

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJ TRANSIT
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February 17, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, February 9, 2022.

Sincerely,

Joyce J. Zuczek

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Wednesday, February 9, 2022. The meetings occurred concurrently.

Board Members

Diane Gutierrez-Scaccetti, Chair
 Cedrick T. Fulton, Vice Chair
 Noreen M. Giblin, Governor's Representative
 Andrea Spalla, Treasurer's Representative
 James D. Adams, Board Member
 Sangeeta P. Doshi, Board Member – ABSENT
 Bob Gordon, Board Member
 Richard A. Maroko, Board Member
 Shanti Narra, Board Member

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
 Brian T. Wilton, General Counsel
 Joyce J. Zuczek, Board Secretary
 William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
 Eric R. Daleo, Senior Vice President, Capital Programs
 Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations
 James A. Sincaglia, Acting Senior Vice President & General Manager, Rail Operations
 Joseph E. Snow, Assistant Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 6:01 p.m. in accordance with the Open Public Meetings Act. Board Secretary Zuczek conducted a roll call and noted Board Member Doshi was absent.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on February 3, 2022 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the January 10, 2022 Board meetings. Board Member Shanti Narra made the motion, Board Member Noreen M. Giblin seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO’s Monthly Report

President & CEO Corbett began with their COVID-19 update. NJ TRANSIT has unfortunately lost two more employees to COVID-19-related complications since the January Board meeting.

Rail employee Florie Fiedtkou was well-loved by her colleagues, serving NJ TRANSIT for more than 26 years, most recently as Supervisor of Train Operations. Many looked forward to Florie’s 8 a.m. morning reports, taking comfort in knowing she was on top of things at the start of the day.

They also mourn the passing of Washington Township Bus Operator Robert Gallo, who served NJ TRANSIT for more than 10 years. Robert was hired as a part-time Bus Operator in 2011, and promoted to full-time in 2013. He normally worked the 551 Line between Atlantic City and Philadelphia, and would occasionally work the 408 Line between Millville and Philadelphia.

President & CEO Corbett asked everyone to keep Florie and Robert’s family, friends, and co-workers in their thoughts and prayers. He said they will always be grateful for their service. President & CEO Corbett asked for a moment of silence in their honor.

President & CEO Corbett said thankfully, they have seen a dramatic decrease this month in the number of currently positive COVID cases among employees. As of yesterday, 65 employees, out of approximately 12,000, were currently positive, down from 797 at the last Board meeting, and a high of 821 on January 12, 2022.

Ridership is also showing signs of bouncing back, after a dip last month attributable to the COVID surge and the holiday season. Weekday rail ridership was at approximately 40 percent of pre-COVID levels, which was up from approximately 30 percent during the height of the surge last month.

After a decrease due to the surge from approximately 80 percent to approximately 40 percent of pre-COVID levels, average rail ridership on weekends was up to approximately

50 percent. Systemwide bus ridership was climbing back up to more than 60 percent, up from approximately 50 percent amid the surge, with interstate ridership into New York at approximately 55 percent. Light Rail ridership was once again holding steady at approximately 70 percent of pre-COVID levels.

As ridership returns, NJ TRANSIT continues to plan for the future by working to not only encourage customers to return to transit, but to bring a whole new generation of customers into the system. Toward the end, they have good news regarding their robust Transit-Oriented Development (TOD) program.

Last month, the Federal Transit Administration announced that NJ TRANSIT will receive a \$470,000 grant to study potential TOD at key bus stop locations along the Route 9 bus corridor in Middlesex and Monmouth counties. TOD remains a high priority for NJ TRANSIT, and a key element of NJT2030, their 10-Year Strategic Plan.

Increasing ridership, declining COVID cases, and enhancing transit-oriented development opportunities are encouraging developments, but President & CEO Corbett took a moment to address one unfortunate outgrowth of this pandemic: an increase in assaults on transit workers. To be clear, there was no issue more important to them than protecting their employees, and it was unacceptable that the indispensable frontline employees, who kept the state moving during the pandemic, should be an outlet for anyone's pent up frustrations.

That is why they continue to work on many fronts to ensure that everything is being done to keep them safe. Toward that end, they were proud that Governor Murphy signed into law the "Motorbus and Passenger Rail Service Employee Violence Prevention Act."

This new law made assaulting a transit employee a third-degree aggravated assault, with penalties of three to five years in prison and up to a \$15,000 fine. In addition, NJ TRANSIT can now ban riders for up to one year if they commit an assault against an employee. If a deadly weapon is used, that rider could be banned for life.

President & CEO Corbett said they were working in many other ways to protect their employees. In addition to extensive public messaging throughout the system, they routinely patrol buses, trains, and light rail system with uniformed and plain clothed police officers. They have installed protective barriers in every one of their 2,500 buses. Additionally, in June 2019, they created the Employee Court Advocate position to fully support employees who are victims of assault, helping them navigate the criminal justice system at no cost to the employee. The advocate also works with prosecutors to see that assailants face the full sentences allowable by law.

This new legislation, combined with these many additional efforts, now serve as powerful deterrents to any type of assault against frontline employees. President & CEO Corbett thanked Governor Murphy for leading the charge to implement this new legislation, and for working diligently to keep employees safe.

President & CEO Corbett said they once again have a busy agenda, with several important items up for Board consideration. He highlighted a few.

They look forward to Board approval for the purchase of an additional 25 new Multilevel III rail cars. These new rail cars are a critical component of the Portal North Bridge project, which will allow NJ TRANSIT to meet their established goals for increased capacity. Equally important are the benefits they will offer customers through improved reliability, comfort, and onboard amenities, including charging ports and state-of-the art video infotainment systems. To be clear, these new cars will be in addition to the 113 new Multilevel III rail cars purchased in December 2018.

They will also be seeking Board authorization for two other important items. One is for the award of a contract for Middlesex County Area Local Bus Service. The second is for the award of a one-year extension for the continued improvements, maintenance, and support of their fare payment and collection systems.

The Board will also consider approval of NJ TRANSIT's Fiscal Year 2022 Operating Budget. This simply would not have been possible without all the federal COVID relief funding they have received, which has allowed them to maintain full service through the pandemic without employee lay-offs or increasing fares. President & CEO Corbett thanked Senator Menendez, Senator Booker, and New Jersey's entire Congressional Delegation for their tireless efforts to help NJ TRANSIT obtain this critical funding.

In addition to their Operating Budget, they were equally focused on capital infrastructure. President & CEO Corbett shared an update on their Zero-Emissions Bus Program.

NJ TRANSIT's first-ever electric buses will be operating in revenue service by the end of this year in Camden. As shared last week at the Operations and Customer Service Committee meeting, the Electric Bus charging infrastructure necessary for this project, installed at Newton Avenue Bus Garage, was essentially complete. They have been testing the charging infrastructure with a leased bus, and expect the infrastructure to be fully commissioned in the coming weeks.

NJ TRANSIT's first electric bus is scheduled to arrive later this year in June, with the remaining seven buses expected by year-end. NJ TRANSIT remains on schedule to meet the requirements laid out in Governor Murphy's Zero-Emissions Bus procurement legislation, and they remain committed to transitioning NJ TRANSIT's bus fleet to 100 percent zero-emissions by 2040.

To help support NJ TRANSIT's ambitious Zero-Emissions Bus goals, as well as meet current and future capacity demands, on Monday, February 7, 2022, NJ TRANSIT announced an upcoming industry forum for their Northern Bus Garage project, through which they will build a new, 500 bus garage. This new garage will not only provide increased storage and maintenance capacity, but it will also be built from the ground up with the necessary infrastructure to support a 100 percent zero-emissions bus fleet.

NJ TRANSIT is seeking feedback from industry participants to inform the scope of the procurement, choice of the delivery model, means of transitioning to a zero-emissions bus fleet, and/or support revenue potential. The virtual forum will be held on Monday, March 14, 2022 from 9:00 a.m. to 10:30 a.m. Eastern Standard Time, and is open to industry professionals at no cost. Firms interested in attending the forum are invited to visit njtransit.com/northernbusgarage to register.

In addition to the Board actions mentioned earlier, the Board will also consider the approval of Jim Sincaglia as Senior Vice President & General Manager of Rail Operations. Jim has been serving in this role in an acting capacity, and has certainly earned this promotion.

Jim started his career here more than 26 years ago and, through hard work and dedication, rose through the ranks to eventually serve in his current position, following the tragic, and untimely passing of Ray Kenny in 2020, due to COVID-related complications. Jim has stepped up in a big way to fill some very large shoes indeed.

To name just a few of his many accomplishments over the last two years, Jim has led the successful implementation of NJ TRANSIT's Positive Train Control project before the December 20, 2020 deadline. He has overseen the full restoration of their depleted ranks of locomotive engineers, which has improved on-time performance for customers by virtually eliminating cancellations caused by locomotive engineer availability.

Jim has also strengthened their entire Rail Operations division by bringing in the next generation of leadership into critical roles. These include two key promotions of experienced rail leaders, including James Devine to Deputy General Manager of Labor Relations and Administration, who drove the successful negotiation of labor agreements with nearly all their rail unions. And Fred Chidester, who under Jim led the day-to-day implementation of PTC as Senior Director of PTC Coordination, and was recently promoted to Deputy General Manager of Equipment.

Speaking of a high-caliber pipeline of future leaders, President & CEO Corbett was very pleased to pass on the news that Jonathan Kirby, NJ TRANSIT's Positive Train Control Chief Road Foreman, has been named to Railway Age's prestigious "Fast Trackers" list for 2022. These annual awards are presented to 25 railroaders under the age of 40 in the United States, Canada, or Mexico for making an impact in their respective fields or within their company. John was instrumental in NJ TRANSIT's efforts to achieve full PTC certification before the December 20, 2020 deadline. President & CEO Corbett congratulated John for the award and thanked him for his many efforts to improve safety and service at NJ TRANSIT.

President & CEO Corbett said NJ TRANSIT recognizes the importance and value of their employees. They also recognize the importance of a welcoming and inclusive environment for all employees. To that end, February is the month that NJ TRANSIT recognizes Black History Month, and joins with the rest of the nation in acknowledging

and honoring the many contributions that members of the Black community have made and continue to make to the nation's history.

As some of you may remember, around this time last year, NJ TRANSIT celebrated the launch of its first-ever Company Employee Resource Group, or CERG, for the Black/African American community and its allies, to create a model for volunteer, employee-led groups. Over the past year, this CERG has held virtual events attended by hundreds of employees to honor Martin Luther King Junior, Juneteenth, Black History Month, and others, beginning a new era of inclusiveness and sense of community at NJ TRANSIT.

It has also inspired the launch of additional organization-wide Diversity and Inclusion-focused groups, including CERGs for LGBTQ+, Asian American Pacific Islanders, Women and Emerging Generations, with other CERGs in the pipeline. Without a doubt, these efforts are making NJ TRANSIT a more welcoming and inclusive organization, and a more attractive employer as illustrated by being named to the to the renowned 2021 Forbes list of America's Best Employers. President & CEO Corbett is confident they will continue to further distinguish themselves as a model organization in this space.

Before closing, President & CEO Corbett wanted to make sure everyone knows about their Fiscal Year 2021 Annual Report, which is now available on their website at njtransit.com/2021AnnualReport. It offers a substantive summary of the year's progress, accomplishments, and customer experience improvements. It's the collective hard work of every department in the organization that fills the pages of this year's report. President & CEO Corbett hopes when they get a chance to review it, they are as proud of the work done as an agency over the last year as he is, particularly while they were all still contending with the challenges imposed by the pandemic.

President & CEO Corbett also acknowledged the continuing success of their NJT Rewards Program, which just yesterday surpassed the 100,000 mark for participating customers, in just 10 months. The program boasts 113 participating retail, entertainment and dining venues where customers can use points earned through ticket purchases on the mobile app for deals and discounts. The NJT Rewards Program is one element of a broader strategy to help attract riders back to transit. Customers, as well as businesses interested in becoming partners, should visit njtrewards.com for more information.

In closing, President & CEO Corbett provided yet another example of the fine work of their very own New Jersey Transit Police Department (NJTPD). Last month, in the dark of night, NJTPD officers rushed to the scene of a reportedly intoxicated man who had been trespassing on the tracks, and was struck by a Princeton Junction Dinky Line train. After hearing screams coming from a heavily wooded swamp area, and without regard for their safety, NJTPD Officer Carmine Ruocco, Officer Timothy Geoghegan, NJTPD K-9 Officer Jean Roman, and a West Windsor EMT rushed into a swamp near the tracks to find the man.

Making their way through hundreds of feet of deep mud, ice-cold water, and tall reeds, they eventually found the man, who was responsive but also injured and immobile. NJTPD Sergeant Jason Conrad, Emergency Services Unit Sergeant Aaron James, and Emergency Services Unit Officer Mark Colon, assisted in the coordinated search and rescue. The first responders secured the man for transport and carried him through the marsh to an awaiting ambulance. Thanks to their brave actions, he was transported to the hospital and his injuries were treated.

Finally, President & CEO Corbett said many will remember at the October Board meeting, they paid tribute to Board Secretary, Joyce Zuczek, on the occasion of her 45th anniversary at NJ TRANSIT. Today, they have another significant, albeit bittersweet, announcement. Very sadly for NJ TRANSIT, but probably a little less sad for her, Joyce has announced her retirement. This will be her last meeting as Board Secretary.

President & CEO Corbett said he was lucky enough to be with Joyce now, along with Board Chair Gutierrez-Scaccetti. He reiterated what a pleasure it has been to work with her. President & CEO Corbett said not only for him, but for everyone on this Board, and really, everyone who knows her at NJ TRANSIT, both present and many alum, wish her the very best after such a long and distinguished career. They were not going to let her go without a formal recognition of her talents and contributions over the entire history of NJ TRANSIT. With that, it was his great pleasure to turn the floor over to Board Chair Gutierrez-Scaccetti.

Chair Gutierrez-Scaccetti expressed deep gratitude to the New Jersey Transit Police for the good work they do day in and day out, and although it may not be as dramatic as the water rescue, without them the system would not run as smoothly and safely as it does.

Chair Gutierrez-Scaccetti said she would like to take a moment and use her Board Chair privilege to say a few words about Board Secretary Zuczek. She said there has been very little of what she would call normal or consistent in the last two years. She looks back and thinks it was almost two-years ago when they were last at NJ TRANSIT for an in-person Board meeting. However, what she can say was that, without any hesitation, Board Secretary Zuczek has brought consistency, normalcy, and order to the work this agency has had to do through its Board. Chair Gutierrez-Scaccetti said Board Secretary Zuczek has not skipped a beat, missed a mark, and has not let them down at one turn when it has come to scheduling Board meetings, many committee meetings, and working through agenda items that were on, off, delayed, or moved forward. Chair Gutierrez-Scaccetti said, in her four years working with Board Secretary Zuczek, she has done it all with a smile on her face, with dedication to the agency and its mission, in a way that is truly unparalleled.

Chair Gutierrez-Scaccetti said while they are sad that Board Secretary Zuczek will no longer be with them at Board meetings, they know that she has done two very important things. First, she has trained people that work with her to allow a seamless transition so that they will continue on as a Board in the roles that they are obligated to perform for the

public. The second thing is, she was meeting a tremendous commitment to her family, and everyone is entitled to that.

Chair Gutierrez-Scaccetti said with Board Secretary Zuczek's 45 years of service, they can say with great certainty, she put in her time, has set a tremendous example for so many years of what it means to be a public servant, and she will be sorely missed when they return to in-person meetings, and not seeing her at her desk in her office ready to go every day. Chair Gutierrez-Scaccetti said she personally will miss her very much but knows she won't be far away. Board Secretary Zuczek said she appreciated all the kind sentiments.

Chair Gutierrez-Scaccetti asked if any of the Board Members would like to comment.

Board Member Maroko said he wanted echo everything that the Board Chair said about Board Secretary Zuczek and to thank her for many years of dedicated service. He said she would certainly be sorely missed by the Board, and no longer missed by her family. Board Member Maroko thanked her for everything and said he could not imagine the Board without her. He was not looking forward to seeing how this was going to work without her and congratulated Board Secretary Zuczek on her retirement.

Board Member Gordon gave his heartfelt best wishes to Board Secretary Zuczek and thanked her for dedicating her professional life to the citizens of New Jersey. He said she would be badly missed and wished her the very best as she begins the next chapter of her life. Board Member Gordon also congratulated Jim Sincaglia on his formal appointment as head of Rail Operations and wished him the best as they continue serving the public.

Board Member Narra wished Board Secretary Zuczek all the best. As a Board Member who came on during the pandemic, she never had the pleasure to meet Board Secretary Zuczek face-to-face. Board Member Narra said Board Secretary Zuczek's remote connection to her, and fellow Board Members, has been invaluable and she has been an incredible person to work with and helped her transition on the Board. She thanked her very much and wished her well and said she knows becoming a grandmother was going to be incredible and she has so much to look forward to. Board Member Narra wished Board Secretary Zuczek and her family all the best.

Vice Chair Fulton congratulated Board Secretary Zuczek. He said he could not wish this for a better, nicer, kinder person. Vice Chair Fulton said the way she has made him feel personally as a part of this Board speaks volumes to her character. She was extraordinarily good at what she does. He noted her amazing ability to handle the seemingly non-stop issues associated with attending to such an important organization, and a Board, and all the issues that go along with it. Vice Chair Fulton commended Board Secretary Zuczek on her 45 years of dedicated service which indeed is a model and wished her all the best as she transitions. As he shared his stories with her about his delight at being a grandfather, he wished all the best to her as she steps into that mantel

of being a grandmother. With all his heart, he wished her all the best and thanked her for all that she has done for him personally, for the Board, and the citizens of New Jersey.

Board Member Adams wanted to echo everything that has been said and did not want to repeat it. He wanted to tell one story of what a dedicated employee and caring person Board Secretary Zuczek is. Board Member Adams said this was her last Board meeting, after 45 years of tremendous service, and she called him today to ask him about an issue. He said he was usually the first person to be called on to speak and joke with her to put him last because he did not always want to speak first. Board Member Adams said he was only kidding, and she took time out of her day to call and ask him if he really wanted to be placed somewhere else in the order. He said this showed the character of Board Secretary Zuczek. Board Member Adams said she cares about the agency, the team members, and the Board Members. Board Member Adams thanked her from the bottom of his heart for her service and said NJ TRANSIT's loss was her grandbaby's gain. He wished her good luck and asked her to stay in touch.

Board Member Giblin thanked Board Secretary Zuczek for her extraordinary dedication to NJ TRANSIT. She said 45 years was quite a milestone, and she has set the benchmark for running a responsive and professional Board Secretary's Office, and has done it all with impeccable grace and kindness. Board Member Giblin thanked her for everything she has done and said the Board and the NJ TRANSIT family would miss her. Lastly, she wished her good health and much happiness as she embarked on her next adventure because she knows she will be an excellent grandmother.

Board Secretary Zuczek said she was truly overwhelmed by all of the kind and beautiful well wishes. She has been blessed to have a career at NJ TRANSIT since its inception and creation in 1979. Board Secretary Zuczek was also grateful to have worked with so many talented and professional people through the years but was especially thankful for Board Chair Gutierrez-Scaccetti, the Board of Directors, and President & CEO Corbett for their leadership and support. She said it has been an absolute pleasure working with everyone, and they are bringing NJ TRANSIT to number one. Board Secretary Zuczek thanked everyone very much.

Public Comments

Chair Gutierrez-Scaccetti asked the event call operator to open the floor for public comments and to provide instructions for entering the queue to make a public comment. The event call operator said the floor was open for public comments. If individuals wanted to make a public comment, they were instructed to press *1 on their telephone keypad to enter the queue. They would hear a brief tone to indicate they have successfully entered the queue. Priority access would be given to any participant who has pre-registered, and those comments will be taken in turn. They would then take public comments from the remaining participants on a first-come first-serve basis. Each person would have three (3) minutes for their public comment. A warning would be provided with one (1) minute remaining and again with 15 seconds remaining.

Anna Leone thanked the Board for their service. She said she lived in New Milford, New Jersey and wanted to discuss Access Link. Ms. Leone truly appreciates the service and said it was a wonderful thing for New Jersey, but she thinks it needs to be tweaked and modernized to meet the needs of the population. She said she was visually impaired and to bear with her. In order to accomplish this goal, Ms. Leone believes there must be increased funding, or the budget should be increased for this purpose. She suggested redefining routes, and what constitutes as commuter buses and places many Access Link buses go, because there are many NJ TRANSIT buses periodically passing various intersections every five minutes.

Ms. Leone said while she knows there is a shortage of bus drivers throughout the country, they truly need to get more drivers for Access Link. She said if a driver calls out, that disrupts everything. For example, she had a cardiology appointment this week and they were unable to come and pick her up at the timeframe she wanted even though she booked it one and a half hours ahead of time. Ms. Leone said the appointment had to be cancelled and she could not get another appointment until March.

Ms. Leone said much more attractive salaries need to be offered. With no disrespect to NJ TRANSIT bus drivers, she said Access Link drivers have to help people with wheelchairs and ensure seatbelts are on, which requires more responsibility. She also asked that NJ TRANSIT revamp the bus line up for people going to medical facilities and hospitals. Ms. Leone said instead of putting everyone together with those going to the mall or food shopping, if there is a cancellation, those with medical needs could be prioritized. She believes the timeframe also needs to be increased with respect to scheduling appointments. Ms. Leone said right now they can only book a trip one-week in advance, and the schedulers will only know an hour before and an hour after the timeframe. She said this needs to be modernized and updated.

Paula Rogovin thanked Board Secretary Zuczek for her work all these years at NJ TRANSIT, including some long and pretty rowdy Board meetings. She congratulated her and said to enjoy the retirement.

Ms. Rogovin said she was currently working with the environmental justice communities in the ironbound section of Newark to stop the frack gas power plant. She said at the meeting with PPSD, they often hold up the NJ TRANSIT Microgrid as a shining example of pivoting from a frack gas power plant to a renewable energy microgrid. However, Ms. Rogovin read the new RFP and took notes as best she could, and it did not seem like the project was what they thought it was going to be.

Ms. Rogovin said Governor Murphy directed NJ TRANSIT to pivot to a renewable energy microgrid. She also said she had the opportunity to attend an NJ TRANSIT stakeholder meeting and was seriously disappointed in the current NJ TRANSIT RFP and would like to know what happened. Ms. Rogovin said she was calling on NJ TRANSIT to amend this RFP. She believes the RFP seems to be about building a physical building in Kearny in the floodplains and perhaps a gas power plant, which was not the kind of thing that would work well if there was going to be a real renewable energy solution. Ms. Rogovin said if

this was going to be a gas plant, then they have the issue of pollution and climate change impact. She hopes the new goal will be to amend the RFP with as much renewable energy as possible. Ms. Rogovin was also shocked to hear of selling electricity to Amtrak.

Matthew Marino said he was calling from Bernardsville and congratulated Board Secretary Zuczek on her retirement. Mr. Marino said he rides the Gladstone Line and has been a commuter for a number of years. He grew up in Fanwood and was used to riding the Raritan Valley Line and remembered when they got the double decker trains.

Mr. Marino said the Gladstone Line seems to have been neglected in terms of equipment because those trains are very old, the seats are very uncomfortable, and opening the doors are very hard on his shoulder. He said the conductors do the best they can to open the doors, as opposed to the new trains where they only have to push a button. Mr. Marino asked when the Gladstone Line can expect to get new trains. He said while they may not have as many passengers as the other lines do, he would love to have the same amenities as the other newer trains have. Mr. Marino believes the plan before COVID was to get new railcars in by 2023. He believes the Gladstone riders would really appreciate an update as to when they can expect new railcars because it would improve ridership and the customer experience, and make the conductors lives easier.

Samantha DiFalco, Organizer for Food & Water Watch and member of Don't Gas the Meadowlands Coalition, discussed the RFP released for the TRANSITGRID project. She said she was a big advocate for a renewable alternative to the proposed gas power plant. Ms. DiFalco said there were a number of concerns with the RFP, which they believe allows for a gas power plant, and would like these problems addressed in an addendum to the RFP because they are utilizing a large amount of taxpayer dollars and should do this in the right way primarily with renewable energy.

Ms. DiFalco said one big issue is that in the RFP there are many references to have a central facility on a site in Kearny, which would not work with a solar and battery storage solution, which would need to be distributed across a large amount of property. She said the RFP also did not include information about solar siting across transit property. Ms. DiFalco said that is the type of solution that will allow for this project to be done and would prioritize renewables by maximizing renewable siting across train lines, on top of parking garages, parking lots, and transit buildings. Another issue she had with the RFP was that it allows proposals to be submitted where they use fossil fuel and dirty energy now, as long as they can transition to carbon neutral by 2050.

Ms. DiFalco said they need to get off fossil fuel due to climate change and environmental justice. She believes the RFP is not in line with Governor Murphy's Environmental Justice commitment. Ms. DiFalco believes NJ TRANSIT's goal should be to establish this project today with as close to 100 percent renewable energy as possible. Lastly, she said they have other concerns which they will be discussing at the next NJ TRANSIT stakeholders meeting.

Matthew Smith, NJ State Director with Food & Water Watch, spoke on behalf of their 72,000 members and supporters across the state, who along with many other environmental advocates, transit advocates, elected officials from 15 municipalities, and 13 state legislators were all working together to get Governor Murphy to reject the gas power plant. He said the plans need to be redesigned in a way that would not further pollute Kearny and the entire Meadowlands region.

Mr. Smith said there were critical issues with the new RFP which would again allow for a gas power plant at the center of this project, and the RFP allows for proposals to be submitted that utilize fossil fuel or other forms of dirty energy as long as they can be transitioned into carbon neutral by 2050. He said NJ TRANSIT said this would be in line with Governor Murphy's Energy Master Plan however, NJ TRANSIT ignores Governor Murphy's Energy Master Plan's own interim target for clean energy and energy storage. Mr. Smith said they also ignore the interim target codified by the 2018 Clean Energy Act which requires the state to achieve 50 percent Class One Renewable Energy by the end of this decade, along with 200 megawatts by the end of the decade of energy storage.

Mr. Smith said by not aligning the project design in the new RFP with these interim goals, NJ TRANSIT and the Murphy Administration are undermining their state's best chance to protect public health, reverse decades of environmental damage, and avert climate catastrophe. He said NJ TRANSIT has spent millions in taxpayer dollars to retain consultants such as Arcadia to assist in the redesign of this project, but it fails as written, and it will not get NJ TRANSIT to a clean energy project that Kearny, the entire region, and state need, and NJ TRANSIT must, and can do better. Mr. Smith asked NJ TRANSIT to work in good faith with the stakeholders and elected officials who are calling for a real redesign of this project to protect public health and environmental justice communities and make this a livable climate and future for all.

Elizabeth Ndoye, a longtime resident of Hoboken, member of Don't Gas the Meadowlands, and member of the Hoboken Democratic Committee, said she has spoken before this Board many times and was thrilled when she heard that NJ TRANSIT committed to dropping the original plans for using frack gas to fuel the proposed power plant in Kearny. She not only envisioned the Kearny plant alternatives but the future of New Jersey transportation going towards alternative energy. Ms. Ndoye said she finally felt able to see a future where her children and grandchildren would be breathing cleaner air and where they would have an actual future because climate change was being slowed. She felt proud again to be a resident of New Jersey where officials were taking bold powerful steps to put the brakes on climate change and maybe the work she had done campaigning for Governor Murphy and volunteering with Don't Gas the Meadowlands and Food & Water Watch was finally paying off for the environment.

Ms. Ndoye said unfortunately, the triumph has dissipated because she heard and read in the RFP that NJ TRANSIT has not removed the possibility of using frack gas from the proposal, have stated that alternative energy may not be sufficient for this project, and there was a renewed focus on a central facility, rather than a distributed design which would be more useful in a solar powered plant.

Ms. Ndoye said the RFP also indicated that NJ TRANSIT would be selling energy to Amtrak, which suggests that they will be running this plant for more hours than required, rather than just for emergency purposes, and she has a problem with that. She said NJ TRANSIT needs to be a leader and live up to the initial promise, not back down now, and find an energy firm that can supply the alternative energy plan that would not only power the Kearny project but the entire transit microgrid.

Sally Jane Gellert, Chairperson for the Lackawanna Coalition, thanked Board Secretary Zuczek for her service, professionalism, and treating everyone with dignity and respect, which made the Board meetings run smoothly and efficiently. She said she would be missed, and it was unfortunate that this was yet another virtual meeting because they would have liked to say goodbye to Board Secretary Zuczek in-person and hopes when everyone is back in-person they would have her back for a proper farewell. Ms. Gellert extended an invitation for Board Secretary Zuczek to attend the Lackawanna Coalition meeting at any time and congratulated her on her retirement.

Ms. Gellert said another career milestone tonight was the appointment of James Sincaglia to Senior Vice President & General Manager of Rail Operations. She congratulated him as well and wished him good luck moving forward. Ms. Gellert said they would welcome a visit from him at the Lackawanna Coalition.

Ms. Gellert said it would appear as if nothing has changed with the NJ TRANSITGRID project, despite all the calls for a cleaner project with solar energy. She said it was unclear what the base consultant was and how \$3.5 million fits into the larger scheme of things. Ms. Gellert said every so often they need to do hours of research to understand the context and they hope NJ TRANSIT has not been wasting the environmentalists time with meaningless meetings when all they see in the RFP is the original gas fired power plant project.

Ms. Gellert said there they were in February looking at a budget that should have been passed in June. In addition, she said rather than working with actual funding from last year this starts with a 2021 projected budget. Ms. Gellert said in the short budget presentation on page three, or in the agenda on page 10, there was an item listed as efficiency and savings but when someone looks at the fine details it was more properly called deductions two pages later. She said this was no matter for self-congratulations because it was \$158 million that was not needed. Ms. Gellert said as such, it should have been deducted from the first blue operating column on the left, rather than presented in the outside magenta column, because the two budget columns in blue were aggressively out of scale with the orange and magenta additions and reductions, and the middle columns seem to be greater than they are in reality. She said they hope the \$82.1 million in clean energy funds shown are really going to clean energy.

Ms. Gellert said they were not happy to see change orders with the contract for Conduit.

Holly Cox, a 23-year resident of New Jersey, said she was there to ask NJ TRANSIT to amend the RFP so it does not allow for a new fossil fuel power plant and

instead wants a project with 100 percent clean renewable energy. She said there were several problems with the RFP, and it requires bidders to submit proposals for a centralized microgrid facility which is not conducive to renewable solutions. It also allows bidders to utilize fossil fuel now. Ms. Cox said the evaluation process gives NJ TRANSIT broad discretion to pick any bidder without clear and accountable standards, it also fails to include information about solar siting on NJ TRANSIT property, and it allows NJ TRANSIT to sell energy from fossil fuel to Amtrak. She said she has been speaking at these Board meetings for over two years and every time she comments on how she feels, nothing is getting done. Ms. Cox said she listened intently at the beginning of this meeting to hear of any progress towards creating a clean microgrid but heard nothing. She asked if there was a progress update. Ms. Cox asked with all due respect what was the purpose of these meetings, to check a box, where is the urgency because she did not see it.

Ms. Cox said look around they see all the New York flooding, wild fires, thunderstorms, high temperatures, and drought. She said they have to act now because climate science tells them they have less than 10 years to drastically cut emissions to keep the planet habitable.

Ms. Cox congratulated Board Secretary Zuczek on her retirement who said earlier thanks for bringing NJ TRANSIT to number one. Ms. Cox said the only way to do that is to develop the microgrid project with 100 percent clean renewable energy and be a national leader. She believes they simply cannot achieve real results and resiliency by building new fossil fuel infrastructure because the emissions from a new fossil fuel power plant will further exacerbate the climate crisis and lock them into even more extreme weather events in the future. Ms. Cox said this would also increase pollution in communities that are already overburdened from decades of environmental racism. She asked NJ TRANSIT to revise the RFP, so it does not allow for a new fossil fuel power plant and develop the project with 100 percent clean renewable energy.

Rachel Davis, public policy and justice organizer for Water Spirit a Non-profit ecology organization, spoke on behalf of their thousands of members that have been growing across the state for more than 20 years. Ms. Davis said she was also a 39-year resident of New Jersey. She echoed all the callers in reference to the RFP and said at these meetings they get a window into NJ TRANSIT's culture and can tell they are very proud of the work they are doing to support New Jerseyans. She thought NJ TRANSIT was focusing on being a world leader and a model in creative energy solutions to enhance and secure ridership without the threats of ongoing toxic unregulated natural gas. Ms. Davis said in their work outside the state they have been holding up NJ TRANSIT to this project as an example as to what is working well, as to the proposed peak oil energy economy the right way. She said future generations do not benefit from limitations put on bidders trying to submit design proposals that are informed by current science and known financial projections of a dying industry that kills people as the short industry continues to live.

Ms. Davis believes NJ TRANSIT choosing a reliable long investment in public transit now is the choice that would suffice for the most vulnerable communities that are of most concerns. She said the carbon neutral promise by 2050 is especially concerning and is wildly inappropriate, and young people are increasingly dying by suicide resulting from eco anxiety, eco grief, and loss of their perceived future. Ms. Davis said they must consider the children and grandchildren today and the people not choosing to have children which is real. She believes the RFP is counteractive to a livable future and has no place in the same state with a so called landmark environmental justice law, the first of its kind in the land. She thinks they can do better in expressing what that would look like. Ms. Davis said natural gas knows no bounds and they see the global measurements of methane being illuminated for the first-time last week for the entire world to see. She strongly suggested NJ TRANSIT regroup and focus its time left on earth on grandchildren, such as Board Secretary Zuczek's, and congratulated her on her retirement.

David Pringle said he was representing Clean Water Action and he serves on the Empower New Jersey Steering Committee. He said he felt like they were in Bill Murray's Groundhog Day and whether intended or not, the RFP permits a gas or dirty energy power plant and needs to be amended to prioritize renewable energy. In short, he said it fails with what the Board Chair had previously committed to.

Mr. Pringle had five points to make and said the bid limited proposers to submit proposals for a centralized energy generation facility, which excludes renewable solutions like solar and battery which are much more distributed for example, like the substations along the three selected rail lines. He said distributed energy is inherently more efficient and resilient than a centralized facility. Mr. Pringle said the RFP also allows for proposals to be submitted that utilize fossil fuel or dirty energy now, as long as they can transition to carbon neutral by 2050, which is very dangerous. He said carbon neutral is not emissions neutral and burning hydrogen and any kind of bio gas is against environmental justice.

Mr. Pringle said this also contradicts Governor Murphy's Executive Order 274 and the Clean Energy Act which requires them to bump up Class One Renewables by 2030. He said they were significantly behind, and NJ TRANSIT should be leading the way and not dragging its feet. Mr. Pringle believes the proposed process lacks any clear accountable standards on how community stakeholders needs, and input will be considered. He believes the RFP should be modified to award points to bidders who maximize the use of clean energy at the time the solution is developed and not carbon neutral by 2050.

Mr. Pringle said the RFP also fails to include critical information about solar siting on NJ TRANSIT property. He also said the RFP permits selling electricity to Amtrak, beyond the purpose of resiliency project and federal funding, and must only do so using clean renewable energy sources. Mr. Pringle said selling electricity to Amtrak from polluting sources will only give transit a financial incentive and ruin communities in Kearny and surrounding communities. He said NJ TRANSIT needs to live up to their commitment.

Tim Sevenser said he was from the Transit Village of Mount Tabor wanted to congratulate Board Secretary Zuczek on her retirement. He said she has always been fantastic at these Board meetings and good to all the public advocates.

Mr. Sevenser said he wanted to echo what all the other environmental advocates said, and that these groups have been working for over two years on redesigning the NJ TRANSITGRID to pivot to primarily distributed renewable power, instead of a huge natural gas power plant of 100 megawatts. They were pleased that NJ TRANSIT met with them and their pro-bono consultant about seriously pivoting the design to solar renewables. Mr. Sevenser said unfortunately, the RFP is a rehash of the 2014 eight-year-old design 90 percent relying on a 140-megawatt gas power plant or microgrid central facility noted on page eight of the RFP. He said in response to these vulnerabilities, NJ TRANSIT is implementing a new centralized microgrid facility and the project is designed to provide reliable power to support service at facilities for critical portions of the NJ TRANSIT transportation infrastructure.

Mr. Sevenser said the RFP also refers to the MCF, stating that it will utilize electric generating technology with sufficient power generating capacity to satisfy the requirements during a commercial grid outage. He said NJ TRANSIT has acquired title to approximately 20 acres of land in Kearny, New Jersey, together with access and supporting associated easements, until the site is available for construction of the MCF. Mr. Sevenser said there was nothing mentioned about the 110 acres of Koppers Coke surrounding the NJ TRANSIT land and the prospect of mounting solar panels on the warehouses that are already planning to surround it, or the potential of installing solar panels on the approaches to Newark Broad Street Station from the Morris and Montclair line, or even larger potential for a solar tunnel where I-280 goes below the adjacent Morris Line Station. He said the Meadowlands maintenance station is mentioned again however, there is no mention of installing solar on its roof and other areas to guide a genuine renewable solution, and NJ TRANSIT should have provided an extensive distributed solar acreage of estimate for the Morris/Essex Line of 50 megawatts and 75 megawatts for the net to provide guidance to bidders. Mr. Sevenser said this was very disappointing and he did not know why they paid Arcadia what they did.

David Peter Alan said he was speaking in his personal capacity, and he wanted to pay tribute to Board Secretary Joyce Zuczek as she prepares to retire after 45 years of service to NJ TRANSIT and its predecessor, the Commuter Operating Agency at NJDOT. He said as the last of the NJ TRANSIT employees, Board Secretary Zuczek has seen it all, from the time when Senator Frank Herbert managed to get the Transportation Act of 1979 through the senate by a single vote, and Lou Gambaccini, the great Commissioner got the agency started. Mr. Alan said NJ TRANSIT was a pacesetter in the industry, and many of the original employees established major careers. He said others who came later became legends in the field. Mr. Alan said with only three minutes, he did not have time to name them, but knew many of them and Joyce worked with them all.

Mr. Alan said he would always remember the professionalism and dignity that Joyce always displayed, in the face of hostile politics, natural disasters, and everything that

happened since the agency began. He would always remember Joyce for the respect she showed for everybody, from the highest elected official to the ordinary rider. Mr. Alan said the Lackawanna Coalition honored Joyce when her position as Board Secretary was made permanent, and she got a standing ovation. He said that was a very rare occurrence there, but it was a token of their respect that Joyce deserved.

Mr. Alan noted last month he said that NJ TRANSIT had reached a settlement with the late Russell Graddy (Mr. G.) in the nick of time, in March 2020. Little did he or anyone know that it would also be the last time that they would see Joyce in-person. He said it was sad that they could not say goodbye to her that way. Mr. Alan said Joe Clift and Sally Gellert suggested that when in-person meetings resume, there should be a ceremony to honor Joyce, and he thought that was a great idea.

Mr. Alan concluded by calling everyone's attention to the *Railway Age* website, www.railwayage.com and two stories posted earlier that day. He said there was an interview with President & CEO Corbett by his Editor, Bill Vantuono, and another from him bearing the headline "End of an Era at NJ TRANSIT" which was about Joyce. Mr. Alan said he wanted to thank President & CEO Corbett for his statement, and Paul Wyckoff and Nancy Snyder for their help. He said *Railway Age* often reports on career moves and retirements of the giants in the railroad and transit industries and Joyce has taken her rightful place among them, if there was ever any doubt. Mr. Alan said that article along with the one he will write for the next issue of *Railgram* and his statement comprise his personal tribute to Joyce.

Mr. Alan said NJ TRANSIT will never be the same without Joyce, and he will miss her, but would never forget her, and thanked her for all she has done through the years.

Nancy Griffith said she was with Unitarian Universalist Faith Action New Jersey (UUFA) and Co-Chair of the League of Women Voters Natural Resources Committee. She wanted to comment on the RFP for the NJ TRANSITGRID project. Ms. Griffith said the UUFA is a faith-based group that subscribes to the principles of justice, equity, and compassion in human relations, and respect for the inner dependent web of all existence for which they are a part. She said to both organizations UUFA and League of Women Voters it was important to make sure that their actions support their environment, and support those living in communities overburdened with environmental damage.

Ms. Griffith said they are asking that NJ TRANSIT amend the RFP so that the project design cannot include a gas or dirty energy power plant and will prioritize renewable energy. They are concerned about the plans for the microgrid even though everyone agreed that resiliency of NJ TRANSIT is important. Ms. Griffith said they were also pleased to see the development of microgrids to provide resiliency to local areas. However, they oppose using a gas-fired power plant and believe doing it this way makes it more difficult to achieve the goals of the State's Energy Master Plan. Ms. Griffith said the Energy Master plan requires reduction of CO₂, the gas-fired power plant will add to the greenhouse gas emissions, does nothing to reduce the major risks to New Jersey of

climate change, and rather it will increase it. She said rather than just increasing resiliency to their system, they need to reduce the need for resiliency.

Ms. Griffith said the gas-fired power plant will increase emissions in an already overburdened area. She said the New York/Newark Metropolitan area is ranked 12 in Ozone Pollution in the nation and Kearny is part of that, and the American Lung Association gave an (F) rating to nine of 15 New Jersey counties that were monitored for Ozone. Ms. Griffith said they know that ozone and particulate pollution is damaging to health in many ways, including increasing the chances of COVID. In addition, she said Kearny had environmental issues of its own. Ms. Griffith asked NJ TRANSIT to amend the RFP to require a renewable solution.

Kent Fairfield, a 50-year resident of Maplewood, New Jersey and a 20-year commuter to New York on NJ TRANSIT, said he was a fan of NJ TRANSIT. He said he was very disappointed to hear how this new expansion of generator capacity is going this way. He is a Social Psychologist and for many years taught sustainability and how companies manage sustainability. He said one common rule they used was where they can, enlighten companies like NJ TRANSIT and consider how people in their midst and public can be managed, and how the profits can be done responsibly while caring for the planet. Mr. Fairfield called these the three P's, (people, profits and planet). He said this was not an easy job for executives to take care of because it seems like they cannot satisfy all of the three (p's) at once, but many companies have made great strides in doing so.

Mr. Fairfield said the challenge was how to get people to change because people have thought that climate change was off in the distant future. He said it does not bother them personally, and asked how they can possibly fight it when it is so overwhelming. Mr. Fairfield said now they were seeing climate change is not so distant away with all of the experiences they see with the climate and all the flooding, hurricanes, and wild fires. He said it was there now.

Mr. Fairfield said in many ways it was getting personal. He said in his town when hurricane Ida came through in an unprecedented way, one of his neighbors was outside cleaning a storm drain trying to help the flow of water which was overwhelming, and he was knocked down and killed in the process. Mr. Fairfield said they really need to look at a 2030 plan rather than a 2050 one because that is laughable. He said make the change to get away from a methane generating power plant because this can seem manipulative to the public NJ TRANSIT serves and make the right decision towards emission-free power. Mr. Fairfield said then they can brag about it to their employees, get more ridership from the younger generation, and they will be proud to ride the train.

Richard Grant, Hackensack resident and Member of Don't Gas the Meadowlands Coalition, said the TRANSITGRID RFP Section Three Project Summary contains ambiguity that could result in miscommunication, particularly for any shortlisted respondents that are technical professional services firms who currently offered energy technologies ranging from gas turbines and generators to solar power, chemical and mechanical, and energy storage. He said the RFP required the shortlisted firms to be and

he quoted “committed to the delivery of a project in a manner to meet NJ TRANSIT’s Energy Master Plan and Governor Murphy’s Renewal and/or Clean Energy goals” (RCEC).

Mr. Grant said the first project objective listed was to encourage the maximum and efficient use of all RCEC to reduce the carbon footprint and net zero by 2050 by way of technically sound and financially viable means. He said the RFP also stated the original project configuration was developed to an approximately 20 percent baseline level of design and this was the reference to the microgrid central facility being located in Kearny, and designed to provide up to 240 megawatts of power through a fire natural generator set as well as 600 kilowatts of BP solar site and energy storage flywheels. Mr. Grant the said the RFP creates the sense that NJ TRANSIT was grudging and reluctant that the RFP would not be read by anyone outside the agency.

William McClelland said he wanted to say a few things about Board Secretary Zuczek, but he did not want it to count against his time because he did not know that she was retiring. The CIA operator asked him to proceed with his comments. Mr. Grant apologized to Board Secretary Zuczek in advance if his time were to be cut-off, and he did not complete his sentiments. He said he was a volunteer with Food & Water Watch and member of the Don’t Gas the Meadowlands Coalition.

Mr. McClelland concern was that the RFP still allows for a gas power plant to be built in Kearny and at the center of the NJ TRANSITGRID. He said these plans need to be revised, and to eliminate the proposal for a gas-fired power plant and for NJ TRANSIT to focus all energy and expertise on renewable solutions, like solar and battery storage. Mr. McClelland said NJ TRANSIT can do this, and addressed President & CEO Corbett personally. He said President & CEO Corbett was a very intelligent and talented man who mentioned earlier he has an amazing team, and pointed out in 2020 he had a deadline for Positive Train Control (PTC) to enhance train safety and everyone said he was not going to make it, but he did it, and he even gave it a name C-Biscuit. Mr. McClelland said they also can do the NJ TRANSITGRID without a gas plant if President & CEO Corbett puts the talent at NJ TRANSIT to work and just do it.

Mr. McClelland said their organizations are ready and willing to work with NJ TRANSIT on this as they have demonstrated because there is a lot of expertise amongst all of them. He said NJ TRANSIT must be serious and make a commitment to utilize renewables and not burn. Mr. McClelland said President & CEO Corbett needs to address this project exactly as done with PTC, all hands-on deck, and he can call it C-Biscuit 2.0.

Mr. McClelland said he did not really know Board Secretary Zuczek and has never met her, but every time he has called NJ TRANSIT and left messages, she has called him back, and has been wonderful. He said he was amazed at all of the comments made about her and wished her a wonderful retirement.

Talia Crawford, Campaign Organizer for the Tri-State Transportation Campaign, said last Friday, February 4, 2022 was Transit Equity Day when Tri-State and other advocacy groups honored the life and legacy of Rosa Parks. They heard from riders around the

state about their experiences with NJ TRANSIT. A woman named Golda from Elizabeth said almost all the bus stops in Elizabeth do not have shelters so there is no protection from the sun, rain, or snow, and felt invisible at night when buses cruise right past her because it is too dark. Also, she said there are no designated areas to stand, and she felt overlooked and unseen by NJ TRANSIT. Ms. Crawford said another rider named Lilly from Parsippany said it was difficult to take a bus with a disability. She said first walking to the nearest stop is a hike and once she gets on the bus it takes three hours and two transfers each way just to get to Newark, and they need better service.

Ms. Crawford said NJ TRANSIT has two distinct customers, those who take transit as a choice and those who take transit out of need, and the pandemic has highlighted that difference. She said even though commuter rail ridership decreased almost entirely, intra-city bus had more riders because they were essential workers who continued to rely on NJ TRANSIT throughout the pandemic and will continue to rely on it after. Ms. Crawford said transit dependent riders rely on NJ TRANSIT and their access should not be limited, nor their freedom of mobility. She encouraged NJ TRANSIT to check out the recording of their forum that was available online and said she would be happy to provide details to access it.

Ms. Crawford said in regard to the NJ TRANSIT Budget, they were halfway into FY2022 which is on the agenda this evening. She said understandably due to the disputes of the federal dollars; however, the Governor is announcing the budget for FY2023 next month and they need to look ahead and focus on that. Ms. Crawford said none the less, the funding issue that continues to haunt NJ TRANSIT the most remains the same, which is the practice of capital transfers to the operating budget. As a result, she said capital and maintenance projects have resulted in a loss of opportunity to invest in well over \$10 billion, which has been an impediment to expanding service, various redesign projects, and electrifying the buses. Ms. Crawford believes as large amounts are transferred every year, they lose ground on important projects in both the short and long term.

Ms. Crawford said entering the third year of COVID, the projected farebox revenue from FY2022 remains at 50 percent of pre-pandemic levels and is very concerning. She said once the federal dollars received to make up the loss are gone, they will still be left with the problem of identifying a sustainable and reliable funding source for NJ TRANSIT's operating needs. Ms. Crawford believes riders must also be safeguarded because they cannot afford a fare hike or service cuts.

Ms. Crawford congratulated Board Secretary Zuczek on her retirement and wished her all the best.

Catherine McCaffery said she was a 24-year resident of Maplewood, New Jersey, which was a community she and her husband chose because of the proximity to the Midtown Direct train line. She said transit was a crucial part of the quality of their lives, the value of their homes, and the accessibility to their communities. Ms. McCaffery wants NJ TRANSIT to ensure that the transit systems are clean and carbon neutral. She wants

them to amend the RFP for the TRANSITGRID so that the project design does not include a gas or dirty energy power plant.

Ms. McCaffery said it was crucial that the transit system prioritize renewable energy in order to meet Governor Murphy's goal to make the entire economy carbon neutral by 2050, and they need to start to develop all new electric generation infrastructure using 100 percent clean renewable energy. She said a new goal needs to be established for this project, with as close to 100 percent clean renewable energy and energy storage technology as technically feasible, to achieve New Jersey's benchmark for clean energy storage. Also, she asked NJ TRANSIT to amend plans to ensure a gas power plant is not on the table. Ms. McCaffery thank them for prioritizing the needs of their children and the urgency of climate heating in their decision-making process.

Lela Charney of Food & Water Action congratulated Board Secretary Zuczek on her retirement and wished her all the best. She said so many people have spoken before her tonight with a deep depth of understanding of the current situation with the TRANSITGRID, and she too was in support of amending the RFP to prevent a gas power plant in Kearny. Ms. Charney said given the current environmental crisis in the world and in New Jersey today was the reasoning behind not building a power plant years ago. She really hoped that NJ TRANSIT would understand they needed to fully access renewable energy sources, in the spirit of being number one and NJ TRANSIT's interest in being the first in the 21st century to do something like this.

Ms. Charney said there has been so much damage in the Kearny area with all of the gas power plants that are already there, especially in communities with people of color, and it is essential they do no further harm. She said there are excellent people on this call who have the expertise to help and NJ TRANSIT can be a leader in the state and country if they invest in renewable energy sources and reduce greenhouse gas emissions.

Matthew Walsh, member of the NJ Association of Railroad Passengers, said his two major areas of concern involve two rail lines that were abandoned, although only one was partially abandoned. He said the one line was from Montclair to Jersey City and Governor Murphy has wisely chosen to preserve that right of way for both a pedestrian bike trail and for potential public transportation utilization in the future. Mr. Walsh said the second line was the former Newark branch of Conrail, which is now called the Newark Industrial siting, and this runs from Newark to Paterson. He said both lines are potential light rail transit right of ways and it is very urgent that they convert these to light rail transit.

Mr. Walsh said the Newark Industrial site NJPTA has looked at several different options and the Plan A option calls for light rail from Newark to Paterson. He said these two lines can converge at North Newark, approximately a half-mile east of Washington Avenue. Mr. Walsh said these lines in concert can provide a triangular connection from not only Montclair to Newark and Paterson, but also Secaucus Junction and to the waterfront where the HBLRT currently is. He said this triangular connection would alleviate the need for a lot of cars, which means it would condense climate change and traffic congestion.

Mr. Walsh said electric cars alone will not stop the problem with climate change. Also, he said in the same two towns that these rights of way traverse, including Bellville, Nutley, Bloomfield, Montclair, Clifton, Newark, and Paterson, they all have increasing population based on the Census 2020 results. Mr. Walsh said he also opposes the gas-fired power plant and NJ TRANSIT should use solar on the roof at the Koppers Coke site.

Adam Reich said he wanted to check in to see if there was any update on the selection process for the Customer Advocate position and where they can expect to be by the end of March.

Mr. Reich said the MTA was offering fare capping. He said when they ride a number of times (12) in any given week, then they can convert that pass into a weekly pass and the remaining balance of rides would be free for that week. Mr. Reich would like to see a similar thing like this done with NJ TRANSIT's fare structure. He said NJ TRANSIT was ahead of the game on MTA with the FlexPass. Mr. Reich said another thing the MTA was doing was discounting monthly passes by 10 percent to lure riders in. He thought this would be great to see as an NJ TRANSIT rider. Mr. Reich suggested revisiting things offered in the past that NJ TRANSIT does not offer now, like the off-peak round-trip tickets which were discontinued during one of the budget crises.

Mr. Reich asked on ridership patterns not to forget the reverse peak commuters. He said in November they cut train 3862 out of Trenton, made 3864 a local, and lengthened its running time. Mr. Reich asked that they revisit this because state workers are back in the office full-time. He also asked them to look into the Northeast Corridor schedule. Mr. Reich said train 3898 does not make all local county stops, and there is an hour gap during the 5:30 to 6:30 p.m. window.

Mr. Reich stated that during committee meetings, they are only allowed two minutes for public speaking and would like the speaking time increased to three minutes. He said if they cannot extend the time, then do it based on the number of speakers that have signed up to speak because they have pertinent information to share.

Melvin Gibson said he had three points he wanted to make. One he wanted to congratulate Board Secretary Zuczek on her retirement and her commitment to the agency and the community at large. Secondly, he wanted to know was there a liaison between the Human Resources Department and the Board, and if there was, he would like to know who that person is. Mr. Gibson also is in support of a zero-emissions microgrid because anything that could help the future generation would be great.

Doug O'Malley, Director of Environment New Jersey, said they represent more than 80,000 activists and members of the organization. He wanted to add to all the praise for Board Secretary Zuczek and say that all of them should endeavor life where they do something for 45 years and do it well enough that everyone in a room wants to thank them, which calls for celebration.

Mr. O'Malley wanted to add his organizational voice in support of the need to change the TRANSITGRID RFP. He said he wanted to spend the bulk of his testimony referring to some straphangers that have not been able to attend regular Board meetings and Talia Crawford from the Tri-State Transportation Campaign referenced some of those voices as part of Transit Equity Day. Mr. O'Malley said they heard from a multitude of people and transit riders about bus services and the need for more electrification of buses for NJ TRANSIT.

Mr. O'Malley wanted to reflect on some things that were brought up in President & CEO Corbett's report. He said ridership is definitely down and NJ TRANSIT has had a body blow from the Omicron surge. Mr. O'Malley said although the COVID impact is still with them, the major question is how much things are changing per minute. He said the Federal Funding is playing a huge role in the current funding for NJ TRANSIT, and they are still living on that sugar high, and that Federal Funding is definitely needed. Mr. O'Malley said the real question is, how long it will go and how quickly will ridership come back.

Mr. O'Malley also wanted to reference the very welcomed news of the ongoing process for the New Northern Bus Garage which will be the hub for electric buses. He also wanted to reference the not so welcome news on the delay of delivery for the electric buses. Mr. O'Malley said it was critical to continue to roll out bus electrification and meet the mandate. He believes the only way to ensure that is to have dedicated funding out of Trenton because it is a new day in Trenton, and hopes it is not Ground Hog Day again. Mr. O'Malley said NJ TRANSIT also needs to put an end to the capital to operating raids.

Joseph Clift first wanted to congratulate Board Secretary Zuczek on her retirement and said they could not have a better public servant who was more professional, courteous, helpful, and thorough as Joyce. He said one of the things that was mentioned by the Board Chair was that Board Secretary Zuczek's legacy planning will continue her quality service after she leaves and hopes that Meghan Umukoro is able to take that position. Also as mentioned by David Peter Alan and others, the first time they have a public session where they are in-person, they would love the opportunity for Board Secretary Zuczek to come back so they can recognize her in person. Mr. Clift also congratulated Jim Sincaglia on his promotion to Senior Vice President and General Manager of Rail Operations, which was long overdue.

Mr. Clift said on the purchase of 25 Multilevels, he wanted to go back to the plan for delivering the first 113 of the Multilevel IIIs, which 58 are the power cars that are needed for the Arrow Fleet to be retired. He knows that the Vice Chair has been asking for this for quite some time, and it would be nice to know that someone on the Board will ask this question when this presentation comes up, since the delivery of the first 113 Multilevel IIIs are being delayed by 15-months. Mr. Clift said the current schedule shows 15-months later. He said the earlier public speaker Matthew Marino asked when the new rail cars were coming in, which would also be nice to know. He said in the graph that showed the delays in the agenda package page 30, why was the Portal North expanded service being delayed until June 2028 when it was supposed to be July 2026.

Mr. Clift said on the operating budget he wanted to echo some issues others have raised, but also thought it may be worth pushing this off for another month because it was seven months late, and he could not see why they could not take it to eight. He hopes the Board Members ask a couple of questions. Mr. Clift said for instance the line item that says capital preventive maintenance, which is a euphemism for capital to operating transfers, which no one wants to recognize is going up from FY21 actuals to FY22 by \$8 million and should be going down, especially given that there is \$2 million of federal support already appropriated for NJ TRANSIT at the end of this fiscal year. He said from July 2023 going forward, they have \$2.5 billion. Mr. Clift asked why this number is not going up, and is actually down by \$20 million in the new budget. He said some or maybe all of this capital can be put into operations. Mr. Clift said for Passenger Revenue the forecast was now \$70 million below the FY22 budget. He asked how they can start a budget that is \$70 million lower.

Board Member Comments

Board Member Adams said his comment was to all the speakers who talked about the TRANSITGRID and the RFP. As a member of the Energy & Sustainability Policy Committee, they hear their comments loud and clear, but did not think it was appropriate for him as a Board Member to comment on anything further on what he considers is an active procurement. He said to Matthew Marino he would like to know more on the details about the Gladstone trains being old and neglected and asked if staff could follow-up with him and see if there was anything in the capital and maintenance budget that could address some of his issues. Lastly, Board Member Adams said Talia Crawford mentioned something about bus stops in Elizabeth and asked if the team could connect with her to see if these bus stops were the responsibility of the City of Elizabeth or if there is something NJ TRANSIT could do because he understands the concern of someone trying to catch a bus with no shelter in inclement weather. He thanked everyone for taking time out of their night to make a public comment.

Board Member Gordon said thanked everyone who spoke this evening and would let the Energy & Sustainability Policy Committee address issues about the TRANSITGRID. One comment he said he would like to make was in reference to Anna Leone, one of his former constituents from New Milford, who raised questions about the Access Link Operations. He wanted to assure her and others that this was a subject getting a lot of attention from the Board and Senior Management and they are committed to improving the level of service for Access Link.

Board Member Narra said that she wanted to echo what Board Member Gordon said in regard to Anna Leone's comments on Access Link. They both are on the Operations & Customer Service Committee and have had discussions about this and knows staff and administration is concerned about Access Link and the lack of drivers and encouraged Ms. Leone to continue asking questions, but know they are very focused on this as well.

Board Member Narra also wanted to echo what Board Member Adams said about getting more details on Matthew Marino's issues on the Gladstone Line. She wishes she could

have participated in the Transit Equity Event or at least see a recording of the event because she has heard about what was communicated during the event. Board Member Narra said she remains very open to hearing about the issues raised and sit down with the team to see what they can do to alleviate some of the concerns people were raising surrounding Access Link and safety. She said if there was a recording of the event, she would like those involved to forward it to her so they can see what the riders are saying.

Board Member Narra said in reference to Adam Reich's comments on the Customer Advocate position, the job posting will be coming out Friday. There had been an earlier posting, but it was pulled because there were some fundamental changes they wanted to make. Board Member Narra said they really want to get this right, so the new revised job posting is going out on Friday. It was her understanding that it will be posted for 30 days, and they will begin the process for reviewing all of the applications. She hopes there are a lot because there are a lot of talented people out there. Board Member Narra said this was a very intense job, and they will be asking a lot of this person so the process of selecting the advocate was going to be intense. Board Member Narra said she promises to give Mr. Reich, and all those that are interested, updates as soon as possible. She said it will not be a long-drawn-out process and will be moving as efficiently possible.

Advisory Committee Report

Anna Marie Gonnella-Rosato provided the Advisory Committee Report. She thanked the Board for holding down fare increases for the fifth year in a row and said they appreciate it. The popular student pass program will continue during the Spring School Semester. When students purchase three monthly passes, they receive one month free. The tickets are good on Bus, Rail, and Light Rail. NJ TRANSIT is seeking feedback from industrial professionals for the Northern Bus Project, this project is a construction of a new 500 bus garage with maintenance capacity and necessary infrastructure to support a 100 percent zero emissions bus fleet.

They are glad to see NJ TRANSIT received a \$470,000 grant from the FTA to partner with Old Bridge Township to develop a comprehensive Transit Oriented Development Study along the Route 9 Bus Corridor in Middlesex and Monmouth County. Transit will host a virtual industry forum on March 14, 2022 to advance the project. Recently Transit launched its new friendly transit guide with a webinar on February 4, 2022. The guide was designed to provide recommendations to communities, elected officials, staff, and others interested in improving the relationship between land use planning, circulation, and access to transit, and her along with other PAC members attended this webinar. The PAC considered the items on the agenda for more modern high-tech fare and collection data and the resilient power supply for the areas served by the microgrid very important.

Ms. Gonnella-Rosato thanked President & CEO Corbett and the other NJ TRANSIT employees for the winter storm preparations on January 28 and 29, 2022, and for the snow removal and clean-up during this winter season. She congratulated Jim Sincaglia on his appointment to Senior Vice President & General Manager of Rail Operations, and said they appreciate all his hard work keeping the rail system operating during the

pandemic and look forward to him attending one of their meetings. The next meeting of the North and South Advisory Committee will be held virtually on February 18, 2022.

Ms. Gonnella-Rosato said lastly to Board Secretary Zuczek on behalf of the North and South PAC, they want to thank her for her long-dedicated career at NJ TRANSIT and wish her well in transferring the preparation of agendas for the preparation of diaper changes, which both have deadlines. She thanked her very much for her service.

Board Operations and Customer Service Committee Report

Board Member Giblin presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the Cost of Service.

Board Administration Committee Report

Board Member Spalla presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and preliminary budget, twelve-month farebox revenue compared to pre-COVID, passenger revenue actuals versus pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary.

Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, twelve-month farebox recovery, history of vacancies, attrition, and hires, monthly hires by department, ridership and revenue, and a monthly budget-to-actual comparison for July 2021 to December 2021.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Capital Planning, Policy, and Privatization Committee discussed the board items for the Additional Authorization and One-Year Extension of NJ TRANSIT Contract for the Improvements, Maintenance and Support of Customer Ticketing, Fare Payment and Collection Systems and Networks with Conduent Transport Solutions, Inc.; Portal North Bridge Project: Purchase of 25 Option Multilevel III Vehicles and Contract Amendment for Consultant Services; NJ TRANSIT Resilience Program: NJ TRANSITGRID Microgrid Central Facility Project – Supplementary Funding for Continued Design, Engineering, Construction Assistance and other Technical Services for the NJ TRANSITGRID Project; Contracting Out – Middlesex County Area Local Bus Service; and Concrete Cross ties.

Action Items

2202-07: FISCAL YEAR 2022 OPERATING BUDGET

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2202-07. William Viqueira recommended approval of Action Item #2202-07: Fiscal Year 2022 Operating Budget.

Approval was requested to adopt the Fiscal Year 2022 Operating Budget in the amount of \$2.6495 billion, as detailed in the item and on Exhibits A, B, and C.

Board Member Richard A. Maroko made a motion and Board Member Shanti Narra seconded the motion.

Board Member Adams said as with the previous budget, he cannot vote in favor of the FY2022 Operating Budget. He said this FY2022 Operating Budget contains \$360 million in federal formula funds that have been allocated for Capital Preventive Maintenance, are totally legal, and allows for transfer of funds and what he would call capital to operating transfers. Board Member Adams believed this practice might have started before he joined the Board and possibly as early as 1990. However, he believes this practice must stop. In the worst of fiscal times, he could almost understand why they employ this practice but cannot understand why with over \$2 billion of unspent CRRSAA and ARPA funds available, they are still taking money from capital funds to plug this operating gap. Board Member Adams said after many Board Member requests, they still only get a Board Briefing and there is no budget workshops or working sessions where different budgets Plan A, B, or C is presented to the Board so that they can get an in-depth and detailed opinion so they can make a Board level decision. He said based on those facts he cannot vote in favor of the FY2022 Operating Budget.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
No	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-08: ADDITIONAL AUTHORIZATION AND ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 18-013: FOR THE IMPROVEMENTS, MAINTENANCE AND SUPPORT OF CUSTOMER TICKETING, FARE PAYMENT AND COLLECTION SYSTEMS AND NETWORKS WITH CONDUENT TRANSPORT SOLUTIONS, INC.

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2202-08. William Viqueira recommended approval of Action Item #2202-08: Additional Authorization and One-Year Extension of NJ TRANSIT Contract No. 18-013: for the Improvements, Maintenance and

Support of Customer Ticketing, Fare Payment and Collection Systems and Networks with Conduent Transport Solutions, Inc.

Approval was requested to amend a contract with Conduent Transport Solutions, Inc. to add \$1,216,968.61 plus requested contingency and to extend the contract for a one-year period ending December 31, 2023. As a result, the revised cost will not exceed \$19,868,640.07, plus five percent for contingencies, for a total of \$20,862,072.07, subject to the availability of funds.

Board Member Cedrick T. Fulton made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-09: PERSONAL INJURY CLAIM OF MARK MARI

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2202-09. William Viqueira recommended approval of Action Item #2202-09: Personal Injury Claim of Mark Mari.

Approval was requested to settle the claim of Mark Mari through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member Shanti Narra made a motion and Board Member Richard A. Maroko seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-10: PORTAL NORTH BRIDGE PROJECT: PURCHASE OF 25 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR CONSULTANT SERVICES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2202-10. Eric Daleo recommended approval of Action Item #2202-10: Portal North Bridge Project: Purchase of 25 Option Multilevel III Vehicles and Contract Amendment for Consultant Services.

Approval was requested to exercise an option under the existing contract with Bombardier Transit Corporation, of Bensalem, Pennsylvania, for the purchase of 25 option Multilevel III vehicles at a cost not to exceed \$74,111,931.00, plus five percent for contingencies, for a total authorization of \$77,817,527.55, subject to the availability of funds.

Approval was also requested to amend the professional services contract with LTK Engineering Services of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 25 option Multilevel III vehicles at a cost not to exceed \$491,000.00, plus five percent for contingencies, for a total authorization of \$515,550.00, subject to the availability of funds.

Board Member James D. Adams made a motion and Board Member Shanti Narra seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-11: NJ TRANSIT RESILIENCE PROGRAM: NJ TRANSITGRID MICROGRID CENTRAL FACILITY PROJECT – SUPPLEMENTARY FUNDING FOR CONTINUED DESIGN, ENGINEERING, CONSTRUCTION ASSISTANCE AND OTHER TECHNICAL SERVICES FOR THE NJ TRANSITGRID PROJECT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2202-11. Eric Daleo recommended approval of Action Item #2202-11: NJ TRANSIT Resilience Program: NJ TRANSITGRID Microgrid Central Facility Project – Supplementary Funding for Continued Design, Engineering, Construction Assistance and Other Technical Services for the NJ TRANSITGRID Project.

Approval was requested to extend a contract with Jacobs Engineering Group of Morristown, New Jersey, to provide consultant services in the amount of \$3,500,000.00, plus five percent for contingencies, subject to the availability of funds.

Board Member James D. Adams made a motion and Board Member Cedrick T. Fulton seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-12: CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2202-12. Michael Kilcoyne recommended approval of Action Item #2202-12: Contracting Out – Middlesex County Area Local Bus Service.

Approval was requested to enter into a contract with Suburban Trails, Inc. of New Brunswick, New Jersey, to operate the Middlesex County Local Bus Service for a 36-month base contract period of May 29, 2022 through May 24, 2025, at a cost not to exceed \$31,352,361, plus five percent for contingencies, for a total contract authorization of \$32,919,979, subject to the availability of funds and Board approval of NJ TRANSIT’s Operating Budget.

Board Member Richard A. Maroko made a motion and Board Member Bob Gordon seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-13: CONCRETE CROSSTIES

President & CEO Corbett introduced James Sincaglia, Acting Senior Vice President and General Manager, Rail Operations, to present Action Item #2202-13. James Sincaglia recommended approval of Action Item #2202-13: Concrete Crossties.

Approval was requested to enter into a contract with Rocla Concrete Tie, Inc., of Lakewood, Colorado, for Concrete Crossties in the amount not to exceed \$2,537,500, plus five percent for contingency, subject to the availability of funds.

Board Member Shanti Narra made a motion and Board Member Noreen M. Giblin seconded the motion. Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2202-14: APPOINTMENT OF SENIOR VICE PRESIDENT AND GENERAL MANAGER, NJ TRANSIT RAIL OPERATIONS, INC.

President & CEO Corbett recommended approval of Action Item #2202-14: Appointment of Senior Vice President and General Manager, Rail Operations.

Approval was requested to appoint James A. Sincaglia to the position of Senior Vice President and General Manager of NJ TRANSIT Rail Operations, Inc.

Board Member Richard A. Maroko made a motion and Board Member Shanti Narra seconded the motion.

Board Member Adams said Jim Sincaglia should be proud of this promotion because it is well deserved, congratulations, and good job. He also asked that Mr. Sincaglia please let the Board and President & CEO Corbett know what they can do to help with this transition and help him to be a total success in his new position.

Board Member Gordon congratulated Jim Sincaglia on his appointment and gave him best wishes.

Board Member Maroko echoed everyone else in their congratulations to Jim Sincaglia, said he was the perfect guy for the job, and it was well deserved.

Board Member Narra said she echoed her Board colleagues in their congratulations to Jim Sincaglia.

Board Member Spalla congratulated Jim Sincaglia.

Board Member Giblin congratulated Jim Sincaglia and wished him much success in his new role.

Vice Chair Fulton congratulated Jim Sincaglia and said it has been a great run and looked forward to continued success.

Chair Gutierrez-Scaccetti said she would like to congratulate Jim Sincaglia and thank him for his patience as they went through this process and for the hard work he has done as their Acting Senior Vice President & General Manager of Rail Operations. She said she knows it takes patience to be an Acting but hopes it was well worth the wait and they welcome him to a permanent seat on the team.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Shanti Narra, seconded by Board Member Noreen M. Giblin, and adopted. The meetings were adjourned at approximately 8:20 p.m.

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

FEBRUARY 9, 2022

MINUTES

- **CALL TO ORDER**
- **APPROVAL OF MINUTES OF PREVIOUS MEETINGS** **61728**
- **PRESIDENT & CEO'S MONTHLY REPORT** **61729**
- **PUBLIC COMMENTS**
- **ADVISORY COMMITTEE REPORT**
- **BOARD COMMITTEE REPORTS**

ACTION ITEMS

- 2202-07 FISCAL YEAR 2022 OPERATING BUDGET** – Authorization to adopt the Fiscal Year 2022 Operating Budget in the amount of \$2.6495 billion, as detailed in the item and on Exhibits A, B, and C. **61752**
- 2202-08 ADDITIONAL AUTHORIZATION AND ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 18-013: FOR THE IMPROVEMENTS, MAINTENANCE AND SUPPORT OF CUSTOMER TICKETING, FARE PAYMENT AND COLLECTION SYSTEMS AND NETWORKS WITH CONDUENT TRANSPORT SOLUTIONS, INC.** – Authorization to amend NJ TRANSIT Contract No. 18-013 with Conduent Transport Solutions, Inc. to add \$1,216,968.61 plus requested contingency and to extend the contract for a one-year period ending December 31, 2023. As a result, the revised cost will not exceed \$19,868,640.07, plus five percent for contingencies, for a total of \$20,862,072.07, subject to the availability of funds. **61767**
- 2202-09 PERSONAL INJURY CLAIM OF MARK MARI** – Authorization to settle the claim of Mark Mari through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **61774**

NEW JERSEY TRANSIT CORPORATION
 NJ TRANSIT BUS OPERATIONS, INC.
 NJ TRANSIT RAIL OPERATIONS, INC.
 NJ TRANSIT MERCER, INC.
 NJ TRANSIT MORRIS, INC.
 REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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 PAGE 2

- 2202-10 PORTAL NORTH BRIDGE PROJECT: PURCHASE OF 25 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR CONSULTANT SERVICES** – Authorization to exercise an option under the existing NJ TRANSIT Contract No. 17-012 with Bombardier Transit Corporation, of Bensalem, Pennsylvania, for the purchase of 25 Option Multilevel III vehicles at a cost not to exceed \$74,111,931.00, plus five percent for contingencies, for a total authorization of \$77,817,527.55, subject to the availability of funds. **61775**
- Authorization to amend the professional services NJ TRANSIT Contract No. 05-078 with LTK Engineering Services of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 25 option Multilevel III vehicles at a cost not to exceed \$491,000.00, plus five percent for contingencies, for a total authorization of \$515,550.00, subject to the availability of funds.
- 2202-11 NJ TRANSIT RESILIENCE PROGRAM: NJ TRANSITGRID MICROGRID CENTRAL FACILITY PROJECT - SUPPLEMENTARY FUNDING FOR CONTINUED DESIGN, ENGINEERING, CONSTRUCTION ASSISTANCE AND OTHER TECHNICAL SERVICES FOR THE NJ TRANSITGRID PROJECT** – Authorization to extend NJ TRANSIT Contract No. 15-031 with Jacobs Engineering Group of Morristown, New Jersey, to provide consultant services in the amount of \$3,500,000.00, plus five percent for contingencies, subject to the availability of funds. **61782**
- 2202-12 CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE** – Authorization to enter into NJ TRANSIT Contract No. 21-030 with Suburban Trails, Inc. of New Brunswick, New Jersey, to operate the Middlesex County Local Bus Service for a 36-month base contract period of May 29, 2022 through May 24, 2025, at a cost not to exceed \$31,352,361, plus five percent for contingencies, subject to the availability of funds. **61785**
- 2202-13 CONCRETE CROSSTIES** – Authorization to enter into NJ TRANSIT Contract No. 22-004 with Rocla Concrete Tie, Inc., of Lakewood, Colorado, for Concrete Crossties in the amount not to exceed \$2,537,500, plus five percent for contingency, subject to the availability of funds. **61786**
- 2202-14 APPOINTMENT OF SENIOR VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT RAIL OPERATIONS, INC.** – Authorization for the Executive Director/President & CEO to appoint James A. Sincaglia to the position of Senior Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. **61788**

➤ **ADJOURNMENT**

APPROVAL OF MINUTES

WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the January 10, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on January 14, 2022;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the January 10, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJTRANSIT
 One Penn Plaza East
 Newark, NJ 07105-2246
 973-491-7000

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: FEBRUARY 9, 2022
SUBJECT: **PRESIDENT & CEO'S REPORT – FEBRUARY 2022**

NJ TRANSIT has thankfully seen a dramatic decrease this month in the number of currently positive COVID cases among our employees, and ridership is showing signs of bouncing back after a dip last month attributable to the COVID surge and the holiday season. As ridership returns, we continue to plan for the future by working to not only encourage customers to return to transit, but to bring a whole new generation of customers into our system. Toward that end, last month the Federal Transit Administration announced that NJ TRANSIT will receive a \$470,000 grant to study potential Transit-Oriented Development (TOD) at key bus stop locations along the Route 9 bus corridor in Middlesex and Monmouth counties. TOD remains a high priority for NJ TRANSIT, and a key element of *NJT2030*, our 10-Year Strategic Plan.

Increasing ridership, declining COVID cases, and enhancing TOD opportunities are encouraging developments, but I would like to address one unfortunate outgrowth of this pandemic: An increase in assaults on transit workers. Over the past year, we've seen a notable increase in these incidents. To combat this disturbing trend, we are proud that Governor Murphy signed into law the "Motorbus and Passenger Rail Service Employee Violence Prevention Act." This new law makes assaulting a transit employee a third-degree aggravated assault, with penalties of three to five years in prison and up to a \$15,000 fine. In addition, NJ TRANSIT can now ban riders for up to one year if they commit an assault against an employee. If a deadly weapon is used, that rider could be banned for life. This new legislation – combined with many additional efforts – now serve as powerful deterrents to any type of assault against our frontline employees.

We once again have a busy agenda today, with several important items up for Board consideration. Some highlights of what the Board will consider: approval of our Fiscal Year 2022 Operating Budget; approval for the purchase of an additional 25 new Multilevel III rail cars; and the approval of Jim Sincaglia as Senior Vice President & General Manager of Rail Operations. We will also be seeking Board authorization to award the contract of our Middlesex County Area Local Bus Service and to award a one-year extension for the continued improvements, maintenance, and support of our fare payment and collection systems.

Moving on to infrastructure updates, our agency's first-ever electric buses will be operating in revenue service by the end of this year in Camden. As we shared last week at our Operations and Customer Service Committee meeting, the Electric Bus charging infrastructure necessary for this project – installed at our Newton Avenue Bus Garage – is essentially complete. We have been testing the charging infrastructure with a leased bus and expect the infrastructure to be fully commissioned in the coming weeks. Our first electric bus is scheduled to arrive later this year in June, with the remaining seven buses expected by year-end. NJ TRANSIT remains on schedule to meet the requirements laid out in Governor Murphy's Zero-Emissions Bus procurement legislation, and we remain committed to transitioning NJ TRANSIT's bus fleet to 100 percent zero-emissions by 2040.

To help support our ambitious zero-emissions bus goals – as well as meet current and future capacity demands – on Monday NJ TRANSIT announced an upcoming industry forum for our Northern Bus Garage project, through which we will build a new 500-bus garage. NJ TRANSIT is seeking feedback from industry participants to inform the scope of the procurement, choice of the delivery model, means of transitioning to a zero-emissions bus fleet, and/or support revenue potential. The virtual forum will be held on March 14th from 9-10:30 a.m., and is open to industry professionals at no cost. Firms interested in attending the forum are invited to visit njtransit.com/northernbusgarage to register.

Finally, many of you will remember our October Board meeting, when we paid tribute to our very own Board Secretary, Joyce Zuczek, on her 45th anniversary at NJ TRANSIT. Today, we have another significant – albeit bittersweet – announcement. Joyce has announced her retirement, making this her last meeting as our Board Secretary. Joyce's dedication and professionalism have exemplified the best of public service. She has served our agency, our customers and the people of New Jersey with distinction, care and integrity while playing an important role in the many achievements NJ TRANSIT has made over the past four decades. We congratulate Joyce on a well-deserved retirement, but her warmth and love of NJ TRANSIT will be missed by us all.



PRESIDENT & CEO'S MONTHLY REPORT

February 9, 2022

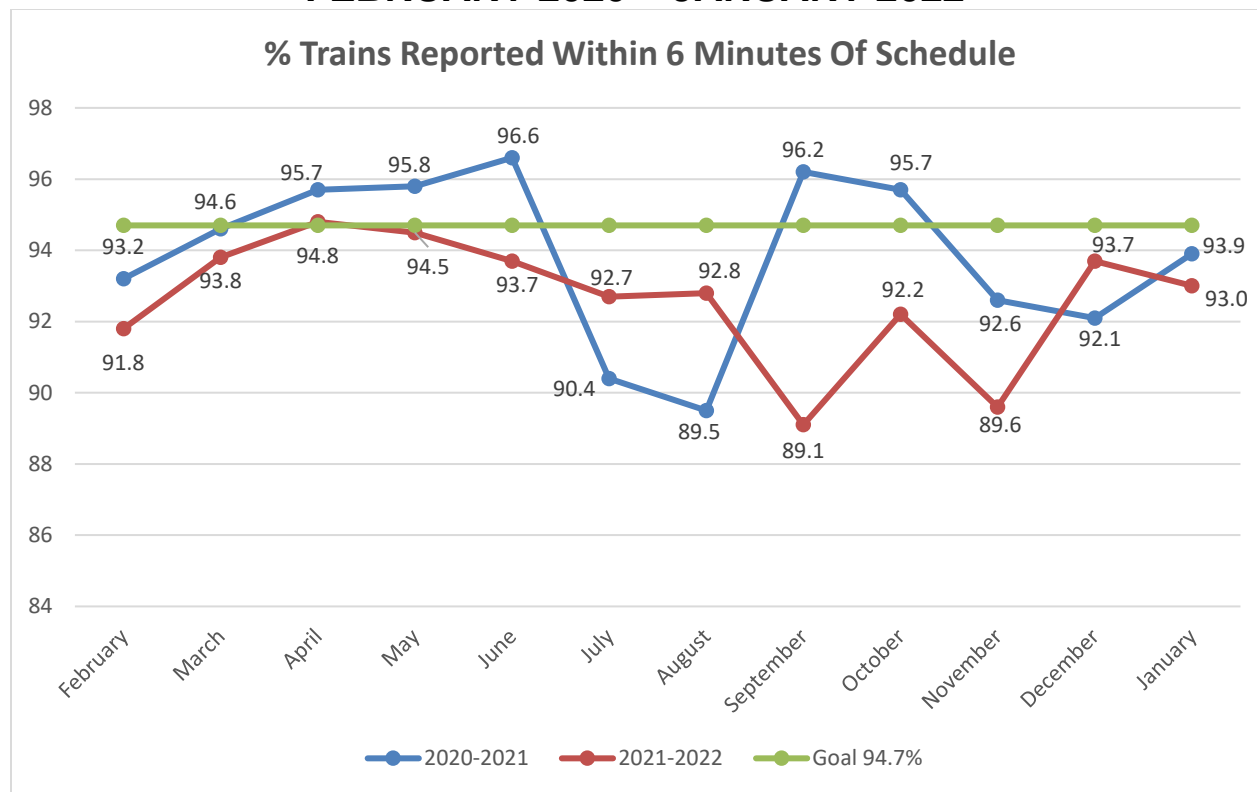
PRESIDENT & CEO'S MONTHLY REPORT

February 9, 2022

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL FEBRUARY 2020 – JANUARY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
January Comparison	93.9%	93.0%	-0.9%
12-Month Average Feb. 2020 – Jan. 2022	93.7%	92.7%	-1.0%

Analysis:

Rail On-time Performance was 93.0% for January 2022. Of the 17,908 trains scheduled to operate, 16,655 were on time, while 1,253 trains (or 7.0%) were delayed.

Key Causes included:

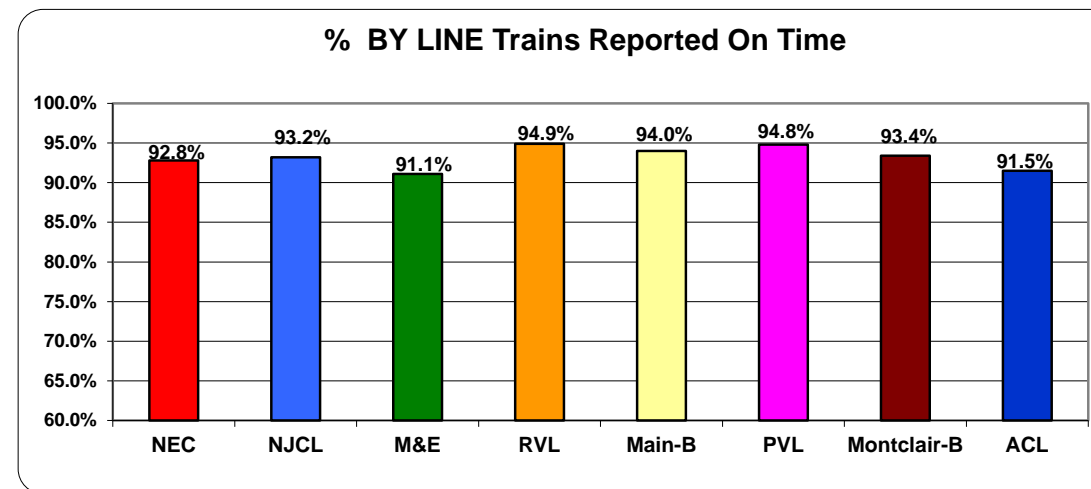
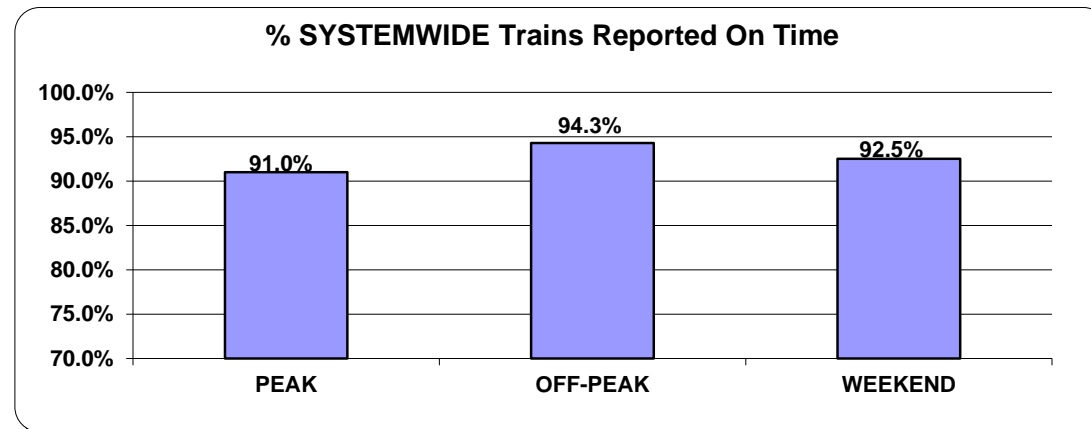
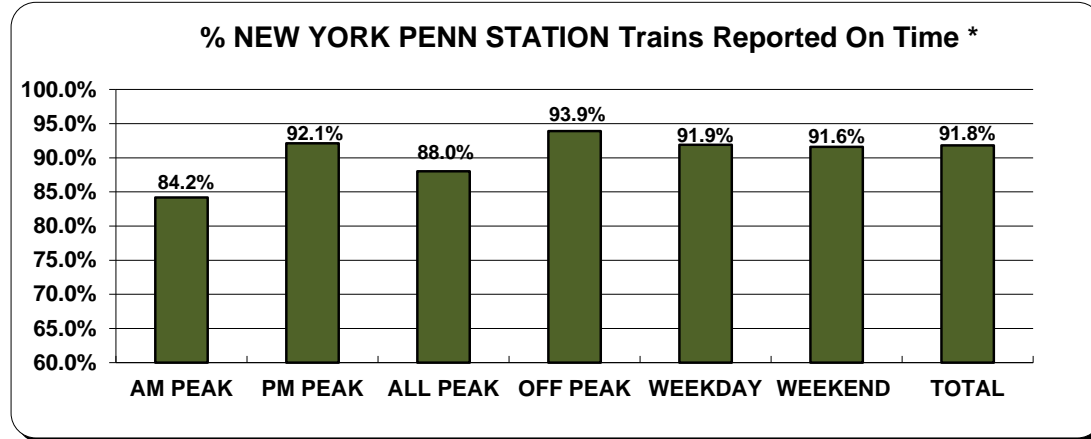
- NJT weather related and staffing issues contributed 120 delays on January 7.
- Amtrak weather related, NJT weather related, switch issues, grade crossing issues and an unruly passenger removed contributed 61 delays on January 29.
- Amtrak switch issues, NJT weather related, trackside interference and debris contributed 36 delays on January 30.

The 12-month Average for Rail On-Time Performance was 92.7%.

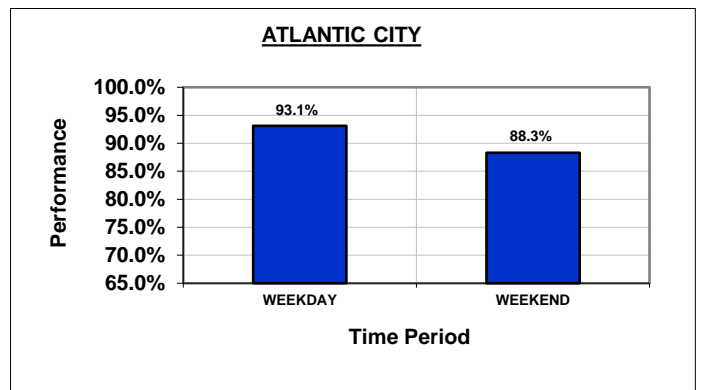
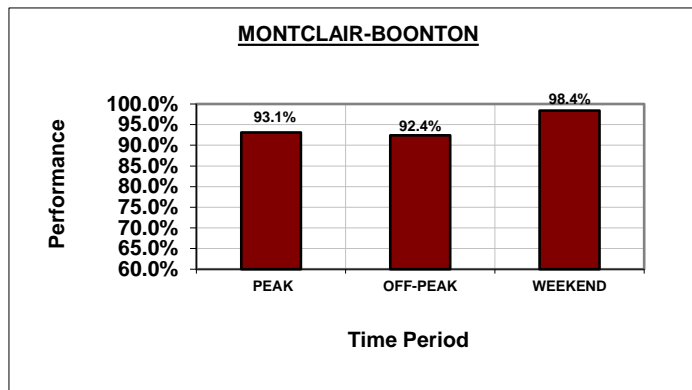
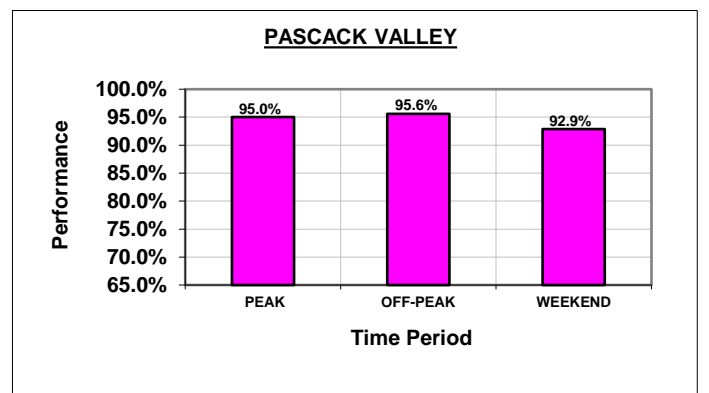
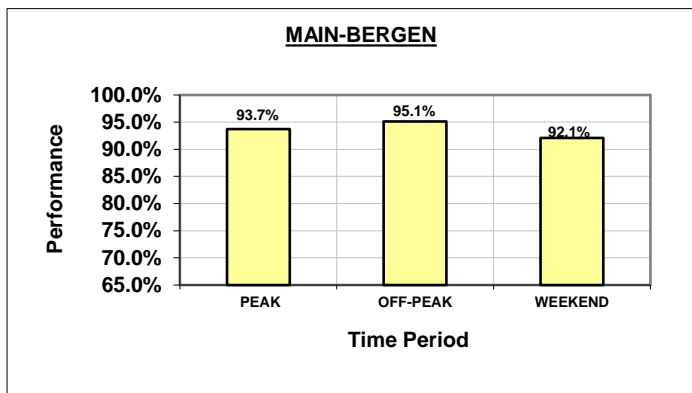
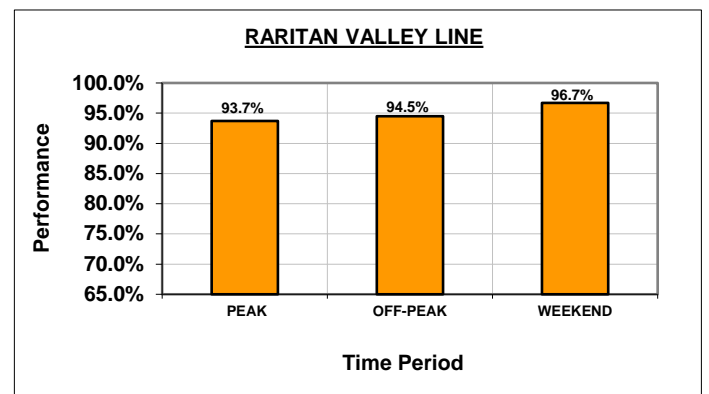
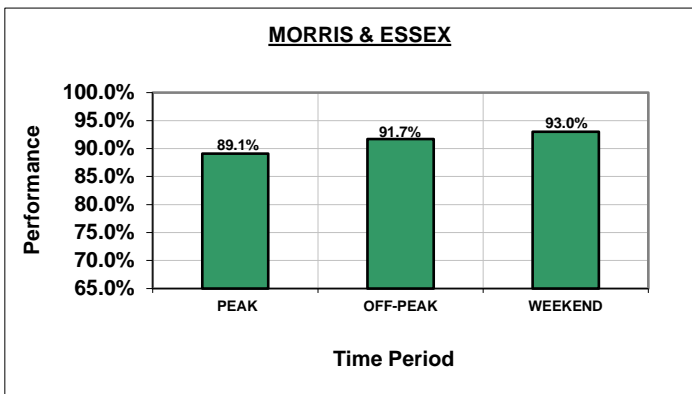
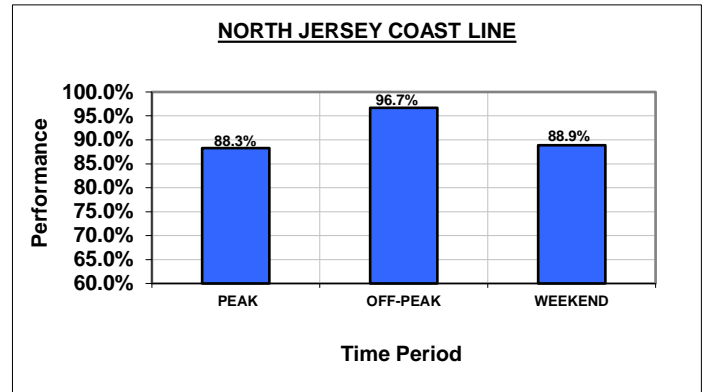
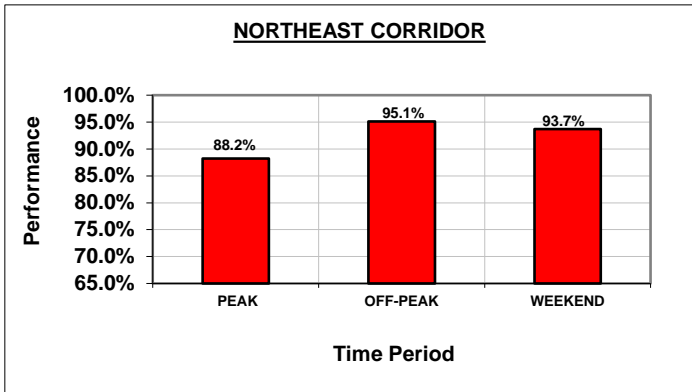
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD January 2022

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



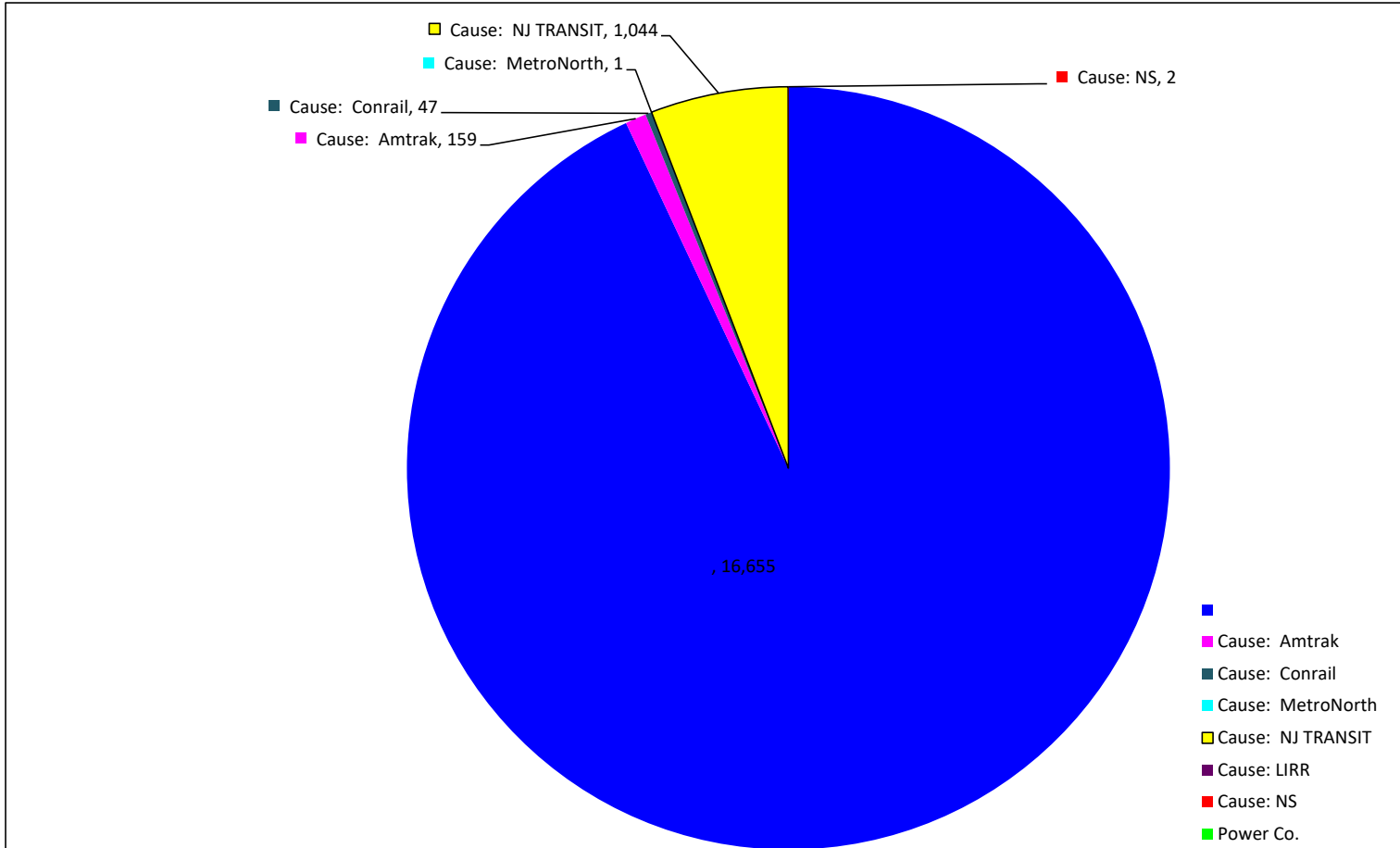
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD January 2022



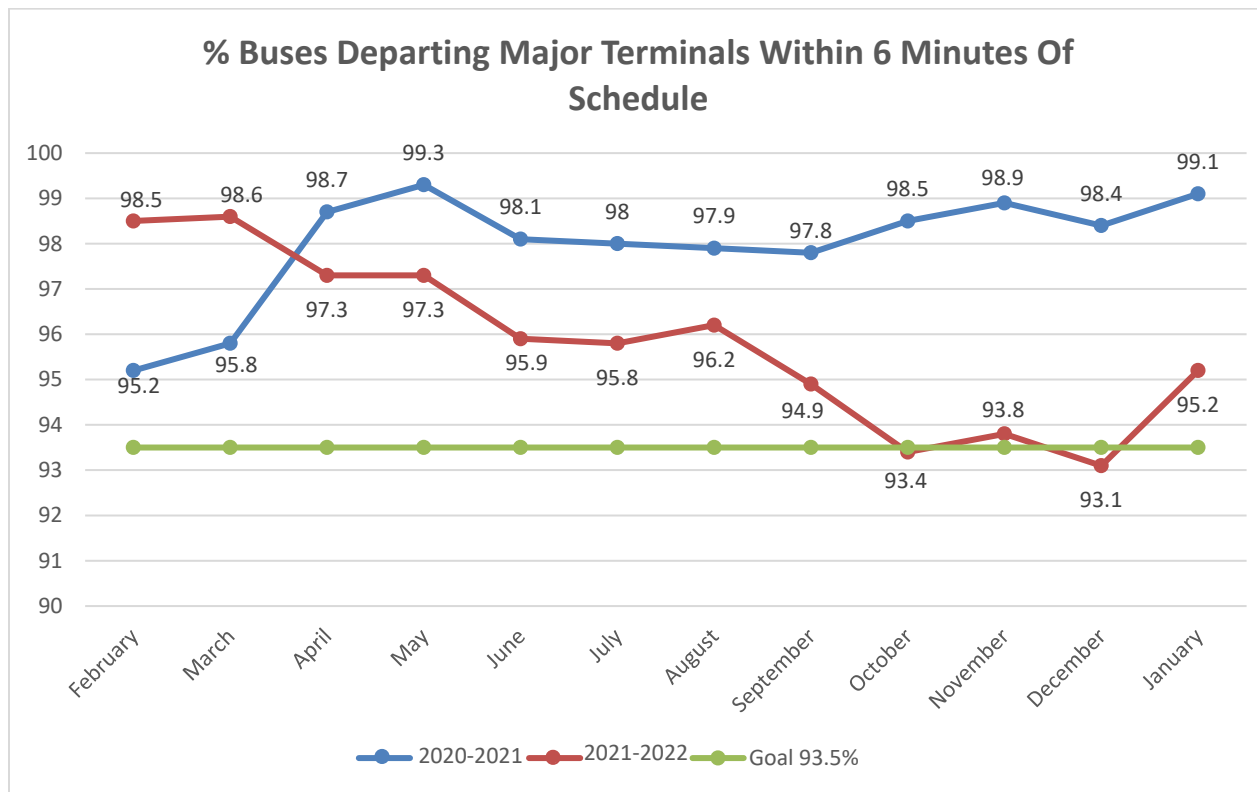
NJ TRANSIT Performance - January 2022

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	16,655	159	47	1	1,044		2	
# of Late Trains	1,253	0.89%	0.26%	0.01%	5.83%	0.00%	0.01%	0.00%
Total # of Trains	17,908							
Percentage On Time	93.0%							



NJ TRANSIT ON-TIME PERFORMANCE BUS February 2020 – January 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
January Comparison	99.1%	95.2%	-3.9%
12-Month Average Feb 2020 – Jan 2022	98.0%	95.8%	-2.2%

Analysis*:

Bus On-Time Performance systemwide was 95.2% for the month of January 2022. Of the 39,803 monitored departures, 1916 experienced delays.

Key Causes included:

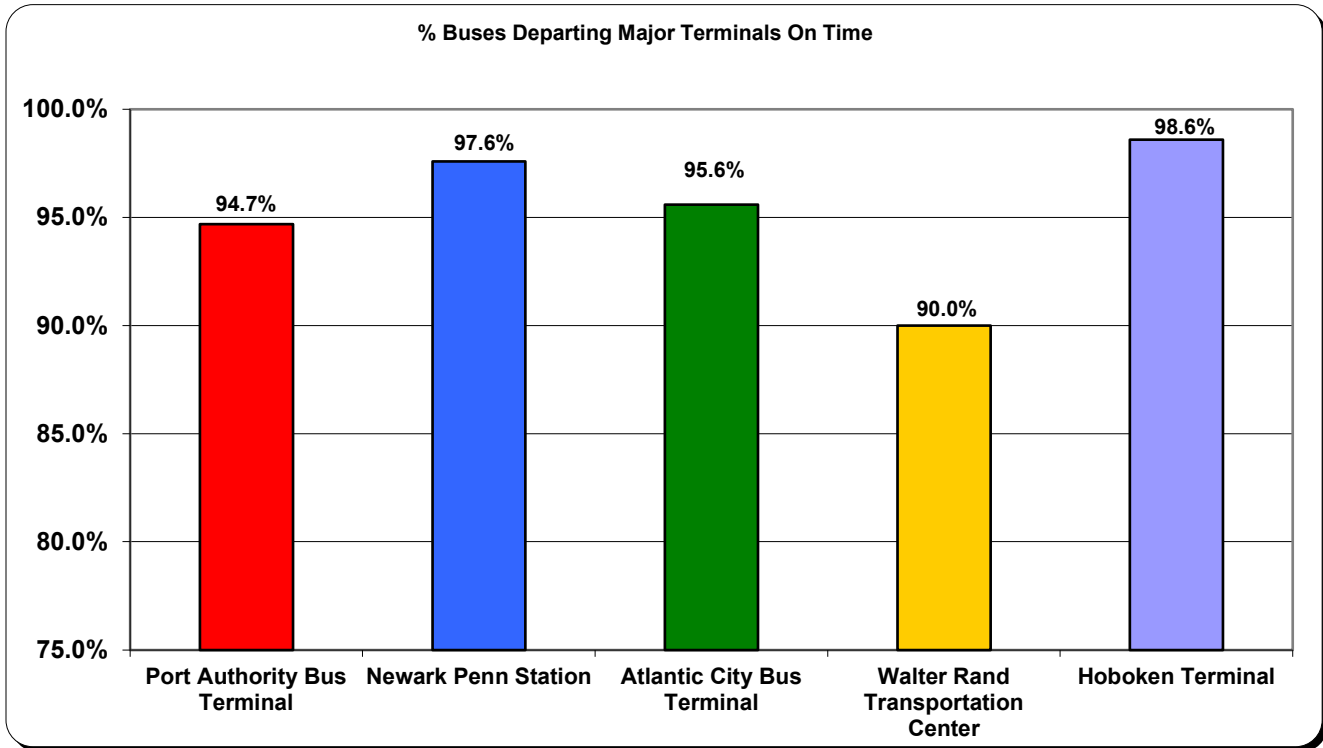
- At PABT, On the 3rd – 6th heavy cut trips due to staffing issues at the garages were the cause of the delays. On the 7th, overnight snowstorm and heavy cut trips due to staffing issues at the garages were the cause of the delays. On the 14th, morning snowstorm caused delays.
- At Newark Penn, on the 5th mechanical issues, bus/auto accident, construction at Penn Station bus lanes were the causes of the delays. On the 7th, construction at Penn Station bus lanes, mechanical issues, and local road closures were the causes of the delays. On the 24th, mechanical issues, bus/bus accident, local road closures and a motor vehicle accident were the causes of the delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

The 12-month average for Bus On-Time Performance was 95.8%.

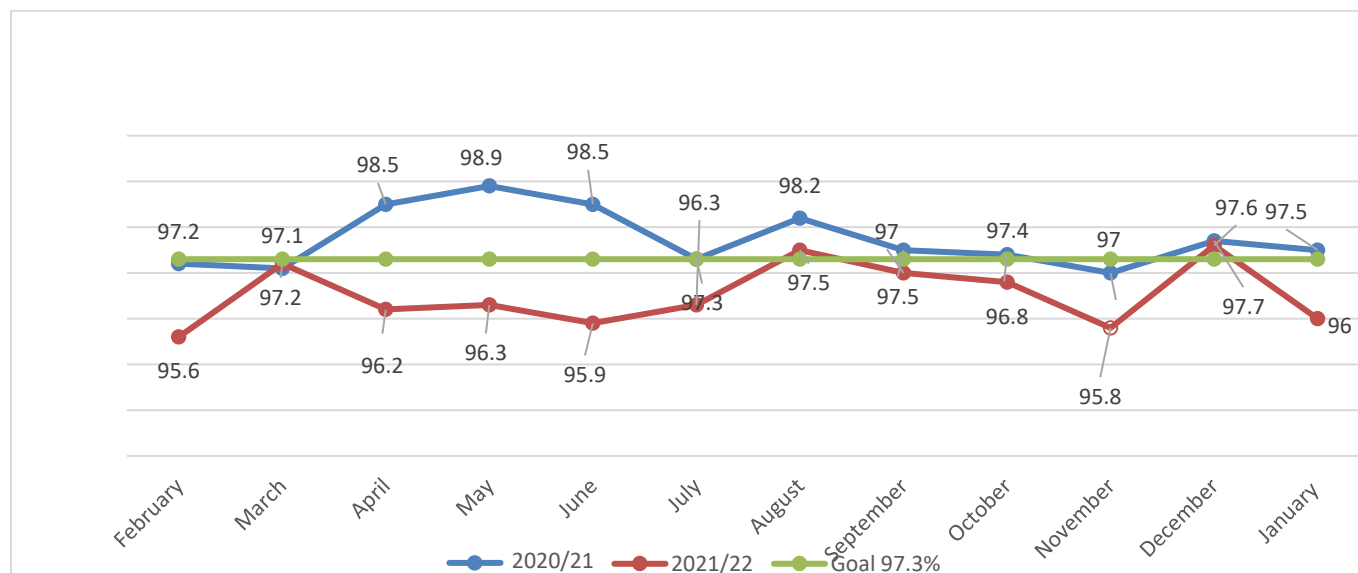
* The higher than usual OTP is the result of the state-wide lockdowns and little to no traffic interference.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL February 2020 – January 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
January Comparison	97.5%	96.0%	-1.5%
12-Month Average February 2021 – January 2022	97.7%	96.5%	-1.2%

Analysis: Light Rail On-Time Performance system wide was 96% for the month of January. Of the 26,493 scheduled departures, 1,745 experienced delays.

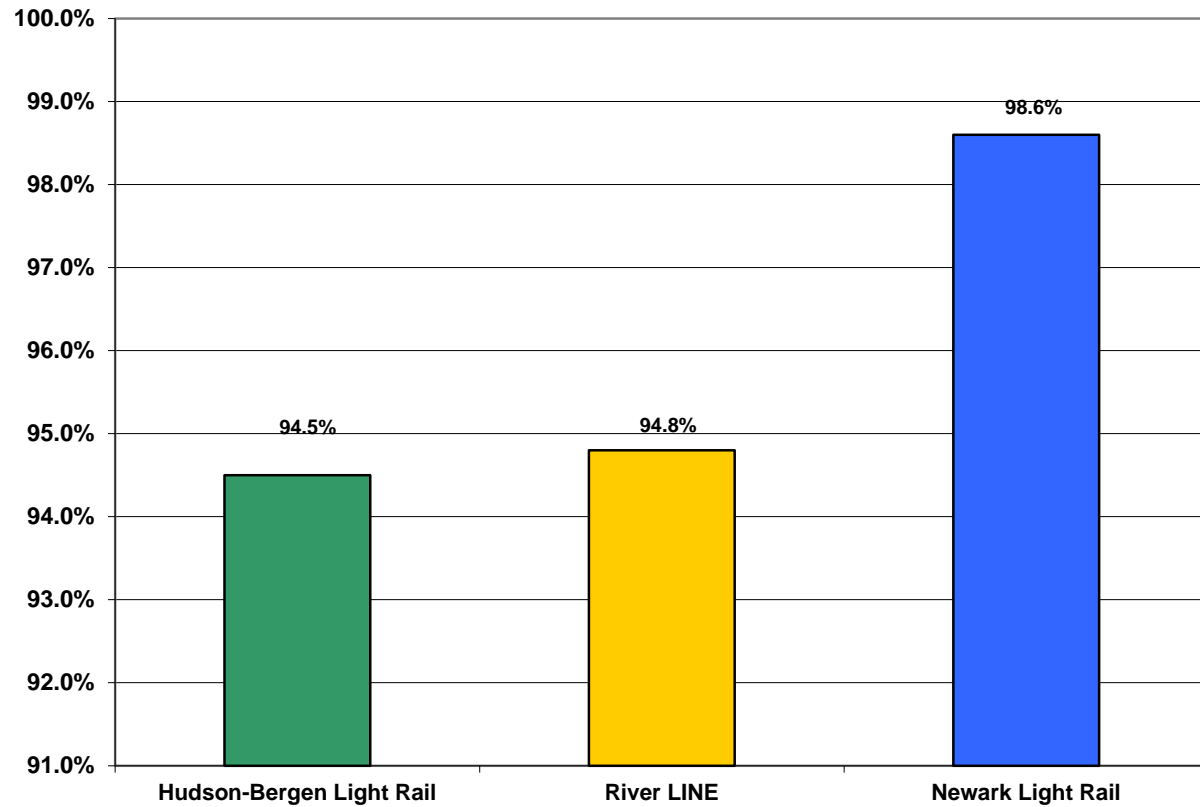
Key Causes included:

- **Newark Light Rail** – General maintenance taking place on multiple dates due to door, propulsion, and power/brake issues. Brake and signal issues affected 28 trains on 1/26. External passenger incident on 1/24 affected 1 train.
- **River LINE** – Incidents involving general maintenance including engine, door, signal, and brake issues. Police activity on 1/6, 1/7, 1/15, 1/24, 1/28, and 1/30 affected 12 trains. External passenger incidents on 1/8, 1/9, and 1/11 affected 4 trains. Equipment issues on 1/30 resulted in 7 affected trains. Switch malfunction on 1/11 resulted in 4 affected trains. Motor vehicle fouling tracks on 1/15 resulted in 2 affected trains.
- **HBLR** – Incidents involving general maintenance, including door issues, power/propulsion issues, brakes and other issues; trains pulled out of revenue service. Police activity throughout the month affected 80 trains. Incident with motor vehicle on 1/27 affected 46 trains. Motor vehicle fouling tracks on 1/7, 1/22, 1/29, and 1/30 affected 59 trains. External passenger incidents on 1/1, 1/15, 1/17, 1/21, 1/27, 1/28, and 1/30 affected 33 trains.
- The 12-month Average for Light Rail On-Time Performance was 96.5%

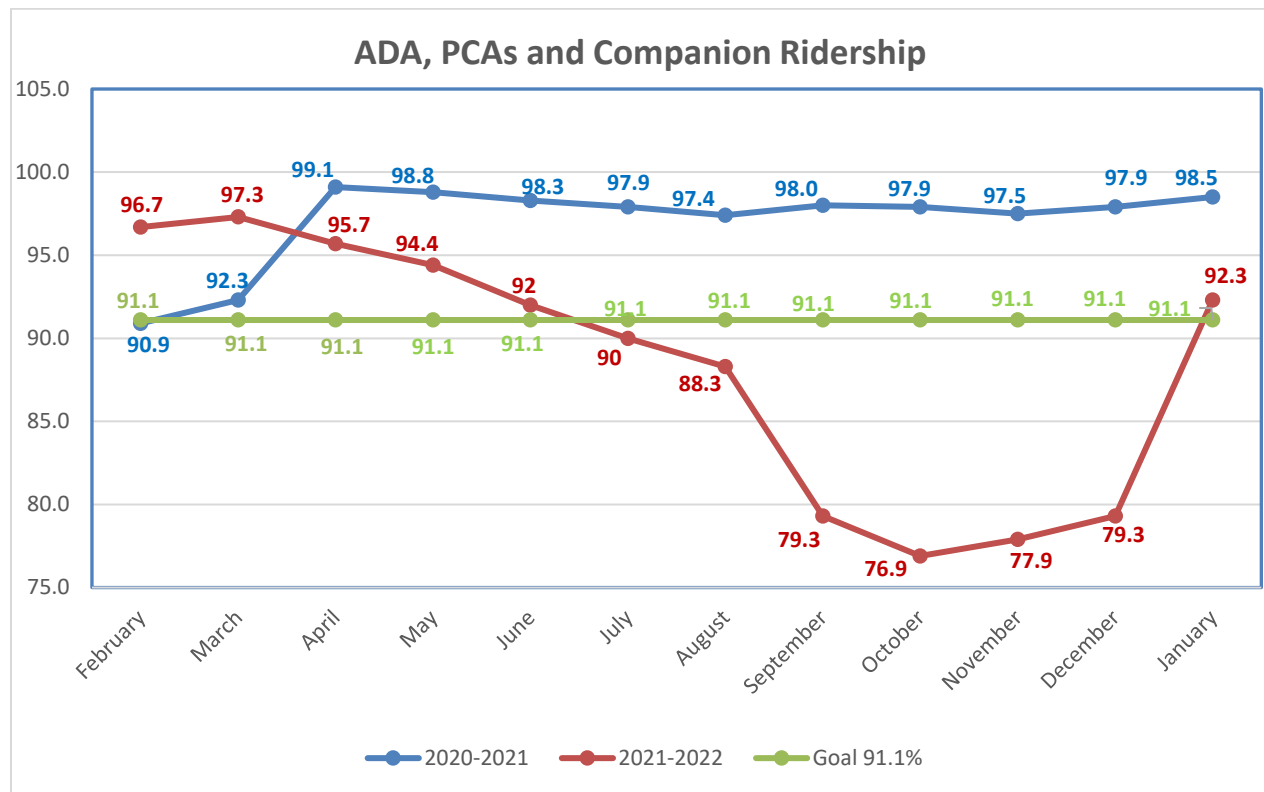
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE January 2022

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK FEBRUARY 2020–JANUARY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
January Comparison	98.5%	92.3%	-6.2%
January Ridership	75,410	80,963	5,553
12-Month Average February 2021 – January 2021	98.5%	89.9%	-8.6%

Analysis:

Access Link On-Time Performance was 92.3% for January 2022. In serving 87,405 total riders, for 80,963 ADA customers trips, 6,206 (or 7.7%) experienced delays.

Key Causes included:

- Service suspension (Region 3 area) on 1/3 (at 2pm) due to inclement weather
- (Statewide) Service suspension on 1/29 and delays on 1/30 due to inclement weather
- Region 5 & 6, 45-60 minute delays due to operator shortage
- Customer cancellations and no-shows

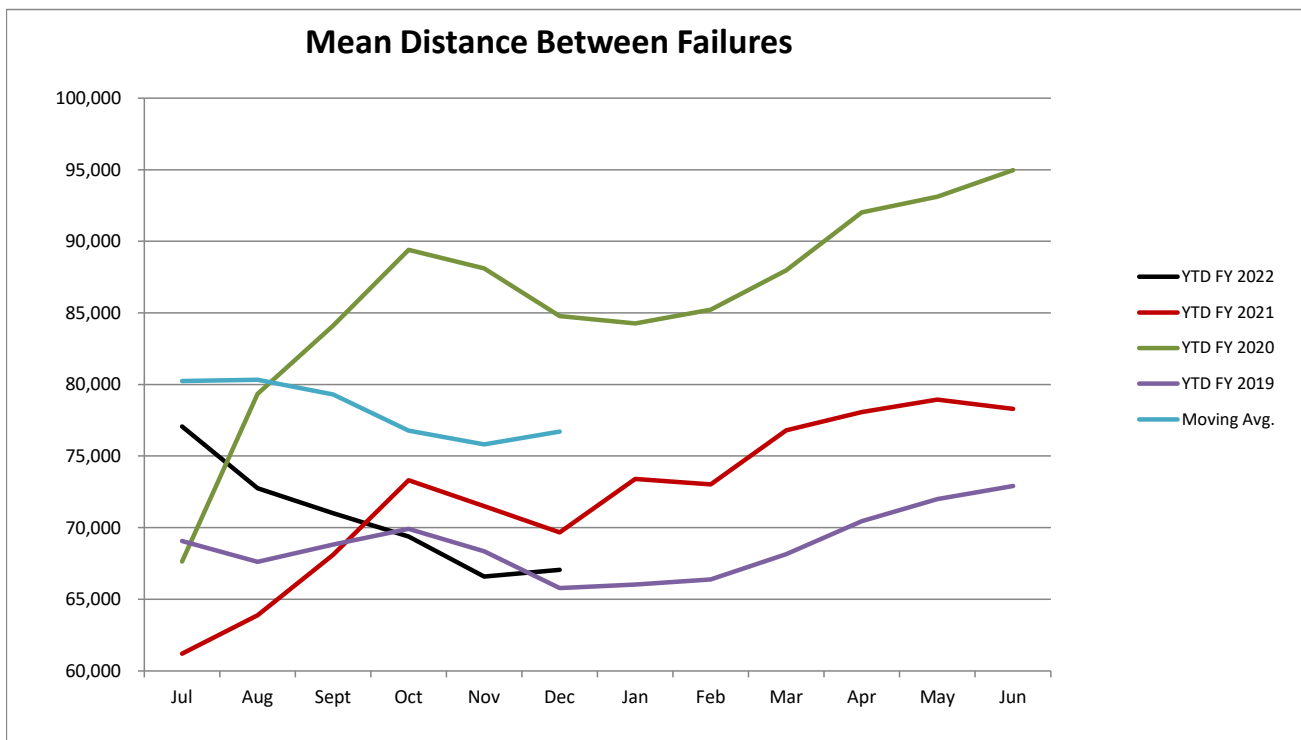
The 12-month Average for Access Link On-Time Performance was 89.9%.

MEAN DISTANCE BETWEEN FAILURES

December 2021

NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY 2022	YTD FY 2021	YTD FY 2020	YTD FY 2019	12 Month Moving Avg.
Jul	77,087	61,198	67,634	69,055	80,232
Aug	72,743	63,891	79,350	67,612	80,333
Sept	71,005	68,109	84,111	68,823	79,307
Oct	69,368	73,320	89,410	69,913	76,783
Nov	66,597	71,498	88,101	68,356	75,824
Dec	67,060	69,664	84,773	65,796	76,713
Jan	-	73,392	84,273	66,025	-
Feb	-	73,030	85,233	66,391	-
Mar	-	76,790	87,973	68,141	-
Apr	-	78,072	92,007	70,447	-
May	-	78,962	93,119	71,986	-
Jun	-	78,300	94,969	72,930	-

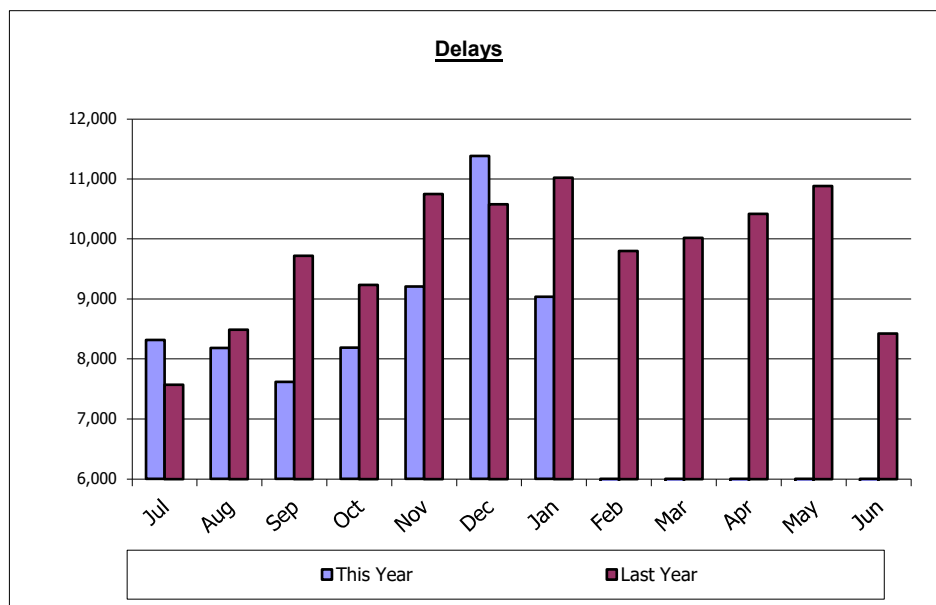


* FY2022 Numbers reflect start of FY2022

Garage Performance Parameters

January 2022

Location	Miles Between In-Service Delays			
	FY2022 Goal	This Month	FY2022 YTD	FY2021 YTD
Fairview	5,500	5,532	5,801	3,935
Greenville	7,000	4,997	5,495	5,258
Market Street	8,000	4,445	4,339	5,597
Meadowlands	9,500	7,102	7,128	5,582
Oradell	10,000	7,725	5,394	8,125
Wayne	16,000	15,612	14,993	18,873
Northern Division	-	7,297	6,645	7,202
Big Tree	8,800	6,788	5,747	4,931
Hilton	10,200	6,576	7,760	7,412
Howell	16,750	29,922	28,629	30,994
Ironbound	9,600	7,876	7,954	8,904
Orange	9,250	3,942	4,258	4,904
Morris	10,500	45,774	28,693	24,076
Central Division	-	8,223	8,585	8,971
Egg Harbor	15,000	18,560	13,686	17,102
Hamilton	13,000	10,470	10,440	11,447
Newton Avenue	14,000	18,198	18,006	17,516
Washington Twp.	16,000	16,950	17,987	20,797
Southern Division	-	16,335	14,968	17,167
Bus Operations	-	9,036	8,710	9,418

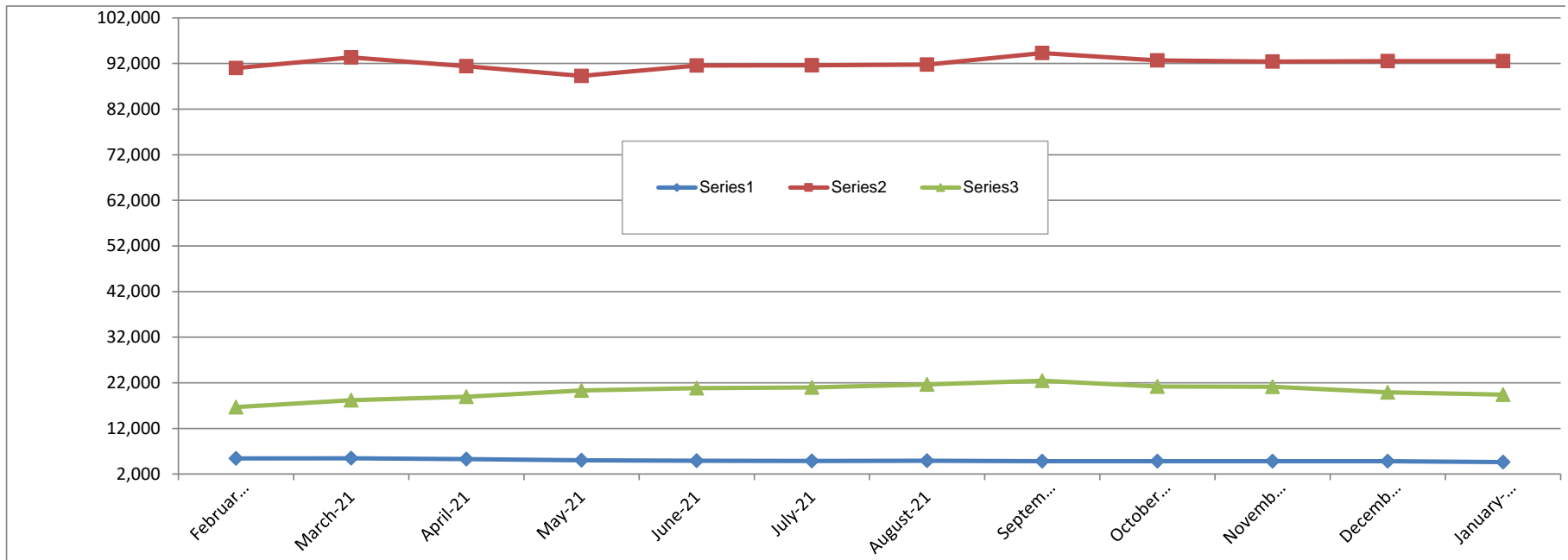


NJ TRANSIT - LIGHT RAIL, January 2022

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	January 2022	December 2021
Newark Light Rail	4,612	4,789
Hudson Bergen	92,531	92,504
River LINE	19,407	19,896

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE Participation for January 2022

State Funded Contracts

State Fiscal Year 2022 - July 1, 2021 through June 30, 2022

During the month of **January 2022** NJ TRANSIT awarded **\$123,107,887.77** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$3,843,571.40** or **3.12%**.

State Fiscal Year 2022 YTD (July 1, 2021 through June 30, 2022) NJ TRANSIT awarded **\$183,564,495.25** in state funded contracts. Of that total, SBEs received **\$18,982,294.60** or **10.34%**.

Note: The above reflects the Procurement Report of Awards dated February 2, 2022.

SBE Goal Attainment from July 1, 2021 through June 30, 2022 (SFY 2022)

Category 1 SBEs	\$1,761,838.00	0.96%
Category 2 SBEs	\$5,380,783.31	2.93%
Category 3 SBEs	\$10,358,246.38	5.64%
Category 4 SBEs	\$367,187.00	0.20%
Category 5 SBEs	\$1,114,239.91	0.61%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur April 2022)

Federal Fiscal Year (FFY) 2022 - October 1, 2021 through September 30, 2022

During the **1st Quarter** (October 1, 2021 – December 31, 2021) the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$1,559,993,000.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$78,360,543.86** or **5.02%**.

FFY 2020 through FFY 2022 Q1 (October 1, 2019 – December 31, 2021) NJ TRANSIT awarded **\$1,957,513,885.24**** in federally funded contracts. Of that total, DBEs received **\$112,146,407.08** or **5.73%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

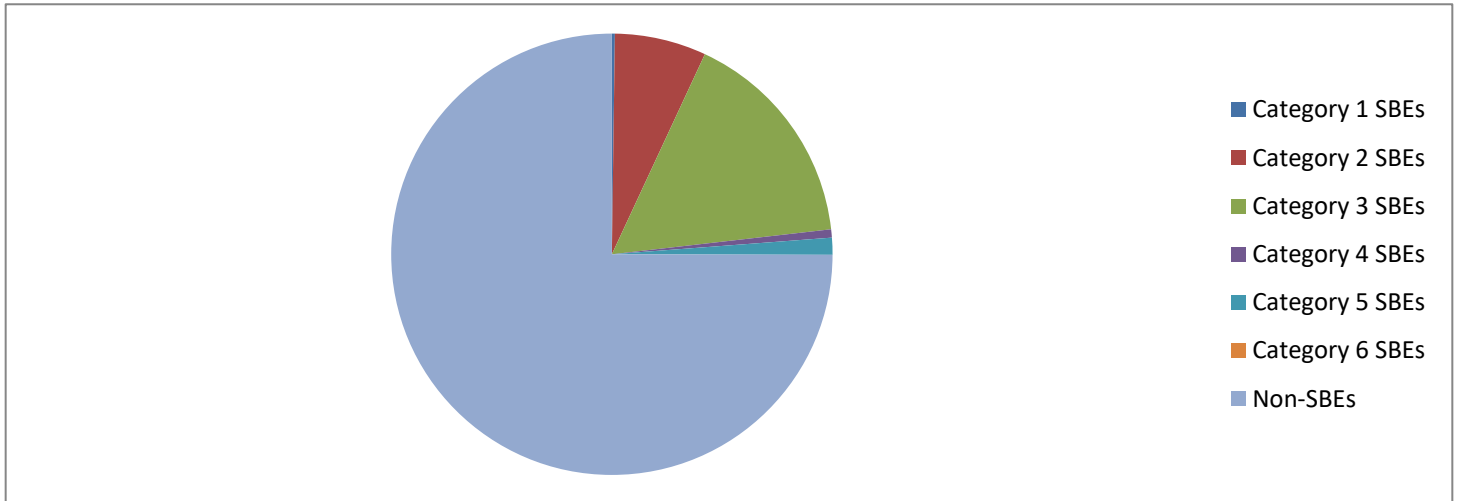
Transit Vehicle Manufacturer (TVM)¹ Awards

(Next update will occur in April 2022)

¹ Transit Vehicle Manufacturers (TVMs) will be reported to the President and CEO on a quarterly basis in the same manner that FTA-funded contracts are currently reported. TVMs are manufacturers whose primary business purpose is to build vehicles specifically for public mass transportation. The “TVM” designation indicates that the intended contract recipient/awardee has submitted to the Federal Transit Administration a plan to utilize Disadvantaged Business Enterprises on their contracts. NJ TRANSIT does not place a separate goal on Transit Vehicle Manufacturers.

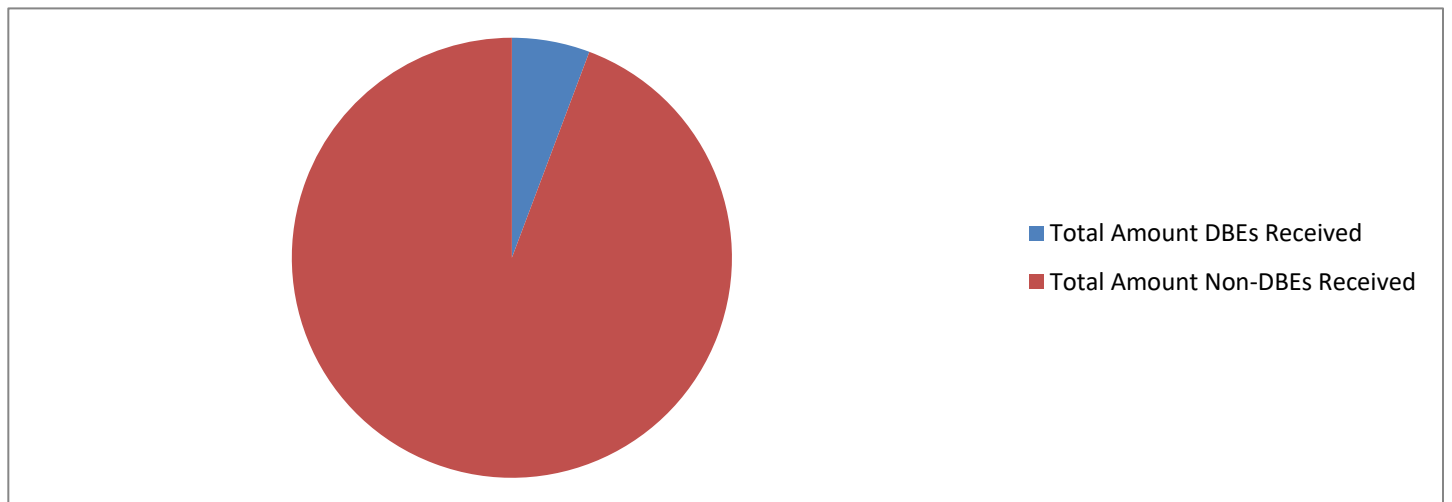
STATE CONTRACTS
STATE FYTD 2022

<i>Category 1 SBEs</i>	\$1,761,838.00	0.96%
<i>Category 2 SBEs</i>	\$5,380,783.31	2.93%
<i>Category 3 SBEs</i>	\$10,358,246.38	5.64%
<i>Category 4 SBEs</i>	\$367,187.00	0.20%
<i>Category 5 SBEs</i>	\$1,114,239.91	0.61%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$164,582,200.45	89.66%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$112,146,407.08	5.729%
Total Amount Non-DBEs Received	\$1,845,367,478.16	94.27%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. Stephen Drayzen, DGM Labor Rels. & Admin -- Penn Plaza -- 11 years
2. Sheryl Fontaine, Office Supervisor- Track -- Penn Plaza -- 39 years
3. Elvin Gonzalez, Conductor -- Various -- 25 years
4. James Jackson, Asst. Conductor -- Various -- 20 years
5. John Misiak Jr., Pipefitter -- Meadows Maintenance Complex -- 14 years
6. Robert Stannish, Sr. Road Foreman Engines -- Hoboken -- 19 years
7. Charles Tomaszfski, DGM Equipment -- Penn Plaza -- 36 years
8. Diane Tuttle, Operator -- Washington Township -- 17 years
9. Jimmy Ramadan, Operator -- Big Tree -- 24 years
10. Dominic Pagano, Financial Services Proj. Manager -- Penn Plaza -- 37 years
11. William Shortes, Princ. Tech Specialist -- Newark Bus -- 30 years
12. James Freeman, Garage Manager -- Ironbound -- 40 years
13. Kellee Johnson, Customer Service -- Penn Plaza -- 35 years
14. Kenneth Makrey, Sr. Quality Control Spec. -- Meadows Maintenance Complex -- 31 years
15. Ketankumar Patel, Sr. Schedule Maker -- Penn Plaza -- 28 years
16. Christopher Payne, Schedule Maker -- Penn Plaza -- 37 years
17. Frederick Sack, Superintendent Garages -- Egg Harbor --38 years
18. Krystyna Sinicki, Executive Assistant -- Penn Plaza -- 39 years
19. Michele Stiehler, GM Access Link -- Penn Plaza -- 32 years
20. William Wong, Asst. Program Manager -- Penn Plaza -- 27 years

ACTION ITEMS

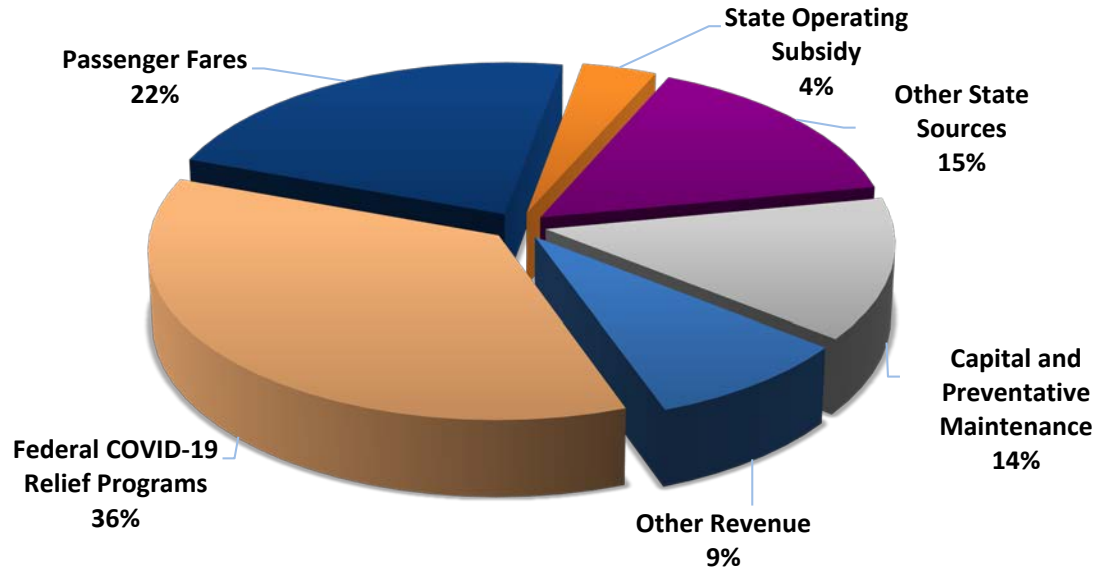


NJ TRANSIT FY22 Operating Budget

FEBRUARY 2022



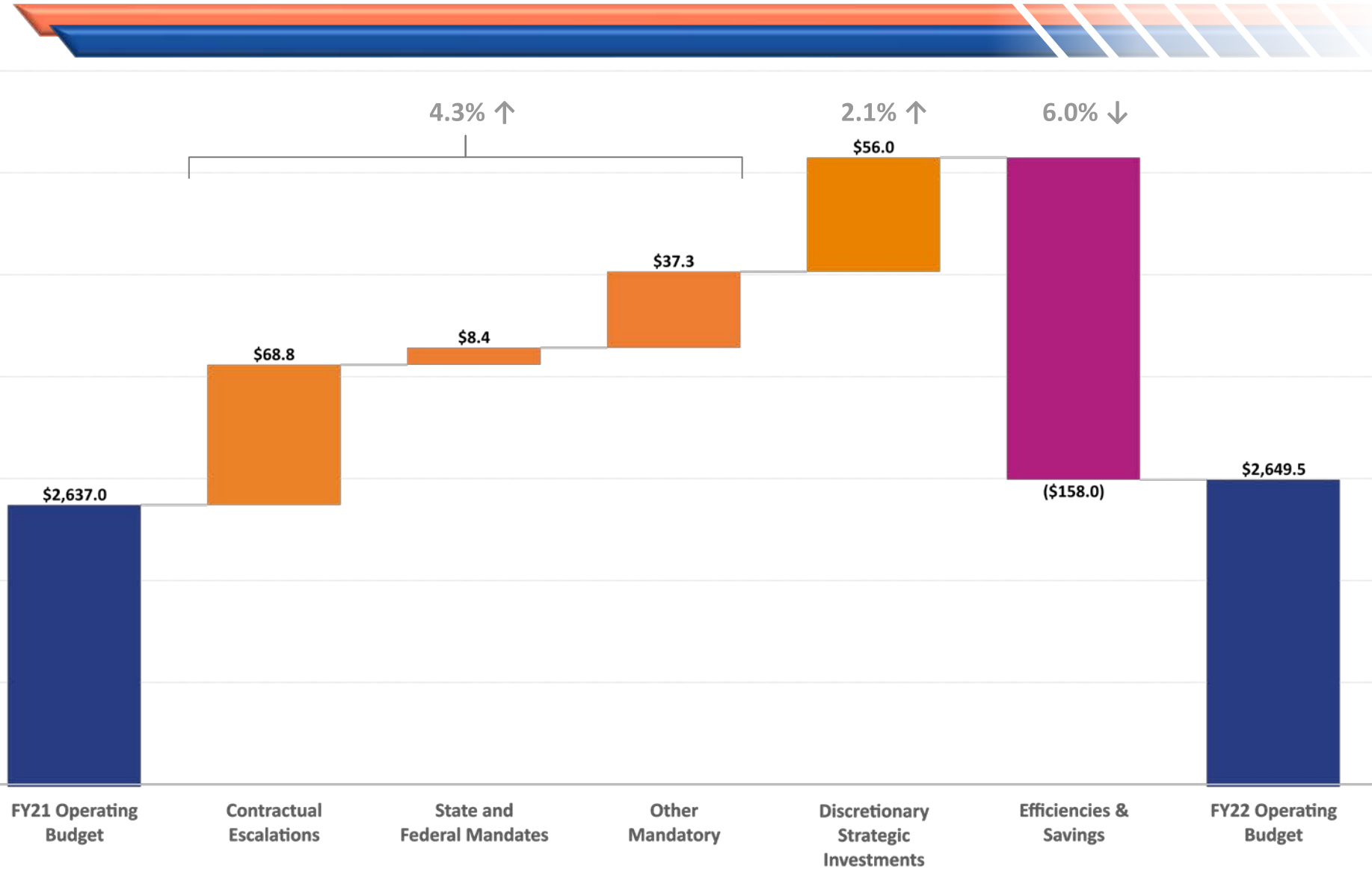
FY22 Operating Revenues



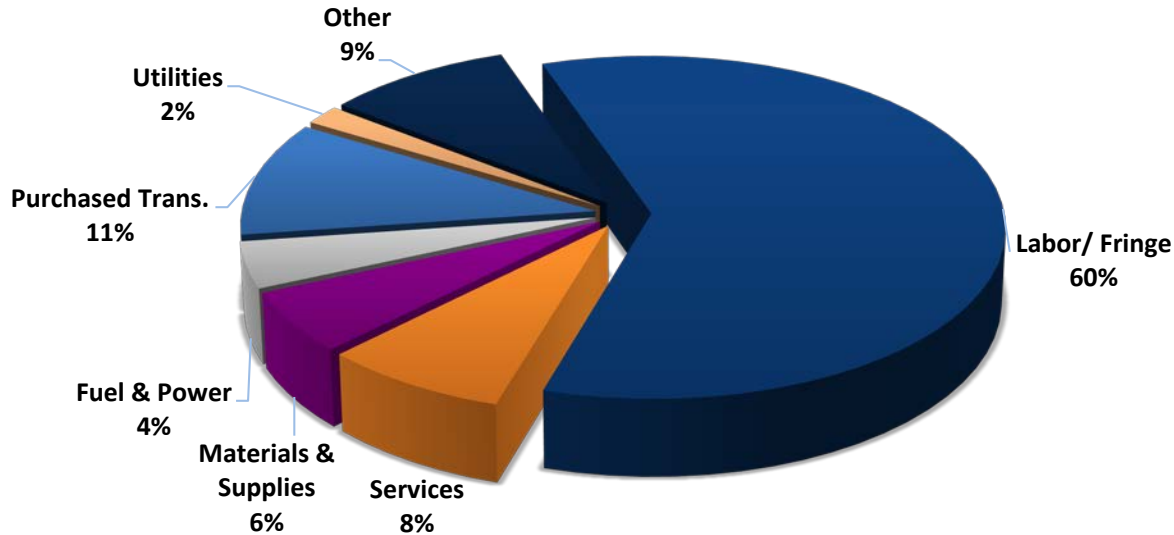
(\$ in millions)	FY21 Budget	FY21 Actual	FY22 Budget	FY21 Bud. vs FY22 Bud.	FY22 Bud. vs FY21 Act.
Farebox	\$ 374.6	\$ 299.1	\$ 590.7	\$ 216.1	\$ 291.6
Commercial Revenue	82.0	101.6	79.6	(2.4)	(22.1)
State Operating Subsidy	386.1	214.5	100.0	(286.1)	(114.5)
Turnpike Funding	129.0	129.0	325.0	196.0	196.0
Clean Energy Fund	82.1	82.1	82.1	(0.0)	0.0
Capital Preventive Maint.	460.8	352.8	362.0	(98.8)	9.2
Other Reimbursements	167.3	206.3	154.7	(12.6)	(51.6)
COVID-19 Relief	925.1	979.0	955.4	30.3	(23.6)
Coronavirus Relief Fund (CRF)	30.0	30.0	-	(30.0)	(30.0)
TOTAL RESOURCES	\$ 2,637.0	\$ 2,394.4	\$ 2,649.5	\$ 12.5	\$ 255.1

*FY22 Total equals the amount delineated in the State of New Jersey's FY 2022 Appropriations Act. The distribution of budget within the line items varies.

FY22 Operating Budget – Expense Components



FY22 Operating Expenses



(\$ in millions)	FY21 Budget	FY21 Actual	FY22 Budget	FY21 Bud. vs FY22 Bud.	FY22 Bud. vs FY21 Act.
Labor	\$ 855.8	\$ 799.0	\$ 875.4	\$ 19.6	\$ 76.4
Fringe Benefits	682.2	695.5	715.2	33.0	19.7
Services	194.8	225.8	192.4	(2.4)	(33.4)
Fuel & Power	116.2	99.9	112.1	(4.1)	12.2
Utilities	47.0	46.5	48.8	1.8	2.3
Purchased Transportation	281.8	232.8	287.0	5.2	54.2
Materials & Supplies	273.0	183.9	181.2	(91.8)	(2.7)
Tolls, Trackage & Fees	91.1	93.9	103.1	12.0	9.2
Claims & Insurance	42.4	50.7	83.3	40.9	32.6
All Other Expenses	52.7	35.2	51.0	(1.7)	15.8
TOTAL EXPENSES	\$ 2,637.0	\$ 2,463.0	\$ 2,649.5	\$ 12.5	\$ 186.5

*FY22 Total equals the amount delineated in the State of New Jersey’s FY 2022 Appropriations Act. The distribution of budget within the line items varies.

** FY22 Budget reflects reduction of \$120 million of COVID-19 Contingency Expenses in Materials & Supplies (\$100m) and Services (\$20m)



Contractual Escalations \$68.8m, 0 FTE

- Labor agreements
- Contracted Services
- Materials and Supplies



State and Federal Mandates \$8.4m, 19 FTE

- Quinquennial Study report recommendations
- EEO Training for employees
- Access Link: Bill A4234 implementation
- PTC training



Other Mandatory \$37.3m, 0 FTE

- Injury and damages claims funding
- NY Penn/Moynihan expansion
- Amtrak NEC PRIIA trackage fees increase
- Port Authority/NJTA toll increases
- Police Equipment



Reductions (\$158.0m), 0 FTE

- Reduced COVID cleaning and supplies
- Vacancy Rate increase 1.6% to 3%
- Employee benefits program management
- Overtime savings for rail car cleaning
- Bus parts warranty savings
- Reduced credit card fees for ticket sales

Discretionary Improvements \$56.0m, 117 FTE



- Optimize bus service following COVID-19
- Enhance Rail maintenance and service
- Enhance Rail car cleaning



- Enhance system safety and security
- Expand tree trimming along rail lines
- Streamline and ensure consistent, accurate communication with customers across all channels

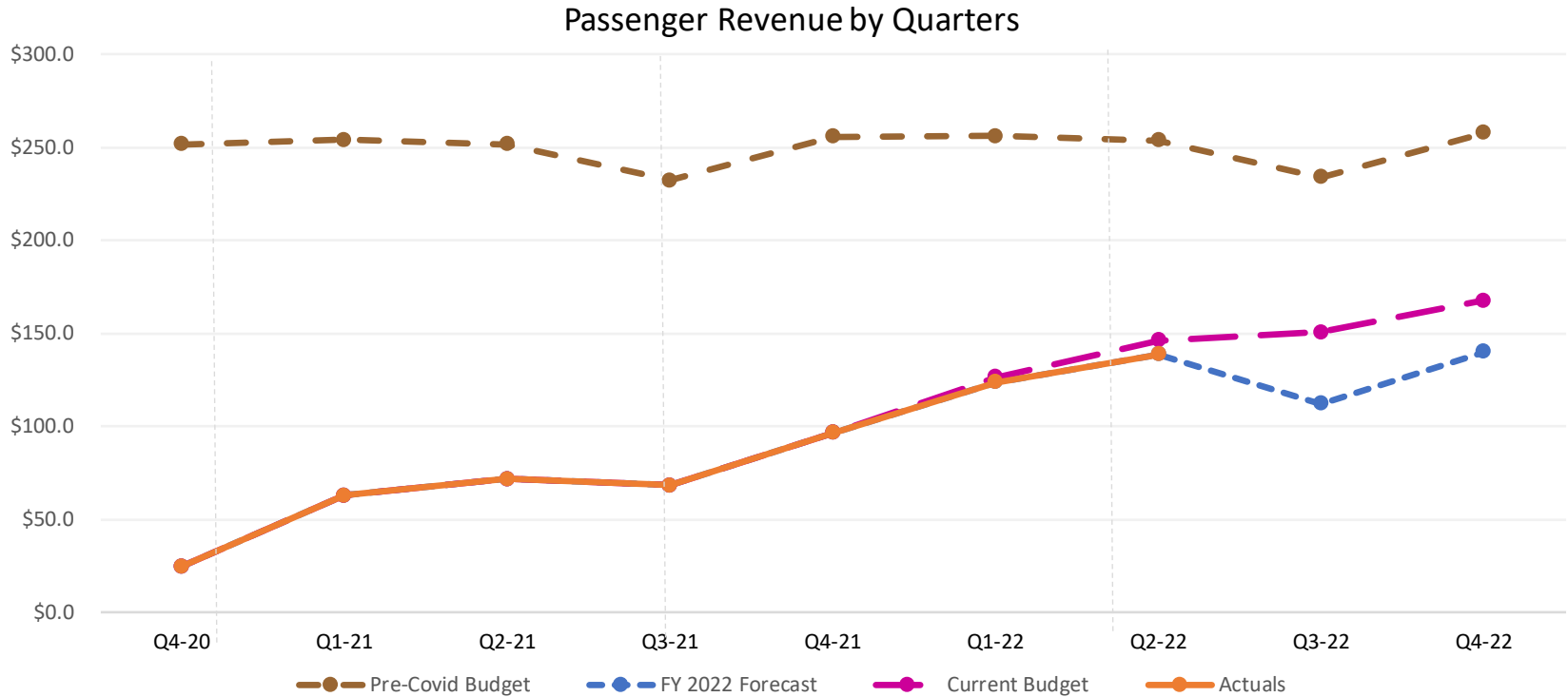


- Develop and roll out a bonding assistance program for DBEs
- Bolster corporate insurance program
- Develop strong candidate and employee total rewards proposition



- Increase private carrier management and oversight
- Increase capital project support
- Fully fund 142 positions partially funded in FY21

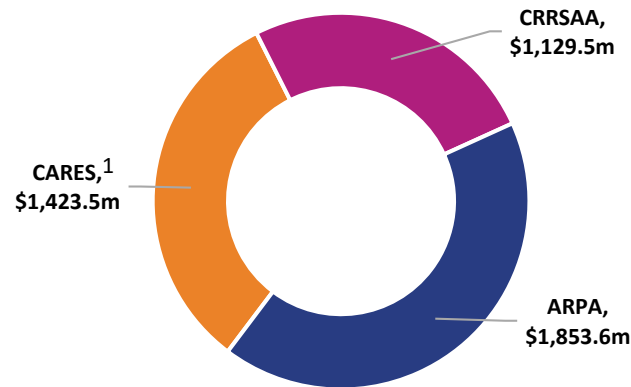
COVID-19 Challenges – Passenger Revenue Recovery



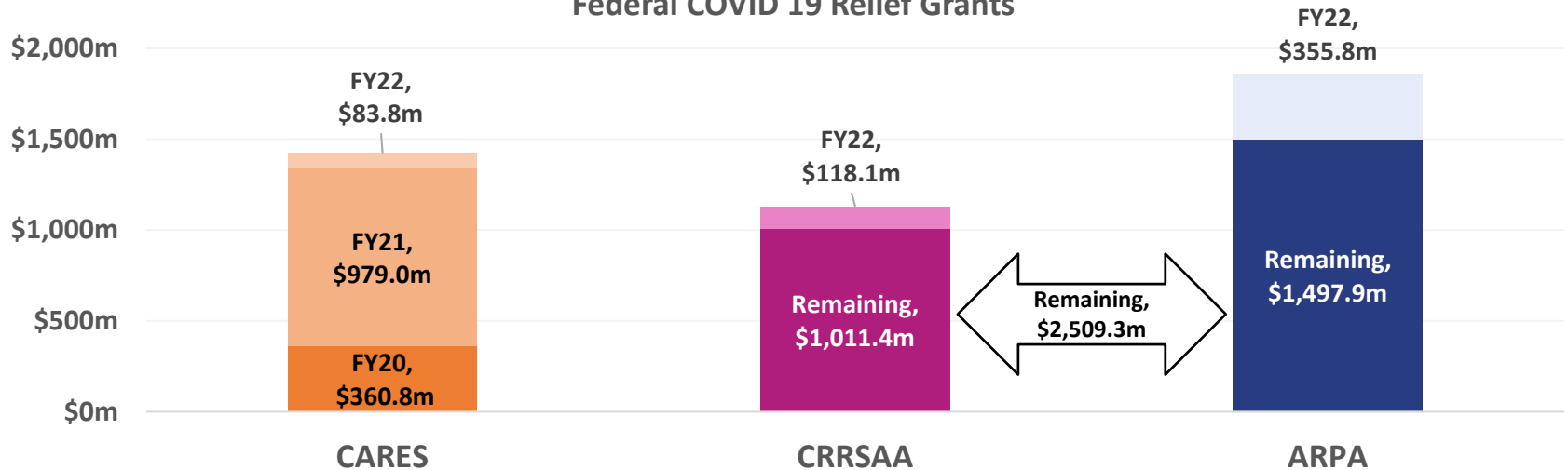
- FY20 \$738.9m or ~75% of Pre-COVID
- FY21 \$299.1m or ~30% of Pre-COVID
- FY22 \$514.2m is ~51% of Pre-COVID
 - Down \$76.5m vs. Budget of \$590.7m

Federal Stimulus Funding Overview

Federal COVID 19 Relief Grants



Federal COVID 19 Relief Grants



¹ As of 1/26/2021. Excludes 5310 and 5311 funding. Also excludes 5307 funding related to Poughkeepsie UZA which is minor and under negotiation with NY

FY22 Operating Budget - Summary by Department

FY22				
<i>\$ in millions</i>	Budget	Budget %	FTE	FTE %
Bus	839.3	31.7%	5,757	46.4%
Rail	1,002.8	37.8%	4,608	37.1%
Light Rail and Contracted Service	271.2	10.2%	232	1.9%
Police	76.8	2.9%	400	3.2%
System Safety	8.0	0.3%	61	0.5%
Info and Digital Technology	109.5	4.1%	183	1.5%
Admin	341.9	12.9%	1,165	9.4%
NJT Total	\$ 2,649.5	100%	12,405	100%

	Positions			
	FY21	FY22	Growth (#)	Growth (%)
Bus	5,757	5,757	-	0%
Rail	4,539	4,608	69	2%
Light Rail and Contracted Services	221	231	10	5%
Police	383	400	17	4%
System Safety	55	61	6	11%
Info and Digital Technology	183	183	-	0%
Admin	1,132	1,166	34	3%
NJT Total	12,269	12,405	136	1%

BUDGET

Operations – 87.1% of Budget

- Bus – 31.7%
- Rail – 37.8%
- Light Rail – 10.2%
- Police – 2.9%
- System Safety – 0.3%
- Info and Digital Technology – 4.1%

HEADCOUNT

Operations – 90.6% of FTE

- Bus – 46.4%
- Rail – 37.1%
- Light Rail – 1.9%
- Police – 3.2%
- System Safety – 0.5%
- Info and Digital Technology – 1.5%

ITEM 2202-07: FISCAL YEAR 2022 OPERATING BUDGET

WHEREAS, Article II, Section 4(c) of the By-Laws requires the Board of Directors to adopt a final budget for NJ TRANSIT after the State of New Jersey has completed the process of appropriating funds for public transportation purposes; and

WHEREAS, the New Jersey Legislature has enacted a Fiscal Year 2022 State Budget which includes appropriations for public transportation purposes; and

WHEREAS, staff has recommended a Fiscal Year 2022 Operating Budget for NJ TRANSIT as detailed in this item and Exhibits A, B, and C attached hereto; and

WHEREAS, NJ TRANSIT's \$2.6495 billion Fiscal Year 2022 Operating Budget provides continued support and investment in the operations of NJ TRANSIT Bus, Rail, Light Rail, and Access Link services; and

WHEREAS, this budget recommendation continues NJ TRANSIT's commitment to provide safe, reliable and efficient transportation services for its customers; and

WHEREAS, the Fiscal Year 2022 Operating Budget recognizes a State operating subsidy of \$100.0 million; and

WHEREAS, the Fiscal Year 2022 Operating Budget recognizes New Jersey Turnpike Authority funding of \$325.0 million; and

WHEREAS, the Fiscal Year 2022 Operating Budget recognizes revenues of \$955.4 million for reimbursement of eligible expenses from Federal COVID-19 relief programs including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and American Rescue Plan Act (ARPA); and

WHEREAS, total resources of \$2.6495 billion are estimated to be available from various sources without a fare increase or service cuts, representing a \$12.5 million or 0.5 percent increase from the Fiscal Year 2021 Operating Budget and approximately \$186.5 million or 7.0 percent greater than Fiscal Year 2021 Actual Results; and

WHEREAS, passenger and commercial revenue represent 25.3 percent of the total Fiscal Year 2022 budget and are estimated at \$670.3 million; and

WHEREAS, when compared to Fiscal Year 2021, total State assistance decreases by \$120.1 million to \$507.1 million; and

WHEREAS, total State assistance is comprised of a \$120.1 million net decrease, made up of a \$286.1 million decrease in the State operating subsidy, ending of a \$30.0 million allocation from the State through the Coronavirus Relief Fund for eligible expenses in Fiscal Year 2021 and an increase of \$196.0 million in Turnpike funding; and

WHEREAS, it is also necessary for NJ TRANSIT to enter into numerous agreements in order to advance and continue transportation related programs and business operations; and

WHEREAS, the State's Fiscal Year 2022 Budget was signed by the Governor and adopted by the State on June 29, 2021, after the June 2021 NJ TRANSIT Board meeting, adoption of the annual budget was deferred until the February 2022 Board meeting; and

WHEREAS, if the State's Fiscal Year 2023 Budget is not finalized prior to the June 2022 NJ TRANSIT Board meeting, the Board may defer adoption of the annual budget until the next special or regular Board meeting subsequent to the final actions by the State; and

WHEREAS, if the Board is unable to approve a Fiscal Year 2023 budget prior to July 2022, it will be necessary to expend funds after July 1, 2022, prior to the final adoption of the Fiscal Year 2023 budget;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors adopts the Fiscal Year 2022 Operating Budget in the amount of \$2.6495 billion; and

BE IT FURTHER RESOLVED that the Board of Directors acknowledges and accepts its responsibility to adopt a final operating budget; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to continue or enter into any agreements and expend funds in order to continue NJ TRANSIT's transportation related programs and business operations, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide local share and other in-kind services or act as a pass-through agency for Federal or State capital or operating funds subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to expend, in the normal course of business, the funds necessary to meet NJ TRANSIT's obligations, essentially in accordance with this Fiscal Year 2022 Operating Budget item, resolution and attachments and until the adoption and approval of the Fiscal Year 2023 Operating Budget.

EXHIBIT A**FISCAL YEAR 2022 – OPERATING BUDGET
RESOURCES****Total Resources** **\$2,649.5 million**

NJ TRANSIT resources are budgeted at \$2.6495 billion, reflecting a net increase of \$12.5 million or 0.5 percent compared to the FY21 Operating Budget.

Specific assumptions are described below:

Farebox Revenue **\$590.7 million**

The FY22 Operating Budget includes passenger revenue of \$590.7 million, up 57.7 percent from the FY21 Operating Budget. Farebox Revenue in FY22 is anticipated to recover to approximately 60 percent of pre-COVID levels as averaged over the 12 months of the fiscal year. NJ TRANSIT has teamed with external experts to develop potential revenue recovery rates. The budget assumes a slow and steady recovery in ridership and revenue throughout FY22 with a projection of 80 percent of pre-COVID levels by June 30, 2022.

Other Commercial Revenue **\$79.6 million**

Other commercial revenues are budgeted at \$79.6 million, down \$2.4 million or 2.9 percent vs. the FY21 Operating Budget. This revenue includes advertising, parking and concessions, permit fees and other system generated revenue including transit-oriented development initiatives. The significant reduction in passengers due to COVID-19 has led to corresponding significant reductions in many of these commercial revenue streams.

State Operating Subsidy **\$100.0 million**

The State's operating subsidy is budgeted at \$100.0 million in FY22, a decrease of \$286.1 million over the FY21 Operating Budget and a decrease of \$114.5 million from FY21 Actuals. This decrease is primarily due to direct federal COVID-19 relief grant funding programs.

New Jersey Turnpike Authority **\$325.0 million**

The New Jersey Turnpike Authority has increased support of New Jersey Transit Operating Budget by \$196 million from FY21.

Other Reimbursements **\$598.8 million**

Other reimbursements are budgeted at \$598.8 million in FY22. The largest component is comprised of \$362.0 million in preventative maintenance funded by Federal grants. There is no State TTF capital maintenance allocation this year, a reduction of \$98.8 million compared to the FY21 amount. Preventative maintenance supports major repair and

rehabilitation projects, including axle replacements, pantograph conversions, traction motor repairs, repairing engines, transmissions and alternators. These non-routine maintenance projects not only extend the useful life of the asset being repaired, but also helps to keep those assets in a state of good repair.

Other sources of funding include an allocation from the State's Clean Energy Fund of \$82.1 million. The remaining \$154.7 million includes other State, federal, and third-party funding primarily for planning and expense projects.

Federal COVID-19 Relief Programs

\$955.4 million

NJ TRANSIT is using the funds allocated to it by the Federal Transit Administration (FTA) to support and reimburse its eligible operating expenses. Some of these cost categories include, but are not limited to: labor and fringe benefits; professional services; electric propulsion power; fuel revenue vehicles; materials and supplies in response to and in mitigation of COVID-19; utilities; purchased transportation; tolls trackage and fees; and leases and rental. These grant programs include CARES, CRRSAA, and ARPA, which may be used in FY22 and future fiscal years.

EXHIBIT B**FISCAL YEAR 2022 – OPERATING BUDGET
EXPENSES****Total Expenses** **\$2,649.5 million**

NJ TRANSIT expenses are budgeted at \$2.6495 billion, an increase of \$12.5 million or 0.5 percent compared to the Fiscal Year 2021 Operating Budget.

Labor and Fringe Benefits **\$1,590.6 million**

Labor and fringe benefits are budgeted to increase by \$52.6 million to a total budgeted amount of \$1.5906 billion. Labor and fringe benefits represent approximately 60 percent of the total operating expenses. This increase includes incremental funding to support contractual labor costs, continuation of the locomotive engineer and assistant conductor training programs, and 136 new positions primarily for providing service enhancements that improve the customer experience.

The total budgeted labor and fringe benefits growth is slightly offset by approximately \$2 million in health benefit reform savings, largely from continued savings due to new provider contracts, implementation of care management programs, and initiation of a prescription drug savings program. Total budgeted labor and fringe benefits also reflects \$25.7 million in labor and fringe benefit savings due to anticipated vacancy rates of three percent agency wide.

Outside Services **\$192.4 million**

Outside Services are budgeted at \$192.4 million representing 7.3 percent of total operating expenses and a decrease of \$2.4 million or 1.2 percent from the Fiscal Year 2021 Operating Budget.

Revenue Vehicle Fuel **\$112.1 million**

Revenue Vehicle Fuel and Power is budgeted at \$112.1 million representing a \$4.1 million or 3.6 percent reduction from the Fiscal Year 2021 Operating Budget. Despite recent increases to fuel prices, NJ TRANSIT holds contractual agreements that ensure the future purchase price of diesel fuel in Fiscal Year 2022.

Materials and Supplies **\$181.2 million**

Materials and Supplies are budgeted at \$181.2 million representing seven percent of total operating expenses and a decrease of \$91.8 million or 33.6 percent reduction from the Fiscal Year 2021 Operating Budget, primarily due to the removal of the \$120 million COVID-19 contingency included in the Fiscal Year 2021 Operating Budget.

Purchased Transportation **\$287.0 million**

Purchased transportation expenses are budgeted at \$287.0 million for existing Access Link, Light Rail, and Private Carrier Bus contracts. These costs represent 10.8 percent of the total operating expenses.

All Other Expenses **\$286.2 million**

Finally, All Other Expenses, including Utilities, Claims and Insurance, Tolls, Trackage Fees and Other Miscellaneous costs are budgeted at \$286.2 million or 10.8 percent of the total operating expenses and an increase of \$53.0 million or 22.7 percent from Fiscal Year 2021 due to a \$12.0 million or 13.1 percent increase from Fiscal Year 2021 in Tolls, Trackage and Fees and a \$40.9 million increase or 96.5 percent increase in Claims and Insurance to ensure agency insurance coverage at industry standards.

EXHIBIT C

**NEW JERSEY TRANSIT CONSOLIDATED OPERATIONS
FISCAL YEAR 2022 Proposed Operating Budget
(\$ in millions)**

<i>\$ in millions</i>	FY 2021 Budget	FY 2021 Actual	FY 2022 Budget	Difference	
				\$	%
Farebox	\$ 374.6	\$ 299.1	\$ 590.7	\$216.1	57.7%
Commercial Revenue	82.0	101.6	79.6	(2.4)	-2.9%
State Operating Subsidy	386.1	214.5	100.0	(286.1)	-74.1%
Turnpike Funding	129.0	129.0	325.0	196.0	151.9%
Clean Energy Fund	82.1	82.1	82.1	-	0.0%
Capital Preventive Maintenance	460.8	352.8	362.0	(98.8)	-21.4%
Other Reimbursements	167.3	206.3	154.7	(12.6)	-7.5%
COVID-19 Federal Stimulus	925.1	979.0	955.4	30.3	3.3%
Coronavirus Relief Fund (CRF)	30.0	30.0	-	(30.0)	
TOTAL RESOURCES	\$2,637.0	\$2,394.4	\$2,649.5	\$12.5	0.5%
Labor	\$855.8	\$799.0	\$875.4	\$19.6	2.3%
Fringe Benefits	682.2	695.5	715.2	33.0	4.8%
Services	194.8	225.8	192.4	(2.4)	-1.2%
Fuel & Power	116.2	99.9	112.1	(4.1)	-3.5%
Utilities	47.0	46.5	48.8	1.8	3.8%
Purchased Transportation	281.8	232.8	287.0	5.2	1.8%
Materials & Supplies	273.0	183.9	181.2	(91.8)	-33.6%
Tolls, Trackage & Fees	91.1	93.9	103.1	12.0	13.2%
Claims & Insurance	42.4	50.7	83.3	40.9	96.5%
All Other Expenses	52.7	35.2	51.0	(1.7)	-3.2%
TOTAL EXPENSES	\$2,637.0	\$2,463.0	\$2,649.5	\$12.5	0.5%

* Total Resources and Total Expenses equal the amounts delineated in the State of New Jersey's Final FY2022 Appropriations Act. The distribution of budget within the line items varies

Conduent Transport Solutions
Additional Authorization of \$1,216,968.61 plus
Requested Contingency and One-Year
Extension of
NJ TRANSIT Contract No. 18-013

Office of Information & Digital Technology (IT)

Current Contract

NJ TRANSIT Contract No. 18-013

- Approved December 2017
- Five-Year Contract
- Total Contract Cost \$114,130,660
 - Operating \$77,733,757
 - Capital \$36,396,903
 - Five Percent Contingency \$5,337,080.15

Current Contract Scope

- MyTix Mobile App Enhancement
- Bus On-Board Validator Development & Deployment
- Light Rail Platform Validator Upgrade
- Back Office System Upgrade*
- Account Based NJT Fare Card & PayGo development*
- Mobile Validation App Development
- Ticket Vending Machine Upgrade
- Ticket Office Machine Enhancements
- Faregate Upgrade
- Cloud Hosting
- GPS for Bus On-Board Validators
- Ongoing Support & Maintenance

*Planned completion January/May 2023

Current Change Orders

- OBV Installations
- 15 Additional TVM's
- Retail Network
- MyTix Enhancements

Additional Authorization and Contract Extension Request

Additional Capital Spend	Maintenance & Support
<ul style="list-style-type: none"> • 227 MCI Bus Install • HUB Parking Integration • 21 Additional TVM's • 25 Additional Platform Validator's 	<ul style="list-style-type: none"> • Ticket Vending Machines • Ticket Office Machines • Faregates for SEC and EWR • OBV's for Contract Carrier • System Support • Platform Validators • FSR's Secaucus and EWR • Out of Scope • Mobile System Support* • Cloud Hosting* • AT&T Wireless*
<p>\$1,216,968.61</p>	<p>\$18,651,671.46</p>

*New Operating Items

Requested Authorization

Authorization to spend \$1,216,968.61 plus requested contingency on the existing contract. In addition, extend the NJ TRANSIT Contract No. 18-013 with Conduent for a one-year period:

- Ongoing maintenance and support of the Fare Collection and Payment System
- Key System upgrades
- Amount not to exceed \$20,862,072.07 which includes five percent contingency
- SBE goal of three percent has been previously assigned to this procurement

ITEM 2202-08: ADDITIONAL AUTHORIZATION AND ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 18-013: FOR THE IMPROVEMENTS, MAINTENANCE AND SUPPORT OF CUSTOMER TICKETING, FARE PAYMENT AND COLLECTION SYSTEMS AND NETWORKS WITH CONDUENT TRANSPORT SOLUTIONS, INC.

WHEREAS, NJ TRANSIT utilizes Conduent Transport Solutions, Inc. of Somerset, New Jersey, to operate, maintain, and provide technical services to support Ticket Vending Machines (TVMs), Ticket Office Machines (TOMs), On Board Bus Validators (OBV's), Mobile Ticketing App, Web Ticketing, Faregates, Light Rail Platform Validators, the Mobile Validation App, the Back Office System (BOS), Mobile/Validation Application Services, Cloud Services, Call Center, and Retail Sales Network; and

WHEREAS, this fare collection system consists of hardware and software systems that are responsible for processing customer payments, issuing fare media, and for the financial reconciliation of all passenger revenue for NJ TRANSIT Rail, Bus, Light Rail Operations, and for several regional transit agency joint ticketing programs; and

WHEREAS, the vendor is in the process of implementing several key system modernization upgrades, including advancements in payment technology, employing the benefits of account-based concepts, creating a more secure fare payment environment, and providing customers with an improved contactless fare payment experience that are leveraging capital investments previously made to the fare collection and payment system; and

WHEREAS, the existing NJ TRANSIT Contract No. 18-013 with Conduent expires on December 31, 2022; and

WHEREAS, additional authorization to spend \$1,216,968.61 plus requested contingency is needed for the remainder of the current contract period; and

WHEREAS, a contract extension for one year is needed to provide NJ TRANSIT continued maintenance, support, and technical services for the fare collection system as well as improvements that support advancements made at NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 18-013 with Conduent Transport Solutions, Inc. to add \$1,216,968.61 plus requested contingency and to extend the contract for a one-year period ending December 31, 2023. As a result, the revised cost will not exceed \$19,868,640.07, plus five percent for contingencies, for a total of \$20,862,072.07, subject to the availability of funds.

ITEM 2202-09: PERSONAL INJURY CLAIM OF MARK MARI

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

WHEREAS, Mark Mari has presented a claim with a probable settlement cost greater than \$500,000; and

WHEREAS, staff has reviewed the claim and recommends settling this case out of court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the claim of Mark Mari through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Item No. 2202-10

**PORTAL NORTH BRIDGE
PURCHASE OF 25 OPTION
MULTILEVEL III VEHICLES AND
CONTRACT AMENDMENT FOR
CONSULTANT SERVICES**

February 9, 2022

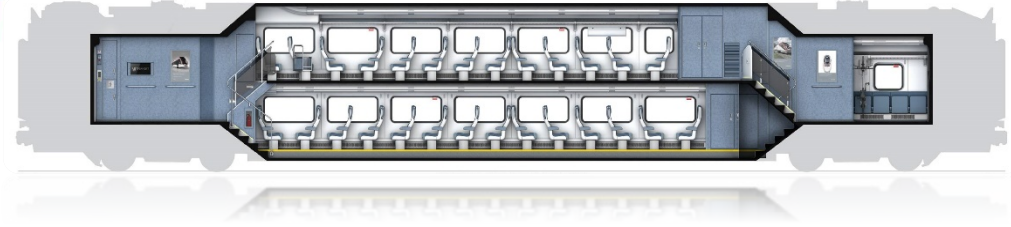


OVERVIEW

- *Portal North Bridge project increases peak-hour peak-direction passenger capacity by up to 14.4%*
- *Funded by an \$766.5M FTA Core Capacity Grant*
- *FFGA signed in January 2021 includes purchase of 25 vehicles*
- *Increase in capacity achieved through*
 - Purchase of 25 Multilevel Vehicles
 - Increase in speed over the new bridge to 90 mph
 - Increase in reliability
- *The 25 Multilevel vehicles increase passenger seats by 3,673 (14.4%) and will be incorporated as follows:*
 - Adding the new Multilevel cars to nine existing peak hour train consists.
 - Replacing single level vehicles with Multilevel vehicles on one peak hour single-level passenger train
 - Adding one additional Multilevel train during the morning peak hour



BENEFITS OF MULTILEVEL III



- ✓ Increase in seating capacity
- ✓ Higher maximum speed (110MPH)
- ✓ Fleet standardization and flexibility
- ✓ Complies with latest Federal Regulations
- ✓ Positive Train Control Equipped
- ✓ Equipped with additional customer amenities
 - USB Charging Ports
 - Security Cameras
 - Infotainment Screens
- ✓ Meets new Buy America regulations

PORTAL NORTH BRIDGE

Multilevel III Quantities

25 Option Multilevel III

- 5 ML Cab Cars
- 17 ML Trailer cars
- 3 ML Toilet Trailer Cars

Funding Source: Federal CMAQ/State



**Oct
2017**
(completed)

Advertised Request for Proposal for Purchase of Multilevel Vehicles

**Jun
2018**
(completed)

Bids Received

**Dec
2018**
(completed)

Board Approval

**Feb
2019**
(completed)

Issued a Notice to Proceed to Bombardier

**June
2024**

First Multilevel III Base Order Vehicles Delivered

**Feb
2026**

Last Multilevel III Base Order Vehicles Delivered

**July
2026**

Last 25 Option Vehicles Delivered for Portal North Bridge Project

**June
2028**

Portal North Bridge Expanded Service Begins

VEHICLES SCHEDULE



PORTAL NORTH BRIDGE: PURCHASE OF 25 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR CONSULTANT SERVICES

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to execute an option under the existing NJ TRANSIT Contract No. 17-012 with Bombardier Transit Corp. (now ALSTOM) for the purchase of 25 option Multilevel III Vehicles at a cost not to exceed \$74,111,931.00, plus five percent for contingencies, for a total contract authorization of \$77,817,527.55, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-078 with LTK Engineering Services Inc. (now HATCH-LTK), for engineering assistance with the manufacture of the 25 option Multilevel III Vehicles at a cost not to exceed \$491,000.00, plus five percent for contingencies, for a total contract authorization of \$515,550.00, subject to the availability of funds.



ITEM 2202-10: PORTAL NORTH BRIDGE PROJECT: PURCHASE OF 25 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR CONSULTANT SERVICES

WHEREAS, the Portal North Bridge Project will eliminate the existing Portal North Bridge as a source of rail service disruptions and delays, increase morning peak hour capacity over the bridge and increase speeds; and

WHEREAS, the rail rolling stock purchase of Multilevel III vehicles will replace the aging Arrow III fleet and provide operational flexibility; and

WHEREAS, the Federal Transit Administration and NJ TRANSIT executed a Full Funding Grant Agreement on January 14, 2021 for the procurement of 25 Multilevel III vehicles; and

WHEREAS, NJ TRANSIT has selected Bombardier Transit Corporation, (now Alstom), for the purchase of 113 Multilevel III Vehicles, which includes options to purchase additional vehicles; and

WHEREAS, the purchase of an additional 25 Multilevel III vehicles will support an increase in ridership and achieve capacity increase of the new Portal North Bridge; and

WHEREAS, NJ TRANSIT has selected LTK Engineering Services, Inc., (now Hatch-LTK), to provide design and engineering assistance for the Multilevel III Project;

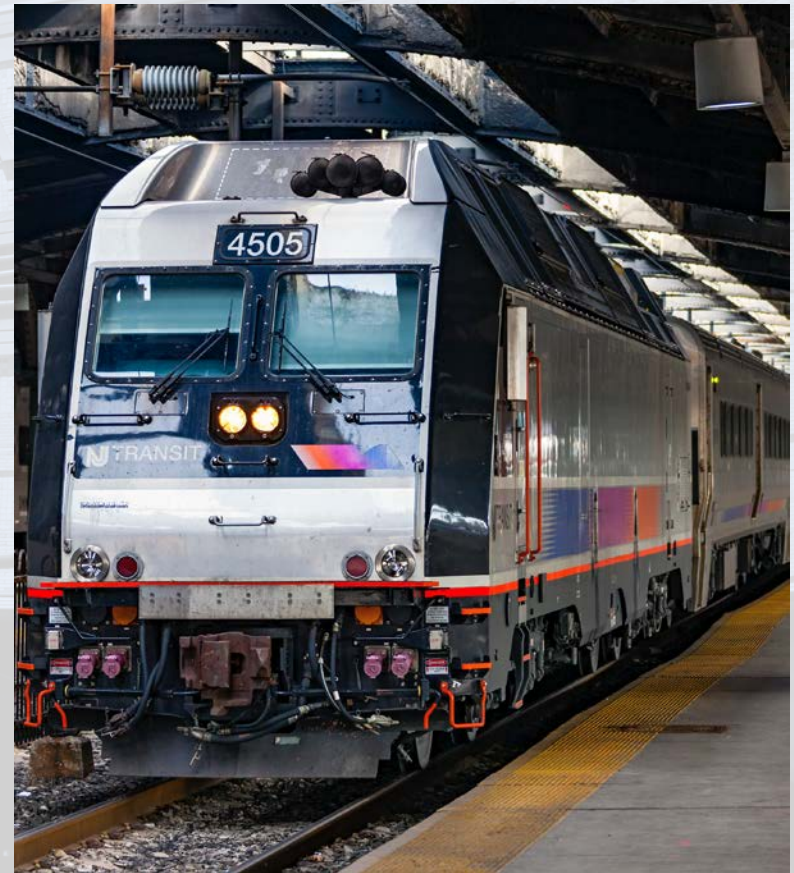
NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 17-012 with Bombardier Transit Corporation, of Bensalem, Pennsylvania, for the purchase of 25 Option Multilevel III vehicles at a cost not to exceed \$74,111,931.00, plus five percent for contingencies, for a total authorization of \$77,817,527.55, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-078 with LTK Engineering Services of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 25 option Multilevel III vehicles at a cost not to exceed \$491,000.00, plus five percent for contingencies, for a total authorization of \$515,550.00, subject to the availability of funds.

NJ TRANSIT RESILIENCE PROGRAM: NJ TRANSITGRID MICROGRID CENTRAL FACILITY PROJECT – SUPPLEMENTARY FUNDING FOR CONTINUED DESIGN, ENGINEERING, CONSTRUCTION ASSISTANCE, AND OTHER TECHNICAL SERVICES FOR THE NJ TRANSITGRID PROJECT

This phase of the project is the continued design, engineering, including evaluation and support necessary for the incorporation of renewable energy technology in the Project Power Generation portfolio as well as bid development of the NJ TRANSITGRID MCF Project

- Seeking approval to extend Phase 1 - Preliminary Engineering Services NJ TRANSIT Contract No. 15-031 with **Jacobs Engineering Group** of Morristown, New Jersey, to provide consultant services for the NJ TRANSITGRID Project in the amount not to exceed **\$3,500,00.00**, plus five percent for contingencies, subject to the availability of funds.



NJ TRANSIT RESILIENCE PROGRAM: NJ TRANSITGRID MICROGRID CENTRAL FACILITY PROJECT – SUPPLEMENTARY FUNDING FOR CONTINUED DESIGN, ENGINEERING, CONSTRUCTION ASSISTANCE, AND OTHER TECHNICAL SERVICES FOR THE NJ TRANSITGRID PROJECT

- Authorization of this extension to preliminary engineering and design contract will provide support and technical assistance for Joint Investment Partnership Agreement (JIPA) developer contract, responses to Requests for Information (RFIs), technical and financial capacity and capabilities guidance, RFP Development, and As Directed Cost allowance for additional or Supplemental Consultant Services to augment related Project efforts, as necessary.
- With the proposed incorporation of the JIPA funding strategy and changes to design to accommodate maximum use of R/CEC technology(s), the contract performance period has more than quadrupled w/o supplementary funds.
- Subsequent phases include Joint Investment Partnership Agreement (JIPA), Construction Management and Owner's Representative Services

ITEM 2202-11: NJ TRANSIT RESILIENCE PROGRAM: NJ TRANSITGRID MICROGRID CENTRAL FACILITY PROJECT – SUPPLEMENTARY FUNDING FOR CONTINUED DESIGN, ENGINEERING, CONSTRUCTION ASSISTANCE, AND OTHER TECHNICAL SERVICES FOR THE NJ TRANSITGRID PROJECT

WHEREAS, climate change is causing more frequent and intense storms that can negatively affect regional transit systems' reliability and performance; and

WHEREAS, NJ TRANSIT partnered with the U.S. Department of Energy and other federal and state agencies to evaluate opportunities to improve regional transit system resilience and develop an independent power generating system to permit operation of core train services in the event of power outages; and

WHEREAS, the resulting NJ TRANSITGRID project will construct a microgrid electric power generating system to provide an energy resilient power source that will energize portions of the Northeast Corridor, the Morris & Essex (M&E) line, and the Hudson-Bergen Light Rail (HBLR); and

WHEREAS, NJ TRANSITGRID will be consistent with New Jersey's 2019 Energy Master Plan and Governor Murphy's Renewable and/or Clean Energy Component ("R/CEC") goals; and

WHEREAS, in February 2016, the NJ TRANSIT Board of Directors, approved NJ TRANSIT Contract No. 15-031 with Jacobs Engineering Group (Jacobs) of Morristown, New Jersey, to provide consultant services in a phased approach; and

WHEREAS, NJ TRANSIT Contract 15-031 allows NJ TRANSIT to enter into subsequent phases with Jacobs Engineering Group for Phase II services, including support during the design/construction phase; and

WHEREAS, an 18 percent Disadvantaged Business Enterprise (DBE) goal was established for this contract; and

WHEREAS, Federal Transit Administration (FTA) and the Transportation Trust Fund (TTF) are the anticipated sources of funding for this procurement;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO are authorized to extend NJ TRANSIT Contract No. 15-031 with Jacobs Engineering Group of Morristown, New Jersey, to provide consultant services in the amount of \$3,500,000.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 2202-12: CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE

WHEREAS, staff has determined it is appropriate to provide local bus service in the Middlesex County area; and

WHEREAS, a Request for Proposal (RFP 21-030) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a DBE Race Conscious Goal of three percent on this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined Suburban Trails, Inc., a Coach USA company, proposal meets the requirements set forth in Request for Proposal No 21-030; and

WHEREAS, the cost proposal submitted by the proposer has been evaluated against another proposer and the benchmark cost submitted by NJ TRANSIT Bus Operations; and

WHEREAS, Suburban Trails, Inc. has been operating the service as a subsidiary of Community Transportation, Inc., a Coach USA company, under contract with NJ TRANSIT since January 17, 2021; and

WHEREAS, upon completion of the competitive procurement process, it was determined that Suburban Trails, Inc. submitted a proposal that provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-030 with Suburban Trails, Inc. of New Brunswick, New Jersey, to operate the Middlesex County Local Bus Service for a 36-month base contract period of May 29, 2022 through May 24, 2025, at a cost not to exceed \$31,352,361, plus five percent for contingencies, for a total contract authorization of \$32,919,979, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

ITEM 2202-13: CONCRETE CROSSTIES

12,500 concrete crossties for three Rail Projects

Concrete crossties hold the rails in place and transmit the loads to the ground

Concrete crossties increase track reliability

Crosstie delivery will be spaced out over three years as needed by each federally funded capital project



ITEM 2202-13:

CONCRETE CROSSTIES

WHEREAS, NJ TRANSIT uses concrete crossties to support the rails and to maintain the gauge of the track; and

WHEREAS, NJ TRANSIT will use up to 12,500 concrete crossties for three separate federally funded capital rail projects; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) assigned a Race Neutral project Disadvantage Business Enterprise (DBE) goal for the Concrete Crossties project. OBD reviewed and approved the zero percent DBE utilization commitment identified by Rocla Concrete Tie, Inc.; and

WHEREAS, upon completion of a competitive procurement process, Rocla Concrete Tie, Inc., was determined to be the lowest responsive and responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-004 with Rocla Concrete Tie, Inc., of Lakewood, Colorado, for Concrete Crossties in the amount not to exceed \$2,537,500, plus five percent for contingency, subject to the availability of funds.

ITEM 2202-14: APPOINTMENT OF SENIOR VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT RAIL OPERATIONS, INC.

WHEREAS, the By-Laws of NJ TRANSIT Rail Operations, Inc. authorize the Executive Director/President & CEO to appoint the Senior Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. with the concurrence of the Board of Directors; and

WHEREAS, this position requires an experienced, qualified professional with the knowledge and expertise necessary to manage NJ TRANSIT's complex system, the third largest in the nation, with 12 commuter rail lines and 165 stations; and

WHEREAS, James A. Sincaglia has over 26 years of railroad experience and rose through the ranks of the industry; and

WHEREAS, James A. Sincaglia has worked at all levels of the railroad industry and has demonstrated the ability to lead teams of employees in commuter rail operations, training and labor relations, project infrastructure management and project coordination; and

WHEREAS, James A. Sincaglia's extensive background in rail operations will be invaluable and make tangible improvements for rail customers;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the Executive Director/President & CEO to appoint James A. Sincaglia to the position of Senior Vice President and General Manager of NJ TRANSIT Rail Operations, Inc.