

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

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

April 22, 2021

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, April 14, 2021.

Sincerely,

Joyce J. Zuczek

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Wednesday, April 14, 2021. The meetings occurred concurrently.

Board Members

Diane Gutierrez-Scaccetti, Chair
Cedrick T. Fulton, Vice Chair
James D. Adams, Board Member
Dini Ajmani, Treasurer's Representative
Edmund Caulfield, Governor'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)

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Eric R. Daleo, Senior Vice President, Capital Programs
Christopher Trucillo, Senior Vice President, Chief of Police & Emergency Management
James A. Sincaglia, Acting Senior Vice President & General Manager, Rail Operations
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Anthony M. Grieco, Senior Vice President, Communications & Customer Experience
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 9:00 a.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 April 8, 2021 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 March 10, 2021 Board meetings. Board Member Edmund Caulfield made the motion, Vice Chair Cedrick T. Fulton seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett said he would begin his report with COVID-related updates before moving on to other recent developments. This month, he was proud to note that NJ TRANSIT has been a key partner in the State’s rapidly expanding vaccine administration efforts.

They began vaccinating active, frontline, public-facing employees on March 4, 2021, at their Camden and Maplewood facilities, and have held regular vaccine clinics every week since. Thanks to additional vaccine doses supplied by the New Jersey Department of Health, they recently expanded eligibility to all NJ TRANSIT employees and have currently administered more than 1,400 first doses and more than 300 second doses.

NJ TRANSIT also partnered with Walgreens to offer vaccinations to all their employees, as well as employees at the New Jersey Department of Transportation (NJDOT), the Port Authority of New York and New Jersey (PANYNJ), and the New Jersey Turnpike Authority, at NJ TRANSIT’s Ferry Street Training Facility in Newark.

In addition, to give NJ TRANSIT employees as many options as possible, they are working with University Hospital to offer vaccines to all NJ TRANSIT employees. They also secured vaccine appointments for employees at the community-based vaccination site at the BB&T Pavilion in Camden, New Jersey.

In total, they have helped administer more than 2,000 additional vaccine doses through these partnerships.

Finally, NJ TRANSIT has been working with NJDOH on educational materials for their employees regarding vaccine safety, and have continued to provide the most current information regarding all aspects of COVID response and recovery to their entire employee population.

NJ TRANSIT’s continuing participation in the region-wide Mask Force initiative represents yet another key effort in their work to protect customers and employees. On March 18, 2021, they held their fourth Mask Force distribution effort, where employees throughout their organization volunteered at several stations, and onboard vehicles.

To date, we have distributed almost 60,000 masks overall, including masks distributed during all Mask Force events and at customer service and ticket offices throughout their system. The next Mask Force deployment is scheduled for April 22, 2021.

In terms of ridership, they have not seen significant movement since President & CEO Corbett's last report to the Board in March. While rail ridership was fluctuating between 20 to 25 percent of pre-COVID levels systemwide for the last several months, it has now stabilized closer to 25 percent. Bus ridership continues to hold steady at around 50 percent from pre-COVID levels, systemwide. Light rail ridership remains at approximately 55 percent of pre-COVID levels.

With ridership remaining relatively unchanged, they are continuing to identify ways to bring riders back to transit. One such way is through their FLEXPASS ticket pilot, NJ TRANSIT's creative new fare option meant to incentivize customers to return to transit. It is a 20-trip ticket that is discounted 20 percent off the full one-way fare and is valid for 30 days from the date of purchase. FLEXPASS is designed for the customer who is working two to three days per week and would use transit, providing a more economical option than a traditional monthly pass was available.

President & CEO Corbett was pleased to report that the initial response to FLEXPASS has been very encouraging. To date, they have sold more than 12,600 FLEXPASSES for more than \$1 million dollars in revenue. They will continue to monitor FLEXPASS usage and customer feedback for the remaining four months of the pilot before determining next steps.

They have also compiled a significant amount of data from their COVID surveys, the third of which they released in March, and are encouraged by the many customers who say they intend to use NJ TRANSIT when they return to work. The survey also found that the percent of NJ TRANSIT customers traveling for a work trip, using the same mode as before COVID, increased across all modes and markets from June to December 2020.

Many encouraging developments can also be found in the world outside of NJ TRANSIT. A large-scale survey by the Census Bureau, developed with the CDC and the National Center for Health Statistics, found that fewer and fewer Americans are expressing reluctance to get a COVID vaccine. As vaccinations ramp up, sporting events are coming back, and Governor Murphy has announced that all New Jersey public schools are expected to be open for in-person instruction five days a week, beginning in September.

Roughly 80,000 New York City public employees now working remotely will start returning to offices on May 3, 2021. All Jersey City public employees are reportedly returning to the workplace in May, as well. And more private sector employers are bringing people back to the office.

Airlines are also seeing an uptick in passenger travel, with the TSA screening approximately 1.2 million airline passengers on April 7, 2021. One year earlier, that number was only about 94,000.

President & CEO Corbett said they are following these developments closely, because they all carry significant implications for NJ TRANSIT's service and ridership. The bottom line is, they are working hard to ensure customers feel as safe and as comfortable as possible when they return to NJ TRANSIT's system. For those who have not been riding, they think they are going to notice a significant difference, and President & CEO Corbett said they are both eager and fully prepared to welcome them back.

Next, President & CEO Corbett covered some recent efforts to further improve service delivery to customers, as they begin to return to the system.

One project that will certainly improve the customer experience in and around Newark is "NewBus Newark." This bus network redesign project continues to advance steadily. On April 8, 2021, they held two virtual sessions for the public to provide input on the initiative, which will redesign the local intrastate bus network in the greater Newark area for the first time in several decades.

The public sessions included a presentation on the project's objectives, as well as an opportunity for public comments and project input. Feedback from the meetings will help NJ TRANSIT gather information to set project goals and begin drafting recommendations.

In addition to public input, the initiative will include a detailed performance analysis of the area's 38 local bus routes to assess the current transit market including where people live, where they work, and how they travel to best align service with demand. Completion of the study and final recommendations are expected this summer, and more information is available at njtransit.com/newbus.

NJ TRANSIT introduced another exciting customer experience improvement last month. The free NJT Rewards pilot program is a first-of-its-kind for NJ TRANSIT. Customers will soon be able to join the program, through the NJ TRANSIT mobile app, and begin earning points redeemable for deals at participating local shops, restaurants, and attractions, as well as at participating national chains. NJT Rewards represents yet another way they are working to add value for customers at this time, and encourage more people to return to transit.

In addition to benefiting NJ TRANSIT customers, NJT Rewards is designed to support businesses across the state, working to recover from the devastating impacts of the pandemic. No matter the size of the business, merchants are invited to join Liberty Science Center and the approximately 30 other retailers, restaurants, and entertainment venues who have signed up so far to participate. Interested businesses can register at njtrewards.com/partner.

President & CEO Corbett said they announced significant improvements for many of their bus customers last week, through adjustments to 178 bus routes, to improve on-time performance, connectivity, and reliability. As part of these improvements, a new pilot

program brings new Sunday service to eight bus routes, numbers 26, 58, 115, 154, 412, 457, 603 and 619.

The addition of these new services aims to enhance the customer experience, especially for front-line workers using: the number 412 to Inspira Medical Center in Mullica Hill; the number 457, serving Jefferson Cherry Hill Hospital; the number 603, serving Robert Wood Johnson University Hospital in Hamilton; and the number 619 to Hamilton Continuing Care. President & CEO Corbett said they encourage customers to review new timetables at njtransit.com, as many trip times have been adjusted.

Turning to infrastructure, President & CEO Corbett said this is certainly an exciting time with the announcement of President Biden's infrastructure plan on March 31, 2021. They are certainly encouraged by the president's plan to invest significantly in transportation infrastructure, and what it could mean for the approximately \$5 billion in projects currently unfunded in NJ TRANSIT's \$17 billion Five-Year Capital Plan, and what it could mean for critical regional projects beyond NJ TRANSIT's Capital Plan.

President & CEO Corbett said for NJ TRANSIT, a fully funded Capital Plan would allow them to move forward with a number of ambitious and essential projects, helping them deliver the modern, world-class transit system customers expect and deserve.

President & CEO Corbett said, as many know, last week, the federal government committed to finishing by May 28, 2021, an environmental review for the Hudson River Tunnel Project, representing a crucial step forward in the overall Gateway Program. In partnership with the Port Authority and the Gateway Development Commission, they are putting the finishing touches on the Environmental Impact Statement documentation needed for this project under the National Environmental Policy Act. As such, they anticipate a Record of Decision (ROD) from the Federal Railway Administration (FRA) as soon as the end of next month. To be sure, NJ TRANSIT is a proud partner in the resumption and advancement of this critical project, which will directly benefit customers with more reliable and resilient rail service, in one of the most congested areas in the nation.

While this is without a doubt an encouraging development, and the region is rightly focused on the Gateway Program, particularly the Hudson River Tunnel project and the expansion of Penn Station New York, President & CEO Corbett said it was also important to note that they have many additional regional needs, outside of the Gateway Program. These include Penn Station New York renovation, the Sawtooth Bridges, Portal South, the Bergen Loop, the full build-out of County Yard, an expanded Secaucus station, the Hunter Flyover, and the Midline Loop. President & CEO Corbett said funding must be identified for many of these projects, and they all must be completed, in order to realize the full and region-changing benefits of the Gateway Program.

President & CEO Corbett said there are other critical, yet currently unfunded, infrastructure projects that they are also looking to advance, such as: The Hudson-Bergen Light Rail Northern Branch project, that will actually put the Bergen in Hudson-Bergen

Light Rail. The Northern Bus Garage, which is vital to NJ TRANSIT's plan to ultimately transition to a 100 percent zero-emissions bus fleet. Most of these projects are included in NJ TRANSIT's current 5-Year Capital Plan, and they are hopeful that the president's infrastructure plan will allow NJ TRANSIT to move forward on multiple parallel tracks, not only to help the economy recover post-COVID, but to put it into high gear.

In addition to more than \$4 billion in capital projects currently underway, NJ TRANSIT continues to advance the modernization of their fleet to improve reliability and on-time performance, and reduce emissions. Earlier this month, Commissioner Gutierrez-Scaccetti and President & CEO Corbett joined Governor Murphy at Newark Penn Station to commemorate the first tangible evidence of a process they started a little more than three years ago to refresh their entire rail fleet.

They celebrated the arrival of a brand new dual-mode locomotive, which arrived earlier this year and will provide additional reliability and flexibility to operate on both electrified and non-electrified tracks. This locomotive continues to undergo testing and inspections as part of the commissioning process and is preparing to enter revenue service later this quarter. This is the first of 25 new locomotives they have purchased, 16 more are arriving this year through early next year, and the purchase of eight more was approved by this Board in July 2020.

These new engines will not only significantly reduce the average age of their locomotive fleet, but they are also much more environmentally friendly than the 40- to 50-year old locomotives they are replacing. They are equipped with Tier 4 engines, which meet the most rigorous emissions standards for locomotive engines to date.

In addition to 25 new dual-mode locomotives, in just two years, they begin taking delivery of 113 new self-propelled multilevel rail cars to replace 40-plus year-old Arrow III cars. And again, all these new rail cars promise to significantly improve service and reliability for customers.

On the bus side, more than 300 new buses have been or will be delivered to NJ TRANSIT between 2020 and 2021, improving reliability, on-time performance, and the overall experience for millions of bus customers every year.

Also, later in today's meeting, the Board will be voting on a contract option to purchase 118 new 45-foot cruiser buses, equipped with the latest emissions technology to significantly reduce vehicle exhaust emissions. President & CEO Corbett said many of their current cruiser buses are more than 20 years old, well beyond their useful life.

President & CEO Corbett said they know how important reliability and safety is to customers, and it is high time to retire these older cruiser buses. This purchase would allow NJ TRANSIT to retire these older, less environmentally friendly buses, while putting us firmly on track to reach our target of a bus fleet that has an average age of six years old, from the current average age of more than 9 years. Perhaps most important, this purchase would allow NJ TRANSIT to improve both reliability and customer comfort as

they work diligently on a parallel track toward their ultimate goal, a zero-emissions bus fleet.

President & CEO Corbett said especially now, as they emerge from the COVID crisis, they must ensure that their bus fleet is as reliable as possible, to draw people out of their cars and onto the bus network. And to be clear, NJ TRANSIT remains 100 percent committed to achieving a full transition to a zero-emissions bus fleet by 2040, with NJ TRANSIT on track for all its new bus purchases to be zero emission by 2032.

On May 25, 2021, which is the next meeting of NJ TRANSIT's Energy and Sustainability Policy Committee, in consultation with the chair of that committee, Vice Chair Fulton, President & CEO Corbett has asked his team to share in detail the work they are doing to meet the aggressive goals that Governor Murphy has set for us in terms of transitioning NJ TRANSIT's fleet to one that is 100 percent zero-emissions.

This requires three things: 1) understanding which routes are best suited to be prioritized for this transition; 2) the modernization of garages throughout the system, including the build-out of charging infrastructure, the construction of new substations, and other requisite infrastructure; and 3) developing the right specifications to ensure any deployment is a success, and does not impact their ability to provide reliable service to customers.

President & CEO Corbett said they will achieve a 100 percent zero-emissions fleet by first ensuring that their limited deployments are successful. They have authorized construction at Newton Garage in Camden County to build out the charging infrastructure there, and also have a Request for Proposals currently advertised for their first zero-emissions bus purchases, so that this pilot program can go live later this year. They are working toward a limited deployment while doing the intermediate-term planning necessary to bring on more zero-emissions buses.

President & CEO Corbett looks forward to staff sharing, in greater detail, their roadmap for moving forward. Part of developing their roadmap involves collaborating with other agencies in this endeavor. In that context, tomorrow NJ TRANSIT will be participating as a partner in a bus electrification webinar series with UITP, also known as the International Association of Public Transport.

There, they will hear from agencies from around the world as well as North America about their experiences, challenges, and successes with bus electrification deployments. They will also share NJ TRANSIT's many efforts that are underway as they work to transition the bus fleet to zero-emissions, including their upcoming purchase of eight electric buses and subsequent demonstration project later this year in Camden.

While they have laid out aggressive plans to transition fully to a zero-emission bus fleet, they are moving forward deliberately by leveraging relationships with peer agencies, both nationally and internationally to learn from their experiences. Many are aware of the challenges and obstacles some peers have experienced with initial deployments, but

President & CEO Corbett is confident that they can all overcome those challenges by working with, and learning from, one another. Transitioning to a zero-emissions bus fleet is one of NJ TRANSIT's top priorities, which is why they are so pleased to partner with UITP on this webinar series. They look forward to the opportunity to learn from the experiences of peer agencies in the U.S. and abroad, as well as sharing NJ TRANSIT's experiences with bus electrification efforts, helping them all succeed with their respective deployments.

Speaking of bus improvements, in March, they announced the beginning of an extensive renovation and expansion project at their Market Street Bus Garage in Paterson, New Jersey. This facility, which opened in 1903 and previously stored and serviced trolley cars, now operates as a major service hub for their Northern Bus Division.

Today, the garage houses 150 NJ TRANSIT buses, making nearly 1,800 weekly trips, with a pre-COVID ridership of 9.9 million annual passenger trips. This project, estimated at \$27 million, includes a 3,200-square-foot addition, as well as a number of major renovations that will allow NJ TRANSIT to better maintain buses and better serve customers, and is tentatively scheduled to be complete by late 2023.

While speaking of signs of hope earlier, President & CEO Corbett knows they are not out of the woods in regard to this pandemic, and they still feel the loss of the 21 members of their family lost to COVID-19-related complications. In that light, at the suggestion of New Jersey Transit Police Department (NJTPD) Chief Christopher Trucillo and Deputy Chief Ed Iandoli, NJ TRANSIT held two, private ceremonies over the past month to name two of their newest police dogs, or K9s, in honor of two exceptional employees lost to the pandemic, Ray Kenny and Shanda Stokes.

Ray Kenny was Senior Vice President and General Manager of Rail Operations. His reputation and experience in the industry were unparalleled, and he laid the groundwork for their successful certification of Positive Train Control (PTC) before the December 31, 2020 deadline. Shanda Stokes joined NJ TRANSIT in 1998, as a popular and well-loved Bus Operator at the Orange Garage. Through hard work and dedication, she worked her way up to become a Depot Master at the Wayne Garage.

All at NJ TRANSIT felt that it was a fitting tribute to name these K9s in honor of Ray and Shanda, allowing their memory to live on through their new NJTPD K-9s named Kenny and Stokes.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report and said she wanted to follow-up on what President & CEO Corbett said regarding the impact that the pandemic has had on the NJ TRANSIT family over the past year, and the many employees lost due to COVID. Ms. Mack said although it was sad to mark this type of anniversary, the word resilience and hope was used throughout the conversation today, and as they get into reopening after COVID, they must not lose sight of all the sacrifices that were made.

Ms. Mack said she watches many NJ TRANSIT buses that go by daily and it is heartening to know they are still able to provide services to those who need it.

Ms. Mack said one of the items that are on the agenda today was very important to the North and South Jersey Advisory Committee, which was the purchase of the new Cruiser buses. She thought it was important to note that NJ TRANSIT has come a long way on sustainability and is committed to zero-emissions buses in line with the Governor's Energy Master Plan but said the purchase of these diesel buses will still be needed over time.

Ms. Mack said they are moving towards new technology, whether it be electrical, hydrogen fuel, or something else. She said NJ TRANSIT has more than 2,200 buses and must maintain service for the hundreds of thousands of riders while this transition is taking place. Ms. Mack said when they were doing the PTC last year, it was such a complicated process and they really had to drill down into the fact that they had to make everything along the line compatible, which was a daunting process. With the implementation of electric buses, not only will NJ TRANSIT have to purchase the buses, but also retrofit all of the garages to get them ready for the electrical charges. Although this will take time, both of the Advisory Committees are committed to supporting NJ TRANSIT in any way they can in getting the word out to the public to make people understand NJ TRANSIT is moving forward, but it will take some time to get to the implementation of the Governor's 2040 goal.

Ms. Mack said there are some new members on the Board, due to COVID they have not been able to meet with them to advise on what it is that the Advisory Committee does, but she hopes that within the next year they will be able to meet. She said they usually have a liaison from the Board, which is assigned to meet with them and said they would take on any particular issues the Board would like the Advisory Committee to focus on. Ms. Mack said they want the Board to think of them as their public staff out there that can get the Board information. She said the Advisory Committee has dealt with sustainability issues, Art Programs, creation of the Electronic Fare Payment System, and Anna Marie Gonnella and her team were very instrumental in getting the electronic fare payment system up and running.

Ms. Mack said sustainability goals were very personal to her, and she supports the purchase of electric buses, Newark Bus Network Redesign, the Gateway Project, no fare increases, and South Jersey Rapid Transit System, along with many others. She said the Advisory Committee has also been helping the planning department who are about to reissue their transit friendly handbook, which she said has not been updated since 1995, and now a lot of Transit Oriented Development has come to fruition. She hopes real soon they will be back in the offices so they can put names to faces and reiterated that they will be there to help as needed.

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.

Phillip Harrison, Chair of the Senior Citizens & Disabled Residents Transportation Advisory Committee (SCDRTAC), submitted a Resolution calling on NJ TRANSIT to make its facilities available as a COVID-19 vaccination and testing site. He spoke on behalf of their committee members. Mr. Harrison said the New Jersey citizens are already concerned with being able to obtain their COVID-19 vaccinations and getting appointments, and he wanted to ensure once they got past these difficulties that no New Jersey citizen would have a problem getting to a vaccination site. They don't want transportation problems to impede the ability for people to be vaccinated.

Mr. Harrison said one of their members, David Peter Alan, presented this proposal at the February Board meeting and to the SCDRTAC Committee. They requested NJ TRANSIT open its major transportation hubs such as Secaucus Junction, Newark Penn Station, and Camden to be vaccination sites. Mr. Harrison said this will help those that are public transportation dependent such as the SCDRTAC people he advocates for which are the Senior Citizens, Disabled, and minorities who have less access to automobiles. He believes these transportation sites will allow ease of access for minorities, seniors, and the disabled who are dependent on public transportation, and this would be a great help in getting them vaccinated.

Mr. Harrison said while they know what they are asking in opening up these NJ TRANSIT sites is not the normal course of business; these exceptional times call for exceptional measures. He said they know NJ TRANSIT is aware of these programs and understand that NJ TRANSIT ran successful vaccination sites in Maplewood and Camden for NJ TRANSIT employees and asked that this program be expanded so that all residents of New Jersey could have ease of access to vaccination sites. Mr. Harrison said in this regard they have established a sub-committee to draft a resolution which was sent to the Board this morning. He said Sally Jane Gellert, who is in charge of this committee, presented it to the SCDRTAC members and they voted to adopt the resolution with an overwhelming majority.

Mr. Harrison said that he would like to thank the Board for allowing him to speak and asked the Chair of the SCDRTAC Committee, Sally Jane Gellert to be allowed to read the resolution.

Chair Gutierrez-Scaccetti said she appreciated Mr. Harrison's comments and said she certainly understands allowing them to use their facilities would make things much easier for folks to get vaccines, but there were complexities surrounding this for the agency and the Department of Health, and those that would have to administer the vaccines. She said what she could say to him is that they will be presenting, in a very short time, what they believe is a plan that will allow all to get vaccines easily using the public transit system, but she was not at liberty to speak about the details at this time. Chair Gutierrez-Scaccetti said the staff at NJ TRANSIT has worked very hard to put a plan together to make sure that all residents, especially those that use public transit as their only means of transportation, get to and from a vaccination site for multiple vaccines, which they know is two at the moment, and said at the end of the day they are working on that plan.

Chair Gutierrez-Scaccetti said what she would like to do is have Ms. Gellert separately called on so that they keep the order and the timing of the public speaking. She said they don't generally allow anyone to go over 3-minutes, unless they are an elected official, so forgive them for that. She said if Mr. Harrison has concluded his comments the operator would then bring Ms. Gellert on separately and begin to time her comments if that was ok with him. Mr. Harrison said that was fine and he thanked NJ TRANSIT for their efforts, looks forward to hearing more on their plans, and was glad NJ TRANSIT was onboard to help out. The Chair asked the operator to conclude Mr. Harrison's call and please admit Ms. Gellert to the open public comment period.

Sally Jane Gellert said she would be speaking in her role as Chair on behalf of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) and went on to read the resolution calling on NJ TRANSIT to make its facilities available as COVID-19 vaccination and testing sites. This was adopted by vote of the Senior Citizens and Disabled Residents Transportation Advisory Committee, taken by electronic means on April 12, 2021. Ms. Gellert thanked Chair Gutierrez-Scaccetti for her comments to Mr. Harrison and said she looks forward to hearing more about their detailed plans.

Bruce Bergen, Chairman of the Raritan Valley Coalition thanked everyone for the opportunity to speak. He said as Chairman of the Raritan Valley Coalition he was glad to address the Board once again on behalf of the commuters, other regular riders, and many thousands of residents who live within the service area of the Raritan Valley Line. He said there have been a number of positive developments since he last addressed everyone and would like to mention a few.

Mr. Bergen said yesterday the U.S. Senate confirmed Polly Trottenberg formally with the City of New York to the number two spot at the Transportation Department under the Secretary of Transportation, Pete Buttigieg. He said Ms. Trottenberg has been a long-time supporter of the Gateway Project as well as focusing on clean transportation technology, her appointment brings more than 30 years of experience to help enact President Biden's infrastructure package and strengthen the new administration's commitment to build Gateway. In that regard, as mentioned by President & CEO Corbett just a few days ago, the USDOT committed to finalizing the review of the Gateway

Environmental Impact Statement by the end of May. Mr. Bergen said after more than a 1,100-day delay by the prior administration, the issuance of the Record of Decision will allow various parts of the project to move forward. He said the Raritan Valley Coalition continues to support the entire Gateway Project as a member of the Gateway Coalition headed up by the RPA.

Mr. Bergen also wanted to recognize the announcement by President & CEO Corbett on the delivery of the new dual-engine locomotives, which he urged some be assigned to the Raritan Valley Line (RVL). Besides them being more efficient and complying with the more rigorous EPA air quality standards, he said their use on the RVL will help them move closer to their goal of the expanded one-seat ride.

Mr. Bergen also wanted to acknowledge and thank staff, in particular Paul Wyckoff and John Del Colle, for participating in a Zoom meeting with the coalition representatives a few weeks ago. He was pleased to receive their report on their ongoing and successful efforts to work with Amtrak to effectuate one-platform transfer in Newark for the RVL riders on a regular basis. They also look forward to the release of further details on the Newark Penn Station renovations in the near future. While Mr. Bergen said they were disappointed that the additional shoulder rush hour one-seat ride has not yet come to fruition, they appreciate the update from staff on the status and ongoing efforts to find a practical and efficient way to make it happen, and continue to work to fully effectuate implementation of the Dewberry Report on the one-seat ride. He said he hopes they continue with the progress towards the continued expansion of direct service to Manhattan for the RVL riders in an equitable and fair manner.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said she finds it incredible that NJ TRANSIT can propose buying 118 cruiser buses today and still tout a goal of meeting zero-emissions. Ms. Gellert said buying so many buses before a simple 10 percent mandate kicks in is locking in greater emissions than if the purchase was delayed and focused on expanding the eight electric bus pilot project; to prepare for a future with limited, if any fossil-fuel vehicles. She thinks cruiser buses might need to be added to this pilot as well. Ms. Gellert said President & CEO Corbett mentioned 20-year buses and from the presentation in the agenda it looked like the average age of the buses was 14 years, although she said her numbers might be slightly off. She said the point is they can expect to need replacements for any buses purchased this year in about 2035, after the 100 percent mandate starts in 2032. Ms. Gellert said unless the minimum mandate is exceeded, only 50 percent of the 2015 buses will be replaced with zero-emissions vehicles meaning, they will have 500 new diesel cruiser buses on the streets through 2045, 14 years post 2029 purchase of the last ones. In addition, she said all of the 280 buses scheduled to be purchased this year will be on the road until 2035. Ms. Gellert said it will be decades before overburdened environmental justice communities see real relief.

Ms. Gellert was glad to see the retaining wall and drainage work being done because she said it was long overdue. She said Cybersecurity was certainly an area that most companies and agencies need to outsource and said it was good to see this was being

focused on. Ms. Gellert said the remaining contracts seemed standard and it was convenient that the company hired on an exigent basis for COVID-19 related needs is the successful bidder on the new Emergency Incident Communications and Support Services contract. She said this enables building on a relationship that NJ TRANSIT seems to have found successful, presuming that DBE goals can be met.

Lastly, Ms. Gellert said on the topic related to NJ TRANSIT's capital plan, they noted an item on Millburn Station which was of particular concern to them as they have met in the Millburn Town Hall for 40 years until the pandemic made them and so many others go to virtual groups. They would like more specifics on the following: How will the platforms be arranged, what changes will there be to parking (reserved and unreserved), what provisions for "kiss and ride" and private-car pickups, what changes will there be to waiting areas, and will the station gain more buses and jitney service.

Tim Sevenser of New Jersey Association of Rail Passengers said it was very good to see the purchase of the electric buses. He said they already have electric rail but there needs to be plans to electrify all of the rail lines, in particular Long Branch to Bay Head which would also improve service on the Coastline. Mr. Sevenser said other parts of the rail that should be electrified are Montclair State to Denville, a segment on Dover to Hackettstown, and the most important of all to be electrified is the Atlantic City Line, which he said could be done with the Atlantic City wind. Mr. Sevenser said they cannot ignore electric rail which is the most energy efficient and environmentally sound means of land transportation as attested to by the International Energy Agency and said this should be in the NJ TRANSIT capital plan to electrify all rail lines. He said this is not just about buses, and if they electrify the rail lines, they get faster acceleration, better service, and it can be powered by renewables.

Stewart Mader said more than 450 transit agencies in 45 states provide free transportation to vaccine sites to help their communities build immunity to COVID-19 as they rebuild ridership. He said the transit agencies in this region are not yet part of this movement even though transit users here are six times higher than anywhere in the country. Mr. Mader said this transit is necessary because, simply put, Black and Latino people in New York and New Jersey are not getting enough vaccines. He said together they are 33 percent of New Jersey's population, have suffered 36 percent of COVID-19 deaths, and yet they have just received 15 percent of the vaccines.

Mr. Mader said in March, Bergen Record Reporter Colleen Wilson reported on the hurdles transit riders in New Jersey faced getting to vaccination sites. He said according to her reporting, those in lower social economic classes were amongst the most reliant on NJ TRANSIT and more than 85 percent of bus customers own one or no personal vehicles and earn less than \$75,000 per year. Mr. Mader said weeks later, Bergen Record Reporter Monsy Alvarado reported in the Bergen Record that the racial gap in vaccination was still a problem New Jersey has not solved. Mr. Mader said clearly transit is crucial to closing the gap because communities of color make-up the majority of transit riders, 60 percent nationally, and at 24 percent Black Americans are the single largest community of color using transit.

Mr. Mader said Jacksonville Transportation Authority, Houston Metro, Sound Transit, and hundreds of other transit agencies simply require customers to show proof of appointment, which could be a COVID-19 vaccination card or appointment confirmation on the day they arrive to get their shot. He said many transit agencies are hosting vaccination sites at their transit hubs such as, Washington Metro, Foothill Transit, and others. Mr. Mader said Greater Dayton RTA surveyed riders and indicated they gained new riders that had not previously used their system, as a direct result of providing vaccination transit. He said more examples like these are available at stewartmader.com/vaxtransit.

Mr. Mader believes agencies can afford free Vax Transit by using Federal COVID-19 Relief funding which can be used to provide free rides. He said the Federal Transit Administration (FTA) has designated \$8.4 billion in American Rescue Plan and Relief funding for transit for the New York City Metro area, in addition to COVID relief funding through the CARES Act and CRRSAA. Mr. Mader said FTA funding programs can be used to set-up and operate vaccination sites at transit facilities and support transportation to and from vaccination sites. He said NJ TRANSIT needs to get in the fight to improve lives and join the 450 peers nationwide to help get shots in the arm and build ridership.

Allen Kratz said while he knows the Board does not respond to questions from the public during the public comment period, he would like to know who at NJ TRANSIT is responsible for reading, evaluating, and responding to external research that pertains to the agency's fiscal stewardship. He referenced the 48-page report that New Jersey Policy Perspective published on *The Road Map to Electrifying New Jersey's Public Bus Fleet*, the subtitle, *a fully electric bus fleet will not only reduce greenhouse gas emissions in New Jersey, but would also result in significant savings for the State*, the author, Nausheen Rajan. Mr. Kratz said Ms. Rajan is a student at the Princeton School of Public and International Affairs and analyzed the cost, savings, and benefits of electrifying New Jersey's public bus fleet.

Mr. Kratz said Ms. Rajan's report described funding opportunities from state, regional, and federal sources to support NJ TRANSIT's bus electrification efforts, such as Highway Widening Fund, Millionaires Tax, Transportation and Climate initiatives, VW Settlement, FTA Low Emissions Program, Bus Facilities Grants, and DOT Discretionary Grants. He said Ms. Rajan took pains to describe the funding levels of these programs because she concluded from her research and he quoted: "As encouraging as NJ TRANSIT's electric vehicle program is, it will take longer for NJ TRANSIT to get electric buses and the legislative goal because there is no funding mechanism." Mr. Kratz said NJ TRANSIT response was "We have not had the opportunity to review this report." He said even though NJ TRANSIT has not read the report, they said the report "intentions are inaccurate." Mr. Katz questioned not reading the report and their treatment of the researcher. He really appreciated Ms. Rajan's research on potential funding because last year he volunteered his research expertise on climate change to the Governor's office for policy change and innovation for the future. He said Ms. Rajan's solid research warrants NJ TRANSIT's review and respect, rather than dismissal and denigration.

Joseph Clift thanked all of the dedicated NJ TRANSIT employees during the pandemic. He also thanked Board Secretary Zuczek for identifying the changed action item and updating the agenda, noting that was very helpful. He suggested in the future give the Senior Citizens and Disabled Residents Transportation Advisory Committee their own time and not put them with the other public speakers.

Mr. Clift said he had three asks today. He asked the Board to look at the Portal North Bridge current design. Mr. Clift believes \$1.9 billion was too much. He said this was a waste of \$600 million of New Jersey EDA Bonds because this was a huge overkill for a bridge that has had virtually zero boat openings in the last two years, and never at peak periods. Mr. Clift said a simple moveable bridge could save NJ TRANSIT \$1.5 billion and asked them to take a second look.

Mr. Clift's second ask was that the Board read the London Bridge Associates Report on repairing the Hudson Tunnels, and said they should be requiring current NJ TRANSIT leadership to force Amtrak to do a complete refurbishing now. He said the current plan waits eight years before the refurbishment occurs, which is eight years of delays, and said if they look at any week, they will see delays in the tunnels, which could be alleviated by a complete repair.

Mr. Clift's third ask was why was there tunnel opacity on the action items and said there were seven action items today, none of which were looked at or discussed in the two public committee meetings. He asked why the CP3 committee was still closed to the public. Mr. Clift said past Chair Simpson promised to open these meetings up to the public, but it has not occurred, and said that is where these reviews for the action items must take place.

Lastly, Mr. Clift asked why there was so little in the agenda package and said six months after taking over, the current NJ TRANSIT leadership stripped information from the Board package. He said a lot of information had been put in over-time and asked that it be put back. Mr. Clift provided an example where something like action item 2104-17 on the Summit Retainer Wall Drainage Project would have included Phase I described in the five-year capital program and said this was supposed to occur first. Mr. Clift said this action item was Phase II and there was no mention of the Phase I prior work. He also asked why there was such a delay with a 2019 contract, and why the work was not done inhouse because it was simple design work. He also had questions on why this project only required a 15 percent DBE/SBE goal. Mr. Clift said this could have been done 100 percent by a DBE engineering firm and found it remarkable that with a project of this scale the requirement was so low.

Adam Reich said at the March 31, 2021 Operations and Customer Service Committee meeting, James Sincaglia, Acting Senior Vice President & General Manager of Rail Operations, made statements when reporting on the response to customer complaints after the February 1 and 2, 2021 snow storm. Mr. Reich quoted Mr. Sincaglia as saying: "We heard from several customers about the conditions at Brick Church Station and we

dispatched a second crew to the station as soon as the reports were received to ensure that station platforms were cleared and salted.” Mr. Reich believes this was an inaccurate statement, as it appears that customer complaints on the morning of February 3, 2021 do not appear to have been promptly acted on, despite prompt acknowledgement by NJ TRANSIT customer service representatives. He said it appears that it was only after a second round of complaints on February 4, 2021 that a second crew was dispatched to clean up the remaining snow and ice at Brick Church Station. Mr. Reich said he has provided written materials showing screenshots of tweets with links to them indicating that the first complaint came in at 6:00 a.m. on February 3, 2021 with the NJ TRANSIT customer service representative responding at 7:07 a.m. saying Rail Operations was notified about the issue. He said more than 25 hours later on February 4, 2021, a rider tweeted photo of the staircase and platform showing that both were still covered in snow. Mr. Reich said it was imperative that staff be accurate in their reporting to Board members. He suggested that someone dig in deeper to find out what the cause for this was.

Mr. Reich said he would like to ask President & CEO Corbett or staff if he could get an update on the implementation of the How Full is My Ride App and said it was still not universally available on the rail operation side. He said the Long Island Railroad provides real time location data and how crowded railcars are to all passengers and communicates this information at stations, on displays, and via audio announcements. Mr. Reich asked that NJ TRANSIT do the same.

Christopher Larson, Business Representative for IBEW Local Union 164, said they were Electricians serving Hudson, Bergen, and Essex Counties. He said as a lifelong resident and user of NJ TRANSIT he would like to thank them for their commitment, hard work, and sacrifices made during these troubling times, especially the frontline workers who kept people moving and able to get to their destinations.

Mr. Larson also wanted to acknowledge NJ TRANSIT’s commitment to improve and upgrade the transit system during these challenging times. He said he was unable to make the previous meetings and said he was there on behalf of himself and his members of Local Union 164 in strong support of the NJ TRANSITGRID Project in Kearny, New Jersey. Mr. Lawson said they applaud NJ TRANSIT’s re-engineering efforts using the latest emission reducing renewable green technologies. They understand the importance of this critical infrastructure project because it is key for the operations, security, travel, and the economy of the Northeast Corridor. They urge NJ TRANSIT to move forward with this project and said Local Union 164 is ready, willing, and available to assist in any way possible.

James Coffey said he was an NJ TRANSIT commuter who takes the 319 Bus leaving the Port Authority everyday making stops at Toms River and Atlantic City. He said this bus was overcrowded and has over 50 people trying to enter every day. Mr. Coffey said more buses need to be scheduled on this line. He said he has been tweeting NJ TRANSIT for over a week now on this issue and has had no response. Mr. Coffey said there is no social distancing on this bus, people are not wearing masks, and the bus driver was not enforcing the mask requirement. He said this was not healthy and something needs to be

done about this immediately. Mr. Coffey said he has not seen any proof that there are going to be any added buses and that there were other buses throughout the day that have these same issues. He would really appreciate a response and a plan to rectify this issue or he will keep complaining because it is not healthy for NJ TRANSIT riders.

Board Member Comments

Board Member Adams said he wanted to comment on Phillip Harrison and Stewart Mader's comments on racial inequality and racial inequity when it comes to the COVID-19 vaccine. He said he brought this to the attention of administration and the NJ TRANSIT staff a month ago asking them to look into using transit facilities for COVID-19 vaccination sites. Board Member Adams said he was very encouraged that the Chair responded to Mr. Harrison's comment about making NJ TRANSIT facilities available as vaccination sites and that there was a plan in the works. He looks forward to hearing what the plan is to ensure that NJ TRANSIT is part of the solution to this problem.

Board Member Adams also wanted to comment on what Joseph Cliff's said regarding the Summit Retaining Wall Drainage Project and his discouragement in the 15 percent DBE requirement. He wanted to let Mr. Cliff know that on almost every capital project item or otherwise by NJ TRANSIT, he does ask and question Mr. Leotis Sanders about the MBE/WBE, and DBE requirement. Board Member Adams said what is unfortunate is the State of New Jersey does not have a disparities study, so it does not allow NJ TRANSIT to give some of the MBE/WBE and other minority firms the opportunities as if there were an active and current disparities study, so they are limited to the DBE requirements. Board Member Adams said they do look at this on every procurement and do push staff and they are very responsive in looking at this with a fine tooth comb. He wanted to reassure Mr. Cliff so he does not think that these types of issues as far as these sub-contracting opportunities are overlooked.

Board Member Doshi thanked all of the speakers who joined the meeting today. She echoes what Board Member Adams said that they have been cognizant in letting staff know how they feel about using transit facilities for vaccination sites, and thanked staff for being proactive in doing so and the public for bringing this up as a concern. Board Member Doshi said being on the sub-committee for sustainability she wanted to reiterate they are committed to protecting the environment and looks forward to working with the environmental groups.

Board Member Gordon thanked the public speakers who spoke today. He said there was a lot of talk surrounding clean energy and infrastructure and said President & CEO Corbett presented some exciting news about President Biden's Infrastructure Program and how it may affect their many capital projects. Board Member Gordon said he wanted to respond to the comments of his friends from Local Union 164 about the NJ TRANSITGRID and said he believes there is a great opportunity to obtain additional Federal funding for the NJ TRANSITGRID, given the fact that it's a very unique project. He said he was not aware of any other rail systems that are attempting to use a microgrid

to improve resiliency and thought it really was something that deserves additional Federal attention.

Board Member Gordon noted that today, Congressman Josh Gottheimer, was having a meeting with President Biden's Chief of Staff at the White House on infrastructure. He also said they have several others of the New Jersey Delegation who are very well placed to influence infrastructure policy, notably, Congressman Sires, Congressman Malinowski, and Senator Melendez. Board Member Gordon said he would urge senior leadership, if they have not done so already, to explore with the Governor's Office opportunities for obtaining additional funds for the NJ TRANSITGRID from this infrastructure package, which combines transportation and clean energy projects. He thinks this would be very appealing to the White House and hope they explore that.

Board Member Maroko said he would like to thank President & CEO Corbett for his hopeful report, and the public speakers.

Board Member Narra said she wanted to echo the comments made by her fellow Board members. She wanted to address the last public speaker that spoke on the issues with the overcrowded bus. Board Member Narra said she would like staff to get back to Mr. Coffey because they certainly talked about this before and trying to keep passenger safety is paramount. She said if there are issues related to people not wearing masks, drivers not being cognizant of telling people to wear masks, and overcrowding issues, she would hope they would be as responsive as possible. Although this may be already being looked into, she would ask someone on staff to contact Mr. Coffey and tell anyone from the public if they have these kinds of concerns to reach out.

Board Member Rasmussen said he appreciated all of the comments from the public speakers today and will certainly take all of their points into consideration as they move forward.

Board Member Caulfield thanked all the public speakers for their input.

Vice Chair Fulton said he was thankful for all the speakers and finds all of the information very useful and informative. He said he loved to hear when people commend their frontline workers for all their hard work and the service that they provide, which is important and something they should never forget. He said he too is intrigued about the 319 bus issues and said hopefully staff will pick-up on this and get back to the Board with regard to the levels of service, and see if they can reduce some of the demand and also focus on rider behavior.

Vice Chair Fulton said he has been giving thought to rail electrification, he knows this is a big issue, and he thinks it is one they should be focusing on. He asked President & CEO Corbett and staff to begin thinking about how they can bring them up to speed on their notions and plans, recognizing that it is a broad stroke.

Focusing on comments brought up by Board Member Gordon, Vice Chair Fulton said these are trying times to the current administration in Washington and this is probably an area they can bring some added focus on and accelerate the timeline.

Lastly, Vice Chair Fulton commended Ms. Suzanne Mack for her report today which he found very illuminating and positively received. He said he too could not wait for the opportunity to sit with her and the Advisory Committee to learn more about their observations, particularly given that the Advisory Committee has time and history that he does not have. Vice Chair Fulton said Ms. Mack was very mindful and pointed back to PTC and the complexities associated with that and he thought it was a very apt analogy to apply to the electrification of buses as they move forward because there are many elements that have to be focused on along the way. He said while they all hope for instantaneous transformation, they have to be very concerned about the state of technology, investment of the infrastructure, readiness of their ability to transition, all within the same scope of making sure that they are elevating and maintaining the highest level of customer service. He thanked Ms. Mack for characterizing this appropriately and said he really looks forward to spending time with her and the Advisory Committee.

Chair Gutierrez-Scaccetti thanked the public speakers for their comments.

Board Operations and Customer Service Committee Report

Board Member Caulfield presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the Cost of Service and an update on COVID-19 Travel Survey Results.

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the Bus Stock Program: Purchase of 118 Cruiser Buses; Heavy Rescue Vehicles Replacement Project; Engineering and Construction Assistance for the South Summit Retaining Wall Rehabilitation and Drainage Improvements, Summit, New Jersey; Information Technology; Award for Managed Services and Consulting for Data Security Services to Secure Technology Integration Group, LTD; and Information Technology: Award for Data Communications Equipment to Integration Partners for Network Resiliency.

Board Safety Committee Report

Board Member James D. Adams presented the report for the Safety Committee. The NJ TRANSIT Office of System Safety continues to create and implement proactive safety programs, working collaboratively with both internal operational departments as well as external stakeholders and regulatory agencies. In calendar year 2020, NJ TRANSIT has seen overall injury and incident rates continue to decline across all NJ TRANSIT transportation modes. This is a testament to the hard work every NJ TRANSIT employee puts in everyday in order to ensure the continued safety for customers and colleagues.

Chief Trucillo briefed the safety committee on a number of items. He reviewed the year end Part I and Part II crime statistics from 2020 over 2019 reporting a significant drop overall. He also reviewed the instances of Aggravated Assaults year-to-date on NJ TRANSIT employees. The Chief briefed on the March 25, 2021 police response to the fire in the main waiting room at Penn Station in Newark and the cooperative effort across all business lines to safely fight the fire, evacuate and secure the station until safe to repopulate.

Chief Trucillo reviewed the role that the Office of Emergency Management has been playing in response to the agency's efforts in dealing with the ongoing pandemic. In addition the Chief reported on the work of the Outreach Unit in trying to assist people with mental health and addiction problems who frequent stations and terminals, also included was an update on the use of Narcan by members of the NJTPD. There was a briefing on mask enforcement, and an update on the implementation of the department's new CAD/RMS system.

The Chief also briefed the committee on a notable arrest, officers finding a missing 12-year-old autistic boy, and the introduction of two new K9s who were named to honor both a rail and a bus employee who died over the past year due to COVID-19.

Action Items

2104-15: BUS STOCK PROGRAM: PURCHASE OF 118 CRUISER BUSES

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2104-15.

Eric Daleo recommended approval of Action Item #2104-15: Bus Stock Program: Purchase of 118 Cruiser Buses.

Approval was requested to exercise options contained in a contract with Motor Coach Industries of Des Plaines, Illinois, for the purchase of 118 Cruiser Buses, including spare parts, at a cost not to exceed \$63,136,814, plus five percent for contingencies, subject to the availability of funds

Board Member Bob Gordon made a motion and Board Member James D. Adams seconded the motion.

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

Roll Call Vote:

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

2104-16: HEAVY RESCUE VEHICLES REPLACEMENT PROJECT

President & CEO Corbett introduced Christopher Trucillo, Senior Vice President, Chief of Police & Office of Emergency Management, to present Action Item #2104-16.

Christopher Trucillo recommended approval of Action Item #2104-16: Heavy Rescue Vehicles Replacement Project.

Approval was requested to enter into Houston-Galveston Area Council Cooperative Purchasing Program Contract with Fire and Safety Services of South Plainfield, New Jersey, for the construction of three heavy rescue vehicles (a Rail Rescue Vehicle, Hazmat Response Vehicle, and Chemical, biological, radiological, nuclear and explosive Response Vehicle) in the amount of \$2,114,610.63, plus three percent for contingencies, subject to the availability of funds

Board Member Edmund Caulfield made a motion and Vice Chair Cedrick T. Fulton seconded the motion.

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

Roll Call Vote:

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

2104-17: ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE SOUTH SUMMIT RETAINING WALL REHABILITATION AND DRAINAGE IMPROVEMENTS, SUMMIT, NEW JERSEY

President & CEO Corbett introduced James Sincaglia, Acting Senior Vice President/General Manager, Rail Operations, to present Action Item #2104-17.

James Sincaglia recommended approval of Action Item #2104-17: Engineering and Construction Assistance for the South Summit Retaining Wall Rehabilitation and Drainage Improvements, Summit, New Jersey.

Approval was requested to enter into a contract with Gannett Fleming, Inc. of Newark, New Jersey, to perform the Concept Development through Final Design for the Rehabilitation of the South Summit Retaining Wall between NJ TRANSIT’s Morristown Line Milepost 20.03 and 20.70 and Drainage Improvements between Morristown Line Milepost 21.51 and Gladstone Line Milepost 21.57 on the west end and Morristown Line MP 19.50 and 21.51 on the east end in Summit, New Jersey, at a negotiated cost not to exceed \$1,594,337.14, plus five percent for contingency for Tasks 1 through 6, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed.

Board Member James D. Adams made a motion and Board Member Edmund Caulfield seconded the motion.

Board Member Gordon said through the Board Chair one of the speakers asked why the design work for this project could not be done with internal staff and wondered if Mr. Sincaglia could address this issue. Chair Gutierrez-Scaccetti asked Mr. Sincaglia to respond. Mr. Sincaglia said while this project may seem simple it was actually a relatively complex project. He said the Summit retaining wall was built over 100 years ago or close to that and there was concrete with no steel in it, which made it complex. Mr. Sincaglia said the drainage improvement, which would seem relatively simple, the rock in that area was very close to the surface and where it was located they would have to dig down a couple of feet and might hit bedrock, so the drain itself is complex and that is why they were seeking design assistance.

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

Roll Call Vote:

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

2104-18: INFORMATION TECHNOLOGY: AWARD FOR MANAGED SERVICES AND CONSULTING FOR DATA SECURITY SERVICES TO SECURE TECHNOLOGY INTEGRATION GROUP, LTD

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2104-18.

William Viqueira recommended approval of Action Item #2104-18: Information Technology: Award for Managed Services and Consulting for Data Security Services to Secure Technology Integration Group, Ltd.

Approval was requested to enter into a managed services and consulting contract for data security services with Secure Technology Integration Group, Ltd. of Glen Rock, New Jersey, for the period of May 1, 2021 through June 30, 2022, in an amount not to exceed \$1,100,000.00, plus five percent for contingencies, subject to the availability of funds.

Board Member Edmund Caulfield 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	Doshi	Gordon	Maroko	Narra	Ajmani	Caulfield	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2104-19: INFORMATION TECHNOLOGY: AWARD FOR DATA COMMUNICATIONS EQUIPMENT TO INTEGRATION PARTNERS FOR NETWORK RESILIENCY

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2104-19.

William Viqueira recommended approval of Action Item #2104-19: Information Technology: Award for Data Communications Equipment to Integration Partners for Network Resiliency.

Approval was requested to enter into a contract with Integration Partners of Lexington, Massachusetts, under New Jersey State Contract for Data Communications Equipment for the purchase of Extreme hardware and related materials in the amount not to exceed \$2,195,689.85, plus five percent for contingencies, subject to the availability of funds.

Vice Chair Cedrick T. Fulton made a motion and Board Member James D. Adams seconded the motion.

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

Roll Call Vote:

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

2104-20: PROFESSIONAL SERVICES CONTRACT TO ACQUIRE EMERGENCY INCIDENT COMMUNICATIONS AND SUPPORT SERVICES

President & CEO Corbett introduced Anthony Grieco, Senior Vice President, Communications & Customer Experience, to present Action Item #2104-20.

Anthony Grieco recommended approval of Action Item #2104-20: Professional Services Contract to Acquire Emergency Incident Communications and Support Services.

Approval was requested to enter into a contract with Aviem International, Inc. of Atlanta, Georgia, to provide professional services to NJ TRANSIT for Emergency Incident Communications and Support Services at a cost of up to \$1,305,500, subject to the availability of funds.

Board Member James D. Adams made a motion and Board Member Sangeeta P. Doshi seconded the motion.

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

Roll Call Vote:

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

2104-21: EXTENSION OF PARKING LOT LEASE WITH TEN PARK PLACE ASSOCIATES, INC. AND 570 BROAD STREET, LLC

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2104-21.

William Viqueira recommended approval of Action Item #2104-21: Extension of Parking Lot Lease with Ten Park Place Associates, Inc. and 570 Broad Street, LLC.

Approval was requested to take all actions necessary, including, but not limited to, the execution of an amendment to the Lease with Ten Park Place, Inc. and 570 Broad Street, LLC on the terms discussed in Executive Session.

Board Member Edmund Caulfield 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	Doshi	Gordon	Maroko	Narra	Ajmani	Caulfield	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – Portal North Bridge Project: Parcel PAE 120 Norfolk Southern Railway Corporation for Permanent Access, the Temporary Retail Lease Modification, the Personal Injury Claim of Sheldon Kest, the Personal Injury Claim of Elena Kindler, the Personal Injury Claim of The Estate of Fabiola Bittar de Kroon, the Personal Injury Claim of Bagyalakshmi Subramanian, and the Personal Injury Claim of Deepti Chanana Bhalla. Board Member James D. Adams made the motion, Board Member Shanti Narra seconded the motion, and it was adopted. At approximately 10:40 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Ajmani	Caulfield	Fulton	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 Members Maroko and Ajmani, returned to Open Session at approximately 12:55 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Shanti Narra, seconded by Vice Chair Cedrick T. Fulton, and adopted. The meetings were adjourned at approximately 12:56 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**

APRIL 14, 2021

MINUTES

PAGE

➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	59270
➤ PRESIDENT & CEO'S MONTHLY REPORT	59271
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2104-15	BUS STOCK PROGRAM: PURCHASE OF 118 CRUISER BUSES – Authorization to exercise options contained in NJ TRANSIT Contract No. 15-007 with Motor Coach Industries of Des Plaines, Illinois, for the purchase of 118 Cruiser Buses, including spare parts, at a cost not to exceed \$63,136,814, plus five percent for contingencies, subject to the availability of funds.	59294
2104-16	HEAVY RESCUE VEHICLES REPLACEMENT PROJECT – Authorization to enter into Houston-Galveston Area Council Cooperative Purchasing Program Contract FS12-19 with Fire and Safety Services of South Plainfield, New Jersey, for the construction of three heavy rescue vehicles (a Rail Rescue Vehicle, Hazmat Response Vehicle, and Chemical, biological, radiological, nuclear and explosive Response Vehicle) in the amount of \$2,114,610.63, plus three percent for contingencies, subject to the availability of funds.	59305
2104-17	ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE SOUTH SUMMIT RETAINING WALL REHABILITATION AND DRAINAGE IMPROVEMENTS, SUMMIT, NEW JERSEY – Authorization to enter into NJ TRANSIT Contract No. 19-043R with Gannett Fleming, Inc. of Newark, New Jersey, to perform the Concept Development through Final Design for the Rehabilitation of the South Summit Retaining Wall between NJ TRANSIT's Morristown Line Milepost 20.03 and 20.70 and Drainage Improvements	59309

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
APRIL 14, 2021
MINUTES
PAGE 2

between Morristown Line Milepost 21.51 and Gladstone Line Milepost 21.57 on the west end and Morristown Line MP 19.50 and 21.51 on the east end in Summit, New Jersey, at a negotiated cost not to exceed \$1,594,337.14, plus five percent for contingency for Tasks 1 through 6, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed.

- 2104-18 INFORMATION TECHNOLOGY: AWARD FOR MANAGED SERVICES AND CONSULTING FOR DATA SECURITY SERVICES TO SECURE TECHNOLOGY INTEGRATION GROUP, LTD.** – Authorization to enter into a managed services and consulting contract for data security services with Secure Technology Integration Group, Ltd. of Glen Rock, New Jersey, for the period of May 1, 2021 through June 30, 2022, in an amount not to exceed \$1,100,000.00, plus five percent for contingencies, subject to the availability of funds. **59312**

- 2104-19 INFORMATION TECHNOLOGY: AWARD FOR DATA COMMUNICATIONS EQUIPMENT TO INTEGRATION PARTNERS FOR NETWORK RESILIENCY** – Authorization to enter into a contract with Integration Partners of Lexington, Massachusetts, under New Jersey State Contract M7000 for Data Communications Equipment for the purchase of Extreme hardware and related materials in the amount not to exceed \$2,195,689.85, plus five percent for contingencies, subject to the availability of funds. **59313**

- 2104-20 PROFESSIONAL SERVICES CONTRACT TO ACQUIRE EMERGENCY INCIDENT COMMUNICATIONS AND SUPPORT SERVICES** – Authorization to enter into NJ TRANSIT Contract No. 2104-20 with Aviem International, Inc. of Atlanta, Georgia, to provide professional services to NJ TRANSIT for Incident Communications Services at a cost of up to \$1,305,500, subject to the availability of funds. **59314**

- 2104-21 EXTENSION OF PARKING LOT LEASE WITH TEN PARK PLACE ASSOCIATES, INC. AND 570 BROAD STREET, LLC – NEWARK, NEW JERSEY** – Authorization to take all actions necessary, including, but not limited to, the execution of an amendment to the Lease with Ten Park Place, Inc. and 570 Broad Street, LLC on the terms set forth above and discussed in Executive Session. **59316**

- **EXECUTIVE SESSION AUTHORIZATION** **59317**

- **ADJOURNMENT**

APPROVAL OF MINUTES

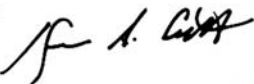
WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 10, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 17, 2021;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 10, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: APRIL 14, 2021
SUBJECT: PRESIDENT & CEO'S REPORT – APRIL 2021

This month, I'm proud to note that NJ TRANSIT has become a key partner in our State's rapidly expanding COVID vaccine administration efforts. We recently expanded vaccine eligibility to all NJ TRANSIT employees and have administered more than 1,400 first doses and 300 second doses. We also partnered with Walgreens and University Hospital to offer vaccinations to all our employees, and also secured vaccine appointments for employees at the BB&T Pavilion in Camden, NJ. In total, we have helped administer more than 2,000 additional vaccines doses through these partnerships. In light of how the pandemic has altered commuting patterns, we continue our efforts to incentivize customers to come back to transit. I'm pleased to report the initial response to our FLEXPASS pilot ticketing option has been very encouraging. To date, we have sold more than 12,600 FLEXPASSES for more than \$1 million in revenue.

We have several updates this month regarding recent efforts to improve service delivery to our customers as they begin to return to our system. We announced significant improvements for many of our bus customers last week, through adjustments to 178 bus routes, to improve on-time performance, connectivity, and reliability. As part of these improvements, a pilot program brings new Sunday service to eight bus routes – nos. 26, 58, 115, 154, 412, 457, 603 and 619. Also in regards to bus service, we held two virtual sessions on April 8th for the public to provide input on our NewBus Newark initiative, which will redesign the local intrastate bus network in the greater Newark area for the first time in several decades. The public sessions included a presentation on the project's objectives, as well as an opportunity for public comments and project input. Feedback from the meetings will help us gather information to set project goals and begin drafting recommendations. Completion of the study and final recommendations are expected this summer, and more information is available at njtransit.com/newbus. Additionally, we introduced an exciting pilot program last month – NJT Rewards. Customers will soon be able to join this free program and begin earning points redeemable for deals at participating local shops, restaurants, attractions, and national chains. In addition to benefiting NJ TRANSIT customers, NJT Rewards is designed to support businesses across the state, working to recover from the devastating impacts of the pandemic.

NJ TRANSIT also continues to modernize its infrastructure to improve on-time performance and service reliability, while reducing emissions. Earlier this month, Commissioner Gutierrez-Scaccetti and I joined Governor Murphy at Newark Penn Station to celebrate the arrival of the first of our 25 new dual-mode locomotives – preparing to enter revenue service later this quarter – which will provide additional reliability and flexibility to operate on both electrified and non-electrified tracks. There are 16 more scheduled to arrive this year through early next year, and the purchase of eight more was approved by this Board in July 2020. These new locomotives will not only significantly reduce the average age of our locomotive fleet, but they are also much more environmentally friendly than the 40- to 50-year old locomotives they're replacing. They are equipped with Tier 4 engines, which meet the most rigorous emissions standards for locomotive engines to date.

We also seek Board approval today to purchase 118 new 45-foot cruiser buses, equipped with the latest emissions technology to significantly reduce vehicle exhaust emissions. This purchase would allow us to improve both reliability and customer comfort as we work diligently on a parallel track toward our ultimate goal – a zero-emissions bus fleet. To be clear: We remain 100% committed to achieving a full transition to a zero-emissions bus fleet by 2040, and are on track for all our new bus purchases to be zero-emission by 2032.

Additional infrastructure improvements began last month at our Market Street Bus Garage, where we initiated an extensive renovation and expansion project. This facility, which opened in 1903, now operates as a major service hub for our Northern Bus Division. This \$27 million dollar project includes a 3,200-square-foot addition, as well as a number of major renovations that will allow us to better maintain buses and better serve our customers, and is tentatively scheduled to be complete by late 2023.



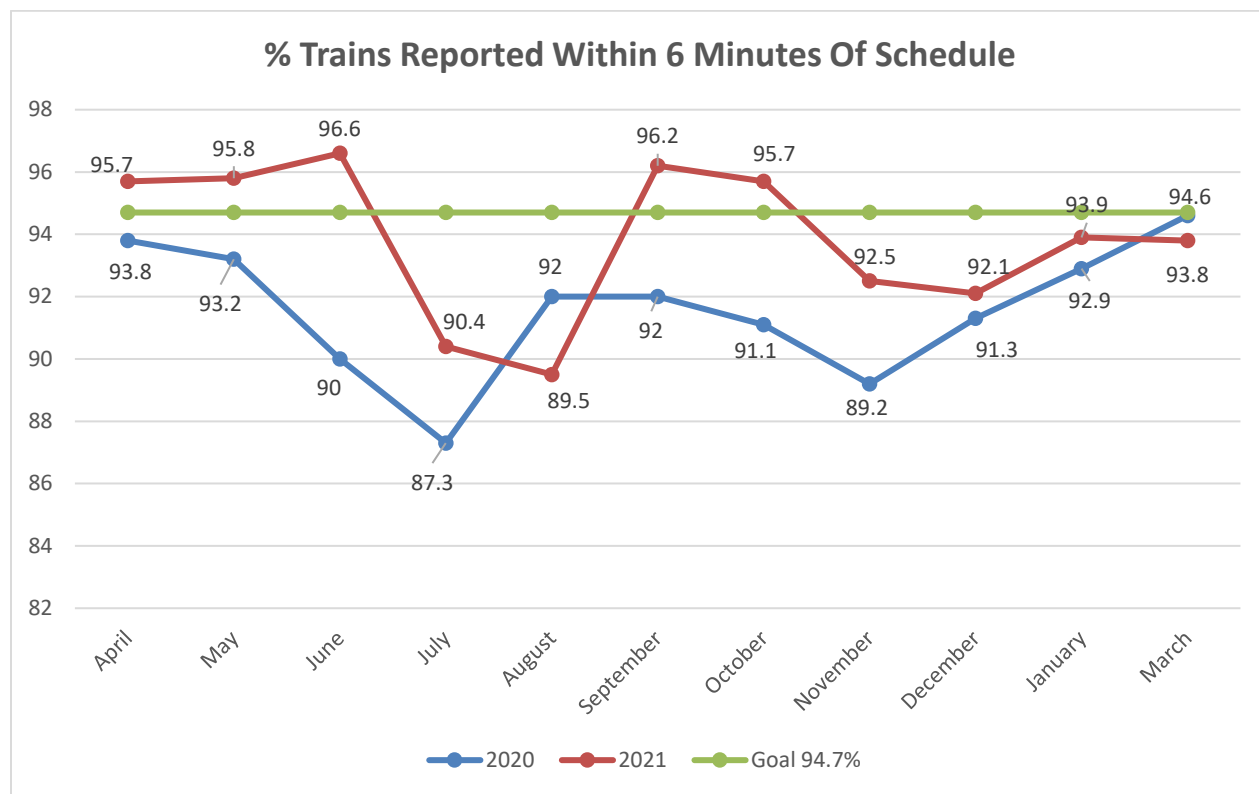
PRESIDENT & CEO'S MONTHLY REPORT
APRIL 14, 2021

PRESIDENT & CEO'S MONTHLY REPORT APRIL 14, 2021

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2019 – MARCH 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
March Comparison	94.6%	93.8%	-0.8%
12-Month Average Apr. 2019 – Mar. 2021	91.7%	93.5%	1.8%

Analysis:

Rail On-time Performance was 93.8% for March, 2021. Of the 17,730 trains scheduled to operate, 16,639 were on time while 1,091 trains (or 6.2%) were delayed.

Key Causes included:

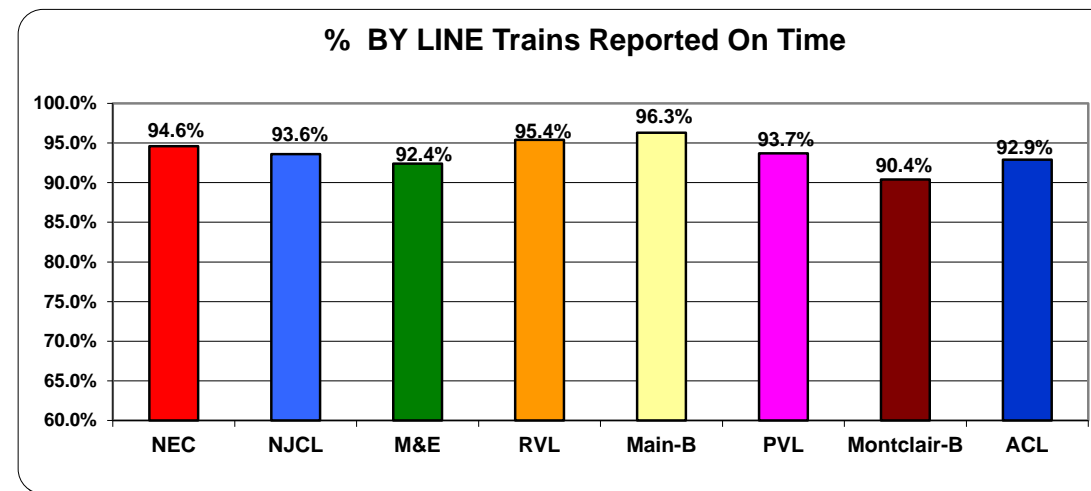
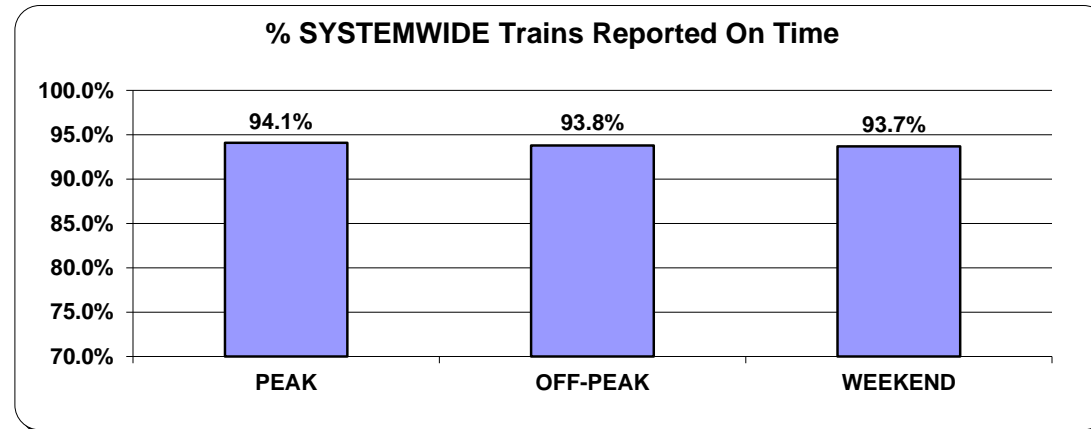
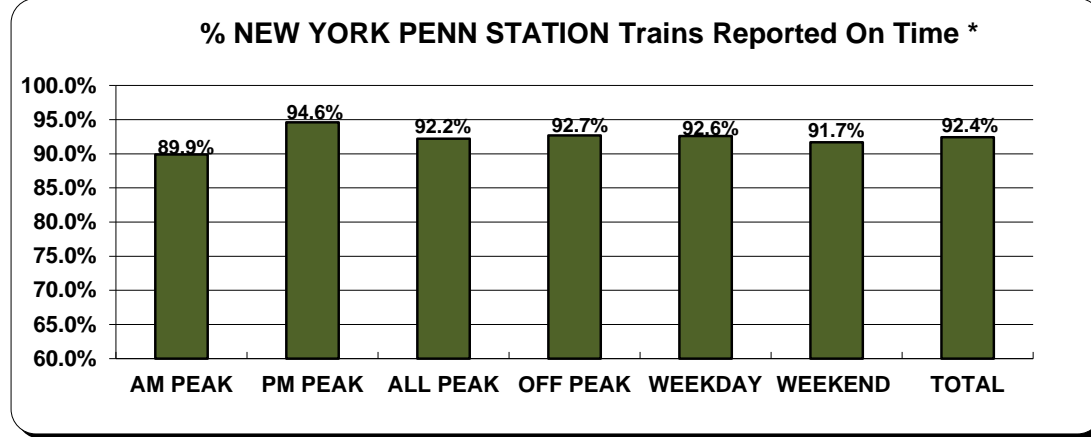
- Amtrak programmed maintenance, catenary issues and NJT programmed maintenance contributed 41 delays on March 13.
- Amtrak signal issues, NJT PTC mechanical, track issues, programmed maintenance and trackside interference contributed 48 delays on March 26.
- Amtrak signal issue, NJT track issue, PTC mechanical and trackside interference contributed 57 delays on March 31.

The 12-month Average for Rail On-Time Performance was 93.5%.

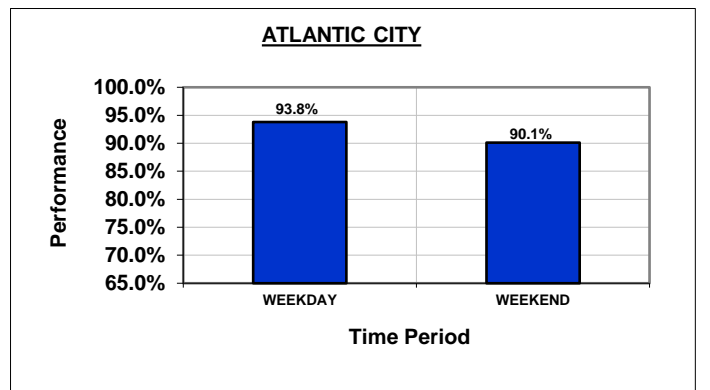
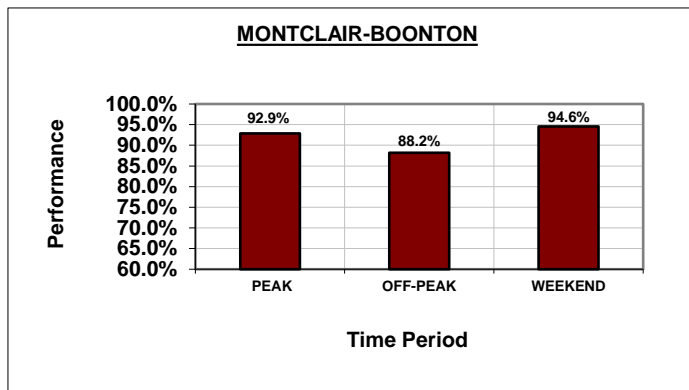
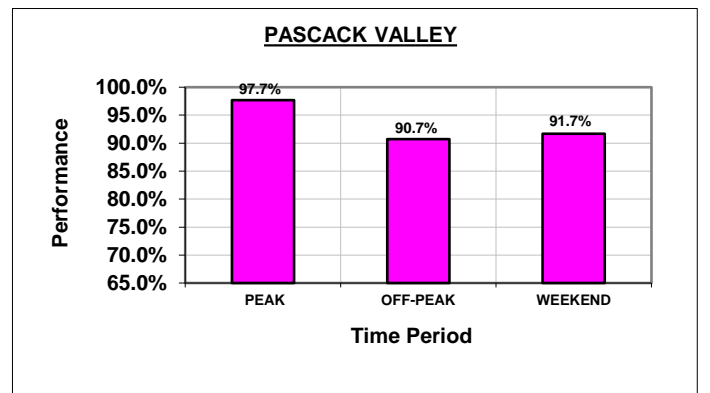
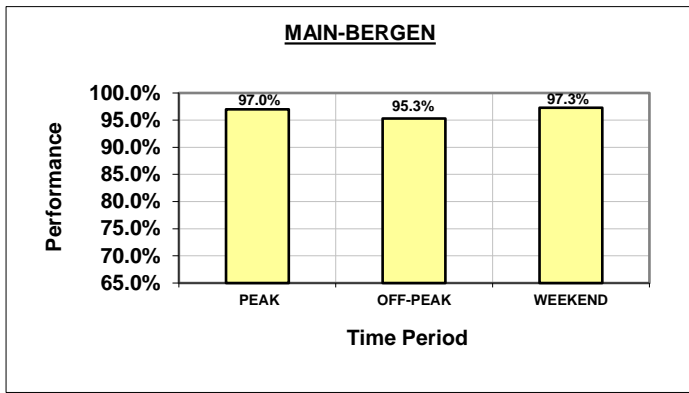
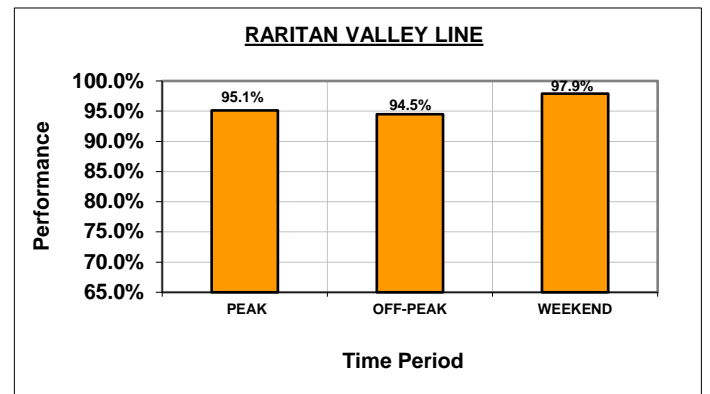
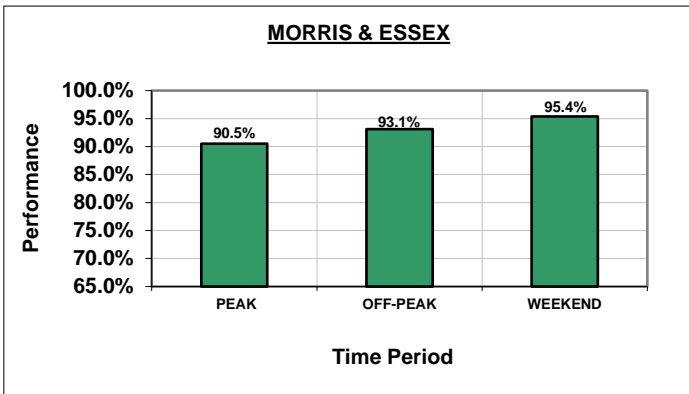
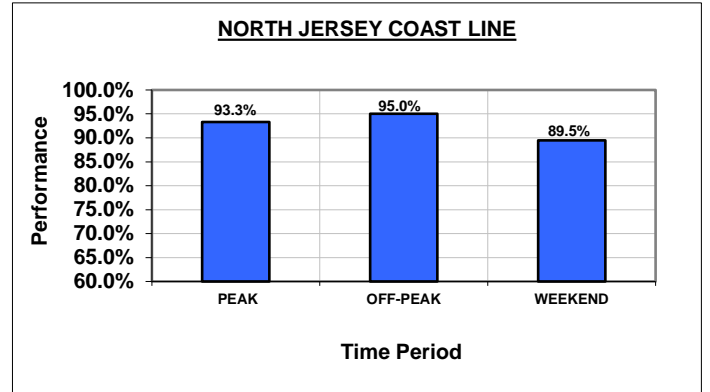
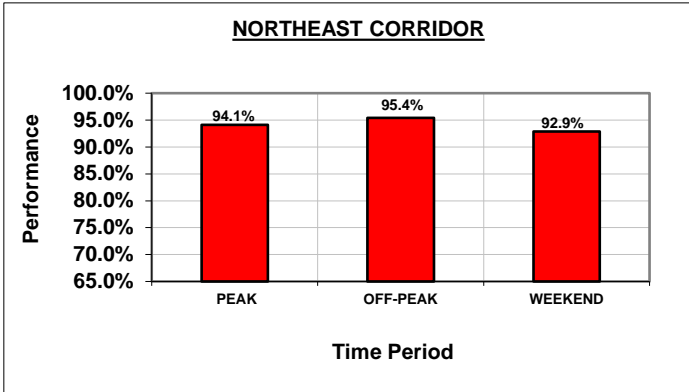
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD MARCH 2021

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



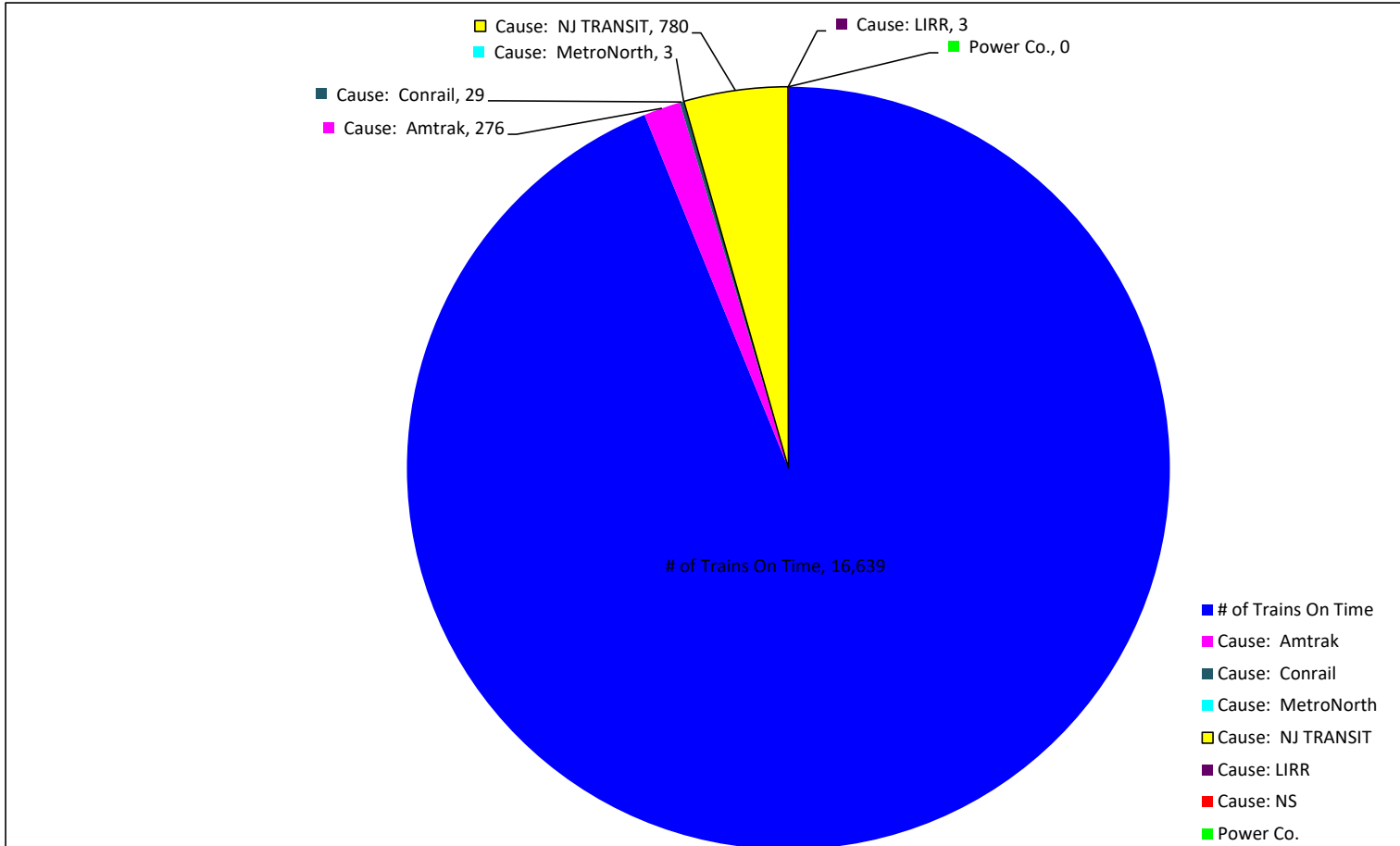
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2021



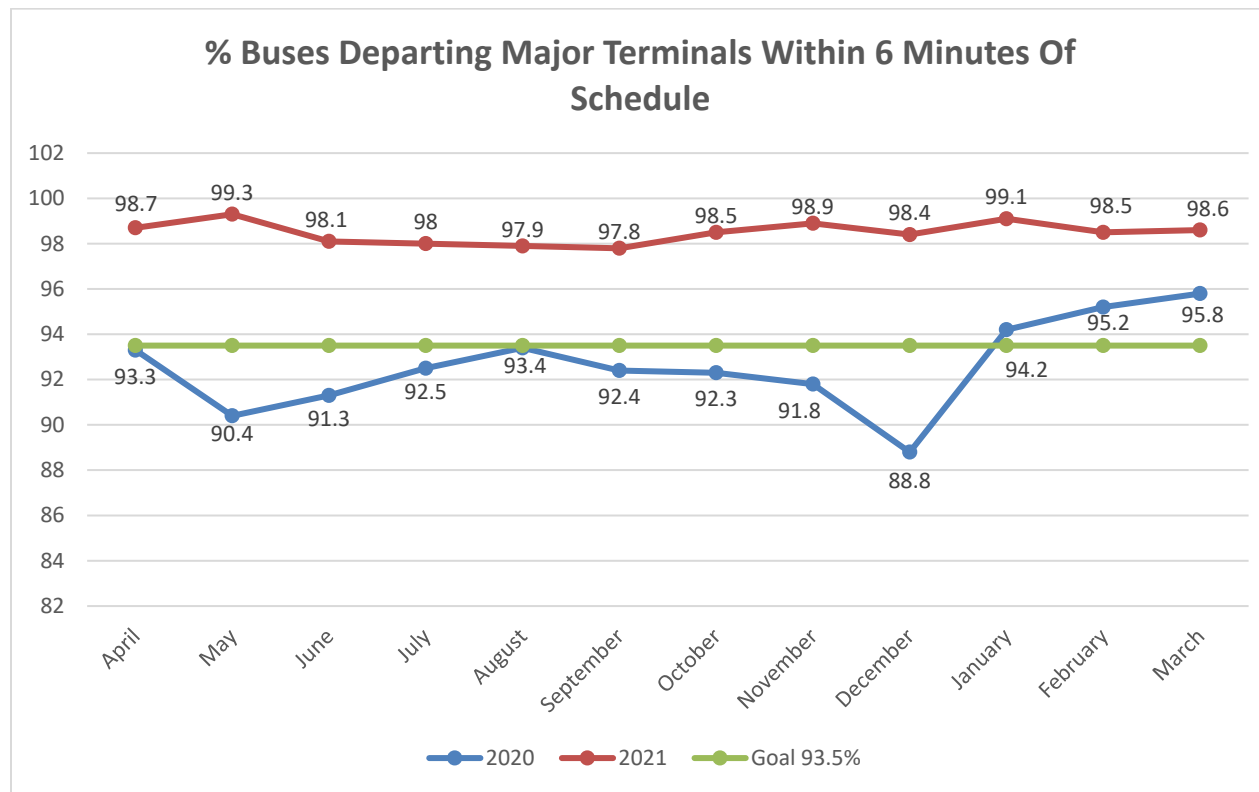
NJ TRANSIT Performance - MARCH 2021

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	16,639	276	29	3	780	3		0
# of Late Trains	1,091	1.56%	0.16%	0.02%	4.40%	0.02%	0.00%	0.00%
Total # of Trains	17,730							
Percentage On Time	93.8%							



NJ TRANSIT ON-TIME PERFORMANCE BUS April 2019 – March 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
March Comparison	95.8%	98.6%	2.8%
12-Month Average April 2020 – March 2021	92.6%	98.5%	5.9%

Analysis*:

Bus On-Time Performance systemwide was 98.6% for the month of March 2021. Of the 42,532 scheduled departures, 586 experienced delays.

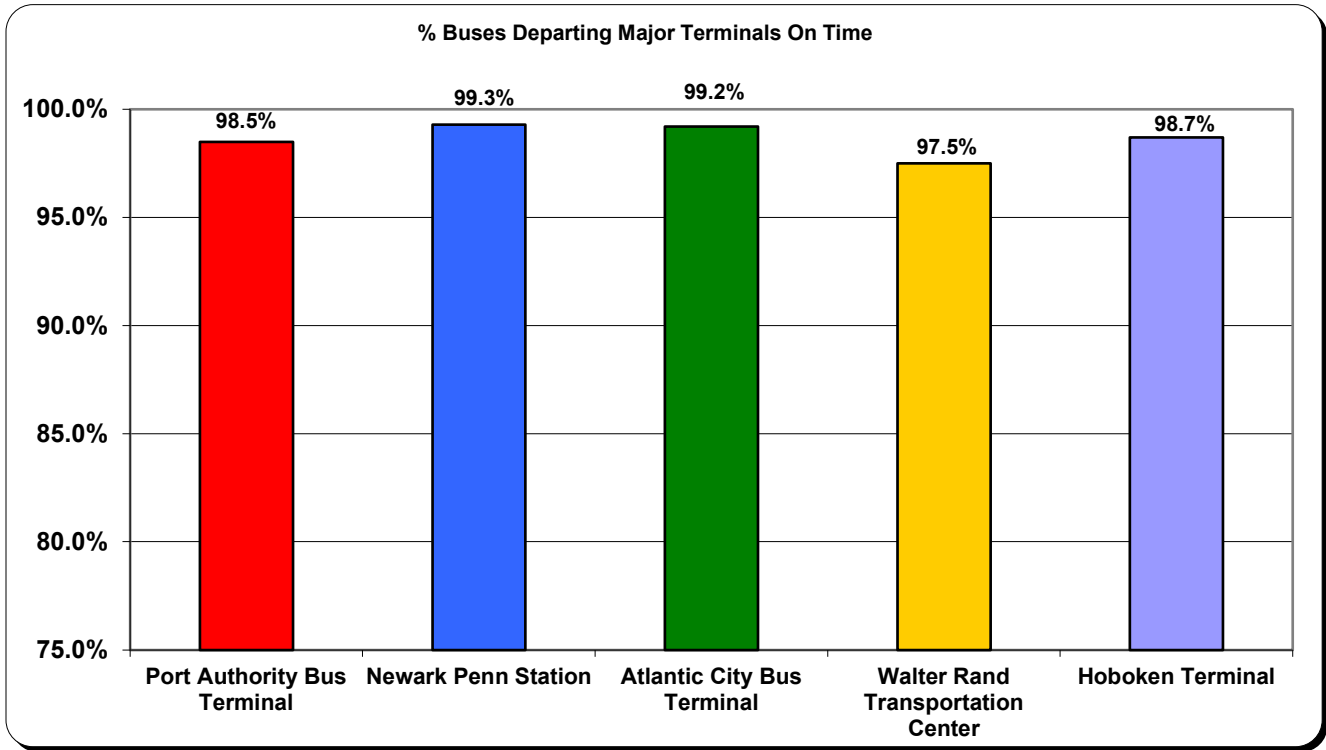
Key Causes included:

- At Port Authority Bus Terminal, minor delays were caused due to weather, detours, traffic and road construction on various days.
- At Newark Penn, delays due to GSP detour for road construction and bus mechanical issues, NJ State Police credential checks caused substantial delays, road closures due to downed wires from heavy winds, road blockage by stuck tractor trailer and DOT inspections caused substantial delays on several days.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

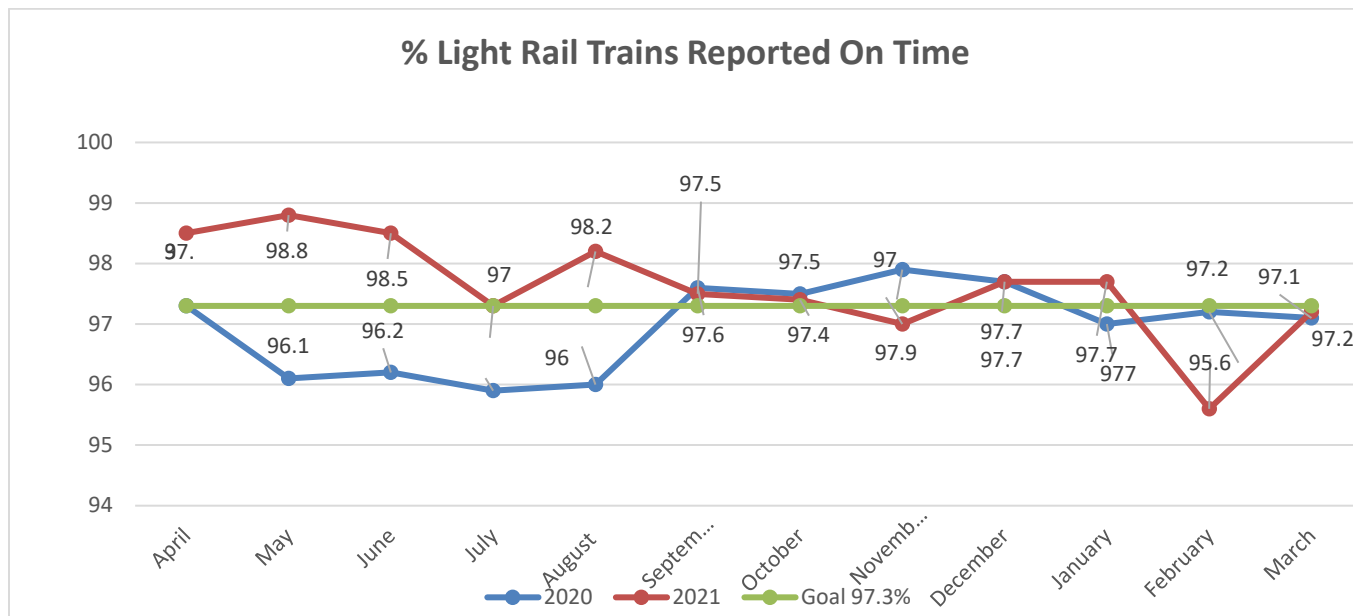
The 12-month average for Bus On-Time Performance was 98.5%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL April 2019 – March 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
March Comparison	97.1%	97.2%	0.1%
12-Month Average April 2020 – March 2021	97.2%	97.6%	0.4%

Analysis: Light Rail On-Time Performance system wide was 97.2% for the month of March 2021. Of the 28,673 scheduled departures, 805 experienced delays.

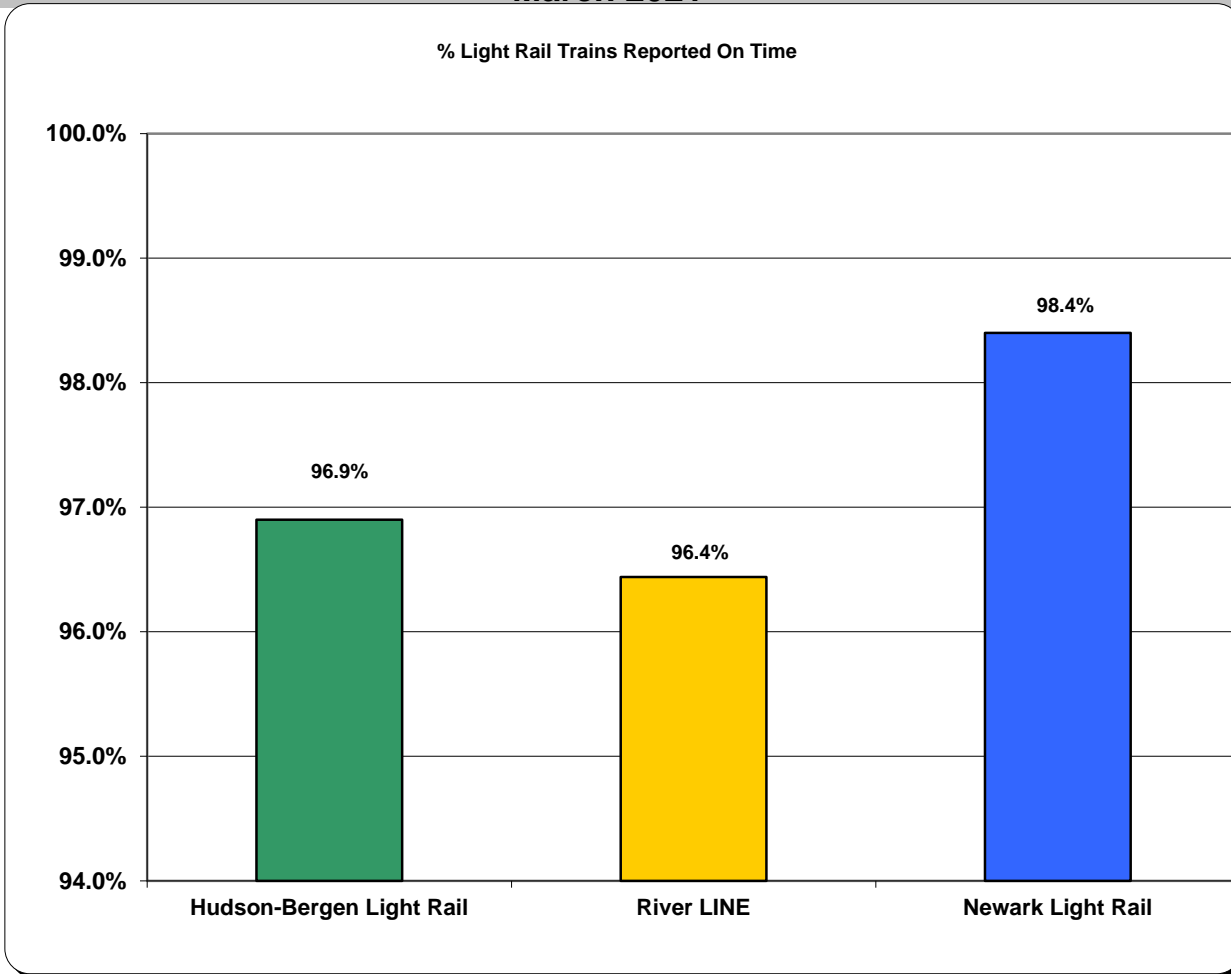
Key Causes included:

- **Newark Light Rail** – Mechanical issues, communication trouble, manpower issues and police activity impacted service on multiple days.
- **River LINE** – Equipment issues such as diesel engine faults, brake faults and traction faults affected trains on multiple dates.
- **Hudson-Bergen Light Rail** – Door issues on multiple dates impacted service.

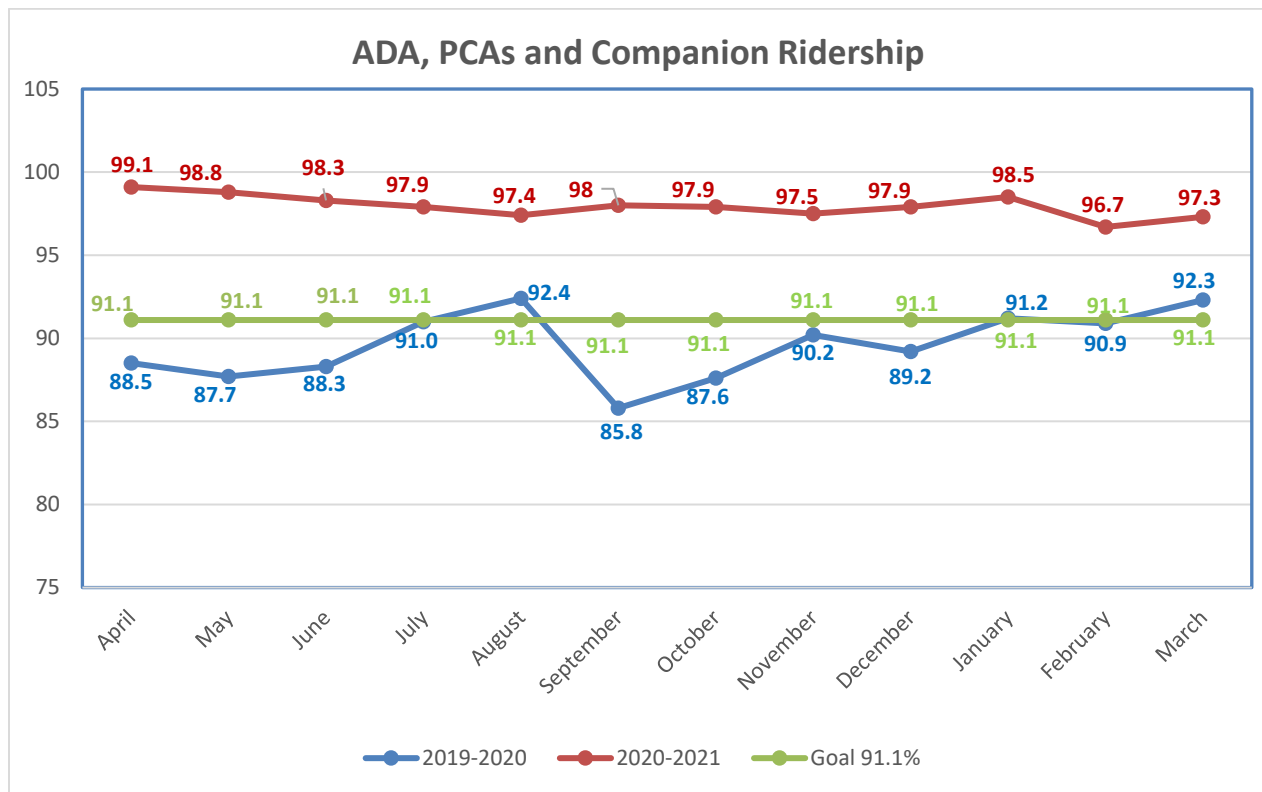
The 12-month Average for Light Rail On-Time Performance was 97.6 %

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2021



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK APRIL 2019– MARCH 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
March Comparison	92.3%	97.3%	5.0%
March Ridership	92,211	89,441	-2770
12-Month Average April 2020 – March 2021	89.6%	97.9%	8.3%

Analysis:

Access Link On-Time Performance was 97.3% for March, 2021. In serving 99,185 total riders, for 89,441 ADA customers trips, 2,437 (or 2.7%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Vehicle operator coverage

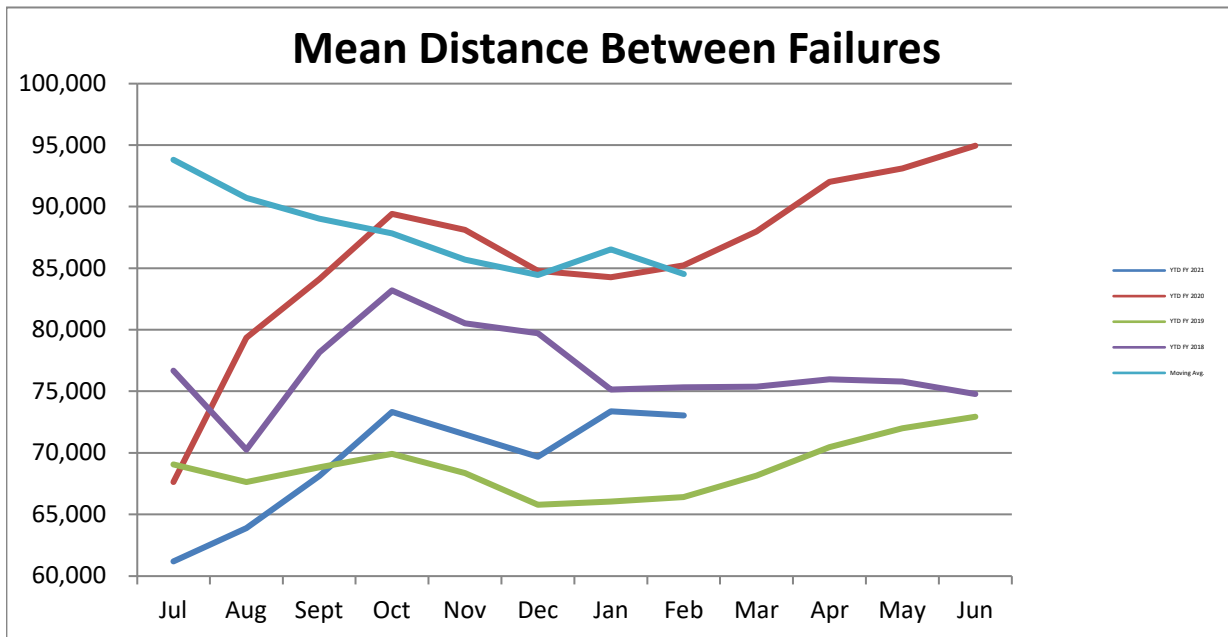
The 12-month Average for Access Link On-Time Performance was 97.9%.

MEAN DISTANCE BETWEEN FAILURES

February 2021

NJ TRANSIT Rail Operations
Mean Distance Between Failures

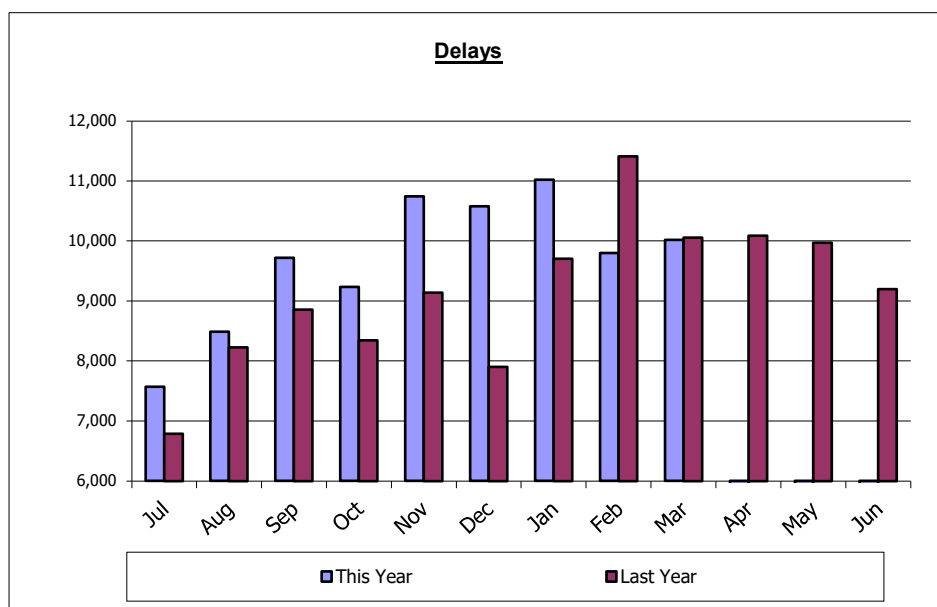
					12 Month
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	73,320	89,410	69,913	83,213	87,817
Nov	71,498	88,101	68,356	80,523	85,702
Dec	69,664	84,773	65,796	79,711	84,451
Jan	73,392	84,273	66,025	75,139	86,531
Feb	73,030	85,233	66,391	75,324	84,529
Mar	-	87,973	68,141	75,376	-
Apr	-	92,007	70,447	75,968	-
May	-	93,119	71,986	75,787	-
Jun	-	94,969	72,930	74,776	-



* FY2021 Numbers corrected to reflect start of FY2021

Garage Performance Parameters**March 2021**

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	8,706	4,326	3,430
Greenville	7,000	6,398	5,324	4,385
Market Street	8,000	6,374	5,720	6,555
Meadowlands	9,500	4,887	5,503	5,123
Oradell	10,000	9,384	8,317	6,393
Wayne	16,000	17,697	18,927	14,218
Northern Division	-	8,202	7,366	6,368
Big Tree	8,800	6,207	5,101	5,255
Hilton	10,200	8,423	7,646	7,395
Howell	16,750	36,091	29,953	30,535
Ironbound	9,600	10,184	9,160	7,191
Orange	9,250	4,972	4,973	5,279
Morris	10,500	10,689	20,343	27,155
Central Division	-	9,716	9,092	8,685
Egg Harbor	15,500	11,978	16,079	18,268
Hamilton	13,000	13,859	11,586	11,116
Newton Avenue	12,000	17,215	17,405	13,517
Washington Twp.	14,500	18,125	19,907	21,337
Southern Division	-	14,747	16,597	16,671
	-	-	-	-
Bus Operations	-	10,017	9,518	8,711

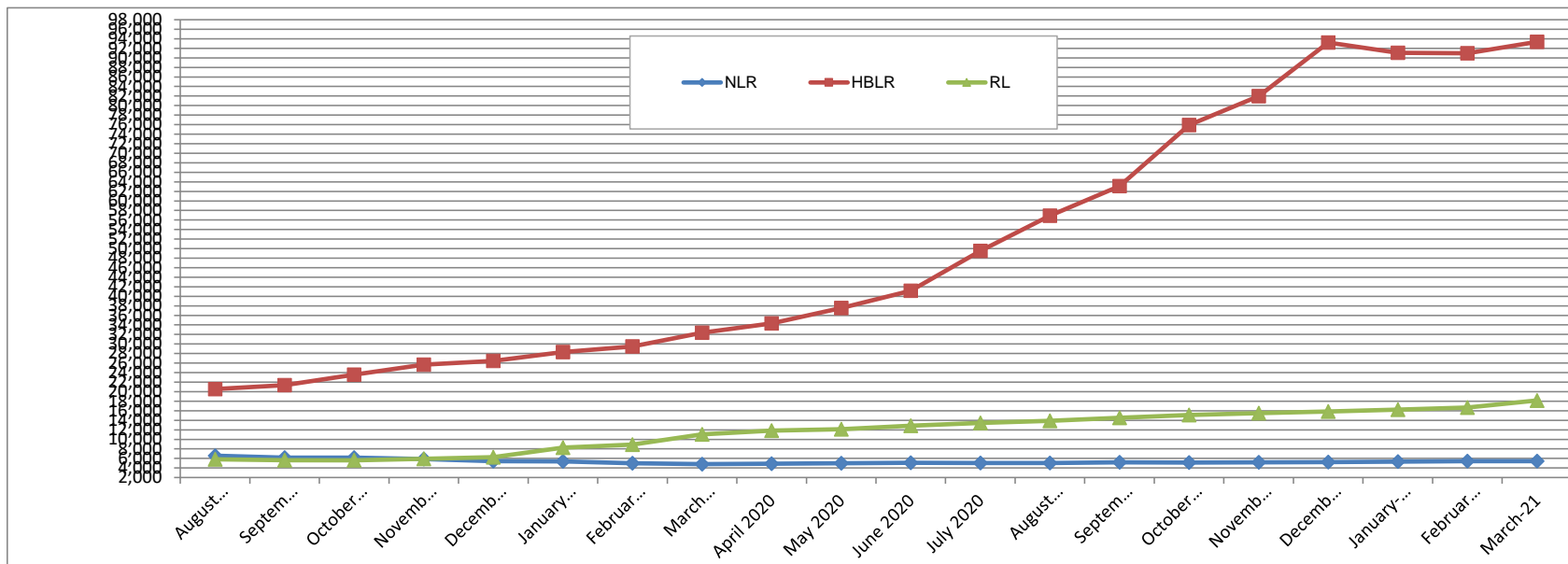


NJ TRANSIT - LIGHT RAIL, March 2021

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * March 2021	MDBSF * February 2021
Newark Light Rail	5,445	5,433
Hudson Bergen	93,358	90,979
River LINE	18,161	16,669

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **March 2021** 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 March 31, 2021) NJ TRANSIT awarded **\$252,547,756.86** in state funded contracts. Of that total, SBEs received **\$43,105,270.34** or **17.07%**.

Note: The above reflects the Procurement Report of Awards received April 5, 2021.

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

<i>Category 1 SBEs</i>	\$1,735,994.76	0.69%
<i>Category 2 SBEs</i>	\$4,382,901.71	1.74%
<i>Category 3 SBEs</i>	\$8,294,649.05	3.28%
<i>Category 4 SBEs</i>	\$325,843.00	0.13%
<i>Category 5 SBEs</i>	\$19,164,152.27	7.59%
<i>Category 6 SBEs</i>	\$9,201,729.55	3.64%

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

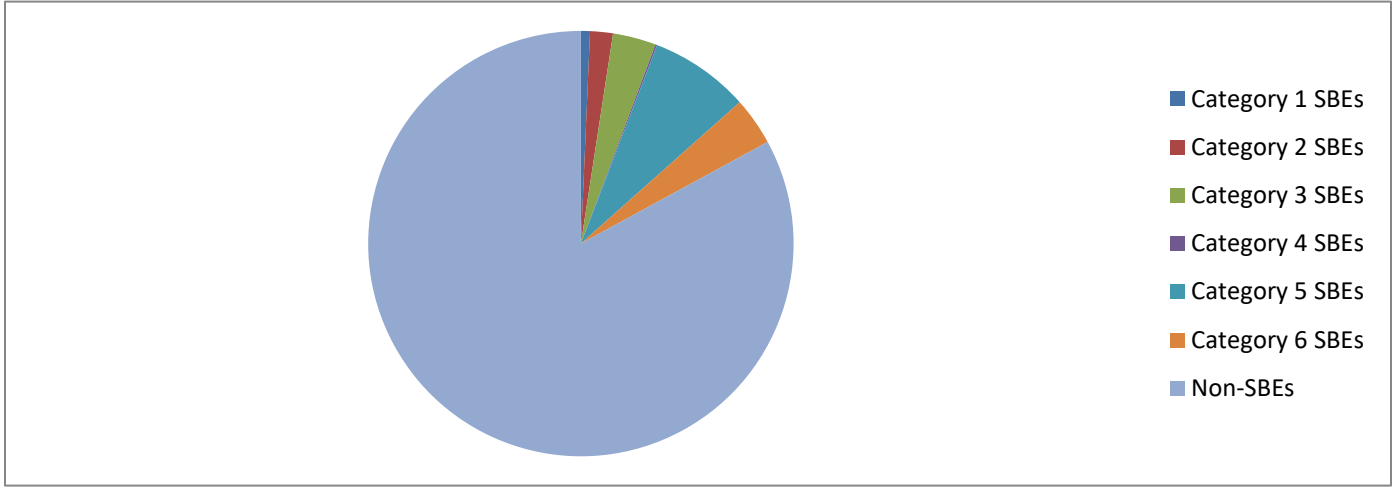
During the **2nd Quarter** (January 1, 2021 – March 31, 2021) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$9,027,695.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$975,000.00** or **10.80%**.

FFY 2020 through FFY 2021 Q2 (October 1, 2019 – March 31, 2021) NJ TRANSIT awarded **\$378,936,172.10**** in federally funded contracts. Of that total, DBEs received **\$31,489,220.22** or **8.310%**.

**Numbers reflect federal share*

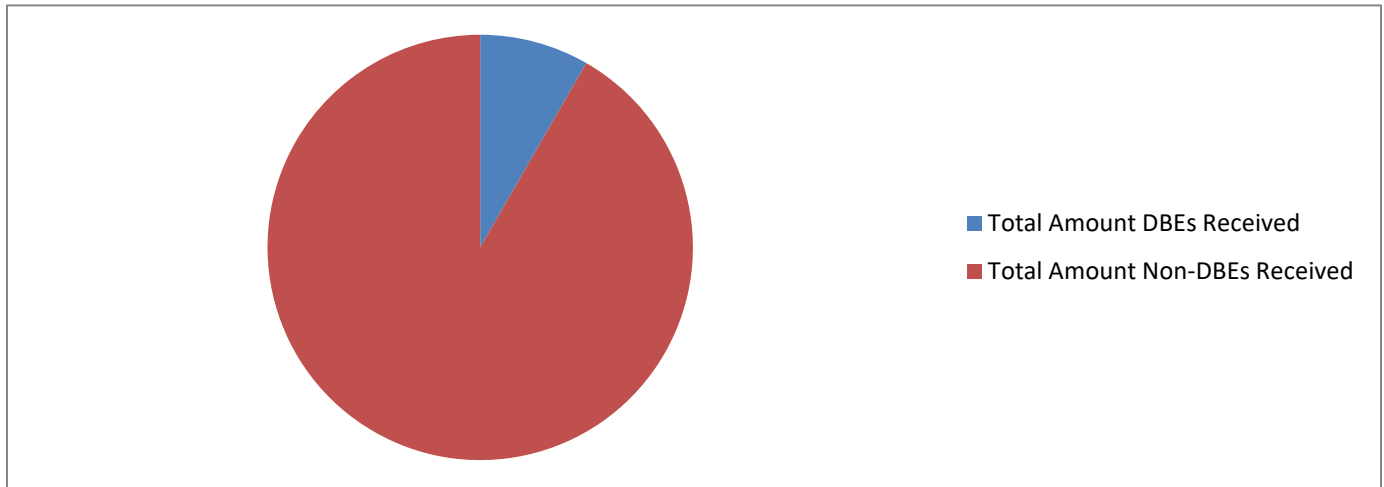
*** Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$1,735,994.76	0.69%
<i>Category 2 SBEs</i>	\$4,382,901.71	1.74%
<i>Category 3 SBEs</i>	\$8,294,649.05	3.28%
<i>Category 4 SBEs</i>	\$325,843.00	0.13%
<i>Category 5 SBEs</i>	\$19,164,152.27	7.59%
<i>Category 6 SBEs</i>	\$9,201,729.55	3.64%
<i>Non-SBEs</i>	\$209,442,486.52	82.93%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$31,489,220.22	8.310%
Total Amount Non-DBEs Received	\$347,446,951.88	91.69%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. Gary Felice, Supv Track -- Dover -- 42 years
2. William Ford, Asst. Conductor -- Various -- 22 years
3. David Jones, Carman -- Long Branch -- 20 years
4. Edward Kochanek, Signal Inspector -- Red Bank -- 35 years
5. Richard Sansone, Foreman MOE -- MMC -- 17 years
6. Charles Stevenson, Locomotive Engineer -- Various -- 33 years
7. Rafael Castro, Operator -- Market Street -- 26 years
8. Julio Lopez, Mechanic A -- Fairview -- 16 years
9. Orlando Perez, Operator -- Egg Harbor -- 13 years
10. Marvin Taylor, Operator -- Wash. Twp. -- 30 years
11. Mario Calabrese, Repairman -- Howell -- 24 years
12. Randy Ceballos, Operator -- Meadowlands -- 20 years
13. Lawrence Craig, Operator -- Egg Harbor -- 22 years
14. Kevin Harris, Operator -- Orange -- 19 years
15. Raymond Murray, Operator -- Wash. Twp. -- 21 years
16. Aham Osman, Operator -- Wayne -- 21 years
17. Kevin Semon, Spec. Maint. -- Ferry Street -- 35 years
18. Armand Solano, Operator -- Ironbound -- 17 years
19. Toni Burns, Depot Master -- Market Street -- 21 years
20. John Cardenas, Operator -- Meadowlands -- 19 years
21. Veronica Drisdorn, Operator -- Orange -- 11 years
22. Christopher von Beidel, Tech Sup Coordinator -- Penn Plaza -- 33 years
23. Robert Nadolski, Supr Main Transp -- Ferry Street -- 27 years

ACTION ITEMS

ITEM 2104-15

BUS STOCK PROGRAM: PURCHASE OF 118 CRUISER BUSES



OBJECTIVE

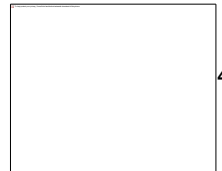
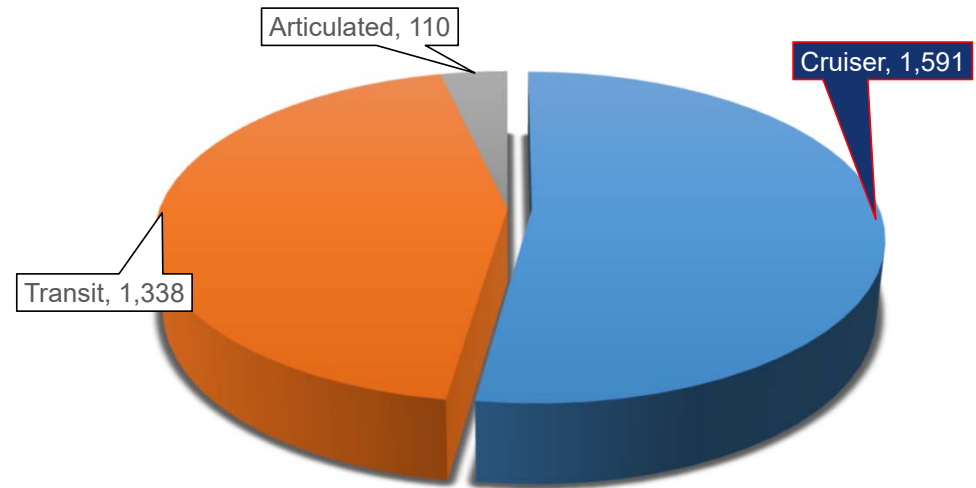
Seeking authorization to exercise options in contract No. 15-007 with **Motor Coach Industries**, for the purchase of 118 additional 45-foot Cruiser Buses, including capital spare parts, at a cost not to exceed **\$63,136,814**, plus five percent for contingencies, subject to the availability of funds.

Agenda

- 
- ❖ NJ TRANSIT Fleet Breakdown
 - ❖ NJ TRANSIT Plans
 - ❖ Cruiser Buses Replacement Timeline
 - ❖ New Features in New Buses
 - ❖ Cruiser Buses Average Fleet Age
 - ❖ Zero Emission Initiative

NJ TRANSIT FLEET BREAKDOWN

- NJ TRANSIT provides its customers with regular route bus service throughout New Jersey and to New York City and Philadelphia.
- NJ TRANSIT owns 3,039 buses. 1,591 of these buses are cruiser type.



NJ TRANSIT PLANS

NJ TRANSIT – A 5–Year Capital Plan

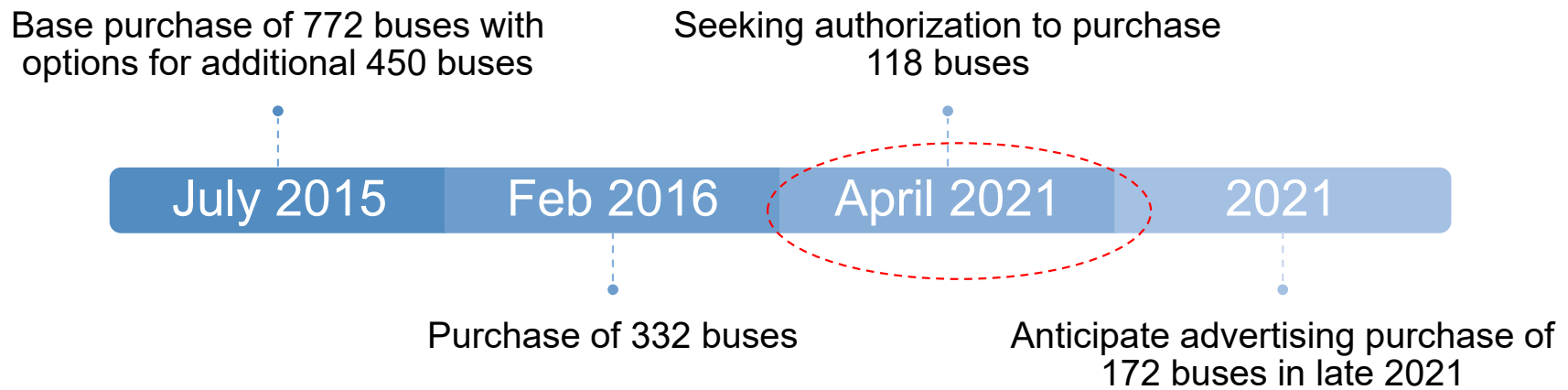
- “New buses, including zero-emission and articulated buses with more seats, would be cleaner, more energy efficient and accommodate more passengers.”

NJT2030 – A 10–Year Strategic Plan

- “Enhance fleet reliability through replacement and preventative maintenance programs --- *replace outdated 40-foot cruiser buses with new 45-foot buses.*”
- “Provide the safest and most secure environment for customers, employees and the communities we serve”
- “Leverage technology to improve operations and customer experience”



TIMELINE FOR CRUISER BUSES REPLACEMENT



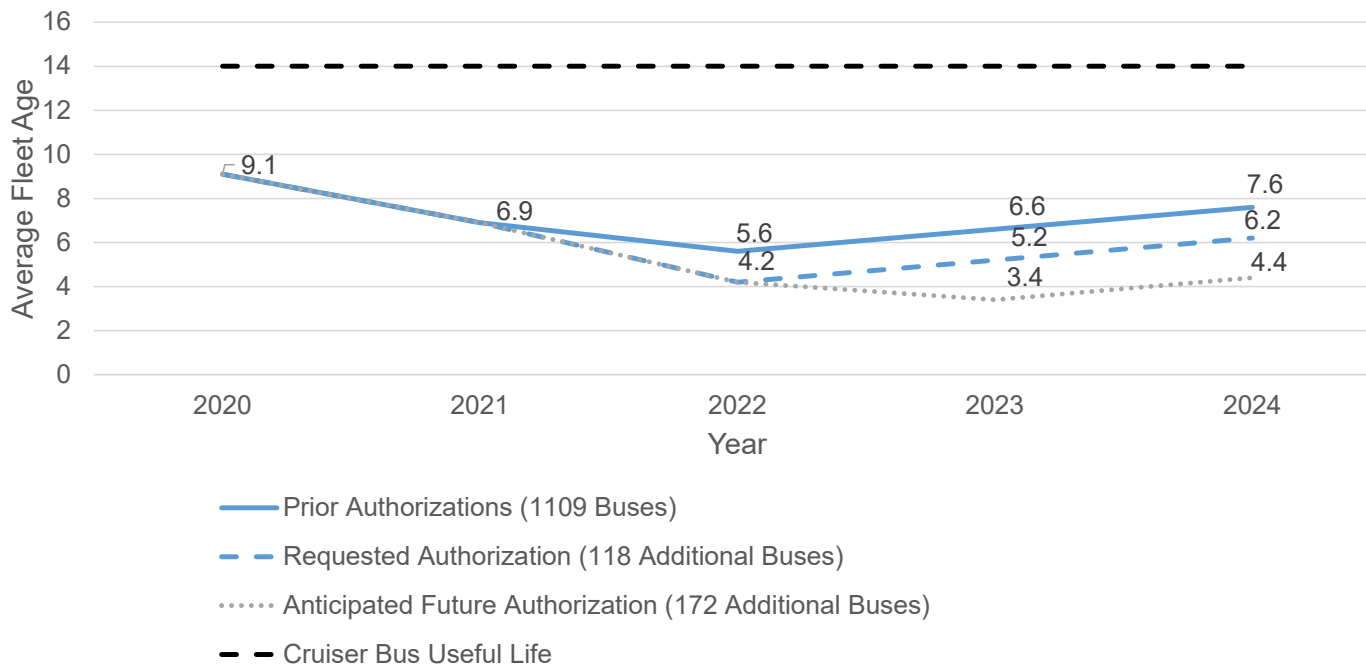
NEW FEATURES



- 3-Point seat belt for passenger and operator seats
- Backup camera system
- 360-degree blind spot camera system
- Security camera system
- Turn warning system
- 16% increase in seating capacity
- Automatic Vehicle Monitoring System (AVM)
- Automatic Deployment Snow Chains System
- Automatic Passenger Counting (APC) system
- Compliance with the latest emission regulations



CRUISER BUSES AVERAGE FLEET AGE



ZERO EMISSIONS BUS INITIATIVE

NJ TRANSIT Is Prepared to Meet an Aggressive Deployment Schedule

- On January 17, 2020, Governor Murphy signed S2252/A4819 that established requirements for NJ TRANSIT to achieve full zero emission bus purchases by 2032.
- By 2024, 10% of new bus procurements must be zero emissions; by 2026, 50% of new bus procurements must be zero emissions; by 2032, 100% of new bus procurements must be zero emissions
- NJ TRANSIT is committed to meeting this aggressive zero emissions deployment schedule.



CONCLUSION

Seeking authorization to exercise options in contract No. 15-007 with **Motor Coach Industries**, for the purchase of 118 additional 45-foot Cruiser Buses, including capital spare parts, at a cost not to exceed **\$63,136,814**, plus five percent for contingencies, subject to the availability of funds.

ITEM 2104-15: BUS STOCK PROGRAM: PURCHASE OF 118 CRUISER BUSES

WHEREAS, NJ TRANSIT provides its customers with regular route bus service throughout New Jersey and to New York City and Philadelphia which carries 151 million annual passenger trips (based on FY2019 data); and

WHEREAS, NJ TRANSIT utilizes its existing fleet of 45-foot cruiser buses on routes where trip length and ridership levels warrant the use of higher capacity, higher speed vehicles; and

WHEREAS, NJ TRANSIT entered into NJ TRANSIT Contract No. 15-007 with Motor Coach Industries (MCI) to purchase 1,104 new 45-foot cruiser buses, built in Pembina, North Dakota, to replace existing 40 and 45-foot cruiser buses on a “one-for-one” basis; and

WHEREAS, NJ TRANSIT’s contract with MCI includes options to purchase up to 118 additional cruiser buses; and

WHEREAS, the new 45-foot cruiser buses will replace existing overage 40-foot cruiser buses will increase seating capacity by 16 percent; and

WHEREAS, the new Cruiser Buses will include security cameras, blind spot cameras to enhance the customer experience; and

WHEREAS, the cost of the purchase for 118 cruiser buses including spare parts, is \$63,136,814;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise options contained in NJ TRANSIT Contract No. 15-007 with Motor Coach Industries of Des Plaines, Illinois, for the purchase of 118 Cruiser Buses, including spare parts, at a cost not to exceed \$63,136,814, plus five percent for contingencies, subject to the availability of funds.

ITEM 2104-16 HEAVY RESCUE VEHICLES REPLACEMENT PROJECT

The Heavy Rescue Vehicles Replacement Project under HGAC Contract FS12-19 will include purchasing/replacing existing Hazmat Response, Rail Rescue, and CBRNE vehicles.

CBRNE RESPONSE VEHICLE

- Seeking authorization to enter into HGAC Contract FS12-19 with **Fire & Safety Services** of South Plainfield, New Jersey, for the construction and replacement of our three heavy rescue vehicles assigned to NJ Transit Police Emergency Services Unit in the amount not to exceed **\$2,114,610.63, plus three percent for contingencies, subject to the availability of funds.**



ITEM 2104-16 HEAVY RESCUE VEHICLES REPLACEMENT PROJECT

- Authorization for this purchase will allow for upgrades to our three existing heavy rescue vehicles, each of which are over ten years old badly in need of replacement.
- These upgrades will improve response times and safety, keeping our vehicles on the road instead of the repair shop.



RAIL RESCUE VEHICLE



ITEM 2104-16 HEAVY RESCUE VEHICLES REPLACEMENT PROJECT

- Each vehicle, while customized for a specific function, is multi-purpose and capable of starting any rescue operation as well as functioning in a patrol capacity.
- The vendor, Fire & Safety Services, is the exclusive dealer for all Pierce Rescue Vehicles in the entire State of New Jersey. The lowest price has been negotiated through the Houston-Galveston Area Council Co-op Agreement.



HAZMAT RESPONSE VEHICLE



ITEM 2104-16: HEAVY RESCUE VEHICLES REPLACEMENT PROJECT

WHEREAS, NJ Transit Police Department (NJTPD) seeks to purchase/replace three existing heavy rescue vehicles in the fleet of NJTPD Emergency Services in need of repair due to age/use; and

WHEREAS, these vehicles have each been reviewed and approved by NJ TRANSIT Procurement Department with oversight by the Office of the Attorney General; and

WHEREAS, these vehicles have already been allotted funds in 2020 from the capital budget in the amount of \$2,115,000; and

WHEREAS, NJ TRANSIT, as an existing member of the Houston-Galveston Area Council Cooperative Purchasing Program, has been afforded the lowest price for these vehicles under Houston-Galveston Area Council Buy Consortium; and

WHEREAS, the vendor, Fire and Safety Services of South Plainfield, New Jersey, is the only authorized dealer in the State of New Jersey for the type of vehicles requested;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO of NJ TRANSIT Corporation is authorized to enter into Houston-Galveston Area Council Cooperative Purchasing Program Contract FS12-19 with Fire and Safety Services of South Plainfield, New Jersey, for the construction of three heavy rescue vehicles (a Rail Rescue Vehicle, Hazmat Response Vehicle, and Chemical, biological, radiological, nuclear, and explosive Response Vehicle) in the amount of \$2,114,610.63, plus three percent for contingencies, subject to the availability of funds.

ITEM 2104-17: CONCEPT DEVELOPMENT THROUGH FINAL ENGINEERING DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE SOUTH SUMMIT RETAINING WALL REHABILITATION AND DRAINAGE IMPROVEMENTS, SUMMIT, NEW JERSEY



Staff is seeking authorization to enter into one contract with **Gannett Fleming, Inc. of Newark, New Jersey**, to perform conceptual through 100% final design services (Tasks 1 through 6) for the Rehabilitation of the South Retaining Wall between NJ TRANSIT Morristown Line Milepost 20.03 and 20.70 and Drainage Improvements between Morristown Line Milepost 21.51 and Gladstone Line Milepost 21.57 on the west end and Morristown Line Mileposts 21.51 and 19.50 on the east end in Summit, New Jersey, at a negotiated cost not to exceed \$1,594,337.14, plus five percent for contingency.

ITEM 2104-17: CONCEPT DEVELOPMENT THROUGH FINAL ENGINEERING DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE SOUTH SUMMIT RETAINING WALL REHABILITATION AND DRAINAGE IMPROVEMENTS, SUMMIT, NEW JERSEY

Quick Facts:

- **The south retaining wall is between Morristown line Milepost 20.03 and 20.70 in the vicinity of Summit Station. The drainage improvements are between the section of tracks between Morristown line Milepost 21.51 and Gladstone line Milepost 21.57 on the west end and Morristown Line Mileposts 21.51 and 19.50 on the east end in Summit, New Jersey.**
- **The existing south retaining wall was constructed between 1904 and 1905 by the Delaware, Lackawanna, and Western Railroad in an open cut and has significant deterioration. The track between the retaining walls exhibits flooding during rain events causing signal interruptions and track displacements resulting in train delays and continuous, ongoing maintenance efforts by NJ TRANSIT's personnel.**
- **DBE/SBE Goal: 15% SBE Category 3. Gannett Fleming has committed 20.2%.**
- **Source of Funds: State – TTF (Transportation Trust Fund)**
- **Total cost of \$2.0M**

ITEM 2104-17: ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE SOUTH SUMMIT RETAINING WALL REHABILITATION AND DRAINAGE IMPROVEMENTS, SUMMIT, NEW JERSEY

WHEREAS, NJ TRANSIT's Morristown Line provides more than 59,500 average weekday passenger trips in Morris, Somerset, and Essex Counties; and

WHEREAS, the south retaining wall between Morristown Line Milepost 20.03 and 20.70 in the vicinity of Summit Station has significant deterioration and the tracks between Morristown Line Milepost 21.51 and Gladstone Line Milepost 21.57 on the west end and Morristown Line Milepost 19.50 and 21.51 on the east end is prone to flooding during moderate rain events causing train delays; and

WHEREAS, the future rehabilitation of the south retaining wall between NJ TRANSIT Morristown Line Milepost 20.03 and 20.70 and the drainage improvements between Morristown Line Milepost 21.51 and Gladstone line Milepost 21.57 on the west end and Morristown Line Milepost 19.50 and 21.51 on the east end will ensure long-term public safety and reliable train service; and

WHEREAS, Tasks 1 through 6 of this contract pertain to 100 percent design and bid package preparation, and Task 7, Construction Assistance, is separate and will be negotiated at a later date; and

WHEREAS, The Office of Business Development assigned a 15% category 3 SBE goal to this project. OBD reviewed and approved the 20.2% SBE utilization commitment identified by Gannett Fleming, Inc. for Phase I: Tasks 1 through 6 of this project; and

WHEREAS, following a competitive procurement process, Gannett Fleming, Inc. of Newark, New Jersey, was identified as the top technically ranked firm providing the best overall value in the interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 19-043R with Gannett Fleming, Inc. of Newark, New Jersey, to perform the Concept Development through Final Design for the Rehabilitation of the South Summit Retaining Wall between NJ TRANSIT's Morristown Line Milepost 20.03 and 20.70 and Drainage Improvements between Morristown Line Milepost 21.51 and Gladstone Line Milepost 21.57 on the west end and Morristown Line MP 19.50 and 21.51 on the east end in Summit, New Jersey, at a negotiated cost not to exceed \$1,594,337.14, plus five percent for contingency for Tasks 1 through 6, subject to the availability of funds. Additional funding for Construction Assistance will be determined at a later date after the 100 percent design is completed.

ITEM 2104-18: INFORMATION TECHNOLOGY: AWARD FOR MANAGED SERVICES AND CONSULTING FOR DATA SECURITY SERVICES TO SECURE TECHNOLOGY INTEGRATION GROUP, LTD.

WHEREAS, NJ TRANSIT operates a complex information technology network that must be protected on a 24/7 basis to ensure continued business operations and to protect sensitive information including customer credit card information, customer and employee personally identifiable information, customer and employee health information, and highly sensitive criminal justice information; and

WHEREAS, the NJ TRANSIT Information Technology Department has limited in-house resources for cyber security and has identified the need for staff augmentation in the areas of PCI security operations, security operations center covering all NJ TRANSIT locations and devices as well as e-commerce sites, email security, alarm monitoring, endpoint protection and platform monitoring, and incidence response and forensics; and

WHEREAS, staff developed requirements for a contract competitively bid under federal GSA IT Schedule 70, and Secure Technology Integration Group, Ltd. ranked the highest based on technical requirements and price;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a managed services and consulting contract for data security services with Secure Technology Integration Group, Ltd. of Glen Rock, New Jersey, for the period of May 1, 2021 through June 30, 2022, in an amount not to exceed \$1,100,000.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 2104-19: INFORMATION TECHNOLOGY: AWARD FOR DATA COMMUNICATIONS EQUIPMENT TO INTEGRATION PARTNERS FOR NETWORK RESILIENCY

WHEREAS, the NJ TRANSIT corporate network serves over 272 locations including bus garages and terminals, heavy rail stations/yards, light rail stations/yards, NJT Police, and corporate locations, and the devices on the network, which are critical to business operations, include ticket vending machines and ticket office machines, audio and signage on buses and rail cars and at all stations and terminals, security cameras and video recorders, KRONOS timekeeping, Police radio communications, WIFI and all office PCs and printers; and

WHEREAS, network circuit connectivity is needed to prevent failures and ensure continuity of business operations; and

WHEREAS, NJ TRANSIT currently uses hardware, including routers and switches, manufactured by Extreme throughout our network environment; and

WHEREAS, staff reviewed available hardware options, including Cisco and Extreme and determined that Extreme equipment provided the lowest cost solution; and

WHEREAS, the network requirement was competitively bid according to the method of operations for NJ State Contract M7000 for Data Communications Equipment, and Integration Partners submitted the lowest bid;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a contract with Integration Partners of Lexington, Massachusetts, under New Jersey State Contract M7000 for Data Communications Equipment for the purchase of Extreme hardware and related materials in the amount not to exceed \$2,195,689.85, plus five percent for contingencies, subject to the availability of funds.

ITEM 2104-20: PROFESSIONAL SERVICES CONTRACT TO ACQUIRE EMERGENCY INCIDENT COMMUNICATIONS AND SUPPORT SERVICES

WHEREAS, NJ TRANSIT requires emergency incident communications and support services in the event of an incident that affects the continuity of system operations and the lives and well-being of NJ TRANSIT employees and customers; and

WHEREAS, incidents that threaten the delivery of safe, reliable service to New Jersey—including natural disasters, pandemics, coordinated attacks, or operational incidents and accidents—are currently managed in accordance with established NJ TRANSIT emergency plans; and

WHEREAS, a retained emergency response consultant will provide NJ TRANSIT and the Office of Emergency Management with specialized assistance that will ensure timely and open communication with employees, customers, and the public; and

WHEREAS, Aviem has provided invaluable emergency support for nearly 12,000 employees via NJ TRANSIT's 24/7 Employee COVID-19 Hotline since the onset of the pandemic as a matter of exigency, serving as a critical extension of our Medical and Human Resources Departments; and

WHEREAS, NJ TRANSIT advertised a limited competition Procurement-by-Exception in accordance with N.J.S.A. 27:25-11g(3)(b) and N.J.A.C. 16:72-1.5(c) and received two competitive bids; and

WHEREAS, NJ TRANSIT evaluated provided proposals and determined that Aviem International, Inc. was the most qualified firm and, following negotiations, NJ TRANSIT determined Aviem's proposal to be the most advantageous to NJ TRANSIT, price and other factors included; and

WHEREAS, the fixed cost in this contract is a \$13,500 annual retainer fee, and NJ TRANSIT will only incur additional costs related to this contract in the event that the agency elects to activate services in response to unplanned incident or emergency, and NJ TRANSIT will return to the Board to seek authorization in the event that it seeks to exercise option years; and

WHEREAS, in addition to the authorization for the fixed contract cost of \$40,500 for the three-year contract, NJ TRANSIT is seeking authorization from the Board to expend up to \$1,265,000 to support and respond to emergency incidents for a total authorization of \$1,305,500; and

WHEREAS, Due to the urgent nature of this contract Office of Business Development (OBD) did not have a prior opportunity to review this contract for goal. OBD has since reviewed this item and determined there is greater than 10% of DBE opportunity, especially in the event of an incident, NJ TRANSIT is scheduling a meeting with Aviem to discuss the DBE opportunities for this contract;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to enter into NJ TRANSIT Contract No. 2104-20 with Aviem International, Inc. of Atlanta, Georgia, to provide professional services to NJ TRANSIT for Incident Communications Services at a cost of up to \$1,305,500, subject to the availability of funds.

ITEM 2104-21: EXTENSION OF PARKING LOT LEASE WITH TEN PARK PLACE ASSOCIATES, INC. AND 570 BROAD STREET, LLC – NEWARK, NEW JERSEY

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase, and sell or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

WHEREAS, NJ TRANSIT owns a certain parcel of land containing approximately 27,000 Square Feet located within the Municipal Tax Lots known Block 14, Lot 20 and part of Lot 33 in the City of Newark; and

WHEREAS, the property was purchased with participation from the Federal Transit Administration (“FTA”) for the Newark Elizabeth Light Rail Project as part of a larger parcel which was bisected to construct the light rail right-of-way leaving the property vacant; and

WHEREAS, the parcel was reviewed by NJ TRANSIT’s operating departments in 2011 and determined to be excess and available for lease; and

WHEREAS, the property was offered for lease via a request for proposal process to Ten Park Place, Inc. and 570 Broad Street, LLC who were chosen as the most qualified bidder in 2012; and

WHEREAS, NJ TRANSIT leased the parcel for use as a parking lot to Ten Park Place, Inc. and 570 Broad Street, LLC for a nine-year term commencing on March 1, 2013 and terminating on February 28, 2022; and

WHEREAS, Ten Park Place, Inc. and 570 Broad Street, LLC has requested that the lease term be extended;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to take all actions necessary, including, but not limited to, the execution of an amendment to the Lease with Ten Park Place, Inc. and 570 Broad Street, LLC on the terms set forth above and discussed in Executive Session.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – Portal North Bridge Project: Parcel PAE 210 Norfolk Southern Railway Corporation for Permanent Access, the Temporary Retail Lease Modification, the Personal Injury Claim of Sheldon Kest, the Personal Injury Claim of Elena Kindler, the Personal Injury Claim of The Estate of Fabiola Bittar de Kroon, the Personal Injury Claim of Bagyalakshmi Subramanian, and the Personal Injury Claim of Deepti Chanana Bhalla; 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.