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COMMERCE (SSN 0745-077X) is published monthly for a subscription price of \$35.00 per year by the Commerce and Industry Association of New Jersey, 365 West Passaic Street, Suite 490, Rochelle Park, New Jersey 07662, (201) 368-2100, Web site: www.commercemagnj.com. Postage Paid at South Hackensack, New Jersey and additional mailing offices. Postmaster: Send address changes to above address.



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DOT Road Work Paves Way For Growth

By Anthony Russo
President, CIANJ

We are pointing a spotlight on transportation in this month's issue because we recognize an efficient, well-maintained transportation network is essential to the lifeblood of every region, state, and nation on the globe.

At CIANJ, we are all about strengthening our economy to help business flourish and grow to provide the goods, services and jobs that support our communities and make New Jersey a great place to live and work. In our feature story on NJ Transit, CEO Kevin S. Corbett said it best when he explained that transportation is the "underpinning of the economy" and no one understands it better than New Jersey.

The Garden State became the first in the nation to establish a state transportation agency when it created the Department of Transportation in 1966. It evolved from the New Jersey State Highway Department that was formed in 1920 with a much more limited scope. The new department's mission was to operate, develop and maintain all state public roads, including interstate, state and federal highways—totaling more than 2,300 miles.

Diane Gutierrez Scaccetti now serves as the 19th commissioner of the state DOT. A native of New Jersey, she brings more than 30 years of experience in the industry. Her responsibilities include serving as chair of the board of NJ Transit, which is responsible for 252 bus routes, three light rail lines, 12 commuter rail lines, as well as a paratransit system that serves elderly residents and people with disabilities.

Every day NJDOT and NJ Transit are working on projects throughout the state designed to improve and maintain our roads, bridges, railways, and bus stations to make certain our residents can easily travel in their communities, workers can get to their jobs and goods are transported to where they are needed.

Many times, these projects are greatly anticipated for upgrades they promise. For instance, one of the latest contracts NJDOT awarded will reconstruct a seven-mile stretch of Route 9 from Indian Head Road in Toms Rivers to Central Avenue/Hurley Avenue in Lakewood.

The \$48.5 million project was designed to ease congestion. Eight signalized intersections will

be widened along the project route and two new signals will be added at the intersections of Oak Street and Chateau Drive/Broadway. Left turn lanes will also be added at seven intersections.

The overhaul is designed to improve the safety and performance of the intersections. Officials expects the travel time on the route will be cut by 33 percent during peak hours once the work is completed.

It will be good news for the area especially since Toms River Mayor Maurice B. "Mo" Hill, Jr., has told the CIANJ that his town is "poised for growth."

The Ocean County work will also accommodate bicyclists and increase pedestrian safety by adding two miles of new sidewalk and additional shoulder to Route 9. It will also reconstruction another 5.9 miles of sidewalk, replace curbs and install ramps for people with disabilities.

Guardrails will be upgraded along the route to meet current standards and four detention basins will be created to manage stormwater.

Earle Asphalt Co., a member of CIANJ, was awarded the contract in late May. Construction is expected to begin soon and it will be completed in about three years. 🚧



DOT Commissioner Diane Gutierrez Scaccetti



Upgrades and repairs to Ocean County roads will help Toms River, and the rest of NJ, prosper.

Photo: Getty Images/Stockphoto/Stock

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Innovative Strategies for Supply Chain and Shipping Challenges

The Port Authority of New York and New Jersey is driving new thinking.

By Diane C. Walsh
Contributing Editor

America has a love affair with cars. There's a road trip on practically everyone's bucket list. Drive-ins are synonymous with family fun night, and nothing compares to riding with the top down.

But the romance was threatened by global supply chain issues that have been making automobiles parts scarce.

As one of the nation's top five gateways for autos, handling more than 575,000 a year, the Port Authority of New York and New Jersey is very familiar with the problem. Its frustrations spawned a workaround solution that Mike Bozza, the seaport's assistant director of commercial development, said tapped the port's resources and resilience.

The innovation relies on "ro-ro" vessels that ordinarily transport cars by rolling them on and off a ship rather than being plucked off by gantry cranes. FAPS Inc., one of the Port Authority's

longest tenants and a major auto processor, partnered with an automaker and a carrier to expand the use of ro-ro vessels and deliver the urgently needed parts to U.S. assembly plants.

The process begins overseas where automakers and other manufacturers pack the auto parts on crates, instead of waiting for empty shipping containers. The crates are strapped alongside the cars, SUVs and other vehicles loaded onto the ro-ro vessels bound for Port Newark.

Upon arrival, longshoremen offload the crates in a FAPS facility for receipt and storage before they are taken to 53-foot tractor trailers for shipment to manufacturing plants.

Since the workaround was implemented a few months ago, officials have given it an unequivocal thumbs' up. Bozza proudly points to it as an example of the way the port has overcome challenges posed by the pandemic.

He recalled when the public health crisis struck there was great uncertainty about everything from its effect on cargo volumes and

Continued On Page 10



Mike Bozza, the seaport's assistant director of commercial development



The innovation relies on "ro-ro" vessels that ordinarily transport cars by rolling them on and off a ship rather than being plucked off by gantry cranes.



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Transportation

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employment to the overall economy of the port. But unlike the travel and hospitality industries that were hobbled by the pandemic, the gateway was pushed into high gear because e-commerce exploded, resulting in a high demand for durable goods, home appliances and electronics.

"There was a huge uptick in cargo to gateways throughout the country," Bozza said. Despite initial concerns, he said the port handled more than 7.5 million TEUs (twenty-foot equivalent containers) in 2020—just ahead of the previous year's volume. Cargo grew by 18 percent in 2021 also, he said, adding that 9 million TEUs were processed last year. Preliminary reports for 2022 show there has already been a 12 percent increase.

The surge had led to huge competition for space on vessels, which was the catalyst for repurposing the ro-ro vessels. They were also able to accommodate the auto parts because there were fewer cars to transport due to the semi-conductor shortage.

"The gateway had to be creative in a number of ways" since the onset of the pandemic, Bozza said. The first critical test occurred when the Council of Port Performance united to make certain the longshoremen were safe. The council is comprised of all the major stakeholders: Port Authority, the marine terminal operators, labor, the railroads, truckers and customs agencies. They worked together to secure personal protective equipment for the longshoremen.

The PA's tenants have adapted to changing times and needs also. One auto tenant

leveraged property that was going unused for containers. While another, which had space because the chassis it normally stored were all in service, offered its yard for long-dwelling loaded containers.

The competitive nature of the marine terminal operators also took a backseat as they found it was best to work as a consortium to keep the gateway operating effectively. Innovations like the repurposing of the ro-ro vessels are likely to keep occurring, Bozza predicted, because supply chain issues have ingrained the need to diversify.

Along with innovation, there will also be investment as the gateway keeps pace with the demands of e-commerce. The PA master plan did not expect the 9 million TEUs cargo volume handled in 2021 to occur until 2026. The surge in consumer buying upended the projections and will trigger millions of dollars in spending for new equipment and upgrades, investment and expansion.

Bozza said the PA is already speaking with the U.S. Army Corps of Engineers to deepen the channel to 55 feet to handle larger ships. 📌



Photo: Getty Images/Stockphoto/RomanBabkin

Car carrier delivering new vehicles to dealerships.



Photo: Getty Images/Stockphoto/loripr

Offloaded shipment of at Newark shipyard.



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NJ TRANSIT: Connecting Commerce, Moving at the Speed of Business

The Garden State's economic engine is its transportation network.

By Diane C. Walsh
Contributing Editor

When Kevin S. Corbett took over as president and CEO of NJ TRANSIT five years ago, the nation's largest statewide public transit system was in a free-fall. It was textbook crisis management. A deadline was fast-approaching for "positive train control," a federally-mandated technology designed to avert collisions. Chronic shortages of engineers were plaguing the system. Train cancellations were rampant and an Amtrak project had displaced so many NJ TRANSIT trains, it was dubbed "the summer from hell."

As a former executive for AECOM, one of the world's premier transportation and infrastructure companies, Corbett had been clued in by his colleagues in the industry. "I knew it was a mess. But it wasn't until I got inside that I really saw it," he said.

He was baffled by the lack of a five-year capital plan, no strategic plan and not even an accounts payable system to pay vendors. While dousing the fires, the new administration regrouped. "We had a vision and we knew what we need to do and what we needed to be," Corbett said.

The crumbling system was resurrected through the support of Gov. Phil Murphy, the state legislature, the federal rail administration

and the federal transit administration. "We were able to get the political support and money needed to hire talent," Corbett said.

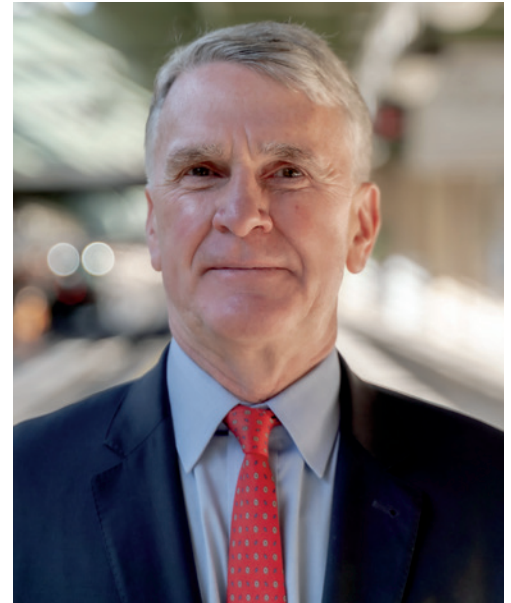
Now even despite the setbacks of the pandemic, Corbett reported progress in all areas, especially in awarding the \$1.6 billion construction contract for a new Portal North Bridge over the Hackensack River.

It's the biggest project in NJ TRANSIT history and will replace a 111-year-old malfunctioning bridge that caused bottlenecks along the Northeast corridor. The new bridge will rise 50-feet over the river. It is designed as a modern, high-level fixed span that does not open or close, eliminating the risk of failing parts.

The portal bridge is the centerpiece of a new capital plan that includes major construction and renovation projects throughout the 5,325 square mile service area.

"We feel very positive," Corbett said, adding "We are in the most densely populated state in the union with a very antiquated and ancient transit system that dates back to the 1800s. But it's very robust. It's a great liability but it's also a great asset."

"Transit is not about transportation for transportation's sake. It's the underpinning of the economy. New Jersey gets it and appreciates the importance of transit to the New Jersey economy," Corbett said.



NJ TRANSIT President and CEO Kevin S. Corbett

As the biggest statewide transit system in the United States, NJ TRANSIT provides nearly 270 million passenger trips each year on its 252 bus routes, three light rail lines, and 12 commuter rail lines. It employs 11,000 workers and owns a fleet of 2,221 buses, 1,231 trains and 93 light rail vehicles.

One of the system's high-profile customers is Corbett himself. He rides the train from his home in Mendham to Newark Penn Station and then transfers to a bus or light rail for the final leg of his trip to headquarters in Newark.

Commuters are not afraid to buttonhole him during the ride. While he hears complaints sometimes, Corbett said passenger feel safe aboard the trains. He is proud of the transit police and the high marks his agency received from the International Standards Organization (ISO) for its cyber security.

The transit president said his staff is updating the capital plan this year but great strides have already been taken on many major projects including: ground-breaking on a \$31.5 million new rail station in Lyndhurst; \$45.5 million in renovations to the Perth Amboy station; a \$29 million facelift at the Trenton Transit Center; \$76 million renovation of the Elizabeth Station; construction of the new \$595 million Raritan River Bridge; and \$45 million in upgrades to the Hoboken Rail Yard to make certain it can withstand extreme weather.

Continued On Page 14



Train Photo from Folder by NJ TRANSIT

As the biggest statewide transit system in the United States, NJ TRANSIT provides nearly 270 million passenger trips each year on its 252 bus routes, three light rail lines, and 12 commuter rail lines. It employs 11,000 workers and owns a fleet of 2,221 buses, 1,231 trains and 93 light rail vehicles.



Hoboken terminal's large main waiting room, with its floral and Greek Revival motifs in tiled stained glass by Louis Comfort Tiffany, is among the finest in the U.S. aesthetically.

Transportation

Continued From Page 12

Last spring, eight electric vehicle chargers were also installed at the Newton Avenue Bus Garage in Camden as part of a \$3.23 million infrastructure project. Eight electric buses will operate out of the garage in a test study as NJ TRANSIT explores electrification.

Corbett is the North American representative to the International Association of Public Transport, a worldwide association of transit stakeholders, and he is eager to use their research to help his agency transition to electric vehicles.

NJ TRANSIT is also investing \$190 million in a comprehensive renovation of Newark Penn

Station. Corbett said the plan is to integrate Penn Station as a vital element of the state's largest city, in much the same way that Grand Central Station was developed for Manhattan.

He also noted his agency continued many capital projects over the past few years despite the pandemic. At the onset of the Covid crisis, NJ TRANSIT cut back on service, but within a month full operation resumed. For essential workers, Corbett said the system had to keep to its schedule. "Or we would have become irrelevant," he said. The public health crisis also presented an opportunity to improve the system's technology. Corbett said advances were made in fare collection and his staff is now more efficient at getting alerts to passengers.

Riders have returned to 75 percent of the pre-pandemic volume on the buses and light rail system. But Corbett said the rail lines average only 60 percent. There is an "interesting social phenomena," he observed, however, because weekend volume is at 80 or 90 percent, indicating passengers use the trains for concert, ballgames and other social events, despite an aversion Monday through Friday.

As the system emerges from the pandemic, Corbett said discounts and special programs are being offered to passengers. One is the NJ TRANSIT Awards program that offers riders points that can be used at restaurants, performing arts centers, museums and other attractions.

"We like to make it a little fun for our riders," Corbett said. 🍀



Train photo from folder By NJ TRANSIT

NJ TRANSIT is also investing \$190 million in a comprehensive renovation of Newark Penn Station. Corbett said the plan is to integrate Penn Station as a vital element of the state's largest city, in much the same way that Grand Central Station was developed for Manhattan.

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State-of-the-Art Maternity Care

Compiled by Diane Walsh
Contributing Editor, COMMERCE

New Jersey hospitals welcome more than 100,000 new babies into the world every year. The New Jersey Hospital Association emphasizes that the collective goal of its members is to make certain the mothers and their children have an opportunity for a lifetime of good health.

We spoke with the directors of many of our state's leading hospitals about the maternity care they provide. Their descriptions give an in-depth look at the state-of-the-art care and modern amenities offered. Today's mothers are often pampered in a hotel-like atmosphere, where their doctors, nurses, midwives and doulas work to ensure excellent care. Innovations in technology also allow health care providers to monitor the babies' well-being and reduce their moms' anxieties.



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Chairman, Obstetrics and Gynecology

AtlantiCare's Center for Child-birth's modern, comfortable rooms include private birthing suites with whirlpool baths, spa showers and sleeping chairs for partners or family members. Although most women have normal deliveries, some babies are born prematurely and/or with other special medical needs.

Our experienced Level III Neonatal Intensive Care Unit team, including on-site Children's Hospital of Philadelphia neonatologists, uses advanced technology to deliver life-sustaining, developmental care to neonates. The NICU, marking its 50th anniversary, has cared for babies weighing as low as 13.7 ounces and born as early as 23-week gestation. AtlantiCare focuses on providing nurturing, supportive, quality wrap-around care for families and babies from pregnancy through well after birth to ensure healthy starts to parenthood and lives.

Our maternal-fetal medicine experts specialize in prenatal diagnoses, genetic screening, gestational diabetes, blood pressure and other issues during pregnancy. Our experienced team also includes high-risk pregnancy specialists, board-certified obstetricians, certified nurse midwives, and doulas. Doulas are trained companions who provide, physical, emotional and informational support throughout the mother's hospital stay. We provide this service free of charge to underserved members of our community through our Safe Beginnings program.



New Jersey's best maternity care facilities focus on family-first care.

is available at NJ's Top Hospitals



Our certified lactation consultants provide free breastfeeding education and support regardless of where the mother gave birth.



Atlantic Health System

Douglas Arbittier, MD
Vice President, Service Lines

The patient-centered focus at all of Atlantic Health System's maternity centers means your needs are cared for in a supportive, family-oriented environment. The centers are staffed by medical professionals who provide exceptional medical care as well as the extra pampering moms deserve. This includes birthing suites and private rooms, each with a spa-like atmosphere and leading-edge equipment. Units also feature special amenities, including a quiet work space, a comfortable sleeping couch and lounge chair. Recognizing the need to reassure parents that they have the continued support of the nursing team and lactation consultant upon discharge, we launched a telehealth program to extend postpartum care at home. The postpartum virtual visits allow our care team to assess and respond to a mother's clinical needs, such as breastfeeding, as well as their emotional well-being, such as postpartum depression, in the comfort and safety of their home.

We also offer virtual maternity care through Babyscripts™ myJourney, a mobile education application that monitors moms throughout their pregnancy and postpartum journey. Lastly, we offer a new model of care through our Blood Pressure Remote Patient Monitoring (RPM) Program, which allows providers to monitor blood pressure and weight outside of scheduled office visits.

Capturing this remotely allows their provider's practice to receive real-time data on their progress.



Holy Name Medical Center

Payal Shah, MD
Director of Obstetrics and Gynecology, Holy Name

Holy Name Medical Center's BirthPlace provides advanced maternity and newborn care while making mothers feel as comfortable as possible. Our team of board-certified obstetricians/gynecologists, perinatologists, neonatologists, anesthesiologists and pediatricians cares for mothers and their newborns in newly-renovated private suites with hotel-like amenities, including a flat-screen, smart TV for their entertainment. Parents enjoy a spacious room with a

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Photo: Getty Images/Stockphoto/NSimages

Continued From Page 17

private, modern bathroom with a walk-in shower, high-end finishes, and a broad vanity.

Holy Name has a reputation for providing family-centered, culturally-sensitive care for every mother and baby, including dietary requests and foreign language interpretation services. We use evidence-based practices, including central fetal monitoring, and offer board-certified lactation consultants for extended hours. Our nationally-recognized Magnet nurses are experienced to guide mothers during labor and delivery. Certified midwives are also on staff and women in labor are encouraged to bring their doulas. Our extensive parent education program provides new parents with essential information needed to feel comfortable during those first few months. While at Holy Name, the mother and newborn are the top priority as they receive care from pregnancy through delivery and beyond.



Jefferson Health

Marilyn Mapp, DNP, RN, NEA-BC
Director of Nursing for
Women's & Children's Services
at Jefferson Health—
New Jersey.

Jefferson Health—New Jersey is a leader in providing state-of-the-art maternity care. Our staff is committed to Jefferson's mission of improving lives by helping our patients achieve the optimal birth experience. As a teaching hospital, an obstetrician is on site at all times—including resident physicians and midwives. Our spacious birthing suites and state-of-the-art equipment allows limited mobility for our laboring mothers. The birthing experience



NJ hospitals are offering luxury maternity suites for greater patient comfort.



Photo: Getty Images/Stockphoto/svetikd

Many expectant mothers want a Doula or Midwife to support them during pregnancy and birth.

employs a holistic care model that includes aromatherapy. We are committed to our mothers having a natural birth whenever possible. As such, we use alternative methods of positioning, called "spinning babies," which improves the success rate of having a vaginal delivery. Doulas are a welcome support and part of the care team; families are permitted to have them in attendance. After giving birth, rooming-in with one's newborn in our all-private rooms postpartum unit allows for optimal bonding.



Monmouth Medical Center

Robert Graebe, M.D.
Chair and Program Director,
Obstetrics and Gynecology

Monmouth Medical Center (MMC) has been a Level III High-Risk Maternity Center since the designation was initiated more than 40 years ago. Nearly 60 years ago, its Neonatal Intensive Care Unit was the first for a community hospital in New Jersey and sixth in the nation. MMC continues to lead in the delivery of safe, high-quality care, recently receiving its 15th consecutive Leap Frog Grade A for patient safety. Top ranked by Consumer Report's for maternity care, MMC also leads the region in obstetrical outcomes as measured by Centers for Medicare & Medicaid Services.

This leadership in maternity care has been rewarded by patient confidence in MMC, with an increase in deliveries from 3,000 a decade ago to over 6,200 births in 2021. The Labor-and-Delivery Unit offers at least two attending Ob/Gyn physicians and Ob/Gyn resident physicians on site 24 hours a day, seven days a week, 365 days a year.

In order to support top quality care, the hospital has made continuous improvements to the physical hospital. Its renovated and expanded Labor and Delivery Unit offers additional triage and labor and delivery beds, and the unit's new nurses' station was designed to ensure the time-liest processing of all patients. To accommodate the increase in volume, a second postpartum wing was recently added.



Penn Medicine Princeton Medical Center

Heather M. Van Raalte, MD
Chair, Department of
Obstetrics and Gynecology

The Center for Maternal and Newborn Care at Penn Medicine Princeton Medical Center (PMC) delivers the highest level of care, as recognized by The Joint Commission's Gold Seal of Approval® for perinatal care certification.

From the beginning of the journey into parenthood through postpartum, PMC offers numerous education and support programs to expectant parents and their family members, including pre-natal classes, breastfeeding support, car seat safety checks, and pelvic floor exercise classes. On the maternity unit, patients are admitted into private suites equipped with advanced technology and safety features such as infant warmers with resuscitation equipment, monitoring devices to improve patient outcomes, and pain management methods, as well as comfort amenities for themselves and their support person throughout their stay.

Continued On Page 20



Krissa M. New Mom

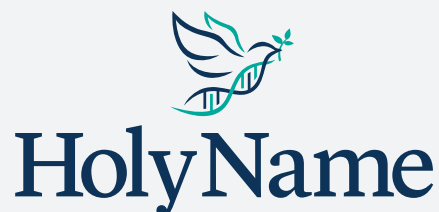
COVID KEPT KRISSA'S MOM OUT OF THE DELIVERY ROOM. FORTUNATELY *her nurses* WERE MOMS TOO.

Krissa had always imagined her mom would be by her side when she gave birth. That was the plan. Until COVID changed everything. She needed the emotional support of her mom, someone who'd been through it before.

But when the day came, she actually found herself in the care of several other moms—some of her nurses. They held her hand during delivery, taught her to nurse, and offered motherly advice. It certainly wasn't the same as having her own mom there, but to Krissa it meant everything to have at least a *mom* there. Let alone three.

718 Teaneck Road, Teaneck, NJ 07666

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Read Krissa's story at
ThisPlaceIsDifferent.org

THIS PLACE IS DIFFERENT

Continued From Page 18

Our expert care team includes board certified obstetricians and midwives, in-house anesthesiologists, certified lactation consultants, maternal fetal medicine physicians for high-risk pregnancies, and neonatologists from Children's Hospital of Philadelphia onsite 24/7 to care for newborns in the Neonatal Intensive Care Unit (NICU). For parents with babies in the NICU, PMC offers access to a secure AngelEye Camera System providing live-streaming video and status updates of their infant. Parents can also have newborn photos taken in the comfort of their room.



Robert Wood Johnson University Hospital

Mark V. Sauer, M.D., M.S.
Professor and Chair,
Department of Obstetrics,
Gynecology and
Reproductive Sciences and
Senior Associate Dean

for Women's Health Rutgers Robert Wood Johnson Medical School and Robert Wood Johnson University Hospital

We strive every day to provide safe, comfortable and consistently high-quality care to all who entrust us with the delivery of their babies. I am incredibly proud of the expertise, dedication and commitment of our outstanding physicians, nurses and staff.

RWJUH delivers more than 2,500 babies annually in its designated Regional Perinatal Center, the highest level of maternal and neonatal care. In addition to state-of-the-art technology, RWJUH's maternity center team includes nearly 50 board-certified obstetricians, five Maternal-Fetal Medicine (MFM) specialists, a team of genetic counselors and nationally certified Magnet-recognized nurses. RWJUH is training



Photo: Getty Images/Stockphoto/Alexey Lesik

NJ hospitals are using state-of-the-art NICU care.

the next generation of obstetricians through our residency program and MFM fellowship program with faculty at Rutgers RWJMS.

We are home to a Level IV Regional Neonatal Intensive Care Unit, with board-certified neonatologists, nationally certified nurses, respiratory therapists, social workers, speech and physical therapists, lactation consultants, nutritionists, and child life specialists. We also offer ECMO (Extracorporeal Membrane Oxygenation), a specialized cardiac and respiratory support system for pre-mature infants who require additional support. Maternity service is closely integrated with The Bristol-Myers Squibb Children's Hospital at RWJUH, working to get families off to a healthy start.



Saint Peter's University Hospital

Carlos Benito, MD
Maternal-Fetal Medicine Chair,
Department of Obstetrics and
Gynecology

Saint Peter's University Hospital is renowned for its comprehensive care of expectant mothers and newborns and was recently recognized by Newsweek as one of the nation's Best Maternity Hospitals for 2022. Only 350 winners were on the Best Maternity Hospitals 2022 list. A long-standing destination for high-risk maternity patients and infants born prematurely, Saint Peter's is home to a state-designated Regional Perinatal Center and nationally recognized Level IV Neonatal Intensive Care Unit. Women with low-risk pregnancies can choose to experience labor and birth in our nationally accredited Mary V. O'Shea Birth Center, New Jersey's only hospital-based, midwifery led birth center. Our birth center offers state-of-the-art amenities including two birthing suites resembling a residential bedroom with a spa-size tub and shower, furnishings to accommodate family and other support individuals and a dining area.

For women who require a Cesarean birth, Saint Peter's Enhanced Recovery After Surgery (ERAS) program has been game changing. The program, which fosters patient-physician interaction and tracks milestones before and after surgery via a mobile app, lessens patient anxiety, reduces the need for narcotics utilizing a ground-breaking pain protocol, shortens hospital stays, and increases overall patient satisfaction. Saint Peter's delivered more than 5,300 babies in 2021.



Trinitas Regional Medical Center

Carol Rose-Trzaska
Lead Certified Nurse-Midwife

Through the years, Trinitas has demonstrated commitment to women and children with modern labor/delivery/recovery (LDR) rooms,

a Level II Intermediate Care Nursery, 24-hour team coverage, midwifery services, and 20 private post-partum rooms with sleeping accommodations for the mother's partner.

Our multidisciplinary team of physicians, Certified Nurse Midwives (CNM), OBGYN Nurse Practitioners, perinatologists/Perinatal Unit, expert nurses/OR techs and anesthesiologists is dedicated to the health and well-being throughout the life cycle including pregnancy, during birth, aftercare, breastfeeding, etc. Midwives and Nurse Practitioners see patients in our Private Practice and Women's Health Center to provide expert, compassionate, holistic, comprehensive prenatal care. A mother may choose a CNM to assist her non-interventional birthing experience, but may also require intervention, such as for vaginal birth after caesarian (VBAC), trial of labor after caesarian section (TOLAC), diabetes, high blood pressure and other complications, which are effectively managed by the entire team. Our teams are in-house at all times. A midwife (meaning "with woman") can evaluate for risk factors, consult with physicians and/or take over care as necessary, giving patients the "best of both worlds." We are all "with woman." The spirit of teamwork designed to support mothers and babies is why I love working at Trinitas.




The Valley Hospital

Tia Welsh, MD
Chair of Women's Health
for Valley Medical Group
and Director of Obstetrics &
Gynecology,

Valley Health System is a leader in integrated, holistic care for women throughout pregnancy and delivery. Our obstetrics physicians use evidence-based medicine or midwifery to design a comprehensive care plan for each patient and her family.

Valley's Fertility Center helps patients to navigate through fertility issues with compassion and expertise. Our Maternal-Fetal Medicine Department is staffed by board-certified specialists who provide high-tech diagnostic and fetal surveillance modalities to the most complex or high-risk cases. The Center for Childbirth offers a family-centered approach to the childbirth experience, with newly designed, labor, delivery, recovery, postpartum suites, equipped with the latest technology.

After delivery, a Level III NICU is ready to care for the most critical babies. Our nurses possess board certification in their respective specialty areas and collaborate with our physicians to deliver exceptional care. We have held the prestigious Magnet Designation for Nursing Excellence—the highest honor an organization can receive for professional nursing practice — since 2003. We were the first hospital in New Jersey and one of the first in the country to earn The Joint Commission's Gold Seal of Approval® for Perinatal Care. 

Ranked as one of the nation's best hospitals for maternity services



WE'RE PROUD TO BE NAMED A BEST MATERNITY HOSPITAL BY *NEWSWEEK*

Saint Peter's University Hospital has been blessed over the years to have delivered more babies than most facilities in the region, making us a premier hospital for maternity services. From a hospital-based, midwifery-led birth center to a state-designated Regional Perinatal Center with a Level IV Neonatal Intensive Care Unit for high-risk births, our experienced staff delivers exceptional care.



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Hackensack Meridian Health Foundation Raises \$5M for CDI

Event raises funds for the Center for Discovery and Innovation to advance scientific breakthroughs.

Compiled by John Joseph Parker
Contributing Editor

Hackensack Meridian Health Foundation raised \$5 million to support the Hackensack Meridian Health Center for Discovery and Innovation (CDI) at its first ever Network-Wide Celebration on Saturday, May 21 at The Glasshouse in New York City.

The celebratory event recognized the extraordinary work of David S. Perlin, Ph.D., chief scientific officer and senior vice president, and his team at the CDI for their scientific breakthroughs during the COVID-19 pandemic and honored the memory of admired physician and educator Dean Bonita Stanton, M.D., the founding dean of the Hackensack Meridian School of Medicine and president of Academic Enterprise at Hackensack Meridian Health. Music was provided by the New Jersey Symphony and five-time, 2022 Grammy Award winner Jon Batiste, also an Oscar and Golden Globe winner, bandleader and musical director for *The Late Show With Stephen Colbert*.

"What a fantastic evening, coming together as a health network at our inaugural Network-Wide Celebration," said Robert C. Garrett, FACHE, CEO, Hackensack Meridian Health. "The event was long overdue because of the COVID-19 pandemic, and we were pleased to recognize Dr. Perlin and his team for the extraordinary scientific advances made throughout the COVID-19 pandemic at the Center for Discovery and Innovation and remember our dearest friend, Dean Stanton. The proceeds from last night's celebration will surely help us to fulfill our mission and transform healthcare in New Jersey."

Under the leadership of Dr. Perlin, researchers at the CDI developed the first rapid commercial COVID-19 test, reducing wait times for results from days to hours; a high-throughput test that can detect multiple variants of the SARS-CoV-2 virus in two-and-a-half hours, a major advance in tracking the virus and treating patients; and was a pioneer in the use of convalescent plasma therapy to treat infected patients.

Earlier this year, Hackensack Meridian Health lost a visionary educator, physician and friend when Dr. Stanton passed away. At her direction, Hackensack Meridian School of Medicine's unique curriculum was created to foster teamwork and a humanistic focus on community wellness through its Human Dimension program. The program integrates biomedical, behavioral, social and population sciences and is



Hackensack Meridian Health CEO
Robert C. Garrett, FACHE

placed in the context of the patients and communities, which touches underserved cities across New Jersey.

"It was such a joyous evening to join our closest network of supporters, recognize Dr. Perlin and his team at the Center for Discovery and Innovation, raise crucial funds to advance scientific research and remember our dearest colleague, Dean Stanton, at our first Network-Wide Celebration," said Joyce P. Hendricks, president and chief development officer, Hackensack Meridian Health Foundation. "For more than two years, we have seen the powers of community and philanthropy come together to make a positive difference in the fight against COVID-19. We are so grateful to our leadership, trustees, sponsors, donors and guests for their continued support and generosity in helping us make last night one to remember."

Hackensack Meridian Health Foundation was formed in February 2021, bringing together fundraising operations from Hackensack Meridian Health entities across the state. Hackensack Meridian Health Foundation serves as the parent foundation, oversees all local hospital foundations and raises funds for several Hackensack Meridian Health priorities, including the CDI, Hackensack Meridian School of Medicine, children's health, behavioral health and nursing.

"We had such a special evening celebrating Hackensack Meridian Health and raising much-needed funds to benefit the Center for Discovery and Innovation," said Mark D. Schlesinger, M.D., chair, Department



CDI Chief Scientific Officer and Senior Vice President David S. Perlin, Ph.D.

of Anesthesiology, Hackensack Meridian Hackensack University Medical Center and Network-Wide Celebration event chair. "Science is at the heart of our patient care, and we are thrilled at the evening's success."

The Network-Wide Celebration was generously supported by Presenting Sponsors: Envision Healthcare, Jersey Mike's Franchise Systems, Inc. and Regional Cancer Care Associates; Platinum Sponsors: Blanchard Turner, Emergent Medical Solutions, Hackensack Radiology Group, Horizon Blue Cross Blue Shield of New Jersey Foundation, Konica Minolta, Lumeris, PepsiCo, Ray Catena Motor Car, TeamHealth and Faegre Drinker Biddle & Reath, LLP; and Gold Sponsors: Alfred Sanzari Enterprises, Inc., Complete Care, David Kostinas and Associates, Inserra Supermarkets, Inc., Joseph M. Sanzari, Inc., Med-Metrix, New York Football Giants, Inc., St. George's University School of Medicine, Synergy/EA Health, TD Bank, Quest Diagnostics and United Surgical Partners International.

To learn more about Hackensack Meridian Health Foundation, visit HackensackMeridianHealth.org/Donate. To donate to Hackensack Meridian Health Foundation, visit GiveHackensackMeridianHealth.org/GiveNow.

Hackensack Meridian Health is a leading not-for-profit healthcare organization that is the largest, most comprehensive and truly integrated healthcare network in New Jersey, offering a complete range of medical services, innovative research and life-enhancing care.

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ANNOUNCING

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Glen Ridge Country Club

For questions or sponsorship information, contact Kathy Agudo at kagudo@cianj.org or 201-368-2100.

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Hackensack Meridian Health comprises 17 hospitals from Bergen to Ocean counties, which includes three academic medical centers: Hackensack University Medical Center in Hackensack, Jersey Shore University Medical Center in Neptune and JFK University Medical Center in Edison; one university teaching hospital: Ocean University Medical Center in Brick; two children's hospitals: Joseph M. Sanzari Children's Hospital in Hackensack, K. Hovnanian Children's Hospital in Neptune; eight community hospitals: Bayshore Medical Center in Holmdel, Old Bridge Medical Center in Old Bridge, Mountainside Medical Center in Montclair, Palisades Medical Center in North Bergen, Pascack Valley Medical Center in Westwood, Raritan Bay Medical Center in Perth Amboy, Riverview Medical Center in Red Bank, and Southern Ocean Medical Center in Manahawkin; a behavioral health hospital—Carrier Clinic in Belle Mead; and two rehabilitation hospitals: JFK Johnson Rehabilitation Institute in Edison and Johnson Rehabilitation Institute in Brick.

Additionally, the network has more than 500 patient care locations throughout the state that include ambulatory care centers, surgery centers, home health services, long-term care and assisted living communities, ambulance services, lifesaving air medical transportation, fitness and wellness center, rehabilitation centers, urgent care centers and physician practice

locations. Hackensack Meridian Health has more than 36,000 team members, and 7,000 physicians and is a distinguished leader in health care philanthropy, committed to the health and well-being of the communities it serves. The network's notable distinctions include having more top-ranked hospitals than anyone in New Jersey, as recognized by U.S. News & World Report, 2021-22. Hackensack University Medical Center is the only hospital in New Jersey with the #1 adult and children's hospital rankings.


John Theurer Cancer Center at Hackensack University Medical Center is New Jersey's best cancer center, as recognized by U.S. News & World Report, 2021-22. This premier cancer center is also the largest and most comprehensive center dedicated to the diagnosis, treatment, management, research, screenings, and preventive care as well as survivorship of patients with all types of cancers. John Theurer Cancer Center is part of Georgetown Lombardi Comprehensive Cancer Center, a National Cancer Institute-designated comprehensive cancer center.

Additionally, the network partnered with Memorial Sloan Kettering Cancer Center to ensure that patients have access to the highest quality, most individualized cancer care when and where they need it.

The Hackensack Meridian School of Medicine, the first private medical school in New Jersey in more than 50 years, welcomed its first class of students in 2018 to its campus in

Nutley and Clifton. The Hackensack Meridian Center for Discovery and Innovation, housed in a fully renovated state-of-the-art facility, seeks to translate current innovations in science to improve clinical outcomes for patients with cancer, infectious diseases and other life-threatening and disabling conditions.

Hackensack Meridian Health is a member of AllSpire Health Partners, an interstate consortium of leading health systems, to focus on the sharing of best practices in clinical care and achieving efficiencies. To learn more, visit www.HackensackMeridianHealth.org.

Hackensack Meridian Health Foundation, a registered 501(c)(3), is the philanthropic division of Hackensack Meridian Health, a leading not-for-profit health care organization that is the largest, most comprehensive and truly integrated health care network in New Jersey, offering a complete range of medical services, innovative research and life-enhancing care. The foundation oversees fundraising for the network's three academic medical centers, two children's hospitals and six community-based medical center foundations, as well as key initiatives, programs and services offered by Hackensack Meridian Health, including behavioral health, children's health, Hackensack Meridian Health's Center for Discovery & Innovation and Hackensack Meridian School of Medicine. Visit www.HackensackMeridianHealth.org/Donate for more information. 

STEVE ADUBATO'S

LESSONS IN LEADERSHIP

with co-host Mary Gamba

Sunday 10:00am

news12+



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Navigating the Great Resignation

The pandemic-era trend known as the “Great Resignation,” where workers are quitting their jobs in search of opportunities amid strong labor demand, is a reality for so many leaders. Consider the following “best practices” that can increase the odds that your best people will want to stay on board:

--Stay connected. Consistent communication with every team member must become part of your leadership DNA. It is not a check off the box kind of thing. It is keeping it top of mind and staying engaged.

--Acknowledge your people. Great leaders are vigilant in recognizing when team members succeed. Send an e-mail about someone doing a great job, not just to them but to the entire team.

--Show me the money. Given how many options people have in the marketplace, you’ve got to invest the dollars, if you can afford it. No, it is not a guarantee that people will stay, but it doesn’t hurt.



STEVE ADUBATO'S

LESSONS IN LEADERSHIP

--Lead on a two-way street. It’s one thing to communicate goals that YOU would like a team member to accomplish, but it is also important that a team member is given the opportunity to tell you what he or she thinks is important.

--Variety motivates. If you do the same thing every day, you are going to feel unmotivated. Smart leaders are constantly looking at a team member’s responsibilities and looking for ways to challenge them to get outside their comfort zone.

--Be consistent in your expectations. Communicate to employees exactly what you expect. Changing expectations on a whim and can be frustrating to a team member.

Steve Aduato, PhD, is the author of five books including his latest, "**Lessons in Leadership**". He is an Emmy® Award-winning anchor with programs airing on Thirteen/WNET (PBS) and NJ PBS who has appeared on **CNN**, **FOX5 NY** and **NBC's Today Show**. Steve Aduato's "**Lessons in Leadership**" video podcast with co-host Mary Gamba airs **Sundays at 10:00 a.m. on News 12+**. For more information visit www.Stand-Deliver.com

Buttigieg Tours County College of Morris

Workforce development showcased

By Diane C. Walsh
Contributing Editor

U.S. Secretary of Transportation Peter Buttigieg was impressed with the County College of Morris during a recent tour that gave him a first-hand look at effective workforce development programs.

Buttigieg was joined by Rep. Mikie Sherrill (D-11st. Dist.) in his visit to the Randolph campus, which is home to the college's state-of-the-art Advanced Manufacturing and Engineering Center (AMEC).

"In recent years, through public and private partnerships and with the strong support of industry we have been able to substantially expand our workforce programs to help area residents secure good paying jobs that sustain families and promote healthy communities," said Dr. Anthony J. Iacono, CCM president.

The county college often collaborates with the New Jersey Manufacturing Extension Program, known as NJMEP, which works to help the Garden State's 10,000 manufacturers grow and succeed. CCM has hosted several NJMEP conferences that bring industry leaders together to showcase best practices.

"Without the support of our county commissioners and state and federal legislators including Congresswoman Mikie Sherrill, we would not be able to support workforce development as extensively as we do," said Iacono.

CCM was founded in 1965 to meet the educational and training needs of the residents and businesses of Morris County. Its first class consisted of 595 full-time students and 703 who attended part-time. The school now graduates more than 1,000 students each year.

"County College of Morris is proud and appreciative of its county, state and federal partners as well as our partners in business and industry; it was an honor to provide Secretary Pete Buttigieg and Representative Mikie Sherrill with insight into the impact of that support" Iacono added.

During the visit, Buttigieg and Sherrill toured AMEC with college representatives to learn about the wide range of programs provided by CCM's Center for Workforce Development (WFD) and the diverse populations it serves. Those populations include high school students from the college's share-time programs with the Morris County Vocational School District, individuals participating in the college's apprenticeship programs in advanced

manufacturing and health care, and those who take advantage of WFD's wide range of industry recognized certificate programs to get a job, get a better job or get better at the job they're in.

The tour was followed by a question-and-answer information session with Buttigieg and Sherrill, moderated by Iacono, with political officials, industry leaders and students in attendance.

Sherrill said the visit was part of Buttigieg's desire to increase awareness on how community colleges, like CCM, can be supported in their efforts to build upon "their already incredible workforce development innovation initiatives." Jobs are a key component of the \$1.2 trillion bipartisan infrastructure bill that is funding road and bridges projects throughout the country.

During the tour Buttigieg said: "It's really impressive what we've seen here. The key to success is the integration of employers and educators, and seeing how you've made that work is impressive."

Along with receiving strong federal, state and county support, more than 50 manufacturing companies are partners in CCM's pre-apprenticeship, apprenticeship and other WFD programs, providing guidance on curriculum, donations of the latest industry-leading equipment and scholarships to support students. Included among WFD's successes are that 93percent of those who complete the advanced



Dr. Anthony J. Iacono, president of County College of Morris

manufacturing pre-apprenticeship program who want a job are placed into a position. In the last three years, more than 4,500 students also have registered for 8,737 workforce development courses.

To learn more about the programs offered through WFD, visit www.ccm.edu/workforce/.



County College of Morris Vice President Patrick Enright (right) takes U.S. Transportation Secretary Pete Buttigieg and Representative Mikie Sherrill on a tour of the Advanced Manufacturing and Engineering Center at County College of Morris.

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Freedom of Movement Crucial for People with Disabilities

By Jeremy Einbinder
Freelance Contributor

The importance of accessible transportation for the disability community cannot go understated. All across the country, the mass transit that is present in many, if not most localities, is only accessible if someone is able to drive to a train station. This is a luxury many people with disabilities cannot afford. Many of us cannot drive and therefore cannot be fully independent.

One possible solution is fully autonomous vehicles. The advocacy organization, We Will Ride, found: “Transportation availability is key to full participation in modern society. But for millions of disabled Americans, affordable and accessible on-demand transportation options remain out of reach.

Fully autonomous vehicles have the potential to reshape the transportation landscape for people with disabilities, especially those who cannot get a driver’s license. But this can only happen if automakers start making vehicles that are accessible to all of us—so we can all ride.”

This is all well and good, and autonomous vehicles should absolutely be normalized, preferably as a rideshare option. But the fact that they’re needed speaks to a larger problem—car culture itself. Namely, the fact that everything is too far apart. It is a laudable goal to allow people who cannot drive the ability to get around in environments that are so car-dependent. But a more wide-reaching solution is mixed-used development, mass transit and “pedestrian-friendly” neighborhoods, even for those who cannot walk.

We need to be able to get to shops, retail stores, recreational activities—all the places of commerce that fall under the purview of “public accommodation.” We cannot do that if there’s no way for us to travel to those places. Federal lawmakers have established requirements to help people with disabilities travel. According to the Americans with Disabilities Act National Network:

- **Both public and private organizations must meet ADA requirements:** A public entity entering into a contract or agreement with a private entity to operate transportation services must ensure that the private entity meets all ADA requirements for the public entity. Specific requirements for private transportation providers like airport shuttles, hotel shuttles, private buses, and taxis are reviewed later in this document.
- **Rider information:** A public transportation system must provide adequate information on services in accessible formats

for persons with different types of disabilities (e.g. information in large print, braille or alternative and electronic format).

- **Assistance equipment and accessible features:** Equipment and facilities such as lifts, ramps, securement devices (straps for securing wheelchairs on board), signage, and communication devices must be in good operating condition. If a feature is out of order, it must be repaired promptly. In the interim, an alternative accessible vehicle or option must be available.
- **Adequate time to board:** Public transit operators must allow adequate time for people with disabilities to board and exit from vehicles.
- **Service animals allowed:** Service animals may accompany people with disabilities in vehicles and facilities. The DOT ADA regulations define a service animal as any guide dog, signal dog or other animal individually trained to provide assistance to an individual with a disability, regardless of whether the animal has been licensed or certified by a state or local government.
- **Priority seating and signs:** Fixed-route systems (those operating along a prescribed route) must have signs designating seating for passengers with disabilities. At least one set of forward-facing seats must be marked as priority seating (for people with disabilities).
- **Operator training:** Each public and private transportation operator must ensure that personnel are trained to

operate vehicles and equipment safely; properly assist individuals with disabilities in a respectful, courteous way; and recognize that individuals with disabilities have different abilities and needs requiring different types of assistance.

Another consideration is cost. In order for a public or rideshare program transportation system to really be available to people of all abilities, it must be available at no individual cost. Many places follow the letter of the law when it comes to the ADA and transportation. Yet, many places don’t follow the law at all.

The ADA is so easy to ignore because people with disabilities are seen as an afterthought. To accommodate us does not just take tolerance, acceptance, and the correct attitudes of treating everybody with respect. It takes real resources. Real, tangible efforts from businesses and governments alike to make sure we are not excluded from our basic right to navigation, in whatever form it takes, is an absolute necessity in all areas of society.

In other words, it seems that often, when transportation is accessible for folks with disabilities, it is a happy coincidence rather than a concerted effort. We should not even have to scope out whether a town, neighborhood, or train station is accessible to us. These constructs, buildings and layouts should be created in advance with the needs of people with disabilities in mind. A conscious effort to make sure people with disabilities can travel and navigate benefits everybody. 🚗

Jeremy Einbinder is a freelance writer specializing in disability advocacy.



Public transportation for the handicapped must provide features such as access for wheelchairs, straps for securing them, provide ample time to board among other accommodations.



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New Jersey Leads the Way on Electric Vehicle Adoption

Currently, there are more than 65,000 battery electric and plug-in hybrid electric vehicles registered in New Jersey. Only ten years ago, this number was less than 350.

By Tom Worley Sr.
Contributing Editor

The New Jersey Global Warming Response Act of 2007 (updated 2019) requires the state to adopt measures that will result in an 80 percent reduction of harmful greenhouse gas emissions by 2050. In 2021, Gov. Murphy announced an investment of \$57 million in clean, equitable transportation projects aimed at improving air quality and reducing the effects of climate change while moving New Jersey toward 100 percent clean energy by 2050. This investment funds projects like the deployment of electric garbage and delivery trucks, school and NJ Transit busses, and the installation of charging stations across the state.

New Jersey's transportation sector is the largest contributor to greenhouse gas emissions in the state. Transitioning from fossil fuel vehicles to those powered by clean, renewable electricity is the greatest force to drive emissions reductions in New Jersey's transportation sector and consequently, the state. Light-duty passenger vehicles (cars, light-duty trucks and SUVs) produce more emissions than any other transportation

category on and off the road. The administration's stated goal is to have 330,000 light-duty zero emissions vehicles (ZEVs) registered in New Jersey by the end of 2025, and two million registered by year-end 2035. Furthermore, they hope to have 25 percent of state-owned non-emergency vehicles electric ZEVs by end of 2025, and 100 percent by the start of 2036.

According to Steve Shapiro of the New Jersey Department of Transportation, "NJDOT has purchased 51 zero emissions electric vehicles and has another 10 on order." Shapiro continues, "the goal is to purchase a total of 144 plug-in electric vehicles (EPHV) by the end of 2025; the vehicles will be used for staff travel to meetings and construction projects."

Bob Gordon, a commissioner of the Board of Public Utilities (BPU) acknowledges that in order for widespread adoption of electric vehicles to occur, a significant network of charging stations will be required at homes and workplaces as well as along travel corridors which will enable long distance driving. Gordon explains "a public/private partnership whereby utility companies provide the backbone and private entities provide the charging stations,

each with appropriate incentives to participate addresses this challenge." He said: "Charge up New Jersey, administered by the BPU addresses incentives for both the purchase of ZEVs and the corresponding charging stations." The administration's plan calls for the deployment of 400 public fast charging (level 3) stations at 200 locations across the state, and one thousand public level 2 chargers statewide. Additionally, 15 percent of all multi-family and 20 percent of overnight lodging properties will be equipped with electric vehicle charging stations according to the plan.

Medium and heavy-duty trucks and busses account for only 4 percent of all vehicles on New Jersey's roadways yet they account for a quarter of the transportation sector's emissions. In New Jersey, there are more than one half million medium and heavy-duty trucks registered. Zero emissions vehicles are between two and five times more energy efficient than diesel, reduce dependence on petroleum, and substantially reduce greenhouse gases. By shifting the state's reliance on diesel engines to electric powered vehicles, New Jersey can achieve its climate goals

Continued On Page 32



A fleet of electric busses equipped to accommodate the handicapped

Photo: Getty Images/Stockphoto/Cyonphoto

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quickly and efficiently while reducing overall costs of transportation, according to the BPU.

Diesel fleet emissions are particularly problematic for overburdened communities, many of which are located near freight corridors, ports and distribution centers. Their location causes these communities to be disproportionately exposed to harmful pollutant levels. Black carbon, or soot, is formed by the incomplete combustion of fuel. Complete combustion results in carbon dioxide, but since combustion is never complete, a variety of pollutants such as carbon monoxide, volatile organic carbon and black carbon particles are formed. Diesel busses and bus terminals located in high-density population centers are a major contributor to the black carbon toxin problem.

NJ Transit, the nation's largest statewide public transportation system, and the third largest transit system in the country, currently maintains a bus fleet of 2,221 busses. Until this year, all of NJ Transit's busses were diesel powered; infrastructure upgrades and purchase plans are underway to replace the diesel fleet with zero emission electric busses by 2040.

According to the NJ Transit's plan, 10 percent of NJ Transit's new bus purchases will be zero emission by the end of 2024, 50 percent of the new purchases will be zero emission by the end of 2026, and in just 10 years, 100 percent of the new bus purchases will be zero emission busses. The initial phase of the electrification of NJ Transit busses and the corresponding modernization of their bus garages has already begun.

The Newton Avenue Bus Garage in Camden is the first NJ Transit garage to be retrofitted with electric vehicle chargers. Eight electric busses have been ordered for specific routes in the city. "The completion of electric bus charging infrastructure at the Newton Avenue Bus Garage is a major step toward putting the first electric busses in New Jersey into service," said Murphy. "This program reflects our commitment to eliminating reliance on fossil fuels and to environmental justice in the state of New Jersey." The Camden project is a first of its kind initiative for NJ Transit; this project will test electric busses in actual working conditions and provide information regarding the effects of weather, passenger volume, and road conditions on electric bus performance.

NJ Transit has awarded a \$9.4 million contract to New Flyer of North America to buy eight battery-powered electric Xcelsior Charge NG forty-foot heavy-duty transit busses and parts. The contract has options to purchase up to 75 more battery-electric busses under a five-year deal. New Flyer's Xcelsior Charge NG electric bus delivers up to 525 kWh of power with a new lightweight electric traction drive system that the company says provides up to 90 percent energy recovery. According to New Flyer, the Xcelsion is the most advanced electric bus on the market.

In order to support the state's electrification initiative, the remaining NJ Transit bus garages will need to be zero-emission ready and capable of storing and maintaining electric busses. NJ Transit plans to construct two additional garages, completely replace four current garages, and modernize the remaining 12. Currently, the transit authority operates 16 bus garages that range between 20 and 120 years old, none of which, except Camden, have had a major overhaul in nearly a quarter century.

Provided that the Camden project is successful, the initial phase of the NJ Transit electric bus roll-out plan is to replace 68 40-foot diesel busses currently in service with 68 comparably sized electric busses, and introduce 11 60-foot

to its web site, is to "transform the global energy system into a secure, clean, prosperous zero-carbon future for all."

According to the RMI scorecard, <https://statescorecard.rmi.org/nj> aside from the ZEV initiative, New Jersey has made significant progress in reducing green house gasses in the electricity sector due primarily to our offshore wind industry. With strong state incentives and regulatory support as well as decisive federal action, the New Jersey's offshore wind industry will establish itself as a global leader in production of clean energy and is destined to deliver high-quality jobs both in the power sector as well as the industries supporting it.

New Jersey's focus on environmental justice and cumulative emissions has enabled the state to strengthen air pollution rules and reduce greenhouse gas emissions. According to RMI's modeling, New Jersey's industry sector's emissions should see an 18 percent reduction below 2005 levels by the target date of 2030.

The RMI report concludes that while steps taken to address the transportation, electric generation and industrial GHG reductions have been successful, New Jersey still has a lot of work to do particularly in the buildings sector. Accelerating energy demand due to population growth has offset early progress in the buildings sector, particularly with regard to transitioning from natural gas consumption to more environmentally friendly electric appliances and heating systems.

Continuing to deliver on ambitious goals set forth in the updated New Jersey Global Warming Response Act means growing industries that build on the state's competitive edge and deliver green economy jobs. Continuing to reduce the state's reliance on fossil fuels and focusing on clean energy innovation like fleet electrification, offshore wind, and other technologies will keep New Jersey in the forefront of climate leadership while continuing to make our state a better state in which to live, work, and conduct business. 🍀

“Charge up New Jersey, administered by the BPU addresses incentives for both the purchase of ZEVs and the corresponding charging stations.”

articulated busses into existing NJ Transit garages. An additional 21 electric articulated busses will be purchased for new bus garages to be constructed in northern New Jersey, probably near the meadowlands, but no property has been purchased at this point. Later phases of the purchase plan are yet to be announced, but the estimated total cost to fully electrify the bus fleet is approximately \$5.7 billion.

Electric vehicle initiatives are just one of the facets of New Jersey's plan to shift to clean energy by 2050. The state is among six states recognized for setting aggressive clean energy targets by RMI, an independent, non-partisan, non-profit organization whose mission, according



A young woman charging her electric car at a curbside charging station

Photo: Getty Images/Stockphoto/Gallone

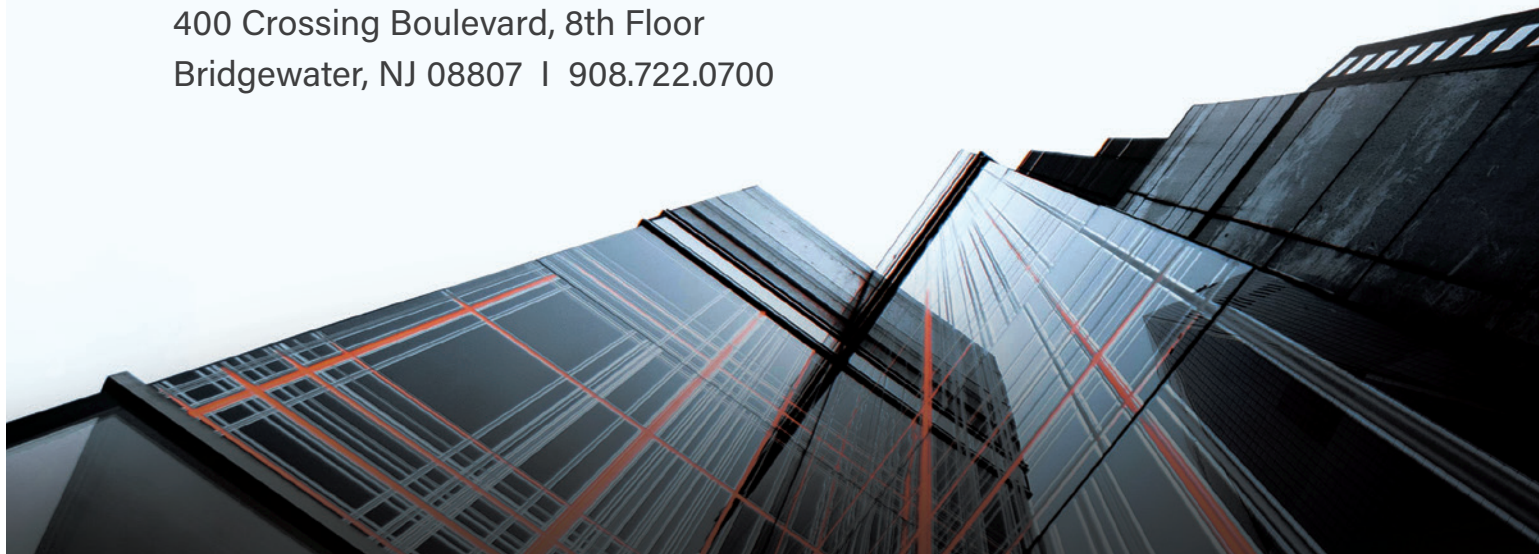


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