

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

**NJ TRANSIT**  
One Penn Plaza East  
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November 19, 2020

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Thursday, November 12, 2020.

Sincerely,

*Joyce J. Zuczek*

Joyce J. Zuczek  
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Thursday, November 12, 2020. The meetings occurred concurrently.

**Board Members**

Diane Gutierrez-Scaccetti, Chair  
Cedrick T. Fulton, Acting Vice Chair  
James D. Adams, Board Member  
Dini Ajmani, Treasurer's Representative  
Sangeeta P. Doshi, Board Member  
Bob Gordon, Board Member  
Richard A. Maroko, Board Member  
Shanti Narra, Board Member  
David A. Rasmussen, Board Member (Non-Voting)  
Brian T. Wilton, Governor's Representative

**Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)  
Joyce J. Zuczek, Board Secretary  
Eric R. Daleo, Senior Vice President, Capital Programs  
Ronald E. Nichols, Chief, Light Rail & Contract Services  
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer  
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General  
Caroline Vachier, Deputy Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 6:02 p.m. in accordance with the Open Public Meetings Act and Board Secretary Zuczek conducted a roll call. Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on November 6, 2020 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

**Approval of Minutes**

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the October 21, 2020 Board meetings. Board Member James D. Adams made the motion, Board Member Brian T. Wilton seconded the motion, and it was adopted.

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**President & CEO’s Monthly Report**

President & CEO Corbett began by noting NJ TRANSIT has unfortunately seen an uptick in positive COVID-19 cases among our employees, which tracks with the increase they were seeing both regionally and nationally. He noted 66 NJ TRANSIT employees were currently positive, up 41 from last month’s Board report, although they were still down significantly from a high of 299 positive cases on April 27, 2020.

In light of this recent uptick, President & CEO Corbett said it bears repeating that now more than ever, they must never become complacent when it comes to slowing the spread of this virus. To start, that means resisting the very real and understandable fatigue many feel right now, after nine months of quarantining, distancing, and limited social contact.

President & CEO Corbett said they must remain vigilant, now more than ever, understanding that they all have a responsibility to protect their collective health at this time. This idea of shared responsibility is one he has discussed at previous Board meetings and is a key theme of the Seven State Transportation Task Force, where he serves as New Jersey’s representative.

From his work on that Task Force and through their collective work with the Northeast Corridor Commission, APTA, and UITP, which is the international version of APTA, they know that transit recovery plans, both nationally and internationally, must include shared responsibilities if they are going to be successful. This concept is especially important today, as they get into the winter weather and the fight in line with Governor Murphy’s calls to action to fight against any surge in coronavirus cases.

As a brief reminder, shared responsibility means NJ TRANSIT is first and foremost responsible for maintaining the cleanest and safest transit system possible. This includes but is not limited to: continuing all of the safety and communications efforts currently in place; maintaining their aggressive approach to daily cleaning and disinfection of vehicles and facilities; and redoubling their efforts to reinforce the importance of wearing face coverings on vehicles, in stations, and on platforms.

Despite all the measures they have in place, they can’t do it alone. They also need customers to do their part by continuing to wear masks, distancing whenever possible, and staying home if they’re sick. Employers also have a role to play, by offering flexible work hours, and staggering work shifts.

President & CEO Corbett's main message, in line with Governor Murphy's messaging, has always been this: They are all in this together, and if they each commit to doing their part, they will avoid further spread of the virus, and deliver the safest possible customer experience until they are through this crisis, and all the restrictions are lifted.

President & CEO Corbett said they have gained another important data point from all their collaboration with transit agencies in the U.S. and abroad, and it's this: When transit agencies, customers, and employers embrace this shared responsibility approach, transit is safe. They know this from watching Asian cities like Tokyo and Hong Kong, where public transit ridership has rebounded far stronger than in the U.S., while infection rates remain low.

This finding is also borne out by recent studies, including one released just two weeks ago commissioned by the American Public Transportation Association. The study found no clear connection between the rise and fall of COVID-19 cases and public transit ridership, and a low risk of coronavirus transmission through transit overall when proper precautions such as wearing face masks are followed.

NJ TRANSIT ridership remains basically stable since President & CEO Corbett's last report. Rail ridership remains at approximately 20 to 25 percent from pre-COVID levels, systemwide. Bus ridership continues to hold steady at around 50 percent from pre-COVID levels, systemwide, with significantly greater gains on local intra-state service, compared to service into New York. Light rail ridership remains at approximately 55 percent of pre-COVID levels, systemwide, with their highest ridership on the River LINE, at approximately 70 percent of pre-COVID levels. Clearly, many customers are not using public transit right now, or are using it differently than they had before the pandemic.

Which leads to President & CEO Corbett's next item today: their efforts to be as responsive as possible to the fast-moving and fluid changes taking place in their ridership and region right now. Last month, he discussed some of their behind-the-scenes work, including developing detailed ridership projections; conducting extensive customer surveys; and engaging with peer agencies to share information and trends.

President & CEO Corbett talked about some other strategies they were exploring to meet customers' needs and perhaps incentivize them to return to transit. In an effort to proactively respond to the COVID-19 pandemic, NJ TRANSIT is looking closely at creative fare options to match current travel patterns. Such adaptation is a must, as data for transit systems throughout the U.S. show that remaining riders are not buying monthly transit passes at the same rate.

As a result, NJ TRANSIT is currently exploring alternate fare options for customers who are not commuting enough to warrant the purchase of a monthly pass, but who need more than a 10-trip ticket or a weekly pass. They will have more to share about this effort in the coming weeks, so stay tuned. The bottom line is, they are working to respond and adapt as quickly as possible at this time, to build and restore rider confidence in the

system through aggressive cleaning and disinfecting, and to make transit as attractive as possible to customers and get them riding transit again as soon as possible.

They are also aggressively leveraging technology to make transit as easy as possible right now, and to improve the overall customer experience. President & CEO Corbett was pleased to be able to break some news by announcing the introduction of a new feature for their mobile app, which makes it easier than ever for rail customers to navigate the NJ TRANSIT system.

Customers can now use the My Active Trip feature on their mobile device to receive alerts via push notifications when they are approaching their destination. Using real-time data and geo-fencing technology, two reminder notifications will be sent to their device, one just prior to arriving at the selected destination, and a second as the customer's train is pulling into their station. The app will also display which stops are coming up, and how long it takes to get to each station.

This new feature will help customers who may be relaxing, finishing that last work email, or who are unfamiliar with the system by reminding them that their destination is coming up. To activate the "My Active Trip" feature, customers should first ensure that location services are enabled on their phone, and then highlight the bell icon next to their stop in the DepartureVision feature in the NJ TRANSIT mobile app.

Since 2018, NJ TRANSIT has dramatically improved their mobile app by adding: a far more user-friendly interface and design; real-time push notifications for service alerts, even when the app isn't open; a streamlined and redesigned DepartureVision; the How Full is My Ride feature that informs customers how full their bus or train is before they board; and now, My Active Trip, quickly making NJ TRANSIT's app one of the most useful and high-tech transit apps in the nation. For more information on these exciting new features, and how to download the app, please visit [njtransit.com/app](http://njtransit.com/app).

Looking ahead to 2021, as we get closer to a safe and effective coronavirus vaccine, NJ TRANSIT must actively work to attract customers back to the system. One way they are working to achieve this goal is continuing their intense focus on state of good repair investments, which began soon after President & CEO Corbett arrived at NJ TRANSIT in February of 2018.

These investments, including substations, switches, track, pumps, and thousands of components most customers never see, may not be glamorous. But together with the accelerated replacement of buses, trains, and light rail vehicles, they are the key to keeping customers moving every day, safely and reliably.

Toward that end, today, the Board will be voting on two items that specifically focus on facility inspections, condition assessments, and state of good repair investment planning, on a rolling basis, to consistently prioritize their infrastructure. As some may know, prior to 2018, NJ TRANSIT had not conducted a comprehensive stations and facilities condition assessment program since 2012 and did not have a five-year Capital Plan. As

one of President & CEO Corbett's first orders of business, he charged his team with immediately conducting full condition assessments of every asset in their system.

These assessments help prioritize limited resources and develop a healthy pipeline of projects, which is reflected in the five-year Capital Plan they rolled out. They also allow NJ TRANSIT to be proactive, instead of reactive, in how they care for their assets. They sent out teams of structural, mechanical, and electrical engineers across the State, assessed every asset in their system, and then used these assessments to inform the five-year Capital Plan.

Now, after careful scrutiny and prioritization, they are proactively repairing the components most in need of repair, instead of just reacting to issues. They are also now advancing a number of previously long-stalled capital projects.

The result: In 2017, NJ TRANSIT had approximately \$60 million in hard money contracts out on the street. Today, NJ TRANSIT is advancing more than \$4 billion in construction work that will not only improve the transit system but will add thousands of jobs and billions in economic activity for New Jersey and their entire region at a critical time.

An important infrastructure project that is part of NJ TRANSIT's five-year Capital Plan, though previously funding was unidentified, will now be advancing thanks to their aggressive approach to grant proposals. Late last month, they learned that NJ TRANSIT will receive an \$18.3 million grant from the Federal Railroad Administration (FRA), under the Fiscal Year 2020 Federal-State Partnership for State of Good Repair program.

The grant will go toward upgrades at the Trenton Transit Center, serving their Northeast Corridor Line, River LINE light rail, SEPTA's Trenton Line, and 11 Amtrak intercity rail lines. NJ TRANSIT and Amtrak will contribute approximately \$7.1 million and \$1.6 million dollars, respectively, toward the project, which will help facilitate future service expansion. Through this grant, they will rehabilitate the station's two island platforms, and build an ADA-accessible high-level platform, with an elevator from the concourse level.

President & CEO Corbett thanked U.S. Senator Bob Menendez and the entire New Jersey Congressional Delegation, as well as U.S. Secretary of Transportation Elaine Chao, and FRA Administrator Ron Batory, for all their efforts to help NJ TRANSIT secure this significant grant, which will allow us to significantly improve the customer experience at this critically important transit hub.

In addition to \$4 billion in ongoing capital work, another way NJ TRANSIT supports the economy as well as sustainability is through smart growth Transit-Oriented Development, or TOD. As many know, TOD efforts connect NJ TRANSIT service to local land use planning and real estate development, which reduces roadway traffic, improves safety, promotes a healthier, walkable lifestyle, and cuts down on greenhouse emissions. Facilitating the development of TODs is also a key initiative in their 10-year Strategic Plan, NJT2030.

Toward that end, last month they announced that developers are now being sought to design and build TOD projects on NJ TRANSIT properties in both Jersey City and Woodbridge. More specifically, they are now accepting Statements of Qualifications (SOQ) and Expressions of Interest (EOI) in connection with the development of approximately two acres of land on Communipaw Avenue in Jersey City, near the Liberty State Park HBLR station.

They are also soliciting SOQ's and EOI's for 12 acres directly adjacent to the Metropark Station on the Northeast Corridor Line, one of their busiest train stations. They are also working on a second TOD project in Jersey City, next to the West Side Avenue HBLR station, in addition to TOD projects in the Borough of Matawan, Somerville, at their Main Line's Waldwick Station, and at Bayonne 34th Street on the HBLR.

Many of these offerings are available at [njtransitdevelopment.com](http://njtransitdevelopment.com), and they are all moving forward with Governor Murphy's support. In fact, they are a central component of Governor Murphy's economic agenda to strengthen communities around transit, optimize the value of assets across the state, and promote sustainable growth.

President & CEO Corbett said they have reached the penultimate month leading up to the December 31, 2020 deadline for full implementation of Positive Train Control, a critical rail infrastructure project that enhances safety on their system. For an update on that project, he turned the floor over to Terry Fetters, from their contractor, Parsons, to provide the Board with a status update.

Terry Fetters, Project Manager from Parsons for the Positive Train Control (PTC) Project, provided an update on the PTC Project and where Parsons was on scheduled targeted dates and key milestones, what they have completed since the last Board meeting, and plans towards PTC Certification which is ultimately happening next month.

Mr. Fetters said back in July when he started providing updates, he reported they had completed Revenue Service Demonstration (RSD) on schedule and began Extended Revenue Service Demonstration (ERSD) on the Montclair-Boonton, Morristown, Broad to Hackettstown as well as the Gladstone lines. At that time, the project had advanced to 30 percent of NJ TRANSIT's route miles in ERSD. Mr. Fetters said the Safety Plan was submitted on schedule in June to the FRA and they expect approval in December. In August, the Raritan Valley and Bergen Lines entered ERSD representing 50 percent of NJ TRANSIT route miles in ERSD. In September, the Pascack Valley Line was brought into ERSD 12 days earlier than scheduled, which represented 57 percent of NJ TRANSIT route miles in ERSD. In October, on the Main Line from West Secaucus to Suffern entered ERSD which ultimately takes them to approximately 66 percent of NJ TRANSIT route miles in ERSD.

Mr. Fetters said yesterday, on November 11, 2020, the Lehigh Line entered ERSD which also supports their interoperability requirement. The Sports Line final documents were submitted today so they could request ERSD, and the North Jersey Coast Line is scheduled to enter into ERSD next week and will add another 45 miles bringing them to

approximately 80 percent of NJ TRANSIT's route miles in ERSD. The final two lines being Atlantic City and the Southern Tier are still on target to be in ERSD on schedule by December 7, 2020.

The P22.4 Software required a patch, but all the lab and field progression testing were completed, and field deployment will begin on Monday, November 16, 2020 with the expected completion in early December. Mr. Fetters said the work on all the interoperability requirements for the project are going well and this good progress has been demonstrated by the Conrail Lehigh Line's successfully entering ERSD yesterday on November 11, 2020. The Norfolk Southern testing is progressing really well, and the Amtrak on the Northeast Corridor boundary testing has been successful so far and the NJ TRANSIT vehicle testing continues to have good results.

Mr. Fetters said as he stated in previous meetings, he is happy to report they are on target for completion of PTC Certification by the end of the year. Parsons and Alstom are committed to successful completion of this project and continue to have close daily coordination between all parties involved and have regularly scheduled executive level meetings as needed. In addition, they are having weekly stakeholder meetings with the FRA, NJ TRANSIT, Parsons, WSP, and Alstom for transparent discussions to progress the project. NJ TRANSIT and FRA support have definitely been instrumental in the success of the project delivery today and Parsons remains committed to successful completion of the PTC Project and are on target for completion on or before December 31, 2020.

President & CEO Corbett wrapped up with a couple of good news items, demonstrating that NJ TRANSIT is not only committed to providing safe, reliable, and affordable transit, but they are equally committed to being good community partners. The first is from their very own New Jersey Transit Police Department (NJTPD), which last month expanded its Community Outreach Unit from two to five officers. Through this program, officers work with state and local social service organizations to help connect at-risk individuals with the services they need, including healthcare, housing, veterans' programs, rehabilitation, and other critical resources. Overall, this expanded Outreach Unit will create a safer and healthier environment for customers, while bringing more help to the people who need it most.

President & CEO Corbett commended New Jersey Transit Police Department Chief Chris Trucillo for committing additional department resources for this important program, and thanked NJTPD Officer Sean Pfeifer, who has been with the Community Outreach Unit for three years, serving in the Newark Transit District.

In connection with this outreach, last week, Alexander Shalom, Senior Supervising Attorney and Director of Supreme Court Advocacy at New Jersey's American Civil Liberties Union (ACLU), was at Newark Penn Station and had an opportunity to observe and interact with some of the officers from their Community Outreach Unit there. Afterwards, Director Shalom sent a letter commending these officers and all the work they were doing to support some of New Jersey's most vulnerable residents. He passed on

his gratitude to the officers, said they were unusually skilled, and demonstrated exceptional professionalism.

President & CEO Corbett was also very grateful to the NJTPD, and proud of this letter from the ACLU, which once again demonstrates that the NJTPD, under the leadership of Chief Trucillo, has proven to be a national model of progressive policing.

President & CEO Corbett gave a quick shout out to employees at their Meadows Maintenance Complex, who hosted a food drive and came up with quite a collection. MMC employees donated a total of four pallets of food to the Table to Table and Disabled Combat Veterans organizations. Special thanks go out to Laura Franklin, in their Rail Quality Control department, for coordinating this drive and to everyone who donated.

Additionally, on Monday, NJ TRANSIT began its annual corporate coat drive, where employees donate new or gently used winter coats to those who need them. Over the past 20 years, we've donated more than 6,000 coats through this coat drive. President & CEO Corbett thanked Sherry Reed-West, in their Human Resources Department, for once again helping to organize this drive.

### **Public Comments**

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

**Matt Kamper**, Regional Director of Passengers United, commented on Action Item 2011-74 Designation of Vice Chairperson of NJ TRANSIT Board of Directors. He was in full support of Cedrick Fulton becoming the Vice Chairperson because he has the transit experience that's needed for this type of job. Mr. Kamper believes that Cedrick Fulton being the Vice Chairperson along with Board Chair Diane Gutierrez-Scaccetti would make a great team of Board of Directors to lead NJ TRANSIT forward.

Mr. Kamper said Cedrick Fulton has had experience at the Port Authority of New York and New Jersey along with his experience as the President of MTA Bridges and Tunnels. He felt Cedrick Fulton would do a tremendous job as Vice Chairperson, wished him the best of luck, and said he has his full support along with the team at Passengers United.

Mr. Kamper was pleased to see that NJ TRANSIT added the PTC information along with the agenda on its website and that he was thankful for this being done because he had

been asking for this for a while. Mr. Kamper was also pleased in regard to how far NJ TRANSIT and Parsons have come in meeting the PTC Certification deadline of December 31, 2020, which he said was a big achievement and would not have seen this coming as to where they were earlier this year. He wished NJ TRANSIT and Parsons continued success in meeting the PTC deadline.

**Andy Weiss** wanted to know where NJ TRANSIT Bus Rapid Transit (BRT) is and said BRT runs all over the country. He said he read in the 10-Year Strategic Plan that NJ TRANSIT is not going to get BRT until possibly 2030. Mr. Weiss believes with the pandemic they may not get it until 2040. He believes their system is primitive and embarrassing.

Mr. Weiss said when the Board leaves these meetings they fail for the entire month until they come back again and the Board's smiles and friendly comments mean nothing. He said he felt degraded and they have nothing between the meetings. He believes President & CEO Corbett has done a terrible job with the system.

Mr. Weiss asked why he keeps seeing Hudson-Bergen Light Rail (HBLR) trains colliding with cars, where are the crossing gates, and why does NJ TRANSIT only have blinking lights. He said terrible collisions keep happening, the River LINE has crossing gates, and why does the HBLR not have them. Mr. Weiss asked if NJ TRANSIT was trying to save money over safety.

Mr. Weiss asked where President & CEO Corbett is when these train crashes occur. He said there are no public comments and he does not even visit the crash scene. Mr. Weiss believes President & CEO Corbett was not popular with him, or the entire Twitter NJ TRANSIT community, and he wants him gone.

Mr. Weiss said the buses have been filthy and he's seen buses on Twitter driving around with the back-engine door open and it's embarrassing. He asked where the new bus lanes are.

**Jason Anthony**, Vice President of Passengers United, was in full support of Action Item 2011-74 nominating Cedrick Fulton to the Vice Chairperson of NJ TRANSIT's Board of Directors. Mr. Anthony said Cedrick Fulton is a well-qualified person who has what it takes to get things done, as he did in his tenure as President of MTA Bridges and Tunnels.

In regard to PTC, Mr. Anthony was pleased to see what has been done and still has high hopes that NJ TRANSIT will meet the PTC December 31, 2020 deadline.

Lastly, Mr. Anthony said that the President of his administration has been noticing that passengers are not complying with the rules of mask wearing on the 319 Bus. He said tweets have been sent to NJ TRANSIT Bus Operations Twitter page with no response.

**Andy Pollack**, Public Advisor to Passengers United, thanked the brave firefighters from the Hackensack Fire Department in response to what happened on Essex Street on

Monday, November 9, 2020. He noted that the 30 people onboard the NJ TRANSIT train were not seriously injured and there were no fatalities reported. Mr. Pollack said, apparently the occupant in the vehicle that was struck was taken to a nearby hospital and Passengers United will keep her in their thoughts and prayers.

In regard to PTC, Mr. Pollack was very glad that they received an update during tonight's Board meeting. He said it shows great progress and they will get more clarity as they move along in the month of December.

Mr. Pollack said in regard to the Pascack Valley Line, he spoke to Randy Glucksman from Metro North and he mentioned that ERSD is in progress, which is good news, and he is seeing it on the Bergen, Gladstone, Main Line, Montclair-Boonton, Morristown, and Raritan Valley Lines. They will continue to wait and see what happens with the Atlantic City, Northeast Corridor, North Jersey Coast, and the Meadowlands Sports Line.

Lastly, Mr. Pollack said he saw something impressive in committee books this month on the canopies in Trenton. Although in looking at the picture, he was disturbed to see what it looks like and hopes that tonight's Board Action Item 2011-69 does go through because he sees some improvement if the canopies are done at Trenton Transit Center.

**Samantha DiFalco**, Organizer with Food & Water Action New Jersey, commented on behalf of the coalition's 72,000 members and supporters in New Jersey and the Don't Gas the Meadowlands Coalition. Once again, they would like to share their appreciation for NJ TRANSIT agreeing to redesign the NJ TRANSITGRID project using as close to 100 percent renewable energy as possible. They are so excited at the possibilities that this project could be a model not just for the State, but for the whole country in building green energy sources. They are looking forward to working with everyone at NJ TRANSIT throughout this process and appreciates President & CEO Corbett's commitment to have NJ TRANSIT staff meet with representatives from their coalition prior to the release of the new Request for Quotation (RFQ) on November 25, 2020. They look forward to working with NJ TRANSIT to ensure a robust RFQ that will allow for the renewable redesign to be successful.

Ms. DiFalco said they also need a number of other commitments from NJ TRANSIT to facilitate an open and transparent process with the Coalition and stakeholders throughout the whole process over the next weeks, months, and years. The Coalition requested transparency in the process to select a renewables consultant for the NJ TRANSITGRID project, and want NJ TRANSIT to select a consultant that has expertise and a proven track record in renewable energy sustainability systems. The Coalition also asked that the public have a chance to review the consultants' credentials and experience and provide feedback and input into the hiring process before any decisions are made.

Additionally, they are requesting that NJ TRANSIT hold regular bi-weekly stakeholder meetings between representatives from their coalition, the Murphy administration, NJ TRANSIT, DEP, and the BPU. Ms. DiFalco said they are excited about the new ad hoc committee on Energy and Sustainability and would like to see the committee hold

public forums so members of the public can present their ideas and thoughts, not just on the NJ TRANSITGRID but on transitioning all of NJ TRANSIT Operations to 100 percent renewables. The Coalition also asks that NJ TRANSIT appoint two delegates from their Coalition to the ad hoc committee so that both parties can work closely together in an ongoing way to ensure that stakeholders concerns are prioritized throughout the redesign process.

Lastly, Ms. DiFalco said they would like NJ TRANSIT to withdraw the still active air permit application for the now defunct 140-megawatt gas-fired power plant because they are concerned about President & CEO Corbett's press statement following the last Board meeting stating that a gas-fired power plant is not yet off the table. They need assurance that the original method of a full-time gas-fired power plant is off the table.

**Sally Jane Gellert**, Legislative and Communications Director of the Lackawanna Coalition, thanked Paul Wykoff, Chief of Government and External Affairs, for attending their last monthly meeting. Ms. Gellert said they had a good Q&A session and they appreciated his time. She hopes that other NJ TRANSIT staff and Board members join their meetings as well because they are strong supporters of transit and conversation is always welcome.

Ms. Gellert said they stumbled across some good news lately indicating that someone heard them. She said their Chairperson David Peter Alan and Erin Neukum, Coordinator of Hunterdon County Community Transportation, worked together at a recent committee meeting to express their mutual concern about recent unpublicized schedule changes, and two recently cut Raritan trains were quietly restored, the 7:59 outbound from Newark, and the 5:52 inbound from Raritan. Ms. Gellert said former connections for the 10:45 bus from Somerville and 439 bus from Flemington to Somerville have returned, yet there is no relief on the 2:39 bus from Flemington, which still misses the train at Somerville by three minutes. She said riders including those from Hunterdon County's Link System must still wait for the 5:21. Ms. Gellert personally appreciates weekend service restoration at Woodcliff Lake and Teterboro, which has been long overdue. While all this is good, they expect NJ TRANSIT to let everyone know quickly about cuts and additions on the website and by alerts on phones, Twitter, station displays, and paper schedules which seems like a basic requirement for a transit agency. She said all riders need equal access to notification of changes.

The Coalition called on NJ TRANSIT to stop pursuing permits for a fracked gas power plant in Kearny. Ms. Gellert said unless those permits are denied they cannot be sure that fracked gas been eliminated. After attending the October meeting, they looked for a 100 percent renewable guarantee but instead found phrases such as "to the extent technically feasible" and "re-imagine the project to increase renewables and zero-emissions profile." Ms. Gellert said to maximize clean renewable sources they suggest paying an expert consultant designated by the advocates with whom NJ TRANSIT met with last month to advise on the project and keep advocates informed. She said in addition, the schedule for the NJ TRANSITGRID project is an issue with the request for quotation due later this month on November 25, 2020.

Ms. Gellert asked why his request for proposal is planned for December 21, 2021 and believes they are trying to avoid voters knowing the details before the November 2021 election. She said if this new generating capacity is so important, which they doubt, as the issue during Superstorm Sandy was distribution not generation, then why are no contracts expected to be signed before December 2022.

**Matthew Smith**, New Jersey State Director for Food & Water Action, spoke on behalf of its 7,200 members reiterating their gratitude for NJ TRANSIT moving forward with a new goal to develop a 100 percent renewable energy microgrid for public transit resiliency. He said as mentioned before, this project has the potential to be not only a home run for the State of New Jersey in meeting its resiliency goals, but NJ TRANSIT reimagining the design will help with any of the public health and environmental impact that the original design had, and it also has ancillary benefits for other NJ TRANSIT functions. Mr. Smith believes this new NJ TRANSITGRID will also be model to the country and show how they can move rapidly onto 100 percent clean energy sources.

Mr. Smith said they are still in a dual crisis with the ongoing pandemic and the connection between lung health and clean air and the ability to stay healthy and emerge from this pandemic is critical. He said the climate crisis is unprecedented with the storms, wild fires, and droughts in other parts of the world. Mr. Smith said the urgent need to get off fossil fuels has never been greater, so they commend NJ TRANSIT for their leadership and said this is exactly the kind of bold leadership all transit agencies in the State of New Jersey should be taking.

Mr. Smith echoed the previous two speakers before him that there is still some housekeeping to do and they need the air permit for the original gas-fired power plant rejected because they feel there is no reason to still have an active permit application for a full-time 24/7, 140-megawatt, gas-fired power plant. They are confident that NJ TRANSIT will take action to withdraw the air permit, so they can continue to build a trusting relationship as they pursue the NJ TRANSITGRID project in line with the Governor's energy and climate goals.

**Richard Grant**, resident of Hackensack, said he was thankful NJ TRANSIT is committed to reimagining the energy source for the NJ TRANSITGRID project to a renewable energy and battery storage alternative and is allowing input and transparency in the Request for Quotation process because the state residents, taxpayers, and riders are the stakeholders. Mr. Grant finds it mystifying that the press has reported that NJ TRANSIT is not fully confident that a suitable renewable design will be found to power the NJ TRANSITGRID, to pull the active air permit application for a gas fired power plant. He said from the time the NJ TRANSITGRID project was announced in August of 2013, the projects backers have described the transportation resiliency microgrid powered by a gas-fired power plant as innovative and ground breaking and for a while he thought the projects full name was first of its kind NJ TRANSITGRID.

Mr. Grant said although how the microgrid project was originally planned, it was unprecedented that the project backers never expressed any doubt about it being an undertaking that would be smooth sailing and go off without a hitch. He said now after Indian Railways, the world's third largest railway network, publicly announced it can directly feed solar energy for traction power for its locomotives and plans to install three gigabytes of solar capacity to do just that, NJ TRANSIT is tentative and ambivalent that a suitable renewable design will be found.

Mr. Grant asked NJ TRANSIT to withdraw the air permit application. He said it was mystifying to him that no focus has been placed on the advances in renewable energy and storage since the National Laboratories feasibility studies conducted in response to Superstorm Sandy back in 2014. Mr. Grant said they should trust that Jacobs Engineering Group will incorporate into the NJ TRANSITGRID design not only different energy sources, but any of those advances in microgrid technology rather than stick to old ideas from Superstorm Sandy 2014 feasibility studies. He said the industry is moving in the direction of modular standardized and scalable microgrid systems, such as the microgrid controller software having the ability to provide various types of grid services, as well as having the ability to optimize generation and load resources using artificial intelligence specifically, learning to control and prioritize the power distribution. Mr. Grant said to put it another way, for \$546 million is NJ TRANSIT going to end up with a fax machine or a powerful computer that among other things can send faxes.

**Tim Sevener**, Director of the New Jersey Association of Rail Passengers, said he would like to join the Don't Gas the Meadowlands Coalition in applauding NJ TRANSIT's efforts to move to a 100 percent renewable NJ TRANSITGRID. Mr. Sevener said it was important to stop the air permits because he felt there was no reason to build a full 24/7, 140-megawatt gas-fired power plant. He felt it is also important that NJ TRANSIT work with potential renewable vendors to help identify possible solar sources for the traction power part of the project.

Mr. Sevener said he sent a long survey list of rail properties that could be used for solar and possibilities for long-term leases on adjoining warehouses and landfills. He said another very important possibility to consider is the solar rail tunnel at Broad Street Station that goes beneath the ground so solar panels can be placed above the catenaries and tunnels before coming out to Broad Street, similar to what is used in the Belgium tunnels. Mr. Sevener said when completing Trenton transit center, he hopes that solar canopies are included. As discussed before, he said PATCO is putting 23 megawatt solar canopies over parking lots and train stations which can be a good source of power for the signaling and communications.

**Ken Dolsky**, member of Don't Gas the Meadowlands Coalition, commented on the NJ TRANSITGRID stakeholder process. He said the Coalition welcomes NJ TRANSIT's announcement that they would reimagine the NJ TRANSITGRID project to increase the project's renewable zero emissions profile. They welcomed the announcement NJ TRANSIT would hire a consultant with expertise in renewable energy who would assist NJ TRANSIT in drafting the Request for Proposal (RFP). Mr. Dolsky said hopefully this

will not be BEM Systems who have demonstrated a very poor understanding of renewable energy solutions. The coalition also welcomes the statements that NJ TRANSIT is planning outreach opportunities to solicit input and update the public, and a statement that NJ TRANSIT will meet with them before the Request for Quotation (RFQ) is published. Mr. Dolsky said the coalition still has the need to encourage NJ TRANSIT to follow its word with plans and actions in a timely manner, and not cause them to wait with no schedule to take promised action, which would not help NJ TRANSIT's credibility and causes the Coalition to send letters and emails asking when and how NJ TRANSIT is going to fulfill their commitment.

Mr. Dolsky said after waiting for approximately 10-days from the October 21, 2020 Board meeting, the Coalition sent a letter asking for follow-up on a number of issues and only received a response today, November 12, 2020, after again having to inquire about the status of NJ TRANSIT's response. He said one very important issue raised in the Coalition's letter involves the opportunity to provide input on the upcoming RFQ. Mr. Dolsky said, as of today, NJ TRANSIT is 12-days away from publishing this RFQ and yet the Coalition still does not have a meeting date, and they see a very serious problem with NJ TRANSIT's approach to current bidder qualifications. He said they are still waiting for the promised plan for outreach to solicit public input on the RFQ, and yet they have no date when NJ TRANSIT plans to deliver such a document.

Mr. Dolsky said they are still waiting to hold regular meetings with NJ TRANSIT and the Coalition does not accept working with the Energy and Sustainability Policy Committee as their only channel for input. While they are happy to work with NJ TRANSIT, they demand access similar to what they had prior to the pandemic. Mr. Dolsky said one critical item that needs to be addressed is hiding behind rules that NJ TRANSIT says prohibits the Coalition from seeing procurement documents prior to publication. He said NJ TRANSIT clearly has a process for outside consultants to work on these documents, so the Coalition demands that NJ TRANSIT find a way to include them. Mr. Dolsky said the Coalition believes that it is not as impossible to include them in the procurement process as claimed.

Mr. Dolsky said NJ TRANSIT's poor approach to following up to its commitment only causes more friction and lessens any credibility regarding its sincerity to indicate working with the Coalition. He said this frustrates them and suggested setting up a better communication process to gain their input prior to any actions, rather than forcing them to comment on critical items after the fact.

**Jeffrey Rapaport** has learned a lot about the importance of what NJ TRANSIT does and appreciates it. He also realizes and supports comments that have been made tonight to remain vigilant. Mr. Rapaport said transparency into the process of selecting a renewable energy consultant is important and that the public should be comfortable with the consultant's credentials. He was excited over the process laid out to develop the NJ TRANSITGRID and intends to observe it. Mr. Rapaport was also excited about the new usages of renewables and sees this all the time in their country.

**Adam Reich** wanted to speak on two items, fares and the November 8, 2020 rail schedule changes. He was pleased to hear that President & CEO Corbett announce that the agency is actively looking into a new pass option to reflect the new commuting reality for riders who do not have use for a weekly or monthly pass but do travel with some regularity. Mr. Reich stressed that the 10-trip card does not offer any discount off the regular one-way adult fare and hopes that the new pass offers a discount. He said the MBTA in Massachusetts provides a good model and they put out an option that offered discounted travel for any five days within a 30-day period.

Mr. Reich was pleased with the November 8, 2020 rail schedule expanding weekend services at underserved stations such as Woodcliff Lake and Teterboro. He was dismayed to see that the only round-trip service providing trains between the North Jersey Coast Line and Hoboken stations, (trains 2608 and 2609 ) were quietly dropped from the schedule. Mr. Reich said what he meant by quietly dropped was that in a November 5, 2020 press release outlining schedule changes did not mention of any service cuts. He said it was important if trains are going to be cut to let riders know if they are going to be temporary or permanent cuts, and if it is temporary, provide a date when the service can be expected to be restored. Mr. Reich suggested that a date for restoration of service cuts be placed on NJ TRANSIT's website dashboard with quarterly updates providing this type of information, which would be much more reassuring to riders who have seen significant cuts over the years.

Mr. Reich said in regard to the fare structure for passengers traveling between Hoboken on the North Jersey Coast Line, Montclair-Boonton Line, and others, there is a penalty when they transfer by way of Secaucus. He said a \$10.75 direct trip between Aberdeen, Matawan and Hoboken costs \$14.75 if they transfer at Secaucus. Mr. Reich said this penalty creates confusion for NJ TRANSIT riders who are not familiar with the system and are presented with two fare options which is inequitable if they no longer offer the level of direct service once provided. He asked that NJ TRANSIT look into eliminating this Secaucus fare penalty when the fare structure is being evaluated. Lastly, Mr. Reich said to review his full written comments submitted and hopes that next time he will be allowed more than three minutes to comment.

**Holly Cox** said she has been on most of this year's virtual Board meeting calls, has waited hours on occasions to speak, and questioned whether anyone on the Board was even listening. Ms. Cox said in retrospect the Board was listening to the public in connection with getting rid of the fracked gas-fired power plant and wanted to wholeheartedly thank the Board for that.

Ms. Cox is so excited that New Jersey could be the first state to operate a renewable energy powered microgrid for their transit system, which could be a model for the rest of the state and country. She believes this is so essential right now when they are in the midst of a climate emergency with stronger and more frequent storms hitting the U.S., wild fires hitting California and Colorado, melting of the Arctic, burning of the Amazon, ocean acidification, and loss of 68 percent of their wildlife since the 1970's, which is horrifying. Ms. Cox asked everyone to continue listening and stick to the commitment of

having a transparent process with the Food & Water Action Coalition and public stakeholders throughout the entire process, in particular the RFQ process. She asked them to uphold NJ TRANSIT's commitment to develop a 100 percent renewable solution with transparency and stakeholder input.

Ms. Cox also asked Governor Murphy and NJ TRANSIT to take actions in the weeks and months ahead to withdraw or reject the still active air permit application for the now defunct full-time gas-fired power plant. She was concerned after the last Board meeting because President & CEO Corbett said to the press that the gas power plant is not yet off the table if a suitable renewable design cannot be found. Ms. Cox said the public needs assurance that the gas-fired power plant is completely off the table and pulling the permit will instill trust that NJ TRANSIT is 100 percent committed to the new goal of developing a renewable energy powered microgrid.

Ms. Cox said transparency is needed in the process of selecting a consultant which is taking place right now. She said they need NJ TRANSIT to select a consultant that has expertise and a proven track record in renewable energy technology specifically, solar, wind, tidal, and energy storage systems as this consultant will have a long-term role at NJ TRANSIT beyond the development of the NJ TRANSITGRID. Ms. Cox said NJ TRANSIT needs to ensure that this process is not greenwashed with proposals such as biogas, traction considerations, carbon capture, sequestration, or so-called renewable gas.

**Paula Rogovin**, member for the Coalition to Ban Unsafe Oil Trains and Don't Gas the Meadowlands Coalition, was overjoyed that Governor Murphy and NJ TRANSIT decided to pivot away from the fracked gas power plant in Kearny and towards a renewable energy hybrid microgrid to power the trains for resiliency. She was so excited and happy for the people in New Jersey and the environment, and particularly happy for people in environmental justice communities and low-income communities who are constantly overburdened with pollution. Ms. Rogovin hopes this NJ TRANSITGRID can serve as a model throughout the state and country with the support of the incoming administration in Washington. She has learned over time not to believe in promises, and while NJ TRANSIT has promised to pivot towards the renewable energy hybrid microgrid, what they need is assurance that every possible effort will be made to establish the renewable energy microgrid. Ms. Rogovin said the only real assurance that is acceptable, is that the air permit application for a gas power plant be rejected or withdrawn.

Ms. Rogovin said they request NJ TRANSIT schedule regular stakeholders' meetings with the Don't Gas the Meadowlands Coalition as promised so they can guarantee collaboration because they should not have to keep fighting to just have a meeting. With regard to the Energy & Sustainability Policy Committee, she looks forward to working with everyone to find ways to involve students throughout New Jersey. She said New Jersey's First Lady Tammy Murphy has introduced the K-12 climate curriculum, and it would be so great to have the ad hoc committee and Governor reach out to students to come up with renewable solutions, like a renewable energy microgrid for their own communities. Ms. Rogovin has total confidence that the students can come up with creative solutions

for making renewable energy public transportation come to life throughout New Jersey with Rail, Light Rail, Monorail, and more, which will mean less pollution, create more green jobs, clean air, and a sense of pride.

**Joyce Rubin** said she was with the Coalition to Save South Mountain Reservation, has 20 partner members, and were a part of the larger coalition Food & Water Watch. She thanked everyone for shelving the fracked gas power plant proposal which would have damaged the environment and urged NJ TRANSIT to listen to all of the other environmental advocates in abiding by President Elect Biden's commitment to 100 percent net zero-emissions by 2035. Ms. Rubin is proud that New Jersey is moving now in the renewable energy direction and hopes that NJ TRANSIT will withdraw the air permit application for the now defunct gas-fired power plant. She would also like NJ TRANSIT to provide transparency in selecting a consultant and ensure that the public can review their credentials and provide input and feedback into the process. Ms. Rubin thanked them again for bringing environmental justice to New Jersey and she looks forward to the NJ TRANSITGRID project moving ahead.

**Joseph Clift** said he was speaking on a very important legal and moral issue and asked the Board to look at the handout he provided to the Board Secretary for their reference. Mr. Clift said NJ TRANSIT management again lied about the claimed increase in seats on NJ TRANSIT peak-hour trains into New York Penn Station to support its case for funding the Portal North Bridge Project. He believes the misleading information statement came in its September 18, 2020 application to the Federal Transit Administration (FTA) for a full funding grant agreement, which would guarantee a federal Core Capacity Grant for \$766 million toward the \$1.8 billion project. Mr. Clift said for the first time, the lie is blatant because it is clearly documented.

Mr. Clift said federal law requires a project to provide a minimum increase of 10 percent in the total number of seats on peak-hour trains into New York Penn Station to qualify for a Core Capacity Grant. He said beginning in 2016, NJ TRANSIT management has repeatedly submitted documentation to the FTA that claims peak-hour increases in seats into New York Penn Station are in excess of 11 percent. Mr. Clift believes the problem that makes all of these submissions a lie is that none of the seat increases presented in NJ TRANSIT submissions to the FTA are due to the project, which would move trains off the existing two-track movable Portal Bridge onto Portal North, a new two-track fixed bridge.

Mr. Clift said all these changes are due to future changes in NJ TRANSIT rolling stock that will occur whether or not a new bridge goes into service. He said train 3122 was an eight-car peak hour train into New York Penn Station with 1,088 seats, which historically originated at New Brunswick and was temporarily discontinued in 2018 due to service adjustments required to advance Positive Train Control equipment installation, which was the stated by NJ TRANSIT. Mr. Clift said NJ TRANSIT stated this train would be restored in early 2019 but has yet to be returned to service due to locomotive engineer shortages.

Mr. Clift said the difference in the September 18, 2020 submission to the FTA that makes this lie a blatant one is that, for the first time NJ TRANSIT management now documents that this train and its 1,088 peak-hour seats are not in any way due to the proposed new bridge, but due to temporary removal of this peak-hour train.

### **Advisory Committee Report**

Suzanne Mack presented the Advisory Committee Report. She said the Advisory Board is on their bi-monthly schedule, so they did not have a virtual formal meeting this month and she did report on their prior meeting at the last Board meeting. Ms. Mack wanted to report tonight that she was looking forward to their end of the month meeting in December and said the Advisory Board will be looking at the results of the NJ TRANSIT audit report.

They have been following both the Governor's reorganization for NJ TRANSIT and the Strategic Plan. Ms. Mack said it is gratifying to see how many of the elements have been laid out in these plans under extremely difficult times with the COVID situation which was not anticipated.

Ms. Mack said one of the highlights tonight was to welcome Cedrick Fulton to take over as Vice Chairperson, which was gratifying because he has so much experience and will be great at the helm to support the rest of the Board.

Ms. Mack said one of the things not on the agenda tonight but important to point out was that they are moving into a new administration in Washington. She thanked the New Jersey Delegation for all the support they have given transit during this difficult time.

Ms. Mack said it is also important to note because of President & CEO Corbett's efforts in running the corporation, NJ TRANSIT under this Board will be poised to get additional federal funding. She said they are running a business, restarting an economy in New Jersey, and trying to keep a transit system running which many people cannot ride because their jobs are not back yet. Ms. Mack said all of this is difficult to do and everyone should take a step back and look at what has been achieved under this Board and Administration's guidance, especially coming from Governor Murphy's guidance.

Ms. Mack is happy to hear that the energy and sustainability issues are taking off, and one of the previous speakers said it best that the Board does listen and deliberates, but it takes time and it's gratifying to see.

### **Board Operations and Customer Service Committee Report**

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

### **Board Administration Committee Report**

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

### **Capital Planning, Policy, and Privatization Committee Report**

Board Member Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the Professional Services Contract – NJ TRANSIT State of Good Repair Staff Augmentation; Contracting Out – Middlesex County Area Local Bus Service; and Real Estate Administration and Management: Award of Consultant Services Contract for Tenant, Parking Operations, and Use and Occupancy Permits.

### **Action Items**

Board Secretary Zuczek noted Board Member Adams was recused from the next item 2011-69. The Operator removed Board Member Adams from the meetings.

### **2011-69: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2011-69.

Eric Daleo recommended approval of Action Item #2011-69: Facility Inspection and Condition Assessment Services for Fiscal Years 2021, 2022, and 2023. NJ TRANSIT facility inspections and condition assessments program will support operating maintenance, capital rehabilitation, and investments using the Federal Transit Administration Transit Economic Requirements Model Scale.

NJ TRANSIT successfully completed the first three-year cycle of facility inspections in June 2020. All 386 NJ TRANSIT facilities were inspected in Fiscal Years 2018, 2019, and 2020 and approximately 80,000 inspection data points and 154,000 inspection photographs were captured. These inspections and condition assessments included 12 structural components and 102 sub-structural components.

Approval was requested to enter into a contract with Gannett Fleming, Inc. to support the Enterprise Asset Management – Facility Inspection and Condition Assessment Program in the amount not to exceed \$4,925,333.81, plus five percent for contingencies, subject to the availability of funds.

This will allow for a qualified vendor to inspect and condition all of NJ TRANSIT's facilities following Federal Transit Administration guidelines and improve knowledge of assets and

accurate Federal Transit Administration National Transit Database reporting. It will inform the Five-Year Capital Plan, project management and engineering work, and their understanding of short and long-term funding needs, as well as improve the customer facing experience, State of Good Repair, and enhance data driven decision making.

Board Member Cedrick T. Fulton made a motion and Board Member Richard A. Maroko seconded the motion.

Board Member Gordon asked for clarification regarding whether the assessments would be a new cycle for all 386 facilities. Eric Daleo confirmed it was a new cycle refreshing the assessments for the facilities just completed.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Recused	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Member Adams returned to the meetings.

**2011-70: PROFESSIONAL SERVICES CONTRACT – NJ TRANSIT STATE OF GOOD REPAIR STAFF AUGMENTATION**

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2011-70.

Eric Daleo recommended approval of Action Item #2011-70: Professional Services Contract – NJ TRANSIT State of Good Repair Staff Augmentation. Led by Capital Programs, NJ TRANSIT brought together staff in Rail, Bus, and Light Rail to start developing a structure to begin addressing deficiencies that customers encounter. To progress this initiative, staff augmentation is required, and staff is seeking to retain Urban Engineers Inc.

The Federal Transit Administration requires each Transit Agency to maintain State of Good Repair Condition Rating Reports for every Transit Agency facility in a common National Transit Database. A ratings review cycle is conducted every three years. This item seeks staff augmentation to help address deficits identified in those reports.

Approval was requested to enter into a contract with Urban Engineers Inc. of Philadelphia, PA for professional staff augmentation services for the NJ TRANSIT State of Good Repair Program in the amount not to exceed \$3,783,180.00, plus five percent for contingencies, subject to the availability of funds.

Board Member Bob Gordon 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.

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2011-71 CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE\***

President & CEO Corbett introduced Ronald Nichols, Chief, Light Rail and Contract Services, to present Action Item #2011-71.

Ronald Nichols recommended approval of Action Item #2011-71: Contracting Out – Middlesex County Area Local Bus Service.

Approval was requested to enter into a contract with Academy Express, LLC of Hoboken, New Jersey, to operate the Middlesex County Area Local Bus Service for a 36-month base contract period of January 17, 2021 through January 20, 2024 at a cost not to exceed \$31,054,059, plus five percent for contingencies, for a total contract authorization of \$32,606,762, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**\*Pursuant to letter dated November 25, 2020, Governor Phil Murphy exercised his authority and vetoed Item No. 2011-71: Contracting Out – Middlesex County Area Local Bus Service.**

**2011-72 REAL ESTATE ADMINISTRATION AND MANAGEMENT: AWARD OF CONSULTANT SERVICES CONTRACT FOR TENANT, PARKING OPERATIONS AND USE AND OCCUPANCY PERMITS**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2011-72.

William Viqueira recommended approval of Action Item #2011-72: Real Estate Administration and Management: Award of Consultant Services Contract for Tenant, Parking Operations and Use and Occupancy Permits.

Approval was requested to enter into a contract with Greystone & Co., Inc. (doing business as Greystone Management Solutions) of New York, New York, to provide administration and management services for leases, parking operator agreements, and use and occupancy permits at an annual cost of \$777,910 for the first two years, \$797,358 for the third year of the initial three-year term, \$817,292 for the first one-year option period, and \$837,724 for the second option period. Approval was also requested for a one-time incentive payment of eight percent of increases in revenue from new use and occupancy permits, not to exceed \$100,000, for a total authorization of \$4,108,193, plus five percent for contingencies, subject to the availability of funds.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**2011-73 RECOMMENDATION TO APPROVE THE AUDITED FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2011-73.

William Viqueira recommended approval of Action Item #2011-73: Recommendation to Approve the Audited Financial Statements for the Fiscal Year Ended June 30, 2020.

Approval was requested for the Board of Directors to accept and approve NJ TRANSIT’s audited financial statements for the fiscal year ended June 30, 2020.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Zuczek noted Board Member Fulton was recused from the next item 2011-74. The Operator removed Board Member Fulton from the meetings.

**2011-74 DESIGNATION OF VICE CHAIRPERSON OF THE NJ TRANSIT BOARD OF DIRECTORS**

Chair Gutierrez-Scaccetti said it was her pleasure to recommend approval of Action Item #2011-74: Designation of Vice Chairperson of the NJ TRANSIT Board of Directors. This action item is to designate Cedrick T. Fulton as Vice Chairperson of the NJ TRANSIT Board of Directors. Chair Gutierrez-Scaccetti has known him for a long time based on their work in the tolling industry. First of all, he is an extraordinarily good person with a very open mind, an extraordinary demeanor, and certainly very committed to public service. On top of that, he is an extraordinarily skilled professional and she can think of no one better to sit in the position of Vice Chairperson of NJ TRANSIT.

Approval was requested to designate Cedrick T. Fulton as Vice Chairperson of the NJ TRANSIT Board of Directors.

Board Member Bob Gordon made a motion and Board Member Brian T. Wilton seconded the motion.

Board Member Adams could not agree with the Chair more. He believes this will be a great addition to the NJ TRANSIT Board, was 100 percent in favor of Cedrick Fulton being designated as Vice Chairperson and looks forward to working with him and the rest of the Board. Board Member Doshi also agreed with the Chair and congratulated Board Member Fulton. She has learned a lot from him already and looks forward to working with him. Board Member Gordon believes this was an excellent choice and he was pleased to support him. Board Member Maroko echoed the Chair’s appraisal of Cedrick and congratulated him. Board Member Narra has enjoyed working with him virtually and looks forward to meeting him in person. Board Member Rasmussen fully supports the endorsement of Board Member Fulton for Vice Chair and congratulated him. Board Member Wilton congratulated him.

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

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Recused	Yes	Yes	Yes	Yes	Yes

Board Member Fulton returned to the meetings.

**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.

At approximately 7:40 p.m., Chair Gutierrez-Scaccetti requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege. Board Member Brian T. Wilton made a motion, Board Member Richard A. Maroko seconded the motion, and it was adopted.

**Roll Call Vote:**

Adams	Ajmani	Doshi	Fulton	Gordon	Maroko	Narra	Wilton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**Return to Open Session**

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Member Narra, returned to Open Session at approximately 8:15 p.m.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member James D. Adams, seconded by Board Member Richard A. Maroko, and adopted. The meetings were adjourned at approximately 8:16 p.m.

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

**NOVEMBER 12, 2020**

**MINUTES**

	<b>PAGE</b>
➤ <b>CALL TO ORDER</b>	-
➤ <b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	<b>58475</b>
➤ <b>PRESIDENT &amp; CEO'S MONTHLY REPORT</b>	<b>58476</b>
➤ <b>PUBLIC COMMENTS</b>	-
➤ <b>ADVISORY COMMITTEE REPORT</b>	-
➤ <b>BOARD COMMITTEE REPORT</b>	-

**ACTION ITEMS**

<b>2011-69</b>	<p><b>FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023</b> – Authorization to enter into NJ TRANSIT Contract No. 20-063 with Gannett Fleming, Inc. for the provision of Facility Inspection and Condition Assessment Services for facilities in the Newark Division rail yards/maintenance facilities; and Raritan Valley Line, Morristown Line, Gladstone Branch Atlantic City Line, Princeton Branch, North Jersey Coast Line, and Northeast Corridor Line passenger commuter rail stations; the Central and Southern Division Bus garages, shops, terminals, and park-and-rides; corporate, administrative, crew quarters and other facilities; and for the Newark Light Rail system shops and stations; River Line system shops and stations; Hudson-Bergen Light Rail system shops and stations; and other locations as required, in an amount not to exceed \$4,925,333.81, plus five percent for contingencies, subject to the availability of funds.</p>	<b>59499</b>
<b>2011-70</b>	<p><b>PROFESSIONAL SERVICES CONTRACT – NJ TRANSIT STATE OF GOOD REPAIR STAFF AUGMENTATION</b> – Authorization to enter into NJ TRANSIT Contract No. 20-062 with Urban Engineers Inc. of Philadelphia, Pennsylvania, for professional services assistance in an amount not to exceed \$3,783,180.00, plus five percent for contingencies, subject to the availability of funds.</p>	<b>58514</b>

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
NOVEMBER 12, 2020  
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PAGE 2

- 2011-71 CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE\*** – Authorization to enter into NJ TRANSIT Contract No. 20-017 with Academy Express, LLC of Hoboken, New Jersey, to operate the Middlesex County Area Local Bus Service for a 36-month base contract period of January 17, 2021 through January 20, 2024 at a cost not to exceed \$31,054,059, plus five percent for contingencies, for a total contract authorization of \$32,606,762, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget. **58518**
- \*Pursuant to letter dated November 25, 2020, Governor Phil Murphy exercised his authority and vetoed Item No. 2011-71: Contracting Out – Middlesex County Area Local Bus Service.**
- 2011-72 REAL ESTATE ADMINISTRATION AND MANAGEMENT: AWARD OF CONSULTANT SERVICES CONTRACT FOR TENANT, PARKING OPERATIONS, AND USE AND OCCUPANCY PERMITS** – Authorization to enter into NJ TRANSIT Contract No. 20-052 with Greystone & Co., Inc. (doing business as Greystone Management Solutions) of New York, New York, to provide administration and management services for leases, parking operator agreements and use and occupancy permits at an annual cost of \$777,910 for the first two years, \$797,358 for the third year of the initial three-year term and \$817,292 for first one-year option period and \$837,724 for the second option period. Also, a one-time incentive payment of eight percent of increases in revenue from new use and occupancy permits, not to exceed \$100,000, for a total authorization of \$4,108,193, plus five percent for contingencies, subject to the availability of funds. **58519**
- 2011-73 RECOMMENDATION TO APPROVE THE AUDITED FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020** – Authorization to approve the NJ TRANSIT's audited financial statements for the fiscal year ended June 30, 2020. **58520**
- 2011-74 DESIGNATION OF VICE CHAIRPERSON OF THE NJ TRANSIT BOARD OF DIRECTORS** – Designate Cedrick T. Fulton as Vice Chairperson of the NJ TRANSIT Board of Directors. **58522**
- **EXECUTIVE SESSION AUTHORIZATION** **58523**
- **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 October 21, 2020 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 October 30, 2020;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the October 21, 2020 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: NOVEMBER 12, 2020  
SUBJECT: PRESIDENT & CEO'S REPORT – NOVEMBER 2020

I think it's important to begin this month's report with an acknowledgement that we're seeing an uptick in COVID-19 cases both in New Jersey, as well as nationally. While there is no evidence of a link between an increase in cases and public transportation, it's more important than ever to ensure everyone is complying with the face-covering requirement pursuant to the Governor's Executive Order No. 165. We're committed to doing everything we can to protect our customers and employees, including maintaining our aggressive daily cleaning and disinfection of vehicles and facilities, continuing our comprehensive communication efforts through every available channel, and the ongoing New Jersey Transit Police Department's mask enforcement details being conducted throughout our system. However, it's important that everyone does their part to ensure the safest possible travel environment.

We've also used technology to enhance the safety and comfort of our customers with the recent release of the "How Full Is My Ride" feature in our app. In our continuing efforts to leverage technology to improve the customer experience and make transit as easy as possible right now, today NJ TRANSIT launched a new feature on our mobile app, which makes it easier than ever for rail customers to navigate our system. Using real-time data and geo-fencing technology, customers can now use the "**My Active Trip**" feature to receive push notifications when they're approaching their destination. The app will also display which stops are coming up, and how long it takes to get to each station. This new feature will help customers who may be relaxing, finishing that last work email, or who are unfamiliar with our system, by reminding them that they'll soon be arriving at their destination station.

Another important infrastructure project will now be advancing thanks to our aggressive approach to grant proposals. Late last month, we learned that NJ TRANSIT will receive an \$18.3 million grant from the Federal Railroad Administration (FRA), under the Fiscal Year 2020 Federal-State Partnership for State of Good Repair program. The grant will go toward upgrades at the Trenton Transit Center, serving our Northeast Corridor Line, the River LINE, SEPTA's Trenton Line, and 11 Amtrak intercity rail lines. Through this grant, we will rehabilitate the station's two island platforms, and build an ADA-accessible high-level platform, with an elevator from the concourse level.

In addition to \$4 billion in ongoing capital work, another way NJ TRANSIT supports our economy and sustainability is through "smart growth" Transit-Oriented Development, or TOD. Facilitating the development of TOD is also a key aspect of our new 10-year Strategic Plan, *NJT2030*. Toward that end, last month we announced that developers are now being sought to design and build TOD projects on NJ TRANSIT properties in both Jersey City near the Liberty State Park HBLR station, and in Woodbridge adjacent to the Metropark Station on the Northeast Corridor Line.

In closing, I'd like to highlight a new initiative led by our New Jersey Transit Police Department (NJTPD), demonstrating that NJ TRANSIT is not only committed to providing safe, reliable, and affordable transit, we are equally committed to being good community partners. Late last month, we announced that the NJTPD has expanded its Community Outreach Unit from two to five officers. Through this program, officers work with state and local social service organizations to help connect at-risk individuals, including the homeless, with the services they need, including healthcare, housing, veterans' programs, rehabilitation, and other critical resources. I'd like to commend NJTPD Chief Chris Trucillo for committing additional department resources for this important program, and thank NJTPD Officer Sean Pfeifer, who has been with the Community Outreach Unit for three years, serving in the Newark Transit District. I am very grateful for the NJTPD's continuing efforts to keep our system safe and secure, while at the same time, proving once again to be a national model of progressive policing.



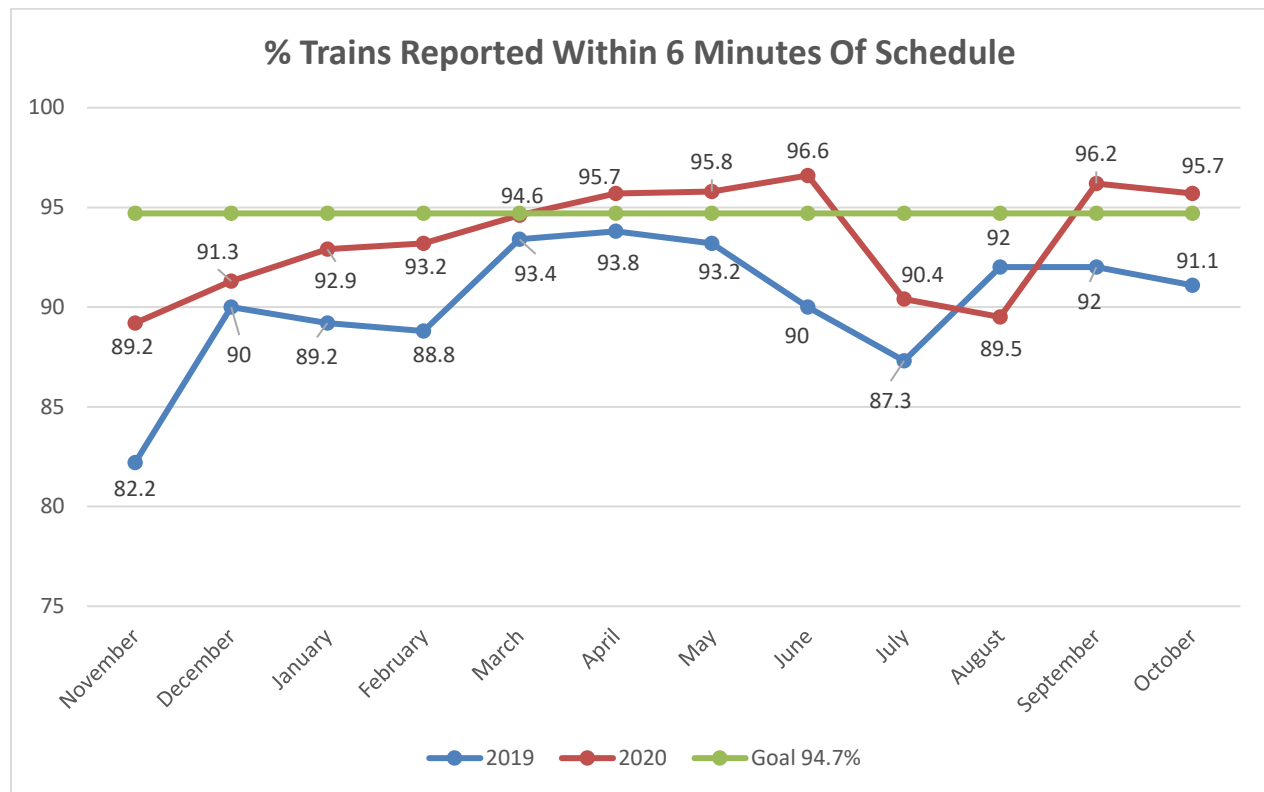
**PRESIDENT & CEO'S MONTHLY REPORT**  
**NOVEMBER 12, 2020**

## **TABLE OF CONTENTS NOVEMBER 12, 2020**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL NOVEMBER 2018 – OCTOBER 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>October Comparison</b>	91.1%	95.7%	4.6%
<b>12-Month Average Oct. 2018 – Nov. 2020</b>	90.3%	93.4%	3.1%

**Analysis:**

Rail On-time Performance was 95.7% for October, 2020. Of the 17,504 trains scheduled to operate, 16,743 were on time, while 761 trains (or 4.3%) were delayed.

**Key Causes included:**

- NJT electric locomotive failure, arrow MU failure and PTC contributed to 34 delays on October 12.
- Amtrak signal failure and NJT manpower shortage contributed to 87 delays on October 14.
- Amtrak signal failure, NJT programmed maintenance and electric locomotive failure contributed to 39 delays on October 23.

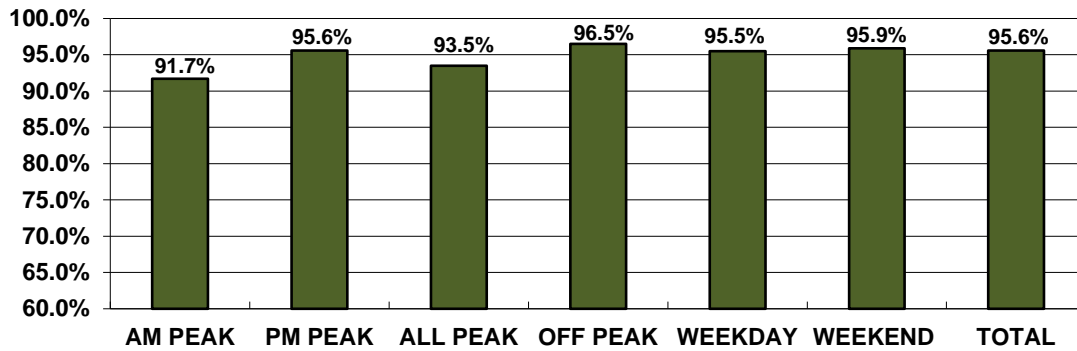
The 12-month Average for Rail On-Time Performance was 93.4%.

# ON-TIME PERFORMANCE RAIL

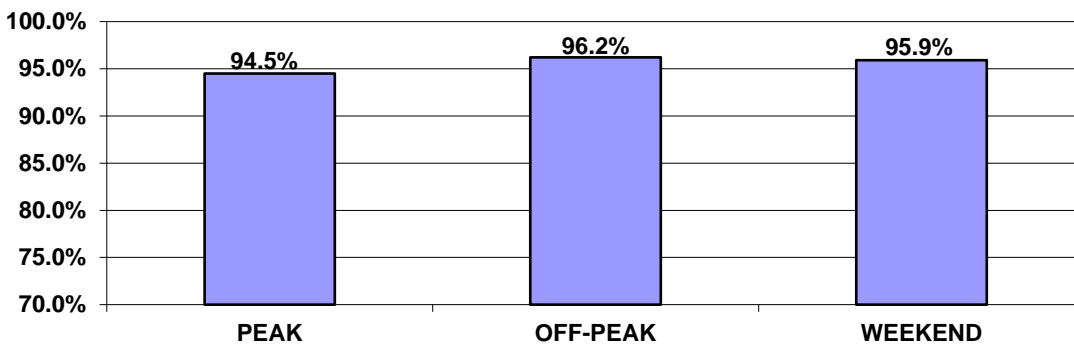
## SUMMARY BY TIME PERIOD OCTOBER, 2020

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

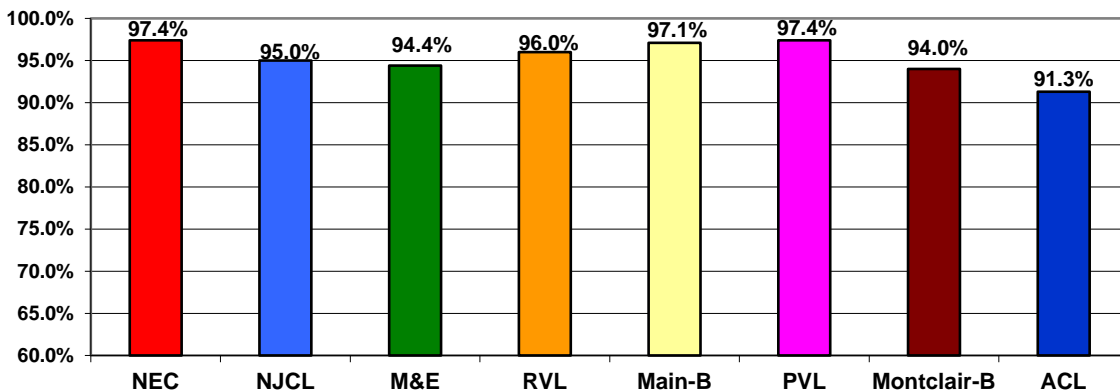
### % NEW YORK PENN STATION Trains Reported On Time \*



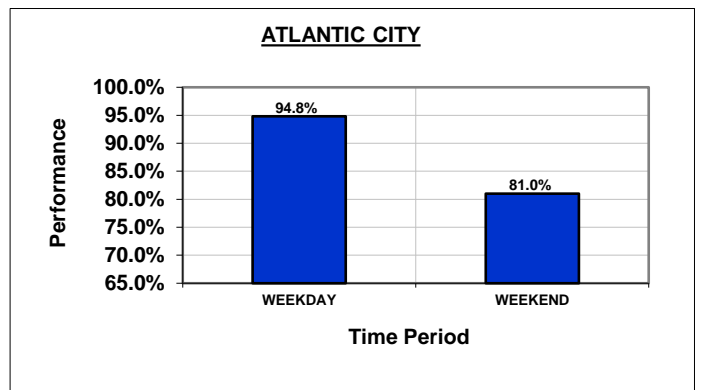
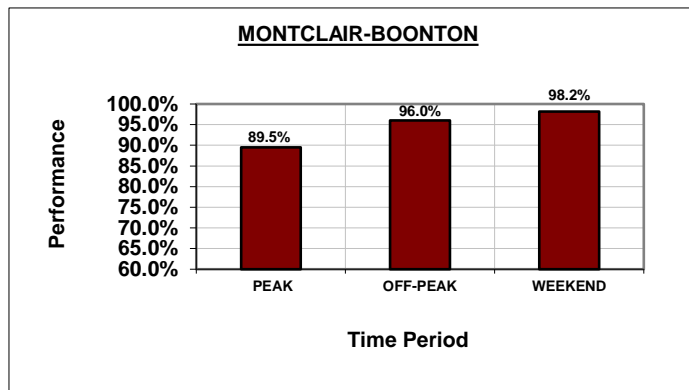
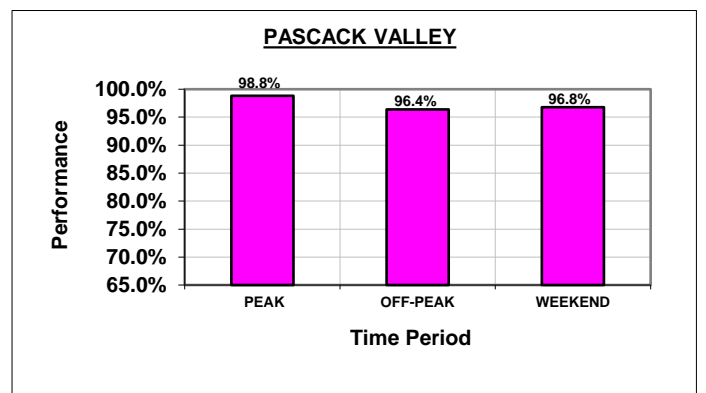
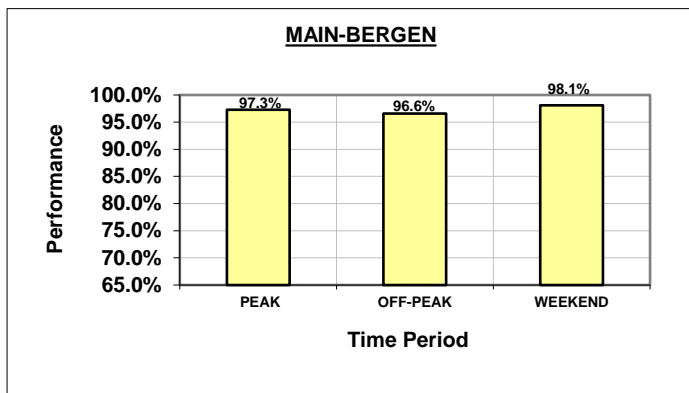
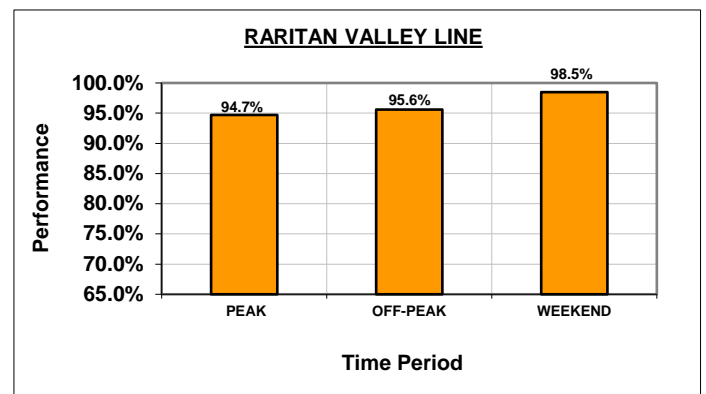
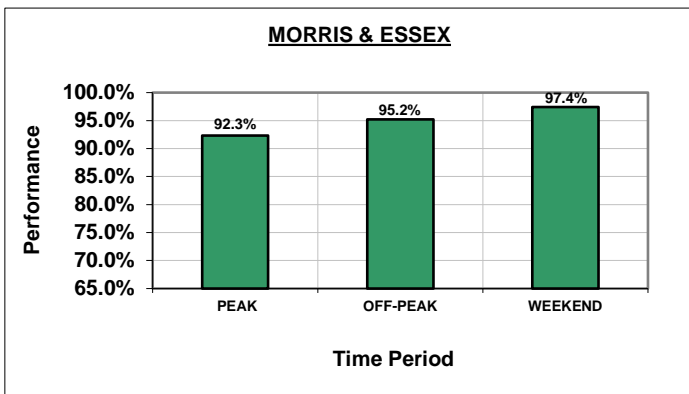
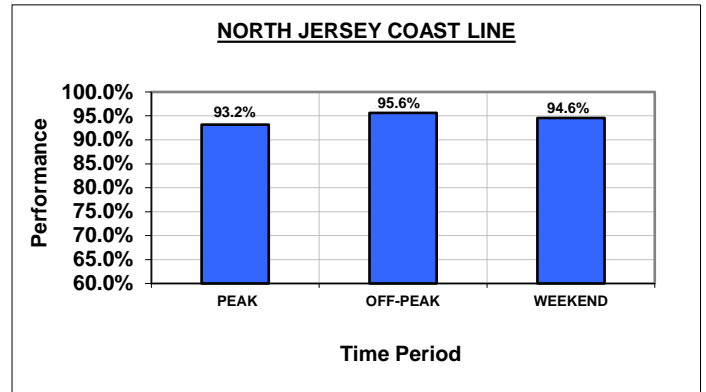
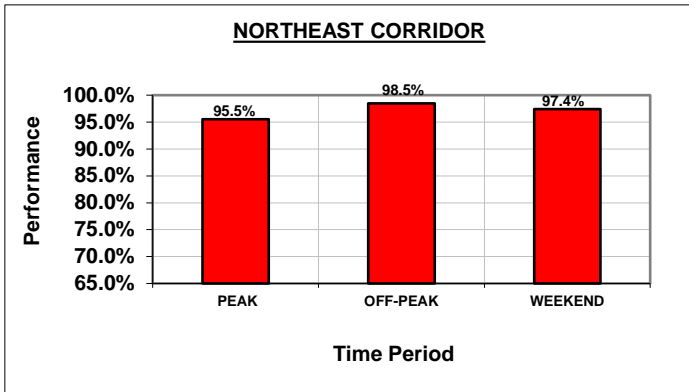
### % SYSTEMWIDE Trains Reported On Time



### % BY LINE Trains Reported On Time



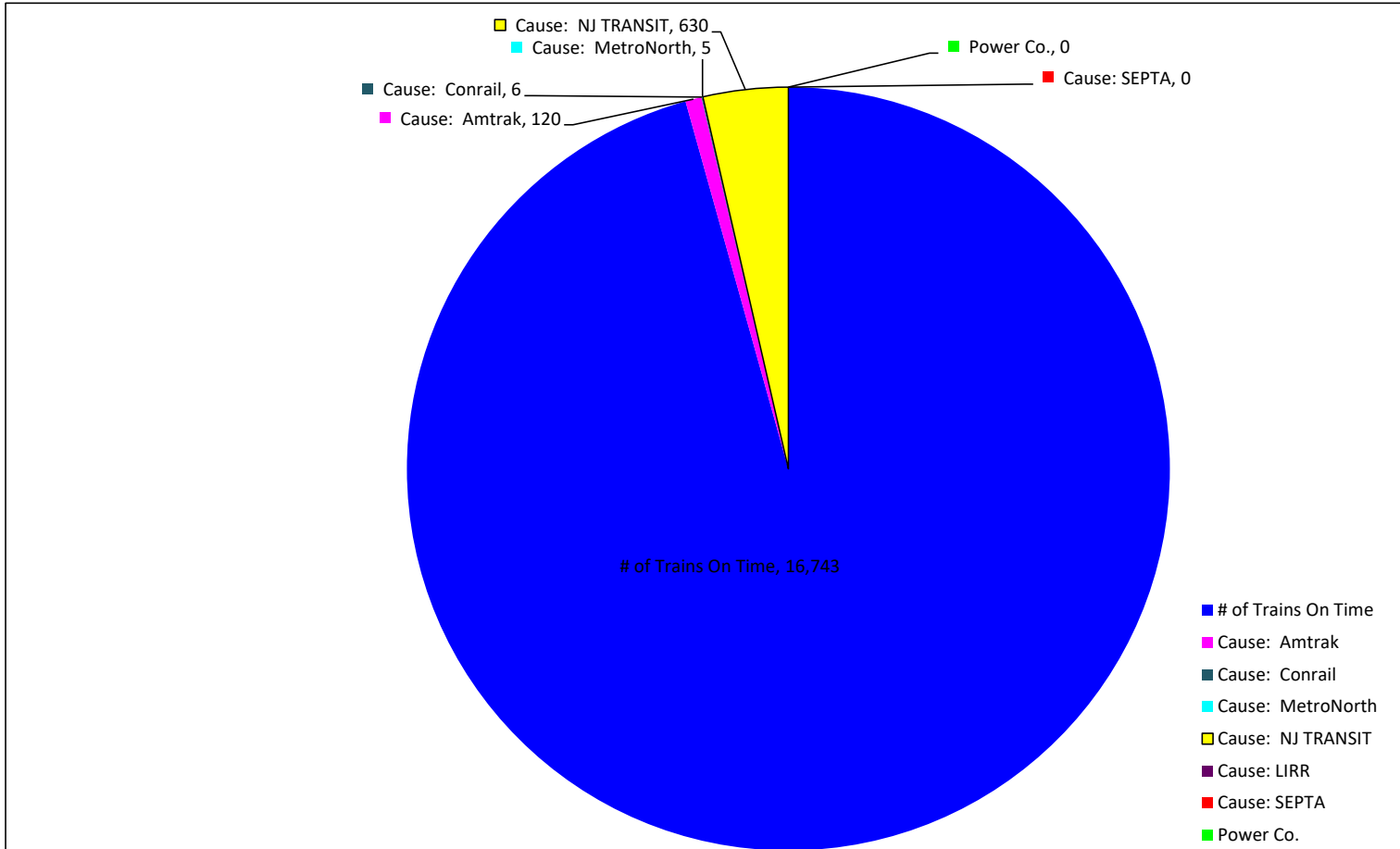
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD OCTOBER, 2020



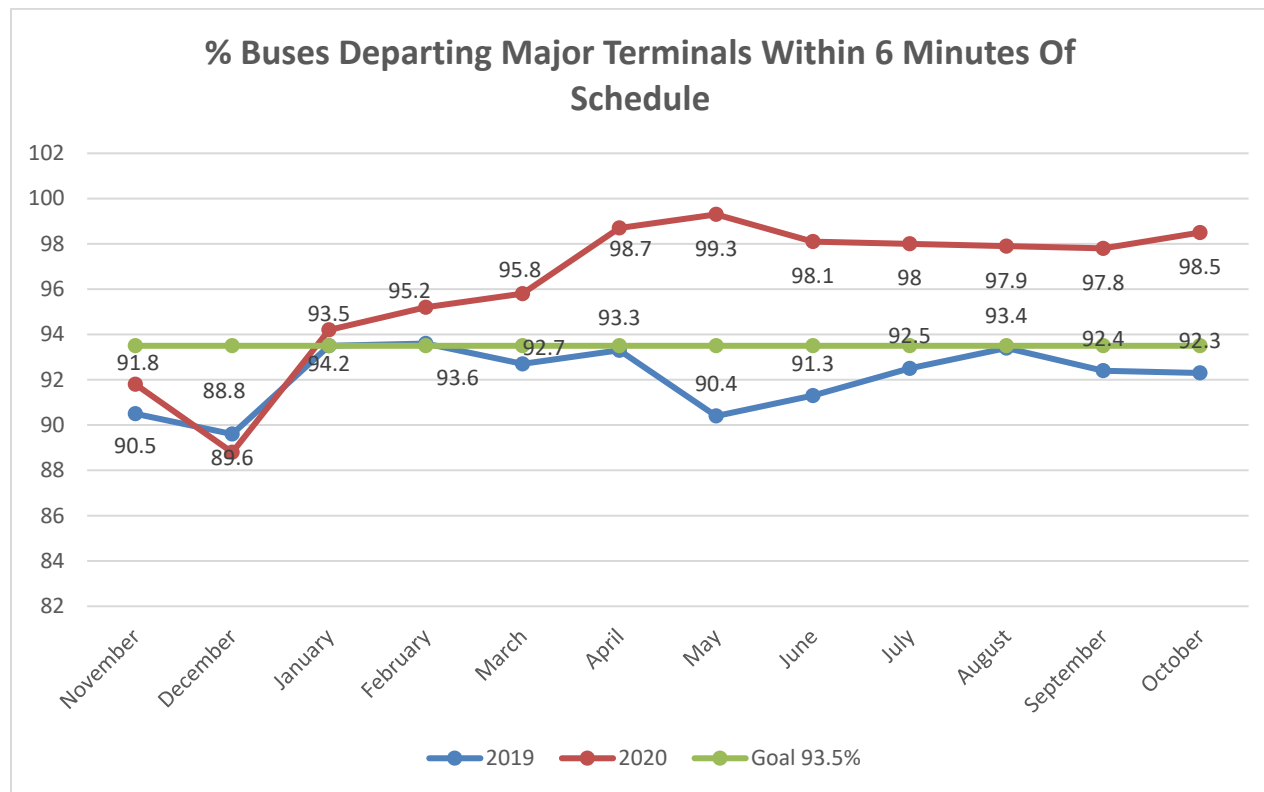
### NJ TRANSIT Performance - OCTOBER, 2020

#### Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: SEPTA	Power Co.
# of Trains On Time	16,743	120	6	5	630		0	0
# of Late Trains	761	0.69%	0.03%	0.03%	3.60%	0.00%	0.00%	0.00%
Total # of Trains	17,504							
Percentage On Time	95.7%							



## NJ TRANSIT ON-TIME PERFORMANCE BUS November 2018 – October 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>October Comparison</b>	92.3%	98.5%	6.2%
<b>12-Month Average November 2018 – October 2020</b>	92.1%	96.2%	4.1%

**Analysis:**

Bus On-Time Performance systemwide was 98.5% for the month of October 2020. Of the 39,350 scheduled departures, 588 experienced delays.

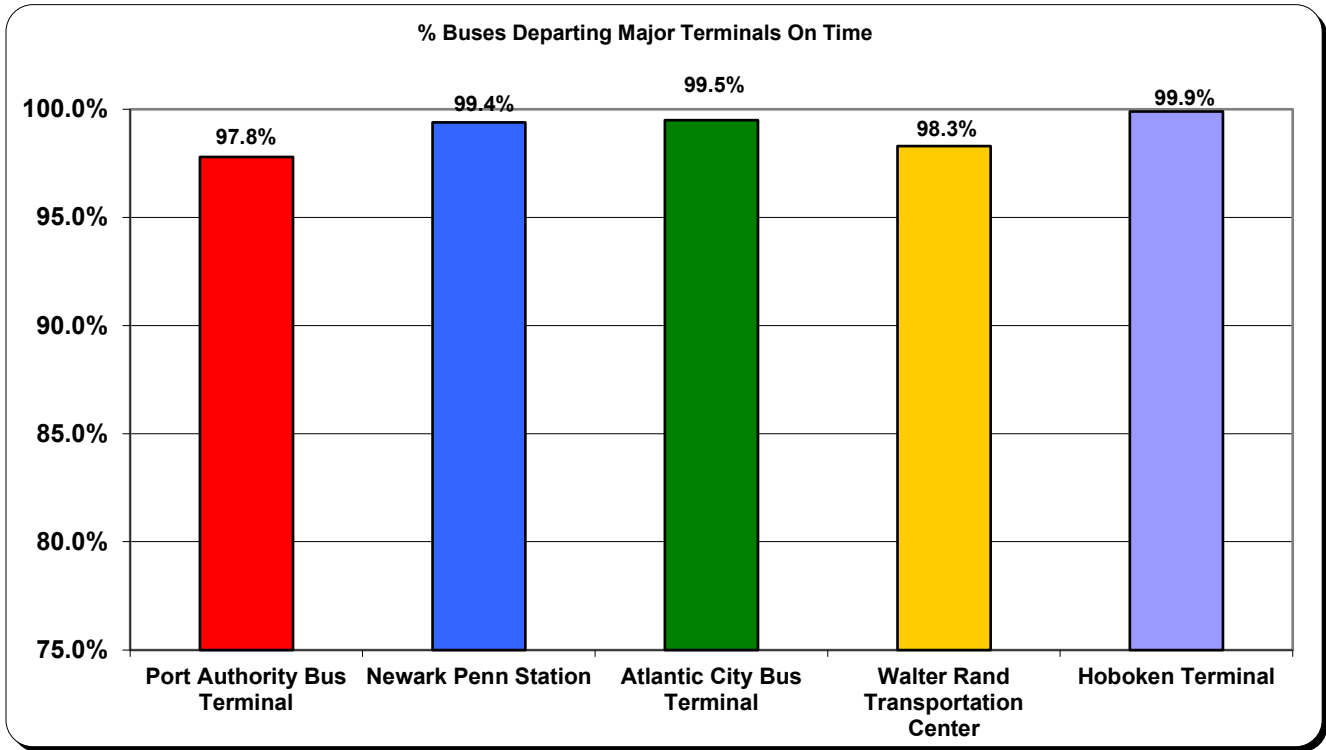
**Key Causes included:**

- Minor delays were caused due to weather, detours, traffic and road construction on various days at Port Authority Bus Terminal.
- Delays due to mechanical issues and congestion from road closures due to construction work and multiple car fires on Turnpike, a motor vehicle accident and construction work impacted service at Newark Penn.
- For various other locations, minor delays were caused due to weather, detours, traffic and road construction on various days.

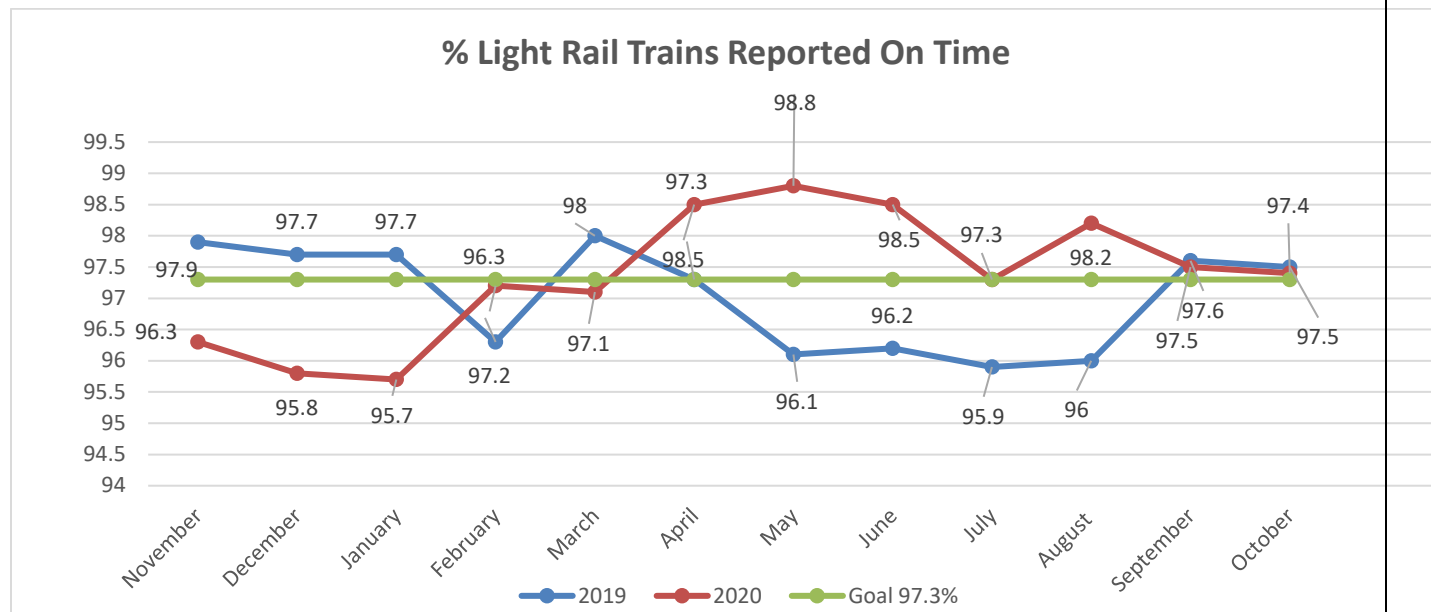
The 12-month average for Bus On-Time Performance was 96.2%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL November 2018 - October 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
<b>October Comparison</b>	97.5%	97.4%	- 0.1%
<b>12-Month Average November 2019 – October 2020</b>	96.5%	97.8%	1.3%

**Analysis:** Light Rail On-Time Performance system wide was 97.4% for the month of October 2020. Of the 28,301 scheduled departures, 669 experienced delays.

Key Causes included:

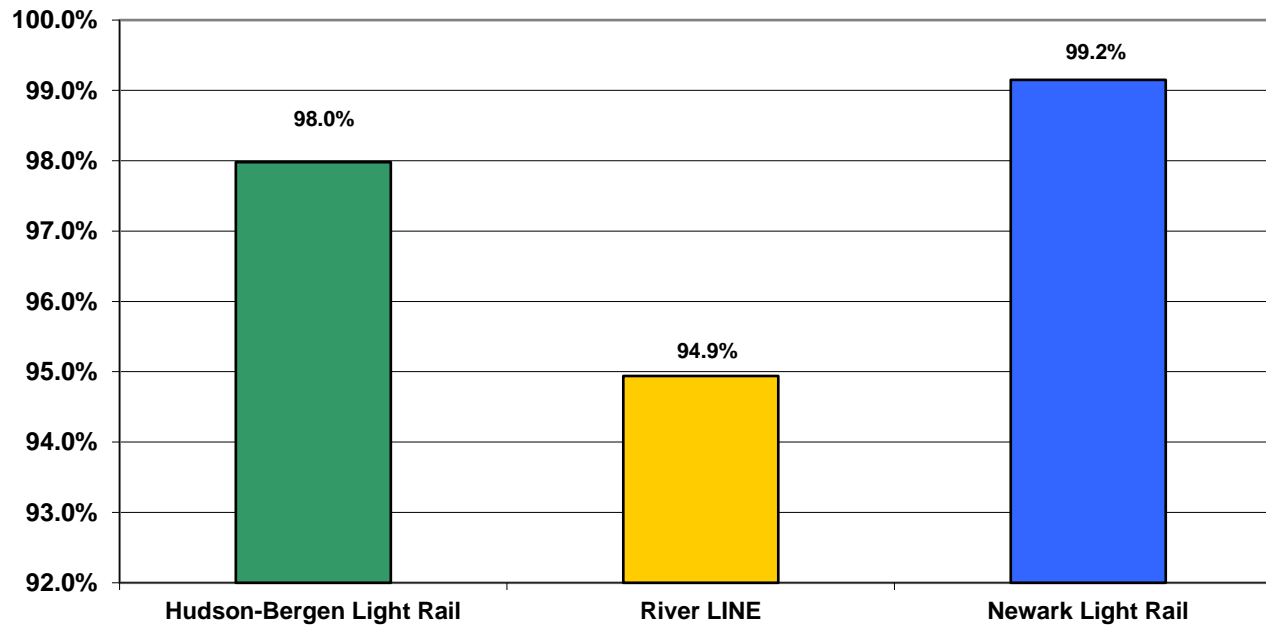
- Signal/Switch issues and mechanical faults on multiple dates and a scheduled track outage impacted service on Newark Light Rail.
- Equipment malfunctions (diesel traction fault, traction fault, door fault and brake fault), track obstruction, police activity and signal equipment issues impacted service on River LINE.
- Door issues, police activity and an auto accident impacted service on Hudson-Bergen Light Rail.

The 12-month Average for Light Rail On-Time Performance was 97.8%

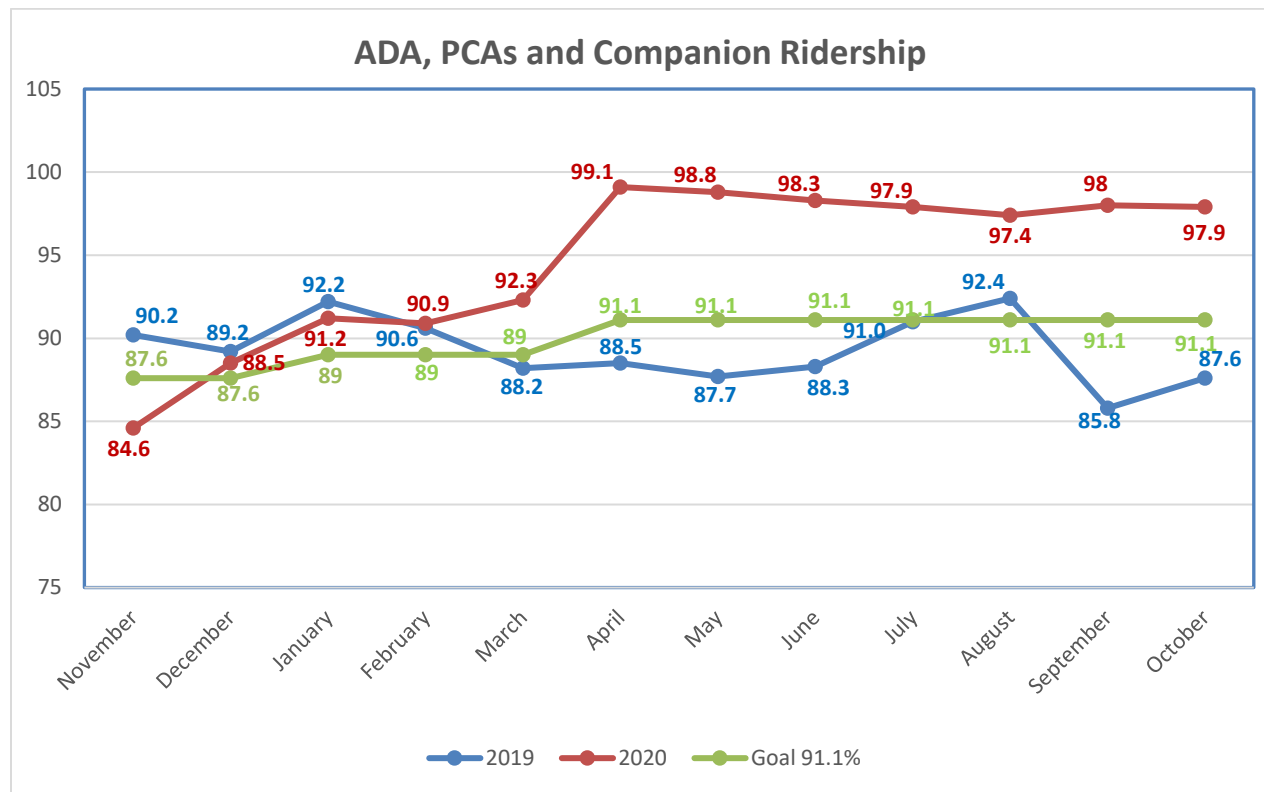
# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE October 2020

% Light Rail Trains Reported On Time



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK NOVEMBER 2018 – OCTOBER 2020



	<u>2019</u>	<u>2020</u>	<u>Change</u>
<b>October Comparison</b>	87.6%	97.9%	10.3%
<b>October Ridership</b>	152,297	84,280	-68,017
<b>12-Month Average November 2018 – October 2020</b>	88.8%	95.1%	6.3%

**Analysis:**

Access Link On-Time Performance was 97.9% for October 2020. In serving 93,876 total riders, for 84,280 ADA customers trips, 1,756 (or 2.1%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Vehicle operator coverage

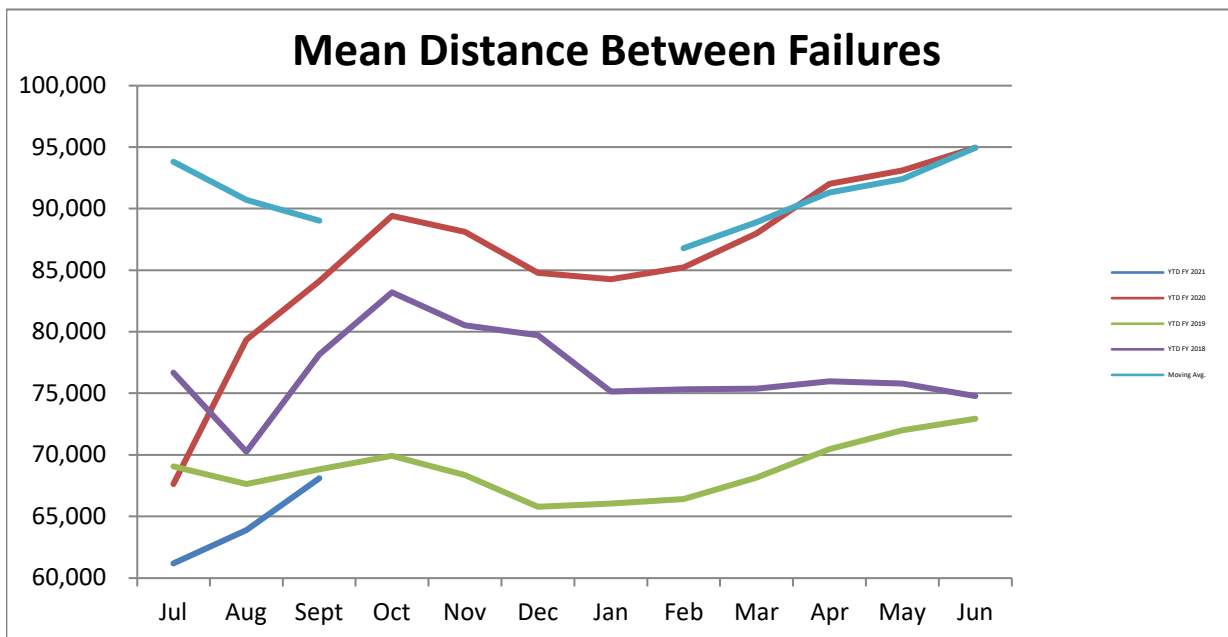
The 12-month Average for Access Link On-Time Performance was 95.1%.

# **MEAN DISTANCE BETWEEN FAILURES**

September 2020

**NJ TRANSIT Rail Operations**  
**Mean Distance Between Failures**

	12 Month				
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	-	89,410	69,913	83,213	-
Nov	-	88,101	68,356	80,523	-
Dec	-	84,773	65,796	79,711	-
Jan	-	84,273	66,025	75,139	-
Feb	-	85,233	66,391	75,324	86,792
Mar	-	87,973	68,141	75,376	88,881
Apr	-	92,007	70,447	75,968	91,313
May	-	93,119	71,986	75,787	92,406
Jun	-	94,969	72,930	74,776	94,969

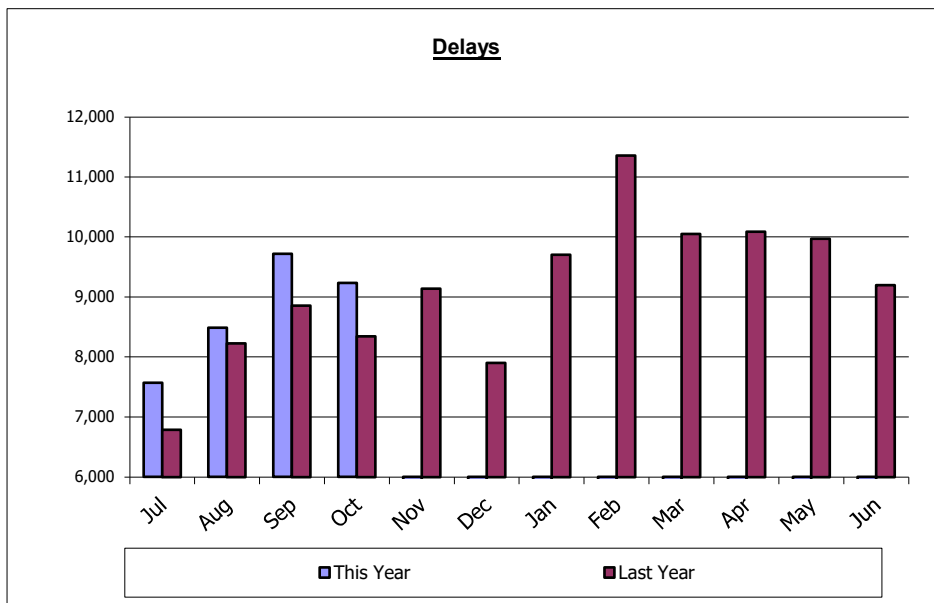


\* FY2021 Numbers corrected to reflect start of FY2021

## Garage Performance Parameters

### October 2020

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	4,031	3,463	3,119
Greenville	7,000	4,308	4,915	4,162
Market Street	8,000	5,125	5,175	6,278
Meadowlands	9,500	5,656	5,304	4,633
Oradell	10,000	7,146	7,594	5,369
Wayne	16,000	20,474	16,982	13,918
<b>Northern Division</b>	<b>-</b>	<b>6,884</b>	<b>6,657</b>	<b>5,771</b>
Big Tree	8,800	6,033	4,133	4,973
Hilton	10,200	6,265	6,157	7,286
Howell	16,750	33,534	28,861	30,159
Ironbound	9,600	8,192	8,218	6,241
Orange	9,250	4,777	4,545	5,053
Morris	10,500	9,939	19,015	47,246
<b>Central Division</b>	<b>-</b>	<b>8,676</b>	<b>8,060</b>	<b>8,137</b>
Egg Harbor	15,500	17,016	15,981	16,408
Hamilton	13,000	11,766	11,258	9,332
Newton Avenue	12,000	25,877	17,364	11,203
Washington Twp.	14,500	22,809	19,898	19,460
<b>Southern Division</b>	<b>-</b>	<b>18,722</b>	<b>16,467</b>	<b>14,576</b>
	-	-	-	-
<b>Bus Operations</b>	<b>-</b>	<b>9,235</b>	<b>8,644</b>	<b>7,955</b>

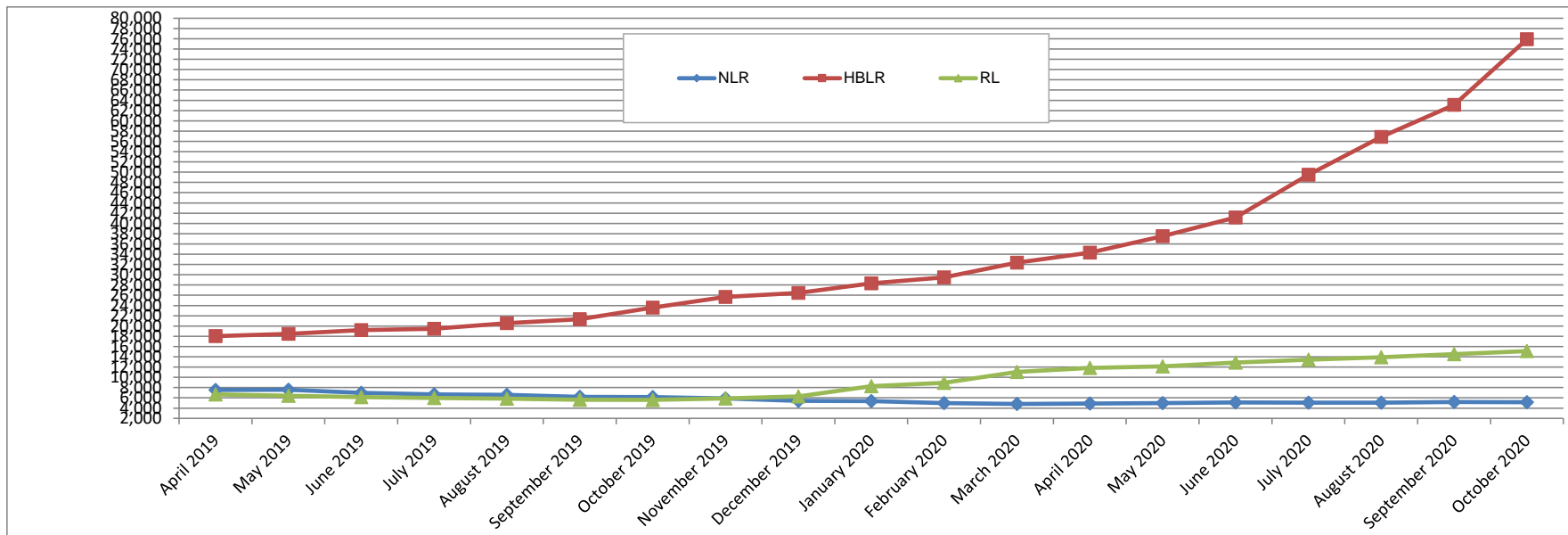


### NJ TRANSIT - LIGHT RAIL, October 2020

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	October 2020	September 2020
Newark Light Rail	5,163	5,211
Hudson Bergen	75,909	63,108
River LINE	15,110	14,531

#### AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



# **DBE/SBE PROGRAM**

NJ TRANSIT - DBE/SBE Participation for October 2020**State Funded Contracts****State Fiscal Year 2021 - July 1, 2020 through June 30, 2021**

During the month **October 2020**, NJ TRANSIT awarded **\$00.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$00.00** or **0%**.

**State Fiscal Year 2021 YTD** (July 1, 2020 through October 31, 2020) NJ TRANSIT awarded **\$19,427,996.49** in state funded contracts. Of that total, SBEs received **\$6,303,350.13** or **32.44%**.

*Note: The above reflects the Procurement Report of Awards received November 1, 2020.*

**SBE Goal Attainment from July 1, 2020 through June 30, 2021 (SFY 2021)**

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$1,823,690.83	9.39%
Category 3 SBEs	\$482,675.26	2.48%
Category 4 SBEs	\$24,000.00	0.12%
Category 5 SBEs	\$199,211.04	1.03%
Category 6 SBEs	\$3,773,773.00	19.42%

**FTA Funded Contracts (Updated Quarterly – next update will occur January 2021)****Federal Fiscal Year 2020 - October 1, 2019 through September 30, 2020**

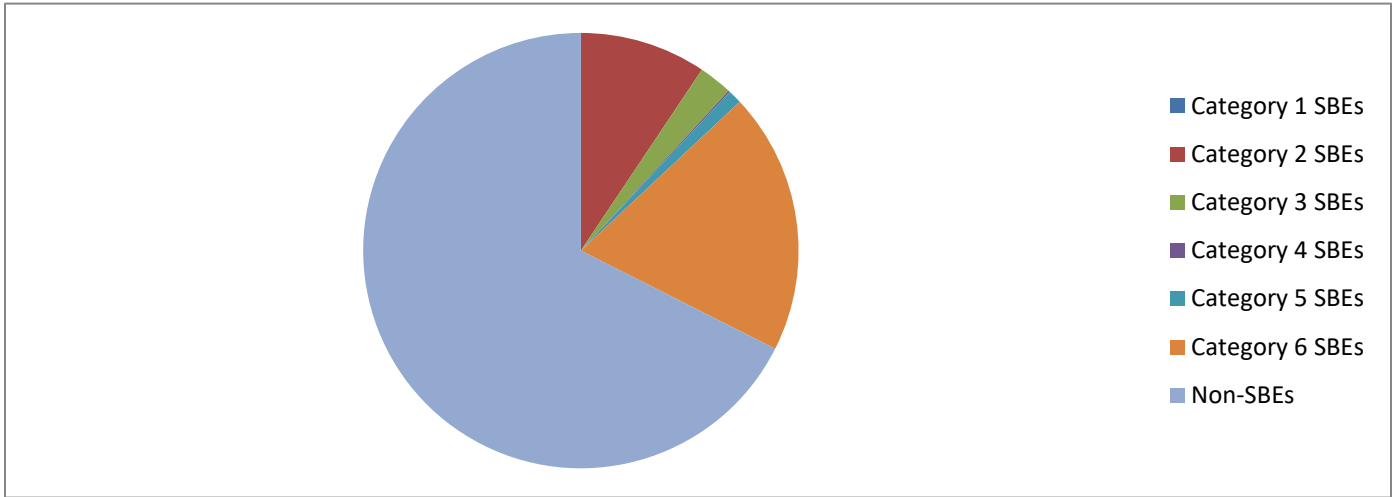
During the **4<sup>th</sup> Quarter** (July 1, 2020 – September 30, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$2,020,212.76**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$397,189.12** or **19.66%**.

**Federal Fiscal Year 2020 Year through Q4** (October 1, 2019 – September 30, 2020) NJ TRANSIT awarded **\$314,607,240.50\*\*** in federally funded contracts. Of that total, DBEs received **\$18,408,002.87** or **5.85%**.

*\*Numbers reflect federal share*

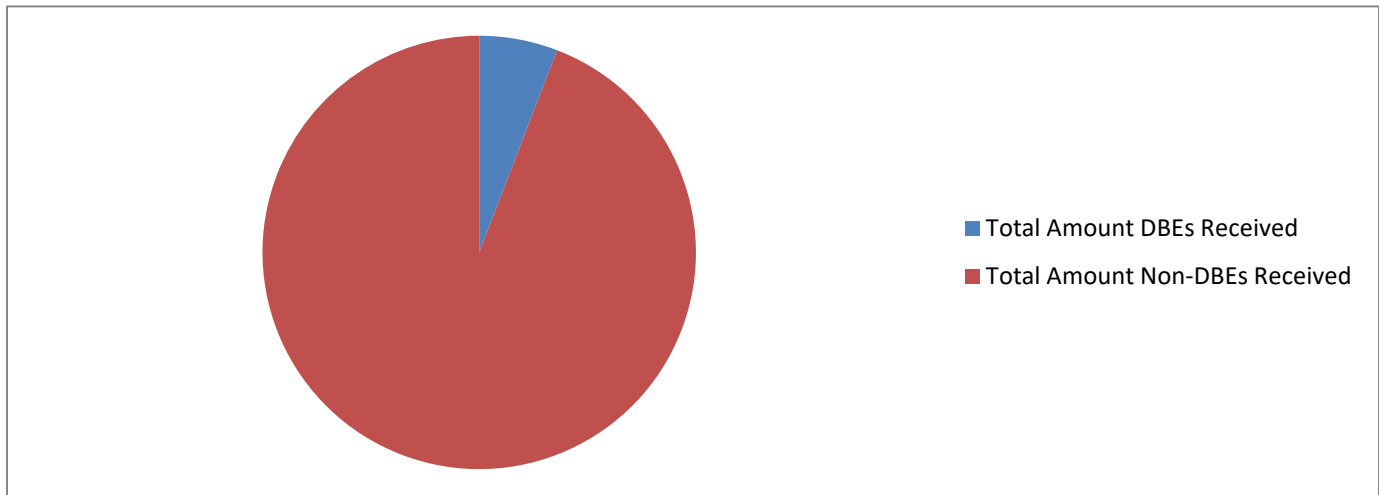
*\*\* Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$1,823,690.83	9.39%
<i>Category 3 SBEs</i>	\$482,675.26	2.48%
<i>Category 4 SBEs</i>	\$24,000.00	0.12%
<i>Category 5 SBEs</i>	\$199,211.04	1.03%
<i>Category 6 SBEs</i>	\$3,773,773.00	19.42%
<i>Non-SBEs</i>	\$13,124,646.36	67.56%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FY Q4 2020

<b>Total Amount DBEs Received</b>	<b>\$18,408,002.87</b>	<b>5.85%</b>
Total Amount Non-DBEs Received	\$296,199,237.63	94.15%



# **EMPLOYEE RECOGNITION**

**NJ TRANSIT employees bid farewell after outstanding careers**

NJ TRANSIT employees who have retired recently:

1. Mario Alonso, Conductor -- Various -- 33 years
2. Frank Cerqueira, Sr. Tech Services Specialist Field -- MMC -- 37 years
3. Joseph Hussey III, Sr. Training Specialist -- Ferry Street -- 25 years
4. Kevin McKenna, Electrician -- Port Morris -- 19 years
5. Magdy Mohamed, Technician -- MMC -- 31 years
6. Allen Peduto, Foreman MOE -- MMC -- 19 years
7. John Schulz, Carman -- Trenton -- 19 years
8. Eugene Singer, conductor -- Various -- 35 years
9. Colin Suarez, Car Appearance Maintainer -- PSNY -- 18 years
10. Gregory Zyry, Foreman B&B -- Red Bank -- 41 years

# **ACTION ITEMS**

# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## BACKGROUND

*Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21) requires transit agencies to report annually on the state of good repair of capital assets to the Federal Transit Administration (FTA) National Transit Database (NTD).

NJ TRANSIT facility **inspections and condition assessments** program will support operating maintenance, capital rehabilitation and investments using the **FTA Transit Economic Requirements Model (TERM) Scale**.



## FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

### **FACILITY INSPECTION AND CONDITION ASSESSMENT PROGRAM**

NJ TRANSIT has established an FTA compliant facility inspection program that includes the inspections and condition assessments of **12 structural** components and **102 sub-structural** components.

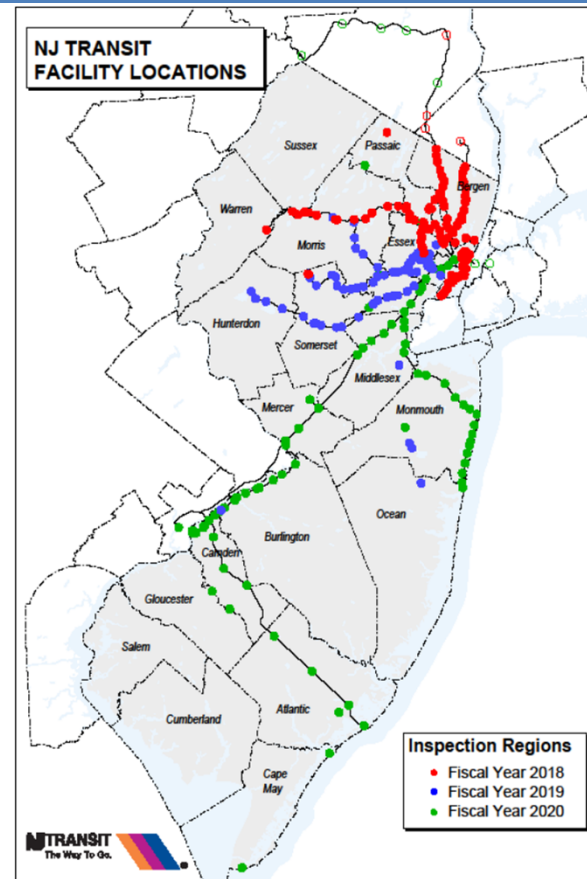
- NJ TRANSIT must condition all facility components and subcomponents with the prescribed **FTA Performance Measure** FTA TERM scale (1=Poor to 5=Excellent).
- NJ TRANSIT must report annually on facilities and conditions through the **FTA National Transit Database** (NTD) data call.
- Informs the NJ TRANSIT 5-Year Capital Plan and Project Management / Engineering** and supports efficient and effective management of our facilities across the entire enterprise.



# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## FIRST CYCLE OF FACILITY INSPECTIONS COMPLETE

- ❑ NJ TRANSIT **successfully completed** the first 3-year cycle of facility inspections in **June 2020**.
- ❑ All **386 NJ TRANSIT facility structures** were inspected in Fiscal Years 2018 (red), 2019 (blue), and 2020 (green).
- ❑ Approximately **80,000 data points** and **154,000 photos** captured.



FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES  
FOR FISCAL YEARS 2021-2023  
BOARD ITEM 2011-69

**FACILITY INSPECTION AND CONDITION ASSESSMENT PROGRAM – Deficiency Data**

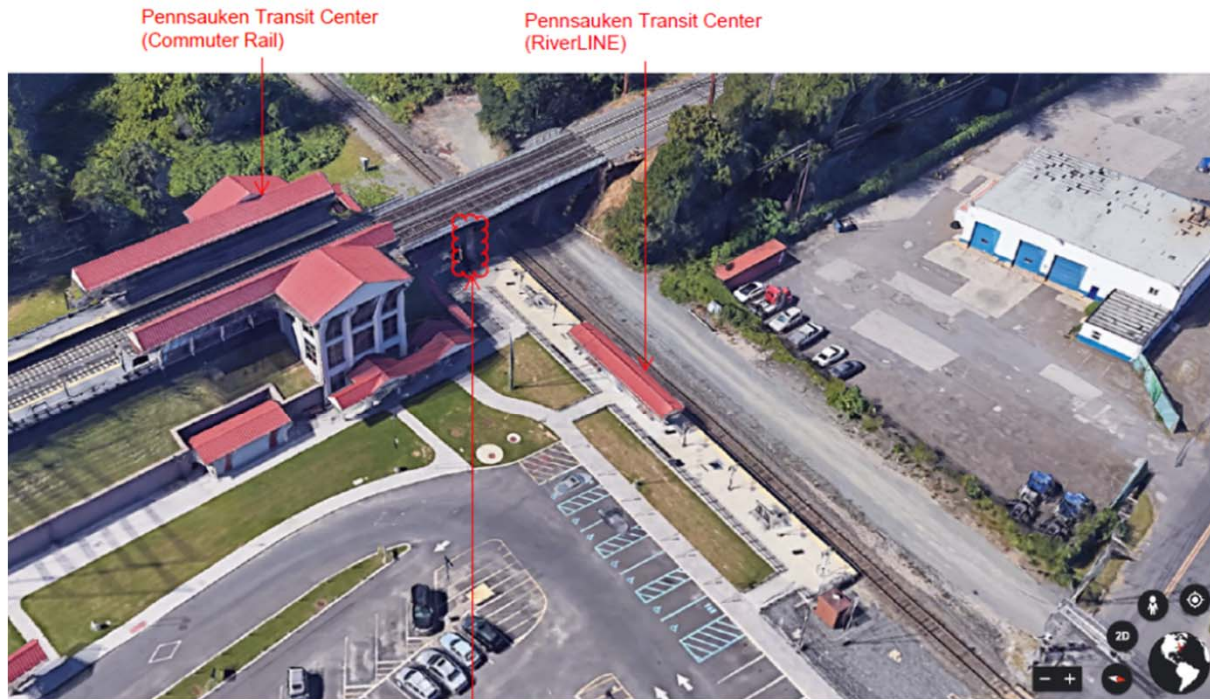
Inspections and condition assessments of **12 structural** components and **102 sub-structural** components. Approximately **16.43%** deficiency rate.

Inspection Year	Number of Facilities Inspected	Number of Deficiencies Found
Fiscal Year 2018	120	1,648
Fiscal Year 2019	96	3,396
Fiscal Year 2020	170	8,100
<b>Totals</b>	<b>386</b>	<b>13,144</b>



# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## Pennsauken Transit Center - Recommended Repair Reporting - Bridge Pier



Recommendation for repair @ bridge pier - First pier wall is in a severely deteriorated state. Significant spalling on the pier wall and under bearing. Could be up to 50% area loss under the bearings. Areas are inaccessible without a flagman.

GANNETT FLEMING  
Pennsauken Transit Center  
(RiverLINE station)  
5/14/2020



# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## Pennsauken Transit Center - Recommended Repair Reporting - Bridge Pier



GANNETT FLEMING  
Pennsauken Transit Center  
(RiverLINE station)  
5/14/2020

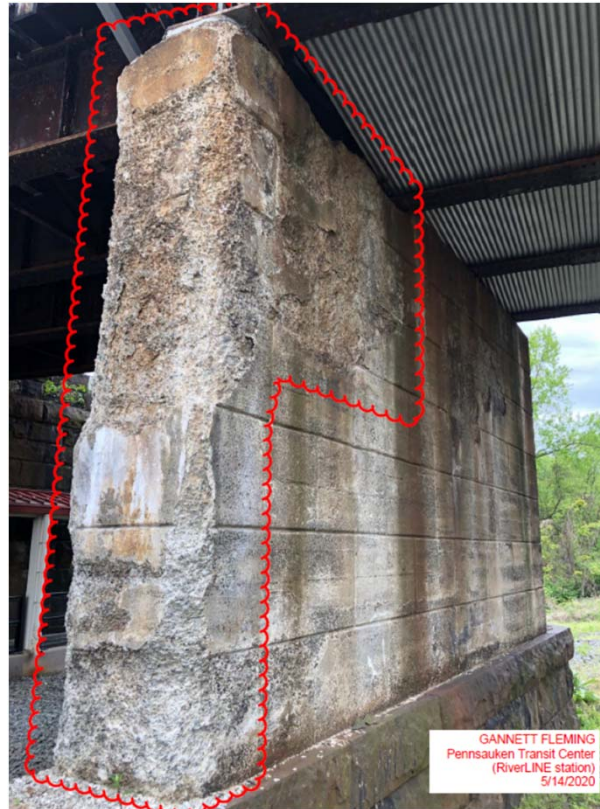


## FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

### Pennsauken Transit Center - Recommended Repair Reporting - Bridge Pier

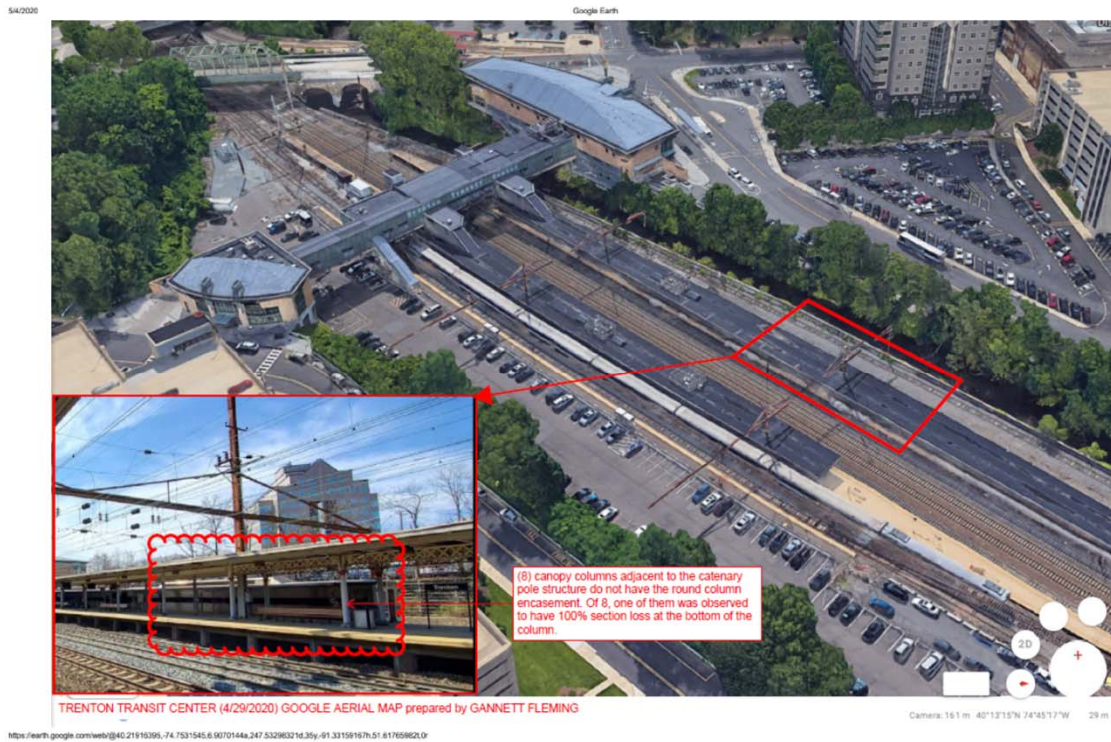
#### Bridge Pier

- 1<sup>st</sup> pier wall is in severely deteriorated state.
- Significant spalling on pier wall and under bearings.
- Potentially up to 50% area loss under the bearings.
- TERM Rating 1 – Poor Condition.**



# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## Trenton Transit Center - Recommended Repair Reporting - Canopy Columns



FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES  
FOR FISCAL YEARS 2021-2023  
BOARD ITEM 2011-69

**Trenton Transit Center - Recommended Repair Reporting - Canopy Columns**

**Canopy Columns**

- Canopy columns do not have column encasement.
- 8 canopy columns observed to have 100% section loss.
- TERM Rating 1 – Poor Condition.**



FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES  
FOR FISCAL YEARS 2021-2023  
BOARD ITEM 2011-69

Trenton Transit Center - Recommended Repair Reporting - Canopy Columns

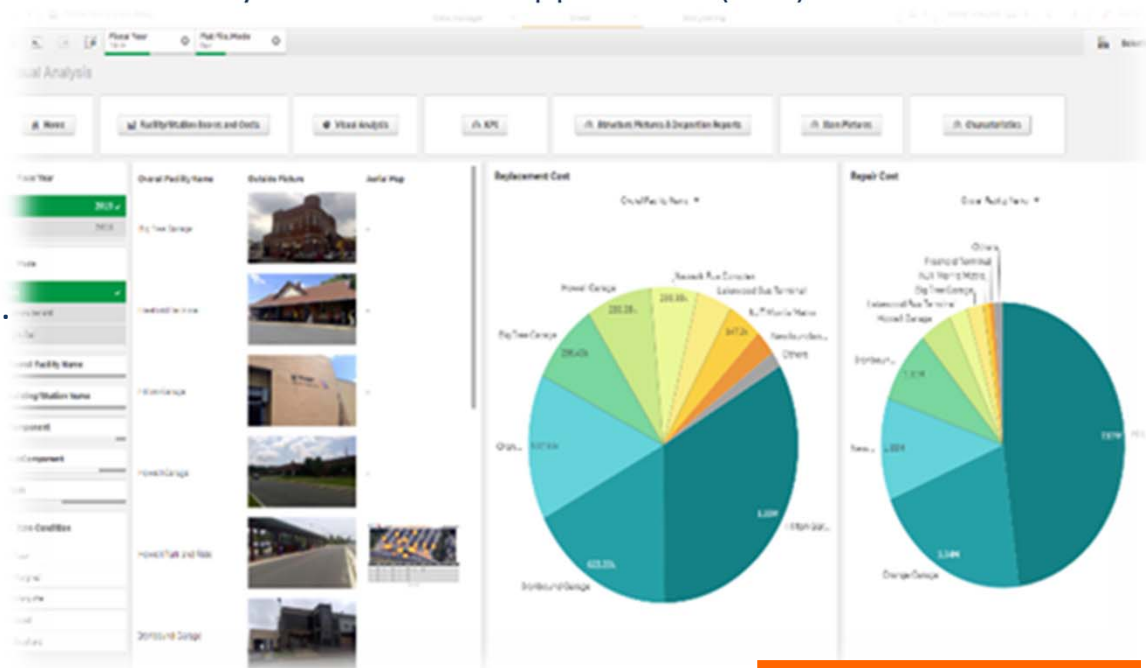


# FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

## FACILITY DATA MANAGEMENT SYSTEM (FDMS)

The FDMS was also concurrently developed by NJ TRANSIT to support the facility inspection data management requirements and includes analytical Decision Support Tool (DST) features.

- ❑ Stores and manages all NJ TRANSIT inspection and condition assessment data.
- ❑ Analytics assist NJ TRANSIT in prioritizing our capital and operating maintenance needs.
- ❑ Enhances our technology competencies to include decision support capabilities that allows for **data driven decision making**.
- ❑ Supports NJ TRANSIT's annual FTA NTD reporting.



## FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023 BOARD ITEM 2011-69

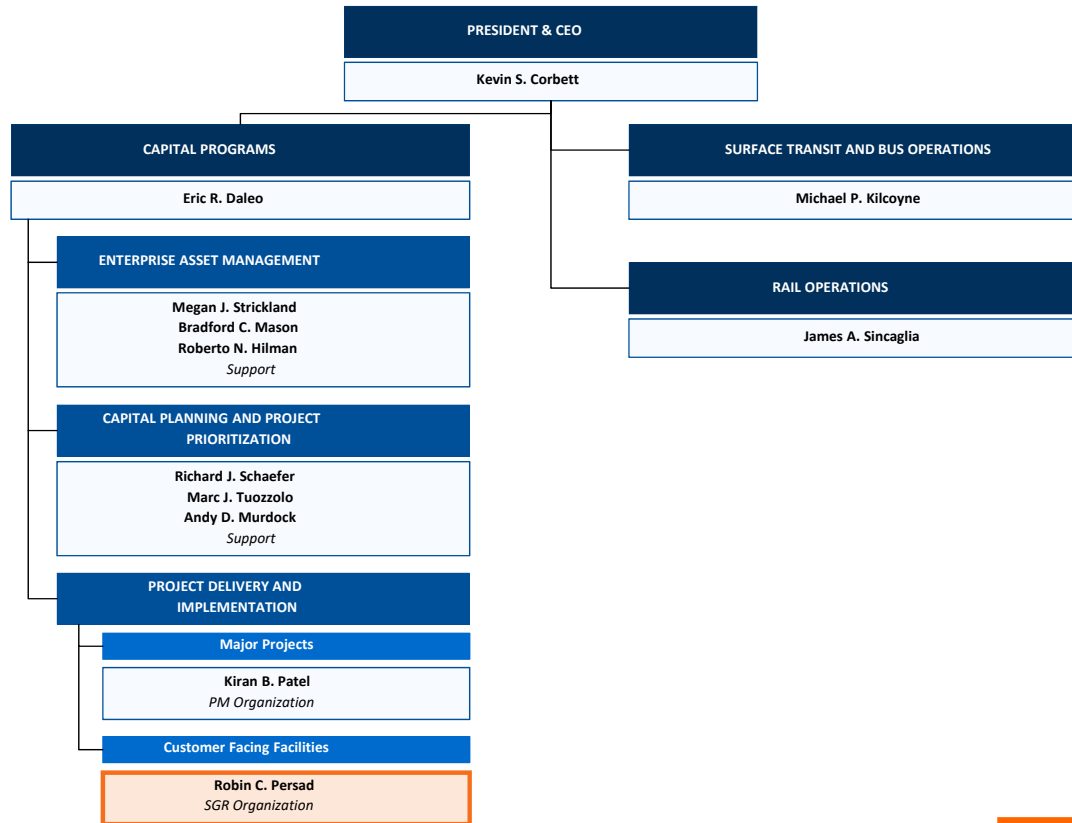
### AUTHORIZATION

Seeking authorization to enter into NJ TRANSIT **Contract No. 20-063** with **Gannett Fleming, Inc.** to support the Enterprise Asset Management – Facility Inspection and Condition Assessment Program in the amount not to exceed **\$4,925,333.81**, plus five percent for contingencies, subject to the availability of funds.

- Allows for a qualified vendor to **inspect and condition** all of NJ TRANSIT's facilities following FTA Map-21 guidelines.
- Improved knowledge** of assets and accurate **FTA National Transit Database** reporting.
- Informs the **5-Year Capital Plan and Project Management / Engineering** and understanding of short- and long-term funding needs.
- Improved **customer facing experiences** and improved **State of Good Repair (SGR)**.
- Enhanced **data driven decision making**.



# ENTERPRISE ASSET MANAGEMENT CAPITAL PLANNING AND IMPLEMENTATION



**ITEM 2011-69: FACILITY INSPECTION AND CONDITION ASSESSMENT SERVICES FOR FISCAL YEARS 2021-2023**

**WHEREAS**, the Federal Transit Administration (FTA) issued a final rule that requires FTA grantees to develop Transit Asset Management (TAM) plans for their public transportation assets, including vehicles, facilities, equipment, and infrastructure; and where all recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53, including NJ TRANSIT, that own, operate, or manage capital assets used in the provision of public transportation, are required to develop a TAM plan; and

**WHEREAS**, in compliance with Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141) legislation, NJ TRANSIT approved its initial TAM Plan on October 1, 2018. This Plan established the initial NJ TRANSIT Asset Management Policy and State of Good Repair (SGR) Policy; and

**WHEREAS**, NJ TRANSIT created the NJ TRANSIT Enterprise Asset Management Office (EAMO) to develop the NJ TRANSIT Enterprise Asset Management Program (EAM); and

**WHEREAS**, the initial TAM plan initially addressed only specific asset inventories and associated conditions, the EAM program now must focus on programmatic business processes to maintain and further develop asset inventories, condition assessments and asset condition-based capital program prioritization, so operating and capital funding can be spent efficiently for the most critical assets; and

**WHEREAS**, NJ TRANSIT Board of Directors previously authorized Gannett Fleming to conduct the Fiscal Year (FY) 2018–2020 facility inspections and condition assessments. NJ TRANSIT also developed a Facility Data Management System, which currently stores all facility condition assessment data. NJ TRANSIT completed its first, full FTA-compliant facility inspection cycle in June 2020; and

**WHEREAS**, these inspections and the associated inspection data support NJ TRANSIT's efforts to standardize project prioritization; and

**WHEREAS**, for FY 2021–2023, NJ TRANSIT developed an updated technical scope of work for facility inspections and condition assessment services based on lessons learned during the first inspection cycle; and

**WHEREAS**, the requested authorization allows for the performance of the FY 2021-2023 facility inspection and condition assessments, which will satisfy FTA compliance requirements; and

**WHEREAS**, on May 1, 2020, a Request for Proposals (RFP) was advertised on NJ TRANSIT's website, *The Star-Ledger*, *The Times of Trenton*, and *Minority Commerce Weekly*; and

**WHEREAS**, technical proposals were received from eight firms on July 30, 2020 at NJ TRANSIT Headquarters in Newark, NJ; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Gannett Fleming, Inc. was the highest ranked and best technically qualified firm; and

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

**WHEREAS**, NJ TRANSIT OBD reviewed and approved the 17.84% DBE utilization commitment identified by Gannett Fleming, Inc.; and

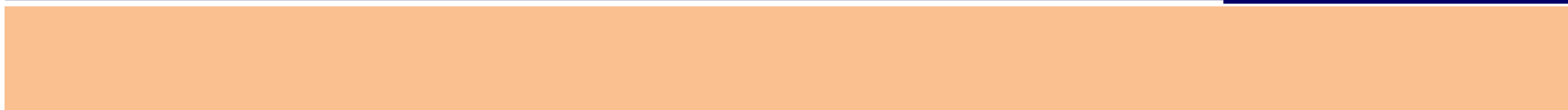
**WHEREAS**, the Federal Transit Administration is the anticipated source of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-063 with Gannett Fleming, Inc. for the provision of Facility Inspection and Condition Assessment Services for facilities in the Newark Division rail yards/maintenance facilities; and Raritan Valley Line, Morristown Line, Gladstone Branch Atlantic City Line, Princeton Branch, North Jersey Coast Line, and Northeast Corridor Line passenger commuter rail stations; the Central and Southern Division Bus garages, shops, terminals, and park-and-rides; corporate, administrative, crew quarters and other facilities; and for the Newark Light Rail system shops and stations; River Line system shops and stations; Hudson-Bergen Light Rail system shops and stations; and other locations as required, in an amount not to exceed \$4,925,333.81, plus five percent for contingencies, subject to the availability of funds.

## PROFESSIONAL SERVICES CONTRACT – SGRP STAFF AUGMENTATION BOARD ITEM 2011-70

Led by Capital Programs, NJ TRANSIT brought together staff in Rail, Bus, and Light Rail to start developing a structure to begin addressing deficiencies that our customers encounter.

- ❑ NJ TRANSIT initially identified **approximately \$25 million** of repairs that can be completed in the short-term (0-2 years) with significant and visible customer impact.
- ❑ NJ TRANSIT is also progressing a “**Job Order Contracting**” (JOC) construction model to be in position to address repairs in the future in a streamlined/expedited manner. Currently, NJ TRANSIT must seek multiple quotes and bid items individually. By contrast, JOC construction firms will be prequalified to work and use standard bid line items to repair/replace defective items minimizing procurement cycle time.
- ❑ To progress this initiative, **staff augmentation** is required. Therefore, NJ TRANSIT is seeking to retain **Urban Engineers Inc.**



## PROFESSIONAL SERVICES CONTRACT – SGRP STAFF AUGMENTATION BOARD ITEM 2011-70

### AUTHORIZATION

The Federal Transit Administration (FTA) requires each Transit Agency (TA) to maintain State of Good Repair Condition Rating Reports for every TA facility asset in a common National Transit Database (NTD) – ratings review cycle is conducted every three (3) years.

- Seeking authorization to enter into NJ TRANSIT **Contract No. 20-062** with **Urban Engineers Inc. of Philadelphia, PA** for professional staff augmentation services for the NJ TRANSIT State of Good Repair Program (NJTSGRP), in the amount not to exceed **\$3,783,180.00**, plus five percent for contingencies, subject to the availability of funds.



**ITEM 2011-70: PROFESSIONAL SERVICES CONTRACT – NJ TRANSIT STATE OF GOOD REPAIR STAFF AUGMENTATION**

**WHEREAS**, NJ TRANSIT is committed to ensuring that its customer facilities are maintained to a state of good repair; and

**WHEREAS**, in July 2016, the Federal Transit Administration (FTA) issued a final rule that requires FTA grantees to develop Transit Asset Management (TAM) plans for their public transportation assets, including vehicles, facilities, equipment, and infrastructure; and

**WHEREAS**, TAM is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair; and

**WHEREAS**, all recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53, including NJ TRANSIT, that own, operate, or manage capital assets used in the provision of public transportation, are required to develop a TAM plan; and

**WHEREAS**, in accordance with these requirements, NJ TRANSIT has established a facility inspection program that produces inspection reports and condition assessments of all NJ TRANSIT facilities; and

**WHEREAS**, the FTA's National Transit Database (NTD) State of Good Repair (SGR) Asset Condition Reports are developed based upon these inspections; and

**WHEREAS**, the selected staff augmentation professional consultant will provide technical services to assist the NJ TRANSIT State of Good Repair Program (NJTSGRP) core team to successfully accomplish the program goals; and

**WHEREAS**, on April 21, 2020 a Request for Proposals (RFP) was advertised on NJ TRANSIT's website, *The Star-Ledger*, *The Times of Trenton*, and *Minority Commerce Weekly* to obtain proposals from qualified professional firms; and

**WHEREAS**, technical proposals were received from four firms and opened on June 9, 2020 at NJ TRANSIT Headquarters in Newark, NJ; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Urban Engineers Inc. was the highest ranked and best technically qualified firm; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned a 20% Race Conscious Disadvantage Business Enterprise (DBE) goal to this project; and

**WHEREAS**, NJ TRANSIT OBD reviewed the proposal and approved the 20.50% DBE utilization commitment identified by Urban Engineers; and

**WHEREAS**, the Transportation Trust Fund is 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. 20-062 with Urban Engineers Inc. of Philadelphia, Pennsylvania, for professional services assistance in an amount not to exceed \$3,783,180.00, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2011-71: CONTRACTING OUT – MIDDLESEX COUNTY AREA LOCAL BUS SERVICE**

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

**WHEREAS**, a Request for Proposal (RFP 20-017) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned an SBE Category 3 goal of 1.5% on this contract; and

**WHEREAS**, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined Academy Express, LLC's proposal meets the requirements set forth in Request for Proposal No 20-017; and

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

**WHEREAS**, Academy Express, LLC has been operating the service under contract with NJ TRANSIT since September 1999; and

**WHEREAS**, upon completion of the competitive procurement process, it was determined that Academy Express, LLC submitted a proposal that provides the best value and is in the best interest of NJ TRANSIT; and

**WHEREAS**, the procurement included two option periods required to be priced by the proposers and to be exercised at NJ TRANSIT's sole discretion. Staff will seek further authorization, at a later date, should NJ TRANSIT decide to exercise these options with Academy Express, LLC of Hoboken, New Jersey, to operate the Middlesex County Area Local Bus Service for two separate 24-month option periods beginning January 21, 2024 through January 24, 2026 and January 25, 2026 through January 22, 2028;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-017 with Academy Express, LLC of Hoboken, New Jersey, to operate the Middlesex County Area Local Bus Service for a 36-month base contract period of January 17, 2021 through January 20, 2024 at a cost not to exceed \$31,054,059, plus five percent for contingencies, for a total contract authorization of \$32,606,762, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

**\*Pursuant to letter dated November 25, 2020, Governor Phil Murphy exercised his authority and vetoed Item No. 2011-71: Contracting Out – Middlesex County Area Local Bus Service.**

**ITEM 2011-72: REAL ESTATE ADMINISTRATION AND MANAGEMENT:  
AWARD OF CONSULTANT SERVICES CONTRACT FOR  
TENANT, PARKING OPERATIONS, AND USE AND  
OCCUPANCY PERMITS**

**WHEREAS**, NJ TRANSIT owns and operates a variety of properties and manages a substantial portfolio of commercial tenant leases, licensees, parking operator accounts and use and occupancy permits; and

**WHEREAS**, in support of NJ TRANSIT'S objective to increase business efficiencies and increase non-farebox revenue, staff is recommending continuing the engagement of a real estate management firm to assist in the administration and management of tenant, parking and use and occupancy agreements; and

**WHEREAS**, following the completion of a competitive procurement process, Greystone & Co., Inc., doing business as Greystone Management Solutions, was determined to be the highest-ranked proposer; and

**WHEREAS**, NJ TRANSIT's Office of Business Development (OBD) established a 10% SBE Category 4 goal for this RFP. Greystone's proposal included a commitment of 23.27% SBE utilization which is still under review by OBD for approval and award determination;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-052 with Greystone & Co., Inc. (doing business as Greystone Management Solutions) of New York, New York, to provide administration and management services for leases, parking operator agreements and use and occupancy permits at an annual cost of \$777,910 for the first two years, \$797,358 for the third year of the initial three-year term and \$817,292 for first one-year option period and \$837,724 for the second option period. Also, a one-time incentive payment of eight percent of increases in revenue from new use and occupancy permits, not to exceed \$100,000, for a total authorization of \$4,108,193, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2011-73: RECOMMENDATION TO APPROVE THE AUDITED FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

**WHEREAS**, P.L. 1979, Ch. 150, P.L. 2018, Ch. 162, Executive Order 122 (McGreevey 2004) (EO 122), and Executive Order 37 (Corzine 2006) (EO 37) require, among other things, an annual audit of the financial statements of NJ TRANSIT by an independent auditor. For purposes of the Executive Orders, the audit is an examination of NJ TRANSIT's financial statements by a certified public accounting firm in compliance with generally accepted government auditing standards (GAGAS), issued by the Comptroller General of the United States, and in accordance with all applicable rules, regulations, and circulars; and

**WHEREAS**, EO 37 and EO 122 require the audit to be accompanied by a written certification from both the President and Chief Executive Officer and the Senior Vice President, Chief Financial Officer & Treasurer that the financial information provided to the independent auditor in connection with the audit is, to the best of their knowledge, accurate and that such information fairly represents, in all material respects, the financial condition and operational results of NJ TRANSIT for the fiscal year; and

**WHEREAS**, P.L. 2018, Ch. 162 requires NJ TRANSIT to file its annual audit with the New Jersey Department of Treasury within four (4) months after the close of the fiscal year; and

**WHEREAS**, on or before October 31, 2020, NJ TRANSIT's independent auditor, Deloitte & Touche LLP (Deloitte), completed its examination of NJ TRANSIT's financial statements for the fiscal year ended June 30, 2020 in compliance with the enabling legislation and requirements of the Executive Orders. Deloitte issued an unmodified opinion, which concluded that the financial statements present fairly, in all material respects, the consolidated net position of NJ TRANSIT as of June 30, 2020, and the changes in its financial position and its cash flows for the year then ended were in conformity with United States generally accepted accounting principles. Deloitte did have an "Emphasis of Matter" paragraph, which, among other things, noted the that NJ TRANSIT "requires significant subsidies from, and has material transactions with, the State of New Jersey, including the State of New Jersey's Transportation Trust Fund, and the United States Federal Government." The paragraph, however, did not modify Deloitte's opinion; and

**WHEREAS**, at its Special Meeting of October 27, 2020, NJ TRANSIT's Audit Committee reviewed the FY20 audited financial statements with Deloitte and senior staff from the Finance Department. The Audit Committee recommended that the FY20 audited financial statements be presented to the Board of Directors for its acceptance and approval; and

**WHEREAS**, on or before October 31, 2020, NJ TRANSIT filed its FY20 audited financial statements for the fiscal year ended June 30, 2020 with the New Jersey Department of Treasury thereby complying with its enabling legislation;

**NOW, THEREFORE, BE IT RESOLVED** that in compliance with EO 37 (Corzine 2006), it is respectfully recommended that the Board of Directors accept and approve NJ TRANSIT's audited financial statements for the fiscal year ended June 30, 2020.

**ITEM 2011-74:                    DESIGNATION OF VICE CHAIRPERSON OF THE  
NJ TRANSIT BOARD OF DIRECTORS**

**WHEREAS**, the membership of the NJ TRANSIT Board of Directors and appointment thereto, is governed by the New Jersey Public Transportation Act of 1979, N.J.S.A. 27:25-1 et. seq., its amendments, and By-Laws; and

**WHEREAS**, Public Law 2018, chapter 162 requires the annual designation of a Vice Chairperson of the NJ TRANSIT Board of Directors; and

**WHEREAS**, Article III, Section 2 of the NJ TRANSIT By-Laws also provides that the Board Vice Chairperson be designated annually from the remaining members of the Board; and

**WHEREAS**, the effect of this item is to fulfill the statutory and By-Law requirements of the annual designation of the Vice Chairperson of the NJ TRANSIT Board of Directors;

**NOW, THEREFORE, BE IT RESOLVED** that Cedrick T. Fulton is designated as Vice Chairperson of the NJ TRANSIT Board of Directors.

**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; 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.