodbridge, New Jersey, at 9:00 A.M.

**ooo0ooo**

**PRESENT by tele-conference**

Present on the call were Chair Diane Gutierrez-Scaccetti, Vice Chair Ulises Diaz, Treasurer Michael DuPont, Commissioner Raymond Pocino, Commissioner Ronald Gravino, Commissioner John Minella and Commissioner Raphael Salerno. The meeting commenced at 9:00 A.M.

**ooo0ooo**

**ALSO PRESENT by tele-conference (Except as indicated)**

Executive Director John Keller (in person), Deputy Executive Director James Carone, Chief Financial Officer Donna Manuelli; Chief Engineer Robert Fischer, Chief Information Officer Jose Dios (in person); Director of Law Robert Carroll (in person); Director of Human Resources Mary-Elizabeth Garrity; Director of Internal Audit Donna Wilser, Director of Maintenance Ken McGoldrick, Director of Operations Kevin Dunn; Procurement and Materials Management Director Dale Barnfield, Director of Tolls John Pagliarulo; Director of Community and Government Relations Shawn Taylor; New Jersey State Police Major Terence Carroll, State Police Troop D; and Secretary to the Authority Kim Schurman (in person).

Also present by tele-conference were: Outside Counsel, Judy Verrone, Esq., of DeCotiis, FitzPatrick, Cole & Giblin, LLP; Governors' Authorities Unit Representative Lauren LaRusso.

**ooo0ooo**

**NOTICE OF MEETING**

This is a regular meeting of the New Jersey Turnpike Authority. Adequate notice of this meeting has been provided in accordance with Chapter 231, P.L. 1975 in that notice has been given to at least two newspapers and notice has been forwarded to the Secretary of State, Trenton, New Jersey. In addition, notice of said meeting has been and is being displayed in the main lobby of the Authority's Administration Headquarters in Woodbridge.

**Secretary to the Authority Schurman takes Roll Call and the Following Were**

**Present by tele-conference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino

5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

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#### **EXECUTIVE SESSION**

A motion to enter into Executive Session, not open to the public in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-12(b), to discuss matters pertaining to:

- Contract Negotiations

The motion was made by Vice Chair Diaz and seconded by Treasurer DuPont and, after the voice vote, the motion was duly adopted by the Board of Commissioners of the New Jersey Turnpike Authority.

Executive Session was adjourned at 9:27 a.m. Chair Gutierrez-Scaccetti resumed the public portion of the meeting at 09:31 a.m.

#### **Secretary to the Authority Schurman takes Roll Call and the Following Were**

##### **Present by teleconference:**

1. Chair Gutierrez-Scaccetti
2. Vice Chair Diaz
3. Treasurer DuPont
4. Commissioner Pocino
5. Commissioner Gravino
6. Commissioner Minella
7. Commissioner Salerno

The Secretary to the Authority reported that ten days, excluding Saturdays, Sundays and holidays, have elapsed since Governor Philip D. Murphy received the proceedings of the regular meeting of April 28, 2020; he did not exercise his power to veto any items in those minutes.

Upon motion made by Treasurer DuPont seconded by Vice Chair Diaz the minutes of the meeting was unanimously approved.

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#### **RECUSALS**

The Secretary to the Authority reported recusals or abstentions submitted for the record:

- Commissioner Pocino is recused on Items 126-05-2020 through 131-05-2020

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#### **PUBLIC COMMENT**

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Paula Rosenvinge

Urging the delay or rejection of the Long-Range Capital Plan and Toll adjustment. Pollution comes from adding additional cars and trucks. Fossil fuels kills and makes people more vulnerable to other illnesses. Factor our lives into your decision making. Make responsible decisions and reject the plan to widen the highway and see if it matches the Master Plan by the

Governor.

ooo0ooo

Carol Katz, Katz Government Affairs

Is speaking on behalf of the Bus Association of NJ. The Bus Association opposes the proposed toll increases on the NJ Turnpike and Garden State Parkway and alternatively encourages Authority to pursue a toll structure that supports greater use of mass transit and takes a 21<sup>st</sup> century approach to climate and transportation policy. If they do adopt the resolution to increase tolls it would be a hardship and would like to request exempt busses.

ooo0ooo

Liam Blank

Advocacy and Policy Manager for Tri State strongly oppose the Toll the \$24 billion capital program should not be going forward in the Covid-19 pandemic without public input. We support the toll hike the revenue should be invested in public transport instead of road expansion projects. Investing in transit is the best way to get cars off the road and reduce states level of green-house gas emissions. The Capital Program directly contradicts the state's Energy Master plan released in January. Ask Board to reconsider this Capital Program.

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Steven Gardner, Director of NJ Laborers Employers Coop and Education Trust

Would like to say we support the Turnpikes Capital Plan. New Jersey's single greatest economic advantage is its location. If we do not continue to invest and improve our transportation infrastructure the world will reshape itself and leave New Jersey behind. The widening of the Turnpike actually reduced congestion and improved air quality. The Turnpike Capital Plan is a win-win for New Jersey, first it creates direct and indirect construction jobs and it will help us dig out of a hole the pandemic has created, the Capital Plan is forward looking, bringing improvements the Transportation network needs.

ooo0ooo

Jeff Tittel, Director of NJ Sierra Club

Speaking in opposition of the Capital Plan and believes widening the highway will add 100 million tons of greenhouse gases, believes it is the wrong project at the wrong place and the wrong time. Believes there are better alternatives, and we need to be investing in bus rapid transit and make sure New Jersey Transit has the money to operate and the money to be able to deal with the Covid pandemic. Says to stop these projects and stop this plan now.

ooo0ooo

Ann Kelly

New Jersey's Capital Plan is clear, we can't afford to add more vehicles and pollute the air especially during this pandemic. We must envision the future that includes a cleaner mass transit system. Wider roads only add congestion and pollution. Take a stand and say to the

future generation the bus stops here. Urge you to suspend any vote on the plan in light of the Governor's clean energy and recovery policy.

ooo0ooo

Aleeta Dupree

Thank you for providing these notices. Surprised that we returned to cash operations on the Turnpike. Wish that you would have moved back to the old ways. Yes, the Capital Plan is on the agenda. I Believe there are many important elements in the plan. I Think the widening is applicable and important in the case of the NJ Turnpike because it is of national and international significance. It is important to invest in improvements to good roads. This project needs to be approved and will help a lot of people. This agency the Turnpike and Parkway is legendary.

ooo0ooo

Mike McCarsky

Represents combined interest of over 7,200 hard working men and women of Local 825 as well as more than 1,000 signatory contractors. Would like to applaud the Governor and Chair and Authority as a whole during these unprecedented times for making the difficult but right choice to propose the \$24 billion Capital Plan that will kick start our statewide recovery. This is a well thought good public policy.

ooo0ooo

Tim Senator, NJ Association of Rail Passengers

Opposes the road widening, especially into Jersey City. Recommends investment in rail lines. Recommends Transit oriented development and keep cars off of the road.

ooo0ooo

Jason Friedman

In support of the Capital Plan but also on behalf of 1,000 men and women that make up the carpenters union. Will provide needed jobs and the well needed infrastructure the state relies on. The prosperity of the state is enhanced and made possible when the stakeholders are able to traverse the state to do business. The thousands of men and women in the carpenter's union strongly support this plan.

ooo0ooo

Alana Friedman

Strongly oppose the \$16 billion plan to widen the Turnpike and the Garden State Parkway. This vote needs to be postponed and tabled until it can be more fully vetted in light of the Governor's clean energy and recovery policies, as well as clear research showing its lack of efficacy. Urge the Board to postpone the vote on this project and put forth a plan that NJ can be proud of.

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Zoe Baldwin, Utility and Transportation Contractors Assoc.

Strong Support for proposed Toll Increases. The planned increases will strengthen our state by reducing traffic, creating jobs and stimulating the construction design economies. The funds used are paid by drivers with expectations that it will be re-invested on the roadways they use. Furthermore, there is additional capital for New Jersey Transit upwards of \$340 million.

ooo0ooo

Irene Sedesky

Strongly oppose the Toll Increase and think the Board needs to rethink raising the Tolls at this time because it makes it harder financially for people. Consider the financial situation and human beings and families that are being affected by this final hour commitment for millions of dollars.

ooo0ooo

Daniella Giuseppe, Environmentalist

Opposes the vote on the plan to spend \$36 billion on the Capital Plan while people are dying in the hospitals of respiratory failure. This is no time to vote on such a plan. Should be creating clean green mass transit to save your children's lives and your own health in the time of climate emergencies. It is criminal to expand highways for more gas vehicular traffic instead of putting funding and initiative and effort into clean green energy.

ooo0ooo

Lauren Morse, Westfield 2020

Seems Governor released an energy master plan and speaks about the importance of climate change but seems he doesn't care if projects address climate change. We know the cost of human health now and the cost of human health in the future. The goal is to decrease emissions and the longer we delay the more human suffering there will be. We can have better air if we invest in mass transit. Stop moving in the wrong direction.

ooo0ooo

John Richmond, Environmental Chair of Blue Wave NJ

In mid-March the Authority held a public hearing on a \$24 billion dollar plan that would shape the transportation policies in the state for decades. It purports to spend \$16 billion dollars to expand the Turnpike and Parkway. Study after study shows widening highways doesn't work it results in induced demand and more cars and more traffic. Says we should go back to the drawing board and actually develop a plan that works for New Jersey and its citizens.

ooo0ooo

Manny Amador, Local 472

Represents 7,000 skilled craftworkers that actually build and repair our transportation infrastructure. We applaud the NTA for thinking ahead and with this multi-year capital plan. It is worth pointing out that both the Turnpike and Parkway are among the 5 busiest toll roads in America and tolls have not increased in 8 years. The plan is about investing and acting in a

responsible manner to serve the public and properly care for our critical transportation system.

ooo0ooo

Joe Mazzaelli

The Capital Plan is not black and white and its clear we need more time for public input to improve the proposed Capital Plan and the States larger plan for health air and water quality and financial efficiency. Said needs more time to iron out the glaring conflicts and it is inconsistent with the goals of New Jersey. Take several more months to make this plan consistent with the overall goals of New Jersey.

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Barry Kushnir, President Local 194

I am asking for you to vote in favor of the Capital Plan, it is important to repair and enhance critical infrastructure that will alleviate congestion, improve shipping logistics and boost regional economy, the plan is fair and makes sure out of state drivers and commercial drivers pay their fair share and that the burden doesn't fall on the New Jersey taxpayers. Tolls fully fund everything that happens on the Turnpike. This is a forward thinking plan and it will create good paying jobs.

ooo0ooo

Josh Benson

I am in favor of this plan, history shows the best way to get out of bad economic situation is through the construction industry. The construction industry provides many jobs earning good wages, paying taxes and buying goods. This is what we need right now, and this is a good plan. I applaud this move and hope you vote for it.

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Daniel Nevil, Construction Contractors Labor Employers of NJ

Strongly support this increase, reducing the congestion and improving safety on the roads and creating good middle-class jobs is a strong reason to support this increase.

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Ken Dolsky, Empower NJ

Opposed to wasting \$16 billion dollars on unnecessary climate damaging highway widening. Urge the NJTA to suspend voting on this plan until it can be fully vetted. Expects that the work at home practices imposed by the pandemic will reduce the traffic congestion that you are expecting and will eliminate the need for expansion. The money should instead be spent on mass transit and electric vehicles, otherwise this plan directly violates the Governor's master plan.

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Margaret Doherty

Opposes passing the Capital Plan and Toll Increase, at this point in time, I don't think this



is something we should be focusing on. I believe this should be post-poned and New Jersey should be opened so families can get out to work and do what we love.

ooo0ooo

Chris Carter

Drives on both the New Jersey Turnpike and Garden State Parkway and I am in favor of this Capital Plan and Toll Increase. NJTA needs to continue to invest in its roadway to improve the New Jersey economy. NJTA Previously made similar investments like the 6-9 Widening program which is considered to be a success for the state and the region. NJTA is and has been a responsible steward of our toll dollars so I'm confident that future toll dollars will be spent on the important capital projects.

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Doug O'Malley, Director of Environment NJ

The Capital Plan on the agenda is a sneak attack on public transparency. The plan is still as clumsy as it was on the day it was released. This is a test for Governor Murphy to step up and veto this bill. There has not been a response to comment. If approved this plan will be a permanent stain on the environmental record. This plan ignores mass transit.

ooo0ooo

Paige Ridgeway

Asking the Board Members to abandon this toll increase across the board. The middle class can't afford an increase, we can't afford to put food on the table for our children. Put the item on the ballot and let the society vote on it together. My husband is a truck driver and pays these tolls so he can supply goods for the country.

ooo0ooo

Ally Molinaro

I read the capital plan and appreciate its goal to improve road safety, however, have you considered the impact of dredged materials going into our waterways, and endangered species, greenhouse gases, long term climate impact, water infiltration into our soil or premature deaths from air pollution. All of these items need to be addressed before moving forward with the highway expansion. Support clean mass transit including the light rail line and new bus lanes. Act locally and save globally.

ooo0ooo

Anthony Capaccio, President Labors Local 172

Offer support for the NJTA Capital plan and Revenue Enhancement. I spend a lot of time in my car I can remember the regularly occurring traffic at Interchange 8A. The last capital plan eliminated that bottleneck with the Interchange 6-9 Widening. The infrastructure is handling the traffic problem. Now the chronic problem is happening down south. The roads just can't handle the traffic therefore it is addressed in the capital plan.

ooo0ooo

Marie Keefer

Like to ask the Authority to postpone or cancel the plan, this is the time to work on the infrastructure during this pandemic. The NJTA should be investing in mass transit. Suggest that widening the roads is not the answer and it also lowers property values.

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Christine Montorio, Teamster Local 469

In support of the plan being proposed today and urge the Board to vote yes on the resolution. This will put members to work and it is vitally important right now. Urge the consideration of a phase in, so businesses can adjust their cost plans accordingly. We wholeheartedly support it.

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Matt Tooley, NJ Sierra Club

Urge the Board to at least postpone the vote on the Long-Range Capital Plan, the plan will increase greenhouse gas emissions, worsen air pollution and go against the Governors own environmental policies. The plan will harm the climate and it will make more people sick. There are ways to move people around the state without harming the environment, but the capital plan doesn't make any room for any of them.

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Michael Travistino, ACECNJ

Urge the Board of Commissioners to approve the proposed Long- Range Capital Plan and Toll Adjustment. We view this plan as essential for the states infrastructure and critically important to continue to making service for our users more reliable. While no one likes toll increases these are necessary to improve service for the taxpayers of the state. Our members urge the Board to approve this is as soon as possible.

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Robert Madison

Raise the bar of decision making, consider the rules of Mother Nature. Mother nature's rules must be followed or we pay the price. Decisions are implemented by rule making. But outcomes are impacted by those rules and you should consider and give great weight to mother nature, i.e. raise the bar of decision making. Listen to this quote, "We are the first generation to feel the effect of climate change and the last generation that could do something about it."

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Lauren Mitchell

I appreciate the fresh air, I don't want to move again, I don't think you should implement the plan if it is going to put everybody at risk for Covid-19. For you to pass this is terrible because a few people are going to make some money. Need to make better decisions for our future. The

better option is to focus on mass transit.

ooo0ooo

Cindy Williams, Eastern Atlantic State Carpenters

Express support for the Toll Increases and the NJTA Capital Plan. New Jersey is in desperate need for real investment in replacing and repairing our infrastructure. The modest raise in tolls will help to make sure we have projects moving forward. New Jersey must be a leader and take care of its working families with investments in roads bridges and rails. The hardworking members of the EAS are ready to do our part to make sure that our roads and bridges are in working conditions for our neighbors.

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Monica Elling

The only economic stimulus that NJ needs right now is the opening of businesses. It is unfathomable that we are being locked down and being concerned about the \$36 billion dollars being spent when this is the day to day world we are all living in. It is not right that one state is open and we are being held back at this level. It is a complete disregard for New Jersey and the small businesses. I urge everyone to hit the pause button and step back on this. You will find that families are going to have an awful lot to say.

ooo0ooo

David Rival, Utility Contractors Industry Advancement Fund

The members are in support of the Capital Plan. Infrastructure is key to rebuilding our economy and creates jobs, revitalizes businesses and influxes money into our economy which is now more than ever vital to our state.

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Joseph Rio

I am in favor of this ambitious Capital Plan. I am not a member of any of the labor unions or construction companies, I am just a frequent driver of the Garden state parkway and the New Jersey Turnpike. I do not believe this will increase pollution. Tolls should not be used to fund Mass Transit. Covid-19 will also make people use more cars, because they are more afraid of getting the virus on trains. Mass transit is important as well and it should complement highway expansion, it shouldn't just take the place of it.

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Sarah Jocelyn

I feel this plan should be postponed or canceled. The Plan was written before Covid-19. There is a great need to understand the impact of those who will choose to work at home. I do not see how the Turnpike plan will help the problem at Interchange 1. I am concerned about the environmental impact, I am in favor of a sustainable New Jersey. I am very concerned about storm water run-off. I am looking for alternative roads to use to bypass the Turnpike. We need

to make investments in mass transit.

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Kevin Monica, New Jersey Asphalt Pavement Assoc.

Asphalt production makes a significant contribution to our economy. The proposal to increase tolls is fiscally prudent and will help to alleviate traffic congestion, promote economic growth, will create jobs and most importantly will improve safety and our quality of life. Having a well maintained and robust transportation system is critical to allow the flow of product and people. The New Jersey Asphalt Pavement Association fully supports this proposal and urges the approval of this important and necessary plan.

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Robert Bryant

I support this plan and want to point out that 350 million dollars a year is in the plan and going to NJ Transit. This is being paid by the road users and not the tax payers. This plan will create about \$75 billion dollars of economic activity, business earnings and tax revenue to the state over the next 10 years. You need to take into consideration the tremendous need we have economically for many workers throughout the state.

ooo0ooo

Sam Donelson, Professional Engineer

I want to commend the Chair and the other members of the Board and to thank you for the opportunity to give comments on this. If my numbers are correct, there is well over a 15% unemployment rate in the state and this is a great time to act aggressively and in the best interest of the state as a whole. We have heard so much about the widening, some major points are being missed, a lot of the revenue being generated with toll adjustments will go to other fix it first projects, including bridges and planning for All Electronic Tolling. This is a plan, this is not approval of individual projects from what I see, all of these projects will go through the environmental review and permit process. There will be ample opportunity to look at each of these projects and have public comment. I strongly support the approval of this resolution.

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Joe Fiordaliso, President of American Counsel of Engineering Companies

I speak in strong support of the proposed plan, it is a fact that the Turnpike Authority is at the end of the current long-term Capital Program without further investment the repair and rehabilitation of infrastructure cannot proceed. The Authority has a strong track record of wisely investing toll revenue 2/3 of which are paid by out of state drivers. This proposal is absolutely appropriate and warranted. 350 million in contribution to New Jersey Transit from this proposed plan has been included. It is critical that this plan be enacted.

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Loretta Weinberg, New Jersey State Senator

I want to say that doing this in the middle of this crisis, leaves a little to be desired. Not 1 of the people speaking are speaking out against the fix it first plan, including myself. The only issue is the road widening, particularly at the northern end of the Turnpike. I think the Turnpike Authority should be pushing the pause button on the road widening aspect. In my opinion, the resources should go into mass transit. I urge the Commissioners to take a pause to see what will happen to our travel pattern post Covid-19. Thank you for your time.

ooo0ooo

Michelle Angrimson

Believe raising tolls will create more of a burden for citizens of the state commuting to their jobs. Believe this should be shelved or voted no entirely until the State is more financially stable. Does not agree with the timing but thanked the New Jersey Turnpike Authority for the opportunity to call in and participate in this public hearing, but would like the New Jersey Turnpike Authority to consider ways to make more of the general public aware of these meetings to be able to attend either telephonically or in person.

ooo0ooo

Mary Walsh

Would like to suggest revisiting this Capital Plan, because I feel there needs to be more reflection especially in the light of the financial burdens of Covid for the state and the need for jobs and global warming. New Jersey has the most cars per square mile of any state in the nation. The highways are expanded we know that traffic increases. Pollution has also caused cancer asthma and pneumonia. Repair the highways, address the 529 structurally deficient bridges and repair the 2,357 bridges that are in need of repair. I think there needs to be a much greater study of the relationship between the repairs required the NJ Energy Master Plan and overall state finances. This may take some time but the results may be worth it. What decision would result in the best outcome for all citizens of New Jersey in terms of health and prosperity?

ooo0ooo

Joseph Cambria

Started by quoting the Asbury Park Press, "put the brakes on turnpike parkway toll hikes widening plans" The Turnpike Authority proposed \$24 billion capital and budget \$16 billion of would be dedicated to widening large swath of Parkway and Turnpike. After March 16<sup>th</sup>. Murphy issued Executive Order closing all school and public gatherings of more than 50 people were banned. The Turnpike Authority plowed ahead with the hearings, 3 days later. I think that's outrageous. Should table this plan for after the Coronavirus. Governor Murphy, I ask you to focus on the families of New Jersey. I would also like to suggest you tap into federal grants. Governor Murphy, please open all business as soon as possible. Governor Murphy, please post

pone this toll hike, that we can't afford, until next year. Please put this plan on the ballot so we could vote on it.

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Sam Pesin, Friends of Liberty State Park

I want to support the testimony of Senator Loretta Weinberg. The road widening aspect of this plan, is totally wrong, and it takes the state in the wrong direction. Resources should be geared to light rail and busses and trains and not this widening. Internationally mass transit is the way of the future. We need to do what's right for future generations. Please Commissioners listen to the testimony of Loretta Weinberg.

ooo0ooo

Eve Peterson

I would like to voice my opposition to the NJTA Capital Plan to widen the Turnpike and Parkway, this plan will worsen our air quality and contribute to global warming and create traffic in other areas. Need to invest in public transit. This plan seems to be in direct opposition to the States master plan. Please for the sake of our collective future put the Capital Plan on pause.

ooo0ooo

Lorraine Griffin

New Jersey needs to get back to work. Businesses need to be open. New Jersey needs a long-range capital plan but I do not think this is the time to push it through. I think we have to have more citizen input and more research and have it fully completely vetted.

ooo0ooo

Cindy Johnson

What is the rush? I think the traffic will reduce naturally when more people leave the state. People in my circle are exploring other states to move to. I oppose this project and toll increase, this is not the time.

ooo0ooo

David Stump

I want to urge that instead of expanding our highway system, put this money into repairing our existing decaying roads and Into expanding high quality public transportation so that New Jersey voters do not have to drive everywhere. Expanding the highway will lead to more COPD, childhood asthma, cancer and other lung disease caused by our already polluted air. Expanding roads will also lead to creation of more greenhouse gases. I urge you to delay this vote until there has been time to adequately consider expanding public transportation.

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Steve Caroles, State Chapter National Motorist Association

I provided detailed written comments during the comment period that happened long ago. I wished you would have published all the questions and answers, maybe after reading the

responses I would have been able to provide more positive feedback. In representing motorists, we understand there is a need for a toll increase to do many things in terms of maintenance and includes the widening. There is long wish list of potentially viable projects, I would recommend that you allow the public to see the responses to all the formal comments, so we can get a picture of how things look. Hopefully you will postpone the vote.

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EXECUTIVE DIRECTOR COMMENTS

Executive Director Keller deferred his comments until presenting Agenda Item No. 143-05-2020.

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HUMAN RESOURCES

Director of Human Resources Mary-Elizabeth Garrity requested approval of item number 123-05-2020. Moved is the item as follows:

\*\*\*\*\*

123-05-2020

Human Resources Director Mary Elizabeth Garrity submitted the Personnel Agenda, dated May 27, 2020, and requested confirmation of the personnel matters contained therein. The Executive Director certified the recommendations for consideration.

On motion by Commissioner Minella and seconded by Commissioner Gravino employment of those named to serve at the pleasure of the Authority and other recommended personnel actions, were approved, ratified and confirmed, to become effective as of the dates specified and at the salaries listed.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

ooo0ooo

LAW

Director of Law, Robert Carroll, requested approval of item numbers 124-05-2020 and 125-05-2020. Moved are the items as follows:

\*\*\*\*\*

124-05-2020

In a memorandum dated May 14, 2020, Authorization to Renew Bridge and Non-Bridge Property Insurance for One (1) Year, For Property located on the New Jersey Turnpike and the Garden State Parkway, (June 15, 2020 to June 15, 2021), Budget Code:

**441030-00-010-894, Amount: not to exceed \$6,257,221** was approved.

The New Jersey Turnpike Authority (the “Authority”) maintains a property insurance program for the protection of its physical assets and business income (the “Program”). The Program currently insures all property on both roadways with a total insurable value (“TIV”) of \$23,758,729,320 via a primary quota share \$600,000,000 layer. The primary layer is supplemented by an excess layer which provides an additional \$200,000,000 of coverage; above this excess layer is an additional layer providing terrorism coverage in the amount of \$200,000,000. The Program is subject to specified sub-limits for different categories and/or exposures and is subject to a \$2 million per occurrence deductible.

For this year’s renewal, Marsh USA, Inc. (“Marsh”), the Authority’s broker of record, was asked to seek alternative program structures to enhance coverage and decrease premium. Marsh approached the incumbent carriers, and sought out a number of new markets. Many markets declined to quote for a variety of reasons that were specific to their individual risk appetite. Markets that did quote were evaluated for price and quality of coverage.

Marsh believed premium savings could be achieved by structuring terrorism coverage in a standalone program. Terrorism coverage for the full \$800,000,000 primary and excess program is currently provided through the federal Terrorism Risk Insurance Program Reauthorization Act (TRIPRA). As such, coverage is conditioned upon various federally imposed requirements, including a declaration by the Secretary of Treasury and the Attorney General of a terrorist event, which has not to date been invoked. In addition, damage must exceed \$5 million per incident and can only be triggered if total damage among all parties involved exceeds \$200 million. Marsh suggested an alternative program structure for the full \$800,000,000 primary and excess program which would move the terrorism coverage from each pro rata partner’s policy into one separate policy. Combining all terrorism coverage in this way results in a premium of \$192,988, reducing total premium by about \$160,000, and provides broader coverage with fewer conditions. For example, coverage is provided for a broad range of acts, including sabotage, that are committed to further political, religious or ideological purposes. For these and other reasons, Marsh and Hanover Stone Partners, LLC, the Authority’s risk management consultant (“Hanover Stone”) recommend that the Authority use this alternative program structure for terrorism coverage.

With respect to the remainder of the All Risk primary layer limit of \$600,000,000, and after review of all quotations, Marsh and Hanover Stone recommend, and the Law department concurs with renewal of the program as follows:

<u>Underwriter</u>	<u>Capacity</u>	<u>Percentage Participation</u>	<u>Premium</u>
Zurich	\$ 200,000,000	33.33%	\$ 1,802,596
Chubb	180,000,000	30.00 %	1,813,775*
Liberty	150,000,000	25.00%	1,370,472
CV Starr	45,000,000	7.5%	525,000
RSUI	<u>25,000,000</u>	<u>4.17%</u>	<u>285,000</u>
Total	\$ 600,000,000	100.00%	\$ 5,796,843



\* In addition, Boiler Inspection Fees of \$28,100 are required.

With respect to the \$200,000,000 excess layer, Marsh secured a renewal quotation from North American Elite Insurance Company (Swiss Re), with an increase in premium. Based on the recommendation of Marsh and Hanover Stone, it is recommended that this layer be renewed for no greater than \$209,450, with a tax/surcharge of \$1340, for a total amount of \$210,790. Marsh continues to negotiate with the market to secure the most advantageous quotation for this layer of coverage.

Above the \$800,000,000 layer of coverage, Marsh also secured a renewal quotation for an additional excess layer providing terrorism coverage only in the amount of \$200,000,000 for a total of \$1,000,000,000. Marsh and Hanover Stone recommend, and the Law Department concurs, that this coverage, which includes a two (2) day qualifier for business interruption, should be placed with Lancashire for a premium of \$28,500.

The total premium for placement of the insurance as set forth above for one year will not exceed \$6,257,221, an approximate 9% increase in premium from the current year, as a result of an increase in TIV from last year of about 2% to \$24,335,523,987, as well as an approximate 7% increase in the premium rate. Marsh will continue to negotiate with the underwriters for an improved premium for all layers of coverage up to the date that the renewal will become effective, June 15, 2020.

It is therefore recommended that the Commissioners authorize renewal and placement of the Authority's Bridge and Non-Bridge property insurance program as set forth above, for a premium total amount not to exceed \$6,257,221. It is further recommended that the Commissioners authorize the Executive Director to substitute or add insurance companies from those indicated above, and approve other minor changes to the structure recommended above should he deem it is in the best interest of the Authority. It is further recommended that the Executive Director, after consultation with the Authority's Law Department, be authorized to execute all documents and to take any and all further actions to effectuate the renewal of the Program as indicated herein.

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#### 125-05-2020

In a memorandum dated May 8, 2020 Authorization to enter into a Facility Encroachment Agreement with CSX Transportation, Inc., ("CSX") to allow the Authority to construct, use and maintain certain facilities on property owned by CSX, namely a potable water main, in connection with the Vince Lombardi Service Area, was approved.

The existing water main service to the Vince Lombardi Service Area, owned by the Authority, (the "Water Main") has experienced maintenance issues where it is attached to New Jersey Turnpike Structure No. E116.42. As a result, the Water Main is proposed to be relocated off Structure No. E116.42, under property owned by CSX. CSX has requested that the Authority

enter into a Facilities Encroachment Agreement, which would grant the Authority a license to enter onto property owned by CSX to construct, maintain, relocate, repair, alter and restore the relocate water main in exchange for the one-time license fee of \$29,325 and other related costs for a total amount not to exceed \$50,000. The relocation of the Water Main would not interfere with any CSX rail or Authority roadway activity. The Authority would obtain all necessary permits and licenses prior to commencing any work.

Accordingly, it is recommended that the Executive Director be authorized to execute an Facility Encroachment Agreement substantially as set forth above. It is further recommended that the Executive Director be authorized to take such further actions and execute such additional documents as are consistent with the authorizations granted herein.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously approved item numbers 124-05-2020 and 125-05-2020 and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

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ENGINEERING

Chief Engineer, Robert Fischer, requested approval of item numbers 126-05-2020 through 130-05-2020. Moved are the items as follows:

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PUBLIC BID-AWARD OF CONTRACTS

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126-05-2020

In a document dated April 29, 2020, Recommendation to Award Contract No. T200.549, New Jersey Turnpike, Crisdel Group, Inc., Roadway Resurfacing, Milepost 83 to 122, Section 19, 22 and 23 (2020), R-156639, Budget Code: 030C10002E, Funding Allocation: \$14,000,000.00 FY2020, \$ 9,344,000.00 FY2021, Amount: \$23,344,000.00, was approved.

This contract involves pavement removal and resurfacing with hot mix asphalt surface course pavement and other incidental work along the Easterly Alignment between Milepost E106.0 to E108.0 at Interchanges 15E and 15X and along the northbound and southbound roadways from Milepost 116 to 122; including ramps, shoulders, maintenance U-turns, Z-turns and toll plazas at various locations. All work under the contract is from Milepost 83 to 122 in Middlesex, Union, Essex, Hudson and Bergen Counties. All work is expected to be completed by May 2021.

Three bid proposals were received on April 24, 2020 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$23,344,000.00, may be compared to the Engineer's Estimate in the amount of \$24,683,000.00. The low bidder, Crisdel Group, Inc. has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T200.549 be awarded to the low bidder, Crisdel Group, Inc. of South Plainfield, New Jersey in the amount of \$23,344,000.00 allocated as follows: \$14,000,000.00 for FY 2020 and \$9,344,000.00 for FY 2021. This award is contingent upon the Treasurer of the State of New Jersey completing the review of all documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. Bids for this work were procured, and the authorization being sought is to award this contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

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**127-05-2020**

In a document dated May 13, 2020, **Recommendation to Award Contract No. T600.481A, New Jersey Turnpike, J. Fletcher Creamer & Son, Inc., Installation of Hybrid Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.3 to 117.60, R-156640, Budget Code: 39200002, Amount: \$42,982,228.00,** was approved.

This is the first of two contracts involving the construction of new Hybrid Changeable Message Signs (HCMS) to replace existing Changeable Message Signs (CMS) from Interchange 9 to the northern terminus of the Turnpike. 28 new signs will be installed and will have a variable message component. Work also includes constructing foundations for new sign structures, furnishing and installing HCMS support structures, installing and testing the HCMS system, installing roadway safety features, associated electrical and ITS communication devices required for the operation of the HCMS and the removal of the existing CMS and structures that are no longer needed. All work is expected to be completed by August 2022.

Four bid proposals were received on April 17, 2020 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$42,982,228.00, may be compared to the Engineer's Estimate in the amount of \$44,482,010.00. The low bidder, J. Fletcher Creamer & Son, Inc. has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T600.481A be awarded to the low bidder, J. Fletcher Creamer & Son, Inc. of Folsom, New Jersey in the amount of \$42,982,228.00. This award is contingent upon the Treasurer of the State of New Jersey completing the review of all

documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. Bids for this work were procured, and the authorization being sought is to award this contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

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### **ORDER FOR PROFESSIONAL SERVICES**

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**128-05-2020**

In a document dated April 6, 2020, **Recommendation to Issue Order for Professional Services No. T3706, New Jersey Turnpike, M&J Engineering, P.C., Supervision of Construction Services for Contract No. T600.481A, Installation of Hybrid, Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.30 to 117.60, R-156645, Budget Code: 39200002, Amount: \$4,740,000.00**, was approved.

This Order for Professional Services will provide supervision of construction services for Contract No. T600.481A, Installation of Hybrid Changeable Message Signs at Various Locations on the New Jersey Turnpike, Milepost 83.30 to 117.60. These services will include construction inspection, material testing, record keeping, preparation of payment estimates and other services required to ensure compliance with the contract documents.

This assignment is classified as a "Complex Project" since the scope of work is not clearly defined and likely to change during the course of the project, and the cost exceeds \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and fifty-one (51) engineering firms were prequalified and eligible under Profile Code: B-153, Roadway Construction Inspection. Five firms submitted EOIs by the closing date of February 21, 2020.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking: 1) M&J Engineering, P.C.; 2) Jacobs Engineering Group Inc.; and 3) Greenman-Pedersen, Inc. On March 17, 2020, Technical and sealed Fee Proposals were received from the top three firms. The Review Committee reviewed and evaluated each firm's Technical Proposals and it was determined that oral presentations would not be required. The final scoring resulted in M&J Engineering, P.C. being the highest technically ranked firm. The fee submitted by M&J Engineering, P.C. has been reviewed and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. T3706 be issued to the firm of M&J Engineering, P.C. of Ridgefield Park, New Jersey, in an amount not to exceed

\$4,740,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.35 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. The award is contingent upon the Treasurer of the State of New Jersey completing the review of all documents submitted by the selected awardee, pursuant to Public Law 2005, Chapter 51 (formerly Executive Order 134) and Executive Order 117 (Corzine 2008), and having no objection to same. These professional services were procured, and the recommended firm was selected, in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

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**FINAL ACCEPTANCES**

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129-05-2020

In a document dated May 7, 2020, All work performed on each of the construction contracts listed below have been completed in accordance with the contract documents and to the satisfaction of the Engineering Department. Accordingly, it is recommended that these contracts be deemed complete and approved for Final Acceptance. The table below lists each contract and includes pertinent Change Order and financial information including the final payment amount due the Contractor upon Final Acceptance, was approved.

Contract No.	Contractor	Award Total Amount	No. of Change Orders	Additions/ Reductions	Final Total Contract Amount	Final Payment Amount
T500.395	Benjamin R. Harvey Company, Inc.	\$20,944,000.00	4	\$1,174,420.46	\$22,118,420.46	\$10,000.00
P100.423	South State, Inc.	\$6,439,441.62	2	\$2,164,906.21	\$8,604,347.83	\$100,437.29
Total						\$110,437.29

The Certification and Recommendation for Final Acceptance has been executed by the Engineers, the General Consultant and the Chief Engineer. All required contract documents including the Engineer's Final Certifications, Maintenance Bonds, Affidavit of Prevailing Wage and the Final Payment certificates have been submitted to the Law Department and approved as to correctness of form. Furthermore, the Contractors have certified that there are no liens outstanding against the Contractors. Accordingly, it is recommended that each contract listed above be accepted and final payment in the amounts shown above be made to the Contractors.

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**ACKNOWLEDGE REPORTS OF  
ENGINEERING EXPENDITURES UNDER DELEGATED AUTHORITY**

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130-05-2020

The Board acknowledges the reports of Engineering Expenditures Under Delegated Authority as indicated below:

- Construction Contract Progress Summary
- Change Order Summary

On motion by Treasurer DuPont and seconded by Commissioner Diaz the Board unanimously approved item nos. 126-05-2020 through 129-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda. The Authority unanimously accepted the reports contained in item number 130-05-2020 and received same for file.

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**ROLL CALL**

GUTIERREZ- SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	RECUSED	YES	YES	YES

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**MAINTENANCE**

Director of Maintenance Kenneth McGoldrick requested approval of item number 131-05-2020. Moved is the item as follows:

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**ACKNOWLEDGE REPORTS OF  
MAINTENANCE EXPENDITURES UNDER DELEGATED AUTHORITY**

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131-05-2020

The Board acknowledges the reports of Maintenance Expenditures Under Delegated Authority as indicated below:

- Construction Contract Progress Report
- Change Order Summary

On motion by Treasurer DuPont and seconded by Commissioner Minella the Board unanimously accept the reports contained in item no. 131-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**ROLL CALL**

GUTIERREZ- SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	RECUSED	YES	YES	YES

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**PROCUREMENT AND MATERIALS MANAGEMENT (“PMM”)**

Director of Procurement and Materials Management Dale Barnfield, requested approval of item numbers 132-05-2020 through 139-05-2020. Moved are the items as follows:

**Moved by Consent (to the extent that these items are State/Contracts and Sole Source) and have been vetted through Committee and the Agenda. Moved by Treasurer DuPont.**

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**STATE/GOVERNMENT CONTRACTS**

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**132-05-2020**

In a document dated May 18, 2020, **Cisco Smart Net True-Up, ePlus Technology, Inc. R-156931 (ITS), Budget Code: 010 00 830 466010, State Contract No. 87720 expiring 05/31/2020, Amount: \$165,434.95,** was approved.

Under this contract, ePlus Technology, Inc. will provide Cisco software and hardware true-up support for devices that were purchased in 2017 and 2019. In 2017, the Authority purchased Cisco routers with three (3) years of support to replace the Dense Wavelength Division Multiplexing system. In 2019, the Authority purchased Cisco video conferencing equipment with one (1) year of support. By issuing a true-up payment, the equipment purchased in 2017 and 2019 will remain under support through 12/31/2022 and co-terminate at the same time as all the other Cisco equipment used by the Authority. All Cisco software and hardware true-up and related services are available from NJ State Contract No. 87720 expiring 05/31/2020.

This procurement, under State Contract No. 87720, is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract No. 87720 provides access to several Fulfillment

Partners and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from three (3) authorized Fulfillment Partners, and one (1) quote was received as follows:

**Vendor**

**Total Price**

**ePlus Technology, Inc., Newtown, PA**

**\$165,434.95**

Accordingly, authorization is requested to award a contract under State Contract No. 87720 to ePlus Technology, Inc. for Smart Net technical support for a total amount not to exceed \$165,434.95.

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**133-05-2020**

In a document dated May 18, 2020, Kronos Support, SHI International Corp., R-157436 (ITS), Budget Code: 010 00 830 121020, State Contract No. 89851 expiring 06/30/2020, Amount: \$317,629.53, was approved.

Under this contract, SHI International Corp. will provide software and hardware support for Kronos software and hardware support for a three (3) year period from 06/01/2020 through 05/31/2023. Support includes, but is not limited to, access to 24/7 professional technical personnel and knowledge bases; clock hardware replacement, as well as firmware and software patches. The software and hardware support are available from NJ State Contract No. 89851 expiring 06/30/2020.

This procurement, under State Contract No. 89851 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract Index M-0003 provides access to several software providers and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from five (5) authorized software re-sellers and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
<b>SHI International Corp., Somerset, NJ</b>	<b>\$317,629.53</b>

Accordingly, authorization is requested to award a contract under State Contract No. 89851 for Kronos support to SHI International Corp. for an amount not to exceed \$317,629.53.

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134-05-2020

In a document dated May 7, 2020, Image Server Storage Upgrade, SHI International Corp., R-157643 (ITS), Budget Code: 400 00 830 156555 080C00013, State Contract No. 19-TELE-00656 expiring 07/31/2021, Amount: \$329,838.00, was approved.

Under this contract, SHI International Corp. will provide server hardware to upgrade existing servers at two locations. These servers are dedicated to storing images from roadway cameras and due to recent upgrades to cameras on both Roadways, additional storage capacity is now required. This upgrade will provide additional capacity to store roadway images for purposes of audits, subpoenas, and other miscellaneous business processes for approximately 12 months. The server hardware is available from NJ State Contract No. 19-TELE-00656 expiring 07/31/2021.

This procurement, under State Contract No. 19-TELE-00656 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract 19-TELE-00656 provides access to several



authorized dealers, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from three (3) authorized dealers, and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
SHI International Corp., Somerset, NJ	\$329,838.00

Accordingly, authorization is requested to award a contract under State Contract No. 19-TELE-00656 for server hardware to SHI International Corp. for an amount not to exceed \$329,838.00.

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135-05-2020

In a document dated May 7, 2020, IBM Software Licensing 2020-2021, SHI International Corp., R-157635 (ITS), State Contract No. 89851 expiring 06/30/2020, Budget Code: 010 00 830 121020, Amount: \$142,214.20, was approved.

Under this contract, SHI International Corp. will provide the annual renewal of software licenses for several IBM software products for a one (1) year period from 07/01/2020 through 06/30/2021. These products include but are not limited to, Netcool, WebSphere, C Compiler and Intelligent Operations Center products. These software products compose and support a variety of the Authority's software platforms such as the Intelligent Transportation Management System, as well as toll collection and traffic statistics systems. The software licenses are available from NJ State Contract No. 89851 expiring 06/30/2020.

This procurement, under State Contract No. 89851 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey. Furthermore, the State Contract Index M-0003 provides access to several software providers and, therefore, requires agencies to seek multiple quotes to ensure the most competitive pricing. Quotes were solicited from five (5) authorized software re-sellers and one (1) quote was received as follows:

<u>Vendor</u>	<u>Total Price</u>
SHI International Corp., Somerset, NJ	142,214.20

Accordingly, authorization is requested to award a contract under State Contract No. 89851 for software licenses to SHI International Corp. for an amount not to exceed \$142,214.20.

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136-05-2020

In a document dated May 5, 2020, Facilities Maintenance and Repair & Operations (MRO) and Industrial Supplies, W.W. Grainger, Inc. , RM-157358 (Inventory/Maintenance),

**Budget Code: Various, State Contract No. 19-FLEET-00566 expiring 06/30/2023, Amount: \$1,800,000.00, was approved.**

Under this contract, W.W. Grainger, Inc. will provide facilities maintenance, repair and operating (“MRO”) items used daily on both Roadways. This contract includes, but is not limited to, various hand tools, hardware, as well as industrial supplies and equipment which are essential to the Authority’s Maintenance and Inventory sections. These MRO supplies are available from NJ State Contract No. 19-FLEET-00566, expiring 06/30/2023.

This procurement, under State Contract No. 19-FLEET-00566, is in accordance with N.J.A.C. 19:9-2.5(a), promulgated pursuant to N.J.S.A. 27:23-1 et seq., the Authority’s enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey.

Accordingly, authorization is requested to award a contract under State Contract No. 19-FLEET-00566 for MRO supplies, hardware and equipment to W.W. Grainger, Inc. for a total amount not to exceed \$1,800,000.00, subject to funding availability at the time of ordering.

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**137-05-2020**

In a document dated May 7, 2020, **State Contract Modifications, Microsoft Software Licensing 2019-2020, SHI International Corp., R-157659/Contract No. 2759 (ITS), State Contract No. 89851 expiring 06/30/2020, Budget Code: Various, Current Authorized Amount: \$ 1,992,509.65, Requested Amount: \$323,306.50, New Authorized Amount: \$ 2,315,816.15, was approved.**

At prior Board of Commissioners meetings, the Authority approved purchases (up to a maximum authorized dollar amount) from the vendor listed herein under the New Jersey State contract referenced below. The licensing requirements procured under referenced State contract have since been modified and additional funds are needed to purchase these necessary licenses through the term of the State contract.

Description / Original Agenda Item	Vendor Name	Requisition Number	NJTA Contract No.	NJ State Contract No. Expiration	Current Authorized Amount	New Authorized Amount	Requested Increase Amount
(M-0003) Microsoft Software Licensing 029-01-2019	SHI Int'l Corp. Somerset, NJ	R-157659 (ITS)	2759	89851 06/30/2020	\$1,992,509.65	\$2,315,816.15	\$323,306.50
Total							\$323,306.50

The original procurement, under the State contract, was in accordance with N.J.A.C. 19:9-2.5(a), promulgated pursuant to N.J.S.A. 27:23-1 et seq., the Authority’s enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New

Jersey.

Accordingly, given that the licensing requirements under the referenced State Contract has been increased through the expiration date of this contract, approval is hereby requested to increase the Authority's current authorized amount to the new authorized amount stated above, subject to funding availability at the time of order.

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**SOLE SOURCE CONTRACTS**

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**138-05-2020**

In a document dated May 19, 2020, **SafeTripNJ 2020, Information Logistics, Inc., R-157633 (ITS), Budget Code: 010 00 830 121020, Amount: \$776,556.00**, was approved.

Authorization is requested to award a sole source contract to Information Logistics, Inc. ("Information Logistics") for maintenance, support and enhancements for the Authority's SafeTripNJ mobile application ("app") for a three (3) year period from 04/29/2020 through 04/28/2023. SafeTripNJ is a hands-free, eyes-free mobile app designed and implemented in 2016, which provides motorists with updates on roadway traffic, incidents, construction, and other categories from New Jersey's 511 data feed. The app also provides the ability for Authority traffic operators to enter manual alerts. This contract will cover licensing of the GeoTalker™ platform, app usage, code updates for Android and iOS platforms, 24/7 support, usage fees, and hosting services. In addition, enhancements such as "Where Am I?" and report a roadway repair are included in year 1. Information Logistics is the sole owner of SafeTripNJ and as such is the sole provider of all technology, maintenance, support and upgrades associated with this app.

In March 29, 2016 Board of Commissioners Meeting (Agenda Item 102-03-2016), Information Logistics was awarded a contract to design and maintain a hands-free, eyes-free mobile app for the Authority. As the proprietary developer, Information Logistics is the only vendor which has access to the source codes needed to debug, upgrade and support the SafeTripNJ mobile application. Thus, no other vendor is capable of providing the services required under this Agreement. In addition, the need for SafeTripNJ represents an exceptional circumstance as the mobile app provides real-time, crucial information to the motoring public.

Thus, it is recommended that this award be made without public advertisement under the sole source procurement authorization of *N.J.A.C. 19:9-2.2(d)1*, as promulgated under *N.J.S.A. 27:23-6.1* and consistent with Executive Order No. 37 (Corzine 2006). A resolution, as required by *N.J.A.C. 19:9-2.2(d)1*, is attached hereto.

Accordingly, authorization is requested to award a three-year sole source contract to Information Logistics, Inc. for the maintenance, support and enhancements for the SafeTripNJ mobile application for an amount not to exceed \$776,556.

**RESOLUTION FOR SOLE SOURCE PROCUREMENT**

## SAFETRIPNJ MAINTENANCE, SUPPORT AND ENHANCEMENTS

**WHEREAS**, the Information Technology Services Department has requested the award of a sole source contract to Information Logistics, Inc. ("Information Logistics") to provide maintenance, support and enhancements for the Authority's SafeTripNJ mobile application; and

**WHEREAS**, SafeTripNJ is the only hands-free, eyes-free mobile application in use by the Authority for the motoring public; and

**WHEREAS**, Information Logistics is the sole developer of the SafeTripNJ application, as such, its source codes are proprietary to Information Logistics; and

**WHEREAS**, the Authority's regulations pursuant to *N.J.A.C. 19:9-2(d)1* promulgated under *N.J.S.A. 27:23-6.1* permits sole source procurement when only one source for the required product exists;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority's Board of Commissioners hereby authorizes and approves the award of a contract to Information Logistics, Inc. to provide maintenance, support and enhancements for the Authority's SafeTripNJ mobile application for a three (3) year period for an amount not to exceed \$776,556.00, as a sole source exception to procurement by public advertisement permitted by *N.J.A.C. 19:9-2.2(d)1* promulgated under the Authority's enabling legislation, *N.J.S.A. 27:23-6.1*.

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139-05-2020

In a document dated May 7, 2020, **Renewal of Oracle Software License and Technical Support Services Agreement, Oracle America, Inc., R-157409 (ITS), Budget Code: 010 00 830 121020, Amount: \$898,000.00**, was approved.

Authorization is requested to award a sole source contract to Oracle America, Inc. ("Oracle") for the renewal of the Software Licenses and Technical Support Services Agreement (collectively, "Software Agreement") for all Oracle products. Under the Software Agreement, Oracle will continue to provide technical support and software updates to the Authority's Enterprise Resource Planning (ERP) software and various mission critical Oracle databases which store data for the ERP, tolls, and Geographic Information systems. Support and maintenance include patches and updates, as well as troubleshooting and error recovery assistance.

The Oracle software is proprietary to Oracle, which is the publisher and holder of all related copyrights. Oracle is thus the only vendor which has access to the source codes needed to debug, upgrade and support the Oracle software. Therefore, no other vendor is capable of providing the services required by the Authority. In addition, this is an exceptional circumstance as these software services are necessary for the operation the Authority's database management

systems as well as the PeopleSoft Financials and HCM modules which serve the Authority's procurements, accounts payables, payroll, human resources and other vital functions.

Thus, it is recommended that this award be made without public advertisement under the sole source procurement authorization of *N.J.A.C. 19:9-2.2(d)1*, as promulgated under *N.J.S.A. 27:23-6.1* and consistent with Executive Order No. 37 (Corzine 2006). A resolution, as required by *N.J.A.C. 19:9-2.2(d)1*, is attached hereto.

Accordingly, authorization is requested to award a sole source contract to Oracle America, Inc. for the annual renewal of the Software Agreement for an amount not to exceed \$898,000.00.

### **RESOLUTION FOR SOLE SOURCE PROCUREMENT**

#### **SOFTWARE LICENSE AND TECHNICAL SUPPORT SERVICES AGREEMENT**

#### **WITH ORACLE AMERICA, INC.**

**WHEREAS**, the New Jersey Turnpike Authority's Integrated Technology Services Department has requested the award of a sole source contract for renewal of the Software Licenses and Technical Support Services Agreement (collectively, "Software Agreement") with Oracle America, Inc. ("Oracle"); and

**WHEREAS**, the Oracle software is copyrighted and proprietary and, therefore, of a unique and confidential nature that will not allow for generic or standard specifications for procurement through competitive solicitation by public advertisement; and

**WHEREAS**, the Oracle software can only be procured from Oracle through direct negotiation of the Software Agreement; and

**WHEREAS**, *N.J.A.C. 19:9-2.2(d)1* of the New Jersey Turnpike Authority's regulations, promulgated under *N.J.S.A. 27:23-6.1*, permits sole source procurement when only one source of the required goods or service exists;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority's Board of Commissioners hereby authorizes the award of a contract for the renewal of the Authority's Software Licenses and Technical Support Services Agreement with Oracle America, Inc. for the period July 1, 2020 through June 30, 2021, for an amount not to exceed \$898,00.00 as a sole source exception to procurement by public advertisement as permitted by *N.J.A.C. 19:9-2.2(d)1*, promulgated under the Authority's enabling legislation, *N.J.S.A. 27:23-6.1*.

On motion by Treasurer DuPont and seconded by Commissioner Minella the Board unanimously approved item numbers 132-05-2020 through 139-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**ROLL CALL**

GUTIERREZ- DIAZ DuPONT POCINO GRAVINO MINELLA SALERMO  
SCACCETTI

YES YES YES YES YES YES YES

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**GENERAL BUSINESS**

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**OPERATIONS**

Director of Operations Kevin Dunn requested acceptance of item number 140-05-2020.

Moved is the item as follows:

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**140-05-2020**

Director of Operations Kevin Dunn requested acceptance of **Volumes and Crash Synopses for the Garden State Parkway and New Jersey Turnpike: Period 01/01/2020 through 04/30/2020; with 2019-2020 Yearly Comparisons through April 2020.**

On motion by Treasurer DuPont and seconded by Commissioner Salerno the Board unanimously accepted item number 140-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**STATE POLICE**

Major Terence Carroll requested acceptance of item number 141-05-2020. Moved is the item as follows:

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**141-05-2020**

Major Terence Carroll requested acceptance of the **New Jersey State Police Troop D Activity Reports** for April 2020, with 2019 – 2020 Yearly Comparisons.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Authority unanimously accepted the reports contained in item number 141-05-2020 and received same for file.

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**FINANCE**

Chief Financial Officer Donna Manuelli requested acceptance of item number 142-05-2020. Moved is the item as follows:

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**142-05-2020**

Chief Financial Officer Donna Manuelli presented the **Financial Summary for the Four (4) months ended April 30, 2020.** was accepted.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously accepted item number 142-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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**EXECUTIVE**

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143-05-2020

This item submitted separately

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**EXECUTIVE**

Deputy Executive Director James D. Carone requested acceptance of item number 144-05-2020. Moved is the item as follows:

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144-05-2020

In a memorandum dated May 27, 2020, **Conduent State and Local Solutions, Inc. – Authorization for the Executive Director to Enter into a Memorandum of Understanding for Additional Costs associated with the recent Tolls by Mail program**, was approved.

Due to the recent COVID-19 crisis, all New Jersey Bridges and/or Toll Roads implemented cashless collections in mid-March 2020 with the exception of the Burlington County Bridge Commission (BCBC). Since that operational change, the New Jersey E-ZPass Group, New Jersey Turnpike Authority ("NJTA"), Delaware River Port Authority ("DRPA"), Delaware River Joint Toll Bridge Commission ("DRJTBC"), Delaware River Bay Authority ("DRBA"), South Jersey Transportation Authority ("SJTA"), Cape May Bridge Commission ("CMBC") and Conduent State and Local Solutions, Inc. have developed and modified customer noticing and system processing. These changes include system implementation and roll back processes, unit pricing for noticing including image reviews, DMV costs, mailings and postage.

The proposal received from Conduent State and Local Solutions, Inc. consisted of the following for the New Jersey E-ZPass Group:

- 1- Implementation Fee - \$ 93,500
- 2- Rollback to Prior Business Rules - \$6,000
- 3- Unit Pricing per Notice - \$0.62. This item includes CSR Labor, Image review, Correspondence Labor, Mail House services and supplies
- 4- Postage and DMV fees will be pass-thru costs

Upon further review of individual agencies share of the above proposal, we estimate that based on New Jersey Turnpike and Garden State Parkway transactions to date, our portion of these proposed fees are approximately \$1,500,000. Therefore, it is recommended that we request authorization from the Board to execute a Memorandum of Understanding with Conduent in an amount not to exceed \$1,750,000.

On motion by Treasurer DuPont and seconded by Commissioner Pocino the Board unanimously approved item number 144-05-2020; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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ROLL CALL

GUTIERREZ-SCACCETTI	DIAZ	DuPONT	POCINO	GRAVINO	MINELLA	SALERMO
YES	YES	YES	YES	YES	YES	YES

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CHAIR COMMENTS

Chair Gutierrez-Scaccetti said to check the website NJTA.com next month to see how we will be conducting the meeting on Tuesday, June 23, 2020.

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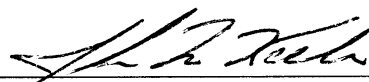
The motion to adjourn was made by Treasurer DuPont and seconded by Commissioner Pocino, and, after the voice vote, the motion was duly adopted. The Board of Commissioners adjourned the meeting at 12:34 p.m., and advised that it will be held again on Tuesday, June 23, 2020 at 9:00 a.m., telephonically or at the Authority’s headquarters building located at 1 Turnpike Plaza in Woodbridge, New Jersey.

ATTEST:



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Kim Schurman  
Secretary to the Authority



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John M. Keller  
Executive Director

Date: May 27, 2020