

Philip D. Murphy, Governor
Tahesha L. Way, Lieutenant Governor
Francis K. O'Connor, Commissioner
Kevin S. Corbett, President & CEO

ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246
973-491-7000



December 17, 2024

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

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, December 11, 2024.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, December 11, 2024. The meetings occurred concurrently.

Board Members

Francis K. O'Connor, Chair
Kiabi D. Carson, Vice Chair
Aaron J. Creuz, Governor's Representative
Michael Kanef, Treasurer's Representative
Anthony N. Abrantes, Board Member
Richard A. Maroko, Board Member
Carlos A. Medina, Board Member – ABSENT
Shanti Narra, Board Member
Evan S. Weiss, Board Member
Rashonda A. Brown, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Meghan Clark Umukoro, Board Secretary
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel
Jacqueline Stamford, Senior Vice President, Chief Financial Officer and Treasurer
Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager Bus Ops.
Richard Schaefer, Senior Vice President, Capital Programs
Binu Thomas, Senior Vice President and Chief Administrative Officer

Chair O'Connor convened the Open Session at 10:02 a.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Board Secretary Umukoro asked everyone to mute their phones and turn their attention to the Public Safety Announcement. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Vice Chair Carson and Board Members Kanef and Narra were participating remotely. Board Member Medina was absent.

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on December 5, 2024, 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.

First Executive Session Authorization

Chair O'Connor noted they needed to hold a brief Executive Session to discuss a matter that would be voted on that day.

Chair O'Connor 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 Appointment of Executive Director/President & Chief Executive Officer.

Board Member Richard A. Maroko made the motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 10:05 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 10:16 a.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session.

Approval of Minutes

Chair O'Connor asked for a motion to approve the minutes of the November 13, 2024, Board meetings. Board Member Richard A. Maroko made the motion, Board Member Anthony N. Abrantes seconded the motion, and the minutes were adopted.

President & CEO's Monthly Report

President & CEO Corbett said it was with mixed emotions that on Monday, December 9, 2024, he submitted his formal resignation that would be effective January 15, 2025, to pursue a new professional opportunity, as well as get a chance to spend long overdue time with his family. To ensure a smooth transition for his successor, President & CEO Corbett would remain on in a consultative capacity for 30 days beyond January 15, 2025. As stated in his letter, he was profoundly grateful for the trust Governor Murphy and the Board placed in him, and for the opportunity to work alongside an extraordinary team of more than 12,000 men and women dedicated to serving the residents of New Jersey.

President & CEO Corbett said he believed the ultimate goal for any CEO was to leave their organization stronger than they found it, and knew that was what they achieved together. Working together with the Board and incredibly talented staff, he was extremely proud of what they had accomplished together. From the early days, meeting a seemingly impossible Positive Train Control (PTC) deadline to hiring hundreds of locomotive

engineers to stabilize service; to keeping their state moving during the COVID crisis, maintaining full service and launching their first ever 10-year Strategic Plan and \$17 billion Five-Year Capital Plan in 2020, at the height of the pandemic while other transit agencies were scaling back and suspending their capital programs and service levels; and they advanced more than \$6 billion in infrastructure projects, with another \$8 billion in planned expenditures over the next three years. Thanks to their successes, the future was bright for New Jersey, including the 2026 FIFA World Cup Finals, and the 2025 World Cup Club Finals at MetLife Stadium.

President & CEO Corbett said another point of progress worth noting was by advocating through the Northeast Corridor Commission, where he serves as Co-Chair, they have successfully convinced Amtrak to recognize the accelerated deterioration of their infrastructure along the Northeast Corridor, which has clearly had a negative impact on NJ TRANSIT customers and their reputation. He said as the Board was aware, they have given their commitment to support their efforts in developing a comprehensive, detailed, and credible timeline and plan to prioritize the upgrades of their most vulnerable infrastructure along the Northeast Corridor. Part of their commitment is to accommodate their work with extended track outages, which would require sufficient advance notice and planning to mitigate the impacts to NJ TRANSIT customers to the greatest extent possible. President & CEO Corbett said they would once again like to thank Governor Murphy and their Congressional Delegation for their continued support in this endeavor.

President & CEO Corbett said while they have accomplished a lot, there was still much work to do, and a transit agency's job was never done. He was confident that together they have built a foundation of progress and resilience that ensured NJ TRANSIT was well-positioned for the future. President & CEO Corbett thanked Governor Murphy, Chair O'Connor and the entire Board, for the privilege of leading NJ TRANSIT, and for all their support throughout his tenure.

Getting back to business, President & CEO Corbett noted that NJ TRANSIT's SuperSaver fare was in effect over the Thanksgiving holiday, allowing kids to ride free the entire long weekend, and they added service over that time as well. On November 27, 2024, NJ TRANSIT also provided "early getaway" rail and bus service. On Thanksgiving Day, they added extra trains and buses to the schedule, and on November 29, 2024, they provided bus service to shopping centers throughout New Jersey. They also were offering their family SuperSaver throughout the entire month of December, along with their popular "Bring a Friend" and "City Pass" promotions. Full details were available at njtransit.com/holiday. In addition to those special holiday services, NJ TRANSIT ensured reliable transportation for sports fans attending events at MetLife Stadium, providing seamless service for two Jets games and two Giants games since their last Board meeting.

President & CEO Corbett highlighted two contracts up for Board consideration. First, the Board would vote to approve a contract with MPC Bus Corporation to operate NJ TRANSIT Access Link service in Region 6, which included Bergen, Passaic, Hudson, and parts of Essex counties. Contracting with MPC would enable NJ TRANSIT to provide

Region 6 Access Link customers with more personalized customer service, specialized accessible vehicles for people using mobility devices, a higher degree of driver sensitivity, and improved passenger assistance techniques. This effort also builds on the momentum of their Access Link Riders' Choice Program, which has significantly improved accessibility and convenience for Access Link customers in Regions 2, 4, and 6 by allowing customers to opt-in to receive their rides through Uber, Lyft, or Black and White Taxi.

The Board would also vote to advance NJ TRANSIT's largest resiliency project, the Raritan River Bridge. Dovetailing with the completion of that project's first, \$248 million contract, today the Board would vote to approve that project's second construction contract, which mainly consisted of constructing the actual lift bridge. Through this contract, NJ TRANSIT would complete the bridge, allowing them to decommission the existing 100-year-old plus bridge and eliminate one of the most vulnerable points on their North Jersey Coast Line. They expect the new bridge to be completed by the third quarter of 2029.

President & CEO Corbett said they also continued to see progress on other major capital projects, including ones that were vital to the Northeast Corridor's future, as well. These included the Portal North Bridge, where on November 26, 2024, he was pleased to be on-site to co-host a media availability, alongside the FTA, Amtrak, and their contractor, Skanska, to celebrate the arrival and installation of the new bridge's first main arch span, following a 30-hour journey down the Hudson River. The two additional arches, each weighing approximately 2,500 tons and measuring about 400 feet long and 80 feet tall, would make the journey by barge over the next two months. When the third arch was secured in-place in mid-February 2025, the bridge would be structurally complete.

In addition, President & CEO Corbett was pleased to note, with NJ TRANSIT's support, Amtrak recently secured \$444 million in grants through the FRA's Federal-State Partnership for Intercity Passenger Rail Program. Approximately \$300 million of those funds were dedicated specifically to the Northeast Corridor, and would directly benefit both NJ TRANSIT and Amtrak customers through critical infrastructure improvements, including: Signal system upgrades between New Brunswick and Elizabeth; Design and environmental review for the replacement of ancient catenary from New Brunswick to Newark with modern, constant-tension catenary, which maintained wire tension under extreme weather conditions; the Substation 41 Renewal Project, which would modernize a key point in Amtrak's electric traction system; and the Sawtooth Bridges Replacement Project, which included updated track, signals, catenary, and other infrastructure in that critical territory. When combining these projects with the major Gateway project already underway, including Portal North and the Hudson Tunnel Project, approximately 94 track miles of ancient 1930s-era catenary would be replaced with modern signal systems and modern constant-tension catenary.

Beyond the Northeast Corridor infrastructure improvements, Amtrak would invest \$144 million from those grants into the expansion and renovation of Penn Station New York. This expansion would ultimately add tracks to Penn Station New York, further

increasing capacity and enhancing reliability for Northeast Corridor services. This effort would be another essential element in the overall Gateway Program, and would one day enable NJ TRANSIT to roughly double capacity into Penn Station New York, significantly improving reliability for customers.

President & CEO Corbett said building on critical advancements for the Northeast Corridor, NJ TRANSIT was also making significant progress on key infrastructure projects within their own rail network. He said on December 13, 2024, he looked forward to attending the groundbreaking ceremony to mark the beginning of construction on the second phase of their County Yard/Delco Lead Storage and Inspection Facility. He would be joined by FTA Region 2 Administrator Michael Culotta and other state and local officials to mark this significant milestone in their ongoing efforts to enhance rail resiliency and reliability. This \$500 million project represents a critical investment in ensuring their rail network is prepared for extreme weather events, a challenge they have faced with increasing frequency. Positioned strategically outside flood-prone areas, this state-of-the-art facility would enable them to store rail vehicles safely, conduct inspections efficiently, and return trains to service rapidly following major storms. This facility would also be key to accommodating the 174 new multi-level rail cars they purchased over the past six years. With these cars set to begin entering revenue service next year, the Delco Lead Facility would be instrumental in supporting both the maintenance and operational needs of their expanded fleet.

President & CEO Corbett shared an example of the exceptional dedication and professionalism of their New Jersey Transit Police Department. He said it was with pleasure to present two New Jersey Transit Police Department officers Meryem Adina and Taras Savitskyy who on November 24, 2024, saved three separate lives on the Newark Light Rail. Through Officer Adina's swift response, she administered CPR and other lifesaving measures, and a life was saved. The man was safely transported to Saint Michael's Hospital for further evaluation and treatment. Through Officer Savitskyy's swift response administering CPR and other lifesaving measures, along with the arrival of additional officers, and the coordination of Newark University Medical Center, two lives were saved. President & CEO Corbett said they were fortunate to be joined that morning by Officer Adina and Officer Savitskyy, along with Chief Christopher Trucillo, and asked them to join him along with Board in the front of the room. Officer Adina and Officer Savitskyy were presented with special proclamations and a photograph was taken.

President & CEO Corbett said as they enter the holiday season, he was pleased to note that NJ TRANSIT hosted a number of holiday celebrations and community-building events last week. These included: A Menorah lighting ceremony on December 4, 2024 in Newark Penn Station, where he was pleased to join Rabbi Kanelsky from Bris Avrohom in Hillside, New Jersey, to celebrate the beginning of Hanukkah; Annual Railmen for Children ride on December 6, 2024 where hundreds of less fortunate children rode with Santa along their Montclair-Boonton Line, complete with presents, treats, decorations, and lots of holiday cheer; and a Polar Express ride along their River LINE on December 7, 2024 also with Santa, presents, and treats for kids battling childhood illnesses in partnership with the Ronald McDonald House of Southern New Jersey. They also once

again hosted the Emmy and Grammy Award-Winning New Jersey Symphony at Newark Penn Station December 10, 2024, offering a free, holiday-inspired musical performance, through their revitalized Music in Motion program.

Lastly, President & CEO Corbett said he was pleased to note that NJ TRANSIT had once again been recognized as a top employer by *Forbes*, for the sixth time in six years. Last month, NJ TRANSIT was named to the inaugural *Forbes* 2025 America's Dream Employers list, which measured leading companies from across the nation to identify organizations with strong leadership, high employee satisfaction, and the reputation as a desirable destination for those in the workplace. President & CEO Corbett said this recognition underscored the strides they have made over the past six years to build a workplace where employees felt valued and supported, and said he was proud to see NJ TRANSIT once again recognized nationally as an "employer of choice," by both current and prospective employees.

Chair O'Connor thanked President & CEO Corbett for his friendship over the last 10 months and for his compassion, hard work, dedication to the people of New Jersey, and his colleagues at NJ TRANSIT, which had been tremendous. Chair O'Connor said he and the Board wished President & CEO Corbett well in his next endeavor, although he knew he was not going far and would see him around. Lastly, he thanked President & CEO Corbett for his seven years of service.

Board Member Maroko thanked President & CEO Corbett for his steady leadership of the agency and dedication to transit over many years, noting how it was his steady hand that helped navigate the agency through some incredibly difficult times, most notably COVID, and for turning it around. Board Member Maroko said he was deeply appreciative of all the work President & CEO Corbett had done, and on a personal level he valued his friendship and appreciated the time they were able to work together.

Board Member Weiss said he wanted to cover one last thing since his colleague had covered everything he would have liked to say. Board Member Weiss said on many occasions whether it was day or night, or if he was on a bus or train, he would receive a call from President & CEO Corbett showing his dedication to the work. He said on a personal level, he knew what this job had done to President & CEO Corbett's family life, but his level of commitment was visible. Board Member Weiss said being a President & CEO was not an easy management job, and he enjoyed working with President & CEO Corbett in his capacity now, and in his former capacity, and hoped to work with him in the future.

Board Member Narra said it was to her regret that she was not there in-person, and although she and President & CEO Corbett had spoken and she expressed her sentiments, she still wanted to echo what her colleagues said. She said President & CEO Corbett's leadership of such an incredibly large, diverse, and complicated agency had been applaudable. Board Member Narra knew he was a lightning rod for the criticism of the agency, and he had taken it, and accepted criticism when it was valid. When it was not, he kept his chin up and she appreciated that, and his stewardship to the agency.

Advisory Committee Report

Suzanne Mack, of the North Jersey Passenger Advisory Committee, said she was sorry she could not be in-person and had a meeting with President & CEO Corbett on December 6, 2024, at the quarterly Advisory Committee meeting. They went over a myriad of issues which she would highlight. Ms. Mack said they were not aware that President & CEO Corbett was going to be leaving, and did not know if he would be at their next meeting, but wanted it to go on record thanking him for all that he had done. She said when the agency was faced with the installation of Positive Train Control (PTC) no one thought that could be done, but it was done under President & CEO Corbett. Then the challenges came with COVID, and what Governor Murphy did for the citizens of New Jersey during the COVID experience could not have been done without President & CEO Corbett being a big part of that. Choosing to keep the system going when everyone else was shutting down was a testament to the Murphy Administration and President & CEO Corbett's leadership to provide a safe and reliable service for its riders. Ms. Mack said they were definitely in a better place than they were then, and was very excited along with the rest of the committee to wish President & CEO Corbett much success in the future, and to support the new President & CEO and Board moving forward. Ms. Mack said it had been a privilege to work with someone like President & CEO Corbett. She said although his leaving was a little unexpected, it was a nice way to end the year, and she was sure that the policies and practices President & CEO Corbett put in place would continue, and the agency had a great staff.

Ms. Mack said Franck Beaumin, the new Customer Advocate, provided a presentation to the Passenger Advisory Committee on his Roadmap and the Passenger Journey, and engaged them to participate. Paul Wyckoff, Chief of Government & External Affairs, discussed the Presidential Emergency Board Action by President Biden to continue the ongoing labor disputes between NJ TRANSIT and The Brotherhood Locomotive Engineers and Trainmen (BLET) to get it resolved. Also, Senior Director Barbara Lazzaro provided community feedback on the Walter Rand Transportation Center. Ms. Mack said one of the things that they were really happy to hear about was the Governor tackling the situation with Amtrak, because if they did not, the riders would continue to have problems in the future. Ms. Mack said they applauded the Board, Governor Murphy, and President & CEO Corbett for putting this issue at the forefront to get the issues resolved surrounding the Northeast Corridor.

Ms. Mack said their committee was always interested in Access Link, which was on the Board Agenda today, because that was one of the programs that serviced their most vulnerable citizens who needed services and could not take their usual bus or rail services. Lastly, Ms. Mack said the Passenger Advisory Board was totally committed to a good transition and would help in any way possible so that the citizens of New Jersey continued to receive the services they deserved, and wished everyone a happy holiday season, and said they would see everyone in the new year.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

Sally Jane Gellert, Chairperson of (SCDRTAC) said they had an election this year, again with competitive nominations for at least some of the offices, which indicated that they really cared about their committee, constituents, and ensuring that they did the best they could to support senior and disabled NJ TRANSIT customers, especially county riders, and oversee the county transportation programs that were funded by casino revenue and NJ TRANSIT. Last month, they had a presentation by the Passaic County Director of Transportation about their program, which covered rural, suburban, and urban areas, as well as serving as a back-up to some municipal programs, and were starting a pilot micro-transit program in a limited zone. Ms. Gellert said they were looking forward to hearing from more counties, had been interested in micro-transit options, their Education Committee was requesting a presentation on the subject, and she was coordinating with Janelle Rivera, Director of Local Programs & Community Mobility, and committee member Steve Fittante.

Since their last semi-annual report, Ms. Gellert said she made statements at the NJ TRANSIT Accessibility Forum and at two of the three regional SCDRTAP hearings hosted by the agency, in each of the three state regions. In September, some of their members attended the Accessibility Forum in Newark, in person and virtually, and were pleased to see a robust attendance. There were many concerns expressed about Access Link services, with some compliments for frontline personnel and the Riders' Choice program, but many concerns about long rides, long waits for phone calls, and the need for appointment-based scheduling.

Ms. Gellert said given all they heard at the Accessibility Forum, they noted with interest Action Item 2412-67, and would be interested to see if there would be improvement to some of the concerns that were raised by their members and many others who used Access Link. They would have liked to see mention of what metrics would be used to evaluate change in performance, having heard the complaints about phone-call times, missed calls, and extremely long rides.

At their October meeting, former Cape May County Transportation Director Dan Mulvaney gave a presentation on advisory committees. Ms. Gellert said it was well done and an interesting review, though not particularly new to long-term members, informative to those new to the committee. Ms. Gellert said she believed that Local Programs was considering offering the presentation to county advisory committees as well.

Ms. Gellert said they were pleased to hear that their four membership candidates had been approved for full membership, and they were looking forward to welcoming Dave Anderson, Karen Barrett, Amanda Cherilli, and Walter Jacobs at their upcoming meeting on December 16, 2024. They have been attending meetings in the last few months while their applications were being processed. Ms. Gellert said they now only had one remaining vacancy, in Central Jersey, to complete their roster and thanked President & CEO Corbett for doing this before he leaves. Her comments were made before she knew of his resignation, and she wished him good luck in his next endeavor.

Lastly, Ms. Gellert said they were looking forward to their December meeting in Newark, Monday, December 16, 2024, which was their annual holiday party as well as their elections for officers for the next year. She wished all a gentle solstice, a happy holiday season, and a prosperous new year.

Chair O'Connor asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were four in-person speakers and six pre-registered telephone speaker.

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to pre-registered in-person speakers, followed by any additional in-person speakers. They would then take comments from pre-registered telephone speakers, followed by any additional telephone participants queued to speak. Board Secretary Umukoro instructed those participating by telephone, if they had not already done so, please press *1 on their telephone keypad to enter the queue to speak. They would hear a brief tone to indicate they have successfully entered the queue.

Public Comments

Christian Hartman, proud resident of Bergen County and Senior Vice President of the New Jersey Alliance for Action, said he was there on behalf of their thousands of members and as a rider of the transit system. Mr. Hartman said the New Jersey Alliance for Action was a nonpartisan, non-profit association representing thousands of business, labor, government, utility, education, professional, and other New Jersey leaders and said they were celebrating their 50th year. Their mission was to improve New Jersey's economy through the promotion of environmentally friendly capital construction and infrastructure investment.

Mr. Hartman said they wanted to go on the record to support the incredible transformation of NJ TRANSIT over the past seven years under the leadership of President & CEO Corbett. The transformation included more than \$6 billion in capital improvements, and another \$8 billion to come in the next few years. Mr. Hartman said President & CEO Corbett discussed Positive Train Control (PTC) in his comments, and President & CEO Corbett led the agency as they created their first ever 10-Year Strategic Plan. NJ TRANSIT coordinated with federal agencies on projects such as the Portal North Bridge and the Gateway Tunnel, each of these investments would provide better service to the riding public. He said they were game changers that also created thousands of good paying construction jobs as well. Mr. Hartman said President & CEO Corbett came on board during a challenging time for NJ TRANSIT. Under President & CEO Corbett's leadership, the agency was awarded the coveted most outstanding public transportation designation from the American Public Transportation Association (APTA) in 2023. Mr. Hartman said they saluted President & CEO Corbett's leadership, and they valued how open he had been with the industry during his tenure.

Mr. Hartman said they wished to comment on the appointment of Kris Kolluri, and how he had a long background in transportation, community engagement, and government. He said under Mr. Kolluri's leadership, the Gateway Development Commission was able to secure their \$6.9 billion grant from the Federal Transit Administration (FTA) for the new tunnel under the Hudson River, which could be seen by many as one of the most important infrastructure projects in the entire nation.

Mr. Hartman said they saw the benefits of transit investments everywhere in the state, with transit-oriented development along key branches of transit's rail network, from Metropark to the Walter Rand Transportation Center in Camden, and so much more. The Alliance for Action plans to continue to support investment in New Jersey's mass transit system, which they saw as vital to the state's economic future.

Jerome Johnson, member of SMART-TD - Local 60 United Transportation Union, said he was there again to speak about the healthcare insurance. Mr. Johnson said they would like to stay with Horizon Blue Cross Blue Shield. He said they had not attended the previous two Board meetings, because they thought their voices were heard, and they wanted to give the Board a chance to do their due diligence. Mr. Johnson said he was listening to all the accolades that were being said about President & CEO Corbett, that were well deserved, but on President & CEO Corbett's way out, he needed to handle the healthcare issue. He said not just for his 1,500 members or the ATU members, but for all the 12,000 employees at NJ TRANSIT as well.

Mr. Johnson said one of the reasons that *Forbes* named NJ TRANSIT one of "America's Dream Employers" list was because of their healthcare insurance. He said if they wanted to keep that status, they had to keep Horizon Blue Cross Blue Shield. Mr. Johnson asked the Board to stop putting members in fear of losing their primary physicians. He said employees' children and spouses had devastating health issues and did not know if they would be properly cared for with Aetna Health Insurance. Mr. Johnson thanked the Board for the one-year extension that was previously approved. He said they felt heard when they passed the extension, but it was not enough. Mr. Johnson said they were asking the Board again to let them keep Horizon Blue Cross Blue Shield. He said the health insurance was important not only to the labor workers, but to all NJ TRANSIT employees as well, including New Jersey Transit Police, and the management team. Mr. Johnson asked that the Board support their frontline employees because they were the ones working during the COVID pandemic.

Orlando Riley, Chairman of the Amalgamated Transit Union (ATU) Local 824 New Jersey State Joint Council, said he wanted to wish President & CEO Corbett all the best in his future endeavors. Mr. Riley said it had been a pleasure working with President & CEO Corbett, particularly during the extremely difficult time throughout the COVID pandemic. He said President & CEO Corbett was compassionate to the Union and their members and they appreciated him for that. Mr. Riley said he did not think he needed to say much following Mr. Johnson who had covered what he had been saying for the past few months. He said in July, he came to the Board along with his union brothers and sisters from the ATU, expressed their concerns about the possible change

to their healthcare insurance from Horizon Blue Cross Blue Shield to Aetna. He said he spoke about the serious health conditions that their line of work exposed the employees to and how they were faced with physical and verbal assaults on a daily basis. He said he also spoke about employees who were suffering from terminal illnesses who called him concerned and fearful about the status of their healthcare coverage. Mr. Riley said he responded telling them that he would fight like hell for their coverage.

Mr. Riley asked the Board not to believe that a company, especially in healthcare, would provide service of better or equal value and save them millions of dollars. He said it would not happen, and it was impossible. Mr. Riley said they were asking the Board to continue to provide healthcare coverage to the thousands of NJ TRANSIT employees, both agreement and non-agreement, who relied on the healthcare for decades. He said this was not the time to try out something new, especially not healthcare insurance at a time when Bus Operators were under more stress than ever, due to shorter breaks between trips, and Bus Operators were being physically assaulted more than they had ever been. Mr. Riley said the decisions would not only negatively affect their workforce, but it would affect their ability to hire new employees for certain positions, specifically the positions that barely paid the state's minimum wage rate. Mr. Riley said they were asking the Board to stand with their 12,000 employees, keep Horizon Blue Cross Blue Shield, and do not turn their backs on their employees.

David Anderson, member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), Lackawanna Coalition, and Rail Users Network, wished President & CEO Corbett the best in his future endeavors and thanked him for his service. Mr. Anderson said he wanted to speak about NJ TRANSIT's negative reputation surrounding a lack of communication. He said whether it was justified or not, he could not say, but it seemed to him that many things could be done with more transparency. He said decisions were often made in advance, out of the public view, and the action items being presented to the Board seemed to come out of the blue and passed unanimously. He said seldomly was there descending votes on the Board, and he felt it was not a sign of a healthy Board if you did not have some dissent and open discussion. He said in the past when Board members had dissenting views, they did not remain on the Board, and he did not think that was a healthy situation.

Mr. Anderson said regarding the closure of Kingsland Station in Lyndhurst, NJ TRANSIT hosted a hearing at Lyndhurst Town Hall about two months ago, where approximately 38 people spoke during public comment, and all but two urged NJ TRANSIT to keep the Kingsland Station open. Mr. Anderson said the station had problems with the aging infrastructure and lack of ADA accessibility, but it served the town well because it was the conjunction of the main line, and the main arteries through Ridge Road in Lyndhurst.

Zoe Baldwin, Vice President for State Programs of the Regional Plan Association, said on behalf of the Association and their Board of Directors, they wanted to thank President & CEO Corbett for his service. Ms. Baldwin said being President & CEO was a thankless job and that the President & CEO can be blamed for the weather and a million other things that were out of their control, but President & CEO Corbett did a good job

nailing the things that he could control. She said chief among those things was the Capital Plan, which was all but anemic when President & CEO Corbett came in. She said the second most important job of any transit agency was maintaining and improving the system because it was the only way to get to the first most important job, which was getting people where they need to go, when they need to be there. Ms. Baldwin said President & CEO Corbett focused his energies there and obtained operating funding for the first time, which was something that had not been done in decades.

Ms. Baldwin said these were milestones that were often ignored but were very important. She said although it did not feel like it every day for riders, the on-time performance had gotten better, and President & CEO Corbett had set the agency on a trajectory. She said a lot of fixes took a little bit of time to set in and for riders to feel. She said it took a few years between buying new rail cars and actually sitting down in them. Ms. Baldwin said these were not easy fixes, and they were not short-term fixes, but they were incredibly important, and President & CEO Corbett really did Yeoman's work to set the agency on the right path. Ms. Baldwin said lastly, she wanted to note that President & CEO Corbett did a lot of this work during the pandemic. She said there were so many opportunities for the agency to falter or to not be available for riders during that incredible time, but President & CEO Corbett kept the system going and made it a little better than it was before.

Ms. Baldwin said while they were sad to see President & CEO Corbett go, they were very excited to see Kris Kolluri come in. She said they could not think of a better successor. Ms. Baldwin said Mr. Kolluri served as Chairman of the New Jersey Department of Transportation (DOT) when NJ TRANSIT introduced the multi-level cars, and the last time NJ TRANSIT received a funding increase from the State. Ms. Baldwin said President & CEO Corbett's work, combined with the support of the State, and now turning the agency over to a capable leader, was absolutely where they wanted to see it. She said the Regional Plan Association looked forward to continuing their work with the Board and the broader agency to make NJ TRANSIT a leader in New Jersey and also make New Jersey a leader in transit.

Anthony Attanasio, Chair Executive Officer of Hawk Strategies, LLC and transportation and infrastructure consultant, said he wanted to give a warm congratulations and thank you to President & CEO Corbett. Mr. Attanasio said he worked with President & CEO Corbett in several different roles, beginning on Governor Murphy's transportation policy team in 2017, where he quickly learned a lot from President & CEO Corbett, based on his experience, as well as his calm demeanor and leadership. Mr. Attanasio said he felt that anyone who had been involved with NJ TRANSIT for more than a few years had seen the agency in dire straits in recent history, but under President & CEO Corbett's leadership and Governor Murphy's leadership, along with the Board and staff, and the men and women who worked every day, they made NJ TRANSIT the great agency that it is. He said the turnaround was nothing short of momentous and it was incredible to have been able to see an agency, that only had Positive Train Control (PTC) at 13 percent complete after several years, reach 100 percent completion within the federal eyes within under two years of work. He said to have a capital program that only had \$25 million in

construction contracts during the previous administrations, and now to see billions of dollars of investment go to the third largest mass transit agency in the nation, that took real leadership.

Mr. Attanasio said he did not only consider President & CEO Corbett a friend, but someone who worked in the industry with engineers, contractors, outdoor advertisers, and paratransit. He said he saw day-to-day how the agency embraced its mission to support their riders and it all came from the top. Mr. Attanasio said to see a leader like President & CEO Corbett stay in a position like his for seven years showed just how tough he was, and wished him the best in his new role, and said they would continue to support him and NJ TRANSIT. He said to echo Ms. Baldwin, they were lucky to have had President & CEO Corbett in the role and were now lucky to have the role filled with former Commissioner and Chairman Kris Kolluri. He said he knew Mr. Kolluri would tap President & CEO Corbett's knowledge and recent experience, and that would be for the betterment of the riders. Mr. Attanasio said he wanted to thank everyone at NJ TRANSIT for what they did on a daily basis, delivering almost 900,000 passenger trips daily, which was a Herculean effort.

Robert (Bob) Briant Jr., Chief Executive Officer of the Utility & Transportation Contractors Association (UTCA), said their members built, designed, and supplied the infrastructure projects in the State of New Jersey. Mr. Briant said he wanted to thank President & CEO Corbett personally for the excellent working relationship that he established with the infrastructure construction community, in particular the UTCA. He said President & CEO Corbett had done a tremendous job at NJ TRANSIT. He said two years prior to President & CEO Corbett taking the helm, there was roughly \$25 million a year in capital investment. Over the seven years of President & CEO Corbett's leadership, that number had grown to hundreds of millions of dollars a year and he sincerely appreciated it. Mr. Briant said they were saddened to lose President & CEO Corbett and they wanted to wish him well in his new endeavors. Mr. Briant said they were greatly pleased that the position was being turned over to Kris Kolluri, who was an infrastructure and transportation expert and a great administrator. Mr. Briant said they looked forward to working with Mr. Kolluri. He said lastly, President & CEO Corbett's son Jay and his daughter Hannah were classmates at the United States Naval Academy, and they both graduated as aviators. He said to President & CEO Corbett, in light of the Army/Navy game coming up on Saturday, and in honor of their kids, go Navy!

Jerry Kennan, President of the New Jersey Alliance for Action, said they represented thousands of business, labor, government, academic and utility leaders. Mr. Kennan said they were all dedicated to ensuring New Jersey's infrastructure could keep pace with the needs of its residents and businesses. Mr. Kennan said their Senior Vice President, Christian Hartman spoke earlier during the meetings about some of President & CEO Corbett's professional successes. Mr. Kennan said he wanted to make sure he called in to speak about President & CEO Corbett on a personal level. Mr. Kennan said they worked with people all the time, but every once in a while, they were lucky enough to work with people who became personal friends, and President & CEO Corbett was one of those

people. He said he was proud to call President & CEO Corbett his friend, and he was also proud to see one of his friends be so successful in his endeavors.

Mr. Kennan said President & CEO Corbett took on one of the most challenging jobs imaginable in 2018, when he became President & CEO of NJ TRANSIT. Mr. Kennan said the agency was riddled with problems, and every time he turned on the computer, he saw another issue that NJ TRANSIT was being hammered on. He said President & CEO Corbett came in and pledged to provide better service and improve the lives of millions of commuters each year, and in order to do that they needed to invest infrastructure. Mr. Kennan said President & CEO Corbett did just that. He said President & CEO Corbett's drive and passion, and ability to find resources for all the desperately needed capital improvements could not be overstated. He said President & CEO Corbett's work touched people in all corners of the state. Mr. Kennan said he was looking forward to President & CEO Corbett continuing his work at Rutgers Center for Advanced Infrastructure and Transportation (CAIT).

Mr. Kennan said Kris Kolluri had proven to be a successful leader through his work at New Jersey DOT, New Jersey Schools Construction Corporation, and at the Gateway Development Commission. Mr. Kennan said Mr. Kolluri's work was terrific, and they were looking forward to working with him in the future.

David Peter Alan, member of the SCDRTAC and the Lackawanna Coalition, said when he appeared before the Board four weeks prior, he complained about an incident he reported regarding the No. 871 Bus at Willowbrook Mall going to Lincoln Park. Mr. Alan said he missed his connecting bus by less than two minutes because of NJ TRANSIT's indifference and was late to an event he was attending. He said non-motorist were limited to the mobility that NJ TRANSIT provided and only at the times they chose to provide the service. He said only non-motorists knew what it was like to live that way. Mr. Alan said he felt it would have been easy for customer service to call a dispatcher with a request for the driver of the bus to wait for a passenger connecting at Willowbrook Mall, which would have had no adverse effects, but it was not done.

Mr. Alan said he had another incident on Sunday, December 1, 2024, when the No. 31 bus bypassed Bus Stop #19338 at the South Orange Station, even though the customer service agent he spoke with assured him that the bus would stop at that location. Mr. Alan said he lost an hour of his time, which was also avoidable. He said he reported the incident and received a case number, but he had not heard back from anyone with suitable authority at NJ TRANSIT.

Mr. Alan said because of the lack of customer service response to his first complaint, as of four weeks ago, he complained at the time that the agency had demonstrated reckless disregard from him, as a non-motorist. He said he felt this constituted a willful indifference toward the riders who depended on public transit, and it seemed as though the riders were not considered worthy of being taken seriously. Mr. Alan said this went beyond his own experience and that he did not know anyone who sat on a Board and depended on the public transit they governed for mobility.

Mr. Alan said the ongoing effort that began last April to suppress the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), continued despite the fact that the 17 people who were appointed to the Committee through the standard process. He said 12 were non-motorists, and one of the five motorists depended on transit for several years as an adult. Mr. Alan said in short, the agency acted like it did not want to hear from their only affiliated group, that included members who depended on rail transit and buses, Access Link, or county provided transportation.

Mr. Alan said he wished President & CEO Corbett well in his new position, but at the same time he hoped Kris Kolluri's incoming administration would show more concern for those people who depended on public transit than the agency currently demonstrated. Mr. Alan's full written statement was shared with the Board.

Adam Reich said he was glad to see that the Customer Advocate was hosting a "We Are Listening" forum, and he hoped to see more of this. Mr. Reich encouraged the Customer Advocate to include a virtual participation option or at least hold one virtual hearing. He said it was essential to do this, both from an accessibility standpoint and to maximize participation. He said five o'clock did not work for everyone, especially for those getting off work at five o'clock. He said a virtual option would cure the issue and encourage more people to participate. Mr. Reich also asked that the forum be live streamed, stating it would ensure their archived recordings were available to the public, in the interest of transparency. Mr. Reich also encouraged both the Customer Advocate and the agency to create a Bluesky account, stating that people were migrating away from X, formerly known as Twitter. He said it would be a good platform to reach riders in the same way they currently used X.

Mr. Reich said regarding President & CEO Corbett's departure, he wanted to give President & CEO Corbett some credit for certain initiatives, such as completing the implementation of PTC and replenishing the engineer ranks, but stressed that there were also a lot of issues during President & CEO Corbett's tenure. Mr. Reich said as a customer who went through an application process for a Customer Advisory Board, that President & CEO Corbett endorsed and was offered a position for, however, never got a meeting with the Board that they were promised in the intervening four plus years, he was deeply disappointed that President & CEO Corbett's tenure paid lip service to ridership and transparency more than he did engaging members of the public. Mr. Reich said he would stress that in the same intervening four years, President & CEO Corbett met with the United Railroad Historical Society of New Jersey Inc., who did not necessarily comprise paying riders in the way that the Customer Advisory Board would have. Mr. Reich asked the Board, with a new Customer Advocate and incoming President & CEO, to hit the reset button and try to meet with the 14 people that they promised an Advisory Board position to, even if it was not a standing Board, though he recommended that it should be. Mr. Reich asked the Board to expand the public comment time limit at committee meetings to the same three-minute time limit for Board meetings.

Mr. Reich asked for the Board Operations & Customer Service Committee agendas to include details in the written reports regarding Mean Distance Between Failure (MDBF)

by equipment type, and the Customer Advocate's update be included in the agenda as a written report. Mr. Reich also asked for summations of what the customer complaints were and what they were doing to rectify them to be included in the Operations & Customer Service Committee agendas. He said Board members had advocated for such information in the past and should do so in the future. He said part of the strengths of an agency were acknowledging mistakes and showing what they did to improve them. Mr. Reich said to Mr. Kolluri, he would ask if possible, to consider these items. He said he would be happy to have a conversation with Mr. Kolluri about the items he cared about and what he could do to improve the customer experience and meaningful customer engagement. He said he hoped for a more transparent and engaging new year by the agency, and the Board, and the new President & CEO.

Andy Weiss said he heard that the new Customer Advocate and other teams were going to have a listening forum on December 17, 2024, at Hoboken Terminal. Mr. Weiss said this was a great first step by the new Customer Advocate and said it was good news. Mr. Weiss thanked the Customer Advocate and said they were doing a great job.

Mr. Weiss said they needed to open a dialogue with NJ TRANSIT because communication with the agency had been on lockdown for years by President & CEO Corbett. He said President & CEO Corbett created anger and tension for years by avoiding riders and shutting down their voices with short public comment time limits. He said that NJ TRANSIT's corporate office treated NJ TRANSIT riders with disrespect for years. He said NJ TRANSIT was never going to improve with President & CEO Corbett. Mr. Weiss said NJ TRANSIT was a filthy and obsolete transit system under President & CEO Corbett, and public transits all over America were modernizing, but NJ TRANSIT regressed under President & CEO Corbett. Mr. Weiss said as an example, NJ TRANSIT took away real time bus arrival times on the third-party app like Google and City Mapper. He said President & CEO Corbett did not help when they asked to get real time bus arrivals back on the apps and the problem was never fixed. Mr. Weiss said President & CEO Corbett did not oversee his management teams and allowed them to fail without accountability.

Mr. Weiss said President & CEO Corbett did not create bus lanes during his term, which was completely unacceptable. He said there were no bus lanes in an overcrowded state like New Jersey, while many rural states had bus lanes. Mr. Weiss said President & CEO Corbett failed with the Fare Modernization Program on the buses because all of the conduits tap and go machines were broken on the buses. He said Corporate did not attempt to create a seamless fare integration system with the Metropolitan Transportation Authority (MTA) and Port Authority Trans-Hudson (PATH) and ignored the recommendations from NJPTA studies. Mr. Weiss said all three transit systems in the area had three separate fare cards and that hurt the region. Mr. Weiss said President & CEO Corbett did not try to extend the Hudson-Bergen Light Rail to Bergen County and said residents had been waiting for 25 years. Mr. Weiss said the weekend bus, train, and light rail service were cut all over the system while NJ TRANSIT got a fancy \$4 million corporate office for a bunch of failed overpaid executives at NJ TRANSIT.

Mr. Weiss said NJ TRANSIT riders lost every time with President & CEO Corbett, and they needed to work on recovering from his many failures over the years after he leaves.

Jason Anthony, member of the Long Island Railroad Americans with Disabilities Act (ADA) Task Force, said echoing Mr. Weiss' comment, it was a good day for those in the Big Apple because President & CEO Corbett was never seen meeting with MTA Chair and CEO John Janno Lieber. Mr. Anthony said President & CEO Corbett's departure was a demonstration to riders that NJ TRANSIT Rail Operations Inc. was setting themselves up to fail with the 2026 FIFA World Cup and any future events. Mr. Anthony said the riders did not get an apology from NJ TRANSIT and asked why it was that every single passenger had been stranded since the summer. He said passengers would continue to be stranded because of NJ TRANSIT's Rail Operations failure to fix their problems. Mr. Anthony said the new Chief Executive Officer should meet with MTA Chair and CEO Lieber beginning in January, and if not, he would call him out. Mr. Anthony said the Pascack Valley Line and the main line service needed to be improved. He said New Yorkers were forced to pay more to travel to Trenton from New York because of their cost incompetence.

Miguel Saltos said he was speaking to advocate for the Ampere Parkway Train Station, conveniently located in the cross paths of Newark, Bloomfield, Bellevue, and East Orange. Mr. Saltos said if this station was reopened it would give access to residents located in four cities, as they were all less than a five-minute walk to the station. He said he and his neighbors were extremely disappointed by the Board's decision to give millions of dollars to Brick Church Station and East Orange Station, two stations which were 10-minute walks from one another and serve the same community, rendering one of the station's unused and unnecessary without providing any support to the Ampere Parkway Train Station. Mr. Saltos said he noticed after taking a \$15 Uber ride to get to the stations that they were always empty. He asked the Board if their reason to choose not to fund the Ampere Parkway Train Station was based on ridership. He said he could assure the Board that there would be more customers at the Ampere Parkway Train Station than the other two stations mentioned.

Mr. Saltos said Ampere Parkway Train Station was a different part of town. He said residents created a change.org petition page which had more than 300 signatures from local residents asking for the station to be reopened. Mr. Saltos said the petition had real testimonies from riders. He said they also had an approval letter from the former Bloomfield Mayor Michael Venezia and the Lackawanna Coalition. Mr. Saltos said much time had passed since the station was closed in the 1990s. The Ampere Parkway neighborhood had become safe and filled with hard working people like himself who needed the station reopened. He said there was still time to allocate funds. He said the bones of the station were intact, including an existing pick-up and drop-off roundabout platform. Mr. Saltos asked the Board to do the right thing for the public, and anyone interested could go to the change.org website and search using the keywords Ampere Station to see the petition and signatures.

Joe Fiordaliso, President of the American Council of Engineering Companies of New Jersey (ACC), said addressing the Board was bittersweet because it marked the departure of a friend and dedicated public servant, President & CEO Corbett. Mr. Fiordaliso said President & CEO Corbett inherited an organization in disarray and immediately set about putting NJ TRANSIT's house back in order. Mr. Fiordaliso said one of President & CEO Corbett's earliest and most significant achievements was meeting federally imposed deadlines for the implementation of PTC. Mr. Fiordaliso said under President & CEO Corbett's leadership, NJ TRANSIT developed its first Five-Year Capital Program and a 10-Year Strategic Plan. He said President & CEO Corbett was credited with completing the construction of the Portal North Bridge on time and under budget. Mr. Fiordaliso said President & CEO Corbett was to be commended for his public service and calm, steady leadership during difficult times. Mr. Fiordaliso said he wanted to address President & CEO Corbett directly and say thank you, and well done, my friend.

Mr. Fiordaliso said turning to the meetings' agenda, with the Board's anticipated approval, Kris Kolluri would continue his remarkable public service to NJ TRANSIT and the nation. Mr. Fiordaliso said Mr. Kolluri was obviously not someone who could sit still for long, because just a few months ago, they bid him farewell as CEO of the Gateway Development Commission (GDC). He said during Mr. Kolluri's two-year tenure leading GDC, he not only built the organization from scratch, but he delivered historic levels of investment from the most consequential infrastructure program in the United States, including the \$6.88 billion full funding grant agreement for construction of the Hudson Tunnel project. Mr. Fiordaliso said to those of them who knew Mr. Kolluri, these successes were not surprising. He said Mr. Kolluri came to this position as a respected infrastructure management and operations expert with experience running multi-billion-dollar public transportation and infrastructure agencies.

Mr. Fiordaliso said during his own public service, he served as Mr. Kolluri's Chief of Staff at the New Jersey Department of Transportation (NJDOT), witnessing first-hand the conviction, the medal, and the unwavering commitment to do the right thing for the public he served and the people he served with. Mr. Fiordaliso said President John F. Kennedy wrote, let the public service be a proud and lively career. Mr. Fiordaliso said Mr. Kolluri embodied this and truly exemplified the best of public service. He said his accomplishments improved the lives of New Jerseyans by connecting them to jobs and opportunities. His leadership had self-transformed forgotten communities into vibrant places to live and raise families, and his commitment to a strong and resilient transportation network had directly contributed to the region's economic growth. Mr. Fiordaliso wanted to applaud Governor Murphy for his continued commitment to restoring NJ TRANSIT to its position of prominence, and he likewise wanted to commend Chair O'Connor and the members of the Board for their commitment to competent, seasoned, and expert leadership of the largest statewide public transit system in the nation. Mr. Fiordaliso said the ACC stood ready to support Mr. Kolluri, the Board, and the entire agency as it worked to fulfill its mission.

Vito Havrilla, Vice Chair and Legislative Director for the Lackawanna Coalition, said their website was lackawannacoalition.org, and their next meeting was scheduled for Monday,

December 23, 2024, 6:45 p.m., at Millburn Town Hall. Mr. Havrilla said he would be reading the Coalition's statement. Mr. Havrilla said regarding Train #267 from Hoboken on the Montclair-Boonton Line, they requested that the three-car train be expanded to a four-car, due to lack of space. He said this was the first train from Hoboken after a 50-minute gap that stopped at Watsessing and Mountain Avenue stations on the Montclair-Boonton line. In addition, they requested that both stations be provided with service to and from Hoboken during peak hours, every half hour, as other stations did. He said many riders boarded Train #267 at Newark Broad Street, causing overcrowding. Regularly 25 to 30 people disembarked from the train at Watsessing Station. He said the requested half hourly service would resolve this problem and would provide more evenly spaced trains between Newark Broad Street and the eastern terminals.

Mr. Havrilla said regarding Action Item #2412-68, Raritan Bridge Replacement, there was no public financial plan or schedule presented for the project from start to finish. He said it was first funded in 2013 with \$446.3 million in federal funds for Superstorm Sandy Recovery. He said this second general contract was \$444.4 million, plus five percent contingencies, but they already contracted \$282 million, plus five percent contingencies. Mr. Havrilla asked where they were getting all the extra money. He said they needed to establish financial and time milestones, and report on performance to the public.

Mr. Havrilla said regarding Action Item #2412-69 and 2412-70, NJ TRANSIT's transparency on contracts had reached a new low this month. Mr. Havrilla asked why they saw so many changes and what was NJ TRANSIT trying to hide, when the public had no information on project financials and timeline progress. He said they had often expressed their dismay at the numerous contracts changes they saw year after year. Mr. Havrilla said other transit agencies were accountable to the public for time and financial performance, but NJ TRANSIT was not. He said as a Board, they were responsible for oversight, something they almost never saw. He said as an agency that recently celebrated its 45th anniversary, they should have enough experience and knowledgeable employees, and not need to make so many changes, and when there were changes, they should be transparent.

Mr. Havrilla said regarding Action Items 2412-71 and 2412-72, it was disappointing to see that NJ TRANSIT was not providing any transparency on the issue of healthcare coverage for NJ TRANSIT's 12,000 employees and their families.

Mr. Havrilla said regarding Action item 2412-74, they wished President & CEO Corbett well in his new position and hoped to see him continuing to ride the trains. Mr. Havrilla said he wished Mr. Kolluri well at NJ TRANSIT and as always would offer him his honest feedback, compliments, and criticism alike. He said he hoped Mr. Kolluri would do something for the riders because they had been waiting. Mr. Havrilla's full written statement was shared with the Board.

Board Operations and Customer Service Committee Report

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

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and Fiscal Year 2025 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for October 2024. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for the: Execution of Contract 0000060 for the Provision of Access Link Service in Region 6 (Bergen, Passaic, Hudson, and Parts of Essex Counties); NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project: Award for General Construction Contract GC.02; Perth Amboy Station Accessibility improvements Project – Supplement to Construction Contract and Construction Management Services Contract; and NJ TRANSIT Resilience Program: Meadowlands Maintenance Complex (MMC)/Rail Operations Center (ROC) Building Flood Control: Contract amendment for Settlement of Claim.

Board Energy and Sustainability Policy Committee Report

Board Member Weiss presented the report for the Energy and Sustainability Policy Committee. The Energy and Sustainability Policy Committee introduced the Energy & Sustainability Team Members and reported NJ TRANSIT Climate Concerns; General Overview of Activities, Initiatives, and Projects; PROTECT projects; Resiliency Study and Strategy Development; and integrating Resilience in the 2025-2030 Capital Plan.

Safety Committee Report

Board Member Weiss presented the report for the Safety Committee. The Agency Safety Management Department provided the NJ TRANSIT Board Safety Committee with an update on Key Safety Performance Indicators (KSPIs) for Rail, Light Rail, Bus, Access

Link, Construction Safety, comparing data from the first nine months of calendar years 2023 and 2024. Additionally, the NJ TRANSIT Board Safety Committee reviewed plans for the next quarter focused upon injury and incident reduction efforts.

The Agency Safety Management team highlighted ongoing community engagement initiatives, including “Back to School” events at Palmyra Schools. These outreach events targeted parents, teachers, and students at all educational levels, from preschool to high school, and focused upon raising situational awareness and key safety rules. Following these outreach efforts, the team conducted Rail Safety Presentations in November, reaching students across the same educational spectrum. Further emphasizing Agency Safety Management’s School Education Program’s commitment to safety education, the Safety Training and Outreach unit delivered 28 Rail, Bus, and Pedestrian Safety Awareness presentations during the third quarter of 2024, connecting with approximately 3,760 students.

Chief Trucillo briefed the committee on the New Jersey Transit Police Department’s Outreach efforts during the month of November as well as the number of lives saved by New Jersey Transit Officers using Narcan during the month of November. The Chief also briefed the committee on the ongoing preparations for the 2026 FIF World Cup.

Action Items

2412-67 EXECUTION OF CONTRACT 0000060 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, PASSAIC, HUDSON, AND PARTS OF ESSEX COUNTIES)

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2412-67. Michael Kilcoyne presented for approval Action Item #2412-67: Execution of Contract 0000060 For the Provision of Access Link Service in Region 6 (Bergen, Passaic, Hudson, and Parts of Essex Counties).

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O’Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2412-68: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: AWARD FOR GENERAL CONSTRUCTION CONTRACT GC.02

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2412-68. Richard Schaefer presented for approval Action Item #2412-68: NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project: Award for General Construction Contract GC.02.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2412-69: PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT CONTRACT AMENDMENTS: CONSTRUCTION SERVICES AND CONSTRUCTION MANAGEMENT SERVICES

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2412-69. Richard Schaefer presented for approval Action Item #2412-69: Perth Amboy Station Accessibility Improvements Project – Contract Amendments: Construction Management Services.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2412-70: NJ TRANSIT RESILIENCE PROGRAM: MEADOWS MAINTENANCE COMPLEX (MMC)/RAIL OPERATIONS CENTER (ROC) BUILDING FLOOD CONTROL: CONTRACT AMENDMENT FOR SETTLEMENT OF CLAIM

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2412-70. Richard Schaefer presented for approval Action Item #2412-70: NJ Transit Resilience Program: Meadows Maintenance Complex (MMC)/Rail Operations Center (ROC) Building Flood Control: Contract Amendment for Settlement of Claim.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members Brown, Thomas, and Weiss were recused from Item #2412-71 and would not comment or vote on the item.

2412-71: CONTRACT NO. 0000035 FOR ADMINISTRATION OF SELF-FUNDED MEDICAL PLAN

President & CEO Corbett introduced Binu Thomas, Senior Vice President and Chief Administrative Officer, to present Action Item #2412-71. Binu Thomas presented for approval Action Item #2412-71: Contract No. 0000035 For Administration of Self-Funded Medical Plan.

Board Member Shanti Narra made a motion and Board Member Anthony N. Abrantes seconded the motion.

Board Member Maroko said he reviewed the correspondence and the testimony from the employee representatives regarding the change in Health Insurance Administrator. It seemed to him that switching insurance providers created two significant problems to the agency. The first, significant risk of litigation, which without commenting on its significant merits of any threatened litigation, would be problematic for the agency. Setting aside any potential litigation, it would certainly without question undermine employee morale, and be very harmful to labor relations. He said those considerations outweighed any proposed savings that may be gained from switching, and for that reason, in his discretion, it was his conclusion, it was not in the best interest of the agency, ridership, or the state to switch insurance carriers. For that reason, he would be voting to keep the current insurance policy until something different was negotiated with the applicable union.

Board Member Abrantes said in his opinion, based on the testimony they heard and some of the feedback received from their professionals, and in his experience he has seen, and knowing the concerns of their labor folks, cheaper insurance does not always translate into better service or better quality, and at the expense of their riders, workforce, and the agency. He believed it was in the best interest that they maintain the policies that they already have.

Board Member Narra said Board Member Maroko summed up her comments and asked that it be noted for the record that she completely agreed with his statement.

Vice Chair Carson asked Board Secretary Umukoro if Ms. Thomas could reread the request for Board Item 2412-71. Ms. Thomas read it again, but Vice Chair Carson asked for further clarification regarding whether what was being proposed was with a new provider or the current provider.

Chair O'Connor asked Board Secretary Umukoro to read the Board Resolution. She read the authorization paragraph.

Chair O'Connor asked for a roll call vote and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Recused	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members Brown and Thomas were recused from Item #2412-72 and would not comment on the item.

2412-72: CONTRACT NO. 0000040 ADMINISTRATION OF SELF-FUNDED PHARMACY PLAN

President & CEO Corbett introduced Binu Thomas, Senior Vice President and Chief Administrative Officer, to present Action Item #2412-72. Binu Thomas presented for approval Action Item #2412-72: Contract No. 0000040 Administration of Self-Funded Pharmacy Plan.

Board Member Richard A. Maroko made a motion and Board Member Anthony N. Abrantes seconded the motion.

Board Member Maroko said substantially, for the same reasons set forth in the previous Board Item #2412-71, it would be a mistake and not in the best interest of the agency to switch insurance providers at this point.

Board Member Abrantes said he concurred with his fellow Board Member Richard A. Maroko for the same reasons set forth in the previous Board Item #2412-71, that it would be a mistake and was not in the best interest of the agency to switch providers.

Board Member Narra said she concurred with her fellow Board Members Richard A. Maroko and Anthony N. Abrantes as well, for the same reasons set forth in the previous Board Item #2412-71, that it would be a mistake and was not in the best interest of the agency to switch providers.

Chair O'Connor asked Board Secretary Umukoro to read the Board Resolution. She read the authorization paragraph.

Chair O'Connor asked for a roll call vote and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Recused	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted that Chair O'Connor, and Board Members Brown, Creuz, and Thomas were recused from Item #2412-73 and would not comment or vote on the item.

2412-73: PERSONAL INJURY CLAIM OF DOMENICO MAGLIANO

President & CEO Corbett introduced Jacqueline Stamford, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2412-73. Jacqueline Stamford presented for approval Action Item #2412-73: Personal Injury Claim of Domenico Magliano.

Board Member Weiss asked for a motion to approve board item 2412-73. Board Member Richard A. Maroko made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Recused	Yes	Recused

2412-74: APPOINTMENT OF EXECUTIVE DIRECTOR/PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)

Chair O'Connor recommended approval of item 2412-74: Appointment of Executive Director/President & Chief Executive Officer (CEO). This action item was to appoint Kris Kolluri as Executive Director/President & Chief Executive Officer (CEO) of NJ TRANSIT, effective on January 16, 2025, and authorization for the Chair to negotiate and execute an employment contract reflecting a salary, benefits, and terms as may be required, as discussed in executive session.

Board Member Richard A. Maroko made a motion and Board Member Anthony N. Abrantes seconded the motion.

Board Member Weiss said he was looking forward to voting and to begin the process with Kris Kolluri. He said he had gotten to know Mr. Kolluri for years now and had met with him in Camden, Princeton, Newark, and New York, and Mr. Kolluri knew this system, infrastructure, state, and region inside and out. Board Member Weiss said he did not need to repeat all the infrastructure knowledge Mr. Kolluri had. However, in all his other capacities over the years, Mr. Kolluri's understanding of economics and community

development, and what this agency could do, was profound, and he was looking forward to working with him in that capacity. Lastly, he said just like President & CEO Corbett, Mr. Kolluri gets the meaning of transit and why they do what they do, and was excited to work with him, and hopefully, assuming all goes well after the Board Chair conversations, he would have the opportunity to work with Mr. Kolluri in the new year.

Chair O'Connor asked for a roll call vote and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair O'Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O'Connor 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 Anthony Cosentino.

Board Member Richard A. Maroko made the motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 11:52 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Abrantes	Maroko	Medina	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 12:11 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except for Vice Chair Carson and Board Member Brown.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Richard A. Maroko, seconded by Board Member Anthony N. Abrantes, and the motion was adopted.

The meetings were adjourned at approximately 12:12 p.m.

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

DECEMBER 11, 2024

MINUTES

PAGE

➤ CALL TO ORDER	-
➤ EXECUTIVE SESSION AUTHORIZATION	69081
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	69082
➤ PRESIDENT & CEO'S MONTHLY REPORT	69083
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZENS AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2412-67	EXECUTION OF CONTRACT 0000060 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, PASSAIC, HUDSON, AND PARTS OF ESSEX COUNTIES) – Authorization to enter into NJ TRANSIT Contract No. 0000060 with MPC Bus Corporation of Brooklyn, New York, to operate Access Link service in Region 6 (Bergen, Passaic, Hudson, and parts of Essex Counties) for a 60-month contract period from June 29, 2025 through June 29, 2030, at a cost not to exceed \$159,003,253, plus five percent for contingencies, for a total contract authorization of \$166,953,416, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.	69105
2412-68	NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: AWARD FOR GENERAL CONSTRUCTION CONTRACT GC.02 – Authorization to award the General Construction Contract GC.02 to the lowest responsive and responsible bidder, Skanska Koch Inc. of Carteret, New Jersey, at a cost not to exceed \$444,380,524.00, plus five percent for contingencies, subject to the availability of funds.	69106
2412-69	PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT – CONTRACT AMENDMENTS: CONSTRUCTION SERVICES AND CONSTRUCTION MANAGEMENT SERVICES – Authorization to provide additional funding in the amount not to exceed \$4,800,000.00, plus five percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT	69108

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
BOARD OF DIRECTORS' MEETINGS
DECEMBER 11, 2024
MINUTES
PAGE 2

Contract No. 21-039X with Hall Construction Co., Inc. of Wall, New Jersey, for the construction of the Perth Amboy Accessibility Improvements Project, subject to the availability of funds.

Authorization to provide additional funding in the amount not to exceed \$1,800,000.00, plus five percent for contingencies, for NJ TRANSIT Contract No. 20-044 with KS Engineers, P.C. of Newark, New Jersey, to provide additional Construction Management services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds.

- 2412-70** **NJ TRANSIT RESILIENCE PROGRAM: MEADOWS MAINTENANCE COMPLEX (MMC)/RAIL OPERATIONS CENTER (ROC) BUILDING FLOOD CONTROL: CONTRACT AMENDMENT FOR SETTLEMENT OF CLAIM** – Authorization to amend NJ TRANSIT Contract No. 17-006X with DMR Construction Services, Inc. of 160 Hopper Avenue, Waldwick, New Jersey, to resolve all remaining claims by DMR Construction Services, Inc. against NJ TRANSIT for \$426,010.38, for a total contract authorization not to exceed \$20,600,318.38. **69110**

- 2412-71** **CONTRACT NO. 0000035 FOR ADMINISTRATION OF SELF-FUNDED MEDICAL PLAN** – Authorization to enter into NJ TRANSIT Contract No. 0000035 for Administration of Self-Funded Medical Plan. **69111**

- 2412-72** **CONTRACT NO. 0000040 FOR ADMINISTRATION OF SELF-FUNDED PHARMACY PLAN** – Authorization to enter into NJ TRANSIT Contract No. 0000040 for Administration of Self-Funded Pharmacy Plan. **69113**

- 2412-73** **PERSONAL INJURY CLAIM OF DOMENICO MAGLIANO** – Authorization is requested to settle the claim of Domenico Magliano, through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **69115**

- 2412-74** **APPOINTMENT OF EXECUTIVE DIRECTOR / PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)** – Appointment of Executive Director/President & Chief Executive Officer (CEO) of NJ TRANSIT and authorization for the Chair to negotiate and execute an employment on the terms, conditions, salary, and benefits of employment, as discussed in executive session. **69116**

- **EXECUTIVE SESSION AUTHORIZATION** **69118**

- **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 the Appointment of Executive Director/President & Chief Executive Officer (CEO); 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.

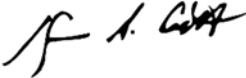
APPROVAL OF MINUTES

WHEREAS, the Bylaws 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 November 13, 2024 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 November 20, 2024;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 13, 2024 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.

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT
DATE: DECEMBER 11, 2024
SUBJECT: PRESIDENT & CEO'S REPORT – DECEMBER 2024



It was with mixed emotions this past Monday that I submitted my formal resignation, effective January 15th, to pursue a new professional opportunity, as well as a chance to spend some long overdue time with my family. To ensure a smooth transition for my successor, I will remain on in a consultative capacity for 30 days beyond January 15th. I am profoundly grateful for the opportunity to work alongside an extraordinary team of more than 12,000 men and women dedicated to serving the residents of New Jersey. I believe the ultimate goal for any CEO is to leave their organization stronger than they found it, and I know we have achieved that together. I want to thank Governor Murphy, Chair O'Connor, and our entire Board for the privilege of leading this organization, and for all your support throughout my tenure.

Moving on to our agenda, I'd like to highlight two contracts up for Board consideration. First, this morning our Board will vote to approve a contract with MPC Bus Corporation to operate NJ TRANSIT Access Link service in Region 6, which includes Bergen, Passaic, Hudson, and parts of Essex counties. Contracting with MPC will enable NJ TRANSIT to provide Region 6 Access Link customers with more personalized customer service, specialized accessible vehicles for people using mobility devices, a higher degree of driver sensitivity, and improved passenger assistance techniques. Our Board will also vote this morning to advance NJ TRANSIT's largest resiliency project – the Raritan River Bridge. Dovetailing with the completion of this project's first, \$248 million contract, today our Board will vote to approve this project's second construction contract, which mainly consists of constructing the actual lift bridge. Through this contract, NJ TRANSIT will complete the bridge, allowing us to decommission the existing 100-year-old-plus bridge and eliminate one of the most vulnerable points on our North Jersey Coast Line.

We also continue to see progress on other major capital projects, including ones that are vital to the Northeast Corridor's (NEC) future. This includes our Portal North Bridge, where on November 26th I was pleased to be on-site to co-host a media availability – alongside the FTA, Amtrak, and our contractor, Skanska – to celebrate the arrival and installation of the new bridge's first main arch span, following a 30-hour journey down the Hudson River. The two additional arches will make the journey by barge over the next two months. When the third arch is secured in-place in mid-February, the bridge will be effectively structurally complete.

In addition, I'm pleased to note that – with NJ TRANSIT's support – Amtrak recently secured \$444 million in grants through the FRA's "Federal-State Partnership for Intercity Passenger Rail Program." Approximately \$300 million of these funds are dedicated specifically to the NEC, and will directly benefit both NJ TRANSIT and Amtrak customers through critical infrastructure improvements. Beyond NEC infrastructure improvements, Amtrak will invest \$144 million from these grants into the expansion and renovation of Penn Station New York (PSNY), which will ultimately add tracks to PSNY, further increasing capacity and enhancing reliability for NEC services. This effort is another essential element in the overall Gateway Program, and will one day enable NJ TRANSIT to roughly double capacity into PSNY, significantly improving reliability for our customers.

Building on these critical advancements for the NEC, NJ TRANSIT is also making significant progress on key infrastructure projects within our own rail network. Tomorrow morning, I look forward to attending the groundbreaking ceremony to mark the beginning of construction on the second phase of our County Yard / Delco Lead Storage and Inspection Facility. I will be joined by FTA Region 2 Administrator Michael Culotta and other state and local officials to mark this significant milestone in our ongoing efforts to enhance rail resiliency and reliability. This \$500 million project represents a critical investment in ensuring our rail network is prepared for extreme weather events. Positioned strategically outside flood-prone areas, this state-of-the-art facility will enable us to store rail vehicles safely, conduct inspections efficiently, and return trains to service rapidly following major storms. This facility is also key to accommodating the 174 new multi-level rail cars we have purchased over the past six years. With these cars set to begin entering revenue service next year, the Delco Lead facility will be instrumental in supporting both the maintenance and operational needs of our expanded fleet.

In conclusion, I'm pleased to note that NJ TRANSIT has once again been recognized as a top employer by *Forbes*, for the sixth time in six years. Last month, NJ TRANSIT was named to the inaugural *Forbes* 2025 America's Dream Employers list, which measures leading companies from across the nation to identify organizations with strong leadership, high employee satisfaction, and the reputation as a desirable destination for those in the workforce. This recognition underscores the strides we have made over the past six years to build a workplace where employees feel valued and supported, and I am proud to see NJ TRANSIT once again recognized nationally as an "employer of choice," by both current and prospective employees.



PRESIDENT & CEO'S MONTHLY REPORT

December 11, 2024

TABLE OF CONTENTS

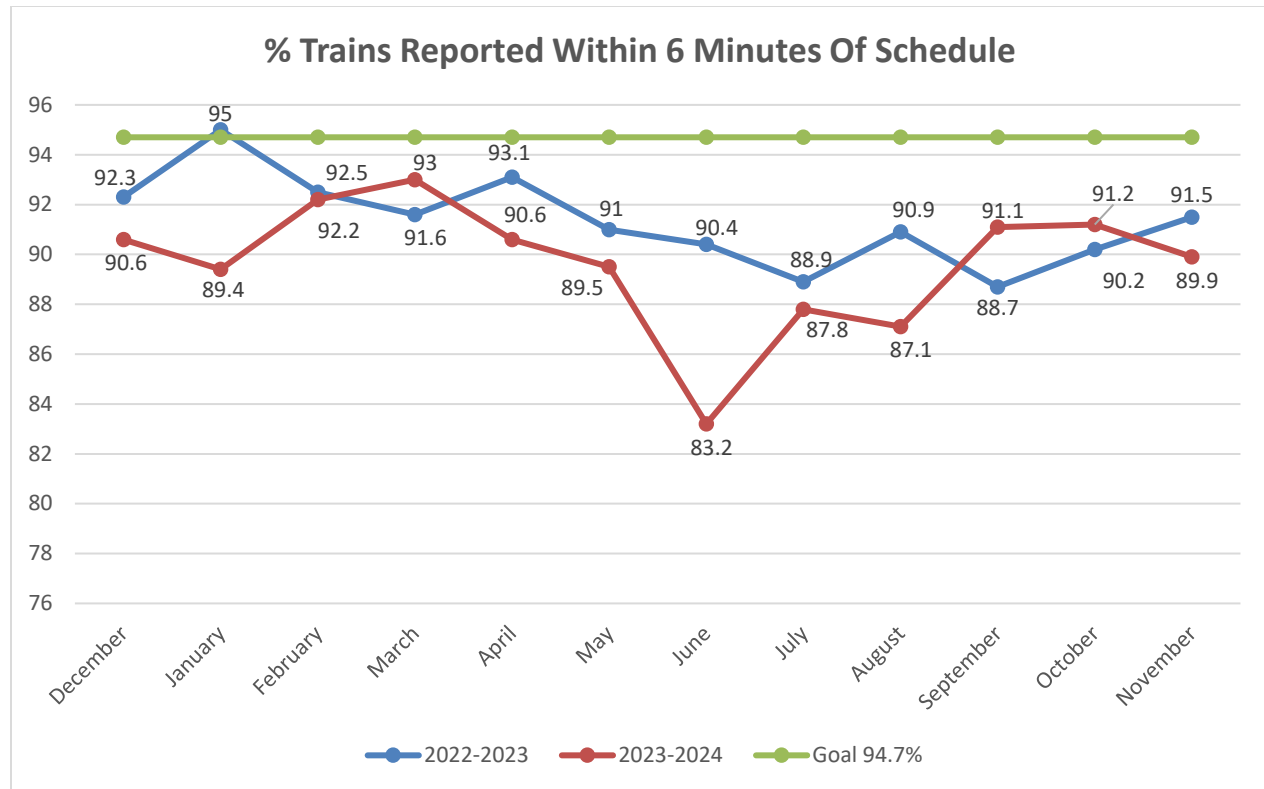
December 11, 2024

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL

DECEMBER 2022 – NOVEMBER 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
Nov. Comparison	91.5%	89.9%	-1.6%
12-Month Average Nov. 2022 – October 2024	91.3%	89.6%	-1.7%

Analysis:

Rail On-time Performance was 89.9% for the month of November 2024. Of the 17,412 trains scheduled to operate, 15,653 were on time, while 1,759 trains (or 10.1% were delayed).

Key Causes included:

- Amtrak signal issues, programmed maintenance, NJT police action, debris, weather/wheelslip, electric locomotive issue and PTC mechanical contributed 98 delays on November 1.
- Amtrak equipment issue, preference, NJT track issue, PTC mechanical, bridge strike and Arrow MU issue contributed 91 delays on November 13.
- Amtrak catenary issue, programmed maintenance, NJT diesel issue and an event contributed 43 delays on November 24.

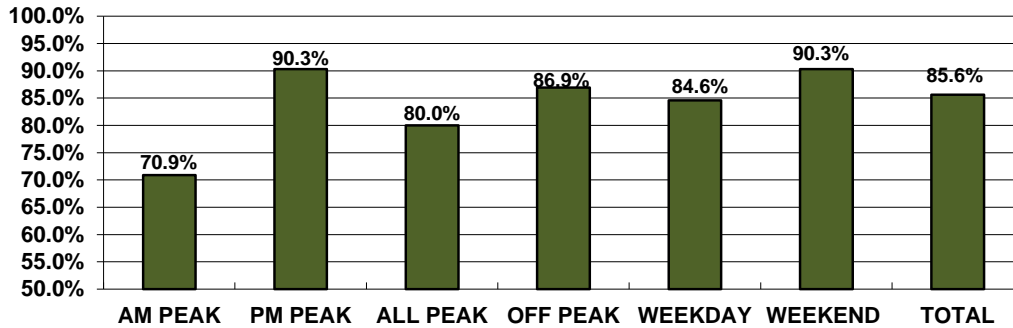
The 12-month Average for Rail On-Time Performance was 89.6%.

ON-TIME PERFORMANCE RAIL

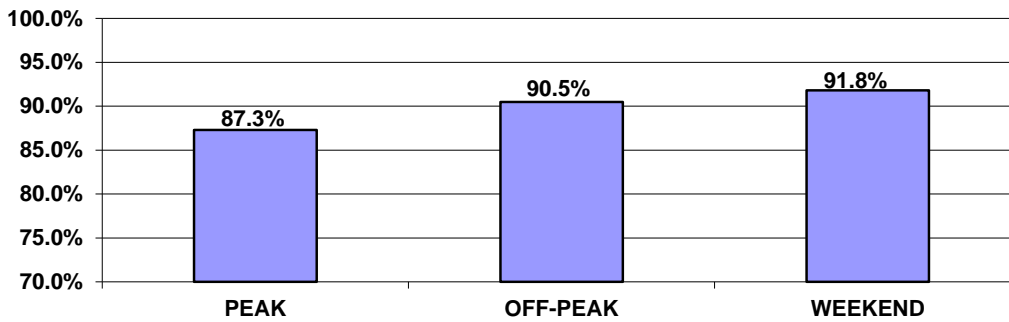
SUMMARY BY TIME PERIOD NOVEMBER 2024

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

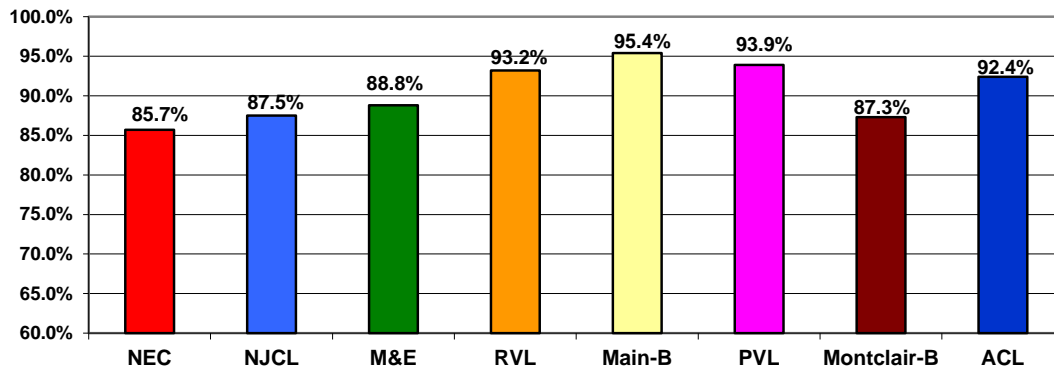
% NEW YORK PENN STATION Trains Reported On Time *



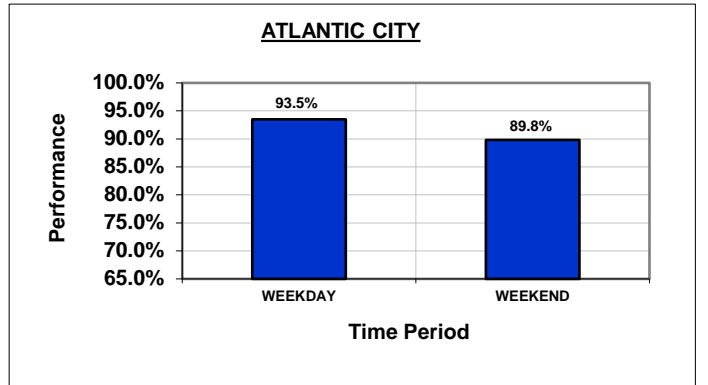
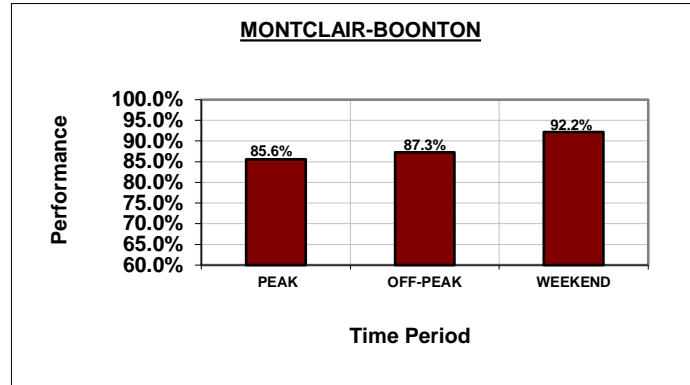
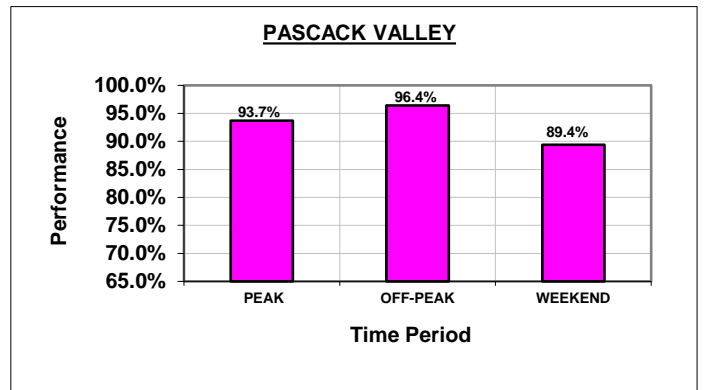
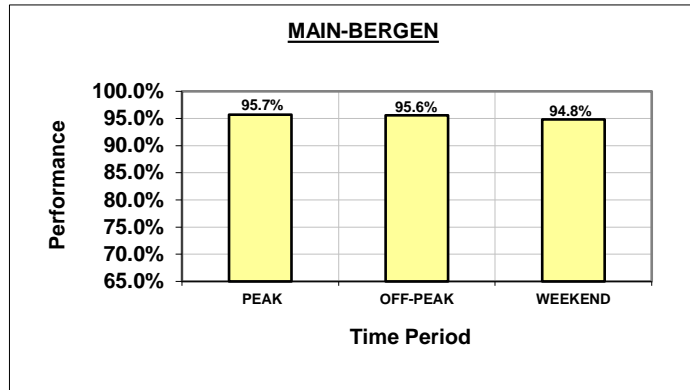
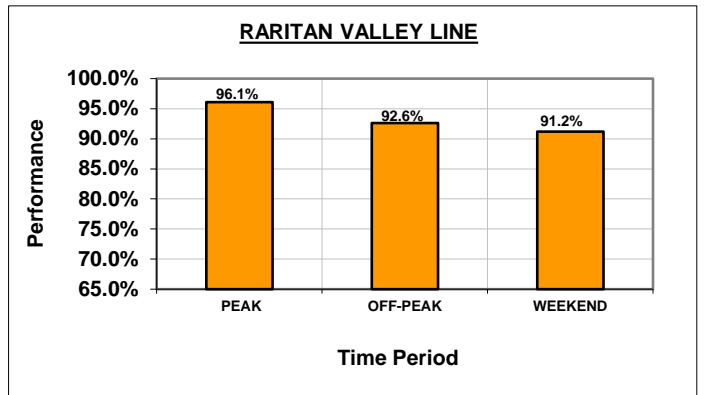
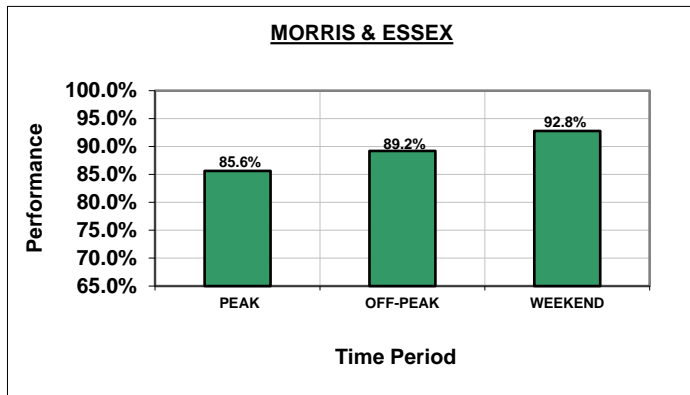
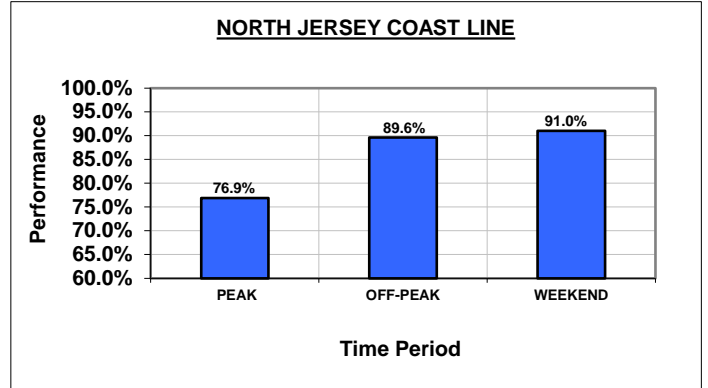
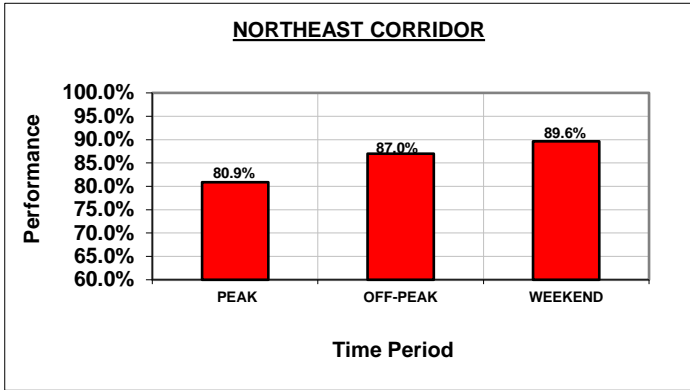
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

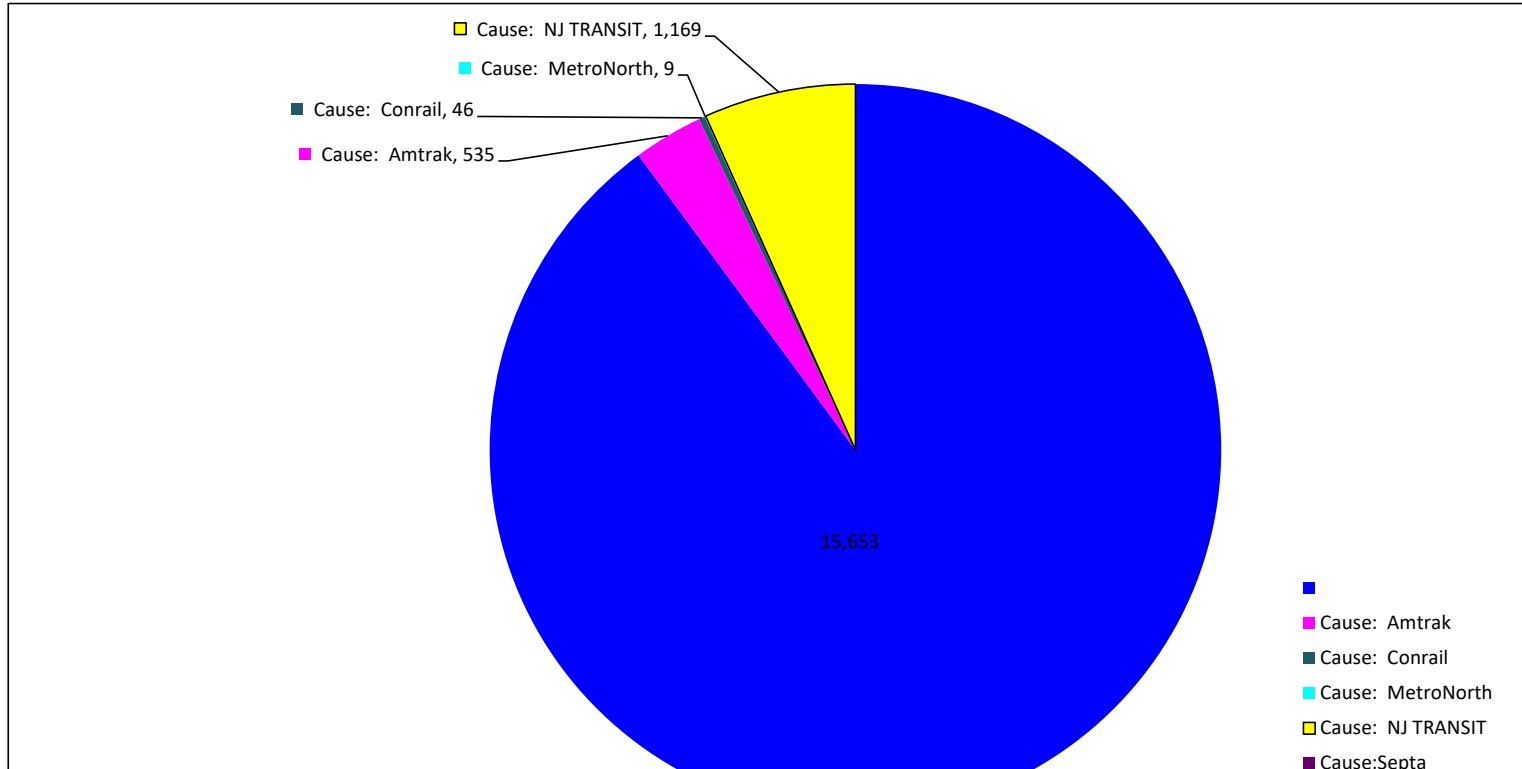


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2024

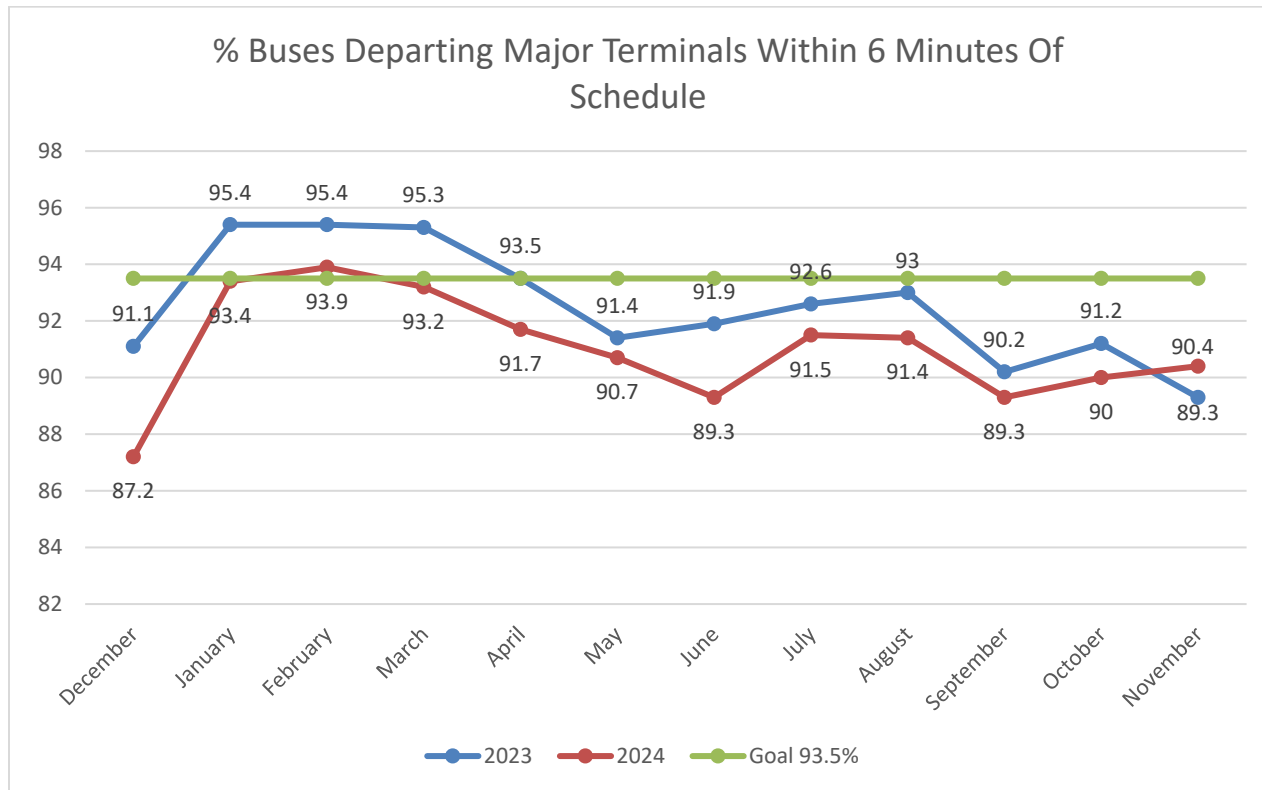


NJ TRANSIT Performance - November 2024 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:Septa	Cause: NS
# of Trains On Time	15,653	535	46	9	1,169		
# of Late Trains	1,759	3.07%	0.26%	0.05%	6.71%	0.00%	0.00%
Total # of Trains	17,412						
Percentage On Time	89.9%						



NJ TRANSIT ON-TIME PERFORMANCE BUS Dec 2022 – Nov 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
Nov Comparison	89.3%	90.4%	1.1%
12-Month Average Dec 2023 – Nov 2024	92.5%	91.0%	-1.5%

Analysis:

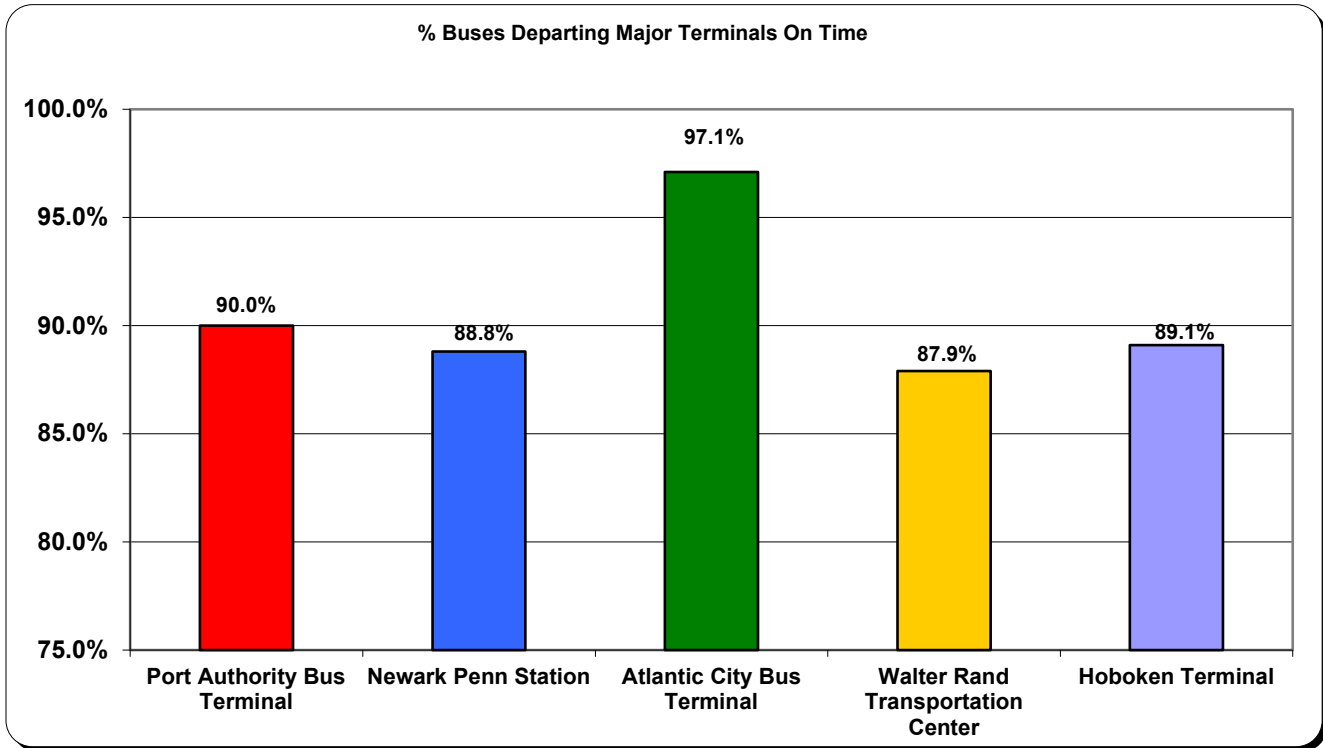
Bus On-Time Performance systemwide was 90.4% for the month of November 2024. Of the 43,320 monitored departures, 4,168 experienced delays.

Key Causes included:

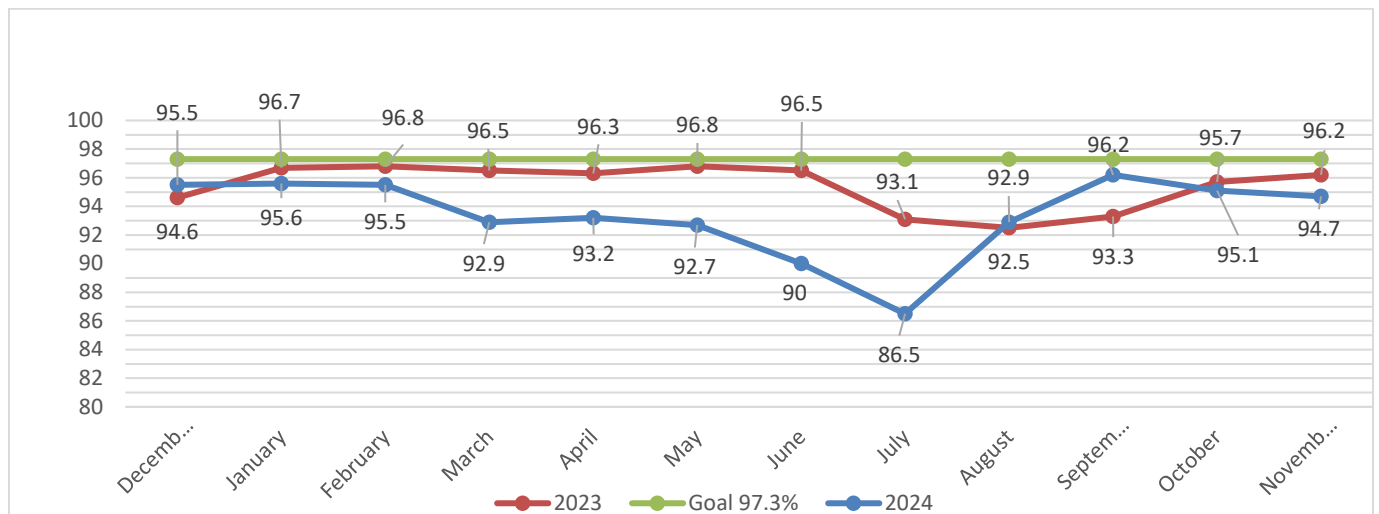
- At PABT, delays were caused by the following: On 1st, 7th, 15th, 22nd, 26th and 27th heavy traffic, on the 20th & 21st, accident on Rt 3 E closed all lanes, accident on 495 W closed two lanes and gridlock alert day, heavy rain, two disabled tractor trailers in the North tube caused delays respectively.
- At Newark Penn, delays were caused by the following: on the 6th, an accident, medical emergency, mechanical issues and multiple detours. On the 14th, mechanical issue, road closures and detours. On the 22nd, vandalism, mechanical issues and road closures.
- 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 91.0%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL December 2022 – November 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
November Comparison	96.2%	94.7%	-1.5%
12-Month Average December 2023 – November 2024	95.4%	93.4%	-2.0%

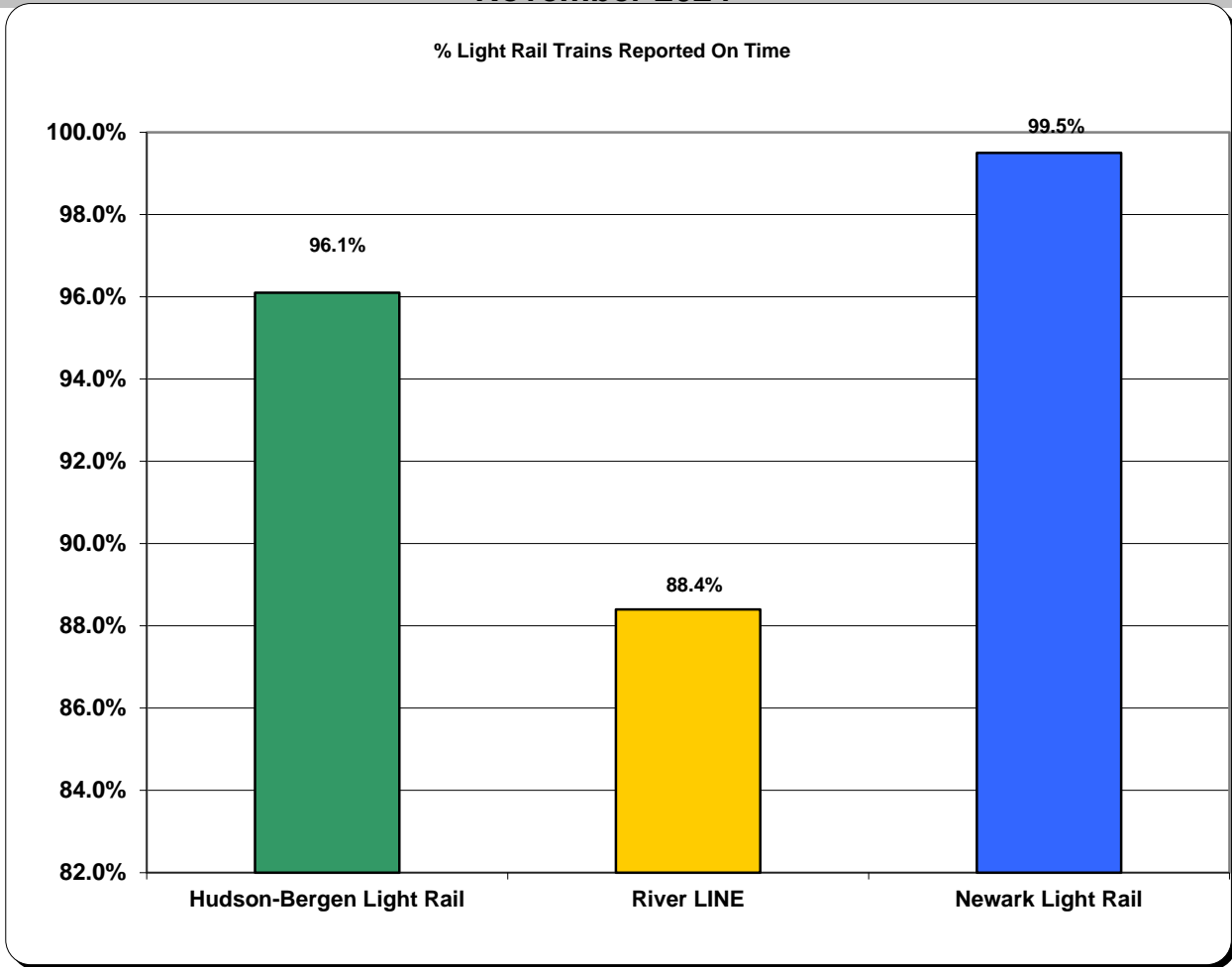
Analysis: Light Rail On-Time Performance system wide was 94.7% for the month of November. Of the 25,393 scheduled departures, 1,011 experienced delays.

Key Causes included:

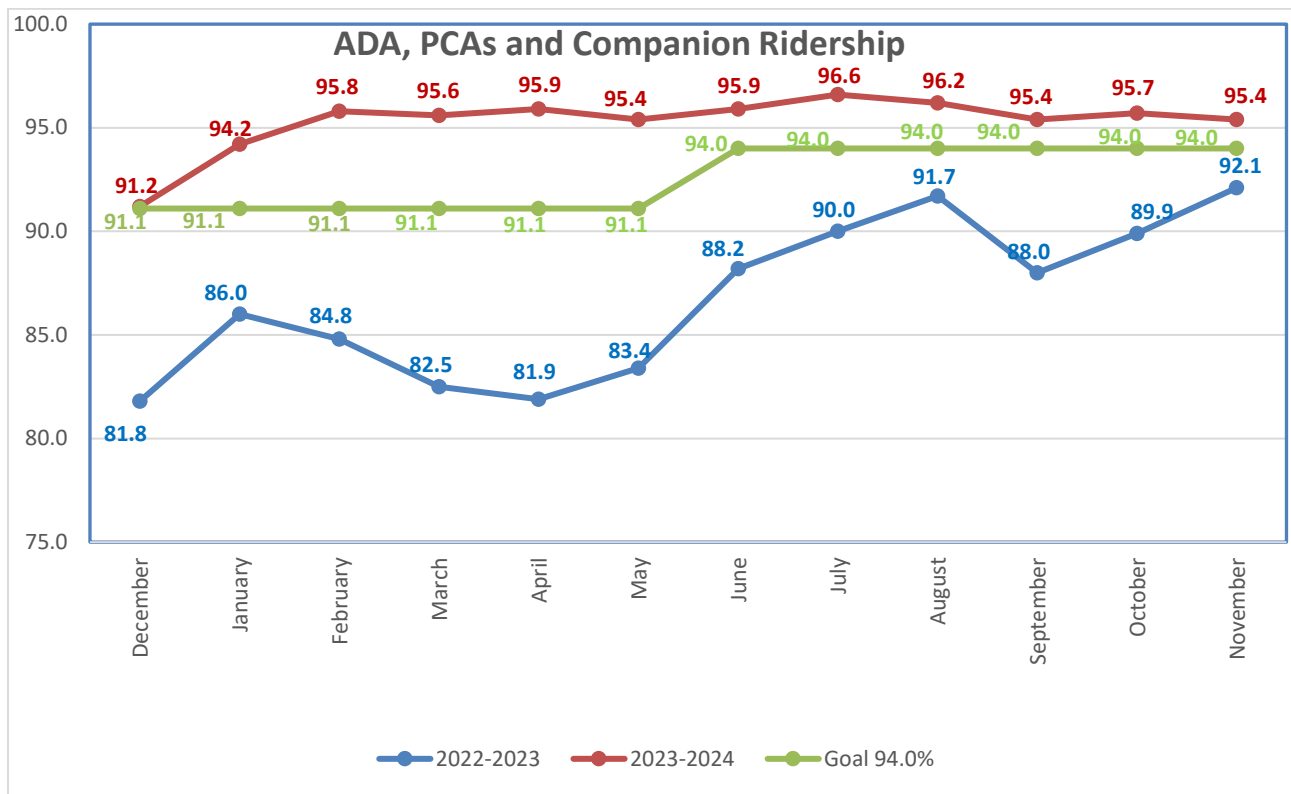
- **Newark Light Rail** – General maintenance such as door, power, brake, and propulsion issues affecting service taking place throughout the month. Switch issues near Grove St. resulted in 25 affected trips on 11/22.
- **River LINE** – Incidents affecting OTP involving general maintenance taking place across multiple dates, including engine, door, signal, and brake issues. Police activity, including fare enforcement initiatives, throughout the month resulted in 47 affected trains. External passenger incidents throughout the month resulted in 21 affected trains. Motor vehicles fouling tracks resulted in 27 affected trains.
- **HBLR** – Incidents affecting OTP involving general maintenance taking place across multiple dates, including door issues, power/propulsion issues, brakes, and other issues. General police activity throughout the month resulted in 71 affected trains. External passenger incidents resulted in 51 impacted trains. Motor vehicle fouling track incident affected 12 trains. PSEG power outage on 11/11 impacted 47 trains.
- The 12-month Average for Light Rail On-Time Performance is 93.4%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE November 2024



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK DECEMBER 2022–NOVEMBER 2024



	<u>2023</u>	<u>2024</u>	<u>% Change</u>
November Comparison	92.1%	95.4%	3.3%
November Ridership	128,550	133,273	4,723
12-Month Average December 2023–November 2024	86.7%	95.3%	8.6%

Analysis:

Access Link On-Time Performance was 95.4% for November 2024. In serving 147,538 total customers, for 133,273 ADA customers trips, 6,098 or (4.6%) experienced delays.

Key Causes included:

- Delays due to operator availability in Region 2
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 95.3%.

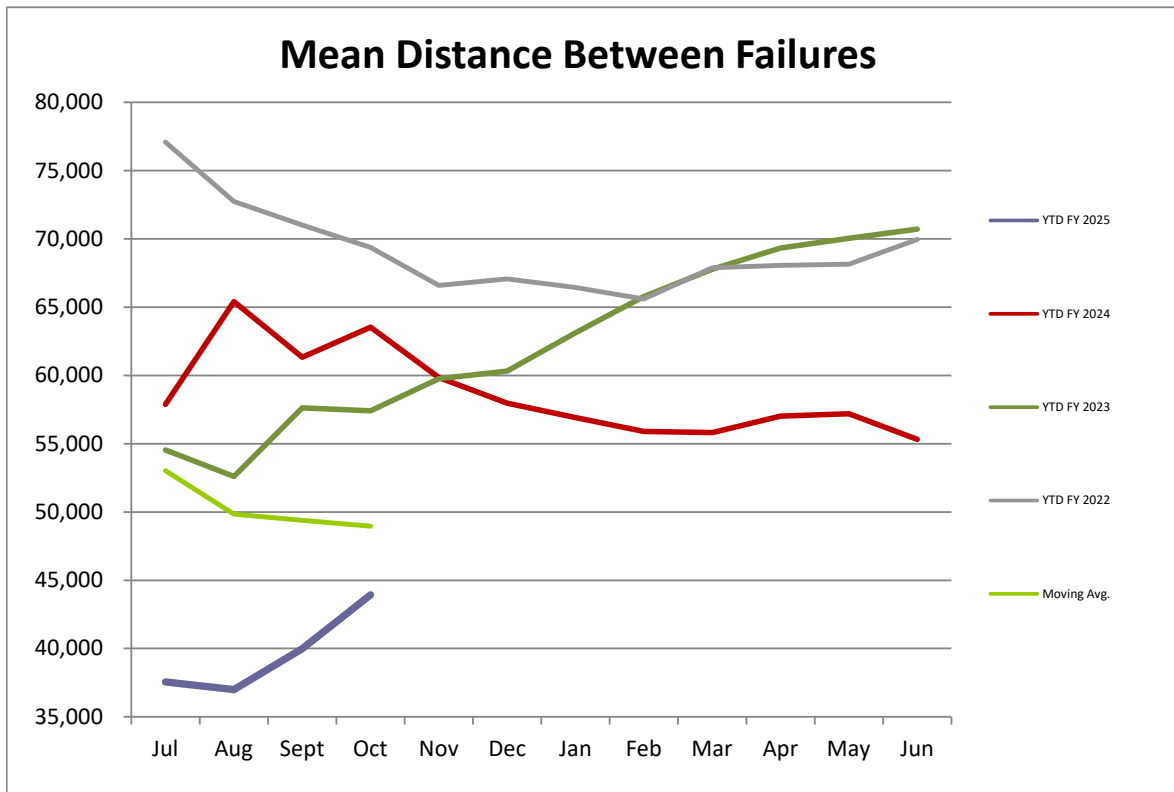
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

October 2024

NJ TRANSIT Rail Operations
Mean Distance Between Failures

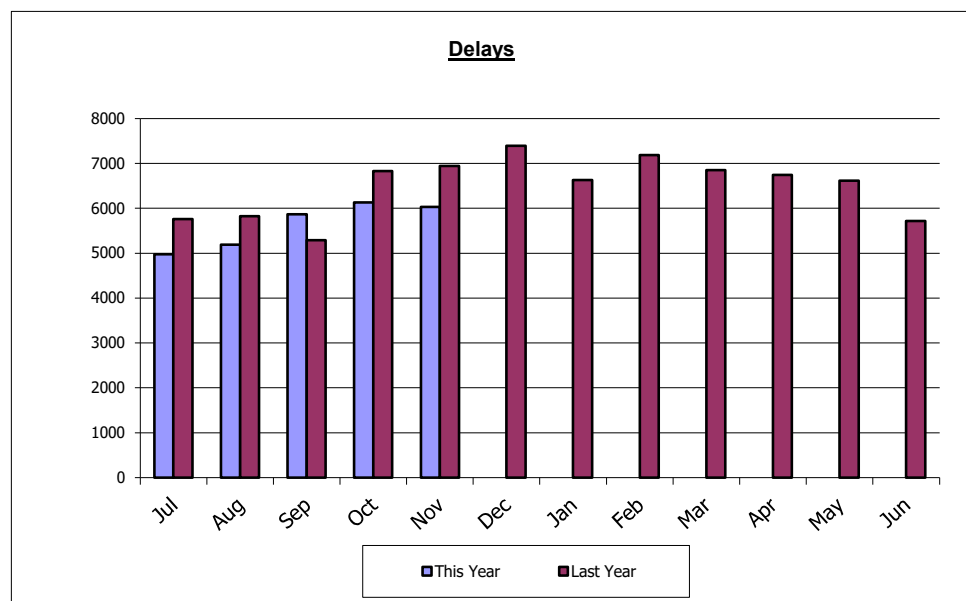
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	36,992	65,403	52,602	72,743	49,833
Sept	39,979	61,324	57,623	71,005	49,378
Oct	43,929	63,539	57,410	69,368	48,959
Nov	-	59,844	59,761	66,597	-
Dec	-	57,968	60,315	67,060	-
Jan	-	56,904	63,121	66,433	-
Feb	-	55,888	65,780	65,594	-
Mar	-	55,822	67,778	67,894	-
Apr	-	57,014	69,327	68,050	-
May	-	57,197	70,045	68,153	-
Jun	-	55,317	70,712	69,949	-



Garage Performance Parameters

November 2024

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	8,246	6,988	6,026
Market Street	6,500	4,384	3,950	4,140
Meadowlands	10,000	2,692	2,258	3,653
Oradell	13,000	19,259	12,216	13,307
Wayne	12,000	12,250	10,828	7,588
WestWood	13,000	17,627	19,262	21,561
Northern Division	-	6,136	5,237	6,134
Big Tree	7,500	4,581	4,052	4,206
Greenville	6,000	2,994	4,375	4,051
Hilton	8,500	4,540	4,375	5,373
Howell	17,500	20,409	21,572	20,787
Ironbound	8,000	3,760	3,759	5,556
Kearny Point	-	2,028	1,834	-
Orange	7,800	2,547	2,434	2,474
Morris	10,500	26,669	18,790	40,381
Central Division	-	4,477	4,446	4,559
Egg Harbor	12,000	14,774	11,019	11,382
Hamilton	9,000	6,876	6,586	8,656
Newton Avenue	11,000	9,496	8,516	8,820
Washington Twp.	16,000	14,200	12,548	13,693
Southern Division	-	11,726	10,049	10,983
Bus Operations	-	6,028	5,570	6,038

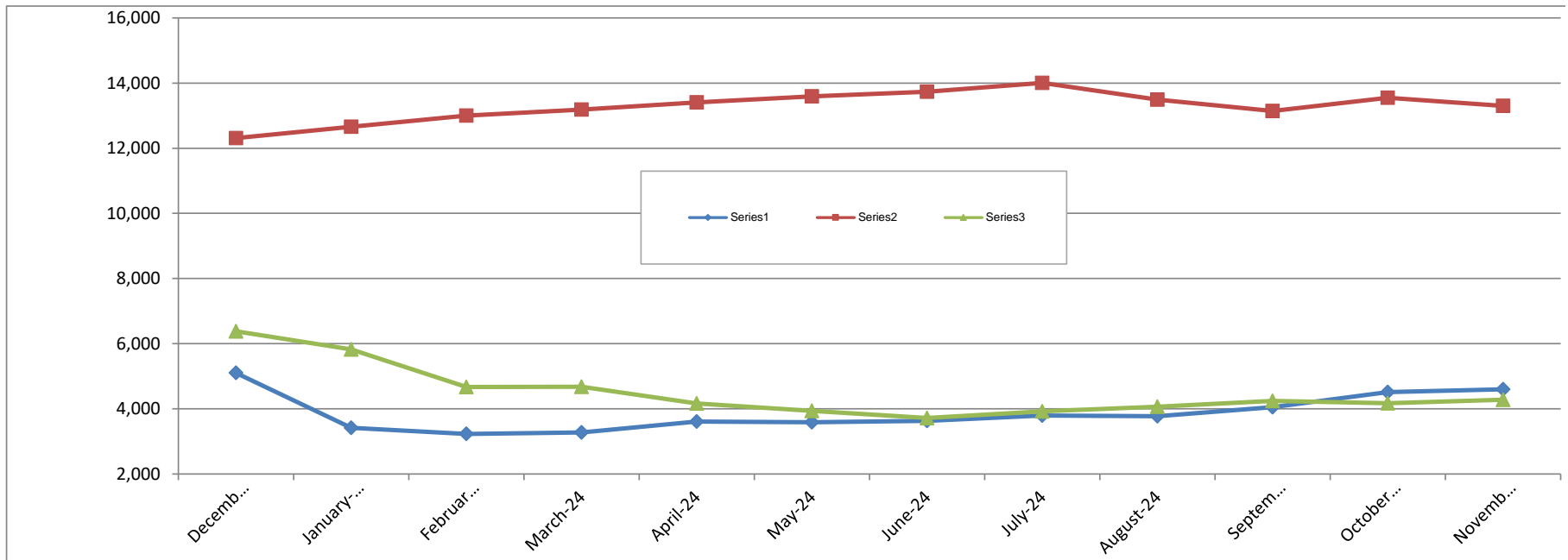


NJ TRANSIT - LIGHT RAIL, November 2024

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	November 2024	October 2024
Newark Light Rail	4,602	4,514
Hudson Bergen	13,297	13,551
River LINE	4,281	4,174

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE/DVOB Participation for November 2024

State Funded Contracts

State Fiscal Year 2025 - July 1, 2024, through June 30, 2025

During the month of **November 2024**, NJ TRANSIT awarded **\$10,599,048.11** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$2,869,718.74** or **27.08%**.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded **\$75,668,197.80** in state-funded contracts. Of that total, SBE/DVOBs received **\$8,358,867.48** or **11.04%**

SBE/DVOB Goal Attainment from July 1, 2024, through June 30, 2025 (SFY 2025)

Goods & Services

Category 1 SBE/DVOBs	\$0.00	0.00%
Category 2 SBE/DVOBs	\$0.00	0.00%
Category 3 SBE/DVOBs	\$4,580,545.00	6.05%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$0.00	0.00%
Category 6 SBE/DVOBs	\$3,778,322.63	4.99%

FTA Funded Contracts - Updated on a quarterly basis

Federal Fiscal Year (FFY) 2024 - October 1, 2023 through September 30, 2024

During the 4th Quarter (July 1, 2024 – September 30, 2024), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was **\$40,080,331.60**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$8,000,000.00** or **19.96%**.

FFY 2023 through FFY 2025 (October 1, 2022 – September 30, 2025) NJ TRANSIT awarded **\$790,063,412.30**** in federally funded contracts. Of that total, DBEs received **\$68,907,669.04*** or **22.04%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

Next update will occur in January 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 4th Quarter (**July 1, 2024 – September 30, 2024**), there were one (1) TVM contract(s) awarded at NJ TRANSIT

Next update will occur in January 2025

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.

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

20 NJ TRANSIT employees retired recently:

1. Randy Carlock, Assistant Superintendent Consist Management -- ROC/MMC -- 37 years
2. Reginald Dawsey, Lead Laborer -- MMC -- 22 years
3. Joseph Finkle, Locomotive Engineer -- Various -- 24 years
4. Everett Lavance, Pipefitter -- Bay Head -- 26 years
5. John Marshall, Locomotive Engineer -- Various -- 25 years
6. Linda McCallum, Laborer -- South Orange -- 11 years
7. Arthur Miick, Assistant Conductor -- Various -- 25 years
8. Elisa Pires, Attendant -- Newark Penn -- 19 years
9. William Shelby, Conductor -- Various -- 36 years
10. Richard Stanics, Director Instructional Design & Development -- Ferry St. -- 13 years
11. James Watson, Machinist -- MMC -- 54 years
12. Cynthia Marchese, Operator -- Egg Harbor -- 14 years
13. Susan Clark, Operator -- Washington Twp. -- 17 years
14. Pedro Reyes, Operator -- Oradell -- 17 years
15. Priscilla Sanchez, Operator -- Newton Ave. -- 17 years
16. Desmond Bacchus, Superintendent Garage -- Big Tree -- 30 years
17. Louisa Maxwell, Risk Management -- HQ -- 28 years
18. Russel Samaroo, Supervisor Eng/Arch -- HQ -- 36 years
19. Tangerla Ayers, Light Rail Ops Ctrl -- Bloomfield -- 26 years
20. Joseph Cuozzo, Field Eng -- HQ -- 38 years

ACTION ITEMS

ITEM 2412-67: EXECUTION OF CONTRACT 0000060 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 6 (BERGEN, PASSAIC, HUDSON, AND PARTS OF ESSEX COUNTIES)

WHEREAS, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities; and

WHEREAS, a Request for Proposal (RFP No. 0000060) was issued to seek competitive proposals from paratransit carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development established a three percent SBE/DVOB Category 6 goal for this contract; and

WHEREAS, NJ TRANSIT'S Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Access Link service in Region 6; and

WHEREAS, upon completion of the competitive procurement process, it has been determined that MPC Corporation submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

WHEREAS, providing uninterrupted Access Link service for the provision of ADA paratransit is a requirement of the ADA and Federal Government;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000060 with MPC Bus Corporation of Brooklyn, New York, to operate Access Link service in Region 6 (Bergen, Passaic, Hudson, and parts of Essex Counties) for a 60-month contract period from June 29, 2025 through June 29, 2030, at a cost not to exceed \$159,003,253, plus five percent for contingencies, for a total contract authorization of \$166,953,416, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

ITEM 2412-68: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: AWARD FOR GENERAL CONSTRUCTION CONTRACT GC.02

WHEREAS, the existing Raritan River Bridge is a movable swing-span bridge across the Raritan River between Perth Amboy and South Amboy; and

WHEREAS, the bridge is the sole rail link for 17 of the 20 North Jersey Coast Line (NJCL) stations to Newark and Manhattan; and

WHEREAS, the NJCL provides service to approximately 11,400 daily riders making approximately 22,800 Average Weekday Passenger Trips and accommodates Conrail freight rail services; and

WHEREAS, the existing Raritan River Bridge suffered significant damage during Superstorm Sandy; and

WHEREAS, the Raritan River Bridge Replacement Project will replace the existing 112-year-old structure and construct a new bridge capable of better withstanding storm surge associated with future extreme weather events; and

WHEREAS, the Raritan River Bridge Replacement Project – General Construction Contract GC.01 includes the construction of Bridge Approach Spans, Lift Bridge and Flanking Spans Piers, and Associated Land Work; and

WHEREAS, the Raritan River Bridge Replacement Project – General Construction Contract GC.02 will include Lift Bridge and Flanking Spans Superstructure, Communications, Signal and Overhead Catenary Work; and

WHEREAS, the Raritan River Bridge Replacement Project – General Construction Contract GC.03 will include the Demolition of Existing Bridge; and

WHEREAS, the Federal Transit Administration selected Raritan River Bridge Replacement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, on June 30, 2020, General Construction Contract GC.01 was awarded to George Harms Construction Co., Inc. of Farmingdale, New Jersey, upon completion of a competitive procurement process; and

WHEREAS, on December 7, 2021, an Invitation for Bid (IFB) from qualified contractors to provide Construction Services for General Construction Contract GC.02 was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*; and

WHEREAS, on November 8, 2022, NJ TRANSIT cancelled the IFB for General Construction Contract GC.02; and

WHEREAS, on March 27, 2024, an IFB from qualified contractors to provide Construction Services for General Construction Contract GC.02 was re-advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*; and

WHEREAS, a Prebid Conference was held on Wednesday, April 10, 2024, followed by a site visit on Thursday, April 11, 2024; and

WHEREAS, bids were received electronically from three firms and opened on November 7, 2024, at NJ TRANSIT Headquarters in Newark, New Jersey; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) assigned a four percent Disadvantage Business Enterprise (DBE) goal for the Raritan River Bridge Replacement Project – General Construction Contract GC.02; and

WHEREAS, the OBD reviewed the bid and approved the four percent DBE commitment identified by Skanska Koch Inc.; and

WHEREAS, upon completion of a competitive procurement process, Skanska Koch Inc. of Carteret, New Jersey, was determined to be the lowest responsive and responsible bidder; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to award the General Construction Contract GC.02 to the lowest responsive and responsible bidder, Skanska Koch Inc. of Carteret, New Jersey, at a cost not to exceed \$444,380,524.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 2412-69: PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT – CONTRACT AMENDMENTS: CONSTRUCTION SERVICES AND CONSTRUCTION MANAGEMENT SERVICES

WHEREAS, the Perth Amboy Train Station is a historic commuter rail station on the North Jersey Coast Line in the City of Perth Amboy, Middlesex County, in the State of New Jersey; and

WHEREAS, the station currently serves an average of approximately 874 weekday passenger trips; and

WHEREAS, the existing historic station, constructed in 1927, is an outstanding example of Renaissance Revival style architecture; and

WHEREAS, it is also listed on the State National Registers of Historic Places; and

WHEREAS, the station will be fully accessible, consisting of two high-level composite platforms, new stairs, four elevators, lighting, canopies, communications, and Closed-Circuit TV (CCTV); and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) previously assigned a 20 percent Race Conscious Disadvantage Business Enterprise (DBE) goal for the Perth Amboy Accessibility Improvements Project - General Construction NJ TRANSIT Contract No. 21-039X; and

WHEREAS, OBD reviewed the bid and approved a 25.67 percent DBE utilization commitment identified by Hall Construction Co., Inc. in its bid; and

WHEREAS, OBD previously assigned a 21 percent Race Conscious Disadvantage Business Enterprise (DBE) goal for the Perth Amboy Accessibility Improvements Project – Construction Management NJ TRANSIT Contract No. 20-044; and

WHEREAS, OBD reviewed and approved the 21 percent DBE commitment identified by KS Engineer, P.C.; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to provide additional funding in the amount not to exceed \$4,800,000.00, plus five percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT Contract No. 21-039X with Hall Construction Co., Inc. of Wall, New Jersey, for the construction of the Perth Amboy Accessibility Improvements Project, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide additional funding in the amount not to exceed \$1,800,000.00, plus five percent for contingencies, for NJ TRANSIT Contract No. 20-044 with KS Engineers, P.C. of Newark, New Jersey, to provide additional Construction Management services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds.

ITEM 2412-70: NJ TRANSIT RESILIENCE PROGRAM: MEADOWS MAINTENANCE COMPLEX (MMC)/RAIL OPERATIONS CENTER (ROC) BUILDING FLOOD CONTROL: CONTRACT AMENDMENT FOR SETTLEMENT OF CLAIM

WHEREAS, Superstorm Sandy's storm surge caused significant damage to NJ TRANSIT's Meadows Maintenance Complex (MMC) and Rail Operations Center (ROC); and

WHEREAS, NJ TRANSIT advanced this now completed project to enhance resilience of the MMC/ROC complex and allow it to better withstand and recover from future extreme weather events; and

WHEREAS, NJ TRANSIT Board of Directors approved the award of NJ TRANSIT Contract No. 17-006X to DMR Construction Services, Inc. in the amount of \$18,340,280, plus five percent contingency, (Board item 1708-33) for construction of permanent site flood protection measures; and

WHEREAS, NJ TRANSIT Board of Directors approved a five percent increase to contingency funding for NJ TRANSIT Contract No. 17-006X (Board item 2012-75) to address additional changes that were anticipated to be encountered during the remaining construction work to complete the resiliency project at the MMC complex; and

WHEREAS, on October 31, 2022 and by letters thereafter, DMR Construction Services, Inc. forwarded its claims to NJ TRANSIT; and

WHEREAS, negotiations between the parties resulted in a settlement via contract amendment that fully, finally, unconditionally, and forever release NJ TRANSIT from any and all claims by DMR Construction Services, Inc.;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 17-006X with DMR Construction Services, Inc. of 160 Hopper Avenue, Waldwick, New Jersey, to resolve all remaining claims by DMR Construction Services, Inc. against NJ TRANSIT for \$426,010.38, for a total contract authorization not to exceed \$20,600,318.38.

ITEM 2412-71: CONTRACT NO. 0000035 FOR ADMINISTRATION OF SELF-FUNDED MEDICAL PLAN

WHEREAS, NJ TRANSIT provides health benefits, including medical benefits, to its agreement and non-agreement employees and their eligible dependents; and

WHEREAS, NJ TRANSIT seeks to retain a third-party vendor to administer NJ TRANSIT employees' medical claims through the third-party vendor's network at discounted rates for which the third-party vendor is paid an administrative fee; and

WHEREAS, NJ TRANSIT, through a competitive procurement process, seeks to award a contract to the third-party vendor which contract will be most advantageous to NJ TRANSIT, price and other factors considered; and

WHEREAS, on December 1, 2023, NJ TRANSIT, as required by law, publicly advertised Request for Proposal No. 0000035 for Administration of NJ TRANSIT's Self-Funded Medical Plan (the RFP) in *The Star-Ledger* and *Trenton Times* and posted the RFP to the Procurement Calendar on NJ TRANSIT's website; and

WHEREAS, on January 30, 2024, NJ TRANSIT received two responsive proposals, one from Horizon Blue Cross Blue Shield of New Jersey (Horizon) and one from Aetna; and

WHEREAS, after evaluation of the proposals, it was determined that the highest ranked firm was Aetna, followed by Horizon; and

WHEREAS, before commencing negotiations with Aetna, NJ TRANSIT determined that its labor agreements have inconsistent language concerning the provision of medical benefits; and

WHEREAS, NJ TRANSIT's medical benefits have been administered by Horizon since 2019, pursuant to Contract No. 17-030R-A (the Contract); and

WHEREAS, union leadership and its representatives objected to a proposed switch to Aetna, including, but not limited to appearing before the NJ TRANSIT Board of Directors on multiple occasions expressing publicly their belief that a switch to Aetna would adversely affect their members' ability to receive medical care and their desire for NJ TRANSIT to continue to contract with Horizon for the administration of medical benefits; and

WHEREAS, the NJ TRANSIT Board of Directors can reject proposals and award a contract to a second-ranked firm when such rejection "is in the public interest to do so" and where the award "will be the most advantageous to the corporation [NJ TRANSIT], price and other factors considered"; and

WHEREAS, NJ TRANSIT's award of a contract to Horizon will ensure continuity of the provision of medical benefits to NJ TRANSIT agreement and non-agreement employees and their dependents and promote labor harmony;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000035 with Horizon Blue Cross Blue Shield of New Jersey for Administration of Self-Funded Medical Plan, which contract will provide administration of medical benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning January 1, 2026, for a period of three years, and two one-year renewal option periods, on terms and conditions and at costs to be agreed upon by the parties, subject to the availability of funds.

ITEM 2412-72: CONTRACT NO. 0000040 FOR ADMINISTRATION OF SELF-FUNDED PHARMACY PLAN

WHEREAS, NJ TRANSIT provides health benefits, including pharmacy benefits, to its agreement and non-agreement employees and their eligible dependents; and

WHEREAS, NJ TRANSIT seeks to retain a third-party vendor to administer NJ TRANSIT employees' pharmacy claims through the third-party vendor's network at discounted rates for which the third-party vendor is paid an administrative fee; and

WHEREAS, NJ TRANSIT, through a competitive procurement process, seeks to award a contract to the third-party vendor which contract will be most advantageous to NJ TRANSIT, price and other factors considered; and

WHEREAS, on December 7, 2023, NJ TRANSIT, as required by law, publicly advertised Request for Proposal No. 0000040 for Administration of NJ TRANSIT's Self-Funded Pharmacy Plan (the RFP) in *The Star-Ledger* and *Trenton Times* and posted the RFP to the Procurement Calendar on NJ TRANSIT's website; and

WHEREAS, on February 6, 2024, NJ TRANSIT received four responsive proposals; and

WHEREAS, after evaluation of the proposals, it was determined that the highest ranked firm was CVS Caremark, followed by Express Scripts Holding Company (Express Scripts); and

WHEREAS, before commencing negotiations with CVS Caremark, NJ TRANSIT determined that some of its labor agreements reference Express Scripts; and

WHEREAS, NJ TRANSIT's pharmacy benefits have been administered by Express Scripts since 2019, pursuant to Contract No. 17-030R-C (the Contract); and

WHEREAS, union leadership and its representatives objected to a proposed switch to CVS Caremark, including, but not limited to appearing before the NJ TRANSIT Board of Directors on multiple occasions expressing publicly their belief that a switch to CVS Caremark would adversely affect their members' ability to obtain pharmacy benefits and their desire for NJ TRANSIT to continue to contract with Express Scripts for the administration of pharmacy benefits; and

WHEREAS, the NJ TRANSIT Board of Directors can reject proposals and award a contract to a second-ranked firm when such rejection "is in the public interest to do so" and where the award "will be the most advantageous to the corporation [NJ TRANSIT], price and other factors considered"; and

WHEREAS, NJ TRANSIT's award of a contract to Express Scripts will ensure continuity of the provision of pharmacy benefits to NJ TRANSIT agreement and non-agreement employees and their dependents and promote labor harmony;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000040 with Express Scripts Holding Company for Administration of Self-Funded Pharmacy Plan, which contract will provide administration of pharmacy benefits to active and retired NJ TRANSIT employees and their eligible dependents, beginning January 1, 2026, for a period of three years, and two one-year renewal option periods, on terms and conditions and at costs to be agreed upon by the parties, subject to the availability of funds.

ITEM 2412-73: PERSONAL INJURY CLAIM OF DOMENICO MAGLIANO

WHEREAS, Article VI, Section II of the Bylaws requires Board Authorization for settlement of claims in excess of \$1,000,000; and

WHEREAS, Domenico Magliano has presented a claim with a probable settlement cost greater than \$1,000,000; 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 Domenico Magliano, through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 2412-74: APPOINTMENT OF EXECUTIVE DIRECTOR/PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)

WHEREAS, Kevin Corbett has served as NJ TRANSIT's CEO with distinction for the past seven years; and

WHEREAS, NJ TRANSIT has seen a number of improvements under Kevin Corbett's leadership, including enhancing the customer experience, modernizing critical infrastructure, renovating and expanding stations, and introducing new fleets of rail cars and buses; and

WHEREAS, other notable NJ TRANSIT accomplishments during Kevin Corbett's tenure include the implementation of Positive Train Control (PTC), the nearly-completed Portal North Bridge replacement project, introducing NJ TRANSIT's first-ever electric buses, restoring the ranks of New Jersey's locomotive engineers and bus operators, and being recognized by the American Public Transportation Association (APTA) as "North America's Most Outstanding Public Transportation System"; and

WHEREAS, Kevin Corbett submitted his resignation to the Board on December 9, 2024, effective on January 16, 2024; and

WHEREAS, in order to fulfill its mission to provide efficient, coordinated, safe, and responsive public transportation, it is in NJ TRANSIT's best interest to maintain continuity in leadership; and

WHEREAS, Kris Kolluri having served as a New Jersey Commissioner of Transportation, Chairman of the NJ TRANSIT Board of Directors, Chief Executive Officer of the Gateway Development Commission, and in other senior executive leadership positions, has extensive experience in public transportation, mass transit, and infrastructure; and

WHEREAS, Kris Kolluri thereby possesses the necessary qualifications to meet the requirements of Executive Director/President & Chief Executive Officer (CEO) and the needs of NJ TRANSIT; and

WHEREAS, it is in the best interest of NJ TRANSIT to ensure uninterrupted leadership; and

WHEREAS, Kevin Corbett has agreed to remain on at NJ TRANSIT in a consultative capacity for 30 days from the effective date of his resignation to ensure an orderly transition;

NOW, THEREFORE, BE IT RESOLVED that Kris Kolluri is hereby appointed Executive Director/President & CEO of NJ TRANSIT, effective on January 16, 2025; and

BE IT FURTHER RESOLVED that the Chair is authorized to negotiate and execute an employment contract reflecting a salary, benefits, and terms as may be required, as discussed in executive session.

EXECUTIVE SESSION AUTHORIZATION

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