

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

**NJ TRANSIT**  
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September 29, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, September 21, 2022.

Sincerely,

*Meghan Clark Umukoro*

Meghan Clark Umukoro  
Acting Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, September 21, 2022. The meetings occurred concurrently.

**Board Members**

Diane Gutierrez-Scaccetti, Chair (Via Teams)  
Cedrick T. Fulton, Vice Chair  
Noreen M. Giblin, Governor's Representative (Via Teams)  
Michael Kanef, Treasurer's Representative  
James D. Adams, Board Member – ABSENT  
Sangeeta P. Doshi, Board Member  
Bob Gordon, Board Member  
Richard A. Maroko, Board Member  
Shanti Narra, Board Member  
Rashonda A. Brown, Board Member (Non-Voting)  
Karen Thomas, Board Member – ABSENT

**Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)  
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel  
Justin Davis, Senior Vice President Regulatory & Government Affairs & Chief of Staff  
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer  
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations  
Richard Schaefer, Acting Senior Vice President, Capital Programs  
Meghan Clark Umukoro, Acting Board Secretary

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

Acting Board Secretary Umukoro conducted Roll Call and noted Chair Gutierrez-Scaccetti and Board Member Giblin were participating remotely and Board Members Adams and Thomas were absent.

Acting Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on September 15, 2022 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

**Executive Session Authorization**

Vice Chair Fulton noted they needed to adjourn to hold a brief Executive Session to discuss matters that would be voted on that day.

Vice Chair Fulton 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 Kathleen Shanahan v. NJ TRANSIT and the NJ TRANSIT Mason Substation total Authorization Increase Request Payments for PSE&G Services and Construction.

Board Member Michael Kanef made the motion, Board Member Shanti Narra seconded the motion, and it was adopted. At approximately 9:08 a.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

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

**Return to Open Session**

Board Members returned to Open Session at approximately 10:28 a.m., Vice Chair Fulton said before they began, he thought it appropriate that he apologize to those assembled for the amount of time required for the Board to adjudicate important matters that had to be discussed prior to this body convening to vote on that day. Vice Chair Fulton said personally it was not his nor his colleague’s intent, and they made a commitment to avoid this to the extent possible, and it was to their chagrin as well to be confronted with exigent circumstances that required them to convene and discuss so they could vote on important matters that day. He again apologized on behalf of the Board and said they were all committed to running the meetings in a timely and efficient manner, but these issues needed to be deliberated on in their entirety, so they could make the appropriate decisions.

Acting Board Secretary Umukoro conducted a Roll Call. Acting Board Secretary Umukoro said they were having technical difficulties with Chair Gutierrez-Scaccetti, and she would be joining shortly.

**Approval of Minutes**

Vice Chair Fulton asked for a motion to approve the minutes of the July 20, 2022 Board meetings. Board Member Shanti Narra made the motion, Board Member Richard A. Maroko seconded the motion, and it was adopted.

**Roll Call Vote:**

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

**President & CEO’s Monthly Report**

President & CEO Corbett began with ridership, which he said was holding relatively steady through July and began to increase in August. In August, they saw NJ TRANSIT reached its highest passenger fare revenue since the onset of the pandemic, coming in at approximately 65 percent overall of pre-COVID levels. President & CEO Corbett said since Labor Day, he was sure some people had seen a significant increase in the number of cars on the road, and also seen a noticeable rise in the number of passengers traveling on their system. Through the first two weeks in September, passenger fare revenue was projected to exceed August on pace to reach the highest levels since the pandemic began at approximately 70 percent of pre-COVID fare revenue. President & CEO Corbett said while they were certainly encouraged by these figures, 30 percent below pre-COVID fare revenue was still a significant shortfall by hundreds of millions over the course of a 12-month period, which they continue to offset with the federal COVID-relief funding they have secured, and it was something they were obviously monitoring very closely.

NJ TRANSIT welcomed students back to the campus with a promotional discount. President & CEO Corbett said they have been working in a number of ways to bring customers back to transit and attract new customers as well, in an effort to continue to boost ridership. One element of their strategy was targeting what would hopefully be regular future riders through their popular Student Pass program. The Student Pass offered full-time college students, at participating schools, a 25 percent discount off an already-discounted monthly rail, bus, or light rail pass when they buy it via the NJ TRANSIT mobile app. As an added incentive, NJ TRANSIT brought back the popular “Buy 3 Months, Get 1 Month Free” promotion for students. When they buy September, October, and November passes, they receive a free monthly pass for December. President & CEO Corbett said the promotion had been very successful, and student pass sales this September were up a staggering 77 percent from September 2019 pre-COVID, which supported the increase in passenger fare revenue figures which he cited earlier. For more details on that program, and to learn how colleges and universities could participate, he asked everyone to visit [njtransit.com/studentpass](http://njtransit.com/studentpass).

As ridership continues to grow, NJ TRANSIT has been closely monitoring and analyzing customer feedback. President & CEO Corbett said they received some extremely positive results from their latest Customer Satisfaction Survey, which they conducted this year from May 16, 2022 through June 7, 2022. This year, with nearly 35,000 customers completing the survey, NJ TRANSIT received its highest “Overall Satisfaction Score” since they began conducting surveys in 2011. Overall satisfaction jumped from 5.8 out of 10 in the spring of 2019 to 6.8 this spring.

President & CEO Corbett said while there was always room for improvement, an increase of a full point in overall satisfaction was significant, and an indication that their customers had recognized an improvement in their travel experience. In addition, more than eight out of every 10 customers, or 81 percent said they would recommend NJ TRANSIT to a friend or family member, which was the largest percentage since 2011. President & CEO Corbett said that was a nine point increase from the spring of 2019, when the willingness to recommend NJ TRANSIT was at 72 percent. He noted the full survey where they could drill down into all the statistics and find insights into COVID-related travel patterns were available online at [njtransit.com/survey](http://njtransit.com/survey) results.

*Forbes* selected NJ TRANSIT as One of America's Best Employer in 2022 as NJ TRANSIT's comeback progresses. The improvements being felt by customers go hand in glove with the many organizational improvements made since 2018. President & CEO Corbett was pleased to note that these too were being noticed, in this case by independent and reputable external entities. Last month, for the second consecutive year, NJ TRANSIT was recognized by *Forbes* as one of their 2022 America's Best-in-State Employers. This year's distinction marked the third time since 2018 that *Forbes* recognized their considerable efforts to build a productive, supportive, stimulating, and inclusive work environment. President & CEO Corbett said they did not just make the list, NJ TRANSIT ranked seventh among the 90 New Jersey employers, and number one in the "Transportation and Logistics" category. He said this distinction clearly positioned NJ TRANSIT as an employer of choice in their region, and was a testament to the hard work, dedication, and commitment of so many in their organization who helped them earn that recognition over the past four-and-a-half years. President & CEO Corbett thanked Governor Murphy, the Board, and the Legislature as well for giving them the resources to make the organizational improvements necessary to get to this point.

President & CEO Corbett said it was highly publicized at the Newark Penn Station Virtual Public meeting that the Governor committed \$190 million for the modernization of Newark Penn Station as part of his Fiscal Year 2023 Budget, and they were continuing to move that project forward. Last month on August 9, 2022, NJ TRANSIT held the first of three public meetings to educate the public, and solicit ideas and feedback regarding the Newark Penn Station Revitalization project. Approximately, 170 people attended this online public meeting, where Newark Penn Station project team leaders introduced the project, reviewed its goals and objectives, and invited the public to ask questions and share their thoughts. President & CEO Corbett said NJ TRANSIT was committed to using this public feedback, not only to ensure that the project meets the needs of customers and the community, but to ensure that the final project reflects this station's rich history and status as one of the region's most vital multi-modal transportation hubs.

NJ TRANSIT, once again, began offering service to MetLife for Jets/Giants home games. On September 11, 2022, beginning with the Jets hosting the Baltimore Ravens and continuing throughout the season, NJ TRANSIT, once again, will be offering train service from Secaucus Junction to and from MetLife Stadium for every Jets or Giants home game.

While on the subject of the Meadowlands rail service, President & CEO Corbett was pleased to note that they rebranded the Meadowlands Rail Line, thanks to a new

partnership with BetMGM. Last week, he joined BetMGM Chief Revenue Officer, Matthew Prevost and President & COO of Intersection Scott Goldsmith at Secaucus Junction to announce a comprehensive, first-of-its-kind three-year agreement that included the renaming of NJ TRANSIT's Meadowlands Rail Line as the BetMGM Meadowlands Rail Line. This agreement also included a new digital BetMGM promotions and new installations at Secaucus Junction and Penn Station New York.

For NJ TRANSIT, this partnership represented an opportunity to leverage an existing asset to generate meaningful non-farebox revenue, which was an important element in helping them keep fares stable for their customers. President & CEO Corbett said he also wanted to acknowledge their Senior Vice President of Communications & Customer Experience, Anthony Grieco, and Vice President of Communications & Customer Experience & Chief Marketing Officer, Vaughan Williams, along with their partners at Intersection for their work on securing that agreement.

There were several items up for Board consideration, and one President & CEO Corbett highlighted was the contract that would continue to advance their Zero-Emission Bus Program. In support of Governor Murphy's Energy Master Plan and aligned with their ten-year strategic plan NJT2030, this contract would initiate a Zero-Emission Bus System Design and Investment Planning Study. This study would complement their comprehensive Garage Modernization Program and focus on bus system design and capital investment planning, creating standards and best practices to modernize their service.

NJ TRANSIT conducted a second webinar on their Sustainability Plan, which was aligned with a new planning study and their overall commitment to sustainability. They also continued to advance the creation of their first-ever Sustainability Plan, through additional public input. On August 4, 2022, NJ TRANSIT held their second public webinar to share the results of NJ TRANSIT surveys that sought input on sustainability themes and aspects for inclusion in the plan. Video recordings of both meetings could be found on the Sustainability Plan webpage, at [njtransit.com/sustainabilityplan](https://njtransit.com/sustainabilityplan).

On infrastructure, last month NJ TRANSIT was pleased to receive a \$44.6 million FTA grant to rebuild a 75-year old bus maintenance and storage facility in Union City. The grant, funded by the Federal Transit Administration's (FTA) Buses and Bus Facilities Program, will allow NJ TRANSIT to transform a structure that was currently unfit for bus maintenance and storage into a state-of-the-art facility supporting battery-electric buses. President & CEO Corbett said this of course, was another important step in advancing their Bus Modernization Program, upgrading all 17 of their bus garages to support future zero-emission buses, on the road to their goal of achieving a 100 percent zero-emission bus fleet by 2040.

As they work to build a modern, state-of-the-art bus garage in Union City, NJ TRANSIT took over a bus garage in Westwood, New Jersey, formerly operated by Red & Tan, a subsidiary of Coach USA, which no longer required the facility. On September 3, 2022, NJ TRANSIT began operating six bus routes out of the Westwood Garage, all of which previously operated from their Oradell facility. President & CEO Corbett said as

NJ TRANSIT updated their bus fleet, they were replacing 40-foot cruiser buses with more efficient 45-foot cruisers, which provided additional capacity and comfort for customers. The Oradell Garage did not have the space available to accommodate the shift from 40-foot cruisers to 45-foot cruisers, making this acquisition a central component in their efforts to add capacity where the demand was greatest.

On the technology side, NJ TRANSIT was improving access to accessibility-related information through upgrades to their website and mobile app Trip Planner and Schedule features. In its dropdown stations list, NJ TRANSIT's website Trip Planner, along with the Schedules feature on the mobile app, now include new accessibility icons prominently displayed next to the name of all full accessible stations. These icons enable customers to immediately identify which stations are accessible prior to planning their trip, streamlining the customer experience, and ensuring customers who need accessible stations were making an informed travel decision when planning their trip.

President & CEO Corbett acknowledged staffing updates for Light Rail and Contracted Services. He was very pleased to welcome back Greg Woods to NJ TRANSIT as Chief of Light Rail Operations. He also was pleased to announce the promotion of Chris Corasio to Chief of Contracted Services. Like Greg Woods, Chris Corasio joined NJ TRANSIT in 1998, rising through the ranks to serve as Acting Chief of Contracted Services since January 2021. President & CEO Corbett asked everyone to join him in welcoming Greg Woods back and congratulating Chris on his promotion.

In conclusion, President & CEO Corbett said that NJ TRANSIT employees were the best in the business when it came to the work they do in the field, but asked if everyone knew they were also top in their industry when it came to their performance on the basketball court. He was proud to report that last month, NJ TRANSIT employees largely made up of Amalgamated Transit Union (ATU) Local 819 employees, along with a member of their New Jersey Transit Police Department, won the championship game versus SEPTA at the We Move New York Basketball Invitational Tournament, played at the Barclay's Center in Brooklyn. Before the final game, President & CEO Corbett said he entered into a friendly wager with his good friend and SEPTA's CEO & General Manager, Leslie Richards, with a simple proposition that if SEPTA won, he would send her something distinctly New Jersey, and if they won, she would send NJ TRANSIT something distinctly Philly.

President & CEO Corbett said soon after NJ TRANSIT's victory, Ms. Richards was gracious enough to make good on the wager, mailing them several cases of Tastykakes, which were invented in Philadelphia in 1914, and sold there exclusively for decades. It was President & CEO Corbett's pleasure to send the delicious treats to the members of their winning team, along with a heartfelt congratulations, and message saying, "in this case, victory really is sweet." He thanked Veronica Cobb, ATU Local 819 President, for all her work to help organize NJ TRANSIT's participation in this year's game.

President & CEO Corbett was proud to announce a major achievement for the New Jersey Transit Police Department (NJTPD). The NJTPD recently participated in a rigorous process and achieved a prestigious accreditation from New Jersey State Association of

Chiefs of Police. As part of the accreditation process, a team of assessors examined every aspect of the NJTPD's policies and procedures, management, operations, and support services. After an intense examination and analysis, he was pleased to report that the NJTPD achieved full accreditation. To commemorate this accomplishment, President & CEO Corbett said they were fortunate to have with them that day their very own NJTPD Chief Christopher Trucillo, New Jersey State Association Chiefs of Police Law Enforcement Accreditation Program Director, Harry Delgado, who would present the NJTPD with a certificate of accreditation, along with Commissioner Jim Polos from the New Jersey State Law Enforcement Accreditation Commission. President & CEO Corbett asked Chief Christopher Trucillo, Mr. Delgado, and Mr. Polos to join him in the front of the Board Room. Before he turned the floor over to Mr. Delgado, President & CEO Corbett thanked Chief Trucillo for his leadership, noted their four-and-a-half years friendship, and congratulated Chief Trucillo and his entire department on this landmark achievement for the NJTPD. President & CEO Corbett invited Mr. Delgado up to provide a few remarks.

Mr. Delgado said he wanted to share the significance of such an accreditation achievement by the New Jersey Transit Police Department (NJTPD). Mr. Delgado personally noted he recently took NJ TRANSIT into New York to see a play with his family, bought the tickets online, and his experience was very satisfying.

Mr. Delgado said for 10-years he has overseen the accreditation process for many law enforcement agencies in the State of New Jersey. However, to date, he had never received the kind of support and acclimation for a police department, bar none, in the State of New Jersey as he had received for the NJTPD. The NJTPD has made a commitment to adhere to Best Practices at a State and National level in a highly regarded Statewide Law Enforcement Accreditation Program. This program administrated through the New Jersey State Association of Chiefs of Police and New Jersey State Law Enforcement Accreditation Commission has helped to transparently demonstrate the professionalism and preparedness for law enforcement agencies. The New Jersey State Association of Chiefs of Police Law Enforcement Accreditation Program was purposely designed to enhance the professionalism and transparency in the State's public system. Mr. Delgado said in these unique and challenging times, due to ongoing threats to health and safety, they were encouraging law enforcement agencies to follow standardized practices and policies, which were potentially life-saving and cost-effective investments of time and resources.

The Accreditation to NJTPD gives the agency a preparedness plan, accreditation of excellence, and status representing professional achievements. Mr. Delgado said a team of assessors stated, under the leadership of Chief Christopher Trucillo, the high-level of competence, leadership, and professionalism was evident within the agency, command ranking, forward thinking, and engaging self-improvement. It was the opinion of the assessment team that the NJTPD was a highly professional committed agency that exemplified all of the tenets of Law Enforcement Accreditation at a state and national level. Mr. Delgado said that Commissioner Jim Polos from the New Jersey State Law Enforcement Accreditation Commission was with him that day, and wanted to congratulate Chief Christopher Trucillo and his NJTPD team, the NJ TRANSIT Board, and the citizens they currently serve for achieving this accreditation.

Mr. Polos said he wanted to be there to underscore the importance of such a great accomplishment for the agency and for the New Jersey Transit Police Department. He reminded everyone that accreditation was not something that was required in the State of New Jersey. Mr. Polos said it took enormous courage, and foresight for a department to make a decision to proceed with that process, and it involved the entire Police Department. He said this gave a great sense of security to the officers and the agency that the standards of the procedures, policies, and regulations have been established and that the NJTPD will follow them. It also took a lot of pride in order for the office to proceed and Mr. Polos complimented Chief Trucillo, the entire Police Department, and the officers that were involved in the accreditation process. Mr. Polos said the agency and Board should be proud of this accomplishment and noted the NJTPD was one of the largest departments that had gone through this program.

President & CEO Corbett asked the Board to join him for a group photo, along with Program Director Harry Delgado of the New Jersey State Association of Chiefs of Police Law Enforcement Accreditation Program, and Commissioner Jim Polos from the New Jersey State Law Enforcement Accreditation Commission, as they presented Chief Trucillo with the Certificate of Accreditation.

Vice Chair Fulton said on behalf of the Board he wanted to commend Chief Trucillo and his team for the fine job done. Vice Chair Fulton said he had the pleasure of knowing Chief Trucillo for close to 30-years and was not surprised of his willingness to be involved in such a rigorous evaluation, which was a tribute to Chief Trucillo, and a benefit to NJ TRANSIT as a whole.

Acting Board Secretary Umukoro said before taking public comments she wanted to note that Chair Gutierrez-Scaccetti rejoined the meeting.

### **Public Comments**

Vice Chair Fulton asked Acting Board Secretary Umukoro if there were any public comments. Acting Board Secretary Umukoro said there were four in-person speakers and eight pre-registered telephone speakers.

Acting Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. She said priority access would be given to in-person participants. They would then take comments from pre-registered telephone participants, followed by any additional telephone participants, who queued to speak. Acting Board Secretary Umukoro instructed those participating by telephone, if they 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.

**Sally Jane Gellert**, Lackawanna Coalition Chairperson, thanked Vice Chair Fulton for his apology for holding a brief Executive Session but said, if this was already known, it should have been indicated in a notice Tuesday night or earlier.

Ms. Gellert said it seemed that NJ TRANSIT was conducting business as usual without looking down the track as to what was needed at the next station. They had been looking at ridership numbers trying to understand ridership patterns, but have been having a terrible time of finding details beyond a single number for each line. She said peak ridership now compared to pre-COVID 2019 ridership, as well as off-peak, both weekday and weekend, compared to 2019 and should be included in committee reports monthly. When service for all-day parts are aggregated into a single percentage of increase or decrease, they do not get a true understanding of whether or when peak service is needed at 2019 levels, or whether their observation of greater returns on evenings and weekends are systemwide. If so, they would feel even stronger in arguing for a restructuring of the schedule to increase frequency all day, instead of the ability to use dual-mode equipment to bring New York Penn service to diesel-only territories.

Ms. Gellert said it was hard to suggest turning down money that does not require a large investment of employee hours, funds, or other assets such as renaming the Sports Line. They were slightly uncomfortable with expanding the visibility of NJ TRANSIT's reliance on funds from sports betting. Ms. Gellert said going through Secaucus Junction that day, she saw BetMGM all over the station, which changed the look of a really lovely station.

Ms. Gellert said Governor Murphy said, "We have assets and we should utilize them, that's what our riders and taxpayers expect." She said yes, they expect trains and buses to run reliably, stations to be functional and comfortable, and customer service available, but do they expect assets of a state agency to be an advertisement for a private business. Ms. Gellert said there are many different levels of tolerance and acceptance of advertising based on a variety of factors and personal opinions. She also said one special point to make about station names was that regular riders to some degree, but especially new residents and visitors, rely on place-based station names to know where they are, and when to get off a train to reach their destination, and names should not be changed so lightly.

The Coalition was very disturbed by the loss of the Greenway right-of-way, and questioned when they ever lost a highway lane, even for something as inherently pleasant as a park.

Lastly, Ms. Gellert said to spend \$65 million of state money and \$20 million from the American Rescue Plan Act to buy an abandoned rail line from a for-profit private company, and then build a state park for the affluent, instead of restoring transit for all, seemed irresponsible. This money would have been better spent on ADA-compliant stations.

**Paula Rogovin**, member of Don't Gas the Meadowlands Coalition, said she was taking up a collection to send life straws to school children in Puerto Rico so the children could drink clean water after the devastating effects of Hurricane Fiona. Ms. Rogovin said she was not asking anyone there that day to donate money because there were hurricanes, droughts, and fires all over the world, and those areas needed their support as well. She

said this was climate change, and they needed the NJ TRANSIT Board to take a strong stand on climate change.

Ms. Rogovin said the NJ TRANSIT Request for Proposal (RFP) called for focus on building a gas power plant in Kearny in an environmental justice community, which was historically the location of fossil fuel power plants, incinerators, sewerage plants, and the most pollution. She said that pollution caused miscarriages, stillbirths, learning disabilities, cancer, asthma, and much more. Ms. Rogovin said a gas plant would cause effects that would last decades into the future and asked the Board was that what they wanted. Ms. Rogovin reminded the Board and NJ TRANSIT staff that FEMA reported in 2014 that natural gas should not be utilized to provide resilient power in emergencies, and natural gas was not stored on site, but rather piped to a site from local public utilities. She said those things could be interrupted during high-winds, floods, and earthquake events. Also, natural gas services were often intentionally shutdown prior to a storm event to reduce the risk of fire and explosion.

Ms. Rogovin wanted to know when the proposals come in, whether the Board plans to wait and remain silent, or would they be willing to take a stand and insist that the five proposals focus on renewable energy alternatives, as well as take a stand for the children and residents of Kearny. She said there was no time left for fossil fuels, and focus needed to be on a hybrid microgrid, and that the Board needed to be a leader.

**Michael Makarski**, member of Operating Engineers Local 825 and the Affordable Energy Coalition for New Jersey, said he was there in support of the most obvious energy project in New Jersey, which was the natural gas power plant known as the transit grid. He urged the immediate approval and shovels in ground as soon as possible. Mr. Makarski said next month would mark the 10<sup>th</sup> Anniversary of Superstorm Sandy making landfall in New Jersey, the very reason for the federal funding for the hundreds of millions received for this critical power plant. Mr. Makarski said this would be the 10<sup>th</sup> Anniversary of trains losing power, and the 10<sup>th</sup> Anniversary of illustrating the need right now in New Jersey for a power plant. He said they cannot wind their way out, solar, nor battery back-up their way out, despite what the environmental lobbyists have been saying. Mr. Makarski said he would save the white-boards and white paper and ensure everyone in his three minutes that the laws of physics and physical chemistry were very clear on that.

Mr. Makarski said that morning in the news many may have seen that Hurricane Fiona had turned north, and asked the Board were they ready for that, and to let common sense prevail and build the transit grid now.

**Sid Madison** said it was not about the power plant but the Board's responsibility to address the climate crisis, which a gas power plant will not do. He said no one was exempt from taking action to stop the emission causing climate crisis. Mr. Madison said the Board was an important organization, which meant they had a moral responsibility to take action. He said the basis for that action was in 2021 when the International Energy Agency (IEA) described a plan to achieve net-zero emission by 2050, which was the accepted worldwide goal to address the climate crisis.

Mr. Madison provided two statements from the IEA plan, one, there was no need for investment in new fossil fuel supply in their net-zero pathway, regardless of what the previous speaker Mr. Makarski said, and two, government has a key role in enabling investment led growth. In the first statement, Mr. Madison said it noted no more investment in fossil fuel supply and to rethink energy in New Jersey, and the Board of Public Utilities (BPU) said additional fossil fuel supply was not needed in New Jersey. The second statement asked government to take action, which was to immediately enact a moratorium on fossil fuel infrastructure in New Jersey because President Biden and Governor Murphy's goal were to reach 50 percent emission reduction by 2030 and emissions were still growing and not reducing towards a 50 percent goal. Mr. Madison said he was asking the NJ TRANSIT Board and staff, BPU, his school Board, Township, and Commissioners to act by requesting that Governor Murphy immediately enact a moratorium on fossil fuel projects.

Acting Board Secretary Umukoro said they would now open the floor for public comments by telephone participants, beginning with those who pre-registered to speak. The Operator provided a reminder for those who have not already done so, to please press \*1 on their telephone keypad to enter the queue to speak and that each speaker would be given three (3) minutes for their public comment, and a warning would be provided with one-minute remaining and again with 15 seconds remaining. The Operator said there were nine speakers in the queue to speak.

**Andy Weiss** wanted to know the status on the NJ TRANSIT Customer Advocate Office and said it had been vacant for two-years, and the previous person who held the position did nothing for them since the reform bill was signed years ago. Mr. Weiss said this was a major scandal and asked what NJ TRANSIT was trying to hide, and why they were scared of having a real customer advocate office. Mr. Weiss said he thought this agency wanted to keep its troubles quiet from the Governor's office, and asked where the oversight of management and advocacy for NJ TRANSIT riders was.

Mr. Weiss said the NJ TRANSIT Bus Supervisors in the white cars were a complete waste of money and just sit in their cars and do not interact with bus riders. He asked why those supervisors did not ask questions, check conditions inside the buses, which were filthy, or check conditions of the bus stops and shelters, which were in terrible condition, and do something about illegal parking in NJ TRANSIT bus stops. Mr. Weiss said the *Asbury Park Press* did a recent story on hundreds of unmarked NJ TRANSIT bus stops in Monmouth and Ocean County and asked how the supervisors in the white cars missed all those unmarked bus stops. Mr. Weiss said NJ TRANSIT was the worst transit agency in America.

**Matthew Smith**, New Jersey Director for Food & Water Watch, speaking on behalf of their 73,000 members and supporters in the State of New Jersey, said unlike the one speaker who he never heard before commenting in support of using fossil fuel for the transit grid project, his 73,000 members and supporters recognized the goals of the community, the heads of state, military, and leaders of the private sector who have all acknowledged the climate crisis is a threat to humanity, and they must take bold steps and action today to transition off of the fuel sources that are driving that crisis. Storms like

Superstorm Sandy, flooding, famine, fire, death, and destruction across the planet, which would only get worse. Mr. Smith said the fossil fuel industry has enough in their reserve that would exceed all of the greenhouse gas emissions that have been released into the atmosphere since the start of the industrial revolution. Mr. Smith said what this would do to their children and grandchildren's future was unimaginable.

Mr. Smith said Governor Murphy and Governor Hochul were meeting that day to talk about the progress their states have made on clean energy jobs, and the imperativeness of driving this economy in New Jersey to help working families, and to provide clean and affordable energy for everyone. He said they would also be addressing the environmental justice crisis that New Jersey is particularly vulnerable to. Mr. Smith said to this day, they have not heard from this Board to rule out the possibilities of a gas plant for the TRANSITGRID project.

**Anna Leone** of Ridgewood, New Jersey, was calling to discuss Access Link and wanted to thank the members of the Board for their service and dedication. Ms. Leone said she had been taking Access Link for two-years and noticed service had deteriorated tremendously. Ms. Leone said yesterday she had a very productive meeting, which she was caught off guard by with Anthony Grieco, Senior Vice President, Communications & Customer Experience and Namecca Parker, Acting General Manager of Access Link, and Chris, whose last name she could not remember. They were all looking into the matter that she brought up with respect to extremely long wait times for the disabled population.

Ms. Leone said it was common to ride the bus close to three hours or to wait three hours for a bus to pick them up. While she understood there was a driver shortage, she believes something had to be done, whether it be through First Transit, or offering better salaries due to the competition out there. Ms. Leone said due to the driver shortage and drivers quitting, and the bus depot being moved from Elmwood Park to North Bergen, the wait times were out of control. Ms. Leone said people on the bus have gotten unruly because of all of this, and a fire must be lit so that Access Link can be put on the front burner as opposed to the back burner.

Ms. Leone said she was very thrilled that President & CEO Corbett instructed Mr. Grieco to contact her after being inadvertently transferred to President & CEO Corbett's office when trying to register to speak for today's Board meeting. Ms. Leone said she had also gotten Senator Corey Booker's office involved with the service as well, and his office told her that they too had received many calls about Access Link, and would try to intervene, and meet with NJ TRANSIT and the Board, and possibly hire a consultant to look at the program to offer suggestions on how to make it better for everyone in the State of New Jersey.

**Rachel Dawn Davis**, Public Policy and Justice Organizer for Waterspirit, Ministry of the Sisters of St. Joseph of Peace, said at the top of the meeting they recited the Pledge of Allegiance and ended with "liberty and justice for all." Ms. Davis said "justice for all" looks like October 23, 2020 when it was reported that NJ TRANSIT led and opted for green energy ending its plan for a gas power plant. Ms. Davis said the Request for Proposal (RFP) was still underway and the recent memo to release fossil fuel companies that

everyone should have seen if they were working in sustainability. Ms. Davis said how can Governor Murphy allow NJ TRANSIT to engage in more status-quo polluting fossil fuel, which was an environmental sin.

Ms. Davis quoted a young Rutgers student, "There is really no other way of putting the fact, there is only one earth, and we are destroying it, we must act now." Ms. Davis said public transit must be part of the one earth fact and get off deadly fossil fuel. She said people walked 50-miles throughout the state last month to demonstrate the one earth fact in New Jersey, and throughout the 50 miles they chimed Governor Murphy Walk your Talk on climate, which was confusing especially for young people and those that love them. Ms. Davis said Governor Murphy must lead with his pen and reject the seven fossil fuel emitting projects on the table, and asked that NJ TRANSIT be a leader again in providing hope.

**Andy Pollack** said it had been an interesting summer West of the Hudson, especially for NJ TRANSIT. He said the week of May 21, 2022, overhead catenary line issues caused major problems that impacted many riders and a friend of his on the North Jersey Coast Line, who was trying to get to the Jersey Shore. Mr. Pollack said last week on the Pascack Valley Line, his cousin's commute was impacted by single tracking. He had also been noticing a number of Amtrak issues causing problems for New Jersey. Mr. Pollack said the problems on Juneteenth caused major problems that impacted riders, which was completely out of line, causing a bad start to everyone's holiday. He could not understand why union employees were not given Juneteenth off, which was a federally paid holiday.

Lastly, Mr. Pollack said there had been a lot of mechanical failures with the older trains, and they were constantly breaking down on many lines along the system. He said the main target was the Bergen and Port Jervis lines that riders were having issues with. Mr. Pollack asked that NJ TRANSIT get new trains sooner rather than later, and hoped that Governor Murphy and President & CEO Corbett were listening.

**Adam Reich** said at the last Operations & Customer Service Committee meeting, Board Member Narra promised to provide an update on the Customer Advocate position and the Customer Advisory Board. He asked what the status was. Mr. Reich also wanted to know from Board Member Nara whether a meeting to discuss a mask only rail car and COVID concerns had taken place, and if not, when would this meeting be taking place.

Mr. Reich said to the Board, particularly Chair Gutierrez-Scaccetti, Vice Chair Fulton, the Governor's Representative, Board Member Giblin, and Board Member Narra, in her capacity as the Customer Advisory Hiring Process Coordinator, that he spoke to Governor Murphy this month and back in July, and he emphasized that he and the agency valued community feedback, and there were members of his office that could verify that exchange. Mr. Reich said, however, the response he received back from the Governor's office from Senior Director of Customer Service, Joseph LaMonica, was anything but that. Mr. Reich said Mr. LaMonica was very polite, but evasive, and the call was not very useful and did not tell him anything he did not already know.

Mr. Reich said Mr. LaMonica said he could not meet with the Customer Advisory Board without the approval of the Board and the new Customer Advocate. Mr. Reich said he was flabbergasted that the Senior Director of Customer Service would not feel empowered to ask any of the Board or President & CEO Corbett to meet with the existing 14 members of the Customer Advisory Board because they had been waiting for over two-years. Mr. Reich said they needed to have dialogue on his issues of concern because they had a lot to say, but NJ TRANSIT staff was not willing to engage on the mask only rail car issues or public forum. Lastly, Mr. Reich asked that additional rail cars be opened for riders rather than crew hiding away in them. He said this was a supervisory issue and not a crew issue.

**Erika Gould** said she was commenting, once again, in support of NJ TRANSIT creating a mask only rail car. She said having no signs encouraging mask use, or more ideally having a mask only rail car, NJ TRANSIT was not being neutral, and was creating a dangerous environment. Ms. Gould said COVID transmission was ongoing and there were ways in which NJ TRANSIT could keep safer environments on trains in response to the immunocompromised, and high-risk individuals, and that many of these people were current customers and were before the pandemic.

Ms. Gould said some of those customers can no longer safely be in an environment with everyone else unmasked, and previous supporters have said they would take the train again but had now been forced to drive to work, which was an added stress at a huge price tag because they did not feel NJ TRANSIT trains provided a safe environment. Ms. Gould said as of that day, 655 people have signed a petition asking NJ TRANSIT to offer a mask only rail car.

Ms. Gould said the Murphy Administration was still showing that masks were still a priority, and having people masked was still required and had never stopped being required in healthcare and congregate living settings. Ms. Gould said this holds true because getting to these places by public transportation in many cases was the only means of transportation people had. Lastly, Ms. Gould wanted to know the status on the meeting to discuss the mask only rail car that Board Member Narra asked staff to set-up.

**Charlie Kratovil**, Editor of *New Brunswick Today*, wanted to speak on complete streets in New Brunswick, and asked who at NJ TRANSIT was in charge of bus shelters, and providing them to municipalities. Vice Chair Fulton said someone would get back to Mr. Kratovil on that information. Mr. Kratovil said the reason he was asking was that a multi-million dollar project to improve Livingston Avenue and make it into a complete street dated back over eight years, and everything had been completed except for one thing, bus shelters. Mr. Kratovil said by his count, there were supposed to be 12 bus shelters installed and that NJ TRANSIT were to provide them, but only one had been delivered.

Mr. Kratovil said there were people waiting for NJ TRANSIT buses at the intersection of Livingston Avenue, New Street, Morrell Street, Comstock Street, Sanford Street, Stratford Place, Walnut Street, Wellington Place, Ellen Street, May Street, and on both sides of the Livingston Intersection at Handy Street with no place to wait for buses or shelter from the

elements. Mr. Kratovil said this should be a priority, and he had spoken to his local traffic Commissioner, County Government, and as Commissioner Board Member Narra was aware of this. Mr. Kratovil said he contacted the State Historic Preservation office because he heard a portion of Livingston Avenue was historic and thought that might be holding the project up but was told that was not the case, and they approved the bus shelters going up. Mr. Kratovil asked if someone could tell him when the bus shelters would be delivered.

Vice Chair Fulton said this was not a question and answer forum, and when he was contacted about his previous question regarding the bus shelters, he could ask this question at that time. Mr. Kratovil said he would be remised if he did not say the reason, he cared about public transportation was because of the climate crisis, and was glad to hear of the progress on zero-emission buses. Lastly, he said to stop building fossil fuel infrastructure, and move on and do the right thing.

**Tim Sevener** from the Transit Village of Mount Tabor, and Board Member of the New Jersey Association of Rail Passengers, spoke on the feasibility of renewables for the NJ TRANSITGRID. He said to his knowledge there had been no plans to include solar in the New Newark Penn Station project, and he did not understand why it would not be included, but was being included in the New Brunswick Station overhaul and others.

Mr. Sevener said Governor Murphy and NJ TRANSIT were to be commended on finally doing raised platforms and improving a number of stations. Mr. Sevener said there was no reason why they could not put solar canopies over the platforms and around the stations, which then could feed into an alternative to a 24/7 natural gas plant for the NJ TRANSITGRID, which would provide clean electricity when the sun was shining. Mr. Sevener said in response to Mr. Makarski that NJ TRANSIT had to have a natural gas plant was not true, and speaking from his own experience having solar and renewable battery back-up, his neighborhood lost power four times a month ago, and his power never went down.

Mr. Sevener said that he could not see why NJ TRANSIT with millions of dollars could not have solar at their stations, which should be included in part of the refurbishments with battery back-up, and then it would only be necessary to have on-demand natural gas when the solar and battery was not working. Mr. Sevener said it was ridiculous to invest so much money in a 24/7 natural gas polluting power plant all the time, when it would only be used on an as needed basis.

### **Board Member Comments**

**Board Member Gordon** said as the only utilities commissioner on this Board, he felt compelled to respond to the many comments heard on how allegedly the State was failing to address the challenges of climate change based on the public's perception for one particular project. He was not going to say anything about the NJ TRANSITGRID, but he thought it was important to introduce some facts, and put things into perspective, which would be very brief. Over the last couple of days, Board Member Gordon said he was in Pittsburgh at a meeting of Utilities Commissioners from 11 states, and yesterday he was

in a meeting where they all summarized what their respective states were doing, and what their major projects were. To anyone listening, it was clear that New Jersey, under Governor Murphy, was leading the country in addressing the problem of climate change, and was doing ground-breaking things. In solar, they had over 100,000 installations in place, and moving forward with all new initiatives for grid-scale solar, energy efficiency, and were compelling their utilities to make improvements every year or face financial penalties. For electric vehicles, they had a goal of getting 330,000 light duty vehicles on the road by 2025.

Board Member Gordon said they also had one of the largest cash-on-the-hood rebate programs in the country, and were about to launch a program that would build infrastructure for electric charging across the state, and unlike many other states, they would be working on heavy-duty vehicles as well. He reminded everyone that 46 percent of greenhouse gases in this state came from the transportation sector, and in off-shore wind they were truly leading in this country. They also had the largest project underway, and when it came to figuring out how to get power from off-shore onto the on-shore grid, they were doing things that no one has ever done before in this country. Board Member Gordon thought it was important to keep all this in perspective because New Jersey, under Governor Murphy, was a leader in addressing climate change.

**Board Member Narra** said she wanted to address the public on the Customer Advocate position and has heard from many commenters and other people that there was a great deal of suspicion on the administration conspiring to hold up on filling the Customer Advocate position. Board Member Narra said she wanted to correct those misassumptions. She said this has been a process and, unfortunately, the process that began did not result in viable candidates based on the criteria set forth, and there were a lot of applicants. Board Member Narra said due to the way of world, and the way the job description was designed, most of the applicants did not have the requisite experience to fill what the Board was hoping the role of the Customer Advocate would do for the organization.

Board Member Narra said she had been speaking to individual Board members to make this a priority, and will continue, because they need to readjust the job posting and really think about what it was one person may be capable of doing. She referred to one caller referencing the position as a customer advocate office, which was new, because up to now they were looking for one person to fill an enormous job. Board Member Narra said she knew it was the Board's desire when this position gets filled to have it be by someone who can do a lot of things they are going to require them to do, such as meeting with the riders, advocate groups, and the Lackawanna Coalition.

Board Member Narra said that Ms. Gellert made mention of the Senior Citizens & Disabled Community, and there were so many things right now that they have envisioned for the customer advocate position, and did not know how one person could fill it unless they readjusted their expectations or readjusted how they would provide that person with support. She said this was where they were right now, and was very hopeful in having a conversation with the rest of the Board, and then administration, and get a new job posting out very soon, and get this position filled.

Board Member Narra said she also wanted to get the position filled in a way so that the person who takes the job would not immediately want to quit, or come under a lot of criticism because of their inability to fulfill the needs of the job, due to lack of support or resources. Lastly, she said there was a commitment by the Board to continue this, and would honestly say, what she has not seen in transit is for the Administration to get this done. Board Member Narra said they need to work more carefully to move the process along, and everyone had her commitment as well as the rest of the Board that they would do it.

### **Public Comments Submitted In Lieu of Speaking**

**Murray Bodin** suggested using a tent like structure as does the Denver Airport to reduce the Global Warming impact on the new bus garage. The usual physical structure is environmentally bad. A series of small tents would work for bus charging. A regular building would work for repairs. In the future, the buses may be hydrogen, and not electric.

### **Advisory Committee Report**

**Anna Marie Gonnella Rosato** said she was pleased to present the North and South Jersey Passenger Advisory Committee report from September 9, 2022. A presentation was made on the North Jersey State Rail Plan and members were asked input on key needs and issues on passenger rail. They were informed in August and early September NJ TRANSIT offering rail service between Secaucus Junction and MetLife Stadium for various concerts and NFL pre-season football games. Regular football season began at MetLife Stadium on September 11, 2022.

In the southern part of the state, rail service was provided for the Atlantic City Air Show on August 24, 2022, with a travel discount of 50 percent off on two one-way tickets. NJ TRANSIT resumed express weekday bus service to the American Dream and offered early getaway service to start the Labor Day on September 2, 2022. Ms. Gonnella Rosato said as noted by President & CEO Corbett, NJ TRANSIT partnered with MGM on a three-year sponsorship that renamed the Meadowlands Rail Line to BetMGM Meadowlands Rail line, and that renaming would generate additional non-farebox revenue.

Ms. Gonnella Rosato said transit, in conjunction with Rutgers University, has updated one of the NJ TRANSIT applications, which was a digital tool used to map and download a range of land use travel, public transit, demographics, and real estate development data throughout the transit network. She said this had made the app a one-stop resource for transit friendly planning, and development. NJ TRANSIT also welcomed students back to campus with its “Buy Three Months, Get One Month Free” promotion.

Senators Booker and Melendez announced \$44.6 million in Federal Transit Administration (FTA) funding for the Union City Bus Garage Reconstruction project. Ms. Gonnella Rosato said both the North and South Jersey Passenger Advisory Committee will continue to provide letters of support for upcoming NJ TRANSIT grant applications.

The Passenger Advisory Committee also supported the Board's July 20, 2022 approval of the Fiscal Year 2023 Local and Community Transportation Programs authorizing expenditures of \$63.4 million in federal and state funds for Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents. These programs extend or compliment existing NJ TRANSIT services.

Forbes once again recognized NJ TRANSIT as one of New Jersey's best employers, and this year was ranked seven, up from last year's ranking of 24. Ms. Gonnella Rosato recognized New Jersey Transit Police Department's very own Officer Zachary Sjosward for his heroic rescue of his two friends from a rip current off the Jersey Shore.

Lastly, Ms. Gonnella Rosato said the New Jersey Passenger Advisory Committee supported Board Item 2209-73, appointing Meghan Clark Umukoro as Board Secretary, and wished her the best of luck.

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

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

### **Board Administration Committee Report**

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and Fiscal Year 2023 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, twelve-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for July 2022.

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

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

Vice Chair Fulton presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee discussed the Board Items for the: Information Technology: Award of Professional Services Contract for Mainframe Code Migration to Insight Public Sector; Information Technology: Award to Insight Public Sector for Oracle Unlimited License Agreement (ULA); Title VI -Fare Media Equity Analysis; and Zero-Emission Bus System Design and Investment Planning Study: Consultant Services Contract.

**Energy and Sustainability Policy Committee Report**

Vice Chair Fulton presented the report for the Energy and Sustainability Policy Committee. The Energy and Sustainability Policy Committee discussed NJ TRANSIT's Zero-Emission Bus Program and the Sustainability Plan Update.

**Action Items**

**2209-64: REVOLVING CREDIT AGREEMENT AND ISSUANCE OF GRANT ANTICIPATION**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2209-64. William Viqueira presented for approval Action Item #2209-64: Revolving Credit Agreement and Issuance of Grant Anticipation Note, Series 2022.

Board Member Shanti Narra made a motion, Board Member Bob Gordon seconded the motion, and the item was adopted.

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

**2209-65: INFORMATION TECHNOLOGY: AWARD OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer to present Action Item #2209-65. William Viqueira presented for approval Action Item #2209-65: Information Technology Award of Professional Services Contract for Mainframe Code Migration To Insight Public Sector.

Board Member Michael Kanef made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

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

**2209-66: INFORMATION TECHNOLOGY: AWARD TO INSIGHT PUBLIC SECTOR FOR ORACLE UNLIMITED LICENSE AGREEMENT (ULA)**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2209-66. William Viqueira presented for approval Action Item #2209-66: Information Technology: Award to Insight Public Sector For Oracle Unlimited License Agreement (ULA).

Board Member Richard A. Maroko made a motion, Board Member Bob Gordon seconded the motion, and the item was adopted.

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

**2209-67: TITLE VI – FARE MEDIA EQUITY ANALYSIS**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2209-67. William Viqueira presented for approval Action Item #2209-67: Title VI – Fare Media Equity Analysis.

Board Member Shanti Narra made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

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

Acting Board Secretary noted Board Member Brown was recused from the next item #2209-68 and she left the meetings.

**2209-68: KATHLEEN SHANAHAN V. NJ TRANSIT**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2209-68. William Viqueira presented for approval Action Item #2209-68: Kathleen Shanahan V. NJ TRANSIT.

Board Member Richard A. Maroko made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

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

Board Member Brown returned to the meetings.

**2209-69: ZERO-EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY: CONSULTANT SERVICES CONTRACT**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2209-69. Richard Schaefer presented for approval Action Item #2209-69: Zero-Emission Bus System Design and Investment Planning Study: Consultant Services Contract.

Board Member Richard A. Maroko made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

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

**2209-70: NJ TRANSIT COUNTY YARD PROJECT: 120 JERSEY AVE, LLC NEW BRUNSWICK (PARCEL 3) SETTLEMENT**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2209-70. Richard Schaefer presented for approval Action Item #2209-70: NJ TRANSIT County Yard Project: 120 Jersey Ave, LLC New Brunswick (Parcel 3) Settlement.

Board Member Richard A. Maroko made a motion, Board Member Bob Gordon seconded the motion, and the item was adopted.

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

Acting Board Secretary noted Board Member Gordon was recused from the next item #2209-71 and he left the meetings.

**2209-71: MASON SUBSTATION TOTAL AUTHORIZATION INCREASE REQUEST PAYMENTS FOR PSE&G SERVICE AND CONSTRUCTION**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2209-71. Richard Schaefer presented for approval Action Item #2209-71: Mason Substation Total Authorization Increase Request Payments for PSE&G Services and Construction.

Board Member Shanti Narra made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

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

Board Member Gordon returned to the meetings.

**2209-72: REGULATIONS: PROPOSED READOPTION OF N.J.A.C. 16:89 FERRY CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2209-72. Michael Kilcoyne presented for approval Action Item #2209-72: Regulations: Proposed Readoption of N.J.A.C.16:89 Ferry Capital Improvement Program Guidelines and Procedures.

Board Member Shanti Narra made a motion, Board Member Gordon seconded the motion, and the item was adopted.

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

**2209:73 APPOINTMENT OF BOARD SECRETARY**

Vice Chair Fulton said it was with great pleasure that he presented the next item. He said he has been on the Board for almost three years, and since day one, there Meghan Clark Umukoro was across the table telling them what they needed to do, and she continues to do that. As was recommended by one of the prior speakers that Meghan Clark Umukoro be appointed, she has certainly demonstrated she was capable, and understands how to work with people, and make sure that everyone, in every capacity, was comfortable with their responsibilities.

Vice Chair Fulton said he was recommending approval of Action item #2209-73: Appointment of Board Secretary. This action item was to designate Meghan Clark Umukoro as Board Secretary of NJ TRANSIT and its subsidiaries.

Board Member Bob Gordon made a motion, Board Member Sangeeta P. Doshi seconded the motion, and the item was adopted.

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

**Executive Session Authorization**

Vice Chair Fulton noted they would adjourn to Executive Session, and would only return to adjourn the meetings, and no further business would be conducted. Vice Chair Fulton asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT Resilience Program: Bay Head Substation Construction Contract Amendment to Increase Funding, the Personal Injury Claim of Renato Pastor, the Personal Injury Claim of Marco Lara, the Personal Injury Claim of Junior Rosa, and the Personal Injury Claim of Metin Bessim.

Board Member Bob Gordon made the motion, Board Member Shanti Narra seconded the motion, and it was adopted. At approximately 12:03 p.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

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

**Return to Open Session**

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Chair Gutierrez-Scaccetti and Board Member Brown, returned to Open Session at approximately 1:48 p.m.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member Shanti Narra, seconded by Board Member Michael Kanef, and adopted.

The meetings were adjourned at approximately 1:49 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**

**SEPTEMBER 21, 2022**

**MINUTES**

**PAGE**

➤	<b>CALL TO ORDER</b>	-
➤	<b>EXECUTIVE SESSION AUTHORIZATION</b>	63214
➤	<b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	63215
➤	<b>PRESIDENT &amp; CEO'S MONTHLY REPORT</b>	63216
➤	<b>PUBLIC COMMENTS</b>	-
➤	<b>ADVISORY COMMITTEE REPORT</b>	-
➤	<b>BOARD COMMITTEE REPORTS</b>	-

**ACTION ITEMS**

<b>2209-64</b>	<p><b>REVOLVING CREDIT AGREEMENT AND ISSUANCE OF GRANT ANTICIPATION NOTE, SERIES 2022</b> – Authorization to adopt the attached Resolution (i) approving the Line of Credit, (ii) authorizing the execution and delivery of the Agreement and the issuance and delivery to Bank of America, N.A. of the Series 2022 Note to evidence and secure NJ TRANSIT's repayment obligations for the revolving loans to be made to it by Bank of America, N.A. under the Agreement, (iii) approving the selection of Bank of America, N.A. as the bank to provide the revolving line of credit to NJ TRANSIT pursuant to the Agreement, (iv) authorizing the Chair, the President &amp; CEO, the Senior Vice President, Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to consummate the execution and delivery of the Agreement and the issuance of the 2022 Note, including, but not limited to, the negotiation and execution of all documents, payment of the principal of and interest on the 2022 Note, payment of bank fees and all fees related to the establishment of the Agreement, including reasonable legal fees, and approving the parameters for the issuance of the 2022 Note and the establishment of the Agreement as set forth in the attached Resolution, all as authorized pursuant to <u>N.J.S.A. 27:25-5(w)</u>.</p>	<b>63254</b>
<b>2209-65</b>	<p><b>INFORMATION TECHNOLOGY: AWARD OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR</b> – Authorization to enter into a professional services contract with Insight Public Sector of Tempe, Arizona, for the implementation of a mainframe code migration project in an amount not to exceed \$3,024,270.73, plus five percent for contingencies, subject to the availability of funds.</p>	<b>63256</b>

NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS, INC.  
 NJ TRANSIT RAIL OPERATIONS, INC.  
 NJ TRANSIT MERCER, INC.  
 NJ TRANSIT MORRIS, INC.  
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- 2209-66 INFORMATION TECHNOLOGY: AWARD TO INSIGHT PUBLIC SECTOR FOR ORACLE UNLIMITED LICENSE AGREEMENT (ULA)** – Authorization to enter into a contract with Insight Public Sector of Tempe, Arizona, for the Unlimited License Agreement (ULA) for Oracle in an amount not to exceed \$2,520,244.18, plus five percent for contingencies, subject to the availability of funds. **63257**
- 2209-67 TITLE VI – FARE MEDIA EQUITY ANALYSIS** – Authorization to approve the results of the Title VI Fare Media Equity Analysis. **63258**
- 2209-68 KATHLEEN SHANAHAN v. NJ TRANSIT** – Authorization to settle the claim of Kathleen Shanahan through her attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **63259**
- 2209-69 ZERO-EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY: CONSULTANT SERVICES CONTRACT** – Authorization to enter into NJ TRANSIT Contract 21-044R with ZEBGONJ, WSP+STV/ A Joint Venture, in the amount not to exceed \$9,495,541.06, plus five percent for contingencies, subject to the availability of funds. **63260**
- 2209-70 NJ TRANSIT – COUNTY YARD PROJECT: 120 JERSEY AVE, LLC NEW BRUNSWICK (PARCEL 3) SETTLEMENT** – Authorization to take all actions necessary to pay a proposed amount, for the purpose of settling the condemnation of Parcel 3A and E3B in accordance with the Eminent Domain Law of 1971, not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds. **63263**
- 2209-71 MASON SUBSTATION TOTAL AUTHORIZATION INCREASE REQUEST – PAYMENTS FOR PSE&G SERVICES AND CONSTRUCTION** – Authorization to increase the funding required to complete the Mason Substation as discussed in Executive Session, subject to the availability of funds. **63264**
- Authorization to take all actions necessary to comply with the Agreement for completion of the Mason Substation.
- 2209-72 REGULATIONS: PROPOSED READOPTION OF N.J.A.C. 16:89 FERRY CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES** – Authorization to take all actions necessary to initiate the rule-making process for the readoption of the regulations, N.J.A.C. 16:89 et seq., Ferry Capital Improvement Program Guidelines and Procedures, consistent with this Board item and corresponding Exhibit. **63265**

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  
SEPTEMBER 21, 2022  
MINUTES  
PAGE 3

- 2209-73 APPOINTMENT OF BOARD SECRETARY** – Authorization to appoint Meghan Clark Umukoro as Board Secretary of NJ TRANSIT and its subsidiaries. **63266**
- **EXECUTIVE SESSION AUTHORIZATION** **63267**
  - **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 Kathleen Shanahan v. NJ TRANSIT and Mason Substation Total Authorization Increase Request – Payments for PSE&G Services and Construction.

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

### **APPROVAL OF MINUTES**

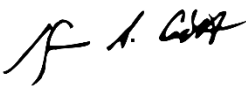
**WHEREAS**, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the July 20, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on July 27, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the July 20, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS  
FROM: KEVIN S. CORBETT   
DATE: SEPTEMBER 21, 2022  
SUBJECT: PRESIDENT & CEO'S REPORT – SEPTEMBER 2022

As ridership continues to grow, I am pleased to note some extremely positive results from our latest Customer Satisfaction Survey. With nearly 35,000 customers completing the survey, NJ TRANSIT received its highest "Overall Satisfaction Score" since we began conducting surveys in 2011. Overall satisfaction jumped from 5.8 out of 10 in the spring of 2019 to 6.8 this spring. In addition, 81% of our customers said they would recommend NJ TRANSIT to a friend or family member, also the largest percentage since we started conducting the survey.

While we continue to improve the customer experience, we've been working in a number of ways to bring customers back to transit, and attract new customers as well. One element of our strategy is targeting what will hopefully be regular future riders, through our popular Student Pass program. We are welcoming full-time students back to class with a 25% discount off an already-discounted monthly pass, and an opportunity to take advantage of our "Buy 3 Months, Get 1 Month Free" student promotion.

Another way to attract and retain customers is by working to keep fares stable, and one way to do that is by leveraging existing assets to generate meaningful non-farebox revenue. NJ TRANSIT did just that earlier this month through a new partnership with BetMGM. This first-of-its-kind, three-year agreement includes the renaming of our Meadowlands Rail Line as the BetMGM Meadowlands Rail Line.

In addition to the improvements we're making for our customers, we've also made many organizational improvements since 2018, which are receiving attention. Last month, NJ TRANSIT was recognized by *Forbes* as one of their 2022 America's Best-in-State Employers, marking the third time since 2018 that *Forbes* has recognized our considerable efforts to build a productive, supportive and inclusive work environment. NJ TRANSIT ranked 7<sup>th</sup> among the 90 NJ employers, and 1<sup>st</sup> in the "Transportation and Logistics" category.

Switching gears to infrastructure, last month NJ TRANSIT received a \$44.6 million FTA grant to rebuild a 75-year-old bus maintenance and storage facility in Union City. This grant is an important step in advancing our Bus Modernization Program, which will upgrade all 17 of our garages to support future electric buses. As we work to build a modern, state-of-the-art bus garage in Union City, NJ TRANSIT took over a bus garage no longer in use in Westwood, New Jersey. On September 3<sup>rd</sup>, NJ TRANSIT began operating six bus routes out of the Westwood Garage, all of which previously operated from our space-constrained Oradell Garage, making this acquisition a central component in our efforts to add capacity where demand is greatest.

In addition, our Newark Penn Station revitalization project continues to advance. Last month on August 9<sup>th</sup>, we held the first of three public meetings, where project leaders reviewed the project's goals with approximately 170 attendees who were able to ask questions and share feedback. NJ TRANSIT is committed to using this feedback to ensure the project meets the needs of our customers and the community.

Moving on to today's agenda, we have several items up for Board consideration, including a contract that will initiate a Zero-Emission Bus System Design and Investment Planning Study to significantly advance our ongoing transition to a 100% zero-emissions bus fleet by 2040. Aligned with this study, we continue to advance our first-ever Sustainability Plan. On August 4<sup>th</sup>, we held our second Sustainability Plan-related public webinar to share the results of NJ TRANSIT surveys that sought input on sustainability themes and aspects for inclusion in the plan.

On the technology front, NJ TRANSIT's website Trip Planner and mobile app Schedules features now include new accessibility icons in the station dropdown list, prominently displayed next to the name of all fully accessible stations. These icons enable customers to immediately identify which stations are accessible prior to planning their trip, streamlining the customer experience and helping customers make more informed travel decisions.

Finally, our New Jersey Transit Police Department (NJTPD) achieved a prestigious accreditation from the New Jersey State Association of Chiefs of Police, which exemplifies professional excellence in law enforcement and represents an important achievement for both the NJTPD and our agency as a whole. Our thanks go out to NJTPD Chief Christopher Trucillo for his leadership, and to the entire NJTPD on this significant achievement.



**PRESIDENT & CEO'S MONTHLY REPORT**

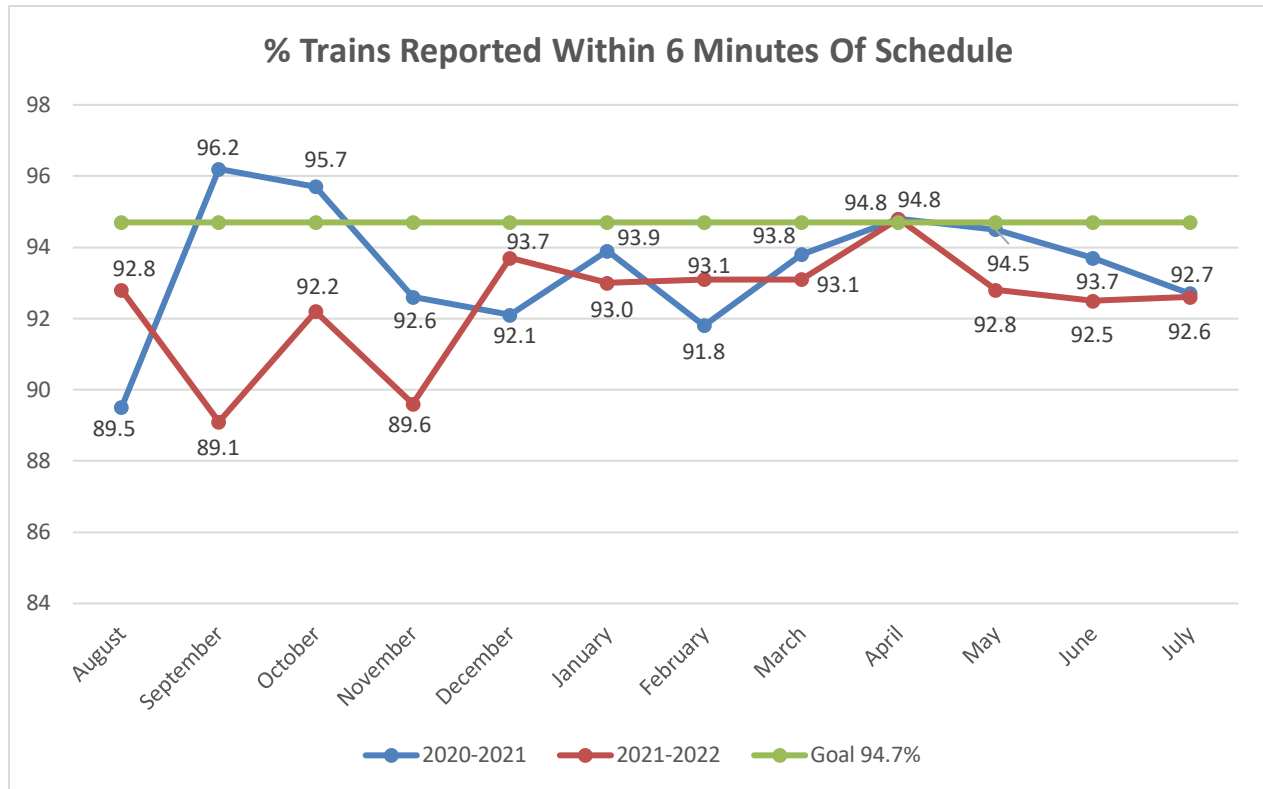
**September 21, 2022**

## **TABLE OF CONTENTS SEPTEMBER 21, 2022**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2020 – JULY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>July Comparison</b>	92.7%	92.6%	-0.1%
<b>12-Month Average Aug. 2020 – July 2022</b>	93.5%	92.5%	-1.0 %

**Analysis:**

Rail On-time Performance was 92.6% for July 2022. Of the 18,101 trains scheduled to operate, 16,760 were on time, while 1,341 trains (or 7.4%) were delayed.

**Key Causes included:**

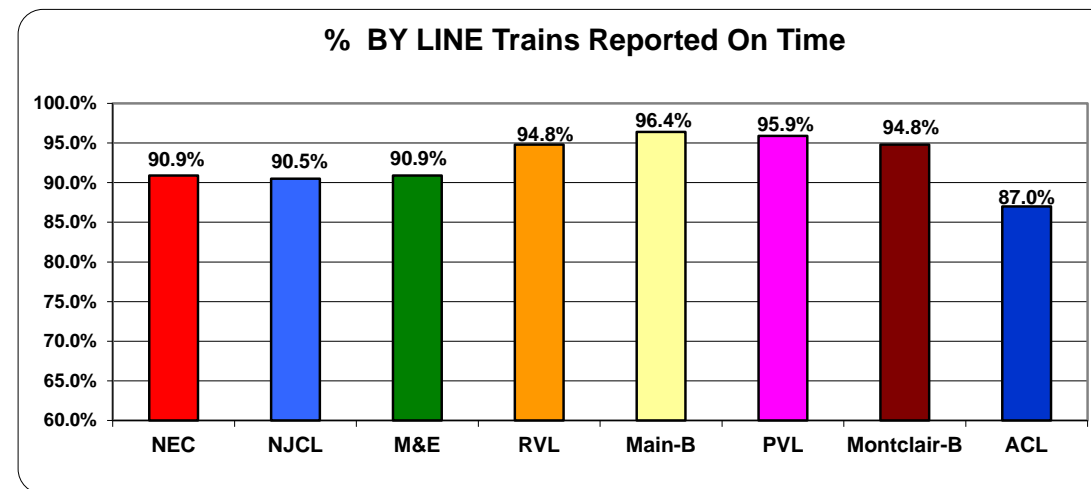
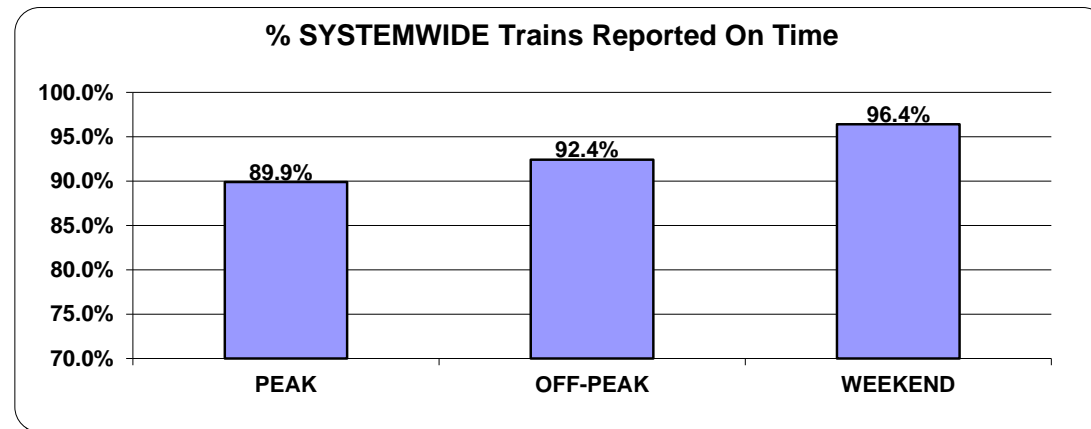
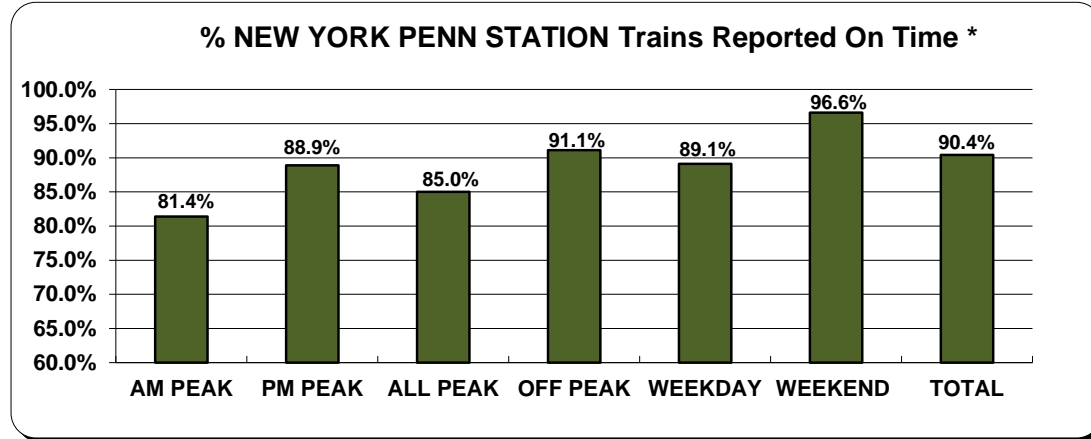
- Amtrak track issues, Portal bridge open, power failure utility, NJT PTC mechanical, and Arrow MU issues contributed to 96 delays on July 7.
- Amtrak vandalism, NJT trackside interference, grade crossing weather, PTC mechanical, weather related, electric locomotive and Arrow MU issues contributed to 80 delays on July 18.
- Amtrak catenary issue, NJT code failure, dual mode engine issues, programmed maintenance and electric locomotive issues contributed to 72 delays on July 21.

The 12-month Average for Rail On-Time Performance was 92.5%.

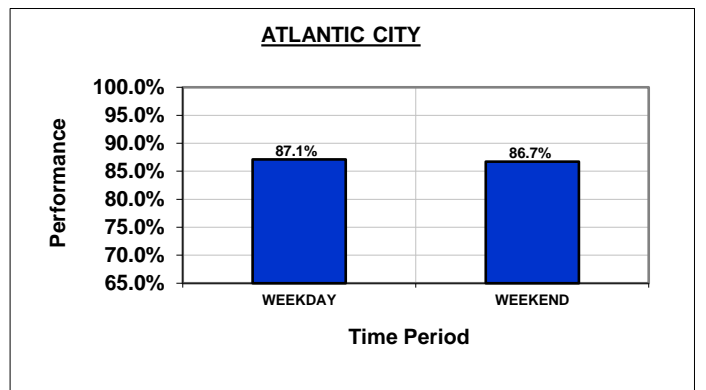
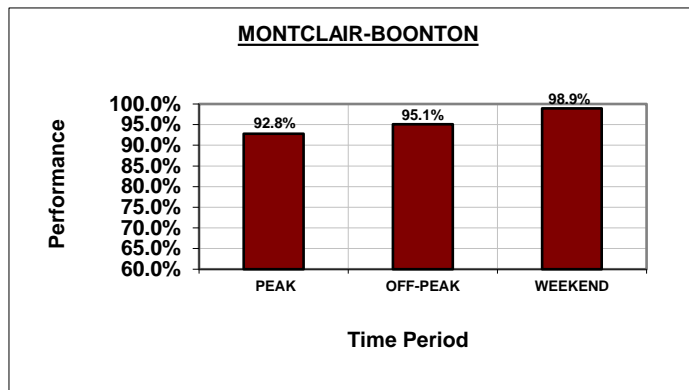
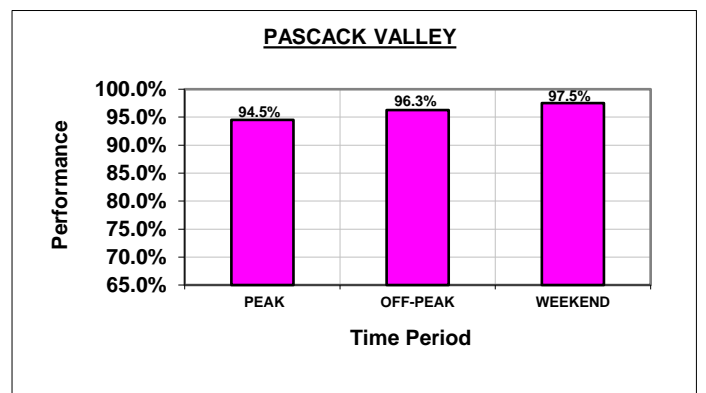
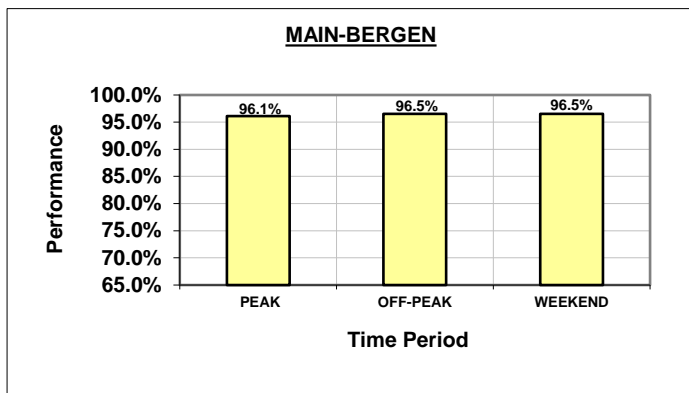
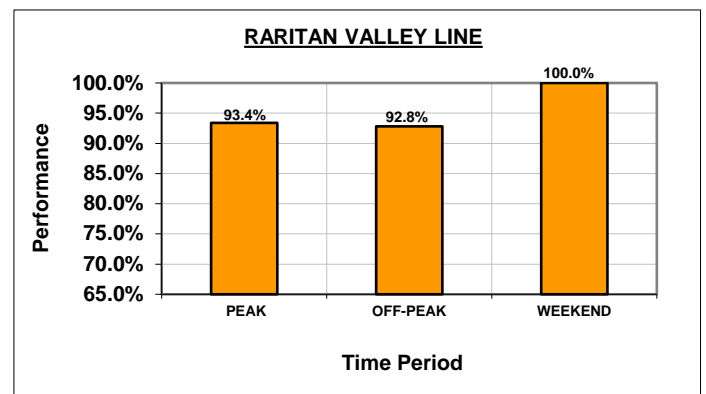
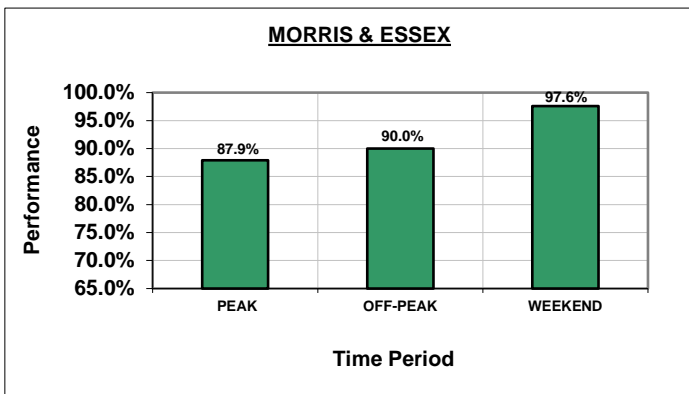
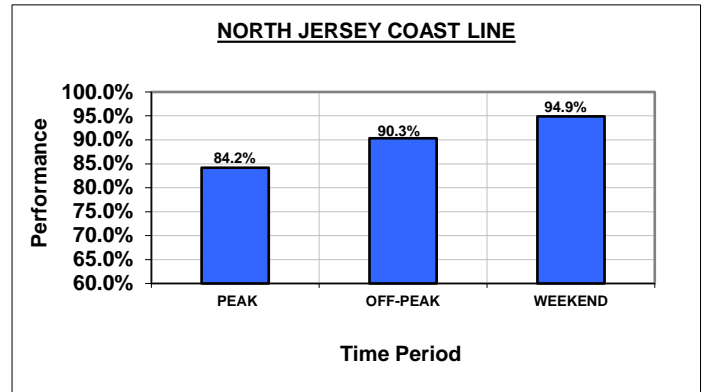
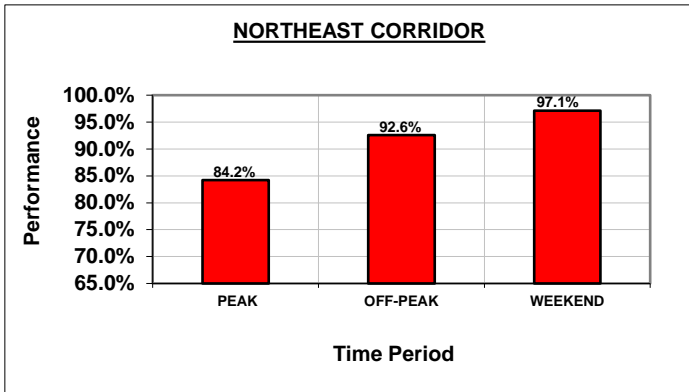
# ON-TIME PERFORMANCE RAIL

## SUMMARY BY TIME PERIOD JULY 2022

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



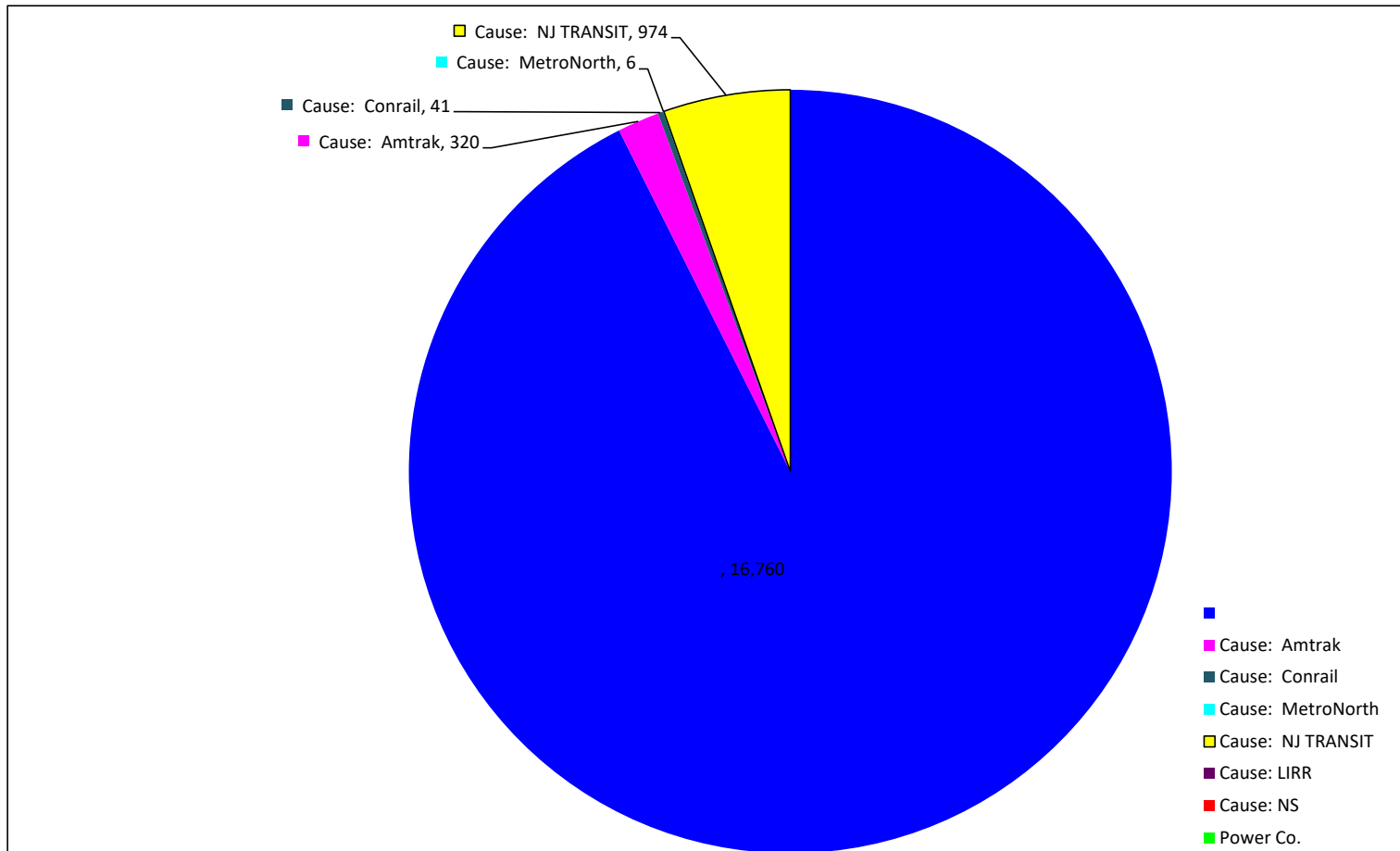
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2022



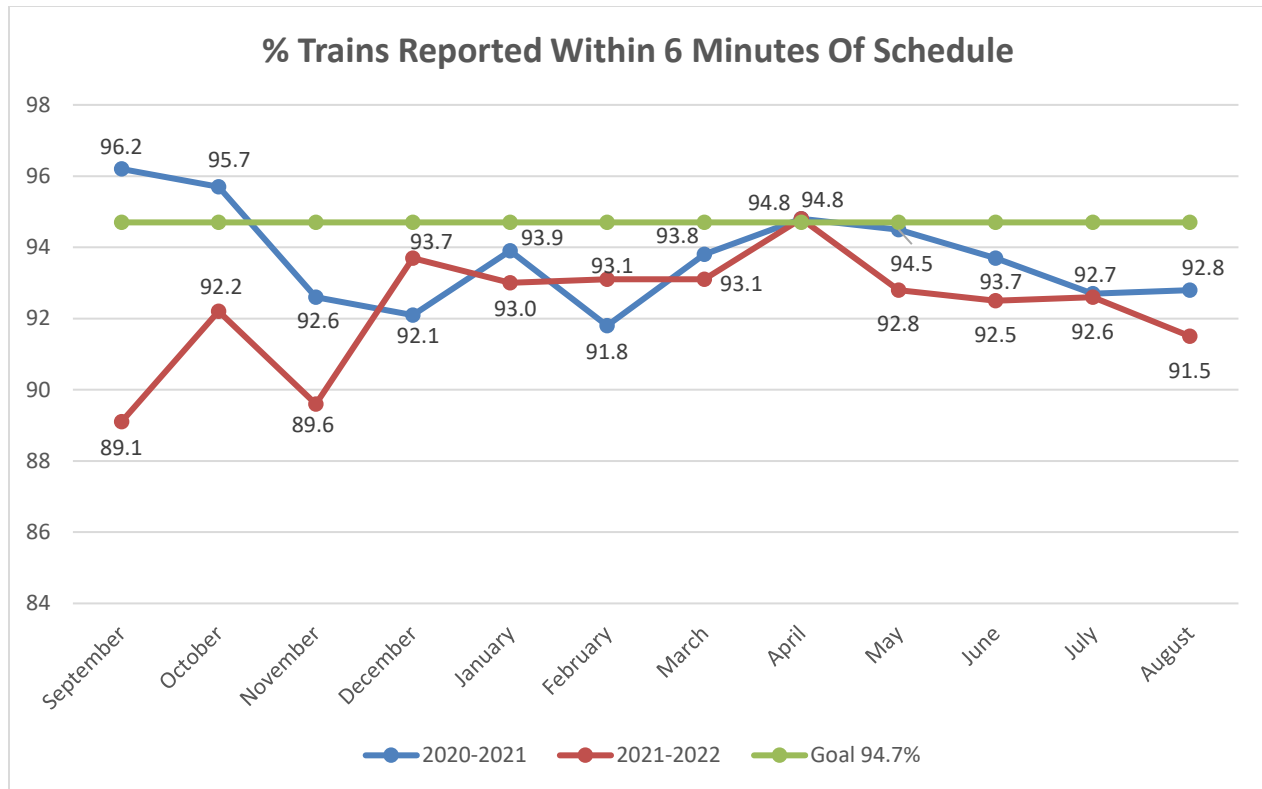
### NJ TRANSIT Performance - July 2022

#### Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	16,760	320	41	6	974			
# of Late Trains	1,341	1.77%	0.23%	0.03%	5.38%	0.00%	0.00%	0.00%
Total # of Trains	18,101							
Percentage On Time	92.6%							



# NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2020 – AUGUST 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>August Comparison</b>	92.8%	91.5%	-1.3%
<b>12-Month Average Sept. 2020 – Aug. 2022</b>	93.7%	92.4%	-1.3 %

**Analysis:**

Rail On-time Performance was 91.5% for August 2022. Of the 18,928 trains scheduled to operate, 17,326 were on time, while 1,602 trains (or 8.5%) were delayed.

**Key Causes included:**

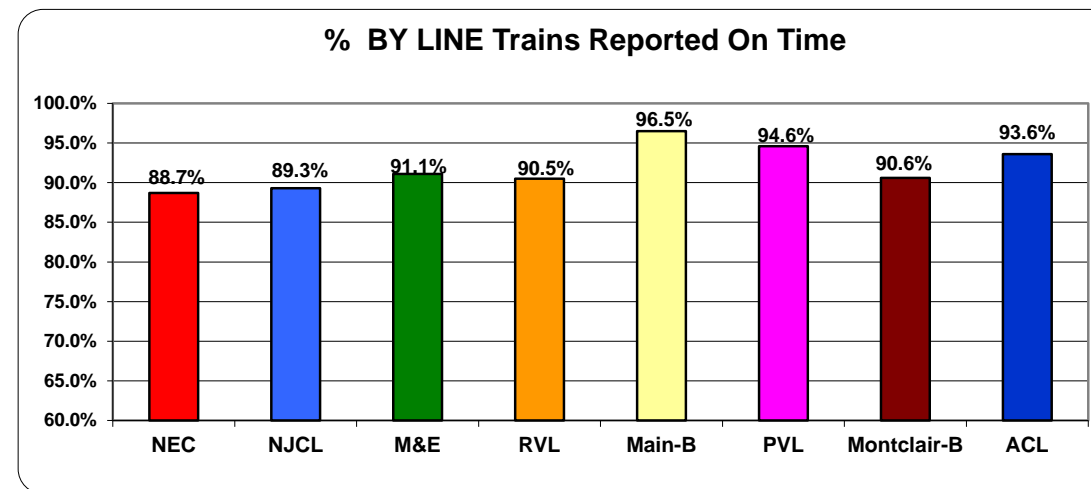
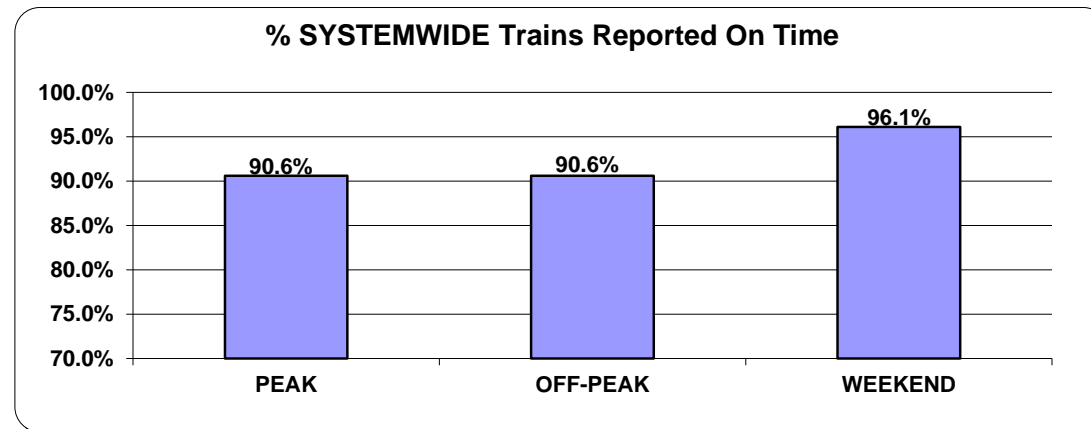
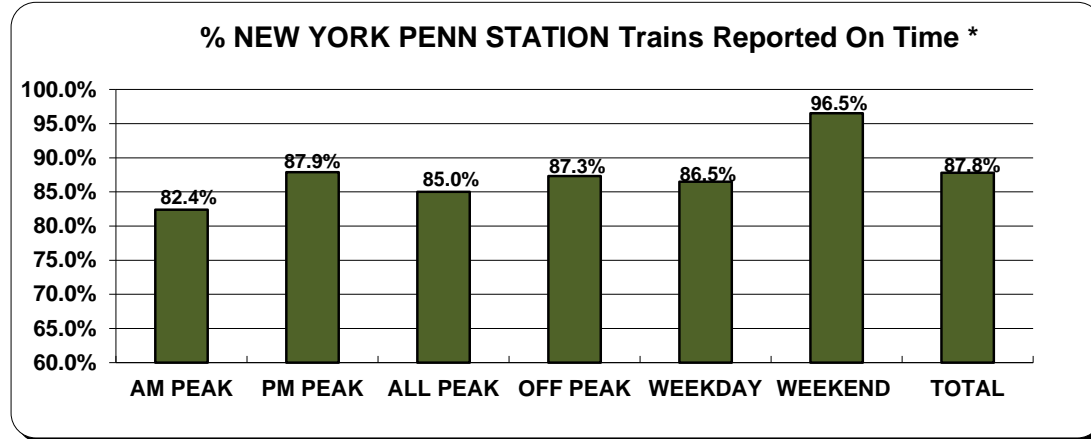
- Amtrak PTC infrastructure, programmed maintenance, NJT mechanical and electric locomotive issues contributed to 67 delays on August 9.
- Amtrak and NJT catenary and signal issues contributed to 148 delays on August 23.
- Amtrak signal issues, Portal bridge open, equipment issues and a pedestrian fatality contributed to 73 delays on August 25.

The 12-month Average for Rail On-Time Performance was 92.4%.

# ON-TIME PERFORMANCE RAIL

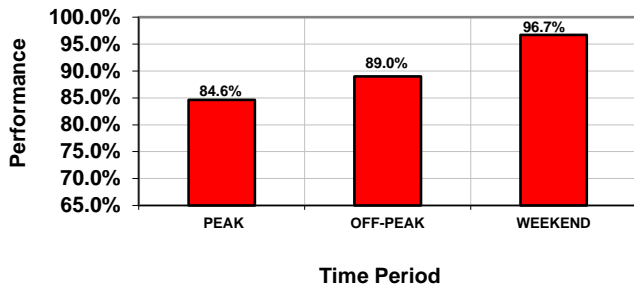
## SUMMARY BY TIME PERIOD AUGUST 2022

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

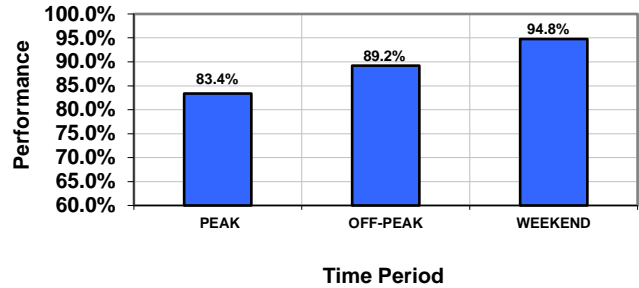


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2022

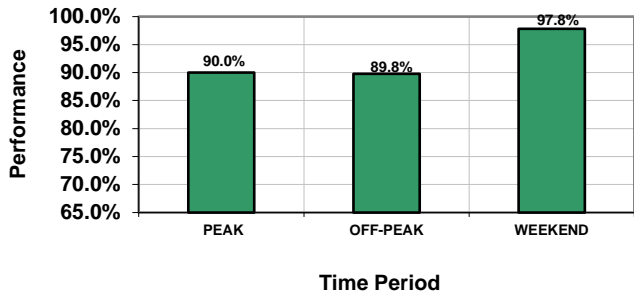
NORTHEAST CORRIDOR



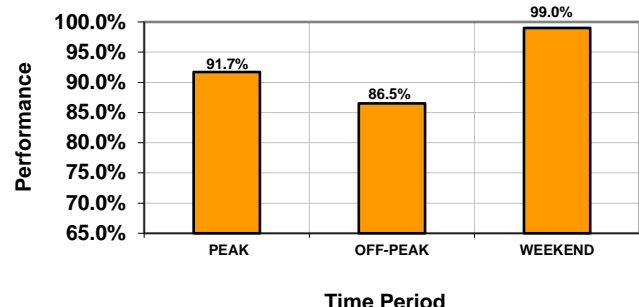
NORTH JERSEY COAST LINE



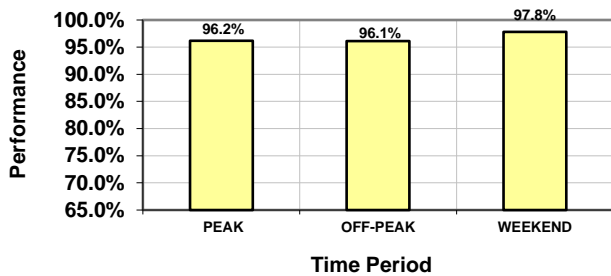
MORRIS & ESSEX



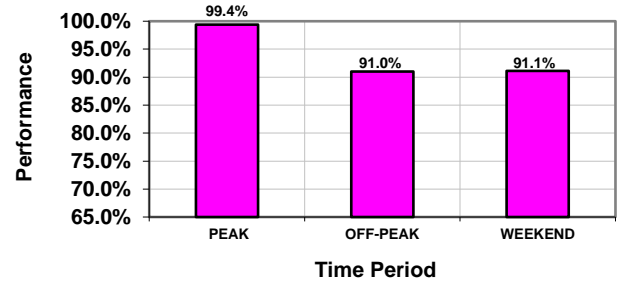
RARITAN VALLEY LINE



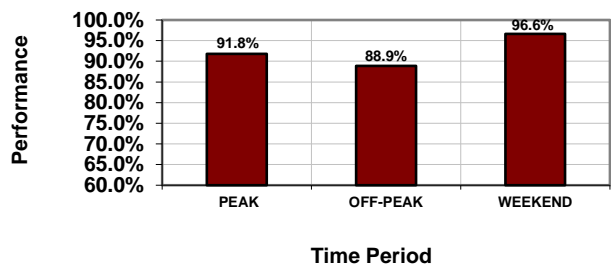
MAIN-BERGEN



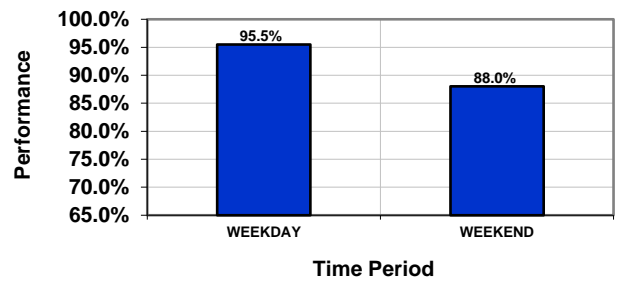
PASCACK VALLEY



MONTCLAIR-BOONTON



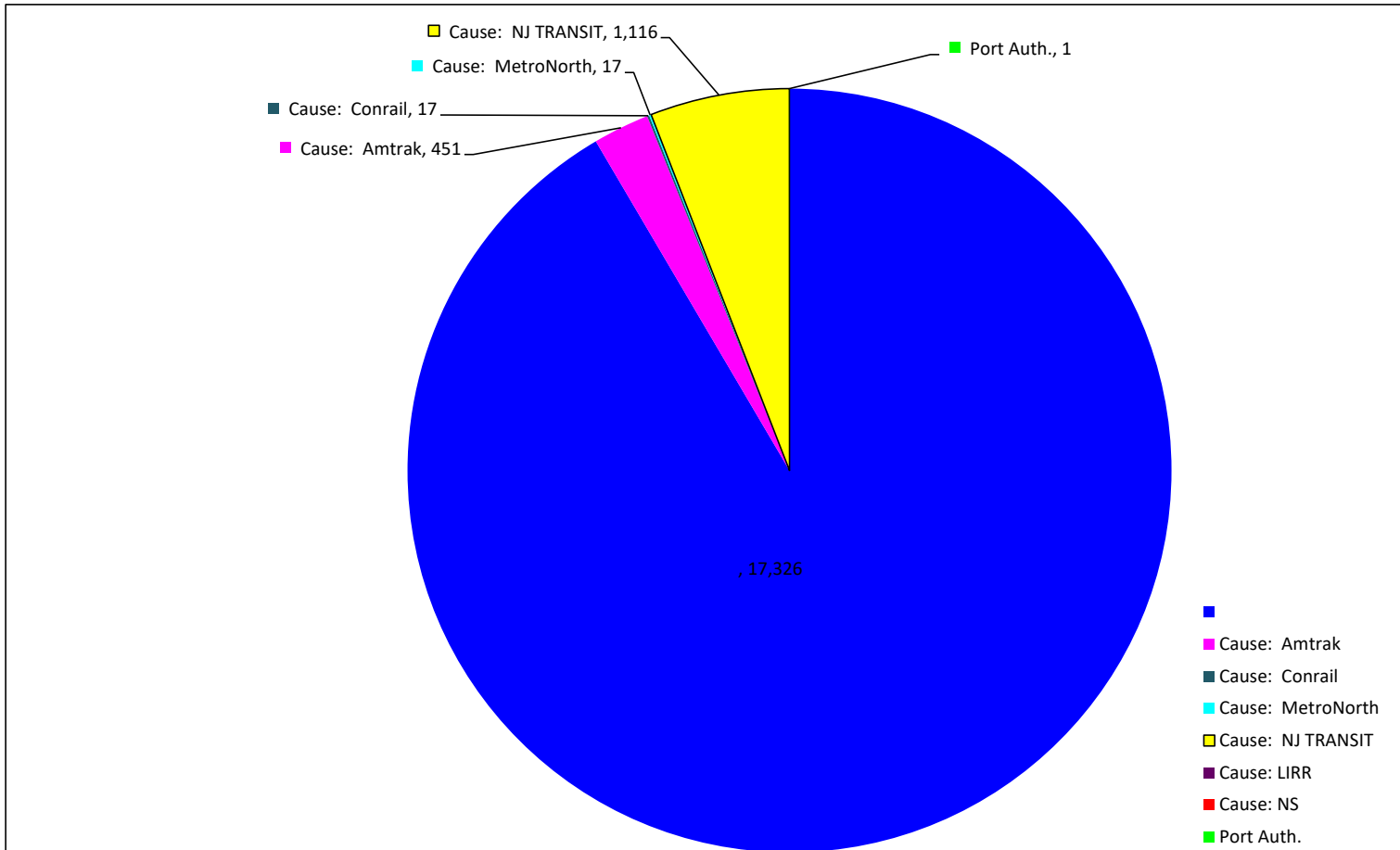
ATLANTIC CITY



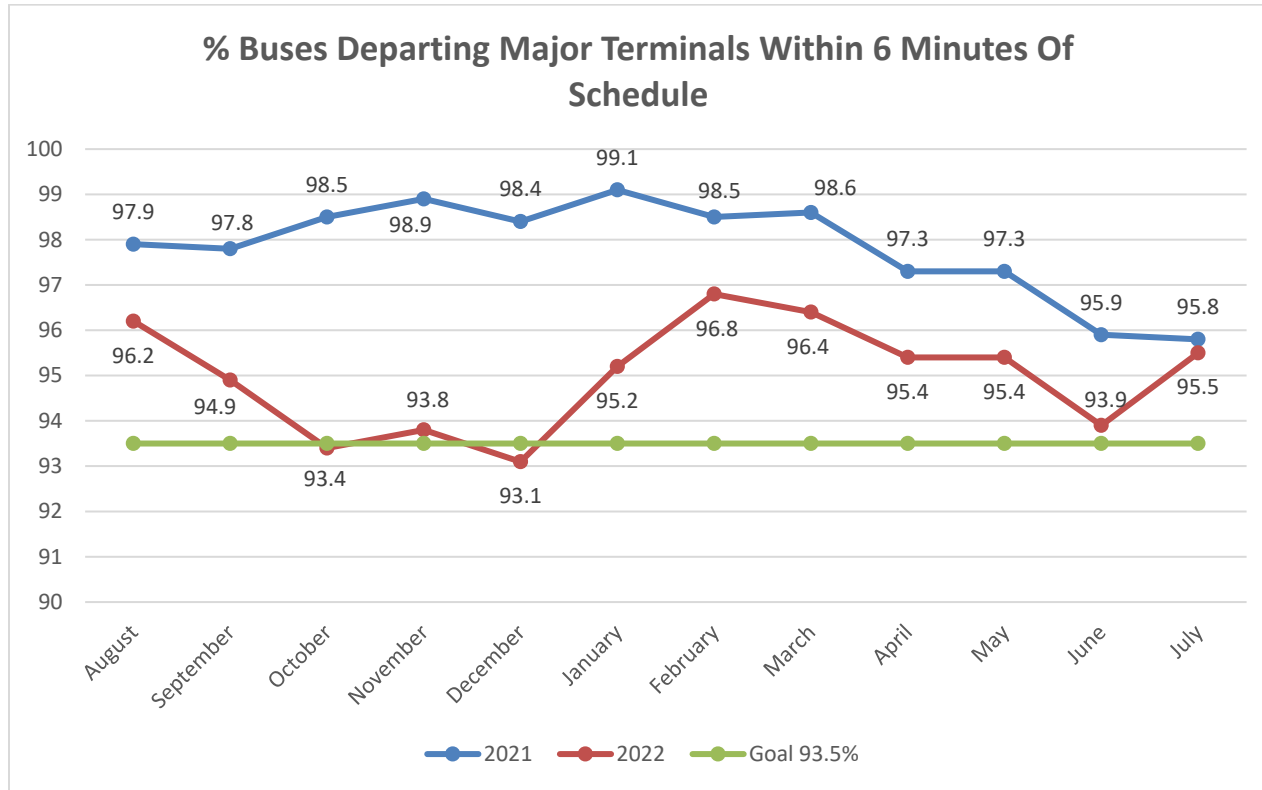
### NJ TRANSIT Performance - August 2022

#### Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Port Auth.
# of Trains On Time	17,326	451	17	17	1,116			1
# of Late Trains	1,602	2.38%	0.09%	0.09%	5.90%	0.00%	0.00%	0.01%
Total # of Trains	18,928							
Percentage On Time	91.5%							



# NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2020 – JULY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>July Comparison</b>	95.8%	95.5%	-0.3%
<b>12-Month Average Aug 2020 – July 2022</b>	97.8%	95.0%	-2.8%

### Analysis:

Bus On-Time Performance systemwide was 95.5% for the month of July 2022. Of the 42,735 monitored departures, 1,920 experienced delays.

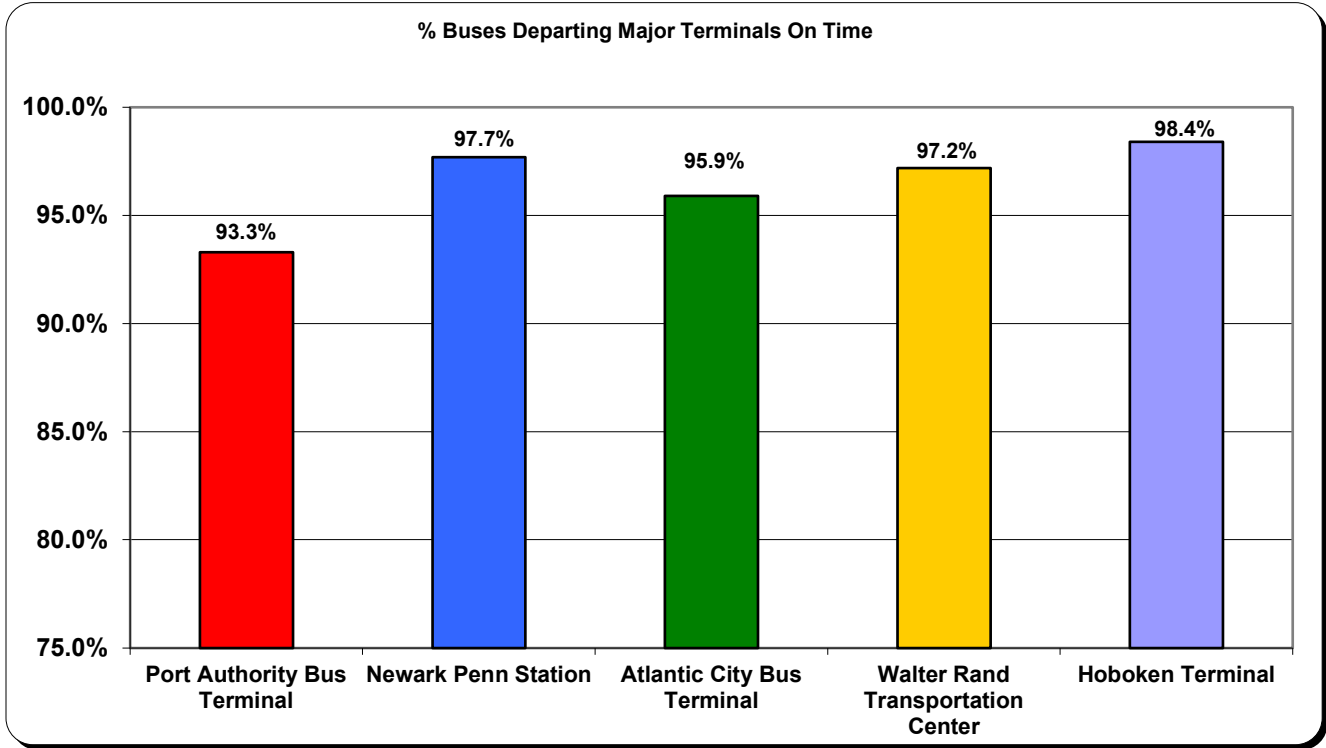
### Key Causes included:

- At PABT, On the 15<sup>th</sup>, heavy traffic caused delays. On the 22<sup>nd</sup> disabled vehicle in South tube inbound, plus heavy traffic contributed to delays. On the 29<sup>th</sup>, traffic inbound and outbound caused delays.
- At Newark Penn, On the 7<sup>th</sup> mechanical issues, bus-auto accident, customers in need of assistance caused delays. On the 8<sup>th</sup>, mechanical issues, closed roads due to construction work, and utility work contributed to the delays. On the 22<sup>nd</sup>, accidents, local road closures and congestion from road construction and utility work, mechanical issues contributed to the delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

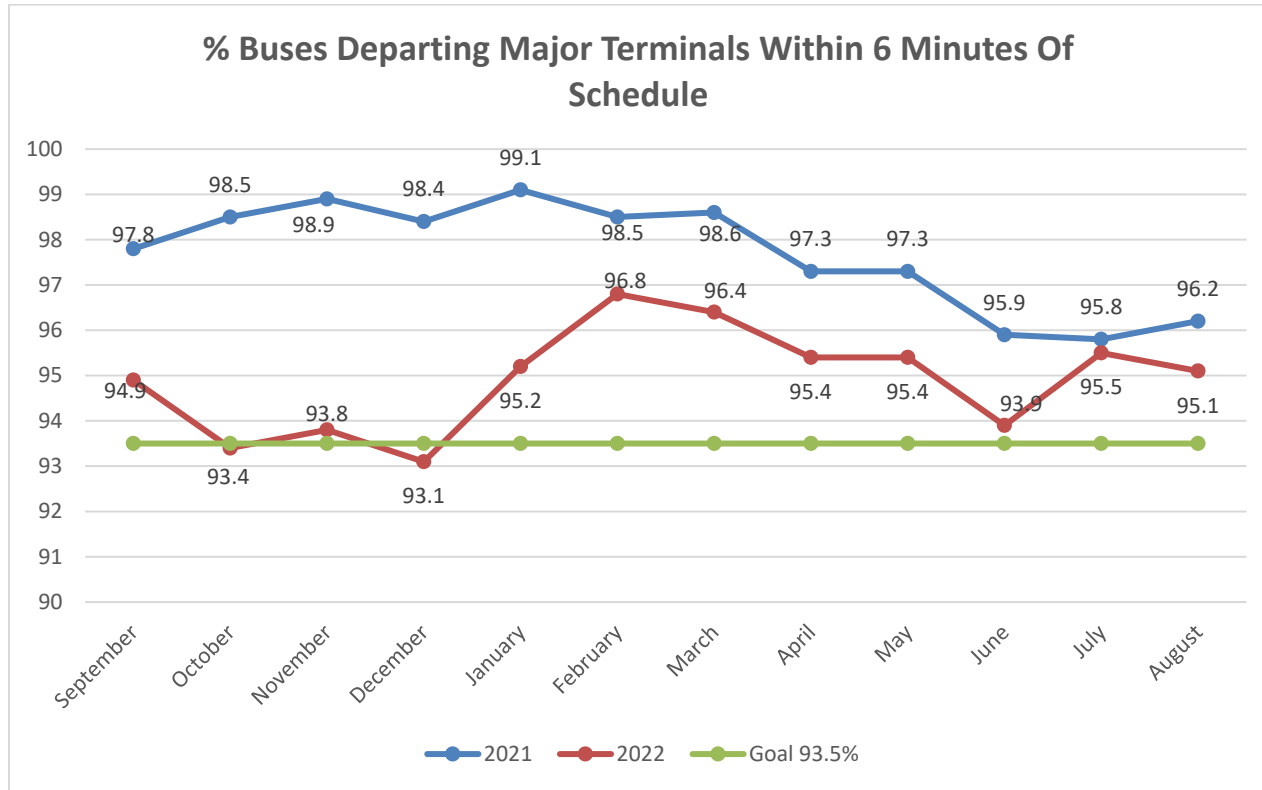
The 12-month average for Bus On-Time Performance was 95.0%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



### NJ TRANSIT ON-TIME PERFORMANCE BUS SEPTEMBER 2020 – AUGUST 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>Aug Comparison</b>	96.2%	95.1%	-1.1%
<b>12-Month Average Sept 2020 – Aug 2022</b>	97.7%	94.9%	-2.8%

**Analysis:**

Bus On-Time Performance systemwide was 95.1% for the month of Aug 2022. Of the 47,773 monitored departures, 2352 experienced delays.

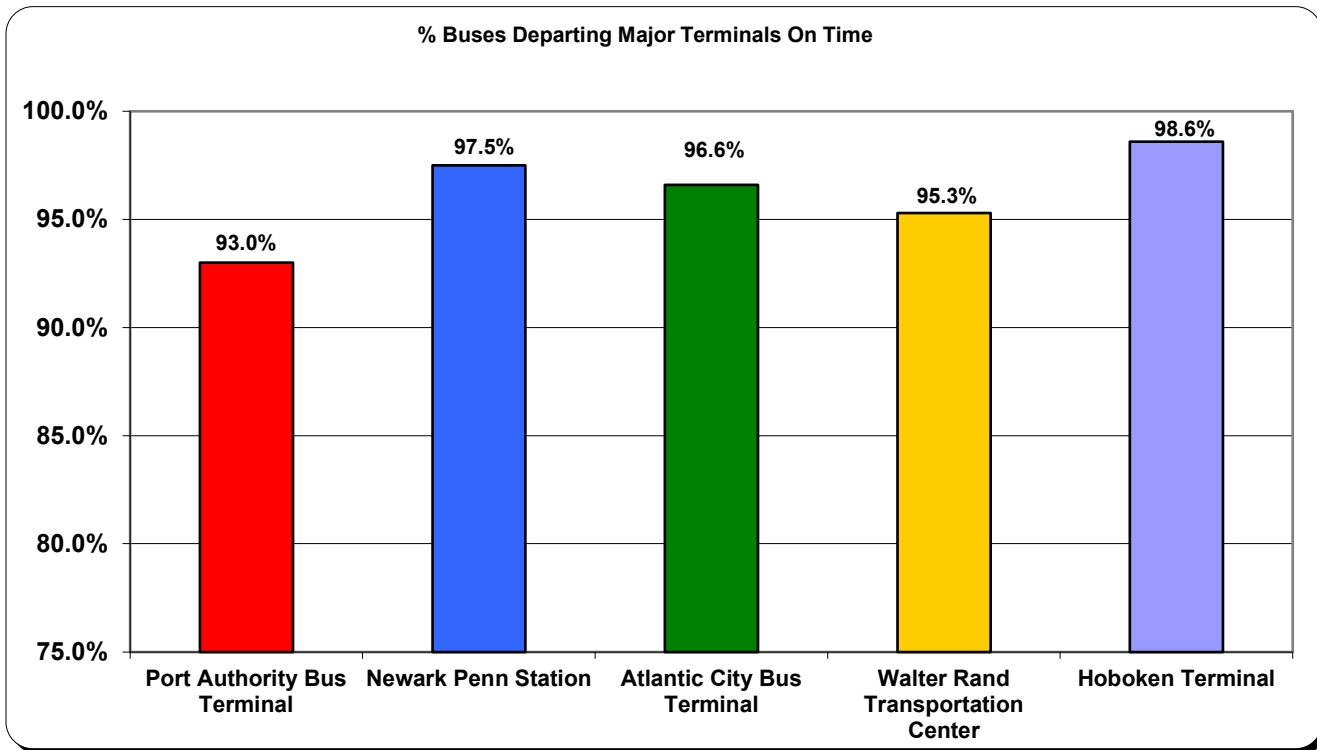
**Key Causes included:**

- At PABT, On the 4<sup>th</sup>, Bus fire in tunnel diverted all bus traffic to downtown caused delays. On the 12<sup>th</sup>, heavy traffic and contributed to the delays. On the 17<sup>th</sup>, over-height private carrier bus in the terminal caused delays. On 22<sup>nd</sup>, disabled Greyhound bus caused delays.
- At Newark Penn, on the 1<sup>st</sup> police activity, customers in need of assistance, and mechanical issues, detours due to road construction and road closures were the cause of delays. On the 2<sup>nd</sup> and 8<sup>th</sup>, mechanical issues, local road closures and congestion due to road construction and utility work contributed to the delays.
- For various other locations, Minor delays were caused due to weather, detours, traffic, and road construction on various days.

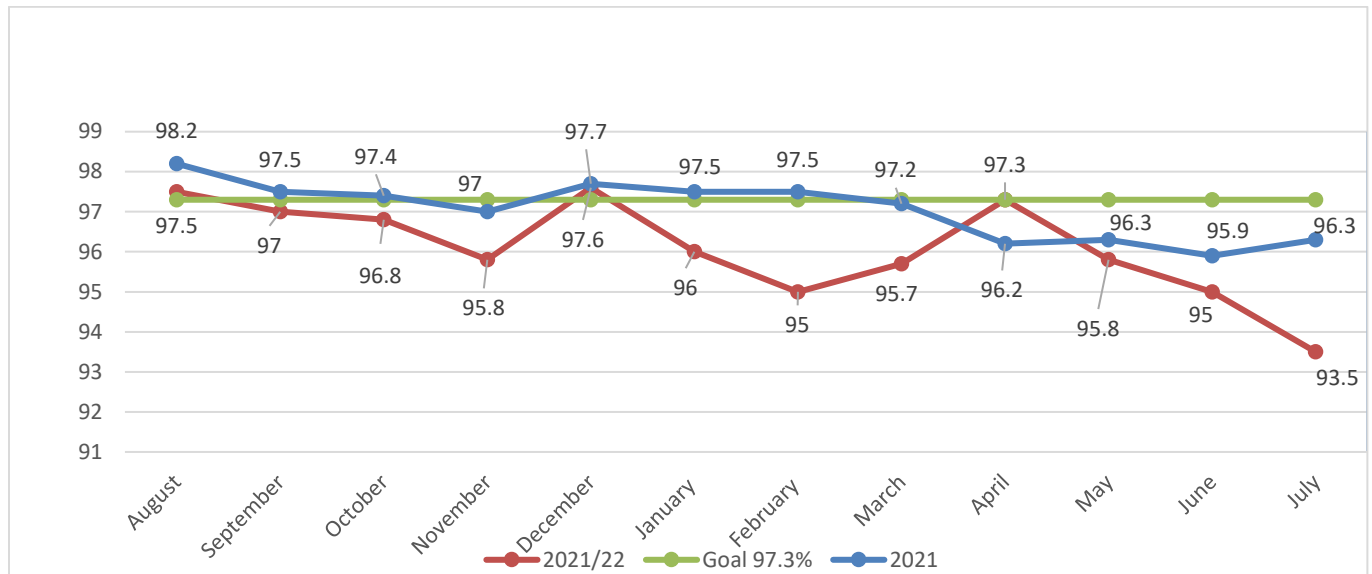
The 12-month average for Bus On-Time Performance was 94.9%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL AUGUST 2020 – JULY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>July Comparison</b>	96.3%	93.5%	-2.8%
<b>12-Month Average August 2021 – July 2022</b>	96.9%	96%	-0.9%

**Analysis:** Light Rail On-Time Performance system wide was 93.5% for the month of July. Of the 27,327 scheduled departures, 1,632 experienced delays.

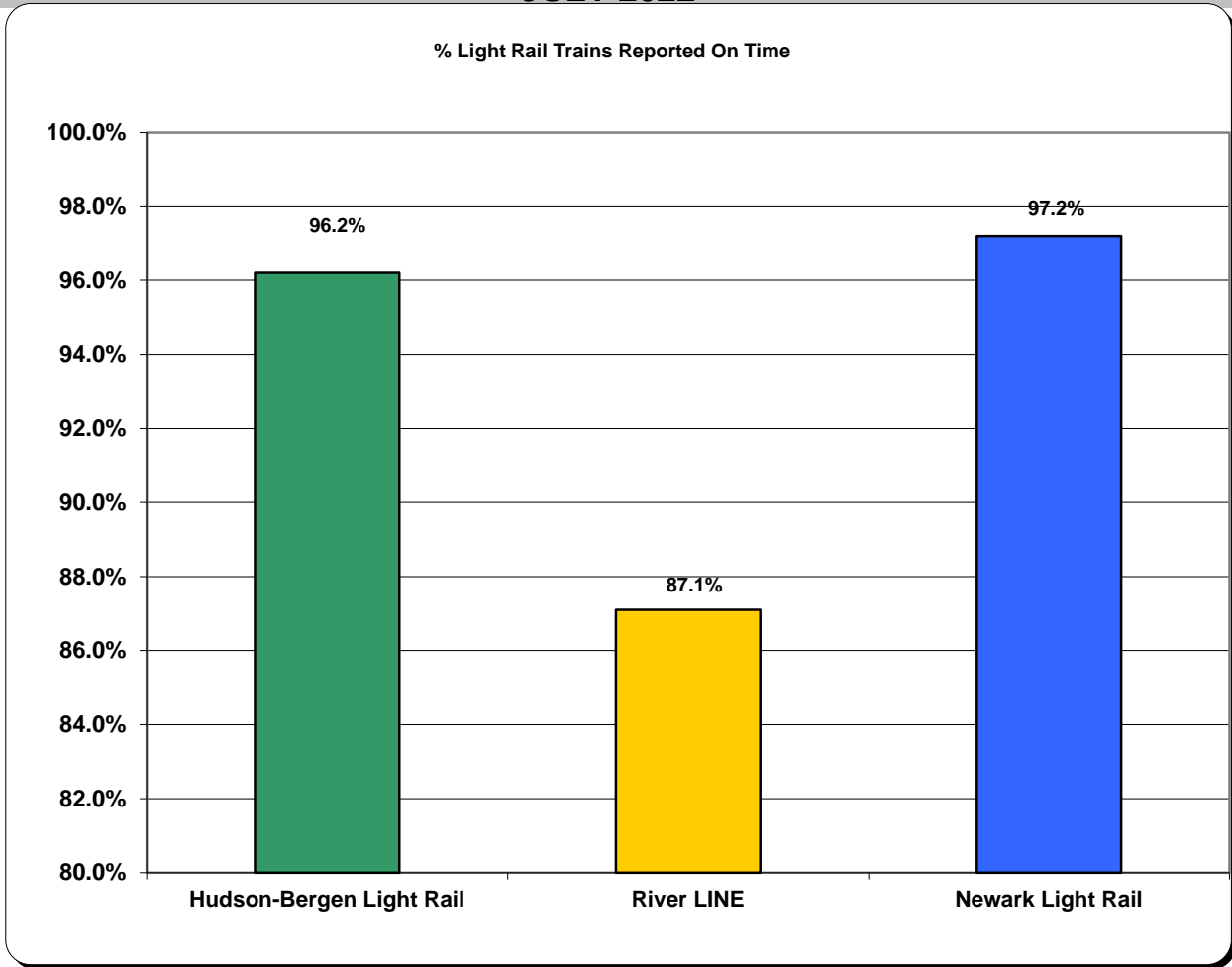
**Key Causes included:**

- **Newark Light Rail** – General maintenance taking place including door, propulsion, and power/brake issues. Operator issues/manpower shortages affected 51 trains. Catenary issue on 7/21 affected 120 trains. Motor vehicle on tracks on 7/5 impacted 11 trains.
- **River LINE** – Incidents involving general maintenance including engine, door, signal, and brake issues. Incidents involving customers on 7/15, 7/19, 7/20, and 7/24 affected 11 trains. Fare enforcement sweeps on 7/5, 7/20, and 7/22 resulted in 11 delays. Police activity on 7/8 and 7/15 affected 5 trains.
- **HBLR** – Incidents involving general maintenance of LRV including door issues, power/propulsion issues, brakes, and other issues; Police activity on 7/3, 7/10, 7/11, 7/12, 7/14, 7/18, 7/19, 7/20, 7/21, 7/25, 7/27, 7/29 affected 68 trains. External customer incidents on 7/1, 7/5, 7/13, 7/14, 7/15, 7/20, 7/25, 7/26, 7/28, and 7/29 affected 89 trains. Motor vehicle on tracks on 7/8, 7/12, and 7/24 resulted impacted 18 trains. 4<sup>th</sup> of July festivities affected 121 trains. Pedestrian strike and resulting investigation on 7/20 and 7/21 affected 151 trains. Tree in contact with catenary lines on 7/1 impacted 31 trains.

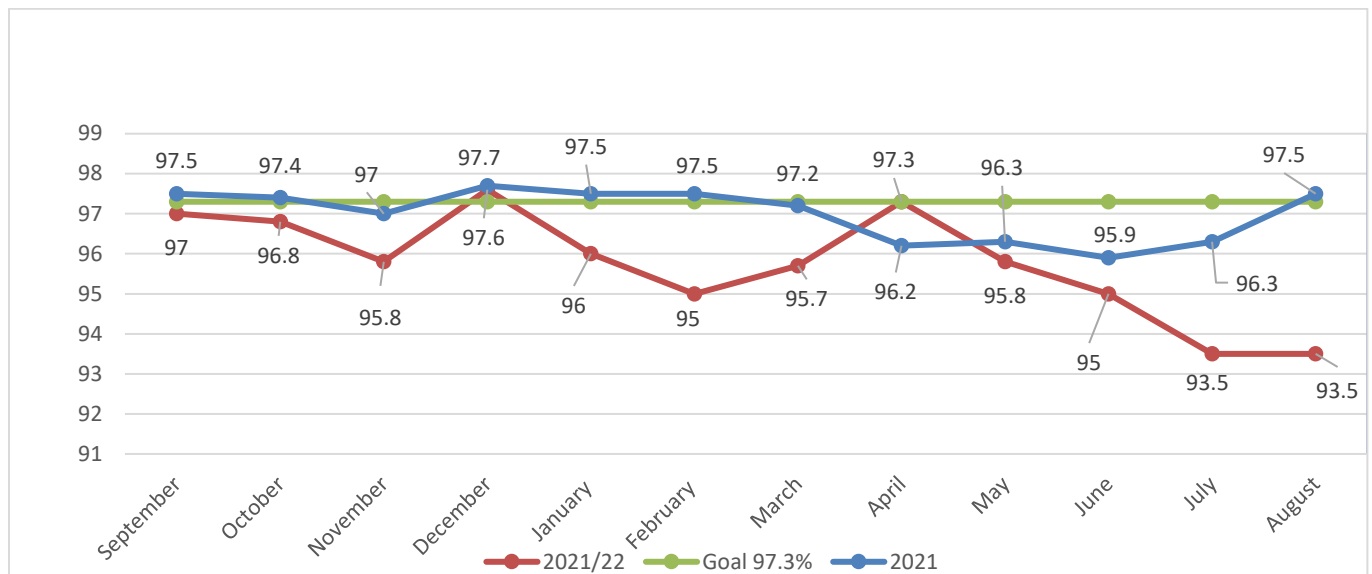
The 12-month Average for Light Rail On-Time Performance is 96%

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE JULY 2022



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL SEPTEMBER 2020 – AUGUST 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>August Comparison</b>	97.5%	93.5%	-4%
<b>12-Month Average September 2021 – August 2022</b>	96.8%	95.7%	-1.1%

**Analysis:** Light Rail On-Time Performance system wide was 93.5% for the month of August. Of the 29,259 scheduled departures, 1,679 experienced delays.

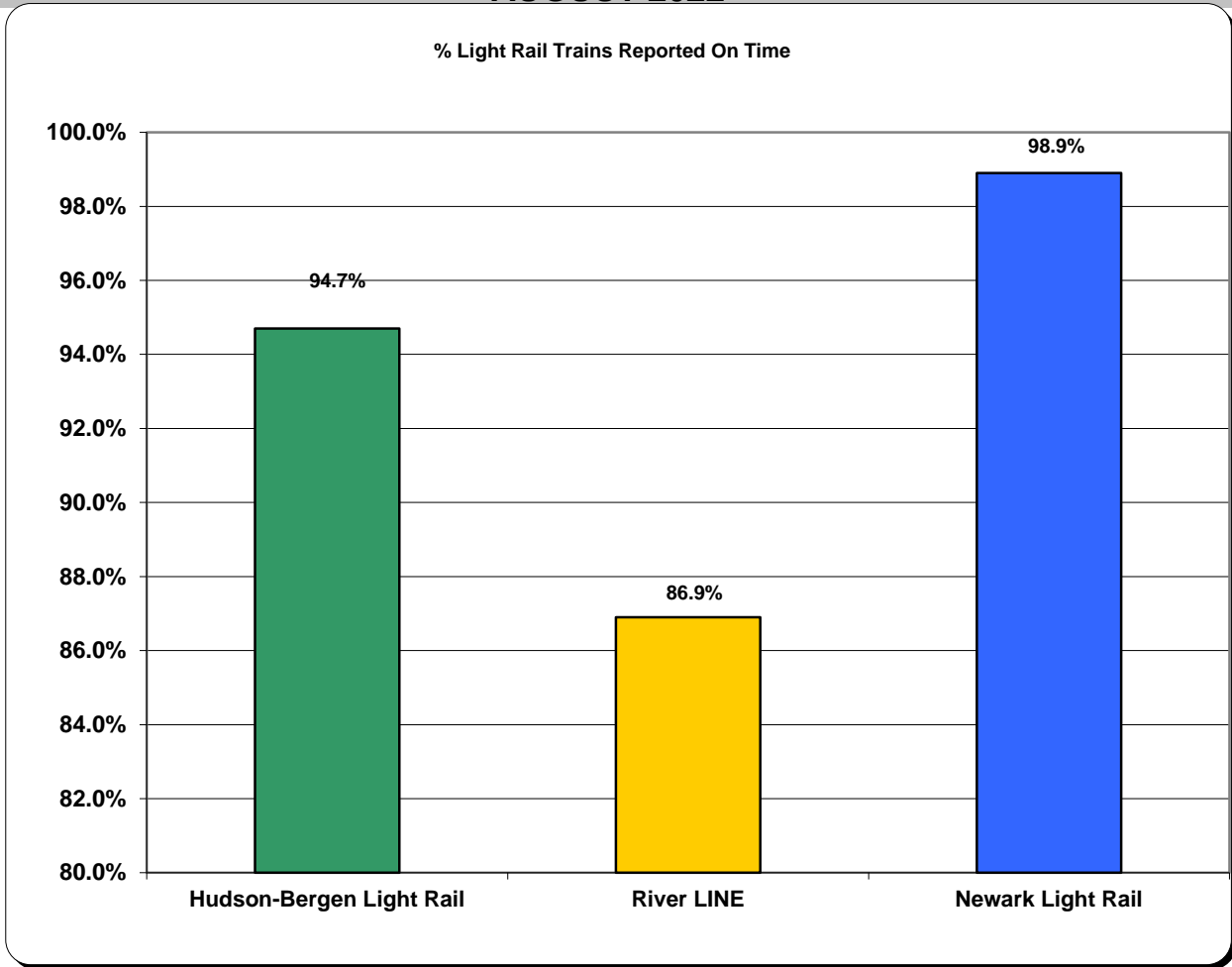
**Key Causes included:**

- **Newark Light Rail** – General maintenance taking place on multiple dates due to door, propulsion, and power/brake issues. Operator issues/manpower shortages impacted 34 trains. External customer incidents on 8/9, 8/11, 8/12, and 8/30 resulted in 13 affected trains.
- **River LINE** – Incidents involving general maintenance including engine, door, signal, and brake issues. Police activity on 8/3, 8/10, 8/15, 8/16, 8/20, 8/24, and 8/29 affected 10 trains. External customer incidents on 8/4, 8/5, 8/6, 8/14, 8/15, 8/18, 8/23, and 8/30 affected 12 trains. Motor vehicle on tracks on 8/4, 8/6, 8/11, 8/16, and 8/21 resulted in 8 delays.
- **HBLR** – Incidents involving general maintenance including door, power/propulsion issues, brakes, and other issues. Police activity on 8/2, 8/3, 8/4, 8/6, 8/7, 8/8, 8/9, 8/11, 8/13, 8/14, 8/16, 8/19, 8/24, 8/25, 8/30 and 8/31 impacted 209 trains. Motor vehicle on tracks on 8/26 and 8/30 affected 193 trains. External customer incidents on 8/5, 8/6, 8/11, 8/14, 8/17, 8/19, 8/26, 8/28, 8/30, and 8/31 affected 42 trains. Track switch issues on 8/1 and 8/2 resulted in 315 affected trains.

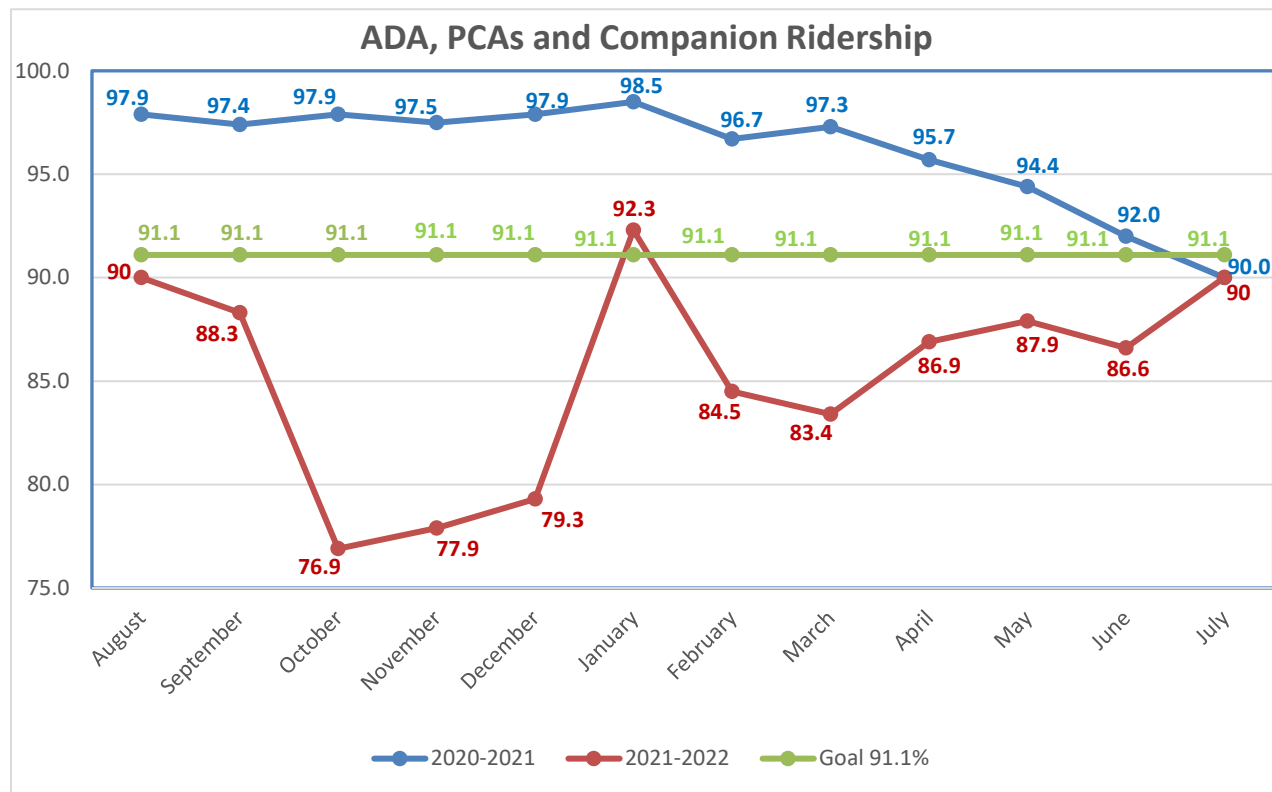
The 12-month Average for Light Rail On-Time Performance is 95.7%

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE AUGUST 2022



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK AUGUST 2020–JULY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>July Comparison</b>	90.0%	90.0%	0.0%
<b>July Ridership</b>	100,948	107,518	6,570
<b>12-Month Average August 2021 – July 2022</b>	96.1%	85.3%	-10.8%

**Analysis:**

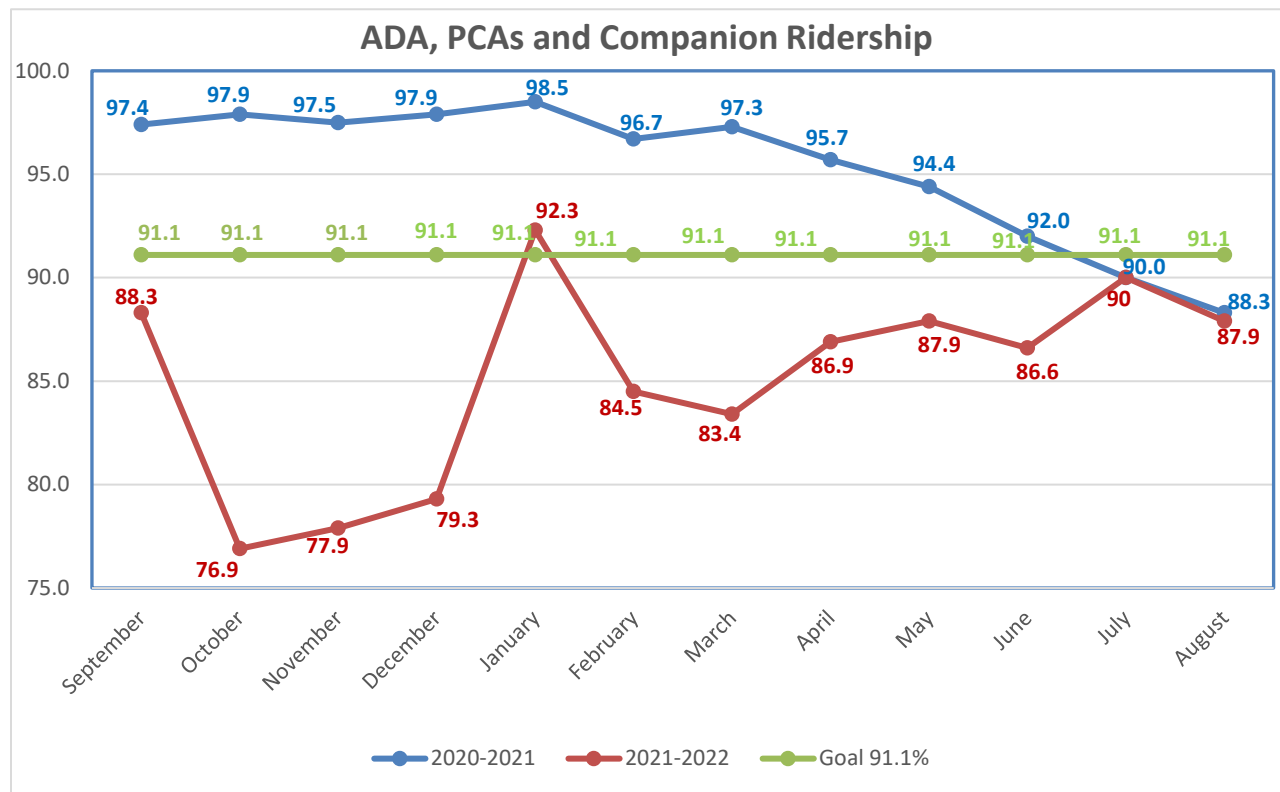
Access Link On-Time Performance was 90.0% for July 2022. In serving 119,822 total riders for 107,518 customers trips, 10,105 (or 10.0 %) experienced delays.

Key Causes included:

- Regions 2, 5 & 6, 45-60 minute delays due to operator availability
- Customer cancellations and no-shows
- Delays throughout the month due to increased traffic volume and congestion

The 12-month Average for Access Link On-Time Performance was 85.3%.

## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK SEPTEMBER 2020–AUGUST 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
<b>August Comparison</b>	88.3%	87.9%	-0.4%
<b>August Ridership</b>	102,264	114,262	11,998
<b>12-Month Average September 2021 – August 2022</b>	95.3%	85.2%	-10.1%

**Analysis:**

Access Link On-Time Performance was 87.9% for August 2022. In serving 126,467 total customers, for 114,262 ADA trips, 13,862 (or 12.1%) experienced delays.

Key Causes included:

- Street Closures (Newark) on August 27<sup>th</sup> & 28<sup>th</sup> due to Music awards event
- Regions 2, 5 & 6, 45-60 minute delays due to operator availability
- Customer cancellations and no-shows
- Delays throughout the month due to increased traffic volume and congestion

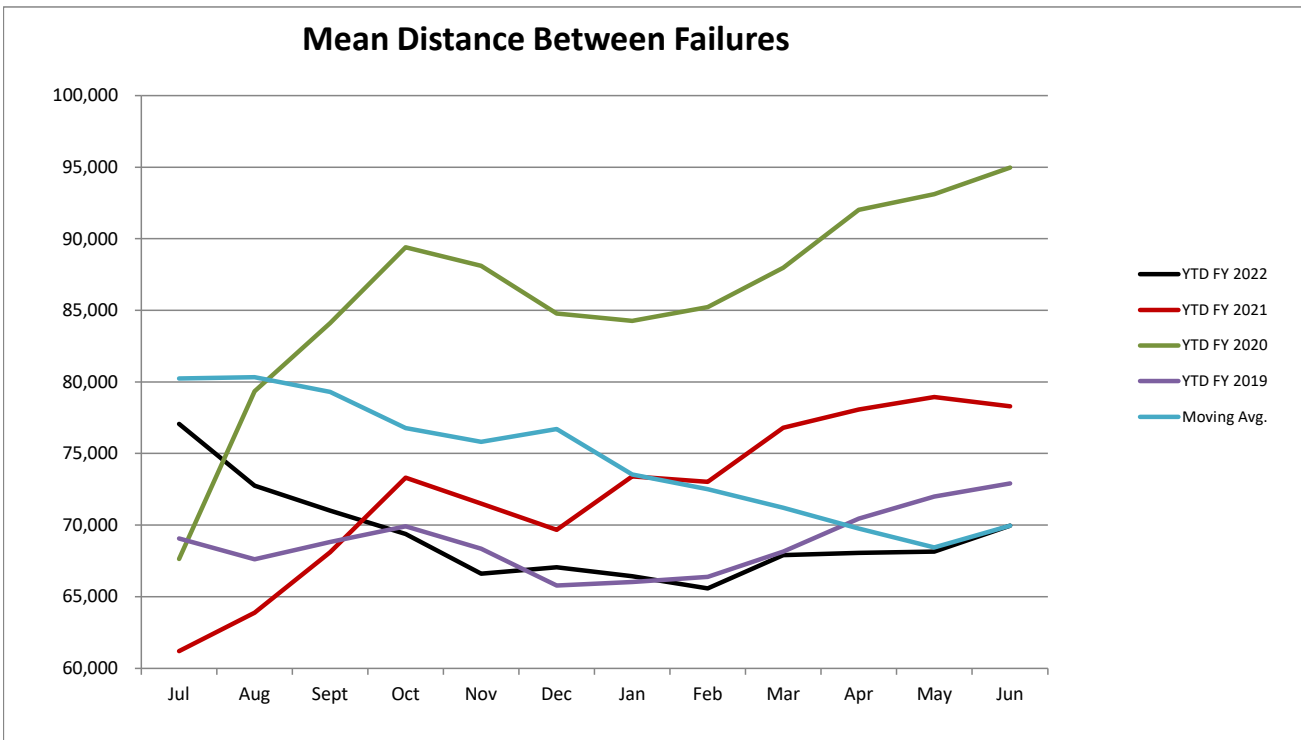
The 12-month Average for Access Link On-Time Performance was 85.2%.

# **MEAN DISTANCE BETWEEN FAILURES**

June 2022

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

Month	YTD FY 2022	YTD FY 2021	YTD FY 2020	YTD FY 2019	12 Month Moving Avg.
Jul	77,087	61,198	67,634	69,055	80,232
Aug	72,743	63,891	79,350	67,612	80,333
Sept	71,005	68,109	84,111	68,823	79,307
Oct	69,368	73,320	89,410	69,913	76,783
Nov	66,597	71,498	88,101	68,356	75,824
Dec	67,060	69,664	84,773	65,796	76,713
Jan	66,433	73,392	84,273	66,025	73,526
Feb	65,594	73,030	85,233	66,391	72,516
Mar	67,894	76,790	87,973	68,141	71,219
Apr	68,050	78,072	92,007	70,447	69,751
May	68,153	78,962	93,119	71,986	68,454
Jun	69,949	78,300	94,969	72,930	69,949

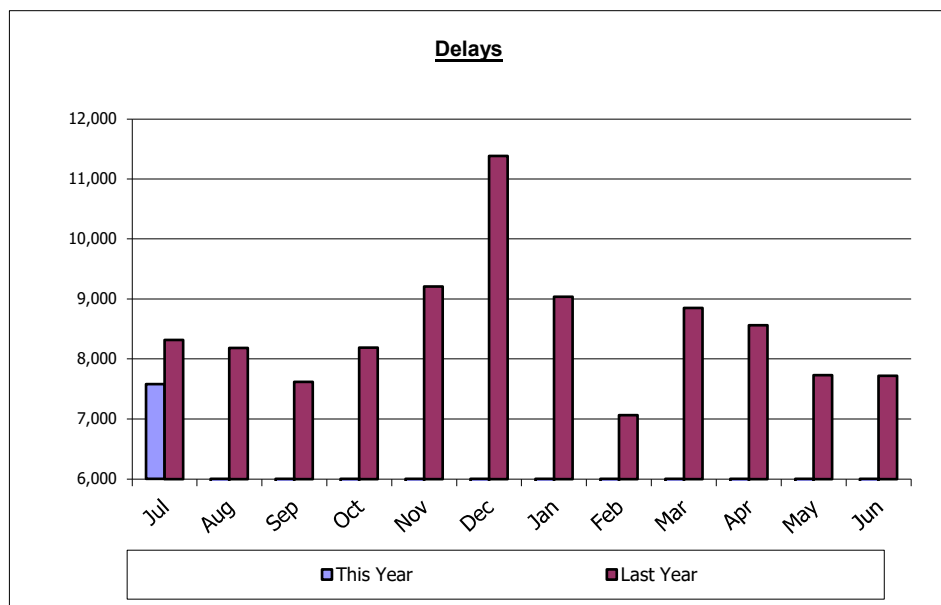


\* FY2022 Numbers reflect start of FY2022

### Garage Performance Parameters

July 2022

Location	Miles Between In-Service Delays			
	FY2023 Goal	This Month	FY2023 YTD	FY2022 YTD
Fairview	5,500	7,391	7,391	6,140
Greenville	7,000	6,221	6,221	6,812
Market Street	8,000	3,421	3,421	3,597
Meadowlands	9,500	4,095	4,095	6,966
Oradell	10,000	9,943	9,943	6,514
Wayne	16,000	9,505	9,505	14,493
<b>Northern Division</b>	<b>-</b>	<b>6,066</b>	<b>6,066</b>	<b>6,653</b>
Big Tree	9,500	5,837	5,837	5,228
Hilton	10,600	6,585	6,585	6,815
Howell	17,500	22,299	22,299	21,476
Ironbound	10,200	7,293	7,293	7,825
Orange	9,800	2,986	2,986	4,083
Morris	10,500	24,731	24,731	25,853
<b>Central Division</b>	<b>-</b>	<b>6,954</b>	<b>6,954</b>	<b>7,833</b>
Egg Harbor	14,000	10,992	10,992	10,780
Hamilton	11,000	10,561	10,561	15,952
Newton Avenue	15,000	14,220	14,220	12,697
Washington Twp.	16,000	14,767	14,767	16,674
<b>Southern Division</b>	<b>-</b>	<b>12,568</b>	<b>12,568</b>	<b>13,268</b>
<b>Bus Operations</b>	<b>-</b>	<b>7,577</b>	<b>7,577</b>	<b>8,315</b>

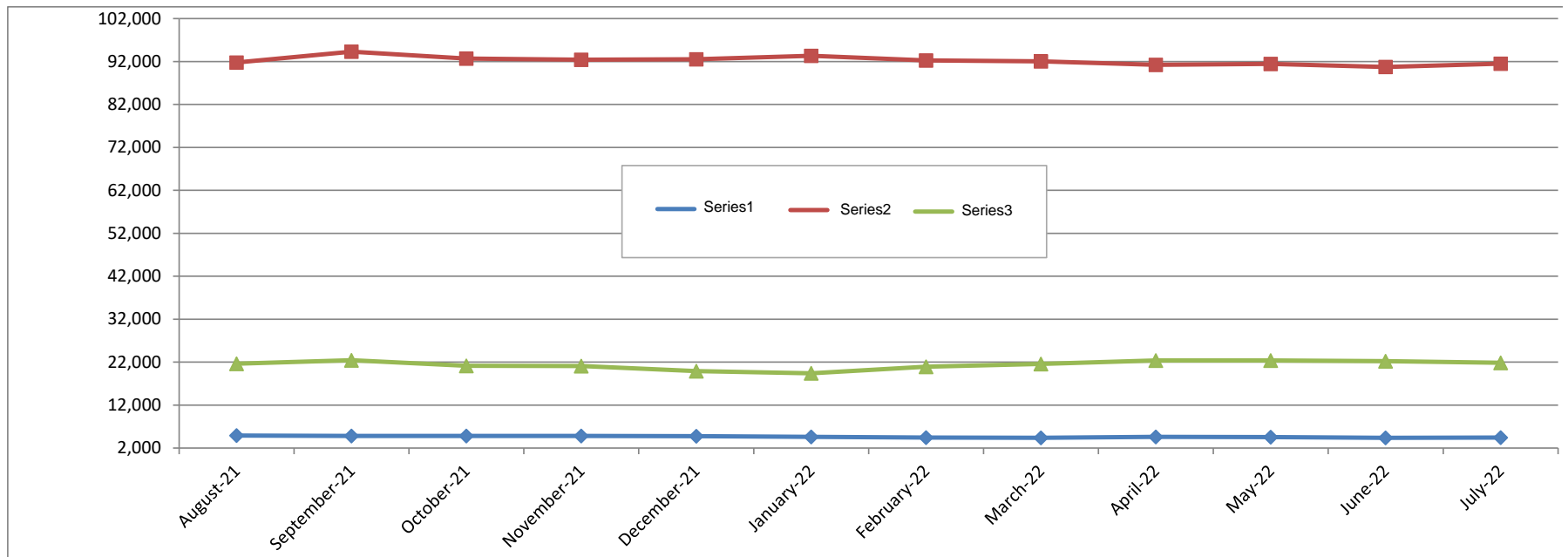


### NJ TRANSIT - LIGHT RAIL, July 2022

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2022	MDBSF * June 2022
Newark Light Rail	4,460	4,381
Hudson Bergen	91,492	90,729
River LINE	21,846	22,253

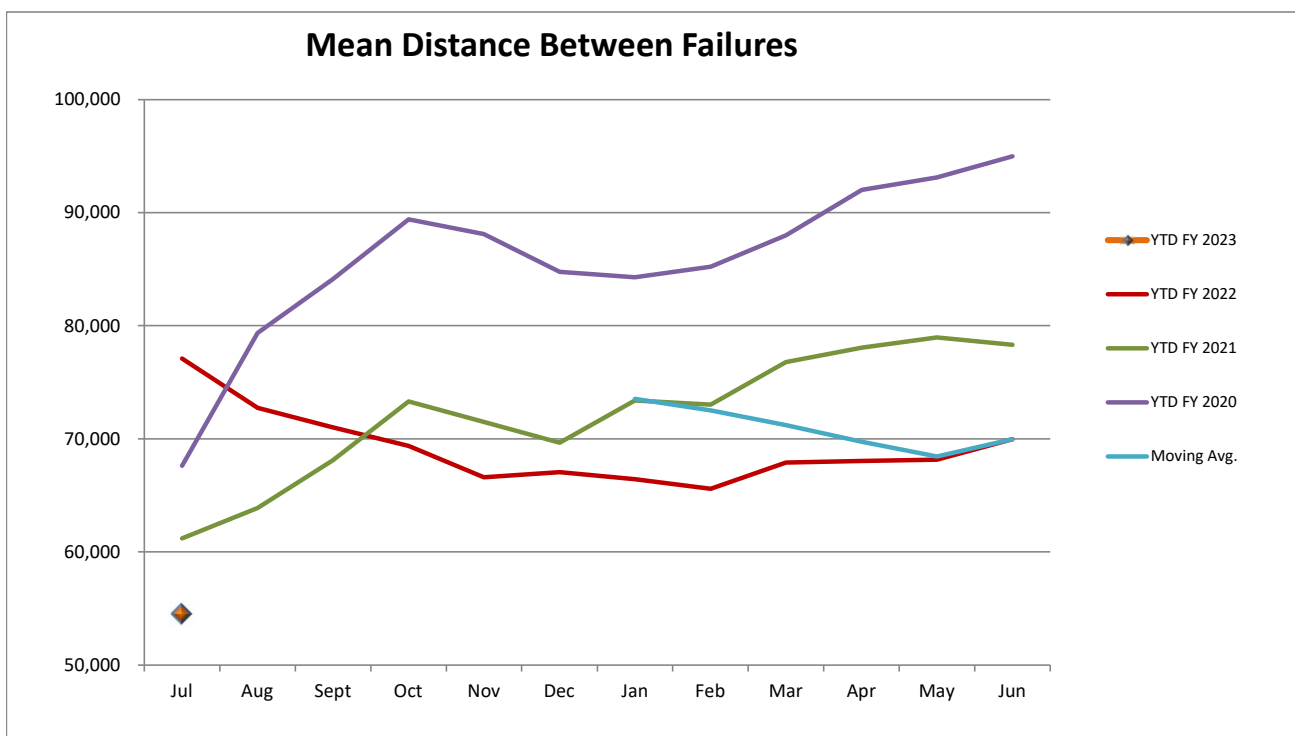
**AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES**



July 2022

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

Month	YTD FY 2023	YTD FY 2022	YTD FY 2021	YTD FY 2020	12 Month Moving Avg.
Jul	54,531	77,087	61,198	67,634	67,808
Aug	-	72,743	63,891	79,350	-
Sept	-	71,005	68,109	84,111	-
Oct	-	69,368	73,320	89,410	-
Nov	-	66,597	71,498	88,101	-
Dec	-	67,060	69,664	84,773	-
Jan	-	66,433	73,392	84,273	73,526
Feb	-	65,594	73,030	85,233	72,516
Mar	-	67,894	76,790	87,973	71,219
Apr	-	68,050	78,072	92,007	69,751
May	-	68,153	78,962	93,119	68,454
Jun	-	69,949	78,300	94,969	69,949

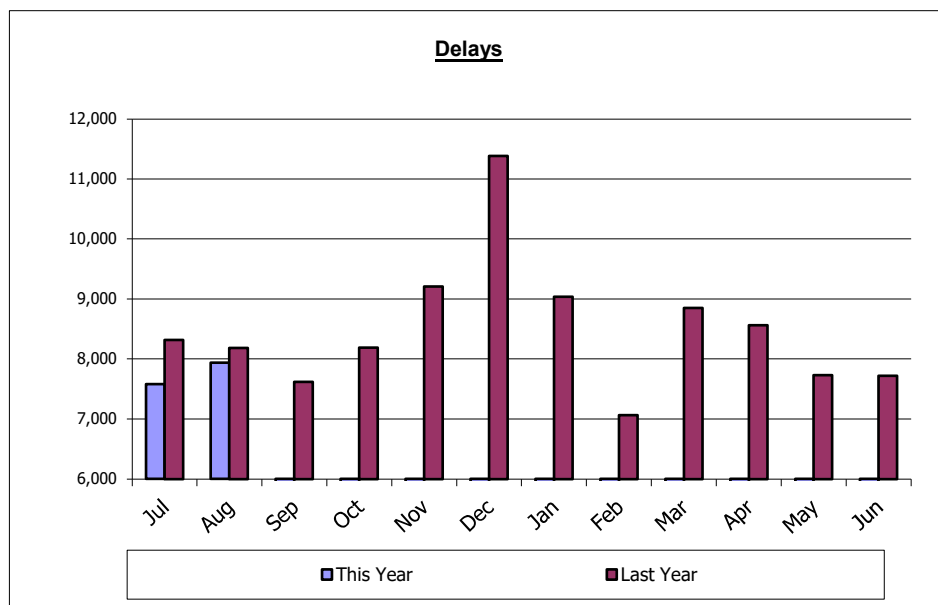


\* FY2023 Numbers reflect start of FY2023

### Garage Performance Parameters

#### August 2022

Location	Miles Between In-Service Delays			
	FY2023 Goal	This Month	FY2023 YTD	FY2022 YTD
Fairview	5,500	11,786	9,149	5,913
Greenville	7,000	8,569	7,240	6,922
Market Street	8,000	3,768	3,592	3,801
Meadowlands	9,500	4,370	4,231	6,807
Oradell	10,000	12,848	11,269	5,460
Wayne	16,000	11,047	10,254	14,744
<b>Northern Division</b>	-	<b>7,143</b>	<b>6,580</b>	<b>6,451</b>
Big Tree	9,500	4,792	5,248	5,694
Hilton	10,600	5,988	6,266	7,188
Howell	17,500	22,082	22,187	26,303
Ironbound	10,200	7,698	7,495	7,557
Orange	9,800	3,281	3,131	4,186
Morris	10,500	53,296	34,252	20,343
<b>Central Division</b>	-	<b>7,147</b>	<b>7,095</b>	<b>8,240</b>
Egg Harbor	14,000	10,402	10,685	10,037
Hamilton	11,000	8,731	9,541	11,176
Newton Avenue	15,000	9,834	11,623	15,367
Washington Twp.	16,000	14,531	14,647	16,755
<b>Southern Division</b>	-	<b>11,085</b>	<b>11,772</b>	<b>12,756</b>
<b>Bus Operations</b>	-	<b>7,935</b>	<b>7,756</b>	<b>8,247</b>

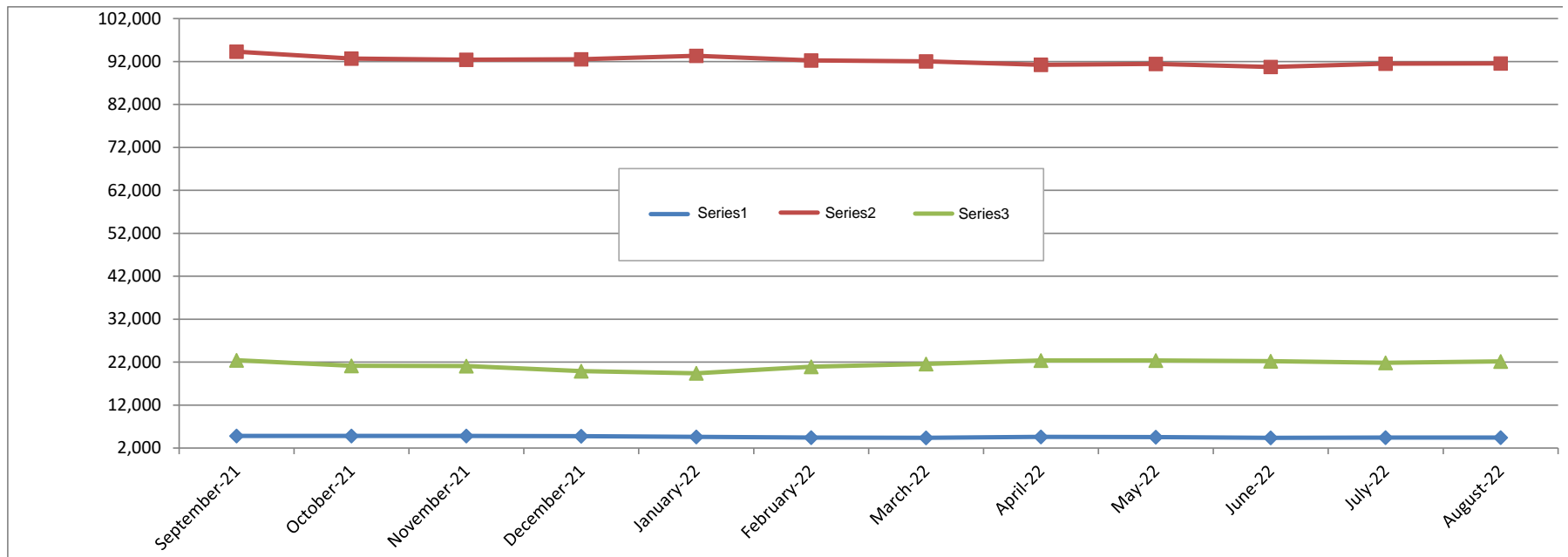


### NJ TRANSIT - LIGHT RAIL, August 2022

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	August 2022	July 2022
Newark Light Rail	4,442	4,460
Hudson Bergen	91,570	91,492
River LINE	22,187	21,846

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



# **DBE/SBE PROGRAM**

NJ TRANSIT - DBE/SBE Participation for July 2022**State Funded Contracts****State Fiscal Year 2023 - July 1, 2022 through June 30, 2023**

During the month of **July 2022** NJ TRANSIT awarded **\$12,245,873.93** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$1,177,860.97** or **9.62%**.

**State Fiscal Year 2023 YTD** (July 1, 2022 through June 30, 2023) NJ TRANSIT awarded **\$12,245,873.93** in state funded contracts. Of that total, SBEs received **\$1,177,860.97** or **9.62%**.

*Note: The above reflects the Procurement Report of Awards received on August 3, 2022.*

**SBE Goal Attainment from July 1, 2022 through June 30, 2023 (SFY 2023)**

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$1,177,860.97	9.62%
Category 3 SBEs	\$0.00	0.00%
Category 4 SBEs	\$0.00	0.00%
Category 5 SBEs	\$0.00	0.00%
Category 6 SBEs	\$0.00	0.00%

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

During the **3rd Quarter** (April 1, 2022 – June 30, 2022) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$34,040,325.63**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$6,592,746.62** or **19.37%**.

**FFY 2020 through FFY 2022 Q3** (October 1, 2019 – June 30, 2022) NJ TRANSIT awarded **\$2,089,586,137.22\*\*** in federally funded contracts. Of that total, DBEs received **\$142,457,792.07** or **6.82%**.

*\*Numbers reflect federal share*

*\*\* Number includes subrecipient awards*

**Transit Vehicle Manufacturer (TVM)<sup>1</sup> Awards**

(Next update will occur in September 2022)

*\*Numbers reflect federal share*

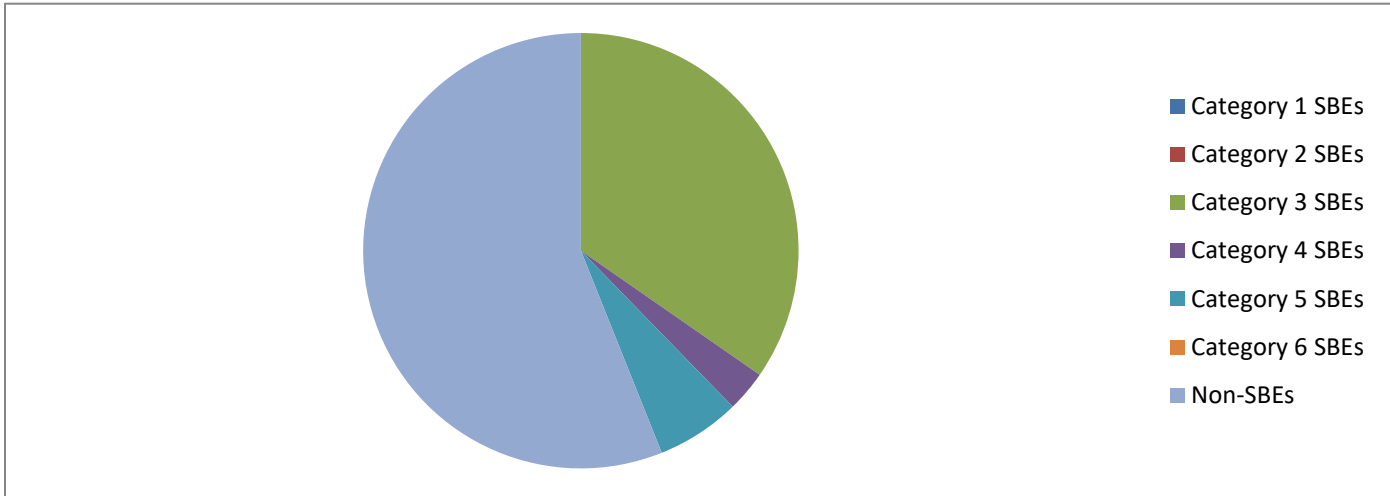
*\*\* Number includes subrecipient awards*

## STATE CONTRACTS

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

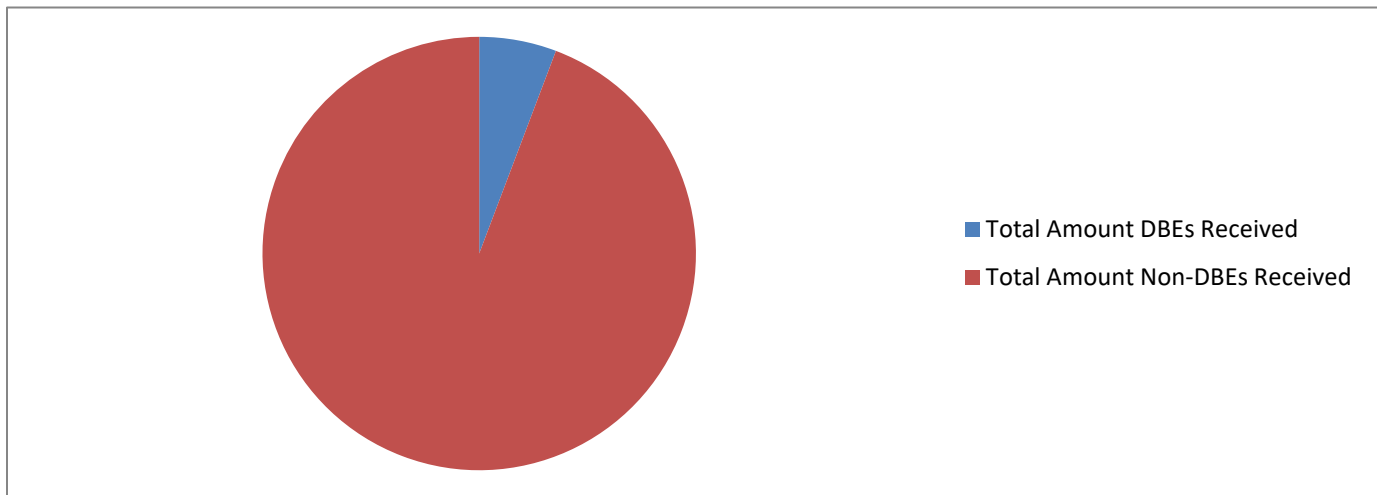
STATE CONTRACTS  
STATE FYTD 2021

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$0.00	0.00%
<i>Category 3 SBEs</i>	\$272,420.00	34.66%
<i>Category 4 SBEs</i>	\$24,000.00	3.05%
<i>Category 5 SBEs</i>	\$48,961.04	6.23%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$440,649.31	56.06%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTQ3 2020

<b>Total Amount DBEs Received</b>	<b>\$18,010,813.75</b>	<b>5.76%</b>
Total Amount Non-DBEs Received	\$294,576,213.99	94.24%



NJ TRANSIT - DBE/SBE Participation for August 2022

State Funded Contracts

State Fiscal Year 2023 - July 1, 2022 through June 30, 2023

During the month of **August 2022** NJ TRANSIT awarded **\$7,216,623.69** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0%**.

**State Fiscal Year 2023 YTD** (July 1, 2022, through June 30, 2023) NJ TRANSIT awarded **\$19,462,497.62** in state funded contracts. Of that total, SBEs received **\$1,177,860.97** or **6.05%**.

*Note: The above reflects the Procurement Report of Awards received on September 8, 2022.*

SBE Goal Attainment from July 1, 2022 through June 30, 2023 (SFY 2023)

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$1,177,860.97	6.05%
Category 3 SBEs	\$0.00	0.00%
Category 4 SBEs	\$0.00	0.00%
Category 5 SBEs	\$0.00	0.00%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur October 2022)

Federal Fiscal Year (FFY) 2022 - October 1, 2021 through September 30, 2022

During the **3rd Quarter** (April 1, 2022 – June 30, 2022) the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$34,040,325.63**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$6,592,746.62** or **19.37%**.

**FFY 2020 through FFY 2022 Q3** (October 1, 2019 – June 30, 2022) NJ TRANSIT awarded **\$2,089,586,137.22\*\*** in federally funded contracts. Of that total, DBEs received **\$142,457,792.07** or **6.82%**.

*\*Numbers reflect federal share*

*\*\* Number includes subrecipient awards*

Transit Vehicle Manufacturer (TVM)<sup>1</sup> Awards

(Next update will occur in September 2022)

*\*Numbers reflect federal share*

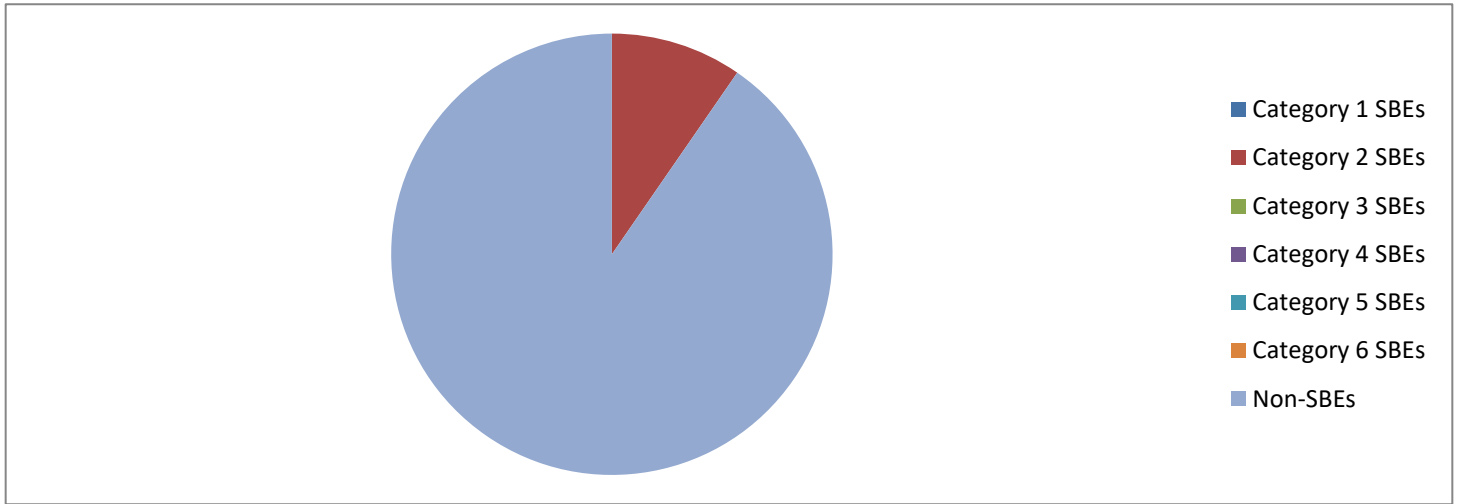
*\*\* Number includes subrecipient awards*

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

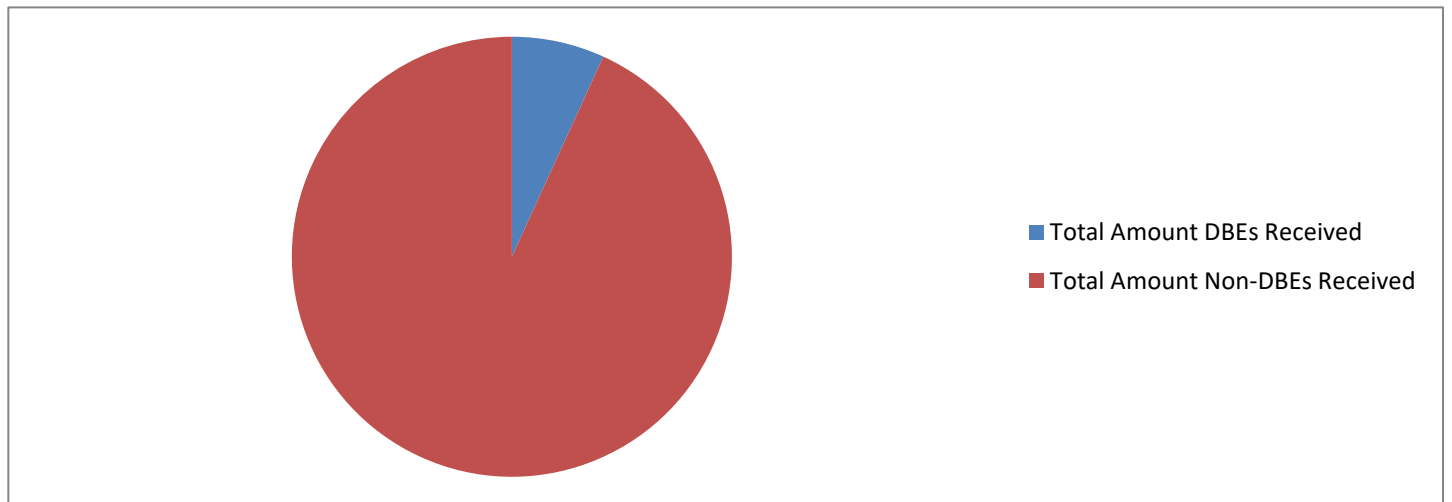
STATE CONTRACTS  
STATE FYTD 2023

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$1,177,860.97	6.05%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$0.00	0.00%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$18,284,636.65	93.95%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FY 2020-2022

<b>Total Amount DBEs Received</b>	<b>\$142,589,300.07</b>	<b>6.822%</b>
Total Amount Non-DBEs Received	\$1,947,544,038.49	93.18%



# **EMPLOYEE RECOGNITION**

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

64 NJ TRANSIT employees retired recently:

1. Martha Minervini, Lead Clerk -- Hoboken -- 38 years
2. Nicholas Derobertis, Mechanic B&B -- Hoboken -- 37 years
3. Elsie Hill, Lead Clerk -- Long Branch -- 37 years
4. Myrna Serrano, Car Appearance Maintainer -- Hoboken -- 36 years
5. Anthony Puccio, Supv Comms & Signal -- Wood Ridge -- 36 years
6. Salvatore Leto, Tech -- MMC -- 36 years
7. Alva Drysdale, Supv Structures -- MMC -- 35 years
8. John Kliesh, Carman -- Morrisville -- 31 years
9. David Olivera, Car Appearance Maintainer -- Hoboken -- 30 years
10. Gerard Palumbo, Trackman -- Hoboken -- 28 years
11. Matteo Capurso, Tinsmith -- Newark Penn -- 27 years
12. Orlando Saba, Class II Operator -- Hoboken -- 26 years
13. Walter Olszewski, Asst Conductor -- Various -- 26 years
14. Brendan Walsh, Foreman -- Raritan -- 20 years
15. William Pollak, Chief Engineer Electrical -- Penn Plaza -- 12 years
16. Richard Schintzler, Asst Conductor -- Various -- 9 years
17. Charles Bligen, Operator -- Howell -- 26 years
18. Alexander Bobadilla, Operator -- Meadowlands -- 17 years
19. Tommy Boswell, Repairman A -- Ironbound -- 17 years
20. Roy Brubaker, Ticket Agent -- PABT -- 20 years
21. Heriberto Delgado, Operator -- Newton Ave -- 21 years
22. Gabriel Eustache, Operator -- Orange -- 23 years
23. James Hong, Operator -- Howell -- 19 years
24. Birk McNamee, Repairman A -- Bloomfield -- 23 years
25. Patrick Allen, Repairman A -- Howell -- 9 years
26. Joseph Almanza, Operator -- Howell -- 20 years
27. Perry Bolden, Inspector B -- Egg Harbor -- 22 years
28. Conrad Daniel, Depot Mstr -- Meadowlands -- 22 years
29. Luis Delossantos, Operator -- Howell -- 23 years
30. Jenny Garcia, Operator -- Meadowlands -- 17 years
31. Michael Gillis, Operator -- Howell -- 24 years
32. Astra Gimith-Nijman, LRT Operator -- Bloomfield -- 22 years
33. Leland Gray, Mechanic A -- Newton Ave -- 16 years
34. Cesar Hernandez, Repairman A -- Wayne -- 24 years

35. Robert Holub, Mechanic A -- Hilton -- 25 years
36. Polly Jackson, Operator -- Orange -- 21 years
37. Cheryl Jeralds, Operator -- Egg Harbor -- 26 years
38. Darren Lewis, Operator -- Ironbound -- 9 years
39. Charles McNeil, Operator -- Hilton -- 9 years
40. Luis Santiago, Repairman A -- Newton Ave -- 17 years
41. Reda Stathum, Sr Input Acct -- Maplewood -- 9 years
42. Nathaniel Taylor, Operator -- Wash Twp -- 25 years
43. Donald Blazina, Sr Dir Cap Proj Mgmt -- Penn Plaza -- 28 years
44. Wendy Estwick, Rev Agent -- Penn Plaza -- 25 years
45. Peter Williams, Manager Rail Rev -- Penn Plaza -- 33 years
46. Earnest Baker, Carman -- Raritan -- 34 years
47. Robert Lewis, Foreman -- Gladstone -- 23 years
48. Dominic Marciano, Foreman -- MMC -- 34 years
49. Sean Miller, Car Appearance Maintainer -- Hoboken -- 25 years
50. Eddy Saintil, Supv Tech -- Hoboken -- 33 years
51. Hector Vasquez, Lead Mechanic Electrical Shop -- Hoboken 34 years
52. David Davern, Spcl Mech -- Newark -- 40 years
53. Talat Khokhar, Operator -- Greenville -- 29 years
54. Claybrook Lindenmuth, Operator -- Wash Twntp -- 27 years
55. Frank Robinson, Repairman -- Market St. -- 28 years
56. Beverly Sutherland, Operator -- Orange -- 12 years
57. Dennis Thorpe, repairman -- Fairview -- 35 years
58. Edwin Whitfield, Maint A -- Howell -- 31 years
59. Idelsy Arias, Operator -- Wayne -- 14 years
60. Rasahida Davis, Operator -- Hilton -- 16 years
61. Phyllis Myers, Operator -- Egg Harbor -- 13 years
62. Howard Sperling, Sr. Managing Aud -- Penn Plaza -- 33 years
63. Patrick Hesketh, Asst Mgr -- MMC -- 30 years
64. George Piper, DGM Bus Ops -- Penn Plaza -- 41 years

# **ACTION ITEMS**

**ITEM 2209-64: REVOLVING CREDIT AGREEMENT AND ISSUANCE OF NEW JERSEY TRANSIT CORPORATION FEDERALLY TAXABLE GRANT ANTICIPATION NOTE, SERIES 2022**

**WHEREAS**, NJ TRANSIT has an annual Operating Budget of approximately \$2.76 billion; and

**WHEREAS**, approximately thirty percent of this amount is derived from passenger fares and other operating revenues and the remainder from State of New Jersey, federal, and local sources; and

**WHEREAS**, the timing of the receipt of certain preventive maintenance federal funds for expenditures that are eligible to be paid or reimbursed from such federal funds (“Eligible Expenditures”) is not within NJ TRANSIT’s control potentially placing the Operating Budget in a temporary cash negative position; and

**WHEREAS**, NJ TRANSIT has the statutory authority to enter into financings based upon the future receipt of Federal Transit Administration grants; and

**WHEREAS**, to meet NJ TRANSIT’s cash flow requirements for Eligible Expenditures before the receipt of the Federal Transit Administration grants, staff believes it is financially prudent for NJ TRANSIT to enter into a Revolving Credit Agreement (“Agreement”) with Bank of America, N.A. pursuant to which Bank of America, N.A. will provide a revolving line of credit (the “Line of Credit”) to NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT shall issue a Grant Anticipation Note, Series 2022 (the “Series 2022 Note”) to evidence and secure its repayment obligations for the revolving loans made to it by Bank of America, N.A. under the Agreement; and

**WHEREAS**, professionals for this transaction were selected in compliance with Executive Order No. 26. M. Jeremy Ostow, Esq. was selected as Special Counsel to NJ TRANSIT through a competitive RFQ/RFP process performed by the Office of the Attorney General and similarly, Bank of America, N.A. has been selected as the bank to provide a revolving line of credit to NJ TRANSIT through the Office of the State Treasurer’s competitive RFP process;

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors hereby adopts the attached Resolution (i) approving the Line of Credit, (ii) authorizing the execution and delivery of the Agreement and the issuance and delivery to Bank of America, N.A. of the Series 2022 Note to evidence and secure NJ TRANSIT’s repayment obligations for the revolving loans to be made to it by Bank of America, N.A. under the Agreement, (iii) approving the selection of Bank of America, N.A. as the bank to provide the revolving line of credit to NJ TRANSIT pursuant to the Agreement, (iv) authorizing the Chair, the President & CEO, the Senior Vice President, Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to consummate the execution

and delivery of the Agreement and the issuance of the Series 2022 Note, including, but not limited to, the negotiation and execution of all documents, payment of the principal of and interest on the Series 2022 Note, payment of bank fees and all fees related to the establishment of the Agreement, including reasonable legal fees, and approving the parameters for the issuance of the Series 2022 Note and the establishment of the Agreement as set forth in the attached Resolution, all as authorized pursuant to N.J.S.A. 27:25-5(w).

**ITEM 2209-65: INFORMATION TECHNOLOGY: AWARD OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR**

**WHEREAS**, NJ TRANSIT's legacy mainframe computing environment is costly to operate and maintain and creates business risk due to the increasing difficulty of finding skilled staff to support this aging technology; and

**WHEREAS**, the NJ TRANSIT Information Technology Department seeks to retire its current mainframe environment to expand NJ TRANSIT's business capabilities and improve the experience of our customers; and

**WHEREAS**, NJ TRANSIT's IT Department evaluated several solutions and identified Astadia's mature, well-defined, and automated technology as the optimal solution to migrate millions of lines of code to a more modern platform; and

**WHEREAS**, NJ TRANSIT staff solicited competitive bids for Astadia's solution from the participating resellers in accordance with the requirements of NJ State Contract M4002 for Cloud Services;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into a professional services contract with Insight Public Sector of Tempe, Arizona, for the implementation of a mainframe code migration project in an amount not to exceed \$3,024,270.73, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2209-66: INFORMATION TECHNOLOGY: AWARD TO INSIGHT PUBLIC SECTOR FOR ORACLE UNLIMITED LICENSE AGREEMENT (ULA)**

**WHEREAS**, NJ TRANSIT has deployed Oracle hardware and software products for critical applications supporting the operation for over 25 years, and these applications are integrated into key business processes; and

**WHEREAS**, the NJ TRANSIT IT Department is seeking to ensure that our Oracle database and its related systems are positioned to meet NJ TRANSIT's future needs by moving to the Oracle Cloud for efficiency, business continuity, and disaster recovery; and

**WHEREAS**, NJ TRANSIT's IT Department has identified an Unlimited License Agreement (ULA) with Oracle as the most cost-effective option to facilitate the transition from an aged on-premises and costly equipment environment to a flexible subscription arrangement that will operate in the Oracle Cloud; and

**WHEREAS**, NJ TRANSIT staff solicited competitive bids for the Oracle ULA from the participating resellers in accordance with the requirements of NJ State Contract T3121 for Software;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into a contract with Insight Public Sector of Tempe, Arizona, for the Unlimited License Agreement (ULA) for Oracle in an amount not to exceed \$2,520,244.18, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2209-67: TITLE VI – FARE MEDIA EQUITY ANALYSIS**

**WHEREAS**, NJ TRANSIT has proposed to establish an NJT farecard for its customers. The fare card will cost \$5 to customers that choose to use it as fare media. The introduction of the farecard will not discontinue any other fare media or cash acceptance that NJ TRANSIT currently offers nor will the fare card create any fare changes; and

**WHEREAS**, NJ TRANSIT has established written procedures to evaluate all fare changes prior to implementation. These procedures have been reviewed and approved by FTA as part of the agency's Title VI Program; and

**WHEREAS**, in support of the Fare Modernization Program (FMP) and the introduction of a fare card, NJ TRANSIT in conjunction with KFH conducted a Fare Media Equity Analysis; and

**WHEREAS**, the purpose of this study was to analyze whether the introduction of the NJT fare card could result in disparate impacts on minority or low-income populations; specifically, that these populations would experience disproportionate negative impacts or that they would not receive proportionate benefits from the program; and

**WHEREAS**, NJ TRANSIT conducted public engagement efforts by way of telephone surveys with Community Based Organizations (CBOs) for input on the potential impact of the card on their constituents; and

**WHEREAS**, since NJ TRANSIT will not be eliminating the use of cash as a method of payment, and there will be no changes to fare levels, the mitigation measure recommended by the KFH consulting team for NJ TRANSIT is to create a program to provide free or reduced cost cards to low-income riders only and only for a limited time – during or following the roll out; and

**WHEREAS**, after reviewing the results of the public engagement efforts and the suggested mitigation by KFH, staff recommends: 1) NJ TRANSIT to distribute free cards at the beginning of the program to CBOs/social service agencies for their clients. After the initial distribution of free cards, NJ TRANSIT will accept requests from CBOs/social service agencies and supply cards based on a case-by-case basis, and 2) NJ TRANSIT will, consistent with NJ TRANSIT's reduced fare program, create a program to provide a discounted card to the riders who qualify for the reduced fare program; and

**WHEREAS**, after reviewing the results of the rail survey, staff recommends: 1) NJ TRANSIT will investigate integrating the status of TVMs "out of service" into the conductors' mobile validation device, and 2) NJ TRANSIT will update the "out-of-service" screen on TVMs to include alternate options of purchasing tickets;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO approve the results of the Title VI Fare Media Equity Analysis.

**ITEM 2209-68:**

**KATHLEEN SHANAHAN V. NJ TRANSIT**

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

**WHEREAS**, Kathleen Shanahan has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

# ITEM 2209-69: ZERO-EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY: CONSULTANT SERVICES CONTRACT

The goals of this study are to develop and create standards and best practices to modernize our service.

This effort will identify the investments that are critical to a successful transformation of the bus network.

All of this will give us robust investment plans that can be seamlessly incorporated into our capital plan and guide large scale deployments in the future.



# ITEM 2209-69: ZERO-EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY: CONSULTANT SERVICES CONTRACT

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract 21-044R with ZEBGO/NJ, WSP+STV / A JOINT VENTURE, to execute the Zero-Emission Bus System Design and Investment Planning Study.

**ITEM 2209-69: ZERO-EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY: CONSULTANT SERVICES CONTRACT**

**WHEREAS**, the decarbonization of the transportation sector through electrification is one of seven key strategies stated in the 2020 Energy Master Plan that will help achieve the State's goals of 100 percent clean energy by 2050; and

**WHEREAS**, on January 17, 2020, Governor Murphy signed S2252/A4819 that established requirements for NJ TRANSIT to move toward zero-emission bus purchases by 2032. Specifically, all NJ TRANSIT bus purchase made on or after December 2024 must include at least 10 percent zero-emission buses, escalating to 50 percent by December 2026 and 100 percent by December 2032; and

**WHEREAS**, NJ TRANSIT is committed to meeting this aggressive zero-emission bus deployment schedule and has established a strong foundation to lead a successful and comprehensive zero-emission bus program; and

**WHEREAS**, the Zero-Emission Bus System Design and Investment Planning Study will complement the Garage Modernization Program and focus on bus system design and capital investment planning and create standards and best practices to modernize our service; and

**WHEREAS**, on January 28, 2022, NJ TRANSIT requested technical proposals from qualified professional firms; and

**WHEREAS**, on April 12, 2022, technical proposals were received from five responsive and responsible firms; and

**WHEREAS**, The NJ TRANSIT Office of Business Development (OBD) assigned a 20 percent Disadvantaged Business Enterprise (DBE) goal for this contract; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract 21-044R with ZEBGONJ, WSP+STV/ A Joint Venture, in the amount not to exceed \$9,495,541.06, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2209-70: NJ TRANSIT – COUNTY YARD PROJECT: 120 JERSEY AVE, LLC  
NEW BRUNSWICK (PARCEL 3) SETTLEMENT**

**WHEREAS**, in 1983, upon the commencement of rail operations by NJ TRANSIT on the Northeast Corridor (“NEC”), NJ TRANSIT was granted rights by Amtrak to use County Yard for its rail operations on the NEC; and

**WHEREAS**, in 1993, Amtrak leased a portion of County Yard to NJ TRANSIT granting NJ TRANSIT access to the three tracks in County Yard as well as partial access to Amtrak’s crew quarters located in County Yard; and

**WHEREAS**, the acquisition of property from 120 Jersey Ave, LLC is essential for the expansion of County Yard, which will allow for the safe-haven storage of rail cars and locomotives in a strategically beneficial location along the Northeast Corridor (NEC), provide NJ TRANSIT with an additional facility to maintain its equipment at a mid-line location on the NEC and permit the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service; and

**WHEREAS**, in March 2019, the Board authorized NJ TRANSIT staff to take any and all actions to acquire a portion of the property in fee and easement interests located at 120 Jersey Avenue, New Brunswick, New Jersey (“Parcel 3A & E3B”), in the amount of the approved appraisal together with contingency; and

**WHEREAS**, pursuant to the Eminent Domain Law of 1971, NJ TRANSIT made an offer to acquire Parcels 3A and E3B from the property owner, Solvay USA, Inc.; and

**WHEREAS**, in October 2020, NJ TRANSIT made a revised offer to acquire Parcels 3A and E3B from 120 Jersey Ave, LLC, the new property owner of Parcel 3A and E3B; and

**WHEREAS**, in December 2020, NJ TRANSIT filed a condemnation action against 120 Jersey Avenue, LLC and took possession of Parcels 3A and E3B upon filing a Declaration of Taking with the Clerk of the Superior Court and depositing the amount of just compensation with the Clerk of the Superior Court; and

**WHEREAS**, NJ TRANSIT and 120 Jersey Ave, LLC have now agreed to a settlement amount of just compensation for Parcel 3A and E3B;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to take all actions necessary to pay a proposed amount, for the purpose of settling the condemnation of Parcel 3A and E3B in accordance with the Eminent Domain Law of 1971, not to exceed payment of an amount as discussed in Executive Session, subject to the availability of funds.

**ITEM 2209-71: MASON SUBSTATION TOTAL AUTHORIZATION INCREASE REQUEST – PAYMENTS FOR PSE&G SERVICES AND CONSTRUCTION**

**WHEREAS**, NJ TRANSIT's Mason and Building 9 Substations (collectively referred to as Mason Substation), are located in Kearny, New Jersey, and are critical to the operations of the NJ TRANSIT rail system; and

**WHEREAS**, in 2017 NJ TRANSIT entered into a Construction Coordination and Protocol Agreement (Agreement) with Public Service Electric & Gas (PSE&G) to design, construct, operate, maintain, and own the new Mason and Building 9 Substations; and

**WHEREAS**, on September 7, 2017, the NJ TRANSIT Board of Directors authorized the funding of an amount identified in the Agreement and discussed in Executive Session; and

**WHEREAS**, NJ TRANSIT has exhausted the Board of Directors' originally authorized funding on the Project; and

**WHEREAS**, NJ TRANSIT staff has reviewed the documents submitted by PSE&G related to all cost increases and projected spending, and have found them fair and reasonable;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to increase the funding required to complete the Mason Substation as discussed in Executive Session, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that Staff is directed to take all actions necessary to comply with the Agreement for completion of the Mason Substation.

**ITEM 2209-72: REGULATIONS: PROPOSED READOPTION OF N.J.A.C. 16:89 FERRY CAPITAL IMPROVEMENT PROGRAM GUIDELINES AND PROCEDURES**

**WHEREAS**, the New Jersey Transit Corporation (“NJ TRANSIT”) was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

**WHEREAS**, in accordance with N.J.S.A. 27:25-5(e), (h), and (k) and N.J.S.A. 27:25-7(b), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

**WHEREAS**, NJ TRANSIT recognizes the important contribution private ferry systems make to the State’s transportation network, in terms of maximizing trans-Hudson capacity and helping to meet future ridership growth; and

**WHEREAS**, one of the programs by which NJ TRANSIT fulfills this responsibility is by investing in capital improvements and equipment for the operation of passenger service; and

**WHEREAS**, this rule provides guidelines and procedures governing the investment of state funds in capital improvements and equipment for private ferry systems pursuant to N.J.S.A. 27:25-5(h) and (k); and

**WHEREAS**, staff reviewed the current regulation and determined that the rules are necessary, adequate, reasonable, efficient, and responsible to the purposes for which they were originally promulgated, and should be readopted with the proposed amendments;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or the President & CEO, or the appropriate designee, is hereby authorized to take all actions necessary to initiate the rule-making process for the readoption of the regulations, N.J.A.C. 16:89 et seq., Ferry Capital Improvement Program Guidelines and Procedures, consistent with this Board item and corresponding Exhibit.

**ITEM 2209-73: APPOINTMENT OF BOARD SECRETARY**

**WHEREAS**, Public Law 2018, Chapter 162 requires the annual designation of a Board Secretary by the NJ TRANSIT Board of Directors; and

**WHEREAS**, Meghan Clark Umukoro earned a Juris Doctor degree from Rutgers University School of Law – Newark, earned a Master of City and Regional Planning (M.C.R.P.) degree, with a Concentration in Transportation Planning, from Rutgers University Edward J. Bloustein School of Planning and Public Policy, and was admitted to the New Jersey Bar and New York Bar; and

**WHEREAS**, Meghan Clark Umukoro began her career at NJ TRANSIT in April 2003 and has held positions of increasing responsibility at NJ TRANSIT for over 19 years; and

**WHEREAS**, Meghan Clark Umukoro served as Acting Assistant Board Secretary since July 2014 and Assistant Board Secretary since May 2016; and

**WHEREAS**, Meghan Clark Umukoro has been Acting Board Secretary since March 2022;

**NOW, THEREFORE, BE IT RESOLVED**, Meghan Clark Umukoro is hereby appointed as Board Secretary of NJ TRANSIT and its subsidiaries.

### **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 NJ TRANSIT Resilience Program: Bay Head Substation Construction Contract Amendment to Increase Funding, the Personal Injury Claim of Renato Pastor, the Personal Injury Claim of Marco Lara, the Personal Injury Claim of Junior Rosa, and the Personal Injury Claim of Metin Bessim.

**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.