

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

NJ TRANSIT
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June 17, 2021

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, June 9, 2021.

Sincerely,

Joyce J. Zuczek

Joyce J. Zuczek
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Wednesday, June 9, 2021. The meetings occurred concurrently.

Board Members

Diane Gutierrez-Scaccetti, Chair
Cedrick T. Fulton, Vice Chair
Lauren LaRusso, Governor's Representative
Sirfaraz Piracha, Treasurer's Representative
James D. Adams, Board Member
Sangeeta P. Doshi, Board Member
Bob Gordon, Board Member
Richard A. Maroko, Board Member – ABSENT
Shanti Narra, Board Member
David A. Rasmussen, Board Member (Non-Voting) – ABSENT

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
James A. Sincaglia, Acting Senior Vice President & General Manager, Rail Operations
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General
Caroline Vachier, Deputy Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 9:02 a.m. in accordance with the Open Public Meetings Act and welcomed Lauren LaRusso to the Board. She also welcomed Sirfaraz Piracha as the Treasurer's designee for this meeting. Board Secretary Zuczek conducted a roll call and noted Board Members Maroko and Rasmussen were absent.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on June 3, 2021 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the May 12, 2021 Board meetings. Vice Chair Cedrick T. Fulton made the motion, Board Member James D. Adams seconded the motion, and it was adopted.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

President & CEO’s Monthly Report

President & CEO Corbett said he would begin with COVID-19-related updates, and once again this month, he was pleased to report that all their COVID stats continued trending in the right direction. To begin, the number of NJ TRANSIT employees currently positive with COVID-19 has decreased significantly since the last Board meeting, with just 36 NJ TRANSIT employees, out of a workforce of nearly 12,000 people, currently positive for COVID-19, down from 84 at the last Board meeting. They believe this was, in large part, due to aggressive efforts to vaccinate employees, which President & CEO Corbett would discuss more in a moment.

Ridership was also increasing. President & CEO Corbett noted data last night showed it had picked up noticeable in the last week. Weekday rail ridership, which for months had fluctuated between 20 to 25 percent of pre-COVID levels, has increased to between 30 to 35 percent over the past month. President & CEO Corbett noted last week it was up 45 percent.

Average rail ridership on weekends has done even better, climbing to approximately 40 percent over the last few weeks, and as high as 50 percent on some lines. President & CEO Corbett noted last weekend it was up to 55 percent of pre-pandemic levels. He noted there were significant increases the last few weeks without Manhattan office occupancy, and they expect more in the school year.

Bus and Light Rail ridership was holding steady at approximately 55 percent of pre-COVID levels systemwide, with Interstate bus ridership into New York up from about 40 percent to 45 percent. President & CEO Corbett noted last weekend, ticket sales were up to 75 percent of pre-COVID levels, significantly picking up.

President & CEO Corbett said it was interesting that it appears people may be ready to have fun on weekends as venues open up, but not so eager to go back to work. President & CEO Corbett said they were also encouraged by the fact that COVID-related restrictions were being eased in New Jersey and across the country, as another positive sign they were coming out on the other side of this pandemic.

President & CEO Corbett wanted to be clear about one thing: Despite the easing of many restrictions, face coverings remain a requirement on the NJ TRANSIT system. As mentioned last month, the federal TSA's directive requiring face coverings remains in place until September 13, 2021 on public transportation. NJ TRANSIT will continue to enforce these requirements on vehicles, in stations, and on platforms.

Toward that end, on May 27, 2021, NJ TRANSIT held its sixth Mask Force distribution effort, where employees throughout the organization volunteered at several stations, and onboard vehicles. To date, they have distributed more than 78,000 masks overall, including masks distributed during all Mask Force events and at customer service and ticket offices throughout the system.

The next Mask Force deployment is scheduled for June 17, 2021. The New Jersey Transit Police Department also remains out in force throughout the system, continuing to conduct their mask compliance details, and providing masks to anyone who needs one.

President & CEO Corbett said as they work to protect customers and employees through mask promotion and enforcement, they continue to play a key role in their State's robust vaccine administration efforts. From May 25, 2021 through May 27, 2021, NJ TRANSIT joined forces with the New Jersey Department of Health (NJDOH) to offer space at some of their busiest transit hubs to administer free, no-appointment vaccines to every New Jerseyan who wanted one. Working with NJ TRANSIT, NJDOH held clinics at Newark Penn Station, Secaucus Junction, and the Walter Rand Transportation Center in Camden.

Other NJ TRANSIT initiatives in support of Governor Murphy's ambitious statewide vaccination goals include: offering free rides to customers travelling to and from vaccination appointments, through the second phase of their VAXRIDE program; administering more than 3,200 vaccine doses to employees at on-site Camden and Maplewood clinics; and offering many other options to employees to receive vaccines throughout the state.

As more and more customers return to their system, NJ TRANSIT last month launched a wide-ranging public information campaign named "While You've Been Away." The campaign conveys all the work they have done to prepare the transit system and improve the customer experience for customers beginning to return to transit, as well as for those customers who have continued to ride since the onset of the pandemic.

President & CEO Corbett said NJ TRANSIT is safer, more reliable, and more customer-focused than ever. While these continue to be challenging times, NJ TRANSIT has been hard at work while customers have been away, and they are ready and happy to welcome them back. President & CEO Corbett encouraged everyone to visit njtransit.com/progress for the comprehensive list, along with an informative video, of everything NJ TRANSIT has done to keep the system safe for customers in response to COVID-19, how they have improved safety, reliability, and the customer experience, and a lot more.

Next, they recently announced a number of important service delivery improvements, as more customers return to their system. On June 1, 2021, President & CEO Corbett was proud to join Commissioner Gutierrez-Scaccetti, Congressman Frank Pallone, Jr., Long Branch Mayor John Pallone, and New Jersey State Senator Vin Gopal at Long Branch Station to announce a significant set of rail schedule enhancements to provide customers with greater frequency and travel options, as they emerge from the pandemic.

Taken together, these enhancements include the restoration of nearly 60 trains just in time for summer and steadily increasing ridership. Three days ago, NJ TRANSIT added 12 trains to the North Jersey Coast Line, providing six additional round trips between Bay Head and Long Branch, for all customers looking to get to the beach this summer.

In addition to improvements to the North Jersey Coast Line, NJ TRANSIT also: restored full weekend train service on the Gladstone Branch, with the reinstatement of 39 trains, ending substitute busing on that line; restored four trains to and from Penn Station New York on the Northeast Corridor Line; and, restored three trains on the Raritan Valley Line to and from Newark Penn Station. Overall, NJ TRANSIT was pleased to be restoring so much service, and incidentally, it simply would not be possible without a full roster of locomotive engineers, which they achieved back in April with the last graduating class.

As the summer season begins, NJ TRANSIT also announced the return of service to family-friendly destinations, with the resumption of bus service to American Dream and Six Flags Great Adventure and Safari and Hurricane Harbor. Bus service to and from Six Flags and weekend bus service between American Dream and the Port Authority Bus Terminal (PABT) both resumed on May 29, 2021. Additionally, North Jersey Coast Line trains resumed stops at Monmouth Park on May 28, 2021, when the track opened for live racing. For more information on these service improvements and beach packages, please visit njtransit.com/summer.

President & CEO Corbett wrapped up their service section with another clear indication that their region is steadily recovering from the pandemic. On August 5, 2021, Guns N' Roses is scheduled to play at MetLife stadium, and NJ TRANSIT will of course be prepared with a service plan to get customers to and from the stadium as efficiently as possible.

President & CEO Corbett said as they add and improve service, they continue to leverage technology to enhance every aspect of the customer experience. Their latest tech innovation introduces yet another communication channel for customers, to ensure they always have the latest transit information available.

On May 13, 2021, they launched a new skill for Amazon Alexa-enabled devices, allowing customers to use the convenience of on-demand voice technology to access rail information. The skill provides a wealth of information, including trip planning, arrival and departure information, and even service-disruption and delay information. To activate the skill, just open the Alexa app, select Skills & Games, and search for NJ TRANSIT.

This new technology joins a host of other options available for customers to obtain the latest updates and service information, including push notifications on the NJ TRANSIT mobile app; social media, via Twitter, on individual line accounts; and text message and email alerts, via MyTransit, available at njtransit.com/mytransit.

Technology plays a key role in their new NJT Rewards pilot program, which is deeply integrated into the mobile ticketing platform, incorporating business partner discounts for redemption, and enabling customers to earn points for every ticket purchased. NJT Rewards continues to gain customers and business partners, helping to both incentivize a return to transit, and supporting local businesses at the same time. More than 8,300 customers have signed up since they opened registration in April, and they now have nearly 50 business partners, including restaurants, shopping destinations, entertainment venues, and more.

President & CEO Corbett said in an effort to keep the momentum moving forward, he encouraged any interested business partners to register for the program at njtrewards.com/partner. Customers can also easily sign up on their mobile app, by clicking their profile icon on the top left and clicking Rewards.

President & CEO Corbett provided a quick update on their popular FLEXPASS ticketing option, which provides a 20-trip ticket, discounted 20 percent off the one-way fare, valid for 30 days from the date of purchase. Even though they just introduced this option this year in February, they have already sold more than 30,000 FLEXPASSes for more than \$2.5 million dollars in revenue, confirming the appeal of this option as people return to work and recreational activities.

Moving on to infrastructure, they had terrific news regarding the Hudson River Tunnel project, which represents a major step forward in the overall Gateway Program. Last month, on May 28, 2021, the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) issued the Record of Decision (ROD) and the Final Environmental Impact Statement (FEIS) for the Hudson Tunnel Project.

President & CEO Corbett had the honor of signing the FEIS as a co-applicant, along with The Port Authority of New York and New Jersey. This project will increase capacity on the most critical piece of infrastructure along the Northeast Corridor between Washington D.C. and Boston by building two new tunnels under the Hudson River, and allowing for the existing, century-old tunnels to be rehabilitated. When done, they will have four tracks going into and out of Penn Station New York, significantly improving capacity, reliability, and service delivery for both NJ TRANSIT and Amtrak customers.

The FEIS and ROD represent a major step forward for a region-changing project that, in concert with their Portal North Bridge Replacement Project, will provide more reliable and resilient service along the busiest rail corridor in the nation. Combined with Portal North Bridge, which continues to advance and remains on track for a construction award by the end of this year, they are positioning the entire Northeast Corridor to safely and reliably

meet the demands of NJ TRANSIT customers for generations to come. It is another huge win for NJ TRANSIT, customers, and their entire region.

Speaking of Portal North Bridge, on May 19, 2021, NJ TRANSIT hosted their virtual Disadvantaged Business Enterprise (DBE) outreach and networking event to promote awareness and encourage participation of small businesses and DBEs in this project of national significance. The event was very well attended, with more than 230 firm representatives overall, including 153 DBE representatives, and four short-listed Specially Prequalified Firms.

Attendees heard from President & CEO Corbett, New Jersey Lieutenant Governor Sheila Oliver, New Jersey Congressman Donald Payne, Jr., Senator Ronald Rice, Assemblyman Gordon Johnson, Board Member Shanti Narra, and many others who underscored the importance of NJ TRANSIT's continued commitment to building diversity into their contracting pool.

During the outreach portion of the program, they set up virtual booths for attendees to visit NJ TRANSIT's offices of Business Development and Procurement, as well as the Office of Federal Contract Compliance Programs, the New Jersey Department of Labor, and the Specially Prequalified Firms. The Specially Prequalified Firms received 72 percent of all booth activity, which speaks to the overall success of the event.

In addition to the Hudson River Tunnel project and Portal North, NJ TRANSIT continues to advance another transformative project, through their ongoing transition to a 100 percent zero-emissions bus fleet. On May 25, 2021, at this Board's Energy and Sustainability Policy committee meeting, they continued to aggressively advance this mission through the release of their new roadmap.

There, they laid out a comprehensive vision to achieve a 100 percent zero-emissions bus fleet by 2040, which includes significant work already underway. This work includes the installation of charging infrastructure and the build-out of their Newton Avenue Bus Garage in Camden, where construction has begun and is anticipated to be complete by the fall of this year.

It also includes the issuance of a Request for Proposals (RFP) this year in February for the purchase of eight battery electric buses, with the option to purchase up to 75 more. Five vendors have expressed interest in supplying these buses, and they anticipate presenting a Board Item on this purchase at their October Board meeting. As many know, these buses will be deployed as part of a demonstration project in Camden before the end of the year.

They also continue to advance their Northern Bus Garage, currently in design, which is one of the largest projects in the Capital Plan and the first bus depot in NJ TRANSIT's history to be designed from the ground up to support an all-electric bus fleet. This garage will also increase bus storage and maintenance capacity, allowing NJ TRANSIT to provide better, more reliable bus service.

On the same day as the Energy and Sustainability Policy committee meeting, they released an RFP for their Bus Garage Modernization Program, which will completely renovate and transform existing bus garages to handle future zero-emissions buses.

Additionally, they announced a plan to upgrade their Hilton Garage in Maplewood to accommodate eight battery-electric buses to serve the Newark region. To help fund this effort, on April 12, 2021, they applied for a federal grant from the FTA's Low or No Emissions Grant Program.

Finally, in conjunction with the release of this new roadmap, they published a new webpage at njtransit.com/sustainability. This page contains some great information about their sustainability vision, the huge environmental benefits of public transit, and also links to an additional page outlining our vision for zero-emission buses.

President & CEO Corbett wrapped up with an uplifting story from their New Jersey Transit Police Department (NJTPD). About eight months ago, NJTPD Officer Sean Pfeifer met Frank, a homeless man who accepted Officer Pfeifer's offer to help. For months, Officer Pfeifer worked with Frank to link him to vital services, help gather essential documents, reactivate and extend a housing voucher, and apply for apartments.

Together, they found success, and a few weeks ago, Frank was handed the keys to his new apartment. Officer Pfeifer helped Frank set up utilities and move in. Frank encouraged sharing his story, which he described as a new beginning. President & CEO Corbett thinks this is another great example of the many ways the New Jersey Transit Police Department provides real help and hope to vulnerable individuals and communities throughout the state.

Public Comments

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

Ryan Felmet said he had a few brief comments to focus on, one being the status of the Customer Advocate position that has been vacant for a number of months from Transit Reform Bill 1.0. Mr. Felmet said with a new bill moving through the legislature as they speak, he would like an update from the Board to openly discuss the progress for the advocate role which seems to now be driven by NJ TRANSIT again. He said he was

under the assumption this was an independent role that would be reporting to the Board. Mr. Felmet asked that the Board comment on this from their perspective.

Mr. Felmet also wanted to know where NJ TRANSIT stands in terms of other vacancies and wondered if there was a report card on the status of what they are doing that could be measured against the first and second Customer Reform Bills. He would also like to see more things discussed in Open Session after the public comment period.

Mr. Felmet said one of the awesome things he has seen in the last couple of months has been the Operations and Customer Service and Administration committee meetings, which he listens to each month. He said the dialogue and open discussions have been great, and there are better materials for these meetings. Mr. Felmet thanked the Board and let them know he appreciates that.

Tim Sevenser of the New Jersey Association of Rail Passengers and the Sierra Club said he had a few comments that he would like to make that he did not get to touch on at last month's meeting. He said when talking about sustainability, he could not understand why NJ TRANSIT would be buying thousands of plastic bottles of water for employees. Mr. Sevenser said while he understands employees need water, there is an easier way to do it by purchasing a permanent water bottle for employees that is refillable, because they do not need more tons of plastic.

Mr. Sevenser said it was good to see plans for electric buses but still did not see any plans for rail electrification which is critical to sustainability, more reliable, and will reduce emissions.

Mr. Sevenser said he is seeing increasing alerts for mechanical problems causing train cancellations and delayed trains, and members of the Association of Rail Passengers are hearing about major problems. He said some years ago the Association of Rail Passengers and the Lackawanna Coalition suggested getting single levels on the New York side and Metro North because the diesels are having serious issues and frequency needs to be increased back to pre-2008, because they need reliable equipment.

Adam Reich wanted to speak on one of the Agenda Board Items 2106-40 which will provide Parking Operators with COVID financial relief. One thing he was not clear on, based on the materials online, was whether there was some form of relief for commuters as well. He said some ways to do this would be a fare decrease, or rate freeze for a specified period of time. Mr. Reich noted that Metropark parking prior to January 2019 was \$70 per month and today is now \$105 per month, which is a 50 percent increase in a span of a couple of years. He said if some benefit to riders is not part of the current negotiations, he would encourage the Board to table the motion and look into whether what he proposed was available.

Mr. Reich said schedule improvements on the various rail lines was good to see and the low hanging fruit would be adding a Middlesex County stop to train 3898 for anyone working in Trenton at 5:00 p.m. He said if you miss the 5:04 p.m. train and live at a

Middlesex County stop, you are stuck waiting for the 6:02 p.m. Mr. Reich said then the 3898 bypasses all those stops and you have additional riders at the county stops who would benefit from having a local train during this time frame for getting into New York and Newark. He said if all stops cannot be added, consider adding Metropark and New Brunswick stations. Mr. Reich said there is also a gap of one-hour on one of NJ TRANSIT's busiest rail lines during rush hour in the reverse peak direction which would be beneficial to add as well.

Mr. Reich said he asked previously for an update on the How Full is My Ride App feature which is not universally available on all trains and wanted to know if there is a timeframe for providing this on all trains. He urged adding mask railcars after the mask mandate ends because some riders will be uncomfortable dropping their masks on day one, have medical conditions, or live with someone who has a medical condition. Mr. Reich thanked Board Member Narra for her support on his ask for this mask railcar at the Operations and Customer Service committee meeting last month.

Mr. Reich also would like to know the status on the Customer Advocate position and when the Board and NJ TRANSIT hope to fill this position. He asked whether someone would be named in the interim next month at July's meeting, since there will be no August Board meeting.

John Reichman, Environmental Chair for BlueWave New Jersey, part of Empower New Jersey steering committee, and Jersey Renews working group, said they have been working incredibly hard to obtain dedicated funding for NJ TRANSIT. He thought the NJ TRANSIT Board Members should be taking the lead and be most involved in publicly and privately seeking this dedicated funding, and not leaving this battle solely to outside groups such as Jersey Renews.

Mr. Reichman said one of the most critical ways for the Board to do this is to insist on changes to the Memorandum of Understanding (MOU), which is the agreement between the New Jersey Turnpike Authority (NJTA) and the State with respect to providing funding for NJ TRANSIT. He said this document is referred to as a MOU and not as a contract because it does not contain binding funding obligation. Mr. Reichman said Board Members should insist on two crucial changes to the MOU, and said the MOU uses mostly the same language that was contained in the prior 2016 MOU. He said the MOU puts in an additional condition to find funding, which is subject to approval in each year's annual budget of the NJTA. Mr. Reichman said what this means is that the Turnpike Authority could not unilaterally make the flat funding required. Second, as the beneficiary of the funds, he thinks the NJ TRANSIT Board should insist that it be a party to the agreement so that the funding called for in the agreement could not be changed without the approval of the NJ TRANSIT Board.

Mr. Reichman said they ask Board Members to loudly advocate for Secretary Weinberg's resolution, to increase funding for NJ TRANSIT from the State by \$442 billion. He said doing this would make it unnecessary to use NJ TRANSIT capital funds for operating and make the Capital Program for NJ TRANSIT more of a reality. Mr. Reichman believes this

should also stop the rate of clean energy funds because those funds should not be used for operating expenses, but for capital plans such as bus electrification. He looks forward to working with everyone on these issues.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said they were glad to see service returning. They were thrilled that with the new roster of engineers, they have begun adding back trains which includes the Gladstone weekend service and a train for which they have been waiting for on the M&E for a long time. They were also glad to see needed service, including summer shore services returning.

Ms. Gellert said another almost bright spot was the pop-up vaccination sites at the three transit stations after the suggestion of David Peter Alan, SCDRTAC, and the Lackawanna Coalition and they were glad to see the collaboration with the Department of Health. She said when their members checked out the Newark and Secaucus events, they were surprised and disturbed to see the strong security presence with armed guards in fatigues almost seeming to outnumber staff or customers. Ms. Gellert said even other supersites in areas considered rough had a more normal number of police. Though they are no longer shocked to see such guards at the Port Authority and New York Penn Station, the sheer numbers were unexpected. Ms. Gellert said people who were taking advantage of these opportunities were likely to have been vaccine-hesitant already and such a massive display of security would not have added to their comfort and would have been quite the reverse.

Ms. Gellert said an issue they have only once a year could be easily addressed. She said when at the SCDRTAC meeting last month they were looking for the June Board meeting date and went to njtransit.com/board web page. Ms. Gellert said the orange box should be updated to list the June information right after the May meeting which she considered a good practice each month. Alternatively, once the new agenda is approved at the May meeting, she suggested swapping out the schedule immediately and adding a temporary link above it for the final June meeting of the year, to be taken down at the start of the new fiscal year.

Ms. Gellert said they have the continuing saga of the 12:49 train to Middletown and the 12:45 to Suffern arriving on the same track just minutes earlier which causes passenger confusion as to which train is theirs, with the trains being so close together. She believes there needs to be announcements made on the platform indicating which train it is, so it leaves no confusion for the passengers and they do not get on the wrong train, which would leave them then having to get off at another stop and then return back to their starting point.

Doug O'Malley, Director of Environment New Jersey, representing more than 80,000 members and activists across the state, said like all of the previous comments heard, they were thrilled riders are returning to NJ TRANSIT, especially during weekend service. He said this was a sign that they were getting through the pandemic. Mr. O'Malley was also thrilled to hear the COVID rate amongst NJ TRANSIT staff was plummeting as well, but

would like to see those numbers get to zero, and see ridership return to pre-pandemic levels.

Mr. O'Malley said as President & CEO Corbett testified, they were not going to get through this in a matter of months or even years, and it will take a long time for NJ TRANSIT to fully recover. He said they will begin to see permanent shifts in the way that people will be working, regardless of whether Manhattan fully opens up or not. Mr. O'Malley said it was critical that NJ TRANSIT broadly plans for the future, and more specifically legislature and the Governor work towards a future that has dedicated funding for NJ TRANSIT, so they can end the capital to operating transfer and raise the Clean Energy Fund.

Mr. O'Malley said they were thrilled to have NJ TRANSIT roll out a comprehensive plan on how to meet the electric bus mandate, which was a big task, and was pleased to see the steps being taken outlined in the presentation at the Energy and Sustainability Policy committee meeting last month. He said it was also critical to note that during and after the presentation, Board Members literally asked the same big question they had about whether NJ TRANSIT had a dedicated source of funds to accomplish these goals.

Mr. O'Malley said in reality, they do not have a long-term funding plan in place and that was why they were so thankful Senator Loretta Weinberg has proposed two budget resolutions for the FY22 budget, both to end the Clean Energy Fund raids as well as the ongoing capital to operating raid that has been a part of NJ TRANSIT for generations. He said Senator Weinberg's resolution obviously does have broad support, but they need to ensure as they move into a post-pandemic world, they have those dedicated dollars, which is something they will continue to advocate for in the FY22 budget and more broadly for NJ TRANSIT budgets going forward. Mr. O'Malley wanted to clearly note that the MOU is not offset by corresponding reductions in payments to the general fund, which is what is happening in FY22, and encouraged the MOU from The New Jersey Turnpike Authority be directly linked to the approval of the NJ TRANSIT Board.

Board Member Comments

Board Member Adams thanked President & CEO Corbett for his comprehensive monthly report. He said it was great to see that the numbers of COVID cases have been decreasing. Board Member Adams would like President & CEO Corbett at some point in the meeting to speak a little about what he is seeing relative to mask compliance on the rail and buses in general since they have had some increase in ridership.

Board Member Adams said as to the public comments about the Customer Advocate position status, the Board was actively involved in replacing the Customer Advocate position, but he could not really say much more, and was hoping to provide some type of status in the not too distant future. He reassured them that the Board was actively involved in ensuring they have a Customer Advocate.

Board Member Adams said he received Mr. Reichman's letter concerning the New Jersey Turnpike Authority's MOU and he was looking into it, but still needed to gather more

details because he just started his review. He also wanted Mr. Reichman to know that he has the same concern that the rest of the transit advocates have with NJ TRANSIT needing a dedicated source of funding to prevent the capital to operating transfers. Lastly, he thanked the speakers for taking time out of their day to speak to the Board.

Board Member Doshi thanked all of the speakers for taking time out of their day to call in. She agreed with Board Member Adams that the Board was taking time and talking about the Customer Advocate position and that this was a priority for them. Board Member Doshi thanked the New Jersey Transit Police for all they have been doing during the pandemic.

Board Member Gordon noted for the record that he would be leaving the meeting at 11:00 a.m. to attend a Board of Public Utilities Board meeting. He thanked the speakers for their comments and suggestions. As previously noted, Board Member Gordon said they were working on the Customer Advocate position. He said a draft job description was circulated, which they would be discussing in Executive Session, and he could not say anything more. Board Member Gordon said as Board Member Adams stated they were actively engaged in filling the Customer Advocate position and hope to reach a final decision soon.

Board Member Gordon also wanted to associate himself with the remarks made by John Reichman and Doug O'Malley about the need for a dedicated source of funding and thought this was one of the most important things they need to do at NJ TRANSIT. Board Member Gordon said he appreciated Mr. Reichman's detailed comments provided in his email and as Board Member Adams noted they are very engaged in this issue as well.

Board Member Narra thanked all the public that spoke. She echoed what her fellow Board Members said on all the points that were made, but specifically with regards to the Customer Advocate position, and also with regard to the need for a dedicated source of funding. Board Member Narra knows Mr. Reichman wanted the Board Members to be very vocal and active regarding the dedicated funding. She wanted him to know that they were certainly focused on that as a fundamental issue for NJ TRANSIT, as a responsibility of the Board.

Board Member Narra said on Mr. Reich's comment about the Parking Operations, she does understand what he was saying, and as many know she is a commuter and has seen the uptick in the parking rates, not only for the rides, but for the parking as well. She also understands Mr. Reich's concern and said that the Board was briefed on this action item and the situation with the Parking Operators. Although she would be voting for it, she was not unaware or unconcerned about the commuters share in these price increases. Board Member Narra said she would certainly be speaking about this and asking for more issues to be addressed and discussed.

Board Member Piracha thanked all the speakers who took the time to call in.

Board Member LaRusso appreciated hearing from the public and will take back their feedback. She also appreciated hearing from President & CEO Corbett on the COVID numbers going down. Board Member LaRusso said it has been a difficult year and seeing the numbers going down was wonderful. She said this was her first Board meeting and was looking forward to participating as these meetings go on.

Vice Chair Fulton thanked the public for their comments and said they appreciate them each and every time. He wanted to speak specifically to Mr. Sevener's comments on fleet performance and said this was something he pays close attention to and Mr. Sevener's input was highly valued and helpful to him and his colleagues on the Board.

Vice Chair Fulton complemented the staff and thanked the speakers for recognizing the zero-emissions bus plan, which he said was a very extraordinary and comprehensive program. He said the take away was that it was much more than a bus procurement program and must be implemented well. Vice Chair Fulton said looking at the implementation, a bus garage modification program, pilots to buy different buses to see how they work, understanding charging, route planning, and staff training, all make up a comprehensive program that positions NJ TRANSIT well in a funding strategy. He complimented the NJ TRANSIT team for that and recognition by the public on what it actually takes to get it done.

With regard to the Customer Advocate position, Vice Chair Fulton said they were hearing from Board Members that this position is important and as difficult as the implementation process has been, they would all agree that they wanted to get the right person in this job with the right set of roles and responsibilities. Vice Chair Fulton asked that the public bear with them just a little while longer so they can make sure this position is an important contribution to how they all collectively manage NJ TRANSIT for the best interest of the citizens in New Jersey.

Lastly, Vice Chair Fulton said they all agree that dedicated funding was something that was imperative and he for one was hopeful that this message continued to resonate loud and clear. He hopes at the end of the day, they all can be on the side of cheering a successful situation where they see the elimination of transfers from capital to operating, and money taken away from the Clean Energy Fund.

Chair Gutierrez-Scaccetti said she agreed with many of the comments made by the Board Members, especially in regard to public input and she shared many of the points that were just raised by Vice Chair Fulton.

Public Comment Submitted In Lieu of Speaking

Peter Spall submitted a statement in lieu of speaking at the meeting today. He said he was a former NJ TRANSIT employee recovering from alcohol addiction and was now looking to make amends and start over on his new journey of sobriety. He asked that NJ TRANSIT give him another chance to prove himself and stated he would make a great Customer Advocate.

Advisory Committee Report

Chair Gutierrez-Scaccetti said although they miss Suzanne Mack, she knows she was out there listening and supporting Anna Marie Gonnella-Rosato.

Anna Marie Gonnella-Rosato provided the Advisory Committee Report. She commented on President & CEO Corbett's report regarding the increase in ridership and said NJ TRANSIT may surpass its goal of 60 percent by fall and was glad to hear that. She said the Advisory Committee was also glad to see transit moving along with well needed infrastructure technology projects, particularly the restoration of critical rail services affecting nearly 60 trains, on-demand voice technology that was mentioned this morning, as well as the resolution providing financial relief to NJ TRANSIT's Parking Operators who are not generating revenue to cover operating expenses because they lack ridership and an increase in their funding. Ms. Gonnella-Rosato said perhaps NJ TRANSIT could review the commuter parking costs as well. She said kudos to the New Jersey Transit Police Department for finding a house for the homeless man Frank, which shows NJ TRANSIT has a heart.

Ms. Gonnella-Rosato said they were happy to hear about the partnership with NJ TRANSIT and the navigational Waze app was a welcomed way to alert drivers nearing railroad crossings, which was another way of safeguarding motorists approaching train crossings. The Advisory Committee was glad to see that the Walter Rand Transportation Project was moving along with the release of the RFP. This was a major step in improving Camden's transportation hub and economic revitalization.

Also, in Camden the completion of the implementation of the infrastructure modification at the Newton Avenue bus garage was encouraging and the deployment of eight battery powered electric buses to the Camden fleet was good news. Ms. Gonnella-Rosato said it was an advancement of the zero-emissions bus plan, aligned with Governor Murphy's Energy Master Plan.

They are looking forward to hearing more energy efficient projects that are a result of the policies established by the newly created Energy and Sustainability Policy Committee, chaired by Vice Chair Fulton. In addition, they encouraged NJ TRANSIT to continue public private partnerships by providing complimentary rides to people traveling to and from vaccination sites through the VAXRIDE Program.

Ms. Gonnella-Rosato was sure people did not realized the importance NJ TRANSIT plays in the role of kick-starting the economy. The NJ TRANSIT Rewards Program through the NJ TRANSIT mobile app offering free rewards for deals and participating businesses was encouraging. It was also encouraging people through the newly implemented FLEXPAY to shop locally and build the neighborhood economy. They also encourage participating with the state and local economic development commission and marketing campaigns.

Lastly, they will be conferencing with the Marketing Department during their joint meeting on June 23, 2021 to offer suggestions in promoting the return of service to family friendly and best locations.

Board Operations and Customer Service Committee Report

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

Board Administration Committee Report

Board Member Adams presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to budget, Fiscal Year 2021 farebox revenue actual results compared to budget, the impact of COVID-19 on ticket sales, major balance sheet items, and a report on Cares Act drawdowns, and a report on cash management and liquidity.

Additional information was provided as part of the agenda materials, including the cost of service key performance indicators, farebox recovery ratios, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for Fiscal Year 2021.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board items for the Fiscal Year 2022 Sole, Single, and Limited Qualified Source Procurement by Exception Authorization; Continuous Welded Rail; and Information Technology: Award of Contract for Information Security Equipment to Shi for State of Good Repair.

Board 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 updates to NJ TRANSITGRID, which included the procurement schedule and discussion of the tasks associated with NJ TRANSIT's renewables energy consultant.

The Committee also received a briefing from SVP Eric Daleo and his staff regarding the Zero Emission Bus Initiative. Topics included a project overview, bus electrification-preliminary engineering and planning assessment study, phased deployments, garage modernization and a design and investment plan study.

Action Items

2106-35: FISCAL YEAR 2022 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE PROCUREMENT BY EXCEPTION AUTHORIZATION

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-35.

William Viqueira recommended approval of Action Item #2106-35: Fiscal Year 2022 Sole, Single, and Limited Qualified Source Procurement by Exception Authorization.

Approval was requested to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$24,000,000, plus five percent for contingencies to account for increase in ordering quantities and changing market conditions, subject to the availability of funds. New firms with material or services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

Approval was also requested to enter into procurement-by-exception contracts for the purpose of maintaining/ upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,513,572, subject to the availability of funds. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

Approval was also requested to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT Resilience Program at a cost not to exceed \$3,700,000.00, subject to the availability of funds, Federal Transit Administration approval and all other applicable requirements. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-36: CONTINUOUS WELDED RAIL

President & CEO Corbett introduced James Sincaglia, Acting Senior Vice President/General Manager, Rail Operations, to present Action Item #2106-36.

James Sincaglia recommended approval of Action Item #2106-36: Continuous Welded Rail.

Approval was requested to enter into a contract with LB Foster Company of Pittsburgh, Pennsylvania, for Continuous Welded Rail 240,000' 136RE in the amount not to exceed \$5,994,600.12, plus five percent for contingencies.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-37: INFORMATION TECHNOLOGY: AWARD OF CONTRACT FOR INFORMATION SECURITY EQUIPMENT TO SHI FOR STATE OF GOOD REPAIR

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-37.

William Viqueira recommended approval of Action Item #2106-37: Information Technology: Award of Contract for Information Security Equipment to SHI for State of Good Repair.

Approval was requested to enter into the Sourcewell Cooperative Purchasing Program Contract with SHI International, Corp. of Somerset, New Jersey, for the purchase of specified information security equipment in the amount not to exceed \$1,719,842.94, plus five percent for contingencies, subject to the availability of funds.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-38: AMENDMENT TO PASSAIC COUNTY LOCAL BUS SERVICE CONTRACT TO TEMPORARILY OPERATE THE HUDSON COUNTY LOCAL BUS SERVICE

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2106-38.

Michael Kilcoyne recommended approval of Action Item #2106-38: Amendment To Passaic County Local Bus Service Contract To Temporarily Operate The Hudson County Local Bus Service.

Approval was requested to take all actions necessary to amend a contract with Community Transportation Inc., of Paramus, New Jersey, to operate the Hudson County Local Bus Service for a period of a 12-month contract term from June 26, 2021 through June 25, 2022 at a cost not to exceed \$18,354,657, plus five percent for contingencies, for a total contract authorization of \$19,272,390, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget.

Board Members James D. Adams made a motion and Board Member Shanti Narra seconded the motion.

Board Member Gordon asked the Chair if NJ TRANSIT would be utilizing the Clever Device or some other mechanism to monitor missed trips on this contract. Chair Gutierrez-Scaccetti asked Mr. Kilcoyne of Bus Operations to answer this question. Mr. Kilcoyne said yes, they would be using their Clever Device reporting feature for this contract and all other private carrier contracts moving forward.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-39: NJ TRANSIT SECOND ADVERTISING CONTRACT MODIFICATION

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-39.

William Viqueira recommended approval of Action Item #2106-39: NJ TRANSIT Second Advertising Contract Modification.

Approval was requested to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-40: PARKING OPERATORS COVID RELIEF

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-40.

William Viqueira recommended approval of Action Item #2106-40: Parking Operators COVID Relief.

Approval was requested to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session.

James D. Adams made a motion and Board Member Shanti Narra seconded the motion.

Board Member Narra said she had no other comments other than the one she made earlier on this issue.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-41: GARDEN STATE OUTDOOR LLC SETTLEMENT AGREEMENT

Board Secretary Zuczek announced that this item has been deferred.

2106-42: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-42.

William Viqueira recommended approval of Action Item #2106-42: Corporate Insurance Program Annual Renewal.

Approval was requested to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2021 through June 30, 2022 at an annual cost not to exceed an amount discussed in executive session, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2022 Operating Budget.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Absent	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-43: PERSONAL INJURY CLAIM OF BAMBIE J. BANKS

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-43.

William Viqueira recommended approval of Action Item #2106-43: Personal Injury Claim of Bambie J. Banks.

Approval was requested to settle the claim of Bambie J. Banks through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-44: PERSONAL INJURY CLAIM OF FRANKLIN GUEVARA-RODRIGUEZ

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-44.

William Viqueira recommended approval of Action Item #2106-44: Personal Injury Claim of Franklin Guevara-Rodriguez.

Approval was requested to settle the claim of Franklin Guevara-Rodriguez through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2106-45: PERSONAL INJURY CLAIM OF MICHELLE HILL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2106-45.

William Viqueira recommended approval of Action Item #2106-45: Personal Injury Claim of Michelle Hill.

Approval was requested to settle the claim of Michelle Hill through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Washington Secondary Purchase Option and the Personal Injury Claim of Kilieek Anthony. Board Member Shanti Narra made the motion, Board Member Bob Gordon seconded the motion, and it was adopted. At approximately 10:26 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

Adams	Doshi	Gordon	Maroko	Narra	Piracha	LaRusso	Fulton	Gutierrez-Scaccetti
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Member Gordon, returned to Open Session at approximately 11:36 a.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Shanti Narra, seconded by Vice Chair Cedrick T. Fulton, and adopted. The meetings were adjourned at approximately 11:37 a.m.

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

JUNE 9, 2021

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➤	CALL TO ORDER	-
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	59649
➤	PRESIDENT & CEO'S MONTHLY REPORT	59650
➤	PUBLIC COMMENTS	-
➤	ADVISORY COMMITTEE REPORT	-
➤	BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2106-35	FISCAL YEAR 2022 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE PROCUREMENT BY EXCEPTION AUTHORIZATION	59673
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– Authorization to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$24,000,000, plus five percent for contingencies to account for increase in ordering quantities and changing market conditions, subject to the availability of funds. New firms with material or services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

Authorization to enter into procurement-by-exception contracts for the purpose of maintaining/ upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,513,572, subject to the availability of funds. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

Authorization to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT Resilience Program at a cost not to exceed \$3,700,000.00, subject to the availability of funds, Federal Transit Administration approval and all other applicable requirements. New

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

- 2106-36 CONTINUOUS WELDED RAIL** – Authorization to enter into NJ TRANSIT Contract No. 21-608 with LB Foster Company of Pittsburgh, Pennsylvania, for Continuous Welded Rail 240,000' 136RE in the amount not to exceed \$5,994,600.12, plus five percent for contingencies. **59679**
- 2106-37 INFORMATION TECHNOLOGY: AWARD OF CONTRACT FOR INFORMATION SECURITY EQUIPMENT TO SHI FOR STATE OF GOOD REPAIR** – Authorization to enter into the Sourcewell Cooperative Purchasing Program Contract No. 081419 with SHI International, Corp. of Somerset, New Jersey, for the purchase of specified information security equipment in the amount not to exceed \$1,719,842.94, plus five percent for contingencies, subject to the availability of funds. **59682**
- 2106-38 AMENDMENT TO PASSAIC COUNTY LOCAL BUS SERVICE CONTRACT TO TEMPORARILY OPERATE THE HUDSON COUNTY LOCAL BUS SERVICE** – Authorization to take all actions necessary to amend NJ TRANSIT Contract No. 17-001 with Community Transportation Inc., of Paramus, New Jersey, to operate the Hudson County Local Bus Service for a period of a 12-month contract term from June 26, 2021 through June 25, 2022 at a cost not to exceed \$18,354,657, plus five percent for contingencies, for a total contract authorization of \$19,272,390, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget. **59683**
- 2106-39 NJ TRANSIT SECOND ADVERTISING CONTRACT MODIFICATION** – Authorization to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session. **59684**
- 2106-40 PARKING OPERATORS COVID RELIEF** – Authorization to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session. **59685**
- 2106-41 GARDEN STATE OUTDOOR LLC SETTLEMENT AGREEMENT** – **This item was deferred.** **59686**

NEW JERSEY TRANSIT CORPORATION
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- 2106-42 CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL – 59687**
Authorization to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2021 through June 30, 2022 at an annual cost not to exceed an amount discussed in executive session, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2022 Operating Budget.
- 2106-43 PERSONAL INJURY CLAIM OF BAMBIE J. BANKS – 59688**
Authorization to settle the claim of Bambie J. Banks through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.
- 2106-44 PERSONAL INJURY CLAIM OF FRANKLIN GUEVARA-RODRIGUEZ – 59689**
Authorization to settle the claim of Franklin Guevara-Rodriguez through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.
- 2106-45 PERSONAL INJURY CLAIM OF MICHELLE HILL – 59690**
Authorization to settle the claim of Michelle Hill through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.
- **EXECUTIVE SESSION AUTHORIZATION 59691**
- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the May 12, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on May 20, 2021;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the May 12, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: JUNE 9, 2021
SUBJECT: **PRESIDENT & CEO'S REPORT – JUNE 2021**

As COVID cases decline significantly both nationwide and here at NJ TRANSIT, we continue to play a key role in our State's robust vaccine administration efforts. From May 25th through May 27th, NJ TRANSIT joined forces with the New Jersey Department of Health (NJDOH) to offer space at some of our busiest transit hubs to administer free, no-appointment vaccines to every New Jerseyan who wanted one. Working with NJ TRANSIT, NJDOH held clinics at Newark Penn Station, Secaucus Junction, and the Walter Rand Transportation Center in Camden. Other NJ TRANSIT vaccination initiatives include: offering free rides to customers travelling to and from vaccination appointments through the second phase of our VAXRIDE program; administering more than 3,200 vaccine doses to employees at our on-site Camden and Maplewood clinics; and offering many other options to employees to receive vaccines throughout the state.

Ridership is also increasing, which is one reason why last month we launched a wide-ranging public information campaign named "While You've Been Away." The campaign conveys all the work we've done to prepare and improve our transit system for customers beginning to return, as well as for those customers who have continued to ride with us since the onset of the pandemic. We encourage everyone to visit njtransit.com/progress for the comprehensive list, along with an informative video, of everything we've done to keep the system safe for our customers in response to COVID-19, how we've improved safety, reliability, the customer experience, and so much more.

We also implemented a number of service delivery improvements to coincide with more customers returning to our system. On June 1st, I was proud to join Commissioner Gutierrez-Scaccetti, Congressman Frank Pallone, Jr., and other elected officials to announce the restoration of nearly 60 trains. Three days ago, NJ TRANSIT added 12 trains to the North Jersey Coast Line (NJCL), providing six additional round trips between Bay Head and Long Branch. We also restored full weekend train service on our Gladstone Branch, with the reinstatement of 39 trains, ending substitute busing on that line; restored four trains to and from Penn Station New York on our Northeast Corridor Line; and restored three trains on our Raritan Valley Line to and from Newark Penn Station. In addition to these service improvements, we announced the return of service to family-friendly destinations with the resumption of bus service to American Dream and Six Flags Great Adventure and Safari and Hurricane Harbor. Bus service to and from Six Flags and weekend bus service between American Dream and the Port Authority Bus Terminal both resumed on May 29th. Additionally, NJCL trains resumed stops at Monmouth Park on May 28th, when the track opened for live racing.

As we add and improve service, we continue to leverage technology to enhance every aspect of the customer experience. Our latest tech innovation introduces yet another communication channel for customers, to ensure they always have the latest transit information available. On May 13th, we launched a new skill for Amazon Alexa-enabled devices, allowing customers to use the convenience of on-demand voice technology to access rail information. The skill provides a wealth of information, including trip planning, arrival and departure information, and even service-disruption and delay information.

Moving on to "infrastructure," on May 28th, the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) issued the Record of Decision (ROD) and the Final Environmental Impact Statement (FEIS) for the Hudson Tunnel Project. I had the honor of signing the FEIS as a co-applicant, along with the Port Authority of NY and NJ. The FEIS and ROD represent a major step forward for a region-changing project that will provide more reliable and resilient service along the busiest rail corridor in the nation. Combined with Portal North, which continues to advance and remains on track for a construction award by the end of this year, we are positioning the entire Northeast Corridor to safely and reliably meet the demands of NJ TRANSIT customers for generations to come.

NJ TRANSIT continues to advance another transformative infrastructure project through our ongoing transition to a 100 percent zero-emissions bus fleet. On May 25th, at this Board's Energy & Sustainability committee meeting, we advanced this mission with the release of a new roadmap laying out a comprehensive vision to achieve a 100 percent zero-emissions bus fleet by 2040, including significant work already underway. We also published a new webpage at njtransit.com/sustainability, which contains some great information about our sustainability vision, the huge environmental benefits of public transit, and links to an additional page outlining our vision for zero-emission buses.



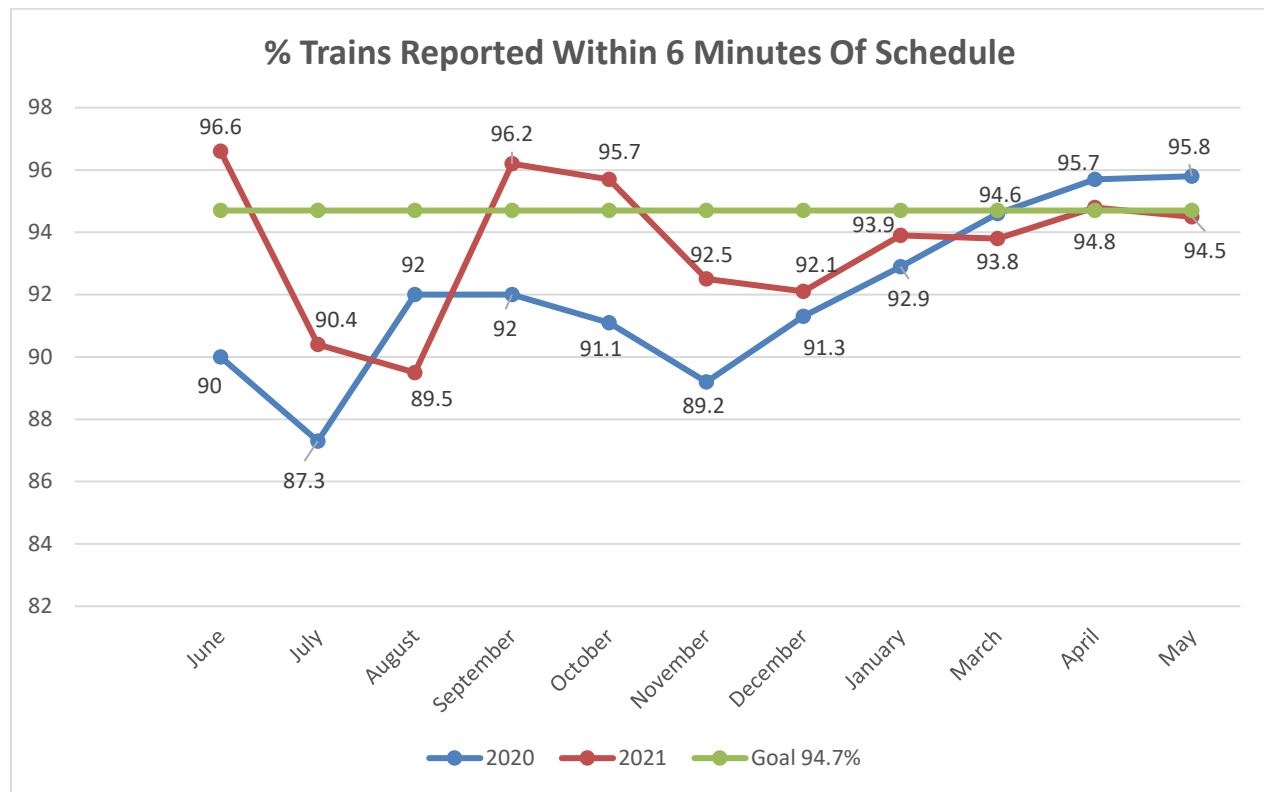
PRESIDENT & CEO'S MONTHLY REPORT
JUNE 9, 2021

PRESIDENT & CEO'S MONTHLY REPORT JUNE 9, 2021

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2019 – MAY 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
May Comparison	95.8%	94.5%	-1.3%
12-Month Average June, 2019 – May 2021	91.9%	93.4%	1.5%

Analysis:

Rail On-time Performance was 94.5% for May 2021. Of the 16,794 trains scheduled to operate, 15,863 were on time, while 931 trains (or 5.5%) were delayed.

Key Causes included:

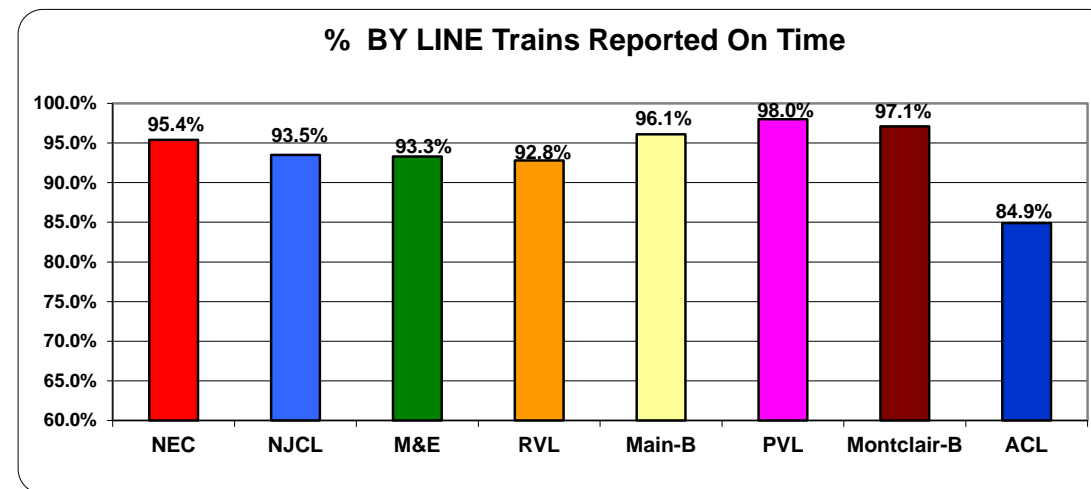
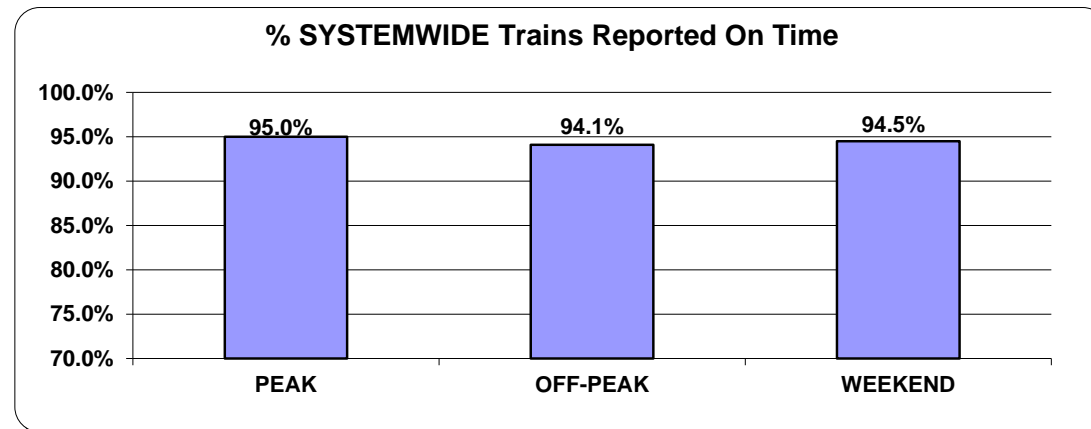
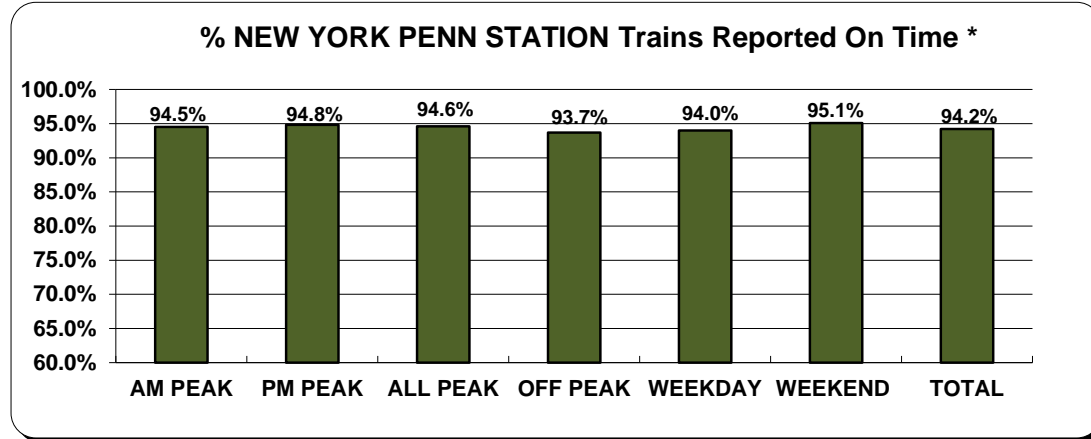
- PTC mechanical and programmed maintenance contributed to 14 delays on May 17.
- NJT trackside interference, programmed maintenance and PTC mechanical contributed to 18 delays on May 24.
- NJT police action and signal issues contributed to 53 delays on May 27.

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

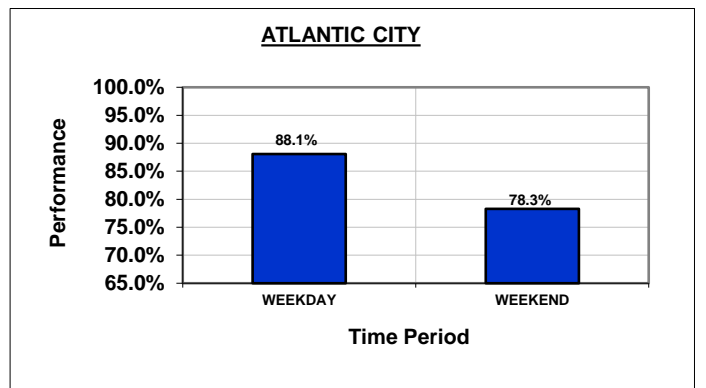
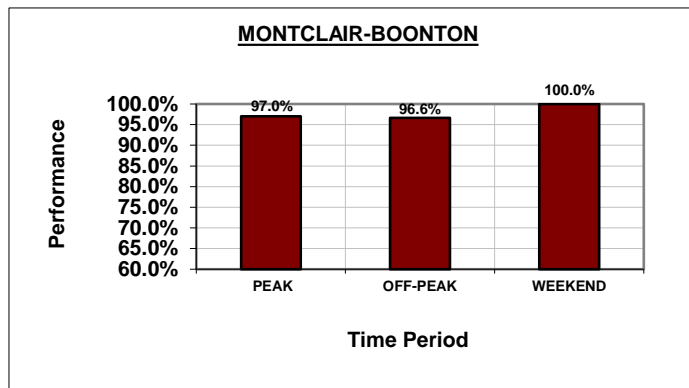
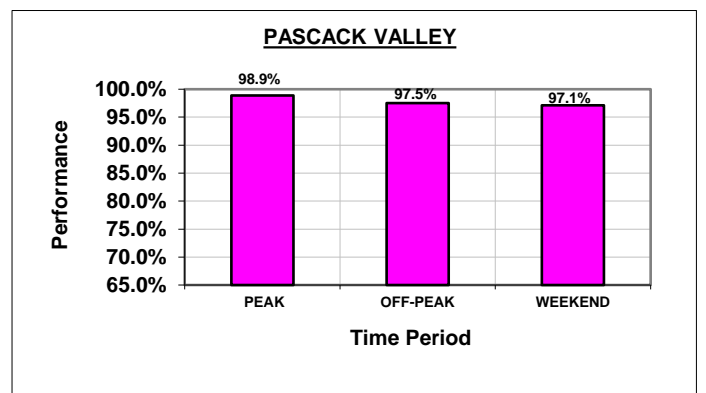
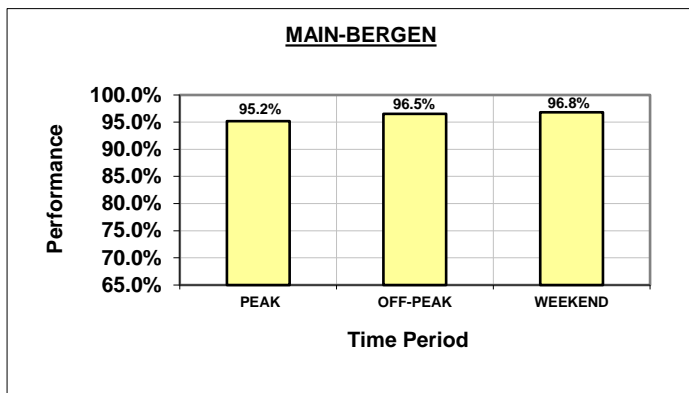
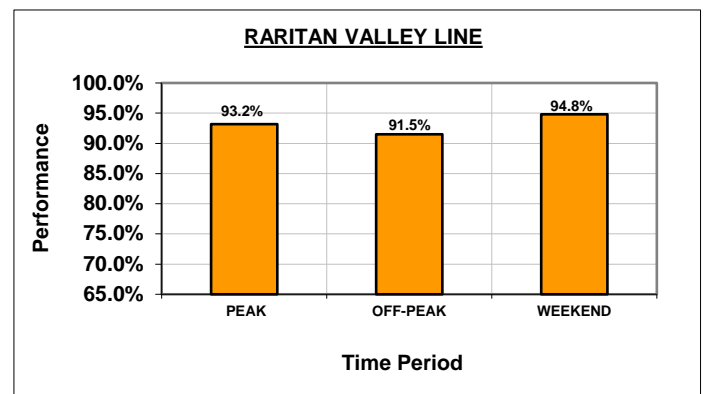
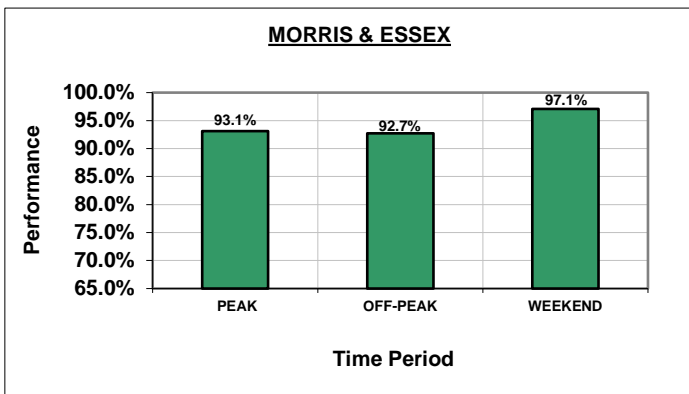
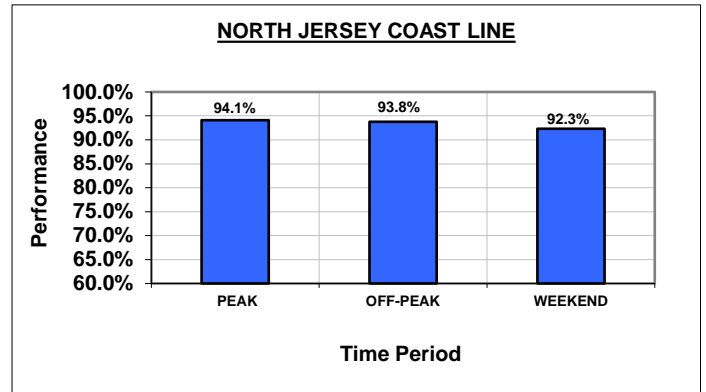
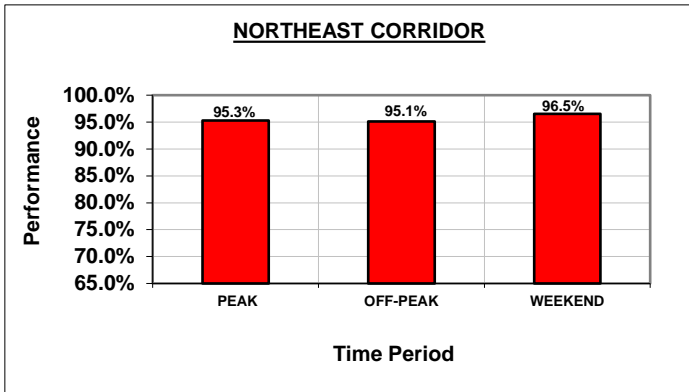
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD May 2021

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



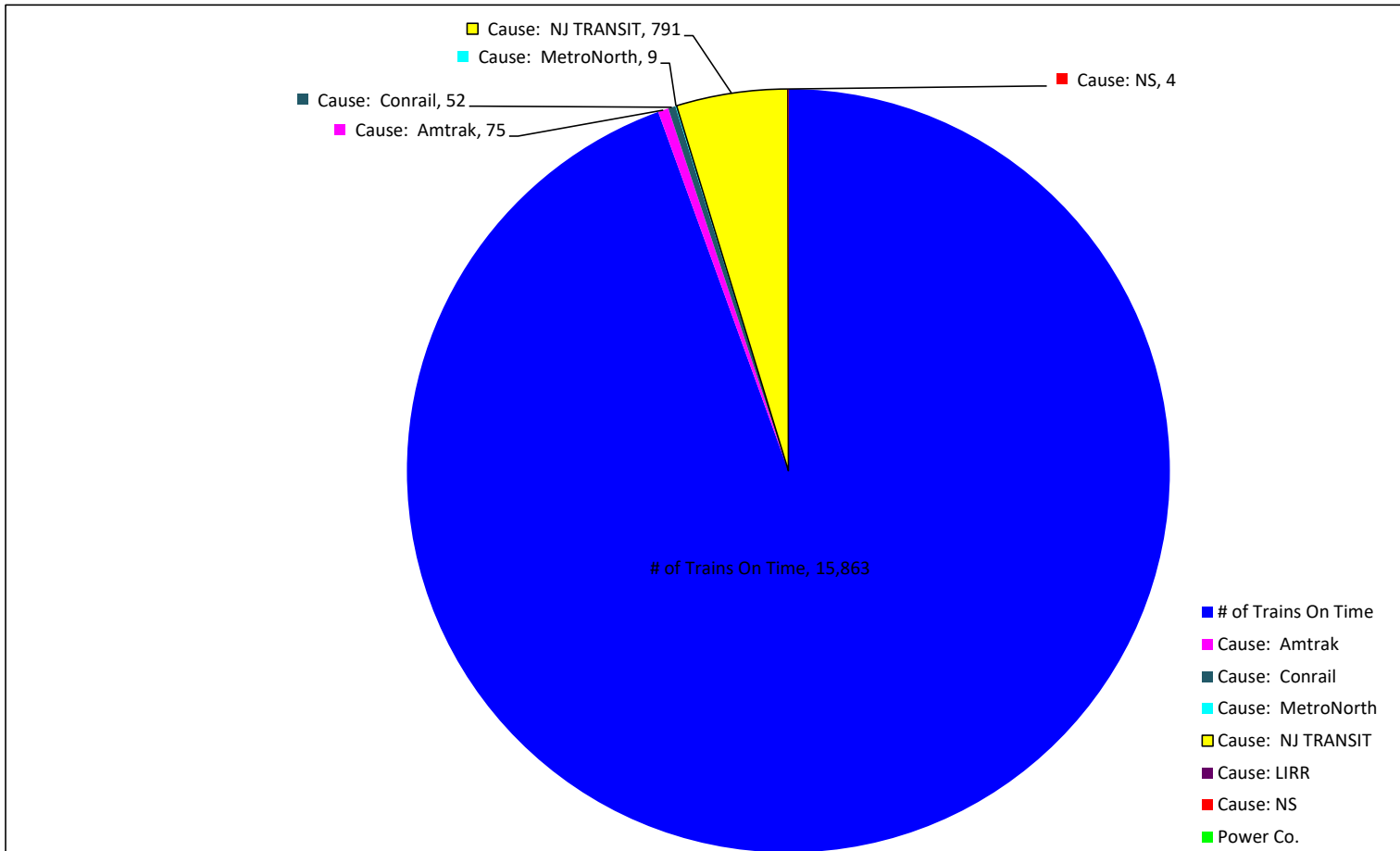
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MAY 2021



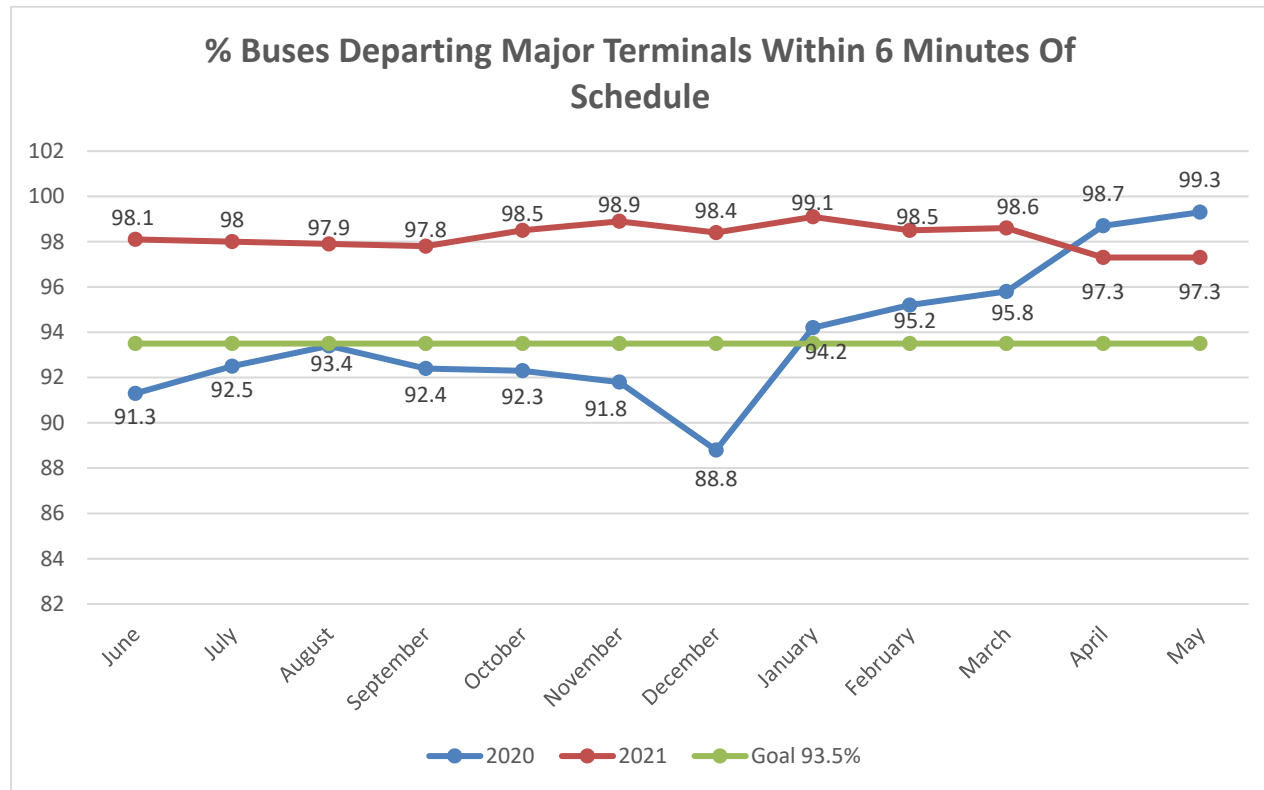
NJ TRANSIT Performance - MAY 2021

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	15,863	75	52	9	791		4	
# of Late Trains	931	0.45%	0.31%	0.05%	4.71%	0.00%	0.02%	0.00%
Total # of Trains	16,794							
Percentage On Time	94.5%							



NJ TRANSIT ON-TIME PERFORMANCE BUS June 2019 – May 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
May Comparison	99.3%	97.3%	-2.0%
12-Month Average June 2020 – May 2021	93.8%	98.2%	4.4%

Analysis:

Bus On-Time Performance systemwide was 97.3% for the month of May 2021. Of the 37,508 scheduled departures, 995 experienced delays.

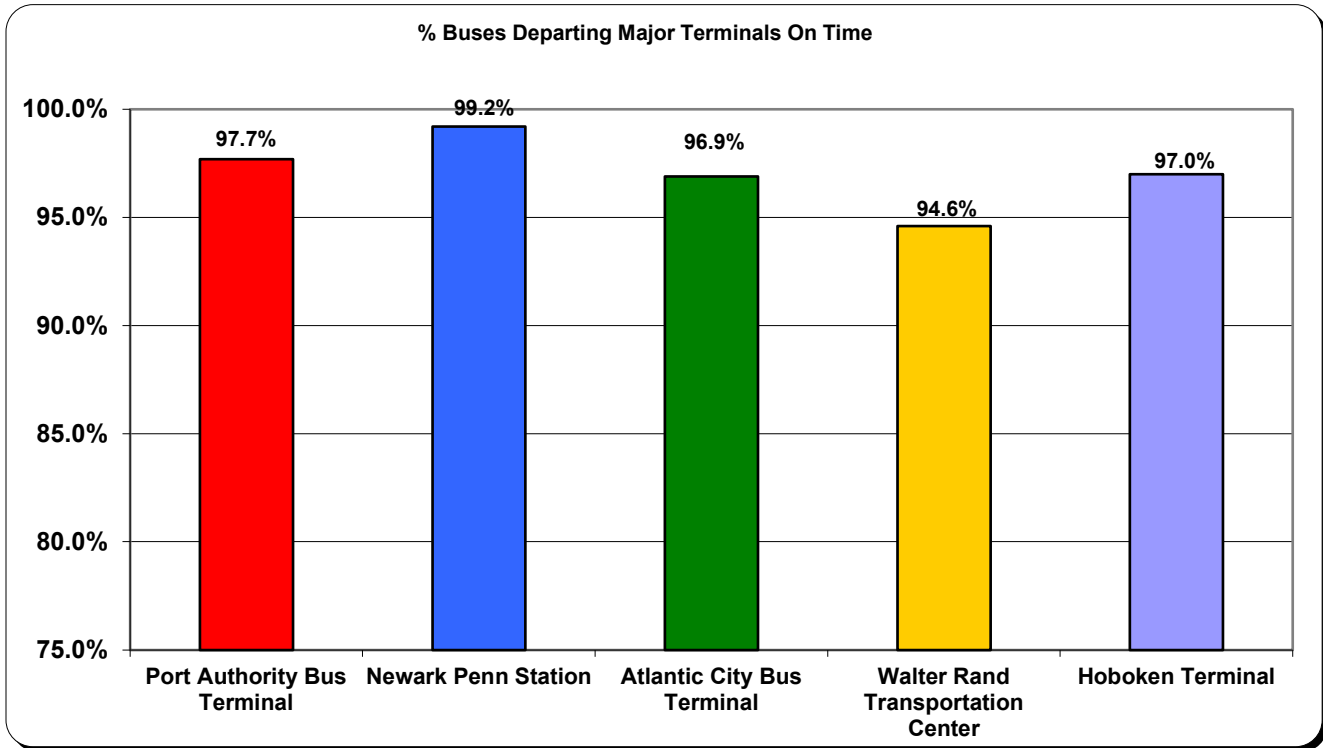
Key Causes included:

- Minor delays were caused due to weather, detours, traffic, and road construction on various days at Port Authority Bus Terminal.
- Mechanical issues, DOT inspections and road closures due to construction caused significant delays on select days at Newark Penn.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

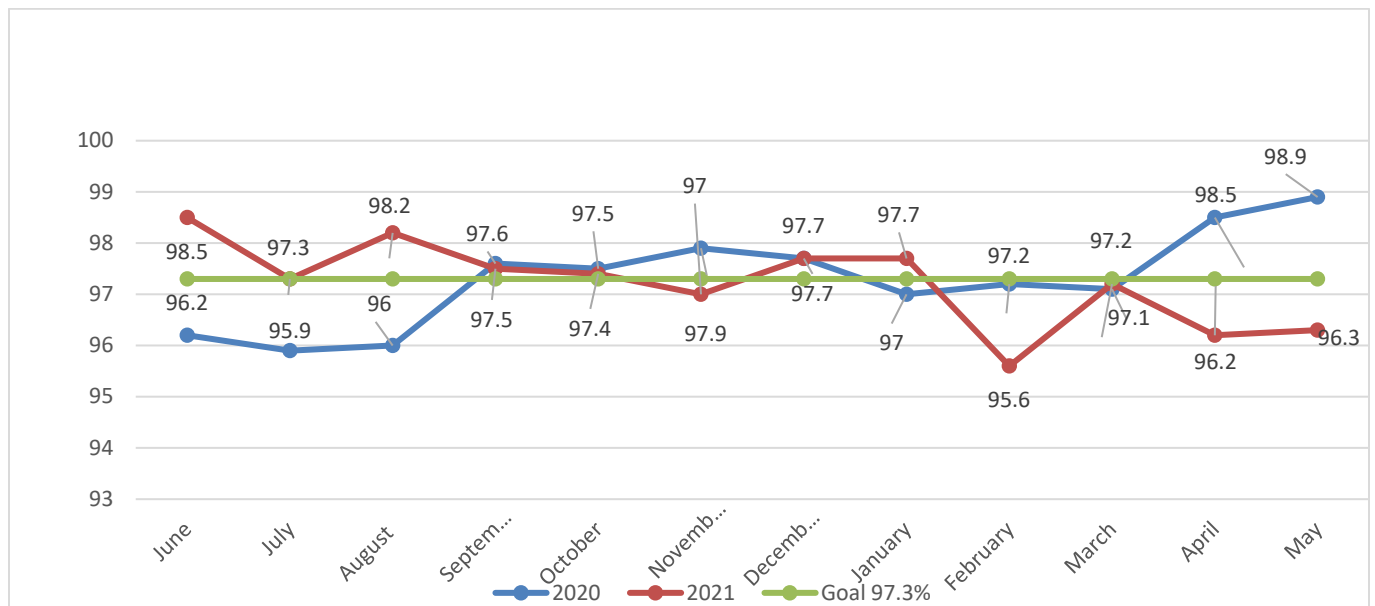
The 12-month average for Bus On-Time Performance was 98.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL June 2019 – May 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
May Comparison	98.9%	96.3%	-2.6%
12-Month Average June 2020 – May 2021	97.3%	97.2%	-0.1%

Analysis: Light Rail On-Time Performance system wide was 96.3% for the month of May 2021. Of the 26,512 scheduled departures, 1,086 experienced delays.

Key Causes included:

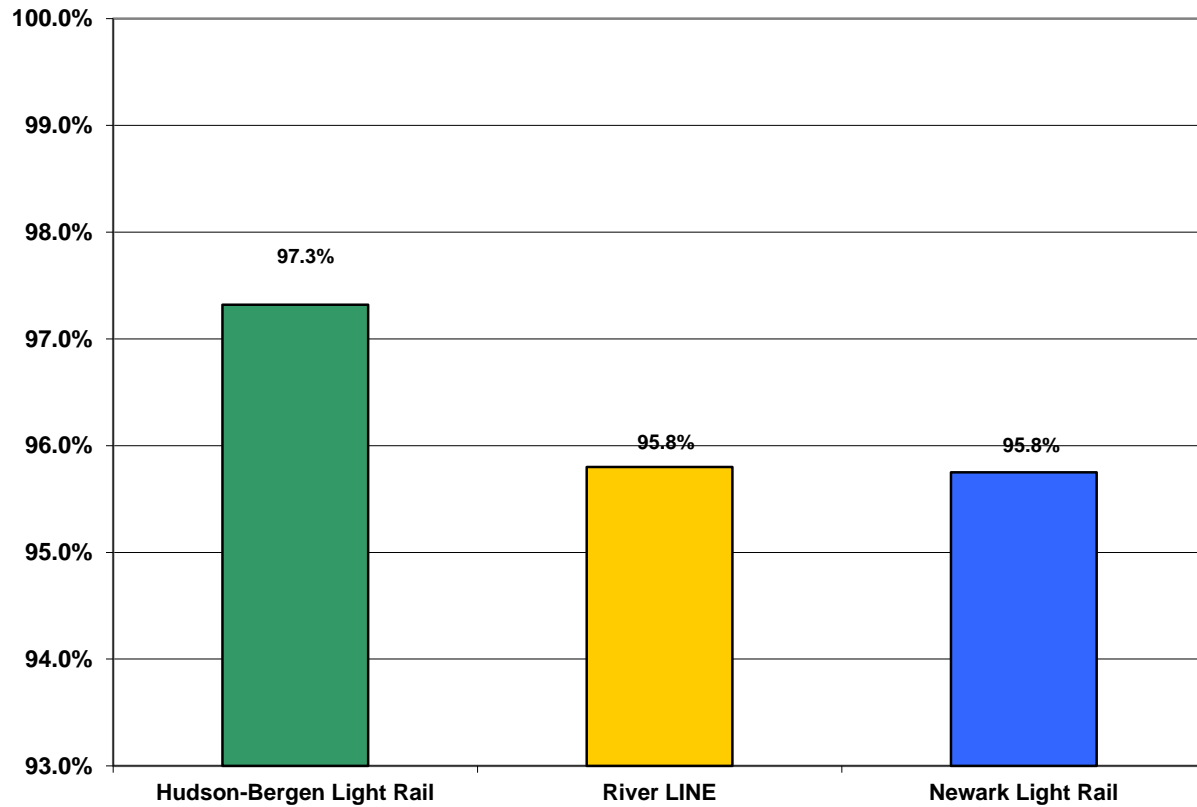
- **Newark Light Rail** – Personnel issues, police activity, mechanical issues and lack of equipment impacted service on multiple days this month.
- **River Line** – Light rail equipment and track maintenance impacted service on multiple days this month.
- **HBLR** – Door issues, power faults and a failed switch impacted service on multiple days this month.

The 12-month Average for Light Rail On-Time Performance was 97.2%

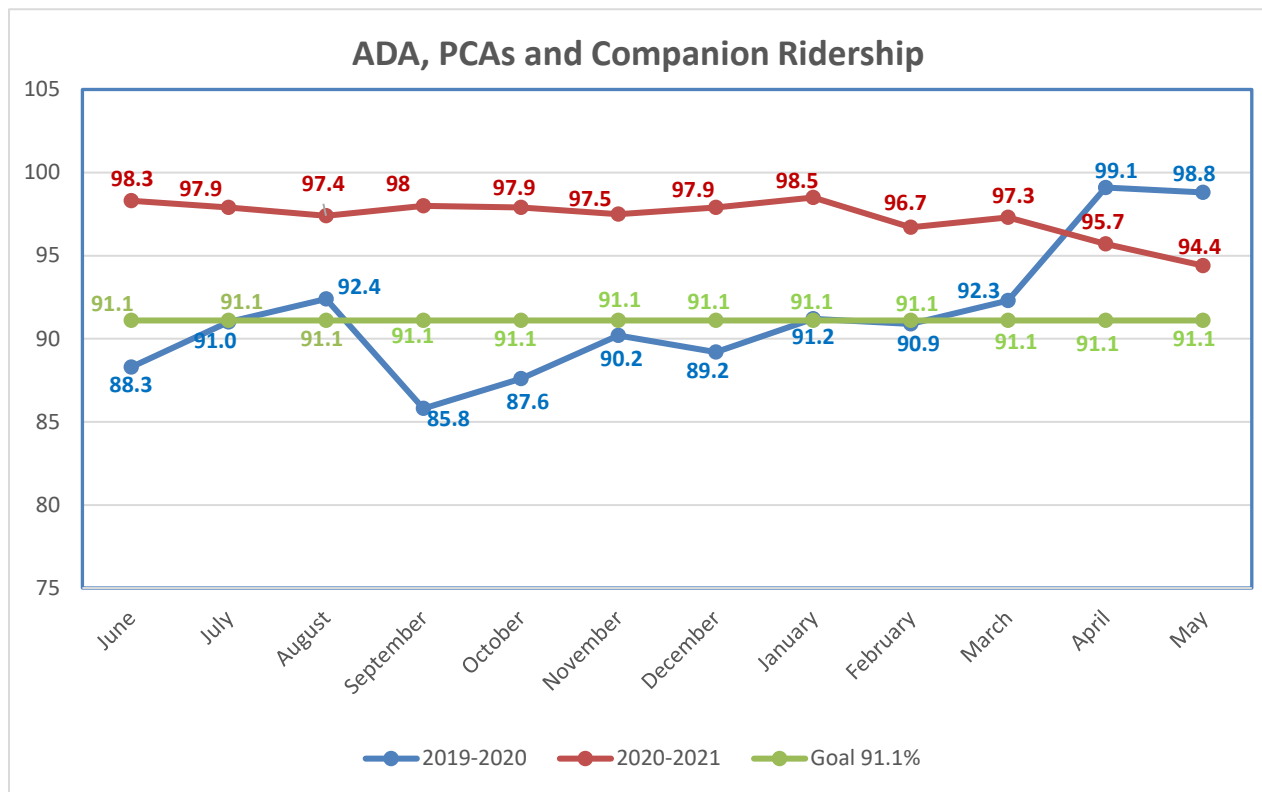
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE May 2021

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JUNE 2019– MAY 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
May Comparison	98.8%	94.4%	-4.4%
May Ridership	45,698	94,063	48,365
12-Month Average June 2020 – May 2021	91.4%	97.3%	5.9%

Analysis:

Access Link On-Time Performance was 94.4% for May 2021. In serving 104,657 total riders, for 94,063 ADA customers trips, 5,303 (or 5.6%) experienced delays.

Key Causes included:

- Increased road congestion
- Customer no-shows and delays
- Vehicle operator coverage

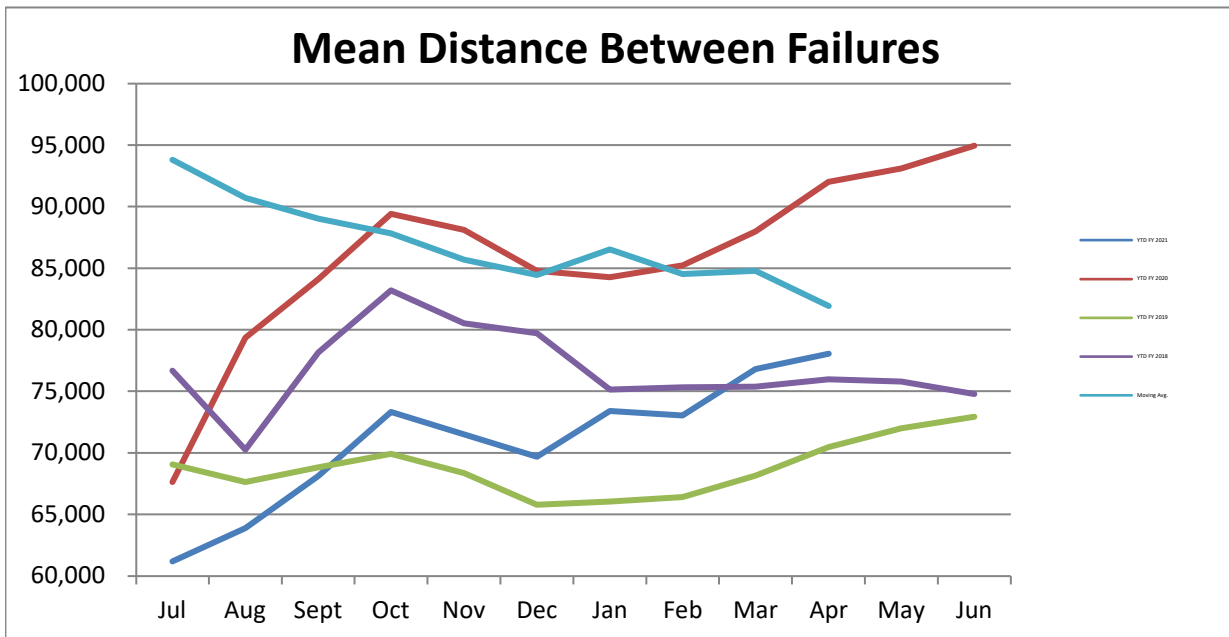
The 12-month Average for Access Link On-Time Performance was 97.3%.

MEAN DISTANCE BETWEEN FAILURES

April 2021

NJ TRANSIT Rail Operations
Mean Distance Between Failures

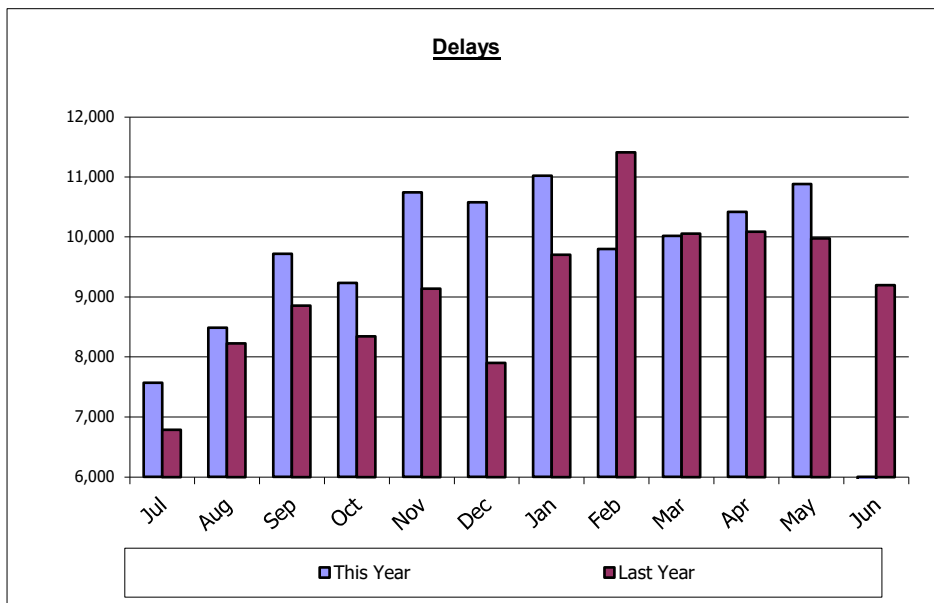
					12 Month
Month	YTD FY2021	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	73,320	89,410	69,913	83,213	87,817
Nov	71,498	88,101	68,356	80,523	85,702
Dec	69,664	84,773	65,796	79,711	84,451
Jan	73,392	84,273	66,025	75,139	86,531
Feb	73,030	85,233	66,391	75,324	84,529
Mar	76,790	87,973	68,141	75,376	84,772
Apr	78,072	92,007	70,447	75,968	81,931
May	-	93,119	71,986	75,787	-
Jun	-	94,969	72,930	74,776	-



Garage Performance Parameters

May 2021

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	10,315	4,731	3,465
Greenville	7,000	6,263	5,495	4,496
Market Street	8,000	5,464	5,803	6,521
Meadowlands	9,500	5,709	5,512	5,111
Oradell	10,000	7,164	8,182	6,724
Wayne	16,000	15,619	18,223	15,003
Northern Division	-	7,693	7,449	6,512
Big Tree	8,800	8,192	5,423	5,173
Hilton	10,200	9,733	7,978	7,201
Howell	16,750	33,759	30,794	31,221
Ironbound	9,600	13,914	9,674	7,352
Orange	9,250	6,197	5,080	5,390
Morris	10,500	47,776	22,898	27,534
Central Division	-	12,312	9,471	8,676
Egg Harbor	15,500	12,981	15,545	18,965
Hamilton	13,000	12,800	11,431	11,497
Newton Avenue	12,000	17,758	17,322	13,505
Washington Twp.	14,500	32,913	20,702	21,433
Southern Division	-	17,334	16,510	17,022
Bus Operations	-	10,881	9,706	8,868

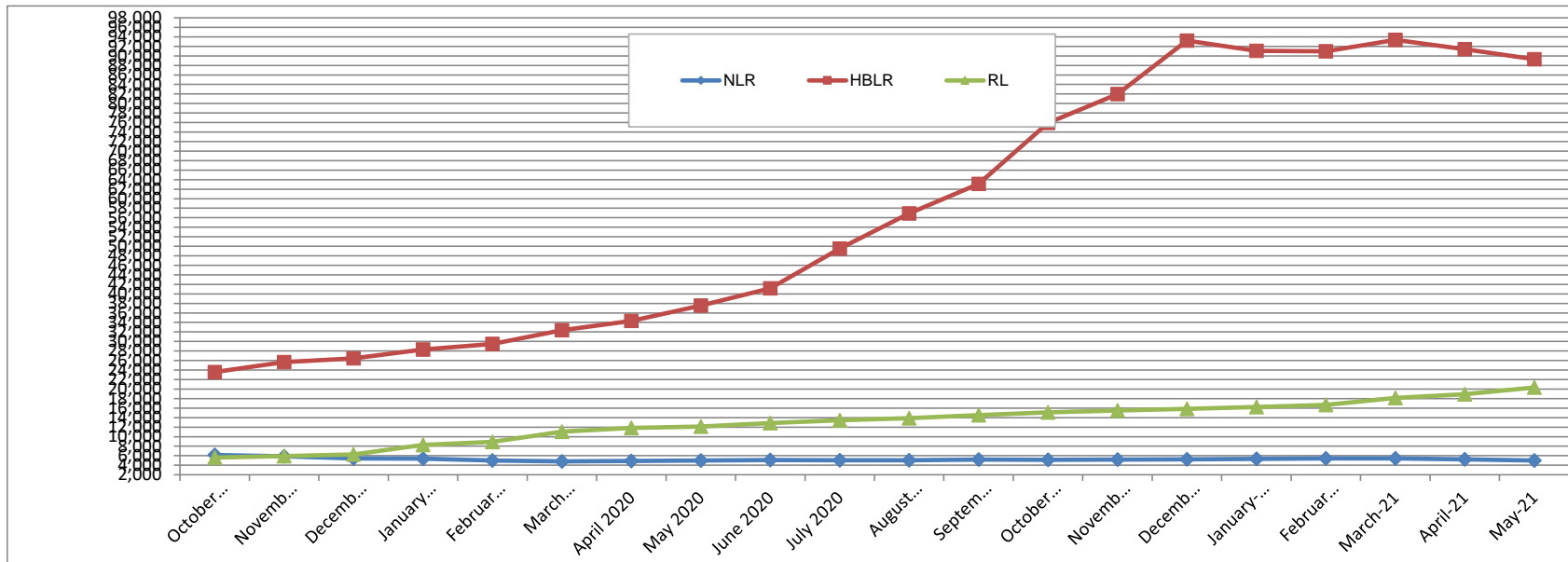


NJ TRANSIT - LIGHT RAIL, May 2021

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * May 2021	MDBSF * April 2021
Newark Light Rail	5,006	5,252
Hudson Bergen	89,288	91,397
River LINE	20,325	18,941

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **May 2021** NJ TRANSIT awarded **\$1,277,387.80** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0** or **0%**.

State Fiscal Year 2021 YTD (July 1, 2020 through May 31, 2021) NJ TRANSIT awarded **\$321,790,992.44** in state funded contracts. Of that total, SBEs received **\$44,660,735.34** or **13.88%**.

Note: The above reflects the Procurement Report of Awards received June 3, 2021.

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

Category 1 SBEs	\$1,735,994.76	0.54%
Category 2 SBEs	\$5,938,366.71	1.85%
Category 3 SBEs	\$8,294,649.05	2.58%
Category 4 SBEs	\$325,843.00	0.10%
Category 5 SBEs	\$19,164,152.27	5.96%
Category 6 SBEs	\$9,201,729.55	2.86%

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

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

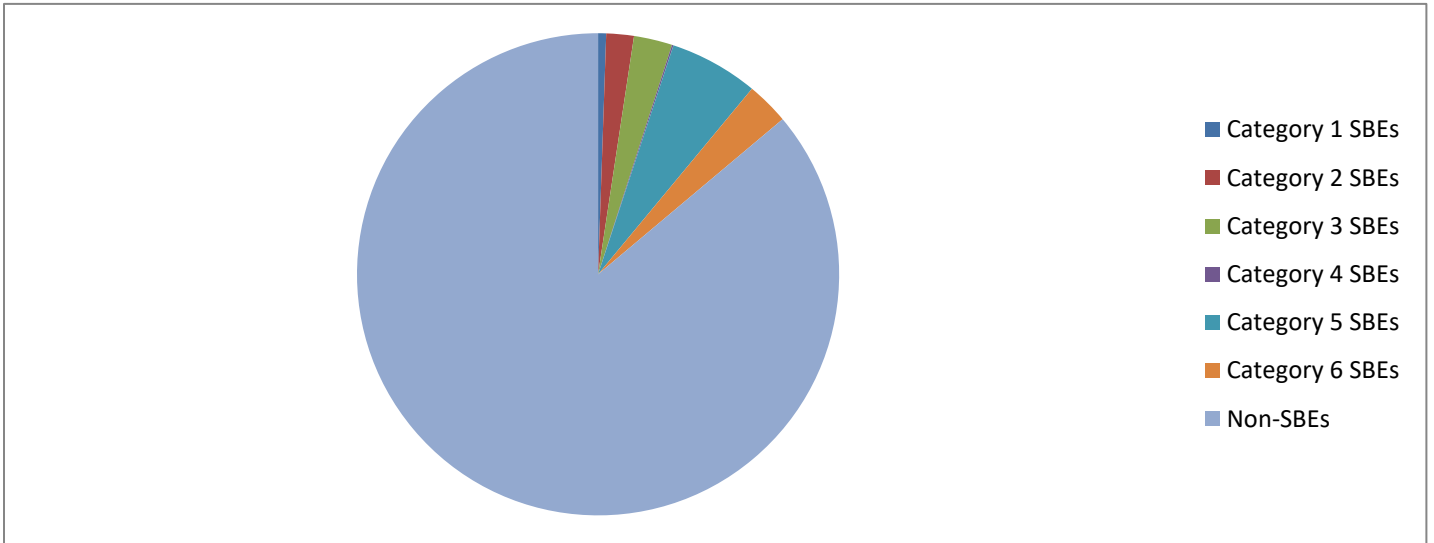
FFY 2020 through FFY 2021 Q2 (October 1, 2019 – March 31, 2021) NJ TRANSIT awarded **\$378,936,172.10**** in federally funded contracts. Of that total, DBEs received **\$31,489,220.22** or **8.310%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

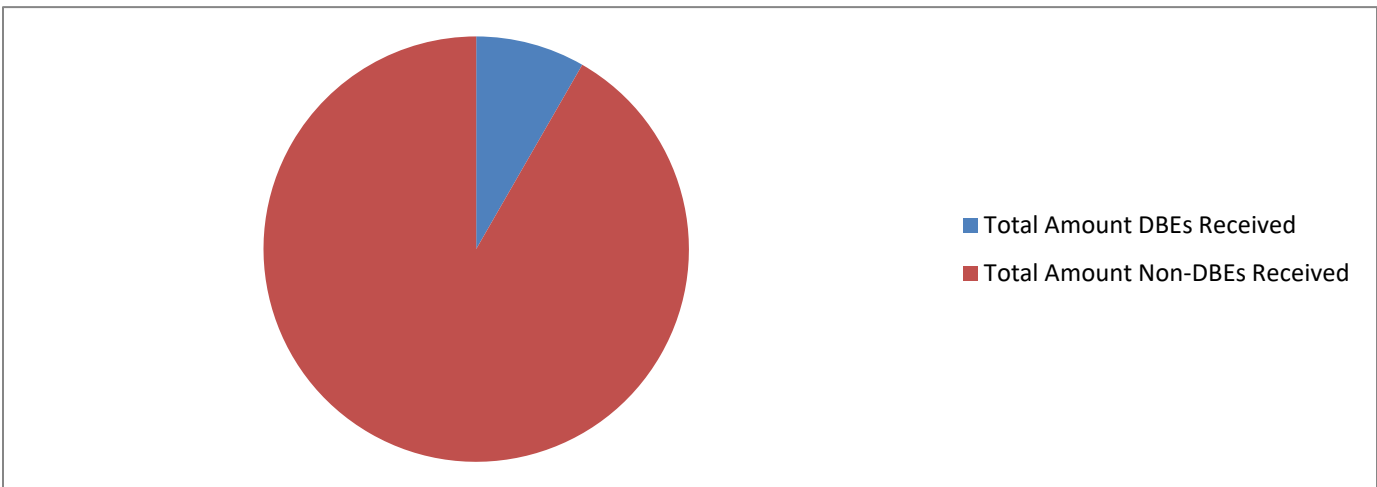
STATE CONTRACTS
STATE FYTD 2021

<i>Category 1 SBEs</i>	\$1,735,994.76	0.54%
<i>Category 2 SBEs</i>	\$5,938,366.71	1.85%
<i>Category 3 SBEs</i>	\$8,294,649.05	2.58%
<i>Category 4 SBEs</i>	\$325,843.00	0.10%
<i>Category 5 SBEs</i>	\$19,164,152.27	5.96%
<i>Category 6 SBEs</i>	\$9,201,729.55	2.86%
<i>Non-SBEs</i>	\$277,130,257.10	86.12%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

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



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. George Brown, Locomotive Engineer -- Various -- 30 years
2. Michael Carle, Carman -- Spring Valley -- 15 years
3. Robert Gasparitch, Asst. Conductor -- Various -- 23 years
4. Lewis Joynes, Locomotive Engineer -- Various -- 38 years
5. Virgil Lanni, Conductor -- Various -- 43 years
6. George Quinlan, Mgr Svc and Inspection -- MMC -- 28 years
7. Richard Sammarco, Tech -- MMC -- 30 years
8. George Semple, Asst. Supt. Mechanical Rail -- PSNY -- 32 years
9. James Tufano, Conductor -- Various -- 47 years
10. Alexandre Smith, Operator -- Howell -- 17 years
11. Andre Carter, Operator -- Hamilton -- 12 years
12. Fenel Choute, Operator -- Orange -- 16 years
13. Maria Guerrero, Operator -- Ironbound -- 14 years
14. Edward Idelson, Operator -- Wash Twp -- 30 years
15. Elpidio Liriano, Operator -- Ironbound -- 18 years
16. Gilberto Matias, Mechanic A -- Newark Bus -- 21 years
17. Antoine Mercedat, Operator -- Ironbound -- 13 years
18. Elena Rodriguez, Operator -- Oradell -- 23 years
19. Jean Calixte, Operator -- Ironbound -- 13 years
20. Ramadan Hagag, Mechanic A -- Newark -- 18 years
21. Rene Leggett, Clk Dist and Garage -- Market Street -- 22 years
22. Arthur Jones, Operator -- Wayne -- 30 years
23. Paul O'Boyle, Operator -- Wash Twp -- 26 years
24. Wanda Serrano, Operator -- Big Tree -- 21 years
25. Peter Woznicki, Maintainer A -- Wayne -- 28 years
26. Richard Eastman, Cleaner -- Big Tree -- 13 years
27. Joseph Saggiomo, Repairman A -- Wash Twp -- 11 years
28. Ainis Kellijs, Supv Bus and Non-Revenue -- Penn Plaza, 30 years
29. Leslie Davis, Regional Supv -- GOB -- 28 years

ACTION ITEMS

ITEM 2106-35: FISCAL YEAR 2022 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE PROCUREMENT BY EXCEPTION AUTHORIZATION

WHEREAS, NJ TRANSIT requires maintenance services and supplies to support the operation of various major equipment; and

WHEREAS, NJ TRANSIT requires signal and electrical equipment and parts to restore systems damaged by Superstorm Sandy; and

WHEREAS, it is necessary to obtain these required maintenance items and services from specific sources; and

WHEREAS, various software maintenance contracts and licensing agreements expire this year; and

WHEREAS, these contracts ensure the continued operation of both the hardware and software which support NJ TRANSIT's business units, and rail and bus operations; and

WHEREAS, these products are being fully utilized throughout the corporation and the demand for services and software upgrades continues; and

WHEREAS, NJ TRANSIT is unaware of other sources for these items and services; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived in instances where only one source of supply is available; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when more favorable terms can be obtained from a primary source of supply; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when technical equipment will assure standardization and interchangeability; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(b) competitive procurement requirements may be waived for technical services; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(e) competitive procurement requirements may be waived with respect to specialty vehicles, major equipment and signal and fare collection systems; and

WHEREAS, the President and CEO certifies that these Sole, Single, and Limited Qualified Source acquisitions listed on Exhibits A1, A2, and A3 are consistent with and authorized by N.J.S.A. 27:25-11(g), and NJ TRANSIT's Regulations, including N.J.A.C. 16:72-1.5(e)(8), N.J.A.C. 16:72-1.5(e)(12) and N.J.A.C. 16:72-1.5(e)(14);

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$24,000,000, plus five percent for contingencies to account for increase in ordering quantities and changing market conditions, subject to the availability of funds. New firms with material or services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to enter into procurement-by-exception contracts for the purpose of maintaining/ upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,513,572, subject to the availability of funds. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to enter into procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT Resilience Program at a cost not to exceed \$3,700,000.00, subject to the availability of funds, Federal Transit Administration approval and all other applicable requirements. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year will be submitted to the Board. This request will cover a 12-month period from July 1, 2021 to June 30, 2022.

EXHIBIT A1

**FISCAL YEAR 2022 PROCUREMENT BY EXCEPTION VENDORS
REPLACEMENT PARTS AND SERVICES**

	Vendor	City	State
1.	ABB, Incorporated	Raleigh	NC
2.	AFL Telecommunications*	Duncan	SC
3.	Alstom Signaling Inc.*	New York & West Henrietta	NY
	Alstom Transportation Inc.*	Lisle	IL
4.	Apollo Video Technology LLC* (dba Luminator Technology Group, Inc.)	Bothel	WA
5.	BBM Railway Equipment LLC	Youngstown	OH
6.	Bentech	Philadelphia	PA
7.	Bombardier Transit Corporation	Ontario	Canada
8.	Cleaveland/Price Inc.*	Westmoreland	PA
9.	Clever Devices*	Syosset	NY
10.	Cubic Transportation Systems Inc.*	Tulahoma	TN
11.	Cummins, Inc.	Kearny	NJ
12.	Dellner Couplers Inc.	Charlotte	NC
13.	Eastec (SBE)	Wall	NJ
14.	Flowbird Transport Ltd.*	Poole	UK
15.	Foley Inc.	Piscataway	NJ
16.	Hanning and Kahl LP	Bridgeport	PA
17.	Henkels & McCoy*	Blue Bell	PA
18.	Hirail Corporation	Lisbon	IA
19.	HiTran	Flemington	NJ
20.	Hitachi Rail STS (formerly Ansaldo)*	Pittsburgh	PA
21.	Jamaica Bearings	New Hyde Park	NY
22.	Kinkisharyo International LLC	Jersey City	NJ
23.	Knorr Air Brake	Westminister	MD
24.	La Marche Manufacturing Co.*	Des Plaines	IL
	Luminator Technology Group, Inc.*	Plano	TX
25.	Lux Aeterna	Quebec	Canada
26.	LYTX/DriveCAM*	San Diego	CA
27.	McConway and Torley, LLC	Pittsburgh	PA
28.	Motive Equipment	New Berlin	WI
29.	National Railway Supply	Savannah	GA
30.	National Refrigerants Inc.	Philadelphia	PA

EXHIBIT A1

**FISCAL YEAR 2022 PROCUREMENT BY EXCEPTION VENDORS
REPLACEMENT PARTS AND SERVICES**

31.	ORX Railway Corporation	Tipton	PA
32.	Pandrol	Memphis	TN
33.	Power Trunk, Inc.*	Jersey City	NJ
34.	Precision Transmission	Colmar	PA
35.	Progress Rail*	Albertville	AL
36.	Railhead Corporation	Aslip	IL
37.	Railroad Friction Products	Laurinburg	NC
38.	Saft America Inc.*	Cockeysville	MD
39.	Scantron Corporation*	Irvine	CA
40.	Seaboard Global	Ocean Township	NJ
41.	Schweitzer Engineering Labs'	Pullman	WA
42.	Sherwood Electromotion	Ontario	Canada
43.	Siemens Industry, Inc	Wendell	NC
44.	Siemens Mobility, Inc.*	Alpharetta	GA
45.	Simmons Machine Tool Corp.	Albany	NY
46.	Stewart & Stevenson Power	Lodi and Piscataway	NJ
47.	The Aftermarket Parts Company	Delaware	OH
48.	Faively Transtech/ (Wabtec)*	Greenville Charlotte	SC NC
49.	Vapor Stone Rail Systems	Plattsburgh	NY
50.	Voith Turbo Inc.	Sacramento	CA
	Wabtec Global Service Center	Kansas City	MO
	WABTEC Locomotive Products *	Wilmerding	PA
	Wabtec Passenger Transit*	Spartanburg	SC
51.	Westcode Inc.	Chadds Ford	PA
52.	Whiting Corp.	Monee	IL
53.	Winchester Interconnect	Winsted	CT

* This vendor(s) provides materials and services across multiple Business Units of NJ TRANSIT.

EXHIBIT A2

**FISCAL YEAR 2022 PROCUREMENT BY EXCEPTION VENDORS
COMPUTER HARDWARE AND SOFTWARE**

	Vendor	City	State
1.	Activu (SBE)	Rockaway	NJ
2.	Baran Design Associates	Bergenfield	NJ
3.	BEM Systems, Inc.* (SBE)	Chatham	NJ
4.	Bentley Systems, Inc.	Exton	PA
	Clever Devices*	Woodbury	NY
5.	Collins-ARINC	Annapolis	MD
	Cubic Transportation Systems, Inc.*	Tullahoma	TN
6.	Enghouse	Toronto	Canada
	Flowbird Transport Ltd.*	Poole	UK
7.	Gannett Fleming Co. (formerly	Camp Hill	PA
8.	Giro Incorporated	Montreal	Canada
9.	HERE North America, LLC (formerly	Chicago	IL
10.	Intergraph Corp dba Hexagon	Huntsville	AL
11.	Highline Software, Inc.	Toronto	Canada
12.	HUB Parking Technology USA	Warrandale	PA
13.	IBM	Piscataway	NJ
14.	Kronos	Chelmsford	MA
	Luminator Technology Group, Inc.*	Bothell	WA
	Lytix*	San Diego	CA
15.	Michael Baker International, Inc.	Newark	NJ
16.	MIS Sciences	Burbank	CA
17.	New Demand, LLC	Boonton	NJ
18.	Nuance	Mahwah	NJ
	Power Trunk, Inc.*	Jersey City	NJ
19.	PS Technology, Inc.	Bolder	CO
20.	Qognify, Inc. (formerly Nice Systems)	Paramus	NJ
21.	Resource System Group, Inc.	White River Inc	VT
22.	Riskonnect Clear Sight	Kennesaw	GA
23.	S&A Systems	Rockwall	TX
24.	Signature Rail Limited	York	UK
25.	Software AG, Inc.	Reston	VA
26.	Solari Corporation	Udine	IT
27.	Target Recruit, LLC	Houston	TX
28.	Trapeze Software Group	Scottsdale	AZ
29.	Wireless Communications & Electronics	West Berlin	NJ

* This vendor(s) provides materials and services across multiple Business Units of NJ TRANSIT.

EXHIBIT A3

**FISCAL YEAR 2022 PROCUREMENT BY EXCEPTION VENDORS
RESILIENCE PROGRAM**

Vendor	City	State
AFL Telecommunications*	Jersey City	NJ
Alstom Signaling, Inc.*	West Henrietta	NY
BEM Systems, Inc.* (SBE)	Chatham	NJ
Cleveland/Price, Inc.*	Trafford	PA
Henkels & McCoy, Inc.*	Blue Bell	PA
Hitachi Rail STS (formerly Ansaldo STS)*	Pittsburgh	PA
La Marche Manufacturing Company*	Des Plaines	IL
Saft America, Inc.*	Cockeysville	MD
Siemens Mobility, Inc.*	Louisville	KY
Faively Transtech/(Wabtec)*	Piedmont	SC

** This vendor(s) provides materials and services across multiple Business Units of NJ TRANSIT.*

Continuous Welded Rail (CWR)

240,000 LF in total

Three (3) Rail Trains, each with 80,000 LF of 136 RE Rail in 50 1600' strings.

Rail will be used to replace curved worn rail throughout NJ TRANSIT's system.

Rail will also be used for Capital Construction projects.



Continuous Welded Rail (CWR)

- 1 CWR improves passenger ride
- 2 CWR reduces maintenance costs
- 3 CWR train will allow NJ TRANSIT to place rail were needed



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ITEM 2106-36:

CONTINUOUS WELDED RAIL

WHEREAS, NJ TRANSIT maintains 540 track miles of rail, of which over 95 percent are continuous welded rail; and

WHEREAS, NJ TRANSIT will replace curve-worn rail throughout the system and support various capital projects that require new trackwork; and

WHEREAS, NJ TRANSIT Office of Business Development (OBD) assigned a Race Neutral Disadvantaged Business Enterprise (DBE) goal for the Continuous Welded Rail 136RE Project. OBD reviewed and approved the Race Neutral DBE utilization commitment identified by LB Foster Company; and

WHEREAS, upon completion of a competitive procurement process, LB Foster Company was determined to be the lowest responsive and responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-608 with LB Foster Company of Pittsburgh, Pennsylvania, for Continuous Welded Rail 240,000' 136RE in the amount not to exceed \$5,994,600.12, plus five percent for contingencies.

ITEM 2106-37: INFORMATION TECHNOLOGY: AWARD OF CONTRACT FOR INFORMATION SECURITY EQUIPMENT TO SHI FOR STATE OF GOOD REPAIR

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

WHEREAS, The NJ TRANSIT Information Technology Department's next generation security product that protects browsing, email, website services, and the NJ TRANSIT network from disruption due to malicious events requires an upgrade to maintain the state of good repair. This will also reduce risk allowing for more security controls to be applied throughout the enterprise; and

WHEREAS, NJ TRANSIT has received a federal grant from the Department of Homeland Security to maintain the state of good repair of its information security technology;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into the Sourcewell Cooperative Purchasing Program Contract No. 081419 with SHI International, Corp. of Somerset, New Jersey, for the purchase of specified information security equipment in the amount not to exceed \$1,719,842.94, plus five percent for contingencies, subject to the availability of funds.

ITEM 2106-38: AMENDMENT TO PASSAIC COUNTY LOCAL BUS SERVICE CONTRACT TO TEMPORARILY OPERATE THE HUDSON COUNTY LOCAL BUS SERVICE

WHEREAS, the Number 22 Hillside LLC (An Academy Company) agreement to operate the Hudson County Local Bus Service under NJ TRANSIT Contract No. 17-002 will expire effective June 25, 2021; and

WHEREAS, continuation of this service is important to our riders, and it is consistent with our mission to provide for the operation of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, Community Transportation Inc. (Coach USA) currently operates the Bergen and Passaic County Local bus services under contract with NJ TRANSIT and is familiar with the service requirements and can immediately take over the operation of the service without incurring any service disruptions; and

WHEREAS, Community Transportation was previously selected through a competitive procurement process to operate the Passaic County Local Bus Service under NJ TRANSIT Contract No. 17-001; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a three percent Category 3 SBE Goal for this project. The Office of Business Development reviewed and approved the 3.08% SBE utilization commitment identified by Community Transportation Inc.; and

WHEREAS, staff has determined that the most expeditious and cost-effective way to ensure the continuation of the Hudson County Local Bus Service without interruption is to amend the existing Passaic County Local Bus Service contract with Community Transportation to operate the Hudson County Local Bus service on a temporary basis until such time as a Request for Proposal procurement process can be completed;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all actions necessary to amend NJ TRANSIT Contract No. 17-001 with Community Transportation Inc., of Paramus, New Jersey, to operate the Hudson County Local Bus Service for a period of a 12-month contract term from June 26, 2021 through June 25, 2022 at a cost not to exceed \$18,354,657, plus five percent for contingencies, for a total contract authorization of \$19,272,390, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

ITEM 2106-39: NJ TRANSIT SECOND ADVERTISING CONTRACT MODIFICATION

WHEREAS, in September 2018, NJ TRANSIT entered into Advertising Revenue Contract Agreement No. 17-033 with Intersection Media, LLC (“Intersection”) to act as NJ TRANSIT’s exclusive advertising revenue contractor (the “Agreement”). Under the Agreement, Intersection pays NJ TRANSIT a Minimum Annual Guarantee amount (“MAG”) or a certain contractually agreed upon percentage of the annual revenue generated under the Agreement, whichever is greater; and

WHEREAS, in June 2020, the NJ TRANSIT Board of Directors approved the terms of a Change Order to the Agreement granting financial relief to Intersection for a six-month period commencing March 1, 2020 and ending August 31, 2020; and

WHEREAS, Intersection has notified NJ TRANSIT that low ridership levels and the economic impact of the COVID-19 pandemic continue to negatively impact Intersection’s ability to generate advertising revenue on NJ TRANSIT’s assets and is requesting additional financial relief; and

WHEREAS, acknowledging the significant, systemwide reduction in ridership, and in an effort to enable Intersection to continue to promote and secure advertising contracts on NJ TRANSIT’s assets, staff is proposing a second payment modification granting Intersection continued financial relief as discussed in more detail in Executive Session;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session.

ITEM 2106-40:

PARKING OPERATORS COVID RELIEF

WHEREAS, as a result of the COVID-19 pandemic, NJ TRANSIT's commuter parking facilities are not generating sufficient revenue to cover day to day operating expenses; and

WHEREAS, NJ TRANSIT's parking operators have requested financial relief from their operating agreements with NJ TRANSIT and have indicated that they will not be able to continue providing services at these parking facilities if such relief isn't granted; and

WHEREAS, in an effort to preserve these essential services for NJ TRANSIT commuters and recognizing the significant reduction of ridership due to COVID-19, NJ TRANSIT recommends providing the parking operators with financial relief under their agreements for the period of April 2020 through December 2021 (the "COVID Relief Period"); and

WHEREAS, the financial relief being proposed by NJ TRANSIT is discussed in more detail in Executive Session; and

WHEREAS, if the proposed financial relief is approved, the cost to NJ TRANSIT of such financial relief is discussed in Executive Session;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions to implement financial relief in accordance with the terms as discussed in Executive Session.

ITEM 2106-41: GARDEN STATE OUTDOOR LLC SETTLEMENT AGREEMENT

THIS ITEM WAS DEFERRED

ITEM 2106-42: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL

WHEREAS, NJ TRANSIT maintains a Corporate Risk Management Insurance Program to protect its customers, employees, directors, officers and property against personal injury and damage in the event of accidents and other casualties; and

WHEREAS, it is in the best interest of NJ TRANSIT and sound fiscal policy to continue to maintain the Corporate Insurance Program; and

WHEREAS, NJ TRANSIT is negotiating the renewal of its Corporate Risk Management Insurance Program and the services necessary to administer the program for FY2022;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2021 through June 30, 2022 at an annual cost not to exceed an amount discussed in executive session, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2022 Operating Budget.

ITEM 2106-43: PERSONAL INJURY CLAIM OF BAMBIE J. BANKS

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

WHEREAS, Bambie J. Banks 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 Bambie J. Banks 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 2106-44: PERSONAL INJURY CLAIM OF FRANKLIN GUEVARA-RODRIGUEZ

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

WHEREAS, Franklin Guevara-Rodriguez 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 Franklin Guevara-Rodriguez through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 2106-45: PERSONAL INJURY CLAIM OF MICHELLE HILL

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

WHEREAS, Michelle Hill 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 Michelle Hill through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

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

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