

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

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September 24, 2024

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

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, September 18, 2024.

Sincerely,

*Meghan Clark Umukoro*

Meghan Clark Umukoro  
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, September 18, 2024. The meetings occurred concurrently.

**Board Members**

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

**Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)  
Meghan Clark Umukoro, Board Secretary  
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel  
Richard Schaefer, Senior Vice President, Capital Programs  
James A. Sincaglia, Senior Vice President & General Manager, Rail Operations  
Jacqueline C. Stamford, Senior Vice President, Chief Financial Officer & Treasurer

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

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

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on September 12, 2024, with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

**Approval of Minutes**

Chair O'Connor asked for a motion to approve the minutes of the July 24, 2024 Board meetings. Board Member Anthony N. Abrantes made the motion and Board Member Shanti Narra seconded the motion. The minutes were adopted.

**Roll Call Vote:**

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

**President & CEO's Monthly Report**

President & CEO Corbett discussed Coach USA's decision to abandon operations on 20 bus routes in Bergen, Hudson, and Passaic counties beginning August 17, 2024, with little advance notice to NJ TRANSIT. The timing could not have been worse for the thousands of customers who depended on those routes, particularly with less than two weeks before the start of the school year, and employees coming back to work in full force after Labor Day.

President & CEO Corbett said he was once again pleased that they stepped up to ensure that critical bus services remained available for the communities they served. Beginning August 17, NJ TRANSIT initiated an emergency bus service plan, ensuring uninterrupted service for the thousands of customers affected by Coach's decision. He said as this Board knew, this was the fifth time in two years that NJ TRANSIT stepped up to maintain continuity in bus services for abandoned routes. Last year, they absorbed abandoned private sector carrier routes from DeCamp, A&C, Coach O.N.E., and TransDev in Monmouth County. President & CEO Corbett said while in the interests of New Jersey commuters, they once again stepped up to provide continuity of service for their customers, and noted that their efforts significantly strained NJ TRANSIT's financial and human resources. As a result of this recent Coach USA abandonment alone, NJ TRANSIT assumed 20 new routes, which required more than 150 buses.

President & CEO Corbett said while Mr. Kilcoyne and his team continue to make these bus service take-overs appear seamless from the rider's perspective, he could assure them that a tremendous amount of work goes on behind the scenes to coordinate logistics, manage resources, and maintain operational integrity to be able to effectively absorb that additional service. They were all grateful that Governor Murphy signed Bill S2607 into law September 12, 2024, which required private bus companies to give riders, public officials, and NJ TRANSIT more advance notice before ceasing operations. Sponsored by lawmakers from Hudson and Essex counties, including New Jersey State Senate Majority Leader and tireless transportation advocate, Teresa Ruiz, this legislation directly addressed the abrupt service terminations they faced over the past two years. The new law requires private carriers to provide NJ TRANSIT and the New Jersey Motor Vehicle Commission with four months' notice before substantially curtailing service. They

are also required to provide their customers with three months' notice and hold at least one public meeting within 15 days of notification to customers.

On the rail side, President & CEO Corbett highlighted the exceptional work NJ TRANSIT has done supporting large-scale events at MetLife Stadium, as they continued to prepare for the 2026 FIFA World Cup. Since the last Board meeting, they provided seamless service to five major events at MetLife Stadium including a: Real Madrid versus Barcelona soccer match; Kenny Chesney and Zac Brown Band concert; and Giants versus Vikings game, reflecting the beginning of a busy NFL season ahead. NJ TRANSIT will be offering train service to and from Secaucus Junction for every Jets and Giants home game, including a Jets versus Patriots game on Thursday, September 19, 2024.

President & CEO Corbett said they could not speak about MetLife without talking about their continuing preparations for the biggest event ever, that's coming there in less than two years, the 2026 FIFA World Cup. NJ TRANSIT, along with Rutgers University's Center for Advanced Infrastructure and Transportation and UITP, or the International Association of Public Transport, will host the second in a series of workshops focused on public transport for large-scale events. They will host representatives from LA Metro as they prepare for the 2028 Olympics, representatives from Paris as they just hosted the 2024 Summer Olympics, and many others. This collaboration was in addition to their ongoing coordination with the FIFA 2026 World Cup Host Committee, the Regional Planning Association (RPA), and other stakeholders to evaluate the best practices, both nationally and internationally, and to determine the additional resources necessary to ensure that the transportation component of the games sets a new standard of excellence for a global event like the World Cup.

While preparing for these major events, NJ TRANSIT was also focused on maximizing accessibility across their network. President & CEO Corbett said as everyone knew from the numerous recent enhancements he has reported on at previous Board meetings, NJ TRANSIT made significant strides in improving accessibility over the past six years. Their fourth Accessibility Forum, held on September 11, 2024, was another important step forward in those efforts. Accessibility Forums were designed to educate the public on the many services and features that make NJ TRANSIT's system as accessible and inclusive as possible, and provide an opportunity for public feedback and have questions answered. The event was well-attended, with approximately 50 in-person attendees, more than 200 joining on Zoom and viewing the live stream, and many more watching the post-event YouTube video. Customers who were not able to attend could view the presentation online at [njtransit.com/accessibility](https://njtransit.com/accessibility).

Another vital priority highlighted was NJ TRANSIT's ongoing efforts to promote safety across their network, especially as the new school year began. President & CEO Corbett said every year Operation Lifesaver hosted a concentrated week of rail safety education focusing attention on the importance of making safe choices when driving or walking near railroad tracks and trains. Formerly known as Rail Safety Week, this week has been renamed to See Tracks? Think Train Week, and began on Monday, September 23, 2024. Aligned with that week, and as part of NJ TRANSIT's comprehensive Safety Education

Program, NJ TRANSIT was kicking off the school year with four innovative initiatives for students of all ages and they included: Special SEAT, which addressed the importance of rail safety for students with special needs; Protecting our Pedestrians, which was designed to encourage pedestrian safety for students in pre-kindergarten through 12<sup>th</sup> grade; Safety Town, which provided instruction to children of safety measures in a mobile replica town; and Safety Rules! which promoted general safety around the transit system. More information on the various programs was available at [njtransit.com/safety](http://njtransit.com/safety).

President & CEO Corbett shared some encouraging national safety trends. Data released by the Federal Railroad Administration (FRA) this past March confirmed that the industry's safety-centered approach has made the last decade the safest ever for rail. Specifically, as reported by FRA, the train accident rate has declined by 27 percent nationwide since 2000, and six percent since 2022. While any one accident can be a tragedy, this positive trend reflected the impact of safety awareness programs and technological advancements such as Positive Train Control (PTC), which were enhancing rail safety across the nation.

Board Items to highlight for Board consideration that morning included advancing NJ TRANSIT's much-anticipated County Yard Delco Lead Storage and Inspection Facility. After completing site-clearing work through this project's first contract, they would seek Board approval for this project's second, nearly \$500 million contract, awarding the construction contract for a significant resiliency project that would create a safe-haven for rail cars and locomotives in case of a severe weather event. Equipment stored in this location would be positioned out of flood-prone areas and optimally situated for complete inspections and rapid return to service on the Northeast Corridor, Raritan Valley Line, and North Jersey Coast Line.

This project was not only critical for resiliency, but also for accommodating the 174 new multi-level rail cars NJ TRANSIT has purchased since 2018. The first four were expected to go to Pueblo, Colorado by the end of 2024 for their high-speed qualification test before returning to New Jersey for revenue service. On August 29, 2024, President & CEO Corbett was pleased to visit Alstom's manufacturing plant in Plattsburgh, New York to tour their facility and see firsthand the progress on the new rail cars. They would significantly improve service reliability and comfort, and dramatically decrease their Mean Distance Between Failure, as they phase out the 40-year-old Arrows and other older equipment.

President & CEO Corbett said he was joined on their visit to Alstom's facility by the FTA Region 2 Administrator Michael Culotta, who also joined him the previous day on a tour of the Port of Coeymans in Albany, New York, where the arches for their Portal North Bridge Replacement Project was being built and assembled. They inspected the bridge's three main arch spans, each weighing approximately 2,500 tons and measuring about 400 feet long and 80 feet tall. They were looking forward to celebrating the installation of those arches, which would be floated in by barge on the Hudson River, roughly one per month, beginning in November. He said as many have seen riding on the Northeast Corridor between Newark and New York, Portal continued to proceed at a blistering pace.

When the third arch was secured in-place in early February, the bridge would be effectively structurally complete. This would allow Amtrak approximately one-year to complete the necessary catenary, signal, and rail work, and the bridge remained on-schedule to open its first track in 2026. With the right support from Amtrak, they expect to even come in under budget.

Connected to their progress on the Portal North Bridge, NJ TRANSIT was honored that the Federal Transit Administration (FTA) chose Newark as the host city for its annual Construction Roundtable Conference, held last week from September 10 through the 12, 2024 at Doubletree Newark Penn Station, based in part on their remarkable progress on the bridge. Immediately following the conference on Tuesday, President & CEO Corbett was pleased to join FTA Acting Administrator Veronica Vanterpool and a host of other industry leaders from around the country on a tour of the Portal North site, providing a valuable opportunity to showcase this progress on the ground, and show the best practices for the industry nationally.

President & CEO Corbett moved onto updates regarding people, noting a new Company Employee Resource Group, or CERG, for U.S. Military Veterans and their allies, now named Military to Mobility, which was off to a fast start, supporting and organizing several initiatives to honor their service members and support their military community. He said as Navy veterans, both he and Chief Marketing Officer Vaughan Williams, were proud members of that new CERG. While they try not to let their Navy backgrounds overly-influence their policy, they were pleased that NJ TRANSIT provided free rides to all active-duty and veteran military members during the week of September 9, 2024. This was in honor of the commissioning of the USS New Jersey, the Navy's new fast-attack submarine, at Naval Weapons Station Earle in Colts Neck last Saturday. This week-long initiative, which was also meant to honor the bravery and sacrifice of their service members in connection with 9/11, was in addition to the always-discounted travel they provide to eligible military personnel and veterans, and reflected their deep appreciation for their service and sacrifices.

President & CEO Corbett was also pleased to announce that this past Tuesday, Senior Vice President and Chief Administrative Officer Binu Thomas signed an employee recruitment and outreach agreement between NJ TRANSIT and the United States Army Reserve. This agreement would help connect veterans, soldiers, and their families with meaningful employment opportunities at NJ TRANSIT. Partnering with the Army Reserve's Private Public Partnership Office, they would support soldiers transitioning to civilian careers, providing resources that promote financial stability and community integration.

President & CEO Corbett was also looking forward to joining New Jersey Department of Transportation Commissioner and NJ TRANSIT Board Chair Francis O'Connor on Monday, September 23, 2024, at Newark Penn Station, along with members of their Military to Mobility CERG, to formally unveil two special new bus wraps designed to raise awareness about suicide prevention, particularly among military veterans. These wrapped buses, introduced in alignment with Suicide Prevention Month this September,

would serve as a visual reminder of the support available to those struggling, prominently displaying the Suicide Prevention Hotline, which was simply 988.

As they continued to strengthen their commitment to supporting both their employees and the communities they serve, President & CEO Corbett was pleased to welcome back to the organization Joel Gokool, who would serve as their new Chief of Human Resources. Mr. Gokool previously served as the Head of Human Resources at the Gateway Development Commission, as well as Deputy Chief of Human Resources at NJ TRANSIT. Mr. Gokool also spent nearly 12 years with the MTA, where he held various Human Resources roles, including leading People Analytics and Human Resources Transformation efforts.

President & CEO Corbett said with continued efforts to foster stimulating, supportive, and inclusive work environment for nearly 12,000 employees, it was particularly gratifying to share the news that *Forbes* has once again recognized NJ TRANSIT as one of the top employers in New Jersey. For the fourth straight year, *Forbes* has named NJ TRANSIT to its renowned America's Best-in-State Employers 2024 list.

President & CEO Corbett also highlighted another noteworthy community-building and support initiative introduced in August, through a new partnership between NJ TRANSIT, the Jon Bon Jovi Soul Foundation, Collaborative Support Programs of New Jersey, and Volunteers of America Delaware Valley. On August 26, 2024, New Jersey Transit Police Chief Christopher Trucillo and NJ TRANSIT's Senior Vice President, Chief Legal Officer and General Counsel Brian Wilton joined these new partners at their historic Red Bank Station to launch an innovative new program named Chance For Change, which provided a digital avenue for customers to donate safely and effectively to help those in need.

By leveraging a convenient, QR code-based online donation platform, contributions were delivered directly to supporting agencies, providing direct assistance to people experiencing homelessness, substance abuse disorders, or other social service needs. The program was now available at [njtransit.com/change](https://njtransit.com/change) and also through QR codes on posters at NJ TRANSIT facilities, digital advertising screens, on social media, and on the NJ TRANSIT mobile app. President & CEO Corbett said under the leadership of New Jersey Transit Police Chief Christopher Trucillo, along with Inspector Nick Capriglione and their Outreach Officers, this program really was a win-win for all involved, with increased support for partner agencies, more help for those in need, and a safe secure way for their customers to contribute.

In conclusion, President & CEO Corbett was pleased to report that on Sunday, September 15, 2024, NJ TRANSIT hosted a successful Meet Our Rail Fleet: Past and Present event at Hoboken Terminal, where the public explored iconic locomotives and railcars, and celebrated New Jersey's rich railroad history. Presented in conjunction with the United Railroad Historical Society and the Whippany Railway Museum, this event featured a special appearance by the historic Subscription Club Car No. 2454, a unique vehicle once operated on the so-called Millionaire's Express, from Hoboken to Gladstone, and recently restored to its 1930s splendor. Admission was free, and they were delighted

by the strong public turnout, with more than 1,500 people attending. He thanked everyone involved for making it a memorable and engaging day.

### **Advisory Committee Report**

Anna Marie Gonnella Rosato said the joint Passenger Advisory Committee met virtually on September 13, 2024 and began with Eugenia Taylor, Project Manager of Capital Programs, providing an update on the Newark Penn Station Modernization Project. They also received a Legislative update from John Del Colle, Senior Director of Legislative Relations, and updates from Barbara Lazzaro, Senior Director Local Government & Community Relations, and her staff. Also, the Senior Vice President of Regulatory & Government Affairs and Chief of Staff Justin Davis reported on the ongoing dialogue between NJ TRANSIT and Amtrak on the Northeast Corridor issues.

In the month of August, NJ TRANSIT hosted two in-person public hearings in Lyndhurst on the future of the Kingsland Rail Station. NJ TRANSIT also initiated emergency bus service planning in Bergen, Passaic, and Hudson counties for routes abandoned by Coach USA. NJ TRANSIT added temporary peak-period busing at select River Line stations to enhance customer service options, operating every 30-minutes during weekdays from all stations. Governor Murphy announced a transit Fare Holiday, August 26 through September 2, 2024.

Student initiatives resumed for the fall school semester, with the buy three months of tickets get one free student pass discount program back. Also, NJ TRANSIT kicked off the new school year with the Safety Education Program.

Ms. Gonnella Rosato said regular rail service to MetLife Stadium for Jets & Giants home games began September 8, 2024. As President & CEO Corbett reported, NJ TRANSIT honored active-duty military members, reservists, retirees, veterans, and their dependents with free rides to celebrate for Commissioning of the USS New Jersey, which began September 9 through September 14, 2024.

Ms. Gonnella Rosato said she personally attended NJ TRANSIT's Accessibility Forum held on September 11, 2024. The forum provided the opportunity for the public to comment on related accessible services, and the experiences of customers with disabilities. Lastly, the Passenger Advisory Committee's next meeting was scheduled for Friday, October 25, 2024.

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

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to in-person speakers. They would then take comments from pre-registered telephone speakers, followed by any additional telephone participants queued to speak. Board Secretary

Umukoro instructed those participating by telephone, if they had not already done so, please press \*1 on their telephone keypad to enter the queue to speak. They would hear a brief tone to indicate they have successfully entered the queue.

### **Public Comments**

**Orlando Riley**, Chairman of the Amalgamated Transit Union (ATU) Local 824 New Jersey State Joint Council, thanked the ATU members who were in attendance and asked them to stand. He said the Union represented NJ TRANSIT's Bus Operations agreement employees. Mr. Riley said he addressed the Board at the July Board meeting regarding the possibility of Aetna replacing Horizon Blue Cross Blue Shield as their healthcare provider. Since the meeting, they were informed that Horizon coverage would be extended through calendar year 2025. Mr. Riley said NJ TRANSIT had not provided any information regarding coverage after calendar year 2025.

Mr. Riley said the Board may or may not have been aware that Bus Operators worked under some of the most demanding, unhealthy, and stressful conditions, and faced physical issues related to the nature of their job, including conditions like cardiovascular disease, hypertension, and diabetes. He said some of the contributing factors included the sedentary nature of their job, sitting in a seat for hours and reduced opportunity to eat healthy. Mr. Riley said Bus Operators did not have scheduled lunch breaks. He said there was little time to use the restroom and grab something to eat on during their break time.

Mr. Riley said they understood that the Board members had a fiduciary responsibility and must make decisions in the best interest of NJ TRANSIT, but that should not result in the Board choosing an unproven healthcare provider to support their workforce who have a number of health conditions exacerbated by the nature of their job. He said supposedly the healthcare company could provide equal or better service for less money and asked how this could be possible. Mr. Riley told the Board not to believe the statistics and metrics that would be presented to them. He said they could not get equal or better healthcare service paying millions less. Mr. Riley said he believed acting in the best interest of NJ TRANSIT was to continue to provide the best healthcare for their employees. He believed acting in the best interest of NJ TRANSIT was to attract and retain people to operate and repair the buses that many New Jersey taxpayers rely on every day.

Mr. Riley said the Union attended new orientation for NJ TRANSIT agreement employees. He said entry level positions such as cleaners and service people did not make much money starting out, but the Union would tell them that NJ TRANSIT was a great company and there was room for growth. Mr. Riley said they tell new hires, two reasons to work at NJ TRANSIT were the pension and the health benefits.

Mr. Riley said they were victorious in a long fight to receive dedicated funding for their company. He said they must invest in their employees. Mr. Riley said Bus employees had proven that they were essential employees, and they were asking the Board to continue to provide what was necessary to protect their essential employees.

**Glenn Corbett** said he was a self-appointed emissary from Bus No. 320 Park and Ride in North Bergen. Mr. Corbett said he attended a Board meeting a decade prior, when he noticed an influx of people coming into North Bergen after Hurricane Sandy because they could not get to New York City via rail. He said at the meeting, he recommended that the lot be extended further up to property owned by NJ TRANSIT. He said the extensions worked well for a while and once the pandemic came the numbers went back down. Mr. Corbett said he has been taking Bus No. 320 since the 1970s and it has been an incredible service provided by NJ TRANSIT. He said he recommends the line to people traveling into New York City and that it was a great alternative to driving in New York City.

Mr. Corbett said the Park and Ride in North Bergen was being flooded by the tourists staying in Harmon Cove, where the Bus No. 320 route begins. He said the disaster yesterday and the even bigger disaster last Tuesday, exacerbated the situation. Mr. Corbett said once the Bus No. 320 arrived at the North Bergen Park and Ride stop, it was completely full of people standing, coming from hotels in Harmon Cove, and the people in the community who take the Bus No. 320 to get to work were unable to board the crowded buses. Mr. Corbett said as a Professor at John Jay College of Criminal Justice in New York City, riding the bus to work was important to him. Mr. Corbett asked staff to redesign the Bus No. 320 and break away the commuters traveling from the hotels in Harmon Cove.

**Jerome Johnson**, member of SMART-TD Local 60 United Transportation Union, said his message was the same as Mr. Riley. Mr. Johnson said many of those in attendance were from labor. He said they could not continue to have a managerial and labor relationship if they were not open and honest with each other at all times. Mr. Johnson said they were blindsided with the news of the possible change in healthcare providers. He said they built a relationship with the Governor and President & CEO Corbett, knowing that management and labor had to respect one another. However, problems arose when they had other people from the ninth floor, who did not understand Rail Operations, making decisions for Rail Operations.

Mr. Johnson said the cheaper option was not always the best option. He said look at the new flexible spending account provider. They went from Total Administrative Services (TASC) to Wex Inc., which was worse. He said employees were not happy about the change. Mr. Johnson said their pension and medical benefits were all they had. He said employees who had been diagnosed with cancer, who came to work every day, would have their medical benefits uprooted. Mr. Johnson said the Board needed to have some compassion and stop looking at the bottom line all the time.

Mr. Johnson said during President & CEO Corbett's report, he heard mention of fare holidays and how NJ TRANSIT was supporting other entities. He asked what about supporting the frontline employees. Mr. Johnson said the fare holiday was revenue lost. He said the bad summer was Amtrak's fault, but Governor Murphy gave the passengers a week of free rides, which benefited the passengers. Mr. Johnson said they were begging the Board to support the essential frontline employees. He asked the Board to look at them as human beings and not as robots.

Mr. Johnson said rail employees were being assaulted, spit on, and punched. He said they were being convicted three times. First when they were assaulted at work, again when they were written up for defending themselves, and lastly when they had to pay for legal representation. Mr. Johnson said employees had not received the proper de-escalation training. He was also speaking for managers and non-agreement employees who did not have a voice. Mr. Johnson said those employees were coming to them asking for labor's help because they did not have any say. He said they would continue to attend the Board meetings until they got what they were asking for.

**Matty Buchys-Hyland** said he agreed with President & CEO Corbett's report regarding Bill S2607 sponsored by New Jersey State Senate Majority Leader Teresa Ruiz. Mr. Buchys-Hyland said regarding safety and fares, they needed to make sure that everybody was safe, and it was necessary to raise fares. Mr. Buchys-Hyland said he wanted to acknowledge Elizabeth Mayor Christian Bollwage and Union County Commissioners for their work as well. He said as they prepared for the autumn season, it was important that they had predictable fare increases to prevent large fare hikes.

**Andy Weiss** said NJ TRANSIT Board stole their Customer Advocate. Mr. Weiss said Democrats were stealing their mandated Customer Advocate away from the people. He said they needed someone else in charge of hiring the Customer Advocate. Mr. Weiss said Board Member Narra had not been transparent about the vacancy and failed. He said there needed to be more than one Customer Advocate in case the person got sick or went on vacation. Mr. Weiss said there should be no politicians on the NJ TRANSIT Board because politicians were partisan people. He said Governor Murphy's administration was corrupt and cruel.

Mr. Weiss said NJ TRANSIT's bus division was sending buses into service with live roaches. He said NJ TRANSIT bus garages were not properly cleaning and maintaining the buses. Mr. Weiss said he saw a video post on X (formerly known as Twitter) of NJ TRANSIT riders stuck on a roach infested bus for two hours. He said he could see the roaches running around the bus when he watched the video. Mr. Weiss said the New Jersey State Health Department needed to inspect all NJ TRANSIT buses because they were filthy and unsanitary. He asked Senior Vice President of Bus Operations and Surface Transit Michael Kilcoyne, why roach infected buses were able to leave the garages and asked if Mr. Kilcoyne cared about the issue.

**David Peter Alan**, member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) and the Lackawanna Coalition, said NJ TRANSIT's Accessibility Forum last Wednesday attracted many more attendees than the year prior, and the organizers deserved to be complimented. He said it was well-produced and helpful. Mr. Alan said many of the attendees complained about Access Link, which was no surprise to him. He said the Justice Department was watching Access Link closely pursuant to a consent agreement, and hoped that Access Link riders would be given more opportunities to have their concerns taken seriously by Access Link managers. Mr. Alan said technical difficulties prevented him from being able to make a statement at the

Accessibility Forum, and he gave a copy to Director of ADA Compliance Edward Hoff Jr. for the record.

Mr. Alan said he was thoroughly familiar with the rail scene at NJ TRANSIT nationally, and was also familiar with accessibility issues. He said as a non-motorist who depended on public transit due to a disability, he appreciated the position of persons with disabilities and others who depended on NJ TRANSIT for their mobility. Mr. Alan said there was another aspect of accessibility that he wanted to present. He said he first mentioned it in a statement he gave last June, objecting to the proposed closing of the Kingsland train station. He said he noted that the proposed closure would remove some mobility access for riders who depended on NJ TRANSIT, whether they lived with one or more disabilities, or they depended on transit for another reason, including by choice. Mr. Alan said while improving accessibility at the Lyndhurst station for persons with disabilities was commendable, the proposed concurrent loss of the Kingsland station would deprive rail riders of the connection to Bus No. 76, as well as deprive bus riders of a rail connection. Mr. Alan said he previously urged NJ TRANSIT to keep both stations open, and today he urged that they think about accessibility in a broad context. Mr. Alan's full written statement was provided to the Board.

**Jason Anthony** said he was a proud member of the Long Island Railroad Americans with Disabilities Act (ADA) Task Force and the accessibility community in New York. Mr. Anthony thanked Mr. Alan for representing the accessibility community in the Garden State. He said he attended the Accessibility Forum, and it was a disgrace because several questions were not answered. Mr. Anthony said one of the unanswered questions was about the lack of assistance available to persons traveling with mobility aids, such as wheelchairs and walkers. He said the Long Island Railroad (LIRR) had a program called LIRR Care Program, where ambassadors assisted customers with mobility limitations to board and exit the Long Island Rail Road trains. Passengers in need of assistance were able to press a button in the station.

Mr. Anthony asked why NJ TRANSIT was stuck in the 19th century. He asked why the public had to use the telephone to access the Board meetings, and why the Board members were able to access the meetings using Teams, and not the public. Mr. Anthony said since the pandemic, MTA has used Zoom for all of their public meetings. He said President & CEO Corbett needed to make changes or resign, and he was tired of President & CEO Corbett giving his report without any presentations. Lastly, Mr. Anthony asked Board Member Narra to provide them with a Customer Advocate now, or she should resign.

**Anna Leone** said years ago she brought up the issue of Access Link traveling to the Breast Rehabilitation and Healing Center at 99 Kinderkamack Road in Westwood, New Jersey. Ms. Leone said she recently discovered that Access Link does travel to the medical facility now, where people like herself go for cancer treatments and she was thankful for that. She said last year it cost her \$3,033 to travel to the facility via ride share services.

Ms. Leone said three weeks ago, the Access Link phone lines were down, which happened often. She said she was frustrated and called the Governor's office who transferred her to President & CEO Corbett's Executive Assistant Patricia McSweeney. Ms. Leone said Ms. McSweeney was not aware that the system had gone down, but was very professional and took all of her information. She was calling into Access Link to advise them of the horrible experience she had with their services. On that day, she was picked up, went to another location, and the person was a no show. Ms. Leone said she remained on the bus for an hour and 10 minutes because the driver could not get through to the base or to NJ TRANSIT. Ms. Leone asked staff to establish a rule that would allow the driver to make an executive decision to leave when people do not show up for their pick up after a few minutes.

**Charlie Kratovil** said he continued to have concerns about poor service, safety, reliability, and the cost to the public for NJ TRANSIT, especially since the implementation of perpetual fare hikes. Mr. Kratovil agreed with Mr. Johnson's statement, that the fare holiday resulted in revenues lost. He asked the Board how much revenue was lost due to the fare holiday.

Mr. Kratovil said there was a glaring error in the Greater New Brunswick Transportation Study conducted by HNTB. He said the entire study was done under the premises that there were five Middlesex County area transit local lines running throughout New Brunswick. Mr. Kratovil said that was wrong, and that almost all of those lines were shut down immediately during the pandemic and never came back. He asked how the error occurred, would HTNB be correcting this error, and what did they plan to do to replace the service that the county took away.

Mr. Kratovil noted the county was aware of the error. He said he brought it to the attention of Board Member Narra, who also serves as Middlesex County Commissioner Deputy Director. Mr. Kratovil said this was a glaring issue if they were doing a study about how to improve transportation, and they were making assumptions about services that did not exist, and the entire study needed to be adjusted and republished with correct information.

**Maureen Conway** said she was sorry to hear about how hard it was for NJ TRANSIT employees. She said the employees she spoke with at the Port Authority Bus Terminal told her similar stories. Ms. Conway wanted to know if the Customer Advocate vacancy was going to remain open. She asked if staff could produce an emergency procedure in place for times when Amtrak power goes out. Ms. Conway referenced a Bloomberg article that said riders were stuck in 90-degree heat for three hours when the trains were down. She said people were stripping on the trains, there was no water or resources available to the riders, and it sounded like a horror movie. Ms. Conway said the fare holiday did not solve the problem. She said it was not only an NJ TRANSIT problem but a federal problem as well. Ms. Conway said she tried to go above NJ TRANSIT to federal agencies but they did not seem to care about the everyday commuter. She said emergency supplies should be stocked on the train, so people do not have to worry about their health when the trains are not working.

**Vito Havrilla**, Vice Chair and Legislative Director for the Lackawanna Coalition, said the Coalition was an independent transit advocacy organization that met in Milburn on the fourth Monday of every month. Mr. Havrilla said he would be reading from their statement. He said the Coalition's Membership Director George Kaufer noted that related to the politics behind the decision for the fare holiday, the biggest thing that drew attention were all the recent issues on the Northeast Corridor. At the same time it should not be acceptable to have buses with important regional connections operating on weekdays until 7:00 p.m. Mr. Havrilla read comments from Coalition members and colleagues regarding their ability to stay informed on NJ TRANSIT trains.

Mr. Havrilla said regarding station signage, a Coalition visitor said there were no electronic displays and poor signage at the Maplewood and South Orange stations, resulting in passengers often waiting for their trains on the wrong platform. He said regarding transparency, at their August meeting, the Coalition passed a resolution calling on NJ TRANSIT and Governor Murphy to release data about two of their systemic problems: translucency of NJ TRANSIT multilevel rail car windows and reduction of peak hour River Line service by 50 percent, with added buses that were not added, as replacements for missing trains. Mr. Havrilla said lastly, all bus stop locations must be marked. His full written statement was provided to the Board.

### **Board Member Comments**

**Board Member Thomas** expressed her concerns regarding the switch in healthcare providers and said while they all knew the critical importance of comprehensive health benefits, they were more than a perk and were a vital component to their employees and their well-being and productivity. Board Member Thomas said investing in employees helps support company values and commitment to their well-being. She whole-heartedly understood the Labor Union's position today and last month, and stands with her Amalgamated Transit Union (ATU) brothers and sisters and Labor Unions.

**Board Member Narra** said in response to speaker comments surrounding the Customer Advocate, the hiring was in its final stages.

**Chair O'Connor** thanked everyone for taking time out of their day to speak.

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

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

### **Board Administration Committee Report**

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

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

Board Member Creuz presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed Board Items for the: Engineering Arc Flash Hazard Analysis, Mitigation, and Electrical Safety Program Development at NJ TRANSIT Facilities Systemwide; NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility and County Yard Improvements Project: Construction Services to Support GC.02 Project; and Consulting Services for Undergrade Bridge Inspections – Movable Bridges.

### **Energy and Sustainability Policy Committee Report**

Board Member Creuz presented the report for the Energy and Sustainability Policy Committee. The Energy and Sustainability Policy Committee received an update on the Sustainability Plan – Federally Funded Projects, and the Access Link and Local Programs Electric Vehicles Transition Planning.

### **Action Items**

#### **2409-51 NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS PROJECT: CONSTRUCTION SERVICES TO SUPPORT GC.02 PROJECT**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2409-51. Richard Schaefer presented for approval Action Item #2409-51: NJ TRANSIT Resilience Program – Delco Lead Storage and Inspection Facility and County Yard Improvements Project: Construction Services Support GC.02 Project.

Board Member Anthony N. Abrantes made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

**Roll Call Vote:**

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

\*Due to technical difficulties, Board Member Narra was unable to vote.

Board Secretary Umukoro noted Board Member Medina was recused from Item #2409-52 and would not comment or vote on the item.

**2409-52: MARKET STREET BUS GARAGE REHABILITATION PROJECT – CONSTRUCTION AND CONSTRUCTION MANAGEMENT CONTRACT AMENDMENTS**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2409-52. Richard Schaefer presented for approval Action Item #2409-52: Market Street Bus Garage Rehabilitation Project – Construction and Construction Management Contract Amendments.

Board Member Anthony N. Abrantes made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

**Roll Call Vote:**

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

Board Secretary Umukoro noted Board Member Medina was recused from Item #2409-53 and would not comment or vote on the item.

**2409-53: ENGINEERING ARC FLASH HAZARD ANALYSIS, MITIGATION, AND ELECTRICAL SAFETY PROGRAM DEVELOPMENT AT NJ TRANSIT FACILITIES SYSTEMWIDE**

President & CEO Corbett introduced Richard Schaefer, Senior Vice President, Capital Programs, to present Action Item #2409-53. Richard Schaefer presented for approval Action Item #2409-53: Engineering ARC Flash Hazard Analysis, Mitigation, and Electrical Safety Program Development at NJ TRANSIT Facilities Systemwide.

Board Member Anthony N. Abrantes made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

**Roll Call Vote:**

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

**2409-54: CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTIONS-MOVABLE BRIDGES**

President & CEO Corbett introduced James Sincaglia, Senior Vice President and General Manager, Rail Operations, to present Action Item #2409-54. James Sincaglia, presented for approval Action Item #2409-54: Consulting Services for Undergrade Bridge Inspections Movable Bridges.

Board Member Anthony N. Abrantes made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

**Roll Call Vote:**

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

Board Secretary Umukoro noted Board Members Brown and Thomas were recused from Item #2407-45 and would not comment on the item.

**2409-55: PERSONAL INJURY CLAIM OF THE ESTATE OF TERESA MARESCA**

President & CEO Corbett introduced Jacqueline Stamford, Senior Vice President, Chief Financial Officer, and Treasurer to present Action Item #2409-55. Jacqueline Stamford, presented for approval Action Item #2409-55: Personal Injury Claim of the Estate of Teresa Maresca.

Board Member Michael Kanef made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

**Roll Call Vote:**

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

**Executive Session Authorization**

Chair O'Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O'Connor asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

Board Member Anthony N. Abrantes made the motion, Board Member Michael Kanef seconded the motion, and it was adopted. At approximately 11:15 a.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

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

**Return to Open Session**

Chair O'Connor reconvened Open Session at 12:05 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except Vice Chair Carson, and Board Members Brown and Thomas.

**Adjournment**

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

The meetings were adjourned at approximately 12:06 p.m.

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

SEPTEMBER 18, 2024

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	68595
➤ PRESIDENT & CEO'S MONTHLY REPORT	68596
➤ ADVISORY COMMITTEE REPORT	
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

**2409-51 NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS PROJECT: CONSTRUCTION SERVICES TO SUPPORT GC.02 PROJECT** – Authorization to enter into NJ TRANSIT Contract No. IFB00004 with George Harms Construction Co., Inc. of Howell, New Jersey, to provide Construction Services to support the GC.02 Delco Lead/County Yard project, in the amount of \$497,977,585.35, plus 10 percent for contingencies, subject to the availability of funds. **68632**

**2409-52 MARKET STREET BUS GARAGE REHABILITATION PROJECT - CONSTRUCTION AND CONSTRUCTION MANAGEMENT CONTRACT AMENDMENTS** – Authorization to approve additional funding in the amount not to exceed \$6,000,000.00, plus 10 percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT Contract No. 19-021x with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Market Street Bus Garage Rehabilitation, subject to the availability of funds. **68636**

Authorization to approve additional funding in the amount not to exceed \$2,000,000.00, plus five percent for contingencies, to provide necessary funding for NJ TRANSIT Contract No. 19-056 with AECOM Tishman of Piscataway, New Jersey, to provide additional construction management services for the Market Street Bus Garage Rehabilitation Project, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
BOARD OF DIRECTORS' MEETINGS  
SEPTEMBER 18, 2024  
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PAGE 2

- 2409-53 ENGINEERING ARC FLASH HAZARD ANALYSIS, MITIGATION, AND ELECTRICAL SAFETY PROGRAM DEVELOPMENT AT NJ TRANSIT FACILITIES SYSTEMWIDE** – Authorization to enter into NJ TRANSIT Contract No. 22-071 with Burns Engineering, Inc. of Philadelphia, Pennsylvania, to fully fund assessment, testing, engineering, and corrective actions for NJ TRANSIT's electrical equipment systemwide, in the amount of \$6,292,733.18, plus five percent for contingencies, subject to the availability of funds. **68640**
- 2409-54 CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTIONS – MOVABLE BRIDGES** – Authorization to award separate contracts to Modjeski and Masters, Inc. of Mount Laurel, New Jersey (0000052A), Hardesty & Hanover, LLC of Hamilton, New Jersey (0000052B), and HDR, Inc. of Newark, New Jersey (0000052C), to perform in-depth structural, electrical, mechanical, and underwater inspections, evaluations, and load ratings of 14 undergrade movable and fixed railroad bridges, at costs not to exceed \$1,269,950.93, \$1,293,150.43, and \$1,171,879.88 respectively, for a total cost of \$3,734,981.24, plus five percent for contingencies, subject to the availability of funds. **68641**
- 2409-55 PERSONAL INJURY CLAIM OF THE ESTATE OF TERESA MARESCA** – Authorization to settle the claim of The Estate of Teresa Maresca through the estate's attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **68643**
- **EXECUTIVE SESSION AUTHORIZATION** **68644**
- **ADJOURNMENT**

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the July 24, 2024 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on August 1, 2024 and;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the July 24, 2024 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.



**PRESIDENT & CEO'S MONTHLY REPORT**

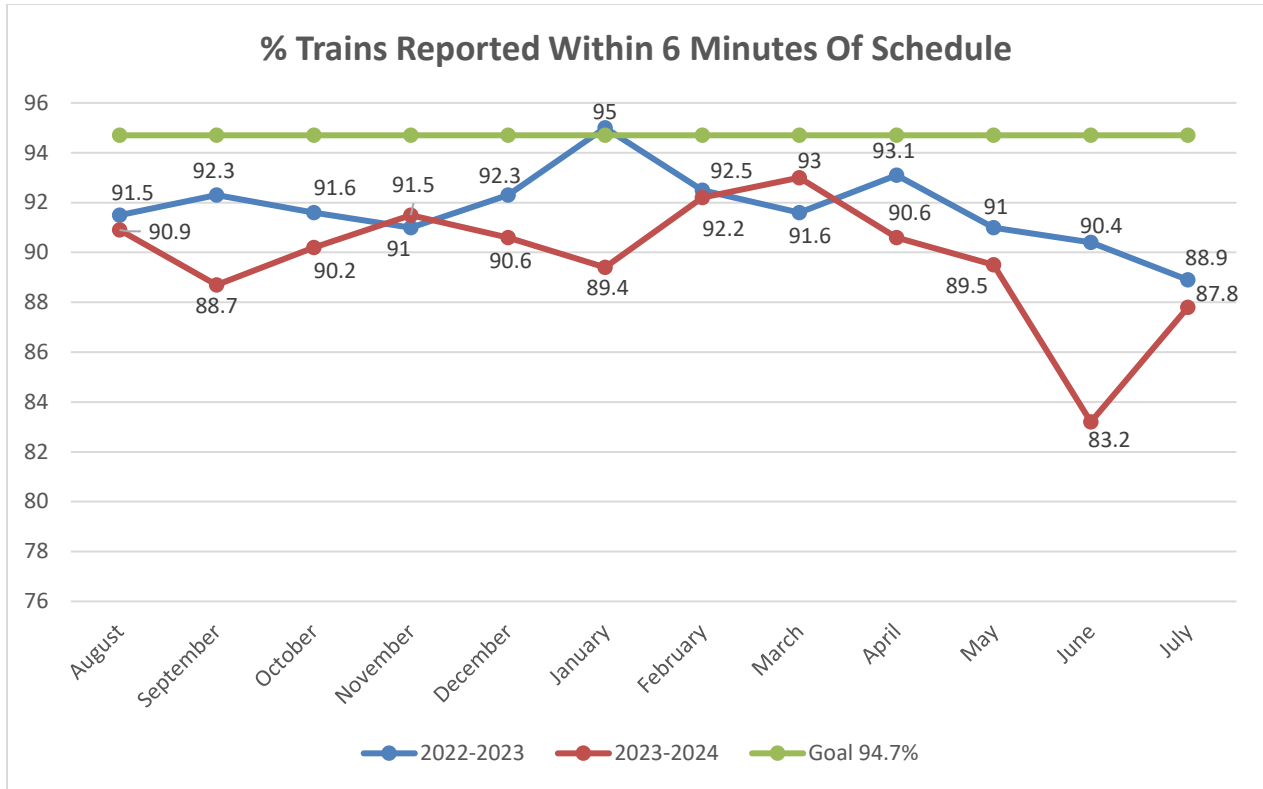
**September 18, 2024**

## **TABLE OF CONTENTS SEPTEMBER 18, 2024**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2022 – JULY 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>July Comparison</b>	88.9%	87.8%	-1.1%
<b>12-Month Average August 2022 – July 2024</b>	91.8%	89.8%	-2.0%

**Analysis:**

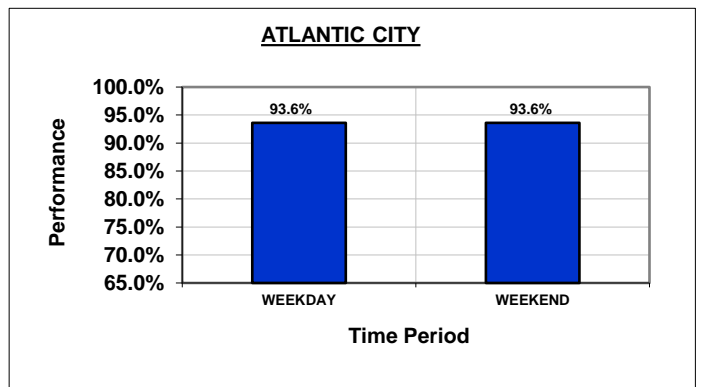
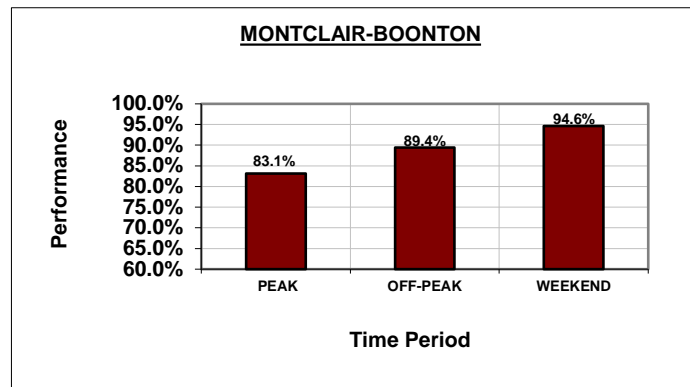
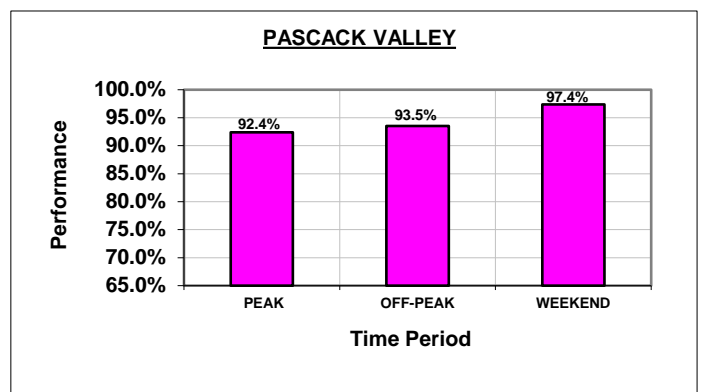
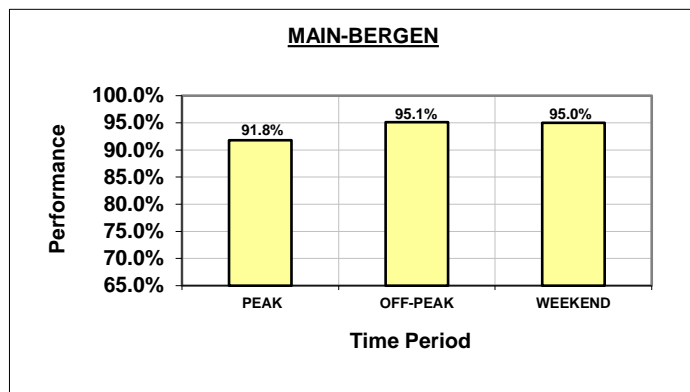
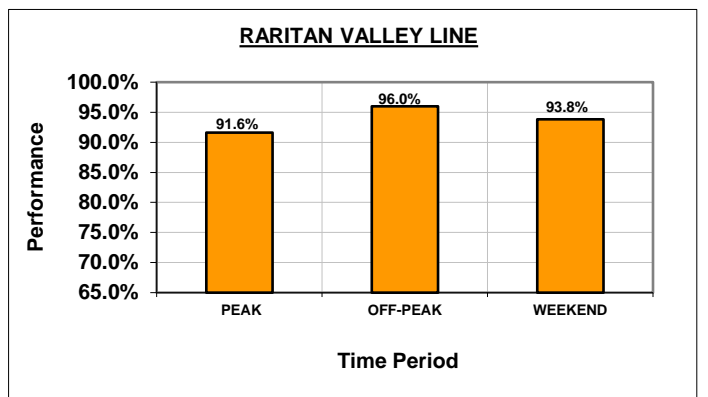
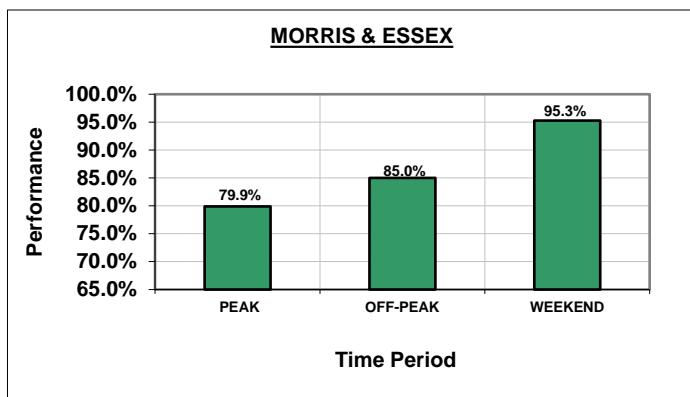
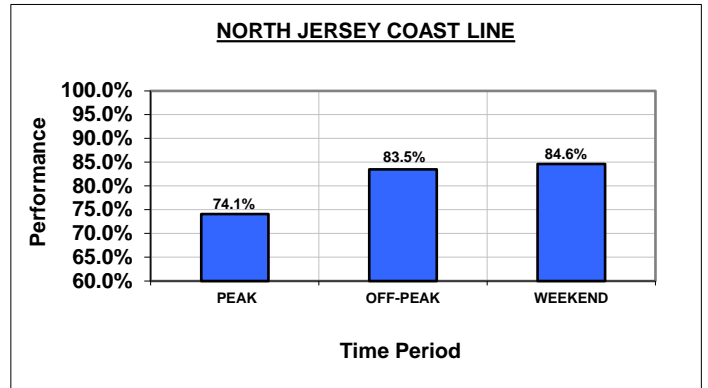
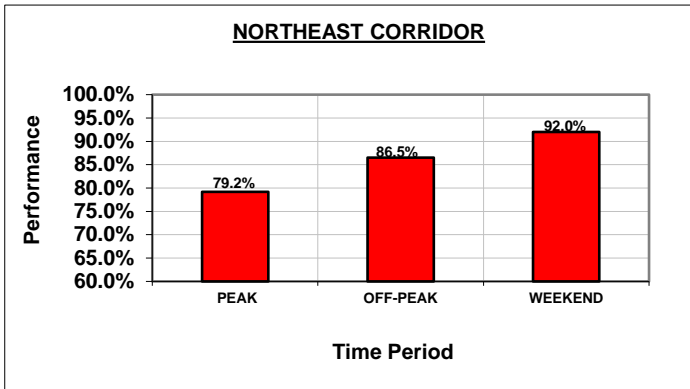
Rail On-time Performance was 87.8% for the month of July 2024. Of the 18,772 trains scheduled to operate, 16,486 were on time, while 2,286 trains (or 12.2% were delayed).

**Key Causes included:**

- Amtrak trespasser, debris, programmed maintenance, NJT catenary issue utility and electric locomotive contributed 181 delays on July 10.
- Amtrak track issue, NJT multi-level coach issue, Arrow MU issue, PTC mechanical and bridge issue contributed 138 delays on July 11.
- Amtrak power interruption, NJT diesel issue, PTC mechanical, weather related, electric locomotive issue, signal issue and a coach issue contributed 128 delays on July 16.

The 12-month Average for Rail On-Time Performance was 89.8%.

# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD July 2024

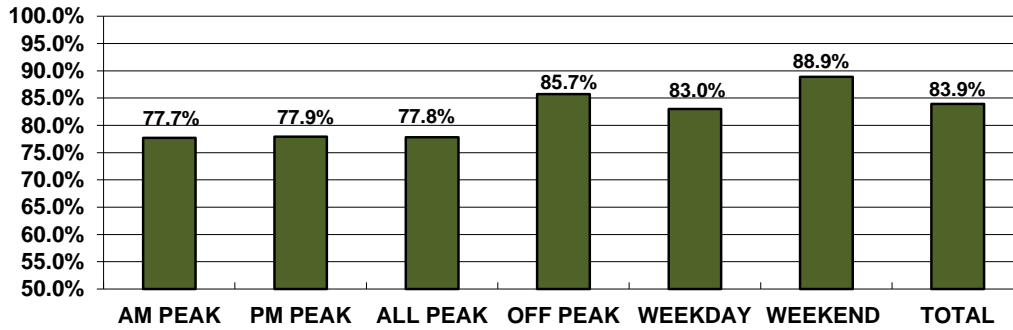


# ON-TIME PERFORMANCE RAIL

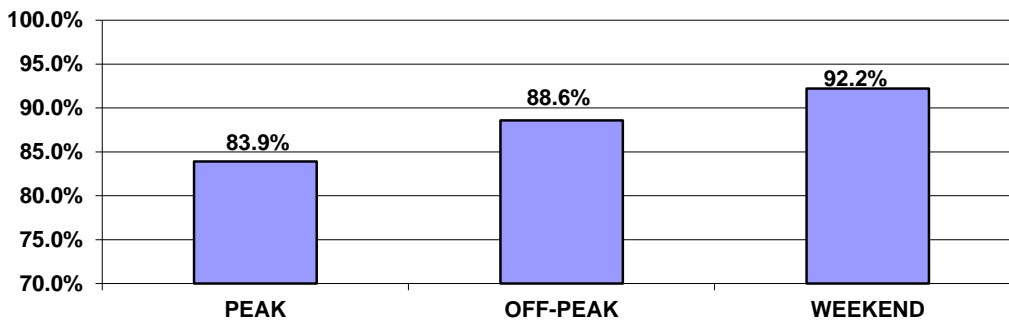
## SUMMARY BY TIME PERIOD JULY 2024

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

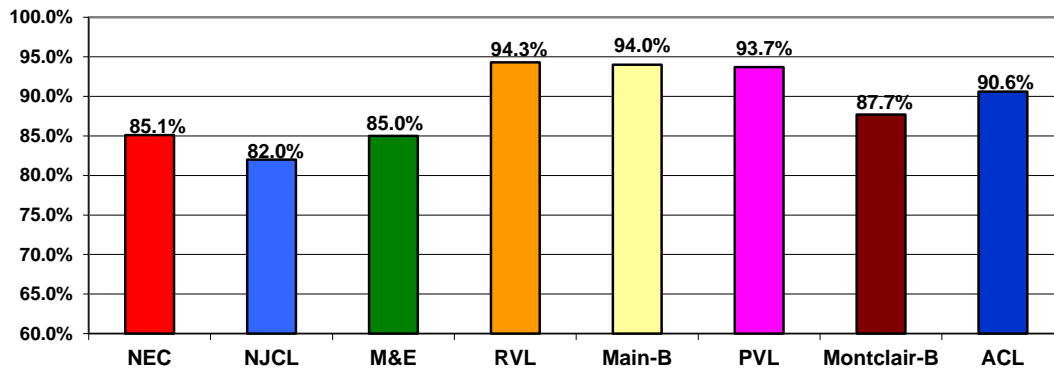
### % NEW YORK PENN STATION Trains Reported On Time \*



### % SYSTEMWIDE Trains Reported On Time

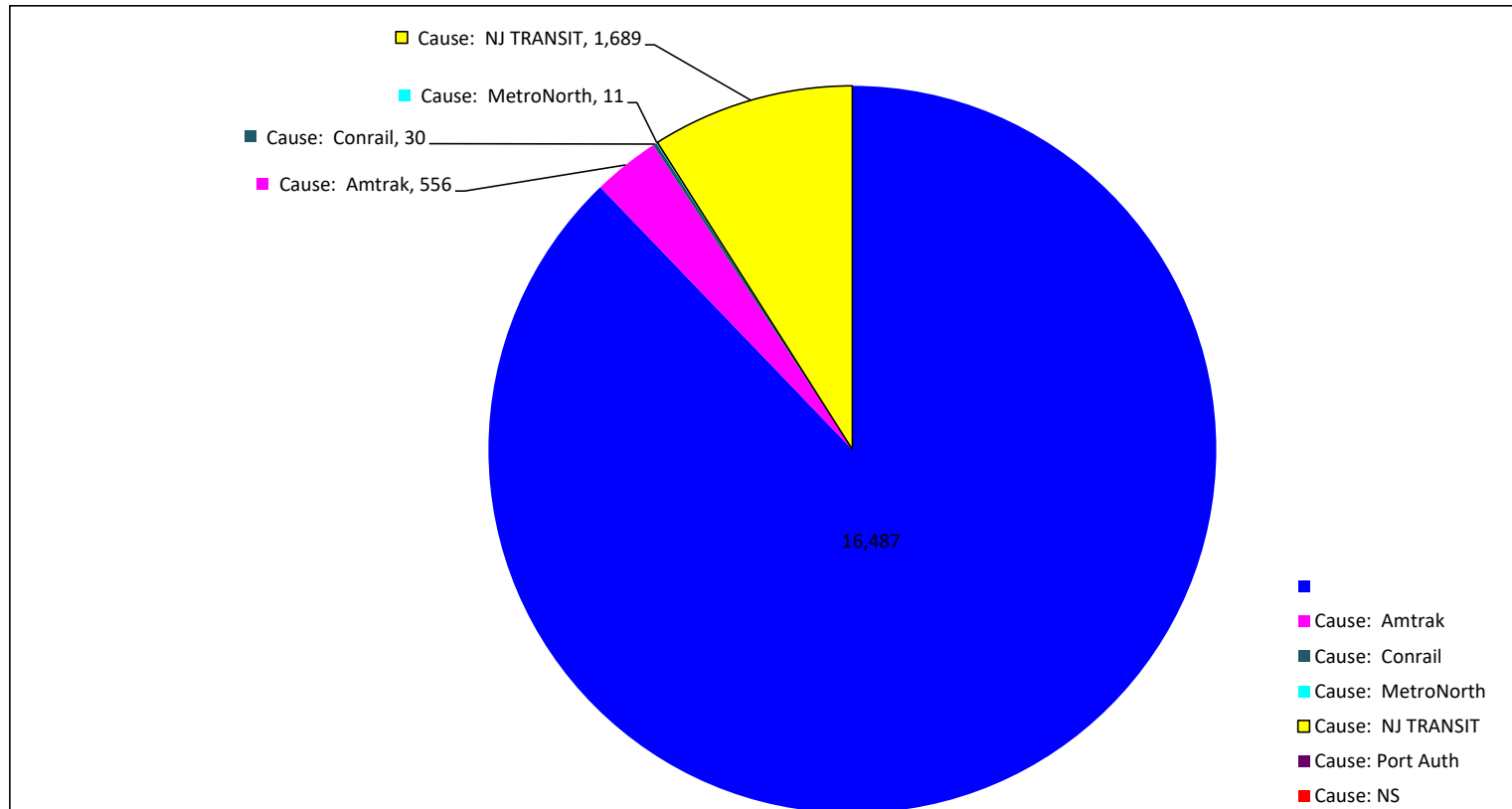


### % BY LINE Trains Reported On Time

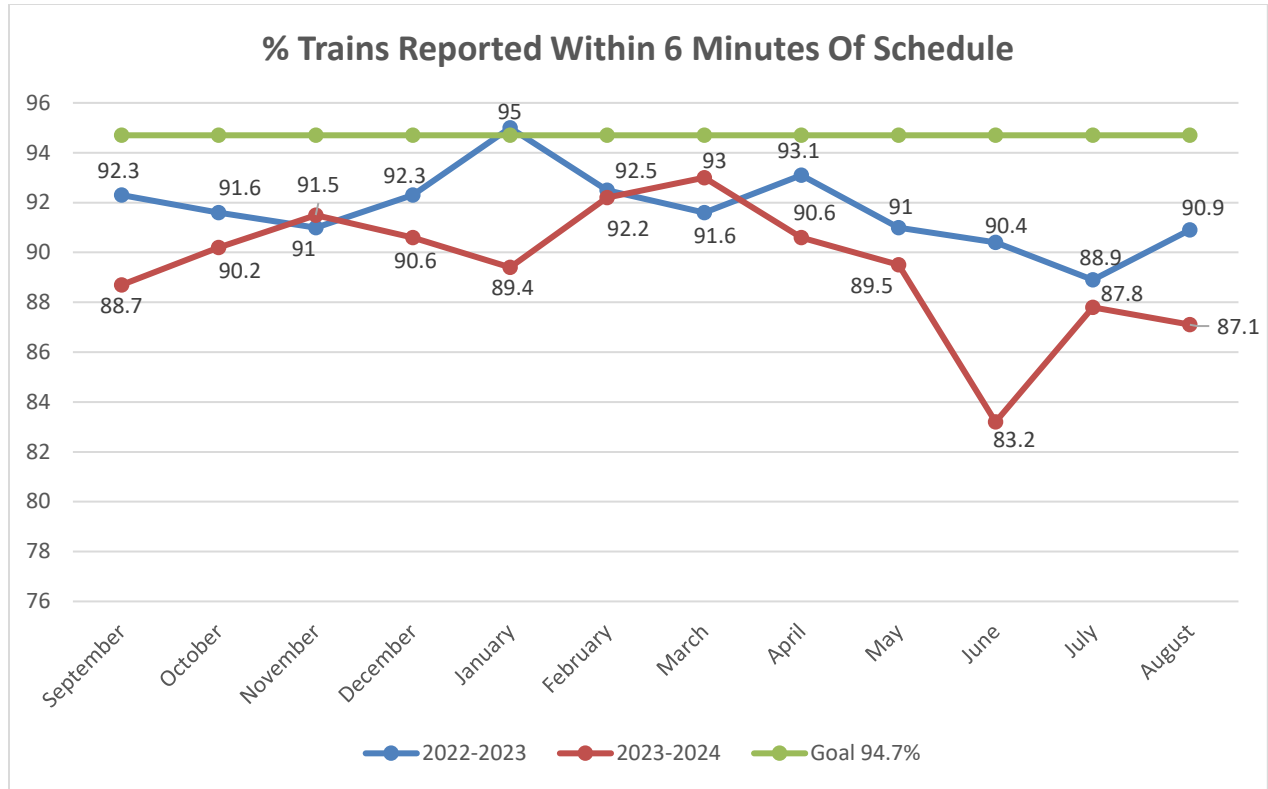


### NJ TRANSIT Performance - July 2024 Late NJ TRANSIT Trains

# of Trains On Time	16,487	Cause: Amtrak 556 2.96%	Cause: Conrail 30 0.16%	Cause: MetroNorth 11 0.06%	Cause: NJ TRANSIT 1,689 9.00%	Cause: Port Auth 0.00%	Cause: NS 0.00%
# of Late Trains	2,286						
Total # of Trains	18,773						
Percentage On Time	87.8%						



# NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2022 – AUGUST 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>August Comparison</b>	90.9%	87.1%	-3.8%
<b>12-Month Average Sept. 2022 – Aug 2024</b>	91.7%	89.5%	-2.2%

**Analysis:**

Rail On-time Performance was 87.1% for the month of August 2024. Of the 18,691 trains scheduled to operate, 16,271 were on time, while 2,420 trains (or 12.9% were delayed).

**Key Causes included:**

- Amtrak switch issue, a trespasser and NJT weather related contributed 197 delays on August 9.
- Amtrak track issue, signal issue, NJT signal issue and police action contributed 148 delays on August 27.
- Amtrak signal issue, Portal Bridge open, NJT PTC mechanical, electric locomotive issue, an unruly passenger removed and programmed maintenance contributed 142 delays on August 29.

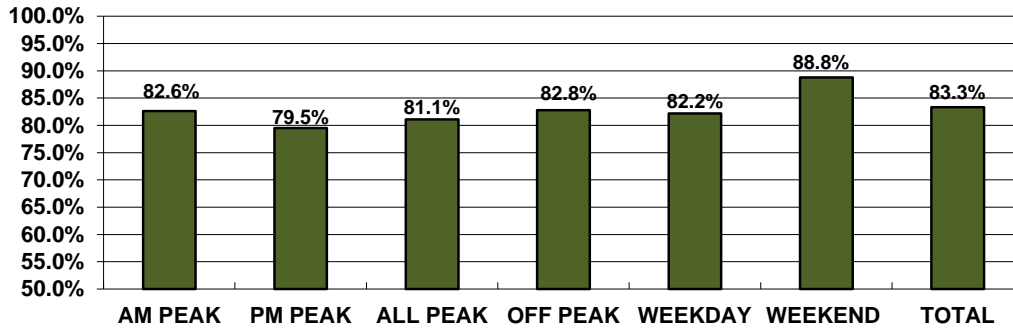
The 12-month Average for Rail On-Time Performance was 89.5%.

# ON-TIME PERFORMANCE RAIL

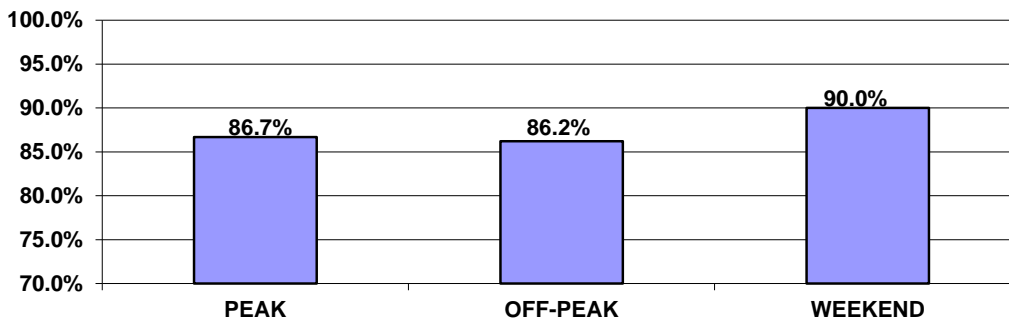
## SUMMARY BY TIME PERIOD AUGUST 2024

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

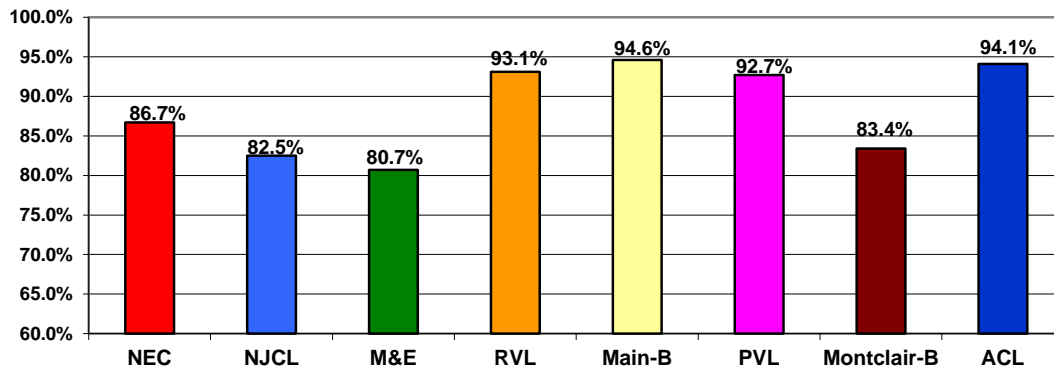
### % NEW YORK PENN STATION Trains Reported On Time \*



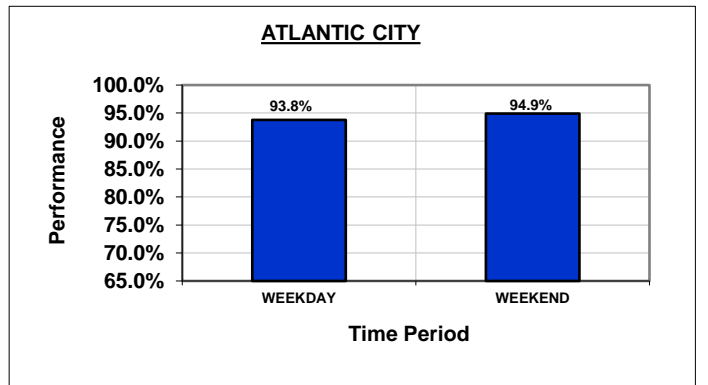
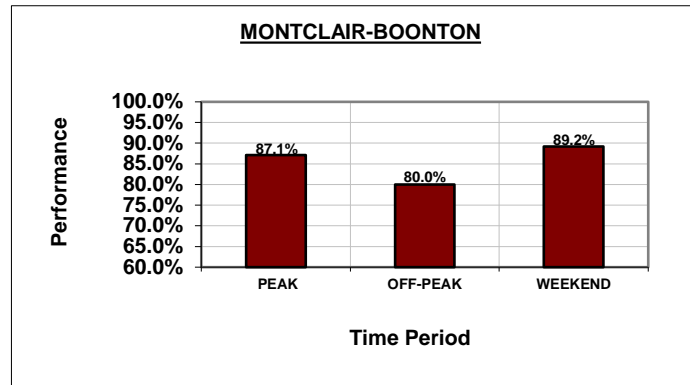
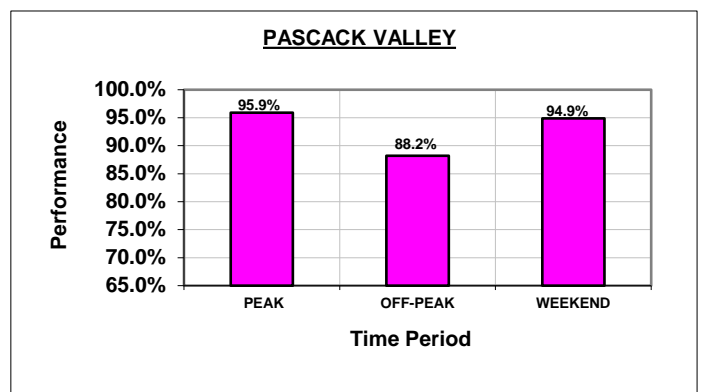
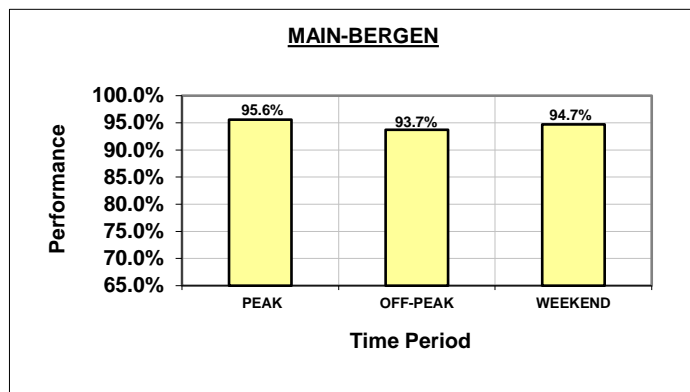
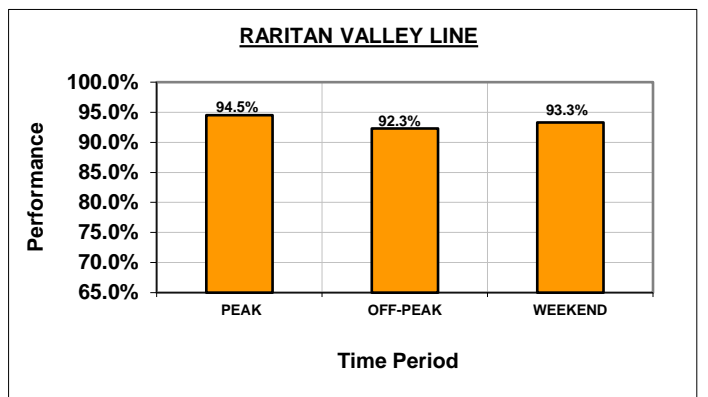
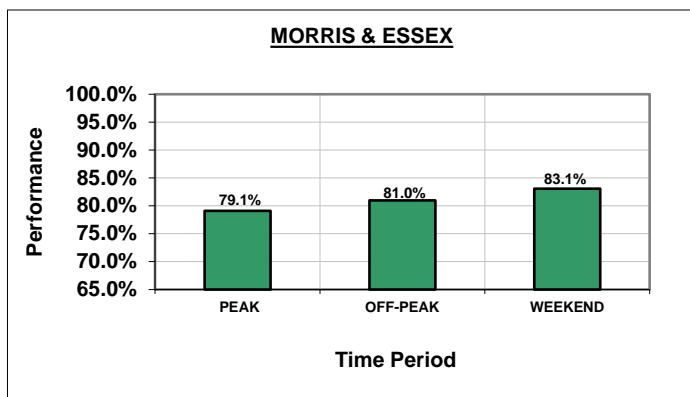
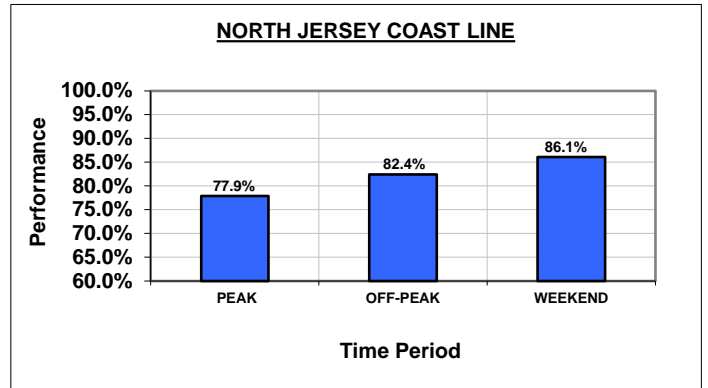
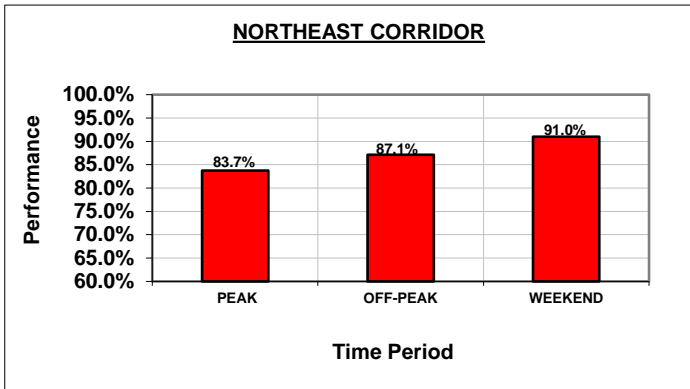
### % SYSTEMWIDE Trains Reported On Time



### % BY LINE Trains Reported On Time

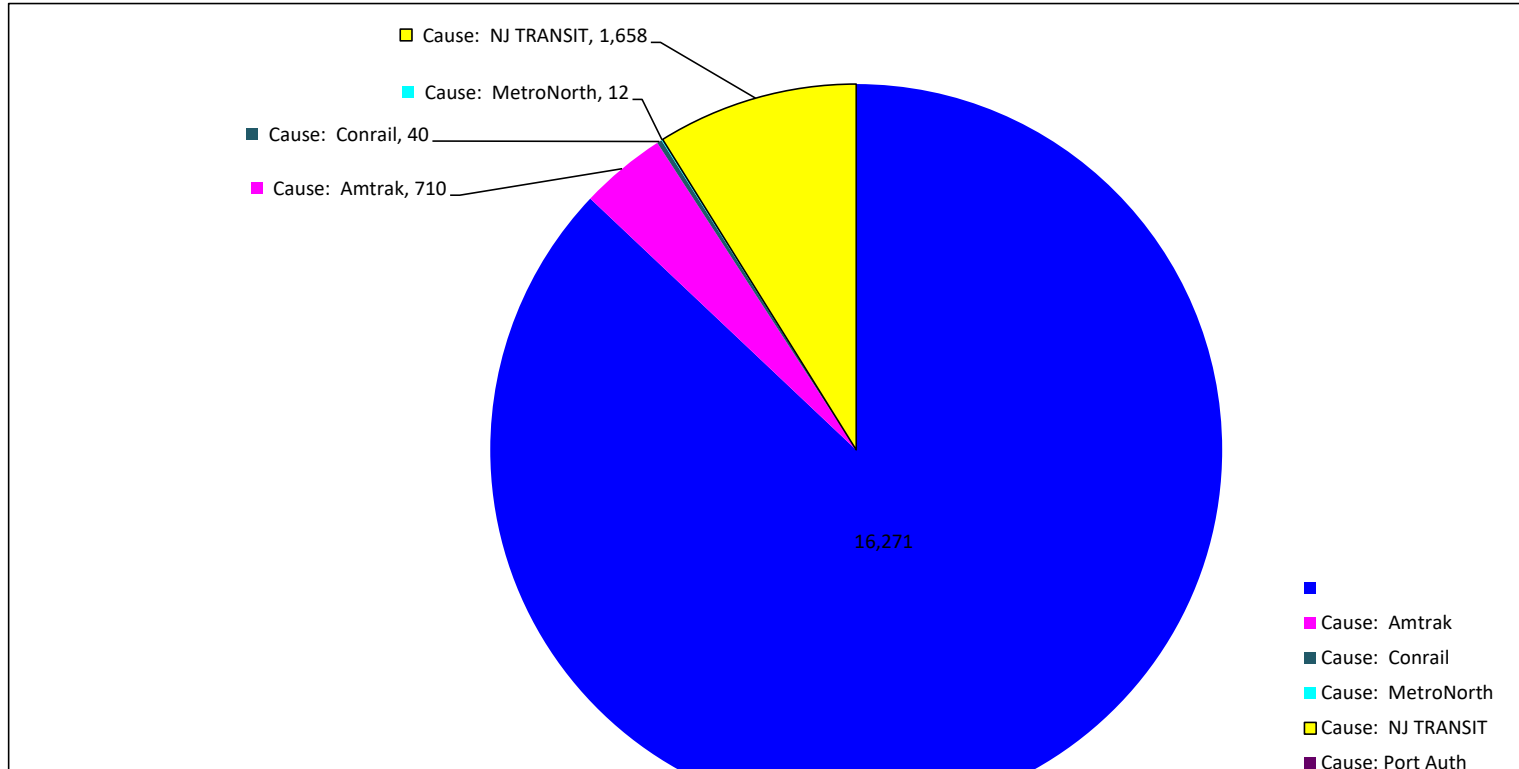


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD August 2024

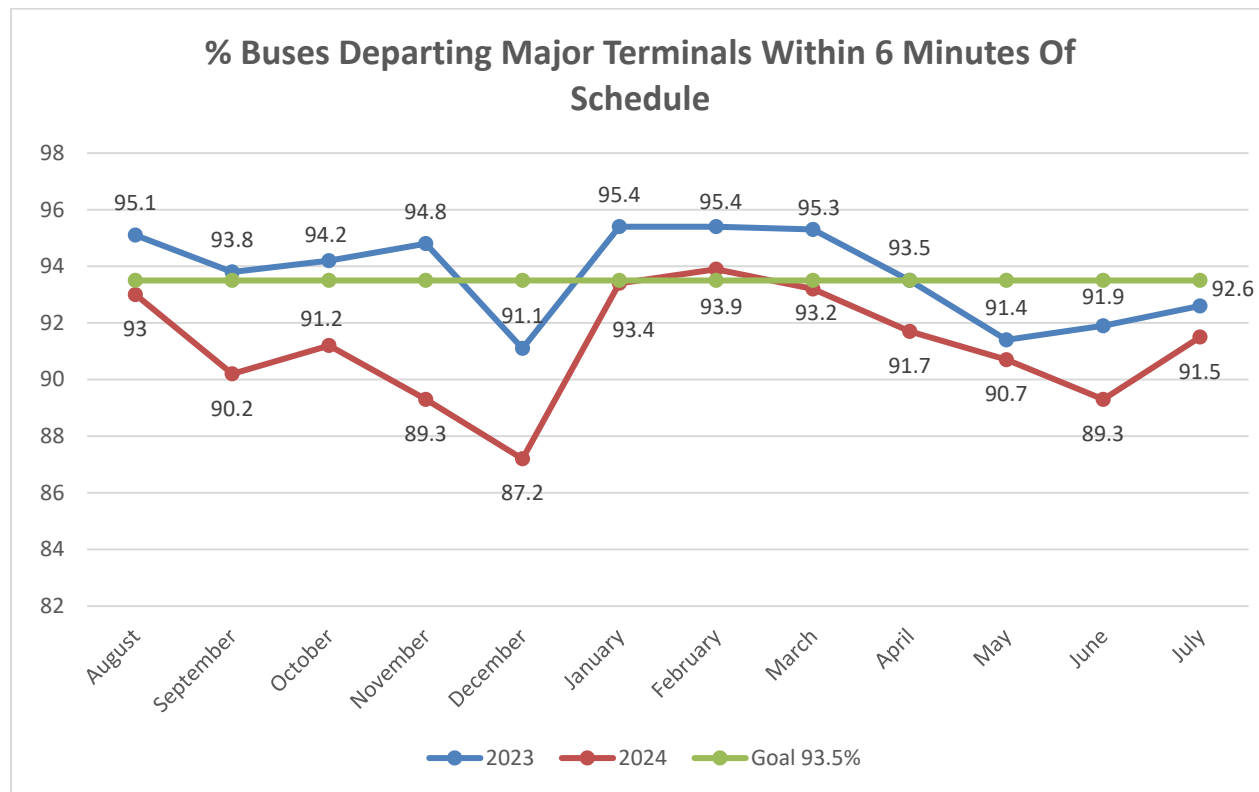


### NJ TRANSIT Performance - August 2024 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: Port Auth	Cause: NS
# of Trains On Time	16,271	710	40	12	1,658		
# of Late Trains	2,420	3.80%	0.21%	0.06%	8.87%	0.00%	0.00%
Total # of Trains	18,691						
Percentage On Time	87.1%						



## NJ TRANSIT ON-TIME PERFORMANCE BUS August 2022 – July 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>July Comparison</b>	92.6%	91.5%	-1.1%
<b>12-Month Average Aug 2023 – Jul 2024</b>	93.7%	91.2%	-2.5%

**Analysis:**

Bus On-Time Performance systemwide was 91.5% for the month of July 2024. Of the 49,804 monitored departures, 4,209 experienced delays.

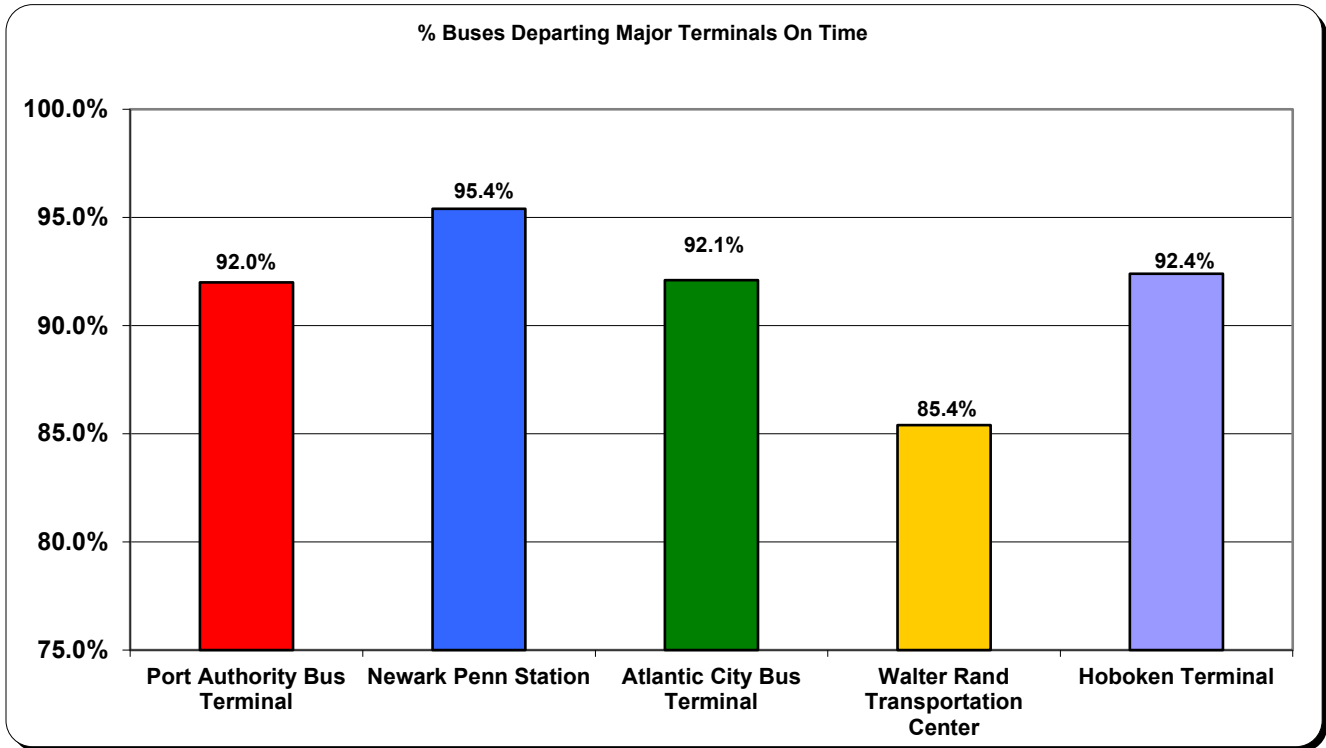
**Key Causes included:**

- At PABT, on the 8<sup>th</sup> & 9<sup>th</sup>, disabled buses and minor accident along with soccer game traffic caused delays. On the 10<sup>th</sup> & 11<sup>th</sup>, heavy traffic near Passaic Terminal, an accident and disabled bus in PABT caused delays. On the 15<sup>th</sup>, two disabled buses in the tunnel caused a 45-minute stoppage and delays. On the 19<sup>th</sup>, heavy inbound traffic at Pleasant Ave caused delays. On the 25<sup>th</sup>, disabled car in the tunnel caused inbound delays.
- At Newark Penn, on the 8<sup>th</sup>, mechanical issues, passenger altercation, police activity, road closures caused significant traffic. On the 9<sup>th</sup>, mechanical issues, road closures caused delays. On the 11<sup>th</sup>, DOT inspection, altercation, mechanical issues, delays due to road closures contributed to delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

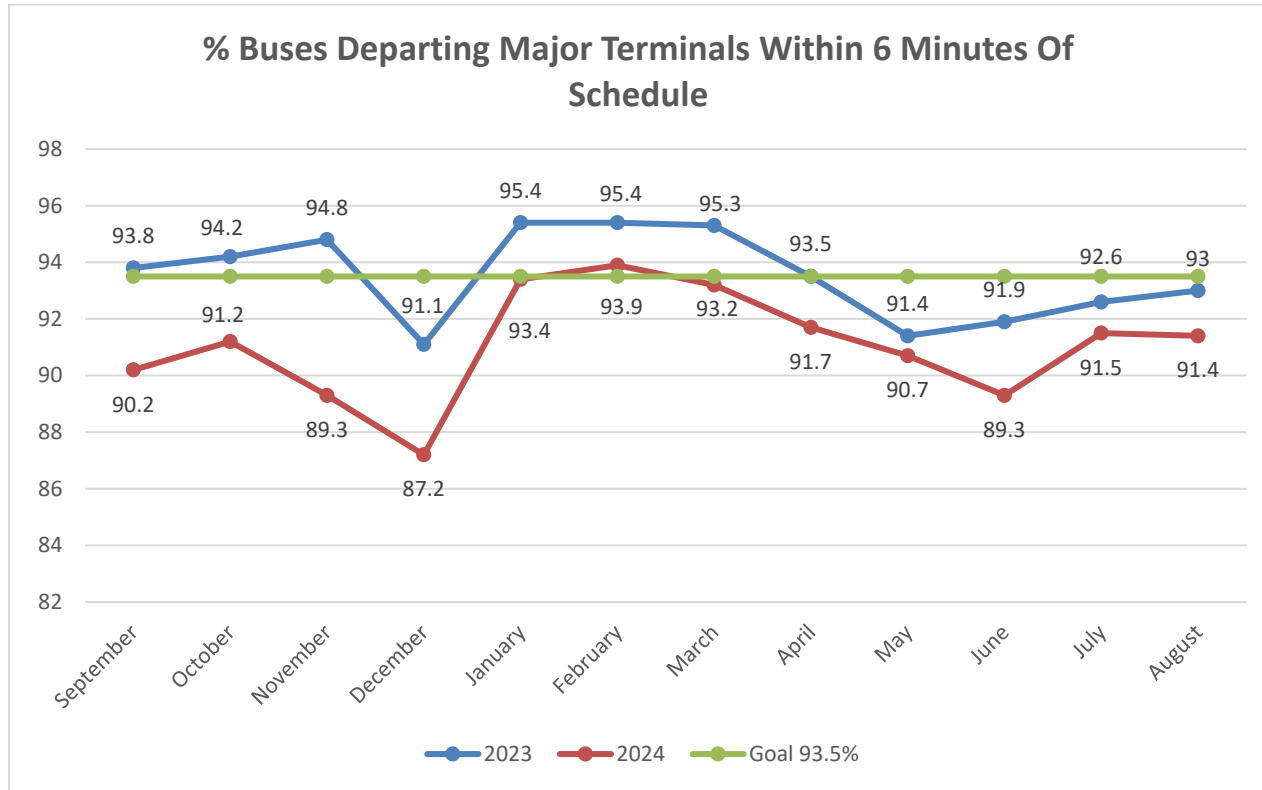
The 12-month average for Bus On-Time Performance was 91.2%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



## NJ TRANSIT ON-TIME PERFORMANCE BUS Sept 2022 – Aug 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>Aug Comparison</b>	93.0%	91.4%	-1.6%
<b>12-Month Average Sept 2023 – Aug 2024</b>	93.5%	91.1%	-2.4%

**Analysis:**

Bus On-Time Performance systemwide was 91.4% for the month of Aug 2024. Of the 48,935 monitored departures, 4,219 experienced delays.

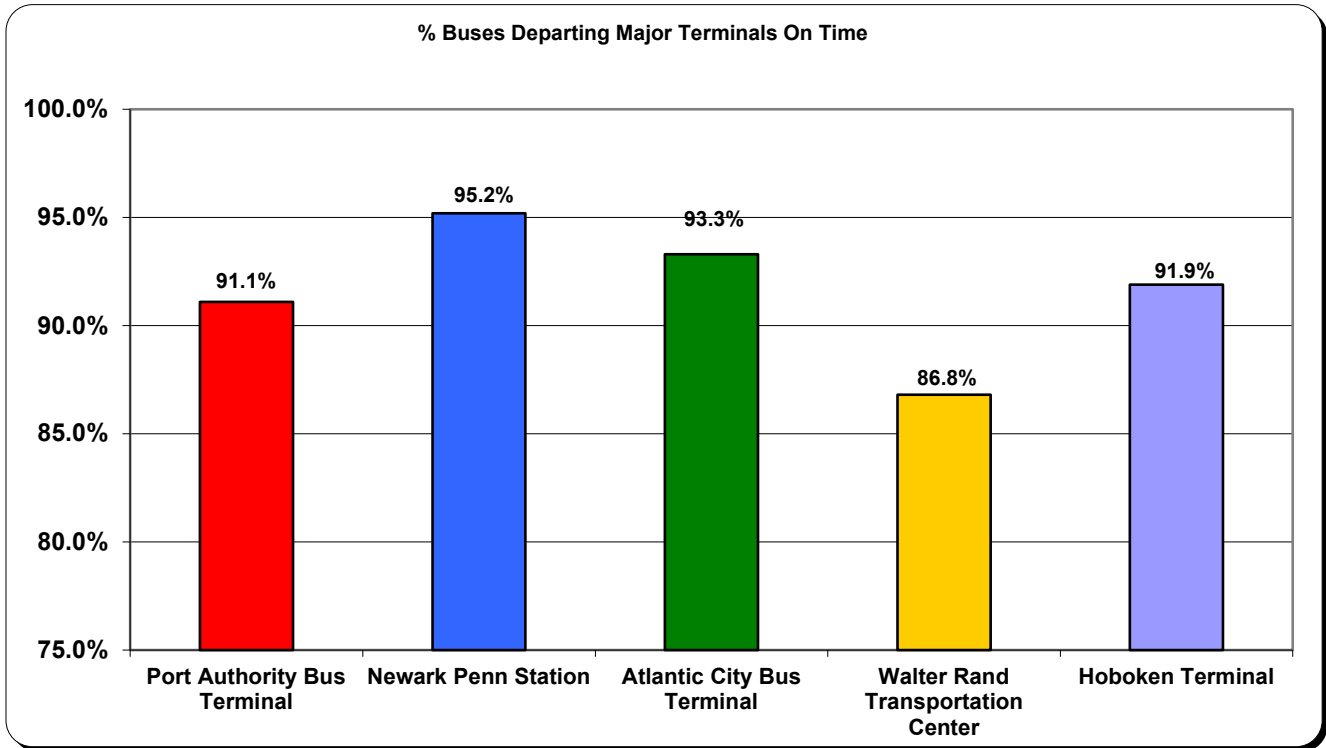
**Key Causes included:**

- At PABT, on the 1<sup>st</sup> & 2<sup>nd</sup>, disabled bus, detour in Hoboken caused delays. On the 5<sup>th</sup> & 6<sup>th</sup>, traffic issues outside PABT, heavy rain contributed to delays. On the 7<sup>th</sup> & 8<sup>th</sup>, gridlock into PABT after 5:35 pm, disabled vehicle in tunnel caused delays. On the 22<sup>nd</sup> & 23<sup>rd</sup> disabled bus in the PABT, tractor trailer on ramp on 96, and heavy traffic on the TPKE and 495 caused delays.
- At Newark Penn, on the 14<sup>th</sup>, mechanical issues, motor vehicle accident, road closures due to construction work caused significant traffic. On the 27<sup>th</sup>, mechanical issues, motor vehicle accident, road closures on main highways and local roads caused delays. On the 30<sup>th</sup>, DOT inspection, mechanical issues, road closures, heavy traffic contributed to delays.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.

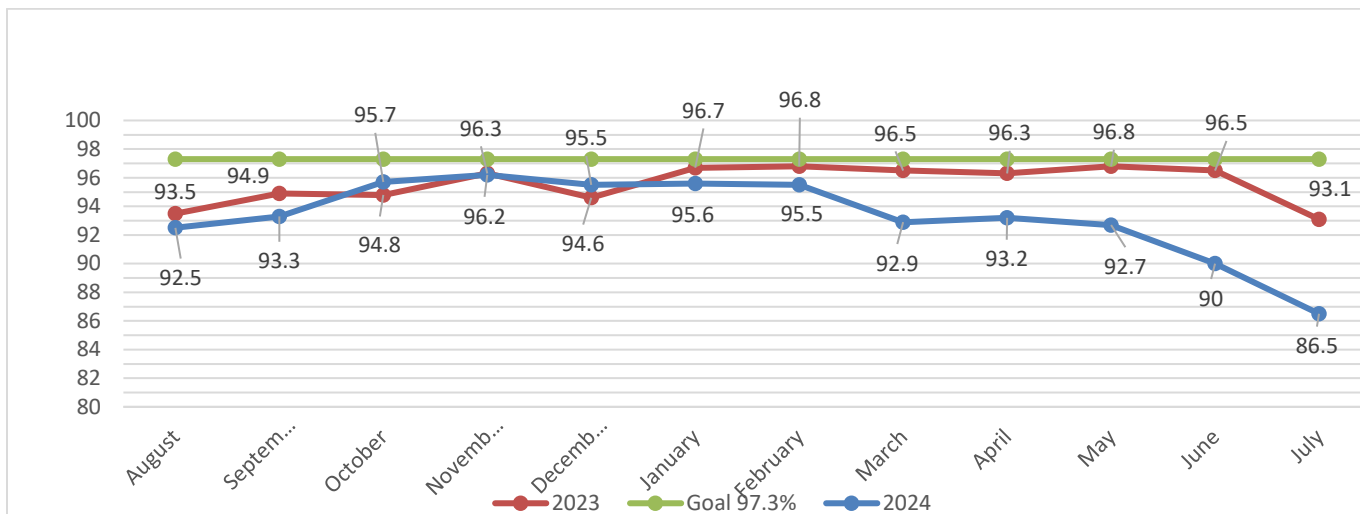
The 12-month average for Bus On-Time Performance was 91.1%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL August 2022 – July 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>July Comparison</b>	93.1%	86.5%	-6.6%
<b>12-Month Average August 2023 – July 2024</b>	95.5%	93.3%	-2.2%

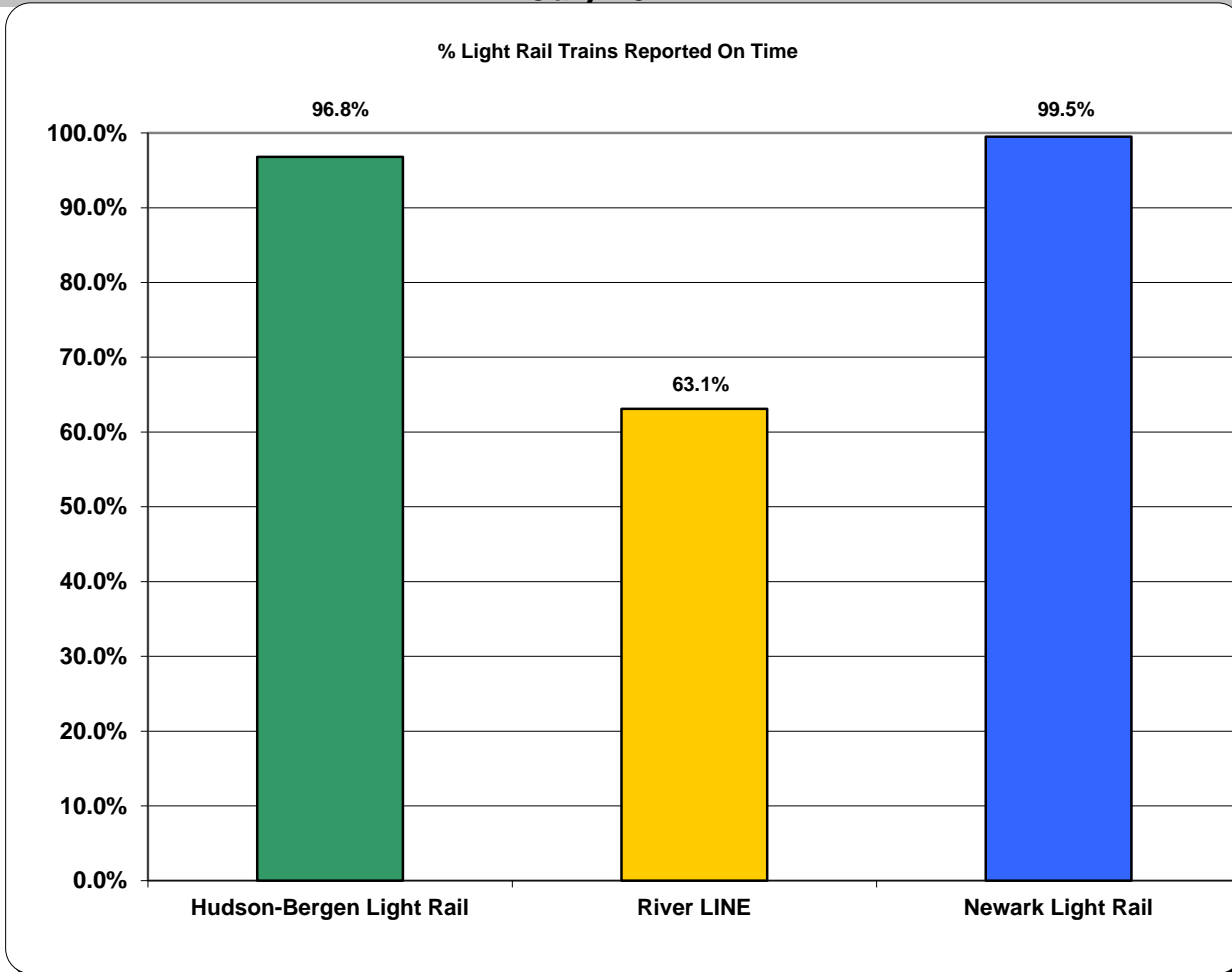
**Analysis:** Light Rail On-Time Performance system wide was 86.5% for the month of July. Of the 28,212 scheduled departures, 1,848 experienced delays.

**Key Causes included:**

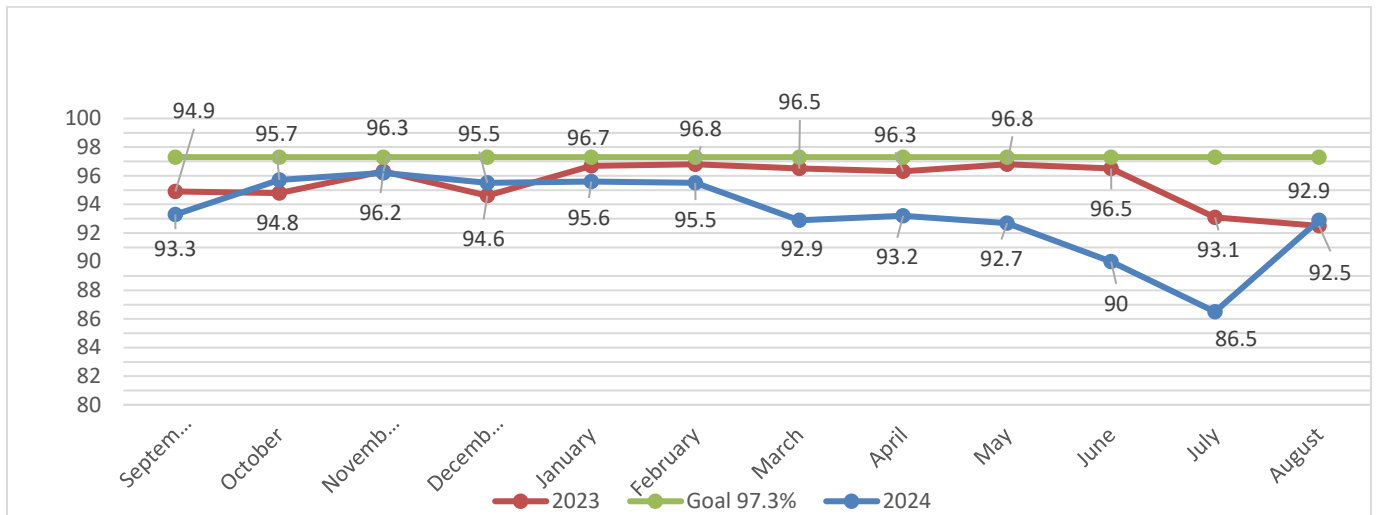
- **Newark Light Rail** – General maintenance such as door, power, brake, and propulsion issues affecting service taking place throughout the month. Fire near the tracks resulted in nine delays on 7/26.
- **River LINE** – Incidents affecting OTP involving general maintenance taking place across multiple dates, including engine, door, signal, and brake issues. Significant increase in cancellations incurred throughout the month due to equipment availability. Police activity throughout the month resulted in two canceled trains and 12 delays. Motor vehicles fouling tracks on 7/3, 7/8, 7/16, and 7/24 resulted in 9 delays and 6 canceled trains. External passenger incidents throughout the month resulted in 8 delays and 6 canceled trains.
- **HBLR** – Incidents involving general maintenance taking place across multiple dates, including door issues, power/propulsion issues, brakes, and other issues. General police activity throughout the month resulted in 117 affected trains. Motor vehicle fouling tracks 7/16 impacted three trains. Light rail and motor vehicle contact on 7/6 affected 13 trains. External incidents throughout the month, including 4<sup>th</sup> of July festivities resulted in 192 affected trains.
- The 12-month Average for Light Rail On-Time Performance is 93.3%

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE July 2024



# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL September 2022 – August 2024



	<u>2023</u>	<u>2024</u>	<u>%Change</u>
<b>August Comparison</b>	92.5%	92.9%	+0.4%
<b>12-Month Average September 2023 – August 2024</b>	95.4%	93.3%	-2.1%

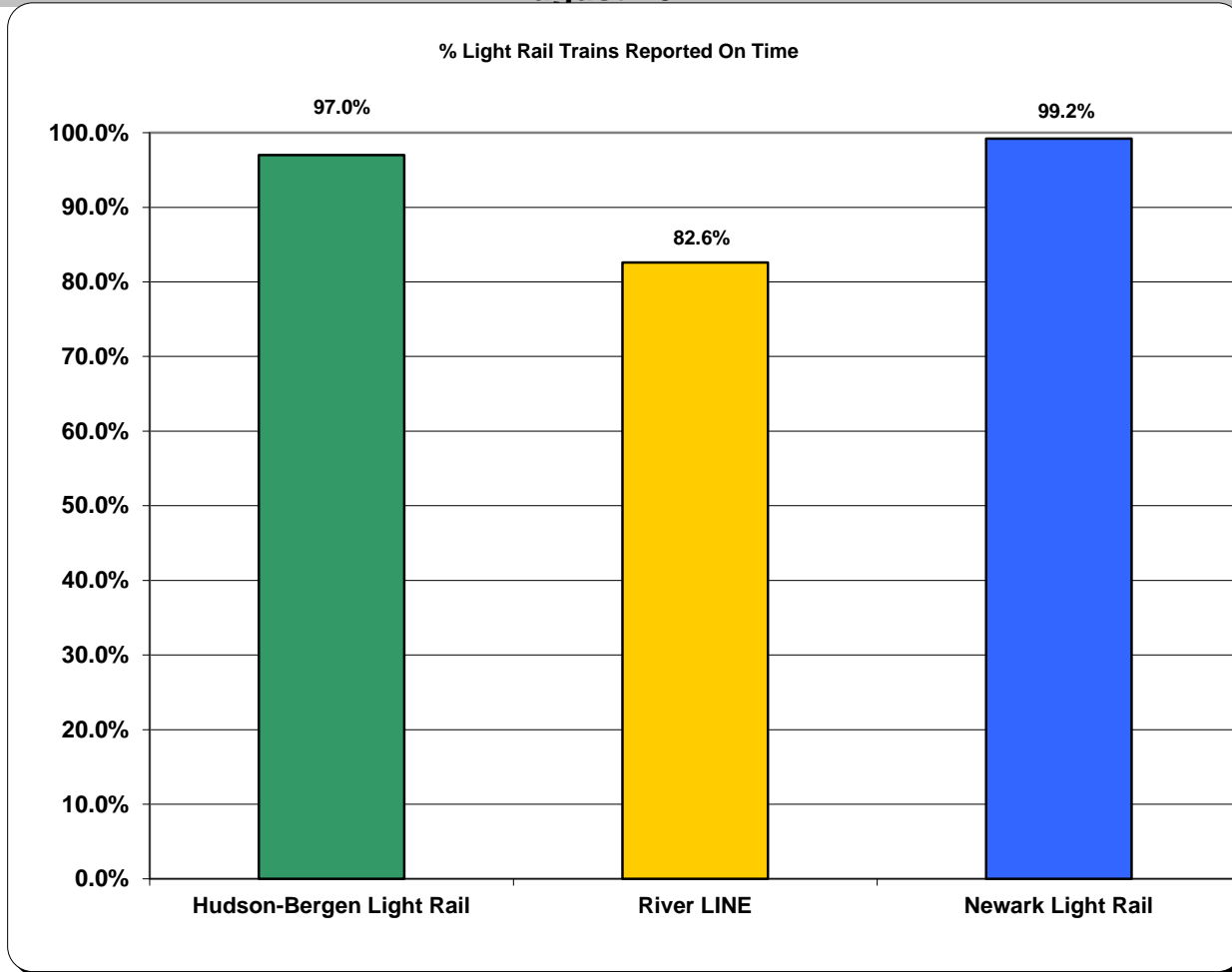
**Analysis:** Light Rail On-Time Performance system wide was 92.9% for the month of August. Of the 27,325 scheduled departures, 1,091 experienced delays.

**Key Causes included:**

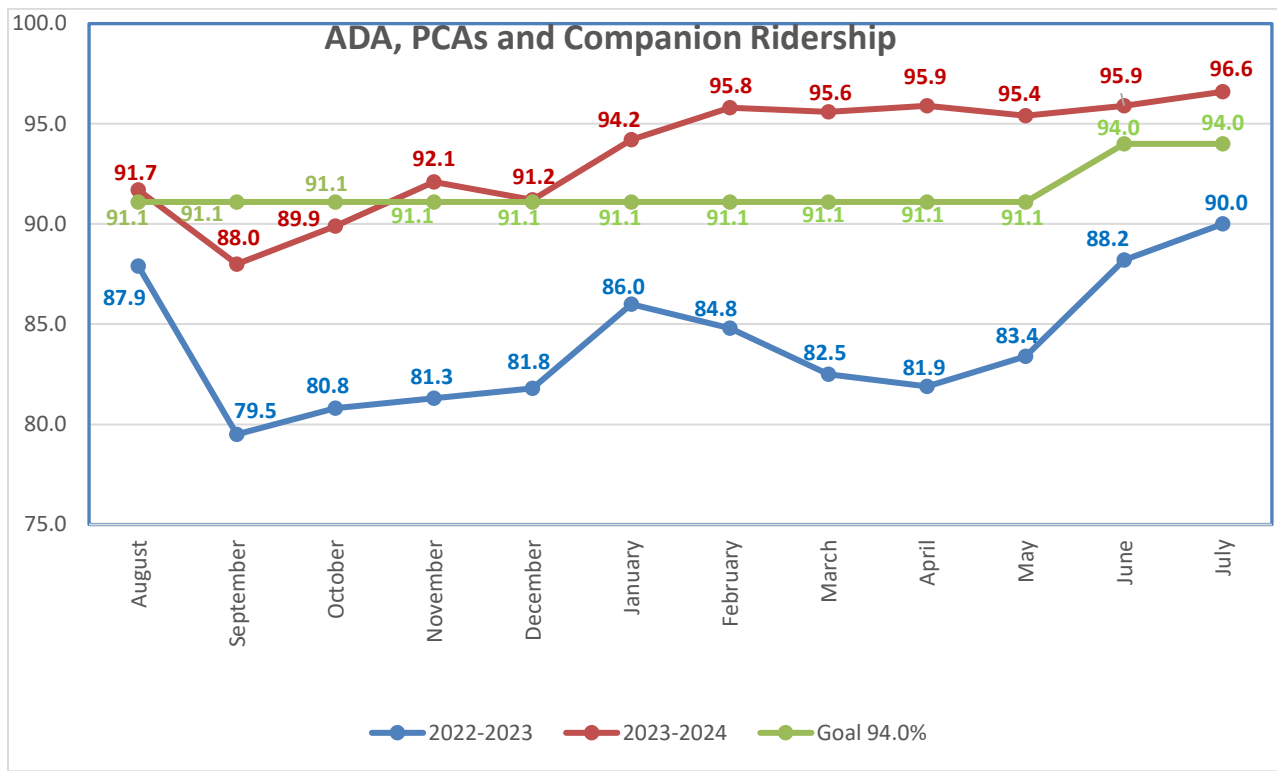
- **Newark Light Rail** – General maintenance such as door, power, brake, and propulsion issues affecting service taking place throughout the month.
- **River LINE** – Incidents involving general maintenance taking place across multiple dates, including engine, door, signal, and brake issues. Supplemental bus service is being provided during peak hours; service still affected by increase in equipment availability issues. Motor vehicles fouling tracks on 8/5, 8/21, and 8/26 resulted in 7 delays. External passenger incidents throughout the month resulted in 26 delays and 2 canceled trains.
- **HBLR** – Incidents involving general maintenance taking place across multiple dates, including door issues, power/propulsion issues, brakes, and other issues. General police activity throughout the month resulted in 109 affected trains. Motor vehicle fouling tracks on 8/2 and 8/18 impacted 18 trains.
- The 12-month Average for Light Rail On-Time Performance is 93.3%

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE August 2024



### NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK AUGUST 2022–JULY 2024



	<u>2023</u>	<u>2024</u>	<u>% Change</u>
<b>July Comparison</b>	90.0%	96.6%	6.6%
<b>July Ridership</b>	115,129	131,925	16,796
<b>12-Month Average August 2023–June 2024</b>	84.0%	93.5%	9.5%

**Analysis:**

Access Link On-Time Performance was 96.6% for July 2024. In serving 147,275 total customers, for 131,925 ADA customers trips, 4,428 or (3.4%) experienced delays.

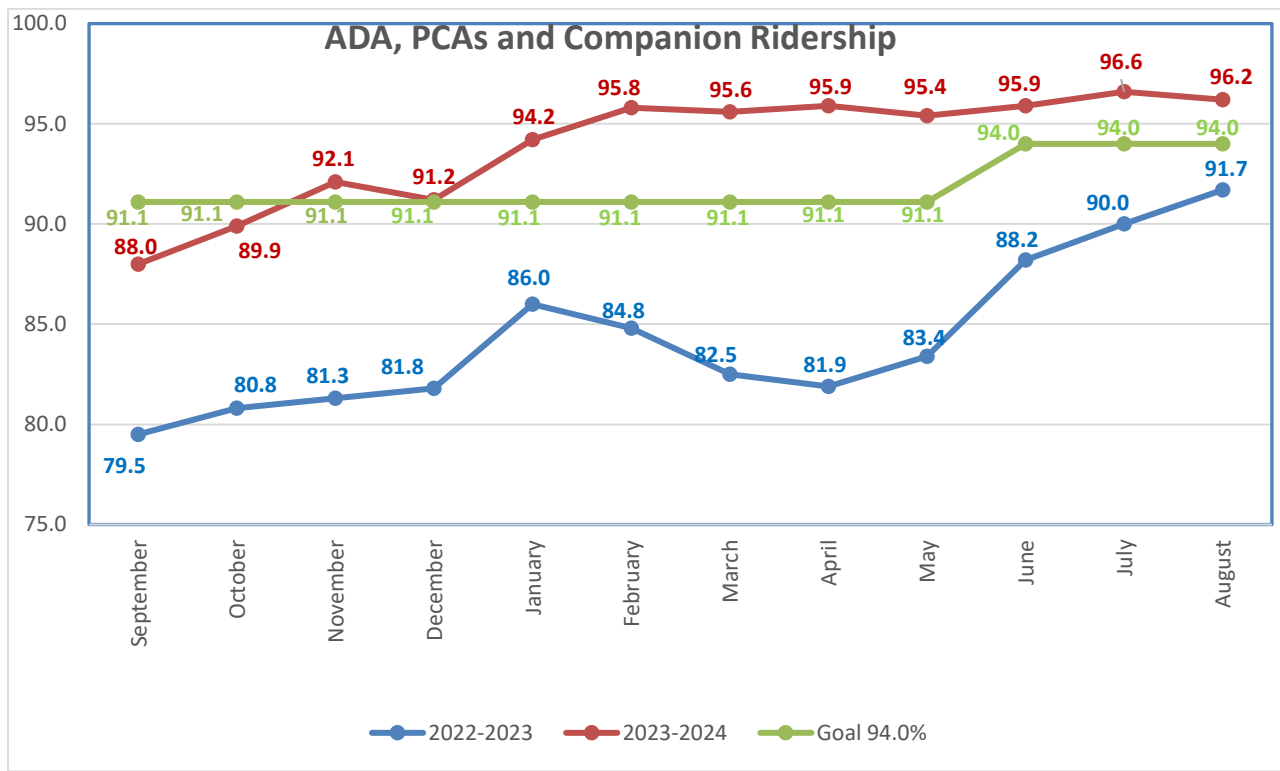
**Key Causes included:**

- Cybersecurity "cloud strike" outage on 7/19
- Delays due to operator availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 93.0%.

\* Statistics comprise both dedicated and non-dedicated service.

## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK SEPTEMBER 2022–AUGUST 2024



	<u>2023</u>	<u>2024</u>	<u>% Change</u>
<b>August Comparison</b>	91.7%	96.2%	4.5%
<b>August Ridership</b>	124,689	131,347	6,658
<b>12-Month Average September 2023–August 2024</b>	84.3%	93.9%	9.6%

**Analysis:**

Access Link On-Time Performance was 96.2% for August 2024. In serving 147,898 total customers, for 131,347 ADA customers trips, 5,044 or (3.8%) experienced delays.

**Key Causes included:**

- State of emergency issued (on 8/9) due to inclement weather - thunderstorms and heavy rain in the service areas causing delay.
- Delays due to operator availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 93.9%.

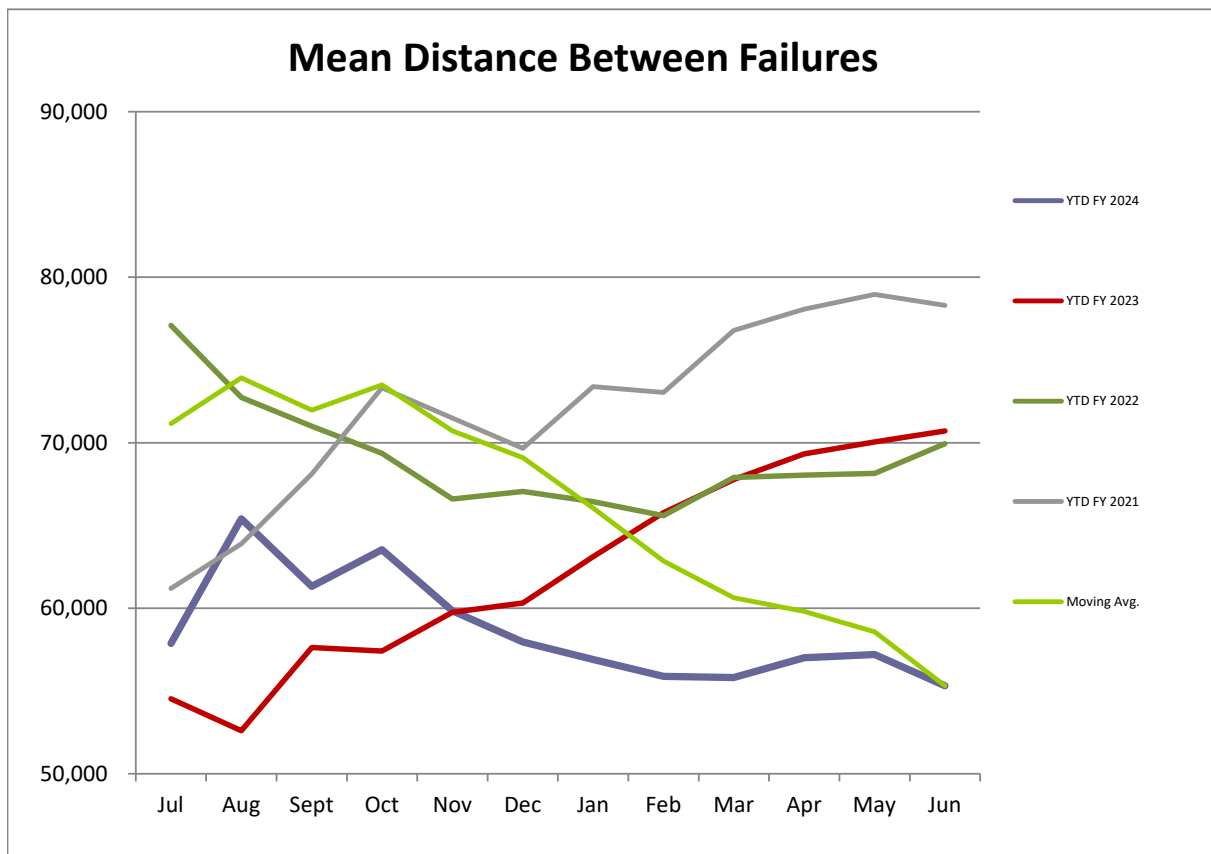
\* Statistics comprise both dedicated and non-dedicated service.

# **MEAN DISTANCE BETWEEN FAILURES**

June 2024

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

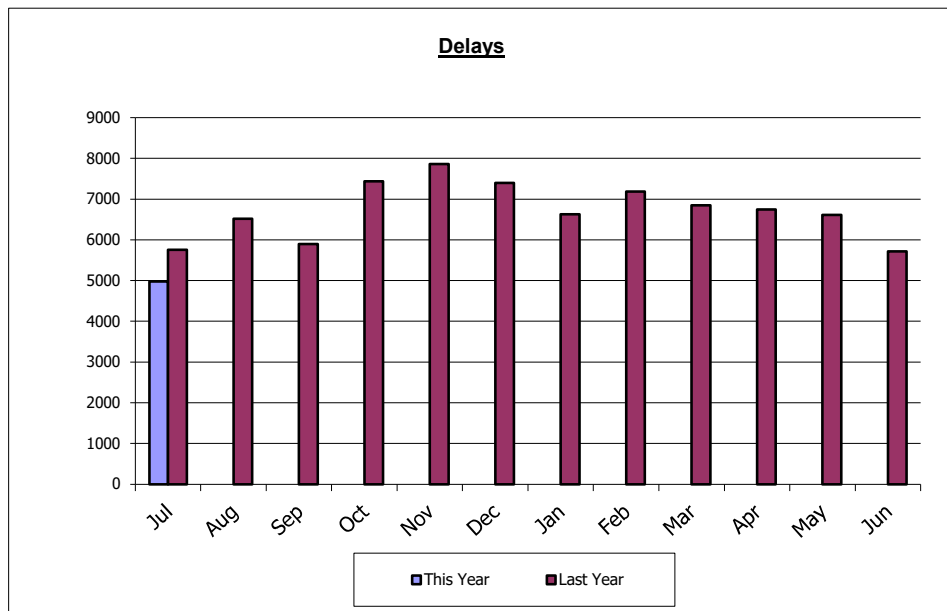
Month	YTD FY 2024	YTD FY 2023	YTD FY 2022	YTD FY 2021	12 Month Moving Avg.
Jul	57,875	54,531	77,087	61,198	71,148
Aug	65,403	52,602	72,743	63,891	73,920
Sept	61,324	57,623	71,005	68,109	71,966
Oct	63,539	57,410	69,368	73,320	73,504
Nov	59,844	59,761	66,597	71,498	70,708
Dec	57,968	60,315	67,060	69,664	69,102
Jan	56,904	63,121	66,433	73,392	66,050
Feb	55,888	65,780	65,594	73,030	62,852
Mar	55,822	67,778	67,894	76,790	60,634
Apr	57,014	69,327	68,050	78,072	59,813
May	57,197	70,045	68,153	78,962	58,571
Jun	55,317	70,712	69,949	78,300	55,317



## Garage Performance Parameters

**July 2024**

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	4,433	4,433	4,328
Market Street	6,500	3,362	3,362	3,120
Meadowlands	10,000	2,094	2,094	3,674
Oradell	13,000	11,551	11,551	9,433
Wayne	12,000	8,929	8,929	5,410
WestWood	13,000	16,551	16,551	16,417
<b>Northern Division</b>	<b>-</b>	<b>4,365</b>	<b>4,365</b>	<b>4,907</b>
Big Tree	7,500	4,729	4,729	4,620
Greenville	6,000	2,649	2,649	4,051
Hilton	8,500	4,049	4,049	5,845
Howell	17,500	27,312	27,312	19,770
Ironbound	8,000	3,193	3,193	5,150
Orange	7,800	2,518	2,518	1,998
Morris	10,500	10,520	10,520	12,265
<b>Central Division</b>	<b>-</b>	<b>4,253</b>	<b>4,253</b>	<b>5,099</b>
Egg Harbor	12,000	9,645	9,645	8,640
Hamilton	9,000	5,685	5,685	8,510
Newton Avenue	11,000	6,506	6,506	8,020
Washington Twp.	16,000	10,232	10,232	10,173
<b>Southern Division</b>	<b>-</b>	<b>8,354</b>	<b>8,354</b>	<b>8,948</b>
<b>Bus Operations</b>	<b>-</b>	<b>4,978</b>	<b>4,978</b>	<b>5,759</b>

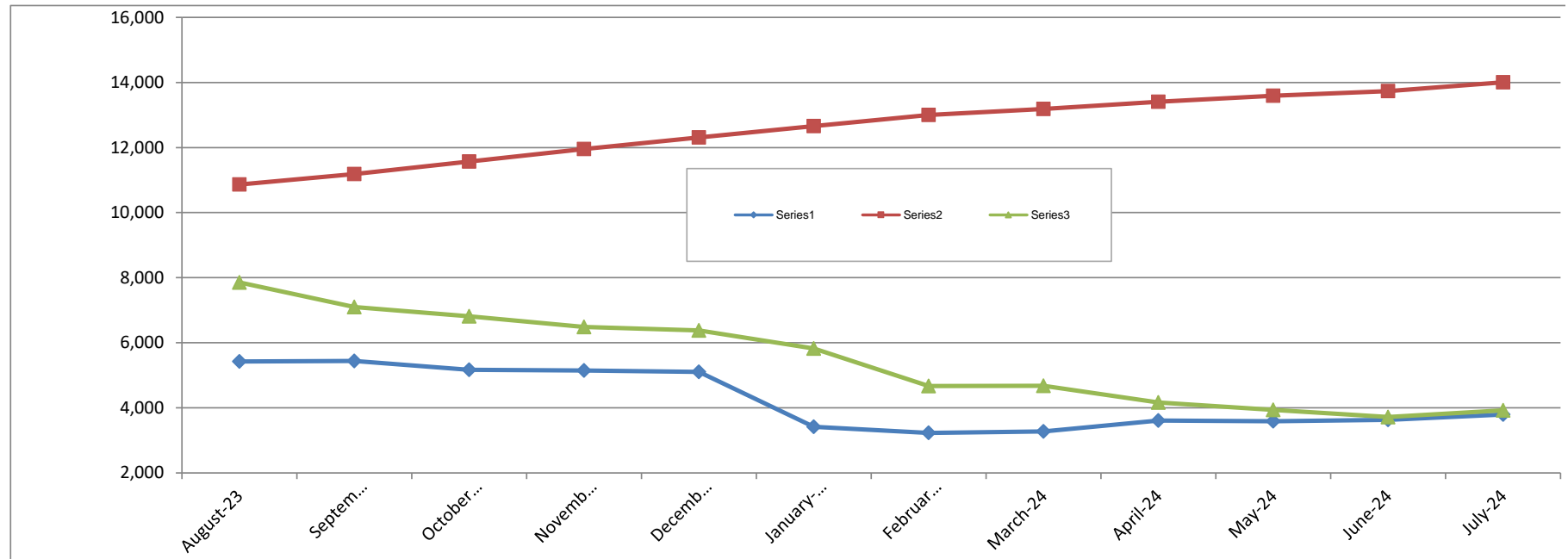


### NJ TRANSIT - LIGHT RAIL, July 2024

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2024	MDBSF * June 2024
Newark Light Rail	3,792	3,633
Hudson Bergen	14,005	13,737
River LINE	3,921	3,720

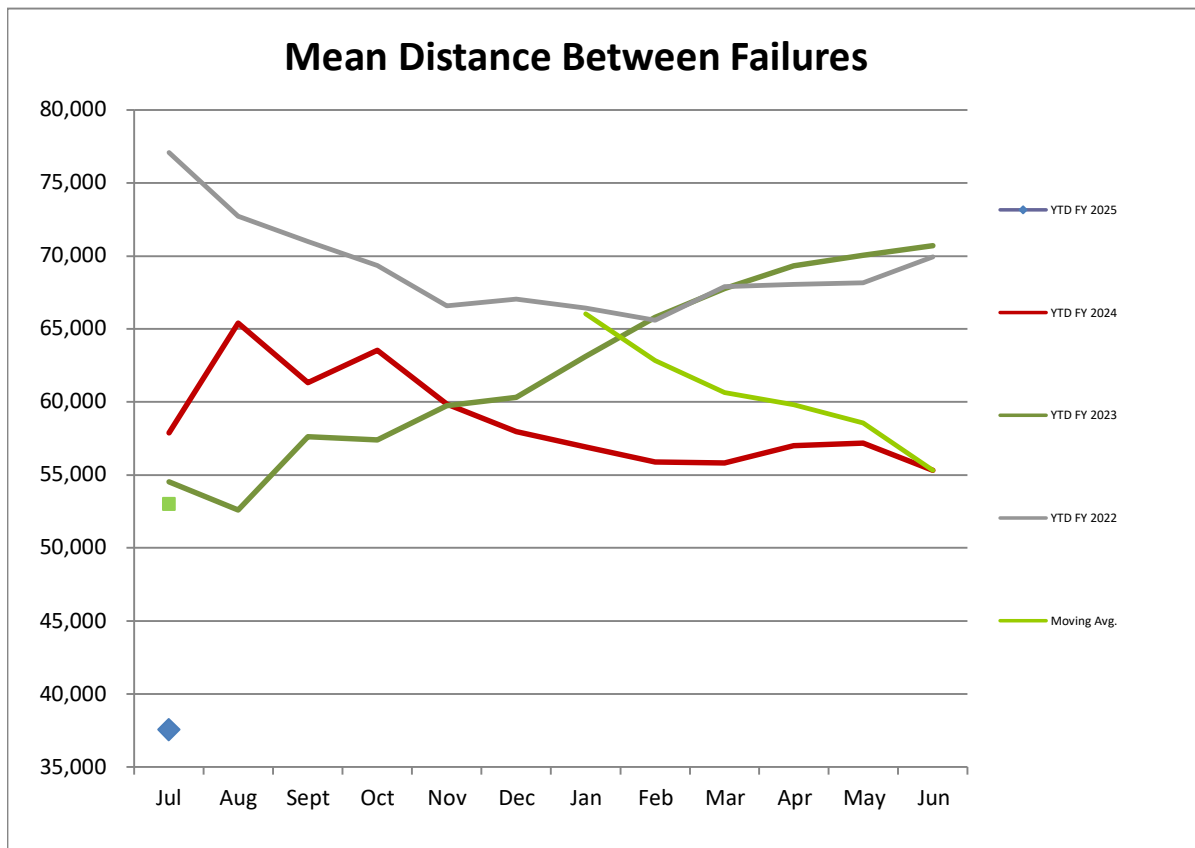
#### AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



July 2024

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

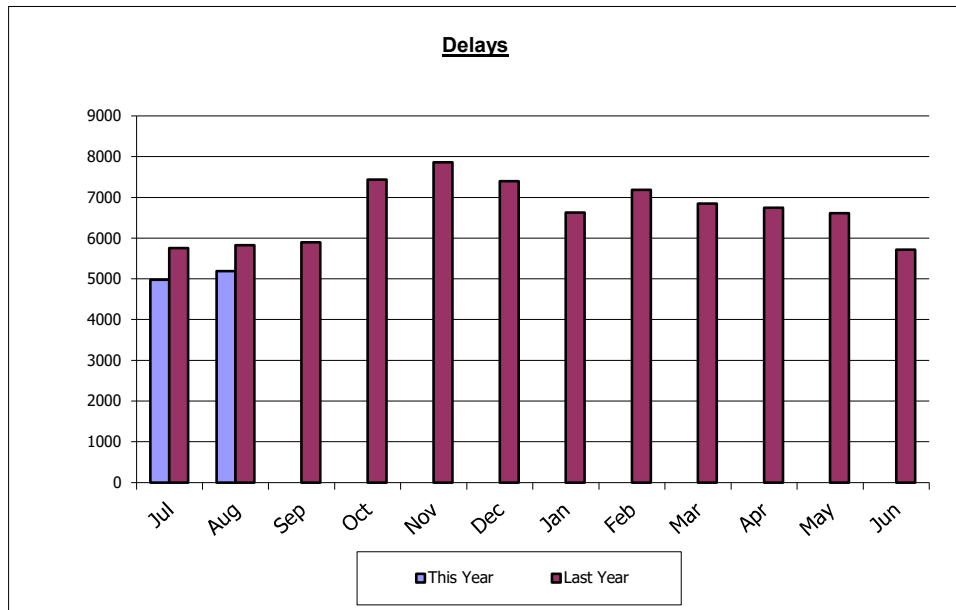
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	-	65,403	52,602	72,743	-
Sept	-	61,324	57,623	71,005	-
Oct	-	63,539	57,410	69,368	-
Nov	-	59,844	59,761	66,597	-
Dec	-	57,968	60,315	67,060	-
Jan	-	56,904	63,121	66,433	66,050
Feb	-	55,888	65,780	65,594	62,852
Mar	-	55,822	67,778	67,894	60,634
Apr	-	57,014	69,327	68,050	59,813
May	-	57,197	70,045	68,153	58,571
Jun	-	55,317	70,712	69,949	55,317



## Garage Performance Parameters

### August 2024

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	8,012	5,650	5,790
Market Street	6,500	3,057	3,203	3,302
Meadowlands	10,000	2,371	2,213	3,635
Oradell	13,000	9,776	10,527	11,469
Wayne	12,000	9,134	9,024	5,903
WestWood	13,000	12,572	14,277	23,953
<b>Northern Division</b>	<b>-</b>	<b>4,759</b>	<b>4,440</b>	<b>5,394</b>
Big Tree	7,500	3,462	4,002	4,663
Greenville	6,000	3,509	3,865	4,051
Hilton	8,500	3,694	3,865	5,702
Howell	17,500	19,239	22,504	18,909
Ironbound	8,000	3,680	3,413	5,276
Orange	7,800	2,280	2,397	2,223
Morris	10,500	17,428	13,110	20,334
<b>Central Division</b>	<b>-</b>	<b>4,302</b>	<b>4,389</b>	<b>4,703</b>
Egg Harbor	12,000	9,563	9,604	9,534
Hamilton	9,000	6,177	5,919	7,590
Newton Avenue	11,000	7,498	6,970	8,663
Washington Twp.	16,000	9,316	9,749	11,469
<b>Southern Division</b>	<b>-</b>	<b>8,491</b>	<b>8,422</b>	<b>9,592</b>
<b>Bus Operations</b>	<b>-</b>	<b>5,188</b>	<b>5,080</b>	<b>5,793</b>

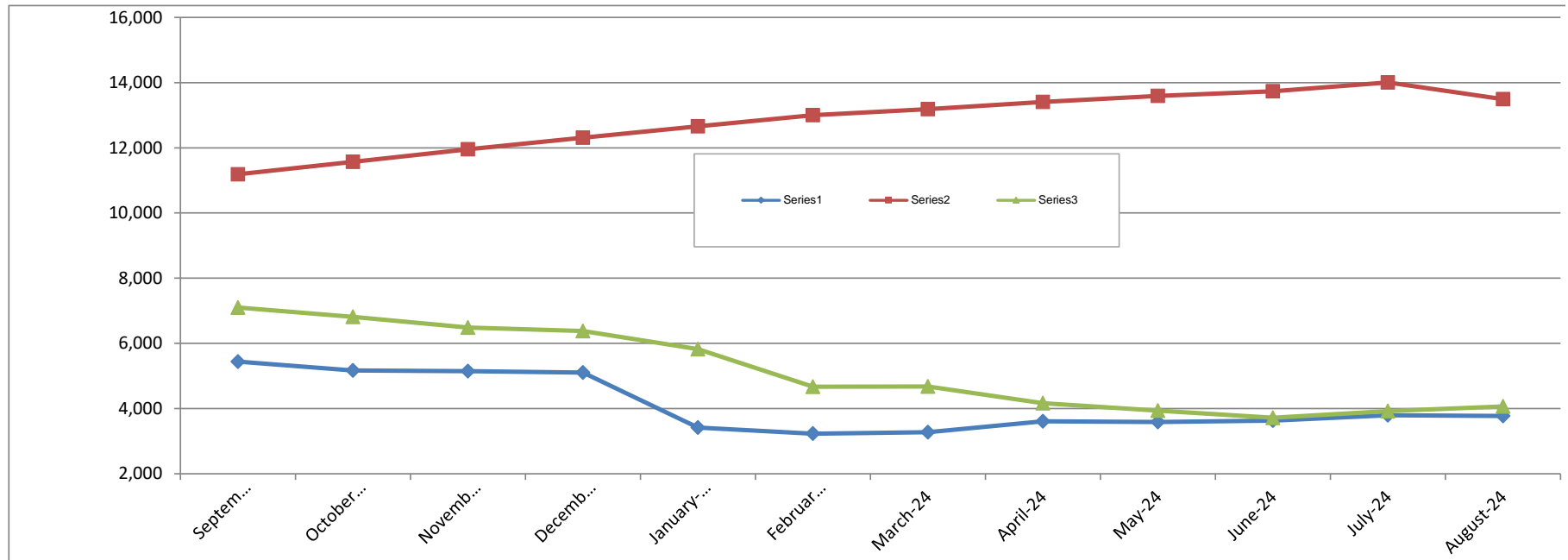


### NJ TRANSIT - LIGHT RAIL, August 2024

#### Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	August 2024	July 2024
Newark Light Rail	3,773	3,792
Hudson Bergen	13,494	14,005
River LINE	4,063	3,921

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



# **DBE/SBE PROGRAM**

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

State Funded Contracts

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

During the month of July 2024, NJ TRANSIT awarded \$5,635,884.00 in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received \$666,881.00 or 11.83%.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded \$5,635,884.00 in state-funded contracts. Of that total, SBE/DVOBs received \$666,881.00 or 11.83%.

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

Category 1 SBE/DVOBs	\$0.00	0.00%
Category 2 SBE/DVOBs	\$0.00	0.00%
Category 3 SBE/DVOBs	\$666,881.00	11.83%
Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$0.00	0.00%
Category 6 SBE/DVOBs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur October 2024)

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

During the 3<sup>rd</sup> Quarter (April 1, 2024 – June 30, 2024), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was \$211,134,822.00. Of that total, Disadvantaged Business Enterprises (DBEs) received \$38,130,815.96 or 18.06%.

FFY 2023 through FFY 2025 Q3 (October 1, 2023 – September 30, 2025) NJ TRANSIT awarded \$272,590,143.91\*\* in federally funded contracts. Of that total, DBEs received \$60,907,669.04 or 22.34%.

\*Numbers reflect federal share

\*\* Number includes subrecipient awards

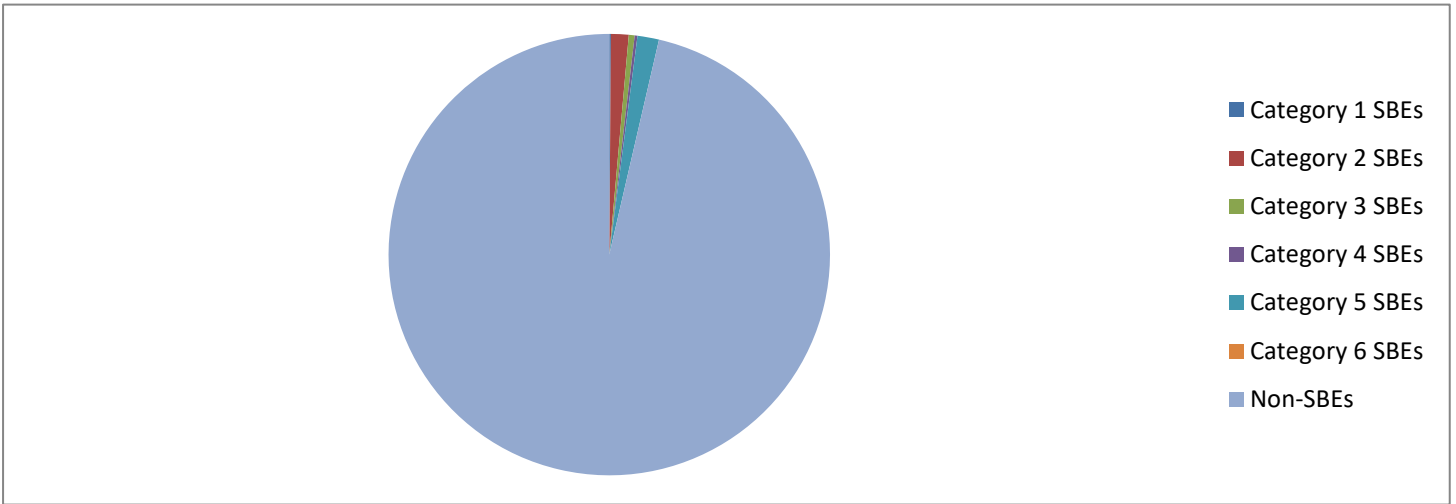
Transit Vehicle Manufacturer (TVM)<sup>1</sup> Awards

(Next update will occur in October 2024)

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

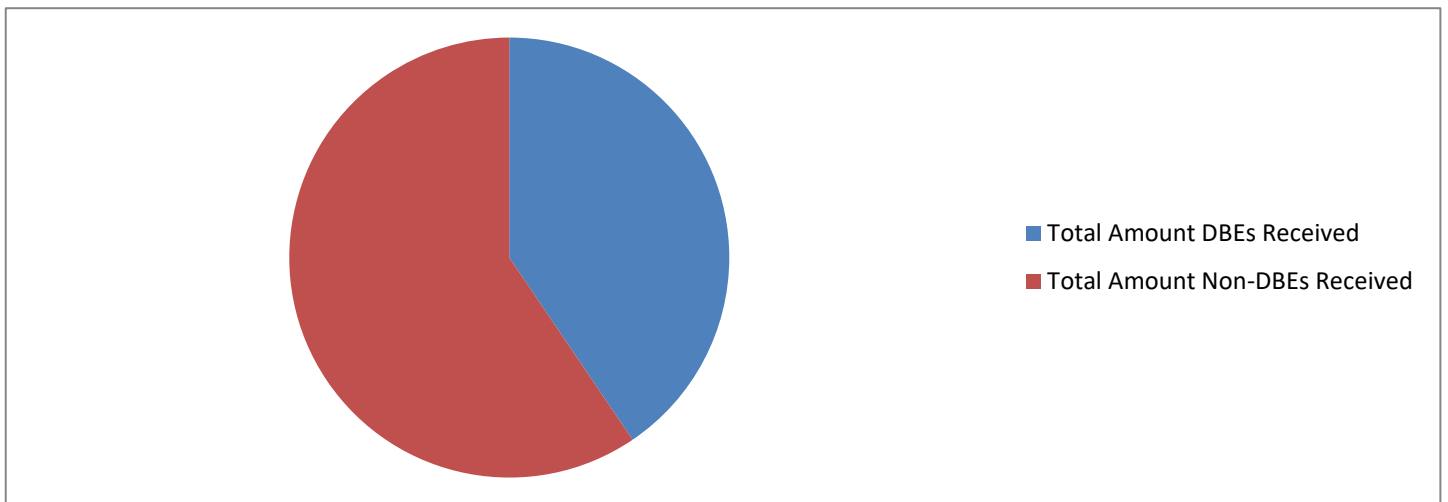
STATE CONTRACTS  
STATE FYTD 2024

<i>Category 1 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 2 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 3 SBE/DVOBs</i>	\$666,881.00	11.83%
<i>Category 4 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 5 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 6 SBE/DVOBs</i>	\$0.00	0.00%
<i>Non-SBE/DVOBs</i>	\$4,969,003.00	88.17%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
CUMULATIVE FEDERAL FY 2023-2025

<b>Total Amount DBEs Received</b>	<b>\$60,907,669.04</b>	<b>22.34%</b>
Total Amount Non-DBEs Received	\$211,682,474.87	77.66%



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

State Funded Contracts

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

During the month of **August 2024**, NJ TRANSIT awarded **\$56,166,311.78** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$1,699,664.00** or **3.03%**.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded **\$61,802,195.78** in state-funded contracts. Of that total, SBE/DVOBs received **\$2,366,545.00** or **3.83%**.

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

Category 1 SBE/DVOBs	\$0.00	0.00%
Category 2 SBE/DVOBs	\$0.00	0.00%
Category 3 SBE/DVOBs	\$2,366,545.00	3.83%
Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$0.00	0.00%
Category 6 SBE/DVOBs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur October 2024)

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

During the 3<sup>rd</sup> Quarter (April 1, 2024 – June 30, 2024), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was **\$211,134,822.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$38,130,815.96** or **18.06%**.

FFY 2023 through FFY 2025 Q3 (October 1, 2023 – September 30, 2025) NJ TRANSIT awarded **\$272,590,143.91\*\*** in federally funded contracts. Of that total, DBEs received **\$60,907,669.04** or **22.34%**.

*\*Numbers reflect federal share*

*\*\* Number includes subrecipient awards*

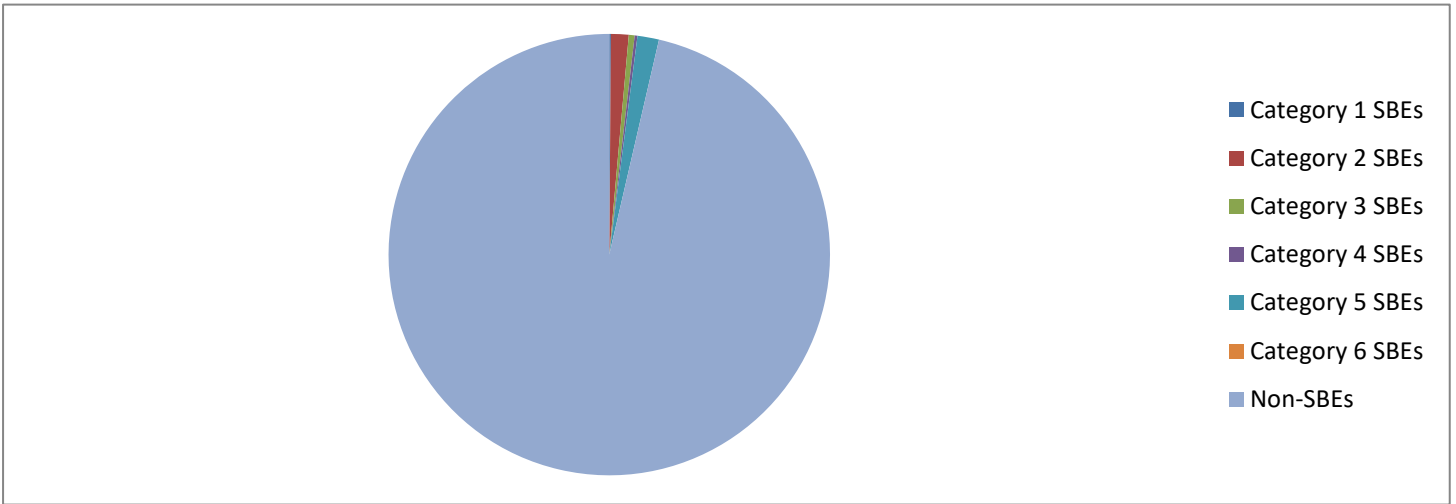
Transit Vehicle Manufacturer (TVM)<sup>1</sup> Awards

(Next update will occur in October 2024)

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

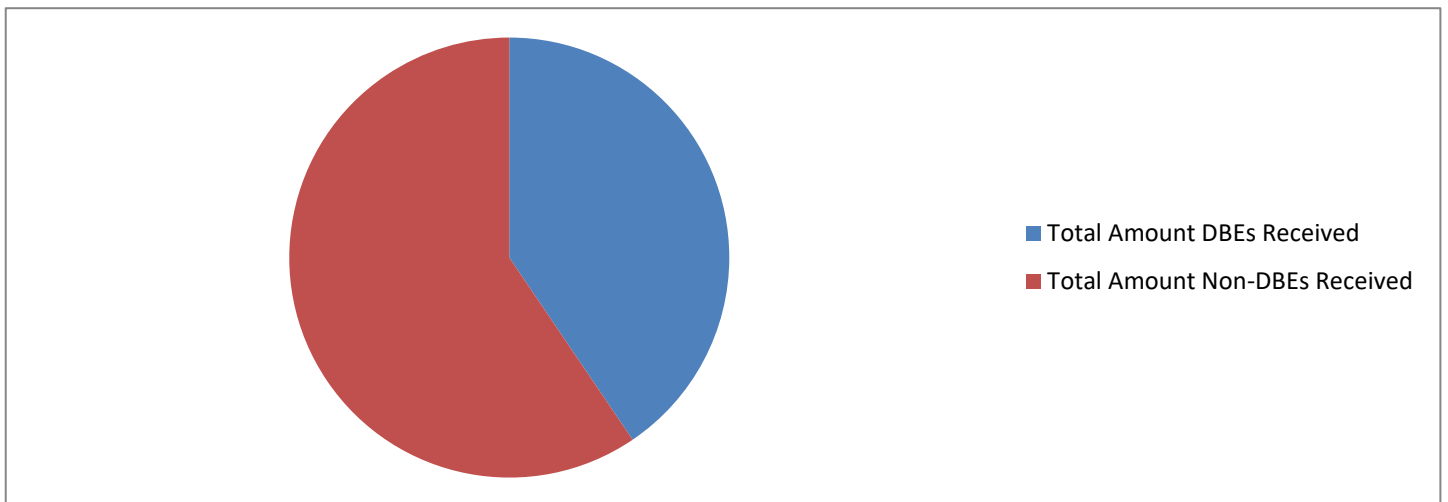
STATE CONTRACTS  
STATE FYTD 2024

<i>Category 1 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 2 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 3 SBE/DVOBs</i>	2,366,545.00	3.83%
<i>Category 4 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 5 SBE/DVOBs</i>	\$0.00	0.00%
<i>Category 6 SBE/DVOBs</i>	\$0.00	0.00%
<i>Non-SBE/DVOBs</i>	\$59,435,650.78	96.17%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
CUMULATIVE FEDERAL FY 2023-2025

<b>Total Amount DBEs Received</b>	<b>\$60,907,669.04</b>	<b>22.34%</b>
<b>Total Amount Non-DBEs Received</b>	<b>\$211,682,474.87</b>	<b>77.66%</b>



# **EMPLOYEE RECOGNITION**

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

47 NJ TRANSIT employees retired recently:

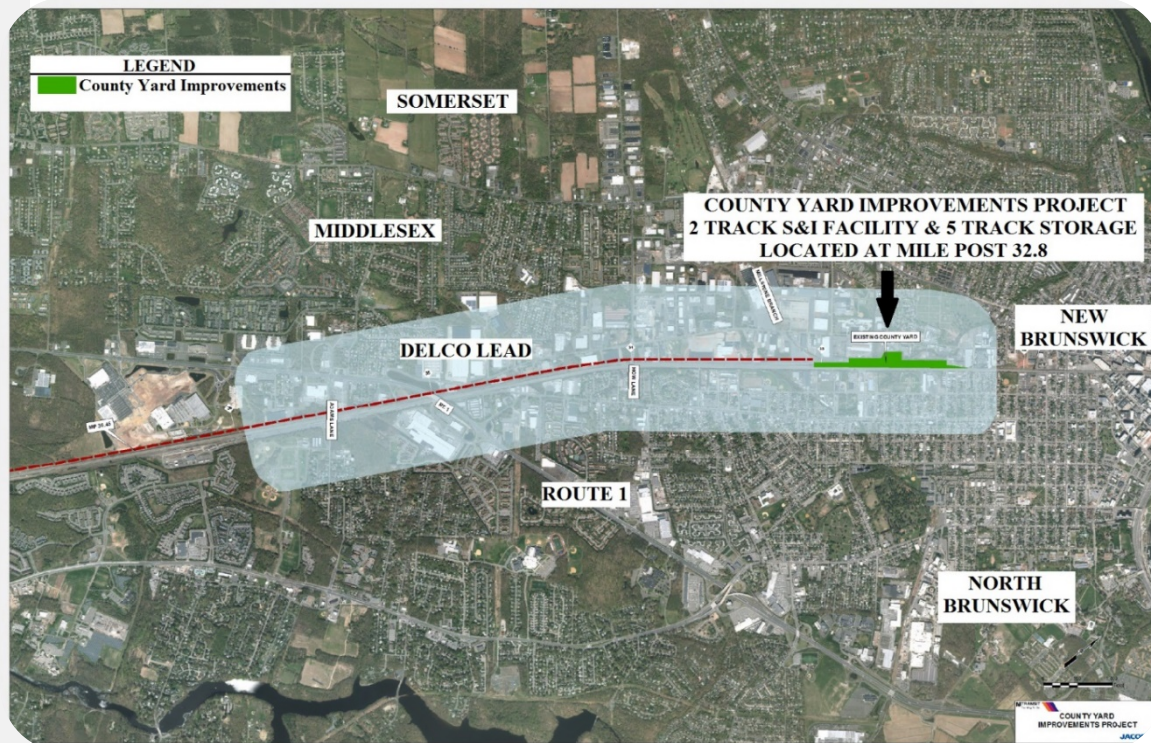
1. Joaquin Davila, Operator -- Big Tree -- 12 years
2. Michael Matheus, Operator -- Howell -- 18 years
3. Moez Pierre-Louis, Operator -- Greenville -- 10 years
4. Earl Pryce, Operator -- Hilton -- 21 years
5. Norman Scott, Operator -- Westwood -- 15 years
6. Jose Ulloa, Operator -- Oradell -- 17 years
7. Anthony Featherson, Repairman -- Wayne -- 23 years
8. Kenneth Hill, Repairman -- Hilton -- 22 years
9. Robert Hull, Chief Clerk TIC -- Maplewood -- 13 years
10. Kevin Landry, DIN Crew -- Ferry St. -- 30 years
11. Charles Michels, Maint Man A -- Hamilton -- 31 years
12. Eddie Pratts, Operator -- Oradell -- 24 years
13. Carlos Trujillo, Operator -- Meadowlands -- 19 years
14. Marvin Walker, Ticket Agent -- Camden -- 17 years
15. Keith Weems, Operator -- Greenville -- 24 years
16. Joe Williams, Operator -- Egg Harbor -- 22 years
17. Joseph Caputo, Superintendent Garage -- Market St. -- 26 years
18. Deborah Anderson, Lead Clerk -- MMC -- 38 years
19. Calvin Clark, Lead Laborer -- MMC -- 33 years
20. James Constandi, Conductor -- Various -- 16 years
21. Steven Harvey, Supervisor Communication -- Cranford -- 36 years
22. Steven Hoffman, Class II Operator -- Various -- 39 years
23. Robert Kump, Pipefitter -- Long Branch -- 20 years
24. John Lally, Car Appearance Maintainer -- MMC -- 11 years
25. Hura Reed, Line Engineer -- Red Bank -- 37 years
26. Victor Sanchez, Locomotive Engineer -- Various -- 46 years
27. Cherie Stokes, Sr. Clerk -- HQ -- 37 years
28. Michael Acconzo, Mechanic -- Red Bank -- 39 years
29. Christopher Beluch, Tech Communications -- South Amboy -- 40 years
30. John Bjugstad, Assistant Conductor -- Various -- 23 years
31. Ralph Carfi, Trackman -- Red Bank -- 36 years
32. Edie Cifuentes, Tech -- Morrisville -- 31 years
33. Brendan Clark, Assistant Manager -- Hoboken -- 29 years
34. Alfred Dorrien, Maintainer -- Dover -- 12 years
35. Jeffrey Fritz, Locomotive Engineer -- Various -- 38 years
36. Samuel McNeill Jr., Assistant Conductor -- Various -- 17 years
37. Walter Mitchell, Tech -- MMC -- 17 years
38. Kyle Nurge, Plumber Foreman -- Wood-Ridge -- 15 years
39. Joseph Picca, Locomotive Engineer -- Various -- 38 years
40. Peter Simpson, Conductor -- Various -- 30 years
41. Clive Smith, Foreman Station Attendants -- Wood-Ridge -- 26 years
42. Daniel Smith, Line Engineer -- Hoboken -- 25 years
43. Gary Smith, Assistant Conductor -- Various -- 35 years
44. Kenneth Testa, Locomotive Engineer -- Various -- 23 years
45. Michael Valente, Sr. Quality Control Spec -- MMC -- 35 years
46. Ida Walker, Lead Clerk -- HQ -- 30 years
47. Keith Wohltman, Maintainer Test -- Wood-Ridge -- 39 years

# **ACTION ITEMS**

# ITEM 2409-51: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS PROJECT: CONSTRUCTION SERVICES TO SUPPORT GC.02 PROJECT

**Construction Phase GC.02, is for full construction of the Service and Inspection Facility, Delco Lead, and remaining County Yard Improvement Project elements following the GC.01.**

- NJ TRANSIT Contract No. IFB0000004 with George Harms Construction Co., Inc., of Howell, New Jersey, in the amount of \$497,977,585.35, plus 10 percent for contingencies, to provide Construction Services to support GC.02 Delco Lead and County Yard project, subject to the availability of funds.



## ITEM 2409-51: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS PROJECT: CONSTRUCTION SERVICES TO SUPPORT GC.02 PROJECT

- Strategically located along the Northeast Corridor (NEC), the Delco Lead Project will provide resilient storage for NJ TRANSIT's rail cars.
- The Service and Inspection Facility (S&I), which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment and its return to revenue service following an extreme weather event.
- NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars.
- Together, these project elements will allow safe-haven storage of rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.

**ITEM 2409-51: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS PROJECT: CONSTRUCTION SERVICES TO SUPPORT GC.02 PROJECT**

**WHEREAS**, in the aftermath of Superstorm Sandy, the County Yard and associated four-mile-long Delco Lead were identified as safe-haven storage locations for commuter rail coaches and locomotives; and

**WHEREAS**, County Yard and Delco Lead both are situated above the floodplain, with relatively no trees, and could be made more resilient against future flooding during extreme weather events through appropriate design; and

**WHEREAS**, equipment stored in this location will be optimally situated for rapid return to revenue service on the Northeast Corridor, Raritan Valley Line, and New Jersey Coast Line; and

**WHEREAS**, strategically located along the Northeast Corridor (NEC), the Delco Lead Project will provide resilient storage for NJ TRANSIT's rail cars; and

**WHEREAS**, the Service and Inspection Facility (S&I), which is included as part of the Delco Lead Project, will allow the rapid inspection of rail equipment, and its return to revenue service following an extreme weather event; and

**WHEREAS**, NJ TRANSIT also is expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for rail cars; and

**WHEREAS**, together, these project elements will allow safe-haven storage of rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex, and Morrisville Yard when extreme weather threatens service; and

**WHEREAS**, an Invitation for Bids (IFB) was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times* on November 3, 2023; and

**WHEREAS**, a Pre-Bid Conference was held on November 7, 2023; and

**WHEREAS**, bids were received electronically from eleven bidders, and opened on August 8, 2024; and

**WHEREAS**, NJ TRANSIT Office of Business Development (OBD) established a 12 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for this contract; and

**WHEREAS**, the Federal Transit Administration, Federal Railroad Administration, and Transportation Trust Fund 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. IFB0000004 with George Harms Construction Co., Inc. of Howell, New Jersey, to provide Construction Services to support the GC.02 Delco Lead and County Yard project, in the amount of \$497,977,585.35, plus 10 percent for contingencies, subject to the availability of funds.

## ITEM 2409-52: MARKET STREET BUS GARAGE REHABILITATION DESIGN AND CONSTRUCTION CHANGES

The Market Street Bus Garage Rehabilitation, currently underway, is upgrading key components of the building and improving the facility's serviceability.

This is to request approval to proceed with critical changes and accompanying time extension to allow completion of the project.

- Seeking additional funds as follows:
  - NJ TRANSIT Contract No. 19-021x with **DMR Construction Services, Inc.** of Waldwick, New Jersey, for the construction of the Market Street Bus Garage Rehabilitation Project, in the amount not to exceed **\$6,000,000.00**, plus 10 percent for contingencies, subject to the availability of funds.
  - NJ TRANSIT Contract No. 19-056 with **AECOM Tishman** of Piscataway, New Jersey, in the amount of **\$2,000,000.00**, plus five percent for contingencies, subject to the availability of funds.



# ITEM 2409-52: MARKET STREET BUS GARAGE REHABILITATION DESIGN AND CONSTRUCTION CHANGES

- Approval of this critical additional funding will allow for the settlement and execution of construction changes, and overhead costs for the additional time to complete the project.



**ITEM 2409-52: MARKET STREET BUS GARAGE REHABILITATION PROJECT – CONSTRUCTION AND CONSTRUCTION MANAGEMENT CONTRACT AMENDMENTS**

**WHEREAS**, the Market Street Bus Garage, located in the City of Paterson, New Jersey, is part of the Northern Division of NJ TRANSIT Bus Operations; and

**WHEREAS**, built in 1903 to operate as a trolley barn, the historic garage stores 150 buses, and makes an average of 1,795 weekly revenue trips, serving an annual ridership of 9.9 million people; and

**WHEREAS**, located in the Old Great Falls Historic District, the garage, in need of renovations to maintain serviceability, was previously authorized for Construction Services and Construction Management Services to effect same; and

**WHEREAS**, the updated garage will include a new floor slab in the main barn, subsurface monitoring system upgrades, upgrades to mechanical, electrical, and plumbing systems, life safety system upgrades, the installation of an elevator, the installation of a backup generator for the entire facility, interior renovations, repointing and repair of brick exterior, installation of public art and an approximately 3,232 square-foot building addition; and

**WHEREAS**, substantial changes beyond current budget have been identified during ongoing construction; and

**WHEREAS**, an additional period of performance of 24 months is required to complete the anticipated changes required to provide a safe and usable facility; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) previously assigned a 27 percent Small Business Enterprise (SBE) Category 6 goal for the Market Street Bus Garage Rehabilitation Project - General Construction Contract 19-021X; and

**WHEREAS**, OBD reviewed the bid and approved the 78.61 percent SBE utilization commitment identified by the SBE Prime, DMR Construction Services, Inc.; and

**WHEREAS**, the NJ TRANSIT Office of Business Development previously assigned a 25 percent SBE Category 3 goal utilization commitment for NJ TRANSIT Contract No. 19-056; and

**WHEREAS**, OBD reviewed the proposal and approved the 25.275 percent SBE commitment identified by AECOM Tishman; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized additional funding in the amount not to exceed \$6,000,000.00, plus 10 percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT Contract No. 19-021x with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Market Street Bus Garage Rehabilitation, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized additional funding in the amount not to exceed \$2,000,000.00, plus five percent for contingencies, to provide necessary funding for NJ TRANSIT Contract No. 19-056 with AECOM Tishman of Piscataway, New Jersey, to provide additional construction management services for the Market Street Bus Garage Rehabilitation Project, subject to the availability of funds.

**ITEM 2409-53: ENGINEERING ARC FLASH HAZARD ANALYSIS, MITIGATION, AND ELECTRICAL SAFETY PROGRAM DEVELOPMENT AT NJ TRANSIT FACILITIES SYSTEMWIDE**

**WHEREAS**, in 2019 NJ TRANSIT commissioned a preliminary study to assess electrical system compliance systemwide with National Fire Protection Association, (NFPA) 70E, and IEEE 1584; and

**WHEREAS**, the findings of this study confirm that NJ TRANSIT is not in compliance with said codes; and

**WHEREAS**, following a competitive procurement process, NJ TRANSIT contracted with Burns Engineering, Inc. to provide general design and testing services to specifically identify the needs of each system, and location to be brought into compliance with (NFPA) 70E, and IEEE 1584; and

**WHEREAS**, a final negotiated cost proposal was received from Burns Engineering, Inc. on May 24, 2024; and

**WHEREAS**, the selected consultant will implement the required corrective actions to bring NJ TRANSIT'S electrical systems into compliance with (NFPA) 70E, and IEEE 1584; and

**WHEREAS**, the selected consultant shall also assess general compliance systemwide with the applicable National Electrical Code requirements, and make recommendations on corrective actions, and the estimated cost; and

**WHEREAS**, the NJ TRANSIT Office of Business Development established a 20 percent Race Conscious Disadvantaged Business Enterprise goal for this contract;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-071 with Burns Engineering, Inc. of Philadelphia, Pennsylvania, to fully fund assessment, testing, engineering, and corrective actions for NJ TRANSIT's electrical equipment systemwide, in the amount of \$6,292,733.18, plus five percent for contingencies, subject to the availability of funds.

## ITEM 2409-54: CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTION – MOVABLE BRIDGES

**The in-depth inspection, evaluation, and rating of all 12 NJ TRANSIT undergrade movable bridges, and interim underwater inspections of two NJ TRANSIT undergrade fixed bridges**

- Staff is seeking authorization to enter into three one-year contracts with **Hardesty & Hanover, LLC** of Hamilton, New Jersey, **Modjeski & Masters, Inc.** of Mount Laurel, New Jersey, and **HDR, Inc.** of Newark, New Jersey, to perform in-depth inspections of 12 NJ TRANSIT undergrade movable bridges, and interim underwater inspections of two additional NJ TRANSIT Undergrade fixed bridges, in the amount not to exceed **\$3,734,981.24**, plus five percent for contingencies, subject to the availability of funds.
- Authorization of these contracts will allow NJ TRANSIT to remain compliant with Federal Railroad Administration (FRA) requirements and NJ TRANSIT's Bridge Management Program.



**ITEM 2409-54: CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTIONS – MOVABLE BRIDGES**

**WHEREAS**, NJ TRANSIT is responsible for maintaining 661 rail-carrying (undergrade) bridges; and

**WHEREAS**, periodic evaluation of all undergrade bridges is necessary to ensure service reliability and safe train operations; and

**WHEREAS**, the in-depth bridge inspections are part of NJ TRANSIT's asset management strategy, which emphasizes capital investments to restore critical aging infrastructure to a state of good repair; and

**WHEREAS**, upon completion of a competitive procurement process, with a Category 6 SBE/DVOB goal of 15 percent, it was determined that Modjeski and Masters, Inc., Hardesty & Hanover, LLC, and HDR, Inc. submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to award separate contracts to Modjeski and Masters, Inc. of Mount Laurel, New Jersey (0000052A), Hardesty & Hanover, LLC of Hamilton, New Jersey (0000052B), and HDR, Inc. of Newark, New Jersey (0000052C), to perform in-depth structural, electrical, mechanical, and underwater inspections, evaluations, and load ratings of 14 undergrade movable and fixed railroad bridges, at costs not to exceed \$1,269,950.93, \$1,293,150.43, and \$1,171,879.88 respectively, for a total cost of \$3,734,981.24, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2409-55: PERSONAL INJURY CLAIM OF THE ESTATE OF TERESA MARESCA**

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

**WHEREAS**, The Estate of Teresa Maresca has presented a claim with a probable settlement cost greater than \$1,000,000; and

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

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

**EXECUTIVE SESSION AUTHORIZATION**

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

**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.