

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

January 14, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Monday, January 10, 2022.

Sincerely,

Joyce J. Zuczek

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Monday, January 10, 2022. The meetings occurred concurrently.

Board Members

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

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Brian T. Wilton, General Counsel
Joyce J. Zuczek, Board Secretary
Eric R. Daleo, Senior Vice President, Capital Programs
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 10:00 a.m. in accordance with the Open Public Meetings Act. Board Secretary Zuczek conducted a roll call and noted Board Member Narra was absent.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on January 4, 2022 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Executive Session Authorization

Chair Gutierrez-Scaccetti noted the Board needed to hold a brief Executive Session to discuss two matters that would be voted on that day. 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, Pia Wilson v. NJ TRANSIT et al. and Jose Rivera v. NJ TRANSIT et al.

Board Member Richard A. Maroko made the motion, Vice Chair Cedrick T. Fulton seconded the motion, and it was adopted. At approximately 10:03 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 10:49 a.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the December 9, 2021 Board meetings. Board Member Noreen M. Giblin made the motion, Board Member Bob Gordon seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett began that it was with great sorrow that he shared the news of the passing of another long-standing and valued member of the NJ TRANSIT family, due to COVID-19-related complications. Velma Morton served NJ TRANSIT for nearly 19 years, as a Car Appearance Maintainer in Rail Operations. She worked in various locations, including Trenton, County Yard, Long Branch, and New York Penn Station, spending the last 14 years of her career in the Morrisville, Pennsylvania facility.

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

Like the rest of the country, NJ TRANSIT has seen a significant increase this month in the number of currently positive COVID cases. Out of approximately 12,000 employees, 797 were currently positive, up from 85 at the last Board meeting. This sharp increase in cases across the region, combined with the holidays, has led to a decrease in rail and bus ridership.

Weekday rail ridership was down, from approximately 55 percent of pre-COVID levels, to approximately 30 to 35 percent over the past few weeks. Average rail ridership on weekends was also down, from approximately 80 percent of pre-COVID levels, to approximately 40 to 50 percent.

Prior to the week of the Christmas holiday, systemwide bus ridership had been holding steady at nearly 70 percent of pre-COVID levels, although since that time, both intra and interstate bus ridership have decreased to approximately 50 percent. Light Rail ridership has remained relatively steady since last month's report, at approximately 70 percent of pre-COVID levels.

In terms of service, despite the significant impacts of COVID on ridership and their own workforce, President & CEO Corbett was pleased to note that NJ TRANSIT was still operating a regular weekday and weekend schedule, which they will maintain as long as they can do so reliably. They recognize the importance of public transit to New Jersey's residents, particularly for those who depend on it as their sole source of mobility. President & CEO Corbett was pleased to report that through this recent surge, they have been consistently meeting approximately 97 percent of scheduled rail service, 94 percent for bus, and 95 percent for light rail.

President & CEO Corbett said the ability to maintain regular, reliable service at this time was proof positive of the vital importance of the federal funding they received through CARES, CRRSAA, and ARPA. Thanks to this funding, NJ TRANSIT continues to keep the state moving at this critical time, in addition to keeping customers and employees safe by maintaining aggressive cleaning and disinfection protocols. President & CEO Corbett said this seemed like a perfect time to once again thank Governor Murphy and New Jersey's entire Congressional Delegation for helping NJ TRANSIT secure this funding, and for being such strong advocates for their agency and state.

President & CEO Corbett said maintaining current service levels, at a time when their workforce has been so significantly impacted by the recent spike in positive cases, would also not be possible without having earlier achieved a full roster of locomotive engineers. This and other systemwide improvements allows NJ TRANSIT to come through this crisis remarkably well under the circumstances.

Speaking of the importance of a full roster of locomotive engineers, President & CEO Corbett also briefly highlighted NJ TRANSIT's performance at last month's Army-Navy Game, which by all measures was a resounding success. The game broke MetLife Stadium's college football attendance record, with more than 82,000 fans attending.

Like so many fans, President & CEO Corbett rode NJ TRANSIT to and from the game, and watched NJ TRANSIT's rail operations team execute their service plan flawlessly. Many riders went out of their way to tell him about the exceptional kindness shown by more than 100 Customer Service Ambassadors who supported the event.

In addition to Customer Service Ambassadors, thousands of NJ TRANSIT employees from Rail, Bus, NJTPD, I.T., Finance, Customer Service, Marketing & Communications, Planning, Government & Community Relations, and the Office of System Safety stepped up to make this a memorable and successful event.

President & CEO Corbett said as some may know, New Jersey/New York is a Host Candidate City finalist for the 2026 FIFA World Cup, and this event clearly showcased the State's, and NJ TRANSIT's, ability to deliver a world-class experience for a large-scale event of national significance.

Moving on to the agenda, President & CEO Corbett said they had two significant items up for Board consideration, both relating to infrastructure improvements at essential, multi-modal transit hubs. The Board would consider a contract with Parsons Transportation Group as part of the restoration, renovation, and modernization of Newark Penn Station. This contract is for Phase One of the master planning, conceptual, preliminary, final design, and construction assistance services portion of this critical and transformational project. It will allow Parsons and its expert team of architects and engineers to build on extensive renovations already underway to restore this vital transit link to its rightful place as one of the crown jewels of New Jersey, and an economic engine for the entire state.

The Board would also consider a contract with AECOM to provide full design services and construction support for canopy, platform, and accessibility work at Trenton Transit Center. These improvements are part of a \$29 million project, funded largely through an FRA grant. Ultimately, this project will create a safer, more modern, and far more accessible Trenton Transit Center, with additional capacity for the thousands of customers who use it every day, while spurring economic growth throughout South Jersey.

Also related to "infrastructure," last month NJ TRANSIT issued an Invitation for Bid (IFB) for the second construction contract of our Raritan River Bridge Replacement Project. The work under this IFB consists mainly of constructing the lift bridge and flanking spans, pier protection, communication, signals, overhead catenary, and associated site work.

They have made significant progress through this project's first contract, which was more than one third complete at the end of 2021. A large part of the work in the first contract was drilling 84 massive shaft foundations, each of which is more than 200 feet deep and eight feet in diameter. At the end of 2021, they had completed 57 of these 84 foundations.

Through the release of this IFB for the second construction contract, President & CEO Corbett was pleased to be another step closer to completing an improved, modern, and more resilient Raritan River Bridge for North Jersey Coast Line customers.

Moving on to another core focus area, “technology,” NJ TRANSIT has received two, year-end awards from the Intelligent Transportation Society of New Jersey (ITSNJ). NJ TRANSIT’s very own Senior Systems Analyst, Melvin Jones, was named ITSNJ’s Young Professional of the Year.

NJ TRANSIT also received ITSNJ’s Outstanding Program award for, among other accomplishments: creating a safer, touchless commuter experience through the NJ TRANSIT mobile app; developing a network of predictive analytics to improve on-time performance; and becoming the first public transportation network in the nation to become third-party verified in the international standard for information security, through ISO 27001:2013 certification and recertification.

President & CEO Corbett said it was very gratifying to see all of these efforts being recognized by high-profile, independent organizations like ITSNJ. From day one, Governor Murphy stressed that NJ TRANSIT should focus not only on the operational aspects of service, but on the overall customer experience, and everything that goes along with it. Technology has played a key role in our ability to deliver on this vision.

President & CEO Corbett can remember just a few years ago, standing on a platform in Morristown, not knowing when or if my train would arrive, and too often finding cancelled trains due to a severe shortage of locomotive engineers, on a system with few contactless payment options. Fast forward to today, where customers are enjoying: “How Full Is My Ride”; a more reliable system, through a full roster of locomotive engineers; a robust mobile app with push notifications and many other technical features and improvements; and contactless payment options for every mode of travel NJ TRANSIT offers.

While there was certainly much more work to be done, much progress has indeed been made. President & CEO Corbett thanked ITSNJ for the honor; thanked SVP and CFO, Bill Viqueira, and Chief Information & Digital Officer, Lookman Fazal, for their leadership; and congratulated Melvin on his award.

To wrap up, as some may have seen, NJ TRANSIT’s Secaucus station was now the site of a beautiful new installation from the New Jersey Hall of Fame. This installation was part of a statewide effort which includes Newark Liberty International Airport, Garden State Parkway service areas, and NJMVC locations. President & CEO Corbett thanked Governor Murphy, First Lady Tammy Murphy, Senate Transportation Chair Pat Diegnan, and Commissioner Gutierrez-Scaccetti for embracing the vision of the New Jersey Hall of Fame as set forth by its Chair, John Hanson, and President Steve Edwards.

Since its creation in 2008, the New Jersey Hall of Fame has inducted close to 200 New Jerseyans and NJ TRANSIT was pleased to partner in this celebration of the individuals who have made New Jersey such a special and unique state, where they were

all proud to call home. As NJ TRANSIT often serves as the public face and gateway to New Jersey, they were proud to share with both customers and visitors alike the wide range of talent that was a source of great pride for their state, and was so often overlooked.

Public Comments

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

Paula Rogovin, Don't Gas the Meadowlands Coalition, commented on two Board Items on the agenda, 2201-01 and 2201-02, for the Newark Penn Station and Trenton Station Renovations. Ms. Rogovin said these two projects were discussed in the President & CEO's report, but she did not hear any mention of renewable energy in the report. She said it was so important that for every NJ TRANSIT renovation upgrade, or new development that there be a serious effort to build with renewable energy. Ms. Rogovin said communities were subjected to pollutants from the existing facilities, so it was important to turn this around, especially with communities in Trenton and Newark.

Ms. Rogovin said the communities were already overburdened with pollution from other industries and a Mount Sinai report indicated that it was the culmination of pollutants in a particular area that was critical to look at, not just the pollution from a particular facility. She said it was also important to look at how additional renewable energy projects can be introduced to sites to provide power for the NJ TRANSITGRID or for the surrounding communities.

Ms. Rogovin said there was no time to debate this request or speak about it over and over again at these Board meetings. She said climate change was there and they all know it. Ms. Rogovin said it was real and getting worse. She said building resilience is good, but prevention is critical too and it should be an ongoing commitment. Ms. Rogovin said if the proposals on the agenda do not include a minimal renewable energy, they should delay the votes until it is changed to maximize the use of renewable energy.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, wished everyone a Happy New Year and hopes this is a better year so they can all meet in person again. She said it would be great if they could use video-conferencing software for these meetings, or at least have someone in the lovely new boardroom to livestream the presentation

documents, so that people on their smart phones only, rather than a computer and telephone, can follow along.

Ms. Gellert was surprised to see a return to an Executive Session at the start of the meeting. They thought that NJ TRANSIT had moved to a better practice of having Executive Session start after the public comment portion of the meeting, out of respect for the public's time. She said given that any such vote was moved up by only a short time, she could not see why it should need to be done first, and found it hard to believe that it actually affected any of the action items. If it did, she noted that there were no board committee meetings since the December Board meeting, to which they previously noted their objection. Ms. Gellert said if it did, why the public had to wait to make up for NJ TRANSIT's failure to hold standard meetings and if it did not, why the Executive Session could not be done after the public portion of the meeting.

Ms. Gellert said the Coalition was saddened to read of Mr. Russell Graddy's death in late December. They were at NJ TRANSIT when he and his dedicated team of supporters in justice for Mr. G t-shirts would take the microphone to present his case, always with dignity, passion, and respect. Ms. Gellert said Mr. G would always close their time with respect, even when he occasionally became angry, and over the years they learned just how important he was to his Paterson community. She was pleased to share a meal at Mr. G's with David Alan, Steve Thorpe (sadly no longer with them), Joe Clift, and Alan Drake from New Orleans, who was visiting David Alan at the time, and to spend some time chatting with Mr. G who arrived while they were there and joined them.

Ms. Gellert said the Coalition supports Paula Rogovin's comments for renewable energy to be used in the Newark Penn Station and Trenton Station Board Action Items 2201-01 and 2201-02 for the renovation project.

Ms. Gellert said they do not know all the details of the claims for Board Items 2201-04 through 2201-06, but do worry that there seems to be one or more of these claims at so many meetings, and hope that the results from each is not a cash payment, but improved policies and practices are put in place to limit similar issues in the future. They also hope that NJ TRANSIT is realistic in what they choose to defend and does not waste time defending untenable positions but keeps an eye on the benefit of resolving issues quickly and preventing recurrences.

Lastly, the Coalition has said all they need to regarding the Portal North Bridge Project which is that there are cheaper ways to do this, and Mr. Clift would be speaking on this later. Also, on the Capital Plan, Ms. Gellert asked to see what can be done in-house.

Tim Sevenser said he would like to second Paula Rogovin and Sally Gellert's comments about the Newark Penn and Trenton Station Project improvements to include renewables. He said it was hard to understand why NJ TRANSIT would not include renewables in these projects because they have been talking about this for years. Mr. Sevenser said this would be a great time to use renewables at Trenton Station since a canopy was being

used which was a perfect place to put solar. He agrees with Paula Rogovin that these projects should be halted until plans are included for solar.

Mr. Sevenser said regarding the Essex/Hudson Greenway, letters have been sent out to various towns, this Greenway was surveyed, and there was already Transit Oriented Development (TOD) along the abandoned rail right of way. He was glad the Governor purchased this area from Norfolk/Suffern before this property was split up, but it needs to be rails with trails to be useful. Mr. Sevenser said the trail should go alongside the rail line because TOD needs rail and not everyone will be riding a bike during inclement weather, and electric rail along the greenway would be the perfect solution.

David Peter Alan said many remember him when he made statements in this forum regularly, when he was heavily involved as an advocate for NJ TRANSIT riders. He said times have changed, and now he did not have the occasion to make statements at these Board meetings very often any more. Mr. Alan said he believed it was appropriate that he make the following statement today and was doing so in his personal capacity representing himself.

Mr. Alan was deeply saddened to learn that Russell Graddy, Mr. G, left them two weeks ago, on December 27, 2021, at the age of 90. Mr. Alan said he appeared there to honor his memory, which he knows will live on in the minds of many of them, both inside and outside the community in Paterson that he loved. He remembers Mr. G's diner and the delicious southern food he served, and how he greeted and talked with his customers, in the tradition of the restaurateurs of the past. Mr. Alan said even if he had only been his customer and nothing else, he would still remember him fondly. Beyond that, he was a strong supporter of his. Mr. Alan admired his strength, resolve, and forthrightness, as he came to the Board meetings every month for years to plead his case and state his request that NJ TRANSIT treat him with the dignity and the fairness that he deserved.

Mr. Alan said while he honors Mr. G, he also commends the officials at NJ TRANSIT who finally agreed to settle their dispute with him, not for mere nuisance value, but for a meaningful amount. He commended Mr. Corbett as head of the agency, Commissioner Gutierrez-Scaccetti, and everybody else at NJ TRANSIT who made possible the amicable resolution of a dispute that had lasted far too long.

Mr. Alan said this was truly a case when timing was everything. He said the settlement occurred on March 11, 2020, when the COVID-19 virus was about to shut down many of the activities they had taken for granted. Mr. Alan said fortunately, much of NJ TRANSIT was operating, but these meetings were no longer held in person. He believes due to the fortuity of timing, the long-standing dispute between NJ TRANSIT and Mr. G was settled at the very last opportune moment.

Mr. Alan said he has practiced law for more than 40 years, so he understands the ritual that follows a settlement: the handshake between former adversaries and their parting, knowing that it was over and that, while neither got what they wanted, they both got something with which they could live. He could not be more delighted that he was

privileged to witness that settlement, and will always remember Mr. G, not only for his delicious food, but also for much, much more. Mr. Alan said rest in peace, Mr. G, you are respected.

Talia Crawford, Campaign Organizer for Tri-State Transportation Campaign, wished everyone a Happy New Year and said that Newark Penn Station was the hub for riders taking NJ TRANSIT, Amtrak, PATH, and the light rail. She said Tri-State was really excited for the modernization project because it provides an opportunity to reimagine the experience for any traveler. She said Newark was such a culturally diverse city that the modernization of Newark Penn Station should reflect those values making it inclusive and accessible for all.

Ms. Crawford said transfers should be easier to navigate and the modernization should comply with ADA standards, but also suggested considering broadening this beyond physical disabilities, focusing on making the station more accessible for those with cognitive disabilities. She believes the station signage should reflect the three most prominent languages spoken there (English, Spanish, and Portuguese) making the modern Newark Penn Station language accessible to all travelers.

Ms. Crawford suggested during the revitalization project NJ TRANSIT should garner the input from those who live in Newark, by holding multiple public outreach stakeholder meetings and hearings, to discuss the project details and listen to what Newark citizens want and need. Also, as the City of Newark is engaging in its progressive and impressive master plan Newark 360, they urge NJ TRANSIT to work in lock step with the City during this process.

Ms. Crawford said regarding the Trenton Transit Center, Tri-State emphasizes the need to prioritize ADA accessibility on all platforms to ensure elevators are in good working order. As they seek to reduce greenhouse gas emissions and address equity concerns, she said it was essential to include bike infrastructure including fix-it stations that are in sheltered bike racks, and explore the feasibility of clear bike lockers. Ms. Crawford said Tri-State remains engaged with the Trenton Art walk initiative and would welcome the opportunity to discuss how the scope of this project fits into the Trenton Transit Center vision.

Tri-State also applauds the continual progress of the Portal North Bridge Project which was a critical step to reach full capacity and eventually realizing the Gateway Project.

Adam Reich said regarding the Trenton Transit Center Project he was glad to see that work was moving forward on replenishing the canopy, however there were plenty of other sections that leak water during and after rainstorms. He asked if this was not a part of the project currently on the west end Tracks 1 & 2 platforms. Mr. Reich said there was a station under the concourse where there was a gutter that drains onto the platform, a puddle builds up with ice in the winter, and it would be wise to include this fix in the project.

Mr. Reich said last Wednesday he got on a train to Trenton and before he boarded there were several crew members talking amongst themselves on the platform how they were not getting vaccinated and believed it was better having natural immunity. He said he was curious if the agency was doing anything to counteract any misconception about vaccination amongst crew members and staff generally. Mr. Reich said public health says that natural immunity alone to protect against infection is not as safe as getting a vaccination.

Mr. Reich said on the Customer Advocate position, with Board Member Narra being absent, there might not be an update and asked since Vice Chair Fulton and Board Member Gordon and others on the Operations and Customer Service Committee were present maybe they could provide an update. He would like to know if any other applications have been taken or interviews set up.

Mr. Reich said masking on the train continued to be an issue and people were eating, drinking, and putting on make-up. He believes there are meaningful measures that can be taken without having crew members confronting others directly. Mr. Reich suggested having each conductor walk through the cars rather than announcing it on the PA System. He believes this would come off more effectively, and suggested stating if they do not comply, they will be issued a summons or be subject to removal from the train.

Mr. Reich said all railcars should be opened because some crew hide away in deadheading cars making them inaccessible to passengers and there was no reason passengers should not be able to spread out and have more room during these current conditions. Lastly, he agreed with the comment of not holding an Executive Session before public comments and that the public committee meetings should have been held, which presents for a better open forum and dialogue.

Christopher Larson, Member of International Brotherhood of Electrical Workers (IBEW), thanked NJ TRANSIT for the reporting on COVID cases. He said that out of the 797 Positive COVID cases there was one death, which shows the difficulty everyone was having in the world today. He wanted to acknowledge and thank the agency for keeping New Jerseyans going and getting to their destinations. As an IBEW member, he wholeheartedly supports the projects on the agenda and said that the Newark Penn Station Project was very important for the modernization and creating of jobs. He also wanted to acknowledge NJ TRANSIT's commitment for renewable green technologies and knew they were doing everything they could to incorporate it in all their projects the best way they can, and the IBEW stands by them and will help in any way they can. Lastly, he wished everyone a happy, safe, and healthy 2022.

There was one public comment left in queue Mr. Joseph Clift, but his line was disconnected. Board Chair Gutierrez-Scaccetti told the CIA call operator that she wanted to provide Mr. Clift with ample time to reconnect because it took a little time. Mr. Clift did not reconnect after waiting so Chair Gutierrez-Scaccetti said this would conclude the public comment section of the meeting.

Board Member Comments

Board Member Adams thanked all the public speakers for taking the time out of their day to provide a comment and wished everyone a Happy New Year.

Board Member Doshi expressed their condolences to Velma's family. To all the NJ TRANSIT Employees who have COVID, they wish a speedy recovery. She also said the Board and all of NJ TRANSIT Management staff is committed to renewable energy. Board Member Doshi said beyond the Energy & Sustainability Policy Committee, this is important to them and they ask when presented with projects if there is solar, charging stations, and any other renewable energy included.

Board Member Gordon thanked the speakers for offering their comments and special thanks to Sally Jane Gellert and David Peter Alan for their nice comments about Mr. G. In regard to Adam Reich's question about the status of the Customer Advocate position, he did not have any additional information and did not know what others had.

Board Member Maroko thanked the speakers, thanked the staff for continuing to work under these very difficult circumstances, especially with so many sick, and provided condolences to Mr. G's family.

Vice Chair Fulton thanked the speakers. With regard to the renovations and modernization projects, he specifically noted that the actions were for professional design services. They were at a point where there is an opportunity to look for and take advantage of renewables and clean energy components, all geared towards doing the best they can to improve the environment but also to make sure they reach the mandates that were established by Governor Murphy. He also said some very kind words were said about Mr. G, and that he came in at the end of this, which was his second Board meeting, and it was commendable that the right thing happened at the end.

Chair Gutierrez-Scaccetti did not have anything additional to add other than what was said already. She said certainly Mr. G was someone they knew when most of them first came on the Board and she was glad they were able to resolve that issue for Mr. G and his family.

Written Statements in Lieu of Public Comments

Murray Bodin said to all those at NJ TRANSIT who have taught him things he needed to know thank you, and Happy New Year.

Carol Parker, Camden city resident, would like some help in getting the bathrooms fixed and the waiting rooms opened at the Camden Station. She believes no one seemed to have regard for their minority customers in Camden and that she pays a lot of money to ride NJ TRANSIT. Ms. Parker asked that the bathrooms be fixed and cleaned, and the waiting rooms be opened, so that people could sit down while waiting for their trains. She also believes the workers are rude and unprofessional.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She was very happy to be on the call and wished everyone a Happy New Year. Ms. Mack wished it could be better, rather than starting it off with the loss of Velma, which was a reminder they were not out of this pandemic. She also said they were so proud of the fact that NJ TRANSIT staff was still out there providing services. Ms. Mack said there was a joint meeting of the North and South Jersey Advisory Committee in December.

Ms. Mack said meeting Mr. Graddy all those times while in the Boardroom, he was a remarkable human being and it was an honor to share in his battle, and he was definitely an advocate for NJ TRANSIT. She said that many times Mr. G said he wanted to get his issue resolved while he was still alive. Ms. Mack said she admired Mr. G and his supporters and the Board for dealing with an issue that was 20 years old and they all felt that this Board and the President & CEO dealt with Mr. G with respect, and he will be missed as a real advocate for NJ TRANSIT. They were grateful that NJ TRANSIT did resolve it while he was still alive.

Ms. Mack said President & CEO Corbett did most of the reporting out on what the Advisory Committee felt in December, and at that time they were seeing the impact on ridership was at about 58 percent. She said ridership went up and down, and she heard today that light rail was doing well considering the other modes were lagging behind, but they were on a trajectory to go back to normal and then were hit with Omicron which was creating a new wave of navigating how to stay safe. Ms. Mack said there were a group of people out there who will not comply with the mask mandate and do not understand the risk they are putting everyone in as well as NJ TRANSIT staff, who have to be out there while maintaining the weekday ridership when many other transit agencies are not, and hopefully people will be more responsible. She said the Advisory Board hopes this will all be over soon so they can return to the Boardroom in person and thanked NJ TRANSIT for keeping up with them virtually.

Ms. Mack also thanked President & CEO Corbett for getting a full complement of locomotive engineers and hopes in the spring, this will all be behind them so they will be poised to run a system they know is going to be responsive to the needs of the public. She said it was also good news that NJ TRANSIT tried to get back to normalcy, with the Army versus Navy Game and the promotions over the Holidays for the buy one get one deals. Ms. Mack said trying to get people back to transit was gratifying to see.

The Advisory Committee has always been very interested in the Access Link Program and they were pleased to see that 258 cutaway minibuses have come in for that aging fleet, in addition to the 80 that were added to the fleet in 2021. Also, they were happy with the technology upgrades introduced this year dedicated to the new Access Link Mobile App. Ms. Mack said the ADA population cannot ride the regular buses, and Access Link has always been a link to help them get to doctors appointments and places of employment. They hope all improvements that have been put in place are really making a meaningful impact on the population.

Ms. Mack said she has gone to the Trenton Station many times and applauds the efforts by the agency to redo that station. She agrees that sustainability elements should be written into each of the rail improvement projects and knows the Board Members on the Energy & Sustainability Policy Committee were asking these questions.

Ms. Mack thanked NJ TRANSIT again for all that they do and said the Advisory Committee was there to look at any particular issues the Board would like them to work on.

Board Chair Gutierrez-Scaccetti wished Ms. Mack a Happy New Year as well.

The CIA call operator then stated that he was sorry for the interruption, but Joseph Clift who was disconnected earlier was now on the line and wanted to know if Chair Gutierrez-Scaccetti would like to take his public comment now. Chair Gutierrez-Scaccetti said yes, she would now give him that opportunity.

Additional Public Comment

Joseph Clift gave his apologies for earlier and wished everyone a Happy New Year. He wanted to recognize Mr. G's passing and NJ TRANSIT's final decent treatment of him. Mr. Clift said although it took a long time, it finally got done. He also wanted to thank NJ TRANSIT for keeping service going despite many people being out with positive COVID results. Mr. Clift said once again, on the website, the President's Letter for December was still posted and asked for it to be posted before the Board meetings start.

Mr. Clift said first, on the record for Portal North Bridge, it does not and has never qualified for its \$766 million core capacity grant. He said it was now proven once again, with the return of a 21st peak hour train on Monday, November 15, 2021, the New Jersey Coastline number 3320 which runs from Bay Head into New York Penn Station, puts the project way under the 10 percent congestion relief legal requirement for any core capacity project. He said the full funding grant agreement contract between the FTA and NJ TRANSIT was dead. Mr. Clift asked the Board Members if they will ask NJ TRANSIT staff if they will notify the FTA that the project no longer qualifies for the grant, and therefore avoid being put in a penalty box from anywhere from six months to two years, and not receive other grants from the FTA which is a big penalty that will incur. He asked if NJ TRANSIT staff will come to their senses and kill the unnecessary high-level fixed bridge not necessary, given the number of boat movements, and go back to a sensible project that saves \$1.5 billion.

Mr. Clift's second comment was, with the approval of Board Item 2201-03, Portal North Bridge cost overrun now was up an additional \$31 million to \$342 million. He said the FFGA project cost was now exceeded by that much and the project overruns were now \$62 million over the maximum \$328 million overruns and funds identified. Mr. Clift believes the Board Members should ask NJ TRANSIT staff to explain where the additional money was going to come from, to cover these additional overruns that have not been

identified, and to provide them with a monthly report from the Public Management Oversight Consultant, that turns in reports every month to the FTA. Also, he thinks they should ask NJ TRANSIT staff if they have notified the FTA of these overruns and how they will afford them as required by law.

Third, Mr. Clift would like to know why the Administration or Operations & Customer Service Committee did not meet prior to the meeting. He asked if this was proof that there was no relevance of those two committees to the Board since they were almost never presented with action items. Mr. Clift thinks NJ TRANSIT was an exception to the rule that the committees always meet before a Board meeting action, have greater discussions, and they do not simply exist just for the fun of it. He thanked Chair Gutierrez-Scaccetti for letting him speak.

Chair Gutierrez-Scaccetti told Board Secretary Zuczek she would not poll the Board again to comment on Mr. Clift's public comment since it was late, and she wanted to continue with the meeting. The only thing she would say on the January committee meetings was that they were combined with the December committee meetings, so it was not as if there were no committee meetings but in recognition of the holidays, they combined the items for both Board meetings and so they were reviewed.

Action Items

Board Secretary Zuczek noted Board Member Gordon was recused from the next item 2201-01. The Operator removed Board Member Gordon from the meetings.

2201-01: NEWARK PENN STATION MODERNIZATION PROJECT: COMPLETE MASTER PLAN, DESIGN SERVICES, AND CONSTRUCTION SUPPORT SERVICES CONTRACT AWARD

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2201-01. Eric Daleo recommended approval of Action Item #2201-01: Newark Penn Station Modernization Project: Complete Master Plan, Design Services, and Construction Support Services Contract Award.

Approval was requested to enter into a contract with Parsons Transportation Group to provide design services for complete Master Plan, Design Services, and Construction Support Services and funding for Phase 1 (Master Planning through 10 percent Concept Design) of the Newark Penn Station Modernization Project in the amount of \$9,205,693.82, plus five percent for contingencies, subject to the availability of funds.

Board Member Richard A. Maroko made a motion and Board Member Noreen M. Giblin seconded the motion.

Vice Chair Fulton said the project description was very clear that it will address contemporary issues, including climate change challenges associated with the station but

he wanted Eric Daleo to take a moment to describe what those words mean in the context of renewable energy.

Mr. Daleo said Trenton Station was in an area that was currently adjacent to a waterway and has repetitive flooding. Also, the canopy and roof system has been subject to damage by wind and other forces. They received an FRA Grant for this project which was limited in the scope of work to bring the station up to a state of good repair and to essentially make repairs and also better prepare the station for flooding and wind events.

Vice Chair Fulton said what he was also looking for was renewable opportunities. Mr. Daleo said the first step on any initiative was to have essentially roofs that are in a state of good repair before they can even think about renewable initiatives. As talked about through the Energy & Sustainability Policy Committee and through the Sustainability Plan which was being kicked off now and the Board previously discussed with the committee, they were looking to study performance and an inventory of renewable opportunities at transit to ensure new roof designs meet requirements for solar loads. Mr. Daleo said in that regard, bus garages were particularly a good target because they have large roof structures.

Vice Chair Fulton said since this was only phase one, he was looking forward to hearing about how the project advances and how they are able to address the many contemporary issues that are articulated in the project description.

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

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

Board Member Gordon returned to the meetings.

2201-02: DESIGN SERVICES AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON STATION CONTRACT AWARD

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2201-02. Eric Daleo recommended approval of Action Item #2201-02: Design Services and Construction Support Services for Canopy, Platform, and Accessibility Work at Trenton Station Contract Award.

Approval was requested to enter into a contract with AECOM Technical Services, Inc. of New York, New York, to provide Design Services for Canopies, Platforms and Accessibility Improvements at Trenton Station in an amount not to exceed \$1,908,594.04, plus five percent for contingencies, subject to the availability of funds.

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

Vice Chair Fulton said to restate what he previously stated on the prior project, that through the design effort, any opportunities they could find for renewable energy savings or at least to scope out future projects, would be time, energy, and money well spent.

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

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

Board Secretary Zuczek noted Board Member Adams was recused from the next item 2201-03. The Operator removed Board Member Adams from the meetings.

2201-03: PORTAL NORTH BRIDGE PROJECT: CONSULTANT SERVICES FOR CONSTRUCTION PHASE

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2201-03. Eric Daleo recommended approval of Action Item #2201-03: Portal North Bridge Project Consultant Services for Construction Phase.

Approval was requested to amend a contract with AECOM-STV Joint Venture for Construction Management Services for the construction phase of the Portal North Bridge Project in the amount not to exceed \$70,024,953, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to amend a contract with Portal Partners Joint Venture for Construction Assistance services for the construction phase of the Portal North Bridge Project, in the amount not to exceed \$46,294,459, plus five percent for contingencies, subject to the availability of funds.

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

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

Board Member Adams returned to the meetings.

2201-04: PERSONAL INJURY CLAIM OF ELIZABETH DAUBLE

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2201-04. William Viqueira recommended approval of Action Item #2201-04: Personal Injury Claim of Elizabeth Dauble.

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

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

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

2201-05: PIA WILSON V. NJ TRANSIT ET AL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2201-05. William Viqueira recommended approval of Action Item #2201-05: Pia Wilson v. NJ TRANSIT et al.

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

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

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

2201-06: JOSE RIVERA V. NJ TRANSIT ET AL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2201-06. William Viqueira recommended approval of Action Item #2201-06: Jose Rivera v. NJ TRANSIT et al.

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

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

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Absent	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 Personal Injury Claim of Mark Mari.

Board Member Richard A. Maroko made the motion, Board Member Noreen M. Giblin seconded the motion, and it was adopted. At approximately 11:58 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Spalla	Giblin	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Yes	Absent	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 returned to Open Session at approximately 12:26 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Vice Chair Cedrick T. Fulton, seconded by Board Member Richard A. Maroko, and adopted. The meetings were adjourned at approximately 12:27 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

JANUARY 10, 2022

MINUTES

PAGE

➤	CALL TO ORDER	-
➤	EXECUTIVE SESSION AUTHORIZATION	61551
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	61552
➤	PRESIDENT & CEO'S MONTHLY REPORT	61553
➤	PUBLIC COMMENTS	-
➤	ADVISORY COMMITTEE REPORT	-

ACTION ITEMS

2201-01	NEWARK PENN STATION MODERNIZATION PROJECT: COMPLETE MASTER PLAN, DESIGN SERVICES, AND CONSTRUCTION SUPPORT SERVICES CONTRACT AWARD – Authorization to enter into NJ TRANSIT Contract No. 21-061 with Parsons Transportation Group to provide design services for complete Master Plan, Design Services, and Construction Support Services and funding for Phase 1 (Master Planning through 10 percent Concept Design) of the Newark Penn Station Modernization Project in the amount of \$9,205,693.82, plus five percent for contingencies, subject to the availability of funds.	61576
2201-02	DESIGN SERVICES AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON STATION CONTRACT AWARD – Authorization to enter into NJ TRANSIT Contract No. 21-061 with AECOM Technical Services, Inc. of New York, New York, to provide Design Services for Canopies, Platforms and Accessibility Improvements at Trenton Station in an amount not to exceed \$1,908,594.04, plus five percent for contingencies, subject to the availability of funds.	61581
2201-03	PORTAL NORTH BRIDGE PROJECT: CONSULTANT SERVICES FOR CONSTRUCTION PHASE – Authorization to amend NJ TRANSIT Contract No. 10-025, with AECOM-STV Joint Venture for Construction Management Services for the construction phase of the Portal North Bridge Project in the amount not to exceed \$70,024,953, plus five percent for contingencies, subject to the availability of funds.	61588

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
JANUARY 10, 2022
MINUTES
PAGE 2

Authorization to amend NJ TRANSIT Contract No. 08-042, with Portal Partners Joint Venture for Construction Assistance Services for the construction phase of the Portal North Bridge Project, in the amount not to exceed \$46,294,459, plus five percent for contingencies, subject to the availability of funds.

- 2201-04 PERSONAL INJURY CLAIM OF ELIZABETH DAUBLE** – Authorization to settle the claim of Elizabeth Dauble through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **61595**

- 2201-05 PIA WILSON V. NJ TRANSIT ET AL** – Authorization to settle the claim of Pia Wilson through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **61596**

- 2201-06 JOSE RIVERA V. NJ TRANSIT ET AL** – Authorization to settle the claim of Jose Rivera through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **61597**

- **EXECUTIVE SESSION AUTHORIZATION** **61598**

- **ADJOURNMENT**

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 Pia Wilson v. NJ TRANSIT et al., and Jose Rivera v. NJ TRANSIT et al.; 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.

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 December 9, 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 December 16, 2021;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the December 9, 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: JANUARY 10, 2022
SUBJECT: **PRESIDENT & CEO'S REPORT – JANUARY 2022**

Like the rest of the country, NJ TRANSIT has seen a significant increase this month in the number of currently positive COVID cases among our employees. Despite the significant impacts of COVID on ridership and our own workforce, I'm pleased to note that NJ TRANSIT is still operating a regular weekday and weekend schedule, which we will maintain as long as we can do so reliably. In addition, through this recent surge, we have been consistently meeting approximately 97 percent of our scheduled rail service, 94 percent for bus, and 95 percent for light rail.

I'd also like to briefly highlight NJ TRANSIT's performance at last month's Army-Navy Game, which by all measures was a resounding success. The game broke MetLife Stadium's college football attendance record, with more than 82,000 fans attending. Like so many fans, I rode NJ TRANSIT to and from the game and watched our rail operations team execute our service plan flawlessly. Many riders went out of their way to tell me of the exceptional kindness shown by more than 100 of our Customer Service Ambassadors who supported the event, along with thousands of NJ TRANSIT employees who stepped up to make this a memorable and successful event. New Jersey/New York is a Host Candidate City finalist for the 2026 FIFA World Cup, and this event clearly showcased the State's – and NJ TRANSIT's – ability to deliver a world-class experience for a large-scale event of national significance.

We have two significant items up for Board consideration this morning, both relating to infrastructure improvements at essential, multi-modal transit hubs. The Board will consider a contract with Parsons Transportation Group as part of the restoration, renovation, and modernization of Newark Penn Station. This contract will allow Parsons and its expert team of architects and engineers to build on extensive renovations already underway to restore this vital transit link to its rightful place as one of the crown jewels of New Jersey. The Board will also consider a contract with AECOM to provide full design services and construction support for canopy, platform, and accessibility work at our Trenton Transit Center. Ultimately, this project will create a safer, more modern, and far more accessible Trenton Transit Center – with additional capacity for the thousands of customers who use it every day.

Also related to "infrastructure," last month NJ TRANSIT issued an Invitation for Bid (IFB) for the second construction contract of our Raritan River Bridge Replacement Project. The work under this IFB consists mainly of constructing the lift bridge and flanking spans, pier protection, communication, signals, overhead catenary, and associated site work. We have made significant progress through this project's first contract, which was more than one third complete at the end of 2021. A large part of the work in the first contract is drilling 84 massive shaft foundations, each of which is more than 200 feet deep and eight feet in diameter. At the end of 2021, we had completed 57 of these 84 foundations. Through the release of this IFB for the second construction contract, we are pleased to be another step closer to completing an improved, modern, and more resilient Raritan River Bridge for our North Jersey Coast Line customers.

Moving on to another core focus area – "technology" – NJ TRANSIT has received two, year-end awards from ITSNJ – the Intelligent Transportation Society of New Jersey. Our very own Senior Systems Analyst, Melvin Jones, was named ITSNJ's Young Professional of the Year. NJ TRANSIT also received ITSNJ's Outstanding Program award for, among other accomplishments: creating a safer, touchless commuter experience through the NJ TRANSIT mobile app; developing a network of predictive analytics to improve on-time performance; and becoming the first public transportation network in the nation to become third-party verified in the international standard for information security, through our ISO 27001:2013 certification and recertification. We thank ITSNJ for the honor, our SVP and CFO, Bill Viqueira, and our Chief Information & Digital Officer, Lookman Fazal, for their leadership, and we congratulate Melvin on his award.

To wrap up, as some of you may have seen, NJ TRANSIT's Secaucus station is now the site of a beautiful new installation from the New Jersey Hall of Fame. This installation is part of a statewide effort which includes Newark Liberty International Airport, Garden State Parkway service areas, and NJMVC locations. I'd like to thank Governor Murphy, First Lady Tammy Murphy, Senate Transportation Chair Pat Diegnan, and Commissioner Gutierrez-Scaccetti for embracing the vision of the New Jersey Hall of Fame as set forth by its Chair, John Hanson, and President Steve Edwards. NJ TRANSIT is pleased to partner in this celebration of the individuals who have made New Jersey such a special and unique state, where we are all proud to call home.



PRESIDENT & CEO'S MONTHLY REPORT
January 10, 2022

PRESIDENT & CEO'S MONTHLY REPORT

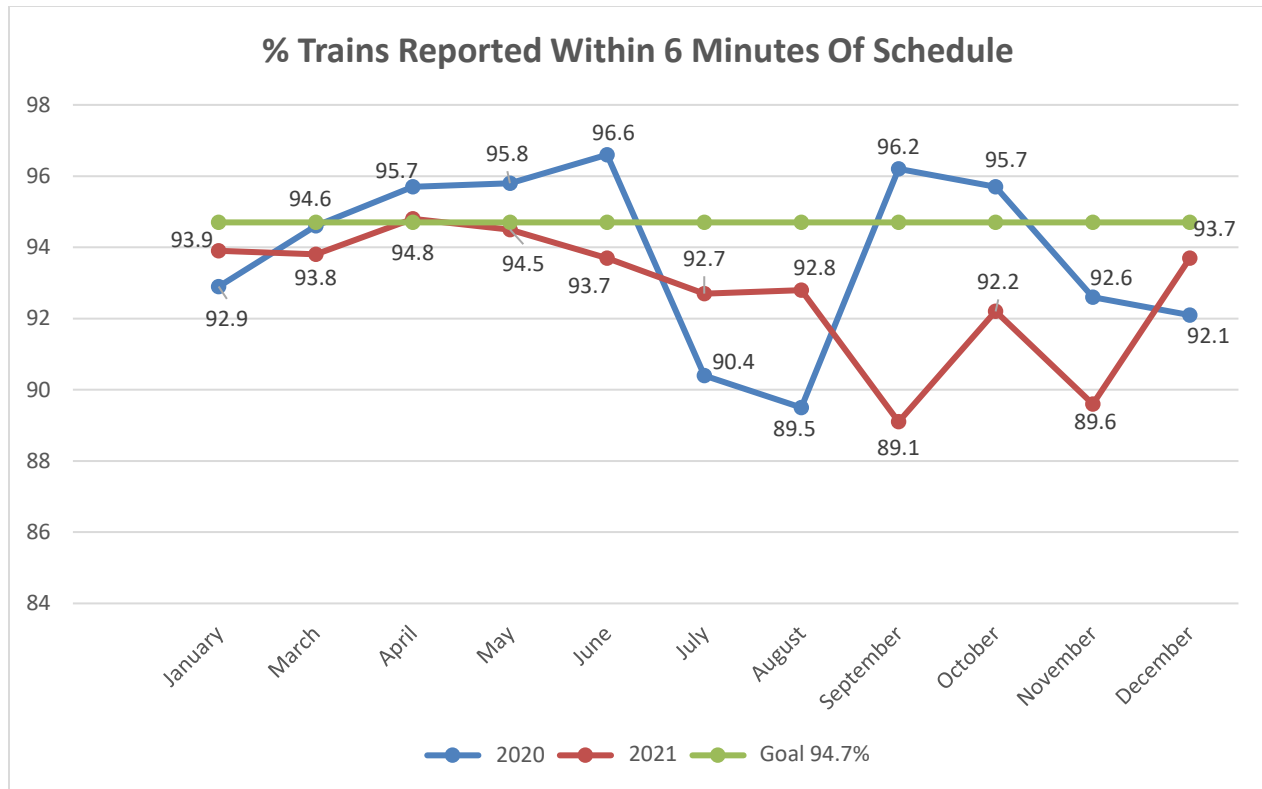
January 10, 2022

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL

JANUARY 2020 – DECEMBER 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
December Comparison	92.1%	93.7%	1.6%
12-Month Average Jan. 2020 – Dec. 2021	93.6%	92.9%	0.9%

Analysis:

Rail On-time Performance was 93.7% for December 2021. Of the 18,537 trains scheduled to operate, 17,366 were on time while 1,171 trains (or 6.3%) were delayed.

Key Causes included:

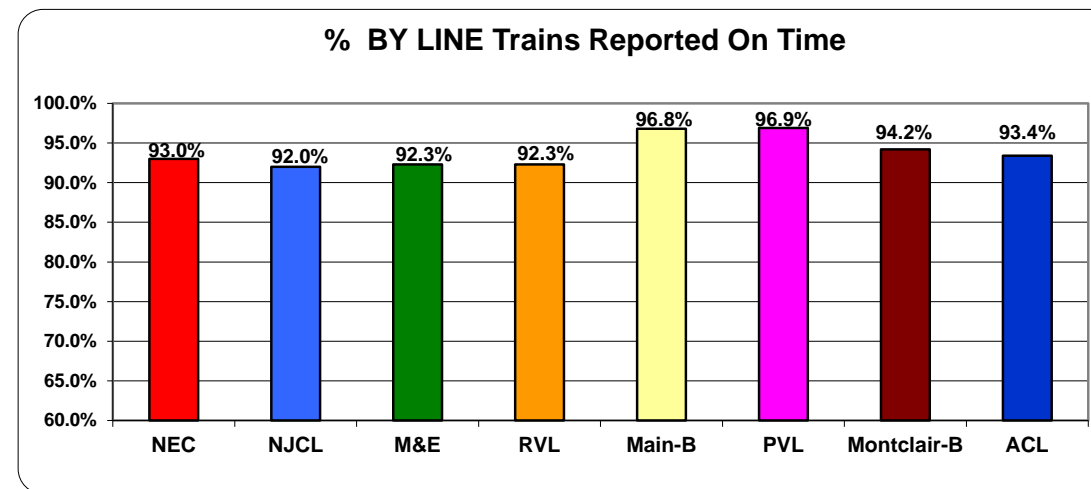
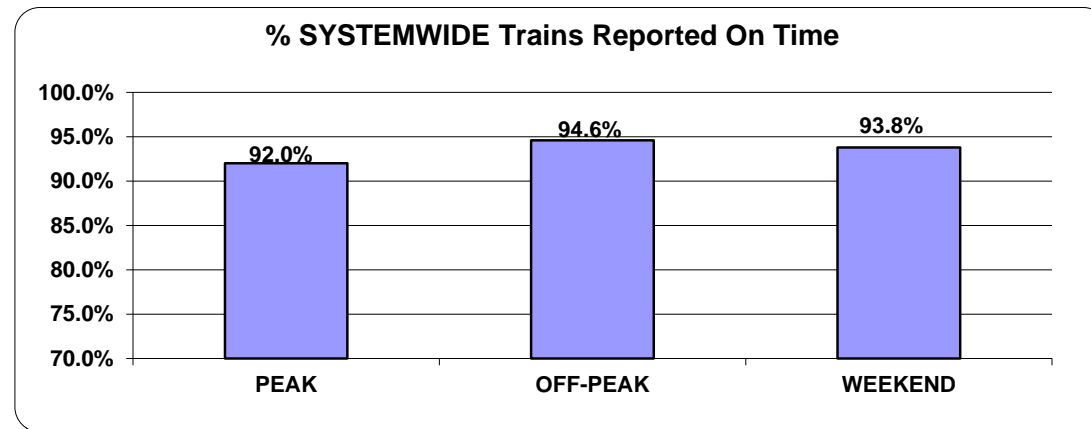
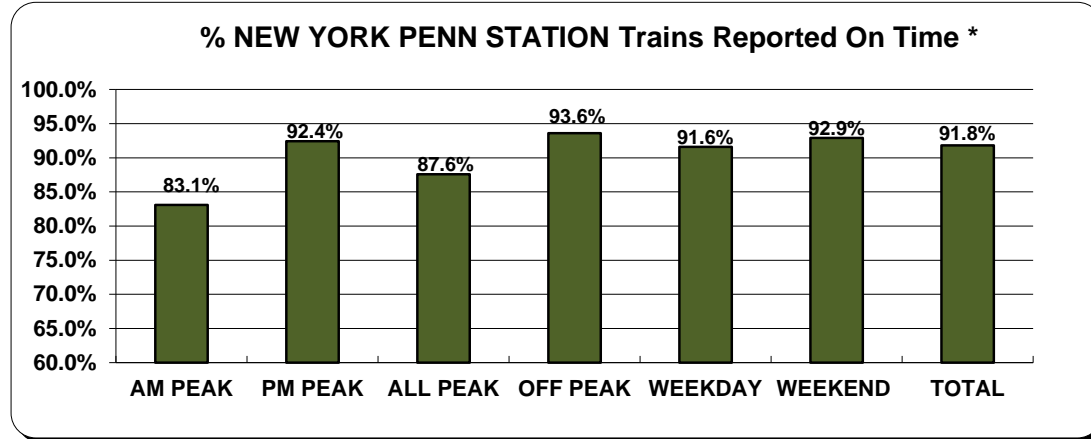
- Amtrak PTC infrastructure, NJT PTC mechanical and programmed maintenance contributed 43 delays on December 1.
- Amtrak PTC infrastructure, track issues, trackside interference and police action contributed 55 delays on December 27.
- NJT PTC mechanical and catenary issues contributed 53 delays on December 30.

The 12-month Average for Rail On-Time Performance was 92.9%.

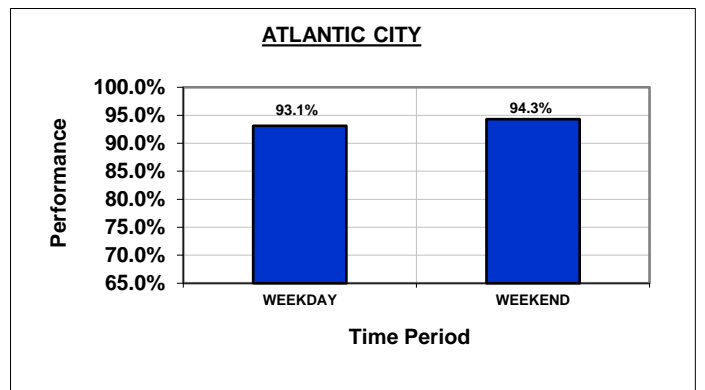
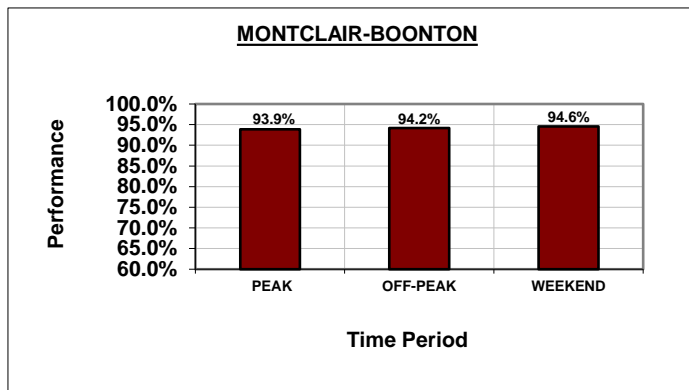
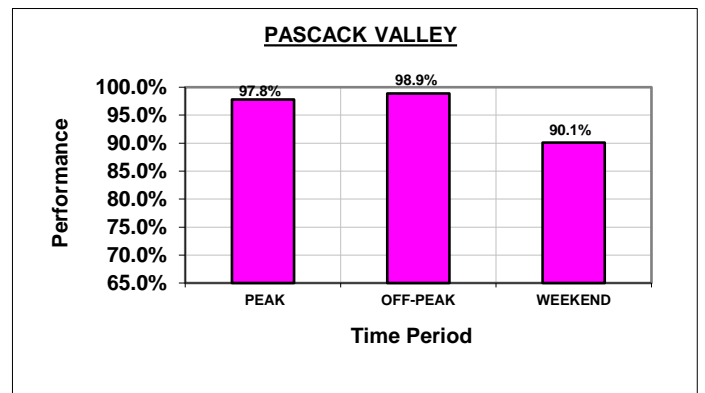
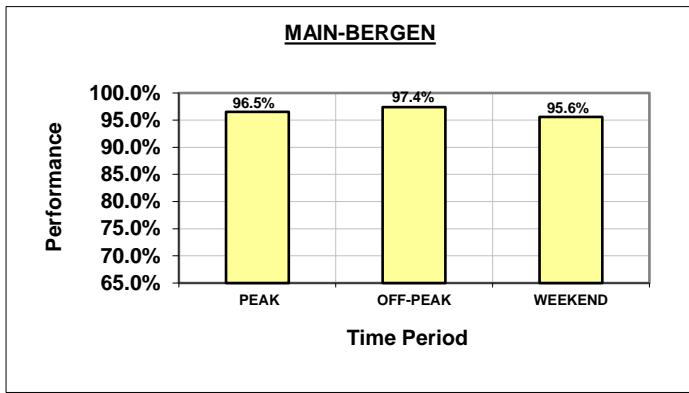
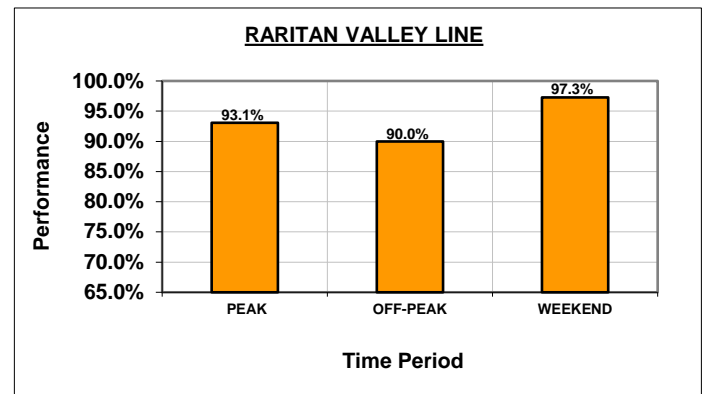
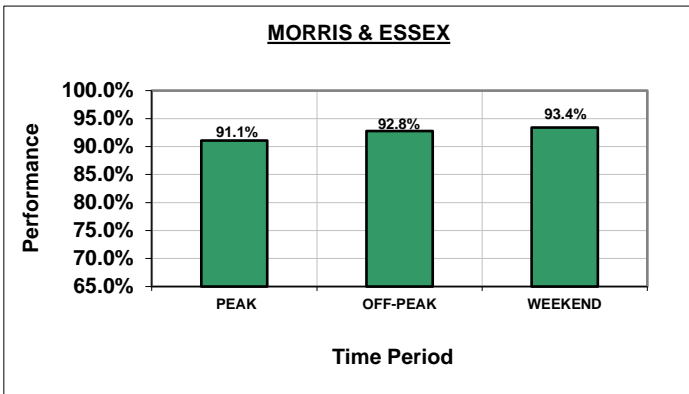
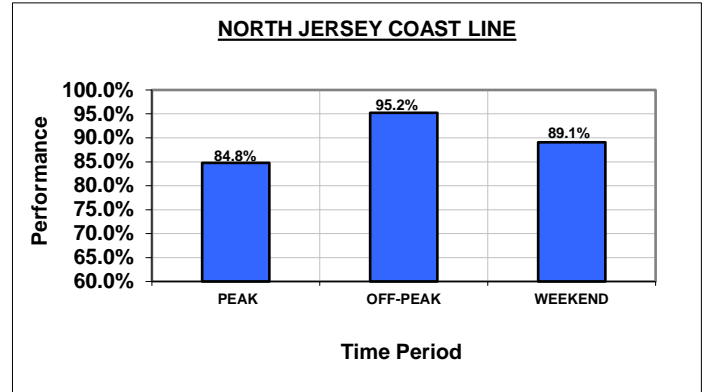
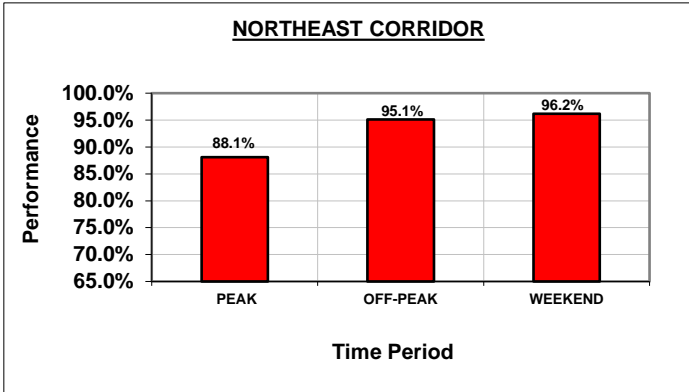
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD December 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.



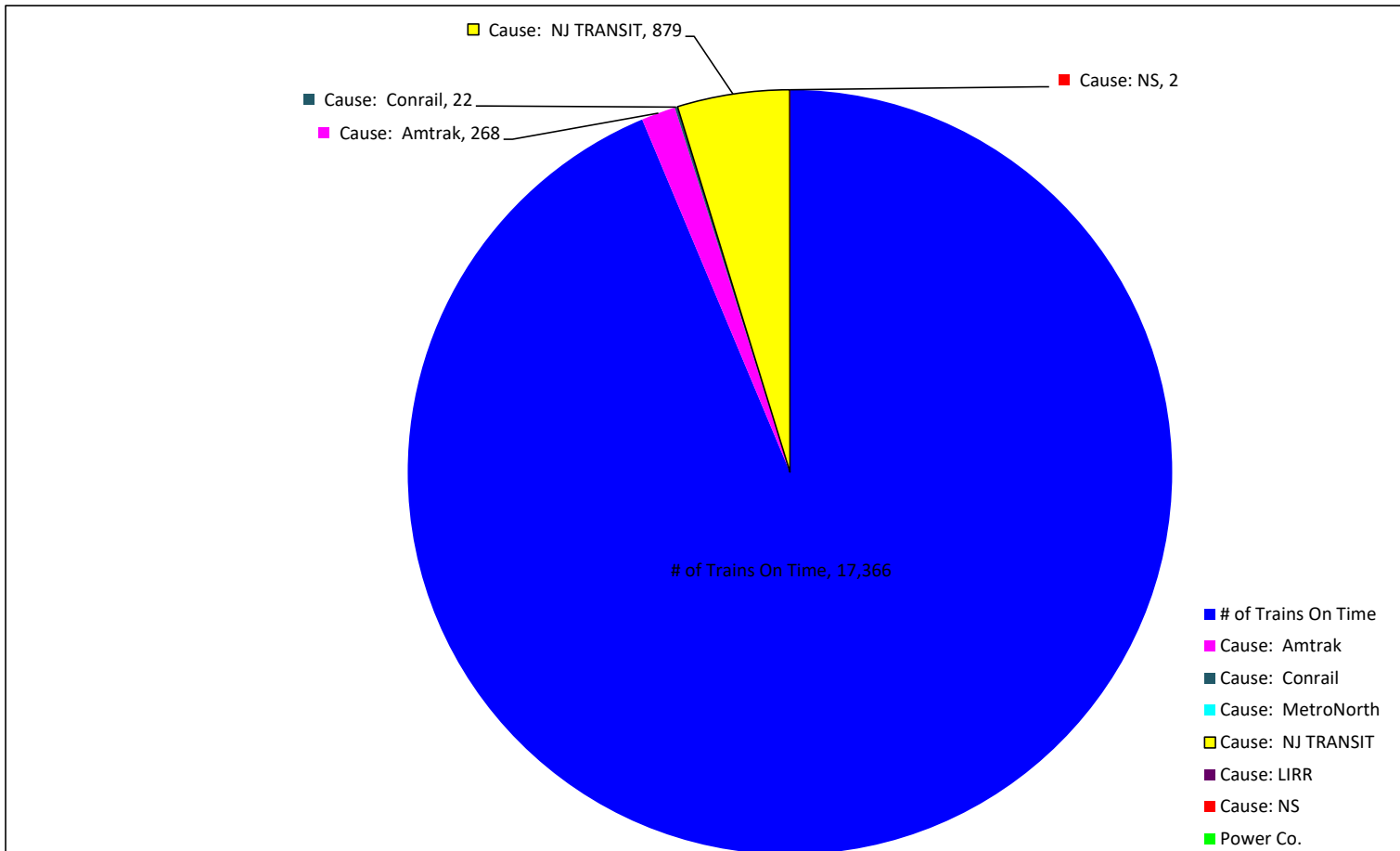
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD December 2021



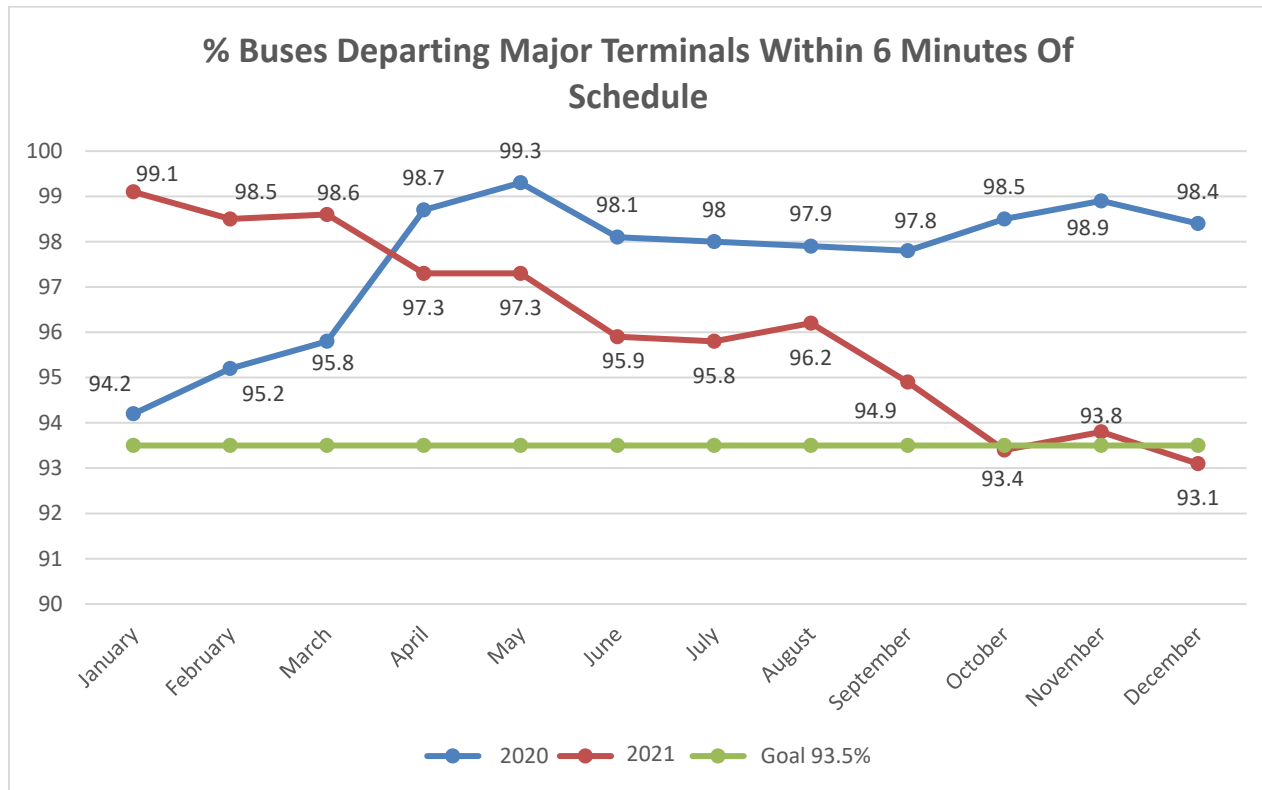
NJ TRANSIT Performance - December 2021

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	17,366	268	22		879		2	
# of Late Trains	1,171	1.45%	0.12%	0.00%	4.74%	0.00%	0.01%	0.00%
Total # of Trains	18,537							
Percentage On Time	93.7%							



NJ TRANSIT ON-TIME PERFORMANCE BUS January 2020 – December 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
December Comparison	98.4%	93.1%	-5.3%
12-Month Average Jan 2020 – Dec 2021	97.6%	96.2%	-1.4%

Analysis*:

Bus On-Time Performance systemwide was 93.1% for the month of December 2021. Of the 40,926 monitored departures, 2,820 experienced delays.

Key Causes included:

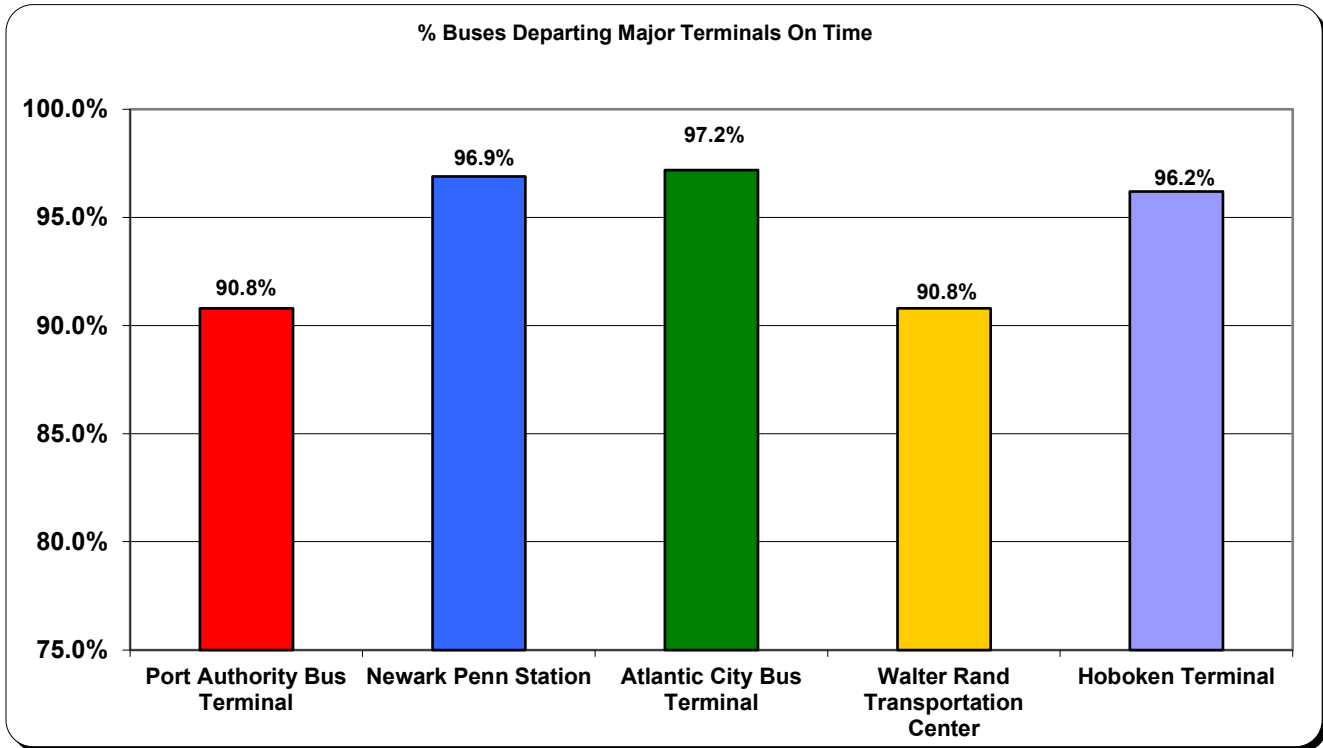
- At PABT, On the 1st, 2nd, 8-10th, 15-17th and 30th heavy traffic due to grid lock alert days contributed to delays.
- At Newark Penn on the 2nd, mechanical issues, special events, road construction and detours contributed to delays. On the 10th, a suspicious bag on a bus caused security issues and PSE&G road work and mechanical issues caused delays. On the 23rd, mechanical issues, on-going construction work in the area and detours caused delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

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

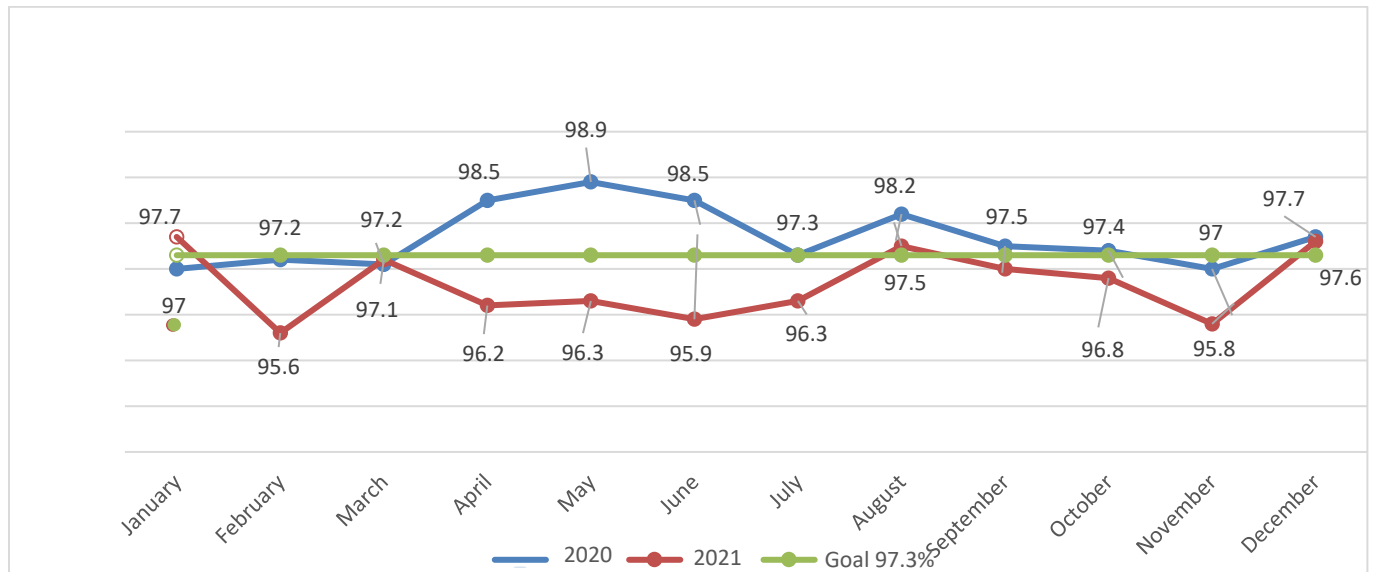
* The higher than usual OTP is the result of the state-wide lockdowns and little to no traffic interference.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL January 2020 – December 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
December Comparison	97.7%	97.6%	-0.1%
12-Month Average January 2021 – December 2021	97.7%	96.6%	-1.1%

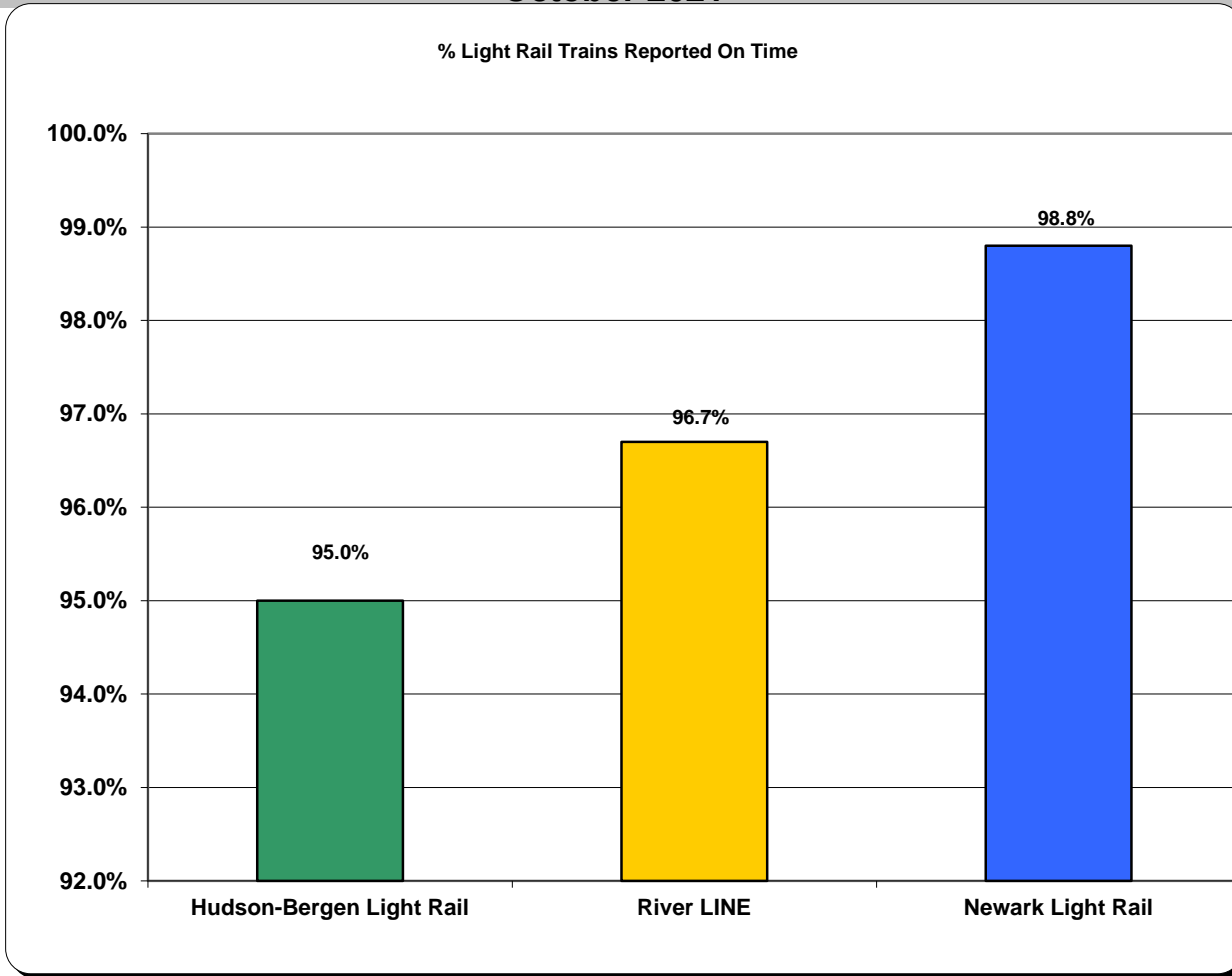
Analysis: Light Rail On-Time Performance system wide was 97.6% for the month of December. Of the 27,151 scheduled departures, 1,226 experienced delays.

Key Causes included:

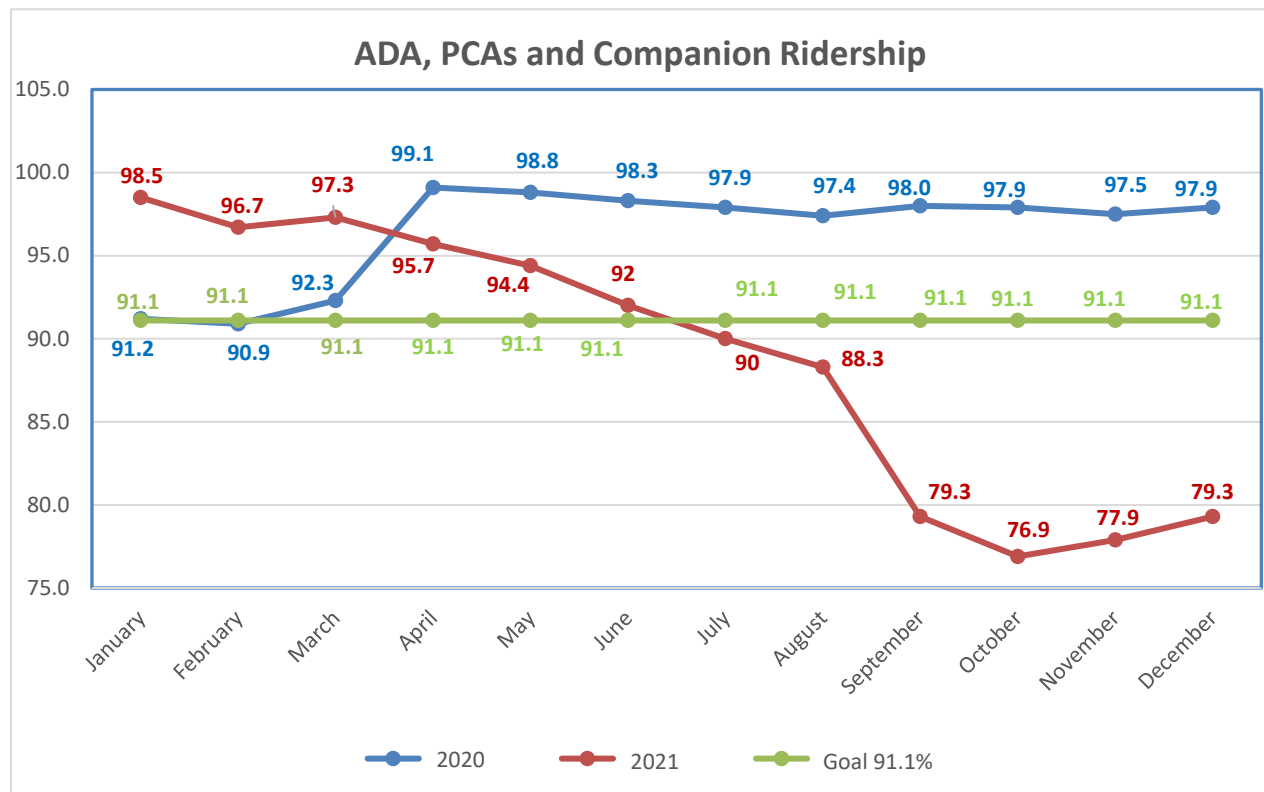
- **Newark Light Rail** – General maintenance taking place on multiple dates due to maintenance issues. Vehicle on tracks on 12/29 impacted 58 trains. Manpower shortages on 12/1, 12/14, and 12/28 impacted 14 trains. Police activity on 12/10 and 12/12 affected 2 trains.
- **River LINE** – Incidents involving equipment issues taking place across multiple dates, including engine, door, signal, and brake issues. 19 trains were delayed due to a signal issue on 12/1. Police activity on 12/7, 12/14, 12/16, and 12/21 impacted 7 trains. External passenger incidents on 12/1, 12/4, 12/8, 12/10, 12/16, 12/22, and 12/24 affected 7 trains.
- **HBLR** – Incidents involving door malfunctions, power/propulsion issues, brakes and other issues. Light rail making contact with bus affected 29 trains on 12/1. Vehicle on tracks 12/10, 12/11, and 12/13 impacted 51 trains. Light rail making contact with bicyclist affected 90 trains on 12/14. Police activity affected OTP on 12/4, 12/5, 12/6, 12/10, 12/11, 12/16, 12/17, 12/20, 12/23, 12/27, 12/28, and 12/31. Operator shortages due to COVID-19 on 12/25, 12/27, 12/28, 12/29, 12/30, and 12/31 affected 129 trains.
- The 12-month Average for Light Rail On-Time Performance was 96.6%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE October 2021



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JANUARY 2020–DECEMBER 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
December Comparison	97.9%	79.3%	-18.6%
December Ridership	74,745	98,033	23,288
12-Month Average January 2021 – December 2021	94.4%	88.9%	-7.5%

Analysis:

Access Link On-Time Performance was 79.3% for December 2021. In serving 104,108 total riders for 98,033 ADA customers trips 20,284 (or 20.7%) experienced delays.

Key Causes included:

- Regions 5 & 6, 45-60 minute delays due to operator shortage
- Major delays throughout the month due to increased traffic volume and congestion
- Customer no-shows

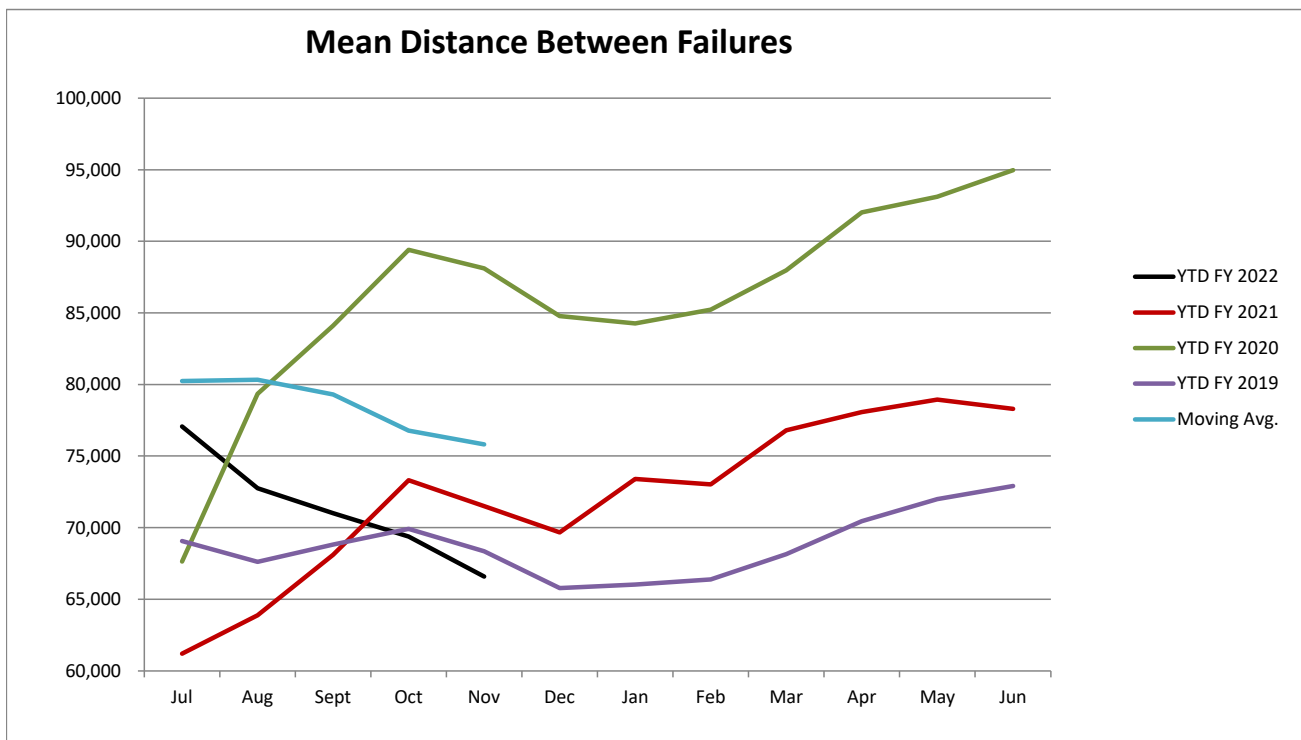
The 12-month Average for Access Link On-Time Performance was 88.9%.

MEAN DISTANCE BETWEEN FAILURES

November 2021

NJ TRANSIT Rail Operations
Mean Distance Between Failures

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

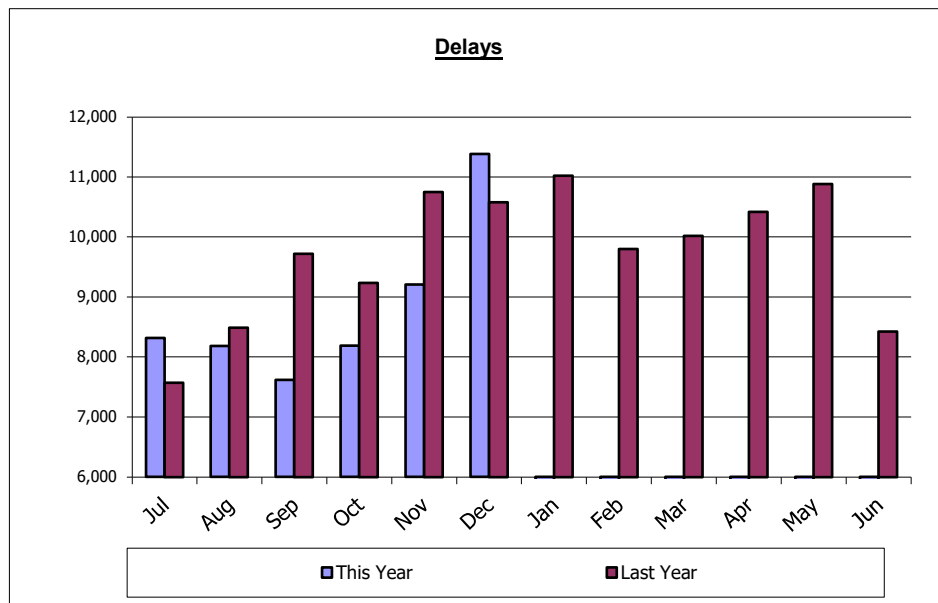


* FY2022 Numbers reflect start of FY2022

Garage Performance Parameters

December 2021

Location	Miles Between In-Service Delays			
	FY2022 Goal	This Month	FY2022 YTD	FY2021 YTD
Fairview	5,500	6,691	5,847	3,712
Greenville	7,000	5,328	5,585	5,152
Market Street	8,000	5,821	4,323	5,585
Meadowlands	9,500	10,999	7,132	5,397
Oradell	10,000	7,888	5,124	8,126
Wayne	16,000	22,087	14,897	18,188
Northern Division	-	9,065	6,551	7,038
Big Tree	8,800	7,972	5,618	4,700
Hilton	10,200	9,028	7,993	7,110
Howell	16,750	11,040	28,440	30,204
Ironbound	9,600	8,731	7,966	8,899
Orange	9,250	5,873	4,313	4,742
Morris	10,500	52,138	27,141	22,223
Central Division	-	10,771	8,645	8,757
Egg Harbor	15,000	18,263	13,168	17,061
Hamilton	13,000	17,427	10,435	10,989
Newton Avenue	14,000	26,216	17,976	16,659
Washington Twp.	16,000	18,060	18,162	20,859
Southern Division	-	19,127	14,777	16,884
Bus Operations	-	11,382	8,661	9,203

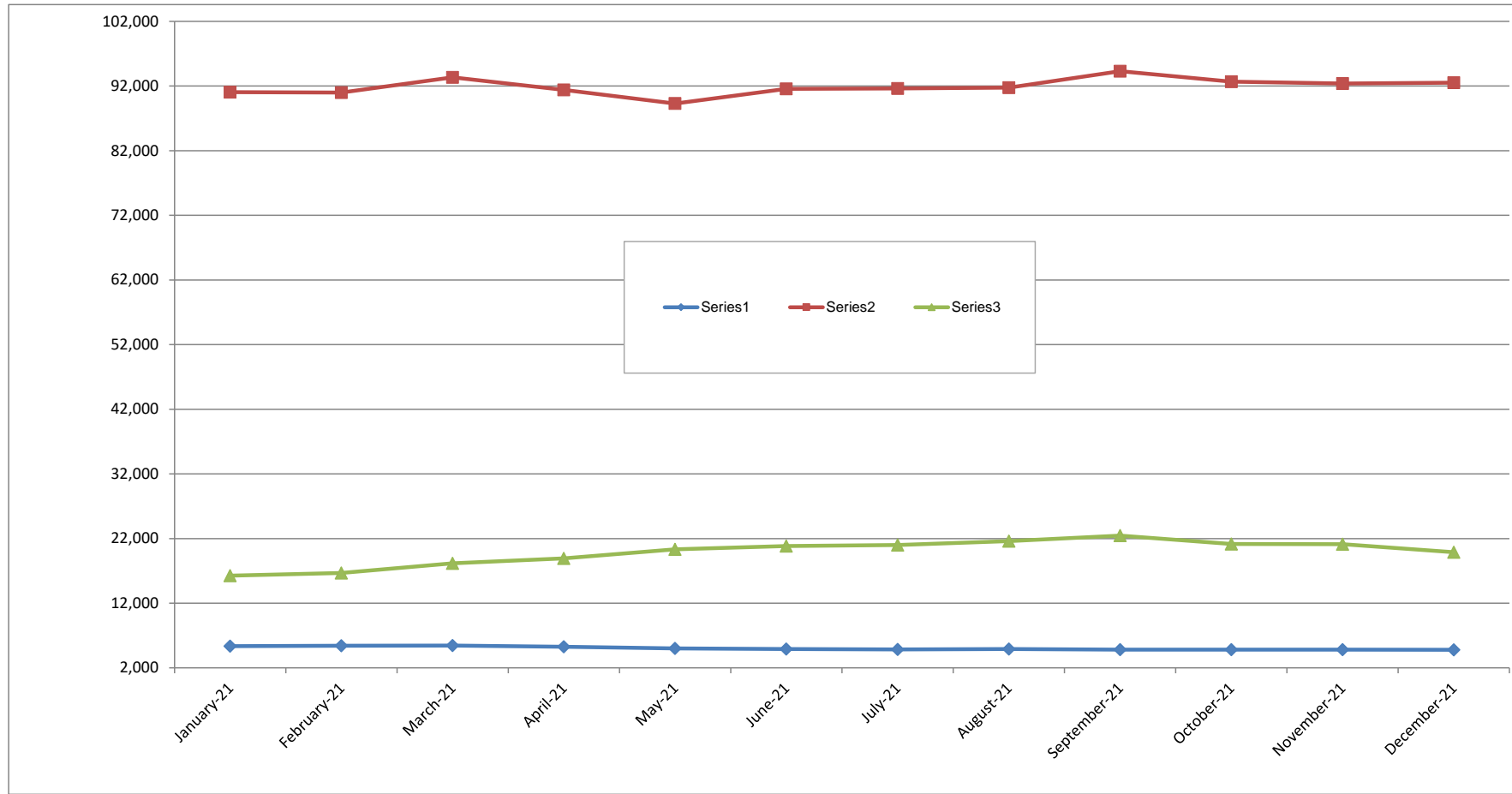


NJ TRANSIT - LIGHT RAIL, December 2021

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	December 2021	November 2021
Newark Light Rail	4,789	4,812
Hudson Bergen	92,504	92,404
River LINE	19,896	21,129

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **December 2021** NJ TRANSIT awarded **\$2,161,156.39** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$157,525.58** or **7.29%**.

State Fiscal Year 2022 YTD (July 1, 2021 through June 30, 2022) NJ TRANSIT awarded **\$60,456,607.48** in state funded contracts. Of that total, SBEs received **\$15,138,723.20** or **25.04%**.

Note: The above reflects the Procurement Report of Awards dated January 5, 2022.

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

Category 1 SBEs	\$132,430.00	0.22%
Category 2 SBEs	\$4,055,552.31	6.71%
Category 3 SBEs	\$9,833,800.98	16.27%
Category 4 SBEs	\$365,700.00	0.60%
Category 5 SBEs	\$751,239.91	1.24%
Category 6 SBEs	\$0.00	0.00%

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

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

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

**Numbers reflect federal share*

*** Number includes subrecipient awards*

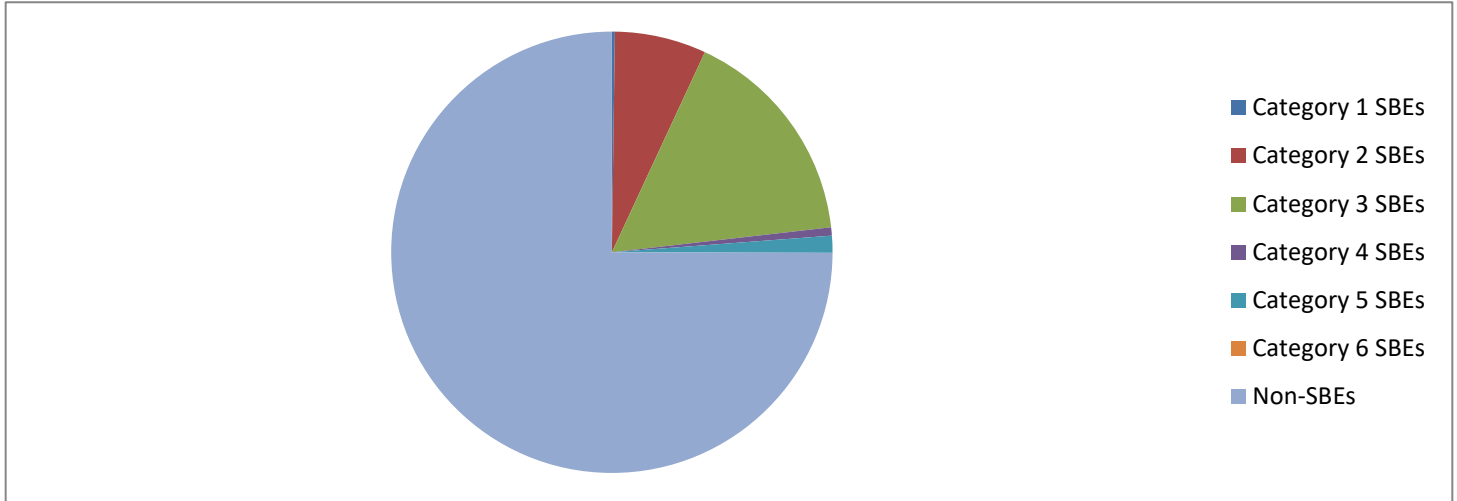
Transit Vehicle Manufacturer (TVM)¹ Awards

(Next update will occur in April 2022)

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

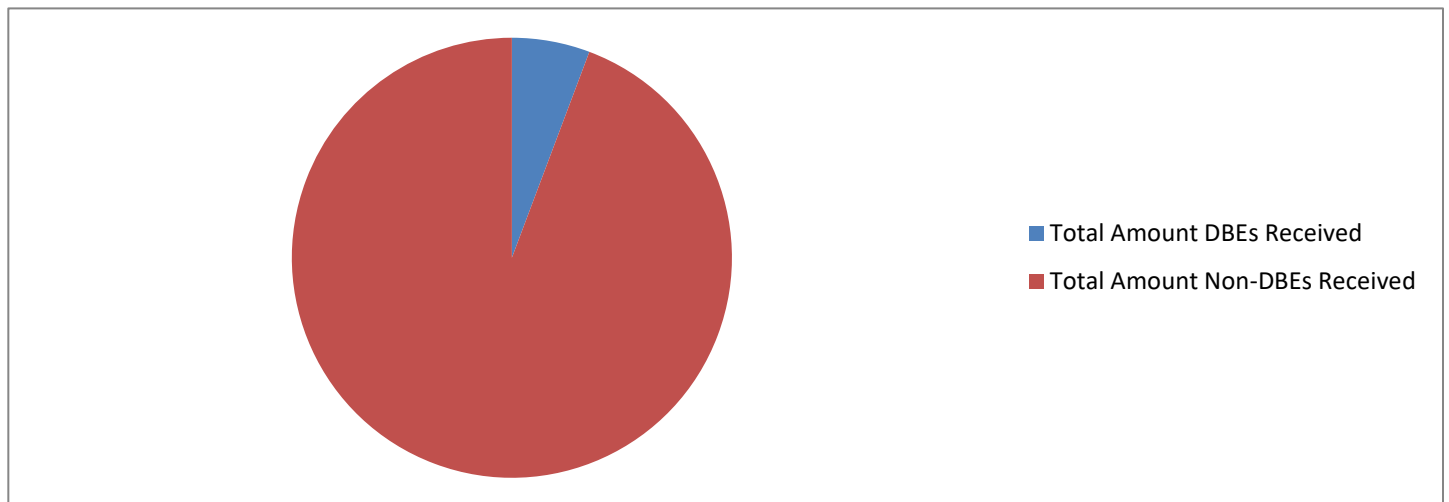
STATE CONTRACTS
STATE FYTD 2022

<i>Category 1 SBEs</i>	\$132,430.00	0.22%
<i>Category 2 SBEs</i>	\$4,055,552.31	6.71%
<i>Category 3 SBEs</i>	\$9,833,800.98	16.27%
<i>Category 4 SBEs</i>	\$365,700.00	0.60%
<i>Category 5 SBEs</i>	\$751,239.91	1.24%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$45,317,884.28	74.96%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

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



EMPLOYEE RECOGNITION

The following NJ TRANSIT employees retired recently:

1. Raleigh Walker, Operator -- Oradell -- 23 years
2. Tyte Duchard, Operator -- Orange -- 16 years
3. Mervyn Wilson, Operator -- Howell -- 19 years
4. Betty Funches, Operator -- Newton Avenue -- 16 years
5. Coretta Griffiths, Operator -- Newton Avenue -- 21 years
6. Nathaniel Morrison Jr., -- Operator -- Greenville -- 15 years
7. Ronald Johnson, Quality Assurance Specialist -- Ferry Street -- 26 years
8. George Powell, Garage Foreman -- Washington Township -- 25 years
9. Michelle Salters, Senior Accountant -- Penn Plaza -- 30 years
10. Charles Aniton, Assistant Conductor -- Maplewood -- 20 years
11. Donald Cammarata, Assistant Conductor -- Various -- 24 years
12. Robert Davia, Locomotive Engineer -- Various -- 14 years
13. Kevin Fraunfelter, Assistant Conductor -- Various -- 20 years
14. Kenneth Markey, Sr. Quality Control Specialist -- MMC -- 31 years
15. John Pasquariello, Locomotive Engineer -- Various -- 27 years
16. Brian Roth, Water SVC Mechanic Lead -- Newark -- 35 years
17. Ralph Suter Jr., Conductor -- Various -- 34 years
18. Wilfred Walsh, Mechanic B&B -- Newark -- 26 years

ACTION ITEMS

ITEM 2201-01 NEWARK PENN STATION MODERNIZATION PROJECT

The project will restore and modernize Newark Penn Station and ensure the station features amenities and functions that will meet the modern-day expectations of both customers passing through the station, as well as those of the residents and businesses. The project will address contemporary issues such as public health protection, future transportation needs, and climate change challenges associated with the Station and its location.

- Seeking authorization to enter into a NJ TRANSIT Contract No. 21-060 with Parsons of New York, NY for complete Master Plan, Design Services, and Construction Support Services and funding for **Phase 1 (Master Planning through 10 percent Concept Design) of the Newark Penn Station Modernization Project**, in the amount not to exceed \$9,205,693.82, plus five percent for contingencies, subject to the availability of funds.



ITEM 2201-01 NEWARK PENN STATION MODERNIZATION PROJECT

- Constructed in 1935, the station was designed by the notable architectural firm of McKim, Mead and White in the Art Deco/Art Moderne style with neo-classical elements.
- NJ TRANSIT's vision is that of a welcoming, bright, and vibrant Newark Penn Station. This project stands as NJ TRANSIT's commitment to providing a clean and comfortable world class travel experience. The project will highlight preservation and celebrate the station's historic features in a way that will also re-affirm its role as a driving economic asset to the City of Newark and to New Jersey.



- On behalf of NJ TRANSIT, the Regional Planning Association hosted “The Master Planning Process Stories from Station Master Plans Across the U.S.” webinar, which provided an opportunity for viewers to learn about experiences and challenges other cities have faced in master planning, renovations to transit facilities, and surrounding redevelopment.

ITEM 2201-01 NEWARK PENN STATION MODERNIZATION PROJECT

This Newark Penn Station project will be broken down into three Phases due to its size and complexity. The selected consultant will execute all three Phases of the project. We will be requesting phased funding and are currently seeking funding authorization for Phase 1 only.

Phase 1 will allow NJ TRANSIT to:

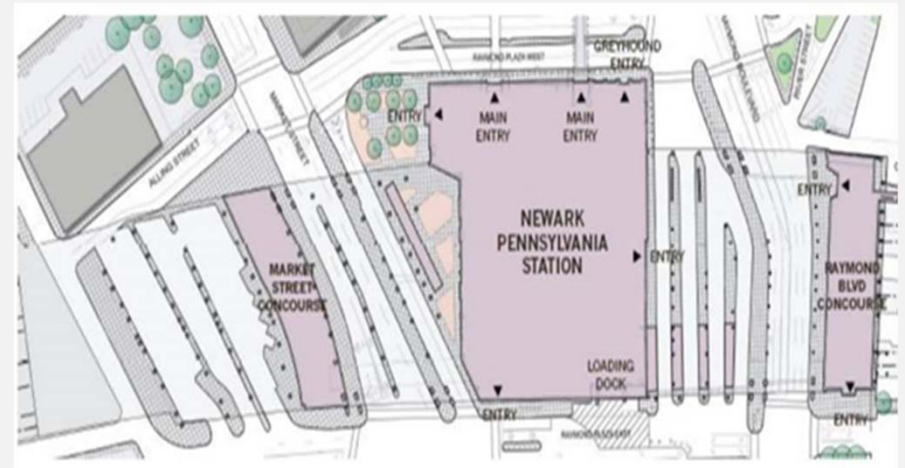
- a) Conduct multiple stakeholder review meetings with public and government officials to prepare a detailed master plan for the facility.
- b) Prepare a 10 percent concept design based upon input from all relevant stakeholders.
- c) Apply for Federal Grants as future funding source for this long-term enhancement.

Phase 1 – Master Planning & 10 percent Concept Design

Phase 2 – 10 percent Concept Design to 100 percent Final Design

- Early Action Construction IFB Packages to be used where feasible

Phase 3 – Construction Support Services



ITEM 2201-01 NEWARK PENN STATION MODERNIZATION PROJECT

Summary - Goal:

- To highlight preservation and celebration of the station's historic features in a way that will also re-affirm its role as a driving economic asset to the City of Newark and to New Jersey.
- To address various architectural, structural, historic, and utility infrastructure issues at Newark Penn Station to ensure its continued beneficial use.

Summary - The Ask: Authorization for an amount not to exceed \$9,205,693.82, plus five percent for contingencies, subject to available funds.



**ITEM 2201-01: NEWARK PENN STATION MODERNIZATION PROJECT:
COMPLETE MASTER PLAN, DESIGN SERVICES, AND CONSTRUCTION SUPPORT
SERVICES CONTRACT AWARD**

WHEREAS, NJ TRANSIT's Newark Penn Station is the busiest intermodal transportation station in New Jersey and an important connection point on the Northeast Corridor and within the City of Newark, Essex County, New Jersey; and

WHEREAS, the Newark Penn Station Modernization Project is meant to restore and modernize Newark Penn Station and ensure that it features amenities and functions that meet modern-day expectations of both customers, residents and businesses; and

WHEREAS, the Project will highlight preservation and celebrate the station's historic features in a way that will also re-affirm its role as a driving economic asset to the City of Newark and to New Jersey; and

WHEREAS, the level of improvements to Newark Penn Station require professional design services to develop a Master Plan and draft architectural, engineering, structural, mechanical, electrical, plumbing and other plans necessary to construct a state-of-the-art transportation facility; and

WHEREAS, a Request for Proposals was solicited on August 27, 2021, and six proposals were received on October 13, 2021; and

WHEREAS, upon completion of a competitive procurement process Parsons Transportation Group of New York was identified as the highest and best qualified firm to provide Phase 1 master planning through ten percent concept design; and

WHEREAS, the negotiated price of \$9,205,693.82 is judged to be both fair and reasonable to provide design services from conceptual through final design over an 18-month period commencing in February 2022; and

WHEREAS, a 20 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal was established for this contract; and

WHEREAS, Federal Railroad Authority (FRA) and the Transportation Trust Fund (TTF) are the anticipated sources of funding for this procurement;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO are authorized to enter into NJ TRANSIT Contract No. 21-061 with Parsons Transportation Group to provide design services for complete Master Plan, Design Services, and Construction Support Services and funding for Phase 1 (Master Planning through ten (10) percent Concept Design) of the Newark Penn Station Modernization Project in the amount of \$9,205,693.82, plus five percent for contingencies, subject to the availability of funds.

ITEM 2201-02 DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON TRANSIT CENTER

The full Design Services contract for Canopy, Platform, and Accessibility Improvements at Trenton Transit Center will enhance improvements at this key station that began with new station buildings and connecting overhead passenger concourse that were opened in 2008. The project will promote increased passenger safety and convenience, reduce maintenance costs and frequency, increase capacity, and mitigate passenger congestion on platforms.

- Seeking authorization to enter into a NJ TRANSIT Contract No. 21-061 with AECOM Technical Services, Inc. of New York, New York, for the complete Design and Construction Support Services of Canopy, Platform, and Accessibility Improvements to Trenton Transit Center Station in the amount not to exceed **\$1,908,594.04**, plus five percent for contingencies, subject to the availability of funds.



ITEM 2201-02 DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON TRANSIT CENTER



- The Trenton Transit Center was reconstructed in 2006-2008 from a former Penn Central train station that had been previously rebuilt in 1976. The 2006-2008 project included new Station entrance buildings on each side, north and south, and a new above-track passenger concourse connecting the two. **NJ TRANSIT was one of 11 recipients of an FRA State of Good Repair Grant** that will be used to make improvements to station platforms, canopies and waiting shelters, and vertical transportation equipment.

ITEM 2201-02 DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON TRANSIT CENTER



**Looking west across eastbound tracks at
existing low-level side platform**

- The Design Intent of the improvements to the Trenton Transit Center focuses on structural and cosmetic refurbishment of the two island platforms and the replacement of an existing low-level asphalt side platform with a new concrete high-level side platform with elevator.

ITEM 2201-02
DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR
CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON
TRANSIT CENTER



U.S. Department of Transportation
Federal Railroad Administration

- **FRA Grant Obligation Requirements (To Receive Full Grant Funding)**
 1. Formal Agreement in Place with Amtrak
 2. 30 Percent Design Package
 3. NEPA Permit Process Complete
 4. Final Grant Obligation Documentation Completed
 5. Performance Measurements

ITEM 2201-02 DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON TRANSIT CENTER

- NJ TRANSIT has received and obtained an FRA Grant to partially fund this \$29.1M project (FRA \$18.3M, TTF \$9.2M, Amtrak \$1.6M) and needs to advance to the 30 percent Design Phase to achieve Grant Obligation.
- The Design will then be advanced to the Invitation for Bid (IFB) Phase for Construction.
- AECOM Technical Services, Inc. will be responsible for all design and construction support phases of this project under this award authorization.



Looking west across center tracks towards westbound platform and Station's upper-level pedestrian concourse

ITEM 2201-02 DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON TRANSIT CENTER

Summary - Goal: To continue with necessary State of Good Repair and accessibility enhancements at the Trenton Transit Center Station.

Summary - The Ask: Authorization for AECOM Technical Services, Inc. to provide complete design and construction support services in an amount not to exceed \$1,908,594.04, plus five percent for contingencies, subject to available funds.



ITEM 2201-02: DESIGN SERVICES AND CONSTRUCTION SUPPORT SERVICES FOR CANOPY, PLATFORM, AND ACCESSIBILITY WORK AT TRENTON STATION CONTRACT AWARD

WHEREAS, NJ TRANSIT's Trenton Transit Center is the tenth busiest train station in New Jersey and an important connection point on the Northeast Corridor between NJ Transit, Amtrak and the Southeastern Pennsylvania Transit Authority (SEPTA) in the City of Trenton, Mercer County; and

WHEREAS, the three-phase Station Improvement project at Trenton (Project) includes rehabilitation of the station's two island platforms and their canopies, reconstruction of an existing low-level platform into an accessible high-level platform served by a new elevator, and replacement of aging vertical circulation (VC) elements at the other two existing elevators serving the island platforms; and

WHEREAS, on July 23, 2021 a Request for Proposals (RFP) was advertised on NJ TRANSIT's website, *The Star-Ledger*, *The Trenton Times*, and *Minority Commerce Weekly*; and

WHEREAS, Technical Proposals were received on September 9, 2021 electronically from 10 firms; and

WHEREAS, upon completion of a competitive procurement process AECOM Technical Services of New York, New York was identified as the highest and best qualified firm to provide Phase 1 design services for canopies, platforms and accessibility improvements; and

WHEREAS, authorization of this Design contract, and progression of Design through the 30 percent Phase will permit the Federal Railroad Authority to obligate its grant towards the Project, after which Design will be completed to 100 percent Design and documents will be prepared for an Invitation for Bid (IFB) for Construction; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) established a twenty-one percent Race Conscious Disadvantaged Business Enterprise (DBE) goal on this procurement; and

WHEREAS, Federal Railroad Authority funding supplemented by the Transportation Trust Fund are the primary anticipated sources of funding for this procurement along with a contribution from Amtrak;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO are authorized to enter into NJ TRANSIT Contract No. 21-061 with AECOM Technical Services, Inc. of New York, New York, to provide Design Services for Canopies, Platforms and Accessibility Improvements at Trenton Station in an amount not to exceed \$1,908,594.04, plus five percent for contingencies, subject to the availability of funds.



**PORTAL NORTH BRIDGE
CONSULTANT SERVICES
FOR CONSTRUCTION PHASE**

January 2022



PORTAL NORTH BRIDGE PROJECT CONSULTANT SERVICES

SEEKING BOARD APPROVAL TO AUTHORIZE SERVICES NECESSARY FOR OVERSIGHT AND MANAGEMENT OF CONSTRUCTION CONTRACT

CONSTRUCTION MANAGEMENT (CM) SERVICES

- **Oversight of Safety, Construction Inspection, Force Account Coordination, Quality Assurance, Project Controls, Change Management, Risk Management and Testing and Commissioning**
- **Sourced through our Contract 10-025 with AECOM-STV JV who provided constructability reviews, risk assessments, procurement support, and response to bidder RFI's and pre-award assistance**
- **\$70,024,953 (3% of project budget) for Construction Phase Services, up to end of 2027 is included in FTA full funding grant agreement**

CONSTRUCTION ASSISTANCE SERVICES (CAS)

- **Review of Contractor Submittals, Environmental Compliance, Design Changes during Construction, and related services**
- **Sourced through Contract 08-042 with Portal Partners JV, who completed Final Design, Bid Documents and provided procurement support**
- **Engineer of Record performs review of Contractor Submittals to assure design intent**
- **\$46,294,459 (2% of project budget) for Construction Phase Services, up to July 2027 is included in FTA full funding grant agreement**





2010

Contract Executed with AECOM-STV JV for Construction Management Services (CM) for Portal North and South Bridge

2011

Contract Amount reduced due to removal of scope for Portal South

April 3, 2018

NTP Issued for CM Services for the Early Action Construction Contract 16-014XR for Portal North Bridge (PNB)

Sept 4, 2018

NTP Issued for Constructability Reviews, Contract Packaging and Risk Assessments for Full Build of PNB

Feb 11, 2020

NTP Issued for FFGA and Procurement Support for PNB

Sept 29th, 2021

NTP Issued for Pre-award Assistance for PNB

January 10, 2022

Authorization is requested to issue NTP for CM Services for Construction Phase of PNB





2008

Contract Executed with Portal Partners for Design and Construction Assistance Services (CAS)
NTP Issued for PHASE 1 – Preliminary Engineering

2010

NTP Issued for PHASE 2 – Final Design and Bid Services

October 1,
2010

Hiatus begins due to Stoppage of ARC Project

May 5,
2011

Work Resumes on Portal North Bridge Design

April 4,
2018

NTP Issued for PHASE 3 – Construction Assistance/Engineering Support for the Early Action Construction Contract 16-014XR

January
10, 2022

Authorization is requested to issue NTP for PHASE 3 – Construction Assistance Services for Construction Contract 20-083X

CONTRACT 08-042 PHASING OF CAS



REQUESTED BOARD ACTIONS

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 10-025, with AECOM-STV Joint Venture for Construction Management Services for the construction phase of the Portal North Bridge Project in the amount not to exceed \$70,024,953, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 08-042, with Portal Partners Joint Venture for Construction Assistance Services for the construction phase of the Portal North Bridge Project in the amount not to exceed \$46,294,459, plus five percent for contingencies, subject to the availability of funds.



ITEM 2201-03: PORTAL NORTH BRIDGE PROJECT: CONSULTANT SERVICES FOR CONSTRUCTION PHASE

WHEREAS, the existing Portal Bridge, located on the Northeast Corridor in Kearny, Hudson County, is a 110-year-old swing bridge that requires span openings for passage of marine traffic and frequent maintenance due to its age, which interrupt and cause delays to NJ TRANSIT and Amtrak rail service; and

WHEREAS, NJ TRANSIT has completed the final design and bid documents for the new Portal Bridge Project to replace the existing swing bridge, and NJ TRANSIT has obtained the required agency and stakeholder approvals and permits for the Project; and

WHEREAS, the NJ TRANSIT Board of Directors approved the early action Contract No. 16-014XR for the Project on May 17, 2017, and NJ TRANSIT completed the early action contract work for Portal North Bridge Project in April 2019; and

WHEREAS, on July 27, 2020, the NJ TRANSIT Board of Directors authorized staff to enter into a Project Development Agreement with Amtrak to set forth, in detail, the respective rights and responsibilities of both NJ TRANSIT and Amtrak during the Project, including the funding, design, construction, commissioning, management, ownership, operation, and maintenance of Portal North Bridge and related railroad infrastructure; and

WHEREAS, NJ TRANSIT and Amtrak executed the Project Development Agreement on November 27, 2020; and

WHEREAS, on January 14, 2021, NJ TRANSIT and the Federal Transit Administration (FTA) executed a Full Funding Grant Agreement (FFGA) in the amount of \$766,500,000 for the final design and construction of the Project; and

WHEREAS, on October 12, 2021, the NJ TRANSIT Board of Directors approved Board item 2110-65, authorizing Contract No. 20-083X, with Skanska Traylor PNB JV for the construction of the Portal North Bridge Project; and

WHEREAS, NJ TRANSIT requires construction management and construction assistance services for the oversight and management of the Portal North Bridge Construction Contract No. 20-083X and the services under these contracts were phased to match the advancement of the construction project; and

WHEREAS, on December 9, 2009, the NJ TRANSIT Board of Directors approved NJ TRANSIT Contract No.10-025 with AECOM-STV Joint Venture for Construction Management Services; and

WHEREAS, NJ TRANSIT phased the delivery of the Construction Management Services to coincide with the advancement of the project; and as construction of the project is now imminent, NJ TRANSIT seeks to authorize AECOM-STV Joint Venture to provide the Construction Management Services for the next construction phase of the project; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) established a 20 percent Race Conscious Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 10-025 with AECOM-STV Joint Venture; and

WHEREAS, on July 9, 2008, the NJ TRANSIT Board of Directors approved NJ TRANSIT Contract No. 08-042 with Portal Partners Joint Venture for Design and Construction Assistance Services; and

WHEREAS, NJ TRANSIT phased the delivery of the Design and Construction Assistance Services to coincide with the advancement of the project, and as construction of the project is now imminent, NJ TRANSIT seeks to authorize Portal Partners Joint Venture to provide construction assistance services for the next construction phase of the project; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) established a 22 percent Race Conscious Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 08-042 with Portal Partners Joint Venture; and

WHEREAS, the FTA, Federal Railroad Administration, Federal Highway Administration, Transportation Trust Fund, New Jersey Turnpike Authority, and Amtrak are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 10-025, with AECOM-STV Joint Venture for Construction Management Services for the construction phase of the Portal North Bridge Project in the amount not to exceed \$70,024,953, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 08-042, with Portal Partners Joint Venture for Construction Assistance Services for the construction phase of the Portal North Bridge Project, in the amount not to exceed \$46,294,459, plus five percent for contingencies, subject to the availability of funds.

ITEM 2201-04: PERSONAL INJURY CLAIM OF ELIZABETH DAUBLE

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

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

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

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

ITEM 2201-05:

PIA WILSON V. NJ TRANSIT ET AL

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

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

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

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

ITEM 2201-06:

JOSE RIVERA V. NJ TRANSIT ET AL

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

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

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

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

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Personal Injury Claim of Mark Mari; 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.