

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

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

March 18, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Monday, March 14, 2022.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Acting Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually by telephone on Monday, March 14, 2022. The meetings occurred concurrently.

Board Members

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

Staff

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Brian T. Wilton, General Counsel
Meghan Clark Umukoro, Acting Board Secretary
Eric R. Daleo, Senior Vice President, Capital Programs
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
James A. Sincaglia, Senior Vice President & General Manager, Rail Operations
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations
Joseph E. Snow, Assistant Attorney General, Office of the Attorney General

Chair Gutierrez-Scaccetti convened the Open Session at 5:32 p.m. in accordance with the Open Public Meetings Act. She asked Acting Board Secretary Umukoro to conduct roll call.

Acting Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on March 8, 2022 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Executive Session Authorization

Chair Gutierrez-Scaccetti noted the Board needed to hold a brief Executive Session to discuss two matters that would be voted on that day. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations,

the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

Board Member Andrea Spalla made the motion, Board Member Richard A. Maroko seconded the motion, and it was adopted. At approximately 5:35 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 6:00 p.m.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the February 9, 2022 Board meetings. Board Member Shanti Narra made the motion, Board Member Noreen M. Giblin seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett began with COVID-related information and was pleased to note that positive COVID cases at NJ TRANSIT continued to decline. He noted Governor Murphy lifted the mask mandate for state employees or people visiting state offices, effective that day. As a result, NJ TRANSIT administrative office locations, including the Headquarters location in Newark were now mask optional for all employees and visitors.

Although certain restrictions were being lifted, President & CEO Corbett said it was important to note that masks were still required for both customers and employees on vehicles and within indoor stations and waiting rooms, as the Transportation Security Administration (TSA) recently extended its mask mandate through April 18, 2022. As a reminder, this directive was federally mandated across all public transportation networks throughout the United States, including at airports and onboard commercial aircrafts.

To help customers remain aligned with this directive, NJ TRANSIT has to date distributed more than 155,000 free masks. The New Jersey Transit Police Department also remains out in force throughout the system, continuing to conduct their mask compliance details and providing masks to anyone who needs one.

As COVID cases declined nationwide, they continued to see incremental gains in NJ TRANSIT ridership levels. Weekday rail ridership, which last month was approximately 40 percent of pre-COVID levels, was now exceeding 50 percent. Average rail ridership on weekends was also recovering and up to approximately 70 percent of pre-COVID levels. Systemwide bus ridership was up to approximately 62 percent of pre-COVID levels, with interstate ridership into New York up from about 55 percent of pre-COVID levels last month to approximately 60 percent this month. North Jersey Intrastate, or local bus service within New Jersey, was up to a little over 70 percent of pre-COVID levels. Light Rail ridership was holding steady at approximately 70 percent of pre-COVID levels.

NJ TRANSIT ridership post-COVID appeared to be bouncing back stronger than many peer agencies across the country. NJ TRANSIT provided ridership data demonstrating as much to both *The Washington Post* and *The Wall Street Journal* this month. Both of these media outlets reached out to them for articles examining nationwide transit ridership post-COVID. As media outlets nationwide debate the future of transit, NJ TRANSIT remains optimistic that ridership will ultimately return, and eventually grow beyond pre-pandemic levels.

President & CEO Corbett said they believe historic high and rapidly increasing gas prices, along with rising traffic levels post-Omicron, will likely continue to drive customers back to the system. Of course, that does not mean they are letting up at all when it comes to attracting customers back to their system and shared two quick updates. First, cumulative sales of FLEXPASS ticketing option, now totaling more than \$16 million since they were among the first agencies to launch this flexible ticket option in February of last year, representing more than 3.5 million trips and more than 180,000 FLEXPASSes sold. Also, since launching last April, the NJT Rewards Program now boasts more than 107,000 participating members and 116 participating retail, entertainment, and dining venues.

As they all know, transit is one of the best ways to go green from an environmental perspective, and this month going green takes on another meaning, with travel for St. Patrick's Day. NJ TRANSIT encouraged customers to leave the driving to them when traveling to various St. Patrick's Day celebrations throughout the region, and they were making it as easy as possible. They provided enhanced rail capacity for the annual St. Patrick's Day Parade in Belmar on Sunday, March 6, 2022, and will offer full regular weekday service on all trains, buses, and light rail systems for the St. Patrick's Day Parade in New York City on March 17, 2022. At other major celebrations over the coming weeks, including Pearl River, NJ TRANSIT will accommodate the anticipated larger volumes of customers attending festivities with some enhanced capacity for select events.

President & CEO Corbett provided a brief update on the status of repairs to the infrastructure on the M&E Line, which also had a significant impact on the Gladstone Line service. As many know, last week a massive tree from an adjacent property measuring six feet in diameter fell on a steel catenary gantry structure that supported the overhead wires above three tracks. The structure was reduced to twisted wreckage that had to be removed from the tracks. A new structure is in the process of being fabricated, which will take some time.

While crews have made substantial progress under some incredibly difficult conditions, heavy winds from this weekend's storm further delayed full restoration of the M&E Line, as another downed tree caused additional damage to approximately 1,500 feet of overhead wires near Mountain Station in South Orange. As a result, M&E service has been operating on a modified schedule between South Orange and New York and Hoboken since last Wednesday. They have maximized travel alternatives for affected customers by cross-honoring M&E and Gladstone Branch tickets and passes on the Raritan Valley Line and the Montclair-Boonton Line, where they enhanced service. They have also offered cross-honoring on NJ TRANSIT and private carrier buses.

President & CEO Corbett said they appreciate customers' patience while they have had crews literally working around-the-clock for a week to repair the extensive damage caused by the storms, including building a temporary catenary structure to get service up and running as soon as possible. The good news was that as a result of these efforts, beginning tomorrow, they would restore weekday service on the entire M&E Line, with the exception of select trains, and will resume service on the Gladstone Branch between Gladstone and Summit on a modified schedule. He said the schedules were still being finalized at the start of this meeting and if they were not already finalized, they will be a little later that evening and available on their website.

While credit for the work to restore this service belongs to so many on their rail team, President & CEO Corbett wanted to take a moment to recognize a few individuals who have been on the scene every day since last Monday. He said he wanted to especially thank Lisa Fanning, Deputy General Manager of Rail Infrastructure Engineering, Robert Sweet, Senior Director of Rail Infrastructure Engineering, and Dave Lobycz, Division Engineer.

In order to appreciate just how hard Lisa, Robert, Dave, and their dedicated teams have been working for more than a week, President & CEO Corbett encouraged visiting njtransit.com/morrissexupdate to view photos of the work that has been done since last Monday. In addition to the work photos, this page will contain the most up-to-date service information for M&E and Gladstone Line customers until all the work is completed and service is fully restored.

President & CEO Corbett highlighted one item up for Board consideration that will mark a significant next step in advancing their zero-emission bus program. They will seek Board approval for a contract to begin the first phase of their Bus Garage Modernization Program. This phase involves the system-wide survey and assessment of all 16 of their

bus garages, along with design and construction assistance services for the installation of charging infrastructure at Hilton Garage in Maplewood. This is a critical component of our mission to transition to a 100 percent zero-emissions bus fleet, aligned with Governor Murphy's Energy Master Plan.

President & CEO Corbett reported updates and improvements regarding both infrastructure and people. Beginning with infrastructure, as ridership continues to grow, they are planning for the future by advancing their estimated \$536 million Northern Bus Garage Project. Earlier that day, NJ TRANSIT held an industry forum for this large-scale, innovative, and transformational project, through which they will build a new bus garage that will accommodate up to 500 buses. This project is critically important for NJ TRANSIT Bus Operations not only to meet current and future demand as existing garages are at or beyond capacity, but this garage will be the first in their history to be built from the ground up with the necessary charging infrastructure to support a 100 percent zero-emissions bus fleet. Approximately 150 industry professionals, representing 85 firms, registered for the forum, and participant feedback will now be used to advance the project into its next phase.

President & CEO Corbett said another significant and advancing infrastructure project was TRANSITGRID, a critical element for progressing NJ TRANSIT's service reliability and sustainability mission. NJ TRANSIT is committed to maximizing renewables and clean energy components in this project. The Board Chair established the Energy & Sustainability Board Committee, and they also have remained regularly engaged with external stakeholders since they committed to reimagining this project back in October of 2020. He wanted to make it very clear they have listened to their stakeholders and wanted to reinforce just a few of the commitments they have made to assure all of the stakeholders and members of the public that they have taken all the feedback very seriously.

NJ TRANSIT is committed to building this critical resiliency facility in a way that meets the core project goal, maintaining vital rail and light rail service and key facility and terminal operations for customers in the event of local and regional power interruptions. They are equally committed to building it in a way that maximizes renewables and clean energy components to the greatest extent possible. They hope that is 100 percent but will not know that until they have received the proposals from their four innovative and highly qualified firms bidding on the project.

In the meantime, they have taken several substantive measures based on feedback from their extensive engagement with external stakeholders, to give them the best possible chance to get there. This includes strengthening the RFP language on the renewable and clean energy, to encourage the most innovative designs, and to underscore their commitment to the cleanest possible solution. They are providing up to three \$1 million stipends to three of the four firms who ultimately are not successful in securing the contract award. Scoring criteria for the proposal submissions is weighted heavily on the level of renewables and clean energy components, which are incorporated in the designs.

NJ TRANSIT also hired a Renewable Energy Consultant and expert in this field that not only helped to strengthen the RFP but will continue to help guide the process until the successful bidder is identified. President & CEO Corbett said they have heard from stakeholders and advocates, that solar is the only solution. They want to make clear that they were open to all forms of clean energy, including solar, which is precisely why NJ TRANSIT did not prejudice the responses to the RFP with a specific renewable energy source.

President & CEO Corbett said as stewards of public dollars and needing to reliably provide service to hundreds of thousands of customers each day, NJ TRANSIT must be open minded. They have to be agnostic about potential technology solutions and open to whatever new pathways the proposers may bring. They want the most innovative and cleanest design possible from bidders, and if that cannot be 100 percent on day one, then it must be designed to transform to 100 percent as expeditiously as possible and align with Governor Murphy's Energy Master Plan.

The bottom line is they share in the goals of the stakeholders, and that is why they need to allow the procurement process to run its course and have the opportunity to review the four proposals from our bidders before pre-judging the outcome. President & CEO Corbett said he remains very optimistic that the bids they receive will enable them to concretely maximize the use of renewables and clean energy on this project, to the greatest extent possible.

President & CEO Corbett also noted he was pleased that NJ TRANSIT is being recognized externally for some of their high-profile, customer-facing infrastructure projects. He was honored to be on hand last month to accept three awards from the New Jersey Alliance for Action, one of the foremost industry organizations in New Jersey. He accepted awards for NJ TRANSIT's work to advance the Portal North Bridge Replacement Project, and station reconstruction and rehabilitations at Perth Amboy and Lyndhurst. He said he would like to thank New Jersey Alliance for Action President Jerry Keenan, and Senior Vice President Chris Hartman for the honor.

Many NJ TRANSIT infrastructure projects are also advancing in Hoboken. On March 8, 2022, they co-hosted an open house with developer LCOR to provide updates on the Hoboken Yard Redevelopment Plan, which includes the Ferry Terminal Building and Warrington Plaza as well as other real estate development. NJ TRANSIT has nearly \$500 million in improvement projects underway in Hoboken, including \$195 million for the Long Slip Project, now nearing the second phase of construction, which includes the addition of three ADA-accessible platforms to support six new tracks and other amenities.

Last month, President & CEO Corbett noted the promotion of Jim Sincaglia to lead Rail Operations, the rounding out of his team with promotions of both Fred Chidester to oversee rail equipment maintenance, and James Devine to lead rail labor relations, and John Kirby's selection to Railway Age's "Fast Trackers 25 Under 40" list for 2022. President & CEO Corbett was pleased to quickly follow up to let them know that Mr. Kirby has also now been promoted to Fred's previous role as Senior Director of PTC

Coordination. Under Jim Sincaglia's leadership, they are putting in place the next generation of Rail Operations leadership to continue the progress they have seen over the past four years.

President & CEO Corbett noted how pleased he was to join Governor Murphy at a press conference on February 28, 2022 at the Glen Ridge Station. There they were joined by Lieutenant Governor Shelia Oliver, Essex County Executive Joseph DiVincenzo, and other officials to celebrate the fact that Governor Murphy's Fiscal Year 2023 State Budget, once again, includes no fare increase for NJ TRANSIT customers. That is five straight years without an increase under Governor Murphy's Administration, all while delivering improvements in safety, service, reliability, and the overall customer experience, and continuing to operate full service amid the pandemic. He said he was proud to stand side by side with Governor Murphy to share all of NJ TRANSIT's progress over the past four years, without doing so on the backs of commuters. He said everyone knows there is still much to do, and they are not letting up at all until they are consistently delivering the world-class service their customers deserve.

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.

Congressman Josh Gottheimer, representing New Jersey's Fifth Congressional District, shared his support for the Lackawanna Cut-Off Restoration Project and for moving forward expeditiously with awarding a bid for the Roseville Tunnel Project. He believes this project will benefit thousands of customers across North Jersey, returning the long-needed commuter rail service customers from Port Morris Junction to Andover. Congressman Gottheimer believes this project will improve convenience and travel time to residents in Sussex and Warren County heading to and from Hoboken Terminal via NJ TRANSIT regional rail and provide transportation to passengers in poor populations. He said this expanded transit network will reduce vehicle emissions and pollution from fewer cars on the road. Congressman Gottheimer said the bottom line is that this project will improve the quality of life for many North Jersey residents, but unfortunately, this project has been subject to repeated delays, uncertain timetables with regulatory hurdles, and property disputes in negotiations over the last 15 years, and no construction has occurred on this project since 2012.

Congressman Gottheimer said these delays were regrettable given Amtrak's corridor vision plan released in May 2021 expanding service beyond the Lackawanna Cut-Off to Scranton Pennsylvania which is estimated to generate \$87 million in annual economic activity, plus \$2.9 billion for one-time investments along the corridor. He believes to get this project moving now, the historic bipartisan infrastructure bill has played a key role in shaping this task and will deliver critical federal investments to New Jersey. Congressman Gottheimer said the \$22 billion in new investments for Amtrak included in the bill can be used to support Amtrak's proposed service expansion into Northwest Pennsylvania and New Jersey will claw back \$4.5 billion over five years to improve public transportation

options, which is a 37 percent increase in the first year compared to previous transit funding levels.

Congressman Gottheimer said this investment can be used for future phases of the Lackawanna Cut-Off Restoration Project. With the bid for the Roseville Tunnel submitted and momentum on their side, he strongly urged NJ TRANSIT to award this contract as soon as possible. He said doing so will prove significant for the region's residents with the historic investment for transportation in New Jersey and across the country, and now is the time to move forward. Congressman Gottheimer thanked everyone for their time and effort on this project and NJ TRANSIT's ongoing commitment to public transportation in New Jersey.

Congressman Gottheimer looks forward to working with them in the coming months to fully implement the new bipartisan infrastructure bill and move this project forward. He was very eager to get this project moving because they have waited long enough and he fought very hard for infrastructure dollars federally, as did his colleagues, for projects like this one. Congressman Gottheimer said they also have the support of other members in Congress such as Mikie Sherrill and others in the area and they need to get this done because it is critically important, so he asked not to hold this up with bureaucracy because it is too important to the community.

Senator Steven Oroho of District 24 thanked Chair Gutierrez-Scaccetti for allowing him to speak and said she has always been very responsive. He expressed his disappointment to hear that the Roseville Tunnel item, related to the first phase of the Lackawanna Cut-Off Restoration Project was pulled from this evening's agenda. He said similar to Congressman Gottheimer's comments, he wanted to thank him as well and Congresswoman Mikie Sherrill because they have been working extremely hard on this, and he was hearing from several channels that there may be some Board Members who spoke despairingly about the project that they have all been working on for many years. He said being the sponsor of the Transportation Trust Funds, he and Chair Gutierrez-Scaccetti have had many discussions on the lack of transit options for his constituents, and he knows she appreciated the value of this project.

Senator Oroho said he was an 18-year commuter from this area into New York and could speak to the lack of mass transit options and even though his constituents pay significantly into the Transportation Trust Funds, they lack very much in transit options. He also heard if this project is cancelled, a significant amount of federal money already spent would possibly need to be paid back to the federal government. Needless to say, he was also upset when he heard the Roseville Tunnel Item had been pulled and wanted to thank Chair Gutierrez-Scaccetti for giving him a call today, and he appreciated the opportunity to address the Board. Senator Oroho said any Board Members that want to come out and visit their office, he is sure Congressman Gottheimer, himself, and Congresswoman Mikie Sherrill, would love to show them the lack of mass transit they have in their area as well as the amount of money that gets put into the Transportation Trust Funds from the people that are driving all the time.

Mayor Thomas Walsh of Andover Township said he has served as an elected official of Andover Township for 16 years. He discussed the status of the Lackawanna Cut-Off Restoration Project, which is essential to not only Andover Township but also for the residents of Sussex County. Mayor Walsh said Andover Township has been very supportive of the fact that they will have a station located within their community. They have welcomed NJ TRANSIT and their efforts to proceed with this project, and back in 2016 he came before the Board because there was a land acquisition issue where NJ TRANSIT and the private landowner were at an impasse, and in order to resolve this impasse, Andover Township moved forward and negotiated and signed the contract. Mayor Walsh said they are now closing to acquire the property in question to be certain to ensure this project would not be further delayed.

Mayor Walsh said as they continue to monitor the progress of the project, there was a realization after their discussions with officials at Amtrak that the long-term goal of rail passenger service of the Lackawanna Cut-Off from Hoboken to Scranton, Pennsylvania may be a reality. As a result of the infrastructure investment and jobs act signed by the President of the United States on November 15, 2021, there is federal funding available for the connection of the Lackawanna Cut-Off across the state lines to Pennsylvania.

Mayor Walsh thinks they all would agree this would be an enormous incentive and boost for the economy, region's infrastructure, and passenger service if this plan could move forward. He thinks it is even more noteworthy that this is a unique one-time opportunity for residents of the State of New Jersey to receive 75 percent federal funding from what would be passenger service across state lines into Pennsylvania. As they have been working closely with NJ TRANSIT officials, they were anticipating this evening a significant design build contract would be awarded which was a great step forward toward the Lackawanna Cut-Off Project.

Mayor Walsh said at the moment the tracks have been dormant for 10 years, and the remaining infrastructure is what awaits. They are grateful for the fact that this project is one that has been earmarked by NJ TRANSIT to provide additional travel options, beyond trying to avoid high congestion in the region. Mayor Walsh said NJ TRANSIT finds that this will improve convenience and travel time for customers in Warren and Sussex County NJ TRANSIT regional rail via Hoboken Terminal. He asked that NJ TRANSIT provide him with an update on the next phase of the Roseville Tunnel Project, and said without moving this forward not only jeopardizes the completion of the project, but also the opportunity in the eyes of Federal Government and the FTA, which are evaluating grants for passenger service projects which qualify for a federal grant and funding for the residents of their state.

Mayor Walsh said while he understands the demands of NJ TRANSIT, he was promised this step was going to be considered tonight and was told this over a year ago. He said he has also been waiting since 1989 for this project to get started which was said to be a good thing for Andover Township and the Western Corridor. Mayor Walsh asked that someone assure him that the agenda would be amended that night with the Roseville Tunnel Project on it or assure him that it would be on next month's agenda. Lastly, he

thanked all the elected officials who spoke before him, and John Del Colle and Paul Wyckoff of NJ TRANSIT because they were great people to work with.

Senator Joseph Cryan of District 20 spoke about Board Item# 2203-19 and 2203-20, one was a \$32 million plus award to Academy Express and another was a \$19 million award to Academy Express. He expressed his thanks for the work achieved by NJ TRANSIT and was well aware of the progress, whether it be the incredible completion on PTC, incredible response on the Corona Virus and the safety of passengers, and the stronger on-time performance mentioned earlier. Also, Senator Cryan said the fifth straight year with no fare increases is something NJ TRANSIT can be proud of.

Senator Cryan noted a case that was recently settled a month ago, and in the words of Acting Attorney General Andrew Brooke a multi-year, multi-million-dollar fraud that was extended not only to the perpetrators, but upon the good folks at NJ TRANSIT, and most importantly, on the riders that ride NJ TRANSIT. Senator Cryan said in 2016 alone, 13,234 trips were missed by Academy Bus, and they know this because they kept two-sets of books, the real numbers, and the adjusted numbers, which they reported. He said they admitted to fraud and settled. In his view as a Senator, whose constituents continue to rely on bus as much as any others in the State of New Jersey, this idea that missed trips somehow are only worthy of a broad settlement is unconscionable. He thought the decision made not to charge people criminally was a mistake and would frankly like to see an investigation into the settlement because that is how offended he was.

Senator Cryan thinks about people standing by the side of the road and wondered if they would be satisfied if he told them the settlement included something like a certification from a Senior Vice President of Academy Bus promising this time to do it correctly. He is not sure the independent integrity oversight monitor could be put in place so quickly, and new polices on missing trips and things that are actually in the settlement, besides the actual settlement of \$20.5 million. Senator Cryan said this was not acceptable, and the Board and all those who care about those who stood and waited for no one to come, they need to keep these folks in mind and have some dignity for what they waited for as residents of the State of New Jersey.

Senator Cryan was proud of the whistleblower for coming forward and all the work put into this allowed it to come to light. He felt this was a terrible settlement and should not be recognized by awarding Academy Bus with these two high-valued contracts. Senator Cryan believes NJ TRANSIT should look for stronger penalties and ways to in fact protect the integrity of NJ TRANSIT and its contracts in a stronger and better way in the future. He said if NJ TRANSIT is uncomfortable with this because Academy Bus has a strangle on a lot of different bus routes, remember the commuter 13,234 trips missed, think of them as they make their decision. Senator Cryan strongly urged NJ TRANSIT, on behalf of those people and many others who were discarded by this company, select runner up bids and continue in the spirit of the good people who are part of the State of New Jersey.

Loretta Weinberg, former Senator from District 37, said she co-sponsored with Board Member Gordon, who was former Senator, on the bill which gave accountability and transparency to the NJ TRANSIT Board. Ms. Weinberg wanted to remind everyone that it was the will of the Legislature, along with the Governor of the State of New Jersey. She would like to identify with each and every one of the remarks made by her colleague Senator Joseph Cryan. Ms. Weinberg hopes that NJ TRANSIT stands up and does not award these contracts to Academy Bus, until they at least get a series of questions answered publicly.

Ms. Weinberg quoted a news article in *USA Today* a few weeks ago about the award of the Academy Contract. She said it revealed that issues with Academy date back to at least 2006, and internal auditors at the agency raised red flags about the Hoboken based company specifically with problems with no-show buses, inadequate monitoring, and poor record keeping, yet the company kept securing multi-million-dollar contracts. Ms. Weinberg said they might want to ask those in NJ TRANSIT, who were informed of the internal auditor concerns, why they were not brought to the Board. She said the article said agency officials dismissed a recommendation from auditors that would have reduced the risk of fraud. Ms. Weinberg pointed out that better training was not the answer because the employees at Academy Bus were trained to keep two sets of books, the one that actually monitored the real movement of buses, and the one that made up the figures. The major question Ms. Weinberg posed to the Board was whether the timely payment agreed upon was for Academy to make their settlement was weeks, months, or years, in exchange for two contracts worth \$50 million.

Paula Rogovin, the Don't Gas the Meadowlands Coalition, asked NJ TRANSIT to continue to allow participation at the April Board meeting in-person and by telephone to have greater participation. She said she was counting on members of the media to amplify this message.

Ms. Rogovin said she was now directly speaking to Governor Murphy, Members of the Board, and President & CEO Corbett. She said Governor Murphy had asked NJ TRANSIT to pivot from the proposed gas-fired power plant to a renewable energy microgrid to power the trains. Ms. Rogovin said Chair Gutierrez-Scaccetti also announced that NJ TRANSIT was fully committed to this pivot and publicly said any alternative solution has to pass the Paula test and when Paula is happy, then and only then, can the project move forward. Ms. Rogovin said her name was mentioned because Chair Gutierrez-Scaccetti knew she was deeply involved in the efforts to call for a renewable energy microgrid and was passionate about fighting climate change and for environmental justice communities. She said the NJ TRANSIT RFP absolutely does not pass the Paula test and that NJ TRANSIT has deceived both the Board and Governor Murphy to a project that pivots back to a gas-fired power plant in the flood plains of the Hackensack River that would send deadly pollution into environmental justice communities and the region.

Ms. Rogovin said they still have no answers to their questions on the RFP and want answers. She asked that NJ TRANSIT put people on this project who are committed to

renewables because they will not stop fighting for this because they must continue to protect the people of New Jersey.

Ken Dolsky commented on the failure of the Board of Directors to meet its obligations to analyze management's RFP plan for the TRANSITGRID. He said the Don't Gas the Meadowlands Coalition is calling on the Board of Directors to fulfill its responsibility to hold NJ TRANSIT management and leadership accountable for its harmful, disastrous decision to build a new gas plant for its TRANSITGRID project and for their deceitful practices it has implored to support this decision.

Mr. Dolsky said to date the Board of Directors has supported the RFP decision to build a gas plant with incredibly weakened and vague statements, such as they were not looking for miracles overnight, were just following the global transition to clean energy, and were not ready to achieve 100 percent carbon neutrality. He said there has never been a shred of real financial or technical data to support this approach, and instead, it has shown ignorance of a significant problem associated with this decision or unwillingness to fulfill its responsibility to challenge management on any aspect of this project. Mr. Dolsky said if he were a CEO and these reasons were given to him for spending \$500 million, he would have zero confidence in staff going forward. He said he sent a 12-page letter to the Board outlining all the problems, and it sounded like President & CEO Corbett did read some of it but would like the Board to address those issues submitted with management. Lastly, he said renewable energy power plants will increase in value and said NJ TRANSIT was putting their money in the wrong place if they go with a gas power plant.

Samantha DiFalco commented on behalf of Food & Water Watch and echoed comments by the previous two speakers from Don't Gas the Meadowlands. They are calling for NJ TRANSIT to fix the RFP for the TRANSITGRID project because they believe the RFP makes it clear the only solution that the bidders will be able to provide involves a gas power plant. She said the requirements must be dropped for the microgrid central facility and information about solar siting must be provided so bidders can submit design proposals that can work now in a way that maximizes renewables. Ms. DiFalco said this cannot be pushed down the road for another administration to deal with and, if this does not change, they will wind up in a situation a year from now where the bidders will have to resubmit their designs, and they will not be able to submit designs that involve renewables, but instead, designs for a gas power plant. Lastly, she said fix the RFP and let's have dialogue to answer the questions the stakeholders provided.

Talia Crawford, Campaign Organizer for the Tri-State Transportation Campaign, said in regard to the budget it was almost identical to last year's budget and continues to put the agency on sound financial standing. Ms. Crawford said while there is an expected and appreciated increase in contribution from The New Jersey Turnpike of \$721 million, although it was supposed to be \$746 million, both debilitating practices remain largely unaddressed. She said NJ TRANSIT will still be transferring a hefty \$360 million from its capital budget to operating, the practice of capital transfers to the operating budget to pursue preventative maintenance projects has resulted in a loss of \$10 billion for

NJ TRANSIT to invest in capital projects, such as expanded service, redesign projects, and electrifying the bus fleet.

Ms. Crawford said while the COVID federal dollars were supplementing the agency in the meantime, once they are gone, the State will still be left with the problem of identifying a sustainable funding source for NJ TRANSIT's operating needs. She said if ridership does not return to pre-COVID levels, NJ TRANSIT will need to find money to fulfill this gap, or worse cut service and raise fares. Ms. Crawford believes NJ TRANSIT needs a sustainable solution for the future and that starts now. They certainly appreciate the Administration holding fares stable for a fifth year in a row, especially since prices on other things have increased.

Ms. Crawford discussed Board Items 2203-19 and 2203-20 contracts to award Academy Express, LLC to operate the Hudson County and North Hudson County Local Bus Service, stating they do not agree with the settlement, and from a rider's perspective, this does not negate or excuse what happened, and not only did Academy defraud the State, but they defrauded NJ TRANSIT customers too. She said the agency and Board have a duty to its customers first, NJ TRANSIT promises accountability, transparency, and reliable service to its customers, and they caution this body in moving forward with these action items.

Tim Sevenser, New Jersey Association of Rail Passengers (NJARP) and member of Don't Gas the Meadowlands, said the RFP for the TRANSITGRID project had a couple of things that needed to be added to really make sure it is not just a giant gas power plant, as previously stated in 2014. He said besides the maximum of 100 percent renewables, there should be at least a minimum of 70 percent and any fossil fuel back-up should only be run as a back-up for testing purposes under normal operations.

Mr. Sevenser said NJARP has long supported the Lackawanna Cut-Off Restoration Project, it was very exciting to see this is going to happen, and service should be running to Andover. He said it was also very encouraging to see people from Sussex County want to have transit availability.

Mr. Sevenser commended NJ TRANSIT staff on two capital projects to enhance the MOBO capabilities with a new interlocking between the Glen & Cedar interlockings and the new Boonton Yard, which would have helped to provide alternate service west of Montclair State during the recent power outage due to the tree falling in Maplewood.

Elizabeth Ndoye, member of Don't Gas the Meadowlands and member of the Hoboken Democratic Committee, along with her members have spent the last 18-months working to convince NJ TRANSIT and the Board not to build a natural gas power plant to solve their resiliency needs. Ms. Ndoye said they convinced Governor Murphy after several months to tell the Board to rethink their plans and build a clean energy solution, but it seemed like she was finding herself back to something like ground-zero facing the same plan for natural gas at the Kearny power plant.

Ms. Ndoye said NJ TRANSIT speaks of its commitment to green energy, but the current RFP for the microgrid project does not show it. She said this was a betrayal to Governor Murphy's directive to NJ TRANSIT to come up with an alternative clean energy plan. Ms. Ndoye said this was a betrayal to NJ TRANSIT's customers, and it also felt like a betrayal to her as well. She asked when will NJ TRANSIT answer their questions on redirecting the RFP.

Matthew Smith, New Jersey Director for Food & Water Watch, spoke on behalf of its 70,000 plus members echoing the previous comments that called for all future Board meetings to include a call-in option to ensure that the public has accessibility to these critical agency meetings. He said this was not just for riders but for the public who want to be able to comment and provide input into improving operations in all facets of public transit.

Mr. Smith echoed the comments that the RFP as drafted falls short of where they needed to be to ensure the optimal solution for the NJ TRANSITGRID project. He said the goal was not what President & CEO Corbett stated. Mr. Smith said the goal in the RFP was 100 percent renewables by 2050 which means that NJ TRANSIT could develop a gas power plant or some other polluting form of energy and run it for over 25 years before transitioning it to a clean energy source, which is unacceptable. He said this needs to match the comments as stated by President & CEO Corbett at the top of the meeting which stated maximize the extent of renewables today.

Rachel Davis, Organizer for Waterspirit, representing thousands of members across the state for over 20 years advocating for communities on water, said she lost property due to Superstorm Sandy. She said connectivity has never been more important, and they have been speaking on the significance of the NJ TRANSITGRID for renewables which has now been shifted. They have been previously touting this TRANSITGRID as a great example across the nation. Ms. Davis said the lack of seriousness that has been taken on this matter and the questions on the RFP seem nonexistent and there have been no answers provided in writing. She said this project was going to be a crown jewel of an example of sustainability leadership in the State of New Jersey and Governor Murphy and his Administration stopped fossil fuel power with help from the Environmental Justice Law. However, she was not sure when the Murphy Administration and NJ TRANSIT Board Leadership stopped believing in this.

Ms. Davis said they do not have time to waste on false solutions and money spent must matter now. She said natural gas, designated as a renewable energy resource by the U.S., should be excluded from the RFP. She urged everyone to think of their children and grandchildren today, do what is right, and go with 100 percent renewables.

Adam Reich echoed the previous speakers' comments for the Board to continue with the call-in option to provide comments at Board meetings. He said on the agenda were two Board Action Items 2203-19 and 2203-20 for an award of contract to Academy Express for the contracting out of local bus service in Hudson County totaling around \$48 million. Mr. Reich urged the Board to reject these proposals and compared Academy to Bernie

Madoff's Ponzi Scheme, which more or less said, you ripped me off, but you have been in the industry a long time so let me give you more money to do what you will with it. If there is no other carrier to handle the service, he believes they should consider entering into a short-term agreement and finding someone else who does not have Academy's tainted record. Mr. Reich said if they cannot do this, he hoped Governor Murphy vetoes these items.

Mr. Reich was glad to see on the Morris & Essex Line that service will be up and running soon but was sad to see how long they went without service. He said it would be nice to offer these riders discounts due to the disruption in service.

Mr. Reich would also like to get an update on the idea of having a masking rail car now that the TSA mask mandate has been lifted. Also, he would like an update on the Customer Advocate position, in particular the number of applicants that have applied.

Brian Scanlon, former Councilman and Mayor of Wyckoff, New Jersey, and volunteer for Food & Water Watch, said if you put lipstick on a pig of a frack gas power plant, you still have a pig, and the NJ TRANSIT RFP calls for a pig. He said it allows for proposals to be submitted that use fossil fuels or dirty energy, as long as they can be transitioned to the goal of carbon neutrality by 2050. Mr. Scanlon said this is 28-years from now and that he may not be there then, and perhaps some of the people tonight will not be either, but their children and grandchildren would, and his granddaughter would be 30 in 2050. He said what is not far away was 2030 and the 2018 Clean Energy Act includes the Governor's goal of achieving 50 percent of class one renewables by 2030, and New Jersey is far behind on reaching these mandatory benchmarks.

Mr. Scanlon said the President & CEO's promise to maximize renewables stated at the top of the meeting means nothing, because if the renewables in NJ TRANSIT's plans are five percent of the total output, then they could say, well that was the maximum. He was sure everyone was aware of situation in the Ukraine and the strangle hold Russia has on Europe when it comes to so called natural gas. Mr. Scanlon said the prices have nearly tripled and these prices fluctuating wildly is what they will be walking into. He urged NJ TRANSIT to amend the RFP and call for one that will put them on a path to real renewable energy.

Holly Cox, 23-year resident of New Jersey, echoed the request that NJ TRANSIT continue to allow a call-in option for Board meetings and said if they learned one thing from this pandemic, that is in-person meetings are unnecessary. She also asked that NJ TRANSIT amend the RFP for the microgrid project, so it does not include a dirty fossil fuel power plant, and instead, develop a project with as close to 100 percent clean renewable energy and clean energy storage technology to achieve New Jersey's codified interim benchmark.

Ms. Cox said there were several problems with the RFP which were stated at last month's meeting. She said she has been speaking at these public meetings for over two-years and has commented before on how it seems as if nothing is getting done. Ms. Cox said

she was formally asking the Board to respond in writing to all the concerns about the RFP that she raised last month and to answer all the questions that were submitted by the others mentioned today. They want an update on what has been done in the last two-years on renewables and what green energy firms NJ TRANSIT has met with.

Paul Schorr asked if the Board could identify a funding source and a contact person for the removal of trees on NJ TRANSIT property that surround the Trenton Train Station, that obscure historic property on Greenwood Avenue and potentially endangers transit equipment. He said this would also help minimize the attraction of the transit right of way for vagrancy, drug dealing, and refuge disposal. Mr. Schorr said this specific area appears on the 1999 Trenton Tax Map, Block 109A, Lots 11-27. Mr. Schorr said the lots are adjacent to nine bus routes from 600-619 and the Amtrak and Septa train lines, platforms, and light rail, which all come together there, and provide 3,000 to 6,000 people each day with opportunities to use the Trenton Train Station. He said the Trenton Transit Police and Community Outreach from the Newark office have been very helpful, and \$50,000 to \$100,000 or more might be needed for this long overdue enhancement to the property that NJ TRANSIT owns unless they provide one contact person.

Richard Grant, Hackensack resident and Don't Gas the Meadowlands member, said NJ TRANSIT's plan has always been for a gas-fired power plant having a generating capacity of 140 megawatts. He said how does one maximize the amount of renewable energy by retaining a gas-fired power source at the capacity level that already completely meets the full power demand. Mr. Grant said in the 30-year maintenance period following the completion of construction there is no mechanism in place, or no trigger to require the implementation to either 100 percent renewables or a hybrid power source, and if it were to happen it would be entirely up to the decision makers. He said as they move closer to that 30-year period, no possible decision maker would have any incentives, rewards, or penalties to press for a transition. Mr. Grant said NJ TRANSIT management showed loyalty to the gas-fired technology from the start of the October 20th reset through now.

William Ritzler, resident of Gloucester County, said although he submitted testimony in the past on behalf of a transit advocacy organization, the statements he was making tonight were from his own view. He said in late February, NJ TRANSIT issued an advisory regarding service changes for the bus routes 313, 315, 317, 408, 409 and 551. Mr. Ritzler said these bus routes were no longer served by Greyhound at the Philadelphia Terminal for the 315, 317, 408, and 409. He said service would begin and end at the Walter Rand Transportation Center in Camden and customers traveling to and from Philadelphia would be required to make connections at the Walter Rand Transportation Center to reach the 400, 401, 402, 404, 406, 410, 412, or 551 to continue their trip at no additional cost.

Mr. Ritzler said the option of using PATCO was omitted from the online advisory posting and the outcome of this is that all Philadelphia and Camden long distance bus routes serving areas other than Atlantic City will no longer provide interstate service, thus requiring all passengers traveling to and from Philadelphia to incur additional travel time created by the now required transfer to another NJ TRANSIT bus route or to PATCO. He said there was no indication that this was only a temporary situation. Mr. Ritzler said the

impact on these particular routes were especially problematic because they provide service utilized more so by captive riders, which was due to the poor service frequencies and long travel time duration, due to route length and the lack of alternative bus routes available to most passenger beyond a 20-mile radius from Philadelphia. He said, at minimum, the impact was harmful, and the change was implemented with little to no advance warning of public input.

Charles Hall Jr., President of Local Union 108, said he represented over 5,000 workers in different fields such as retail, municipal workers, healthcare, transportation, and warehouse. He said he was there, with 10 of his Academy members working at Newark Airport servicing United, Port Authority, NYU, and Columbia University, speaking in favor of Academy Express being awarded the contracting out of the Hudson County Local Bus Service.

Mr. Hall said he has known and worked with the Academy Company for over 20-years, representing their members in Hudson and Middlesex County, Newark Airport, and the colleges in New York and New Jersey. Also, he was there for the job security of their members and considered Academy to be a good employer, who has done the right thing by their employees, providing them with fair pay, good medical, retirement, and other benefits. Mr. Hall said this Academy contract provides for good union jobs. He said Academy has trained and provided work for hundreds of drivers, both men and women across the state and have worked with the union in a fair and honest manner. Mr. Hall said he believes Academy cares for their employees beyond the norm and has seen the investment and care they put in their buses, the drivers are well trained and courteous, and Academy focuses on training and safety. He said Academy was a very professional company, had better equipment than most, and can handle the job. Mr. Hall also stated most of their employees stay with Academy and want to retire from Academy.

Tina Weishaus, Co-Chair of Divest New Jersey, said she was calling on NJ TRANSIT to maintain the call-in option for Board meetings because she was one of the millions of immune compromised, was not able to attend public meetings, and using the hybrid model was the Democratic way to conduct these meetings. She also wanted to speak out on the failure of the Board to properly oversee the development of the resiliency project for the NJ TRANSITGRID.

Ms. Weishaus said although action was taken by the Governor to shelve the fossil fuel project and make it a renewable one, she felt they were right back to a restart of where they were in 2019 and felt this was like her first meeting she attended. She said even though President & CEO Corbett stated that the RFP had been updated for public input, if this was true, apparently no one has seen any changes. Ms. Weishaus asked how they cannot be prioritizing clean renewable energy when their state, country, and world were facing a climate crisis of catastrophic proportion, which was now, and they were talking about renewables in 2050 or transitioning in a few decades. She asked as a public entity funded by taxpayer dollars, how they can justify in 2022 going forward with another frack gas power plant located in an environmental justice community. Ms. Weishaus asked

them to answer the questions the public posed, stop giving them the runaround, withdraw the RFP, and give them one dedicated to the renewable resiliency plan.

Matthew Walsh commended all the elected officials on their hard work in advocating for the revival of the Lackawanna Cut-Off Restoration Project. As some of them said, he believes the Sussex County residents have been underserved for years and this would be good for Sussex County and Andover.

Mr. Walsh was concerned about the Hudson Bergen Light Rail transit. He said this line has been languishing for years and has been terminating at Tonnelle Avenue in North Bergen for about 20 years. Mr. Walsh said it was projected to go up to Englewood where Transit Oriented Developments (TOD) were being built within a short distance from the train station. He said a lot of these communities had anticipated transit-oriented development along with transit, but now they have TOD's with no transit which does not make sense. Mr. Walsh asked that they finish the last segment of this line because people are moving back to the older inner suburbs.

David Hughes spoke on behalf of the Rutgers Labor Union, representing about 6,000 people who teach for Rutgers University in Camden and Newark, New Jersey. He said their members ride every line of NJ TRANSIT trains and buses all over the state. They have joined the Don't Gas the Meadowlands Coalition for a couple of years now in supporting the solar proposal for renewables for TRANSITGRID, rather than a gas-fired power plant. Mr. Hughes said their members were climate scientists and leaders on the governmental panel for climate change and have been raising the alarm about the climate crisis for decades now. He said in this context, it was a little difficult for him to remain calm and to discuss the absurdity of a gas-fired power plant.

Bill Beren, Statewide Transportation Chair for the New Jersey Sierra Club, said there were a number of good construction projects discussed at the top of the meeting. He said the RFP for the NJ TRANSITGRID was not good as President & CEO Corbett projected and although some of it was encouraging, the community does not believe the RFP will fulfill its commitment to renewable resources. Mr. Beren said when he asked to see a copy of the RFP, he was told he had to file an OPRA request. He said NJ TRANSIT was far behind other agencies on the electrification of buses, in particular New York. Also, Mr. Beren believes the raid on the capital funds to operating still need to be addressed.

Eric Benson, Clean Water Action, said it has been almost two years since the campaign was started to pressure Governor Murphy and NJ TRANSIT to shelve the plan to build a gas-fired power plant in Kearny and redevelop the project using primarily renewable energy, yet here they were in 2022 with a fossil fuel power plant back on the table, ignoring the questions that were raised in February. He said the RFP was not supportive enough of renewable energy like solar, and instead steers the project right back to a gas-fired power plant, which was their objection because he does not want his two small children inheriting a fossil fuel power plant.

Joseph Clift congratulated those who posted the President & CEO letter on the website tonight which was the one for today's meeting but said the posted letter did not include all of the comments he read into the record tonight. He asked the Board Secretary Office to repost the letter with 100 percent of the President & CEO's comments.

Mr. Clift said President & CEO Corbett's statement that future NJ TRANSIT ridership returning to pre-COVID levels was not supported by the Fiscal Year 2026 farebox revenue forecast that was included in the Budget Proposal Transmittal. He said Board Item 2203-17, the Budget Proposal Transmittal, quoted information from the 2018 NJ TRANSIT Reform Legislation on how the Administration Committee should advise the Board of Directors of financial matters, including but not limited to proposed budgets, including the capital program, major expenditures of the corporation and all financial policies. Mr. Clift said not a second of the February Administration Committee meeting was spent on this action item and questioned how any member on the Board could honestly vote to approve the four-year budget outlook. He said the GAU apparently dictates NJ TRANSIT's future budgets.

Mr. Clift said Board Items 2203-19 and 2203-20 for the contracting out of the Hudson County Local Bus Service had the same totally opaque procurement language which has less information than normal for contracts and these items should be tabled so the Board can ask for more transparent information.

Mr. Clift said on the M&E outages it should not have taken so long to restore service and someone should be asking what can be done to avoid an outage like this in the future.

Board Member Comments

Acting Board Secretary Umukoro thanked the public speakers and noted for the record that Board Member Doshi had to leave the meetings.

Board Member Adams thanked Congressman Gottheimer, Senator Oroho, Mayor Walsh, Senator Cryan, and former Senator Weinberg for taking the time out of their day to speak. He also thanked all the public speakers who gave them their comments and questions and concerns. Board Member Adams said the Board does listen and take all the comments into consideration both good, bad, and ugly. Lastly, he wanted to compliment the NJ TRANSIT team for the extraordinary around the clock work that they did to get the Morris & Essex and Gladstone branch lines up and running. Board Member Adams said it was an arduous effort and thanked everyone for their hard work and dedication.

Board Member Gordon thanked all those who participated tonight and gave special thanks to Congressman Josh Gottheimer and his friends in the Legislature who were with them this evening. He also welcomed the opportunity to hear their views on the Lackawanna Cut-Off Restoration Project. In response to Mr. Clift's comment about the Administration Committee not being involved in budget review, Board Member Gordon noted that in an earlier meeting the full Board was briefed on the capital and operating

budgets. He said they certainly had opportunities to ask questions and challenge staff on both budgets.

Board Member Narra said there were a number of people who raised concerns about having a call-in option for these Board meetings and she agrees. She said looking at State agencies and all the people who have a variety of concerns whether on service, sustainability or safety, keeping both options for in-person and call-in would be optimal. Also, Adam Reich brought up the issue on a masked car and Board Member Narra said she would certainly follow-up with staff on this because she agrees that while restrictions are being lifted there are still many members of the public who have concerns and may be particularly vulnerable.

On the comments related to the TRANSITGRID she knew that Ken Dolsky sent in documents but was still trying to absorb all of it and would review it. She said the Board has heard all of their comments and take them very seriously. Board Member Narra said although they want answers tonight, they were not prepared to give them yet and it did not mean that she disagreed with his position, however, she needed to do a little more research. She said she would address the Academy issues later in the meeting and appreciated everyone's coming out tonight to speak on the different issues. Board Member Narra said as to Mr. Ritzler's comment, after the meeting she will ask staff to later in the week get her some information regarding all the issues raised on the bus line between Camden and Philadelphia.

Vice Chair Fulton wanted to emphasize how important it was for people to come out and speak their mind, noted they deal with very complicated issues that have to be balanced, there are not endless resources, and he recognizes that debate is necessary. He said it was helpful to hear people's perspective as they deliberate ultimately because more often than not these decisions are tough, and they want to make sure they are protecting the riders of New Jersey while simultaneously providing a high level of customer service which means safety, security, and reliability. Vice Chair Fulton thanked everyone again for their input.

Chair Gutierrez-Scaccetti said they had a lot of public comments on a lot of topics, and she certainly appreciates that. She could say with certainty, well before this meeting tonight, the decision was made that the three transportation agencies in the state will continue to have a call-in option for meetings, but the Board will be attending in-person. She said this will continue due to the extraordinary reach they can get for those who wish to make public comments.

To the environmental advocates that spoke this evening regarding the TRANSITGRID Project, the Board appreciates their passion and, in many instances, share their passion however, they were in the midst of a procurement process and were confident that it will provide the agency with viable proposals that will lead them in the right direction of providing a renewable energy microgrid. Chair Gutierrez-Scaccetti said their concerns on the RFP were acknowledged but they really do have to let the process continue. They have four proposers who are strong and capable and if they continue to stop and start

the process, they will lose interest and will have no microgrid, which would not be acceptable. Chair Gutierrez-Scaccetti said they have to give the process a chance to deliver what they have asked for, and while some may not necessarily agree with the substance of the RFP, this agency, as Vice Chair Fulton just said, must consider all of its many constituents, and that is what they will do at each step as this process continues. She said they have received a lot of correspondence, but during the process of the procurement, she will not be answering letters because she did not want it to negatively impact an open public procurement.

Written Statements in Lieu of Public Comments

Sally Gellert, Lackawanna Coalition, said they stood with the elected officials and environmental activists who spoke before them about the Lackawanna Cut-Off which they have long supported, on the concerns with the proposed Academy contracts, and the need for a cleaner NJ TRANSITGRID. She said they have a request from an ally for information on the investigation into how the Raritan Valley train got stuck in the Bound Brook floodgate, including the release of the locomotives train video. Ms. Gellert said they have heard repeated calls for stable funding, have done so themselves, and noted that former state operating funding has been drastically cut from almost \$600 million to \$100 million, currently making that worse. She said NJ TRANSIT needs better preparation during an outage on a rail line. Also, Ms. Gellert asked that they open the Westwood and Woodcliff Lake Train Station waiting rooms.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She was pleased to see that they would be continuing the call-in option for the Board meetings, and although everyone thinks they are out of the COVID crisis, it is a good precautionary measure to take so people can attend virtually. She said her members were really anxious to go back in person to see everyone. Ms. Mack commented on Joseph Cliff's comment and was concerned about it. She said as of tomorrow, NJ TRANSIT will resume service on the entire M&E Line and Gladstone Branch, which was important for people to know and that the weather has done them a disservice. Ms. Mack said she was very grateful that service will be resuming tomorrow, that there will be modified service on the M&E and Gladstone lines and was glad that the Gladstone people would be able to transfer at Summit. She said this has been a very difficult line for many years because of the area that it goes through and really thinks that the crews have done a great job of cleaning it all up as soon as possible and the riders will be grateful.

Ms. Mack commented on a few things on the agenda because she knew the sustainability issue was very important to all of them and she wanted to point out that the South and North Advisory Committee did go over the agenda earlier when they met in February and wanted to point out the Camden and Newton Avenue Bus Garage. She said it seemed like there were a lot of bus related items which she found very good especially for ridership on the buses because she was a bus rider. Ms. Mack said it was important the Camden and Newton Bus Garage will have electric vehicles and charging stations associated with

the infrastructure modification and this is for the Camden buses which will begin in the summer of 2022. Also, the award to AECOM was also for a bus modernization program that will also have the electrical design to support an electric bus fleet. She said the Board made a commitment to do this and it was nice to now connect the dots for these electrification projects and see them come to fruition.

Ms. Mack said it was also important to thank Governor Murphy that for the fifth consecutive year there will be no fare increases for NJ TRANSIT. Ms. Mack said she lived through many fare increases and with everything else that is going on in the world today, this was very comforting to the bus and rail riders who will be out there, and this will be one less thing they need to worry about this year. It was also very gratifying to see so many elected officials come out to speak on issues both current and old. She said their committee has been involved in the Lackawanna Cut-Off Restoration Project and hopes it will come to fruition shortly.

The two Advisory committees met in February and Rich Schafer Chief Engineer on Capital Programs did a presentation on the overview of the five-year capital plan and he discussed various project NJ TRANSIT was working on. They also had a presentation from Matt McHale who gave them the Federal and Legislative updates which was very important as they look at the infrastructure bills coming out of Washington because these will be the opportunity for the organization to tap into funding resources. They also passed a resolution commending Joyce Zuczek on her retirement and said she will be sorely missed and was an absolute advocate for NJ TRANSIT.

Board Operations and Customer Service Committee Report

Board Member Giblin presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the Cost of Service and an update on COVID Travel Survey #5 Results.

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and preliminary budget, twelve-month farebox revenue compared to pre-COVID, passenger revenue actuals versus pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary.

Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, twelve-month farebox recovery, history of vacancies, attrition and hires, monthly hires by department, ridership and revenue, and a monthly budget-to-actual comparison for July 2021 to January 2022.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy and Privatization Committee. The Capital Planning, Policy, and Privatization Committee discussed the board items for the Concept, Preliminary, and Final Engineering Services, and Construction Assistance Services for the Bus Garage Modernization Program; Contracting Out – Hudson County Local Bus Service; and Contracting Out – North Hudson Local Bus Service.

Board Energy and Sustainability Policy Committee Report

Vice Chair Fulton presented the report for the Energy and Sustainability Policy Committee. The Energy and Sustainability Policy Committee discussed updates to NJ TRANSITGRID, which included the procurement schedule and anticipated release of the Request for Proposals for the project. The Committee also received a briefing from Senior Vice President Eric Daleo and his staff regarding NJ TRANSIT’s Sustainability Plan.

Action Items

Acting Board Secretary Umukoro noted Board Members Adams and Gordon were recused from the next item 2203-15. The Operator removed Board Members Adams and Gordon from the meetings.

2203-15: CONCEPTUAL, PRELIMINARY, AND FINAL ENGINEERING SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE BUS GARAGE MODERNIZATION PROGRAM

President & CEO Corbett introduced Eric Daleo, Senior Vice President, Capital Programs, to present Action Item #2203-15. Eric Daleo recommended approval of Action Item #2203-15: Conceptual, Preliminary, and Final Engineering Services, and Construction Assistance Services for the Bus Garage Modernization Program.

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

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

Board Members Adams and Gordon returned to the meetings.

2203-16: NJ TRANSIT TICKET STOCK

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2203-16. William Viqueira recommended approval of Action Item #2203-16: NJ TRANSIT Ticket Stock.

Board Member Bob Gordon made a motion and Board Member Richard A. Maroko seconded the motion.

Acting Board Secretary Umukoro noted for the record that Board Member Doshi was able to rejoin the meetings.

Board Member Adams said while he was in full agreement with the item that has been presented to the Board and intends on voting yes, he wanted to ask the team to look at ways to reduce this type of procurement in the future. With people these days having so many electronic devices, he was hoping that the team was looking for ways either to reduce the amount of these purchases or eliminate them altogether.

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

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

2203-17: BUDGET PROPOSAL TRANSMITTAL

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2203-17. William Viqueira recommended approval of Action Item #2203-17: Budget Proposal Transmittal.

As required by the statute, the transmittal must be approved by the Board prior to the submission to the New Jersey DOT Commissioner, President of the Senate, Speaker of the General Assembly, and other legislative committees by April 1, 2022. The transmittal document is structured and organized to meet the specific requirements of the statute and is Exhibit B to the board item.

Mr. Viqueira said they were not asking the board to adopt a budget for Fiscal Year 2023, but rather only for approval to transmit the attached Exhibits A and B to the Commissioner and members of the Legislature as required. They expect to request the adoption of a Fiscal Year 2023 budget at the July board meeting, after the State adopts its final budget.

Board Member James D. Adams made a motion and Board Member Noreen M. Giblin seconded the motion.

Board Member Adams said he approves this item to be in accordance with the statute, but his concerns about the operating budget still remains. He said there were still capital to operating transfers and the federal stimulus money was not being fully utilized. That being said, he mentioned these issues last month and was in full approval of transmitting the budget, but approval is only for the transmittal of the budget and not for the approval of the budget as Mr. Viqueira stated.

Board Member Gordon said he too remains concerned about the capital to operating transfers and the deficit that is forecasted in Fiscal Year 2026, but he would be voting for the transmittal.

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

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

2203-18: PROPOSED LABOR AGREEMENTS: NJ TRANSIT RAIL OPERATIONS, INC. AND THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, SYSTEM COUNCIL 7, AND THE AMERICAN TRAIN DISPATCHERS ASSOCIATION

President & CEO Corbett introduced James Sincaglia, Senior Vice President, General Manager, Rail Operations, to present Action Item #2203-18. James Sincaglia recommended approval of Action Item #2203-18: Proposed Labor Agreements: NJ TRANSIT Rail Operations, Inc. and the International Brotherhood of Electrical Workers, System Council 7, and the American Train Dispatchers Association.

Board Member Richard A. Maroko made a motion and Vice Chair Cedrick T. Fulton seconded the motion.

Board Member Gordon commended the staff on reaching an agreement with the unions.

Board Member Narra commended both sides, staff and the unions, for coming to these resolutions.

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

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

**2203-19: CONTRACTING OUT – HUDSON COUNTY LOCAL BUS SERVICE AND
2203-20: CONTRACTING OUT – NORTH HUDSON LOCAL BUS SERVICE**

President & CEO Corbett introduced Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager, Bus Operations, to present Action Item #2203-19 and Action Item #2203-20.

Mr. Kilcoyne said they were presenting two items that included the contracting out of both the Hudson County Local Bus Service and the North Hudson Local Bus Service as a result of the public procurement process as routinely conducted at NJ TRANSIT.

The first item for approval was Action Item #2203-19: Contracting Out – Hudson County Local Bus Service. Approval was requested to enter into a contract with Academy Express, LLC, of Hoboken, New Jersey, to operate the Hudson County Local Bus Service.

The second item for approval was Action Item #2203-20: Contracting Out – North Hudson Local Bus service. Approval was requested to enter into a contract with Academy Express, LLC of Hoboken, New Jersey, to operate the North Hudson Local Bus Service.

Vice Chair Cedrick T. Fulton made a motion and Board Member Bob Gordon seconded the motion.

Chair Gutierrez-Scaccetti thanked Mr. Kilcoyne for his presentation and said over the course of her many years in government service, she has maintained a very healthy respect for the public procurement process. In almost all cases, the process worked as intended, but from time to time there are outcomes that cause one to pause. She believed that the items before the Board in this moment presented one of those times. The unusual circumstance of this procurement was that the apparent successful proposer was quite recently a party to a civil settlement, with the New Jersey Office of the Attorney General, that involved business dealings with NJ TRANSIT. The ink on that settlement was barely dry and barely 30 days old. The terms of the settlement agreement provide for certain controls to be in place before NJ TRANSIT enters into a contractual relationship with the contractor Academy Bus. As of this meeting, those protections were not in place, thus it was not timely for them to make such an award at this meeting.

Chair Gutierrez-Scaccetti said the rationale for her position was that such an award would put NJ TRANSIT at a disadvantage in the process of finalizing the controls that will govern the administration of this contract for this particular contractor. Any delay in concluding this process that may impact the start of service under the new contract is unacceptable. She said there was no room for compromise on the protections set forth in the settlement agreement, and there was no room for compromise in ensuring bus service will be provided to customers, as they have come to depend upon. It was for these reasons, that she was not able to support the approval of Board Item 2203-19 and 2203-20. Chair Gutierrez-Scaccetti said she will seek a motion at the appropriate point in this

meeting to reject the recommendations and award this contract to the second ranked successful proposer.

Vice Chair Fulton said he shares the Chair's concerns about making the award to Academy, in light of the fact that the controls as stipulated have yet to be fully implemented. He was also challenged by the fact that he has spent his career within the context of a respect for the integrity of the procurement process and from what he has seen, staff carried that out appropriately within the framework in which they had to work within. He also was mindful of the jobs in question related to the employees of Academy who in of themselves may not be guilty of the crimes as charged, and said he thought it was appropriate to be cognizant of the fact that the bus market or the purveyors of the service is a tight market. As they think about who gets to participate or not, it does have an impact ultimately on the customer base. He said make no mistake about it, Academy's behavior was abhorrent and something from a perspective of integrity and ethics that totally should not be tolerated. Unfortunately they were left with a set of facts, and they were able to legally participate in a procurement at NJ TRANSIT. Vice Chair Fulton said hence this Board was faced with a very tough and difficult dilemma that continues to be a very difficult and perplexing situation to him.

Board Member Giblin concurred with the Chair's concerns and had nothing further to add.

Board Member Spalla said, like her colleague Board Member Giblin, she concurred with the statement of the Chair.

Board Member Narra understands the Chair's position relating to the fact that the settlement details cannot be imposed as a reason for being concerned about this contract but also wanted to state that Senator Cryan and former Senator Weinberg's comments strike her as being perfectly correct. There were an excess of 13,000 trips missed by Academy and they have their own internal audit report. She takes the public integrity part of this very seriously and it strikes her as important that everyone at NJ TRANSIT works with and for their riders, and their vendors and contractors know that they value integrity in the process. Board Member Narra said she did not believe these particular contracts should be awarded. She does not in any way think that this was dereliction on the part of the procurement process, it was just interesting what they were allowed to consider and not consider. She thanked everyone for their hard work.

Board Member Maroko did not feel the need to editorialize much further because everything that was in his heart has already been said. He joined in the Chair and his colleagues' opinion that given the circumstances surrounding this procurement, it was neither in the best interest of agency, nor the ridership, to award this contract to Academy, and for those reasons he would not be supporting it.

Board Member Gordon said there was a lot he could say on this matter, but he would limit his remarks to the factors that influenced his voting decision. He said he was guided primarily by the laws he considered relevant.

One law is Public Law 1979, Chapter 150, the New Jersey Public Transportation Act of 1979, the legislation that established NJ TRANSIT and that delineates the responsibilities of its Board Members. In Section 4 of the Act, Board Members are directed to exercise independent judgment on all matters before the board and act in the best interests of the corporation and the people whom the corporation serves. As he interprets this provision, Board Members have a fiduciary responsibility to do what is best for their riders and taxpayers. Board Member Gordon believes his fiduciary obligation to protect the integrity of the procurement process supersedes any agreement negotiated by persons outside of NJ TRANSIT. This statement was not meant to be any criticism of their procurement staff.

Board Member Gordon was also guided by the state statutes and court decisions that govern the contracting process by public entities. Under New Jersey's Local Public Contracts Law, N.J.S.A. 40A:11-4, contracts are to be awarded not simply to the lowest bidder, but to the lowest, responsible bidder. The New Jersey Supreme Court, in *NERI Corp. v. N.J. Highway Authority*, held that the responsibility of a bidder carries equal, if not more weight than the amount of the bid, and noted that "there are many instances where the lowest bidders will not receive the contract because they are not the most responsible bidder." Moreover, under the statute, a contracting authority may disqualify a bidder who would otherwise be the lowest responsible bidder if the governing body finds that it had prior negative experience with the bidder.

According to the statute, six factors are to be considered in determining whether a bidder is responsible. Those factors are experience, operating capacity, financial capacity, credit, resources available, and of particular relevance here, moral integrity. The courts affirmed as far back as 1959 in *Arthur Veneri Co. v. Paterson Housing Authority* that responsible also means the moral integrity of the bidder.

Board Member Gordon would argue that advancing policies that led to 50,000 missed trips over the years, and keeping two sets of books, raised questions about the moral integrity of the Academy organization and its management. And even before the Attorney General revealed these facts, NJ TRANSIT's own internal audits reported prior negative experience with Academy Bus.

Based on these facts and his interpretation of the law, Board Member Gordon does not believe the Academy organization is a responsible bidder. Therefore, he will be voting no on both Items 2203-19 and 2203-20.

Board Member Doshi thanked the procurement team because it was a tough situation and also concurred with the Chair and all her Board colleagues' comments. Valuing honesty and integrity above all for this organization, she in good conscience cannot vote yes on these items. Also, during the public comments, she was thinking of all the people who were left on the side of the road and will be voting no on both Board items 2203-19 and 2203-20.

Board Member Adams concurred with all of his Board Members, and especially the Chair's comments and supported her statement 100 percent. He wanted the NJ TRANSIT

team to know that in no way was this indicative of their hard work and dedication because they did what they were required and asked to do. However, he could not support this procurement, which was for the reasons previously cited, especially by Board Member Gordon. Board Member Adams said the thing that hit home for him was that for three or four years he was an NJ TRANSIT commuter by rail and bus. He placed himself in the shoes of those commuters who were relying on their services and vendors to get them where they were going safely and in a timely manner and they failed to do so. Board Member Adams said if they cannot stand up for those people, they are not doing their jobs, therefore he will be voting no on both Board items 2203-19 and 2203-20.

Chair Gutierrez-Scaccetti asked for a roll call vote on each item.

Action Item #2203-19: Contracting Out – Hudson County Local Bus Service was not approved.

Gutierrez-Scaccetti	Fulton	Giblin	Spalla	Narra	Maroko	Gordon	Doshi	Adams
No	No	No	No	No	No	No	No	No

Action Item #2203-20: Contracting Out – North Hudson Local Bus Service was not approved.

Gutierrez-Scaccetti	Fulton	Giblin	Spalla	Narra	Maroko	Gordon	Doshi	Adams
No	No	No	No	No	No	No	No	No

Board Member Shanti Narra made a motion to award Action Item #2203-19: Contracting Out – Hudson County Local Bus Service and Action Item #2203-20: Contracting Out – North Hudson Local Bus Service to the next responsible proposer. Board Member Bob Gordon seconded the motion.

Chair Gutierrez-Scaccetti asked for a roll call vote on the new motion to award Action Item #2203-19: Contracting Out – Hudson County Local Bus Service and Action Item #2203-20: Contracting Out – North Hudson Local Bus Service to the next responsible proposer.

The motion to award Action Item #2203-19: Contracting Out – Hudson County Local Bus Service to the next responsible proposer was approved.

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

The motion to award Action Item #2203-20: Contracting Out – North Hudson Local Bus Service to the next responsible proposer was approved.

Gutierrez-Scaccetti	Fulton	Giblin	Spalla	Narra	Maroko	Gordon	Doshi	Adams
Yes	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. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

Board Member Shanti Narra made the motion, Board Member Noreen M. Giblin seconded the motion, and it was adopted. At approximately 8:42 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 8:53 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Vice Chair Cedrick T. Fulton, seconded by Board Member Shanti Narra, and adopted.

Chair Gutierrez-Scaccetti took a moment to congratulate Acting Board Secretary Umukoro on running her first official NJ TRANSIT Board meeting, with former Board Secretary Zuczek’s retirement taking effect at the end of February. She said Acting Board Secretary Umukoro did a phenomenal job and thanked her very much.

The meetings were adjourned at approximately 8:54 p.m.

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

MARCH 14, 2022

MINUTES

PAGE

➤ CALL TO ORDER	-
➤ EXECUTIVE SESSION AUTHORIZATION	61821
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	61822
➤ PRESIDENT & CEO'S MONTHLY REPORT	61823
➤ PUBLIC COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2203-15	CONCEPTUAL, PRELIMINARY, AND FINAL ENGINEERING SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE BUS GARAGE MODERNIZATION PROGRAM – Authorization to enter into NJ TRANSIT Contract No. 21-016 with AECOM of Piscataway, New Jersey, for the Conceptual, Preliminary, and Final Engineering Services and Construction Assistance Services for the Bus Garage Modernization Program project	61846
	Authorization to engage AECOM, under NJ TRANSIT Contract No. 21-016 for Stage 1 services, to provide Task 1 – Hilton Garage Early Construction (100 percent Final Design and Construction Assistance) and Task 2 – System-Wide Garage Survey and Existing Conditions in the amount not to exceed \$4,330,348.50, plus five percent for contingencies, subject to the availability of funds.	
2203-16	NJ TRANSIT TICKET STOCK – Authorization to enter into NJ TRANSIT Contract No. 21-629 with Nagles North America, LLC for the provision of NJ TRANSIT ticket stock for an initial two-year period with an independent one-year option in the amount not to exceed \$5,722,588.39, plus five percent for contingencies, subject to the availability of funds.	61850

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
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PAGE 2

- 2203-17 BUDGET PROPOSAL TRANSMITTAL** – Authorization to transmit Exhibit A and Exhibit B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee. **61851**
- 2203-18 PROPOSED LABOR AGREEMENTS: NJ TRANSIT RAIL OPERATIONS, INC.** – Authorization to approve the economic terms and other proposed conditions set forth in the Memoranda of Understanding negotiated by NJ TRANSIT Rail Operations, Inc. and the labor unions and authorization for the President & CEO, or his designee, to take all necessary steps to finalize and implement same, pending ratification. **61916**
- 2203-19 CONTRACTING OUT – HUDSON COUNTY LOCAL BUS SERVICE** – Authorization to enter into NJ TRANSIT Contract No. 21-048 A with Academy Express, LLC of Hoboken, New Jersey, to operate the Hudson County Local Bus Service for a 36-month base contract period of June 26, 2022 through June 21, 2025, at a cost not to exceed \$30,717,425, plus five percent for contingencies, for a total contract authorization of \$32,253,296, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget. – **THIS ACTION ITEM WAS NOT APPROVED. REFER TO THE NARRATIVE PORTION OF THE MINUTES FOR ACTION THAT WAS APPROVED.** **61925**
- 2203-20 CONTRACTING OUT – NORTH HUDSON LOCAL BUS SERVICE** – Authorization to enter into NJ TRANSIT Contract No. 21-048 B with Academy Express, LLC of Hoboken, New Jersey, to operate the North Hudson Local Bus Service for a 36-month base contract period of June 26, 2022 through June 21, 2025, at a cost not to exceed \$18,684,052, plus five percent for contingencies, for a total contract authorization of \$19,618,255, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget. – **THIS ACTION ITEM WAS NOT APPROVED. REFER TO THE NARRATIVE PORTION OF THE MINUTES FOR ACTION THAT WAS APPROVED.** **61926**
- **EXECUTIVE SESSION AUTHORIZATION** **61927**
- **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including; and

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

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the February 9, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on February 17, 2022;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the February 9, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: MARCH 14, 2022
SUBJECT: **PRESIDENT & CEO'S REPORT – MARCH 2022**

As COVID cases fall dramatically both at NJ TRANSIT and nationwide, I'm pleased to note that NJ TRANSIT's ridership appears to be bouncing back stronger, on a relative basis, than many of our peer agencies across the country. NJ TRANSIT provided ridership data demonstrating as much to both *The Washington Post* and *The Wall Street Journal* this month. Both of these media outlets reached out to us for articles examining nationwide transit ridership post-COVID. As media outlets nationwide debate "the future of transit," we remain optimistic that ridership will ultimately return, and eventually grow beyond pre-pandemic levels. Historic high and rapidly increasing gas prices, along with rising traffic levels post-Omicron, we believe will likely continue to drive customers back to our system.

Of course, that doesn't mean we're letting up at all when it comes to attracting customers back to our system, and I'll share two quick updates on that front. First, cumulative sales of our FLEXPASS ticketing option now total more than \$16 million, representing more than 3.5 million trips and more than 180,000 FLEXPASSES sold. And – since launching last April – our NJT Rewards Program now boasts more than 107,000 participating members and 116 participating retail, entertainment, and dining venues.

As riders come back to transit, they will need to remain masked up on vehicles and within indoor stations and waiting rooms through at least April 18th, 2022, as the TSA recently extended its mask mandate through that date. To help our customers remain aligned with this directive, NJ TRANSIT has to date distributed more than 155,000 free masks.

We have another full agenda today, with one item up for Board consideration that will mark a significant next step in advancing our zero-emissions bus program. Today, we will seek Board approval for a contract to begin the first phase of our Bus Garage Modernization Program. This phase involves the systemwide survey and assessment of all 16 of our bus garages, along with design and construction assistance services for the installation of charging infrastructure at our Hilton Garage in Maplewood. This is a critical component of our mission to transition to a 100 percent zero-emissions bus fleet, aligned with Governor Murphy's Energy Master Plan.

We also have a series of updates and improvements to report regarding infrastructure today. First, as ridership continues to grow, we are planning for the future by advancing our estimated \$536 million Northern Bus Garage project. Earlier today, NJ TRANSIT held an industry forum for this project through which we will build a new bus garage that will accommodate up to 500 buses – the first in our history to be built from the ground up with the necessary charging infrastructure to support a 100 percent zero-emissions bus fleet. Approximately 150 industry professionals, representing 85 firms, attended the forum, and participant feedback will now be used to advance the project into its next phase.

I'm also pleased to note that NJ TRANSIT is being recognized externally for some of our high-profile, customer-facing infrastructure projects. I was honored to be on hand last month to accept three awards from New Jersey Alliance for Action at its annual construction awards ceremony. I represented our organization to accept awards for our work to advance the Portal North Bridge Replacement Project, and station reconstruction and rehabilitations at Perth Amboy and Lyndhurst. We are very proud that Alliance for Action has recognized the caliber of work on these three critical capital projects.

To wrap up, I'd like to note how pleased I was to join Governor Murphy at a press conference on February 28th at our Glen Ridge Station. There, we were joined by the Lieutenant Governor Sheila Oliver, Essex County Executive Joseph DiVincenzo, and other officials to celebrate the fact that Governor Murphy's FY 2023 proposed State Budget once again includes no fare increase for NJ TRANSIT customers. That's five straight years without an increase under Governor Murphy's administration – all while delivering improvements in safety, service, reliability and the overall customer experience, and continuing to operate full service amid the pandemic. I was proud to stand side by side with the Governor to share the progress NJ TRANSIT has made over the past four years, without doing so on the backs of commuters. As I said at the press conference, however, everyone at NJ TRANSIT knows there's still much more to be done, and we're not letting up at all until we're consistently delivering the world-class service our customers deserve.



PRESIDENT & CEO'S MONTHLY REPORT

March 14, 2022

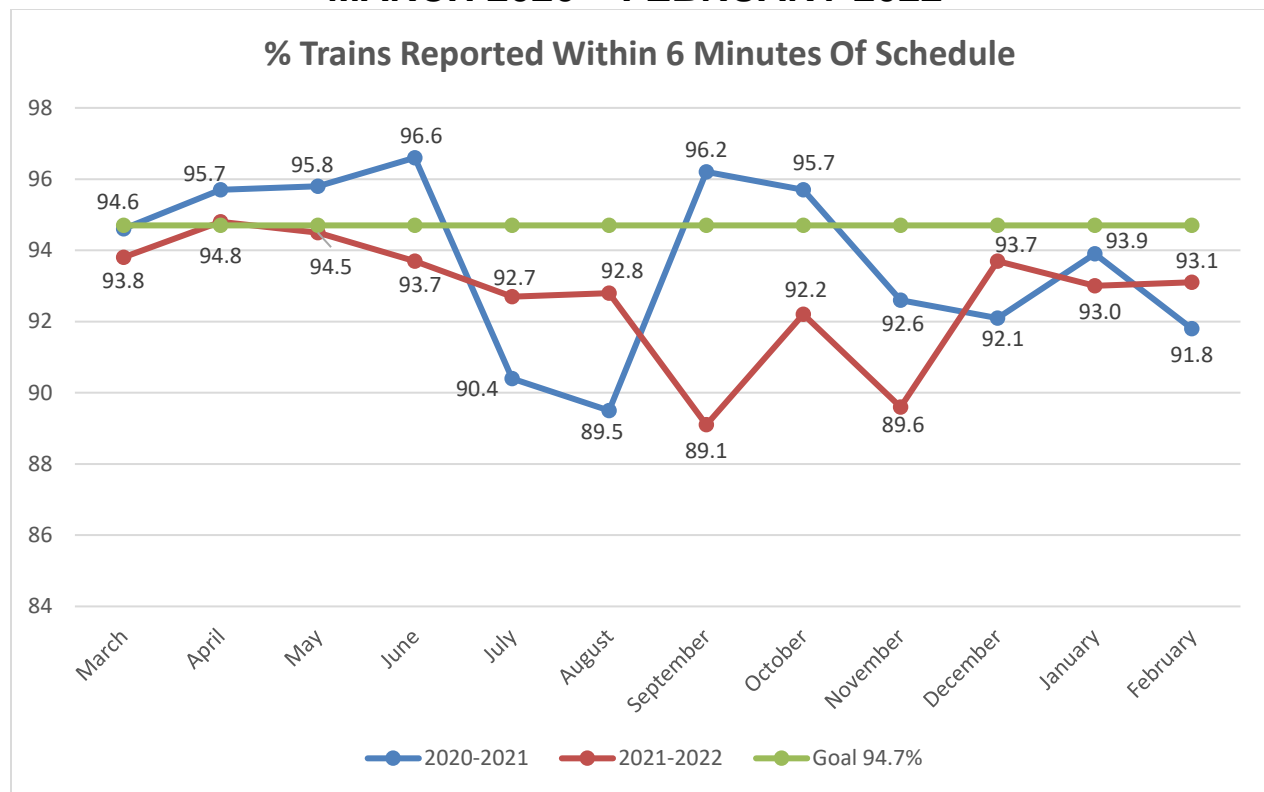
PRESIDENT & CEO'S MONTHLY REPORT

March 14, 2022

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2020 – FEBRUARY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
February Comparison	91.8%	93.1%	1.3%
12-Month Average Mar. 2020 – Feb. 2022	93.6%	92.8%	-0.8%

Analysis:

Rail On-time Performance was 93.1% for February 2022. Of the 16,512 trains scheduled to operate, 15,372 were on time, while 1,140 trains (or 6.9%) were delayed.

Key Causes included:

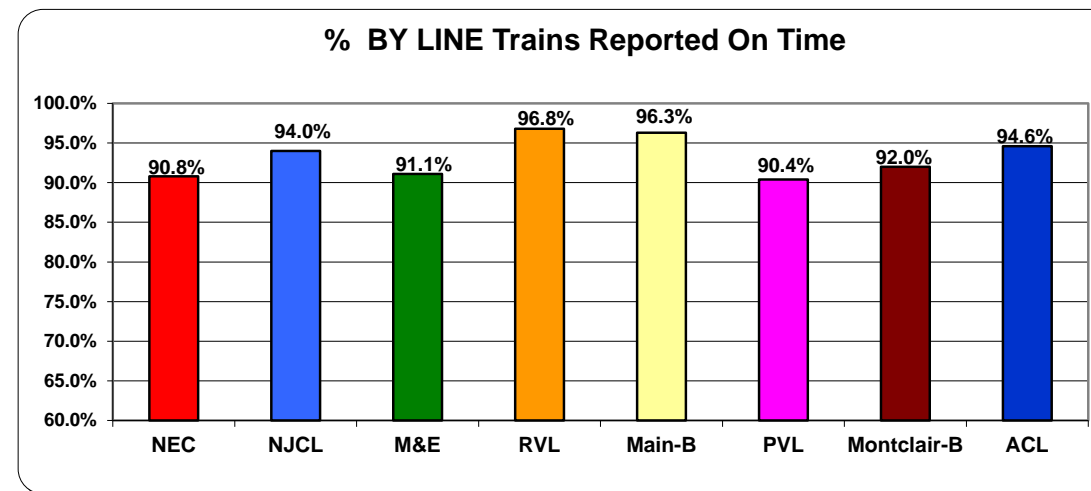
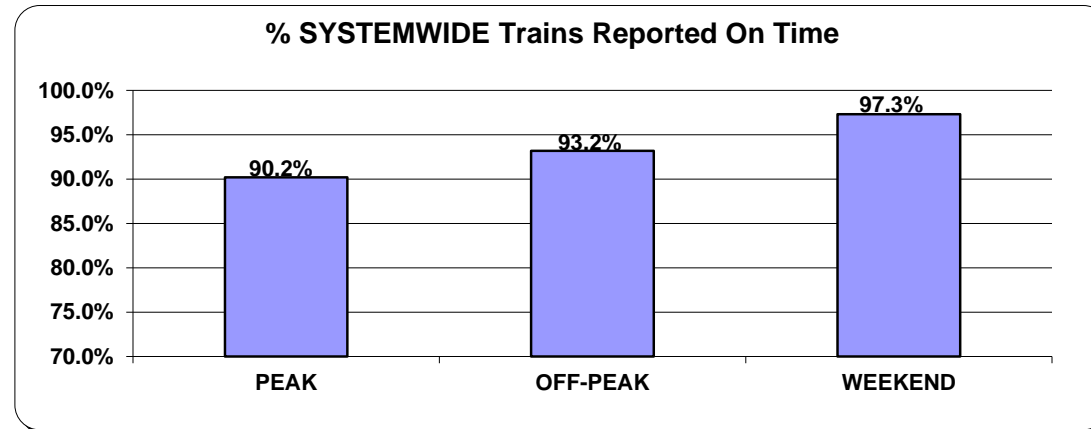
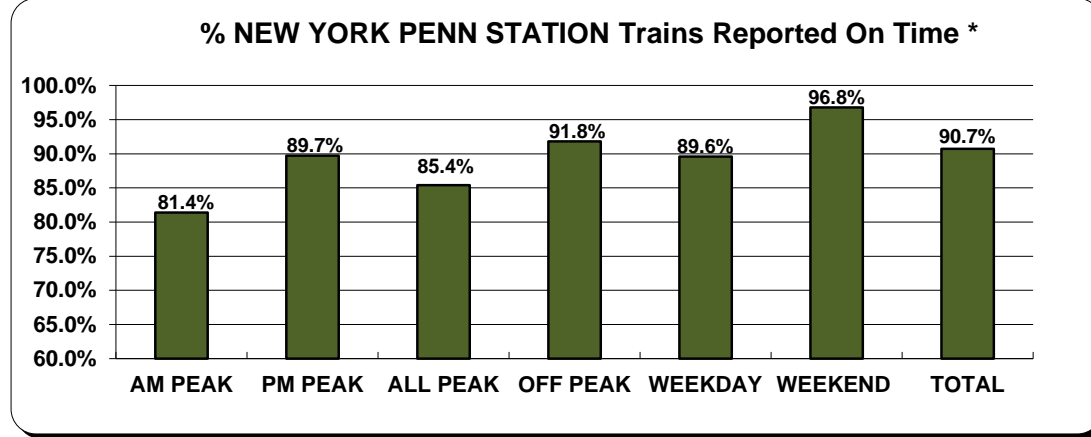
- Amtrak catenary issues, equipment issues, NJT coach issues and grade crossing issues contributed 222 delays on February 2.
- Amtrak catenary issues, NJT signal issues, diesel issues, police action and grade crossing issues contributed 66 delays on February 3.
- NJT weather related, grade crossing and crew availability contributed 79 delays on February 25.

The 12-month Average for Rail On-Time Performance was 92.8%.

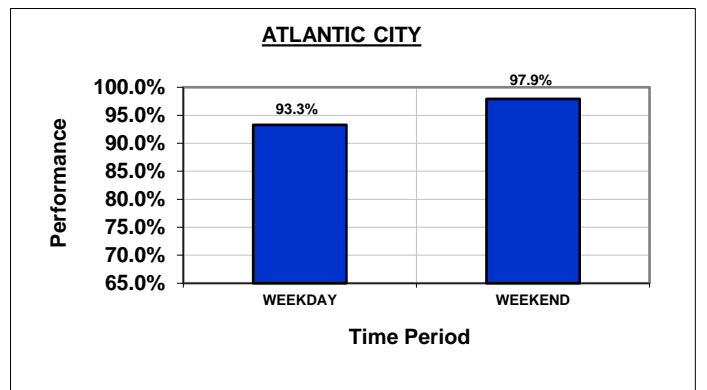
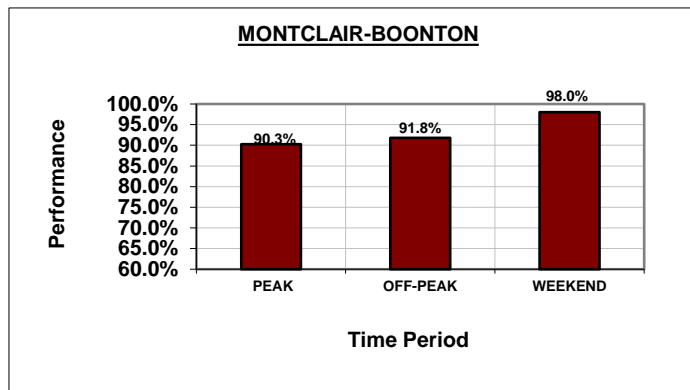
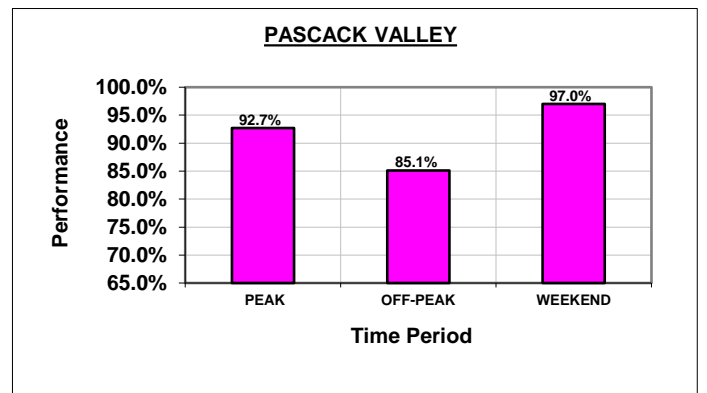
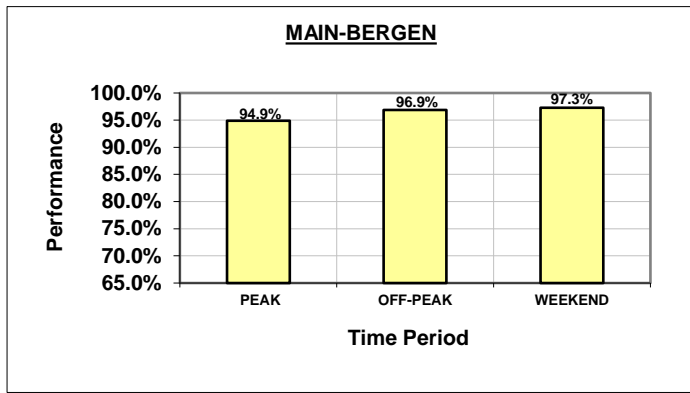
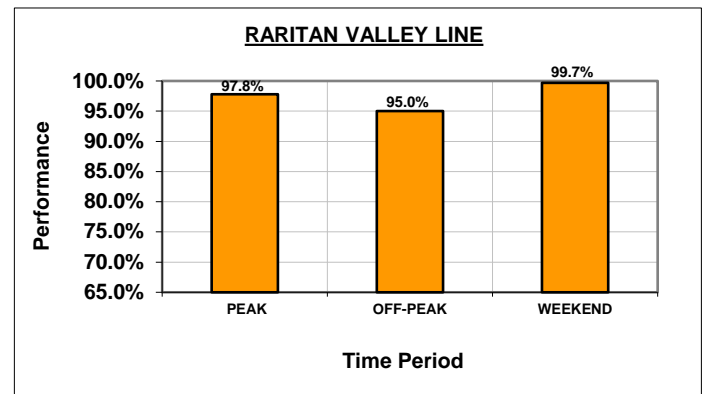
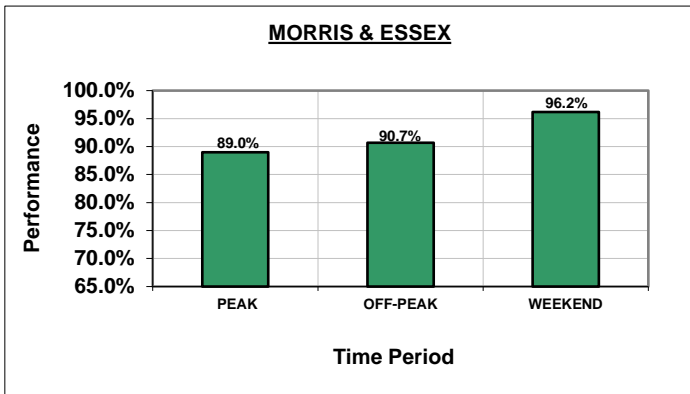
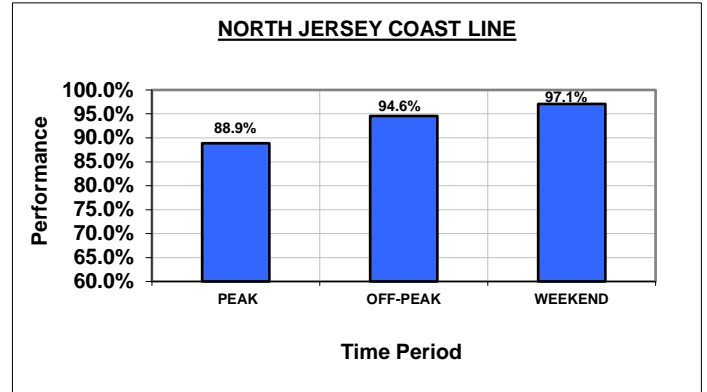
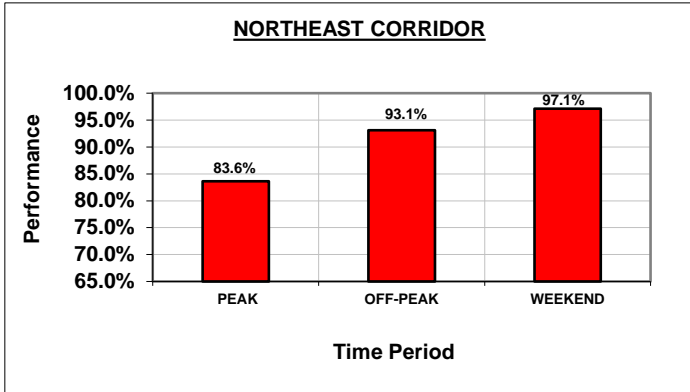
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD February 2022

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



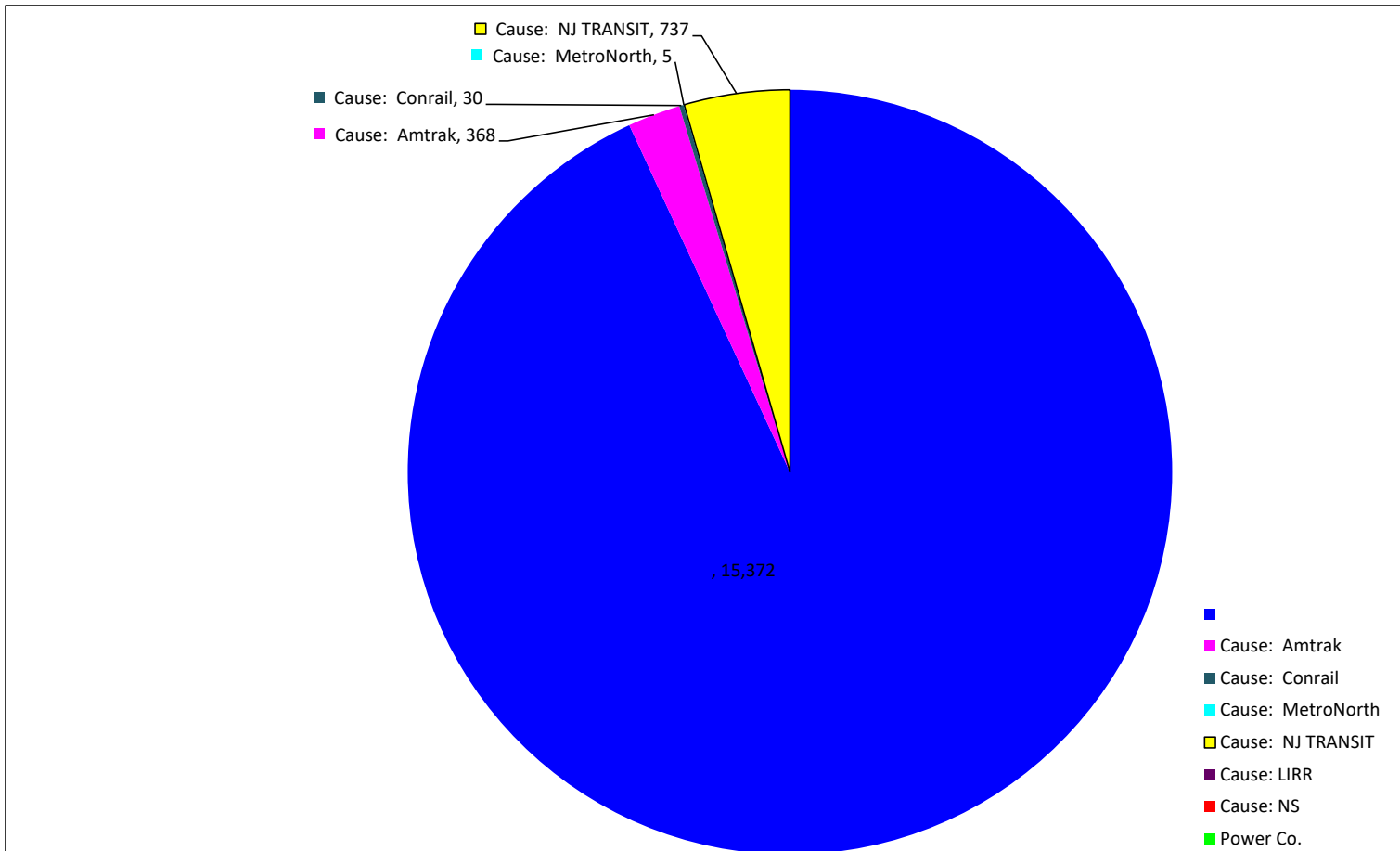
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD February 2022



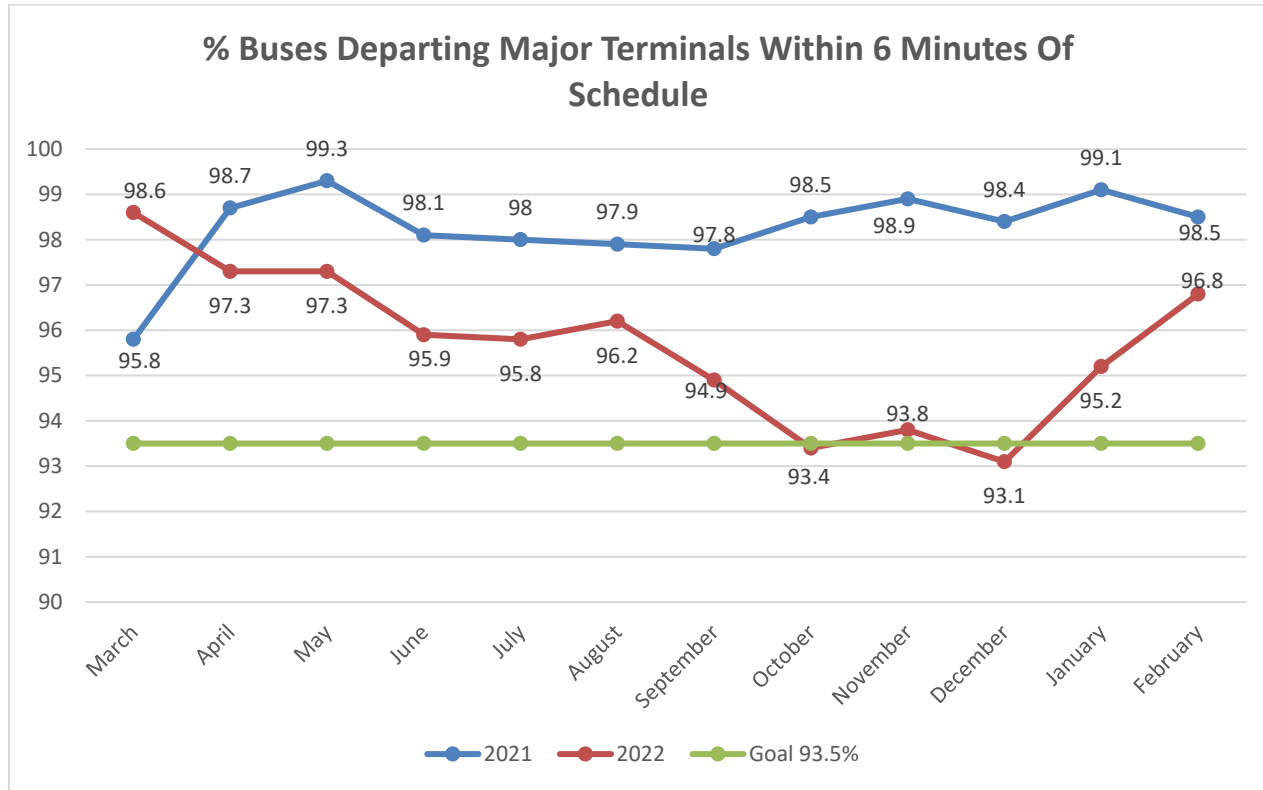
NJ TRANSIT Performance - February 2022

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Power Co.
# of Trains On Time	15,372	368	30	5	737			
# of Late Trains	1,140	2.23%	0.18%	0.03%	4.46%	0.00%	0.00%	0.00%
Total # of Trains	16,512							
Percentage On Time	93.1%							



NJ TRANSIT ON-TIME PERFORMANCE BUS March 2020 – February 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
February Comparison	98.5%	96.8%	-1.7%
12-Month Average Mar 2020 – Feb 2022	98.2%	95.7%	-2.5%

Analysis*:

Bus On-Time Performance systemwide was 96.8% for the month of February 2022. Of the 38,067 monitored departures, 1237 experienced delays.

Key Causes included:

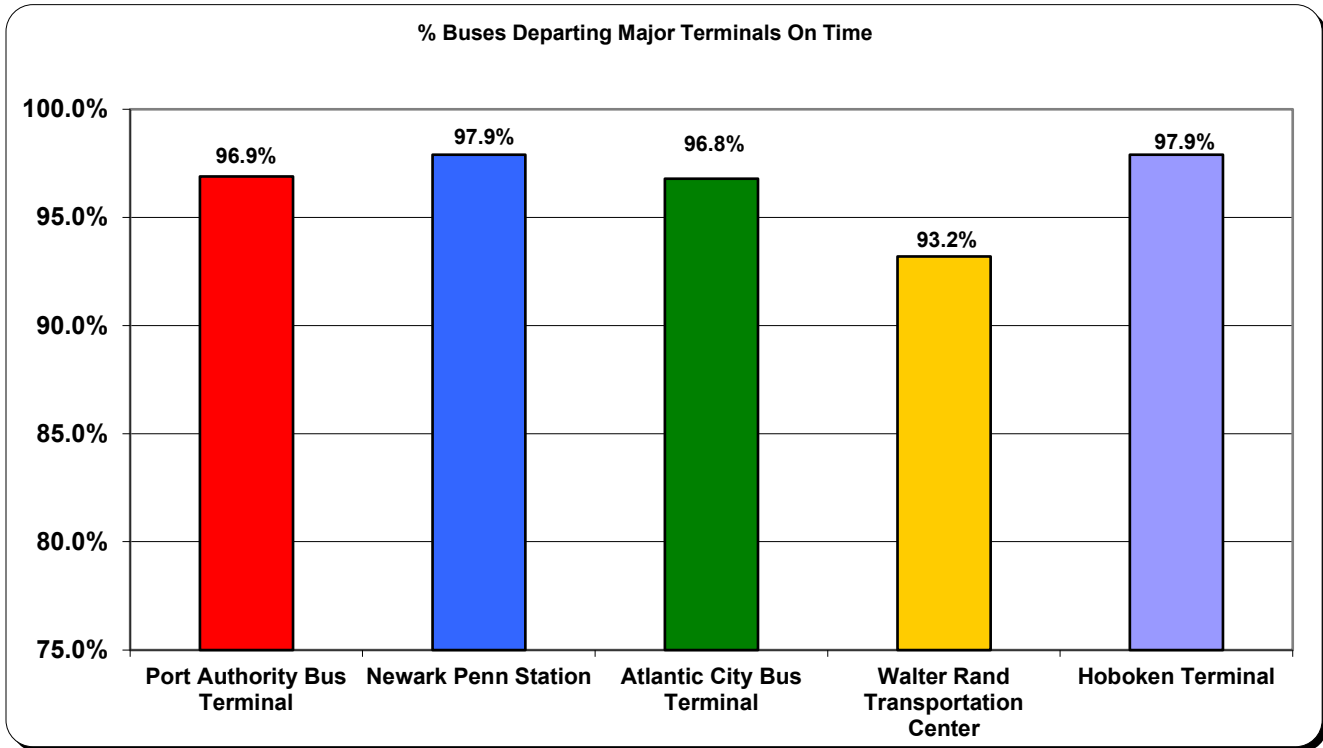
- At PABT, on the 25th a snow and ice storm in the morning, heavy cut trips due to staffing issues caused delays
- At Newark Penn, on the 3rd mechanical issues, and road closures due to construction on various roads caused delays in service. On the 10th miscellaneous road incidents, mechanical issues, local road closures caused delays. On the 18th mechanical issues, local road closures and congestion from downed trees, and congestion from construction and local road closures resulted in 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 95.7%.

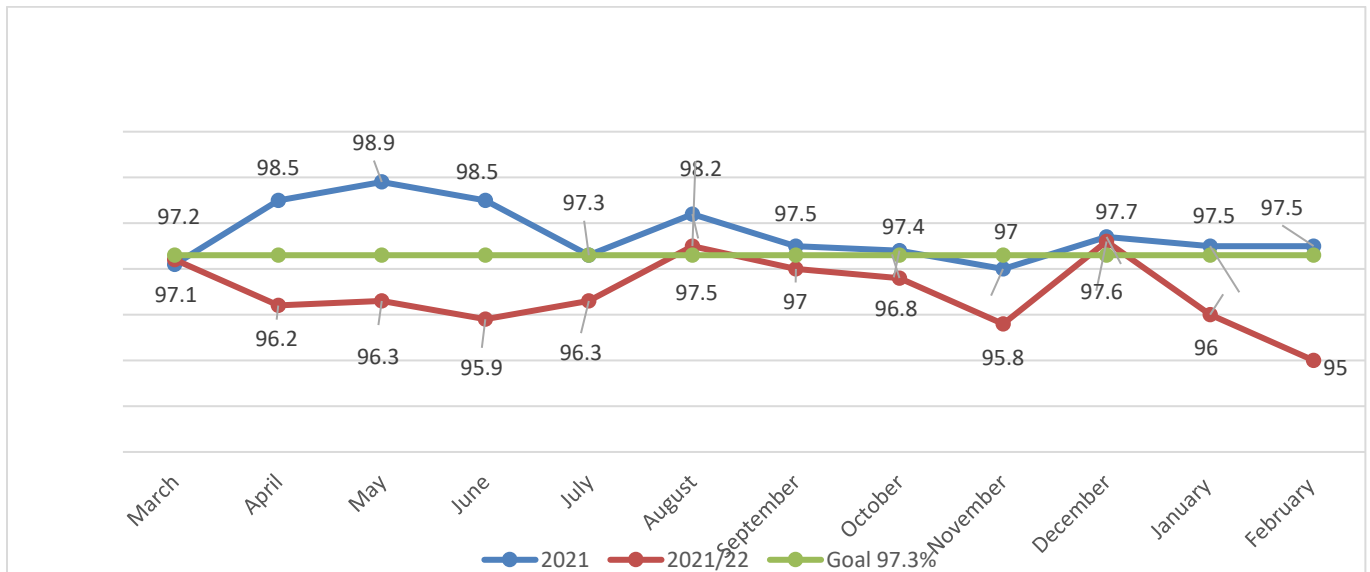
* The higher than usual OTP is the result of the state-wide lockdowns and little to no traffic interference.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL March 2021 – February 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
February Comparison	97.5%	95%	-2.5%
12-Month Average March 2021 – February 2022	97.7%	96.4%	-1.3%

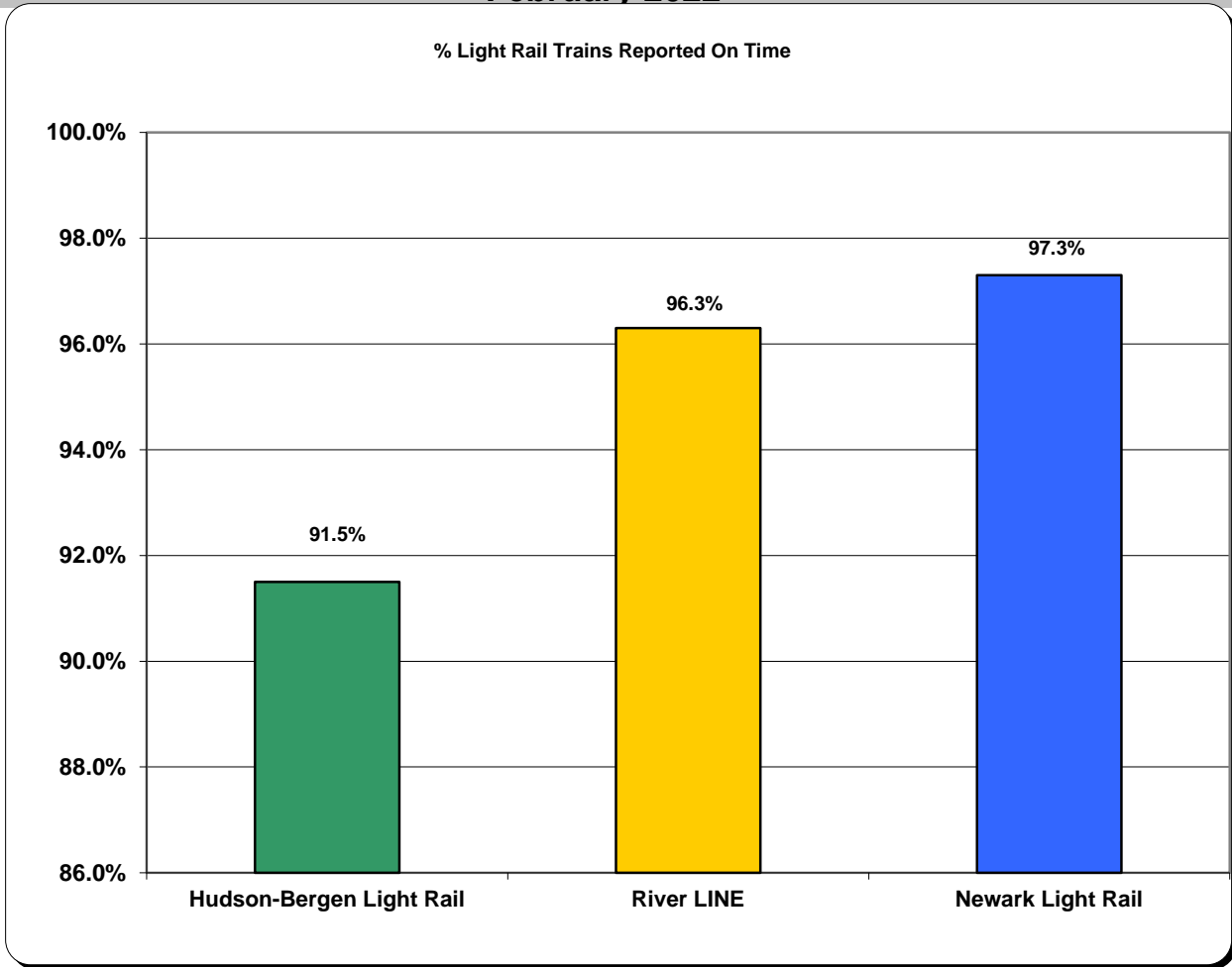
Analysis: Light Rail On-Time Performance system wide was 95% for the month of February. Of the 24,496 scheduled departures, 1,634 experienced delays.

Key Causes included:

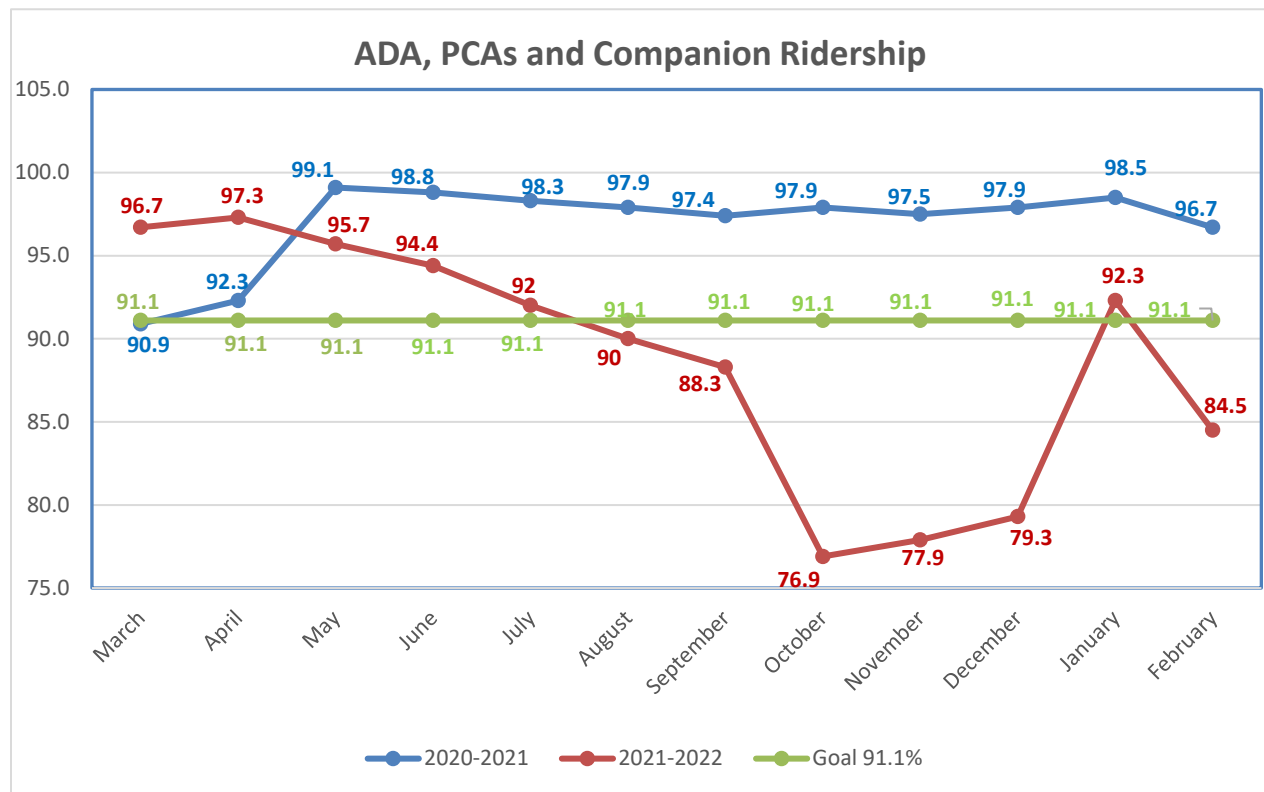
- **Newark Light Rail** – General maintenance taking place on multiple dates due to door, propulsion, and power/brake issues. Incidents involving operators on 2/1, 2/7, and 2/25 resulted in 14 impacted trains. Icy conditions due to winter weather on 2/25 affected 56 trains.
- **River LINE** – Incidents involving general maintenance of LRV/equipment occurred, including engine, door, signal, and brake issues. Police activity on 2/3, 2/5, 2/13, 2/19, 2/23, and 2/24 affected 16 trains. Incidents involving passengers on 2/10, 2/16, 2/18, 2/19, and 2/23 affected 8 trains.
- **HBLR** – Incidents involving general maintenance of LRV taking place across multiple dates, including door issues, power/propulsion issues, brakes and other issues. Police activity throughout the month of February affected 119 trains (passenger removals, fare sweeps). Motor vehicle fouling tracks on 2/17, 2/23, and 2/25 affected 16 trains. LRV incident with motor vehicle on 2/12 resulted in 11 impacted trains. External incidents involving passengers on 2/2, 2/8, 2/10, 2/13, 2/17, and 2/22 affected 31 trains.
- The 12-month Average for Light Rail On-Time Performance was 96.4%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE February 2022



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2021–FEBRUARY 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
February Comparison	96.7%	84.5%	-12.2%
February Ridership	64,979	95,237	30,258
12-Month Average March 2021 – February 2021	96.9%	88.8%	-8.1%

Analysis:

Access Link On-Time Performance was 84.5% for February 2022. In serving 102,446 total riders, for 95,237 ADA customers trips, 14,742 (or 15.5%) experienced delays.

Key Causes included:

- (Statewide) service delays on 2/25 due to inclement weather conditions (rain & ice)
- Region 5 & 6, 45-60 minute delays due to operator shortage
- Customer cancellations and no-shows

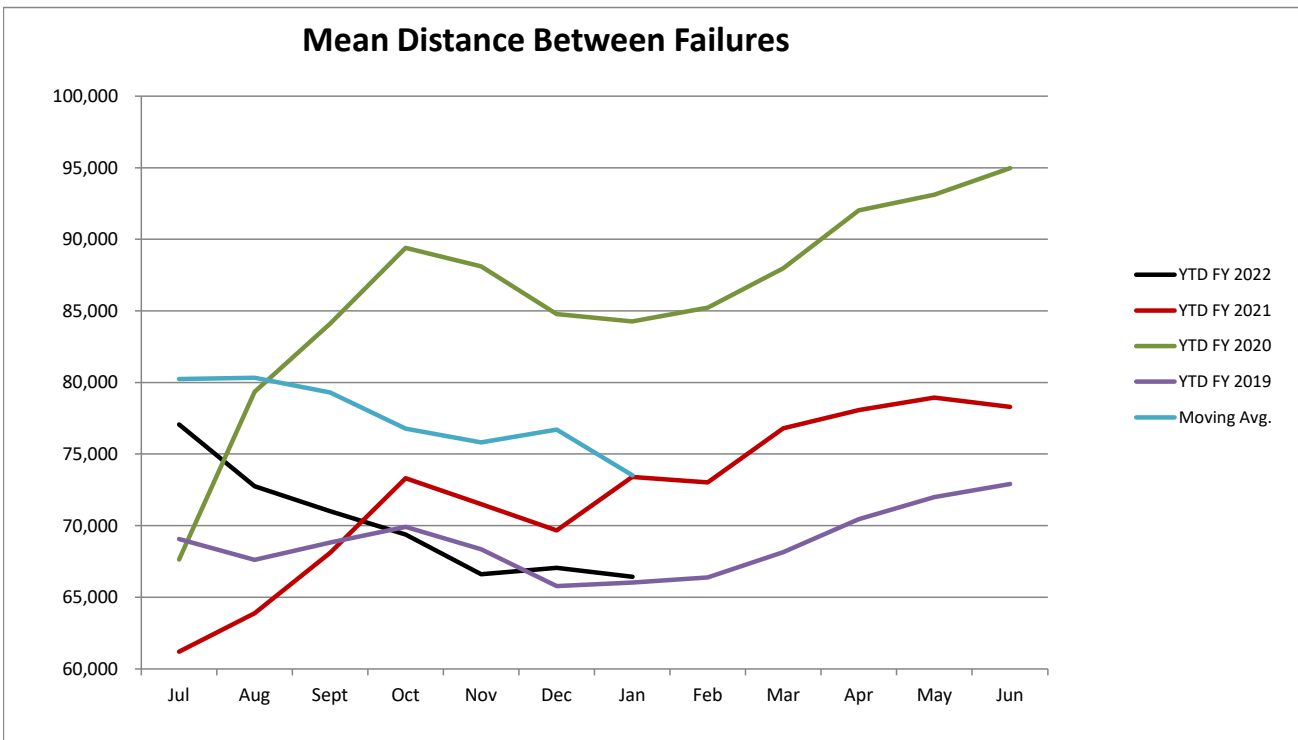
The 12-month Average for Access Link On-Time Performance was 88.9%.

MEAN DISTANCE BETWEEN FAILURES

January 2022

NJ TRANSIT Rail Operations
Mean Distance Between Failures

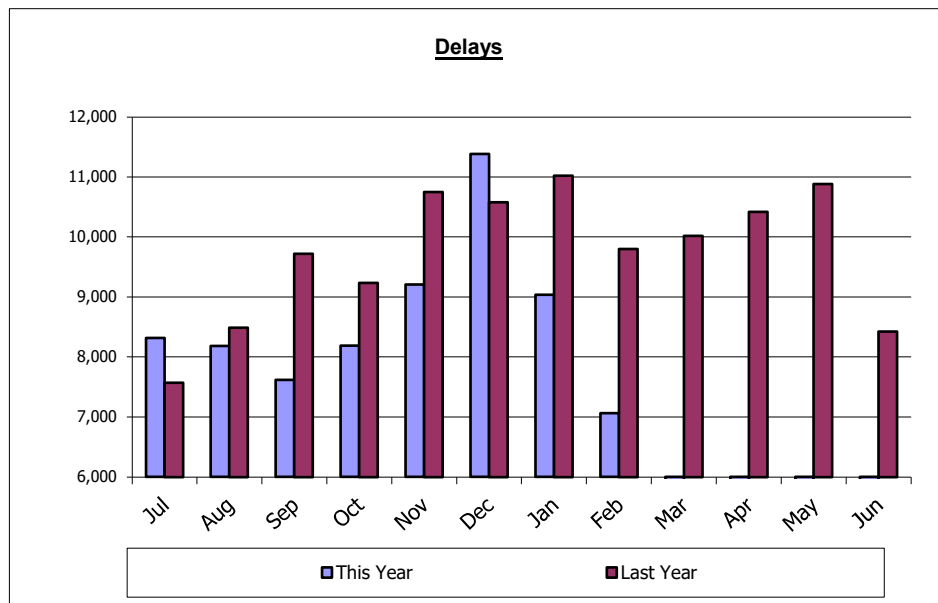
Month	YTD FY 2022	YTD FY 2021	YTD FY 2020	YTD FY 2019	12 Month Moving Avg.
Jul	77,087	61,198	67,634	69,055	80,232
Aug	72,743	63,891	79,350	67,612	80,333
Sept	71,005	68,109	84,111	68,823	79,307
Oct	69,368	73,320	89,410	69,913	76,783
Nov	66,597	71,498	88,101	68,356	75,824
Dec	67,060	69,664	84,773	65,796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



* FY2022 Numbers reflect start of FY2022

Garage Performance Parameters**February 2022**

Location	Miles Between In-Service Delays			
	FY2022 Goal	This Month	FY2022 YTD	FY2021 YTD
Fairview	5,500	4,479	5,635	4,055
Greenville	7,000	5,955	5,539	5,210
Market Street	8,000	2,936	4,137	5,643
Meadowlands	9,500	6,941	7,109	5,596
Oradell	10,000	7,753	5,588	8,195
Wayne	16,000	14,165	14,902	19,106
Northern Division	-	6,297	6,607	7,267
Big Tree	8,800	3,625	5,413	4,984
Hilton	10,200	4,314	7,152	7,554
Howell	16,750	19,324	27,275	29,334
Ironbound	9,600	5,215	7,541	9,041
Orange	9,250	3,993	4,229	4,973
Morris	10,500	46,207	30,041	23,614
Central Division	-	6,097	8,234	9,019
Egg Harbor	15,000	9,223	13,041	16,824
Hamilton	13,000	7,245	9,969	11,339
Newton Avenue	14,000	14,453	17,552	17,431
Washington Twp.	16,000	15,518	17,688	20,163
Southern Division	-	11,125	14,445	16,874
Bus Operations	-	7,064	8,503	9,457

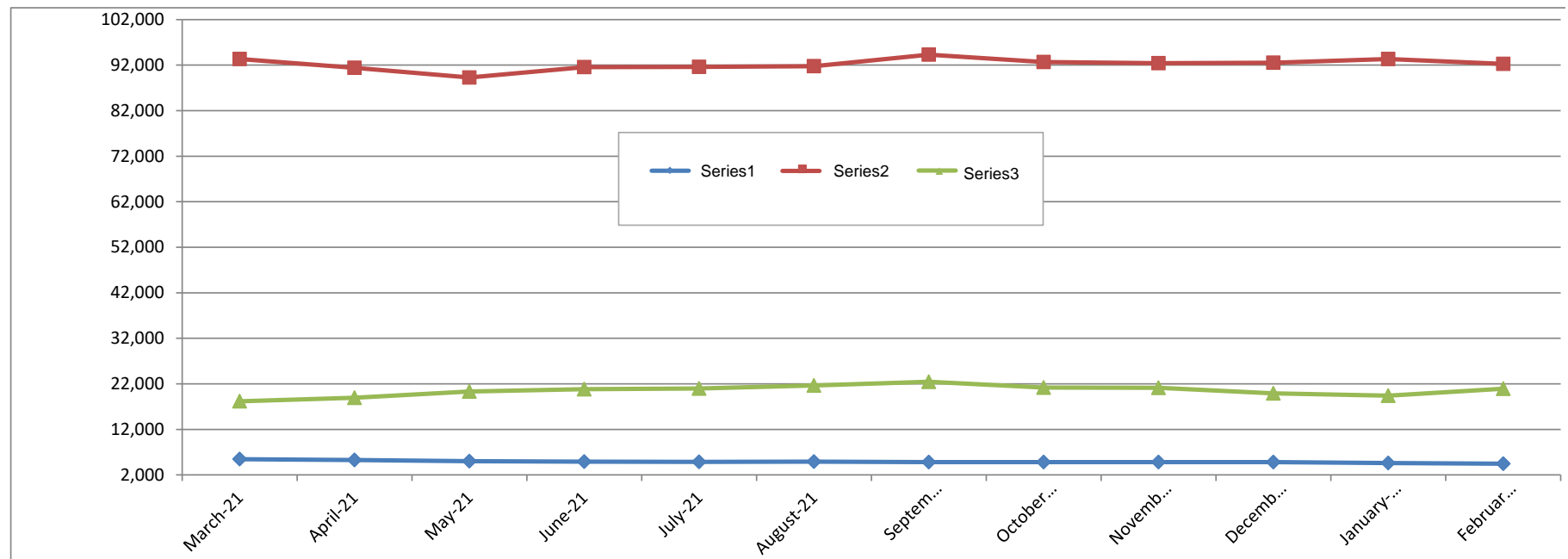


NJ TRANSIT - LIGHT RAIL, February 2022

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * February 2022	MDBSF * January 2022
Newark Light Rail	4,453	4,612
Hudson Bergen	92,279	93,326
River LINE	20,921	19,407

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **February 2022** NJ TRANSIT awarded **\$27,344,071.20** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$921,689.20** or **3.37%**.

State Fiscal Year 2022 YTD (July 1, 2021 through June 30, 2022) NJ TRANSIT awarded **\$210,908,566.45** in state funded contracts. Of that total, SBEs received **\$19,903,983.80** or **9.44%**.

Note: The above reflects the Procurement Report of Awards dated March 3, 2022.

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

Category 1 SBEs	\$2,333,590.20	1.11%
Category 2 SBEs	\$5,730,720.31	2.72%
Category 3 SBEs	\$10,358,246.38	4.91%
Category 4 SBEs	\$367,187.00	0.17%
Category 5 SBEs	\$1,114,239.91	0.53%
Category 6 SBEs	\$0.00	0.00%

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

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

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

**Numbers reflect federal share*

*** Number includes subrecipient awards*

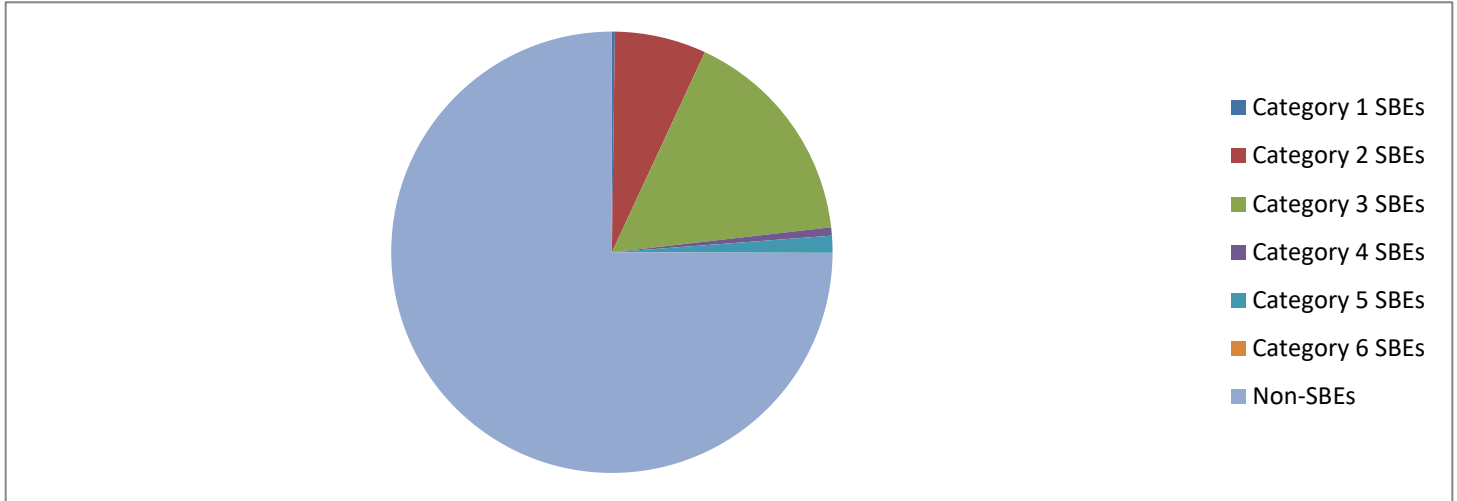
Transit Vehicle Manufacturer (TVM)¹ Awards

(Next update will occur in April 2022)

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

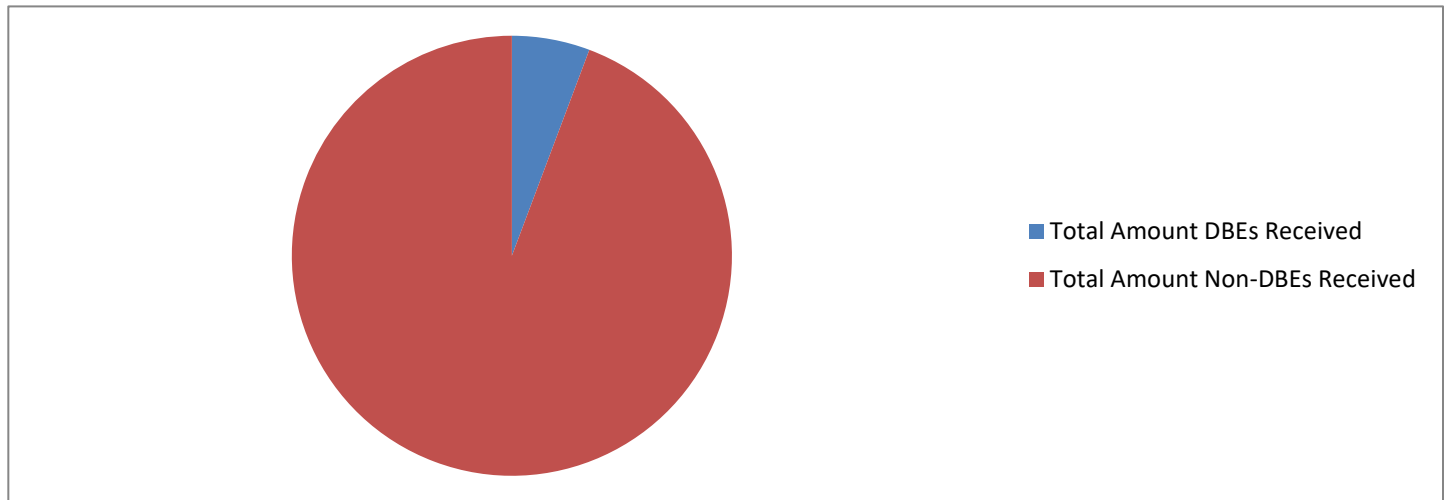
STATE CONTRACTS
STATE FYTD 2022

<i>Category 1 SBEs</i>	\$2,333,590.20	1.11%
<i>Category 2 SBEs</i>	\$5,730,720.31	2.72%
<i>Category 3 SBEs</i>	\$10,358,246.38	4.91%
<i>Category 4 SBEs</i>	\$367,187.00	0.17%
<i>Category 5 SBEs</i>	\$1,114,239.91	0.53%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$191,004,582.65	90.56%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

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



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

The following NJ TRANSIT employees retired recently:

1. Sauveur Macenat, Operator -- Wayne --15 years
2. Byron Marshall, Operator -- Ironbound --27 years
3. Wentford McKenzie, Operator -- Orange -- 16 years
4. Michael Moran, Stock Clerk -- Howell -- 15 years
5. Carol Parris, Chief Clk Tel -- GOB-- 20 years
6. Maheshkumar Patel, Repairman A -- Orange -- 15 years
7. Binodh Persad, Cleaner -- GOB -- 21 years
8. Reginald Singleton, Operator -- Greenville -- 10 years
9. Loyola Tejada, Operator -- Market Street -- 28 years
10. Sina Tolosi, Operator -- Howell -- 19 years
11. Reginald Barrett, Repairman A -- Newton Avenue -- 26 years
12. Denise Boyce, Operator -- Bloomfield -- 30 years
13. Johnny Brant, Repairman A -- Ironbound -- 20 years
14. Fritzner Cadet, Operator -- Orange -- 20 years
15. Alicia Cardona, Operator -- Meadowlands -- 27 years
16. Daryl Clark, Operator -- Wayne -- 24 years
17. Amanda Clotter, Operator -- Ironbound -- 29 years
18. John Coogan, Depot Clerk -- Orange -- 22 years
19. Orville Cope, Operator -- Hilton -- 21 years
20. Stephen Debrah, Repairman A -- Hilton -- 27 years
21. Antonio Dovidio, Maintr A -- Meadowlands -- 28 years
22. David Gall, Operator -- Howell -- 22 years
23. Kevin Gallashaw, Operator -- Oradell -- 23 years
24. Bradford Gray, Operator -- Hilton -- 24 years
25. Victor Guerrero, Maintenance Man N -- Newton Avenue -- 26 years
26. Fernando Horta, Operator -- Fairview -- 21 years
27. Zenobia Jackson, Operator -- Hilton -- 21 years
28. Dennis Manning, Operator -- Big Tree -- 20 years
29. Lennox Marin, Operator -- Hilton -- 22 years
30. Larry McKoy, Maintenance A -- Ferry Street -- 22 years
31. Freddy Olave, Operator -- Wayne -- 17 years
32. Pilar Pecorella, Operator -- Ironbound -- 18 years
33. Sandra Price, Operator -- Greenville -- 25 years
34. Joel Ramirez, Operator -- Meadowlands -- 19 years
35. Mario Rioja, Operator -- Market Street -- 24 years
36. Reinaldo Rivera, Operator -- Ironbound -- 27 years
37. Gary Robinson, Operator -- Meadowlands -- 25 years
38. Ruben Roman, Operator -- Egg Harbor -- 25 years
39. Manes Saint Georges, Operator -- Wayne -- 23 years
40. Christopher Shafer, Starter -- Camden -- 16 years
41. Celeste Shipley, Operator -- Hilton -- 23 years
42. Hector Silva, Operator -- Oradell -- 21 years
43. Mike Soliman, Operator -- Greenville -- 27 years
44. Eddie Steagall, Repairman A -- Greenville -- 25 years
45. Sylvester Stephens, Operator -- Market Street -- 20 years
46. Jay Geteles, Electronic Technician -- Summit -- 39 years
47. Edward Grundmann, Locomotive Engineer -- Various -- 16 years
48. Kathleen Purdie, Asst. Conductor -- Various -- 20 years
49. George Safer, TVM Terminal Airport -- Hoboken -- 15 years

ACTION ITEMS

ITEM 2203-15: CONCEPTUAL, PRELIMINARY, AND FINAL ENGINEERING SERVICES AND CONSTRUCTION ASSISTANCE SERVICES FOR THE BUS GARAGE MODERNIZATION PROGRAM

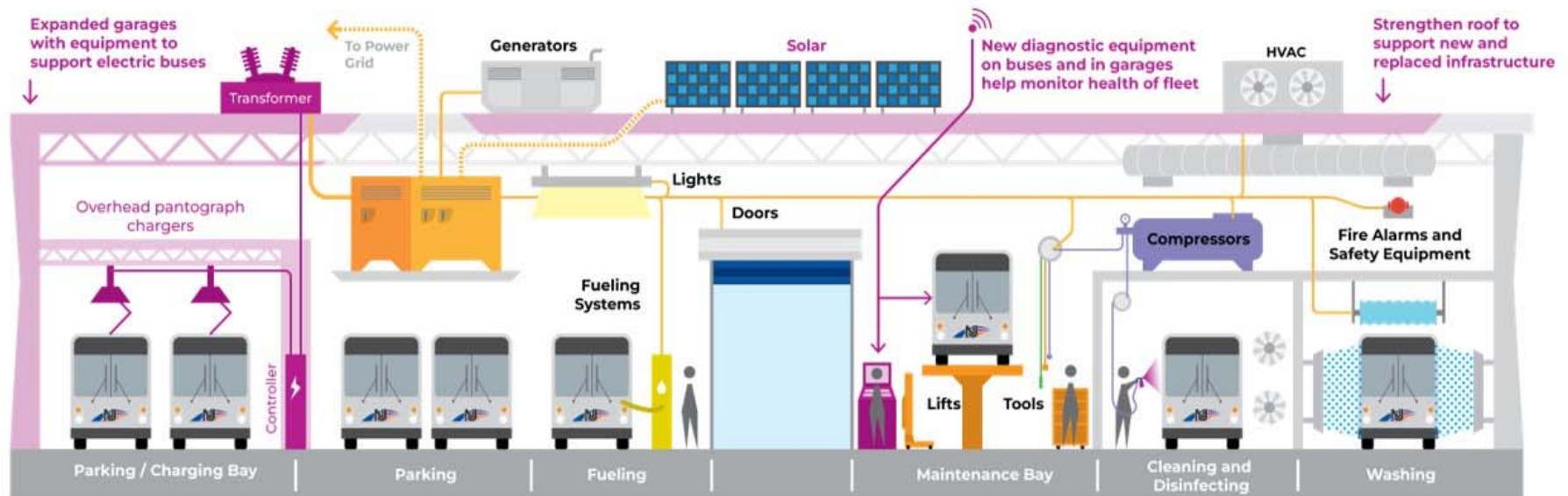
NJ TRANSIT is embarking on an ambitious garage modernization program to provide a modern and state-of-the-art bus garage infrastructure to support and ensure a smooth transition to a fully zero-emissions fleet.

- Seeking authorization to enter into:
 - NJ TRANSIT Contract No. 21-016 with **AECOM** of Piscataway, New Jersey, for the Conceptual, Preliminary, and Final Engineering Services and Construction Assistance Services for the Bus Garage Modernization Program in the amount not to exceed **\$4,330,348.50**, plus five percent for contingencies, subject to the availability of funds.



ITEM 2203-15: CONCEPTUAL, PRELIMINARY, AND FINAL ENGINEERING SERVICES AND CONSTRUCTION ASSISTANCE SERVICES FOR THE BUS GARAGE MODERNIZATION PROGRAM

- Authorization of this Conceptual, Preliminary, and Final Engineering Services and Construction Assistance Services contract will provide:
- A modern and state-of-the-art bus garage, including infrastructure and electrification design to support an electric bus fleet.
- This contract will award Stage 1, which includes the complete 100 percent design of the limited deployment at Hilton Garage and perform condition assessment and physical survey of all 16 garages.



ITEM 2203-15: CONCEPTUAL, PRELIMINARY, AND FINAL ENGINEERING SERVICES AND CONSTRUCTION ASSISTANCE SERVICES FOR THE BUS GARAGE MODERNIZATION PROGRAM

WHEREAS, on January 17, 2020, Governor Murphy signed S2252/A4819 that established requirements for NJ TRANSIT to move toward zero-emission bus purchases by 2032; and

WHEREAS, NJ TRANSIT operates 16 bus garages throughout the state, with a fleet of over 2,200 buses across the New Jersey public transit system; and

WHEREAS, these garages were built decades ago with diesel buses in mind, and face the challenges of significant structural, information technology, power and utility upgrades, spatial constraints, equipment needs, and the state of good repair; and

WHEREAS, NJ TRANSIT is embarking on an ambitious garage modernization program to allow for NJ TRANSIT to transition to a zero-emission fleet; and

WHEREAS, the bus garage modernization project will involve upgrades/transformation to existing garage facilities to ensure they are capable of accommodating zero-emission buses and addressing existing operational and facility constraints and state-of-good-repair concerns; and

WHEREAS, a Request for Proposals (RFP) was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times* on Tuesday, May 25, 2021; and

WHEREAS, a Pre-Proposal Conference was held on June 9, 2021; and

WHEREAS, technical proposals were received electronically from five firms on the due date of Wednesday, July 14, 2021; and

WHEREAS, oral presentations were conducted on August 3, 2021 and August 10, 2021 for all five firms; and

WHEREAS, upon conclusion of the evaluation by the Technical Evaluation Committee, AECOM was identified as the highest and best qualified firm to provide the Conceptual, Preliminary, and Final Engineering Services and Construction Assistance Services for the project; and

WHEREAS, a request for cost proposal for Stage 1 services to provide Task 1 - Hilton Garage Early Construction (100 percent Final Design and Construction Assistance)

and Task 2 – System-Wide Garage Survey and Existing Conditions, was issued to AECOM on August 19, 2021; and

WHEREAS, NJ TRANSIT received a cost proposal from AECOM on August 26, 2021 and negotiated a final cost of \$4,330,348.50 for the Stage 1 services only for Task 1 and Task 2 services, which is reflected in the final proposal dated January 18, 2022 submitted by AECOM; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) established a 25 percent Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 21-016 with AECOM; and

WHEREAS, the Federal Transit Administration, Transportation Trust Fund, and New Jersey Board of Public Utilities are 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. 21-016 with AECOM of Piscataway, New Jersey, for the Conceptual, Preliminary, and Final Engineering Services and Construction Assistance Services for the Bus Garage Modernization Program project; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to engage AECOM, under NJ TRANSIT Contract No. 21-016 for Stage 1 services, to provide Task 1 – Hilton Garage Early Construction (100 percent Final Design and Construction Assistance) and Task 2 – System-Wide Garage Survey and Existing Conditions in the amount not to exceed \$4,330,348.50, plus five percent for contingencies, subject to the availability of funds.

ITEM 2203-16

NJ TRANSIT TICKET STOCK

WHEREAS, NJ TRANSIT currently sells customer tickets from Ticket Vending Machines, Ticket Office Machines, Bulk Sales programs, and Commissioned Ticket Agents; and

WHEREAS, NJ TRANSIT will continue to sell physical tickets to customers through all locations; and

WHEREAS, in the first six months of FY22, NJ TRANSIT issued approximately 12.5 million tickets and processed over \$125 million in passenger revenue transactions; and

WHEREAS, NJ TRANSIT issued Invitation for Bid No. 21-629 on April 26, 2021 for the purpose of obtaining competitive bids; and

WHEREAS, on June 15, 2021, six firms were pre-qualified to bid on the contract; and

WHEREAS, on December 7, 2021, one firm submitted a bid; and

WHEREAS, staff seeks authorization to enter into NJ TRANSIT Contract No. 21-629 with Nagels North America, LLC for the materials, packaging, and shipping necessary, and incidental to supply ticket stock to NJ TRANSIT's sales locations;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-629 with Nagles North America, LLC for the provision of NJ TRANSIT ticket stock for an initial two-year period with an independent one-year option in the amount not to exceed \$5,722,588.39, plus five percent for contingencies, subject to the availability of funds.

ITEM 2203-17: BUDGET PROPOSAL TRANSMITTAL

WHEREAS, Public Law 2018, Chapter 162 requires the NJ TRANSIT Board of Directors to approve transmittal of an “annual proposed budget recommendation” submitted to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee, or their successor committees; and

WHEREAS, the Operating Budget component of the transmittal should include actual results for Fiscal Year 2021, current estimates for Fiscal Year 2022, a proposed Fiscal Year 2023 Operating Budget, and a projected Fiscal Year 2024 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, staff has estimated results for Fiscal Year 2022’s Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, the estimated Fiscal Year 2022 Operating Budget Forecast results in revenues of \$2.5792 billion; and

WHEREAS, the estimated Fiscal Year 2022 Operating Budget Forecast results in expenses of \$2.5792 billion; and

WHEREAS, the Governor of New Jersey has proposed a Fiscal Year 2023 State Budget which includes appropriations for public transportation purposes; and

WHEREAS, the Governor of New Jersey has proposed a Fiscal Year 2023 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, staff has preliminarily estimated a Fiscal Year 2024 Operating Budget for NJ TRANSIT as detailed in the item and Exhibit A attached hereto; and

WHEREAS, NJ TRANSIT’s \$2.7555 billion proposed Fiscal Year 2023 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link and other support services; and

WHEREAS, this budget proposal continues NJ TRANSIT’s commitment to provide safe, reliable, and efficient transportation services for its customers; and

WHEREAS, the proposed Fiscal Year 2023 Operating Budget includes a State General Fund operating subsidy of \$100 million; and

WHEREAS, total Fiscal Year 2023 revenues of \$2.7555 billion are estimated to be available from various sources without a fare increase or service cuts, representing a \$106.0 million or 4.0 percent increase from the Fiscal Year 2022 Operating Budget; and

WHEREAS, under this proposed plan, farebox and other commercial revenues represent 32 percent of the total Fiscal Year 2023 revenue budget and are estimated at \$884.9 million; and

WHEREAS, when compared to the Fiscal Year 2022 Budget, total State assistance remains the same at \$100 million in the Proposed Fiscal Year 2023 Operating Budget; and

WHEREAS, NJ TRANSIT's \$2.8598 billion preliminary Fiscal Year 2024 Operating Budget provides continued support and resources for the operations of NJ TRANSIT Bus, Rail, Light Rail, Access Link, and other support services; and

WHEREAS, the preliminary Fiscal Year 2024 Operating Budget assumes mandatory and discretionary increases totaling \$104.3 million that includes support for contractually-obligated cost increases and other expenses necessary to, among other things, enhance service and safety, improve communications and reliability, and continue to execute a strategic plan for the Corporation; and

WHEREAS, the funding need assumptions for the preliminary Fiscal Year 2024 Operating Budget do not include future potential Administration or Agency actions; and

WHEREAS, support for the preliminary Fiscal Year 2024 Operating Budget may come from a variety of sources and efficiencies to be identified; and

WHEREAS, NJ TRANSIT's Fiscal Year 2022 Operating Budget forecast and proposed Fiscal Year 2023 Operating Budget are reliant on substantial Federal support from the Coronavirus Response and Relief Supplemental Appropriations Act and the American Rescue Plan Act; and

WHEREAS, the transmittal should provide the following additional information, as detailed in Exhibit B

- (1) An executive summary outlining the highlights of the budget document;
- (2) A profile describing the history of the corporation and the services it provides;
- (3) An analysis of regional and agency transportation trends, including a detailed ridership analysis;
- (4) A synopsis of the current corporation business plan;
- (5) A list of key performance indicators;
- (6) A statement of current budget year assumptions regarding funding and ridership;
- (7) A summary of the internal corporation budgeting process and its interaction with the Statewide budgeting process;

- (8) A description of the current corporation organizational structure;
- (9) Detailed operating revenue and expense projections for each division within the corporation, with 10-year revenue and expense trends and five-year revenue and expense projections;
- (10) A detailed headcount analysis by department or unit, which includes actual employee count, funded headcount, actual salary and fringe expenses, and recent employment trends; and
- (11) A summary of the capital program and analysis of current capital projects for which capital funds have already been appropriated, but where the project is not yet complete, which includes the years of appropriation, amounts expended, future appropriations required to complete the project, and a brief analysis of project progress; and

WHEREAS, NJ TRANSIT's authorized Fiscal Year 2023 Operating Budget is subject to ongoing negotiations between the Governor's Office and State Legislature and is expected to be presented to the Board for approval by July 2022;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee.



Item 2203-17

Budget Proposal Transmittal

MARCH 2022

Agenda



Topic	Slide
Four Year Budget Outlook & FY23 Major Assumptions	3
Farebox Revenue Recovery	4
Federal Stimulus Funding Overview	5
FY22 to FY26 Forecast	6
FY23 Governor's Proposed Operating Budget	
Revenue and Expense	7,8
Expense Components	9
Budget Details	10, 11
Summary by Department	12

Four-Year Budget Outlook

(\$ in millions)	FY21	FY22	FY22	FY23	FY24
RESOURCES	Actual	Budget	Forecast	Gov Budget	Prelim. Est.
Farebox	\$ 299.1	\$ 590.7	\$ 514.2	\$ 766.2	\$ 839.6
Commercial Revenue	101.6	79.6	91.5	118.7	121.0
State Operating Subsidy	214.5	100.0	100.0	100.0	100.0
Turnpike Funding ¹	129.0	325.0	325.0	721.0	440.0
Clean Energy Fund	82.1	82.1	82.1	82.1	82.1
Capital Preventive Maint.	352.8	362.0	362.0	362.0	362.0
Other Reimbursements	206.3	154.7	159.1	176.4	176.4
COVID-19 Relief	979.0	955.4	945.3	429.1	738.7
Coronavirus Relief Fund (CRF)	30.0	-	-	-	-
TOTAL RESOURCES	\$ 2,394.4	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 2,859.8
Δ from Prior Yr (%)		10.7%	-2.7%	6.8%	3.8%
EXPENSES					
Labor	\$ 799.0	\$ 875.4	\$ 847.4	\$ 929.0	\$ 970.8
Fringe Benefits	695.5	715.2	728.8	746.4	780.0
Services	225.8	192.4	197.4	205.4	209.5
Fuel & Power	99.9	112.1	99.0	113.0	117.5
Utilities	46.5	48.8	48.6	53.9	55.5
Purchased Transportation	232.8	287.0	253.6	281.4	292.7
Materials & Supplies	183.9	181.2	180.2	189.3	193.1
Tolls, Trackage & Fees	93.9	103.1	102.7	114.6	116.9
Claims & Insurance	50.7	83.3	83.1	70.8	72.9
All Other Expenses	35.2	51.0	38.4	51.7	50.9
TOTAL EXPENSES	\$ 2,463.0	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 2,859.8

¹ Does not reflect an additional \$25.0m in FY22, FY23 and FY24 for the Portal North Bridge capital project

Resources

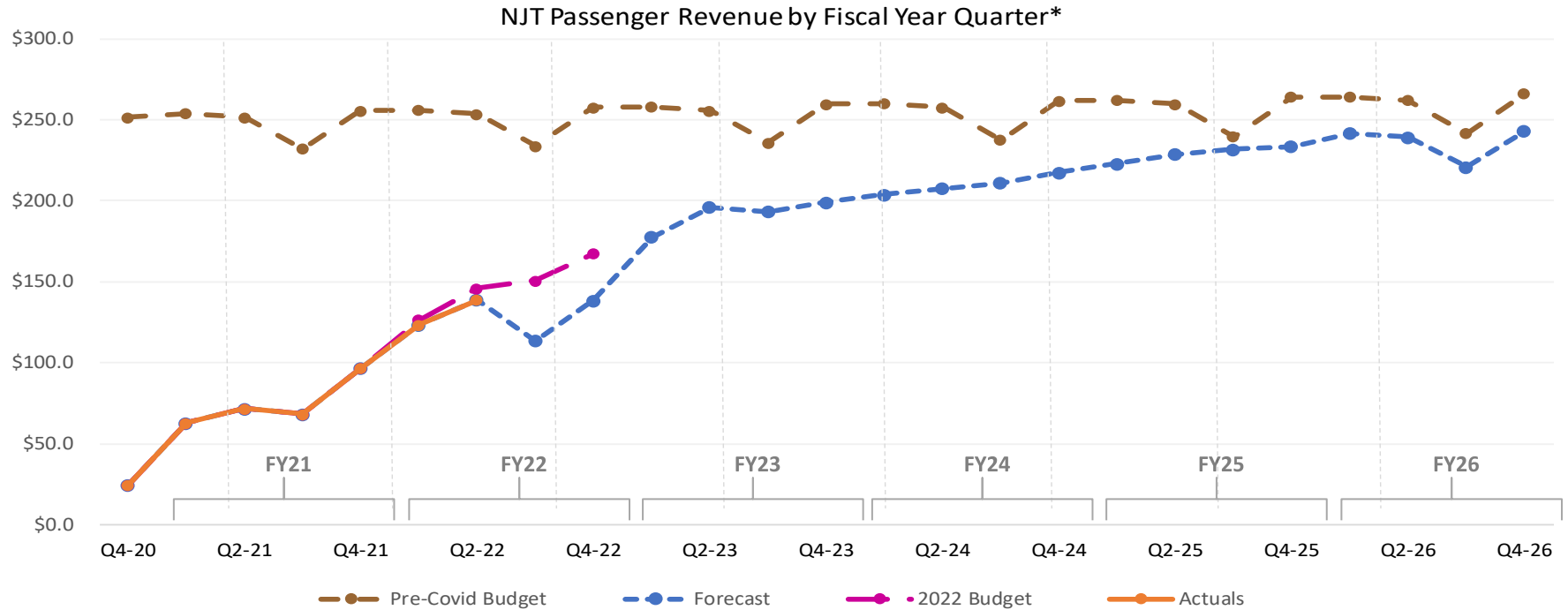
- No Fare increase in FY23
- Passenger revenue in FY23 returns to 75% pre-COVID levels
- State Subsidy, Clean Energy, and PM funding remains flat to FY22 Budget
- Turnpike funding as per April 2021 MOU
- COVID-19 Relief to offset revenue need

Expenses

- Recent labor agreements fully funded at 3% average growth
- 3% salary adjustment for non-agreement
- Bus service improvements in summer 2022, delayed from summer 2020
- Increase operations and safety (including PD) staffing
- Buildout of General Counsel
- Continue investments to build an accountable, innovative and inclusive organization

COVID 19 Challenges - Farebox Revenue by Fiscal Year Quarter

\$ in millions

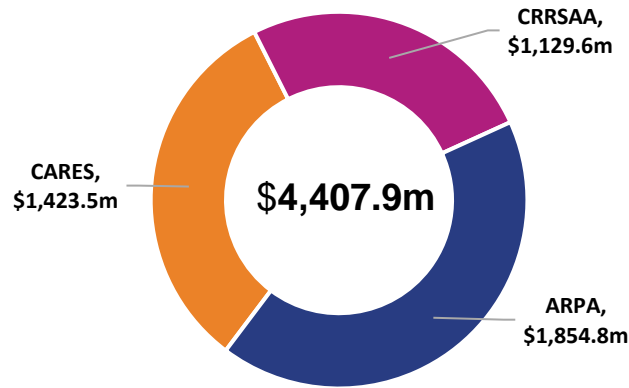


- Assumes no fare increases
- FY21 Actual \$299.1m or ~30% Pre-COVID
- FY22 Forecast \$514.2m is ~51% Pre-COVID
 - (\$76.5m) lower than FY22 Budget of \$590.7m or ~59% Pre-COVID
- FY23 \$766.2m is ~77% of Pre-COVID
- Return to 90% Pre-COVID in FY25 and beyond
- 10% - 15% of Passengers working remotely or flexible work arrangement

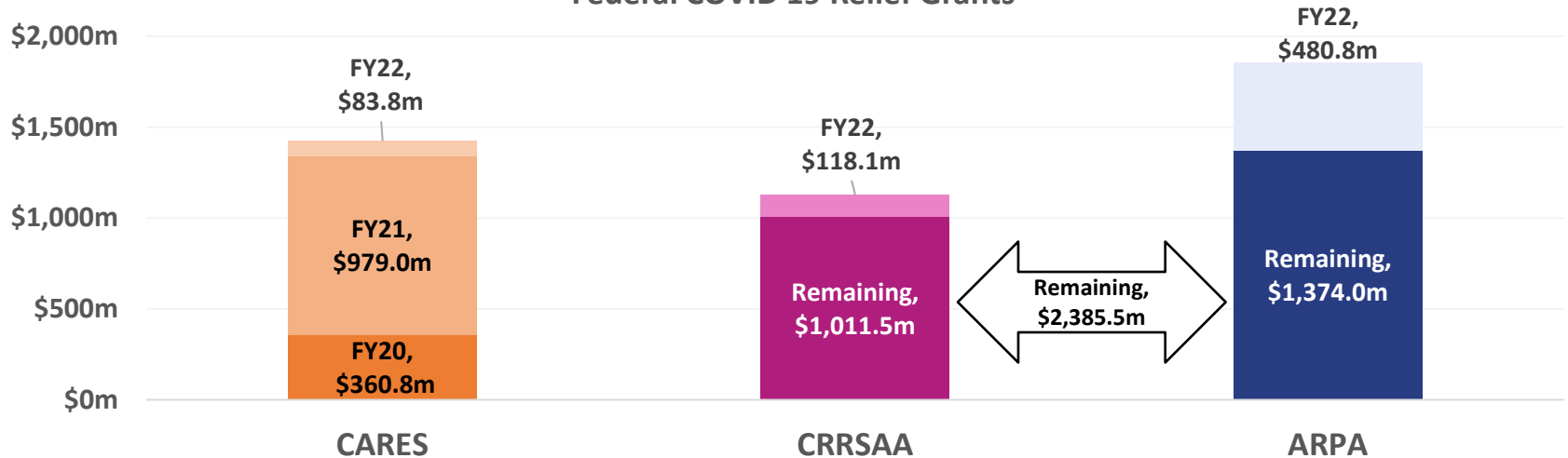
*Developed by NJ Transit Finance and Planning in consultation with external consultant

Federal Stimulus Funding Overview¹

Federal COVID 19 Relief Grants



Federal COVID 19 Relief Grants



¹ As of 2/28/2022. Excludes 5310 and 5311 funding. Excludes \$75m pending ARPA Additional Assistance.

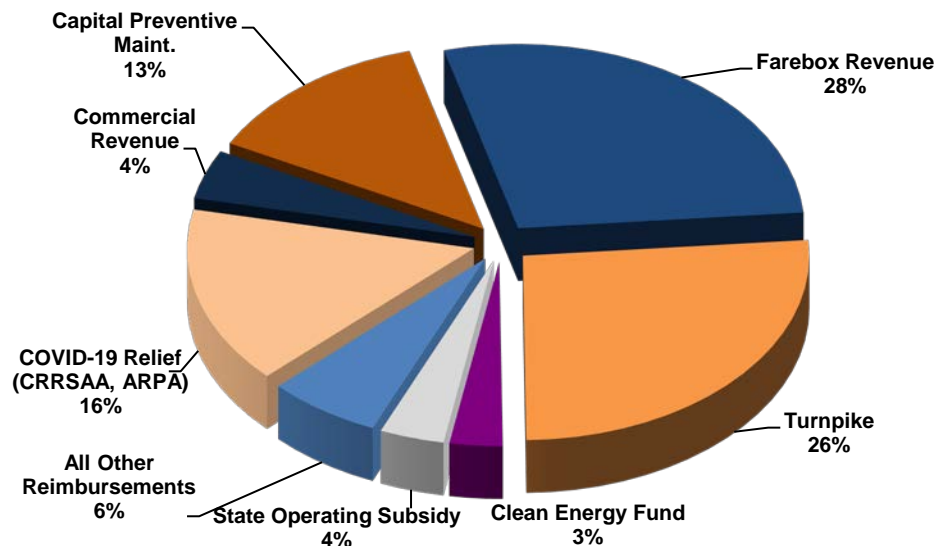
FY22 Budget to FY26 Forecast

	FY22 Budget	FY23 Gov Budget	FY24 Prelim. Est.	FY25 Forecast	FY26 Forecast
Resources					
Farebox Revenues	\$590.7	\$766.2	\$839.6	\$917.1	\$945.0
Commercial Revenue	79.6	118.7	121.0	124.7	128.4
State Operating Subsidy	100.0	100.0	100.0	100.0	100.0
Turnpike Funding	325.0	721.0	440.0	455.0	470.0
Clean Energy Fund	82.1	82.1	82.1	82.1	82.1
Federal Preventive Maintenance	362.0	362.0	362.0	362.0	362.0
Other Reimbursements	154.7	176.4	176.4	176.4	177.9
COVID-19 Relief (CARES, CRRSAA, ARPA)	955.4	429.1	738.7	726.9	216.8
Total Resources	\$2,649.5	\$2,755.5	\$2,859.8	\$2,944.3	\$2,482.2
Total Expenditures	\$2,649.5	\$2,755.5	\$2,859.8	\$2,944.3	\$3,031.5
Funding Needed	\$0.0	\$0.0	\$0.0	\$0.0	(\$549.3)
COVID-19 Relief Funding Remaining	\$2,111.5	\$1,682.4	\$943.8	\$216.8	\$0.0

COVID-19 relief funding fully utilized in Q1 FY26

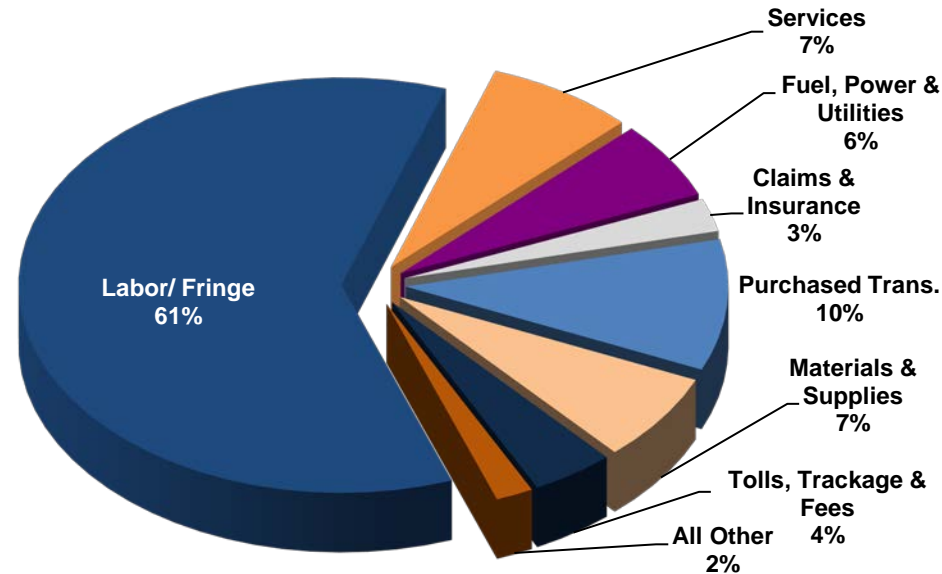
- Farebox revenue:
 - Assumes no fare increases
 - Return to 90% of Pre-Covid levels in FY25
 - 10% - 15% of Passengers working remotely or flexible work arrangement
- Major annual funding assumptions:
 - \$362m Preventive & Capital Maintenance
 - \$100m State Operating Subsidy
 - \$82m Clean Energy Fund

FY23 Governor's Proposed Budget – Revenue



(\$ in millions)	FY22	FY22	FY23	FY23B vs. FY22B		FY23B vs. FY22F	
	Budget	Forecast	Gov Budget	Δ \$	Δ %	Δ \$	Δ %
Farebox	\$ 590.7	\$ 514.2	\$ 766.2	\$ 175.5	29.7%	\$ 252.0	49.0%
Commercial Revenue	79.6	91.5	118.7	39.1	49.1%	27.2	29.7%
State Operating Subsidy	100.0	100.0	100.0	-	-	-	-
Turnpike Funding	325.0	325.0	721.0	396.0	121.8%	396.0	121.8%
Clean Energy Fund	82.1	82.1	82.1	0.0	0.0%	-	-
Capital Preventive Maint.	362.0	362.0	362.0	-	-	-	-
Other Reimbursements	154.7	159.1	176.4	21.7	14.0%	17.3	10.9%
COVID-19 Relief	955.4	945.3	429.1	(526.3)	(55.1%)	(516.2)	(54.6%)
Coronavirus Relief Fund (CRF)	-	-	-	-	-	-	-
Total Resources	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 106.0	4.0%	\$ 176.3	6.8%

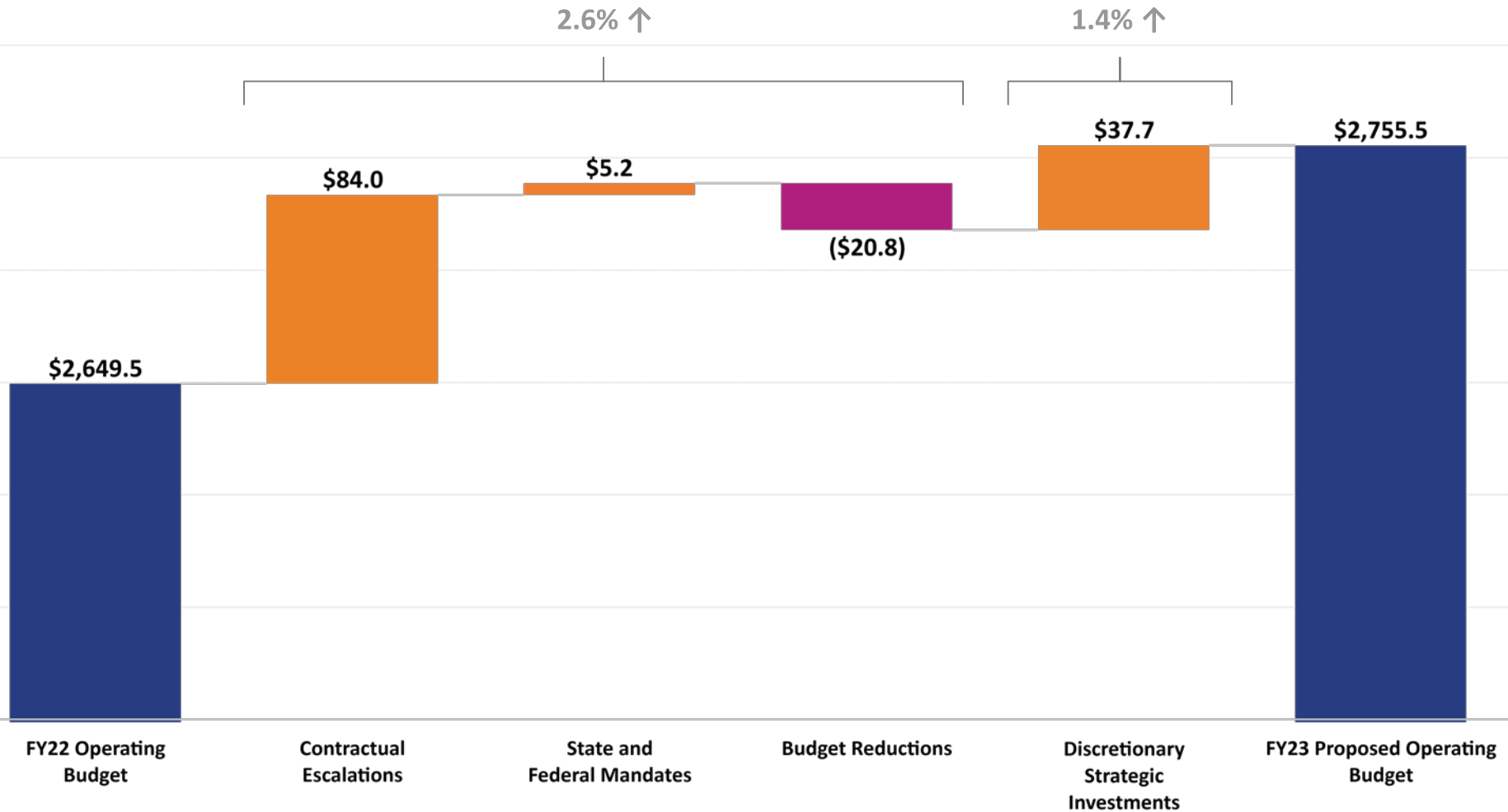
FY23 Governor's Proposed Budget – Expenses



(\$ in millions)	FY22	FY22	FY23	FY23B vs. FY22B		FY23B vs. FY22F	
	Budget	Forecast	Gov Budget	Δ \$	Δ %	Δ \$	Δ %
Labor	\$ 875.4	\$ 847.4	\$ 929.0	\$ 53.6	6.1%	\$ 81.6	9.6%
Fringe Benefits	715.2	728.8	746.4	31.3	4.4%	17.6	2.4%
Services	192.4	197.4	205.4	13.0	6.7%	8.0	4.1%
Fuel & Power	112.1	99.0	113.0	0.9	0.8%	14.0	14.1%
Utilities	48.8	48.6	53.9	5.1	10.4%	5.3	10.8%
Purchased Transportation	287.0	253.6	281.4	(5.6)	(2.0%)	27.8	11.0%
Materials & Supplies	181.2	180.2	189.3	8.0	4.4%	9.1	5.0%
Tolls, Trackage & Fees	103.1	102.7	114.6	11.5	11.2%	11.9	11.6%
Claims & Insurance	83.3	83.1	70.8	(12.5)	(15.0%)	(12.3)	(14.8%)
All Other Expenses	51.0	38.4	51.7	0.7	1.4%	13.3	34.7%
Total Expenses	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 106.0	4.0%	\$ 176.3	6.8%

FY23 Governor's Proposed Budget – Expense Components

\$ in millions



FY23 Gov.'s Proposed Budget – 2.6% Mandatory & Contractual Increases



Contractual Escalations 0 FTE, \$84.0m

- Contractual labor agreements
- Security contract
- PABT Bus toll and parking
- Amtrak trackage fees
- Existing IT contract cost increases
- Wireless carrier cost increases including that of Bus onboard ticket validators



State and Federal Mandates 20 FTE, \$5.2m

- Staffing and funding for General Counsel Department
- Expanded Rail mechanical training programs
- Additional Capital Program FTE to support expanded capital improvement programs
- EEO management training
- Contractual increase for Drug & Alcohol Oversight Program
- Additional HC for whistle-blower program



Reductions (\$20.8m)

- Liability insurance premium budget reduction
- Adjustment for pace of hiring vacant positions
- Purchased transportation budget reduction
- Consolidate software spending
- Bus parts budget reduction due to new bus warranties
- Reduced bank fees and armored car services

FY23 Gov.'s Proposed Budget – 1.4% Discretionary Increases

Discretionary Improvements 62 FTE, \$37.7m



Ensure the reliability and continued safety of our transit system

- Additional operational staffing in Rail Infrastructure / Engineering, Mechanical, and Transportation departments (30 FTE, \$10.1m)
- Increased Light Rail vehicle maintenance (\$350k)
- Additional Police positions: increase police visibility across all modes (10 FTE, \$1m)
- Additional System Safety positions: safety training, COVID-19 response, community outreach, accident/incident investigations (8 FTE, \$1.2m)



Deliver a high-quality experience for all our customers

- Fully fund 129 Bus positions for service enhancements (\$7.9m)
- Newark Bus System redesign, Newark Micro-Transit initiative and assumption of contracted bus routes (\$1.3m)
- Additional funding for Planning projects (\$2m)
- Communications & Customer Experience multi-media marketing campaigns (\$283k)



Build an accountable, innovative and inclusive organization

- Salary adjustment for non-agreement employees – 3.0% FY22, 3.0% FY23 (\$10m)
- HR Department enhanced recruitment, employee engagement, candidate experience, HRIS & training (11 FTE, \$3.1m)
- Additional Procurement positions (3 FTE, \$388k)

FY23 Gov.'s Proposed Budget – Summary by Department

FY23				
<i>\$ in millions</i>	Budget	Budget %	FTE	FTE %
Bus	890.3	32.3%	5,757	46.1%
Rail	1,057.6	38.4%	4,638	37.1%
Light Rail and Contracted Service	278.3	10.1%	232	1.9%
Police	79.7	2.9%	410	3.3%
System Safety	9.2	0.3%	69	0.6%
Info and Digital Technology	119.9	4.4%	183	1.5%
Admin	320.5	11.6%	1,205	9.6%
NJT Total	\$ 2,755.5	100%	12,493	100%

Positions				
	FY22	FY23	Growth (#)	Growth (%)
Bus	5,757	5,757	-	0.0%
Rail	4,608	4,638	30	0.7%
Light Rail and Contracted Service	232	232	-	0.0%
Police	400	410	10	2.5%
System Safety	61	69	8	13.1%
Info and Digital Technology	183	183	-	0.0%
Admin	1,165	1,199	34	2.9%
NJT Total	12,405	12,487	82	1%

**note: values and figures above include mandatory items, discretionary investments, and efficiency/savings offsets.*

BUDGET

Operations – 88.4% of Budget

- Bus – 32.3%
- Rail – 38.4%
- Light Rail – 10.1%
- Police – 2.9%
- System Safety – 0.3%
- Info and Digital Technology – 4.4%

HEADCOUNT

Operations – 90.5% of FTE

- Bus – 46.1%
- Rail – 37.1%
- Light Rail – 1.9%
- Police – 3.3%
- System Safety – 0.6%
- Info and Digital Technology – 1.5%

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

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



New Jersey Transit Budget Proposal Transmittal

March 14, 2022

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Executive Summary

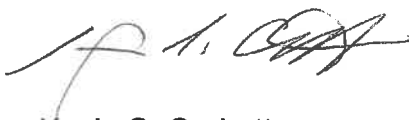
Dear Commissioner and Members of the State Legislature:

Pursuant to the requirements outlined in Public Law 2018 Chapter 162 subsection g. of section 20 (C.27:25-20), I am pleased to present NJ TRANSIT's statutorily mandated budget transmittal. As the nation's largest statewide provider of bus, rail and light rail services, NJ TRANSIT's mission is to ensure the availability of safe, reliable, convenient and cost-effective mass transit service that focuses on the needs of our customers.

NJ TRANSIT covers a service area of over 5,300 square miles and strives to provide a viable public transportation system and network that serves the needs of all types of commuters and customers. As the engine that connects many New Jerseyans with employment, education, health care, and recreational opportunities in and around the Garden State, NJ TRANSIT is a lifeline for the state's economic and social well-being.

This report will summarize a combination of the Corporation's history and business plan, outline the current organizational structure, highlight both current and future investments including funding needs, and provide staffing and other key performance data. The transmittal represents yet another step toward rebuilding the foundation of NJ TRANSIT and execution of a comprehensive strategic plan that prioritizes customers and their safety, while also restoring the Corporation as an exemplary transportation agency of the nation.

Sincerely,



Kevin S. Corbett
President & CEO

History

NJ TRANSIT is a state-owned public transportation corporation that was created by the New Jersey Public Transportation Act of 1979 and established to acquire, operate and contract for transportation service in the public interest. By law, NJ TRANSIT is “in but not of” the New Jersey Department of Transportation (NJDOT), which means that the Corporation operates independent of any direct supervision or control by the NJDOT.

In 1980, NJ TRANSIT purchased Transport of New Jersey, the State's largest private bus company at that time, and took over operations of the Newark City Subway. Between 1981-1985, the services of several other bus companies were incorporated into NJ TRANSIT Bus Operations, Inc. and on January 1, 1983, a second subsidiary, NJ TRANSIT Rail Operations, Inc. was launched to assume operations of commuter rail in the State after Congress ordered Consolidated Rail Corporation (Conrail) to cease its passenger operations. A third subsidiary, NJ TRANSIT Mercer, Inc., was established in 1984 when the agency assumed operation of bus service in the Trenton/Mercer County area. In 1992, following a full reorganization, all three subsidiaries were unified and operations were significantly streamlined. Additional services, facilities and stations have been launched since then, including the first segment of the Hudson-Bergen Light Rail and opening of the River LINE in 2000 and 2004 respectively.

NJ TRANSIT is governed by a 13-member Board of Directors that is chaired by the Commissioner of the NJDOT. Eleven are voting members and appointed by the Governor with various consenting conditions. Of the 11 voting members, eight are from the general public and three are State officials including the NJDOT Commissioner, State Treasurer and a third member of the Executive Branch. The two non-voting members are also appointed by the Governor, but upon the recommendations of the labor organizations involved in rail and bus operations (one from each organization). NJ TRANSIT's Board holds a minimum of ten public meetings annually at the Corporation's headquarters in Newark, New Jersey. Separately, two transit advisory committees provide the Corporation with additional guidance and input from the public. Both the North Jersey Transit Advisory Committee and South Jersey Transit Advisory Committee are comprised of fifteen uncompensated members who all serve four-year terms.

On December 20, 2018, Governor Murphy signed bill S630 in order to provide for additional governance, oversight and accountability reforms at NJ TRANSIT. That legislation is now commonly known today as the NJ TRANSIT reform legislation and reflects the single, largest reform in the Corporation's 40-year history. Among other things, this budget transmittal is a mandatory byproduct of that legislation.

Regional and Agency Trends

NJ TRANSIT produces a quarterly document on ridership trends, by transportation mode, day of the week and market, as well as regional economic statistics for comparative purposes. The most current quarterly document of FY22, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix A.

Ridership trends systemwide were significantly impacted by the COVID-19 pandemic. NJ TRANSIT has seen a decrease in total passenger trips of 39.6% during the second quarter of FY22, when compared to the pre-pandemic period of second quarter in FY19. However, ridership has gradually recovered since the pandemic start with total passenger trips equaling an increase of 55.4% during the second quarter of FY22, when compared to the same period in FY21. By mode, this includes a 133.8% increase in Rail passenger trips, a 39.2% increase in Bus trips and a 38.1% increase in Light Rail trips. The largest increase has been seen in Sunday trips at 62.9%, followed by Weekday Trips at 56.4% & Saturday Trips at 43.0% trips compared to the same period in FY21.

All markets have seen increases to passenger trips year-over-year. New York City passenger trips have seen the greatest recovery, with a 92.4% increase. Northern & Southern New Jersey passenger trips have also increased by 34.3% and 12.9% respectively. Despite these gains, passenger trips in all markets remain below comparable periods in FY19.

List of Key Performance Indicators

Included in Appendix B is a list of key performance indicators (KPIs). The KPIs expand across an array of functional areas: operational, financial, and administrative. Each KPI contains three years of data with topics ranging from on-time performance and rail training programs to farebox recovery ratios and outstanding debt.

Corporate Business Plan

NJ TRANSIT's mission is to move New Jersey and the region by providing safe, reliable, and affordable public transportation that connects people to their everyday lives, one trip at a time. Our 10-year strategic plan, NJT2030, is necessary to meet our customers' expectations and to deliver high-quality service now and into the future. NJT2030 will be achieved through a series of strategies and initiatives to meet the following goals:

1. ***Ensure the reliability and continued safety of our transit system:***
We are committed to operating a reliable public transportation system that New Jerseyans and others can count on to safely bring them where they want to go, when they are scheduled to arrive.
2. ***Deliver a high-quality experience for all our customers, with their entire journey in mind:*** We will become an industry leader in customer service, understanding our customers' needs and supporting them throughout their entire journey. We will provide timely travel information through their preferred touchpoints, and leverage technology to make their entire travel experience easy and convenient.
3. ***Power a stronger and fairer economy for all communities in the region:*** We must ensure our public transportation network provides inclusive mobility, connecting individuals and communities to employment and educational opportunities, cultural and entertainment destinations, and health services.
4. ***Promote a more sustainable future for our planet:*** We are stewards for our natural resources and need to promote a more sustainable future. Our plan supports the State's ambitious efforts to reduce energy consumption and emissions from the transportation sector.
5. ***Build an accountable, innovative and inclusive organization that delivers for New Jersey:*** We are committed to fostering a high-performing, innovative and inclusive organization that holds itself accountable for the delivery of excellent public transportation.

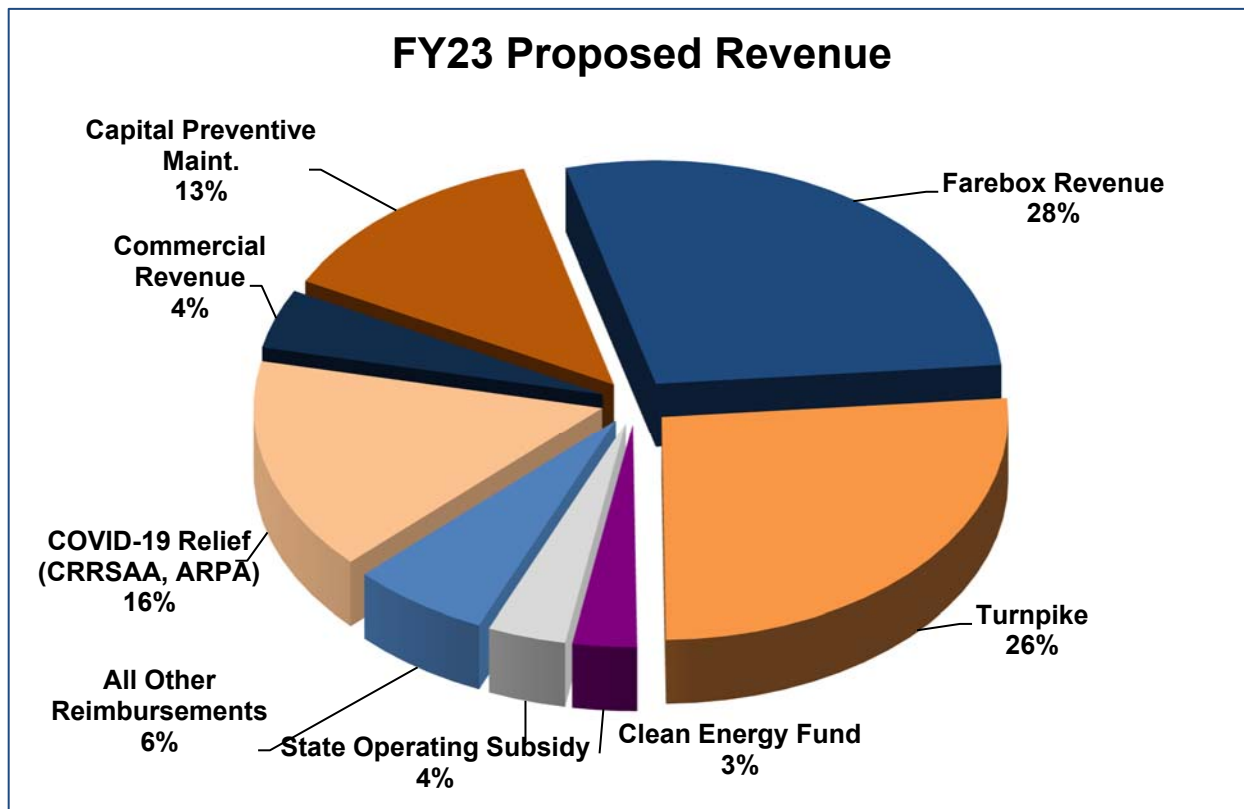
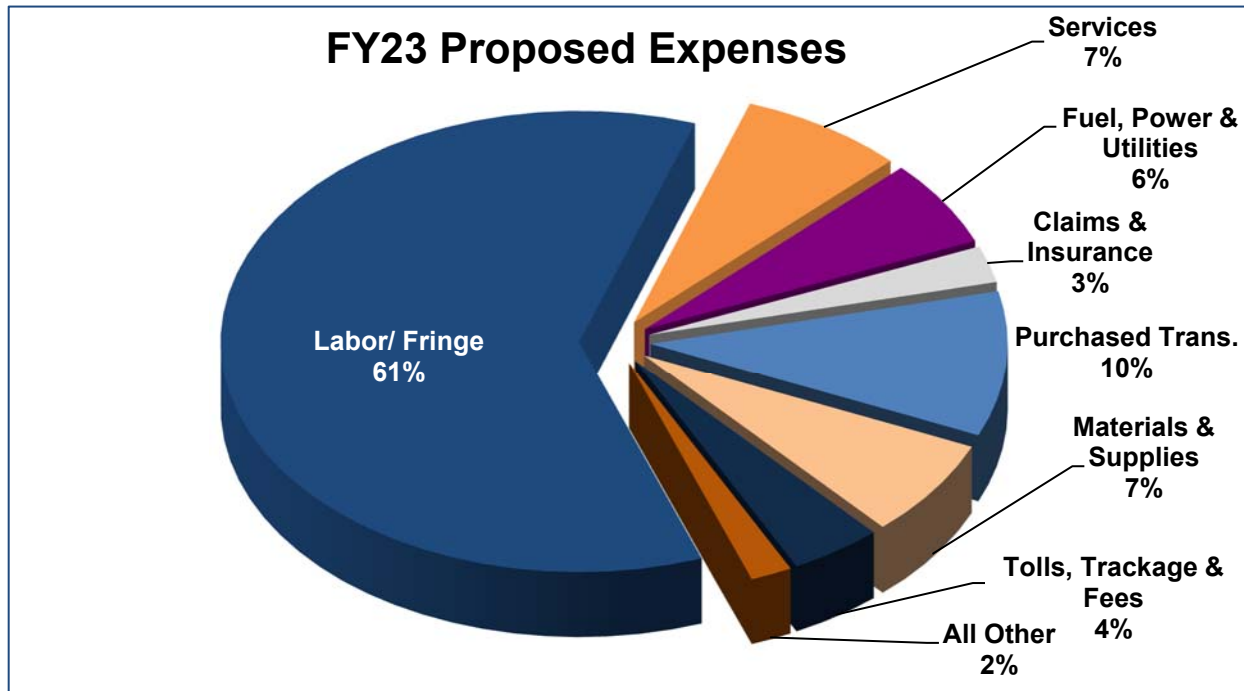
Four-Year Budget Outlook

NJ TRANSIT currently expects to end FY22 with \$0 Net Operating Income and to utilize federal COVID-19 relief from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) to offset reductions to Farebox and Commercial revenue experienced due to the COVID-19 pandemic. FY23 anticipates a continuation of lower than pre-pandemic Farebox and Commercial revenue (approximately 80% of FY19) with reductions offset by CRRSAA and ARPA funding. In FY24, Farebox and Commercial Revenues are projected to return to nearly 85% of FY19 actuals. The table below does not include fare increases.

<i>(\$ in millions)</i>	FY21	FY22	FY22	FY23	FY24
RESOURCES	Actual	Budget	Forecast	Gov Budget	Prelim. Est.
Farebox	\$ 299.1	\$ 590.7	\$ 514.2	\$ 766.2	\$ 839.6
Commercial Revenue	101.6	79.6	91.5	118.7	121.0
State Operating Subsidy	214.5	100.0	100.0	100.0	100.0
Turnpike Funding ¹	129.0	325.0	325.0	721.0	440.0
Clean Energy Fund	82.1	82.1	82.1	82.1	82.1
Capital Preventive Maint.	352.8	362.0	362.0	362.0	362.0
Other Reimbursements	206.3	154.7	159.1	176.4	176.4
COVID-19 Relief	979.0	955.4	945.3	429.1	738.7
Coronavirus Relief Fund (CRF)	30.0	-	-	-	-
TOTAL RESOURCES	\$ 2,394.4	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 2,859.8
Δ from Prior Yr (%)		10.7%	-2.7%	6.8%	3.8%
EXPENSES					
Labor	\$ 799.0	\$ 875.4	\$ 847.4	\$ 929.0	\$ 970.8
Fringe Benefits	695.5	715.2	728.8	746.4	780.0
Services	225.8	192.4	197.4	205.4	209.5
Fuel & Power	99.9	112.1	99.0	113.0	117.5
Utilities	46.5	48.8	48.6	53.9	55.5
Purchased Transportation	232.8	287.0	253.6	281.4	292.7
Materials & Supplies	183.9	181.2	180.2	189.3	193.1
Tolls, Trackage & Fees	93.9	103.1	102.7	114.6	116.9
Claims & Insurance	50.7	83.3	83.1	70.8	72.9
All Other Expenses	35.2	51.0	38.4	51.7	50.9
TOTAL EXPENSES	\$ 2,463.0	\$ 2,649.5	\$ 2,579.2	\$ 2,755.5	\$ 2,859.8

¹ Does not reflect an additional \$25.0m in FY22, FY23 and FY24 for the Portal North Bridge capital project

The pie charts below reflect the sources and uses of NJ TRANSIT's operating budget as proposed in the Governor's FY23 Budget.

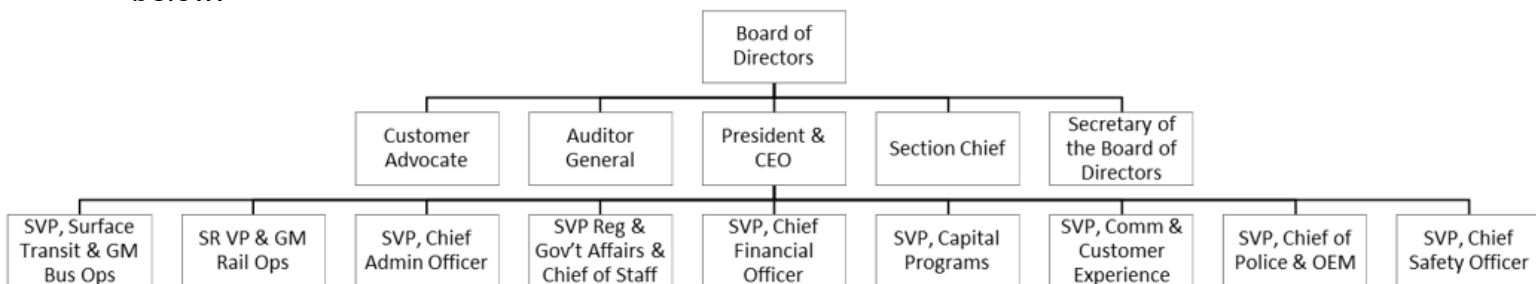


Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY23 Budget recommends a General Fund subsidy of \$100 million, which along with \$721* million in New Jersey Turnpike funding and \$82.1 million in Clean Energy support, represents \$903.1 million, or nearly 33% of NJ TRANSIT's total operating budget of \$2.756 billion. The budgeting timeline and process for both the Corporation and the State are reflected in Appendix C.

Organizational Structure

The Corporation is comprised of approximately 12,000 employees, nearly 85% of whom are represented by a union. The current organizational hierarchy is shown immediately below.



Operating Revenue and Expense Trends

NJ TRANSIT is currently estimating modest cost increases of 4.0% from FY22 to FY23, with 3% increases in future fiscal years. Given current assumptions, it is expected that Federal COVID-19 relief funds will be fully utilized in Q1 FY26 with additional funding required in that same fiscal year. This reflects the median compounded annual growth rate of several regional transit peers. It should also be noted that the projection reflects the Memorandum of Understanding between NJ TRANSIT and the New Jersey Turnpike Authority for operating funding FY22 through FY28. In order to support those costs in excess of already identified revenues, funding may come from any combination of an array of sources including, but not limited to the following:

- Fares and other revenues
- Additional state and/or federal support, including President Joe Biden's American Rescue Plan which passed the House of Representatives on February 27, 2021
- Cost reduction initiatives
- New dedicated funding streams

*FY23 anticipated New Jersey Turnpike funding totals \$746m, with \$721m allocated to Operating Budget and \$25m allocated to the North Portal Bridge capital project

Current Year Headcount Analysis

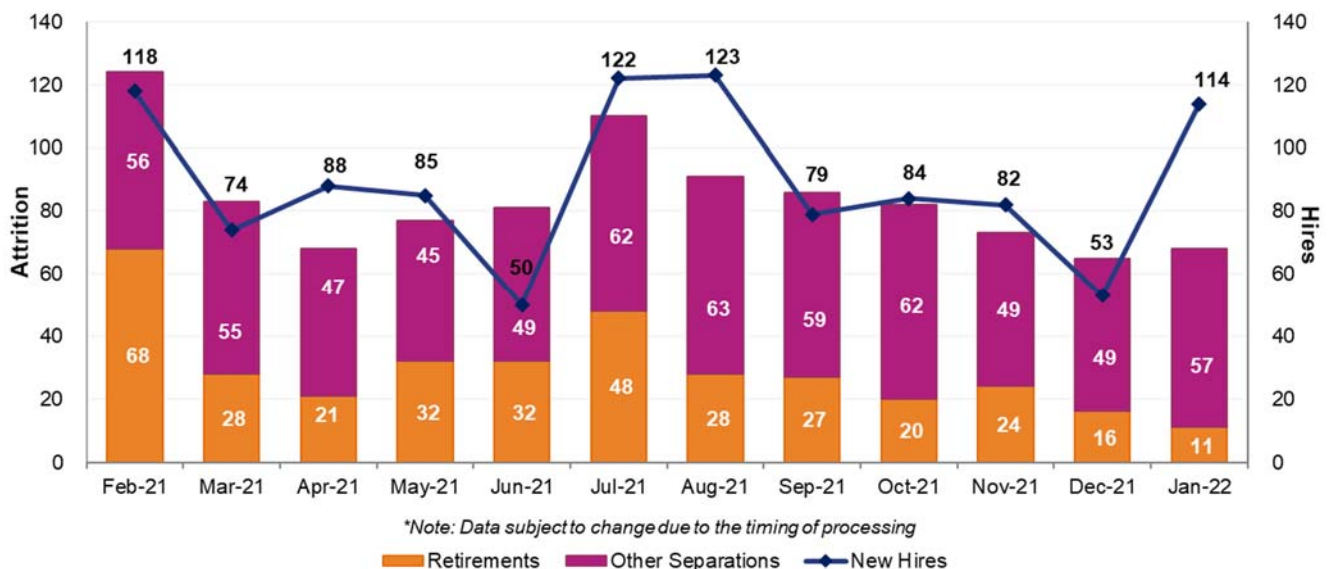
In FY22, NJ TRANSIT has a budgeted headcount of 12,405. At the end of January 2022, there were 11,745 positions filled. This left 660 vacancies at this time, reflecting a vacancy rate of 5.3% of the total budgeted headcount. This vacancy rate compares to the 8.1% vacancy rate published by the US Bureau of Labor Statistics for the Transportation/Warehousing/Utilities industry for the month of December 2021. During Covid-19 pandemic, hiring challenges have been experienced particularly for Bus Operator positions, reflecting an industry shortage in commercial vehicle operators. Total labor and fringe costs through January 2022 were \$897.3 million, equating to an average annual cost (labor + fringe) per employee of \$131K year-to-date.

FY2022 January Year-To_Date					
	Headcount				Cost
	Actual	Budget	Variances	% Vacant	Labor/Fringe
Rail	4,778	4,608	(170)	(3.7%)	\$407.0
Bus	5,286	5,755	469	8.1%	\$368.3
Light Rail	196	232	36	15.3%	\$13.9
Administration	1,485	1,811	326	18.0%	\$108.1
TOTAL	11,745	12,405	660	5.3%	\$897.3

**Note: Rail Actuals exceed Budgeted due to Assistant Conductor and Locomotive Engineer Trainees*

Between February 2021 and January 2022, NJ TRANSIT has hired 1,072 staff and lost 1,008 staff, for a net gain of 64. Roughly 35% of the 355 separations were due to retirements. Total NJ TRANSIT vacancies have declined by 50, or 5% since the beginning of FY22.

Rolling 12 Month Attrition and Hiring



Capital Program and Analysis

NJ TRANSIT's capital program is largely comprised of Transportation Trust Fund and federal funding from the Federal Transit Administration and Federal Highway Administration. A summary of current capital appropriations and proposed out-year needs for those projects are reflected in Appendix E. Additional information regarding our Five Year Capital Plan can be found at njtplans.com.

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APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2022

Second Quarter, Fiscal Year 2022

Covering the period October through December 2020

2Q21

**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS
Second Quarter, Fiscal Year 2022**

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Data collected and developed for performance analysis purposes; the data may differ from that utilized for other reporting purposes.

APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

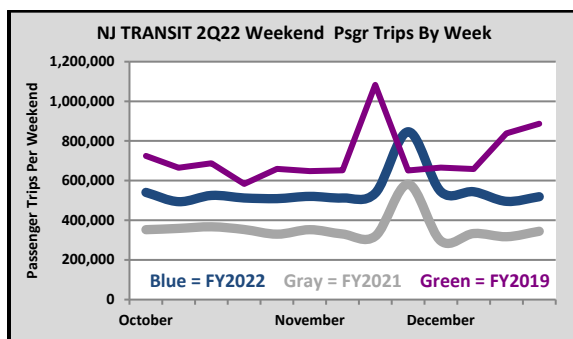
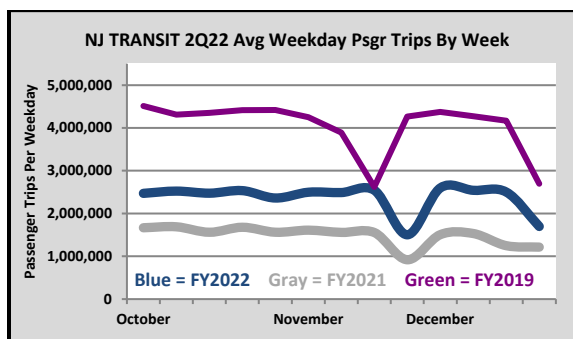
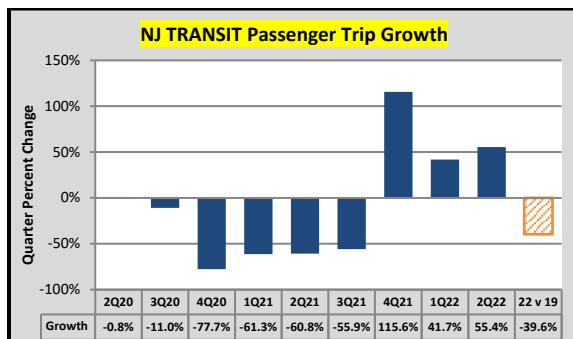
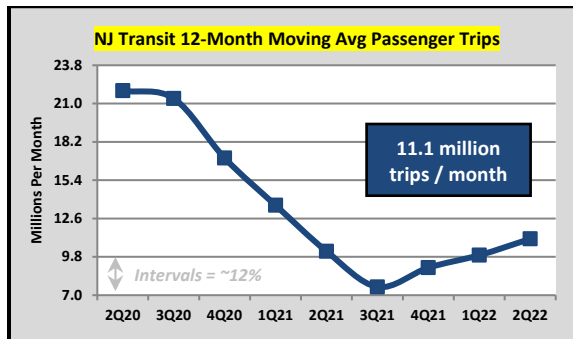
February 2022

2Q22

• NJ TRANSIT RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	40.4 million	66.9 million
Growth*	+55.4%	(- 39.6%)
Average Weekday Trips	531,500	923,100
Change*	+191,600	(- 391,600)
Growth*	+56.4%	(- 42.4%)
Average Saturday Trips	301,000	416,450
Change*	+90,500	(- 115,450)
Growth*	+43.0%	(- 27.7%)
Average Sunday Trips	241,450	307,200
Change*	+93,250	(- 65,750)
Growth*	+62.9%	(- 21.4%)
Weekends (Saturday + Sunday)	10.5 million	22.5 million
Growth*	+133.8%	(- 53.4%)
Rail Trips	26.0 million	38.3 million
Growth*	+39.2%	(- 32.1%)
Bus Trips	3.9 million	6.1 million
Growth*	+38.1%	(- 35.9%)
Light Rail Trips		
Growth*	+92.4%	(- 45.7%)
New York City Trips all modes	+34.3%	(- 29.6%)
Growth*		
Northern New Jersey Trips all modes	+12.9%	(- 40.5%)
Growth*		
Southern New Jersey Trips all modes		
Growth*		

* Compared to same period last year.



APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS


Second Quarter, Fiscal Year 2022

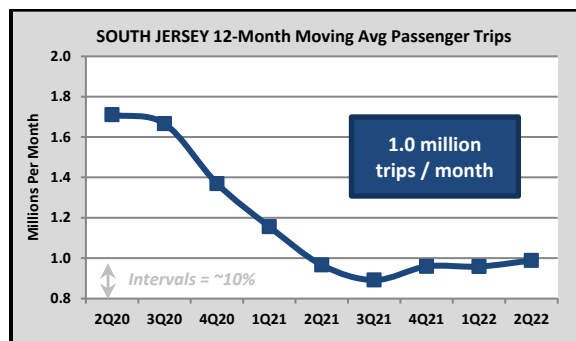
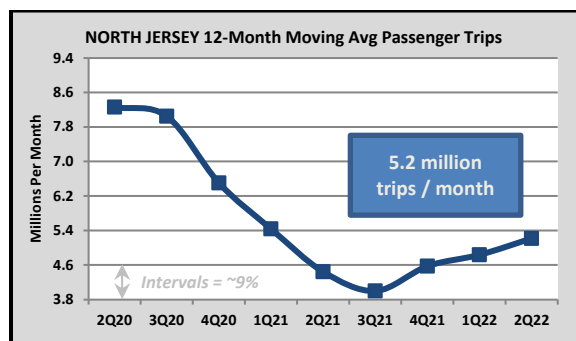
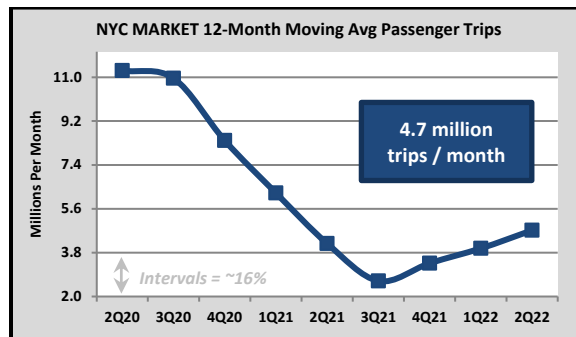
Covering the period October through December 2021

February 2022

2Q22

MARKET RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2022		2 nd Quarter	Q2 FY2019
			
Rail New York City Market Psgr Trips		8.4 million	18.6 million
Growth*		+144.1%	(- 54.8%)
Bus New York City Market Psgr Trips		10.1 million	15.6 million
Growth*		+63.6%	(- 35.0%)
Total New York City Market Trips		18.5 million	34.2 million
Growth*		+92.4%	(- 45.7%)
Rail Northern NJ Market Psgr Trips		1.1 million	1.7 million
Growth*		+68.8%	(- 32.4%)
Bus Northern NJ Market Psgr Trips		13.2 million	18.2 million
Growth*		+30.5%	(- 27.5%)
Light Rail Northern NJ Market Trips		3.5 million	5.5 million
Growth*		+40.2%	(- 35.6%)
Total Northern NJ Market Psgr Trips		17.8 million	25.3 million
Growth*		+34.3%	(- 29.6%)
Rail Southern NJ Market Psgr Trips		0.1 million	0.05 million
Growth*		+78.6%	+69.1%
Bus Southern NJ Market Psgr Trips		2.6 million	4.5 million
Growth*		+10.1%	(- 42.0%)
Light Rail Southern NJ Market Trips		0.4 million	0.7 million
Growth*		+23.1%	(- 38.7%)
Total Southern NJ Market Psgr Trips		3.1 million	5.2 million
Growth*		+12.9%	(- 40.5%)



APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

2Q22

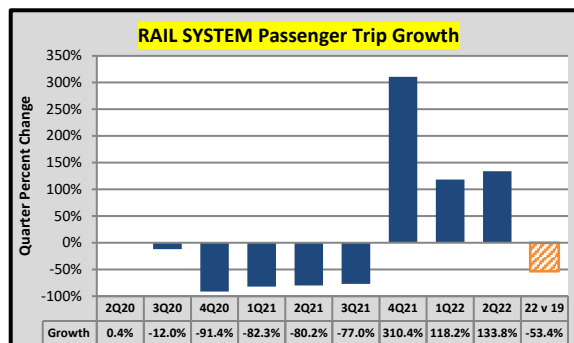
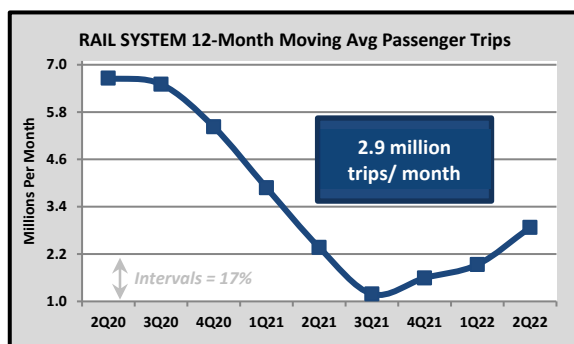
February 2022

RAIL RIDERSHIP

NJ TRANSIT Rail Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	10.5 million	22.5 million
Growth*	+133.8%	(- 53.4%)
Average Weekday Trips	137,400	322,250
Change*	+76,850	(- 184,850)
Growth*	+126.9%	(- 57.4%)
Average Saturday Trips	81,000	121,700
Change*	+48,050	(- 40,700)
Growth*	+145.8%	(- 33.4%)
Average Sunday Trips	75,500	101,900
Change*	+48,750	(- 26,400)
Growth*	+182.2%	(- 25.9%)
Weekends (Saturday + Sunday)		
Growth*	+162.1%	(- 30.0%)
Monthly Passholders#	47,815	218,252
Change*	+21,705	(- 170,437)
Growth*	+83.1%	(- 78.1%)
Market – Weekday Trips		
	2 nd Quarter	Q2 FY2019
New York Trips	88,000	193,550
Change*	+50,380	(- 105,550)
Growth*	+133.9%	(- 54.5%)
Newark Trips	12,950	38,650
Change*	+7,180	(- 25,700)
Growth*	+124.4%	(- 66.5%)
Hoboken Trips	9,150	33,550
Change*	+6,010	(- 24,400)
Growth*	+191.4%	(- 72.7%)
Atlantic City Trips	750	450
Growth*	+97.4%	+66.7%
Philadelphia Trips	250	50
Growth*	+194.1%	+400.0%
Local Trips	13,450	21,400
Growth*	+59.1%	(- 37.1%)
Transfers	11,300	31,750
Growth*	+159.8%	(- 64.4%)



RAIL SYSTEM Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway	+155.1%	(- 32.4%)	+49.0%
Round Trip			
Ten Trip Weekly			
Senior Citizen	+108.4%	(- 38.9%)	+30.4%
Monthly Pass	+83.1%	(- 78.1%)	(- 51.5%)
TOTAL	+131.2%	(- 52.6%)	+4.3%



Rail System Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+83.7%	(- 78.2%)	(- 51.8%)
Weekday Off-Peak	+143.1%	(- 30.1%)	+53.7%
Weekend	+169.6%	(- 26.5%)	+64.5%
TOTAL	+131.3%	(- 53.0%)	+3.9%

* Compared to same period last year; # Passholders average two Rail trips per weekday.

APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

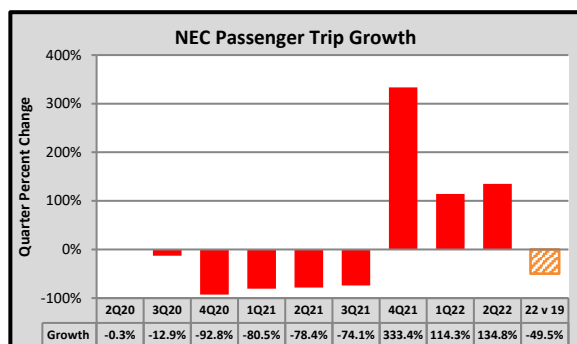
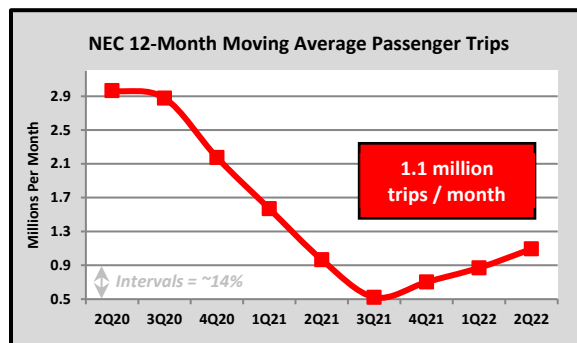
2Q22

NORTHEAST CORRIDOR Passenger Ridership Statistics Fiscal Year 2022		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	4.7 million	9.3 million
Growth*	+134.8%	(- 49.5%)
Average Weekday Trips	58,050	125,400
Change*	+31,850	(- 67,350)
Growth*	+121.6%	(- 53.7%)
Average Saturday Trips	42,250	65,000
Change*	+26,150	(- 22,750)
Growth*	+162.4%	(- 35.0%)
Average Sunday Trips	40,650	56,650
Change*	+27,250	(- 16,000)
Growth*	+203.4%	(- 28.2%)
Weekends (Saturday + Sunday)		
Growth*	+181.0%	(- 31.9%)
Monthly Passholders#	19,780	81,158
Change*	+8,348	(- 61,378)
Growth*	+73.0%	(- 75.6%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	46,050	94,500
Change*	+25,680	(- 48,450)
Growth*	+126.1%	(- 51.3%)
Newark Trips	7,400	22,700
Change*	+3,930	(- 15,300)
Growth*	+113.3%	(- 67.4%)
Hoboken Trips	150	850
Change*	+90	(- 700)
Growth*	+150.0%	(- 82.4%)
Local Trips	4,450	7,350
Change*	+2,150	(- 2,900)
Growth*	+93.5%	(- 39.5%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



NORTHEAST CORRIDOR Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway	+162.1%	(- 34.9%)	+50.1%
Round Trip			
Ten Trip			
Weekly	+111.0%	(- 38.6%)	+32.1%
Senior Citizen	+73.0%	(- 75.6%)	(- 44.8%)
Monthly Pass			
TOTAL	+134.8%	(- 49.5%)	+13.3%



NORTHEAST CORRIDOR Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+73.0%	(- 75.6%)	(- 44.8%)
Weekday Off-Peak	+139.4%	(- 35.7%)	+45.6%
Weekend	+192.8%	(- 29.2%)	+66.5%
TOTAL	+134.3%	(- 49.5%)	+13.3%

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

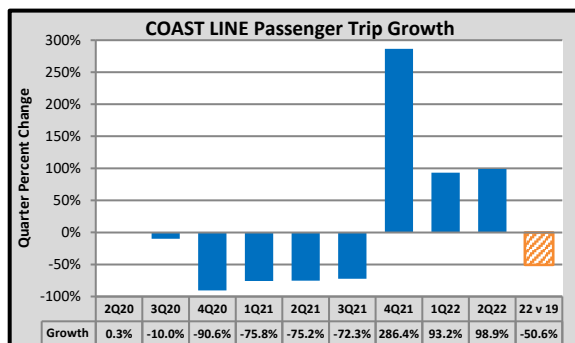
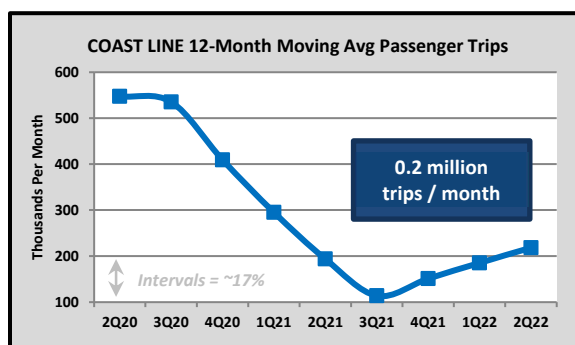
2Q22

COAST LINE Passenger Ridership Statistics Fiscal Year 2022		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	0.8 million	1.6 million
Growth*	+98.9%	(- 50.6%)
Average Weekday Trips	10,250	22,500
Change*	+5,050	(- 12,250)
Growth*	+97.1%	(- 54.4%)
Average Saturday Trips	6,750	10,500
Change*	+3,350	(- 3,750)
Growth*	+98.5%	(- 35.7%)
Average Sunday Trips	5,950	8,000
Change*	+3,250	(- 2,050)
Growth*	+120.4%	(- 25.6%)
Weekends (Saturday + Sunday)		
Growth*	+108.2%	(- 31.4%)
Monthly Passholders#	3,398	15,430
Change*	+1,395	(- 12,033)
Growth*	+69.7%	(- 78.0%)
Market – Weekday Trips		
	2nd Quarter	Q2 FY2019
New York Trips	6,300	13,400
Change*	+3,500	(- 7,100)
Growth*	+125.0%	(- 53.0%)
Newark Trips	1,700	5,000
Change*	+910	(- 3,300)
Growth*	+115.2%	(- 66.0%)
Hoboken Trips	150	1,000
Change*	+80	(- 850)
Growth*	+114.3%	(- 85.0%)
Local Trips	2,100	3,100
Change*	+560	(- 1,000)
Growth*	+36.4%	(- 32.3%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



COAST LINE Ridership Trends			
	2nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway			
Round Trip	+111.4%	(- 31.5%)	+50.9%
Ten Trip			
Weekly			
Senior Citizen	+86.3%	(- 41.7%)	+29.2%
Monthly Pass	+69.7%	(- 78.0%)	(- 49.7%)
TOTAL	+98.9%	(- 50.6%)	+12.7%



COAST LINE Ridership Trends			
	2nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+69.9%	(- 78.0%)	(- 49.7%)
Weekday Off-Peak	+104.5%	(- 27.9%)	+55.4%
Weekend	+116.2%	(- 28.5%)	+59.4%
TOTAL	+98.9%	(- 50.6%)	+12.7%

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

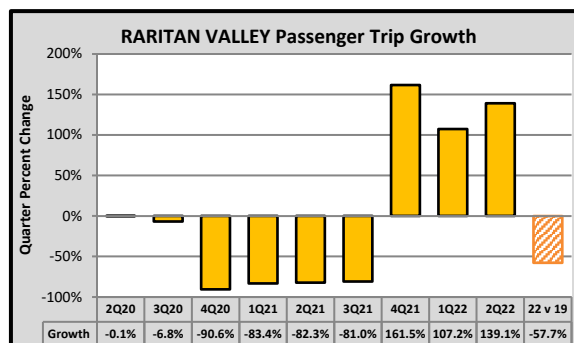
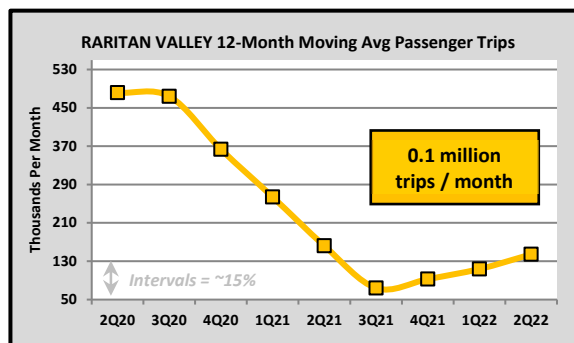
2Q22

RARITAN VALLEY LINE Passenger Ridership Statistics Fiscal Year 2022		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	0.6 million	1.5 million
Growth*	+139.1%	(- 57.7%)
Average Weekday Trips	8,800	22,500
Change*	+5,150	(- 13,700)
Growth*	+141.1%	(- 60.9%)
Average Saturday Trips	3,700	5,500
Change*	+2,000	(- 1,800)
Growth*	+117.6%	(- 32.7%)
Average Sunday Trips	3,350	4,100
Change*	+2,000	(- 750)
Growth*	+148.1%	(- 18.3%)
Weekends (Saturday + Sunday)		
Growth*	+131.1%	(- 26.6%)
Monthly Passholders#	4,078	20,208
Change*	+2,188	(- 16,130)
Growth*	+115.7%	(- 79.8%)
Market – Weekday Trips		
New York Trips	3,950	10,100
Change*	+2,460	(- 6,150)
Growth*	+165.1%	(- 60.9%)
Newark Trips	3,600	10,300
Change*	+2,210	(- 6,700)
Growth*	+159.0%	(- 65.0%)
Hoboken Trips	50	250
Change*	+40	(- 200)
Growth*	+400.0%	(- 80.0%)
Local Trips	1200	1,850
Change*	+440	(- 650)
Growth*	+57.9%	(- 35.1%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



RARITAN VALLEY Ridership Trends			
	2nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway			
Round Trip	+160.3%	(- 29.2%)	+44.2%
Ten Trip			
Weekly			
Senior Citizen	+94.6%	(- 41.9%)	+21.2%
Monthly Pass	+115.7%	(- 79.8%)	(- 58.4%)
TOTAL	+139.1%	(- 57.7%)	(- 11.1%)



RARITAN VALLEY Ridership Trends			
	2nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+115.7%	(- 79.8%)	(- 58.4%)
Weekday Off-Peak	+153.4%	(- 22.0%)	+56.5%
Weekend	+140.5%	(- 23.3%)	+56.1%
TOTAL	+139.0%	(- 57.7%)	(- 11.1%)

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

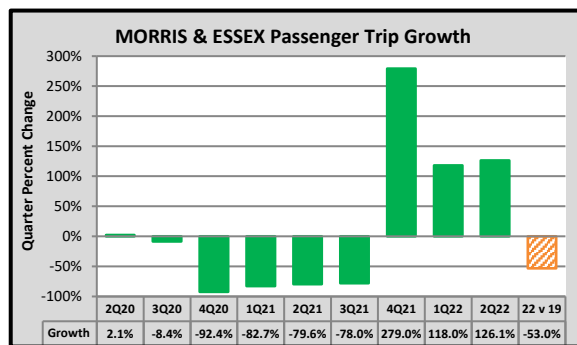
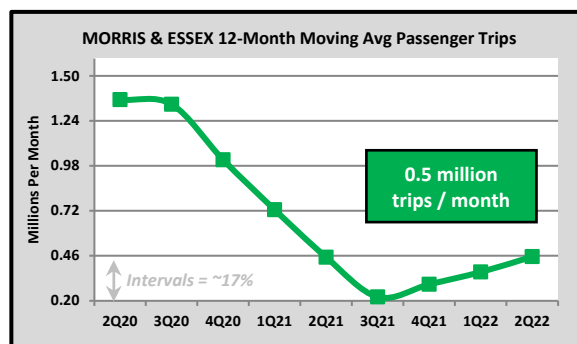
February 2022

2Q22

MORRIS & ESSEX LINES		
Morristown Line & Gladstone Branch Passenger Ridership Statistics Fiscal Year 2022		
		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	1.9 million	4.1 million
Growth*	+126.1%	(- 53.0%)
Average Weekday Trips	26,100	59,950
Change*	+14,500	(- 33,850)
Growth*	+125.0%	(- 56.5%)
Average Saturday Trips	12,950	17,950
Change*	+7,250	(- 5,000)
Growth*	+127.2%	(- 27.9%)
Average Sunday Trips	10,900	14,100
Change*	+6,400	(- 3,200)
Growth*	+142.2%	(- 22.7%)
Weekends (Saturday + Sunday)		
Growth*	+133.8%	(- 25.6%)
Monthly Passholders#	10,270	46,978
Change*	+4,598	(- 36,708)
Growth*	+81.0%	(- 78.1%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	20,000	45,550
Change*	+11,710	(- 25,550)
Growth*	+141.3%	(- 56.1%)
Newark Trips	1,050	2,000
Change*	+450	(- 950)
Growth*	+75.0%	(- 47.5%)
Hoboken Trips	2,150	7,950
Change*	+1,500	(- 5,800)
Growth*	+230.8%	(- 73.0%)
Local Trips	2,850	4,400
Change*	+810	(- 1,550)
Growth*	+39.7%	(- 35.2%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.

MORRIS & ESSEX Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway			
Round Trip	+146.1%	(- 29.6%)	+46.5%
Ten Trip			
Weekly			
Senior Citizen	+121.3%	(- 41.2%)	+30.6%
Monthly Pass	+81.0%	(- 78.1%)	(- 52.1%)
TOTAL	+126.1%	(- 53.0%)	+0.7%



MORRIS & ESSEX Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+81.0%	(- 78.1%)	(- 52.1%)
Weekday Off-Peak	+146.7%	(- 26.9%)	+52.9%
Weekend	+142.1%	(- 22.9%)	+59.9%
TOTAL	+126.1%	(- 53.0%)	+0.7%

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

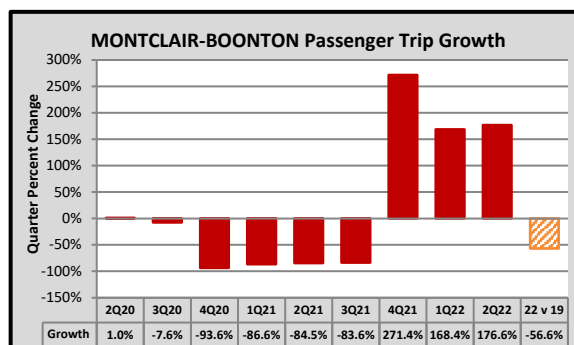
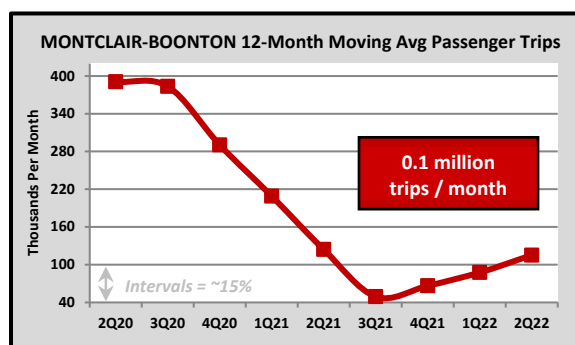
2Q22

MONTCLAIR-BOONTON LINE		
Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.5 million	1.2 million
Growth*	+176.6%	(- 56.6%)
Average Weekday Trips	7,850	18,950
Change*	+5,000	(- 11,100)
Growth*	+175.4%	(- 58.6%)
Average Saturday Trips	1,600	1,950
Change*	+950	(- 350)
Growth*	+146.2%	(- 17.9%)
Average Sunday Trips	1,550	1,800
Change*	+1050	(- 250)
Growth*	+210.0%	(- 13.9%)
Weekends (Saturday + Sunday)		
Growth*	+173.9%	(- 16.0%)
Monthly Passholders#	3,415	16,485
Change*	+1,873	(- 13,070)
Growth*	+121.4%	(- 79.3%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	5,700	12,900
Change*	+3,540	(- 7,200)
Growth*	+163.9%	(- 55.8%)
Newark Trips	400	850
Change*	+250	(- 450)
Growth*	+166.7%	(- 52.9%)
Hoboken Trips	1,200	4,350
Change*	+890	(- 3,150)
Growth*	+287.1%	(- 72.4%)
Local Trips	550	850
Change*	+320	(- 300)
Growth*	+139.1%	(- 35.3%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



MONTCLAIR-BOONTON LINE			
Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway	+209.1%	(- 27.0%)	+59.0%
Round Trip			
Ten Trip Weekly			
Senior Citizen	+165.3%	(- 38.7%)	+38.1%
Monthly Pass	+121.4%	(- 79.3%)	(- 57.3%)
TOTAL	+176.6%	(- 56.6%)	(- 7.2%)



MONTCLAIR-BOONTON			
Ridership Trends	2 nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+121.4%	(- 79.3%)	(- 57.9%)
Weekday Off-Peak	+223.7%	(- 2.9%)	+127.4%
Weekend	+186.1%	+26.2%	+88.4%
TOTAL	+176.8%	(- 56.6%)	(- 7.2%)

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

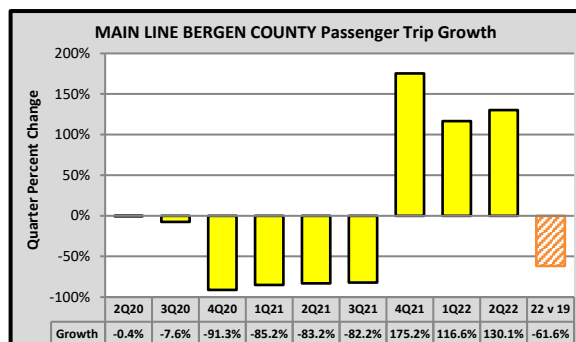
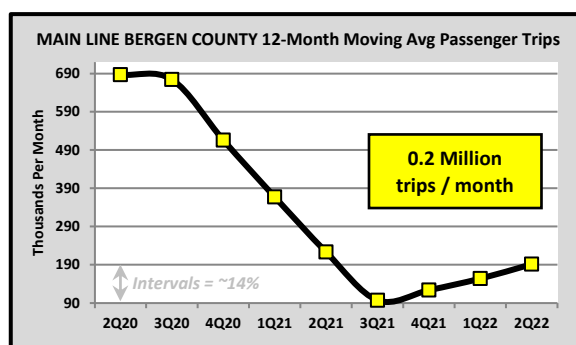
2Q22

MAIN LINE BERGEN COUNTY Passenger Ridership Statistics Fiscal Year 2022		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	0.8 million	2.1 million
Growth*	+130.1%	(- 61.6%)
Average Weekday Trips	11,200	31,850
Change*	+6,250	(- 20,650)
Growth*	+126.3%	(- 64.8%)
Average Saturday Trips	4,850	6,800
Change*	+2,850	(- 1,950)
Growth*	+142.5%	(- 28.7%)
Average Sunday Trips	4,200	5,350
Change*	+2,650	(- 1,150)
Growth*	+171.0%	(- 21.5%)
Weekends (Saturday + Sunday)		
Growth*	+154.9%	(- 25.5%)
Monthly Passholders#	5,420	29,357
Change*	+2,615	(- 23,937)
Growth*	+93.2%	(- 81.5%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	4,900	14,000
Change*	+2,840	(- 9,100)
Growth*	+137.9%	(- 65.0%)
Newark Trips	150	400
Change*	+70	(- 250)
Growth*	+87.5%	(- 62.5%)
Hoboken Trips	4,350	14,550
Change*	+2,720	(- 10,200)
Growth*	+166.9%	(- 70.1%)
Local Trips	1,750	2,900
Change*	+570	(- 1,150)
Growth*	+48.3%	(- 39.7%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	+155.0%	(- 34.7%)	+46.8%
Ten Trip			
Weekly			
Senior Citizen	+103.9%	(- 42.8%)	+20.1%
Monthly Pass	+93.2%	(- 81.5%)	(- 59.3%)
TOTAL	+130.1%	(- 61.6%)	(- 14.3%)



MAIN LINE BERGEN COUNTY Ridership Trends Temporal	2 nd Quarter	Q2 FY2019	Last 12 Months
Weekday Peak	+93.2%	(- 81.5%)	(- 59.3%)
Weekday Off-Peak	+147.8%	(- 25.5%)	+66.2%
Weekend	+164.8%	(- 22.7%)	+66.8%
TOTAL	+130.0%	(- 61.6%)	(- 14.3%)

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

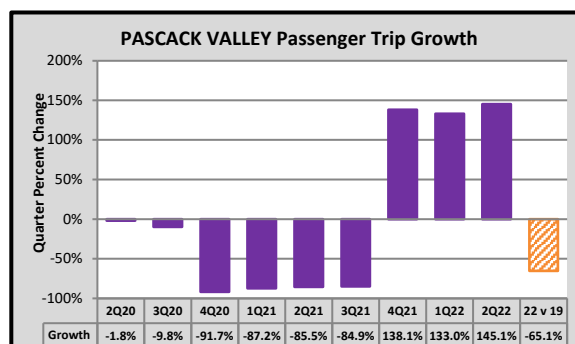
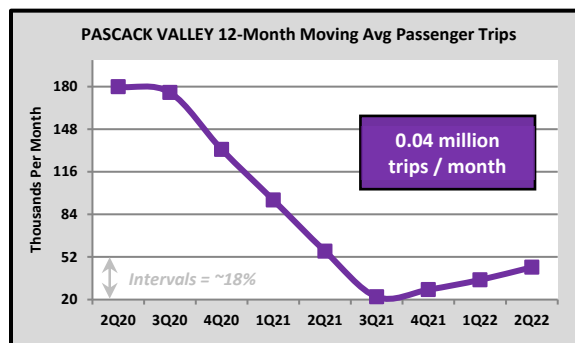
2Q22

PASCACK VALLEY LINE		
Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.2 million	0.5 million
Growth*	+145.1%	(- 65.1%)
Average Weekday Trips	2,700	8,550
Change*	+1,550	(- 5,850)
Growth*	+134.8%	(- 68.4%)
Average Saturday Trips	1,050	1,350
Change*	+650	+300
Growth*	+162.5%	(- 22.2%)
Average Sunday Trips	950	1,100
Change*	+600	150
Growth*	+171.4%	(- 13.6%)
Weekends (Saturday + Sunday)		
Growth*	+166.7%	(- 18.4%)
Monthly Passholders#	1,258	8,245
Change*	+605	(- 6,988)
Growth*	+92.7%	(- 84.7%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	1,100	3,100
Change*	+650	(- 2,000)
Growth*	+144.4%	(- 64.5%)
Newark Trips	50	200
Change*	+30	(- 150)
Growth*	+150.0%	(- 75.0%)
Hoboken Trips	1,100	4,500
Change*	+690	(- 3,400)
Growth*	+168.3%	(- 75.6%)
Local Trips	450	700
Change*	+66.7	(- 250)
Growth*	+48.1%	(- 35.7%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



PASCACK VALLEY			
Ridership Trends			
	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway			
Round Trip	+180.3%	(- 33.8%)	+39.7%
Ten Trip			
Weekly			
Senior Citizen	+103.7%	(- 46.4%)	+18.6%
Monthly Pass	+92.7%	(- 84.7%)	(- 64.7%)
TOTAL	+145.1%	(- 65.1%)	(- 17.1%)



PASCACK VALLEY			
Ridership Trends			
	2 nd Quarter	Q2 FY2019	Last 12 Months
Temporal			
Weekday Peak	+92.7%	(- 84.7%)	(- 64.7%)
Weekday Off-Peak	+181.5%	(- 12.3%)	+81.9%
Weekend	+176.9%	(- 15.1%)	+73.8%
TOTAL	+145.1%	(- 65.1%)	(- 21.4%)

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Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

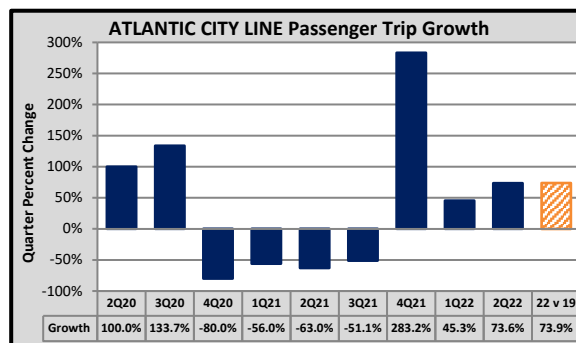
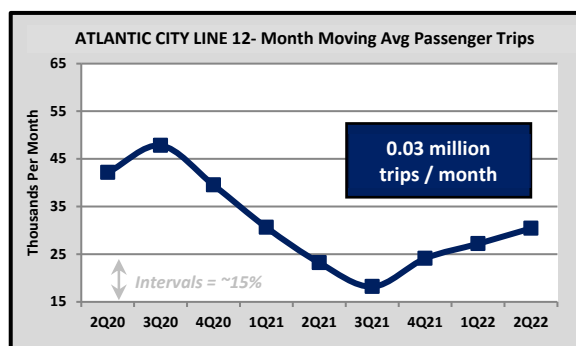
2Q22

ATLANTIC CITY LINE Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.1 million	0.05 million
Growth*	+73.6%	+73.9%
Average Weekday Trips	1,100	650
Change*	+500	+450
Growth*	+83.3%	+69.2%
Average Saturday Trips	900	550
Change*	+250	+350
Growth*	+38.5%	+63.6%
Average Sunday Trips	800	450
Change*	+300	+350
Growth*	+60.0%	77.8%
Weekends (Saturday + Sunday)		
Growth*	+47.8%	+70.0%
Monthly Passholders#	198	393
Change*	+85	(- 195)
Growth*	+75.6%	(- 49.7%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
Atlantic City Trips	750	450
Change*	+370	+300
Growth*	+97.4%	+66.7%
Philadelphia Trips	250	50
Change*	+165	+200
Growth*	+194.1%	+400.0%
Local Trips	100	150
Change*	(- 35)	(- 50)
Growth*	(- 25.9%)	(- 33.3%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.



ATLANTIC CITY Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway	+72.5%	+168.0%	+37.6%
Round Trip			
Ten Trip			
Weekly			
Senior Citizen	+75.0%	+79.3%	+45.6%
Monthly Pass	+75.6%	(- 49.7%)	(- 33.8%)
TOTAL	+73.6%	+73.9%	+30.9%



ACL Service was suspended from Sep 2018 through Apr 2019. Bus service was provided with discount tickets.

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

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Covering the period October through December 2021

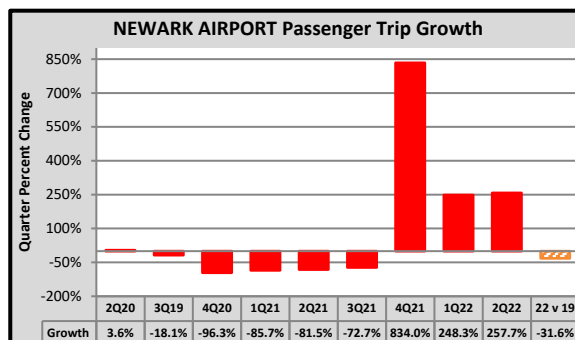
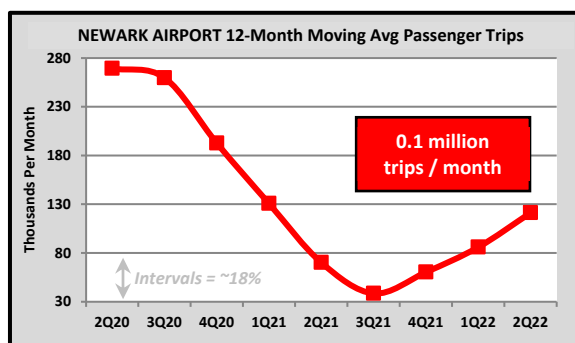
February 2022

2Q22

NEWARK AIRPORT RAIL STATION Passenger Ridership Statistics Fiscal Year 2022		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	589,505	861,224
Growth*	+257.5%	(- 31.6%)
Northeast Corridor Trips	568,448	833,780
Growth*	+260.5%	(- 31.8%)
Coast Line Trips	14,479	18,061
Growth*	+207.7%	(- 19.8%)
Raritan Valley Line Trips	1,725	2,992
Growth*	+114.3%	(- 42.3%)
Morris & Essex Lines Trips	844	1,042
Growth*	+121.5%	(- 19.0%)
Main Line Bergen County Trips	2,901	3,804
Growth*	+203.8%	(- 23.7%)
Montclair-Boonton Line Trips	194	357
Growth*	+569.0%	(- 45.7%)
Pascack Valley Line Trips	914	1,188
Growth*	+176.1%	(- 23.1%)
Main Markets	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
New York Trips	430,838	645,198
Growth*	+255.5%	(- 33.2%)
Newark Trips	29,701	43,350
Growth*	+236.5%	(- 31.5%)
Hoboken Trips	938	1,351
Growth*	+236.2%	(- 30.6%)
Local Trips	95,837	132,223
Growth*	+282.0%	(- 27.5%)

* Compared to same period last year.

NEWARK AIRPORT RAIL STATION	<u>2nd Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Ridership trends By Ticket Type			
Oneway	} +513.8%	(- 31.8%)	+88.0%
Round Trip			
Ten Trip			
Child	+187.1%	+3.1%	+87.7%
Senior Citizen	+356.3%	(- 39.1%)	+78.8%
Monthly Pass	+62.6%	(- 30.1%)	+0.2%
TOTAL	+371.3%	(- 31.6%)	+81.7%



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Second Quarter, Fiscal Year 2022

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2Q22

February 2022

MEADOWLANDS SPORTS COMPLEX STATION**Passenger Ridership Statistics****Fiscal Year 2022**

	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Counted Passenger Trips	88,738	176,419
Growth*	--	(- 49.7%)
Average Counted Trips Per Event		
Change*	8,874	13,571
Growth*	--	(- 34.6%)
Events & Average Counted Trips		
NFL Football	8 events	8,633
Concerts	1 event	3,145
College Football	1 event	16,531
		13 events – 13,571
Passenger Origin (based on ticket sales)		
NY Penn Station	--	(- 68.3%)
Hoboken Terminal	--	(- 45.6%)
Secaucus Junction	--	(- 37.4%)
Subtotal	--	(- 63.2%)
Northeast Corridor stations	--	(- 67.4%)
Coast Line stations	--	(- 58.0%)
Raritan Valley Line stations	--	(- 35.1%)
Subtotal	--	(- 67.1%)
Morris & Essex stations	--	(- 56.5%)
Montclair-Boonton Line stations	--	(- 85.7%)
Main/Bergen stations	--	(- 50.2%)
Pascack Valley Line stations	--	(- 53.9%)
Subtotal	--	(- 54.1%)

* Compared to same period last year.

MEADOWLANDS STATION	2Q FY2021	Last 12 Months
Ridership Trends		
NFL Football	----	----
Concerts	----	----
Soccer	----	----
College Football	----	----
Other	----	----
TOTAL	----	----

As a result of the ongoing public health emergency, rail service to the Meadowlands Sports Complex had been suspended since Q3FY20. The comparison to Q2 of FY2021, as well as the Last 12 Months, appear to be missing simply because there was no ridership to compare to.

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

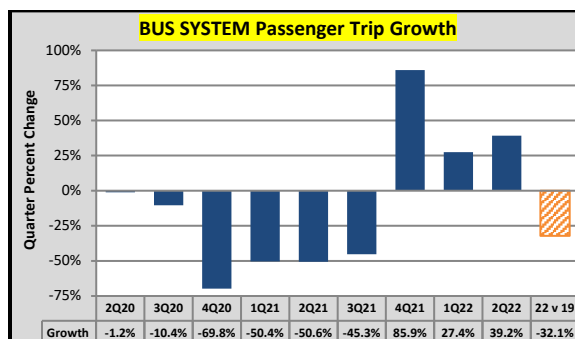
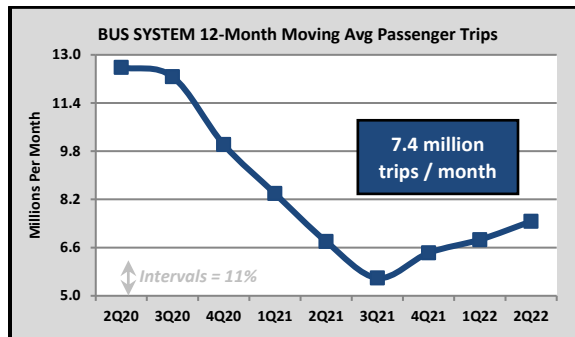
February 2022

2Q22

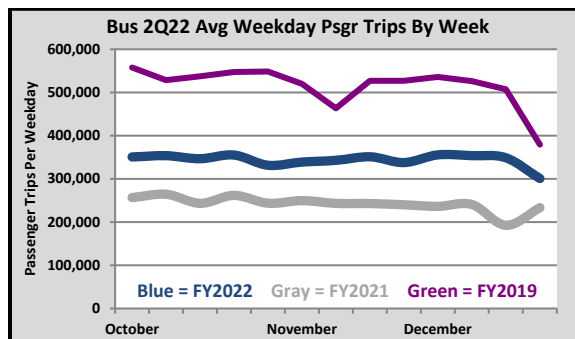
• BUS RIDERSHIP

NJ TRANSIT Bus Passenger Ridership Statistics Fiscal Year 2022		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	26.0 million	38.3 million
Growth*	+39.2%	(- 32.1%)
Average Weekday Trips	344,500	517,550
Change*	+102,100	(- 173,050)
Growth*	+42.1%	(- 33.4%)
Average Saturday Trips	190,150	257,550
Change*	+34,250	(- 67,400)
Growth*	+22.0%	(- 26.2%)
Average Sunday Trips	139,250	178,800
Change*	+34,300	(- 39,550)
Growth*	+32.7%	(- 22.1%)
Weekends (Saturday + Sunday)		
Growth*	+26.3%	(- 24.5%)

* Compared to same period last year.



BUS SYSTEM Ridership Trends By Route Group	<u>2nd Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
New York Interstate	+63.6%	(- 35.0%)	+20.3%
North Jersey Intrastate	+33.2%	(- 27.1%)	+6.2%
Philadelphia Interstate	+2.9%	(- 43.4%)	(- 10.6%)
South Jersey Intrastate	+12.9%	(- 41.5%)	(- 4.2%)
Special Event / Seasonal	- -	(- 4.8%)	+338.7%
NJ TRANSIT Operated	+41.0%	(- 32.4%)	+9.7%
Contracted Services	+15.1%	(- 30.4%)	+12.6%
TOTAL BUS	+39.2%	(- 32.1%)	+9.9%



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Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

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2Q22

NEW YORK INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	10.1 million	15.6 million
Growth*	+63.6%	(- 35.0%)
Average Weekday Trips	134,350	210,750
Change*	+53,950	(- 76,400)
Growth*	+67.1%	(- 36.3%)

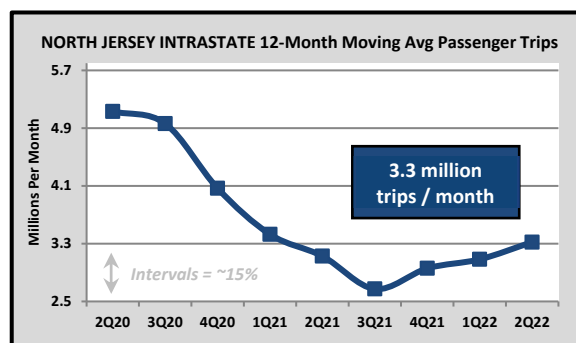
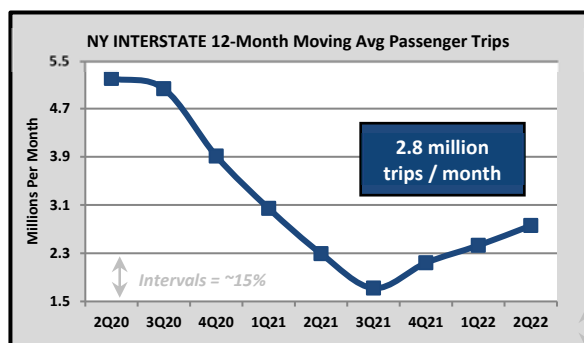
* Compared to same period last year.

NORTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	11.4 million	15.7 million
Growth*	+33.2%	(- 27.1%)
Average Weekday Trips	152,400	212,050
Change*	+40,800	(- 59,650)
Growth*	+36.6%	(- 28.1%)

* Compared to same period last year.

NEW YORK INTERSTATE Ridership Trends By Route Group	2 nd Quarter	Q2 FY2019	Last 12 Months
Bergen- Passaic- Hudson	+70.0%	(- 34.7%)	+22.4%
Essex- Union- North Middlesex	+54.0%	(- 35.3%)	+17.6%
Geo Washington Bridge	+26.2%	(- 25.3%)	+10.5%
Lower Manhattan	+127.1%	(- 44.9%)	+22.1%
South Middlesex- Monmouth- Ocean	+55.6%	(- 43.6%)	+13.7%
NEW YORK INTERSTATE	+63.6%	(- 35.0%)	+20.3%

NORTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	2 nd Quarter	Q2 FY2019	Last 12 Months
Bergen-Passaic	+30.2%	(- 21.5%)	+14.3%
Essex- Union- West Hudson	+31.6%	(- 28.7%)	+3.8%
Hudson County	+40.8%	(- 18.1%)	+15.0%
South Middlesex- Monmouth- Ocean	+80.5%	(- 67.7%)	(- 17.8%)
Morris County	+14.9%	(- 31.5%)	+0.6%
NORTH JERSEY INTRASTATE	+33.2%	(- 27.1%)	+6.2%



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2Q22

PHILADELPHIA INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.7 million	1.2 million
Growth*	+2.9%	(- 43.4%)
Average Weekday Trips	9,000	16,250
Change*	+400	(- 7,250)
Growth*	+4.7%	(- 44.6%)

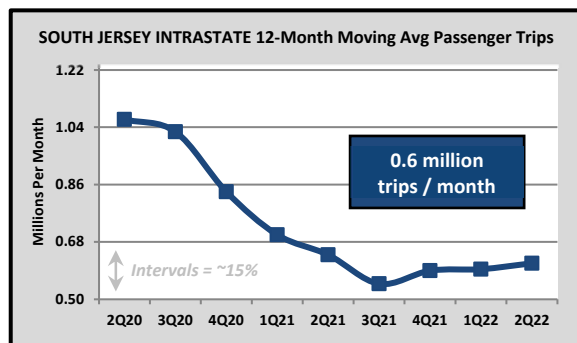
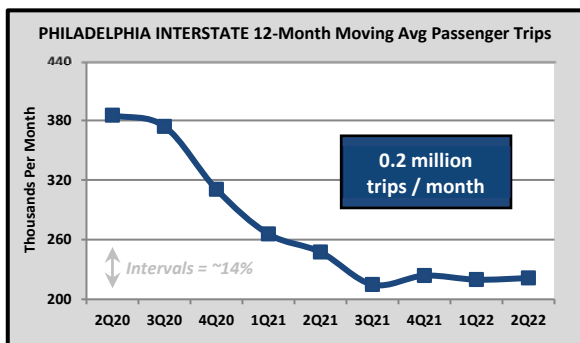
* Compared to same period last year.

SOUTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	1.9 million	3.3 million
Growth*	+12.9%	(- 41.5%)
Average Weekday Trips	25,650	44,750
Change*	+3,350	(- 19,100)
Growth*	+15.0%	(- 42.7%)

* Compared to same period last year.

PHILADELPHIA INTERSTATE BUS Ridership Trends By Route Group	2 nd Quarter	Q2 FY2019	Last 12 Months
Camden-Burlington-Mercer	+6.3%	(- 44.9%)	(- 7.3%)
Camden-Gloucester	+0.3%	(- 44.7%)	(- 11.9%)
Gloucester-Salem-Cumberland	+4.0%	(- 39.8%)	(- 11.3%)
PHILADELPHIA INTERSTATE	+2.9%	(- 43.4%)	(- 10.6%)

SOUTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	2 nd Quarter	Q2 FY2019	Last 12 Months
Atlantic County	+7.2%	(- 36.9%)	(- 3.4%)
Atlantic Regional	+6.7%	(- 36.6%)	+0.6%
Camden-Burlington-Mercer	+9.3%	(- 47.5%)	(- 11.3%)
Camden-Gloucester-Burlington	+17.9%	(- 46.6%)	(- 9.0%)
Mercer County	+25.0%	(- 45.1%)	(- 4.5%)
SOUTH JERSEY INTRASTATE	+12.9%	(- 41.5%)	(- 4.2%)



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2Q22

SPECIAL EVENT & SEASONAL BUS ROUTES
Passenger Ridership Statistics
Fiscal Year 2022

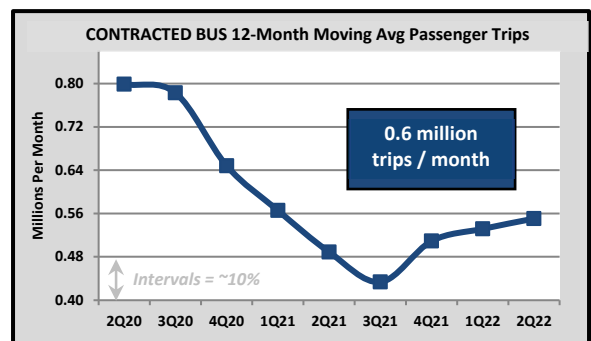
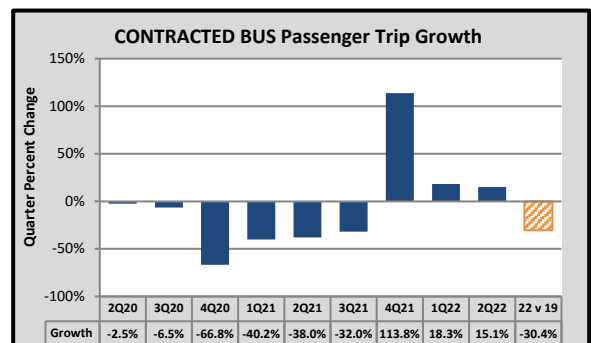
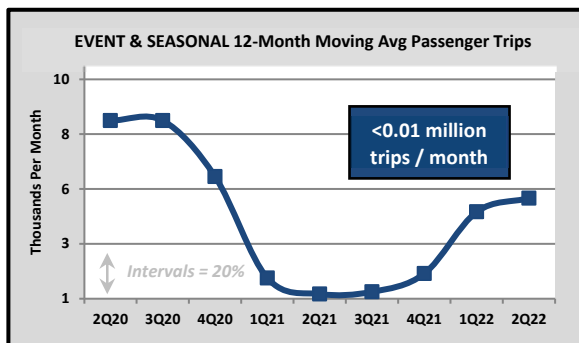
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	7,900	8,300
Growth*	--	(- 4.8%)
Average Weekday Trips	100	100
Change*	+100	0
Growth*	--	0.0%

* Compared to same period last year.

CONTRACTED BUS ROUTES
Passenger Ridership Statistics
Fiscal Year 2022

	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	1.7 million	2.5 million
Growth*	+15.1%	(- 30.4%)
Average Weekday Trips	23,000	33,650
Change*	+3,400	(- 10,650)
Growth*	+17.3%	(- 31.6%)

* Compared to same period last year.



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

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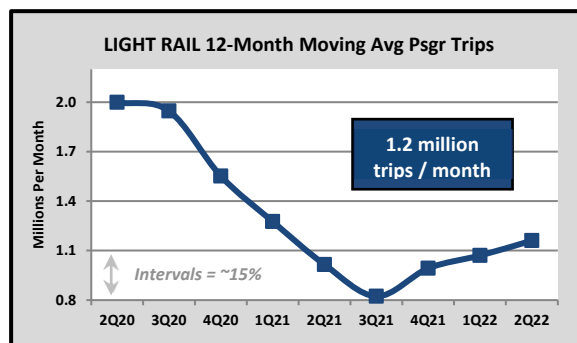
2Q22

• LIGHT RAIL RIDERSHIP

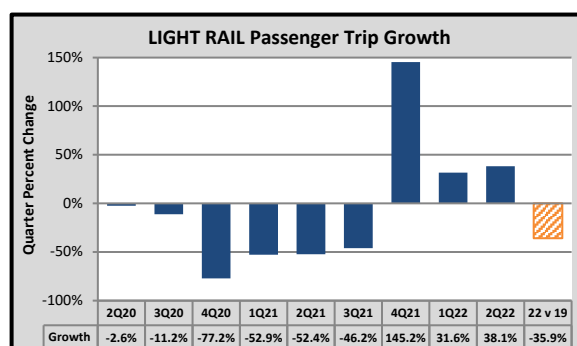
NJ TRANSIT Light Rail Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	3.9 million	6.1 million
Growth*	+38.1%	(- 35.9%)
Average Weekday Trips	49,600	83,300
Change*	+12,650	(- 33,700)
Growth*	+34.2%	(- 40.5%)
Average Saturday Trips	29,850	37,200
Change*	+8,200	(- 7,350)
Growth*	+37.9%	(- 19.8%)
Average Sunday Trips	26,700	26,500
Change*	+10,200	+200
Growth*	+61.8%	+0.8%
Weekends (Saturday + Sunday)		
Growth*	+48.2%	(- 11.2%)

* Compared to same period last year.

LIGHT RAIL SYSTEM	2 nd Quarter	Q2 FY2019	Last 12 Months
Ridership Trends By Ticket Type			
Oneway	+51.0%	(- 38.3%)	+30.2%
Senior Citizen	+19.3%	(- 35.3%)	+16.1%
Ten Trip	+58.0%	(- 59.8%)	+0.4%
Monthly Pass & Other	+35.9%	(- 34.0%)	+11.0%
TOTAL	+38.1%	(- 35.9%)	+14.4%



LIGHT RAIL Ridership Trends By Service	2 nd Quarter	Q2 FY2019	Last 12 Months
Newark Light Rail	+31.1%	(- 38.5%)	+2.8%
Hudson Bergen Light Rail	+43.3%	(- 34.6%)	+23.0%
River LINE	+23.1%	(- 38.7%)	(- 6.0%)
TOTAL LIGHT RAIL	+38.1%	(- 35.9%)	+14.4%



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2021

Second Quarter, Fiscal Year 2021

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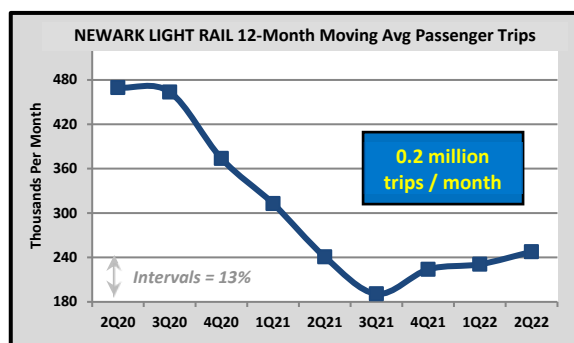
2Q21

NEWARK LIGHT RAIL

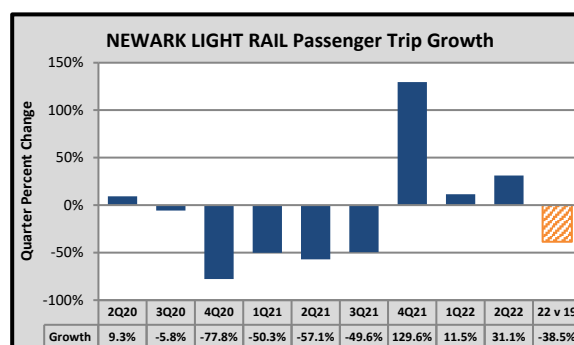
NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.9 million	1.4 million
Growth*	+31.1%	(- 38.5%)
Average Weekday Trips	11,300	19,850
Change*	+2,600	(- 8,550)
Growth*	+29.9%	(- 43.1%)
Average Saturday Trips	5,100	5,900
Change*	(- 200)	(- 800)
Growth*	(- 3.8%)	(- 13.6%)
Average Sunday Trips	4,500	3,400
Change*	+2,100	+1,100
Growth*	+87.5%	+32.4%
Weekends (Saturday + Sunday)		
Growth*	+24.7%	+3.2%

* Compared to same period last year.

NEWARK LIGHT RAIL Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway	+75.3%	(- 44.8%)	+27.7%
Senior Citizen	+18.1%	(- 30.8%)	+29.7%
Ten Trip	+2.1%	(- 74.6%)	(- 30.0%)
Monthly Pass & Other	+23.3%	(- 35.9%)	(- 4.4%)
TOTAL	+31.1%	(- 38.5%)	+2.8%



NEWARK LIGHT RAIL Average Weekday Boardings	2 nd Quarter	Q2 FY2021	Q2 FY2019
Non-CBD Stations	5,410	+17.5%	(- 38.0%)
Newark CBD Stations	5,510	+45.0%	(- 46.7%)
Broad Street Extension	380	+29.0%	(- 52.3%)
TOTAL NEWARK LIGHT RAIL	11,300	+29.9%	(- 43.1%)



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

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February 2022

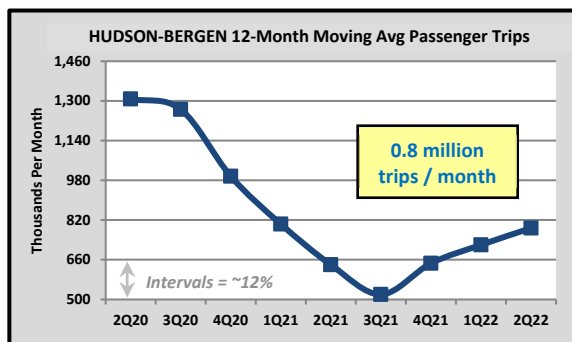
2Q22

• HUDSON-BERGEN LIGHT RAIL

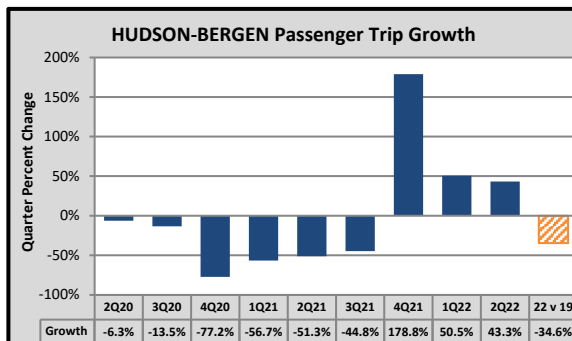
HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	2.7 million	4.1 million
Growth*	+43.3%	(- 34.6%)
Average Weekday Trips	33,100	54,800
Change*	+9,200	(- 21,700)
Growth*	+38.5%	(- 39.6%)
Average Saturday Trips	21,700	26,000
Change*	+7,950	(- 4,300)
Growth*	+57.8%	(- 16.5%)
Average Sunday Trips	19,100	18,850
Change*	+7,100	+250
Growth*	+59.2%	+1.3%
Weekends (Saturday + Sunday)		
Growth*	+58.4%	(- 9.0%)

* Compared to same period last year.

HUDSON-BERGEN Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway	+49.8%	(- 31.0%)	+37.8%
Senior Citizen	+32.5%	(- 33.4%)	+15.3%
Ten Trip	+65.8%	(- 57.4%)	+6.8%
Monthly Pass & Other	+41.6%	(- 34.1%)	+20.8%
TOTAL	+43.3%	(- 34.6%)	+23.0%



HUDSON-BERGEN Average Weekday Boardings	2 nd Quarter	Q2 FY2021	Q2 FY2019
Stations Bayonne 8 th -Richard	5,700	+21.4%	(- 35.1%)
Stations West Side-Garfield	3,290	+46.0%	(- 32.5%)
Stations LSP-Hoboken	16,360	+49.0%	(- 44.0%)
Stations Hoboken 4th-Tonnelle	7,750	+29.8%	(- 35.1%)
TOTAL HUDSON-BERGEN	33,100	+38.5%	(- 39.6%)



HBLRT service for the West Side, MLK Drive and Garfield stations was suspended between June 2019 and May 2020.

APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

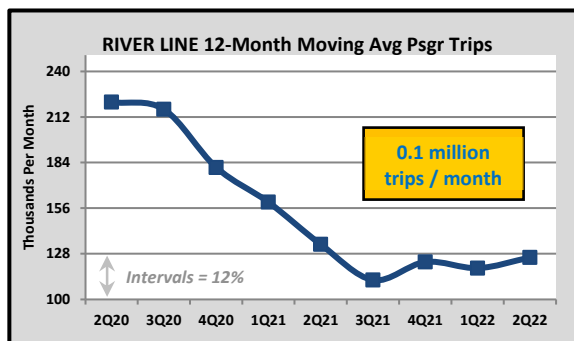
2Q22

• RIVER LINE

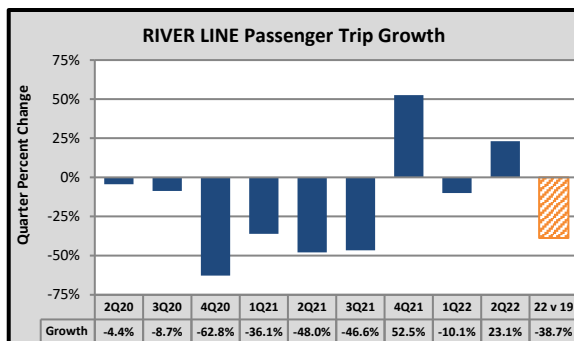
RIVER LINE Passenger Ridership Statistics Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.4 million	0.7 million
Growth*	+23.1%	(- 38.7%)
Average Weekday Trips	5,200	8,650
Change*	+850	(- 3,450)
Growth*	+19.5%	(- 39.9%)
Average Saturday Trips	3,050	5,300
Change*	+450	(- 2,250)
Growth*	+17.3%	(- 42.5%)
Average Sunday Trips	3,100	4,250
Change*	+1,000	(- 1,150)
Growth*	+47.6%	(- 27.1%)
Weekends (Saturday + Sunday)		
Growth*	+30.9%	(- 35.6%)

* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway	+25.5%	(- 51.8%)	+7.8%
Senior Citizen	(- 4.3%)	(- 45.1%)	+1.6%
Ten Trip	+56.1%	(- 62.6%)	(- 20.0%)
Monthly Pass & Other	+26.9%	(- 28.6%)	(- 11.9%)
TOTAL	+23.1%	(- 38.7%)	(- 6.0%)



RIVER LINE Average Weekday Boardings	2 nd Quarter	Q2 FY2021	Q2 FY2019
Trenton Stations	1,200	+26.7%	(- 39.0%)
Bordentown-Beverly	1,490	+8.7%	(- 42.0%)
Delanco-Pennsauken	1,100	+38.3%	(- 29.5%)
Camden Stations	1,420	+14.1%	(- 44.8%)
TOTAL RIVER LINE	5,200	+19.5%	(- 39.9%)



APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

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2Q22

REGIONAL TRANSPORTATION TRENDS

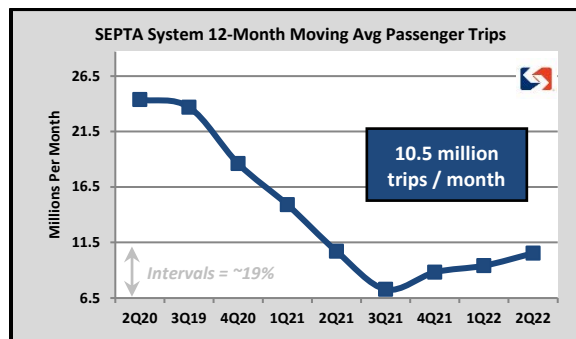
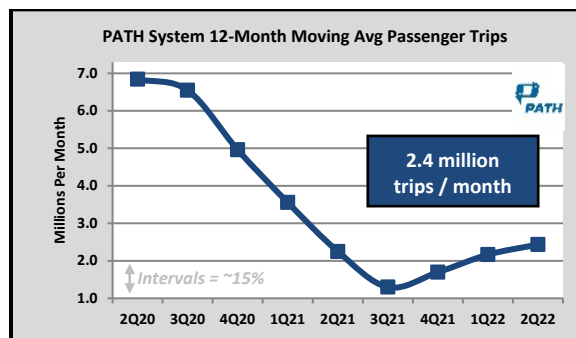
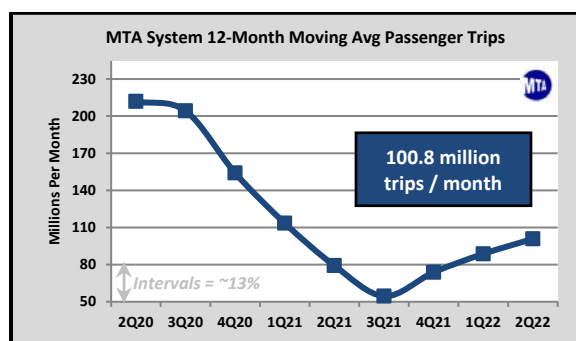
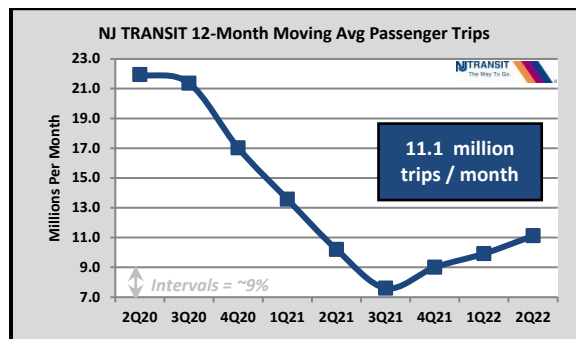
REGIONAL TRANSPORTATION TRENDS

Percent Change

Fiscal Year 2022

Ridership	2 nd Quarter	Q2 FY2019
NJ TRANSIT System	+55.4%	(- 39.6%)
Rail	+133.8%	(- 53.4%)
Bus	+39.2%	(- 32.1%)
Light Rail	+38.1%	(- 35.9%)
MTA System	+63.2%	(- 42.3%)
NYC Transit	+62.8%	(- 42.1%)
Staten Island Railroad	+62.5%	(- 56.6%)
Long Island Railroad	+95.6%	(- 50.2%)
Metro North Railroad	+114.2%	(- 53.1%)
PATH System	+98.9%	(- 53.2%)
Newark station	+65.1%	(- 56.5%)
Hoboken station	+147.6%	(- 55.9%)
34th Street station	+91.6%	(- 52.6%)
World Trade Center station	+92.6%	(- 57.1%)
SEPTA System	+53.1%	(- 48.8%)
City Transit	+51.4%	(- 47.0%)
Suburban Transit	+20.2%	(- 48.1%)
Regional Rail	+122.4%	(- 60.8%)
PATCO	+80.0%	(- 57.6%)
Amtrak Northeast	+257.6%	(- 33.5%)
Acela (Boston-NYC-Washington)	+475.7%	(- 47.9%)
Regional (Boston-NYC-Washington)	+246.4%	(- 26.6%)
Keystone (NYC-Phila-Harrisburg)	+198.7%	(- 51.7%)
Empire (NYC-Albany)	+170.8%	(- 17.9%)
NJ Ferry Services	+258.4%	(- 61.7%)
Trans-Hudson Downtown	+224.5%	(- 68.9%)
Trans-Hudson Midtown	+296.6%	(- 57.5%)
Monmouth County	+226.7%	(- 57.9%)
Port Authority NY & NJ Airports – Air Travelers	+229.8%	(- 23.0%)
Newark EWR	+163.3%	(- 14.7%)
Kennedy JFK	+260.6%	(- 31.1%)
LaGuardia LGA	+341.9%	(- 19.5%)
Vehicles#	2nd Quarter	Q2 FY2019
MTA Bridges & Tunnels	+19.2%	(- 1.1%)
Port Authority Bridges & Tunnels	+15.8%	(- 0.6%)
George Washington Bridge	+10.4%	(- 3.4%)
Lincoln Tunnel	+26.3%	+1.8%
Holland Tunnel	+25.0%	(- 2.8%)
Bayonne Bridge	+29.6%	+43.2%
Goethals Bridge	+15.4%	+2.8%
Outerbridge Crossing	+10.6%	(- 3.7%)
Vehicle Miles Traveled on NJ Roads & Highways	+12.8%	(- 3.3%)
Unleaded Gasoline Price v Last Year	+50.2%	
Unleaded Gasoline Price v 2 Yrs Ago	+25.6%	
Unleaded Gasoline Price v 3 Yrs Ago	+23.5%	
Unleaded Gasoline Price v 4 Yrs Ago	+23.0%	
Unleaded Gasoline Price v 5 Yrs Ago	+30.8%	

Auto volume shown except for MTA Bridge & Tunnels and NJ Vehicle Miles Traveled, which are all vehicles.

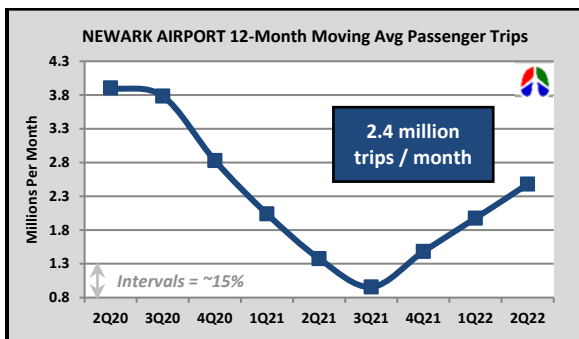
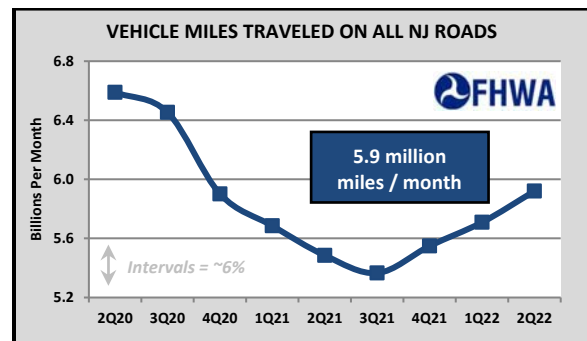
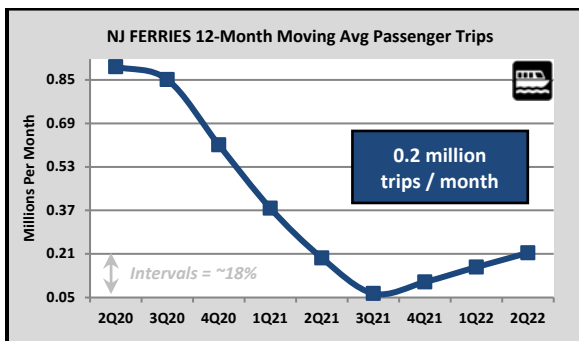
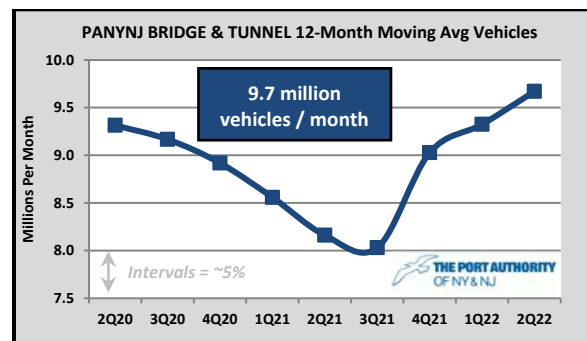
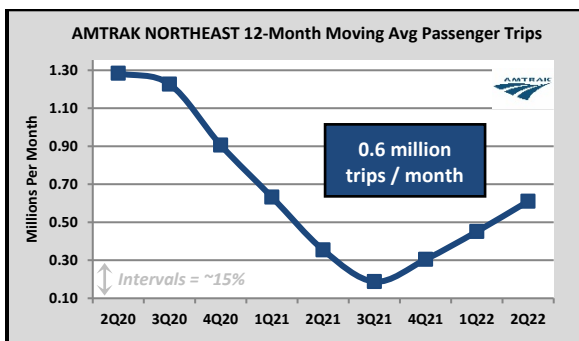
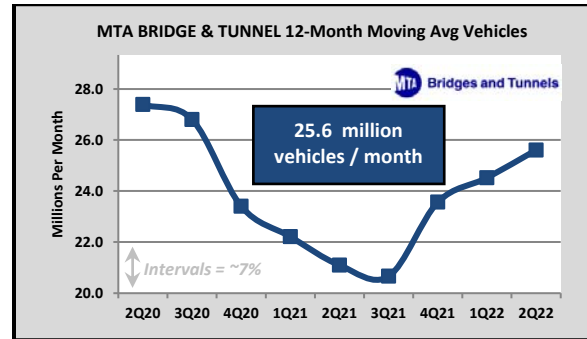
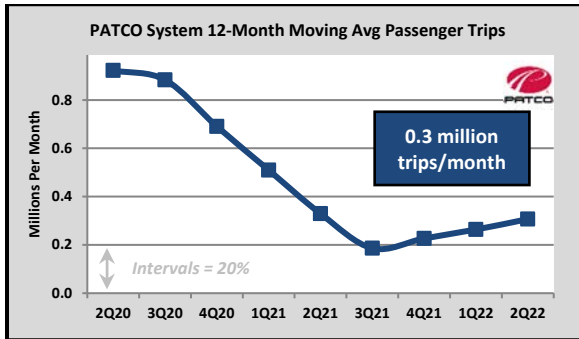


APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS
Second Quarter, Fiscal Year 2022
Covering the period October through December 2021

2Q22

February 2022



APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2022

Covering the period October through December 2021

February 2022

2Q22

THE REGIONAL ECONOMY

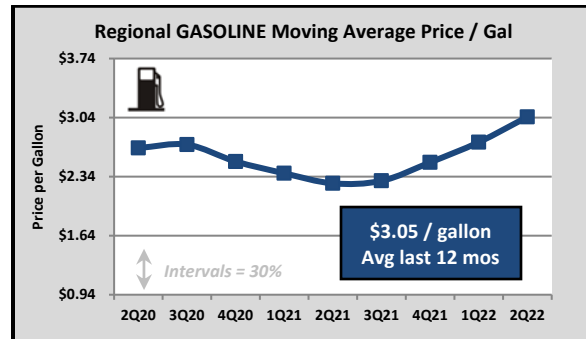
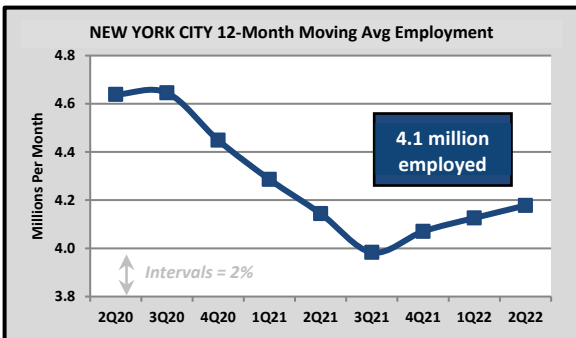
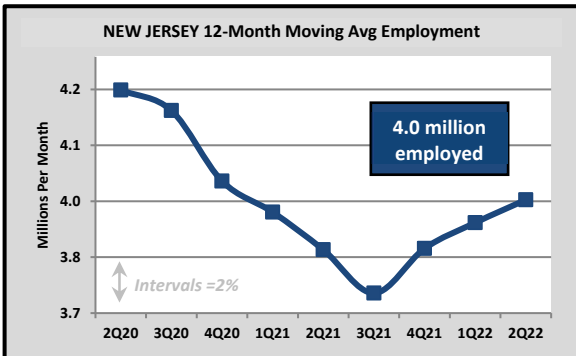
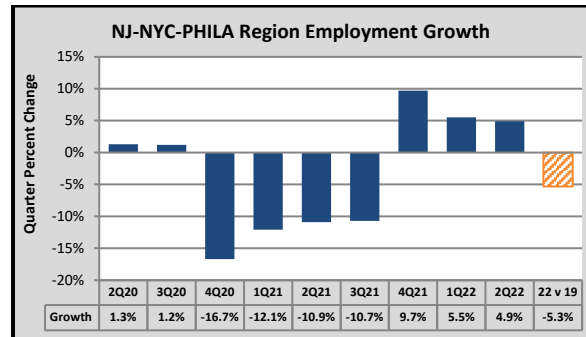
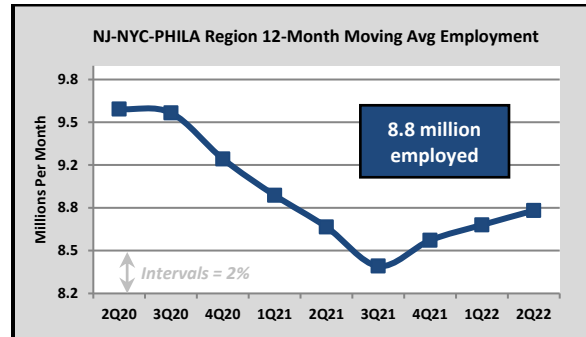
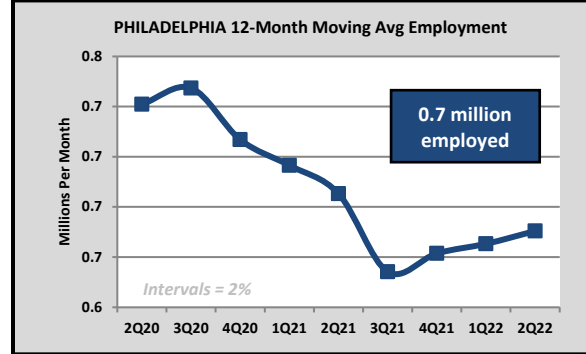
REGIONAL ECONOMIC TRENDS

Percent Change
Fiscal Year 2022

Employment	2 nd Quarter	Q2 FY2019
New Jersey	+5.1%	(- 3.0%)
Newark-Union Metro	+4.4%	(- 5.1%)
Edison-New Brunswick Metro	+3.6%	(- 2.1%)
Bergen-Passaic-Hudson	+3.9%	(- 6.4%)
Northern New Jersey	+4.0%	(- 4.6%)
Camden Metro	+6.5%	+0.6%
Trenton-Ewing	+4.2%	0.0%
Atlantic City-Hammonton	+7.7%	(- 5.4%)
Vineland-Millville-Hammonton	+2.2%	(- 3.3%)
Ocean City	(- 1.7%)	+6.6%
Southern New Jersey*	+5.4%	(- 0.3%)
New York City	+5.0%	(- 7.3%)
Philadelphia	+3.9%	(- 5.8%)
NJ-NYC-Phila Region	+4.9%	(- 5.3%)
U.S. Total	+4.3%	(- 1.5%)

* Due to U.S. Bureau of Labor Statistics estimating techniques, local New Jersey labor market totals and trends may not sum to the New Jersey statewide total.

Source: U.S. Bureau of Labor Statistics



APPENDIX A

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS
Second Quarter, Fiscal Year 2022
Covering the period October through December 2021

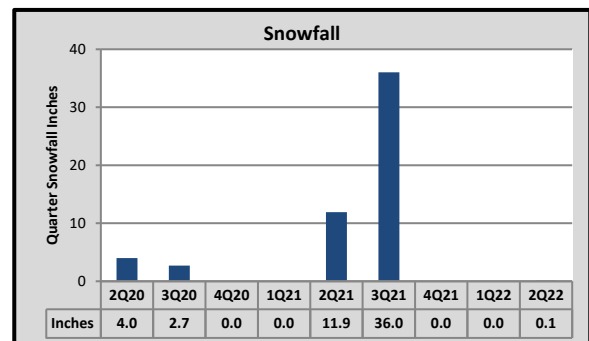
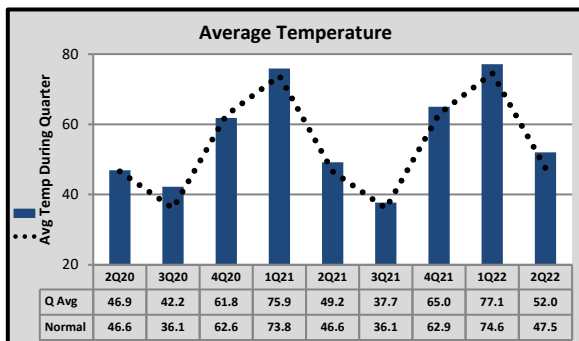
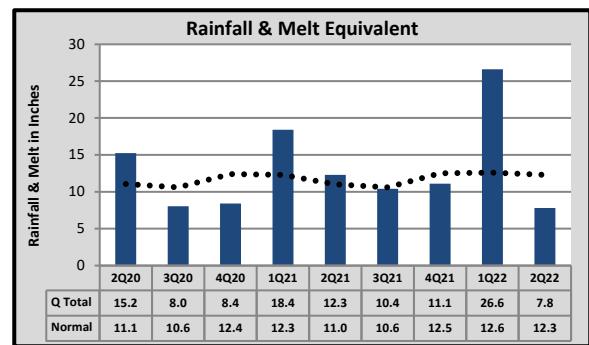
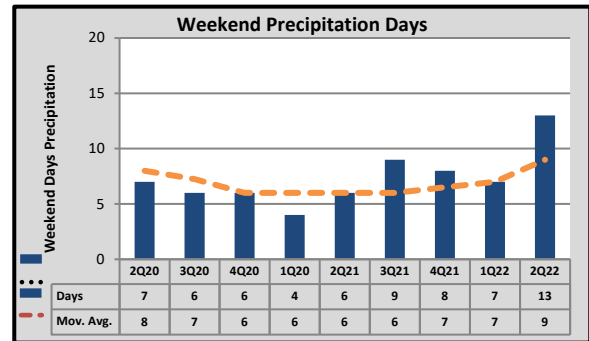
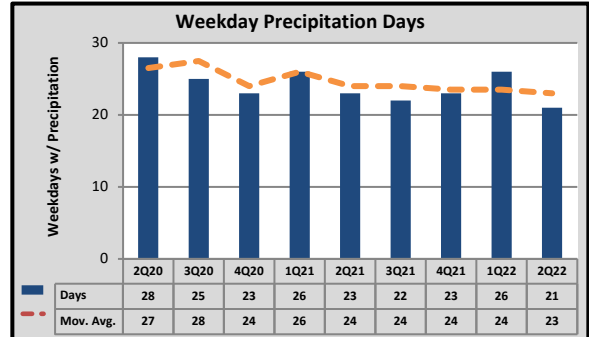
2Q22

February 2022

WEATHER CONDITIONS

CLIMATE ANALYSIS		
Fiscal Year 2022		
	2 nd Quarter	Q2 FY2019
Average Temperature	52.0 F	46.8 F
Vs. normal	+4.5 F	+0.2 F
Vs. last year	+2.8 F	- 1.4 F
Precipitation – Weekdays		
This year	21 days	22 days
Last year	23 days	
Precipitation – Weekends		
This year	13 days	14 days
Last year	6 days	
Precipitation – Total		
This year	34 days	36 days
Last year	29 days	
Rainfall & Equivalent		
This year	7.8 inches	17.9 inches
Last year	12.3 inches	
Normal	11.3 inches	
Snowfall		
This year	0.2 inches	6.4 inches
Last year	11.9 inches	

Source: National Weather Service, Newark Airport reporting station



~END.

APPENDIX B

KEY PERFORMANCE INDICATORS



	FY19 Actual	FY20 Actual	FY21 Actual
Operational:			
Training			
Locomotive engineer trainees enrolled (LETP)	86	67	100
Retention of graduated LETP classes ¹	53.8%	43.8%	58.2%
Assistant conductor trainees enrolled (ACTP)	98	95	135
Retention of graduated ACTP classes ¹	90.0%	91.5%	84.9%
On-Time Performance			
Rail	90.0%	92.3%	93.3%
Bus	91.3%	94.0%	98.0%
Light Rail	96.6%	97.5%	96.9%
Equipment			
# of Revenue Locomotives	173	173	173
Total number of buses	3,104	3,103	3,104
Financial:			
Total state operating assistance received (millions)	\$ 543.6	\$ 668.6	\$ 425.6
Federal COVID-19 Relief Funding	\$ 0.0	\$ 360.8	\$ 979.0
Average daily cash balance (millions)	\$ 98.9	\$ 125.9	\$ 109.8
Farebox Recovery			
Systemwide	45.3%	33.9%	13.2%
Rail ²	67.1%	48.6%	13.7%
Bus ²	50.5%	39.4%	20.5%
Light Rail ²	23.9%	18.1%	8.5%
Outstanding debt at year-end ³ (millions)	\$ 813.4	\$ 1,192.6	\$ 1,065.6
Revolving line of credit outstanding at year-end (millions)	\$ 115.0	\$ 0.0	\$ 0.0
Administrative:			
Year-end headcount	11,391	11,560	11,648
Percentage of workforce full-retirement eligible	11.4%	11.8%	12.0%

Notes:

¹ Annual LETP and ACTP retention rates are calculated from the classes that graduated in that fiscal year.

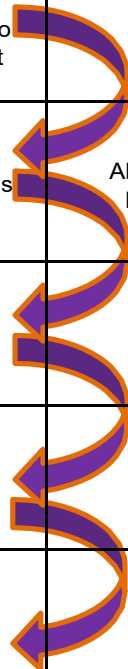
² Farebox recovery calculations do not include overhead

³ Does not include revolving debt

APPENDIX C

Budgeting Process

Month	Process	NJT Budget Process	State Budget Process
August - September	Budget Planning & Development	<u>NJT</u> Develop Preliminary Economic Assumptions, Priorities & Opportunities Planning Instructions & Preliminary Budgets Sent to Departments Internal Planning Meetings within each Department Departments Submit Budget Requests	<u>Governor / OMB</u> Review of Governor's Program Priorities Economic Forecasts and Demand Assumptions Program Analysis and Preliminary Revenue Estimates Provide Preliminary Budget to Departments
September - January	Planning Documents	<u>NJT / OMB</u> Review of Submissions and Internal Meetings Held with Departments Formulate/Determine Preliminary Recommendations Finalized Recommendations by NJT Executive Management Submission of Overall NJT Budget Request to OMB	<u>Departments / Agencies</u> Ability to Provide Services within Budget Priorities for Reductions Prioritize List of Expansions for Current/New Programs Review Planning Document Submissions
January - February	Finalize Recommendations	<u>NJT / Executive Branch</u> NJT Meets with Executive Branch to Present/Discuss Budget Request	<u>Governor / OMB</u> Review/Analyze Agency Budget Requests Formulate and Review Budget Recommendations Governor's Final Decisions Governor's Budget Message to Legislature
February - June	Prepare Appropriations Act	<u>NJT / Executive & Legislative Branches</u> Budget Recommendation Reviewed/Refined During Resolution Period Legislative Budget Appropriation Committee Hearings	<u>Legislature</u> Review/Analyze Budget Review/Analyze/Revise Revenue Estimates Appropriations Act Enacted by Legislature
June - July	Appropriations Act	<u>NJT / Board</u> Budget Submission to Board for Approval Board Adoption of Budget Implementation of the Fiscal Year Budget	<u>Governor / OMB</u> Review/Analyze Impact of Legislative Changes Governor Veto Period and Revenue Certification Governor signs Final Appropriations Act into Law



APPENDIX D

NJ Transit Corporation
Revenue and Expense Trends

(\$ in millions)

	Rail		Bus		Light Rail		Admin / All Other		Funding Needed	Total NJT	
	Rev	Exp	Rev	Exp	Rev	Exp	Rev	Exp		Rev	Exp
FY12 - Actual	604.9	739.9	376.4	644.1	98.7	262.5	809.5	236.2	-	1,889.5	1,882.7
FY13 - Actual	622.7	778.5	373.8	657.2	113.7	289.1	917.4	304.2	-	2,027.6	2,029.0
FY14 - Actual	663.3	804.5	374.1	670.8	164.6	349.3	885.2	281.1	-	2,087.2	2,105.7
FY15 - Actual	666.3	797.4	374.6	672.0	39.5	223.4	995.0	382.1	-	2,075.4	2,074.9
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.2	1,188.1	415.6	-	2,305.4	2,305.3
FY20 - Actual	552.1	926.7	305.2	746.0	32.8	246.2	1,652.9	454.3	-	2,543.0	2,373.3
FY21 - Actual	233.7	952.7	171.2	790.4	28.7	248.7	1,960.8	471.3	-	2,394.4	2,463.0
FY22 - Projected ^{1, 2}	375.1	1,025.1	235.5	808.9	30.0	260.8	1,938.6	484.5	-	2,579.2	2,579.2
FY23 - GBM ^{1, 2}	443.3	1,057.6	294.4	890.3	32.2	280.3	1,985.7	527.3	-	2,755.5	2,755.5
FY24 - Prelim ^{1, 2}	511.5	1,097.8	333.6	924.1	36.5	291.0	1,978.2	546.9	-	2,859.8	2,859.8
FY25 - Prelim ^{1, 2}	545.6	1,130.7	353.3	951.9	38.6	299.7	2,006.8	562.0	-	2,944.3	2,944.3
FY26 - Prelim ^{1, 2}	559.2	1,164.6	357.2	980.4	39.0	308.7	2,076.0	577.8	549.3	3,031.5	3,031.5

Projected funding / resources for FY22 – FY26

	Passenger	Other	State	Clean	PM / CM ¹	Other	Covid-19	Funding	Total Resources	
		Revenue	Subsidy ¹	Turnpike ²		Energy ¹	Reim	Relief		Needed
FY22 - Projected	514.2	91.5	100.0	325.0	82.1	362.0	159.1	945.3	-	2,579.2
FY23 - GBM	766.2	118.7	100.0	721.0	82.1	362.0	176.4	429.1	-	2,755.5
FY24 - Prelim	839.6	121.0	100.0	440.0	82.1	362.0	176.4	738.7	-	2,859.8
FY25 - Prelim	917.1	124.7	100.0	455.0	82.1	362.0	176.4	726.9	-	2,944.3
FY26 - Prelim	945.0	128.4	100.0	470.0	82.1	362.0	177.9	216.8	549.3	3,031.5

¹ Resources assume the same level of State Subsidy, Clean Energy, and PM funding in FY24, FY25, and FY26 as in the Governor's FY23 budget² Total Turnpike Funding for FY22 - FY26 does not include \$25m each year allotted for the Portal North Bridge capital project

APPENDIX E

NJ TRANSIT Capital Appropriation Overview

\$ In Millions							Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary	Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	\$2.14	\$1.00	\$1.00	\$8.00	\$0.27	Yes
Bridge and Tunnel Rehabilitation - T05	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.	\$763.68	\$106.29	\$36.73	\$265.95	\$299.37	Yes
Bus Acquisition Program - T111	This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Funds were awarded for FY2019 Competitive Bus and Bus Facilities (Discretionary ID- D2020-BUSC-058) for the purchase of Articulated Buses in the amount of \$17.275M and FY2020 Low or No Emission Grant Program (Discretionary ID-D2020-LWNO-027) for the Hilton Bus Garage purchase of up to 8 Electric Buses in the amount of \$7.074M. These two (2) grants will be matched with TTF.	\$755.41	\$195.97	\$177.80	\$1,473.81	\$581.91	Yes
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$11.12	\$0.80	\$0.80	\$6.40	\$7.44	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Bus Support Facilities and Equipment - T08	This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$77.57	\$7.83	\$7.83	\$50.50	\$61.95	Yes
Bus Vehicle and Facility Maintenance/Capital Maintenance - T09	Bus Vehicle and Facility Maintenance/Bus Vehicle and Facility Maintenance/Capital Maintenance	\$12.37	\$0.10	\$0.10	\$0.80	\$12.37	Yes
Capital Ferry Improvement Program - T700	Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$38.99	\$6.50	\$6.50	\$52.00	\$23.54	Yes
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	\$455.28	\$24.08	\$22.47	\$179.76	\$449.10	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Casino Revenue Fund - T515	State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.	\$630.33	\$30.92	\$22.63	\$181.04	\$575.88	Yes
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$0.11	\$0.10	\$0.10	\$0.80	\$0.18	Yes
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.	\$9.18	\$1.02	\$1.02	\$8.16	\$6.84	Yes
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	\$74.02	\$3.00	\$3.00	\$24.00	\$72.83	Yes
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.	N/A	\$2.60	\$2.60	\$20.80	N/A	Yes
Immediate Action Program - T20	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.	\$135.85	\$18.39	\$11.80	\$91.20	\$47.75	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$164.06	\$19.63	\$40.08	\$130.20	\$126.77	Yes
Locomotive Overhaul - T53E	Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.	N/A	\$5.06	\$5.06	\$40.48	N/A	Yes
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	\$11.05	\$0.50	\$0.50	\$4.00	\$7.97	Yes
NEC Elizabeth Rail Station Improvements - T600	Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space.	\$61.69	\$13.96	\$0.00	\$0.00	\$39.23	Yes
NEC Improvements - T44	Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$778.41	\$147.18	\$153.58	\$863.04	\$461.74	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$146.26	\$75.79	\$48.75	\$67.17	\$30.09	Yes
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities, etc., including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$43.52	\$4.05	\$3.93	\$21.70	\$39.29	Yes
Portal Bridge North - T538 * Includes Amtrak funding for Portal North Bridge Project	Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge (PNB) with a new high-level, two track, fixed structure bridge on a new rail alignment. The project will be approximately 2.44 miles of two track rail infrastructure including a 1,200 feet long new bridge spanning the Hackensack River and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.	\$1,202.45	\$224.41	\$178.36	\$668.05	\$23.67	Yes
Preventive Maintenance-Bus - T135	This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.	N/A	\$112.69	\$143.83	\$1,150.66	N/A	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Preventive Maintenance-Rail - T39	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.	N/A	\$249.33	\$218.19	\$1,745.50	N/A	Yes
Private Carrier Equipment Program - T106	This program provides State funds for the Private Carrier Capital Improvement Program.	N/A	\$3.00	\$3.00	\$24.00	N/A	Yes
Rail Capital Maintenance - T34	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	N/A	\$0.00	\$0.00	\$592.80	N/A	Yes
Rail Rolling Stock Procurement - T112	This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.	\$2,087.39	\$209.30	\$280.61	\$2,158.68	\$1,596.92	Yes
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$536.20	\$15.99	\$61.92	\$132.62	\$128.98	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$6.20	\$3.30	\$1.00	\$8.00	\$1.32	Yes
Section 5310 Program - T150	This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.	N/A	\$9.48	\$9.48	\$75.86	N/A	Yes
Section 5311 Program - T151	This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.	N/A	\$6.02	\$6.02	\$48.15	N/A	Yes
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	N/A	\$3.11	\$3.11	\$24.88	N/A	Yes
Signals and Communications/ Electric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$1,256.67	\$49.99	\$33.50	\$88.00	\$585.60	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Small/Special Services Program - T120	Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.	N/A	\$1.47	\$1.47	\$11.78	N/A	Yes
Study and Development - T88	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.	\$73.60	\$9.29	\$5.41	\$43.27	\$59.66	Yes
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$208.60	\$16.84	\$9.34	\$74.69	\$164.44	Yes
Track Program - T42	Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.	N/A	\$18.00	\$18.00	\$144.00	N/A	Yes
Transit Enhancements - T210	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.	\$43.40	\$1.00	\$1.81	\$762.92	\$0.00	Yes

APPENDIX E

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY23)	Proposed Appropriation (FY24)	Proposed Appropriation (FY25 - FY32)	Amount Expended To Date	Active Projects With Future Appropriations (FY23-FY32)
Appropriation Line	Narrative Summary						
Transit Rail Initiatives - T300	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.</p> <p>The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.</p>	\$14.10	\$15.21	\$27.55	\$326.76	\$9.47	Yes

APPENDIX E

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY23)	Appropriation (FY24)	Appropriation (FY25 - FY32)	To Date	With Future Appropriations (FY23-FY32)
	Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.						
Walter Rand Transportation Center - T303	The Water Rand Transportation Center (WRTC) is the regional transit hub for southern New Jersey, located across from Cooper University Hospital and Cooper Medical School of Rowan University, in the center of the Business District. WRTC services the Port Authority Transit Corporation (PATCO) high speed line, NJ Transit RiverLINE and proposed Glassboro-Camden Line (GCL), as well as serving as the hub for 26 regional NJ Transit bus lines that connect to Philadelphia, New Jersey and New York. Proposed changes include significant improvements to the building façade, renovations to the interior waiting area (including retail amenities) and new way finding signage. In addition, bus, taxi and train access may be consolidated and made more efficient. Critical to the concept development phase of this project is a focus on improved pedestrian and vehicular traffic flow, which will be accomplished by consolidating all of the existing bus lines inside an expanded and redesigned bus terminal. The redesign of the WRTC will provide better connections for parking, buses, taxis, public transit and retail space making it easier for pedestrians to navigate the transit center and the surrounding area.	\$11.50	\$0.00	\$10.00	\$0.00	\$0.13	Yes
Total No. of Appropriation Line Item: 40		\$9,611.15	\$1,613.19	\$1,558.86	\$11,570.42	\$5,414.70	

Notes: Appropriation to Date amounts and Amounts Expended are not applicable for certain capital, operating, and pass-through programs because they are renewable annual appropriations.

ITEM 2203-18: PROPOSED LABOR AGREEMENTS: NJ TRANSIT RAIL OPERATIONS, INC. AND THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, SYSTEM COUNCIL 7 AND AMERICAN TRAIN DISPATCHERS ASSOCIATION

WHEREAS, NJ TRANSIT Rail Operations, Inc. (“NJT Rail”) and the International Brotherhood of Electrical Workers, System Council 7 (IBEW), and the American Train Dispatchers Association (ATDA) have negotiated Labor Agreements for the approximately 550 employees represented by IBEW and ATDA; and

WHEREAS, represented IBEW and ATDA employees of NJ TRANSIT Rail Operations have negotiated tentative labor agreements with NJ TRANSIT Rail Operations management; and

WHEREAS, the terms and conditions of the agreements are set forth in individual Memoranda of Understanding (“MOU”); and

WHEREAS, employees represented by the IBEW and ATDA are currently voting and/or preparing to send ballots on the ratification of the Union’s Memoranda of Understanding with NJ TRANSIT Rail Operations;

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approve the economic terms and other proposed conditions set forth in the Memoranda of Understanding negotiated by NJ TRANSIT Rail Operations and the International Brotherhood of Electrical Workers, System Council 7 (IBEW), and the American Train Dispatchers Association (ATDA) (Exhibit A), and staff seeks authorization for the President & CEO, or his designee, to take all necessary steps to finalize and implement same, pending ratification by IBEW and ATDA.

EXHIBIT A

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS SYSTEM, COUNCIL NO. 7
M OF E DEPARTMENT ELECTRICIANS, ET DEPARTMENT ELECTRICIANS AND COMMUNICATION WORKERS

AND

NEW JERSEY TRANSIT RAIL OPERATIONS

The parties hereby agree to the following terms and conditions of employment for a new labor agreement (“Agreement”) for the period January 1, 2020, through June 30, 2024.

This Memorandum of Understanding is subject to ratification by the membership of the IBEW, final approval of the IBEW International President, and approval of the New Jersey Transit Board of Directors.

This Agreement amends the Agreement between IBEW and New Jersey Transit Rail Operations (NJTRO) amended through December 31, 2019. The rules in the Agreement are changed only to the extent indicated herein and remain otherwise unchanged and in full force until changed in accordance with provisions of the Railway Labor Act, as amended. The rule changes set for in this Memorandum of Understanding shall be effective upon date of ratification, unless otherwise specified.

EXHIBIT A

1. Wages

Effective July 1, 2020, wages shall be increased two percent (2%) over the rates in effect on June 30, 2020.

Effective July 1, 2021, wages shall be increased two and one quarter percent (2.25%) over the rates in effect on June 30, 2021.

Effective January 1, 2022, wages shall be increased two- and one-quarter-percent (2.25%) over the rates in effect on December 31, 2021.

Effective July 1, 2022, wages shall be increased two- and one-half percent (2.5%) over the rates in effect on June 30, 2022.

Effective July 1, 2023, wages shall be increased three (3%) over the rates in effect on June 30, 2023.

2. Retroactive Wages

Every active employee, any employee who died during the term of agreement from January 1, 2020 up to ratification, any employee who retired with a Railroad Retirement annuity between January 1, 2020 and full and final ratification, as well as any employee who resigned and who was not in an out-of-service status for a dismissal at the time or subject to a pending dismissal from a serious disciplinary charge shall receive payment for service under the above schedule, said retroactive payment to be made by April 2, 2022 or as soon as practical but in no event later than 90 days after full ratification.

Employees who are in a dismissed status during the period of time retroactive payments will be made (July 1, 2020 through date of full ratification) and who are restored to service with full or partial back pay as a result of the Organization's appeal of the dismissal at the Labor Relations Department or via arbitration, will be eligible for retroactive pay for the period of time they would have been working for Carrier had it not been for their earlier termination from service.

3. Holiday

Add Juneteenth as a holiday.

4. Bereavement Leave

Add Step-parent. Employees may attend the funerals for any of the persons covered by this rule on any of the three (3) bereavement days.

5. Paying Off

All payroll, including shortage adjustments and expense payments, will be made electronically, via direct deposit only. Paper paychecks and pay advices are discontinued.

6. Electronic Communication

The parties recognize that this provision is not subject to negotiations, however, for sake of clarity, the parties have agreed to insert this provision in the Instant Memorandum of Understanding. Namely, NJTRO and NJT corporation will use electronic communication to the email address furnished each employee for various notices from the Human Resources, Pension, EEO, Employee Benefits and other Departments. Correspondence from the NJTRO Mechanical, Infrastructure Engineering, and Labor Relations Departments shall continue by current methods.

EXHIBIT A

7. Health and Welfare Benefits

- a. Change the out-of-network reimbursement methodology from 80% of Fair Health to 180% of Centers of Medicare and Medicaid Services (CMS) standard.
- b. Add Dispense as Written (DAW) cost containment provision for prescription drug plan.
- c. All prescription drugs to be filled using National Preferred Formulary (NPF) standard.
- d. Specialty drugs to be filled via mail order only. In a situation following the initial prescribing of a medication by a physician in which the employee or dependent must commence use of the medication immediately, the drug may be filled once at a retail pharmacy.
- e. Effective July 1, 2022, the requirement for NJT to provide “triple option” dental plans shall terminate. NJT will seek quotes from various insurance companies to provide employees with dental plans of equal or better provisions than at present.
- f. There will be no “true up” of health contribution increases, as provided in the Memorandum of Understanding dated June 24, 2016. Additionally, there will be no health premium increases during the term of this Memorandum of Understanding.
- g. Effective July 1, 2022, the HMO plan will be discontinued and all employees in that plan will be placed in a new EPO Plan, which has coverage within as well as outside the State of New Jersey. This plan provides benefits equal to or greater than the HMO plan. The employee monthly premium for that plan will be \$155 per month. Effective July 1, 2022, employees in the HMO Plan who have attained five (5) years of service may remain in the EPO Plan or transfer to the DA10 Plan, as stipulated in provision 5 (d) of the Memorandum of Understanding signed June 24, 2016. All employees hired on/after July 1, 2022, will be required to be in the EPO for their initial five (5) years of service, following which they may remain in the EPO Plan or transfer to the DA10 Plan, as stipulated in provision 5(d) of the Memorandum of Understanding signed June 24, 2016.
- h. The Traditional Plan and the Enhanced Traditional Plan for retirees will be terminated and replaced with the DA10 Plan for all retirees and their spouses for those retirees who are at least 60 years of age and who have a minimum of 30 years of service with NJTRO. There will be no monthly contribution toward the premium of the DA10 Plan for retirees and their spouses, and eligibility will be the same as with the Traditional Plan for retirees and their spouses.

For additional information about paragraphs "a" through "h" of this rule, see Attachment A, which is attached to this Memorandum of Understanding.

EXHIBIT A

8. Claims

All provisions which require automatic payment of claims if the Carrier fails to respond within time limits will be eliminated. Carrier’s failure to respond within time limits will (a) require the Carrier to pay the claimant a two (2) hour penalty at straight time rates, and (b) automatically give the Organization the right to move the claim to the next step in the grievance procedure should they choose to do so.

9. Term

This Agreement shall continue in full force and effect from January 1, 2020 through June 30, 2024.

10. Moratorium

There shall be moratorium on the serving the Section 6 Notices until April 1, 2024, not become effective until July 1, 2024.

This Memorandum of Understanding constitutes the complete Agreement of the parties with the respect to changes in the Collective Bargaining Agreement reached with the undersigned on February 2, 2022.

For the Organization:

For the Company:

Arthur J. Davidson
General Chairman - System Council #7, IBEW

J. A. Devine, III
Deputy General Manager
Labor Relations & Administration

APPROVED:

Kevin Corbett
President and CEO
New Jersey Transit Corporation

MEMORANDUM OF UNDERSTANDING
BETWEEN
AMERICAN TRAIN DISPATCHERS ASSOCIATION
REPRESENTING
TRAIN DISPATCHERS AND POWER SUPERVISORS
AND
NEW JERSEY TRANSIT RAIL OPERATIONS

The parties hereby agree to the following terms and conditions of employment for a new labor agreement (“Agreement”) for the period January 1, 2020, through June 30, 2024.

This Memorandum of Understanding is subject to ratification by the membership of the ATDA and final approval by the New Jersey Transit Board of Directors.

This Agreement amends the agreement between ATDA and New Jersey Transit Rail Operations (NJTRO) amended through December 31, 2019. The rules in the agreement are changed only to the extent indicated herein and remain otherwise unchanged and in full force until changed in accordance with provisions of the Railway Labor Act, as amended. The rule changes set for in this Memorandum of Understanding shall be effective upon date of ratification unless otherwise specified.

EXHIBIT A

1. Wages

Effective July 1, 2020, wages shall be increased two percent (2%) over the rates in effect on June 30, 2020.

Effective July 1, 2021, wages shall be increased two and one quarter percent (2.25%) over the rates in effect on June 30, 2021.

Effective January 1, 2022, wages shall be increased two- and one-quarter-percent (2.25%) over the rates in effect on December 31, 2021.

Effective July 1, 2022, wages shall be increased two- and one-half percent (2.5%) over the rates in effect on June 30, 2022.

Effective July 1, 2023, wages shall be increased three (3%) over the rates in effect on June 30, 2023.

2. Retroactive Wages

Every active employee, any employee who died during the term of agreement from January 1, 2020 up to ratification, any employee who retired with a Railroad Retirement annuity between January 1, 2020 and full and final ratification, as well as any employee who resigned and who was not in and out of service status for a dismissal at the time or subject to a pending dismissal from a serious disciplinary charge shall receive payment for service under the above schedule, said retroactive payment to be made by April 10, 2022 or as soon as practical but in no event later than 90 days after full ratification.

3. Holiday

Add Juneteenth as a holiday.

4. Bereavement Leave

Add Step-parent. Employees may attend the funerals for any of the persons covered by this rule on any of the three (3) bereavement days.

5. Paying Off

All payroll, including shortage adjustments and expense payments, will be made electronically, via direct deposit only. Paper paychecks and pay advices are discontinued.

6. Electronic Communication

The parties recognize that this provision is not subject to negotiations, however, for sake of clarity, the parties have agreed to insert this provision in the instant Memorandum of Understanding. Namely, NJTRO and NJT corporation will use electronic communication to the email address furnished each employee for various notices from the Human Resources, Pension, EEO, Employee Benefits and other Departments. Correspondence from the NJTRO Transportation, Infrastructure Engineering, and Labor Relations Departments shall continue by current methods.

EXHIBIT A

7. Health and Welfare Benefits

- a. Change the out-of-network reimbursement methodology from 80% of Fair Health to 180% of Centers of Medicare and Medicaid Services (CMS) standard.
- b. Add Dispense as Written (DAW) cost containment provision for prescription drug plan.
- c. All prescription drugs to be filled using National Preferred Formulary (NPF) standard.
- d. Specialty drugs to be filled via mail order only. In a situation following the initial prescribing of a medication by a physician in which the employee or dependent must commence use of the medication immediately, the drug may be filled once at a retail pharmacy.
- e. Effective July 1, 2022, the requirement for NJT to provide “triple option” dental plans shall terminate. NJT will seek quotes from various insurance companies to provide employees with dental plans of equal or better provisions than at present.
- f. There will be no “true up” of health contribution increases, as provided in the Memorandum of Understanding dated June 24, 2016. Additionally, there will be no health premium increases during the term of this Memorandum of Understanding.
- g. Effective July 1, 2022, the HMO plan will be discontinued and all employees in that plan will be placed in a new EPO Plan, which has coverage within as well as outside the State of New Jersey. This plan provides benefits equal to or greater than the HMO plan. The employee monthly premium for that plan will be \$155 per month. Effective July 1, 2022, employees in the HMO Plan who have attained five (5) years of service may remain in the EPO Plan or transfer to the DA10 Plan, as stipulated in provision 5 (d) of the Memorandum of Understanding signed June 24, 2016. All employees hired on/after July 1, 2022, will be required to be in the EPO for their initial five (5) years of service, following which they may remain in the EPO Plan or transfer to the DA10 Plan, as stipulated in provision 5(d) of the Memorandum of Understanding signed June 24, 2016.
- h. The Traditional Plan and the Enhanced Traditional Plan for retirees will be terminated and replaced with the DA10 Plan for all retirees and their spouses for those retirees who are at least 60 years of age and who have a minimum of 30 years of service with NJTRO. There will be no monthly contribution toward the premium of the DA10 Plan for retirees and their spouses, and eligibility will be the same as with the Traditional Plan for retirees and their spouses.

EXHIBIT A

8. Displacement Rights

Rule 2- Seniority, Section 4- Displacement Rights, paragraphs (c) and (d) shall be amended by replacing "ten (10) calendar days" with five (5) calendar days".

9. Term

This Agreement shall continue in full force and effect from January 1, 2020 through June 30, 2024.

10. Moratorium

There shall be moratorium on the serving the Section 6 Notices until April 1, 2024, not become effective until July 1, 2024.

This Memorandum of Understanding constitutes the complete agreement of the parties with the respect to changes in the Collective Bargaining Agreement reached with the undersigned on February 10, 2022.

For the Organization:

For the Company:

Jared Eagle – General Chairman
(Train Dispatchers)

J.A. Devine III
DGM – Labor Relations & Administration

APPROVED:

Charles Saunier – General Chairman
(Power Supervisors)

Kevin Corbett
President and CEO
New Jersey Transit Corporation

John T. Salvey – Vice President

THIS ACTION ITEM WAS NOT APPROVED. REFER TO THE NARRATIVE PORTION OF THE MINUTES FOR ACTION THAT WAS APPROVED.

ITEM 2203-19: CONTRACTING OUT – HUDSON COUNTY LOCAL BUS SERVICE

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

WHEREAS, a Request for Proposal (RFP 21-048 A) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a DBE Race Conscious Goal of 2.5 percent on this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined the Academy Express, LLC proposal meets the requirements set forth in Request for Proposal No 21-048 A; 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, upon completion of the competitive procurement process, it was determined that Academy Express, LLC submitted a proposal that provides the best value to NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-048 A with Academy Express, LLC of Hoboken, New Jersey, to operate the Hudson County Local Bus Service for a 36-month base contract period of June 26, 2022 through June 21, 2025, at a cost not to exceed \$30,717,425, plus five percent for contingencies, for a total contract authorization of \$32,253,296, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

THIS ACTION ITEM WAS NOT APPROVED. REFER TO THE NARRATIVE PORTION OF THE MINUTES FOR ACTION THAT WAS APPROVED.

ITEM 2203-20: CONTRACTING OUT – NORTH HUDSON LOCAL BUS SERVICE

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

WHEREAS, a Request for Proposal (RFP 21-048 B) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development assigned a DBE Race Conscious Goal of 2.5 percent on this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed and determined the Academy Express, LLC proposal meets the requirements set forth in Request for Proposal No 21-048 B; 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, upon completion of the competitive procurement process, it was determined that Academy Express, LLC submitted a proposal that provides the best value to NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President is authorized to enter into NJ TRANSIT Contract No. 21-048 B with Academy Express, LLC of Hoboken, New Jersey, to operate the North Hudson Local Bus Service for a 36-month base contract period of June 26, 2022 through June 21, 2025, at a cost not to exceed \$18,684,052, plus five percent for contingencies, for a total contract authorization of \$19,618,255, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

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; 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.