

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

NJ TRANSIT
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February 18, 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, February 10, 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, February 10, 2021. The meetings occurred concurrently.

Board Members

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

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Joyce J. Zuczek, Board Secretary
Ronald E. Nichols, Chief, Light Rail & Contract Services
Eric R. Daleo, Senior Vice President, Capital Programs
Jeannie Kwon, Senior Vice President & Chief Administrative Officer
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
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 6:00 p.m. in accordance with the Open Public Meetings Act and Board Secretary Zuczek conducted a roll call and noted Board Member Maroko was absent. Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on February 4, 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 December 9, 2020 and January 4, 2021 Board meetings. Vice Chair Cedrick T. Fulton made the motion, Board Member Bob Gordon seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett said they had quite a few important updates to cover since they last met, so he hoped they would all bear with him for a report that will be a bit longer than usual this month. He began by thanking every NJ TRANSIT employee who worked around the clock last week, oftentimes leaving home and/or family behind, to help NJ TRANSIT fight the snowstorm, which was among the biggest in their state’s history.

While much of the region was snowed in, NJ TRANSIT employees were out there battling the elements, working 24/7 clearing stations, platforms, and parking lots. They also kept customers informed every step of the way with multiple press releases, website and mobile app updates, and regular and frequent social media messaging with the most up-to-date service information.

Thousands of NJ TRANSIT employees worked around the clock before, during, and after the storm to ensure a safe return to the system once service resumed. They deserve thanks and appreciation for the work they did last week, and the work they do every day to keep the state moving.

President & CEO Corbett provided COVID-related updates. Unfortunately, NJ TRANSIT lost another long-serving member of their organization since their last meeting, due to confirmed COVID-19-related complications.

Francesco “Frank” Prifitera passed away on January 30, 2021. He worked at NJ TRANSIT for more than 31 years in Rail Operations, working out of the Meadows Maintenance Complex (MMC). President & CEO Corbett said they will always be grateful for his service and asked that they keep Frank’s family, friends, colleagues, and loved ones in their thoughts and prayers. President & CEO Corbett asked for a moment of silence in his honor.

In terms of ridership, they have not seen significant movement since President & CEO Corbett’s last report to the Board in December. Rail ridership remains at approximately 20 to 25 percent from pre-COVID levels, systemwide. Bus ridership continues to hold steady at around 50 percent from pre-COVID levels, systemwide, with significantly greater gains on local intra-state service, compared to New York service. Overall, light rail ridership remains at approximately 55 percent of pre-COVID levels.

Transit ridership globally remains far below pre-pandemic levels, although they are encouraged by and grateful for the passage of the Coronavirus Response and Relief Supplemental Appropriations Act, or CRRSAA, which will send a second round of federal relief funding to NJ TRANSIT. While the final dollar amount is still being finalized, preliminarily, they anticipate the CRRSAA funding will allow NJ TRANSIT to maintain current service levels through Fiscal Year 2022, as ridership gradually returns. They will update the Board with more information on CRRSAA funding as it becomes available.

They are working in many ways right now to encourage customers to come back to transit and to model safe behaviors, one is through participation in the region-wide Mask Force initiative. On January 27, 2021, they held their second Mask Force distribution effort, where employees throughout the organization volunteered at several stations, and onboard vehicles.

To date, they have distributed more than 13,000 masks through Mask Force, and more than 41,000 overall. The next Mask Force deployment is scheduled for February 25, 2021.

In a separate effort to boost ridership and better accommodate the needs of customers, on Monday NJ TRANSIT introduced a pilot ticketing option called FLEXPASS. This creative new fare option allows for more flexible travel options to better accommodate customers' current commuting patterns. Customers using FLEXPASS receive 20 one-way tickets, at a 20 percent discount off the one-way fare, that are valid for 30 days from the date of purchase.

FLEXPASS tickets are valid on bus, rail, and light rail, and are available for purchase only through the NJ TRANSIT mobile app during the pilot. They are making this option available to customers who may find that traditional monthly, weekly, and ten-trip tickets are not economically optimal based on their current commuting frequency.

FLEXPASS represents yet another way they are working to be as responsive as possible to the ever-evolving changes taking place in their ridership and region right now, not only to build and restore customer confidence in their system, through aggressive cleaning and disinfection, but also to make transit as attractive as possible, to get customers riding again as soon as possible. For more information on FLEXPASS, please visit: njtransit.com/flexpass.

As some may remember, before the pandemic struck, President & CEO Corbett's focus at NJ TRANSIT was back to basics with three key elements: people, technology, and infrastructure. Today, despite the challenges of responding to the COVID-19 pandemic, this focus continues, as demonstrated by the many developments in these areas since the last Board meeting.

President & CEO Corbett started discussing people. On January 5, 2021, he was proud to join Governor Murphy, Commissioner Gutierrez-Scaccetti, and New Jersey Senate Transportation Committee Chair Pat Diegnan to celebrate yet another class of locomotive

engineers preparing to join their ranks. This class represents 94 new locomotive engineers added to their roster since 2018, a net gain of almost 55 engineers over that time. That's quite a contrast to the eight years before 2018, when NJ TRANSIT lost a net 61 locomotive engineers.

This class brings their roster of active locomotive engineers to approximately 385, overall. Though that number is just shy of the 390 they targeted for a full roster, they remain on pace to have a full roster with the next graduating class early in the spring of this year.

All of these new engineers will help NJ TRANSIT achieve their number one goal: better, more reliable service for customers. And to reiterate his earlier commitment: once they have fully restored the ranks of locomotive engineers, they will maintain a full pipeline of trainees moving forward, to keep pace with normal attrition. In fact, another 24 trainees started their first day of class today.

On the bus side of NJ TRANSIT's operation, they have graduated more than 900 bus operators since 2018, another position that is critical to reliable service delivery.

As they recruit and hire employees on an unprecedented scale, they are working diligently to foster a diverse and inclusive working environment at NJ TRANSIT. Toward that end, this month, NJ TRANSIT recognizes Black History Month, a time for all to reflect on and celebrate the many accomplishments and contributions made by Black people throughout history.

While not underestimating the distance they must travel on the road to realizing racial equity, President & CEO Corbett was encouraged by the work he sees them doing as a State and as an agency, to move forward. The recent launch of their Diversity and Inclusion initiative, and with it their Black/African-American Company Employee Resource Group pilot, demonstrate their commitment to becoming a more inclusive organization, where every employee can realize success, and every customer and community member can feel welcomed when it comes to using the services NJ TRANSIT provides.

They are planning to introduce additional Company Employee Resource Groups, as well, to facilitate broader inclusion of their employee base, including groups for women, Hispanics, Asian-Americans, and others. New Jersey is one of the most diverse states in the nation, and President & CEO Corbett is extremely proud of the fact that NJ TRANSIT, with its roughly 12,000 employees, reflects that as one of the most diverse organizations in the state.

As they continue their focus on people, they also continue to leverage technology to protect customers and employees, improve the customer experience, and more generally, to make their system easier to use. For example, last month they received a \$600,000 federal grant from the U.S. Department of Transportation (USDOT) that will enable NJ TRANSIT to use artificial intelligence and video analytics to study customer

flow and identify opportunities to improve mask compliance and other metrics, in response to the COVID-19 pandemic.

Through this grant, they will use heat mapping and software to analyze capacity and mask compliance to provide invaluable data, all anonymous and used in the aggregate, that will improve their ability to identify trends in ridership patterns and deploy resources where they are most needed. The goal of the pilot is to analyze the effectiveness of the technology to determine if it can be expanded throughout their system to create the safest possible travel environment for customers and employees.

Throughout the duration of the pilot, River LINE customers will also have access to real-time reliable crowd data, available through the NJ TRANSIT mobile app. The app will provide River LINE customers with information similar to what bus and rail customers have access to in the “How Full is My Ride” mobile app feature, allowing them to make more informed travel decisions.

In addition to leveraging new technology on light rail, they are piloting pre-boarding, contactless fare collection technology on their bus network. Last week, NJ TRANSIT began scanning customer tickets prior to boarding the 126-bus line, on trips departing the Port Authority Bus Terminal from 3:30 to 7:00 p.m.

Through this new pilot program, NJ TRANSIT employees with handheld mobile devices, the same technology currently being deployed to rail crews throughout their entire rail network, are now being stationed near stairs and escalators at the Port Authority Bus Terminal. These employees electronically scan mobile and paper tickets before customers enter their boarding queue. When a bus arrives, customers simply get on board and go to their seat.

They expect this new technology to not only streamline the bus boarding process, but also to improve COVID-19 safety, by further promoting contactless fare collection. They will evaluate data collected on performance and logistics in determining how this technology can be expanded to other bus lines operating out of the Port Authority Bus Terminal.

In addition to leveraging technology, they are seeing the first tangible evidence of a process NJ TRANSIT started three years ago to modernize their rail fleet. Late last month, the first of 25 new dual-mode locomotives arrived from Hamburg, Germany. This first locomotive is currently undergoing testing before it moves into revenue service later this year. These new dual-mode locomotives will provide additional reliability and flexibility to operate on both electrified and non-electrified tracks.

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

President & CEO Corbett also noted on the agenda was authorization to purchase up to 35 new low floor extended minibuses, which will particularly benefit some of their state's most vulnerable residents.

Moving on to capital projects, NJ TRANSIT celebrated a major infrastructure milestone last month. Of the more than 100 projects and programs in the Five-Year Capital Plan, one stands out in terms of its regional and national significance, and critical importance to customers: the \$1.8 billion Portal North Bridge Replacement Project.

NJ TRANSIT has spent the past three years pushing this project forward aggressively, and on January 14, 2021, President & CEO Corbett was proud to join Governor Murphy and Commissioner Gutierrez-Scaccetti to realize the fruits of their labor: A signed, Full Funding Grant Agreement from the Federal Transit Administration (FTA), which provides a \$766.5 million commitment to fund a new Portal North Bridge. At the same time on January 14, 2021, they released an Invitation for Bid (IFB) requesting firms to submit Special Pre-qualifications for the project, and last week, they held a Special Pre-qualification Questionnaire Conference for interested contractors.

Portal North is a major, region-changing project, but it's hardly the only advancing capital project at NJ TRANSIT right now. NJ TRANSIT is currently advancing more than \$4 billion in capital projects, including the Portal North Bridge.

They are proud that while many transit agencies across the country have scaled back or even suspended their capital plans and projects, NJ TRANSIT has been aggressively advancing capital projects throughout their system. In addition to the customer experience benefits, these capital projects will be integral to the State's economic recovery as they come out of the pandemic, creating thousands of jobs and generating billions of dollars in economic activity throughout New Jersey.

NJ TRANSIT celebrated another key milestone in both infrastructure and technology on December 18, 2020, the successful certification of their Positive Train Control (PTC) project. PTC is now fully operational in revenue service on all rail lines. Once again, President & CEO Corbett wanted to thank all of their employees, contractors, transit partners, and of course customers, for their continued patience and understanding over the last two years as they worked to install this critical safety enhancement.

Aside from these current initiatives, they are also looking ahead to the future. In this context, on January 25, 2021, they launched NewBus Newark, a key new initiative to redesign their bus network for the greater Newark area. The centerpiece of this project will be a deep engagement with customers and the community. They have already introduced a customer survey and informational website, both available at njtransit.com/newbus, and held their first of many planned meetings with regional stakeholders.

The initiative will include a detailed performance analysis of the area's 38 local bus routes, assessing the current transit market, including where people live and work, and how they

travel. NJ TRANSIT will then use these findings, alongside community input, to design a new bus network that will improve local mobility and enhance connections in the greater Newark region. Ultimately, they think this initiative will help Newark meet the evolving demands of its residents, businesses, and employers, while supporting and even creating economic growth.

In addition to advancing their Strategic and Capital Plan projects and initiatives, they can never lose focus on their highest priority, and one of their five Strategic Plan goals, the safety and security of customers and employees. President & CEO Corbett asked New Jersey Transit Police Department Chief Christopher Trucillo to provide an update.

Chief Trucillo reported their numbers related to mask enforcement for the week of January 30, 2021 through February 5, 2021. Members of the police department conducted 111 mask details during this week. The police also conducted 10 compliance checks on food establishments to make sure they were in compliance with the Governor's 25 percent seating mandate. The Fare Enforcement Unit, which operates on the Light Rail system, handed out and resolved 68 issues on the light rail system by handing out individual masks for riders. There were 20 calls for service related to mask issues and Chief Trucillo said he was happy to report that no enforcement actions or summonses were required.

Chief Trucillo explained they may have heard following President Biden's signing of an Executive Order which promoted COVID safety on January 21, 2021 that the TSA issued a security directive for surface transportation, which is common in the aviation industry but is rare in surface transportation, and the last one issued was in 2005 after the Madrid subway bombing. He said they were in a good position because the Federal Mandate from TSA follows what they have already been doing for a number of months now in terms of the Governor's Executive Order, and mirrors what New Jersey has been doing. Chief Trucillo said he has been on a number of calls nationally with TSA and transit agencies across the country to brief them on the directives, and the basic major requirement is that unless an individual has a medical condition, they must wear a face covering and the operator, which is NJ TRANSIT, is required to notify customers of this requirement. He said NJ TRANSIT has been stating the importance of mask compliance quite robustly since the pandemic.

Chief Trucillo said during the recent snow storm, the Office of Emergency Management worked to prepare the agency and all of their business lines by making them aware of what to expect by coordinating and facilitating a number of calls and meetings internally to ensure everyone was on the same page. He said everyone had the same communication as to how they were going to handle things.

The Police Department has been dealing with frigid weather and putting emphasis in getting at risk people who need shelter into shelters and code blue warming centers on the nights when it was particularly cold. He said the Outreach Officers, who they have assigned to every district where they operate in the urban areas, have been aggressively working with local communities and social service agencies to accomplish that task.

Year-to-date, Chief Trucillo said they have responded to 11 overdose cases and was happy to report that in 10 of those 11 cases, NJ TRANSIT police officers were able to administer Narcan, which is an antidote for an opium overdose, and they saved 10 people.

Lastly, Chief Trucillo highlighted an arrest that was made on January 23, 2021. Back on March 6, 2020, right before the pandemic hit, there was an unprovoked vicious assault on a passenger leaving the terminal. Someone sucker punched this passenger for no reason, and the passenger hit the ground and required hospitalization. The Chief said they could not find the person who assaulted this passenger, they met with the Attorney General's Office, put out an award, and still had no luck. However, on January 23, 2021, more than after 10-months after the assault, Police Officer Eric Singleton was walking through the bus lane in Newark Penn Station and spotted a man who looked like the actor. After a brief investigation and having probable cause, he arrested the man. They managed to get a full confession and get justice for the victim. Chief Trucillo said he was very proud of Police Officer Eric Singleton for making that arrest and this was a good example of the dedication and commitment that the men and women of the Police Department have to bring justice to those who are victimized.

Before closing, President & CEO Corbett wanted to make sure everyone knows about NJ TRANSIT's Fiscal Year 2020 Annual Report, which is now available on the homepage of their website, njtransit.com. The report provides a summary of all the work they accomplished in Fiscal Year 2020 that continued to build on the progress of the previous two years, despite unprecedented challenges faced during the last year with the pandemic.

Finally, President & CEO Corbett highlighted a real feel good story in the news last month featuring one of NJ TRANSIT's employees, Track Foreman Kyle Nilson. Kyle lives in New Egypt, New Jersey, near a home he had always assumed was unoccupied since he had never seen anyone coming or going. But one day, Kyle noticed that a huge tree had fallen on the home's roof, so he went over to investigate. Turns out the home was very much occupied by an 82-year-old military veteran who rarely ventured outside the house. In addition to significant damage from the tree, Kyle found that the man needed other essentials, like a new furnace, so he took action. He and his family started a fundraising campaign, and soon, items and donations came pouring in.

The tree has since been removed, and local companies have been working together to remodel the man's home, to make it more livable. Kyle Nilson's actions represent the best of NJ TRANSIT, and a can-do spirit President & CEO Corbett has come to regularly associate with so many of their employees. President & CEO Corbett knows Kyle was listening so he wanted to thank Kyle for all the work he is doing to help his neighbor, and for the work he does every day to keep their trains moving, and getting their customers where they need to go.

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.

Raphael Wakefield commented on the mask protection system on the River Line. He said transit needs to run faster. He said NJ TRANSIT should upgrade the traffic signals on the Light Rail, so they get transit priority, focus on replacing the obsolete railcars with electric multiple units, not more diesel railcars, and have high platforms across the system. Mr. Wakefield said this would make it a more modern European or Japanese standard system. Mr. Wakefield said NJ TRANSIT should be an all day, year-round reliable regional transit system.

Murray Bodin, said these are unusual times and it is time to turn the stage over to the younger generation. He said over the last few weeks he has spent time with traffic engineers and some of the things they discussed were traffic lights at rail crossings, which is not going to happen, however, there will be new traffic control devices instead. Mr. Bodin thanked the staff at NJ TRANSIT for their assistance through the years.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said Transit Equity Day was noted earlier this month and said they assert everyone's right to have high quality, sustainable, and clean public service. She said they are willing to advocate for NJ TRANSIT to provide this to all New Jerseyans. Ms. Gellert said more frequent and consistent service is critical for those who want to use public transportation, particularly essential workers who are often persons of color who work different shifts, and currently the system does not serve shift workers well. Closing service gaps outside the 9:00 a.m. to 5:00 p.m. commuting schedule should be a priority. She said one of the best tools to level the playing field is a transit system that matches the basics of service: ridership and providing many trips for a low unit cost.

Ms. Gellert said regarding FLEXPASS, they believe non-commuting discretionary riders will become more critical to NJ TRANSIT and that all passengers should have equal access to discounts based solely on volume purchase or time of travel. She said they have long advocated for the return of an off-peak fare, as that service costs less to run than peak service. She said they would prefer a non-expiring off-peak fare, unlike the new FLEXPASS, with a 30-day limit that cannot be paused, even for illness or vacation. Ms. Gellert said FLEXPASS is only available on the most recent version of the

NJ TRANSIT app. She said not every rider has a smart phone, a credit card and the required technology expertise to access this system.

Ms. Gellert said her colleague, Robert Hale, suggested to include in the FLEXPASS at least one or even two free transfers to another mode as a standard monthly pass currently does, which would be a major advantage, particularly for communities located away from rail or near stations. Ms. Gellert also suggested to include at least one bus zone at the start or end of a rail trip which would allow more riders to leave their cars at home. In addition, ticket packages that encourage intermodal transfers would allow many infrequent bus routes that run largely parallel to rail lines to be trimmed back to run more frequently on segments not covered by trains, giving riders more service by redistributing, not increasing resources.

Ms. Gellert said they were glad to see the purchase of more minivans and wanted to know if they were hybrid, electric, or diesel because a government agency should not purchase fully gas or diesel vehicles with the state's emissions reduction law, especially for use in highly congested traffic areas. She said they were also pleased to see that the application for the air quality permit was pulled from the NJ TRANSITGRID project but noticed the request for qualifications has not been changed, and requested it be adjusted to protect the environmental justice communities.

Matt Kamper, Regional Director of Passengers United, said he was happy to hear the news about NJ TRANSIT meeting the December 31, 2020 deadline for Positive Train Control. Mr. Kamper thanked Governor Murphy, the Board of Directors and President & CEO Corbett and his team, for all the work they did in making sure they reached the deadline.

Mr. Kamper commented on the Portal North Drawbridge and said all they need is the qualification of a provider to move forward and he is happy NJ TRANSIT is working on this project. He said the riders along the Northeast Corridor and nationally are going to have a new bridge in New Jersey that will help all riders on NJ TRANSIT and Amtrak.

Mr. Kamper said regarding the Gateway Tunnel project, he hopes the Biden Administration will work with the Transportation Secretary and Governor Murphy to make sure that the Gateway Tunnel project gets funded.

Andy Pollack, Public Advisor to Passengers United, said that they were going to witness the biggest infrastructure growth in the Garden State's history, and this will also involve NJ TRANSIT. He said he too like his colleague, Matt Kamper, is pleased NJ TRANSIT met the Positive Train Control deadline. Mr. Pollack commented on the contactless fare payment in New York that the MTA recently implemented. He said the OMNY payment system is a "tap and go" to get on any bus or subway. He said it is a great system and was hoping that this technology will be incorporated at NJ TRANSIT across all modes.

Mr. Pollack was pleased that the Portal North Bridge is going to be completed because they all know the situation with the old drawbridge.

Mr. Pollack said he cannot say enough about the Gateway Tunnel Project that everyone in New Jersey has been anticipating for many years, New York included. He said the good news is the Biden Administration will hopefully give New Jersey the funding.

Tim Sevenser, Director of the New Jersey Association of Rail Passengers, commended Governor Murphy and NJ TRANSIT for withdrawing the NJ TRANSIT GRID air permit and will review solar renewable options.

Mr. Sevenser saw a presentation on the Hackensack connection and in the presentation, there were three surveys about bus rapid transit. He said bus rapid transit is not needed because there is existing rail. Mr. Sevenser said overhead electric rail was documented years ago as a train evolution and is more efficient because of the 37 percent of loss recharging batteries and also the weight of batteries. Trains can draw their electricity directly from the grid through the rails or overhead wires. There are truly amazing efficiency gains with other types of electric vehicles not only because you do not have to rely on heavy batteries, but because you do not have to contend with the efficiency losses associated with charging a battery that can be as high as 37 percent. Mr. Sevenser said he would provide references for this information. He said the International Energy Agency in 2019 declared that electric rail was critical to climate goals because it is the most efficient transportation. Mr. Sevenser said Europe has continued expanding their rail passenger service. He said India has announced they cancelled their diesel contracts and are going electric, and by 2023 they will have all electric rail. Mr. Sevenser said if NJ TRANSIT wants to have rail transportation, electric rail is the way to go.

Janna Chernetz, Deputy Director & Director of New Jersey Policy for Tri-State Transportation Campaign, said she provided written testimony which contains links to the items and ideas she will discuss.

Ms. Chernetz said on February 4, 2021, a coalition of elected leaders, transit advocates, environmental groups, labor unions, faith-based leaders, community groups, and bus riders observed Transit Equity Day on Rosa Parks' birthday with a call for an equitable public transit through substantial funding. This is a vital look at the agency through the eyes and experience of riders, essential workers and frontline employees (through their union representation). Compliance with CDC guidelines on PPP and safety continue to be issues for workers and riders as does overcrowding and reliability, and said she encourages everyone to watch the video.

Ms. Chernetz said the Customer Advocate position at NJ TRANSIT remains undeveloped. Looking at what other agencies have done can be a good start for inspiration and best practices. Ms. Chernetz said she has provided the Board with an example of what LA Metro has been able to accomplish, and that is a Customer Experience Plan released in December 2020 which identifies 10 key areas where the agency can improve upon to make the riding experience better. According to LA Metro, "the plan's purpose is to take an honest look at the pain points that customers tell us

about and make improvements that are responsive to their concerns.” Just like the 10-year strategic plan provided a long overdue framework and metrics to help evaluate success for NJ TRANSIT, the customer experience would benefit from a similar special approach. She said this seems like a logical and ethical approach which she hopes everyone will consider.

Ms. Chernetz commented on the upcoming Fiscal Year 2022 budget and said there is an opportunity to fix the debilitating Capital to Operating transfers and put NJ TRANSIT on the right track to fiscal health. This opportunity stems from the New Jersey Turnpike Authority toll increases which are intended to be shared with NJ TRANSIT. Ms. Chernetz said In May 2020, the New Jersey Turnpike Authority (NJTA) approved a substantial toll increase with the intention of sharing that increase with NJ TRANSIT as part of a permanent funding structure. This is noted in the Hearings Officers Report pages 7-8, which states in pertinent part that the increase would be sufficient to provide “\$375 million to NJ TRANSIT in Fiscal Year 2021 increasing annually to a maximum of \$525 million annually thereafter.”

Ms. Chernetz said currently, New Jersey Turnpike Authority funding to NJ TRANSIT is \$129 million. Capital to operating transfers have been consistent at \$460 million. At bare minimum, if the intended Fiscal Year 2021 level of \$325 million was realized (a bump of \$196 million), this would have allowed NJ TRANSIT to reduce the transfers by as much as 40 percent. A disciplined steady increase thereafter would result in a complete elimination. Keeping hundreds of millions in capital would allow the agency the much-needed funding to address the needs identified in the Five-Year Capital plan and to provide the service the state needs and deserves. More capital investment means better service, affordable service and jobs.

Ms. Chernetz said they strongly urge the agency to work with Treasury to accomplish this substantial milestone for public transportation in New Jersey.

Ms. Chernetz said in the alternative, the New Jersey Turnpike Authority money must be lock boxed starting with the intended Fiscal Year 2021 increase which was not realized for NJ TRANSIT but instead “escrowed” for future use. Ms. Chernetz said it is imperative that it be protected because it would be impossible for NJ TRANSIT to dig out from years of decay without first fixing its funding structure.

Adam Reich, commended the Board on some improvements he noticed in recent months and thinks the addition of the FLEXPASS is an important step. He also appreciates that Board Committee meeting dates have now been posted farther in advance of the meeting dates. He also was pleased that customer complaints were being discussed at the last Operations & Customer Service Committee meeting which he said should be discussed honestly in a public forum such as that meeting. He would like to see steps taken to include customer complaints in the written agenda which would give the public an idea of what will be talked about. Mr. Reich said he would also like to echo Sally Jane Gellert’s suggestion regarding re-introducing off-peak roundtrip fares or some other discount, which was lost years ago during one of the financial cutbacks. There also needs to be an

effort to include transfers on the FLEXPASS and to provide a similar option to those who do not have smart phones.

Mr. Reich said the public is still waiting for a new Customer Advocate and said he echoes Janna Chernetz's comments that the LA Metro Customer Experience Plan is a good model to follow once the position is filled. He said this would be important for instances where riders were tweeting in and sending pictures how the Brick Church Station stairs and platforms not being cleaned after the February 1, 2021 snowstorm. He said while Customer Service acknowledged this on the following morning, they had the same complaints from other riders and pictures on Twitter and was not sure if there was an issue with communication or resources. Mr. Reich appreciated Chief Trucillo's efforts on mask compliance, but noted at the Metuchen Station during the weekends, people are not complying with the mask mandate or smoking rules.

William Ritzler, commented about the Gloucester and Camden Line in Southern New Jersey as it relates to the Environmental Impact Statement. He said the public feedback portion is closed and asked how the review is ongoing right now. He said at least one online media report said that the final Environmental Impact Statement would be released in short order. Mr. Ritzler said there was concern about who would be serving as the lead agency and wondered if NJ TRANSIT has officially become the lead agency for the project. Mr. Ritzler offered counsel to staff in 1996 when the Camden/Gloucester Corridor was being considered. He said the public outreach portion at that time did much to inflame opposition and alienate public officials and asked that staff consider the actions that occurred at that point and modify the effort in the future to ensure a more inclusive effort.

David Peter Alan, commented in his personal capacity and said two months ago when he retired as Chair of the Lackawanna Coalition, he did not expect to make any more statements. However, he felt compelled by the circumstances that many of NJ TRANSIT's riders face to make a suggestion. He said if implemented, there will be a significant benefit to the health of NJ TRANSIT riders, as well as to NJ TRANSIT's reputation, along with some extra revenue, as well. He said everyone knows the COVID-19 vaccine rollout has been troublesome in many ways and it is very difficult for those who depend on transit for their mobility to get to the established vaccination sites. He saw the lists of sites in New Jersey and noticed some of them are not transit-accessible at all, and others only with difficulty to get to them. This situation could discourage many who need the vaccine from going through the trouble of getting it.

Mr. Alan said there is a way that NJ TRANSIT can help. He said there is plenty of room at some NJ TRANSIT facilities to establish vaccination and testing centers. The Secaucus Junction Station is a case in point. He said this station connects every rail line in North and Central Jersey and thought there was plenty of space for administering the tests and the vaccine. There are other places where NJ TRANSIT could establish transit-accessible vaccination and testing sites such as the Atlantic City Rail Station and Newark Penn Station or the Trenton Transit Center, with Amtrak's cooperation.

Mr. Alan said he introduced this concept at the national level with an article headlined *A Shot in the Arm for Transit*, which now appears on the "Opinion" side of www.railwayage.com, the *Railway Age* web site (it can be found at <https://www.railwayage.com/passenger/a-shot-in-the-arm-for-transit/>). Mr. Alan said he has also proposed this initiative to the American Public Transportation Association (APTA) and to the Community Transportation Association of America (CTAA).

The health of hundreds of thousands of New Jerseyans who depend on access to vaccination sites by transit could save some of their lives. Mr. Alan said it would be an easy matter for NJ TRANSIT to work with the State Department of Health and other authorities to establish these transit-accessible vaccination sites.

Mr. Alan said those who depend on transit come from every demographic segment, and many are seniors, or persons with disabilities, or persons of color. He said everyone needs and deserves to be vaccinated against the virus, at least as much as motorists do, as it continues to ravage the communities. Mr. Alan looks forward to working with NJ TRANSIT to establish these sites and give the riders, and NJ TRANSIT itself, a much-needed shot in the arm.

Ciro Scalera, Director of Public Relations for the New Jersey Laborers Union, representing over 25,000 laborers in New Jersey and signatory contractors. He said they work statewide with numerous stakeholders to promote investment in economic development, transportation, and utility infrastructure. He asked to go on record with their strong support for the NJ TRANSITGRID Resiliency Program that proposes to build a traction power system microgrid in Kearny, New Jersey.

Mr. Scalera said they build roads, highways, and bridges with the members of their heavy and general construction locals. He said they recognize NJ TRANSIT's mass transit system is critical to the state economy and region. They also recognize that the multi-modal transportation sector contributes over 40 percent of greenhouse gases in the State. They applaud the Board's action in adding a committee to its structure and in its proposed plan which has committed to integrate renewable and other zero emissions technology into this microgrid facility. This proposal, when implemented, will not only provide dedicated and resilient power for several important NJ TRANSIT rail lines in the future, but also result in almost 40,000 fewer cars on the road and over 200,000 tons of avoided greenhouse gases and noted these were numbers before the commitment to resiliency and renewable efforts. Mr. Scalera said they are urging NJ TRANSIT to continue their implementation efforts and said they stand ready to assist NJ TRANSIT in any way they can.

Zoe Baldwin, Director of Government Affairs with Utility and Transportation Contractors Association and on behalf of their 100,000 plus members who build and maintain New Jersey's infrastructure, congratulated NJ TRANSIT for doing yeoman's work and continued efforts for bringing this transit system and the agency back to a state of good repair. They were very glad to hear the news on Positive Train Control and see more capital projects in the pipeline including the microgrid project. Ms. Baldwin said they are

keenly aware of the dire financial situation caused by the COVID-19 pandemic and hope the State and federal government will come through with the additional funding necessary to keep this positive trajectory. As the vaccine rollout continues, they are confident that riders will return, but in the interim, state and federal funding is critical. The House Transportation and Infrastructure Committee has been focused on this issue and have great hope that both houses of Congress will continue to advance the currently proposed \$30 million to assist with operating costs. She said while they are all mindful of the pressure on the State right now, they very much hope that the Governor and Legislature will increase funding for this essential service. Ms. Baldwin told NJ TRANSIT to keep up the good work.

Bruce Bergen, Chairman of the Raritan Valley Rail Coalition, said he was glad once again to address the Board on behalf of the commuters, other regular riders, as well as the thousands of residents who live within the service area of the Raritan Valley Line. He said although it may take some time before there is a return to some type of normalcy, they continue to look and plan. Mr. Bergen said he missed the last couple of meetings due to schedule conflicts but is pleased to acknowledge the approval from the Federal Railroad Administration on NJ TRANSIT's completed Positive Train Control system. This is a critical step forward for the entire system both by way of compliance with federal law and by way of making the system safer for all riders.

Mr. Bergen said with the change of Administration in Washington, the Raritan Valley Line passengers and all of New Jersey rail customers can finally look for new progress on the Gateway Project which will ultimately assist the Coalition in reaching their primary goal of expanded and equitable rush hour direct service into Manhattan.

As noted by President & CEO Corbett, Mr. Bergen said they look forward to moving full-speed ahead on the Portal North portion of the Gateway Project and the Raritan Valley Rail Coalition continues to join with the Regional Plan Association and other Policy and Advocacy groups to urge the speedy approval and commencement of work on the tunnel portion as well. He is also hopeful that the current federal administration will provide further funding to NJ TRANSIT along with other regional and nationwide mass transit agencies to help overcome the incalculable impact the COVID-19 impact has had on ridership and budgets. The resources are needed from the national government to ensure transit can quickly recover from the ongoing pandemic without the need to postpone urgently needed capital projects, including the recently announced renovations at Newark Penn Station and plan for expanded platforms in New York Penn Station which is critical to handling increased train length and capacity.

Mr. Bergen thanked NJ TRANSIT staff for meeting remotely with representatives of the Coalition and the Raritan Valley Line Mayor's Group to discuss implementation of portions of the Dewberry Report on expansion of a one-seat ride. He looks forward to meeting with the group in the coming months on an update of the continued examination on the partial expansion of the one-seat ride.

Board Member Comments

Board Member Adams thanked President & CEO Corbett and his team for their hard work in clearing the tracks and platforms during the almost historic snowfall. Also he wanted to publicly acknowledge the great job NJ TRANSIT did to comply with the Positive Train Control (PTC) December 31, 2020 deadline, and also for the start of the Portal North Bridge Project.

Board Member Adams said he wanted to touch on public comments made by David Peter Alan regarding the statewide COVID-19 vaccination sites not being transit friendly. Although NJ TRANSIT is not the lead agency in determining where the sites are, he asked President & CEO Corbett to have staff look into that suggestion and recommend to the appropriate state agencies that NJ TRANSIT can make some transit facilities open to be able to have the COVID-19 vaccine available to transit dependent people. Board Member Adams believes this is an excellent idea.

Board Member Adams also thanked Chief Trucillo for his Police Update and said his staff should be commended for catching the perpetrator so long after the person committed the crime. He said that takes a keen eye. Lastly, he wished everyone a happy Black History Month.

Board Member Doshi echoed Board Member Adam's comments thanking NJ TRANSIT staff for all they did during the snowstorm, for Positive Train Control (PTC), and especially to Chief Trucillo and the Police for all they do every day for all of New Jersey.

Board Member Doshi said to the environmental groups, it has been a year that she has been on the Board and she has seen the commitment from everyone at NJ TRANSIT to be friendly to the environment and do all they can do to contribute to climate control.

Board Member Gordon added his thanks to NJ TRANSIT and the team for the work they did during the snowstorm, and congratulated President & CEO Corbett and his team for achieving their PTC goals and getting Portal North Bridge and other major capital project underway.

Board Member Gordon responded to the public comments made by Janna Chernetz relating to customer service saying they reminded him they have not had a discussion about the Customer Advocate position for a couple of months and he hopes that the Board could get and update on the status of the efforts to revise the job description and fill the position.

Board Member Gordon was also intrigued by Ms. Chernetz's comments about developing a Customer Service Plan. He said NJ TRANSIT's development of a 5-year Capital Plan was a major accomplishment and he thinks there would be some value in developing a Customer Service Plan. Board Member Gordon said a Customer Service Plan could be a guide in improving the level of service, simply measuring another dimension. He believes trying to analyze where the pain points are, as Ms. Chernetz put it, and putting

together a plan for resolving these would be a useful exercise for the new Customer Service Advocate when they come onboard.

Board Member Narra echoed the other Board Members' comments in voicing kudos to everyone at NJ TRANSIT for their hard work during the snowstorm and for meeting the Positive Train Control deadline. Since several other Board Members have made comments on issues, she will leave it at that.

Board Member Narra addressed public comments that were brought up by Ms. Sally Jane Gellert and Mr. Adam Reich related to FLEXPASS. She said it had not occurred to her but should have that more and more people are relying on technology and she hopes they can talk about how to get the bus pass available to those who do not have the technology necessary. Board Member Narra said it resonates with her greatly that a number of people utilize public transit in this state and not everyone has access to devices or wi-fi. She thinks they need to make sure FLEXPASS can be available to everybody as well as the possibility of transfers. At a future date, Board Member Narra would like input from staff on how to make this feasible.

Board Member Caufield thanked NJ TRANSIT staff for their hard work, as echoed by the other Board Members, and on all the accomplishments mentioned in President & CEO Corbett's report.

Vice Chair Fulton echoed his Board colleagues' comments and thanked the public speakers. He said there was plenty of good information shared with them tonight to consider as they move forward trying to make NJ TRANSIT one of the finest transit agencies in the country. Vice Chair Fulton also extended his condolences to all of the families who lost loved ones due to COVID.

Chair Gutierrez Scaccetti echoed what Vice Chair Fulton said about extending their sympathy to the families who have lost family members and suffered as a result of the pandemic. She said they think of these people every day and really appreciate and salute the frontline workers that continue to do their jobs every day to keep New Jersey moving.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report and said that since this was their first meeting of the year, she wanted to take the time to speak on behalf of both Advisory Committees (North and South). She spent a good chunk of time today with Ms. Gonnella of the South Jersey Advisory Board discussing this first meeting and said they wanted to express their thanks to all of NJ TRANSIT for what they have done in what was one of the most difficult years that NJ TRANSIT has ever seen. Ms. Mack said they have been able to rise to the occasion and meet the challenges and still be able to keep things moving in spite of the pandemic. She echoed all the thanks given to NJ TRANSIT for their accomplishments. Ms. Mack said thinking back to last year, they did not know how this pandemic would turn the world upside down, so she congratulated NJ TRANSIT on being able to weather the storm. She hopes next year will bring them to a better place.

Ms. Mack said their Advisory Board joint meeting took place in December 2020 and thanked NJ TRANSIT staff for putting it together and continuing to keep them informed. She said Anna Marie Gonnella, Chair of the South Jersey Advisory Committee, wanted to thank Chair Gutierrez-Scaccetti for the input on having virtual meetings which has made a big difference in their ability to present the material and be kept in constant contact.

Ms. Mack said at their Advisory meeting they had a great presentation by Chief Trucillo, and they discussed the serious issue of homelessness which has plagued NJ TRANSIT, the balance between being a means to a homeless population, and now the New Jersey Transit Police Department has five outreach officers who have been assigned to Atlantic City, Camden, Trenton, Secaucus, and Hoboken. She noted renovations were being done at Newark Penn Station. Ms. Mack said NJ TRANSIT not only takes pride in their customers, but their employees as well, and whether it's helping out with COVID or the homeless, what they do from the top really means things to those on the ground and in these communities. Ms. Mack said Ms. Gonnella also wanted to thank NJ TRANSIT for taking such a humanistic approach in having one of their buses, that was not being used, deliver food to the homeless in Camden during the pandemic.

Ms. Mack said they talked about the Atlantic City Art installation with Christine Blanco, Manager of Facility Signage & Transit Art. The Art community during the pandemic has been really decimated by the lack of ability to even have exhibits and therefore their partnership with NJ TRANSIT for the New Jersey State Art Council to use the facilities for public art exhibitions is really important and shows a sensitivity to bring things back to normal. Ms. Mack said they had a legislative update and a Government and Community Relations update at the meeting, and passed a resolution thanking the Commissioner, Members of the Board, and the staff that supports the Advisory Committee. She looks forward to presenting the resolution at the next Board meeting.

Ms. Mack said in regard to the agenda, they were happy to see one of her favorite items the Local Communities Transportation Program because they are moving forward with new minibuses. She said this issue has been very important to the North and South Advisory Board. They are also very supportive of the Trans-Hudson Travel Study item. Ms. Mack said she was around when 9/11 occurred and they looked at the ridership projections back then. She said with a large population of people who are now working from home it is daunting for planners to come up with a fiscal plan. She believes it is good for the Board to move forward with an end in sight, begin with a strategic plan on where they should be, and continue to move towards that.

Ms. Mack said they are waiting anxiously to see what happens in Washington with the change in Administration and is interested in how President Biden's infrastructure program will be with his new Transportation Secretary. Ms. Mack said they are hopeful, and she personally thanked NJ TRANSIT for mentioning those lost during this pandemic because she lost a family member and many people who she considered family at NJ TRANSIT. Lastly, she said to remember that NJ TRANSIT is crucial to providing

service because a friend of hers could not get to work during the snowstorm because there were no buses running.

Chair Gutierrez-Scaccetti said the plight of New Jerseyans without homes has not escaped the attention of NJ TRANSIT, and their need to develop a humane way to respond.

Board Operations and Customer Service Committee Report

Board Member Caulfield presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on the 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.

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 Contracting Out – Monmouth County Area Local Bus Service; Community Mobility and Local Programs Purchase of Thirty-five (35) Low Floor Extended Minibuses with Accessibility Ramp; Northern Rail Maintenance of Way Facility: General Design Consultant; and Trans-Hudson Network Planning Strategy Contract Award.

Action Items

2102-02: CONTRACTING OUT – MONMOUTH COUNTY AREA LOCAL BUS SERVICE

President & CEO Corbett introduced Ronald Nichols, Chief, Light Rail and Contract Services, to present Action Item #2102-02.

Ronald Nichols recommended approval of Action Item #2102-02: Contracting Out – Monmouth County Area Local Bus Service.

Approval was requested to enter into a contract with Transdev Services, Inc. of Lombard, Illinois, to operate the Monmouth County Area Local Bus Service for a 36-month base contract period of March 20, 2021 through March 23, 2024 at a cost not to exceed \$21,186,016, plus five percent for contingencies, for a total contract authorization of \$22,245,317, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

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

Board Member Gordon asked with the Board Chair’s approval, if Mr. Nichols could review the process, they have in place to monitor the contracted services to be able to identify missed trips and confirm the contractors are performing the services as promised.

Chair Gutierrez-Scaccetti thanked Board Member Gordon and asked President & CEO Corbett if he would prefer to answer Board Member Gordon’s question or have Bus Senior Vice President Kilcoyne or Mr. Nichols answer it. President & CEO Corbett said he thought Mr. Kilcoyne would be best to answer the question.

Mr. Kilcoyne said they have developed exception reporting through Clever Devices that enables them to identify each missed trip automatically using GPS. He said this information is given to them monthly and is in pilot in the Transdev Operating System and should be rolled out with their April pick. Mr. Kilcoyne said they have complete confidence that this will identify missed reporting by contract carriers. The contract carriers are aware of this reporting and are currently engaged in making sure 100 percent of bus operators sign on.

Board Member Gordon thanked Mr. Kilcoyne for the information and said he thought it was important to put this information out there for the record. Chair Gutierrez-Scaccetti said she appreciated this and thanked Board Member Gordon.

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

Roll Call Vote:

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

2102-03: COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-FIVE (35) LOW FLOOR EXTENDED MINIBUSES WITH ACCESSIBILITY RAMP

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2102-03.

Eric Daleo recommended approval of Action Item #2102-03: Community Mobility and Local Programs Purchase of Thirty-Five (35) Low Floor Extended Minibuses with Accessibility Ramp.

Approval was requested to enter into NJ TRANSIT Contract No. 20-004 with Alliance Bus Group, Inc. of Carlstadt, New Jersey, for the purchase of nineteen (19) low floor

extended minibuses with accessibility ramp at a cost of \$2,516,175.00, plus five percent contingencies, subject to the availability of funds and Board approval of the Local Programs annual Board item.

Approval was also requested to exercise the options to extend NJ TRANSIT Contract No. 20-004 to purchase the remaining sixteen vehicles over the four-year option period at a rate of four vehicles per year in accordance with the Request for Proposal and the vendor’s proposal, at a cost not to exceed \$532,375.00 for each additional 12-month period, plus five percent for contingencies, subject to the approval of funds and Board approval of the Local Programs annual Board item.

NJ TRANSIT purchases vehicles on behalf of subrecipients awarded vehicles in pass-through Federal Transit Administration programs, including Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities yearly competitive program. These vehicles are used in services designed to meet the needs of senior citizens and people with disabilities. NJ TRANSIT also administers funding through the Congestion Mitigation and Air Quality (CMAQ) Program that are awarded by Metropolitan Planning Organizations’ in their Local Initiatives program, and these vehicles are used as community transportation shuttles for the general public.

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

Board Secretary Zuczek noted Board Member Adams was recused from the next item 2102-04. The Operator removed Board Member Adams from the meetings.

2102-04: NORTHERN RAIL MAINTENANCE OF WAY FACILITY: GENERAL DESIGN CONSULTANT

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2102-04.

Eric Daleo recommended approval of Action Item #2102-04: Northern Rail Maintenance of Way Facility: General Design Consultant.

Approval was requested to enter a contract with STV, Inc. to conduct Preliminary and Final Design, Engineering and Construction Assistance Services for the Northern Maintenance of Way (MOW) Facility Project.

Approval was also requested to advance phase one, concept development, and phase two, preliminary engineering services, with STV, Inc. in the amount not to exceed \$2,743,953.26, plus five percent for contingencies, subject to the availability of funds.

Approval of this design contract will allow for conceptual and preliminary design of a new and modernized facility to replace the aging Maintenance of Way Facility that needs significant repair and updating. A new, larger, state of the art facility will allow the maintenance equipment to remain in a state of good repair and available as needed for its intended purpose, resulting in the right-of-way and its related equipment to also be kept in a state of good repair which translates to maintaining on-time performance and safety for our passengers.

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

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

Roll Call Vote:

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

Board Member Adams returned to the meetings.

2102-05: TRANS-HUDSON NETWORK PLANNING STRATEGY CONTRACT AWARD

President & CEO Corbett introduced Jeannie Kwon, Senior Vice President & Chief Administrative Officer, to present Action Item #2102-05.

Jeannie Kwon recommended approval of Action Item #2102-05: Trans-Hudson Network Planning Strategy Contract Award.

Approval was requested to fund an additional \$1,550,000, plus five percent contingency under a contract with AECOM of New York, New York, for Trans-Hudson Network Planning Strategy services to allow commencement of Phase III of the contract, subject to the availability of funds.

Phase I, approved by the Board in September 2019 as a set of tasks related to Trans-Hudson travel needs, was paused due to the Coronavirus Pandemic. Phase II was

approved by the Board in May 2020 to respond to the Coronavirus Pandemic. Phase III will restore funding to complete Phase I tasks and fund additional tasks to assist NJ TRANSIT in identifying future changes in demand and ridership characteristics and assist in developing strategies to support new mobility and service strategies to align with those potential customer shifts in the post-pandemic period.

Board Member Shanti Narra made a motion and Board Member Bob Gordon seconded the motion.

Board Member Gordon said he would like to reiterate something he said in their Board Briefing on this item. He said it was important to undertake this type of analysis and he would be voting for it, but he had one concern that he has been hearing from reputable planners and organizations like the Regional Planning Association. Board Member Gordon said they have been saying they may not really understand how commuting patterns will change for a couple of years. He said he was concerned that the data collected for Phase III may not reflect the eventual changes. Secondly, Board Member Gordon asked if they will have flexibility to modify their findings and capture longer term changes in this project. If they do, he is concerned whether they will need additional funding because as he does the math it looks like with Phase III, they will be spending 75 percent of the total \$4.0 million appropriation. Board Member Gordon asked would they then need to authorize additional funding if they have to carry this project on into Phase IV and beyond.

Chair Gutierrez-Scaccetti said this was a good question and the best way to answer would be to ask the staff to provide a drawdown schedule of what they think they will spend monthly, so they can determine how long it will run, and what can be accomplished with each of those spend downs. She did not know if they were prepared to answer this question tonight, but she was going to guess not, and asked President & CEO Corbett was this something he could provide.

President & CEO Corbett said they could certainly provide the memo with the drawdown schedule as suggested. He said they work closely with the Regional Planning Association and other planning organizations. President & CEO Corbett said planning is essential in good and bad times, but he thinks a comprehensive memo that touches all those points would be the easiest way to do that to make sure the answers are thorough.

Ms. Kwon told Board Member Gordon they can certainly provide a memo and drawdown schedule as the Board Chair has suggested. She also noted this project can be modified and as discussed in the committees the point is to get ahead of this and do long range planning.

Chair Gutierrez-Scaccetti said the other part that is important for the Board is that the staff provide milestones points where the work can be stopped so that that they do not overrun the most recent authorization and help manage expenditures under this contract. Board Member Gordon said that sounds fine to him.

Board Member Narra said she appreciates the offer to give them memos about the drawdowns, and also appreciates the Board Chair’s offer for staff to provide milestones.

Vice Chair Fulton said he would like to jump in where Board Member Gordon was and said they have had quite extensive conversations about the Trans-Hudson Study in several meetings. He said from his perspective that none of them have crystal balls, but he believes that a very good place for NJ TRANSIT to be is amongst their peers, as all of the transit agencies are trying to access what the future is going to look like. Vice Chair Fulton noted here NJ TRANSIT is in a leadership position and some of funding that was allocated is allowing them to be the leaders and drive the train for what the future is going to look like.

Vice Chair Fulton said it is his sense that it is going to be highly iterative and no matter what they think it is going to be right now, it is probably not going to be that. His experience tells him that they should attempt, to the extent possible and financially reasonable, to be as much in the game as they can so they can take the data in. Vice Chair Fulton said he does recollect a schedule with several report out periods that were indicated in the project plan, consistent with what the Board Chair was recommending, and he thinks that if they can have a spend down consistent with those when reports come in that would be very helpful. He said this is going to be a highly dynamic changing perspective they will be looking at over a series of years. Vice Chair Fulton said he commends the staff for being thoughtful and progressive in advancing something like this for which unfortunately is not simple, but he believes they are going in the right direction.

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

Roll Call Vote:

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

2102-06: EXPANDED PRESCRIPTION DRUG HEALTH AND WELFARE BENEFITS PROGRAM - CONTINUED

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2102-06.

William Viqueira recommended approval of Action Item #2102-06: Expanded Prescription Drug Health and Welfare Benefits Program – Continued.

The SaveonSP Copay Offset Program, offered under the Express Scripts, Inc. exclusive specialty drug program, have provided cost savings exceeding \$675,000 to date. Past Authorization was provided for Express Scripts, Inc. administrative services fees not to

exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$400,000, beginning as administratively practicable on August 1, 2020.

Approval was requested to continue the Express Scripts, Inc. SaveonSP Program for the remaining base contract period of one (1) year and four (4) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of an additional \$950,000, for a total of \$1,350,000, based on the scope of services, subject to the availability of funds.

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

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Board Member Shanti Narra made 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 NJ TRANSIT Conveyance of Property Interest in the Town of Morristown, Outdoor Advertising Management Contract Payment Modification, and the Personal Injury Claim of The Estate of Rosalyn Quinones. Board Member Bob Gordon seconded the motion and it was adopted. At approximately 7:49 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 8:31 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Edmund Caulfield, seconded by Board Member Bob Gordon, and adopted. The meetings were adjourned at approximately 8:32 p.m.

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

FEBRUARY 10, 2021

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	58846
➤ PRESIDENT & CEO'S MONTHLY REPORT	58847
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORT	-

ACTION ITEMS

2102-02	CONTRACTING OUT – MONMOUTH COUNTY AREA LOCAL BUS SERVICE – Authorization to enter into NJ TRANSIT Contract No. 20-018 with Transdev Services, Inc. of Lombard, Illinois, to operate the Monmouth County Area Local Bus Service for a 36-month base contract period of March 20, 2021 through March 23, 2024 at a cost not to exceed \$21,186,016, plus five percent for contingencies, for a total contract authorization of \$22,245,317, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.	58885
2102-03	COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-FIVE (35) LOW FLOOR EXTENDED MINIBUSES WITH ACCESSIBILITY RAMP – Authorization to enter into NJ TRANSIT Contract No. 20-004 with Alliance Bus Group, Inc. of Carlstadt, New Jersey, for the purchase of nineteen (19) low floor extended minibuses with accessibility ramp at a cost of \$2,516,175.00, plus five percent contingencies, subject to the availability of funds and Board approval of the Local Programs annual Board item.	58886

Authorization to exercise the options to extend NJ TRANSIT Contract No. 20-004 to purchase the remaining sixteen vehicles over the four-year option period at a rate of four vehicles per year in accordance with the Request for Proposal and the vendor's proposal, at a cost not to exceed \$532,375.00 for

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PAGE 2

each additional 12-month period, plus five percent for contingencies, subject to the approval of funds and Board approval of the Local Programs annual Board item.

- 2102-04 NORTHERN RAIL MAINTENANCE OF WAY FACILITY: GENERAL DESIGN CONSULTANT** – Authorization to enter into NJ TRANSIT Contract No. 20-050 with STV, Inc. to conduct Preliminary and Final Design, Engineering and Construction Assistance Services for the Northern Maintenance of Way (MOW) Facility Project. **58890**

Authorization to advance phase one, concept development, and phase two, preliminary engineering services, with STV, Inc. in the amount not to exceed \$2,743,953.26, plus five percent for contingencies, subject to the availability of funds.

- 2102-05 TRANS-HUDSON NETWORK PLANNING STRATEGY CONTRACT AWARD** – Authorization to fund an additional \$1,550,000, plus five percent contingency under NJ TRANSIT Contract No. 19-038 with AECOM of New York, New York, for Trans-Hudson Network Planning Strategy services to allow commencement of Phase III of the contract, subject to the availability of funds. **58893**

- 2102-06 EXPANDED PRESCRIPTION DRUG HEALTH AND WELFARE BENEFITS PROGRAM – CONTINUED** – Authorization to continue the ESI SaveonSP Program for the remaining base contract period of one (1) year and four (4) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$1,350,000, based on the scope of services, subject to the availability of funds. **58902**

- **EXECUTIVE SESSION AUTHORIZATION** **58904**
- **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 December 9, 2020 and the January 4, 2021 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on December 16, 2020 and January 5, 2021;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the December 9, 2020 and the January 4, 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



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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT
DATE: FEBRUARY 10, 2021
SUBJECT: PRESIDENT & CEO'S REPORT – FEBRUARY 2021

Transit ridership globally remains far below pre-pandemic levels, although we are encouraged by and grateful for the passage of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which will send a second round of federal relief funding to NJ TRANSIT. While the final dollar amount is still being finalized, preliminarily, we anticipate the CRRSAA funding will allow us to maintain current service levels through Fiscal Year 2022.

As part of our ongoing efforts to boost ridership and better accommodate the needs of our customers, NJ TRANSIT on Monday introduced a pilot ticketing option called FLEXPASS. This creative new fare option allows for more flexible travel options to better accommodate our customers' current commuting patterns. Customers using FLEXPASS receive 20 one-way tickets at a 20 percent discount off the one-way fare. FLEXPASS tickets are valid on bus, rail, and light rail, and are available for purchase only through the NJ TRANSIT mobile app during the pilot, and are valid for 30 days from the date of purchase. FLEXPASS represents yet another way NJ TRANSIT is working to be as responsive as possible to the ever-evolving changes taking place in our ridership and our region right now – not only to build and restore customer confidence, through aggressive cleaning and disinfection, but also to make transit as attractive as possible, to get our customers riding again as soon as possible.

Despite the challenges of responding to the COVID-19 pandemic, our focus on “people”, technology, and infrastructure continues, as demonstrated by the many developments in these areas since our last Board meeting. One such example occurred on January 5th, when NJ TRANSIT celebrated yet another class of locomotive engineers preparing to join our ranks. This class represents an addition of 94 new locomotive engineers to our roster since 2018, and brings us just shy of a full roster. However, we remain on pace to have a full roster with the next graduating class early in the spring of this year. On the bus side of our operation, we have graduated more than 900 bus operators since 2018 – another position that is critical to reliable service delivery.

We also continue to leverage technology to protect customers and employees and make our system safer and easier to use. Last month, we received a \$600,000 federal grant from the U.S. Department of Transportation (USDOT) that will enable us to use artificial intelligence and video analytics to study customer flow and identify opportunities to improve mask compliance and other metrics, in response to the COVID-19 pandemic. Through this grant, we'll use heat mapping and software to analyze capacity and mask compliance to provide invaluable data – all anonymous and in the aggregate – that will improve our ability to identify trends in ridership patterns and deploy resources where they are most needed. Throughout the duration of the pilot, River LINE customers will have access to real-time, reliable crowd data, available through the NJ TRANSIT mobile app. The app will provide River LINE customers with information similar to what bus and rail customers have access to in the “How Full is My Ride” mobile app feature – allowing them to make more informed travel decisions.

As we embark on a pilot of new technology on light rail, we are currently piloting pre-boarding, contactless fare collection technology on our bus system. Last week, NJ TRANSIT began scanning customer tickets on our 126 bus line, on trips departing the Port Authority Bus Terminal (PABT) from 3:30 p.m. to 7 p.m. Through this new pilot program, NJ TRANSIT employees with handheld mobile devices – the same technology currently being deployed to rail crews throughout our entire rail network – are now being stationed near stairs and escalators in the PABT. These employees electronically scan mobile and paper tickets before customers enter their boarding queue. When a bus arrives, customers simply get on board and go to their seat. We expect this new technology to not only streamline the bus boarding process, but also to improve COVID-19 safety by further promoting contactless fare collection. We will evaluate data collected on performance and logistics in determining how this technology can be expanded to other bus lines operating out of the PABT.

In addition to leveraging technology to improve service and protect customers and employees, we are seeing the first tangible results of a process we started three years ago to modernize our rail fleet. Late last month, the first of 25 new dual-mode locomotives arrived from Hamburg, Germany. These new dual-mode locomotives will provide additional

reliability and flexibility to operate on both electrified and non-electrified tracks. In bus operations, more than 300 new buses will be delivered to NJ TRANSIT between 2020 and 2021 – improving reliability, on-time performance, and the overall experience for millions of bus customers every year. Also on our agenda today is authorization to purchase up to 35 new low-floor extended mini buses, which will particularly benefit some of our state’s most vulnerable residents.

As we add hundreds of new buses and operators to our system, we are beginning the process of completely reimagining our bus network, and we’re starting in a city with limitless potential and opportunities – the location of our headquarters – the city of Newark. On January 25th, we launched “NewBus Newark” – a new initiative to redesign our bus network for the greater Newark area. The centerpiece of this project will be a deep engagement with customers and the community. We’ve already introduced a customer survey and informational website – both available at njtransit.com/newbus – and held our first of many planned meetings with regional stakeholders. The initiative will include a detailed performance analysis of the area’s 38 local bus routes, assessing the current transit market, including where people live and work, and how they travel. We will then use these findings – alongside community input – to design a new bus network that will improve local mobility and enhance connections in the greater Newark region. Ultimately, we believe this initiative will help Newark meet the evolving demands of its residents, businesses, and employers, while supporting and even creating economic growth.

On December 18th, NJ TRANSIT celebrated a key milestone in both technology and infrastructure, and an achievement few thought possible when I joined this organization in February of 2018: The successful certification of our Positive Train Control (PTC) project, before the December 31st, 2020 deadline. PTC is now fully operational, in revenue service, on all rail lines. Meeting this deadline – from where it was just three years ago – took nothing less than a herculean effort, and I want to once again thank all of our employees, our contractors, transit partners, and of course, our customers for their continued patience and understanding as we worked to install this critical safety enhancement.

We celebrated another major infrastructure milestone on January 14th: A signed, Full Funding Grant Agreement from the Federal Transit Administration (FTA) for our Portal North Bridge Replacement Project, which provides a \$766.5 million commitment to fund a new Portal North Bridge. At the same time on January 14th, we released an Invitation for Bid (IFB) requesting firms to submit Special Pre-qualifications for the project, and last week, we held a Special Pre-Qualification Questionnaire Conference for interested contractors. This Agreement is a significant win for our customers, this agency, and our region, and these significant capital investments will do far more than improve service – they will create thousands of jobs and billions of dollars in economic activity throughout New Jersey, which will be integral in our state’s recovery from the COVID-19 pandemic.



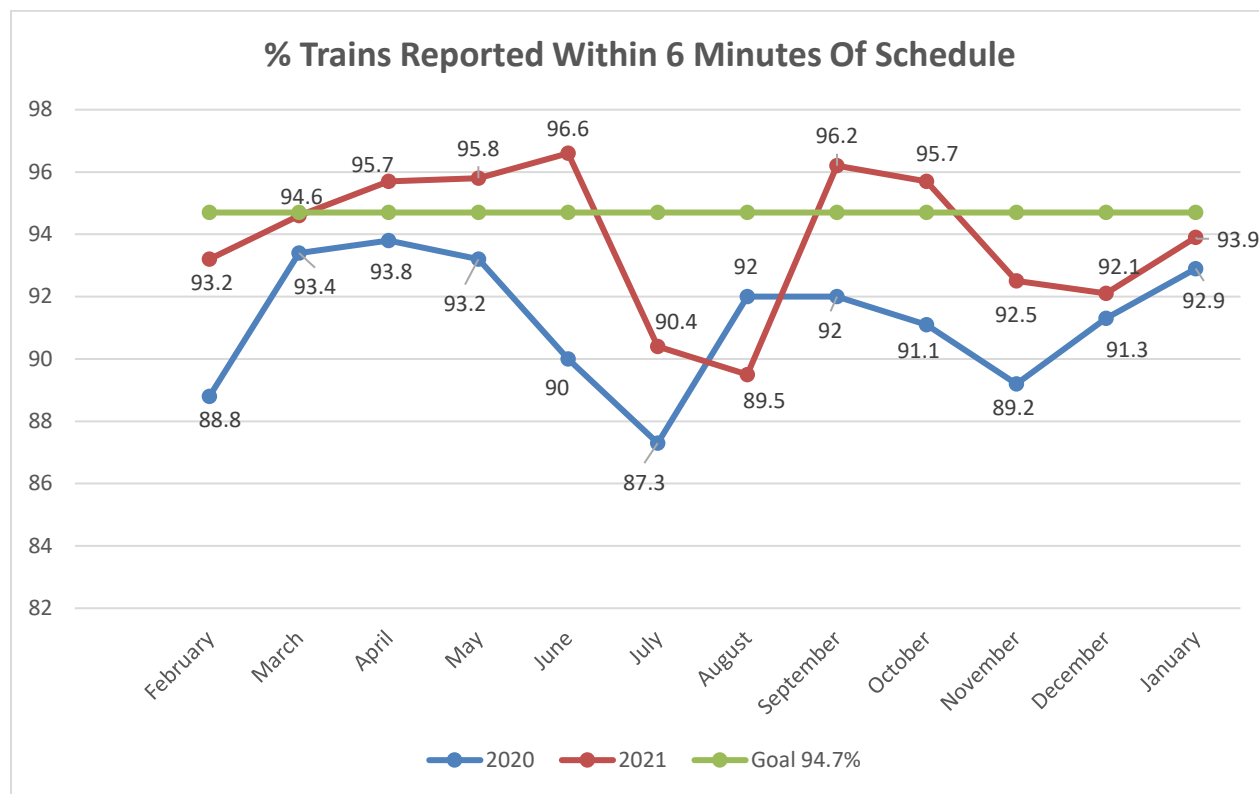
PRESIDENT & CEO'S MONTHLY REPORT
FEBRUARY 10, 2021

PRESIDENT & CEO'S MONTHLY REPORT FEBRUARY 10, 2021

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL February 2020 – January 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
January Comparison	92.9%	93.9%	1.0%
12-Month Average Feb. 2019 – Jan. 2021	91.3%	93.7%	2.4%

Analysis:

Rail On-time Performance was 93.9% for January, 2021. Of the 16,573 trains scheduled to operate, 15,558 were on time, while 1,015 trains (or 6.1%) were delayed.

Key Causes included:

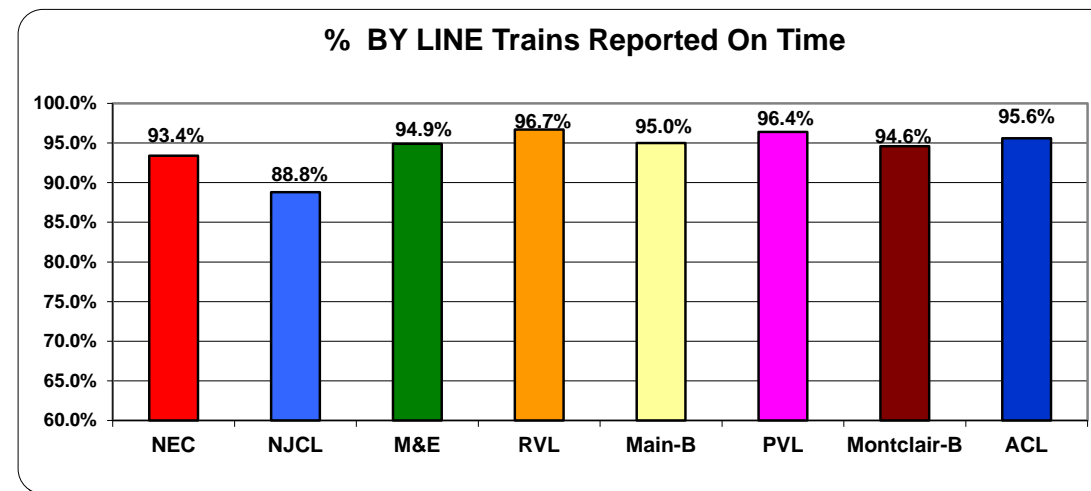
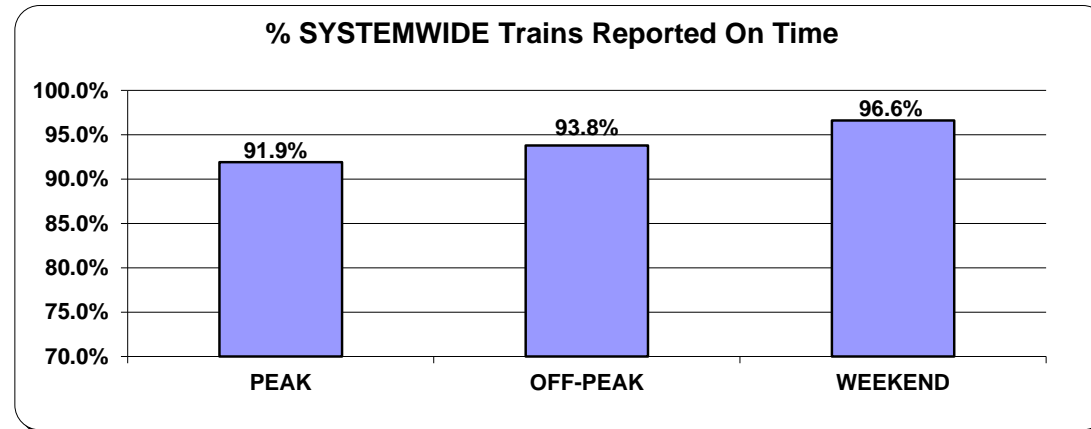
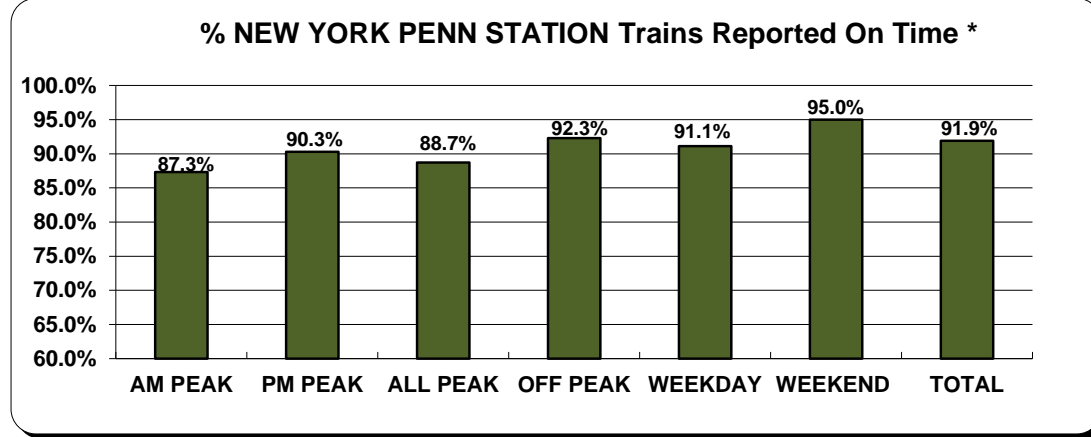
- NJT programmed maintenance, trackside interference and PTC mechanical contributed 38 delays on January 5.
- Amtrak switch failure and NJT PTC mechanical contributed 41 delays on January 20.
- NJT PTC mechanical, signal and switch issues contributed 110 delays.

The 12-month Average for Rail On-Time Performance was 93.7%.

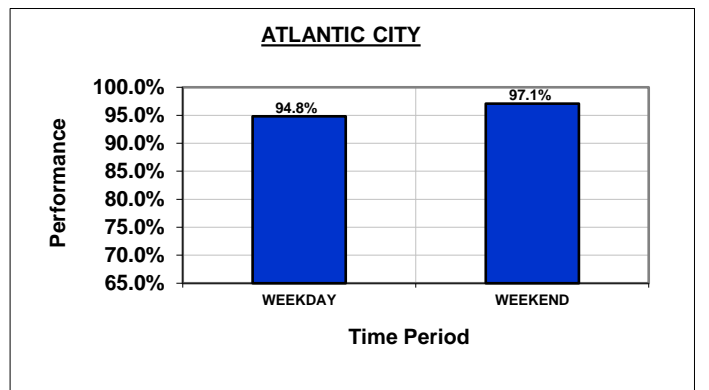
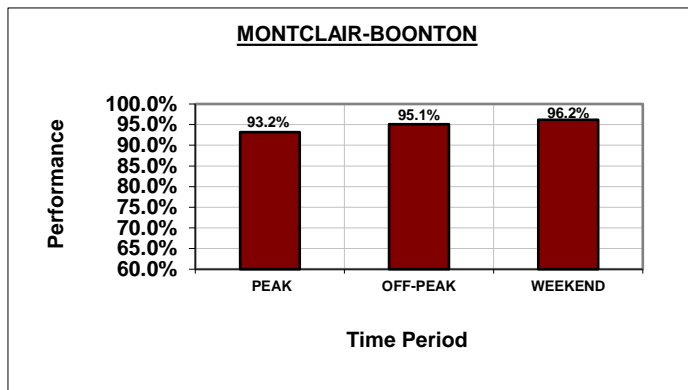
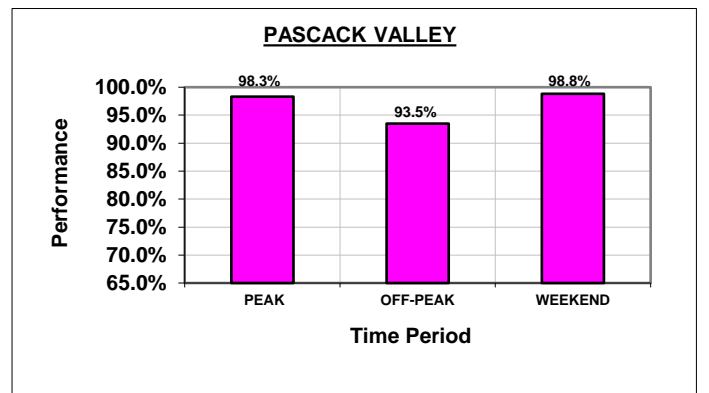
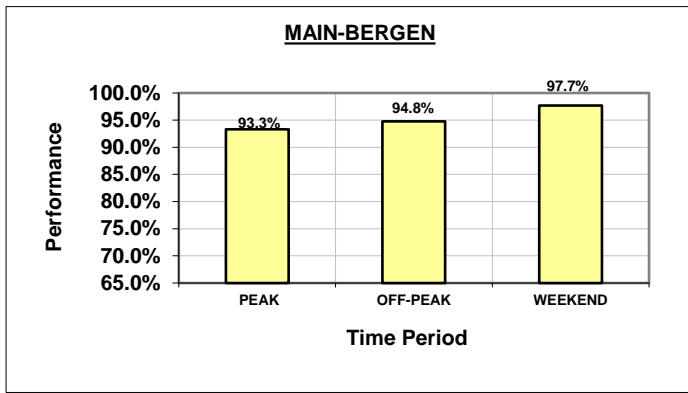
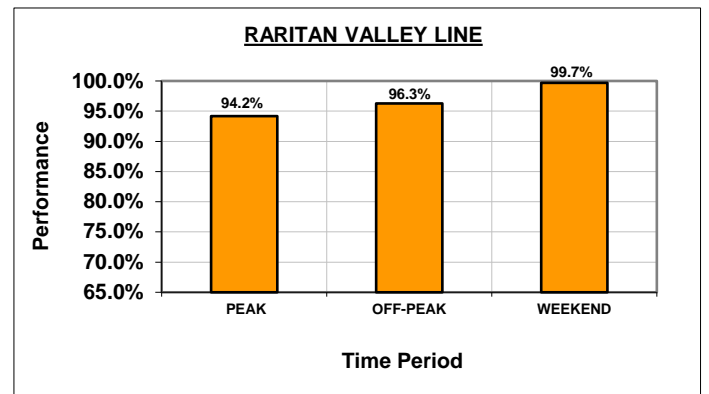
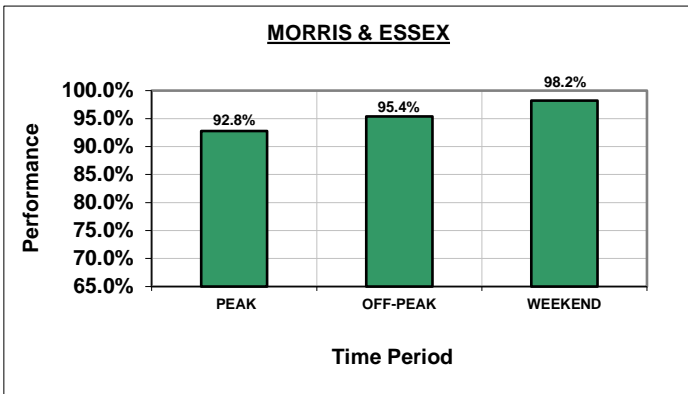
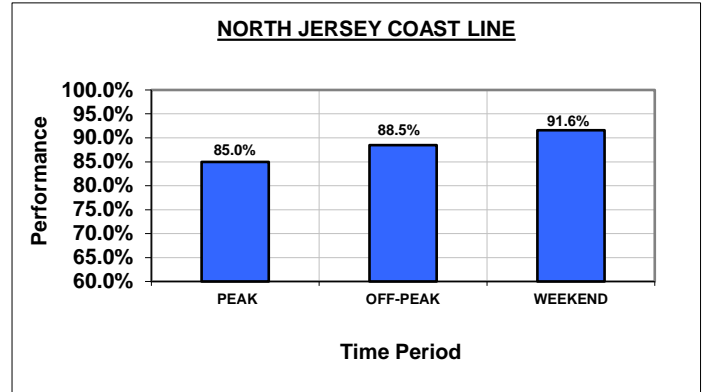
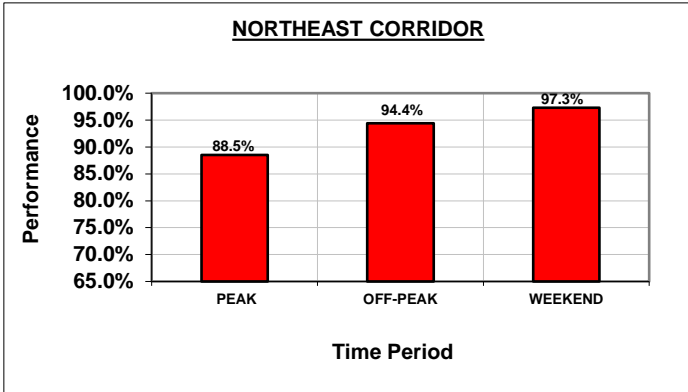
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD JANUARY 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.



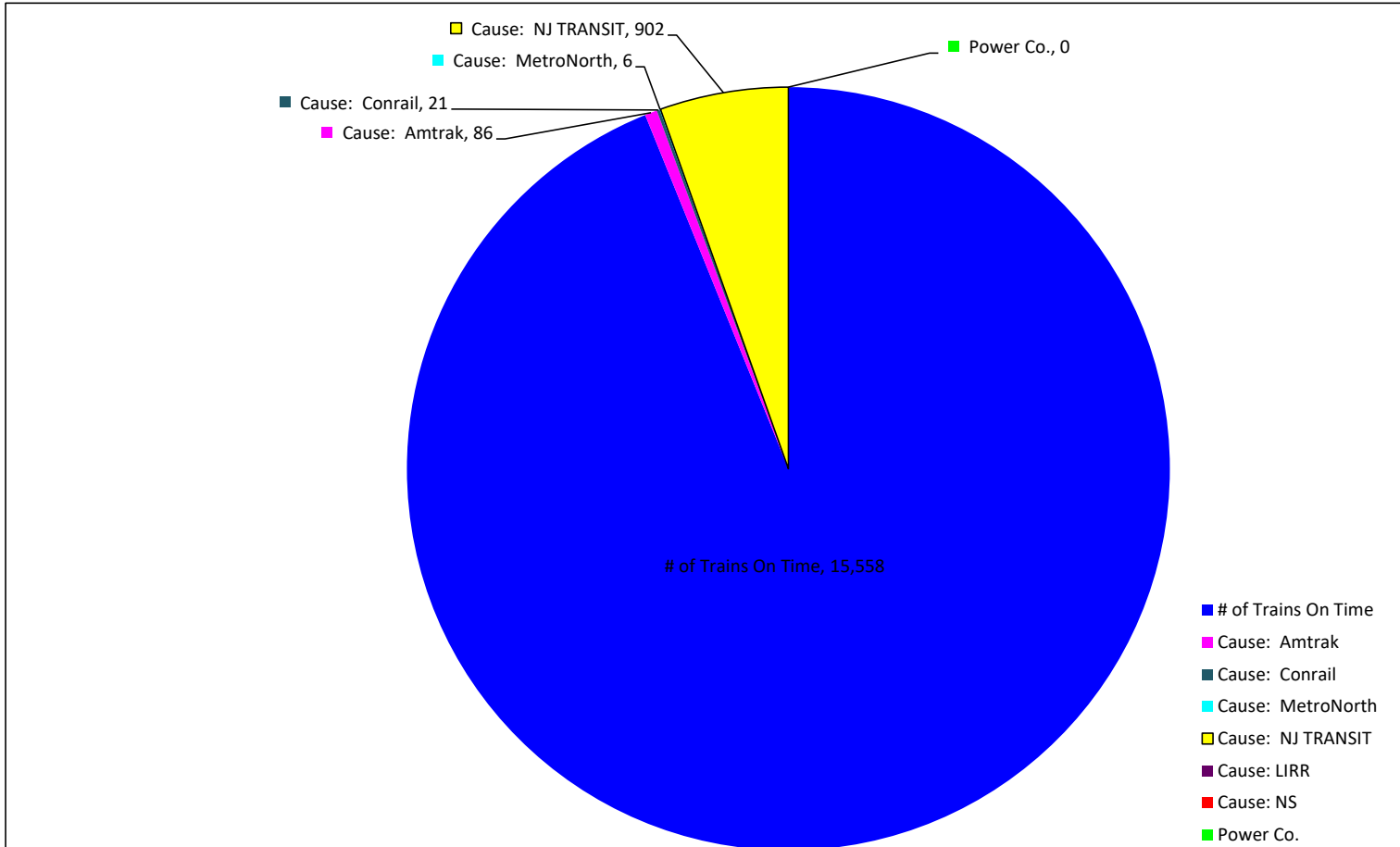
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY 2021



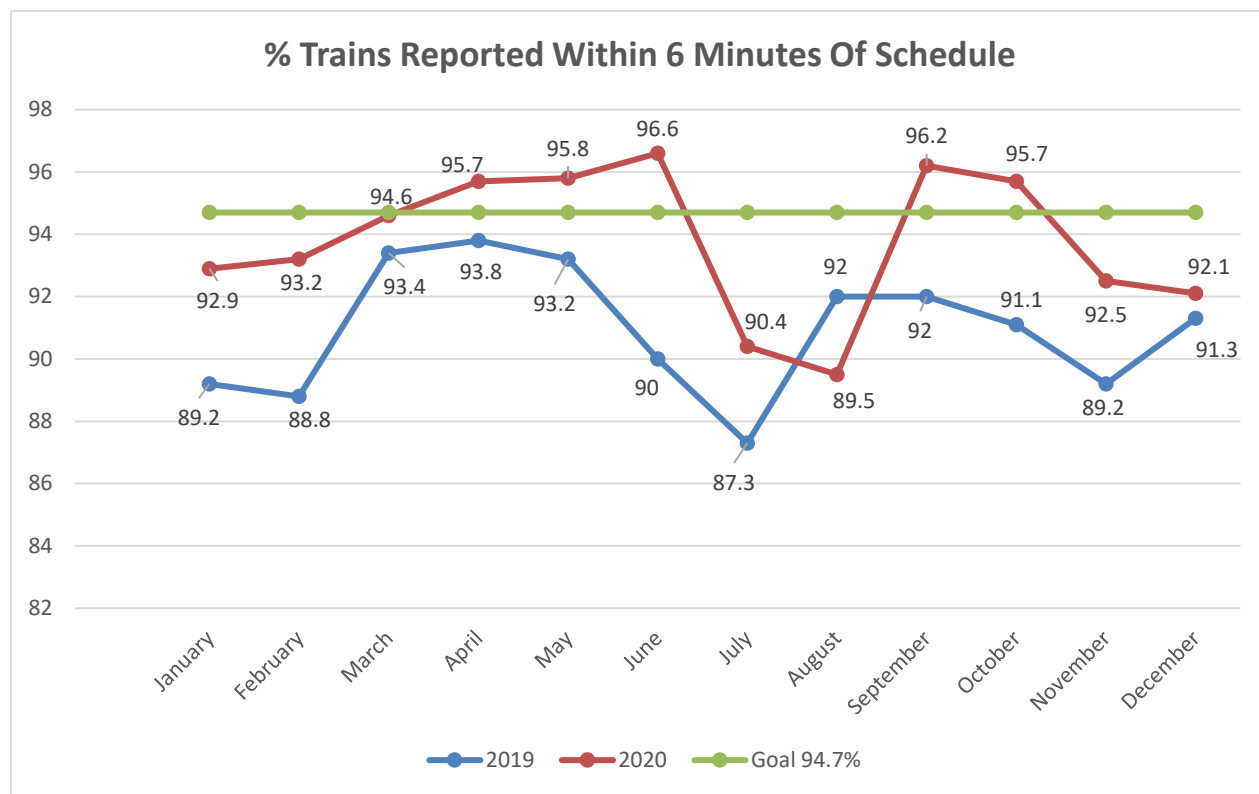
NJ TRANSIT Performance - JANUARY 2021

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	15,558	86	21	6	902			0
# of Late Trains	1,015	0.52%	0.13%	0.04%	5.44%	0.00%	0.00%	0.00%
Total # of Trains	16,573							
Percentage On Time	93.9%							



NJ TRANSIT ON-TIME PERFORMANCE RAIL January 2019 – December 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
December Comparison	91.3%	92.1%	0.8%
12-Month Average Jan. 2019 – Dec. 2020	90.9%	93.6%	2.7%

Analysis:

Rail On-time Performance was 92.1% for December, 2020. Of the 16,865 trains scheduled to operate, 15,538 were on time, while 1,327 trains (or 7.9%) were delayed.

Key Causes included:

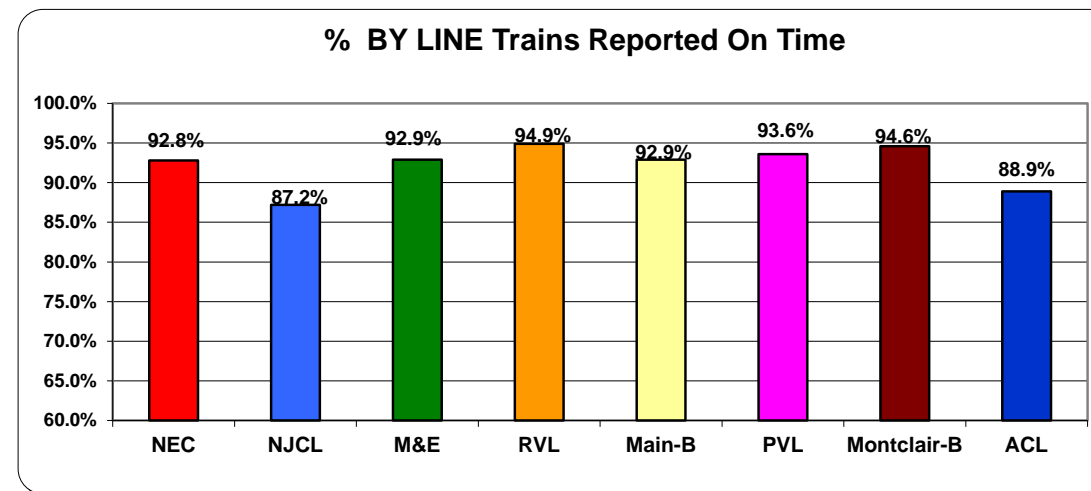
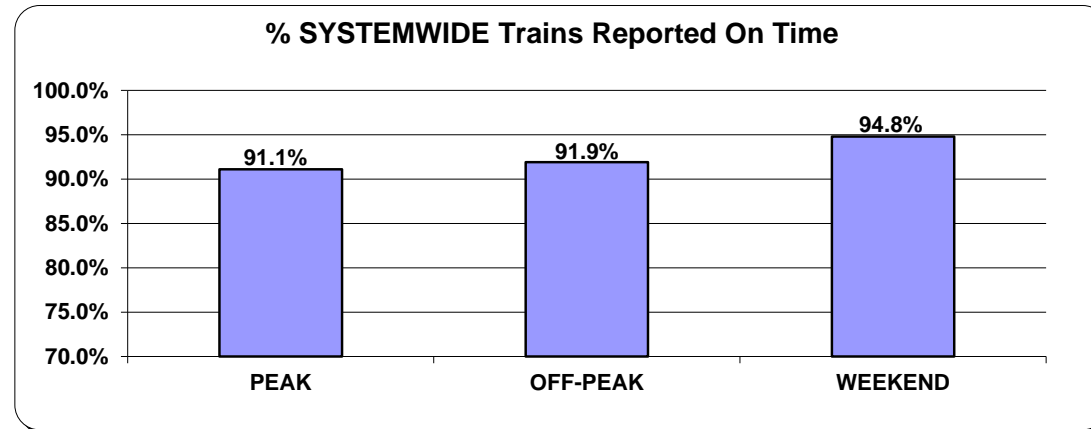
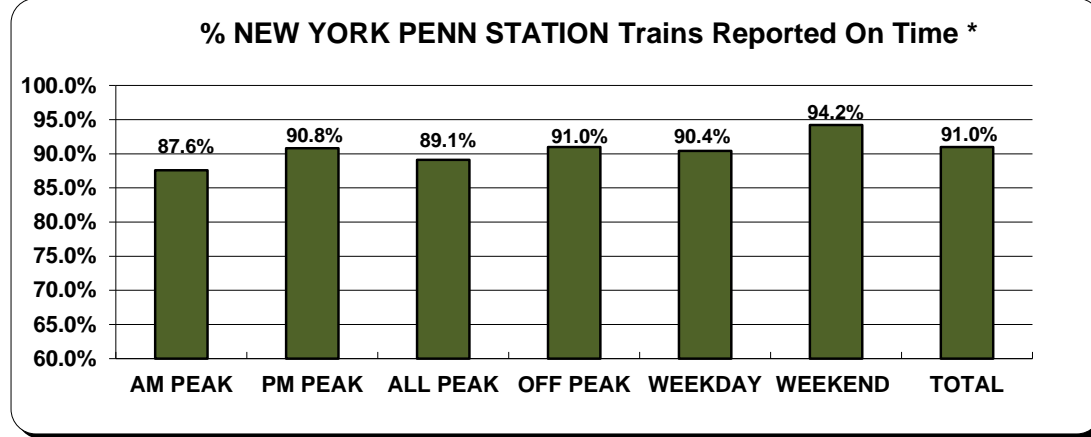
- Amtrak Portal Bridge and NJT weather issues contributed 83 delays on December 16.
- NJT weather issues contributed 148 delays on December 17.
- NJT grade crossing issue, trackside interference, weather, PTC, shortage of equipment, bridge strike and manpower shortage contributed 98 delays on December 18.

The 12-month Average for Rail On-Time Performance was 93.6%.

ON-TIME PERFORMANCE RAIL

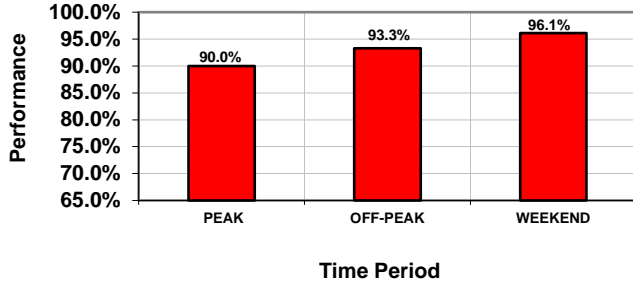
SUMMARY BY TIME PERIOD DECEMBER 2020

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

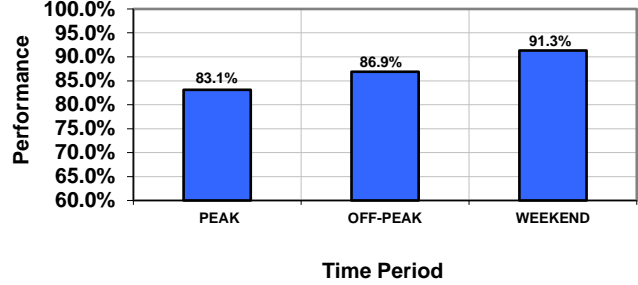


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD DECEMBER 2020

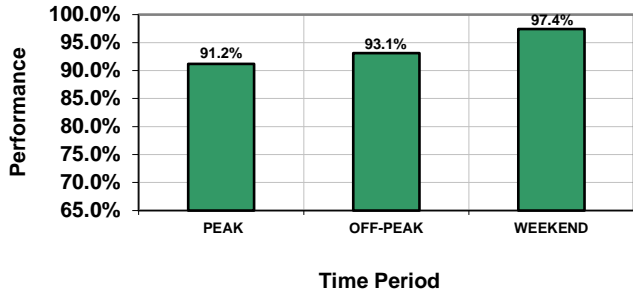
NORTHEAST CORRIDOR



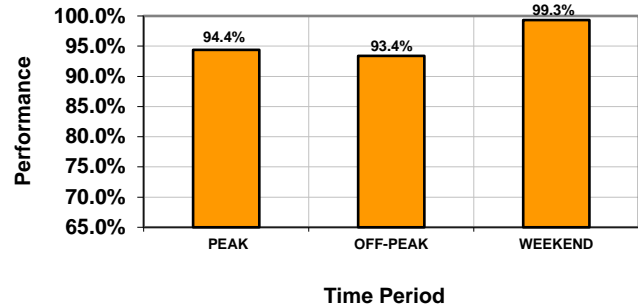
NORTH JERSEY COAST LINE



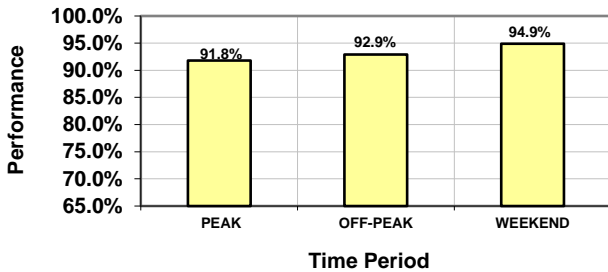
MORRIS & ESSEX



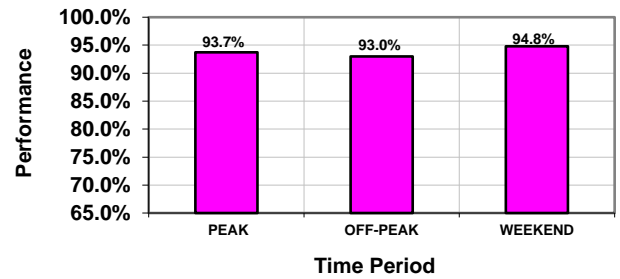
RARITAN VALLEY LINE



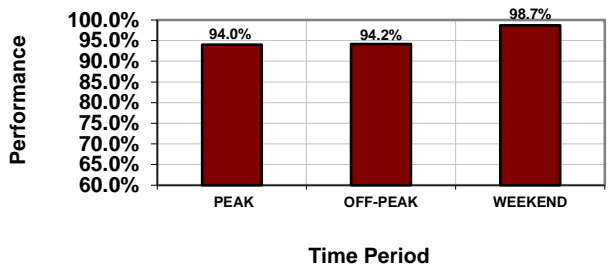
MAIN-BERGEN



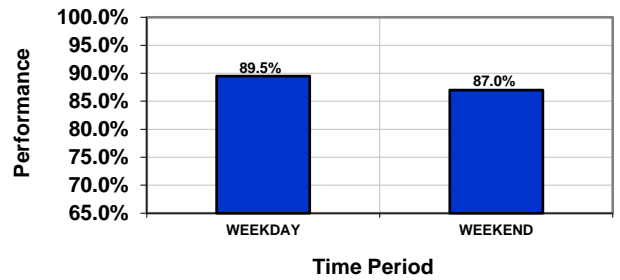
PASCACK VALLEY



MONTCLAIR-BOONTON



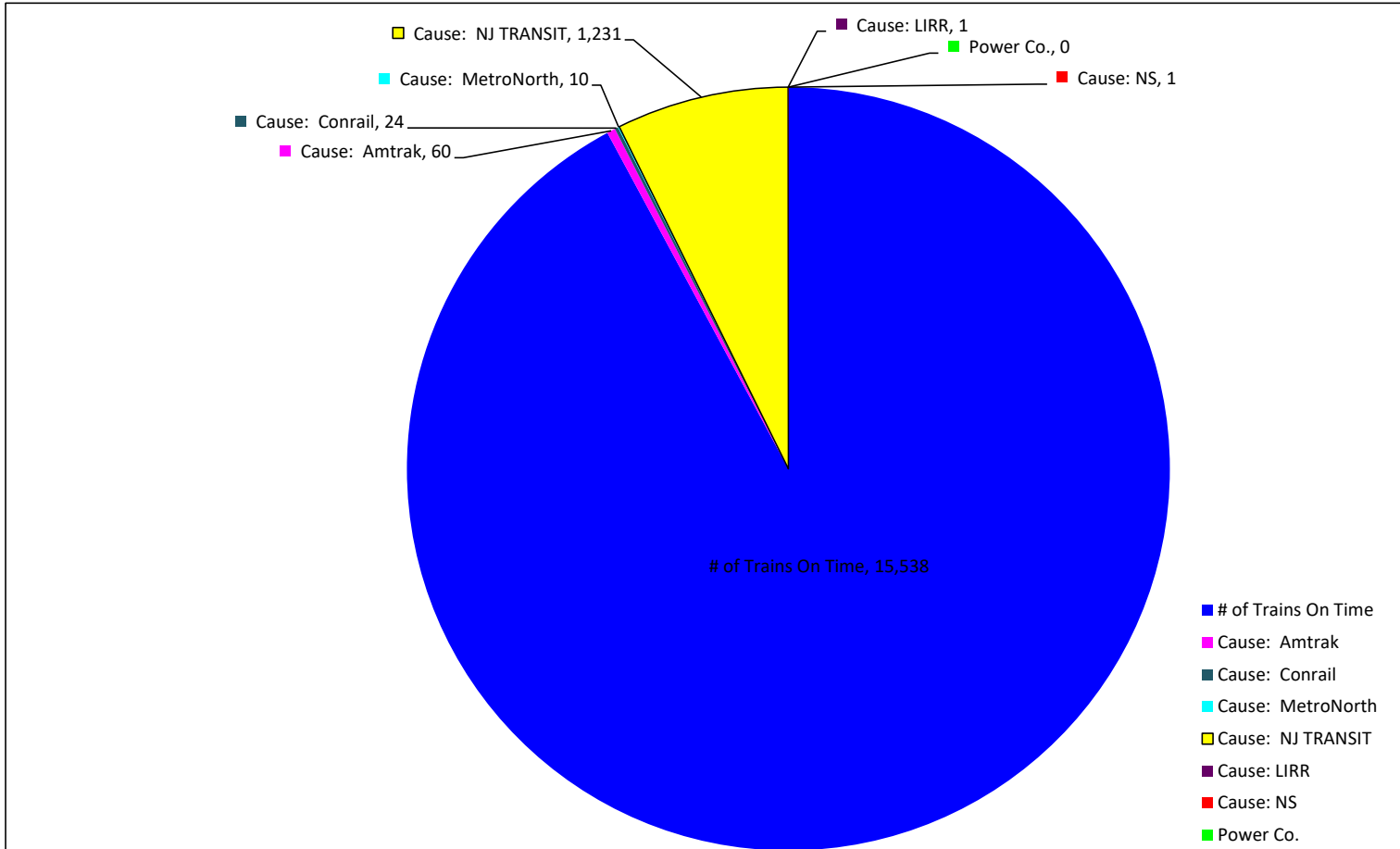
ATLANTIC CITY



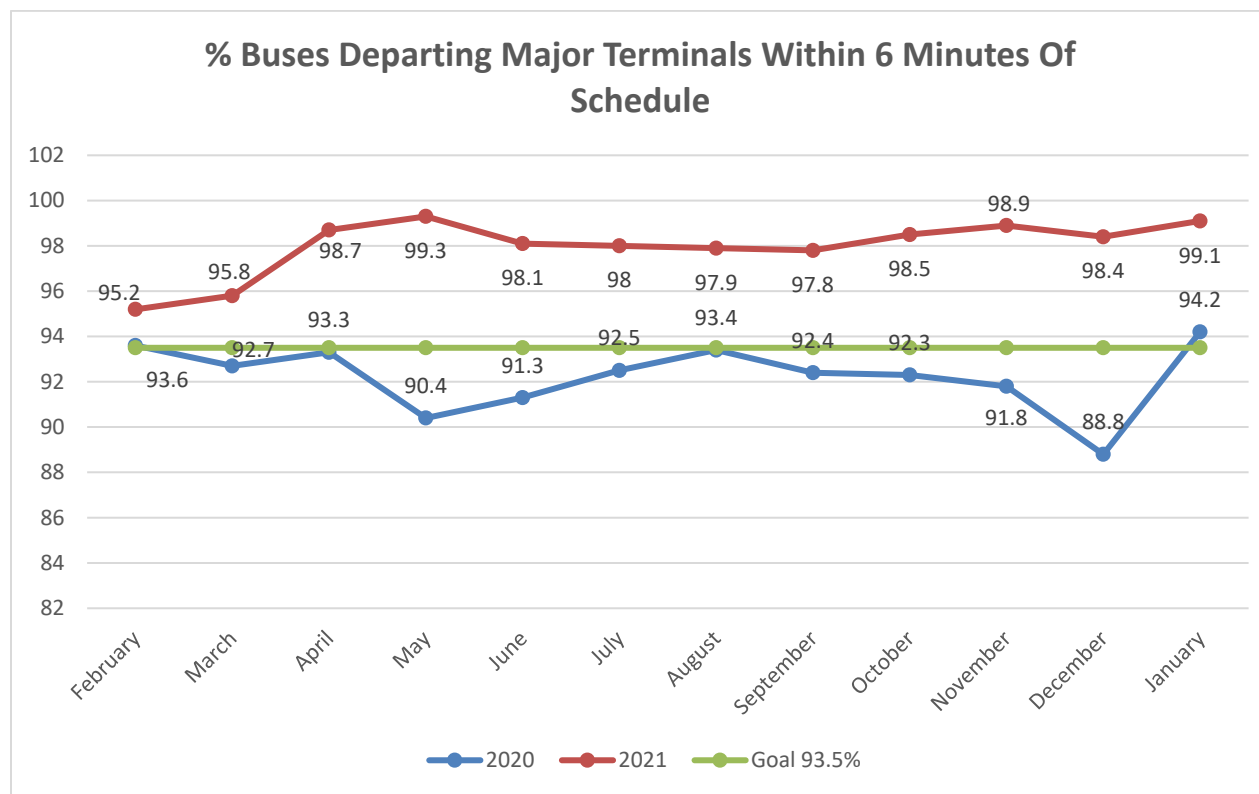
NJ TRANSIT Performance - DECEMBER 2020

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	15,538	60	24	10	1,231	1	1	0
# of Late Trains	1,327	0.36%	0.14%	0.06%	7.30%	0.01%	0.01%	0.00%
Total # of Trains	16,865							
Percentage On Time	92.1%							



NJ TRANSIT ON-TIME PERFORMANCE BUS February 2019 – January 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
January Comparison	94.2%	99.1%	4.9%
12-Month Average February 2019 – January 2021	92.2%	98.0%	5.8%

Analysis:

Bus On-Time Performance systemwide was 99.1% for the month of January 2021. Of the 34,037 scheduled departures, 317 experienced delays.

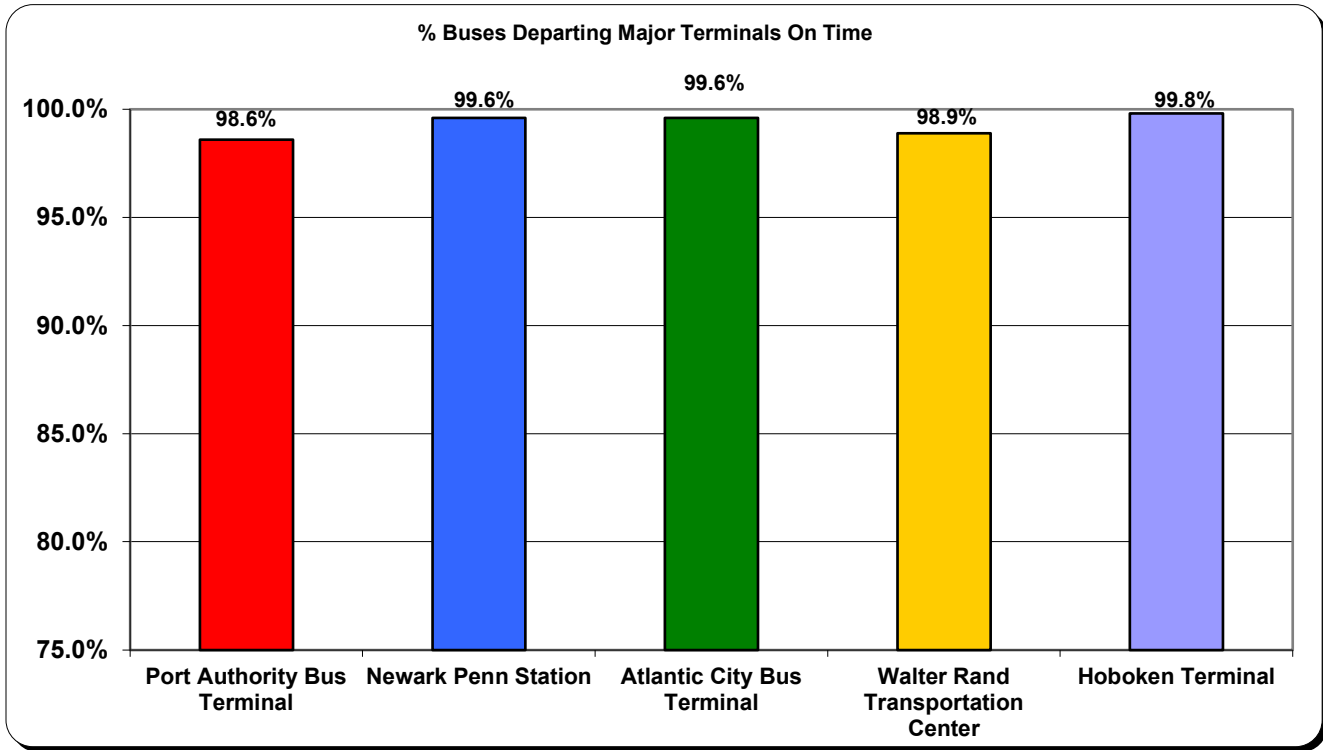
Key Causes included:

- Minor delays due to weather, detours, traffic, and road construction at Port Authority Bus Terminal.
- Delays due to mechanical issues, accident with auto involving NJT bus and construction and road closures at Newark Penn. Also, delays due to police activity and road closures for construction with detours caused delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

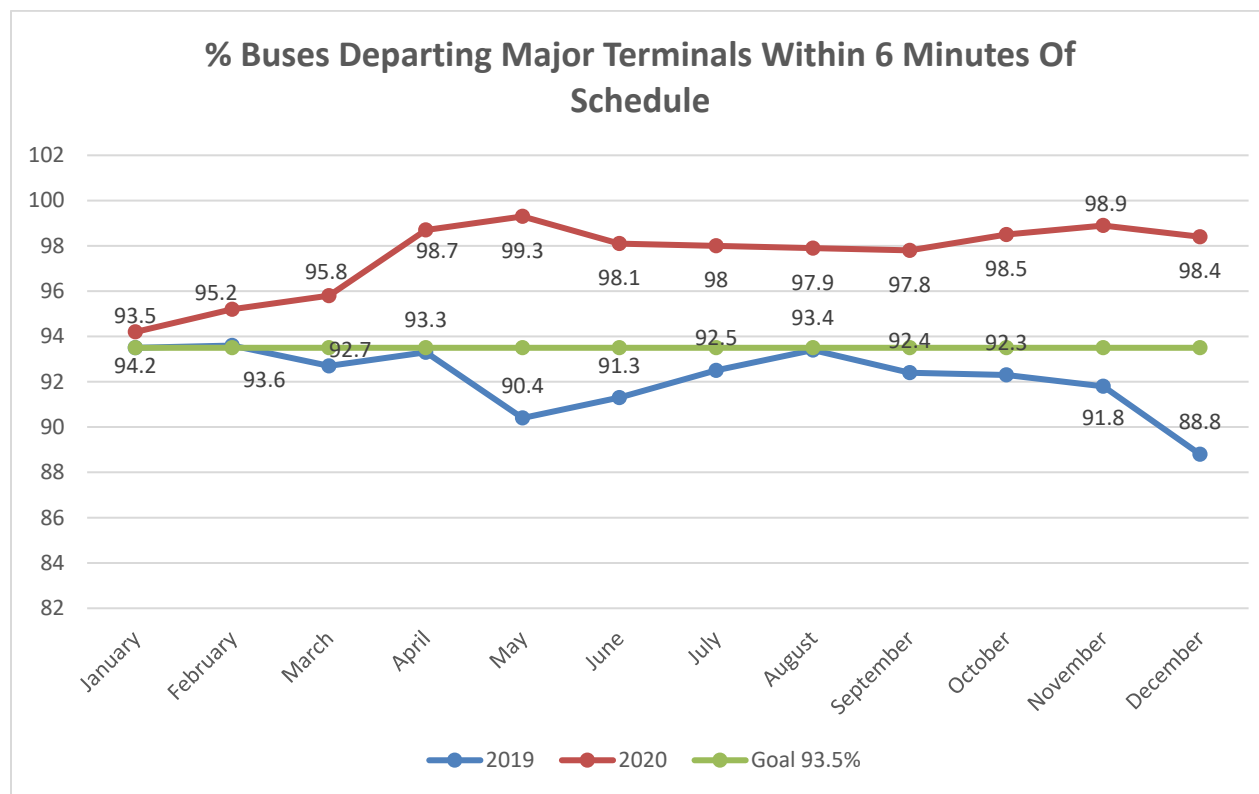
The 12-month average for Bus On-Time Performance was 98%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE BUS January 2019 – December 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
December Comparison	88.8%	98.4%	9.6%
12-Month Average January 2019 – December 2020	92.2%	97.6%	5.4%

Analysis:

Bus On-Time Performance systemwide was 98.4% for the month of December 2020. Of the 39,455 scheduled departures, 647 experienced delays.

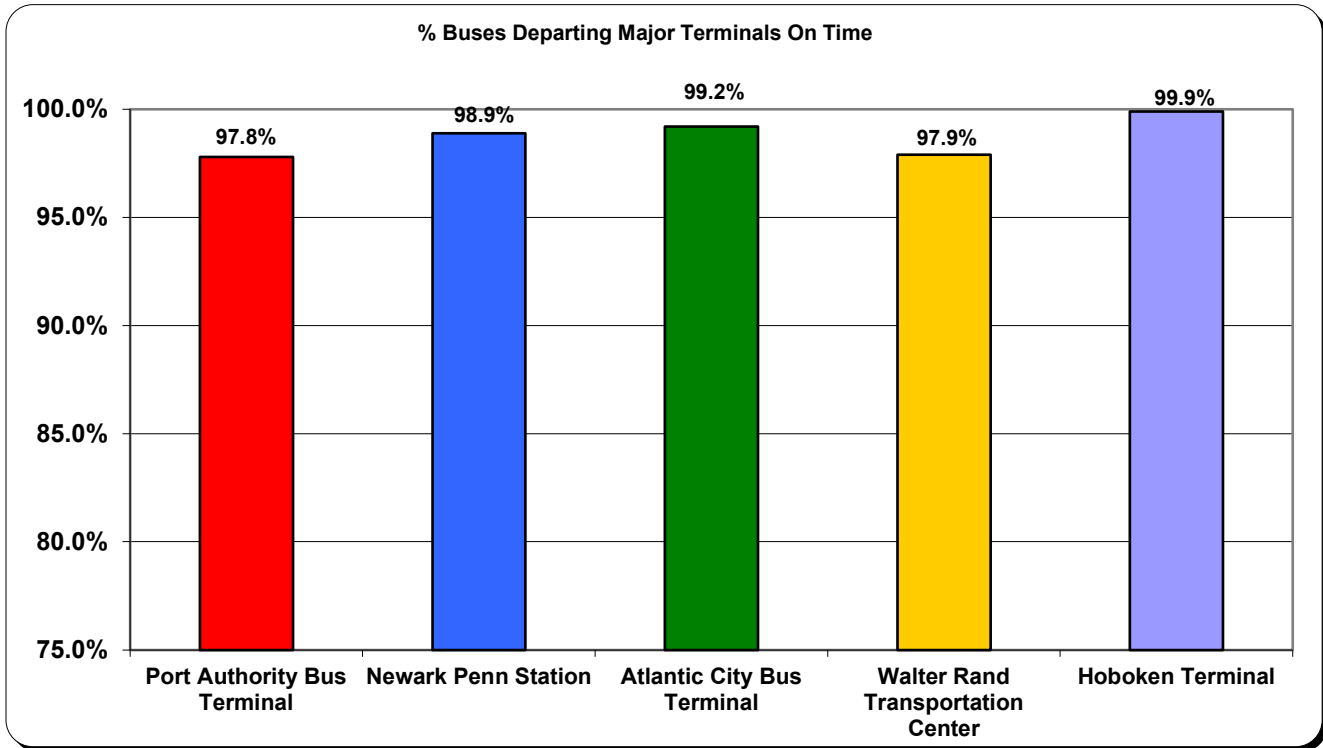
Key Causes included:

- Service delays/interruption due to weather related conditions on various days at Port Authority Bus Terminal.
- Delays due to congestion from road closures due to road work and heavy traffic during holiday seasons. Also, mechanical issues and road closure/detours due to water main break and repair caused significant delays at Newark Penn.
- For various other locations, minor delays were caused due to weather, detours, traffic and road construction on various days.

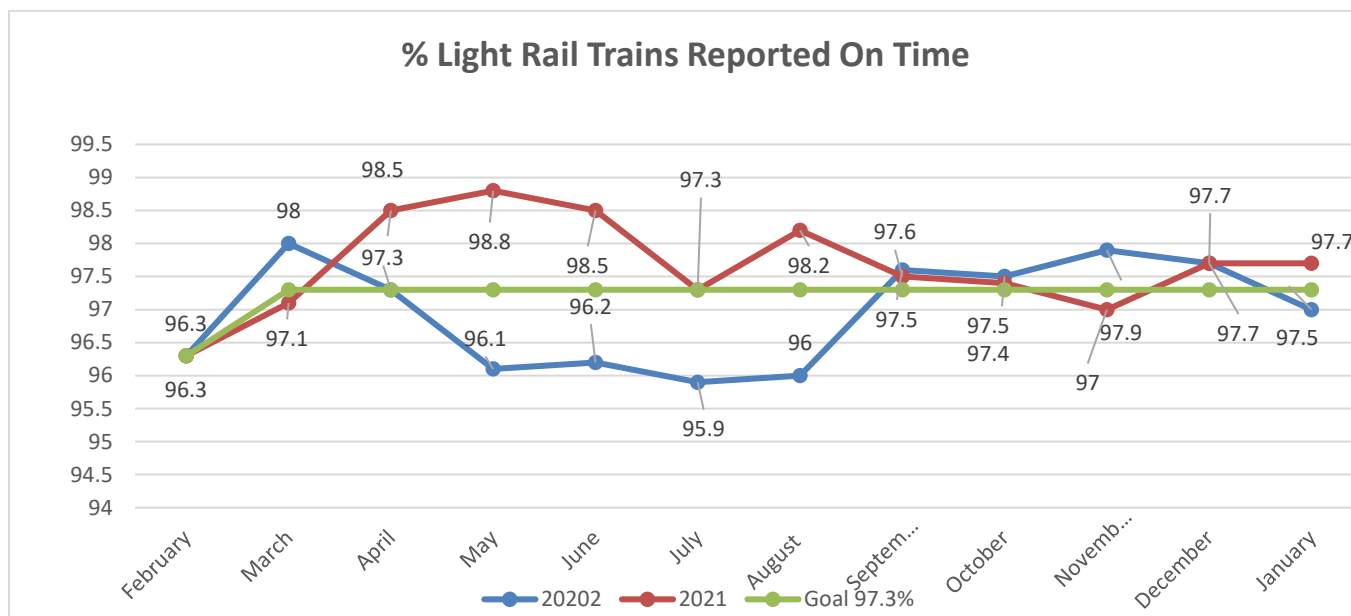
The 12-month average for Bus On-Time Performance was 97.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL February 2019 – January 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
January Comparison	97.7%	97.5%	-0.2 %
12-Month Average February 2020 – January 2021	97.02 %	97.73 %	0.71 %

Analysis: Light Rail On-Time Performance system wide was 97.5 % for the month of January 2021. Of the 25,811 scheduled departures, 612 experienced delays.

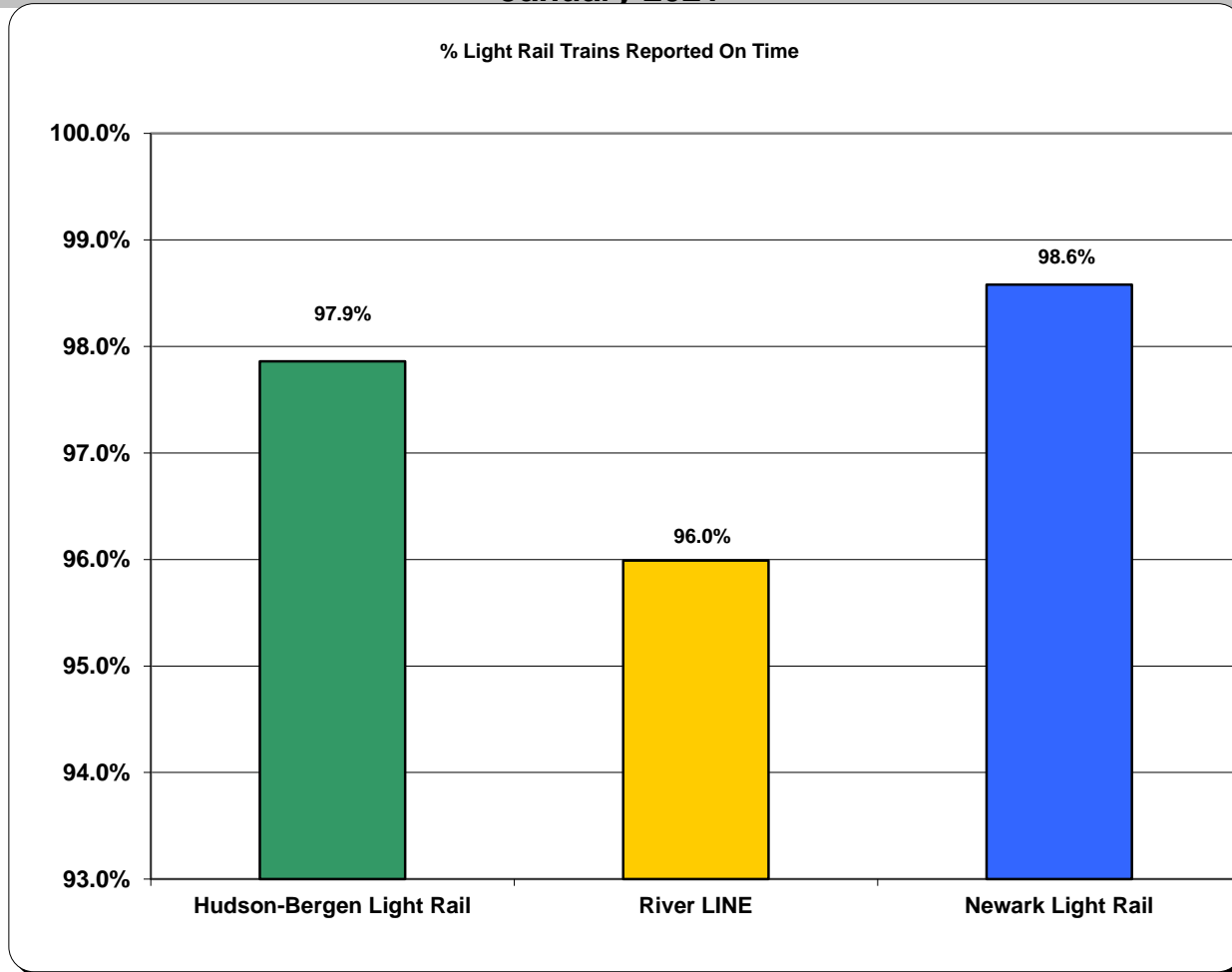
Key Causes included:

- Newark Light Rail – Multiple trains were affected due to mechanical faults, a customer in need of medical assistance and a signal violation on various days.
- River LINE – Equipment malfunction impacted trains, police activity and signal equipment issues impacted service on various days.
- Hudson-Bergen Light Rail – Several trains were affected due to track circuit issues, fire department activity and police activity on various days.

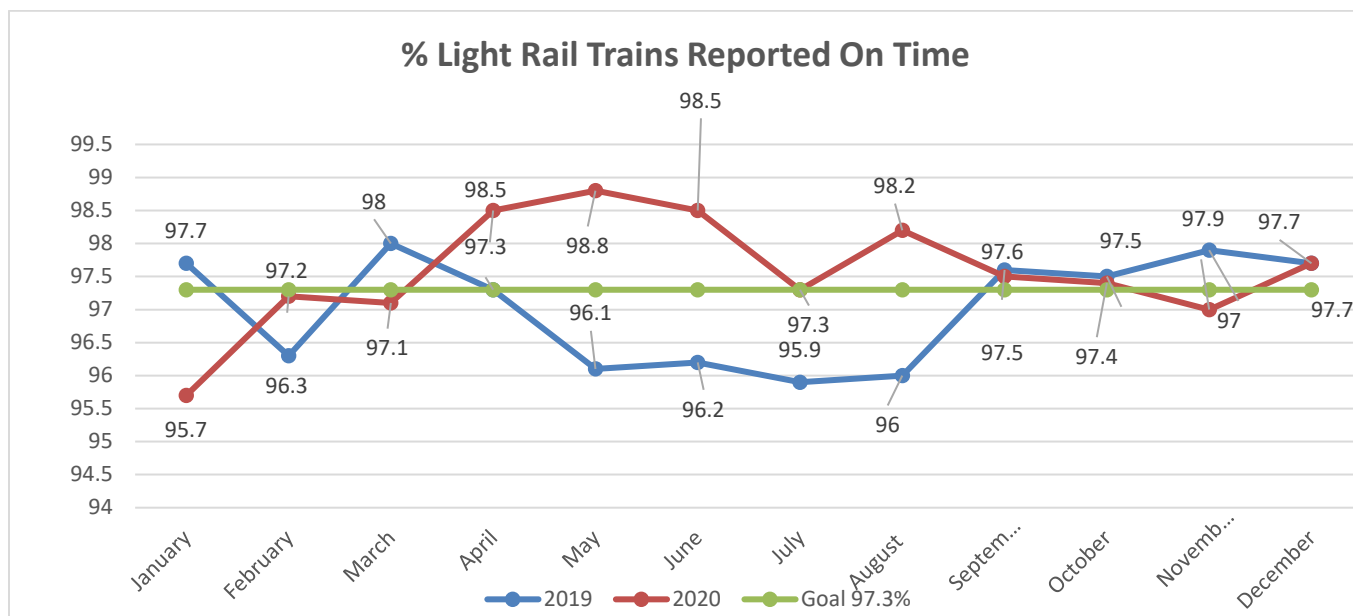
The 12-month Average for Light Rail On-Time Performance was 97.7 %

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE January 2021



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL January 2019 – December 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
December Comparison	97.7%	97.7%	0 %
12-Month Average January 2020 – December 2020	97.75%	96.85%	-0.9%

Analysis: Light Rail On-Time Performance system wide was 97.7% for the month of December 2020. Of the 28,339 scheduled departures, 1,097 experienced delays.

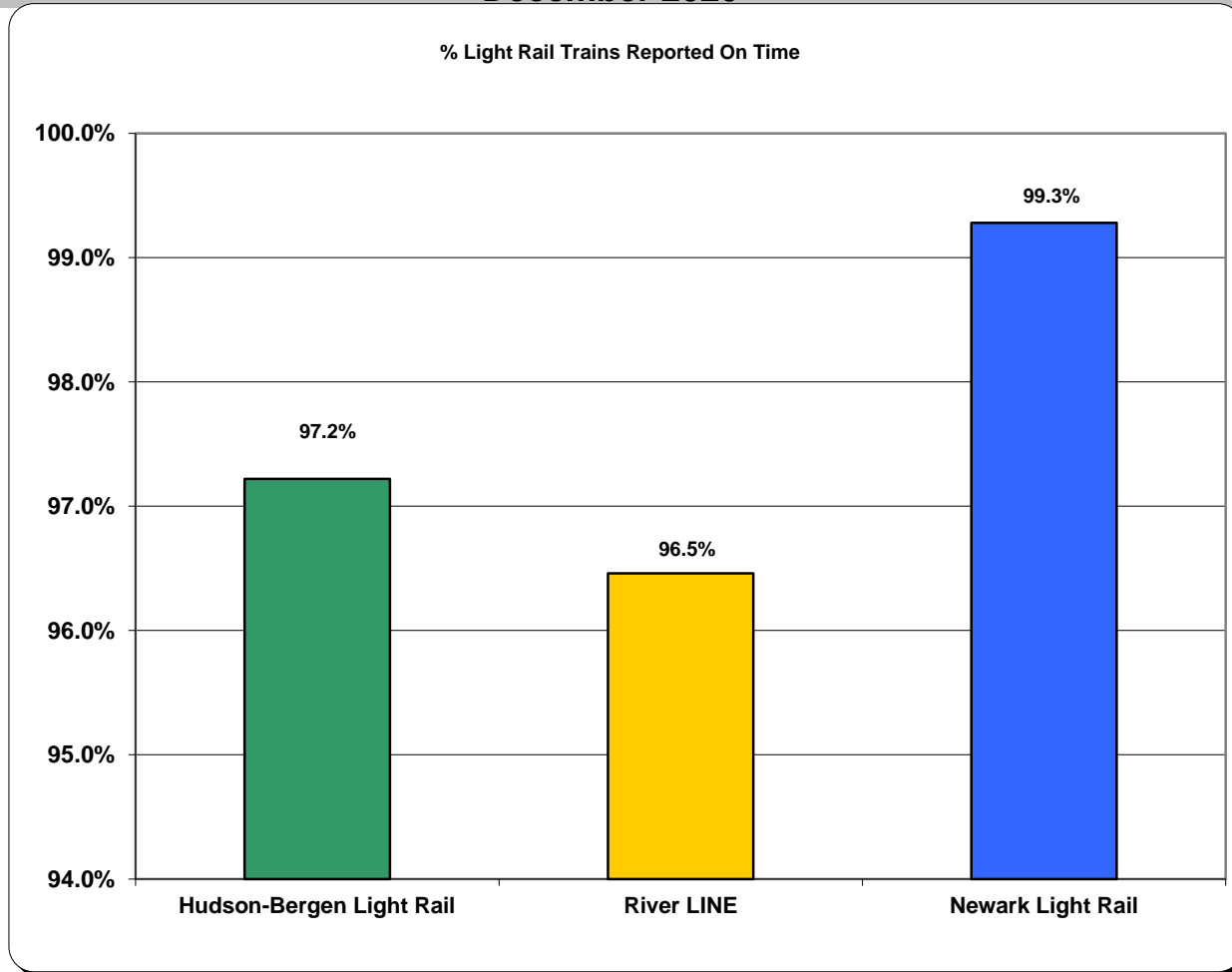
Key Causes included:

- Newark Light Rail – Snowstorm, manpower issues and mechanical issues impacted service on various days.
- River LINE– Multiple trains were affected due to weather related issues and signal malfunctions on numerous dates.
- Hudson-Bergen Light Rail – Multiple trains were affected due to a snowstorm while some additional trains were affected due to snow in track switch points. Also, police activity affected trains.

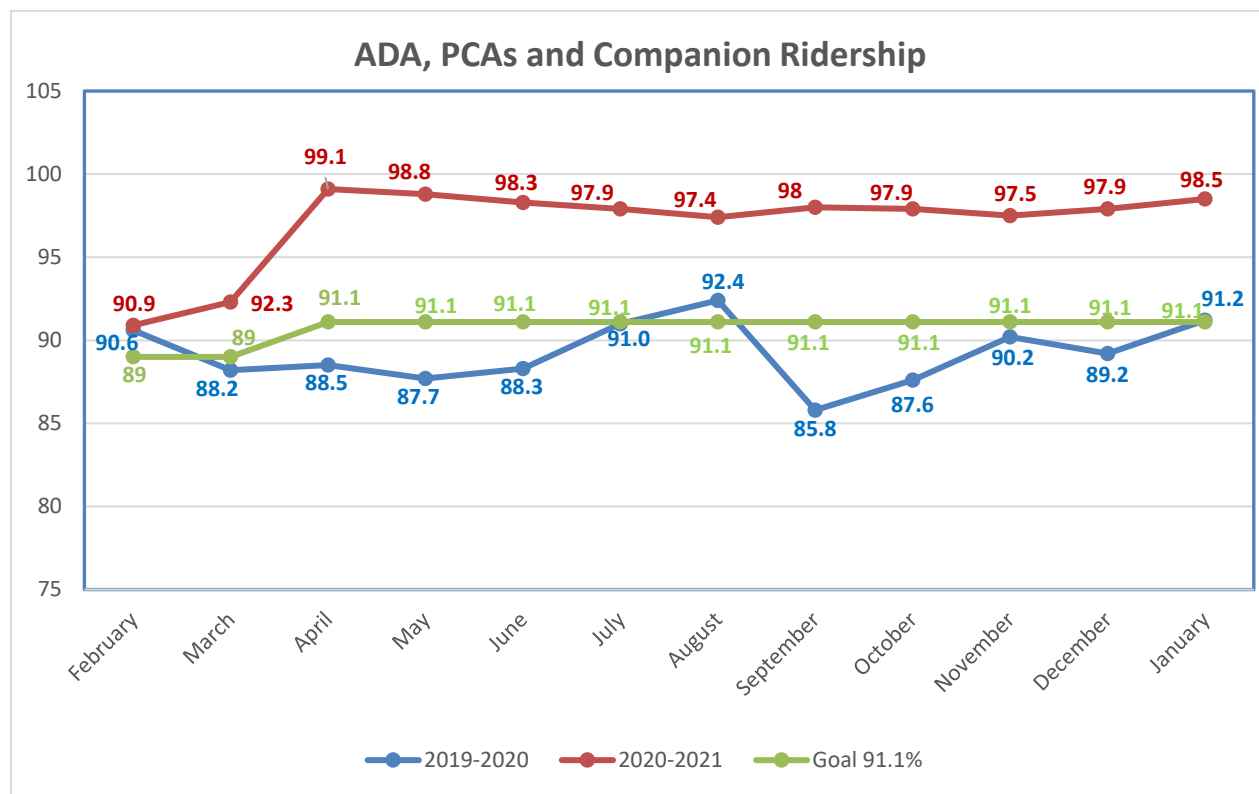
The 12-month Average for Light Rail On-Time Performance was 96.8%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE December 2020



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK FEBRUARY 2019– JANUARY 2021



	<u>2020</u>	<u>2021</u>	<u>%Change</u>
January Comparison	91.2%	98.5%	7.3%
January Ridership	141,975	75,410	-66,565
12-Month Average February 2020 – January 2021	89.2%	97.0%	7.8%

Analysis:

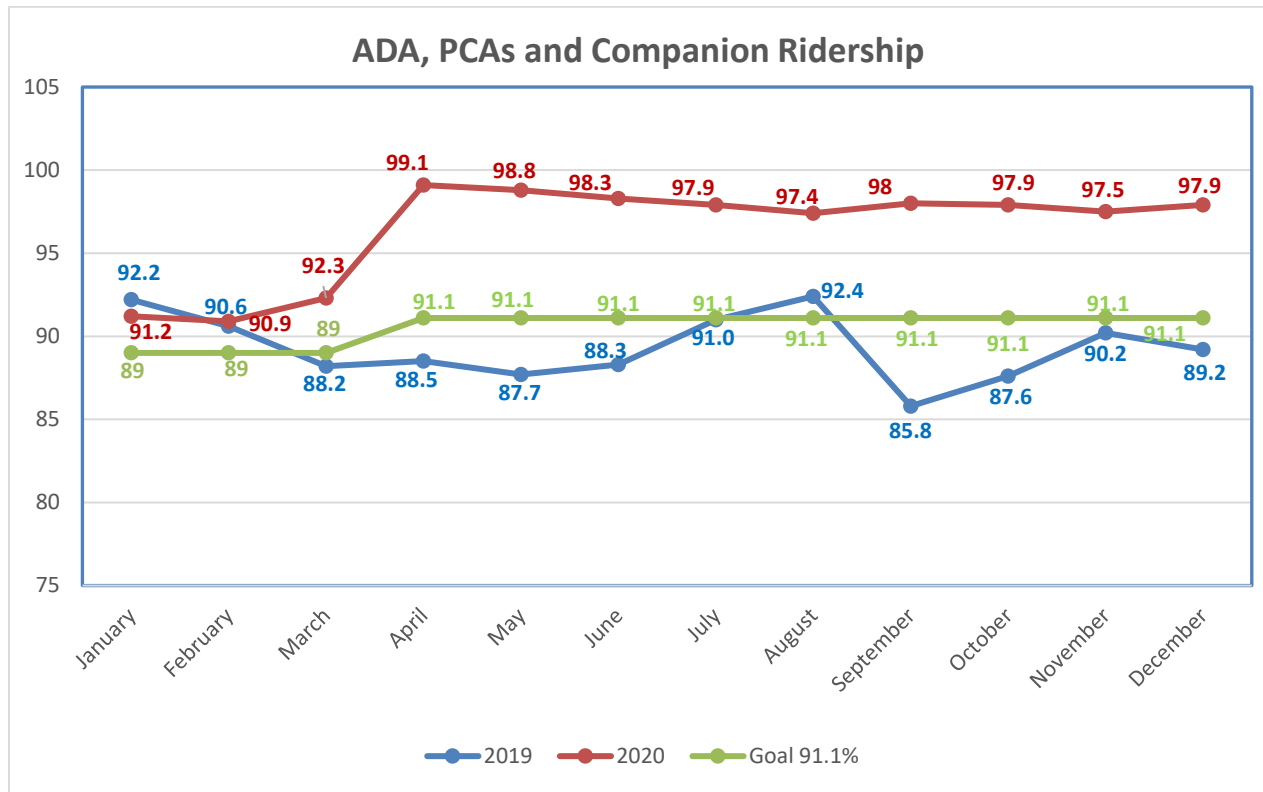
Access Link On-Time Performance was 98.5% for January 2021. In serving 83,304 total riders, for 75,410 ADA customers trips, 1,156 (or 2.1%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Vehicle operator coverage

The 12-month Average for Access Link On-Time Performance was 97.0%.

NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JANUARY 2019 – DECEMBER 2020



	<u>2019</u>	<u>2020</u>	<u>%Change</u>
December Comparison	89.2%	97.9%	8.7%
December Ridership	129,245	74,745	-54,500
12-Month Average January 2019 – December 2020	89.3%	96.4%	7.1%

Analysis:

Access Link On-Time Performance was 97.9% for December 2020. In serving 82,751 total riders, for 74,745 ADA customers trips, 1,568 (or 2.1%) experienced delays.

Key Causes included:

- Customer no-shows and delays
- Vehicle operator coverage
- Service suspension and delays (on 12/16 & 12/17) due to inclement weather conditions

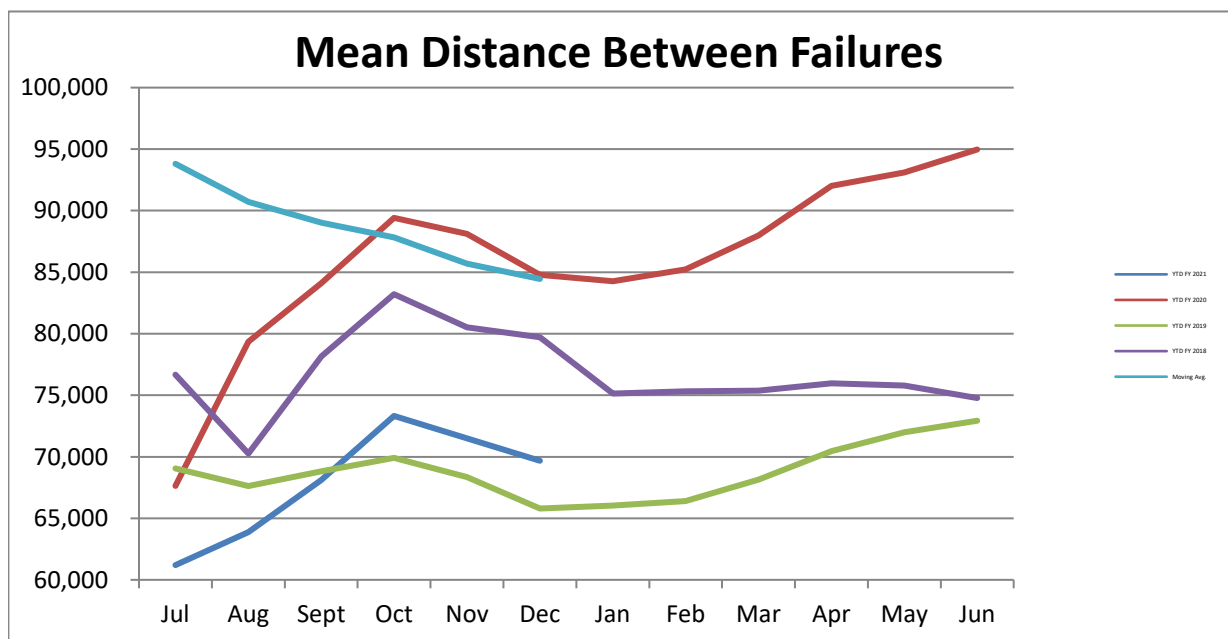
The 12-month Average for Access Link On-Time Performance was 96.4%.

MEAN DISTANCE BETWEEN FAILURES

December 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

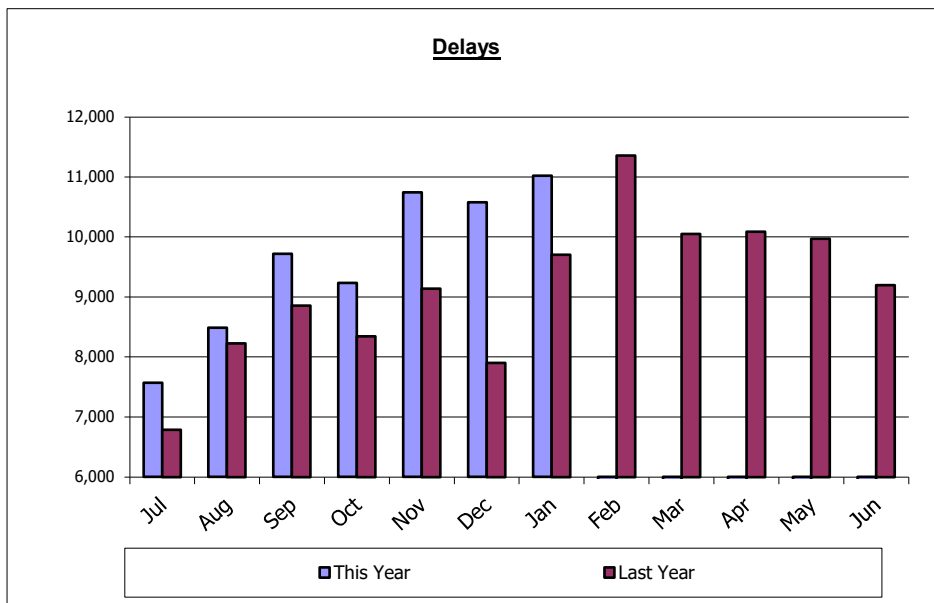
					12 Month
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	73,320	89,410	69,913	83,213	87,817
Nov	71,498	88,101	68,356	80,523	85,702
Dec	69,664	84,773	65,796	79,711	84,451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



* FY2021 Numbers corrected to reflect start of FY2021

Garage Performance Parameters**January 2021**

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	6,186	3,935	3,260
Greenville	7,000	6,041	5,258	4,097
Market Street	8,000	5,670	5,597	6,230
Meadowlands	9,500	7,117	5,582	4,865
Oradell	10,000	8,118	8,125	6,028
Wayne	16,000	24,696	18,873	14,057
Northern Division	-	8,421	7,202	6,055
Big Tree	8,800	7,041	4,931	5,411
Hilton	10,200	10,023	7,412	7,014
Howell	16,750	37,813	30,994	28,321
Ironbound	9,600	8,935	8,904	6,800
Orange	9,250	6,189	4,904	5,113
Morris	10,500	48,160	23,786	24,604
Central Division	-	10,622	8,969	8,342
Egg Harbor	15,500	17,354	17,102	17,371
Hamilton	13,000	15,352	11,447	10,391
Newton Avenue	12,000	25,016	17,516	12,894
Washington Twp.	14,500	20,422	20,797	19,980
Southern Division	-	19,103	17,167	15,749
	-	-	-	-
Bus Operations	-	11,018	9,417	8,307

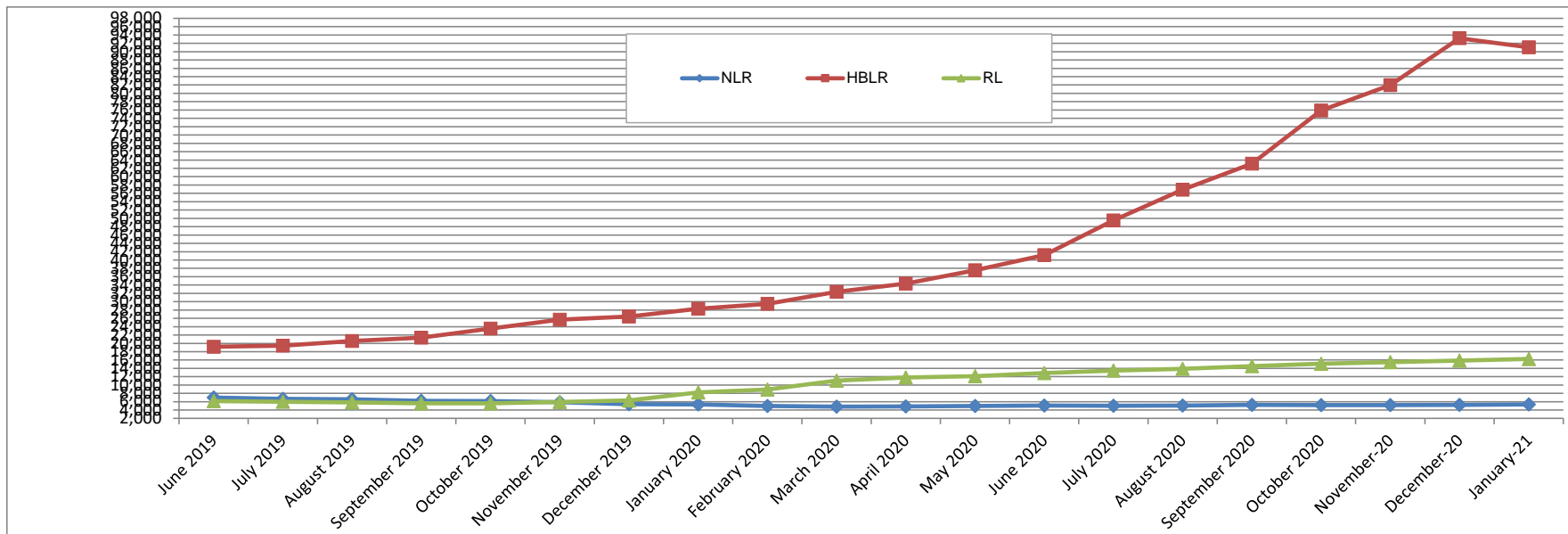


NJ TRANSIT - LIGHT RAIL, January 2021

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * January 2021	MDBSF * December 2020
Newark Light Rail	5,347	5,256
Hudson Bergen	91,050	93,215
River LINE	16,258	15,865

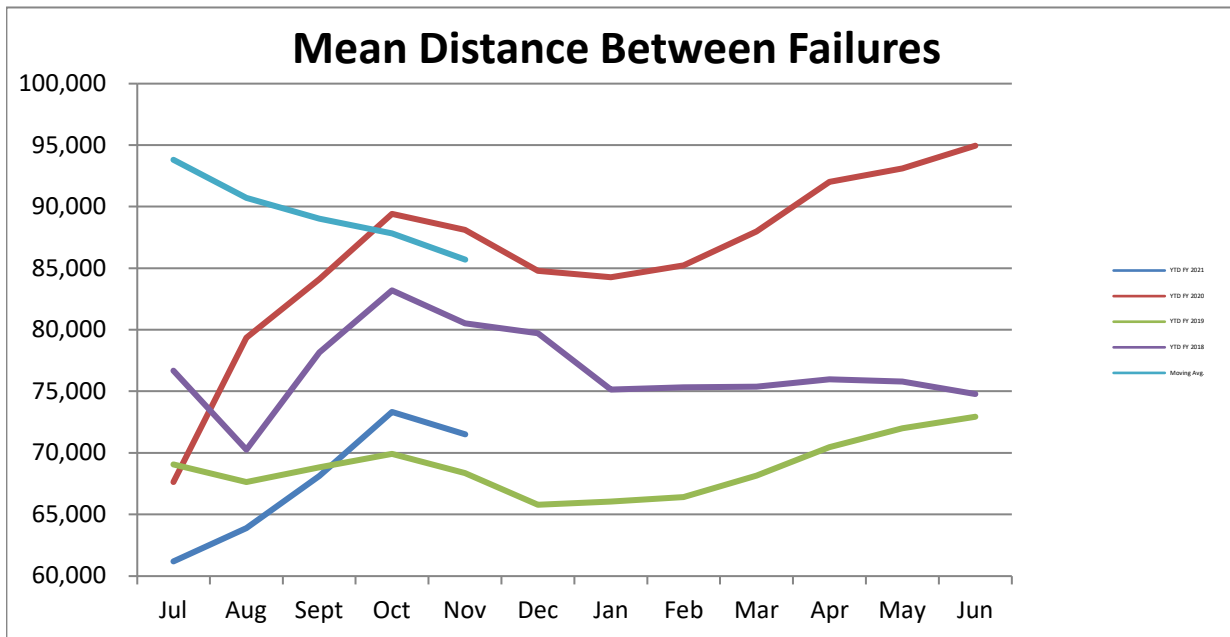
AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



November 2020

NJ TRANSIT Rail Operations
Mean Distance Between Failures

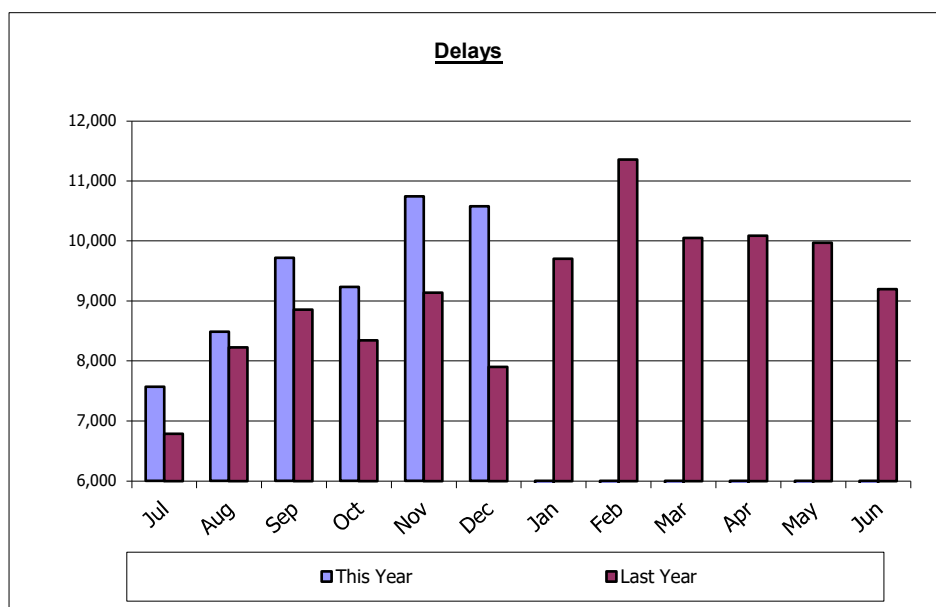
Month	YTD FY2021*	YTD FY2020	YTD FY2019	YTD FY2018	12 Month Moving Avg.
Jul	61,198	67,634	69,055	76,674	93,809
Aug	63,891	79,350	67,612	70,263	90,718
Sept	68,109	84,111	68,823	78,151	89,016
Oct	73,320	89,410	69,913	83,213	87,817
Nov	71,498	88,101	68,356	80,523	85,702
Dec	-	84,773	65,796	79,711	-
Jan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



* FY2021 Numbers corrected to reflect start of FY2021

Garage Performance Parameters**December 2020**

Location	Miles Between In-Service Delays			
	FY2021 Goal	This Month	FY2021 YTD	FY2020 YTD
Fairview	5,500	3,894	3,712	3,188
Greenville	7,000	5,134	5,152	3,935
Market Street	8,000	6,150	5,585	6,168
Meadowlands	9,500	5,302	5,397	4,764
Oradell	10,000	9,308	8,126	5,760
Wayne	16,000	23,513	18,188	14,155
Northern Division	-	7,588	7,038	5,908
Big Tree	8,800	9,080	4,700	5,111
Hilton	10,200	11,415	7,110	6,882
Howell	16,750	13,494	30,204	28,492
Ironbound	9,600	11,829	8,899	6,544
Orange	9,250	5,449	4,742	4,996
Morris	10,500	50,203	21,911	22,864
Central Division	-	11,691	8,755	8,115
Egg Harbor	15,500	17,040	17,061	17,318
Hamilton	13,000	9,317	10,989	10,056
Newton Avenue	12,000	14,292	16,659	12,571
Washington Twp.	14,500	25,310	20,859	19,887
Southern Division	-	16,555	16,884	15,528
	-	-	-	-
Bus Operations	-	10,577	9,202	8,112

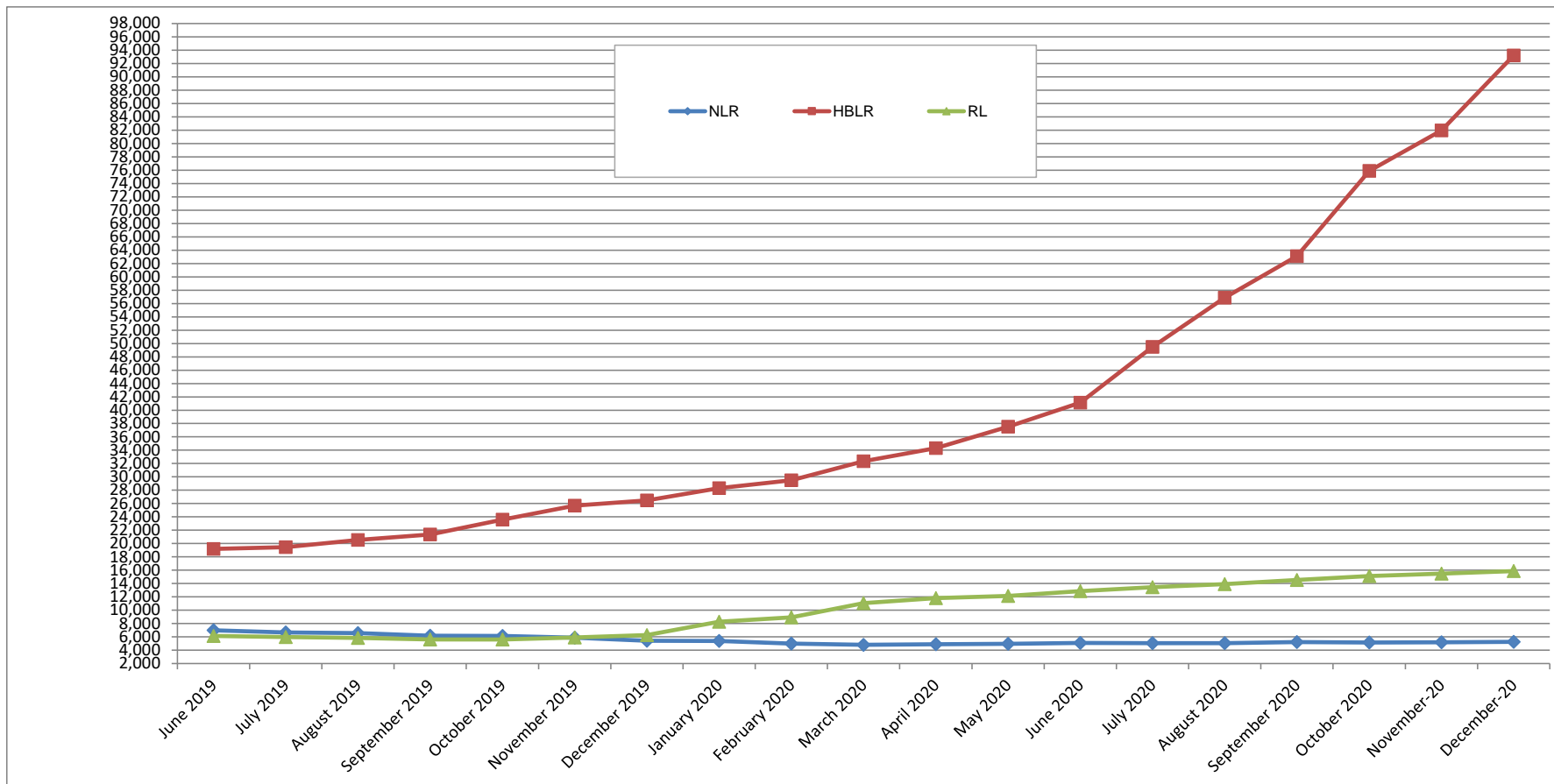


NJ TRANSIT - LIGHT RAIL, December 2020

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	
	December 2020	November 2020
Newark Light Rail	5,256	5,174
Hudson Bergen	93,215	81,948
River LINE	15,865	15,492

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **January 2021** NJ TRANSIT awarded **\$25,396,129.23** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$19,974,132.23** or **78.65%**.

State Fiscal Year 2021 YTD (July 1, 2020 through January 31, 2021) NJ TRANSIT awarded **\$121,251,858.86** in state funded contracts. Of that total, SBEs received **\$37,479,231.91** or **30.91%**.

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

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

Category 1 SBEs	\$932,605.00	0.77%
Category 2 SBEs	\$1,823,690.83	1.50%
Category 3 SBEs	\$8,038,714.26	6.63%
Category 4 SBEs	\$24,000.00	0.02%
Category 5 SBEs	\$18,518,552.27	15.27%
Category 6 SBEs	\$8,141,669.55	6.71%

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

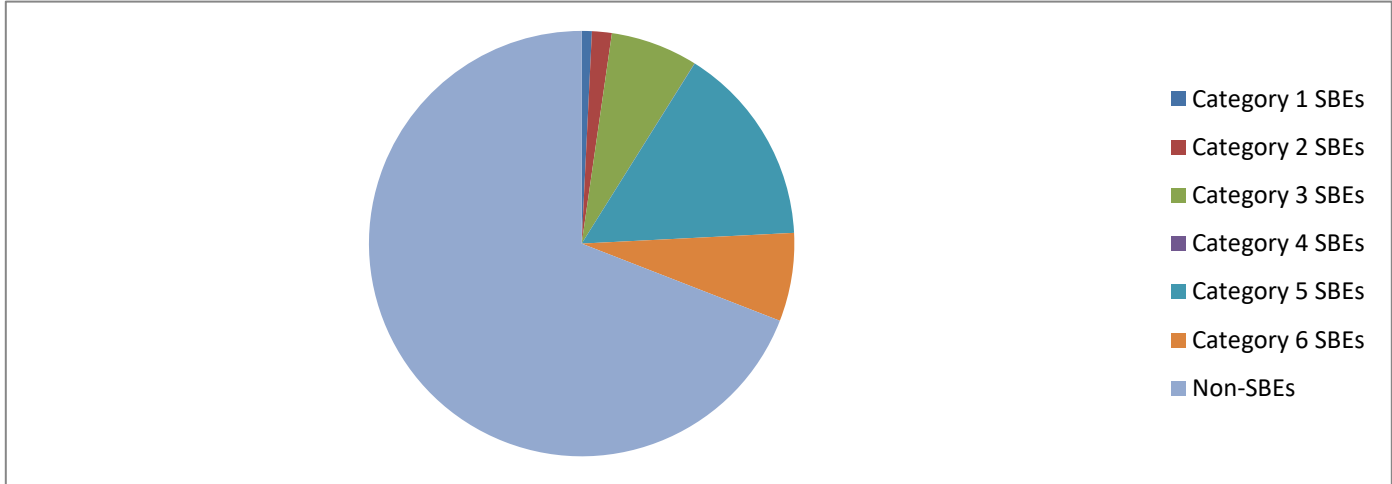
During the **1st Quarter** (October 1, 2020 – December 31, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$55,301,236.60**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$12,106,217.35** or **21.89%**.

FFY 2020 through FFY 2021 Q1 (October 1, 2019 – December 31, 2020) NJ TRANSIT awarded **\$369,908,477.10**** in federally funded contracts. Of that total, DBEs received **\$30,514,220.22** or **8.249%**.

**Numbers reflect federal share*

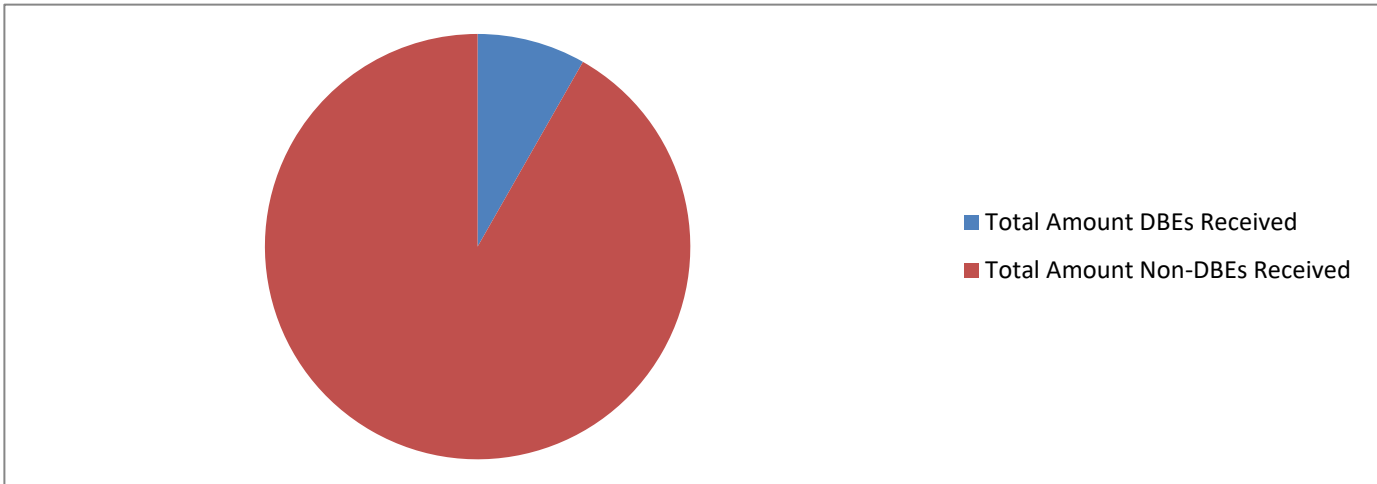
*** Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$932,605.00	0.77%
<i>Category 2 SBEs</i>	\$1,823,690.83	1.50%
<i>Category 3 SBEs</i>	\$8,038,714.26	6.63%
<i>Category 4 SBEs</i>	\$24,000.00	0.02%
<i>Category 5 SBEs</i>	\$18,518,552.27	15.27%
<i>Category 6 SBEs</i>	\$8,141,669.55	6.71%
<i>Non-SBEs</i>	\$83,772,626.95	69.09%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$30,514,220.22	8.249%
Total Amount Non-DBEs Received	\$339,394,256.88	91.75%



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

During the month **December 2020**, NJ TRANSIT awarded **\$34,885,604.06** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$10,001,749.55** or **28.67%**.

State Fiscal Year 2021 YTD (July 1, 2020 through December 31, 2020) NJ TRANSIT awarded **\$93,537,833.63** in state funded contracts. Of that total, SBEs received **\$17,505,099.68** or **18.71%**.

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

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

Category 1 SBEs	\$0.00	0.00%
Category 2 SBEs	\$1,823,690.83	1.95%
Category 3 SBEs	\$7,316,528.26	7.82%
Category 4 SBEs	\$24,000.00	0.03%
Category 5 SBEs	\$199,211.04	0.21%
Category 6 SBEs	\$8,141,669.55	8.70%

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

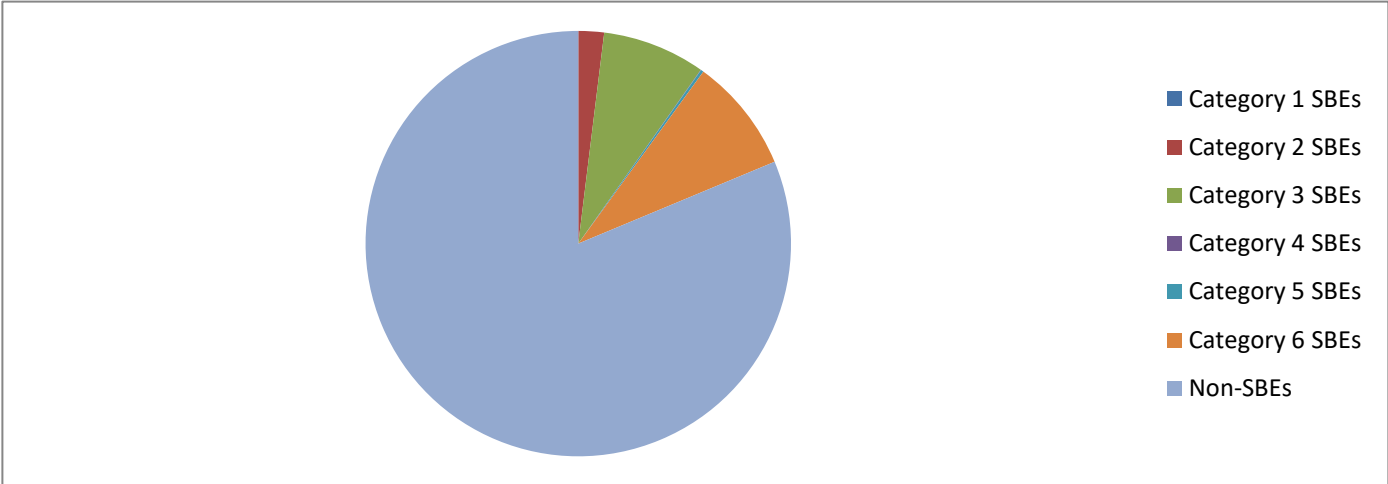
During the **1st Quarter** (October 1, 2020 – December 31, 2020) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$55,301,236.60**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$12,106,217.35** or **21.89%**.

FFY 2020 through FFY 2021 Q1 (October 1, 2019 – December 31, 2020) NJ TRANSIT awarded **\$369,908,477.10**** in federally funded contracts. Of that total, DBEs received **\$30,514,220.22** or **8.249%**.

**Numbers reflect federal share*

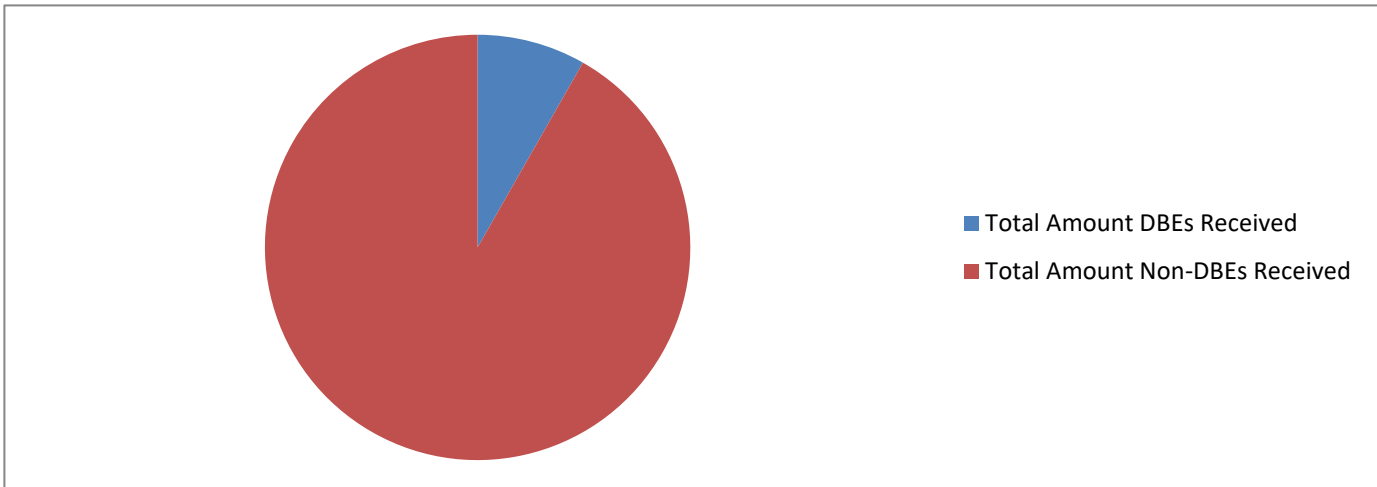
*** Number includes subrecipient awards*

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$1,823,690.83	1.95%
<i>Category 3 SBEs</i>	\$7,316,528.26	7.82%
<i>Category 4 SBEs</i>	\$24,000.00	0.03%
<i>Category 5 SBEs</i>	\$199,211.04	0.21%
<i>Category 6 SBEs</i>	\$8,141,669.55	8.70%
<i>Non-SBEs</i>	\$76,032,733.95	81.29%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$30,514,220.22	8.249%
Total Amount Non-DBEs Received	\$339,394,256.88	91.75%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. Kenneth Hedrick, Operator -- Washington Township -- 41 years
2. Joseph Egnatzy, Supt. Garage -- Howell -- 17 years
3. Kenneth MacFarlane, Mgr. Transp. Systems -- GOB -- 39 years
4. Steven Johnson, Sr. Qlty Ctrl Spec -- MMC -- 30 years
5. John Muroski, Princ Tech Spec -- GOB -- 31 years
6. Armenio Ribau, Chief Qual Assurance -- Ferry Street -- 33 years
7. Miguel Castidiano, Stat Engineer -- Newark -- 17 years
8. Peter Deluca, Lead Laborer -- MMC -- 33 years
9. Andres Diaz, Lead Laborer -- MMC -- 28 years
10. Frank Falcone, Line Engineer - Penn Plaza -- 16 years
11. Carl Schab, Asst. Conductor -- Various -- 35 years

ACTION ITEMS

ITEM 2102-02: CONTRACTING OUT – MONMOUTH COUNTY AREA LOCAL BUS SERVICE

WHEREAS, staff has determined it is appropriate to provide local bus service in the Monmouth County area; and

WHEREAS, a Request for Proposal (RFP 20-018) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned an SBE Category 3 goal of 2.5% on this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined Transdev Services, Inc.'s proposal meets the requirements set forth in Request for Proposal No. 20-018; and

WHEREAS, the cost proposal submitted by the proposer has been evaluated against another proposer and the benchmark cost submitted by NJ TRANSIT Bus Operations; and

WHEREAS, Transdev Services, Inc. has been operating the service under contract with NJ TRANSIT since September 1999; and

WHEREAS, upon completion of the competitive procurement process, it was determined that Transdev Services, Inc. submitted a proposal that provides the best value and is in the best interest of NJ TRANSIT; and

WHEREAS, the procurement included two option periods required to be priced by the proposers and to be exercised at NJ TRANSIT's sole discretion. Staff will seek further authorization, at a later date, should NJ TRANSIT decide to exercise these options with Transdev Services, Inc. of Lombard, Illinois, to operate the Monmouth County Area Local Bus Service for two separate 24-month option periods beginning March 24, 2024 through March 21, 2026 and March 22, 2026 through March 25, 2028;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-018 with Transdev Services, Inc. of Lombard, Illinois, to operate the Monmouth County Area Local Bus Service for a 36-month base contract period of March 20, 2021 through March 23, 2024 at a cost not to exceed \$21,186,016, plus five percent for contingencies, for a total contract authorization of \$22,245,317, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

ITEM 2102-03

COMMUNITY MOBILITY AND LOCAL PROGRAMS BUS PURCHASE

The Community Mobility and Local Programs Bus Purchase will provide low floor extended minibuses with accessibility ramp to subrecipients for transportation for senior citizens, people with disabilities, and the general public in New Jersey.

- Staff seeks authorization to enter into NJ TRANSIT Contract NJ TRANSIT Contract No. 20-004 with Alliance Bus Group, Inc. of Carlstadt, New Jersey, for the purchase of thirty-five low floor extended minibuses with accessibility ramps in an amount not to exceed **\$4,645,675.00**, plus five percent for contingencies, for a total authorization of **\$4,877,959.00**, subject to the availability of funds.

ITEM 2102-03

COMMUNITY MOBILITY AND LOCAL PROGRAMS BUS PURCHASE

- NJ TRANSIT purchases vehicles on behalf of subrecipients awarded vehicles in pass-through FTA programs, including:
 - ❑ Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities yearly competitive program. These vehicles are used in services designed to meet the needs of senior citizens and people with disabilities.
 - ❑ Congestion Mitigation and Air Quality (CMAQ). Awarded by MPO's in their Local Initiatives program and these vehicles are used as community transportation shuttles for the general public.
 - ❑ Next slide are the low floor extended minibuses with accessibility ramps to be purchased on behalf of subrecipients in this procurement.

ITEM 2102-03
COMMUNITY MOBILITY AND LOCAL PROGRAMS BUS PURCHASE



ARBOC Spirit of Mobility



ARBOC Spirit of Mobility - Ford



ARBOC Spirit of Freedom



ARBOC Spirit of Freedom - Ford

ITEM 2102-03: COMMUNITY MOBILITY AND LOCAL PROGRAMS PURCHASE OF THIRTY-FIVE (35) LOW FLOOR EXTENDED MINIBUSES WITH ACCESSIBILITY RAMP

WHEREAS, the State of New Jersey has applied for and funded local transit services throughout the state through a variety of Federal Transit Administration (FTA) grant programs; and

WHEREAS, funding is available to purchase vehicles for local transportation programs under FTA Section 5310, and CMAQ; and

WHEREAS, NJ TRANSIT'S Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Purchase of Thirty-Five (35) Low Floor Extended Minibuses with Accessibility Ramp; and

WHEREAS, upon completion of the competitive procurement process, it has been determined that Alliance Bus Group, Inc. of Carlstadt, New Jersey, submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

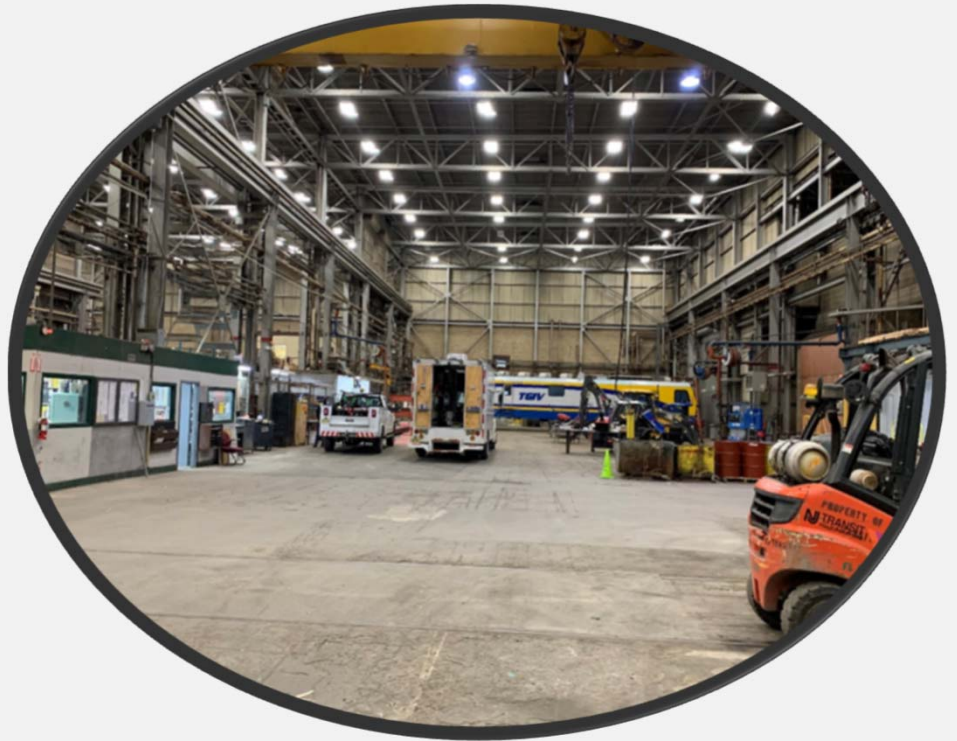
NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-004 with Alliance Bus Group, Inc. of Carlstadt, New Jersey, for the purchase of nineteen (19) low floor extended minibuses with accessibility ramp at a cost of \$2,516,175.00, plus five percent contingencies, subject to the availability of funds and Board approval of the Local Programs annual Board item; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to exercise the options to extend NJ TRANSIT Contract No. 20-004 to purchase the remaining sixteen vehicles over the four-year option period at a rate of four vehicles per year in accordance with the Request for Proposal and the vendor's proposal, at a cost not to exceed \$532,375.00 for each additional 12-month period, plus five percent for contingencies, subject to the approval of funds and Board approval of the Local Programs annual Board item.

ITEM 2102-04 NORTHERN RAIL MAINTENANCE OF WAY FACILITY: GENERAL DESIGN CONSULTANT

The new MOW Facility will replace the outdated facility located on a property that is slated for redevelopment.

- Seeking authorization to enter into:
 - NJ TRANSIT Contract No. 20-050 with **STV, Inc.** for the Conceptual and Preliminary Phases for the design of a new Maintenance of Way (MOW) at a cost of \$2,743,953.26, plus five percent for contingencies, subject to the availability of funds.



ITEM 2102-04 NORTHERN RAIL MAINTENANCE OF WAY FACILITY: GENERAL DESIGN CONSULTANT

- Authorization of this design contract will allow for conceptual and preliminary design of a new and modernized facility to replace the aging MOW that needs significant repair and updating.
- A new, larger, state of the art facility will allow the maintenance equipment to remain in a state of good repair and available as needed for its intended purpose, resulting in the right-of-way and its related equipment to also be kept in a state of good repair which translates to maintaining on-time performance and safety for our passengers.



**ITEM 2102-04: NORTHERN RAIL MAINTENANCE OF WAY FACILITY:
GENERAL DESIGN CONSULTANT**

WHEREAS, NJ TRANSIT operates a Rail Maintenance of Way Facility (MOW) in Wood-Ridge, New Jersey to maintain right-of-way maintenance vehicles and equipment, rebuild signal relays, construct new signal bungalows, and serve as a headquarters and material storeroom to several crafts; and

WHEREAS, the facility currently handles signal, track, building and bridges (B&B) and maintenance equipment (Work Equipment) for NJ TRANSIT's Main, Bergen County, and Pascack Valley Lines as well as other functions; and

WHEREAS, continued growth, projected future expansion in MOW operations, aging infrastructure, and a need for additional space for parking and vehicle storage has demonstrated a need to relocate the MOW facility to a larger and more modern facility capable of meeting the needs of a statewide transit system; and

WHEREAS, on June 3, 2020, a Request for Proposals (RFP) was advertised on NJ TRANSIT'S website, *The Star-Ledger*, and *The Times of Trenton*; and

WHEREAS, technical proposals were received from four firms on July 23, 2020 at NJ TRANSIT Headquarters in Newark, NJ; and

WHEREAS, upon completion of a competitive procurement process, it was determined that STV, Inc. was the highest ranked and best technically qualified firm; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) assigned a 23% Race Conscious Disadvantaged Business Enterprise (DBE) goal for the project; and

WHEREAS, NJ TRANSIT OBD reviewed and approved the 25.328% DBE utilization commitment identified by STV, Inc.; and

WHEREAS, the Transportation Trust Fund is the anticipated source of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 20-050 with STV, Inc. to conduct Preliminary and Final Design, Engineering and Construction Assistance Services for the Northern Maintenance of Way (MOW) Facility Project; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to advance phase one, concept development, and phase two, preliminary engineering services, with STV, Inc. in the amount not to exceed \$2,743,953.26, plus five percent for contingencies, subject to the availability of funds.



Trans-Hudson Network Planning Strategy Study

Phase III Authorization Request

February 10, 2021

TRANS-HUDSON NETWORK PLANNING STRATEGY BOARD ACTION

Staff seeks authorization to continue Phase III of NJ TRANSIT Contract No. 19-038 (Trans-Hudson Network Planning Strategy), with **AECOM** of **New York, New York**, for professional services over a 12-month period. Board authorization is sought for additional funding in the amount not to exceed **\$1,550,000**, plus 5% contingency.

- Phase I approved by the Board in September 2019 as a set of tasks related to Trans-Hudson travel needs (\$625,000). Work was paused due to the Coronavirus Pandemic.
- Phase II approved by the Board in May 2020 to respond to the Coronavirus Pandemic (\$925,000 + budget from paused Phase I assignments).
- Phase III will restore funding to complete Phase I tasks and fund additional tasks to assist NJ TRANSIT in identifying future changes in demand and ridership characteristics and assist in developing strategies to support new mobility and service strategies to align with those potential customer shifts in the post-pandemic period.

The overall contract has a funding cap of \$4,048,082.92, plus 5% contingency. Phase I and II funding authorization totaled \$1,550,000, plus 5% contingency. This request for additional funds will bring the total authorized amount to \$3,100,000, plus 5% contingency.

TRANS-HUDSON NETWORK PLANNING STRATEGY PHASE I & II ASSIGNMENTS – PROGRESS TO DATE

PHASE I ACCOMPLISHMENTS *(Prior work suspension)*

Ferry Study: Completed Existing Conditions Report; Initiated Market Assessment

George Washington Bridge Bus Station Initiatives: Developed detailed scope of work

PHASE II ACCOMPLISHMENTS

Mobility Data Research/Data Analytics

- Developed new data and analytics for ridership counts, customer surveys, and comprehensive travel data
- Developed scenario planning tool specific to NJ TRANSIT to test ridership and revenue response to economic, health, and behavior factors and inform future rail, bus, and light rail service planning
- Providing ongoing budget development support via scenario-based ridership/revenue forecasts
- Completed ‘proof of concept’ for potential use of video analytics software to monitor platform occupancy and provide real-time ridership information to service planners and train car occupancy information to customers

Regional & Stakeholder COVID-19/Recovery Coordination

- Leading **Regional Pandemic Planning Transit Working Group** to coordinate with regional transit agencies (NJ TRANSIT, PATCO, SEPTA, MTA, PATH, PANYNJ, NYCDOT, & Amtrak)
- Documenting NJ TRANSIT’s response to the pandemic and recovery strategies [***Strategic Recovery & Restoration Plan***]; weekly updates on recovery activities and regional, national and international trends
- **‘Virtual’ symposium** in coordination with Rutgers

TRANS-HUDSON NETWORK PLANNING STRATEGY FOCUS NEW JERSEY

Network Planning Strategy Contract Phase III focus on near- and mid-term mobility needs and market while maintaining assessment of Trans-Hudson market needs

- Near- and mid-term focus on data-driven analytics to support service provision that is responsive to post-Pandemic conditions and encourage customers' return to transit
- Use of new data tools to assist in defining transportation needs specific to New Jersey, NJT customers, and NJT system.
 - New data tools can also assist in response to service disruptions, major weather events.
- Strategies within New Jersey to understand and respond to customer preferences for less crowded conditions
- Longer-term Trans-Hudson demand relief
 - Trans-Hudson market recovery is critical to overall regional economic recovery
 - Long term, pandemic has likely extended the capacity timeframe but not the challenge
 - Gain share of “choice rider” market

The Network Planning Strategy contract offers the flexibility to continue to respond to changes in the transit environment

TRANS-HUDSON NETWORK PLANNING STRATEGY PHASE III PROPOSED ASSIGNMENTS

Proposed assignments follow on pandemic restoration and recovery assignments and changing customer travel needs

- **New Mobility Options/Multimodal Hubs**
 - Develop measures to improve system connectivity to encourage multi-modal commutation, including physical and service connections at hubs, micro-transit, and seamless connectivity between services using virtual coordination
- **Reorienting Service**
 - Use scenario planning, data analysis, research, and customer survey toolkits to develop strategies to
 - achieve less passenger crowding and improve customer comfort
 - increase options for how and when commuters travel (redistribute travel from peak of peak)
 - develop policies that support new travel trends.

TRANS-HUDSON NETWORK PLANNING STRATEGY PHASE III PROPOSED ASSIGNMENTS

Restart studies paused during pandemic with new perspectives on customers, preferences, new and emerging travel patterns

- **As-Needed Service in Support of Regional Partner Initiatives**
- **Ferry Study (restart initial Phase I effort)**
 - Initial effort included existing conditions review and draft market assessment for new ferry terminal in the vicinity of 34th Street and improved access to NYCT. This next phase would evaluate three possible locations
 - Planning for relevant redevelopment underway in New York City
- **George Washington Bridge Station Study (restart Phase I effort)**
 - Assess Northern New Jersey bus routes to determine possible adjustments to offer improved service and reliability via the GWBBS in lieu of or to supplement service to PABT
 - Identify ways to improve trip for customers whose destinations are more accessible via the GWBBS

TRANS-HUDSON NETWORK PLANNING STRATEGY Schedule

Tasks/Studies	When Benefits Come Online	2020				2021				2022				
		Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	
Phase I Tasks - Reworked to Address Immediate Need														
1	As Needed Services in Support of Regional Partner Initiatives	Task 1 NY Penn Amtrak Coordination	★	→										
2	Program Oversight and Monitoring	Complete	★	→										
3	New NYC Ferry Terminal Study	Mid and long-term	★	→			★	→						
4	George Washington Bridge Bus Station Initiatives	Mid and long-term						★	→					
Phase II Tasks - Funded														
5	NEW - COVID-19 Mobility Data Research/Economic & Ridership Analytics	Complete		★	→									
6	NEW - Regional and Stakeholder Covid-19/Recovery Coordination	Complete		★	→									
Phase III Tasks - Pending This Funding Authorization														
7	As Needed Services in Support of Regional Partner Initiatives	Near and mid-term					★	→						
8	Program Oversight and Monitoring	Near and mid-term					★	→						
9	NEW - New Mobility Options	Near and mid-term					★	→						
10	NEW - Reorienting NJ TRANSIT Service Strategy	Near and mid-term					★	→						
11	Multimodal Hubs Initiatives	Near and mid-term					★	→						
BOARD PROGRESS UPDATES														
Phase I & II - Funded and Complete														
Phase II - Funded and Complete														
Phase I - Funding Reassigned; Restart Pending this Funding Authorization														
Phase III - Funding Pending this Authorization														

**ITEM 2102-05: TRANS-HUDSON NETWORK PLANNING STRATEGY
CONTRACT AWARD**

WHEREAS, the COVID-19 pandemic has altered the market for public transit in ways that are still emerging; and

WHEREAS, NJ TRANSIT seeks to add flexibility and improved mobility options to our customers traveling throughout the public transit network, including the Trans-Hudson market; and

WHEREAS, NJ TRANSIT also seeks to provide options to its customers that will improve NJ TRANSIT's ability to address customer preference and demand while also improving reliability and service delivery; and

WHEREAS, authorization of additional funds for this Professional Services Contract at this time will provide NJ TRANSIT with the necessary support to develop new mobility options and reorient service strategies to align with pandemic and post-pandemic travel changes; and

WHEREAS, upon completion of a competitive procurement process, it was determined that AECOM of New York, New York, submitted the most qualified, responsive, and responsible proposal; and

WHEREAS, at the September 2019 Board meeting the NJ TRANSIT Board granted a Partial Budget Authorization in an amount not to exceed \$625,000, plus five percent contingency to fund tasks to be performed under Phase I; and

WHEREAS, at the May 2020 Board meeting the NJ TRANSIT Board granted an additional Budget Authorization in an amount not to exceed \$925,000, plus five percent contingency to fund tasks to be performed under Phase II; and

WHEREAS, NJ TRANSIT's Office of Business Development assigned a 25 percent Category 3 Small Business Enterprise (SBE) goal for this contract, and NJ TRANSIT's Office of Business Development reviewed the bid and identified 25.394 percent SBE participation; and

WHEREAS, NJ TRANSIT and consultant team lead by AECOM Technical Services, Inc. entered into a fully executed contract on December 5, 2019 with a budget of \$4,250,487.07, and as of May 2020 the Board has authorized funding in the amount not to exceed \$1,550,000, plus five percent contingency; and

WHEREAS, NJ TRANSIT is requesting additional authorization for Phase III of the contract, in the amount of \$1,550,000, plus five percent contingency; and

WHEREAS, the purpose of the Phase III portion of the contract is to follow on the COVID-19 pandemic restoration and recovery tasks and to continue to evaluate ways to respond to changing customer travel needs; and

WHEREAS, the State of New Jersey Transportation Trust Fund is the anticipated source of funding for this project; and

WHEREAS, three Phase I study tasks, suspended in Phase II to repurpose funding, can now be restarted with new perspectives on customer preferences and emerging travel patterns; and

WHEREAS, the two non-study tasks; one that provides program oversight and tracking, and the other that allows the consultant to aid NJ TRANSIT in performing technical review and comment on projects being performed by other agencies that interact with NJ TRANSIT infrastructure or have the potential to impact NJ TRANSIT services are ongoing; and

WHEREAS, funding is available;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to fund an additional \$1,550,000, plus five percent contingency under NJ TRANSIT Contract No. 19-038 with AECOM of New York, New York, for Trans-Hudson Network Planning Strategy services to allow commencement of Phase III of the contract, subject to the availability of funds.

ITEM 2102-06: EXPANDED PRESCRIPTION DRUG HEALTH AND WELFARE BENEFITS PROGRAM – CONTINUED

WHEREAS, NJ TRANSIT provides its agreement and non-agreement employees with a comprehensive health benefits program; and

WHEREAS, the program includes Prescription Drug administration; and

WHEREAS, the majority of NJ TRANSIT's health benefits program are self-insured and accordingly, NJ TRANSIT seeks benefit program consulting services to assist NJ TRANSIT with ensuring that the vendors offer extensive physician and pharmacy networks at discounted rates and purchasing programs that pass-through discounts to control costs; and

WHEREAS, these Consultants provide the guidance, technical, and regulatory advice to NJ TRANSIT in order to develop, implement, and monitor cost savings initiatives and programs, yielding substantial and significant financial savings; and

WHEREAS, NJ TRANSIT seeks to achieve cost-effective consulting services for the health benefits programs through a competitive procurement process; and

WHEREAS, in June 2018, a Request for Proposal (RFP) was advertised in *The Star-Ledger* and *The Trenton Times* and posted to the Procurement Calendar on NJ TRANSIT's website; and

WHEREAS, a Pre-Proposal Conference was held in June 2018, and the Finalist presentation was held in November 2018; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a Small Business Enterprise (SBE) goal of twenty-three percent on these contracts; and

WHEREAS, members of the Technical Evaluation Committee (TEC) evaluated the proposals, including Best and Final Offers, with guidance from Procurement, Consultants from Korn Ferry (formerly The Hay Group) and subject matter experts; and

WHEREAS, based on the overall analyses done by the TEC and Korn Ferry, as well as the RFP requirement that proposers are required to match the current plan designs for all coverages upon which they are proposing, it was recommended that Contract No. 17-030R-C to Express Scripts, Inc. (ESI) for prescription drug administration; and

WHEREAS, Contract No. 17-030R-C was awarded to ESI by the NJ TRANSIT Board in December 2018; and

WHEREAS, outlined in the ESI proposal were cost savings and drug management programs, including the SaveonSP Copay Offset Program as offered under the ESI exclusive specialty drug program; and

WHEREAS, the SaveonSP Program gross savings for NJ TRANSIT, by actual reduction in claims fees, are estimated to be substantial; and

WHEREAS, the SaveonSP Program administrative program fees are 25 percent of the NJ TRANSIT actual reduction in claims fees; and

WHEREAS, Past Authorization was provided for ESI administrative services fees beginning June 1, 2019 for three (3) base contract years, plus five percent for contingencies, with two (2) one-year renewal options; and

WHEREAS, further Past Authorization was provided with Item 2004-20 for ESI SaveOnSp Program administrative services fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$400,000, beginning as administratively practicable on August 1, 2020; and

WHEREAS, savings realized under the SaveonSP Program to-date have exceeded \$675,000; and

WHEREAS, an additional Authorization of administrative services fees of \$950,000 Authorization, not to exceed 25 percent of the actual reduction in claims fees, is being requested to continue the ESI SaveOnSP Program into 2022;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to continue the ESI SaveonSP Program for the remaining base contract period of one (1) year and four (4) months, with two (2) one-year renewal options, with administrative program fees not to exceed 25 percent of the actual reduction in claims fees, with a maximum amount allowed of \$1,350,000, based on the scope of services, 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 NJ TRANSIT Conveyance of Property Interest in the Town of Morristown, the Outdoor Advertising Management Contract Payment Modification, and the Personal Injury Claim of The Estate of Rosalyn Quinones; 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.