

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

NJ TRANSIT
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April 21, 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 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, April 13, 2022.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Acting 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 Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 13, 2022. The meetings occurred concurrently.

Board Members

Diane Gutierrez-Scaccetti, Chair
Cedrick T. Fulton, Vice Chair
Lauren Nathan-LaRusso, Governor's Representative
Andrea Spalla, Treasurer's Representative (By Video)
James D. Adams, Board Member
Sangeeta P. Doshi, Board Member
Bob Gordon, Board Member
Richard A. Maroko, Board Member
Shanti Narra, Board Member
Rashonda A. Brown, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

Staff

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

Chair Gutierrez-Scaccetti convened the Open Session at 9:04 a.m. in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Acting Board Secretary Umukoro asked everyone to mute their phones and turn their attention to the Public Safety Announcement. The pledge of allegiance to the flag was conducted.

Chair Gutierrez-Scaccetti said it was her honor to welcome two new Board Members to the dais. Rashonda Brown, an NJ TRANSIT train conductor, who has ensured the safe transportation of New Jersey's commuters for 16 years, as of yesterday. She previously served as Chief of Staff for the United Transportation Union and also is Co-founder and President of Brickmobb Steelers Charities. Chair Gutierrez-Scaccetti welcomed Board Member Brown and her input as a boots-on-the-ground member of the NJ TRANSIT family.

Chair Gutierrez-Scaccetti said Karen Thomas, a Procurement Processor, has worked at NJ TRANSIT for just a short 34 years, as of today. She serves as Chair of the Somerset

County Commission on Status of Women and formerly served on the Board of Trustees for CASA Shaw – Court Appointed Special Advocate for Somerset and Hunterdon counties – a non-profit that helps place abused and neglected children into safe and loving permanent homes. She attended Rutgers University and has completed certificate programs at Union County Vocational & Technical schools for Electrical Technology & New Brunswick Theology Seminary for Theology Studies.

Chair Gutierrez-Scaccetti said they were so grateful to have them both join this Board, they were welcome additions to this family, and offered each of them the opportunity to make a statement if they wished.

Board Member Brown thanked the Board Chair for the opportunity to serve on the Board and said she was looking forward to working with everyone.

Board Member Thomas said it was a pleasure to serve on the Board, she was there to represent the hard-working men and women of the Amalgamated Transit Union and thanked everyone for this appointment.

Chair Gutierrez-Scaccetti stated again she was glad to have Board Members Brown and Thomas join the Board and asked everyone to give them both a warm welcome. Chair Gutierrez-Scaccetti noted there were more nominations waiting to go through the Senate confirmation process, and the dais will be what she considers very full.

Acting Board Secretary Umukoro conducted roll call.

Acting Board Secretary Umukoro announced that adequate notice of the 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 April 7, 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.

Chair Gutierrez-Scaccetti said before the approval of the minutes she wanted to recognize Acting Board Secretary Umukoro because this was her first in-person Board meeting as the new Board Secretary. Chair Gutierrez-Scaccetti said Acting Board Secretary Umukoro had big shoes to fill but knows that she will do wonderful because former Board Secretary Joyce Zuczek trained her well. She said Joyce Zuczek retired in the midst of COVID, and they will all miss her, but she is home happily taking care of her grandchild, enjoying time with her family, and has prepared Acting Board Secretary Umukoro extraordinarily well to take on this opportunity.

Chair Gutierrez-Scaccetti also, noted a new member at the dais, who used to sit to the right of her, but now sits to the left, Brian Wilton, Chief Legal Officer & General Counsel to NJ TRANSIT. She said otherwise the Board looks pretty much like it did the day before they left in 2020 with the onset of COVID.

Acting Board Secretary Umukoro added that this was Board Member Narra’s first in-person Board meeting. Chair Gutierrez-Scaccetti said they were pleased to have Board Member Narra on the dais with her depth of knowledge of the law in her day-to-day life. She is also an advocate for transit in her community in the North Brunswick/New Brunswick region, and it was a pleasure to work with her and have someone who so keenly aware of the needs in transit, not just in her hometown, but just generally speaking.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the March 14, 2022 Board meetings. Board Member Shanti Narra made the motion, Board Member Cedrick T. Fulton seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO’s Monthly Report

President & CEO Corbett joined Chair Gutierrez-Scaccetti in welcoming Board Members Rashonda Brown and Karen Thomas to the Board. He said it was great to have everyone back to NJ TRANSIT headquarters for their first in-person Board meeting in two-years.

President & CEO Corbett began with COVID-related information and said to date they have 28 employees out of approximately 12,000 who are currently positive, up from 17 at their last Board meeting, but still down dramatically from where they were just two months ago, at the height of Omicron.

Weekday ridership has climbed above the 50 percent mark of pre-COVID levels. Average ridership on weekends has increased from approximately 70 percent of pre-COVID levels to approximately 80 percent, and some trains are at 100 percent.

Systemwide bus ridership has increased from approximately 60 percent of pre-COVID levels to just shy of 70 percent. Interstate ridership into New York was up from approximately 60 percent of pre-COVID levels last month to approximately 65 percent this month. North Jersey Intrastate, local bus service within New Jersey, has increased from approximately 70 to 75 percent of pre-COVID levels.

Light Rail ridership was up from approximately 70 percent of pre-COVID levels to 75 percent this month.

As ridership continues to grow and mask mandates are relaxed in schools, offices, restaurants, retail stores, and other public spaces, they are awaiting final word from the TSA on whether or not the mask mandate on public transportation will expire on April 18, 2022. He said they have noticed on hospitalizations, where they had a height of over 6,000 on April 12, 2022, the numbers were down to 388 hospitalizations statewide, and this reinforces the hope that they may be able to eliminate the mask mandate.

If the mandate does indeed expire next week, President & CEO Corbett wanted to remind customers and employees that masks will remain optional and encourage all those who wish to continue to wear them to do so if that provides a more comfortable travel experience. He said they appreciated all of the cooperation they saw from customers who overwhelmingly complied with the TSA's requirement while it was in place.

Since the onset of the pandemic, NJ TRANSIT has consistently followed State and health guidelines and will continue to do so moving forward.

Now that ridership is increasing, COVID rates are down significantly, and warmer weather is on the way, they want to keep their momentum moving forward by continuing to encourage customers to come back to transit, as well as attract new customers. Towards that end, NJ TRANSIT was offering several promotional discounts, which began April 4, 2022 and will run through the end of the month.

The "Spring Fling" campaign is an extension of NJ TRANSIT's recent and successful winter holiday promotional campaign. Both new and current customers can save on spring travel by using various promotional codes in the NJ TRANSIT mobile app, including an invitation for new customers to "Try Spring" to take a free ride, and "Buy One, Get One" deals.

They have also extended the family SuperSaver fare to be valid from April 4, 2022 through April 30, 2022, which allows up to two children 11 and younger to travel free with each fare-paying adult. For more information, these promotional deals can be found on njtransit.com/spring.

Speaking of promotional deals and encouraging ridership, NJ TRANSIT FLEXPASS ticketing option surpassed \$2.5 million in sales last month, for the first time ever. March sales were up 34 percent versus February. Cumulative sales now total nearly \$19 million, representing more than 200,000 FLEXPASSes sold, which clearly illustrates just how popular this new fare option has been with customers.

As part of their Spring Fling campaign, and to support one of America's favorite pastimes that is synonymous with spring, NJ TRANSIT has created a webpage listing all the ways they can take them out to the ballgame. Baseball fans can now visit njtransit.com/baseball for a listing of all major and minor league teams in their region, some which are even NJT Rewards partners, such as the Trenton Thunder and Somerset Patriots, along with the public transit options to get people to the game.

President & CEO Corbett said there was another reason NJ TRANSIT was doing everything it can to move people from their cars and onto public transit. They know it is essential for a healthy sustainable environment. In this regard, he was pleased to note that NJ TRANSIT has launched the development of its first-ever Sustainability Plan, initially introduced at the Energy and Sustainability Policy Committee meeting in February.

As part of this effort, NJ TRANSIT is taking a proactive approach to stakeholder engagement and actively soliciting input from the general public, environmental advocates, community leaders, NJ TRANSIT customers, and employees. This input will be used to shape and inform the plan to ensure it represents what is most important to all stakeholders.

NJ TRANSIT's first public webinar was held on Wednesday, March 23, 2022 at 6:00 p.m., where they introduced the plan and promoted NJ TRANSIT's sustainability survey. NJ TRANSIT wants to hear what matters related to social, environmental, and economic performance.

The survey can be found at njtransit.com/sustainability, and takes between 15 and 20 minutes to complete, and asks for the relative importance of a wide range of sustainability issues from greenhouse gas emissions to clean vehicle technology. The survey opened on March 23, 2022 and closes on April 27, 2022.

President & CEO Corbett said he also had the opportunity to share information on this new Sustainability Plan, along with all the ways public transit benefits the environment, yesterday at a hearing of the New Jersey Clean Air Council. He said his testimony at the hearing focused on the fundamental role that public transit plays in reducing carbon emissions and improving our environment and was received very positively by the attendees. To learn more about NJ TRANSIT's sustainability initiatives, and participate in the survey, please visit njtransit.com/sustainability.

President & CEO Corbett said as they look to further reduce carbon emissions, particularly in communities that are inordinately impacted by poor air quality, they are working on setting clear, objective, and measurable goals through the Sustainability Plan. As part of those efforts, they are also working to reshape much of their bus network to provide clean, modern, and efficient service that meets not only today's travel needs and patterns, but tomorrow's as well.

Building on the positive progress of the NewBus Newark program, they recently launched the first-ever initiative to reimagine the local bus network serving Camden, Philadelphia, and the surrounding counties.

NewBus Burlington-Camden-Gloucester, or NewBus BCG, will assess the performance of 27 bus routes serving the region, as well as demographic trends and emerging development patterns. Like NewBus Newark and their Sustainability Plan, improvements will be informed by extensive stakeholder engagement. In fact, they already held two

virtual sessions, on March 30, 2022, for the public to learn more about the initiative and provide input.

Ultimately, this project will help reverse declining local bus ridership trends in South Jersey and usher in a new era of frequent, equitable, and reliable bus service, all to the benefit of South Jersey customers, local businesses, and the economy. For more information on the project, please visit njtransit.com/newbus-bcg.

President & CEO Corbett said they have three items up for Board consideration that he wanted to highlight today and one focused on technology, and two on infrastructure. On the technology front, today they will seek Board authorization to modernize and improve the customer experience through the introduction of a new, dedicated NJ TRANSIT fare card. It will allow customers to add cash value at local retailers and manage their accounts online or through their app. This upgrade promises to further reduce cash and paper-based tickets; provide customers with quick, easy, and convenient ways to pay; and leverage a statewide retail network to expand access to transit, particularly for the unbanked.

On the infrastructure side, the Board will consider a contract to begin construction work on the \$200 million County Yard/Delco Lead Storage and Inspection Facility. President & CEO Corbett said this reliability and resiliency project will provide a critical safe haven for trains during extreme weather events and storm surges, and a facility that allows trains to be fully inspected and quickly pressed back into service when the storm has passed.

The Board will also consider a contract to rehabilitate the historic Roseville Tunnel along with associated track work as a central component of their Lackawanna Cutoff project. The project includes rehabilitation of the Roseville Tunnel, a new station at Andover, track and signal work, construction of a railroad crossing, infrastructure construction, and improvements to the right-of-way.

Continuing with infrastructure updates, President & CEO Corbett said they have exciting news to report and that, on April 7, 2022, NJ TRANSIT issued a Notice to Proceed on the Portal North Bridge Replacement project, meaning that very soon, everyone would see visible signs of construction along the Portal Bridge right-of-way.

In addition to Portal North, this past month NJ TRANSIT celebrated another significant infrastructure milestone, this one in support of the zero-emissions bus program. On March 22, 2022, Congressman Donald Norcross, NJ TRANSIT Board Member Sangeeta Doshi, and a veritable “Who’s Who” of South Jersey officials celebrated the completion of zero-emission bus renovation work at the Newton Avenue Bus Garage. This work included the installation of charging infrastructure to support the first battery electric buses in NJ TRANSIT’s history, and their first ever electric bus deployment in Camden, scheduled to begin by the end of this year.

President & CEO Corbett said as they advance their bus electrification program and more than \$4 billion in capital construction work, it was critical that they have a strong leadership

team in place capable of meeting the demands of the Capital Program. Toward that end, and as part of their core focus on people, NJ TRANSIT's Capital Programs Division has partnered with the New Jersey Institute of Technology's Professional and Corporate Education Division to bring NJ TRANSIT a first-of-its-kind Project Management Professional Certification exam prep course.

The first class of 10 NJ TRANSIT employees participated in classes at night and on select Saturdays for nine weeks to complete the classroom section of the program and are now eligible to apply for the Project Management Professional exam. Multiple teams with diverse backgrounds learned about the Project Management Body of Knowledge, or PMBOK, to enhance project management knowledge across various departments. As NJ TRANSIT strives to become a best-in class project management organization, increasing the number of staff that exemplify the standards followed by PMBOK will be a key factor in continuing to improve project execution. This partnership with NJIT is in addition to the robust and expanding Internship Program through the many partnerships NJ TRANSIT has with statewide colleges and universities.

President & CEO Corbett said now that they were back holding in-person Board meetings, he was pleased to revive one tradition he personally missed very much, which was recognizing and honoring NJ TRANSIT employees for a job well done.

The honoree this month serves the system and customers as a New Jersey Transit Police Officer. Last week on April 6, 2022, New Jersey Transit Police Department (NJTPD) Officer Andrew Ruckriegel was off duty, driving his personal vehicle to work at Newark Penn Station. It was then that he observed a man being assaulted at gunpoint by two other men. Officer Ruckriegel immediately called for backup and exited his vehicle to protect the victim. He was soon joined by additional NJTPD Officers on the scene, including Lieutenant Imperiale, Sergeants Mazza and Wachterhauser, and Officers Konopka, Raps, Obrien, Singleton, and Chernez.

The assailants attempted to flee on foot but were quickly apprehended. A replica firearm and all proceeds were recovered. President & CEO Corbett said today, they commend all officers involved in this incident, and especially Officer Ruckriegel, who was there this morning. President & CEO Corbett asked him to stand and said to Officer Ruckriegel that his actions last week exemplified the core values of the New Jersey Transit Police Department: honor, commitment, integrity, and courage, and thanked him and his fellow officers for their bravery and the work they do every day to keep customers safe and secure.

President & CEO Corbett wrapped up by letting everyone know that NJ TRANSIT has launched a new Transit Arts Program microsite, available at njtransit.com/transitarts. This virtual exhibition highlights artists and provides instant access to more than 150 art installations throughout NJ TRANSIT's system. He said the site looks amazing, and they were pleased to open up this experience to a wider audience, while showcasing a diverse range of talented local, national, and international artists.

President & CEO Corbett gave a quick shout out to Board Member Maroko who was celebrating a birthday today and said that they all appreciated him starting his day off with this public service to the Board and to have a great day. Board Member Maroko thanked him and wished President & CEO Corbett a happy wedding anniversary since it was also that day.

Chair Gutierrez-Scaccetti said they would be remised if they did not thank the New Jersey Transit Police again for their bravery and increased diligence after what happened in the wake of the shooting event that took place in Brooklyn, New York, yesterday. She said this reminds them all of the important service the New Jersey Transit Police provide to them every day and that goes for their counterparts in New York. Events like the Brooklyn incident do not help them bring transit back to where it needs to be. The Chair Gutierrez-Scaccetti said it is events like these that frighten everyone as to how safe transit is but felt confident in the protection that the New Jersey Transit Police provides under the leadership of Chief Trucillo. She said transit is safe and it continues to be a wonderful option for people to travel on. She sent thoughts out to those that were injured yesterday and hopes that everyone recovers. Gutierrez-Scaccetti said it was very upsetting to hear of the children that were hurt, although anyone being hurt at the hand of another, who is just angry, was upsetting.

Public Comments

Chair Gutierrez-Scaccetti asked Acting Board Secretary Umukoro to provide instructions for public comments and asked for patience as they were doing a hybrid version of public comments, which they will be doing from now on. They now have to balance how this process works, because they now have people who have registered to speak in-person and remotely. Chair Gutierrez-Scaccetti said they are committed to getting to everyone, but they must remain patient, and they will take everyone's comment although it may not be as fast as everyone would like.

Acting Board Secretary Umukoro said there were nine in-person speakers, 13 pre-registered telephone speakers, and a few queued telephone speakers for a total of 25 speakers. She said in order to give everyone an opportunity to be heard, comments would be limited to three minutes.

Acting Board Secretary Umukoro said they would first take elected officials, then priority access would be given to pre-registered in-person participants, followed by any additional in-person speakers. They would then take comments from pre-registered telephone participants, followed by any additional telephone participants, who queued to speak. Acting Board Secretary Umukoro instructed those participating by telephone, if they have not already done so, please press *1 on their telephone keypad to enter the queue to speak. They would hear a brief tone to indicate they have successfully entered the queue.

Senator Steven Oroho of District 24 thanked Chair Gutierrez-Scaccetti for the opportunity to speak before the Board and welcomed all of the new Board Members. He said Chair Gutierrez-Scaccetti's and President & CEO Corbett's sentiments about the

New Jersey Transit Police were spot on, and he also thanked them for all that they do. He thanked President & CEO Corbett for mentioning what they call the Lackawanna Cutoff and the importance of that. He hoped each Board Member had an opportunity to review the letter that was sent in by Congressman Gottheimer, Congresswoman Mikie Sherrill, Congressman Malinowski, and himself surrounding the importance of this project.

Senator Oroho said for many years, going back to Congressman Frelinghuysen and many other elected officials, this project has garnered a wide bipartisan support, and the letter talks about the thousands of commuters that come from the Northwest in from Pennsylvania. For 18 years, he was a commuter into New York City, and he said this option was absolutely necessary. He said the letter spoke about the importance of this project bringing Amtrak out to the Scranton area and how much economic development it will lead to. As the sponsor of the Transportation Trust Fund, Senator Oroho noted how much the members from the Northwest section of the state pay into the Transportation Trust Fund. He hopes that this is recognized, and everyone sees how important this project is to his area and to all of New Jersey because it has great assets such as infrastructure, four seasons, mountains, and the seashore. They want to make it easy for people to come to New Jersey and bring their families and spend their money there.

Senator Oroho thanked Chair Gutierrez-Scaccetti again and said he hopes they have the Board Members support on this project. He said it was his pleasure to work with Chair Gutierrez-Scaccetti in her many roles on the many infrastructure projects. He wished those that were celebrating a birthday or anniversary a happy one.

Assemblywoman Shamer Haider of District 37 was there to represent Bergen County and municipalities in her district which included Fort Lee, Palisades Park, Hackensack, Teaneck, and Englewood, among many others. She said these municipalities had a large number of bus riders and people relying on public transportation. Assemblywoman Haider was interested to know what the status was for the Customer Advocate position. As she understood, the position has been vacant for quite some time and wanted to know if anything was being done to fill this much needed position. Assemblywoman Haider noted she serves on the Transportation Committee in the Assembly. Although this was her first time speaking at a Board meeting, she was sure it would not be her last and urged the Board to fill this much needed position.

Mayor Thomas Walsh of Andover Township said at the last meeting he spoke a lot about facts and figures relative to the Lackawanna Cut-Off and the way it would benefit their region of New Jersey. Today he wanted to speak about the partnership that was forged between NJ TRANSIT and the people of Andover Township. Many years ago, when transit took on this project, they ran into a problem of acquiring the right-of-way to fix a drainage culvert that would protect the new platform and the tracks to be installed. At that time, Mayor Walsh asked permission from the Township Community and NJ TRANSIT if they could intervene. After getting that from both, Andover Township ventured into what they would consider, considerable time and money to acquire that piece of property. They have now succeeded in doing so and would now like to ask NJ TRANSIT to follow-up and fully fund this project in the same good faith that they have shown. He said he would like

to thank Senator Oroho, Congresswoman Sherrill, and Congressman Gottheimer for all their support on this project. Mayor Walsh said as politicians they all like to stand up and stick their chests out and say, “look what we’ve accomplished” but without the good hardworking taxpayers of a small township of 6,000 people who took a leap of faith with them, this project would be dead in the water. He asked everyone to please have the same commitment they have shown.

Paula Rogovin from Don’t Gas the Meadowlands Coalition said at the November 11, 2020 NJ TRANSIT Board meeting, she said she was overjoyed that Governor Murphy and NJ TRANSIT had decided to pivot away from the frack gas power plant in Kearny and to a renewable energy hybrid microgrid to power the trains. Additionally, she said this was so exciting and she was happy for the people of New Jersey and the environment, and particularly happy for the people in the environmental justice and low-income communities who are constantly burdened with pollution and would not be burdened with more pollution from an NJ TRANSIT power plant. They hoped this could serve as a model for microgrids throughout the state and country and with the support of the incoming administration in Washington. Ms. Rogovin said they have learned not to believe in promises and need assurance that every possible effort will be made to establish the renewable energy microgrid.

Ms. Rogovin said they were demonstrating outside NJ TRANSIT Headquarters this morning, and with the public release of the RFP, they no longer see evidence of this commitment to renewable energy. She said the RFP indicates the return of the original idea for a gas plant to be located in South Kearny, which would be built in the flood plains of the Hackensack River, right next to the CSX Trains carrying volatile crude oil and other hazardous materials.

Ms. Rogovin said in October 2020, Chair Gutierrez-Scaccetti promised if she was not happy with the project, it would not move forward. She said that indicated to her that the Chair Gutierrez-Scaccetti respected her opinion as a leader for hundreds of people who fought day and night for this victory for environmental justice and the climate. Ms. Rogovin said she was not happy with NJ TRANSIT staff who enabled the return of this gas plant, and she was not happy with Arcadis being chosen to work on this project. She was also not happy with the Board not taking a stand against the retreat to a gas plant, and she was calling on them and Governor Murphy to take a strong stand on environmental justice.

Sally Jane Gellert, Lackawanna Coalition Chairperson said they stood with the Don’t Gas the Meadowlands Coalition for a renewable TRANSITGRID. She said it was nice to be back in person after two years, although Orrin Getz was no longer with them, and he was a great advocate for the Pascack Valley Line riders in New Jersey and New York. She said she first met Orrin at an NJ TRANSIT Board meeting, and his comments were always on point, and well-reasoned, and he will be missed.

On Action Item 2204-21 MIFARE DESFire Fare Cards, they were interested in the project as many people are accustomed to it, yet they have reservations. Ms. Gellert said cash

is universal and paying cash does not require dedicating funds to one particular business or agency, is private, and is required to be accepted at any business in the State of New Jersey, except at car dealerships and some parking lots. They have been repeatedly asking when FLEXPASSES will be available for cash purchases in the most recent app version and also note student tickets are only available online, although they do see the advantages of selling on school websites to ensure the purchases are indeed from enrolled students. They also hope that NJ TRANSIT will allow seniors to purchase discount tickets according to the federal law because most of the proprietary fare cards do not have that option.

On the Roseville Tunnel item, the Lackawanna Coalition has also supported the Lackawanna Cutoff and are pleased to see this project moving forward and encourage NJ TRANSIT to work with Amtrak.

On Distributed Generation, while they have not seen details on the project, they are pleased to see distributed generation, and not simply just a centralized gas plant, which is generally a good direction particularly, if it is renewable generation. Ms. Gellert said there was limited information in the agenda for the public to comment intelligently and wondered why this project has taken so long.

Ms. Gellert said they remain disturbed about the Philadelphia bus lines 313, 315, 317, 408, and 409 no longer going into Philadelphia, and although NJ TRANSIT is offering free transfers, this may be time limited.

Murray Bodin said the overriding issue today was global warming and everything NJ TRANSIT has been doing is to reduce the impact of fossil fuels on global warming. He said there was one thing they can do immediately, which was in regard to the railroad crossing traffic lights and red flashing lights. Mr. Bodin said in many states, they have just traffic lights and said the use of traffic lights and red flashing lights was a thing of the past, and it was the responsibility of this Board to immediately help President & CEO Corbett stop and remove the red flashing lights at every railroad crossing. Mr. Bodin said this is a driver distraction and a waste of electricity having duplicate lights and so many drivers are distracted today with texting, and they need simple choices. He said this was an easy task for Chair Gutierrez-Scaccetti because she has done this before. Lastly, he said it was good to be back in-person because there was nothing like seeing faces.

Ken Dolsky member of Don't Gas the Meadowlands Coalition said he wanted to comment on the NJ TRANSITGRID RFP and was asking the Board and NJ TRANSIT to carry out the duties they promised to fulfill when they were nominated to provide oversight on NJ TRANSIT's management and environmental decisions. He said it was obvious that NJ TRANSIT management decided to only request bids for a gas power plant as its initial vehicle to power the NJ TRANSITGRID, and deliberately decided to not ask for a comparable initial solution maximizing renewable energy. He said NJ TRANSIT compared the financial costs and the environmental benefits with a gas plant because they wanted to build a gas plant and was afraid that the renewable solution would have

better financials. He said it was not clear if the Board had any idea what management was doing at that time, however, it is very clear to all of them.

Mr. Dolsky said this was a major decision and they are spending over \$500 million, yet when asked how this decision was made, they only receive the vaguest of answers, such as NJ TRANSIT needs reliability and are not looking for a panacea. He said he expects that no analysis was ever presented to the Board, justifying this decision to go with a gas plant. He said to the Board, do not let management continue to bamboozle them into thinking that they know best, and they do not have to worry their pretty little heads about this. Mr. Dolsky said, do not let management continue to fool them that the interactive RFP process will address their concerns, it will not.

Mr. Dolsky said the oversight on this project was the Board's responsibility and what they had promised to do. He said this was not the first time they asked them about this and believes instead of demonstrating how effectively they provide oversight, the Board clearly prefers to sit back and be labeled ignorant or best as a rubber stamp for anything management tells them to do. Mr. Dolsky said prove to them, the Murphy Administration, and riders and the residents who have to live with their decision that they did their jobs. He said show them convincing evidence that this was the best decision. He said either they cannot because it does not exist and they are too embarrassed to admit it, or they just do not care. Lastly, Mr. Dolsky said stand up and do their job, it is not too late, if they do not then they should just resign.

Richard Grant, Hackensack resident and Don't Gas the Meadowlands member, said what can explain the Board's handling of the NJ TRANSITGRID project. He said it proves that they were spending taxpayer dollars on how to find the most expert problem solver to figure out how to maximize renewable energy to power the microgrid, while keeping a plan for a gas-fired power plant of 140 megawatts, which will supply all the power needed; but not to hear if the same qualified expert problem solvers can figure out how to power it, absent of a gas plant, using renewables, and no intermittent power sources. He said they are beginning to think the problem maybe the Board.

Mr. Grant said it should have been a red flag when it was brought to the Board's attention that NJ TRANSIT's Environmental Impact Statement was not sourced to up to date real world data and should have been independently verified by the Board before being embraced. Mr. Grant said can this Board be said to execute effective oversight of NJ TRANSIT Management when all indications are that it makes no effort to find out how NJ TRANSIT metrics, project, and priorities compare with other public transit systems of its size. Mr. Grant said this Board has one member who sits on the New Jersey Board of Public Utilities Commission, and he is not on the Board Committee whose name starts with the word energy.

Sid Madison said he lived in Piscataway and was there in opposition of the gas power plant and asked the question of whether everyone knew when to get out of the water when it was boiling. He said they were sitting in a situation where they have been told that the planet is getting warmer, and science said since 2018 that they need to reduce

greenhouse gases by 40 to 50 percent. Mr. Madison said now the Governor and the President have said they need to reduce it by 50 percent or more, and this cannot be done by adding more greenhouse gases by a powerplant. He said do the right thing and be smart.

Samantha DiFalco commented on behalf of Food & Water Watch and said it was nice to see everyone in-person after two-years of remote meetings. She said at the last meeting in March 2020, she spoke in opposition to a frack gas power plant in Kearny and the climate and environmental justice implications it would have on their state and most vulnerable residents in Kearny and the surrounding regions who already suffer from some of the worst air quality. Since that meeting, they have received multiple reports on the dire emergencies of the climate crisis, and what they need to do to prevent worsening storms, and sea level rising. They have also seen the passing of the environmental justice law in New Jersey to protect communities like Kearny and Newark from more environmental racism and pollution.

Ms. DiFalco said in the fall of 2020, they were excited to see that the Board, NJ TRANSIT, and Governor Murphy said they were going to reimagine this project with renewables, and now the gas plant is back on the table. She said the Board needs to take a stand against the RFP and discourage the possibilities of a gas plant.

Doug O'Malley, Director of Environment New Jersey, said he represented more than 80,000 members and advocates across the state. He was thankful for the in-person and continuance of hybrid public comments, which was a critical component to allow the public to weigh in. He was grateful for the new Board Members and wanted to thank Board Members Brown, Thomas, and Narra for being there today. He said this was the season of spring, baseball, taxes, and budget, and clearly NJ TRANSIT has passed its budget although there were still budget decisions to come in Trenton, a budget hearing next week, and the final budget due by June 30, 2022.

Mr. O'Malley said he also wanted to thank Board Member Adams for his service and saw him when he was sworn in pre-COVID and said his work on this Board has been invaluable, specifically, the ability to comment and discuss, and dare he say dissent from decisions, which is what they should be encouraging from this Board. He encouraged the legislature to consider not replacing Board Member Adams because it was a mistake to do so. Mr. O'Malley said the decisions Board Member Adams championed focused on funding and the capital to operating raids, which were not sustainable. Mr. O'Malley said if they want to put sustainability into NJ TRANSIT, they need to start with sustainable funding and a dedicated source of funding which is the main goal for NJ TRANSIT so they can get riders back onto the system.

Carol Gay, President of the New Jersey State Industrial Union Council (IUC), said she was glad to hear about the fare promotions because one of the good things about becoming a senior citizen is getting a fare reduction from NJ TRANSIT. Ms. Gay said the IUC represents close to 75,000 union members in New Jersey's public and private sector, and she was there to echo and support the comments of the environmental groups who

spoke before her. They were very disappointed that NJ TRANSIT reneged on its promise to go in the direction of renewable energy, but instead chose to go with a frack gas power plant.

Ms. Gay said the sea levels are rising and they have a very limited time before it is truly too late. She pointed to a shirt she had on which outlined her message that "Climate Change Kills." Ms. Gay said climate change is killing people all around the globe and mother earth, and they need everyone to recommit to sustainable renewable energy and not add more fossil fuels. She asked how many of the Board Members have children or grandchildren and said she had young relatives who she wants to have a future and asked do they want their children and grandchildren to have a future too. Ms. Gay said action must be taken now and asked that they please recommit to sustainable renewable energy.

Acting Board Secretary Umukoro said they would now open the floor for public comments by telephone participants, beginning with those who pre-registered to speak.

The CIA Operator provided a reminder for those who have not already done so, to please press *1 on their telephone keypad to enter the queue to speak and that each speaker would be given three (3) minutes for their public comment, and a warning would be provided with one-minute remaining and again with 15 seconds remaining. The CIA Operator said there were 15 speakers in the queue to speak.

Elizabeth Ndoye, member of Don't Gas the Meadowlands and member of the Hoboken Democratic Committee working to stop fossil fuel projects in New Jersey, said she has spoken to the Board on multiple occasions and was back again this time to express her extreme disappointment and frustration. When Governor Murphy told the Board to scrap plans for a fossil fuel power plant in Kearny and find a clean energy solution for NJ TRANSIT resiliency needs, she had a short period of hope and believed that NJ TRANSIT would do as they were charged to do. Ms. Ndoye said this was a complete betrayal to the residents of Kearny and the other surrounding areas, which were named the Cancer Corridor of New Jersey, and were already overburdened with the negative effects of air pollution. She asked how NJ TRANSIT can say they care about the riders and neighbors and yet be building another fossil fuel power plant. Ms. Ndoye asked if they have fully researched all viable hybrid microgrid alternatives and energy options.

Matthew Smith, New Jersey Director for Food & Water Watch, spoke on behalf of its 70,000 plus members and supporters across the State of New Jersey. He said he was also one of the members of the public outside protesting this morning at NJ TRANSIT Headquarters asking to reverse course of reneging on their promise and Governor Murphy's promise for reimagining and redesigning the NJ TRANSITGRID project to maximize renewable energy.

Mr. Smith said what NJ TRANSIT has done instead was try and put lipstick on the original fossil fuel pig. He said the lipstick on the fossil fuel pig was the goal that says they were no longer trying to reimagine the project to get to maximizing renewables and all they

have to do is get to net-zero carbon by 2050. Mr. Smith said to the average person 2050 might sound okay but it is not, because waiting until 2050 means a gas plant today, which would mean they would not only be running the gas plant for emergency purposes for resiliency, which was why they were getting the federal money.

Mr. Smith said this would also mean that NJ TRANSIT would be burning fossil fuels that would poison brown and black low-income communities in Kearny and surrounding areas, which was unacceptable, as well as selling power to Amtrak. Mr. Smith said Chair Gutierrez-Scaccetti promised Paula Rogovin if she was not happy the project would not move forward and asked the Board Chair when they would be getting a meeting with her.

Sean Mohen, Executive Director of Tri-County Sustainability, representing 101 towns and 1.2 million residents in Burlington, Camden, and Gloucester, congratulated President & CEO Corbett, Board Member Doshi, and all of the NJ TRANSIT Board and staff for the unveiling of the battery electric bus infrastructure at the Newton Avenue Bus Garage in Camden. He said they cannot wait to see these new buses in operation in June, and they are also excited about the NewBus BCG initiative and looks forward to working with NJ TRANSIT on this project to redesign their local bus service in Burlington, Camden, and Gloucester.

Mr. Mohen said they have heard a lot about the recent service changes to the long-distance bus routes for South Jersey and Philadelphia. For the record, they understood the primary issue was Greyhound and appreciate NJ TRANSIT's concern for rider, driver, and pedestrian safety. With that in mind, any extra transfer added to a daily commute is a hardship, and South Jersey is already underserved when it comes to mass transit and respectfully ask that NJ TRANSIT identify a longer-term plan that will meet their needs. Lastly, he thanked NJ TRANSIT and the Board for all that they do for the people of the Garden State.

William Ritzler said on February 28, 2022 NJ TRANSIT discontinued interstate bus service between Camden and Philadelphia on routes 313, 315, 317, 408, and 409, and going forward, service will begin and end in New Jersey. He said customers traveling to and from Philadelphia will be required to make connections at the Walter Rand Transportation Center to other routes to continue their trip. Mr. Ritzler said on March 30, 2022, questions were submitted to NJ TRANSIT via the online Board feedback portal about the decision process and justification for implementing the service changes described. He said although some of the information has been obtained by way of media reports, not all questions were answered, and NJ TRANSIT responded only earlier this week.

As stated during public comments at last month's meeting, Mr. Ritzler said this service change constitutes hardship for passengers. He said already the aforementioned media reports documented the choice of one former NJ TRANSIT bus passenger who no longer uses the route 408 bus as a direct result of the elimination of interstate service. Mr. Ritzler said surely there are more making the same choice. He said this was occurring at a time when NJ TRANSIT was attempting to recover ridership that has severely been impacted

by COVID. Mr. Ritzler said in the past, there was nearly 20 interstate NJ TRANSIT bus routes serving the Delaware Valley, some of which provided service to locations outside of Philadelphia. He believes NJ TRANSIT needs to take concrete action to restore service on the five routes affected.

Andy Weiss asked where the Customer Advocate Office is, and said they have been waiting years for a customer advocate, the hiring is being dragged on too long, and the public is tired of waiting. Mr. Weiss said the NJ TRANSIT fare card mentioned by President & CEO Corbett should be a regional card inclusive of the MTA and PATH and he did not understand why they were standing alone on it. He said riders should have one card to use for the whole transit system because it makes no sense not to do it for the entire region. Mr. Weiss said one of the recommendations from the NJ TRANSIT Audit stated there should be one card for the region and that NJ TRANSIT was ignoring those recommendations.

Mr. Weiss said he has noticed that the Board comments have no substance and they seemed to always be rushed. He believes all they do is vote on action items and adjourn which requires very little skills. Mr. Weiss believes no one was standing up for the public. He said one bus in Hudson County on the weekend is not enough, all they are seeing is cuts, and no one ever talks about the infrequent services and the dirty buses.

Jaime Klenetsky Fay thanked everyone for continuing with the hybrid access for those who cannot be in person. Early in the meeting she was thrilled to learn more about the sustainability plan and went to the website as the meeting was taking place to check out what NJ TRANSIT has planned. She said it was really exciting. Ms. Fay said the RFP and the microgrid do not fit in with the sustainability plans and this is not the time to build more fossil fuel power plants if they want to get to net-zero, which Governor Murphy's administration has been advocating for. She believes building a fossil fuel plant will go against the Governor's goals and harm the people in Kearny, the surrounding areas, in the state, and the planet, because they are all connected. She hopes the Board will consider withdrawing the RFP and putting clean energy renewables at the forefront for the NJ TRANSITGRID in the future.

Tina Weishaus, Co-Chair of Divest New Jersey, thanked the Board for having hybrid access to this meeting because she is one who cannot come to in-person meetings. She said it seems like they remain where they were from the last Board meeting, questions posed by the public surrounding the current RFP for the resiliency power plant are not being answered, and NJ TRANSIT's promise to do so is being broken.

Ms. Weishaus said there was a comment by Governor Murphy to scrap the fossil fuel power plant and make it a renewable power plant. She said the RFP was written to be an almost certain natural gas power plant. Ms. Weishaus said in late February, another environmental report was released ringing more fire alarms for immediate action specifically, to put an end to fossil fuel. She believes by refusing to take a stand against the fossil fuel power plant, as NJ TRANSIT Board Members, each are contributing to the calamity, part of the suicide plant. Ms. Weishaus believes failure to speak out against the

fossil fuel power plant at this point in time, given what they know to be true, is a failure to protect the public that they are supposed to represent.

Claire Lucas said she was concerned and alarmed about the NJ TRANSITGRID project. She said they have ignored the public and Governor Murphy's directive to halt the plan of a fossil fuel gas power plant. Ms. Lucas said NJ TRANSIT has been directed by Governor Murphy to instead develop a project primarily using renewable energy yet put out an RFP hoping for a gas plant. She asked that they please withdraw the RFP and change it to ask for a maximum renewable energy-based solution that can be implemented now, otherwise, they are endangering every community member in New Jersey and shortening everyone's life with all the toxins and pollution it incurs. Ms. Lucas asked if that was what they want their legacy to be.

Thomas Drabic thanked the Board and the Commissioner for allowing him to provide comment in support of Action Item 2204-22 Final Design, Construction, and Commissioning of the Roseville Tunnel Rehabilitation and Associated Track Bed Work. He wanted to provide some detail to fill in the support that Senator Oroho and Mayor Walsh provided earlier and thanked them for their support and participation.

Mr. Drabic said this Lackawanna Cut-Off project has been worked on for over 35 years and millions of dollars in federal and state funding have been spent on this project, including over \$25 million to acquire the right of way from Port Morris to Roxbury to Delaware River. He said there have been numerous studies done over the years, including the environmental assessment where they received the FONSI for the project over 10 years ago. Mr. Drabic said in addition, to all of the work that was put into the State, working with NJ TRANSIT, obtaining the permits that were required for the project, and work done on the culvert on Roseville Road which Andover Township Mayor Walsh mentioned earlier, the township committee has been very supportive and has offered to assist in acquiring the right-of-way. He said they need additional transit options in Northwest New Jersey and do not have any passenger rail service on the corridor.

Sophia Petros a 24-year-old calling from Maplewood wanted to urge the Board and the Sustainability Committee that due to the new climate movement they cannot have a fossil fuel gas power plant anywhere in New Jersey. She said people her age was introduced more to climate issues during Superstorm Sandy. Ms. Petros said during this storm she was in high school, and they had no heat in her home for weeks and felt the impact during that time. She was told by many that efforts were being taken to ensure that something like this never happened again and every piece of fossil fuel infrastructure was going to change. Ms. Petros said she has not heard many people talking about the younger generation and the effect this will have on them but knows they are in opposition of a fossil fuel infrastructure and urged the Board to think about that.

Holly Cox a 23-year New Jersey resident asked NJ TRANSIT to amend the RFP for the microgrid project so it will not include a dirty fossil fuel power plant and instead develop a project with clean renewable energy. She said there are several problems with the RFP that she spoke about at the Board meeting two months ago. Ms. Cox said she has been

speaking at these Board meetings for over two years and last month she asked the Board to respond in writing to all the concerns about the RFP that she and others raised at the prior meetings and still has not received any answers to her questions. Ms. Cox asked when the Board will give a detailed progress report and update on the RFP and asked what the purpose of these Board meetings is if no one ever addresses their concerns. Lastly, she thanked everyone for keeping the hybrid option open for public comments.

Michael Makarski, ELEC 825, and proud member of the Affordable Energy for New Jersey Coalition, said meeting the State's clean energy goal is important, climate change is happening, and they must deal with the reality. He said there is another reality to be dealt with, which is the physical reality of what is actually possible. Mr. Makarski said electricity that powers their homes, phones, electric cars, and NJ TRANSIT trains will power the future of NJ TRANSIT's electric bus fleet and this electricity has to come from somewhere.

Mr. Makarski said the Board has heard from some of the paid environmental lobbyists that this can be done using renewable energy and must stop traditional fuel sources immediately. However, he said there they were April 13, 2022 with a problem. They do not have any renewables at any scale to power transit. He said there is not a single turbine in the ocean, and as he speaks today, in order to meet that need using solar. Mr. Makarski said they would have to bulldoze the entire Meadowlands and cover it with solar panels, and he does not think that is in the cards.

Mr. Makarski said other options are domestically produced natural gas at their disposal, and despite what they may have heard from some of the other speakers from 2009-2017, the Obama Administration energy policies increased their usage of oil and natural gas, which reduced GHG emissions by 15 percent in line with their Paris climate goals at the time, while increasing GDP more than 15 percent, which are all good things. He said this is a proposed project that has become a punching bag from the environmental community choosing to ignore the facts. Mr. Makarski said the largest source of greenhouse gas emissions is the transportation sector and the only way to get cars off the road is to increase frequency and reliability of mass transit. They suggest moving forward with this project as currently proposed because it will put NJ TRANSIT men and women to work and make public transit more reliable and have less cars on the road, reduce emissions and increase regional economic benefit.

Adam Reich thanked everyone for the hybrid option for public comments. He directed a question to Board Member Narra, recalling at the Operations & Customer Service Committee meeting she was set to meet with NJ TRANSIT staff and get an update on the Customer Advocate position. He asked for any updates she could provide on the hiring process and, if she didn't have any information, please let them know when they could.

Mr. Reich expressed his support for the action item for the Roseville Tunnel project and said that this project was something many residents have been waiting decades for and also the action item for the Delco Lead project.

Mr. Reich noted earlier President & CEO Corbett said there is a possibility that the mask mandate on transportation could come to an end on April 18, 2022. He wanted to reiterate the need for a masking railcar on the train after the mask mandate is lifted to allow for a greater comfort level for those with health concerns or are just trying to take additional preventive measures.

Mr. Reich thanked Board Member Adams for his presence on the Board and was sorry to see that Governor Murphy has chosen not to reappoint him. He said he really appreciated Board Member Adams direct, critical, and fair approach in listening to the advocates and engaging with Board and staff.

Ryan Felmet thanked everyone for allowing a hybrid public comment period, which will help maintain an open dialogue with the public. His questions boil down to the funding and budgeting of NJ TRANSIT and safety in light of recent events, customer service, and sustainability. As it relates to funding and the budget, Mr. Felmet was sad to see that Board Member Adams was not being reappointed, and said he was a very strong advocate for righting the ship in terms of more transparency on the budget, and the need for a redetermination on where the costs are. From a safety perspective and from his own personal experience,

Mr. Felmet said he felt that NJ TRANSIT was safe, but in light of what has been going on, it would be great to hear from NJ TRANSIT on how the New Jersey Transit Police Department is operating and interacting with the MTA, local authorities, and the State. He said if someone could shed some light it would help riders feel confident that they are safe riding NJ TRANSIT.

Mr. Felmet said on the Customer Advocate front it has been embarrassing that it has been two-years since this position was filled and would like more details on what is going on. Lastly, he said stop gaslighting the environmentalists on the frack gas power plant issue, because they have been on these calls for over two-years, and they take up to 75 percent of the time at these meetings.

Brian Russo member of the green party who volunteers for many green organizations said he became a climate advocate, was 40-years old and in the best shape of his life, but thinks he is going to die from a catastrophic climate event. He said the sea level is going to rise two feet within the next five to 10 years, climate scientists are very concerned that leadership is not listening, and they need to do something right away. Mr. Russo said if NJ TRANSIT is committed to safety for its customers, the future of transportation will be public transportation and not personal vehicles, but this will not happen if public transportation does not lower emissions. He said they need to pivot towards clean energy if they are all going to survive, and there will be no customers riding NJ TRANSIT if they are dead. Mr. Russo believes by allowing a fossil fuel power plant, they are committing murder.

Jeffrey Rappaport said a gentleman earlier brought up a good point on electrification which is a long-term goal. He said they were not there to solve every problem of the world

but were there because of the gas-fired power plant. Mr. Rappaport said this power plant was a major source of carbon dioxide licensing the use of gas and the mining of gas that leads to potent greenhouse gas emissions. He said Governor Murphy has set a plan, he plans to hold him to it, and his instructions were to look at renewables, but it does not seem this way in the written documents and the RFP says otherwise. Mr. Rappaport said this is not something a grandfather wants to hear, this was becoming a very emotional issue, and he does not think that is going to change.

Board Member Comments

Acting Board Secretary Umukoro thanked the public speakers and said she would now take Board Member comments.

Chair Gutierrez-Scaccetti said she wanted to start with the Lackawanna Cut-Off and that there has been a lot of discussion about the value of that project and discussions about usage and return on investments. She said they have to think about projects they do all the time that start off slow and ramp up to become entirely successful. The residents of New Jersey and the Northwest corner of the state are entitled to have the opportunity to explore public transit, which they cannot have if they do not approve this item. She appreciated Senator Oroho's comments and said he has been a phenomenal partner in transportation. Chair Gutierrez-Scaccetti suggested that while they all think about return on investment, and while they think about the long-term benefits of transit, they think about some of their corridors in New Jersey that have not had the benefit of transit in any sizable fashion, and this gives them the opportunity to do that with the construction of this tunnel. Chair Gutierrez-Scaccetti thanked the Senator and Members of Congress who have been supportive of this project.

Chair Gutierrez-Scaccetti said the more difficult conversation she was going to have right now was on the NJ TRANSITGRID. She appreciated Ms. Rogovin's constant reminder of what she said to her in November. However, she wanted to remind Ms. Rogovin and all of her advocates that they keep changing the bar on this agency, and that this agency made a strong effort to develop an RFP that would provide responses to both their riders who are not in this room and rely on them every day, as well as to their environmental advocates whom they respect.

Chair Gutierrez-Scaccetti said they have an RFP that is active and has no conclusion today. They have an RFP that provides them the ability to accept alternate fuel proposals, but there is not just one. Chair Gutierrez-Scaccetti said until those are in, and they have an opportunity to review them, it is not accurate to say that this Board has fully backed a frack powered gas plant or that the Governor has stepped away from his commitment. The Governor has laid out very clear rules to all of them that over the course of time, they have to be in a place where they are running on clean energy, and that time is not tomorrow. She said in some places the technology that they are asking them to look at, for the size of their system, is not available. Chair Gutierrez-Scaccetti said the staff ran with a new RFP, which they can agree to disagree on whether they like it, which is their right, and it is the right of NJ TRANSIT.

Chair Gutierrez-Scaccetti said they will not meet, and Mr. Smith can ask to have a meeting, but she did not recollect the last time Mr. Smith asked her to meet but would check with her office when she returns to the NJDOT. However, in the course of a procurement that a Board has to vote on, it cannot engage in conversations. Chair Gutierrez-Scaccetti said they have a public procurement process, like it or not, that requires them to step back as a Board and wait for the staff to do their work. She said they could guide them, and they have. They now have a document on the street and have prospective bidders who understand what their requirements are, and they need to let the process work.

While she understands this takes a long time and understands people become impatient, at the end of the day they have no other process, and the public cannot participate in a public government procurement because this is not how it works in any part of government. As far as this Board, a rubber stamp is the last thing it is. To say any member of this Board has not committed themselves to looking at documents and to participating with staff is not accurate. They were not there to work at NJ TRANSIT, they were there to look at the work NJ TRANSIT does. The person responsible day to day is President & CEO Kevin Corbett, and he has dedicated himself to doing that, and whether anyone likes it or not is not the point. She said she appreciated the impatience with them but also understands this was a process that takes time. Chair Gutierrez-Scaccetti said they cannot conclude today that this is what it is going to produce because they are months away from when they will know what it actually does produce. If this Board is not favorable to what that RFP produces, it can act at that time.

Chair Gutierrez-Scaccetti said they cannot continue to interrupt this process, or they will never reach a conclusion, and will always have what they have always had and will always get what they have always got. She noted they had a train system in Sandy that did not run for a long period of time and asked how people got to work or where they needed to be. Chair Gutierrez-Scaccetti said there would not be adequate bus service to replace an entire train system.

Chair Gutierrez-Scaccetti said at the end of the day, this agency is working as best as it can so that it meets the requirements asked of them, as well as the requirements of their riders, in the context of the technology that is available for the system the size of NJ TRANSIT. She said environmentalist could continue to be angry with her because that was their prerogative and continue to be impatient with this agency because that is their prerogative too, but they have a process, and it has to be a process that they allow to work through, and this is done in every area of government. This is a particularly sensitive one and she does not think anyone at this dais believes that they should not improve their ability to improve the climate. They all just know that they have rules and processes, and what they hope is a good outcome that will come later this year.

As far as meeting with her, Chair Gutierrez-Scaccetti said to Ms. Rogovin she will not answer emails and will not meet during the procurement process because she did not want to taint that process. She does not meet with anyone during the process on this topic, they are not supposed to and are ethically bound not to. Chair Gutierrez-Scaccetti

said that it was not a slight to anyone in the room, it was a rule like any other contract that may be in process before any agency she sits on or works at. Chair Gutierrez-Scaccetti said she would continue to maintain those rules and was sorry that they were so outraged and felt the need to come to the Board meetings every month angry. She said if they have not learned anything in the past two years, and certainly in the last 24-hours, life is short. Chair Gutierrez-Scaccetti said this agency was committed to doing the right thing, and do not think they have changed one moment from that commitment. The process must be allowed to play out. She told Mr. Smith that her name was Diane Gutierrez-Scaccetti and that was how he could reach her if he needed to. In conclusion, she thanked all the speakers.

Vice Chair Fulton welcomed Board Members Brown and Thomas to the Board, and as they could see there was much on their plates, and they have serious matters to discuss. He said he wanted to say goodbye to his colleague Board Member Adams, it was an honor and pleasure to serve with him, and he was a man of high integrity, certainly has a great engineering mind, and he would miss his contributions. Vice Chair Fulton said he would like for President & CEO Corbett to take back to staff some considerations with regard to the lines going into Philadelphia because he wanted to hear more about it and understand what some of those issues were.

With regard to the matter on the NJ TRANSITGRID, Chair Gutierrez-Scaccetti saw it appropriate to appoint him Chair for the Energy and Sustainability Policy Committee, and he said yes knowing how difficult it was going to be but did not walk away from it. As he hears the passion, he has to remember that he is a grandfather, so when people make those types of statements, they resonate with him, and he is not oblivious to any of them, and did not believe anyone on the Board was either. They come to these seats with a multitude of hats that they wear, and he for one has always stated he is not a sustainability expert but he is one who is able to move projects in a government environment, in particular a transportation environment. When it comes to a time for planning, developing, and delivering programs, there is tremendous framework and processes that the Chair Gutierrez-Scaccetti pointed to, and with the context of that, they have to do the best they can to deal with the multiplicity of issues that present themselves, and clearly there are issues there. Vice Chair Fulton said he was an operator during Superstorm Sandy, when many may have gotten stuck during that time, and is committed to making sure this agency is protected to every extent possible, so that people, property, and economic development is not impacted. He said much has happened over the years, and he for one is firmly committed, as well as he believes his colleagues on the Board are, to make sure that they balance those issues because it is their job to balance the difficult issues.

Vice Chair Fulton said the RFP is in play, and he has been a part of many RFP's in his professional career, as he was sure many of them have. What they have done is embraced hopefully the best thinking in the marketplace to deliver a product that can be delivered today that will attend to issues such as safety, operational functionality, reliability, and protection of people and property, while simultaneously getting them to the best initial threshold to reduce any use of fossil fuels. He said what he has heard discussed minimally from people was the reality of energy development, and what it takes

to get the amount of power for NJ TRANSIT, and certainly the ability to store energy when it needs to be used, which were critical issues, and real issues that have to be dealt with. So, within the context of what he considers to be a progressive RFP, in spite of what others may think, they are providing incentive for the marketplace to come to them with the best ideas. He said they are going to keep listening because he cares a lot about NJ TRANSIT and thanked everyone for their continued participation.

Board Member LaRusso said she wanted to echo and say she appreciated the Chair Gutierrez-Scaccetti and Vice Chair Fulton's comments with respect to the NJ TRANSITGRID. She also wanted to acknowledge and thank the public for coming out today and noted they do take their comments seriously and to heart. They really do want to work on things, including some of the feedback with respect to operations and knows the staff works hard day in and day out to meet the needs as they come back from this pandemic and they have heard President & CEO Corbett talk about ridership. The feedback is heard, and they will address it, but the staff does work hard, as well as the New Jersey Transit Police in keeping everyone safe. She said she appreciated all the comments today.

Board Member Narra said she would not say anything in detail other than she appreciated all of the comments and to all the members of the public that are there today and on the telephone, she knew they did not want to keep hearing them say, let the process work, but it was what they have to tell them at this point. She hopes they maintain their passion but also some patience with the process.

Board Member Narra said she wanted to address a few of the issues on the Customer Advocate position. She could not go into too much detail but said this Board takes to heart the role of the Customer Advocate and part of the delay in the recent months has been because they had conversations about what this person will be doing. She said it was extremely complicated and whoever takes this new job on is going to have a huge task. They have spent time talking about it and do not want this person to be just a figure head with a title, so there is a lot they are expecting from the applicant. The posting went out and they received a lot of responses, but they were not all responsive. They are really working hard to get this position filled and staff is working with them diligently.

The Board all want someone in this position as much as everyone does, and they want this person to be effective and have the ability to meet with all of NJ TRANSIT customers and really represent their needs and issues. This is also a process they are working through. It is not going to take years, and they plan to get this person up and running as soon as possible.

Board Member Narra wanted to echo the Vice Chair on getting more information on the Philadelphia bus lines. She said she was from Central Jersey, but her fellow Board Members have a lot of people down in South Jersey who need their concerns addressed and hopes staff can come up with more solutions. Lastly, she wanted to say that she was on the Operations & Customer Service and Safety Committees and that Chief Trucillo and his staff have impressed her so much. Her entire career is in criminal justice and the

New Jersey Transit Police Department have been doing an excellent job throughout the pandemic. They also have been going non-stop since the incident in Brooklyn and knows that one of the commenters brought up how the NJTPD rank with the MTA or other organizations. She said her experience on this Board for the past year and a half, the NJTPD were doing a phenomenal job. Not to say that any unit at NJ TRANSIT cannot improve, but they have really impressed her and hopes the public will realize that the Board have gotten reports, have a lot of confidence in the NJTPD, and the public should as well.

Board Member Maroko said he would echo sentiments expressed by his colleagues and wanted to welcome Board Members Thomas and Brown. He said it was great to have labor representatives and their perspective and expertise, which will be a valuable addition to the Board, and he looks forward to working with them. He also said it has been great working with Board Member Adams and thanked him for everything he has done.

Board Member Gordon welcomed Board Members Brown and Thomas to the Board. He said to his friend Board Member Adams, which he knew he had to say farewell to at some point within the next few months, that he appreciated the expertise he brought on contracting and common sense.

On the Lackawanna Cut-Off, he wanted to thank his former colleagues Senator Oroho, Assemblywoman Haider, and Mayor Walsh for stressing the potential regional benefits of this project. Board Member Gordon said they really cannot look at one particular station, have to understand that this project has a regional impact, and there were areas in the state and in Pennsylvania that have been underserved. If they take a long-term view, they need to consider what a new corridor can do in terms of economic development and easing the commute of 28,000 people in that region. He thanked Assemblywoman Haider in particular for participating and was pleased to hear that she has been assigned to the Transportation Committee. Board Member Gordon knows she wants to get very involved in transportation policy and represents the 37th District, which is very bus dependent, and will be a great partner.

On the TRANSITGRID, Board Member Gordon wanted to endorse the comments made by Chair Gutierrez-Scaccetti and add a couple of points. He said they should not be locking themselves into one particular technology, noting clean energy technology is changing with lightning speed, and what looks good today may not be the best alternative in the future. Board Member Gordon said they need to consider things like fuel cells, hydrogen, and decarbonized gas, and technologies they may not even be able to talk about now. He said they should not lock themselves into any particular scheme, and whatever they do it has to be technically feasible.

Based on everything he has heard from the experts on microgrids, Board Member Gordon said the energy storage technology that is required for the proposal they are making simply does not exist today. He said it may be a few years off but does not exist today. If anyone wanted to challenge him on that, he wanted them to point to a mass transit system

somewhere else on the planet that can generate the power and has the storage capability to operate when the sun is not shining.

Board Member Gordon said the other point he wanted to make was alluded to by Vice Chair Fulton, which was that they also have to be concerned about something called resiliency, and have to worry about having a back-up system, so that if the grid goes down, they can get thousands of people under the Hudson back home, and lives are at stake. He said it is not just storms they have to worry about today, and if the Iranians, Russians, or North Koreans wanted to shut down their grid, they would need about 20 minutes. Board Member Gordon said they need to think about back-up systems in place, so that they can save lives that would be put at risk if the grid goes down. He said it was not like they were not listening or do not care about climate change. Board Member Gordon said he spends every working hour focused on advancing the Governor's Clean Energy agenda and they have other things they have to be concerned about that have to be balanced against that, including resiliency.

Board Member Doshi thanked Senator Oroho, Assemblywoman Haider, Mayor Walsh, and all the speakers who came out today. She wanted to welcome Board Members Brown and Thomas and thanked her friend Board Member Adams. She said it has been an honor to work with him. Board Member Doshi thanked Chief Trucillo and all the New Jersey Transit Police Officers for all that they do every day. She also wanted to reiterate the Governor's comments about standing with the people of Ukraine, which was not mentioned today. As Chair Gutierrez-Scaccetti mentioned, in the last two-years if they have learned anything, it is that everything is connected. Board Member Doshi said the oil embargos against Russia and standing with the people in Ukraine has raised gas prices, and in turn has possibly led more people to riding NJ TRANSIT.

As everyone at NJ TRANSIT knows, including President & CEO Corbett and Chair Gutierrez-Scaccetti, Board Member Doshi is a staunch advocate, especially, for South Jersey and will be discussing those bus routes.

Board Member Doshi said they are looking for comments on the Sustainability Plan and wanted to reiterate the Chair Gutierrez-Scaccetti's comments that they all are committed to renewable energy. She said they all have families and sometimes it seems that people think it is mutually exclusive, but she did not think it had to be. Board Member Doshi said they can be an advocate, which she is for green energy, be an elected official, and still be on a Board. As mentioned before by some of her peers, there has to be a balance for safety, resiliency, and reliability for riders, and that comes first for NJ TRANSIT. She hopes that the technology gets there when they want it to.

Board Member Doshi said they are very happy about the electric bus garage in Camden, it works, and some of the air quality committee from South Jersey were there ensuring the social justice piece was covered and wanted to thank them, Eric Daleo, and his team. She said everyone she has worked with at NJ TRANSIT believes in science and climate change. She said at the electric bus garage event, she stated a Native American Proverb that has been on her dad's desk that she has grown up with. Board Member Doshi said

it states, “We do not inherit the earth from our ancestors we borrow it from our children” and they strongly believe that.

Board Member Adams said one of things about speaking last is that he does not have to repeat what the other Board Members have said. He is fully in support of what the Chair Gutierrez-Scaccetti and Vice Chair Fulton said about the NJ TRANSITGRID, and they just have to let the process play out. He welcomed Board Members Brown and Thomas to the Board, and said they were a welcome addition. To Chief Trucillo he wanted to say as a past NJ TRANSIT rider on both the trains and the buses, he has never felt unsafe. He goes over to Penn Station all the time and never felt unsafe or felt he was in danger, and the police have always been attentive, and socially responsible and would hear this based on his report. He said the Chief and his staff were doing a yeoman’s job, and he heard this before he joined the Board, and has experienced this since he has been on the Safety Committee.

Board Member Adams asked that President & CEO Corbett and his staff look into a few things. One was the issue on the flashing red lights. He thought that was interesting and said what he remembered about rail crossings at other places he has been in had gates and flashing lights. He did not know if it was feasible to see about the distracted driver. On mask safety, which he has heard a lot on, he knows people are still on edge about wearing face coverings and thought they might have a face covering railcar so people could feel safe and have their face covered while riding.

Board Member Adams said he was not going to speak on this, but he was appointed to the NJ TRANSIT Board based on a recommendation of his friend Assemblyman John McKeon, and for those who did not know his appointment was for one-year. He said by the grace of God he has served over two-years on this Board, and it has been one of the greatest experiences of his life. He said the people that he has met at NJ TRANSIT, the workers and staff have been tremendous and would never trade this for anything in the world.

Board Member Adams said the Board Members he has met, he expects to be lifelong friends with. He appreciates the advocates comments about him not being on the Board, but they need to look at it in a more global sense. He said it was the needs of the many, as opposed to the needs or the wants of a few. Board Member Adams said soon they will have a full Board and that is what NJ TRANSIT needs and what the State of New Jersey needs, and the only thing he could add to that is full funding, and they need to stop the capital to operating transfers. He is hoping that within the next year or sooner, they will be able to accomplish that.

Board Member Adams gave special thanks to Chair Gutierrez-Scaccetti for her graciousness and patience with him. He said God only knows, he probably got on her nerves more than a few times with some of his questions and comments, but she has always been a professional and treated him like a son and has been patient and explained things to him. Sometimes she even said Board Member Adams we cannot do that, and he just wanted to thank her personally and publicly. He thanked the advocates for coming

out and for their comments and said do not think that they do not listen to their comments and that they do not take them to heart. Board Member Adams said at some of their Committee meetings that are not public, they challenge the team and staff, bring up the things the public have brought up, and ask for answers. Sometimes the answers are not what they like and sometimes puts them a little on edge. Their purpose is to make NJ TRANSIT the best transit agency in the country and he knows that his existing Board Members and the future Board Members will do just that.

Advisory Committee Report

Anna Marie Gonnella Rosato provided the Advisory Committee Report and said they would like to thank NJ TRANSIT for their diligent work in restoring service to the Morris/Essex and Gladstone Lines on March 18, 2022. Service was interrupted due to high winds, thunderstorms, and fallen trees. Transit launched the creation of a Sustainability Plan, the first-of-its kind, and the plan will help current efforts for a cleaner rail and bus fleet and optimize solar energy and implementing energy efficiency and conservation measures that support NJ TRANSIT's commitment to a clean energy future.

On March 22, 2022, NJ TRANSIT unveiled its new electric bus charging infrastructure at the Newton Avenue Bus Garage in Camden, eight electric charging stations were installed, and they are getting ready for the first electric bus scheduled to be in Camden at the end of June. Ms. Gonnella Rosato said she was very excited about this project being kicked-off in Camden and thanked all those involved.

As President & CEO Corbett stated, NJ TRANSIT issued a Notice to Proceed on the new Portal North Bridge project, and the project will improve capacity and reliability of rail travel between New Jersey and New York. NJ TRANSIT also conducted two virtual sessions to solicit input from the public on the NewBus Burlington-Camden-Gloucester initiative. This initiative will redesign the local bus network, and the project's objective is to restructure 27 bus routes serving the Tri-County area, and an opportunity was given for public comment, and she participated in both sessions.

NJ TRANSIT is the partnering with the New Jersey Institute of Technology (NJIT) and brings NJ TRANSIT the first-of-its-kind of Project Management Professional Certification exam prep course. Ten employees participated in evening and Saturday classes for nine weeks and are now eligible to apply for the Project Management Professional Exam. She said key management concepts are important steps in enhancing effective project education and implementing execution and organization. Ms. Gonnella Rosato said she has taken a similar course at the University of Delaware and understands the commitment this course takes and gave kudos to employees who participated to shape their performance, and kudos to the Board for encouraging the staff and providing educational funding.

Ms. Gonnella Rosato said a new Transit Arts Program Microsite was launched to feature easy access to a virtual art exhibition throughout the NJ TRANSIT system. There are

more than 150 art installations to enhance the customer experience and the opportunity for liberal artists to showcase their work and it can be found at njtransit.com/transitarts.

New and repeating marketing efforts that are active are the “Spring Fling” promotional discounts, which is running until the end of this month, which was to implement and encourage new riders and returning customers and families to ride NJ TRANSIT. Customers using the mobile app will be eligible to receive a free round-trip using the promo code. NJ TRANSIT is continuing the “Buy One, Get One” deal as well as the family SuperSaver fare. A “Let’s Go to the Ball Game” promotion can get riders to Philly’s, Yankees, and Mets, and minor league stadiums. In conclusion, she said the next joint Passenger Advisory Committee meeting will be held in-person at the Atlantic City Conference Center on April 27, 2022.

Board Operations and Customer Service Committee Report

Board Member LaRusso presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, and 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 Maroko 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 Fiscal Year 2022 Budget, 12-month farebox revenue compared to 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, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for July 2021 to February 2022.

The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

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 Board items for MIFARE DESFire Fare Cards; Roseville Tunnel Rehabilitation; NJ TRANSIT Resilience Program: Distributed Generation Project; NJ TRANSIT Resilience Program: Delco Lead storage and Inspection Facility Project and County Yard Improvement Project; Advanced Speed Enforcement System II – Positive Train Control: Software License Maintenance and Support Renewal; Advanced Speed Enforcement System II - Positive Train Control: Increase to Parsons Transportation Group Contract for Federally

Mandated Improvements to Speed Restriction Safety Servers and Wireless Communications Security Systems; and Advanced Speed Enforcement System II – Positive Train Control: WSP Contract Amendment for Professional Support Services.

Board Safety Committee Report

Board Member Adams presented the Safety Committee Report. The Safety Committee was provided an update by the Office of System Safety on key safety performance metrics for Rail, Light Rail, Bus, Access Link, and Capital Construction projects. The Safety Committee was made aware of the NJ TRANSIT Office of System Safety customer safety event held at New York Penn Station in collaboration with MTA New York, and Amtrak. This event was an annual event that afforded NJ TRANSIT Office of System Safety staff the ability to directly engage with customers, as well as with our partner agencies to share current initiatives.

Chief Trucillo updated the Safety Committee on Mask Enforcement efforts by the police department and the activation of the Emergency Operations Center for the St. Patrick's Day parade in New York City. The Chief also detailed the efforts of the police "Outreach" officers during the month of March. The team had 541 contacts with "at risk" individuals and 179 accepted some type of social services from their officers and the social service providers they partner with. The Chief also reported that transit officers deployed Narcan 18 times during the month of March, saving the lives of 18 people who were suffering from an opioid overdose.

The Chief also spoke about the resumption of in-person Incident Command training for NJ TRANSIT employees which occurred February 28, 2022 through March 4, 2022. Finally, the Chief gave an intel brief concerning cyber due to the ongoing issues in Ukraine, as well as an update on the police recruitment physical exams which ran over two weekends during the month of March.

Action Items

Chair Gutierrez-Scaccetti said she would now ask President & CEO Corbett to present the Action Items.

2204-21: MIFARE DESFIRE FARE CARDS

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2204-21. William Viqueira presented for approval Action Item #2204-21: MIFARE DESFire Fare Cards.

Board Member Richard A. Maroko 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	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2204-22: FINAL DESIGN CONSTRUCTION AND COMMISSIONING OF THE ROSEVILLE TUNNEL REHABILITATION AND ASSOCIATED TRACK BED WORK

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2204-22. Eric Daleo presented for approval Action Item #2204-22: Final Design Construction, and Commissioning of the Roseville Tunnel Rehabilitation and Associated Track Bed Work.

Board Member Lauren L. LaRusso made a motion and Board Member Bob Gordon seconded the motion.

Vice Chair Fulton said the Chair Gutierrez-Scaccetti made mention earlier about return on investment for capital projects and it became clear to him following information that was received subsequent to the first presentation of this item that he received. The nature of the issue is how long does it take to deliver on a capital project from the time of conception to the time of delivery can take decades and he heard someone say this morning 35 years. Stepping into a moment in time, it was almost as if it was suspended animation that is reanimated which is where he was when this item was first presented. Having been presented follow-up information now, the point he is trying to make is to respect the process and allow people to comment. Vice Chair Fulton was quickly brought up to speed on what this project means in a broader sense from a regional transportation perspective. He said he was there to say he was one earlier questioning the return on investment on this project but have become fully convinced of the importance of this project to the region, in making sure all the users of NJ TRANSIT are well served.

Board Member Gordon said he had similar feelings as the Vice Chair and had some concerns about this project initially because it seemed like a small project with a limited number of beneficiaries. Now with the new information that was provided, he came to appreciate that this project really has some great regional opportunities, and a way of easing the commute for perhaps 30,000 people living in the Western part of the state and Eastern Pennsylvania. Also, it is a project that already has federal funding in place, that cannot be reprogrammed, which was on an 80/20 percent basis which is what he was told is hard to come by. This is also a project that will have major economic benefit for Western New Jersey and Eastern Pennsylvania and for that reason he will be voting for it.

Board Member Adams said he started off with the evaluation of this project similar to his other Board Members and there were certain facts that really stuck out for him in evaluating the need for this project. He believed the original study was done in 2008 and knows they have spent approximately \$15 million to date and will probably have to spend

upwards of \$50 to 60 million to complete the project. In evaluating this as a whole, he looks at the fact that NJ TRANSIT's capital plan is unconstrained which means there are numerous projects that do not have sufficient funding to move forward. The other thing he looks at is the capital projects staffing and the need for adequate Project Managers and staff in order to manage these projects. He is very torn about the need for this project and where he left off is this projects probably serves a purpose that is worthwhile, but he still cannot get himself to the point of saying it is the highest and best use of the existing capital money at this time. While he does understand the 80/20 split and understands that Congressman, Senator and the Mayor push for this project, but at this time he cannot support this project as presented to him based on the information that he received to date.

Chair Gutierrez-Scaccetti said she would leave her comments to be what she said earlier and today. She said they were talking about diversity, equity and inclusion, and the ability to provide mobility for all, which is what this was about. She said they have to start somewhere, where nothing exists today in broad context. Today they do not have good public transportation in the Northwest corner of the state, and this has been the hope of many to spark that development. She said while she respects Board Member Adams concerns, in this case if they do not build this project now, it cannot go to other projects. This is a hard pill to swallow when thinking about the investment and current return, but she would like to hope for the vision, if they build this, people will come and hopefully spark that public transit option for those who live in the Northwest corner of this state.

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

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

2204-23: NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARDS

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2204-23. Eric Daleo presented for approval Action Item #2204-23: NJ TRANSIT Resilience Program: Distributed Generation Project-Construction Management Services Contract Awards.

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	La Russo	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2204-24: NJ TRANSIT RESILIENCE PROGRAM: DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT GC.01 CONSTRUCTION CONTRACT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2204-24. He said before Mr. Daleo came up, he wanted to make an additional comment to the Board because someone had asked about the length of time and how it had been over 10 years since this project was conceived. As a reminder for those who were there, and those that came in four years ago, they were at war with Amtrak on the Northeast Corridor and the project they are seeing now is part of the progress that they reached.

Eric Daleo presented for approval Action Item #2204-24: NJ TRANSIT Resilience Program: Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project GC.01 Construction Contract.

Vice Chair Cedrick T. Fulton made a motion and Board Member Shanti Narra seconded the motion.

Mr. Daleo returned and said he made an error in his reading and that the contingency factored in for this project was 10 percent, not five and apologized for the error. Chair Gutierrez-Scaccetti thanked him for the correction.

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2204-25: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE MAINTENANCE AND SUPPORT RENEWAL WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC

President & CEO Corbett introduced James Sincaglia, Senior Vice President, General Manager, Rail Operations, to present Action Item #2204-25. James Sincaglia presented for approval Action Item #2204-25: Advanced Speed Enforcement System II – Positive Train Control: Software License Maintenance and Support Renewal with Wabtec Railway Electronics, Inc. and Meteorcomm, LLC.

Board Member Shanti Narra made a motion and Board Member Lauren L. LaRusso seconded the motion.

Vice Chair Fulton said with regard to this item and the next several items, he has had several conversations with Mr. Sincaglia and President & CEO Corbett regarding the

realities of Positive Train Control which has been characterized nationally as an unfunded mandate, which in some ways it is, although it is necessary from a safety perspective, but it brings with it costs. What he asked Mr. Sincaglia to do, and he has agreed to, is report out to the Board periodically with regards to issues that arise coming out of PTC, and what he understood from President & CEO Corbett would be future unknown costs on the oversight for PTC as it advances on a national perspective. He is supportive of all the PTC items but thought it was important to note that they want to keep an eye on the costs brought to this Board.

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2204-26: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: INCREASE TO PARSONS TRANSPORTATION GROUP CONTRACT NO. 10-099X FOR FEDERALLY MANDATED IMPROVEMENTS TO SPEED RESTRICTION SAFETY SERVERS AND WIRELESS COMMUNICATIONS SECURITY SYSTEMS.

President & CEO Corbett introduced James Sincaglia, Senior Vice President, General Manager, Rail Operations, to present Action Item #2204-26. James Sincaglia presented for approval Action Item #2204-26 Advanced Speed Enforcement System II – Positive Train Control: Increase to Parsons Transportation Group Contract No. 10-099X for Federally Mandated Wireless Communications Security Systems.

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2204-27: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: WSP CONTRACT AMENDMENT FOR PROFESSIONAL SUPPORT SERVICES

President & CEO Corbett introduced James Sincaglia, Senior Vice President, General Manager, Rail Operations, to present Action Item #2204-27. James Sincaglia presented for approval Action Item #2204-27 Advanced Speed Enforcement System II – Positive Train Control: WSP Contract Amendment for Professional Support Services.

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including but not limited to the Lease of 242 West 30th Street, New York, New York to Accommodate for Mandated Rest Space for NJ TRANSIT Trainmen; the Personal Injury Claim of Douglas Pastore; the Personal Injury Claim of Xuefang Zhong; and the Corporate Insurance Program Annual Renewal.

Board Member Shanti Narra made the motion, Board Member James D. Adams seconded the motion, and it was adopted. At approximately 12:01 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Spalla	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 1:28 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Vice Chair Cedrick T. Fulton, seconded by Board Member Shanti Narra, and adopted.

The meetings were adjourned at approximately 1:29 p.m.

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

APRIL 13, 2022

MINUTES

- **CALL TO ORDER**
- **APPROVAL OF MINUTES OF PREVIOUS MEETINGS** **62124**
- **PRESIDENT & CEO'S MONTHLY REPORT** **62125**
- **PUBLIC COMMENTS**
- **ADVISORY COMMITTEE REPORT**
- **BOARD COMMITTEE REPORTS**

ACTION ITEMS

- 2204-21 MIFARE DESFIRE FARE CARDS** – Authorization to enter into NJ TRANSIT Contract No. 21-618 with Giesecke+Devrient for the provision of MIFARE DESFire Fare Cards for an initial two-year period with an independent one-year option in the amount not to exceed \$2,541,800, plus five percent for contingencies, subject to the availability of funds. **62148**
- 2204-22 FINAL DESIGN, CONSTRUCTION, AND COMMISSIONING OF THE ROSEVILLE TUNNEL REHABILITATION AND ASSOCIATED TRACK BED WORK** – Authorization to enter into NJ TRANSIT Contract No. 20-089X with Schiavone Construction Co., LLC for the Final Design, Construction, and Commissioning of the Roseville Tunnel Rehabilitation and Associated Track Bed Work Project – a Design/Build Contract in the amount not to exceed \$32,410,490.00, plus five percent for contingencies, subject to the availability of funds. **62149**
- 2204-23 NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARDS** – Authorization to enter into NJ TRANSIT Contract No. 21-058 with Burns Engineering of Iselin, New Jersey for Construction Management Services in the amount of \$4,285,978.08, plus five percent for contingencies, subject to the availability of funds. **62150**

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
BOARD OF DIRECTORS' MEETINGS
APRIL 13, 2022
MINUTES
PAGE 2

- 2204-24 NJ TRANSIT RESILIENCE PROGRAM: DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT - GC.01 CONSTRUCTION CONTRACT** – Authorization to enter into NJ TRANSIT Contract No. 22-009X with Union Paving and Construction Co., Inc. of Mountainside, New Jersey, for Early Action Construction Phase GC.01 for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project in the amount of \$6,080,015.00, plus ten percent contingency, subject to the availability of funds. **62151**
- 2204-25 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE MAINTENANCE AND SUPPORT RENEWAL WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC** – Authorization to continue the software maintenance and support agreement with Wabtec Railway Electronics, Inc., of Cedar Rapids, Indiana, for one year at a cost not to exceed \$361,000, plus five percent for contingencies, subject to the availability of funds. **62154**
- Authorization to continue the software maintenance and support agreement with Meteorcomm, LLC, of Renton, Washington, for one year at a cost not to exceed \$53,000, plus five percent contingencies, subject to the availability of funds.
- 2204-26 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: INCREASE TO PARSONS TRANSPORTATION GROUP CONTRACT NO. 10-099X FOR FEDERALLY MANDATED IMPROVEMENTS TO SPEED RESTRICTION SAFETY SERVERS AND WIRELESS COMMUNICATIONS SECURITY SYSTEMS** – Authorization to increase the value of NJ TRANSIT Contract No. 10-099X with Parsons and execute a Change Order for Parsons to modify the interface between NJ TRANSIT's STS and Amtrak's STS to address changes in Amtrak's STS equipment at a cost not to exceed \$12,072,083.00, plus five percent for contingencies, for a total Contract authorization amount not to exceed \$285,044,477.50, subject to the availability of funds. **62156**
- 2204-27 ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: WSP CONTRACT AMENDMENT FOR PROFESSIONAL SUPPORT SERVICES** – Authorization to amend NJ TRANSIT Contract No. 19-029 with WSP via Change Order for WSP to provide ongoing and upcoming technical and administrative support and services, including, without limitation, support and services relating to the continued testing of the PTC System, the closeout period of the base PTC contract with NJ TRANSIT's PTC Contractor, **62158**

NEW JERSEY TRANSIT CORPORATION
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NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
BOARD OF DIRECTORS' MEETINGS
APRIL 13, 2022
MINUTES
PAGE 3

Parsons Transportation Group (Parsons), the beginning of the warranty period with Parsons, the continued work required to maintain the FTA conditional approval, and work required to comply with FRA mandated system changes and improvements at a cost not to exceed \$21,976,252, plus five percent for contingencies, for a total contract authorization amount not to exceed \$69,976,252, plus five percent contingencies, subject to the availability of funds.

➤ **EXECUTIVE SESSION AUTHORIZATION**

62159

➤ **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 March 14, 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 March 18, 2022;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 14, 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



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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: APRIL 13, 2022
SUBJECT: **PRESIDENT & CEO'S REPORT – APRIL 2022**

I'll begin by expressing how pleased I am to welcome everyone back to our first in-person Board Meeting since March of 2020! This comes as ridership continues to increase, COVID rates have come down, and warmer weather is on the way. To keep this positive momentum going, we are encouraging customers new and old to use transit by offering several promotional discounts. Through our new "Spring Fling" campaign, new and current customers can save by using various promotional codes in the NJ TRANSIT mobile app, including an invitation for new customers to take a free ride and "Buy One, Get One" deals. We also extended the family SuperSaver fare to be valid from April 4 – April 30, which allows up to two children 11 and younger to travel free with each fare-paying adult. For more information, please visit njtransit.com/spring.

There is another reason NJ TRANSIT is doing everything it can to get people out of their cars and onto public transit – we know it is essential for a healthy, sustainable environment. In this regard, I'm pleased to note that we have launched the development of our first-ever Sustainability Plan. As part of this effort, NJ TRANSIT is taking a proactive approach to stakeholder engagement, and actively soliciting input to shape and inform the plan. Our first public webinar was held on March 23rd, where we introduced the plan and promoted a new sustainability survey. To learn more and take the survey, please visit njtransit.com/sustainability.

As we work to further reduce carbon emissions, we're also working to reshape much of our bus network to meet current and future travel demands and patterns. Building on the progress of our NewBus Newark program, we recently launched the first-ever initiative to reimagine the local bus network serving Camden, Philadelphia, and the surrounding counties. NewBus Burlington-Camden-Gloucester, or NewBus BCG, will assess the performance of 27 bus routes serving the region, as well as demographic trends and development patterns. Improvements will be informed by extensive stakeholder engagement – in fact, we've already held two virtual sessions, on March 30th, for the public to learn more about the initiative and provide input. For more information on the project, please visit njtransit.com/newbus-bcg.

We have three items up for Board consideration that I'd like to highlight today. On the technology front, we will seek Board authorization to introduce a new, dedicated NJ TRANSIT fare card – allowing customers to add cash value at local retailers and manage their accounts online or through our app. The Board will also consider a contract to begin construction work on our County Yard/Delco Lead Storage and Inspection Facility, which will provide a critical safe haven for trains during extreme weather, and allow trains to be quickly pressed back into service after storms. And, the Board will consider a contract to rehabilitate the historic Roseville Tunnel – along with associated track work – as a central component of our Lackawanna Cutoff project.

Continuing with infrastructure updates, on April 7th, NJ TRANSIT issued a Notice to Proceed for our Portal North Bridge Replacement project. Physical construction is scheduled to begin later this spring under the single largest construction award in NJ TRANSIT's history, at \$1.6 billion. In addition to Portal North, on March 22nd, I joined a veritable "Who's Who" of South Jersey officials to celebrate the completion of zero-emission bus renovation work at our Newton Avenue Bus Garage. This work includes the installation of charging infrastructure to support the first battery electric buses in NJ TRANSIT's history and our first-ever electric bus deployment in Camden, scheduled to begin by the end of this year.

As we advance more than \$4 billion in capital construction work, it's critical that we have a strong leadership team in place capable of meeting the demands of the Capital Program. Toward that end, NJ TRANSIT's Capital Programs Division has partnered with the New Jersey Institute of Technology's Professional & Corporate Education division to bring NJ TRANSIT a first-of-its-kind Project Management Professional Certification exam prep course. The first class of ten NJ TRANSIT employees participated in classes at night and on select Saturdays for nine weeks to complete the classroom section of the program, and are now eligible to apply for the Project Management Professional exam. As NJ TRANSIT strives to become a best-in-class project management organization, we believe this course and exam will enable employees to deliver capital projects as efficiently and effectively as possible.



PRESIDENT & CEO'S MONTHLY REPORT

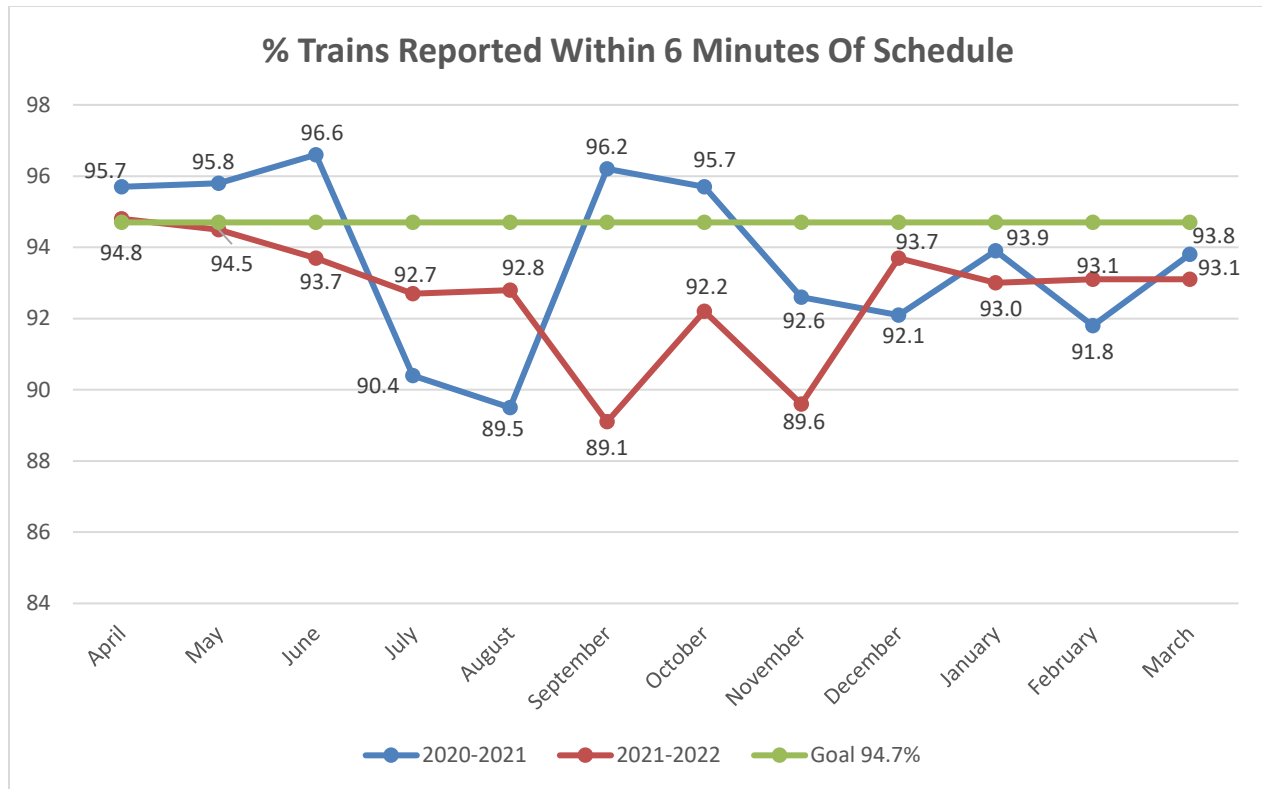
April 13, 2022

PRESIDENT & CEO'S MONTHLY REPORT

April 13, 2022

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

PERFORMANCE MEASURES



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
March Comparison	93.8%	93.1%	-0.7%
12-Month Average Apr. 2020 – Mar. 2022	93.5%	92.7%	-0.8%

Analysis:

Rail On-time Performance was 93.1% for March, 2022. Of the 18,334 trains scheduled to operate, 17,066 were on time, while 1,268 trains (or 6.9%) were delayed.

Key Causes included:

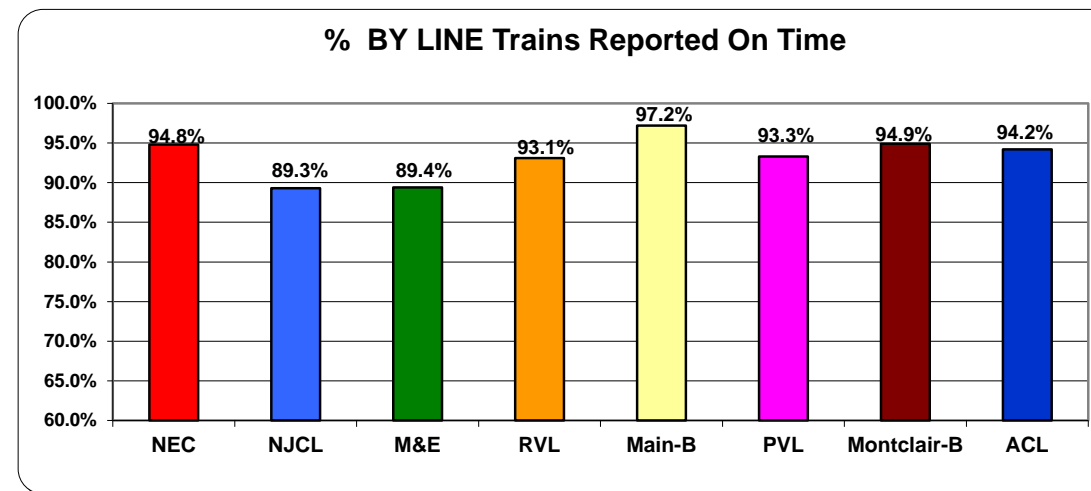
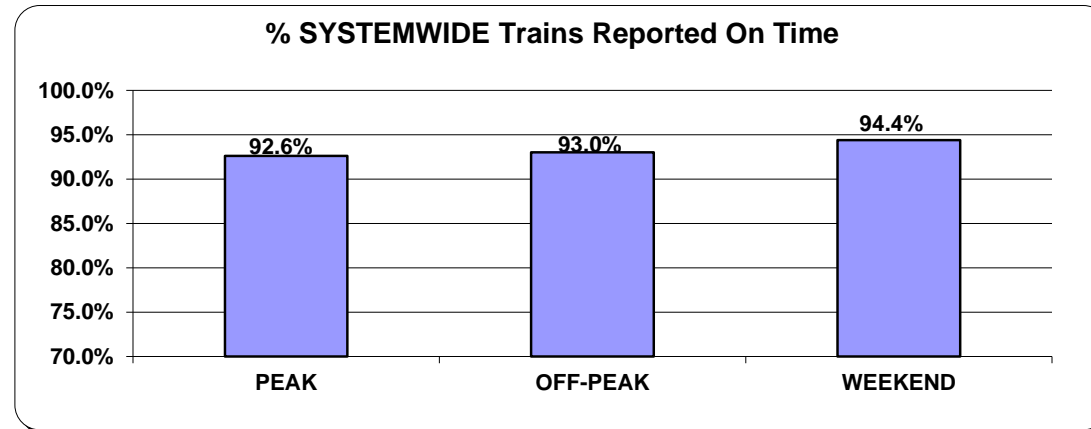
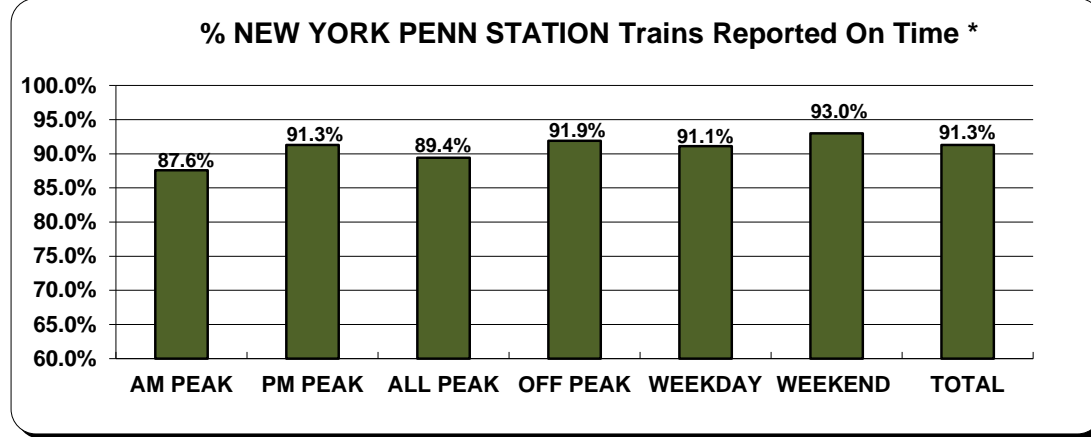
- NJT weather related issues and a bridge strike contributed 156 delays on March 8.
- Amtrak PTC infrastructure, NJT unruly passenger removed and a cab car issue contributed 93 delays on March 24.
- Amtrak switch issue, NJT dual mode engine issue and a switch issue contributed 56 delays on March 28.

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

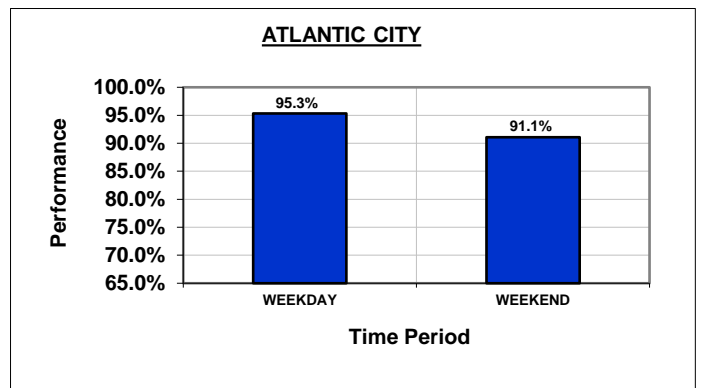
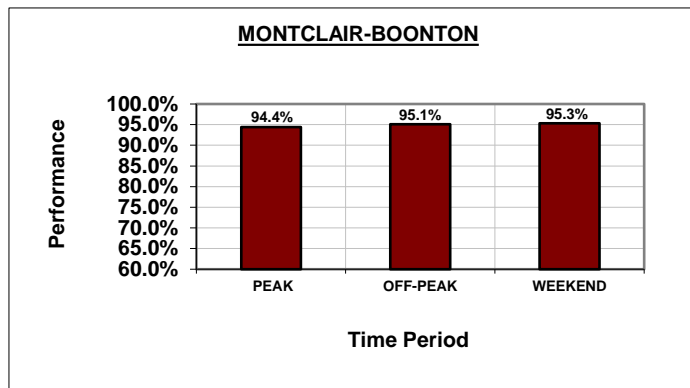
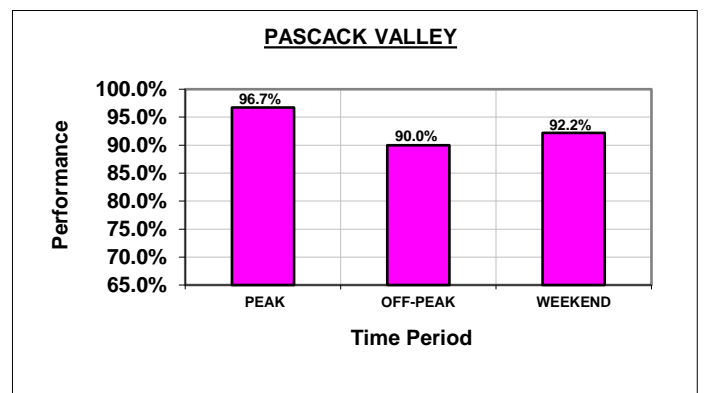
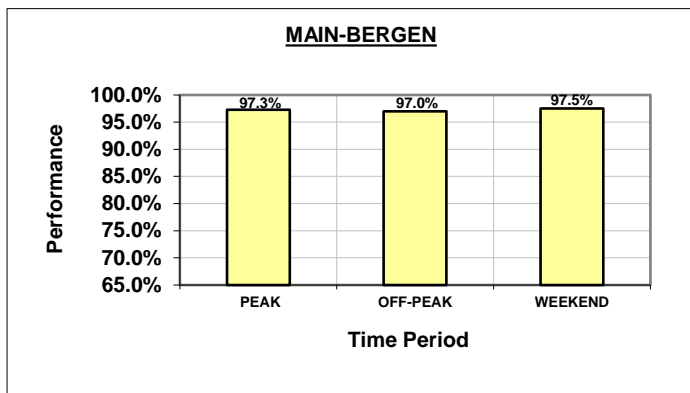
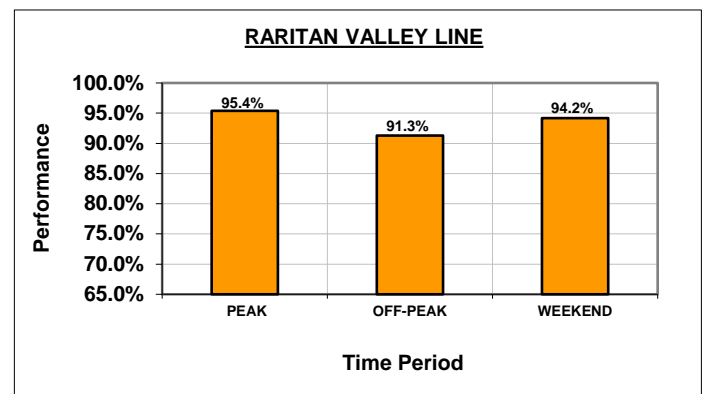
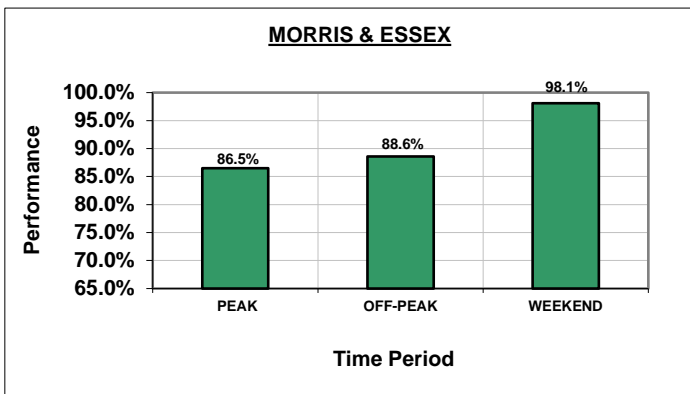
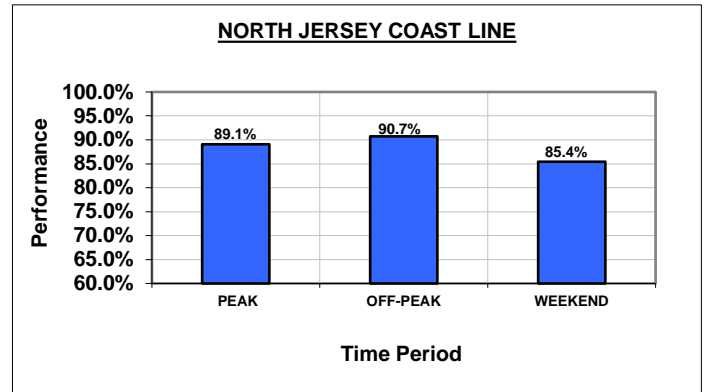
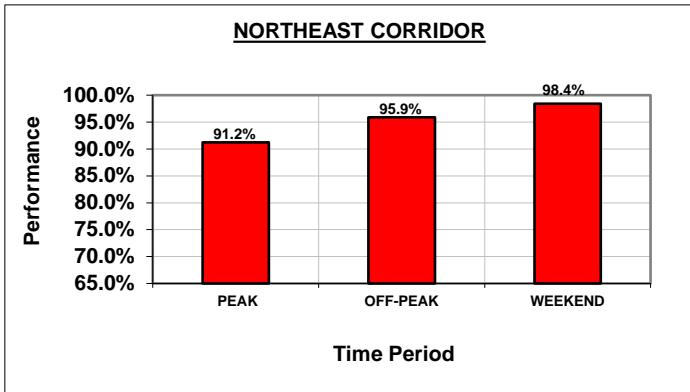
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD March 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.



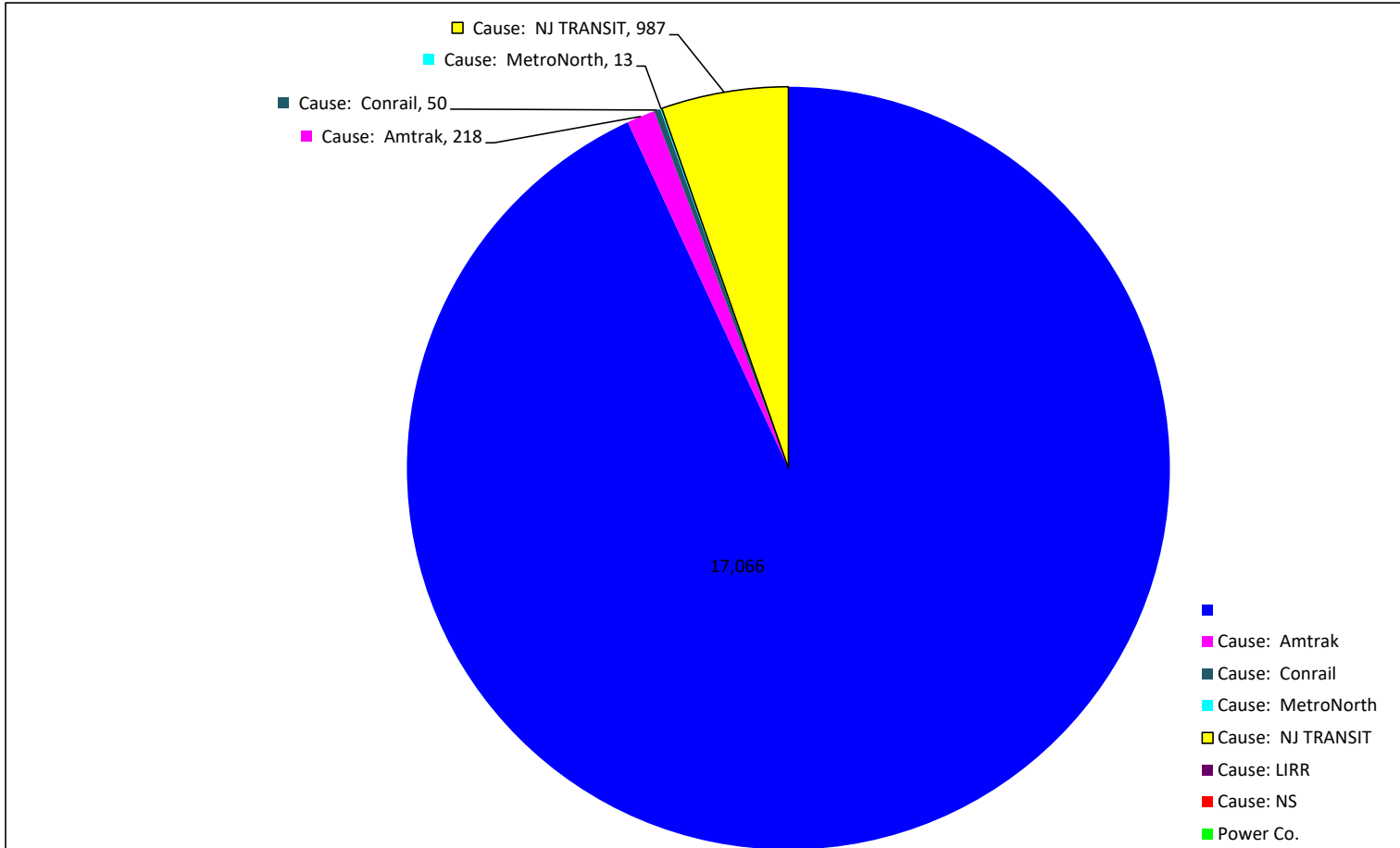
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD March 2022



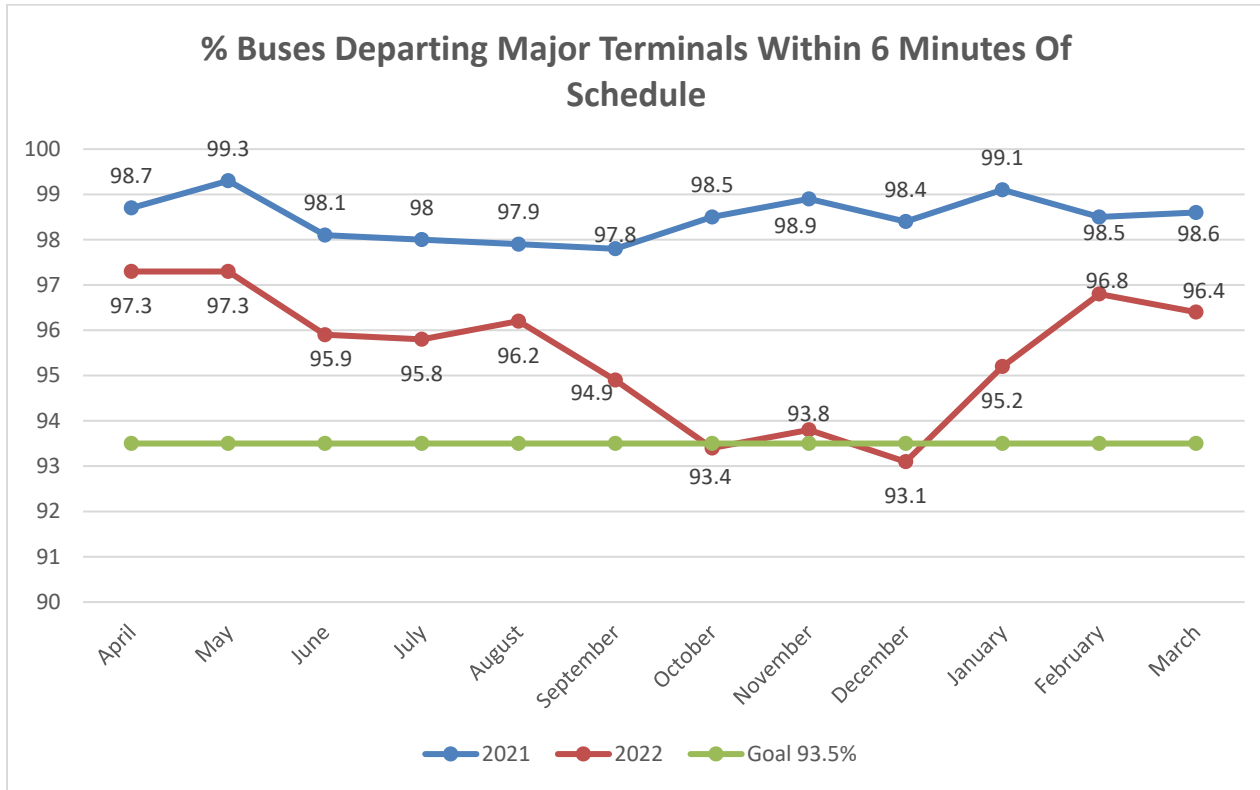
NJ TRANSIT Performance - March 2022

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	17,066	218	50	13	987			
# of Late Trains	1,268	1.19%	0.27%	0.07%	5.38%	0.00%	0.00%	0.00%
Total # of Trains	18,334							
Percentage On Time	93.1%							



NJ TRANSIT ON-TIME PERFORMANCE BUS April 2020 – March 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
March Comparison	98.6%	96.4%	-2.2%
12-Month Average Apr 2020 – Mar 2022	98.5%	95.5%	-3.0%

Analysis*:

Bus On-Time Performance systemwide was 96.4% for the month of March 2022. Of the 45,785 monitored departures, 1635 experienced delays.

Key Causes included:

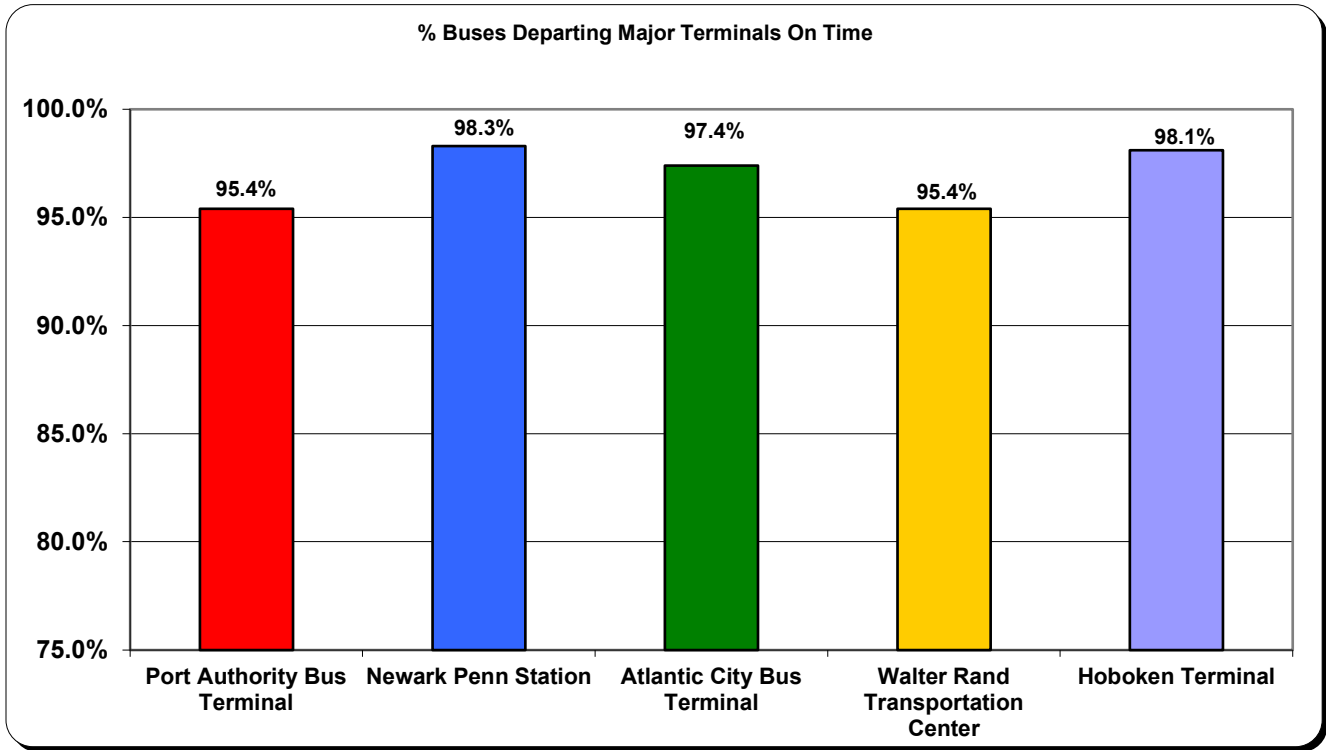
- At PABT, on the 25th a snow and ice storm in the morning, heavy cut trips due to manpower caused delays.
- At Newark Penn, on the 3rd mechanical issues, road closures due to construction on various roads caused delays in service. On the 10th miscellaneous road incidents, mechanical issues and local road closures caused delays. On the 18th mechanical issues, local road closure and congestion from downed trees, congestion from construction and local road closures resulting in detours caused delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

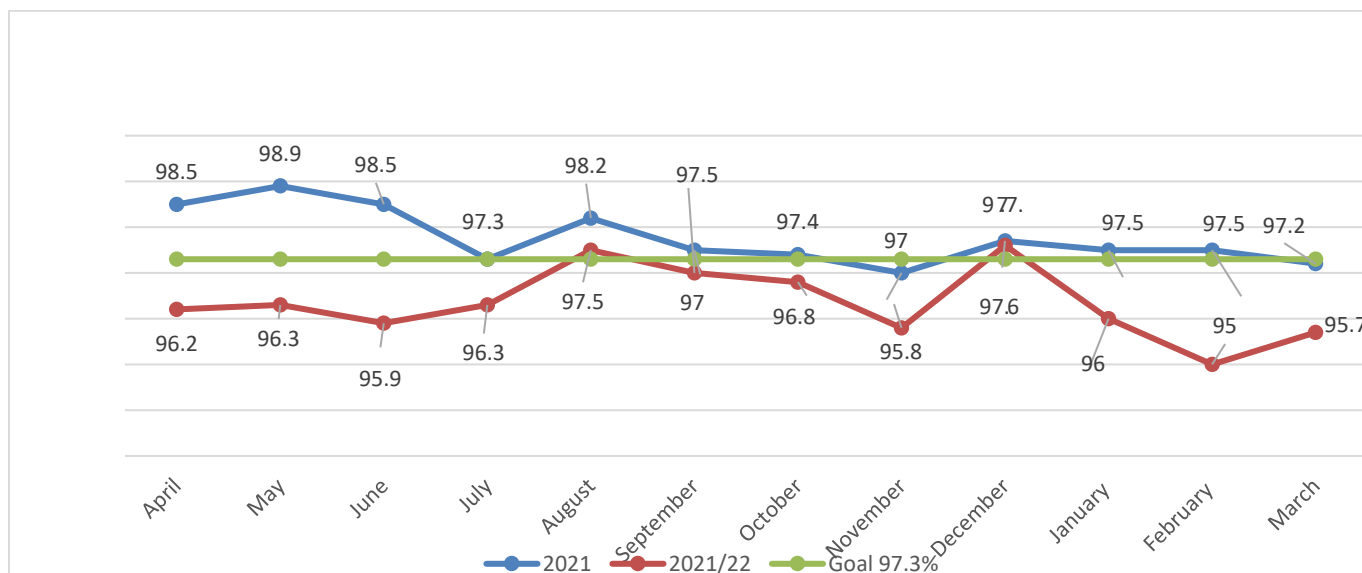
The 12-month average for Bus On-Time Performance was 95.5%.

* 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





	<u>2021</u>	<u>2022</u>	<u>%Change</u>
March Comparison	97.2%	95.7%	-1.5%
12-Month Average April 2021 – March 2022	97.7%	96.3%	-1.4%

Analysis: Light Rail On-Time Performance system wide was 95.7% for the month of March. Of the 28,473 scheduled departures, 1,325 experienced delays.

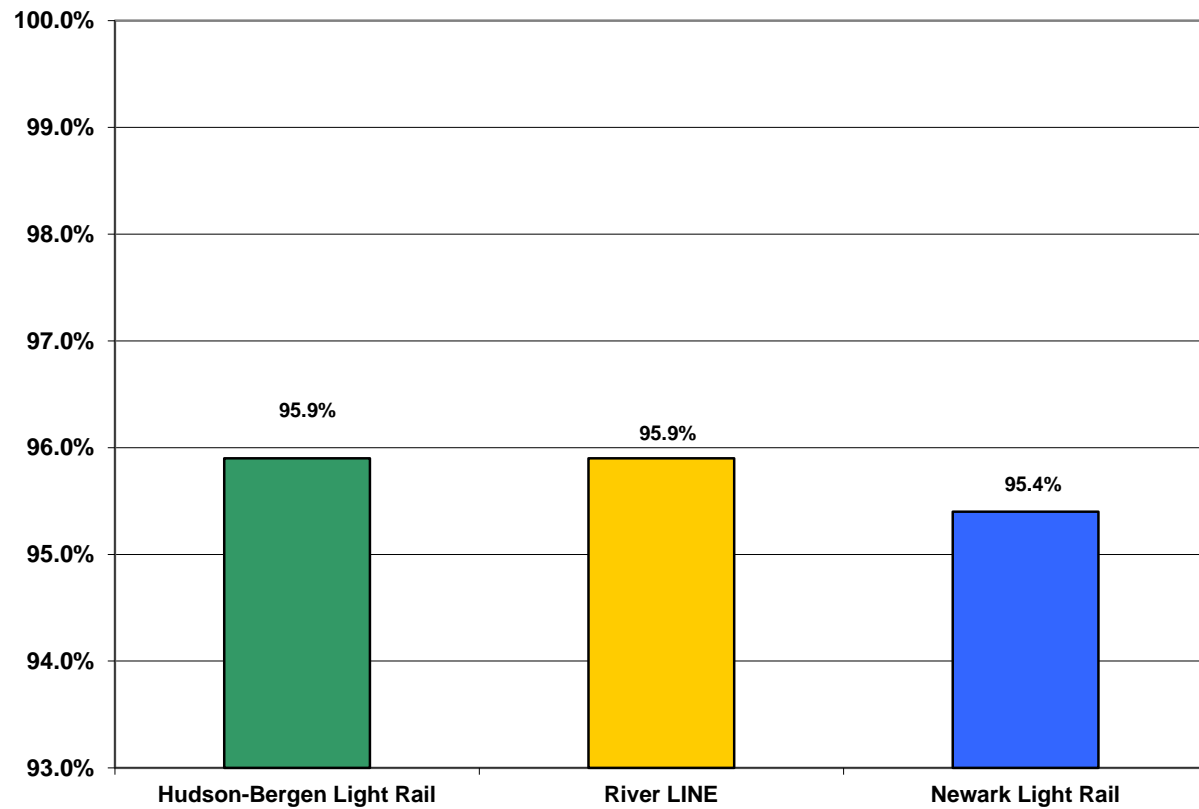
Key Causes included:

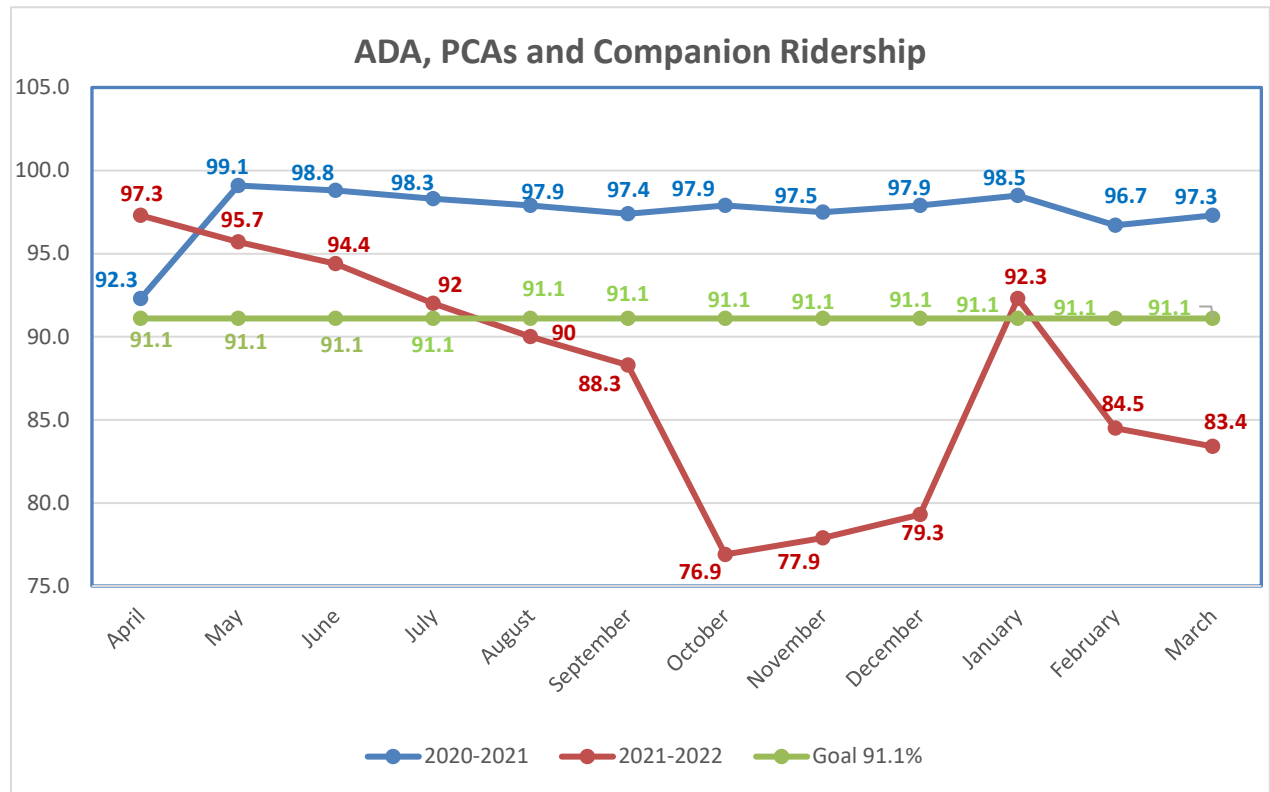
- Newark Light Rail** – General maintenance taking place on multiple dates due to door, propulsion, and power/brake issues. Operator incidents on 3/3 and 3/9 resulted in 4 annulled trains. External passenger incidents on 3/7 and 3/16 resulted in 2 annulled trains. Revenue service affected from 3/28 to 3/31 due to damaged tracks by Orange St. Station.
- River LINE** – Incidents involving general maintenance of LRV/equipment issues occurred, including engine, door, signal, and brake issues. Police activity on 3/1, 3/3, 3/11, 3/25, and 3/29 affected 21 trains. External incidents involving passengers on 3/23, 3/28, and 3/29 affected 11 trains. LRV traction fault on 3/16 resulted in 6 annulled trains and 6 delays.
- HBLR** – Incidents involving general maintenance of LRV taking place across multiple dates, including door issues, power/propulsion issues, brake and other issues. Police activity on 3/1, 3/2, 3/5, 3/10, 3/12, 3/14, 3/16, 3/19, 3/23, 3/24, 3/25, 3/30 affected 40 trains. External passenger incidents on 3/2, 3/3, 3/7, 3/8, 3/10, 3/12, 3/14, 3/15, 3/17, 3/23, and 3/31 affected 46 trains. Motor vehicle fouling tracks on 3/20 affected 17 trains. LRV pedestrian incident affected 40 trains on 3/11. Disabled train due to brake/propulsion issues resulted in 94 annulled trains on 3/9.
- The 12-month Average for Light Rail On-Time Performance was 96.3%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2022

% Light Rail Trains Reported On Time





	<u>2021</u>	<u>2022</u>	<u>%Change</u>
March Comparison	97.3%	83.4%	-13.9%
March Ridership	89,411	113,018	23,577
12-Month Average April 2021 – March 2022	97.5%	87.7%	-9.8%

Analysis:

Access Link On-Time Performance was 83.4% for March 2022. In serving 121,560 total customers, for 113,018 ADA customers trips, 18,813 (or 16.6%) experienced delays.

Key Causes included:

- Region 5 & 6, 45-60-minute delays due to operator availability
- Customer cancellations and no-shows

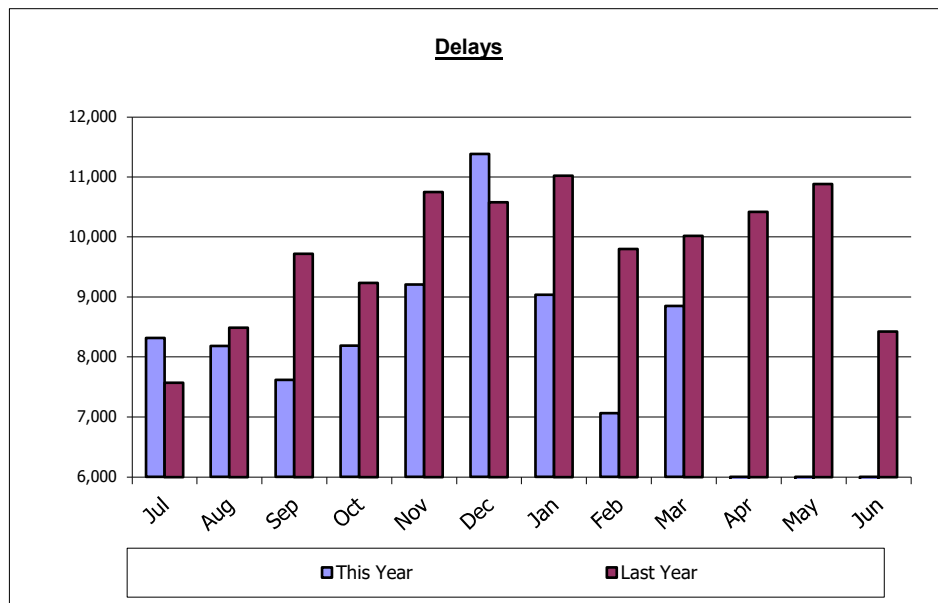
The 12-month Average for Access Link On-Time Performance was 87.7%.

MEAN DISTANCE BETWEEN FAILURES

Garage Performance Parameters

March 2022

Location	Miles Between In-Service Delays			
	FY2022 Goal	This Month	FY2022 YTD	FY2021 YTD
Fairview	5,500	7,121	5,775	4,326
Greenville	7,000	5,062	5,478	5,324
Market Street	8,000	3,528	4,056	5,720
Meadowlands	9,500	6,880	7,083	5,503
Oradell	10,000	8,874	5,860	8,317
Wayne	16,000	17,427	15,162	18,927
Northern Division	-	7,302	6,682	7,366
Big Tree	8,800	4,282	5,250	5,101
Hilton	10,200	6,396	7,052	7,646
Howell	16,750	41,292	28,400	29,953
Ironbound	9,600	9,747	7,746	9,160
Orange	9,250	4,163	4,221	4,973
Morris	10,500	13,354	26,114	20,537
Central Division	-	8,562	8,272	9,094
Egg Harbor	15,000	13,462	13,088	16,079
Hamilton	13,000	10,872	10,069	11,586
Newton Avenue	14,000	13,089	16,878	17,405
Washington Twp.	16,000	13,605	17,083	19,907
Southern Division	-	13,030	14,265	16,597
Bus Operations	-	8,850	8,542	9,519

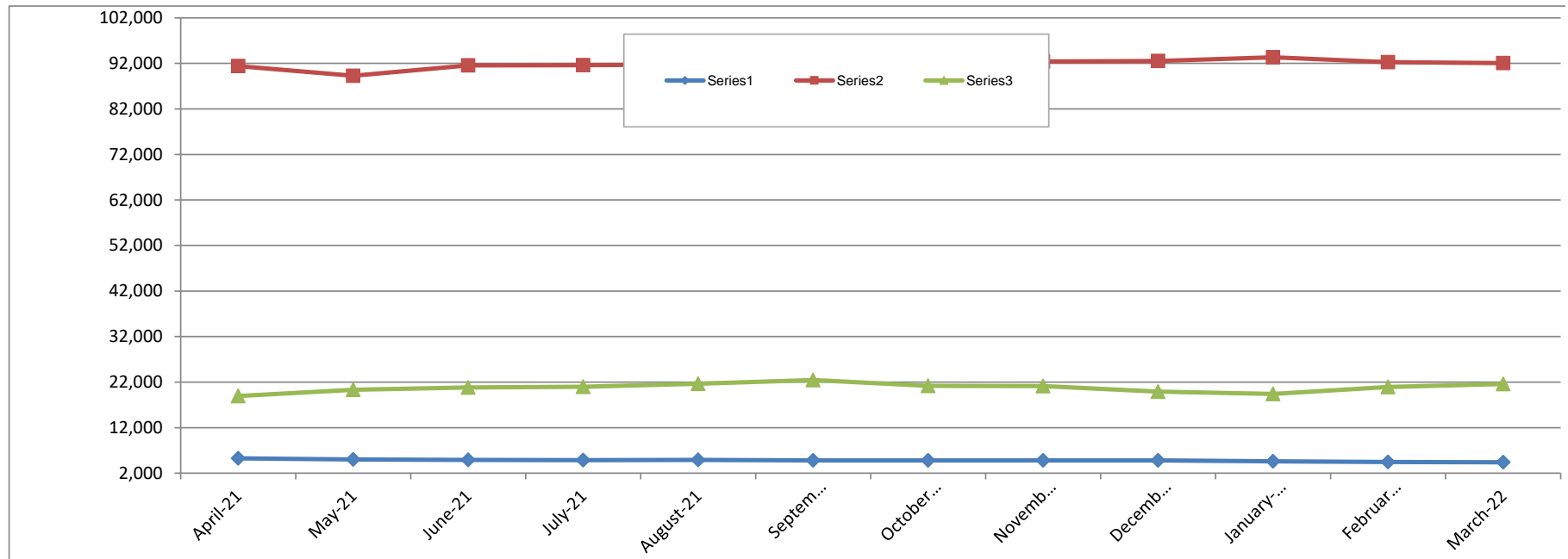


NJ TRANSIT - LIGHT RAIL, March 2022

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * March 2022	MDBSF * February 2022
Newark Light Rail	4,390	4,453
Hudson Bergen	92,057	92,279
River LINE	21,588	20,921

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE Participation for March 2022**State Funded Contracts****State Fiscal Year 2022 - July 1, 2021 through June 30, 2022**

During the month of **March 2022** NJ TRANSIT awarded **\$2,736,029.64** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$160,621.00** or **5.87%**.

State Fiscal Year 2022 YTD (July 1, 2021, through June 30, 2022) NJ TRANSIT awarded **\$213,644,596.09** in state funded contracts. Of that total, SBEs received **\$20,064,604.80** or **9.39%**.

Note: The above reflects the Procurement Report of Awards dated April 4, 2022.

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

Category 1 SBEs	\$2,494,211.20	1.17%
Category 2 SBEs	\$5,730,720.31	2.68%
Category 3 SBEs	\$10,358,246.38	4.85%
Category 4 SBEs	\$367,187.00	0.17%
Category 5 SBEs	\$1,114,239.91	0.52%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur July 2022)**Federal Fiscal Year (FFY) 2022 - October 1, 2021 through September 30, 2022**

During the **2nd Quarter** (January 1, 2022 – March 31, 2022) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$90,137,346.16**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$21,975,237.13** or **24.38%**.

FFY 2020 through FFY 2022 Q2 (October 1, 2019 – March 31, 2022) NJ TRANSIT awarded **\$2,055,545,811.59**** in federally funded contracts. Of that total, DBEs received **\$135,865,045.45** or **6.61%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

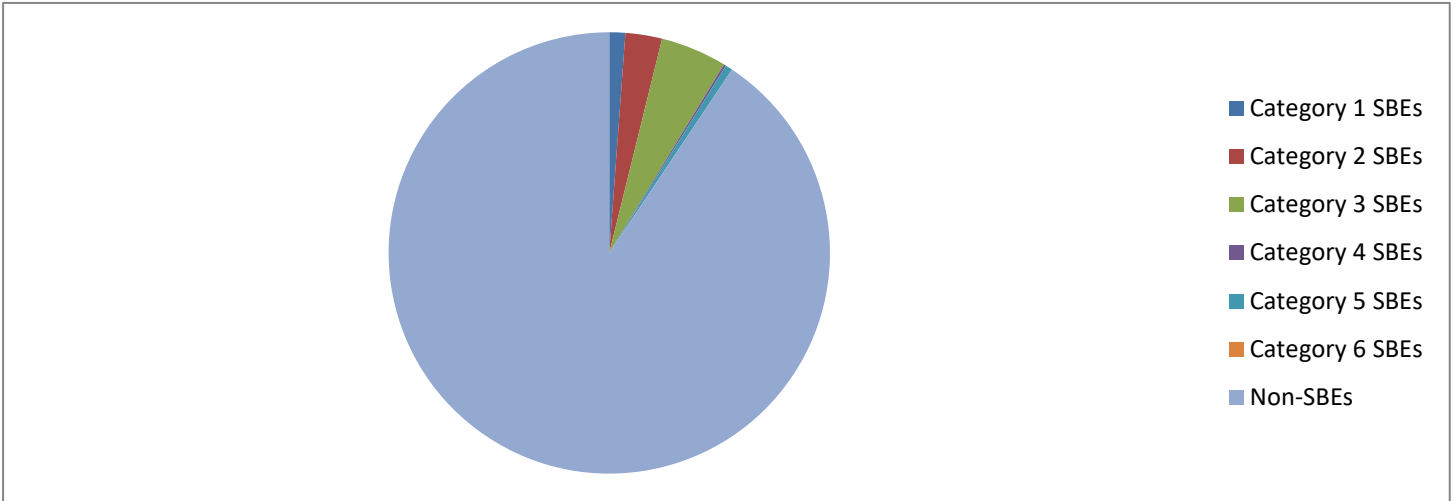
Transit Vehicle Manufacturer (TVM)¹ Awards

(Next update will occur in July 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.

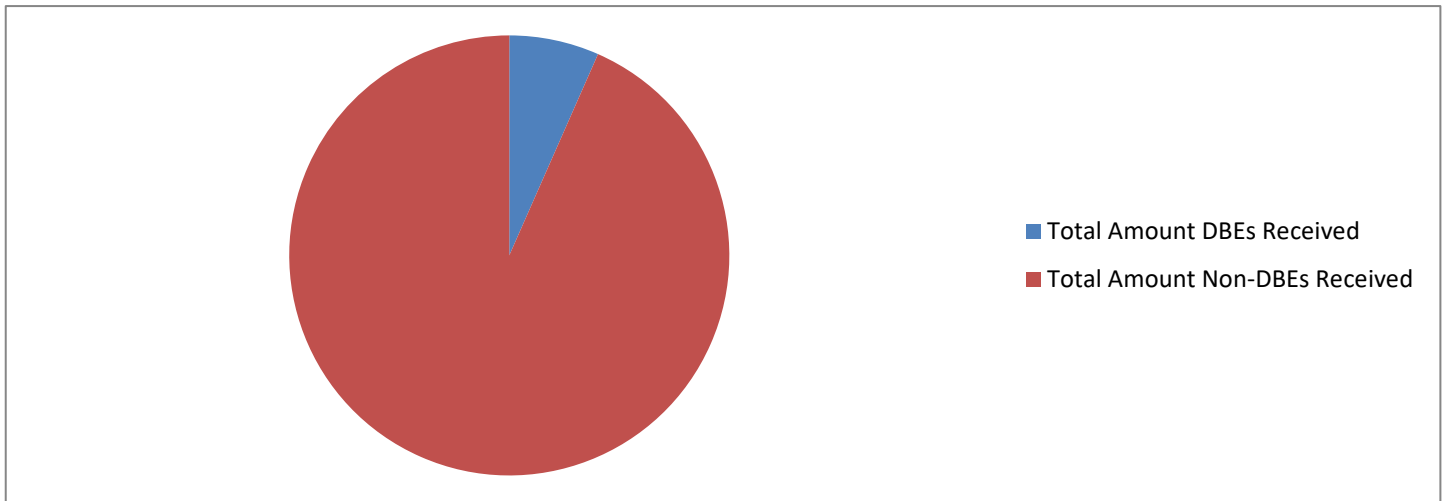
STATE CONTRACTS
STATE FYTD 2022

<i>Category 1 SBEs</i>	\$2,494,211.20	1.17%
<i>Category 2 SBEs</i>	\$5,730,720.31	2.68%
<i>Category 3 SBEs</i>	\$10,358,246.38	4.85%
<i>Category 4 SBEs</i>	\$367,187.00	0.17%
<i>Category 5 SBEs</i>	\$1,114,239.91	0.52%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$193,579,991.29	90.61%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$135,865,045.45	6.610%
Total Amount Non-DBEs Received	\$1,919,680,766.14	93.39%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

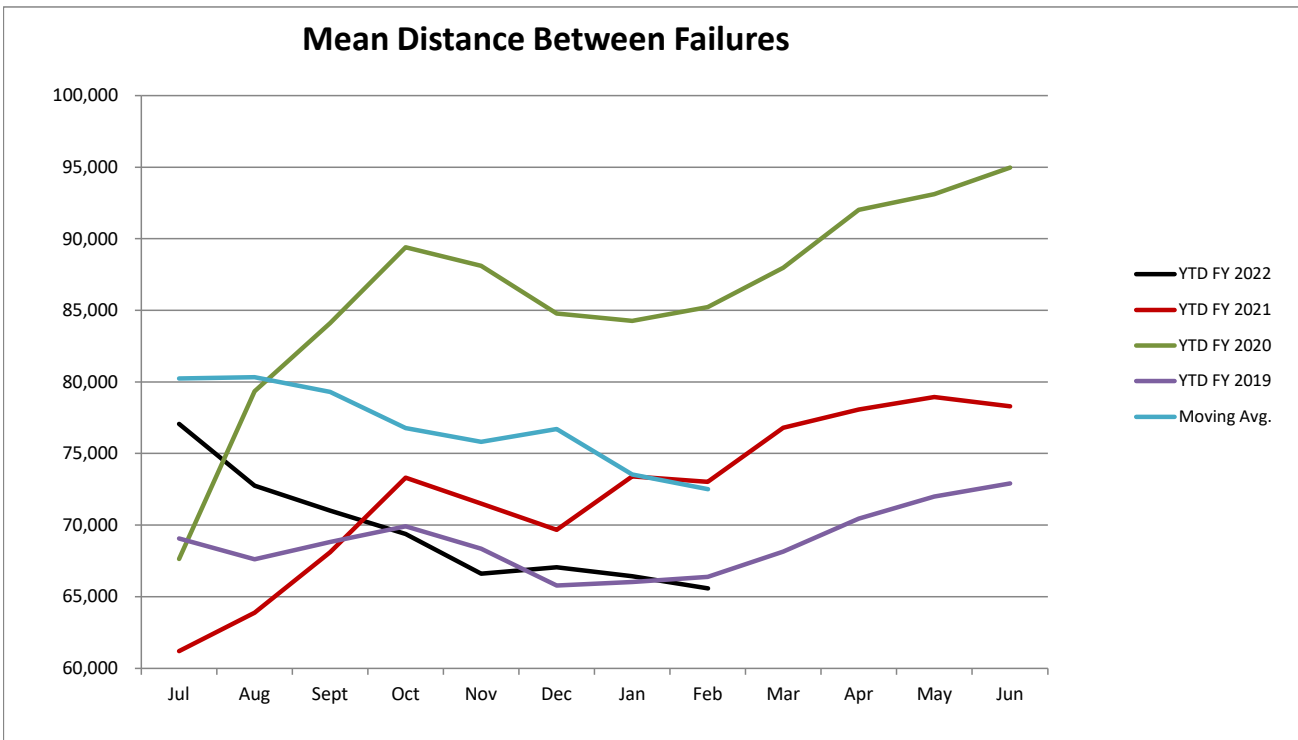
The following NJ TRANSIT employees retired recently:

1. Michael Dougherty, Repairman, -- Washington Twp. --27 years
2. Catherine Griffin, Operator -- Washington Twp --14 years
3. Leszek Kozuch, Mechanic -- Newark Bus--18 years
4. Pedro Murillo, Operator -- Meadowlands -- 16 years
5. Willie Noel, Operator -- Egg Harbor -- 21 years
6. Glenn Schmelz, STK Clerk -- Meadowlands -- 50 years
7. Charles Sheridan, Watchman -- Newark Bus -- 37 years
8. Russel Shields, Operator -- Orange -- 13 years
9. Francisco Vides, Operator -- Meadowlands -- 33 years
10. Carl Williams, Repairman -- Newton Ave. -- 29 years
11. Walter Averanga, Operator -- Meadowlands -- 21 years
12. Richard Bailey, Operator -- Hilton -- 27 years
13. Julio Borrero, Operator -- Newton Ave. -- 27 years
14. David Boyer, Spec. Mechanic -- Newark Bus -- 21 years
15. Ronald Brown, Operator -- Fairview -- 30 years
16. Catherine Covington, Info Clerk -- Maplewood -- 29 years
17. Marie Edwards, TIC -- Maplewood -- 31 years
18. Craig Euston, Operator -- Big Tree - 30 years
19. Willis Gilliard, Operator -- Market St. -- 28 years
20. James Godley, Jr., LRT Operator -- VBF -- 25 years
21. Luis Gomez, Operator -- Wayne -- 30 years
22. Kim Gunn, Operator -- Orange -- 30 years
23. Yeidy Henao, Operator -- Meadowlands -- 27 years
24. Reynold Henry, Operator -- Meadowlands -- 18 years
25. Carlos Hidalgo, Operator -- Oradell -- 27 years
26. M. Cartinella, Car Appearance Maintenance -- County Yard --48 years
27. James Cooper, Gateman -- Hoboken -- 10 years
28. Kevin Fitzpatrick, Tech -- Long Branch -- 36 years
29. Deborah Fortune, Lead Clerk -- Rail Ops Center -- 39 years
30. Doris Grate, Operator Clerk -- Rail Ops -- 39 years
31. Frank Roucroft, Carman -- Morrisville Yard -- 17 years
32. Michael Rybicki, Lead Tech -- M. Car -- 51 years
33. Brian Simpson, Maintenance -- M. Car -- 17 years

February 2022

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	66,433	73,392	84,273	66,025	73,526
Feb	65,594	73,030	85,233	66,391	72,516
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

ACTION ITEMS

ITEM 2204-21:

MIFARE DESFIRE FARE CARDS

WHEREAS, NJ TRANSIT is taking steps to modernize its fare payment system and offer and accept additional payment options; and

WHEREAS, NJ TRANSIT currently sells customer tickets from Ticket Vending Machines, Ticket Office Machines and through MyTix; and

WHEREAS, NJ TRANSIT will expand its existing fare media to include a NJ TRANSIT fare card to be used across all modes of transit including parking and will expand sales of the fare card through a statewide retail network in addition to its own sales locations; and

WHEREAS, in FY19, NJ TRANSIT issued approximately 65 million tickets and processed over \$900m in passenger revenue transactions and the fare card program will result in fewer physical tickets being sold, less cash and lower collection and maintenance costs; and

WHEREAS, NJ TRANSIT issued Invitation for Bid No. 21-618 on February 10, 2021 for the purpose of obtaining competitive bids; and

WHEREAS, on February 25, 2021, NJ TRANSIT held a pre-bid conference which was attended by 10 firms; and

WHEREAS, bids were received electronically from two pre-qualified firms and opened on August 24, 2021 at 2:00 pm at NJ TRANSIT Headquarters in Newark; and

WHEREAS, staff seeks authorization to enter into NJ TRANSIT Contract No. 21-618 with Giesecke+Devrient for the materials, packaging and shipping necessary and incidental to supply fare card stock for NJ TRANSIT's fare card program;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-618 with Giesecke+Devrient for the provision of MIFARE DESFire Fare Cards for an initial two-year period with an independent one-year option in the amount not to exceed \$2,541,800, plus five percent for contingencies, subject to the availability of funds.

ITEM 2204-22: FINAL DESIGN, CONSTRUCTION, AND COMMISSIONING OF THE ROSEVILLE TUNNEL REHABILITATION AND ASSOCIATED TRACK BED WORK

WHEREAS, The Lackawanna Cutoff, also known as the New Jersey Cutoff, was one of two grand realignment projects carried out by the Delaware, Lackawanna and Western Railroad in the early 20th century; and

WHEREAS, the Cutoff officially opened on December 24, 1911 and remained in use until Conrail abandoned and removed the tracks in 1984; and

WHEREAS, NJ TRANSIT anticipates building and providing service to the 7.3-mile section of the Cutoff from Port Morris to Andover, NJ; and

WHEREAS, as part of restoring service from Port Morris to Andover, rehabilitation of the Roseville Tunnel, construction of two culverts, and reconstruction of 2.8 miles of Track are required; and

WHEREAS, this project was identified as a capital need in the *NJ TRANSIT A 5-Year Capital Plan: An Unconstrained Vision for NJ TRANSIT* (as approved by the NJ TRANSIT Board of Directors in July 2021); and

WHEREAS, on September 30, 2021, an Invitation for Bid (IFB) was distributed to six pre-qualified firms; and

WHEREAS, NJ TRANSIT held a pre-bid conference virtually via Microsoft Teams on October 30, 2021 and conducted an in-person site visit on November 17, 2021; and

WHEREAS, bids were received electronically from three pre-qualified firms and opened on January 20, 2021 at NJ TRANSIT Headquarters in Newark; and

WHEREAS, The NJ TRANSIT Office of Business Development (OBD) assigned a 15 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for the project; and

WHEREAS, OBD reviewed and approved the 16.11 percent DBE utilization commitment identified by Schiavone Construction Co., LLC; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-089X with Schiavone Construction Co., LLC for the Final Design, Construction, and Commissioning of the Roseville Tunnel Rehabilitation and Associated Track Bed Work Project – a Design/Build Contract, in the amount not to exceed \$32,410,490.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 2204-23: NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – CONSTRUCTION MANAGEMENT SERVICES CONTRACT AWARDS

WHEREAS, for several weeks, Superstorm Sandy disabled much of northern New Jersey's regional electric power system, such that rail services were inoperable, either for lack of electric traction power to drive locomotives and rail cars, or to energize key signal and communications systems that allow centralized control of trains; and

WHEREAS, in the aftermath of the storm, NJ TRANSIT made immediate repairs to restore service, and began identifying opportunities to increase the rail system's resilience against future extreme weather events; and

WHEREAS, among the concepts considered was the implementation of resilient power generation in select critical passenger transportation facilities such as train stations, bus maintenance facilities and a ferry terminal; and

WHEREAS, this Distributed Generation solution would extend passenger mobility during a commercial grid outage; and

WHEREAS, the Distributed Generation Project will provide distributed energy resources located at key rail, bus, light rail and select ferry terminal locations; and

WHEREAS, this project was identified as a capital need in the *NJ TRANSIT A 5-Year Capital Plan: An Unconstrained Vision for NJ TRANSIT* (as approved by the NJ TRANSIT Board of Directors in July 2021); and

WHEREAS, a Request for Proposals (RFP) was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Trenton Times* on August 19, 2021; and

WHEREAS, technical proposals were received electronically from four firms on the due date of October 14, 2021; and

WHEREAS, upon conclusion of the evaluation by the Technical Evaluation Committee, Burns Engineering was identified as the highest and best qualified firm to provide the Construction Management Services; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) assigned a 25 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for the project; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

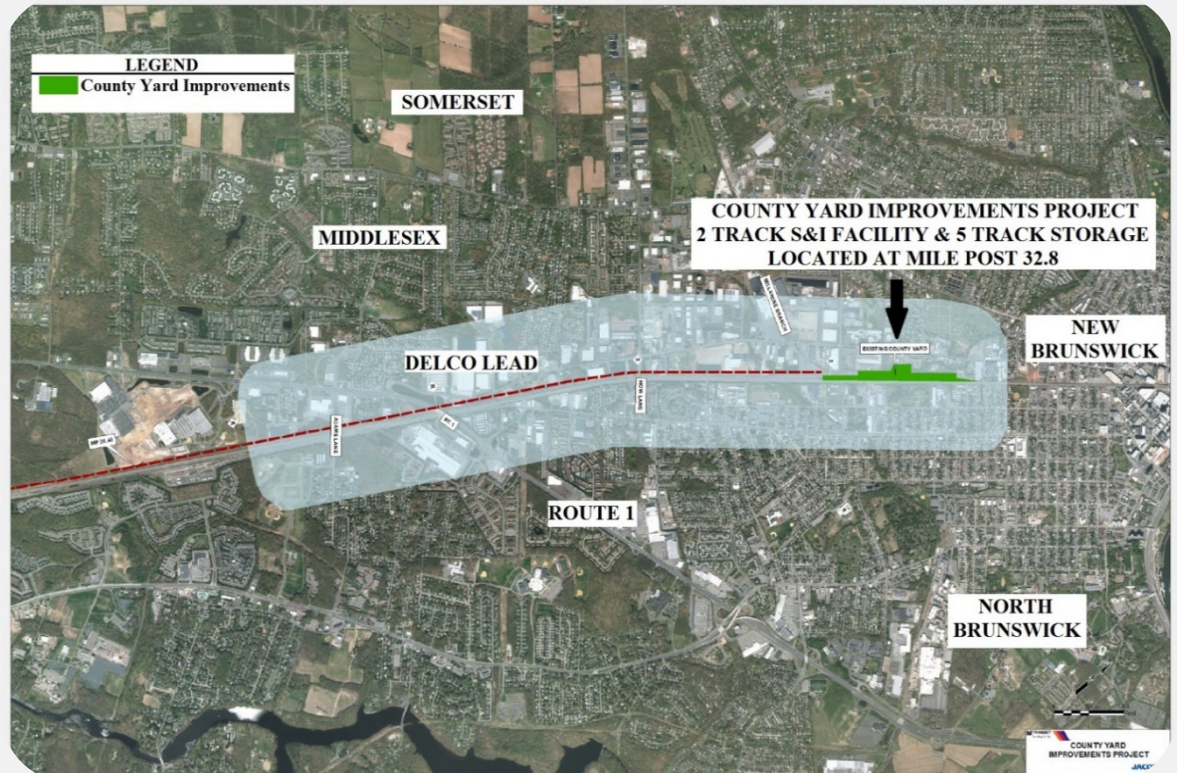
NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-058 with Burns Engineering of Iselin, New Jersey for Construction Management Services in the amount of \$4,285,978.08, plus five percent for contingencies, subject to the availability of funds.

ITEM 2204-24: NJ TRANSIT RESILIENCE PROGRAM: DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT - GC.01 CONSTRUCTION CONTRACT

Early Action Construction Phase GC.01, is for initial site and civil work at County Yard in preparation for the subsequent construction phase for the Service and Inspection Facility, Delco Lead, and remaining County Yard Improvement Project elements.

➤ Seeking authorization to enter into:

➤ NJ TRANSIT Contract No. 22-009X with **Union Paving and Construction Co., Inc.** of Mountainside, New Jersey, for the construction of the Delco Lead Storage and Inspection Facility and County Yard Improvement Project Early Action Phase GC.01 in an amount not to exceed \$6,080,015.00, plus ten percent for contingencies, subject to availability of funds.



ITEM 2204-24: NJ TRANSIT RESILIENCE PROGRAM: DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT - GC.01 CONSTRUCTION CONTRACT

- Strategically located along the Northeast Corridor (NEC), the Delco Lead Project will provide resilient storage for NJ TRANSIT's rail cars. The Service and Inspection Facility (S&I), which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment and its return to revenue service following an extreme weather event.
- NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars. Together, these project elements will allow safe-haven storage of rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

ITEM 2204-24: NJ TRANSIT RESILIENCE PROGRAM: DELCO LEAD STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENT PROJECT - GC.01 CONSTRUCTION CONTRACT

WHEREAS, in the aftermath of Superstorm Sandy, the County Yard and associated 4-mile long Delco Lead were identified as safe-haven storage locations for commuter rail coaches and locomotives; and

WHEREAS, County Yard and Delco Lead both are situated above the floodplain, with relatively no trees and could be made more resilient against future flooding during extreme weather events through appropriate design; and

WHEREAS, equipment stored in this location will be optimally situated for rapid return to revenue service on the Northeast Corridor, Raritan Valley Line, and New Jersey Coast Line; and

WHEREAS, strategically located along the Northeast Corridor (NEC), the Delco Lead Project will provide resilient storage for NJ TRANSIT's rail cars; and

WHEREAS, the Service and Inspection Facility (S&I), which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment and its return to revenue service following an extreme weather event; and

WHEREAS, NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars; and

WHEREAS, together, these project elements will allow safe-haven storage of rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service; and

WHEREAS, an Invitation for Bids (IFB) was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Trenton Times* on December 9, 2021; and

WHEREAS, a Pre-Bid Conference was held on December 16, 2021; and

WHEREAS, bids were received electronically from eleven bidders and opened on February 8, 2022; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) established a 24 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for this contract; and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated source of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-009X with Union Paving and Construction Co., Inc. of Mountainside, New Jersey, for Early Action Construction Phase GC.01 for the Delco Lead Storage and Inspection Facility Project and County Yard Improvement Project in the amount of \$6,080,015.00, plus ten percent contingency, subject to the availability of funds.

ITEM 2204-25: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: SOFTWARE LICENSE MAINTENANCE AND SUPPORT RENEWAL WITH WABTEC RAILWAY ELECTRONICS, INC. AND METEORCOMM, LLC

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail systems to implement Positive Train Control (PTC); and

WHEREAS, NJ TRANSIT is required to implement, operate, and maintain PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, which includes the Advanced Speed Enforcement System II (ASES II) and the Advanced Civil Speed Enforcement System II (ACSES II), is also required to provide interoperability with Amtrak's Northeast Corridor (NEC) ACSES II technology and the freight-based Interoperable Electronic Train Management System (I-ETMS); and

WHEREAS, the operation and maintenance of PTC enhances the safety of customers and employees on NJ TRANSIT rail services and permit compliance with Federal law; and

WHEREAS, the operation and maintenance of the NJ TRANSIT's PTC System requires seamless interoperability between NJ TRANSIT's PTC System and Norfolk Southern Railway's I-ETMS-equipped locomotives, via Norfolk Southern Railway's I-ETMS back office in Annapolis, Maryland; and

WHEREAS, the NJ TRANSIT PTC system utilizes Wabtec software that features a self-diagnostic capability that identifies and corrects communications problems before they affect train operations, and thereby supports seamless interoperability between Norfolk Southern Railway's locomotives and NJ TRANSIT's ASES II PTC system; and

WHEREAS, Meteorcomm software and firmware is needed to enable seamless communications between NJ TRANSIT and Norfolk Southern Railway back office systems and locomotives; and

WHEREAS, NJ TRANSIT entered into an agreement with Wabtec Railway Electronics, Inc. (Wabtec), of Cedar Rapids, Indiana, and Meteorcomm LLC (Meteorcomm) for an initial Software License, Maintenance and Support Agreement following Board approval in September 2019 (Board Item 1909-48); and

WHEREAS, this software maintenance and support has advanced the PTC system-wide implementation and will continue through Project completion and PTC operations;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to continue the software maintenance and support agreement with Wabtec Railway Electronics, Inc., of Cedar Rapids, Indiana, for one year at a cost not to exceed \$361,000, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President and CEO is authorized to continue the software maintenance and support agreement with Meteorcomm, LLC, of Renton, Washington, for one year at a cost not to exceed \$53,000, plus five percent contingencies, subject to the availability of funds.

ITEM 2204-26: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: INCREASE TO PARSONS TRANSPORTATION GROUP CONTRACT NO. 10-099X FOR FEDERALLY MANDATED IMPROVEMENTS TO SPEED RESTRICTION SAFETY SERVERS AND WIRELESS COMMUNICATIONS SECURITY SYSTEMS

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail systems to implement Positive Train Control (PTC); and

WHEREAS, NJ TRANSIT was required to implement, operate, and maintain PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, which includes the Advanced Speed Enforcement System II (ASES II) and the Advanced Civil Speed Enforcement System II (ACSES II), is also required to provide seamless interoperability with Amtrak's Northeast Corridor (NEC) ACSES II technology; and

WHEREAS the FRA conditionally certified NJ TRANSIT's PTC system on December 17, 2020; and

WHEREAS NJ TRANSIT continues to address the issues raised by the FRA's conditional certification and to hold its PTC Contractor, Parsons Transportation Group (Parsons), accountable to provide all deliverables required by Parsons' Contract with NJ TRANSIT; and

WHEREAS the FRA now requires NJ TRANSIT to implement additional improvements to its PTC system to further enhance both safety and security, and the implementation of these improvements are intended to enhance the safety of customers and employees on NJ TRANSIT rail services, improve the operational security on NJ TRANSIT rail services, and comply with Federal law; and

WHEREAS, Amtrak's ACSES II PTC system must provide an NJ TRANSIT train entering Amtrak territory a complete Temporary Speed Restriction (TSR) list; and

WHEREAS, modification of the interface between NJ TRANSIT's Safety Temporary Speed Restriction Server (STS) and Amtrak's STS is required to address changes made by Amtrak in its STS equipment subsequent to NJ TRANSIT's Contract with Parsons and to allow NJ TRANSIT to satisfy an FRA requirement that Amtrak automatically provides NJ TRANSIT trains a complete TSR list for the NEC before NJ TRANSIT trains are permitted to enter Amtrak territory; and

WHEREAS, enhancements to NJ TRANSIT's PTC Wireless Security Systems are necessary to comply with federal regulations and these enhancements were developed subsequent to NJ TRANSIT's Contract with Parsons; and

WHEREAS, NJ TRANSIT wishes to improve system reliability and maintainability; and

WHEREAS, Parsons is NJ TRANSIT's PTC Contractor and is responsible for the design, furnishing, construction, testing, and commissioning of NJ TRANSIT's PTC system; and

WHEREAS, the modification to the STS to STS interface will standardize safety-critical components and software that are part of a rail signal system and will ensure compliance with federally mandated PTC requirements; and

WHEREAS, the FRA requires advancement of improvements to the NJ TRANSIT Wireless Security Systems that will provide more secure communication between NJ TRANSIT and tenant trains to the ROC, to Amtrak's NEC operations center, and other railroads; and

WHEREAS, the modifications will enable controlled secure key exchanges supporting encrypted messaging as required by the applicable federal regulations; and

WHEREAS, this work cannot be delayed due to the urgency imposed by the FRA and Amtrak; and

WHEREAS, this work is required by the FRA and necessary for NJ TRANSIT to comply with FRA requirements in order to maintain the conditional certification of NJ TRANSIT's PTC system; and

WHEREAS, this modifications to the STS to STS interface and enhancements to NJ TRANSIT's Wireless Security Systems require additional work by Parsons that is not part of its base Contract;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to increase the value of NJ TRANSIT Contract No. 10-099X with Parsons and execute a Change Order for Parsons to modify the interface between NJ TRANSIT's STS and Amtrak's STS to address changes in Amtrak's STS equipment at a cost not to exceed \$12,072,083.00, plus five percent for contingencies, for a total Contract authorization amount not to exceed \$285,044,477.50, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

ITEM 2204-27: ADVANCED SPEED ENFORCEMENT SYSTEM II – POSITIVE TRAIN CONTROL: WSP CONTRACT AMENDMENT FOR PROFESSIONAL SUPPORT SERVICES

WHEREAS, the Rail Safety Improvement Act of 2008 (RSIA 2008), Positive Train Control Enforcement and Implementation Act of 2015 (PTCEI 2015), and subsequent Federal Railroad Administration (FRA) regulations require commuter rail systems to implement Positive Train Control (PTC); and

WHEREAS, NJ TRANSIT was required to implement, operate, and maintain PTC along all its commuter rail line right-of-way and on rail rolling stock; and

WHEREAS, this PTC system, which includes the Advanced Speed Enforcement System II (ASES II) and the Advanced Civil Speed Enforcement System II (ACSES II), is also required to provide seamless interoperability with Amtrak's Northeast Corridor (NEC) ACSES II technology; and

WHEREAS the FRA conditionally certified NJ TRANSIT's PTC system on December 17, 2020; and

WHEREAS, NJ TRANSIT identified the technical support consulting services for the PTC implementation as essential to complying with these requirements; and

WHEREAS, after the completion of a competitive procurement process, it was determined that the consultant team lead by WSP USA Inc. (WSP) submitted the proposal for technical support consulting services for the PTC system that would provide the best value and would be in the best interest for NJ TRANSIT; and

WHEREAS, NJ TRANSIT previously contracted with WSP to provide staff augmentation and technical support for system, communications, and signals engineering, installation and testing, risk analysis, interoperability agreements, FRA reporting, oversight of vehicle installation and testing, quality assurance, construction management, system demonstration testing, and document management for the PTC System through the final phases of implementation of NJ TRANSIT's PTC Program;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to amend NJ TRANSIT Contract No. 19-029 with WSP via Change Order for WSP to provide ongoing and upcoming technical and administrative support and services, including, without limitation, support and services relating to the continued testing of the PTC System, the closeout period of the base PTC contract with NJ TRANSIT's PTC Contractor, Parsons Transportation Group (Parsons), the beginning of the warranty period with Parsons, the continued work required to maintain the FTA conditional approval, and work required to comply with FRA mandated system changes and improvements at a cost not to exceed \$21,976,252, plus five percent for contingencies, for a total contract authorization amount not to exceed \$69,976,252, plus five percent contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Lease of 242 West 30th Street, New York, New York to Accommodate for Mandated Rest Space for NJ TRANSIT Trainmen; the Personal Injury Claim of Douglas Pastore; the Personal Injury Claim of Xuefang Zhong; and the Corporate Insurance Program Annual Renewal; and

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.