

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

NJ TRANSIT
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October 20, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, October 12, 2022.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

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

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, October 12, 2022. The meetings occurred concurrently.

Board Members

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

Staff

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

Chair Gutierrez-Scaccetti convened the Open Session at 6:18 p.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 conducted.

Board Secretary Umukoro conducted Roll Call and noted Vice Chair Fulton and Board Member Doshi were participating remotely.

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 October 6, 2022 with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the September 21, 2022 Board meetings. Board Member Richard A. Maroko made the motion, Board Member Michael Kanef seconded the motion, and it was adopted.

Roll Call Vote:

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

President & CEO’s Monthly Report

President & CEO Corbett began with ridership, which continued to increase month-over-month. Weekday rail ridership continued to increase anywhere between 55 percent and 70 percent of pre-COVID levels, depending on the day of the week. They were still seeing average rail ridership on weekends well above weekdays, at approximately 80 to 90 percent of pre-COVID levels, with some trains at 100 percent. Overall bus ridership systemwide was approximately 77 percent of pre-COVID levels. Interstate bus ridership into New York, which had increased from approximately 65 percent of pre-COVID levels, was now holding at approximately 72 percent. Intrastate ridership was up from approximately 70 percent of pre-COVID levels to levels approaching 85 percent. Light Rail ridership has been holding at approximately 75 Percent of pre-COVID levels.

As ridership continued to grow, NJ TRANSIT was working to keep their momentum moving forward by inviting customers to “Fall Into Savings” with new promotional discounts. From October 3rd through November 19th, 2022, NJ TRANSIT was offering several discounts to help customers leave their car behind and enjoy the benefits of the NJ TRANSIT system. Through this new campaign, customers could use mobile app promo codes to receive: “Buy One, Get One Free” round-trip tickets between any origin and destination; or a 40 percent discount on a weekday round-trip to New York City, Philadelphia, or Atlantic City. For more information, please visit njtransit.com/fall.

In addition to providing special rail service to and from MetLife Stadium for every Giants and Jets home game, NJ TRANSIT will be offering special rail service Saturday, October 15, 2022 between Hoboken and Far Hills, to and from the 101st Running of the Far Hills Race Meeting.

President & CEO Corbett said one of the downsides of fall, however, was the extra leaves on their railroad tracks. These leaves often produce an oily residue that can lead to delays caused by what is referred to in the industry as “slippery rail” conditions, affecting all railroads where leaves fall on tracks. To prevent delays and keep their trains moving, this month NJ TRANSIT began using their two Aqua Track machines, high-pressure power washing systems that run on tracks like a train, to clean and remove the oily residue left behind by falling leaves throughout the fall season. Deployment was targeted to segments

of their system where leaves were most prevalent in the fall such as the Morris & Essex, Montclair-Boonton, Pascack Valley, and Main/Bergen lines.

President & CEO Corbett said deploying Aqua Track machines, and those like them, to combat slippery rail conditions was considered a “best practice” at transit agencies throughout the country. In this regard, President & CEO Corbett was grateful that NJ TRANSIT has access to industry best practices globally, and was staying up to date on the latest public transit innovations in the United States and around the world. They were able to do this through their membership in International Association of Public Transport, also known as UITP, which they joined in 2018. He said some people thought the UITP membership would overlap, or even conflict with, NJ TRANSIT’s membership in APTA, the American Public Transportation Association. President & CEO Corbett said from what he has seen as the North American Representative to the Policy Board of UITP, as well as member of UITP’s Executive Board, they were complimentary. The benefits of UITP membership became evident in March of 2020, when NJ TRANSIT first confronted COVID-19. This enabled NJ TRANSIT to engage with other transit agencies around the world, similar to theirs in both size and scope, which has proven to be a significant resource as they developed ridership projections, a robust pandemic-response, and various post-pandemic planning scenarios.

In addition, President & CEO Corbett said he attended the UITP Executive Board Meeting and was proud to have helped lay the groundwork for a Board vote to establish a new North America Committee. Having a North America Committee would encourage increased participation, allowing for a greater exchange of best practices among transit agencies both nationally and internationally, to improve operations and infrastructure for all their customers.

President & CEO Corbett said they had some historic updates to report this month, with three major announcements over the past eight days. October 4, 2022 they were proud to host a press conference at their Newton Avenue Bus Garage in Camden to mark the beginning of a new, more environmentally friendly, and sustainable era for Camden, and ultimately all of New Jersey. Under Governor Murphy and Board Chair Gutierrez-Scaccetti’s leadership, NJ TRANSIT proudly introduced its first-ever electric bus that would soon be picking up customers along the 452-bus route. They were joined by a host of federal, state, and local officials, including their very own NJ TRANSIT Board Member and Cherry Hill Councilwoman, Sangeeta Doshi. President & CEO Corbett said their first electric bus represented a significant milestone in their goal to achieve a 100 percent zero-emission bus fleet by 2040, aligned with Governor Murphy’s Energy Master Plan. They would also be introducing seven more electric buses to the greater Camden area in the coming months.

President & CEO was also pleased to join Governor Murphy to celebrate two additional special events highlighting significant advancements in two major Transit Oriented Development (TOD) projects. On October 5, 2022, President & CEO Corbett joined the Governor in Hoboken to break ground on the transformative “Hoboken Connect” project, which he discussed at their July Board meeting as being jump-started after 17 years, through cooperation between NJ TRANSIT, LCOR Developers, Hoboken, and the state.

This project now underway, and promising to spur economic growth and development throughout their region was moving forward thanks to Governor Murphy's \$176 million investment in NJ TRANSIT's Hoboken Terminal and the surrounding area.

President & CEO Corbett said, in addition to the private phase of this project, which included residential, commercial, and retail development, improvements in the public phase include: significant renovations to their Hoboken Terminal's historic station building; construction of a new bus terminal; significant rehabilitation of the first and second floors of the ferry Terminal, for publicly accessible commercial and exhibition space; and the redevelopment of Warrington Plaza. Also, in addition to Hoboken Connect, NJ TRANSIT has approximately half-a-billion in improvement projects underway in Hoboken. This included their \$284 million Long Slip project, three substation projects, signal and power repairs in the Hoboken Yard, and important substructure work. President & CEO Corbett said overall, Hoboken Connect, taken together with all their other improvements being done in Hoboken, would not only improve service reliability, but would transform their Hoboken Terminal into one of their crown jewels of the NJ TRANSIT system.

President & CEO Corbett said he was also joined by Governor Murphy earlier that day in Woodbridge, to announce the selection of DOR Woodbridge to advance a significant Transit Oriented Development (TOD) project in the shadow of NJ TRANSIT's Metropark Station. The development of that TOD was an innovative effort that would create 229 residential rental units, 20 percent of which would be dedicated as affordable housing, along with nearly 300,000 square feet of office and retail space, anchored by NJ TRANSIT's Metropark Train Station, one of their five busiest stations. The development would also give Woodbridge residents a variety of mobility options and the opportunity to use fewer single-occupancy vehicles, making for a more walkable, and more environmentally friendly community. Overall, under Governor Murphy's leadership, NJ TRANSIT has been advancing TOD projects on an unprecedented scale throughout the state.

President & CEO Corbett said sustainability was one of the five over-arching pillars in their *10-Year Strategic Plan, NJT2030*, and TODs were an important element of promoting sustainability, increased ridership, and additional revenue, which was why he was so pleased that the Hoboken and Metropark projects were now advancing.

On September 23, 2022, just a few stops down from Metropark on the Northeast Corridor, Governor Murphy joined local and state officials at NJ TRANSIT's New Brunswick rail station to announce a \$49 million investment that would result in a series of significant customer-facing improvements. These included: extending and replacing passenger platforms; rehabilitating escalators and elevators; installing energy-efficient lighting, and upgrading heating and air-conditioning systems, in addition to other internal and external projects. The Middlesex County Improvement Authority would manage the project on behalf of the County and NJ TRANSIT. President & CEO Corbett said these infrastructure upgrades promise to significantly improve the customers experience at their New Brunswick Station, but they know that the full customer experience at their stations extends beyond brick and mortar.

President & CEO Corbett said last month NJ TRANSIT and the New Jersey State Council on the Arts unveiled a new art project at their New Brunswick rail station, through their TRANSITional Art Project. The exhibition will be on view until late November 2022, and NJ TRANSIT looks forward to continuing their work with the New Jersey State Council on the Arts to provide new exhibitions to other stations throughout the state.

As NJ TRANSIT worked to improve every aspect of the customer experience, they were always focused on promoting safety. President & CEO Corbett said aligned with last month's Rail Safety Week, NJ TRANSIT rolled out two new initiatives as part of their ongoing Safety Education Program. Special Safety Education Awareness Training, or Special SEAT, which addresses the importance of rail Safety for students with special needs, specifically those with autism and speech delays. They also introduced a new safety program called "Protecting our Pedestrians," which was designed to encourage pedestrian safety for students in kindergarten through 12th grade. For more information on those programs, visit njtransit.com/seat or njtransit.com/pop.

President & CEO Corbett said last week was National Customer Service Week, and he wanted to take a moment to express his heartfelt appreciation to NJ TRANSIT's indispensable customer service professionals whose jobs, they all knew were not always easy. Those professionals included customer service staff, train crews, bus operators, and their New Jersey Transit Police Department Officers, among others, who interact with their customers on the frontlines every day. Although, there was no doubt that NJ TRANSIT was focusing heavily on technology to improve their customers' experience, the truth was, there would never be any substitute for the human touch. President & CEO Corbett said whether it be in-person, on the phone, or responding to feedback online, he wanted to thank everyone of NJ TRANSIT's employees who engage directly with their customers, for always taking great care to make their customers' first impression a good one.

In closing, President & CEO Corbett had another inspiring story from their New Jersey Transit Police Department (NJTPD). On September 13, 2022, off-duty NJTPD Officer Zachary Sjosward was fishing with two friends at Seaside Heights, on a day with dangerous rip tides. The Officer went to get something from his vehicle, only to find on his return that both of his friends had vanished, and a fast-moving storm surge had swept them each out to sea. Relying on his water survival and intervention training, Officer Sjosward battled extreme waves and currents to rescue one friend and bring him to shore. Despite extreme exhaustion and with no regard for his own life and safety, Officer Sjosward again, entered the water to rescue his other friend and bring him to shore as well. Officer Sjosward then flagged down a passing motorist, who called 911. Both men were rushed to the hospital for treatment and survived. NJ TRANSIT was fortunate to have Officer Sjosward there, and presented him with a Proclamation. Officer Sjosward was called to the front of the room as applauses were given. President & CEO Corbett read the Proclamation stating how grateful NJ TRANSIT was for Officer Sjosward's heroic action on that day, which exemplified the NJTPD's Core Values: Honor, Commitment, Integrity, and Courage. Officer Sjosward was also thanked for his hard work in keeping their customers safe. The NJ TRANSIT Board of Directors and Chief Christopher Trucillo

were asked to join President & CEO Corbett in front of the dais for a quick photo. Officer Sjosward also had a picture taken with his parents.

Public Comments

Chair Gutierrez-Scaccetti asked Board Secretary Umukoro if there were any public comments. Board Secretary Umukoro said there were no in-person speakers, six pre-registered telephone speakers, and three queued telephone speakers for a total of nine speakers.

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. She said priority access would be given to pre-registered telephone participants, followed by any additional telephone participants, who 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.

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

Delvan Bradford, Philadelphia resident and member of the Lackawanna Group wanted to thank NJ TRANSIT for responding to the complaints about the dirty windows on the train, which he really appreciated. Mr. Bradford said there needed to be better service between New York and Atlantic City because most people only have the option of catching the bus.

Andy Weiss asked for an update on the NJ TRANSIT Customer Advocate position and whether the job description was completed since it had been approximately 30-days since the last Board meeting. Mr. Weiss said he checked the NJ TRANSIT Career Page and did not see the Customer Advocate position advertised. Mr. Weiss said it was mentioned a year ago that the Customer Advocate job description was going to be revised in a March 8, 2021 article in *Politico* called "NJ TRANSIT Revising Job Description for Customer Advocate As The Position Remains Unfilled." Mr. Weiss said at the last meeting, the Board said they would be revising the job description again so that was twice trying to stall filling it. Mr. Weiss said *The Star Ledger* recently had two great articles about the Customer Advocate position multi-delay issue, and one of the articles mentioned NJ TRANSIT had not been able to find one person in a region of 18 million people to be the voice for riders, and he wanted an update tonight.

Mr. Weiss had a request for Board Secretary Umukoro, which he said by the way was doing a great job, to enter in the Board minutes when a Board Member has no comments,

or refuses to comment when they go around the room. Mr. Weiss said if the Board says no, or has no comments this should be recorded in the minutes to show who came unprepared to these meetings. He also asked that no one use their cell phone during public comments.

Tim Sevener from the Transit Village of Mount Tabor, and Board Member of the New Jersey Association of Rail Passengers, echoed Mr. Bradford's comments on being pleased with NJ TRANSIT responding to the complaints about the dirty windows on the trains, because his association also received many complaints on that same issue as well. Mr. Sevener said there was very nice scenery to watch on a number of the NJ TRANSIT lines with the windows being cleaned, and they also needed to see the stations they were getting off at. Mr. Sevener said he was pleased with NJ TRANSIT on Hoboken Connect, and the New Brunswick station improvements. He said this was an excellent case where NJ TRANSIT could be using solar canopies over the platforms, and installing solar as much as possible in order to run the NJ TRANSIT GRID, instead of using a twenty-four-seven, 140-megawatt central natural gas facility.

Mr. Sevener said it was great to see Hoboken Connect and the Transit Oriented Development (TOD), but asked when they were going to get back the trains, they previously had on a number of lines such as the Morris & Essex, and Montclair-Boonton lines, specifically going into Hoboken. He said he had been receiving many alerts on his phone since the last Board meeting on these lines due to outages. Mr. Sevener said it would take 10-years before the Gateway project was finished, so why not restore the Hoboken train that they had until 2006. Lastly, Mr. Sevener said the information he sent in on the MBTA in Boston electrifying the trains should be in NJ TRANSIT's Capital Plan.

Adam Reich asked for an update on a meeting with the staff on the Customer Advocate position, the revising of the job description, and the Customer Advisory Board. Mr. Reich said he appreciated Board Member Narra's commitment at the last Operations & Customer Service Committee meeting to arrange for staff to meet with the Customer Advisory Board. He also wanted to know whether there was a timing set for the meeting and who they could expect to meet with, the Board or NJ TRANSIT staff.

On the mask only railcar issue, with the flu season upon them, Mr. Reich said he still could not understand why one car could not be designated as a mask only car with proper signage where customers could self-select. Mr. Reich said several Board Members were in support of a mask only pilot car program being tried without actively enforcing crew members to monitor it. He noted that all rail cars were not being opened and available to riders because they were being used as quiet cars for crew. Mr. Reich said these cars were needed to allow passengers to spread out to reduce the risk of COVID spread.

Mr. Reich asked if NJ TRANSIT could ask the Office of Civil Rights to reach out to anyone that has commented in support of a mask only rail car to the Board, citing a specific condition such as immunity or pregnancy, to request for reasonable accommodation. Mr. Reich asked for more train service after baseball playoff games because more people would take the trains if they knew there was more frequent service. Lastly, he thanked NJ TRANSIT for putting him in touch with the Passenger Advisory Committee.

Vito Havrilla, Legislative Director of the Lackawanna Coalition, provided information from their statement. Mr. Havrilla said the next Lackawanna Coalition meeting would be held Monday, October 24, 2022, 6:45 p.m., at Millburn Town Hall, and their guest would be David Antonio from the Essex County Transportation Planning Study. He said Essex County was creating its transportation plan for the next 20 years, Essex2045. Mr. Havrilla said their meeting presented an opportunity for the public to provide input on how to improve public transportation in Essex County, and asked everyone to join them.

Mr. Havrilla said the State of New Jersey recently paid \$65 million to Norfolk Southern to acquire the former lower Greenwood Lake line for the creation of a linear park. He said that “greenway” has been touted as a new transportation option, and NJ TRANSIT has run passenger service on that right-of-way until September 2002. Mr. Havrilla said the catchment area of that right-of-way has a medium to high population density, and many of the residents were in lower and middle income brackets. He said running trains on that right-of-way would serve this area better than a rail trail, and would be eligible for a NewStarts grant. Mr. Havrilla said this grant would spur economic development, increase property values, and give people additional mobility. He reminded everyone that, to date in the United States, no passenger service has ever been restored on any right-of-way once tracks have been ripped up as part of a rails-to-trails conversion.

Mr. Havrilla said they saw that NJ TRANSIT announced plans to roll out their own fare card, and passengers seem to be happy about the convenience of such a card. They commend NJ TRANSIT for currently complying with federal regulations for senior fares, and will continue to do so with those cards, unlike some other transit agencies. They expect that NJ TRANSIT would continue to comply with federal regulations and provide reduced fares for all senior and disabled riders on current terms.

In closing, Mr. Havrilla said passengers need access to restrooms on trainsets where the restroom car is adjacent to the last open car, which needs to be open without passengers having to request for it. Also, the Lackawanna Coalition was in support of Adam Reich’s initiative on having a mask only rail car.

Erika Gould commented in support of a mask only rail car that would be self-selecting as done with the quiet cars. She said she was one of the 673 people who signed a petition backing the mask only rail car proposal created in March, and said the mask only rail car issue has been brought up consistently in public comments before then, and was continuing now. Ms. Gould said there was a serious public need for this rail car for those that are high-risk or immunocompromised. She and others have stated they are okay with a mask only rail car being self-selective, which would not require active enforcement from conductors. Ms. Gould said if NJ TRANSIT just put signs up inside one rail car, and 80 percent of people complied with those signs, that would be a significant improvement over the environment today. In closing, Ms. Gould asked the Board to respond if they were in favor of her request.

Richard Grant said late in October, they were coming up on 10-years since Superstorm Sandy, and two-years since NJ TRANSIT announced that the NJ TRANSITGRID would

be redesigned to maximize the use of renewable energy, and an Energy & Sustainability Policy Committee would be created. Mr. Grant said Senate Bill 630 NJ TRANSIT Governance Law was enacted in 2018, and neither Energy nor Sustainability had been included in the list of expertise or professional background required to be a Board Member. Mr. Grant said that law described each standing committees' duties and functions and states that members shall possess the necessary skills to understand them.

Mr. Grant wanted to know where the Board has recorded the ad-hoc Energy & Sustainability Policy Committee duties and functions that its members should possess to serve on the committee. Mr. Grant said the Energy & Sustainability Committee has met seven times and each time its agenda has consisted of updates and briefings by staff members, and not one agenda included presentations on any transit, energy, or sustainability related topics, or questions taken by outside energy experts. He said members of the Board should serve on no more than two committees to be effective.

Mr. Grant said a more active Energy & Sustainability Policy Committee should inquire into areas such as the stated purpose of the NJ TRANSITGRID project, which was to make the microgrid essential for providing reliable power when the grid was down, to minimize disruptions to the regional workforce and economy. He said NJ TRANSIT's plans for electric bus charging infrastructure did not include a solar and battery microgrid that would minimize disruptions to the regional workforce and economy. Lastly, Mr. Grant asked if NJ TRANSIT thought about not only getting some of its train riders' home if it breaks down, but also its bus riders. Mr. Grant said to save millions NJ TRANSIT has purchased 200 diesel buses, but have they thought about the companies that will repower those diesel buses.

Paula Rogovin, member of Don't Gas the Meadowlands Coalition, said at the end of September, Hurricane Ian struck land in Florida, which left so much destruction and damage. She said October marked the anniversary month of Superstorm Sandy, which also caused so much destruction and displacement of many people. Ms. Rogovin said climate change was happening now, and that all the Board Members knew this. She said Governor Murphy has called upon NJ TRANSIT to pivot away from a gas power plant that would pollute the region, and pivot to a renewable alternative, which the Board all agreed upon when it was announced, and now the Board had broken their promise. Ms. Rogovin said New Jersey cannot afford to perpetuate the use of fossil fuel.

Ms. Rogovin quoted FEMA, saying in 2014 that "natural gas should not be utilized to provide resilient power in an emergency, natural gas is not stored on site, but rather piped to a site from utilities, these supplies can be interrupted during high winds, flood, or earthquake events." She said natural gas power plants were often shutdown prior to a storm event to reduce the risk of fire and explosions. Ms. Rogovin referenced a Pete Seeger song, "Where Have All The Flowers Gone" and sang a few bars, which she said was about war, but was relevant to the fossil fuel crisis. Ms. Rogovin asked everyone to pay attention to the science and what was happening around them, leave fossil fuels in the ground, and pivot towards renewable energy alternatives.

Rachel Dawn Davis, Public Policy and Justice Organizer for Waterspirit, Ministry of the Sisters of St. Joseph of Peace, said she had spoken many times before this Board, and their organization was inspired by the beautiful Jersey Shore, and the need for everyone to have access to it. Ms. Davis said they had property that was lost due to Superstorm Sandy, and October 29 marked the 10-year anniversary. Ms. Davis said they found out in 2022, although some of them knew before then, how fossil fuel exacerbates storms, which they now see were getting stronger, and how fossil fuel companies lied as people continue to die as a result of their for-profit subsidized lies.

Ms. Davis said that the Board has gone back on their great promise of 2020 to focus on a renewable energy microgrid. She said dirty gas was not cheap as it relates to sick care costs and death. She urged them to get energy from the sun, focus on reliable transportation, and do not rely on fossil fuels because they were not reliable. Ms. Davis said solar siting has not been done in this state appropriately, and best practices exist, but New Jersey has been behind. She said public transit can be a big part of how they solve the climate crisis and bring together communities. Ms. Davis said when Board Members travel out of state and come back to public forums like this and say that New Jersey was doing a great job on sustainability was insulting, given the economic crisis has not been studied by the NJ TRANSIT Board in the last 25 years. She said NJ TRANSIT needed independent experts, and have seen no response from the Board directly. In closing, Ms. Davis asked NJ TRANSIT and Governor Murphy to become leaders and stop the seven fossil fuel projects awaiting approval in the state, because they need renewable energy now.

Samantha DiFalco, organizer for Food & Water Watch and member of Don't Gas the Meadowlands Coalition, said they were working to assist NJ TRANSIT find renewable energy solutions for the NJ TRANSITGRID project. Ms. DiFalco said along with the other members speaking today, she was opposed to the NJ TRANSITGRID project leaving the door open for a gas plant in Kearny. Ms. DiFalco said the time was now when they could make a big difference, while the developers were still putting together their designs for the NJ TRANSITGRID project, because NJ TRANSIT has invested millions in these developers, which would go to waste if NJ TRANSIT still ended up with a gas power plant. As speakers said earlier, they cannot rely on a gas plant to provide resiliency. Lastly, Ms. DiFalco said they implore NJ TRANSIT to reconsider their request for proposal while there was still time.

Board Member Comments

Board Member Adams thanked all the speakers for taking time out of their day to speak to the Board and public at large. He noted he was not at the last Board meeting, and apologized if what he was about to say was repeated. Board Member Adams congratulated President & CEO Corbett and the NJ TRANSIT family for being named by *Forbes* as the seventh best New Jersey Employer. Board Member Adams said he believed this was the second year in a row in which NJ TRANSIT received that honor, which was a huge accomplishment and President & CEO Corbett, Chair Gutierrez-Scaccetti, and the NJ TRANSIT family should be proud of that accomplishment.

Board Member Adams noted that the NJ TRANSITGRID had been mentioned again, but thought they adequately described and made their feelings known about how the NJ TRANSITGRID would move forward.

Board Member Adams said publicly speaking on the mask only rail car issue, because other speakers had mentioned it, he in no way or fashion would support a mask only rail car, even on a trial. He had spoken with the team and could not find any compelling reason at this time, based on the information he had, to support a mask only rail car, even on a trial basis.

Chair Gutierrez-Scaccetti said tonight she would take a turn in speaking to the customer advocate concerns, in particular to Mr. Weiss who raised this issue. Understanding that the job description came after the incumbent left the position, and it took time for all of the Board to agree on the job description, regrettably, when they posted the job description, while receiving many candidates, they were not advocate-skilled individuals. Chair Gutierrez-Scaccetti said many were customer service representatives who had customer service experience, but not really the kind of customer service qualities that they would look for in someone to be an advocate, which they all knew was a special role. There were very many advocate organizations, but no one applied from those organizations to come and assist them, that had the requisite qualifications. They have now undertaken review of how they adjust the qualifications to create the candidate pool they were looking for.

Chair Gutierrez-Scaccetti said it was to her understanding that there would be a meeting held at NJ TRANSIT with Board Member Narra and the team to see what they could do to create a job description, as well as potentially using a headhunting firm, to help them find the right candidate. Chair Gutierrez-Scaccetti said all of the customer advocate concerns were not going without notice, or being ignored, and they were sorry it had taken so much time, but in the midst of COVID, it was not easy to determine a time to put up a job posting. Chair Gutierrez-Scaccetti said it was the commitment of the Board, herself, President & CEO Corbett, and his staff, to make sure this matter was resolved as quickly, and successfully as possible. She thanked Board Member Narra whom she said had a very busy full-time job, but was committed to getting this job done, and taking this task on, and appreciated this from her as a Board Member, and would continue to support her efforts to get them to a successful conclusion.

Board Member Narra said she wanted to address a couple of things and asked if staff could look into these things. A couple of speakers had raised concerns about increasing certain train lines, however, she did not write them down, but would like staff to provide the Board with another report on where they were now with trains compared to pre-pandemic, and what their expectations were. Board Member Narra said as President & CEO Corbett's noted in his report on increases in ridership, as they all know and have seen, she still has heard a lot from passengers on rail and bus and the hopes of restoration of fuller service, because the buses and trains were getting crowded. Board Member Narra asked if someone could look into all of these concerns because this was the second Board meeting where they heard from rail passengers saying that not all rail cars have been open on particular lines, and she was not sure if there was a reason for

that. Board Member Narra said she would like an explanation provided to the Board, which would also be useful for the people who have spoken tonight and at previous Board meetings on this issue.

President & CEO Corbett added that during the pandemic, they did take a bit of dip in service, but were now running trains pretty close to full service although, they have tweaked certain schedules and certain bus routes.

Board Member Narra said she did not want to get into a back-and-forth discussion on the scheduling, and knew that reports were provided to the Board before, but asked if they could just get something, so they could respond publicly, because she kept hearing the same issue on crowding from the public. Board Narra said she was not saying that anyone gave inaccurate information at that meeting, but would like to be able to respond to the public. Board Member Narra said she was not sure whether NJ TRANSIT put on its website where they were on scheduling, but certainly wanted to dispel the notion they were holding trains or buses back, if that was not the case.

Advisory Committee Report

Anna Marie Gonnella Rosato said NJ TRANSIT launched its Fall Marketing Promotions to encourage its riders to help people save money. This included a “Buy One, Get One Free” round-trip ticket using the mobile app and city pass, which was a 40 percent discount on a weekday round-trip ticket to New York City, Philadelphia, and Atlantic City. Special rail services were being offered between Hoboken and Far Hills for the 101st running of the Far Hills Race Meeting.

Ms. Gonnella Rosato said on October 4, 2022, NJ TRANSIT introduced its first electric bus that would enter service in the coming weeks. Ms. Gonnella Rosato said she was present in Camden for the unveiling of the bus, which was beautiful.

Ms. Gonnella Rosato said a new development and infrastructure improvement project near the historic Hoboken Train Station was announced by Governor Murphy during a groundbreaking ceremony. Governor Murphy said Hoboken Connect was a multi-phase initiative consisting of public and private components, in which public investments would give an influx terminal a rehabilitation of the first and second floor of the Ferry Terminal, redevelopment of Warrington Plaza, and improvements to support accessibility.

Ms. Gonnella Rosato said NJ TRANSIT rolled out Aqua Track machines to clean and remove leaves from the rail tracks for the fall season.

The New Jersey Passenger Advisory Committee continued to provide letters of support for NJ TRANSIT grant applications, and the latest letter of support was for the Federal Transit Administration (FTA) Station Accessibility program.

Ms. Gonnella Rosato said on October 15, 2022, they will begin much needed track work on the River Line Light Rail between Cinnaminson and Riverside stations. Ms. Gonnella Rosato congratulated Officer Sjosward on his brave act of courage in saving his two

friends. In closing, she said the next meeting of the New Jersey Passenger Advisory Committee would be held virtually on October 21, 2022.

Board Operations and Customer Service Committee Report

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

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and Fiscal Year 2023 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, twelve-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for August 2022.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chair Fulton presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee discussed the Board Items for the: Hoboken Terminal Substructure Repairs: Construction Contract Award and Non-Revenue Heavy-Duty Vehicle Purchase.

Safety Committee Report

Board Member Adams presented the report for the Safety Committee. The Safety Committee was provided an update by the Office of System Safety on key safety performance metrics for Rail, Light-Rail, Bus, and Access Link. The Safety Committee was also introduced to the Senior Director, Construction Safety who would be overseeing the provision of safety oversight on major Capital Construction projects such as, but not limited to, the Portal North Bridge Replacement Project and the Roseville Tunnel Rehabilitation.

Chief Trucillo briefed the Safety Committee on the recent rail full-scale exercise that was held in Red Bank on Saturday, September 24, 2022. In addition, the Chief also briefed the Committee on the department's outreach efforts across the state and the use of "Narcan" by its officers during the month of September.

Chief Trucillo briefed the Committee on "De-Escalation" training that the department was currently providing for bus operators and train crews. To date, over 2,500 civilian employees have received the training. Finally, the Chief briefed the Committee on its Rail Ride initiative for September, which has provided more police visibility on trains and in

stations across the system, resulting in a 41 percent drop in Part 1 crimes for the current month of September over September 2021.

Action Items

2210-74: NON-REVENUE HEAVY-DUTY VEHICLE PURCHASE

President & CEO Corbett introduced, Justin Davis, Senior Vice President, Regulatory & Government Affairs & Chief of Staff to present Action Item #2210-74. Justin Davis presented for approval Action Item #2210-74: Non-Revenue Heavy-Duty Vehicle Purchase.

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

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

2210-75: HOBOKEN TERMINAL SUBSTRUCTURE REPAIRS: CONSTRUCTION CONTRACT AWARD

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2210-75. Richard Schaefer presented for approval Action Item #2210-75: Hoboken Terminal Substructure Repairs: Construction Contract Award.

Board Member James D. Adams made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

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

2210-76: NJ TRANSIT RESILIENCE PROGRAM: BAY HEAD SUBSTATION CONSTRUCTION CONTRACT AMENDMENT TO INCREASE FUNDING

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2210-76. Richard Schaefer presented for approval Action Item #2210-76: NJ TRANSIT Resilience Program: Bay Head Substation Construction Contract Amendment To Increase Funding.

Board Member Shanti Narra made a motion, Board Member Noreen M. Giblin seconded the motion, and the item was adopted.

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

Board Secretary Umukoro noted Board Members Thomas and Brown were recused from the remaining items and would leave the meetings.

2210-77: PERSONAL INJURY CLAIM OF RENATO PASTOR

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2210-77. William Viqueira presented for approval Action Item #2210-77: Personal Injury Claim of Renato Pastor.

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

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

2210-78: PERSONAL INJURY CLAIM OF MARCO LARA

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2210-78. William Viqueira presented for approval Action Item #2210-78: Personal Injury Claim of Marco Lara.

Board Member James D. Adams made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

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

2210-79: PERSONAL INJURY CLAIM OF JUNIOR ROSA

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2210-79. William Viqueira presented for approval Action Item #2210-79: Personal Injury Claim of Junior Rosa.

Board Member Shanti Narra made a motion, Board Member Noreen M. Giblin seconded the motion, and the item was adopted.

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

2210-80: PERSONAL INJURY CLAIM OF METIN BESSIM

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2210-80. William Viqueira presented for approval Action Item #2210-80: Personal Injury Claim of Metin Bessim.

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

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

Executive Session Authorization

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, and would only return to adjourn the meetings, and no further business would be conducted.

Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Stephanie Smith.

Board Member Michael Kanef made the motion, Board Member James D. Adams seconded the motion, and it was adopted. At approximately 7:27 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members, except for Board Members Brown and Thomas, returned to Open Session at approximately 7:43 p.m.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Bob Gordon, seconded by Board Member James D. Adams, and adopted.

The meetings were adjourned at approximately 7:44 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

OCTOBER 12, 2022

MINUTES

PAGE

- CALL TO ORDER -
- APPROVAL OF MINUTES OF PREVIOUS MEETINGS 63574
- PRESIDENT & CEO'S MONTHLY REPORT 63575
- PUBLIC COMMENTS -
- ADVISORY COMMITTEE REPORT -
- BOARD COMMITTEE REPORTS -

ACTION ITEMS

- 2210-74 **NON-REVENUE HEAVY-DUTY VEHICLE PURCHASE** – Authorization to approve the use of an IFB for the purchase of 28 non-revenue heavy-duty vehicles for NJ TRANSIT's Organizational Services in the amount not to exceed \$8,894,260, subject to the availability of funds. 63598
- 2210-75 **HOBOKEN TERMINAL SUBSTRUCTURE REPAIRS: CONSTRUCTION CONTRACT AWARD** – Authorization to enter into NJ TRANSIT Contract No. 22-067X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal Substructure Repairs project in the amount not to exceed \$4,811,941.00, plus ten percent for contingencies, subject to the availability of funds. 63601
- 2210-76 **NJ TRANSIT RESILIENCE PROGRAM: BAY HEAD SUBSTATION CONSTRUCTION CONTRACT AMENDMENT TO INCREASE FUNDING** – Authorization to increase the previous authorization of NJ TRANSIT Contract No. 17-026 with PKF Mark III, Inc. of \$21,690,751.54, by an amount as discussed in Executive Session, subject to the availability of funds. 63604
- 2210-77 **PERSONAL INJURY CLAIM OF RENATO PASTOR** – Authorization to settle the claim of Renato Pastor through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. 63605

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
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2210-78 PERSONAL INJURY CLAIM OF MARCO LARA – Authorization to settle the claim of Marco Lara through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **63606**

2210-79 PERSONAL INJURY CLAIM OF JUNIOR ROSA – Authorization to settle the claim of Junior Rosa through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **63607**

2210-80 PERSONAL INJURY CLAIM OF METIN BESSIM – Authorization to settle the claim of Metin Bessim through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **63608**

➤ **EXECUTIVE SESSION AUTHORIZATION** **63609**

➤ **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 September 21, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on September 29, 2022;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the September 21, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: OCTOBER 12, 2022
SUBJECT: PRESIDENT & CEO'S REPORT – OCTOBER 2022

With ridership once again increasing month-over-month, NJ TRANSIT is working to keep our momentum moving forward by inviting customers to “Fall Into Savings” with new promotional discounts. From October 3rd through November 19th, we’re offering several discounts to help customers leave the car behind and enjoy the benefits of our system. For more information, please visit njtransit.com/fall.

Once again this month, I have a number of significant infrastructure updates to share – with three major announcements over the past eight days. First, on October 4th we hosted a press conference in our Newton Avenue Bus Garage in Camden to mark the beginning of a new, more environmentally friendly and sustainable era for Camden and, ultimately, all of New Jersey. Under Governor Murphy and Board Chair Gutierrez-Scaccetti’s leadership, NJ TRANSIT proudly introduced its first-ever electric bus that will soon be picking up customers along the 452 bus route. We will also be introducing seven more electric buses to the greater Camden area in the coming months, remaining on course to meet our commitment to transition to a 100% zero-emission bus fleet by 2040.

I was also pleased to join Governor Murphy to celebrate two additional special events highlighting significant advancements in major Transit-Oriented Development (TOD) projects. On October 5th, I joined the Governor in Hoboken to break ground on the transformative “Hoboken Connect” project, which is now underway thanks to Governor Murphy’s \$176 million investment in NJ TRANSIT’s Hoboken Terminal and the surrounding area. In addition to the private phase of the project, improvements in the public phase include: significant renovations to our Hoboken Terminal’s historic station building; construction of a new bus terminal; significant rehabilitation of the first and second floors of the Ferry Terminal; and the redevelopment of Warrington Plaza. In addition to Hoboken Connect, NJ TRANSIT has approximately half-a-billion dollars in improvement projects underway in Hoboken. Overall, Hoboken Connect – taken together with all the other improvements we’re making – will not only improve service reliability, but will transform our Hoboken Terminal into one of the crown jewels of our system.

I also joined Governor Murphy earlier today in Woodbridge to announce the selection of *DOR Woodbridge* to advance a significant TOD project there. The development of this TOD is an innovative effort that will create brand new housing, along with office and retail space anchored by NJ TRANSIT’s Metropark Train Station. The development will also give Woodbridge residents a variety of mobility options and the opportunity to use fewer single-occupancy vehicles, making for a more walkable, and more environmentally-friendly community. Sustainability is one of the five over-arching pillars in our 10-Year Strategic Plan, *NJT2030*, and TODs are an important element of promoting sustainability, which is why I am so pleased that the Hoboken and Metropark projects are now advancing.

On September 23rd, just a few steps down from Metropark on the Northeast Corridor, Governor Murphy joined local and state officials at NJ TRANSIT’s New Brunswick rail station to announce a \$49 million investment that will result in a series of significant customer-facing improvements there. These include: extending and replacing passenger platforms; rehabilitating escalators and elevators; installing energy-efficient lighting; and upgrading heating and air-conditioning systems, in addition to other internal and external projects. The Middlesex County Improvement Authority will manage the project on behalf of the County and NJ TRANSIT. New Brunswick is also where we partnered with the NJ State Council on the Arts to introduce an art installation by local artists, as part of our TRANSITIONAL Arts Program.

As we work to improve every aspect of the customer experience, we are always focused on promoting safety. Aligned with last month’s Rail Safety Week, NJ TRANSIT rolled out two new initiatives – Special Safety Education Awareness Training, or Special SEAT, and Protecting our Pedestrians – as part of our ongoing Safety Education Program. For more information on these programs, please visit njtransit.com/seat or njtransit.com/pop.

In closing, last week was Customer Service Week, so I’d like to take a moment to express my heartfelt appreciation to NJ TRANSIT’s indispensable customer service professionals, whose jobs are not always easy. Whether it be in-person, on the phone, or responding to feedback online, I want to thank every NJ TRANSIT employee who engages directly with our customers, for always taking great care to make our customers’ first impression a good one.



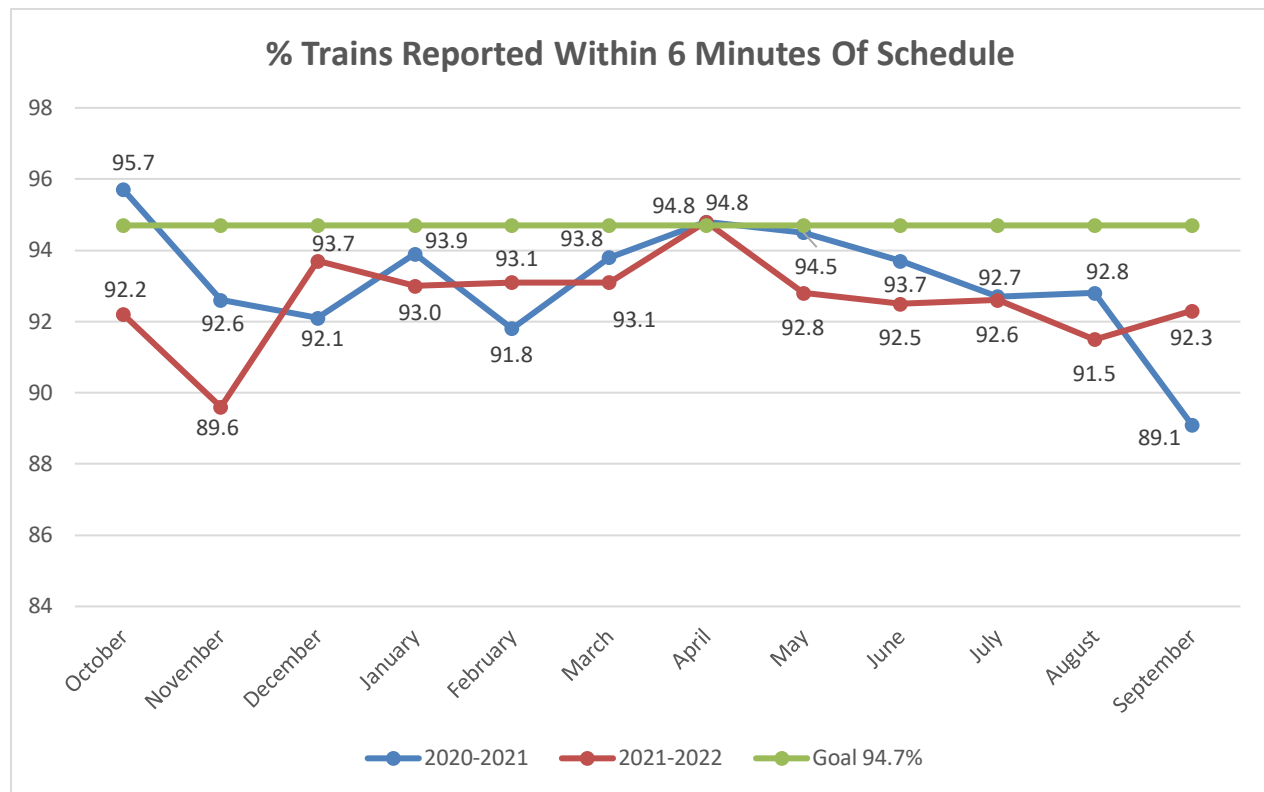
PRESIDENT & CEO'S MONTHLY REPORT

October 12, 2022

TABLE OF CONTENTS SEPTEMBER 21, 2022

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

PERFORMANCE MEASURES



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
September Comparison	89.1%	92.3%	3.2%
12-Month Average Oct. 2020 – Sept. 2022	93.1%	92.6%	-0.5 %

Analysis:

Rail On-time Performance was 92.3% for September 2022. Of the 17,881 trains scheduled to operate, 16,504 were on time, while 1,377 trains (or 7.7%) were delayed.

Key Causes included:

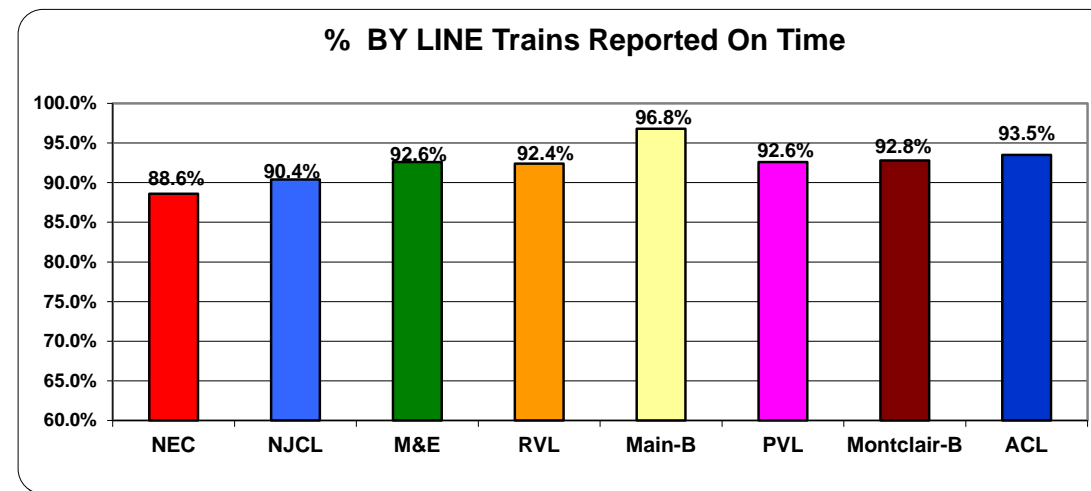
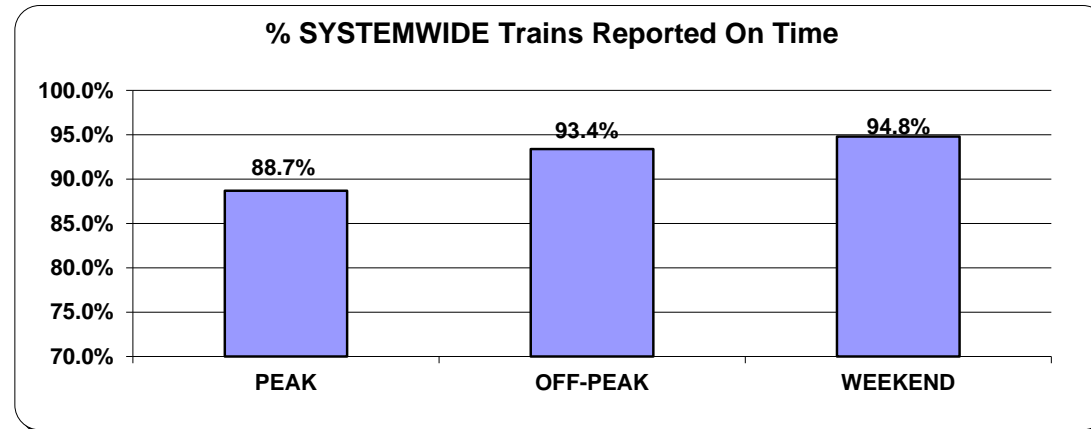
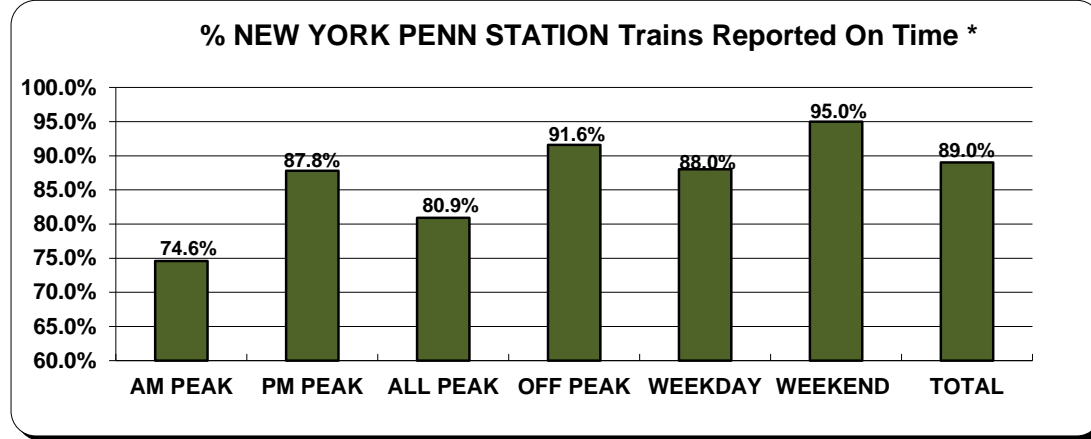
- Amtrak signal issue, equipment issue, programmed maintenance, NJT PTC mechanical, diesel and Arrow MU issues contributed 93 delays on September 7.
- Amtrak trackside interference, track issues, a bridge strike, PTC mechanical and Arrow MU issues contributed 87 delays on September 27.
- Amtrak Portal Bridge open, switch issues, SEPTA equipment issues, NJT PTC mechanical and bridge issues contributed 98 delays on September 28.

The 12-month Average for Rail On-Time Performance was 92.6%.

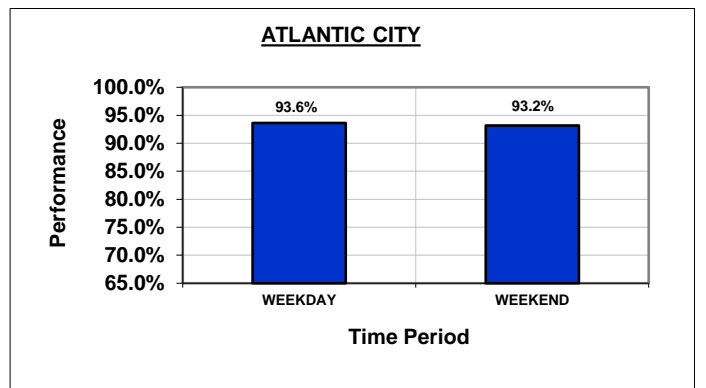
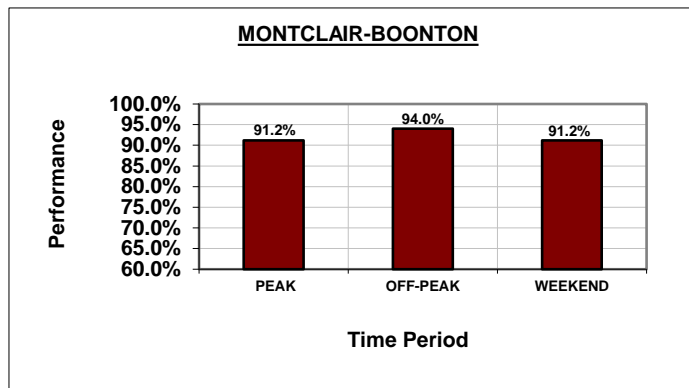
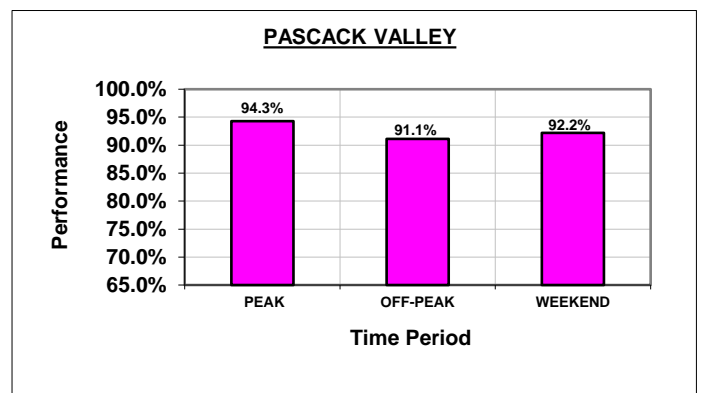
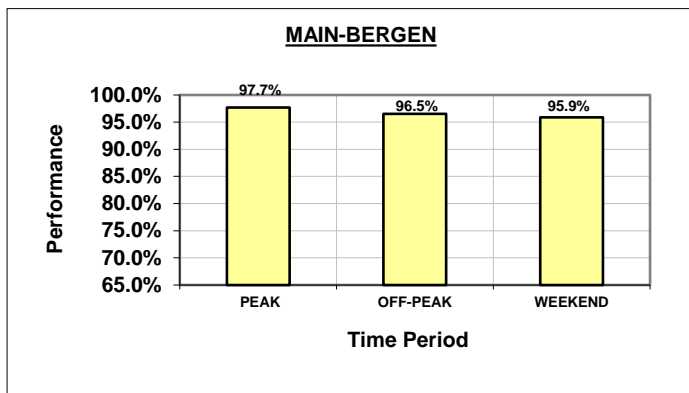
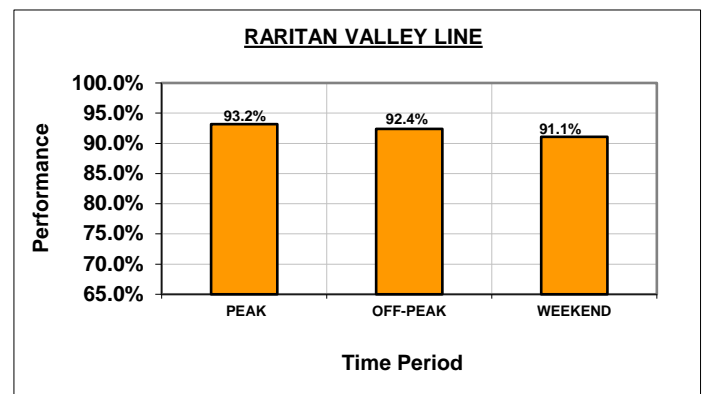
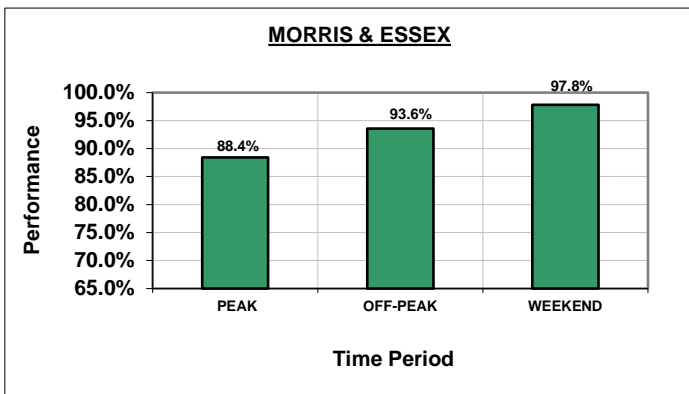
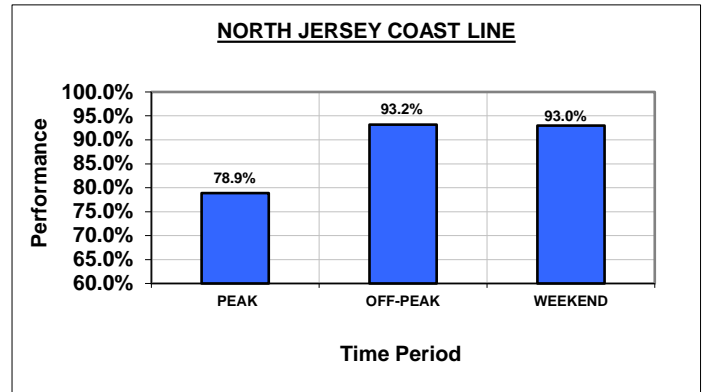
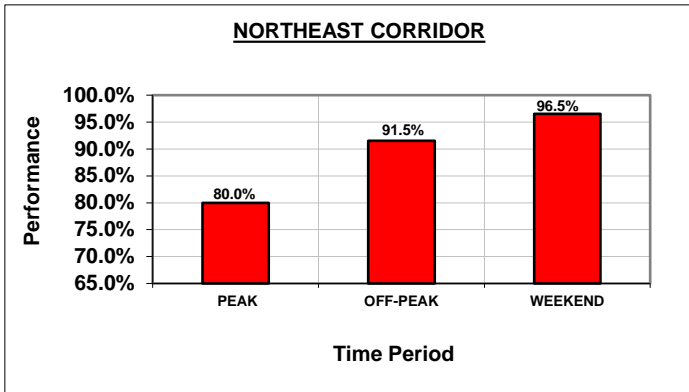
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD SEPTEMBER 2022

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



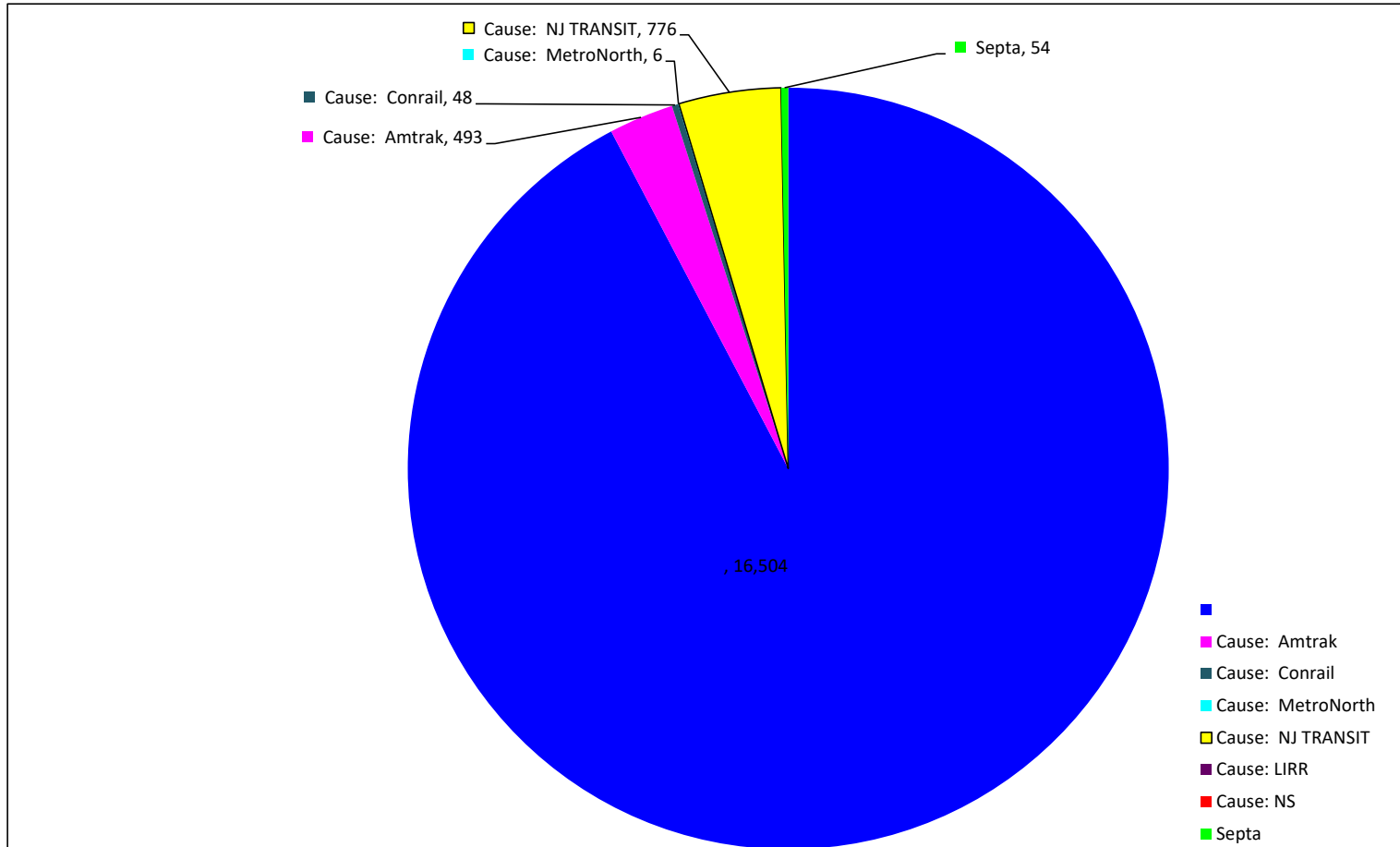
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD SEPTEMBER 2022



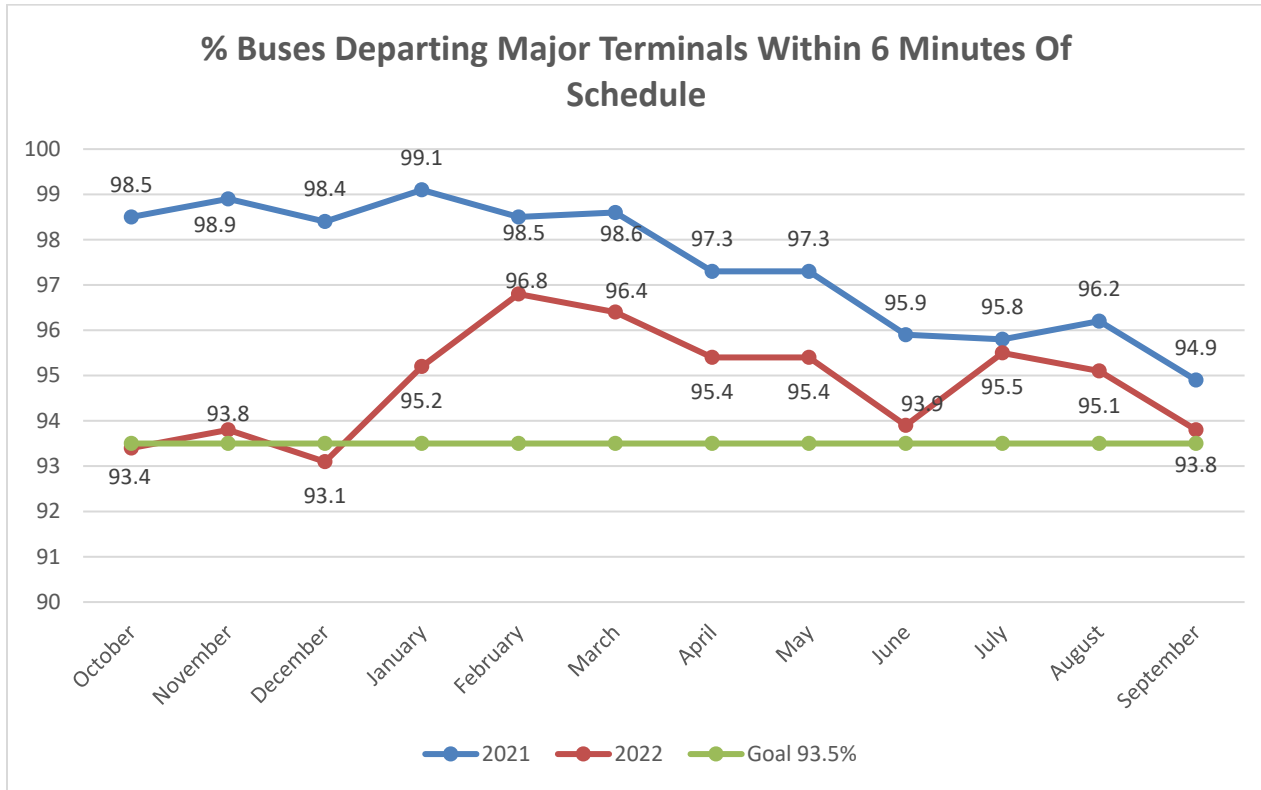
NJ TRANSIT Performance - September 2022

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: LIRR	Cause: NS	Septa
# of Trains On Time	16,504	493	48	6	776			54
# of Late Trains	1,377	2.76%	0.27%	0.03%	4.34%	0.00%	0.00%	0.30%
Total # of Trains	17,881							
Percentage On Time	92.3%							



NJ TRANSIT ON-TIME PERFORMANCE BUS Oct 2020 – Sept 2022



	<u>2021</u>	<u>2022</u>	<u>%Change</u>
Sept Comparison	94.9%	93.8%	-1.1%
12-Month Average Oct 2020 – Sept 2022	97.4%	94.8%	-2.6%

Analysis*:

Bus On-Time Performance systemwide was 93.8% for the month of Sept 2022. Of the 43,561 monitored departures, 2691 experienced delays.

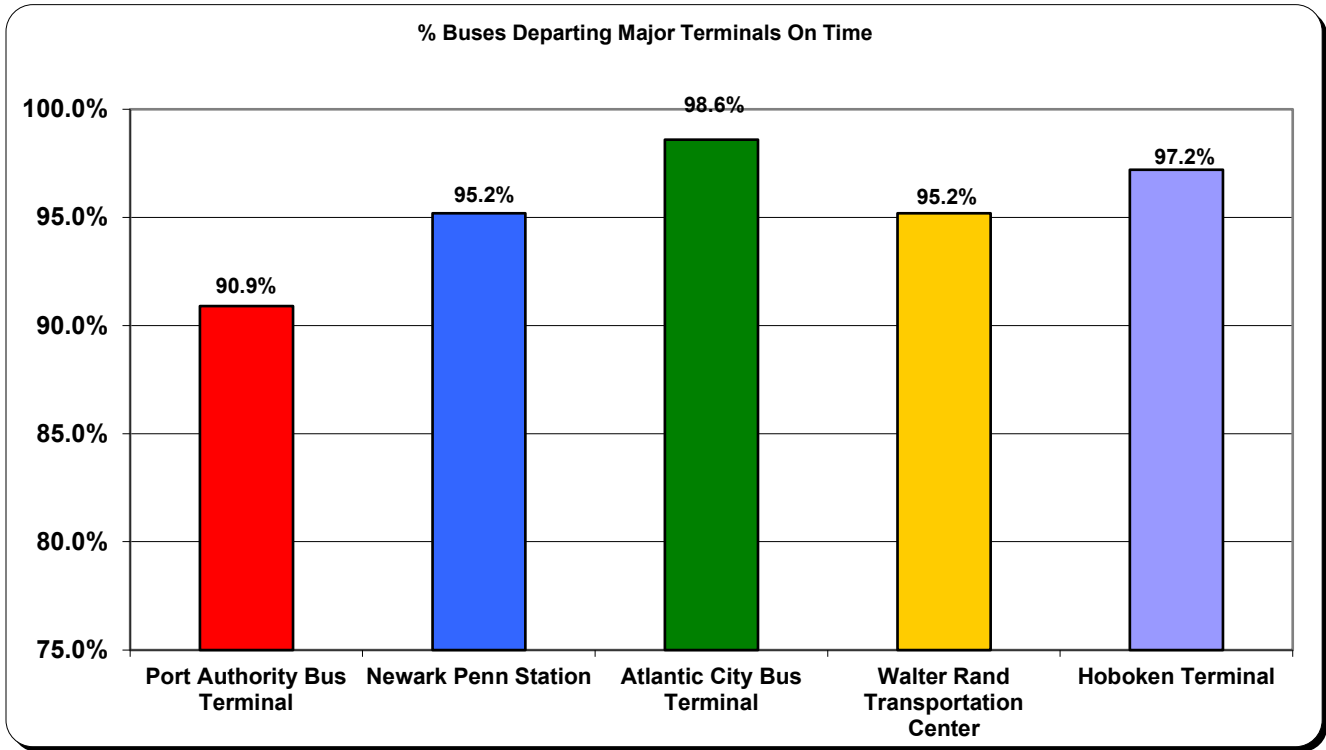
Key Causes included:

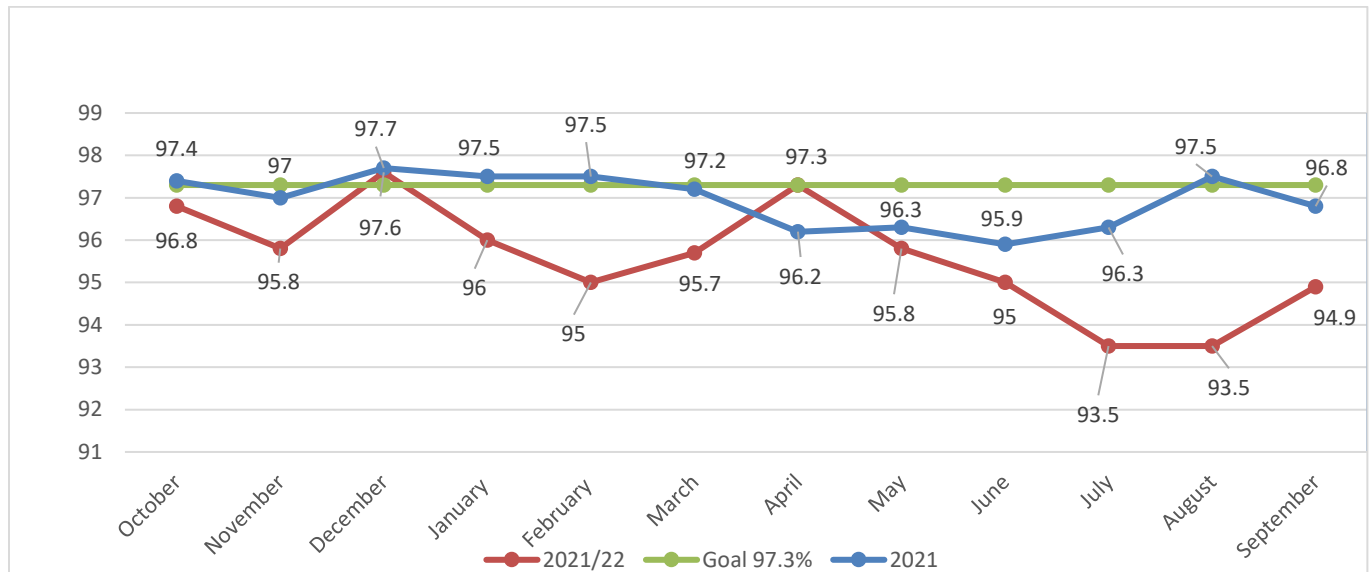
- At PABT, On Sept. 6th, four car accidents in the Lincoln Tunnel caused delays. On Sept. 8th Bus/Motorcycle accident in the south tube caused delays. On the 14th-16th, heavy traffic on the Turnpike and on Rt. 3 caused delays. On Sept. 29th heavy traffic and construction near Broadway Terminal caused delays.
- At Newark Penn, on Sept. 6th Lincoln Tunnel accident, mechanical issues, Bus/Bike incident and road construction caused delays. On the 7th, local roads closed due to construction and utility repairs contributed to the delays.
- For various other locations, Minor delays were caused due to weather, detours, traffic, and road construction on various days.

The 12-month average for Bus On-Time Performance was 94.8%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL





	<u>2021</u>	<u>2022</u>	<u>%Change</u>
September Comparison	96.8%	94.9%	-1.9%
12-Month Average October 2021 – September 2022	96.7%	95.5%	-1.2%

Analysis: Light Rail On-Time Performance system wide was 94.9% for the month of September. Of the 26,862 scheduled departures, 1,146 experienced delays.

Key Causes included:

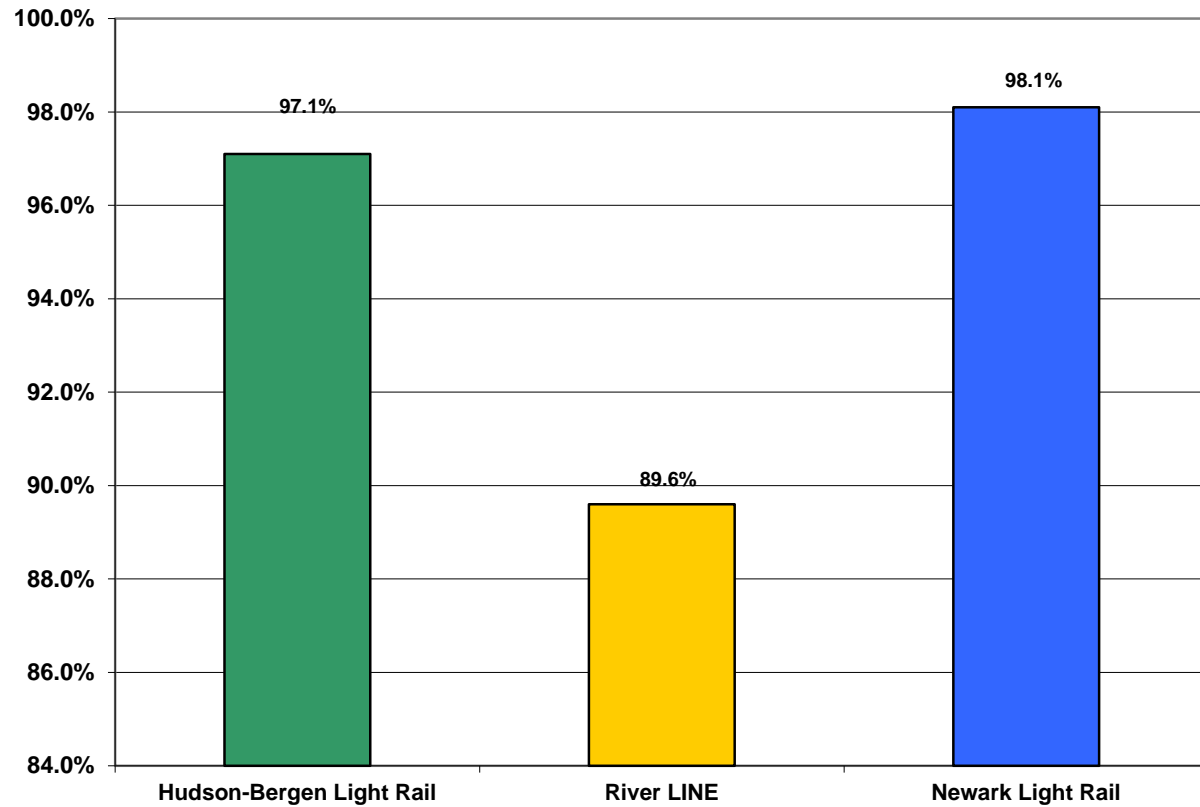
- **Newark Light Rail** – General maintenance taking place on multiple dates due to door, propulsion, and power/brake issues. Operator issues/manpower shortages through the month resulted in 83 affected trains.
- **River LINE** – Incidents involving general maintenance of LRV equipment taking place across multiple dates, including engine, door, signal, and brake issues. Police activity on 9/2, 9/9, 9/12, 9/13, 9/14, 9/20, and 9/22 resulted in 19 affected trains.
- **HBLR** – Incidents involving general maintenance of LRV taking place across multiple dates, including door malfunctions, power/propulsion issues, brakes, and other issues. Police activity on 9/3, 9/4, 9/5, 9/9, 9/10, 9/12, 9/15, 9/16, 9/17, 9/18, 9/19, 9/20, 9/22, 9/23, 9/25, 9/26, 9/27, 9/28, 9/29, and 9/30 impacted 145 trains. Motor vehicle fouling tracks on 9/6, 9/12, 9/23, 9/24, and 9/30 affected 19 trains. External passenger incidents on 9/2, 9/4, 9/7, 9/17, 9/21, 9/24, 9/27, and 9/30 impacted 62 trains. Track switch failure on 9/8 affected 93 trains. LRV collision on 9/14 resulted in 83 impacted trains.

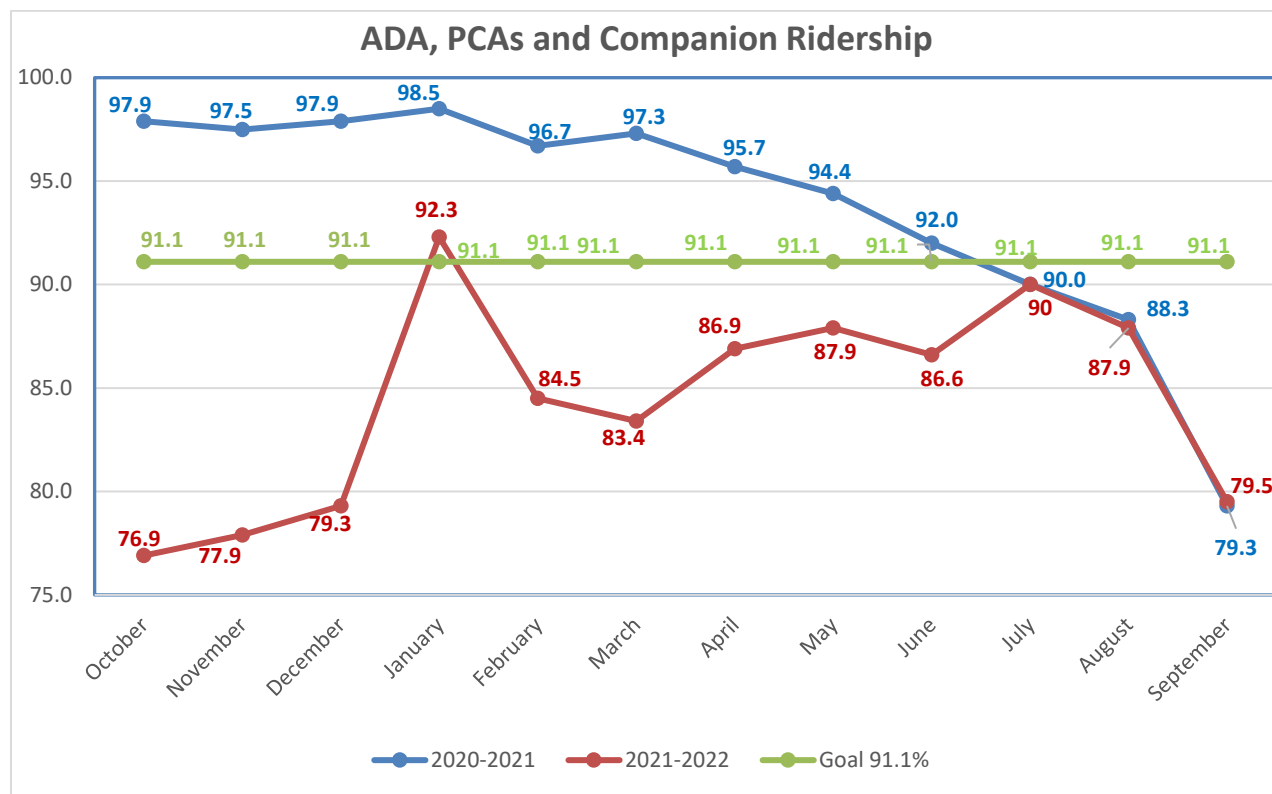
The 12-month Average for Light Rail On-Time Performance is 95.5%

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE September 2022

% Light Rail Trains Reported On Time





	<u>2021</u>	<u>2022</u>	<u>%Change</u>
September Comparison	79.3%	79.5%	-0.2%
September Ridership	101,697	115,638	13,941
12-Month Average October 2021 – September 2022	95.8%	84.4%	-9.4%

Analysis:

Access Link On-Time Performance was 79.5% for September 2022. In serving 125,460 total customers, for 115,638 ADA customers trips, 23,716 or (20.5%) experienced delays.

Key Causes included:

- Road closure (RT 440) due to construction
- Increased traffic during peak periods
- Regions 2, 5 & 6, 45-60 minute delays due to operator availability
- Customer cancellations and no-shows

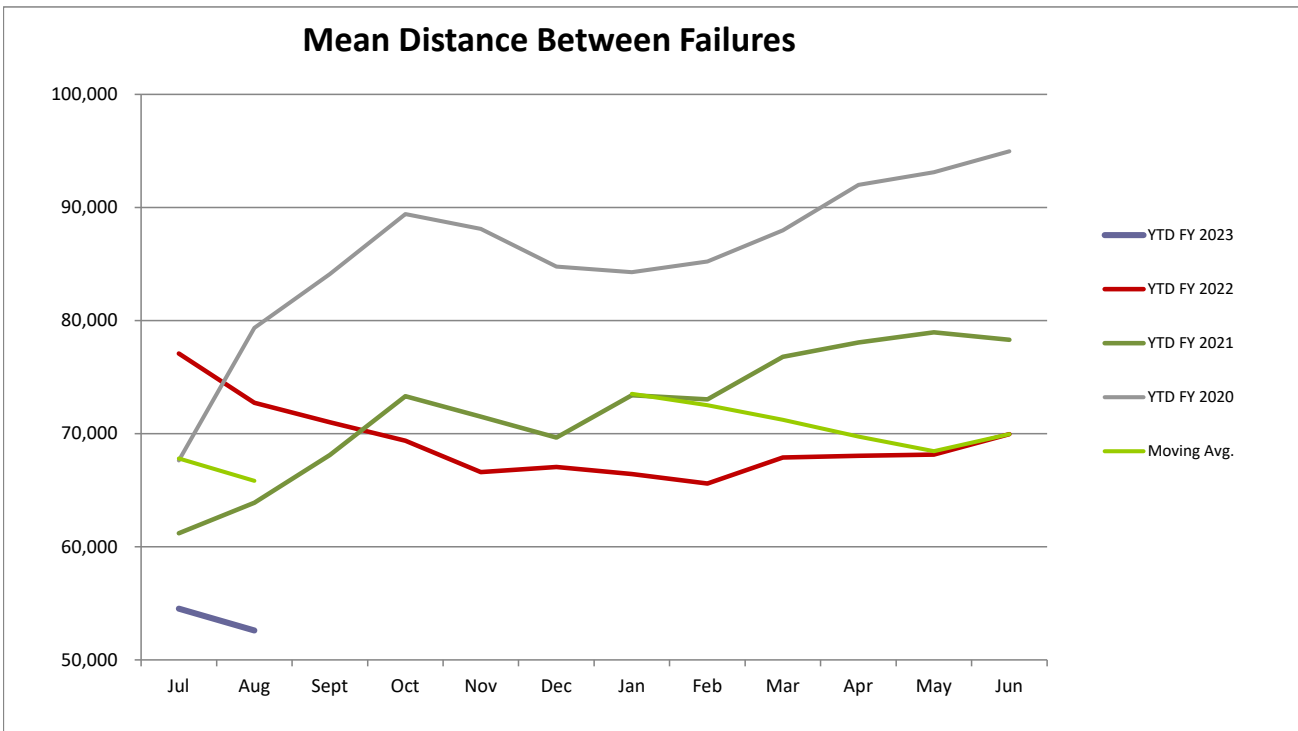
The 12-month Average for Access Link On-Time Performance was 84.4%.

MEAN DISTANCE BETWEEN FAILURES

August 2022

NJ TRANSIT Rail Operations
Mean Distance Between Failures

Month	YTD FY 2023	YTD FY 2022	YTD FY 2021	YTD FY 2020	12 Month Moving Avg.
Jul	54,531	77,087	61,198	67,634	67,808
Aug	52,602	72,743	63,891	79,350	65,832
Sept	-	71,005	68,109	84,111	-
Oct	-	69,368	73,320	89,410	-
Nov	-	66,597	71,498	88,101	-
Dec	-	67,060	69,664	84,773	-
Jan	-	66,433	73,392	84,273	73,526
Feb	-	65,594	73,030	85,233	72,516
Mar	-	67,894	76,790	87,973	71,219
Apr	-	68,050	78,072	92,007	69,751
May	-	68,153	78,962	93,119	68,454
Jun	-	69,949	78,300	94,969	69,949

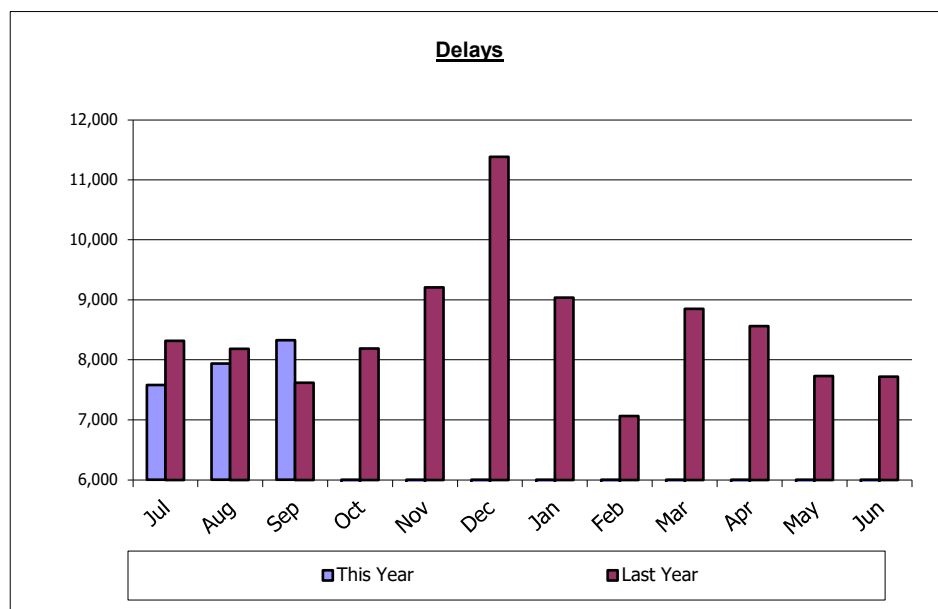


* FY2023 Numbers reflect start of FY2023

Garage Performance Parameters

September 2022

Location	Miles Between In-Service Delays			
	FY2023 Goal	This Month	FY2023 YTD	FY2022 YTD
Fairview	5,500	7,102	8,368	5,447
Greenville	7,000	4,544	6,080	6,400
Market Street	8,000	3,880	3,680	4,023
Meadowlands	9,500	5,580	4,601	6,834
Oradell	10,000	10,339	11,047	4,661
Wayne	16,000	12,450	10,891	13,453
WestWood		16,121	16,121	
Northern Division	-	7,158	6,759	6,136
Big Tree	9,500	5,979	5,465	5,937
Hilton	10,600	6,357	6,295	6,533
Howell	17,500	21,602	21,996	25,002
Ironbound	10,200	8,648	7,835	7,643
Orange	9,800	3,458	3,230	3,899
Morris	10,500	49,226	18,998	30,450
Central Division	-	7,611	7,254	7,922
Egg Harbor	14,000	9,802	10,386	10,037
Hamilton	11,000	9,265	9,450	11,176
Newton Avenue	15,000	13,005	12,024	15,367
Washington Twp.	16,000	20,966	16,193	16,755
Southern Division	-	12,542	12,007	13,592
Bus Operations	-	8,328	7,933	8,034

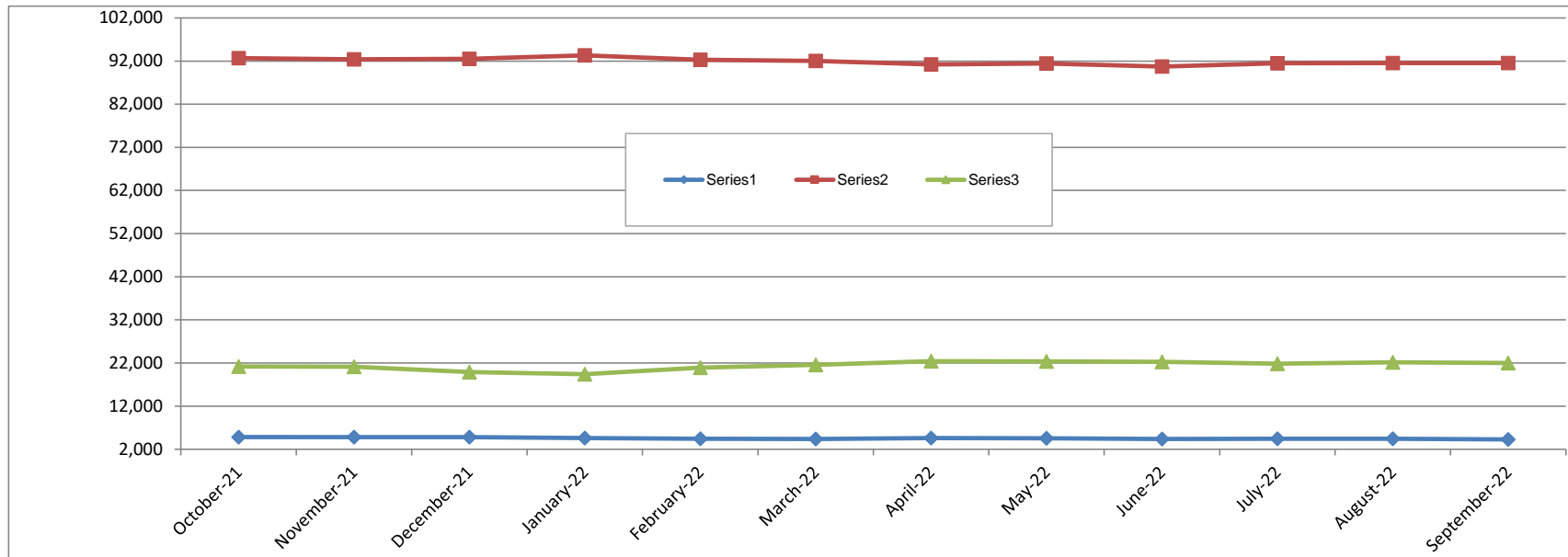


NJ TRANSIT - LIGHT RAIL, September 2022

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	September 2022	August 2022
Newark Light Rail	4,279	4,442
Hudson Bergen	91,629	91,570
River LINE	22,021	22,187

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

During the month of **September 2022** NJ TRANSIT awarded **\$7,324,721.32** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$1,679,328.10** or **22.93%**.

State Fiscal Year 2023 YTD (July 1, 2022, through June 30, 2023) NJ TRANSIT awarded **\$26,787,218.94** in state funded contracts. Of that total, SBEs received **\$2,857,189.07** or **10.66%**.

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

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

Category 1 SBEs	\$180,000.00	0.67%
Category 2 SBEs	\$2,234,354.05	8.34%
Category 3 SBEs	\$442,835.02	1.65%
Category 4 SBEs	\$0.00	0.00%
Category 5 SBEs	\$0.00	0.00%
Category 6 SBEs	\$0.00	0.00%

FTA Funded Contracts (Updated on a quarterly basis– next update will occur January 2023)**Federal Fiscal Year (FFY) 2022 - October 1, 2021 through September 30, 2022**

During the **4th Quarter** (July 1, 2022 – September 30, 2022) the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$2,227,201.35**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$131,508.00** or **5.90%**

FFY 2020 through FFY 2022 Q4 (October 1, 2019 – September 30, 2022) NJ TRANSIT awarded **\$2,091,816,338.57**** in federally funded contracts. Of that total, DBEs received **\$142,589,300.07** or **6.816%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

Transit Vehicle Manufacturer (TVM)¹ Awards

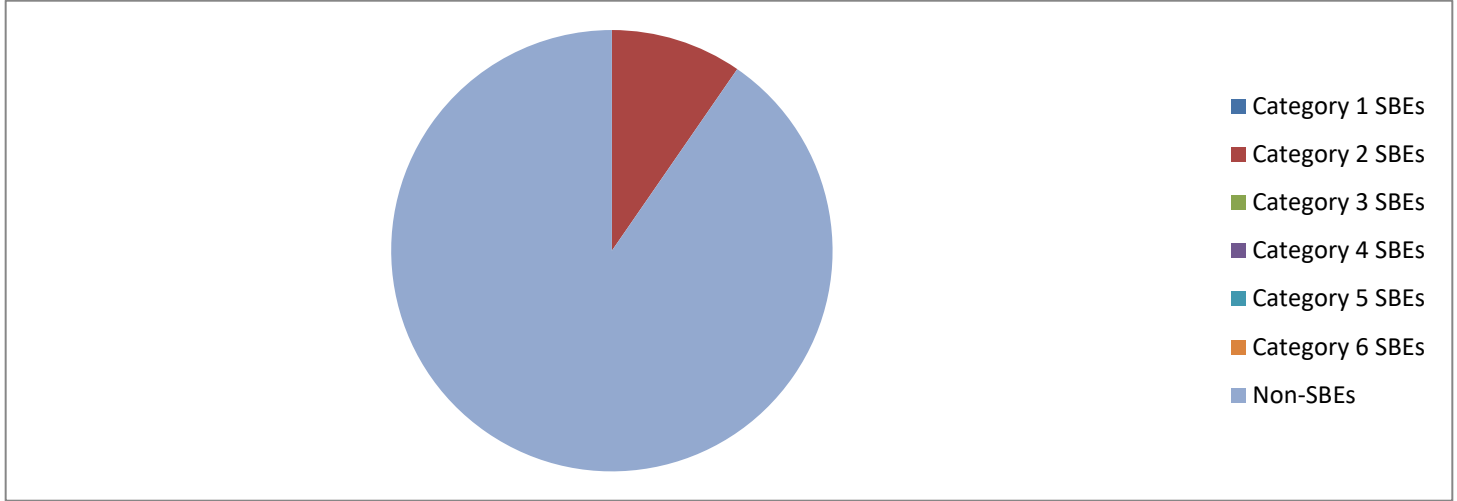
(Next update will occur in January 2023)

**Numbers reflect federal share*

*** Number includes subrecipient awards*

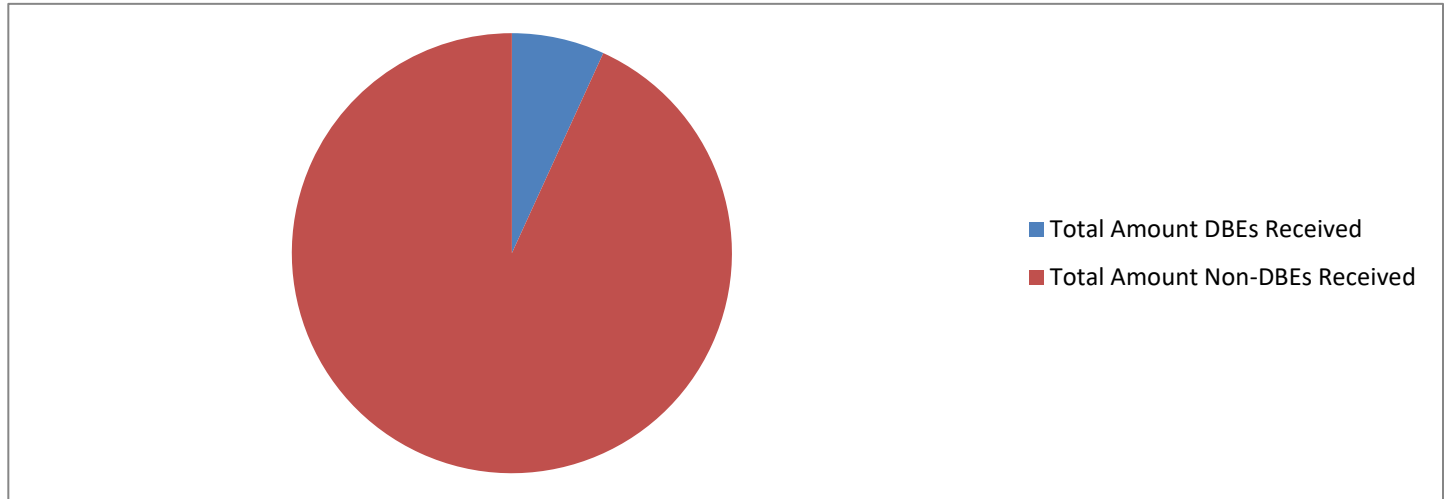
¹ Transit Vehicle Manufacturers (TVMs) will be reported to the President and CEO on a quarterly basis in the same manner that FTA-funded contracts are currently reported. TVMs are manufacturers whose primary business purpose is to build vehicles specifically for public mass transportation. The "TVM"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

<i>Category 1 SBEs</i>	\$180,000.00	0.67%
<i>Category 2 SBEs</i>	\$2,234,354.05	8.34%
<i>Category 3 SBEs</i>	\$442,835.00	1.65%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$0.00	0.00%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$23,930,029.89	89.34%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

Total Amount DBEs Received	\$142,589,300.07	6.816%
Total Amount Non-DBEs Received	\$1,949,227,038.50	93.18%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

10 NJ TRANSIT employees retired recently:

1. Robert Barrett, Locomotive Engineer -- Various -- 34 years
2. Alison Cobb, TVM Agent -- Newark Penn -- 38 years
3. Ron Cooper, Lead Laborer -- Raritan -- 10 years
4. David Duda, Machinist -- MMC -- 33 years
5. John Finnegan, Locomotive Engineer -- Various -- 38 years
6. Patrick Hesketh, Assistant Manager -- MMC -- 30 years
7. Ernest Hill Jr., Assistant Conductor -- Various -- 16 years
8. Harry Perdikos, Tech -- MMC -- 36 years
9. George Petrie, Locomotive Engineer -- Various -- 36 years
10. Wilfred Torres, Foreman -- Hoboken -- 29 years

ACTION ITEMS

ITEM 2210-74: NON-REVENUE HEAVY-DUTY VEHICLE PURCHASE

This is an NJ TRANSIT three-year purchase for non-revenue heavy-duty vehicles in support of Administration, Police, Bus, and Rail Operations. This purchase replaces heavy-duty (Infrastructure, Response and Maintenance) vehicles that have met their useful life (age and or miles) to ensure NJ TRANSIT meets its obligation to maintain a state of good repair.

- Seeking authorization to use a federal IFB for a three-year period for the purchase of non-revenue vehicles, not to exceed \$8,894,260, plus five percent contingency, subject to the availability of funds.



ITEM 2210-74: NON-REVENUE HEAVY-DUTY VEHICLE PURCHASE

- Authorization of this Board Item will replace 28 non-revenue heavy-duty vehicles that have met their useful life.
- This project is federally funded.



ITEM 2210-74: NON-REVENUE HEAVY-DUTY VEHICLE PURCHASE

WHEREAS, NJ TRANSIT Organizational Services is presenting the purchase of 28 non-revenue heavy-duty vehicles that support Administration, Police, Rail, and Bus Operations; and

WHEREAS, the heavy-duty vehicles have met their useful life and are due for replacement; and

WHEREAS, Organizational Services will be using an Invitation for Bid (IFB); and

WHEREAS, Procurement will provide the Board with quarterly updates on the 28 non-revenue vehicles draw down along with the actual bid awards; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) has reviewed the bid and assigned a TBD SBE goal; and

WHEREAS, staff seeks authorization to use an IFB for the purchase of 28 non-revenue heavy-duty vehicles;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to approve the use of an IFB for the purchase of 28 non-revenue heavy-duty vehicles for NJ TRANSIT's Organizational Services at an amount not to exceed \$8,894,260, subject to the availability of funds.

ITEM 2210-75: HOBOKEN TERMINAL SUBSTRUCTURE REPAIRS

The Hoboken Terminal Substructure Repairs project will include repairs to the piles, pile caps, foundations, beams, concrete deck, and substructure utilities needed to restore the integrity of the substructure at Hoboken Terminal.

Seeking authorization to enter into NJ TRANSIT Contract No. 22-067X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal Substructure Repairs project in the amount not to exceed \$4,811,941.00, plus ten percent for contingencies, subject to the availability of funds.



ITEM 2210-75: HOBOKEN TERMINAL SUBSTRUCTURE REPAIRS

- Authorization of this Construction Contract will enhance the resilience of NJ TRANSIT's commuter rail service to and from Hoboken Terminal.
- Harden Hoboken Terminal infrastructure against future deterioration.



**ITEM 2210-75: HOBOKEN TERMINAL SUBSTRUCTURE REPAIRS:
CONSTRUCTION CONTRACT AWARD**

WHEREAS, Hoboken Terminal and Yard is one of NJ TRANSIT's major terminals and serves approximately 30,000 customers daily from across seven New Jersey counties and New York City. The Terminal is an intermodal facility served by nine NJ TRANSIT commuter rail lines, the Hudson-Bergen Light Rail, Port Authority Trans-Hudson (PATH) rapid transit system, bus service, and New York Waterway ferry services; and

WHEREAS, the Hoboken Ferry Terminal was constructed in the early 1900's and consists mainly of reinforced concrete deck supported by concrete encased steel stringers and girders supported by concrete pedestals/columns on timber cribbing and piles, which are now in need of repair; and

WHEREAS, the work of this contract consists of repairs to the piles, pile caps, foundations, beams, concrete deck, and substructure utilities needed to restore the integrity of the substructure at Hoboken Terminal; and

WHEREAS, on June 28, 2022, an Invitation for Bid (IFB) was advertised on *BID EXPRESS*, NJ TRANSIT's electronic bid system, and in *The Star-Ledger*, and *The Trenton Times*; and

WHEREAS, bids were received electronically from five firms and opened on August 30, 2022 at NJ TRANSIT Headquarters in Newark; and

WHEREAS, upon completion of a competitive procurement process, it was determined that DMR Construction Services, Inc. submitted the lowest responsive, responsible bid; and

WHEREAS, the NJ TRANSIT Office of Business Development (OBD) assigned a 15 percent Disadvantage Business Enterprise (DBE) goal for the project; and

WHEREAS, FHWA Ferry Boat Program and Transportation Trust Funds are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-067X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal Substructure Repairs project at an amount not to exceed \$4,811,941.00, plus 10 percent for contingencies, subject to the availability of funds.

ITEM 2210-76: NJ TRANSIT RESILIENCE PROGRAM: BAY HEAD SUBSTATION CONSTRUCTION CONTRACT AMENDMENT TO INCREASE FUNDING

WHEREAS, NJ TRANSIT is committed to advancing long-term recovery and resiliency projects resulting from Superstorm Sandy that allow facilities and equipment to better withstand and recover from extreme weather events; and

WHEREAS, the Bay Head Substation has been designed and situated to provide reliable and resilient electric power to both the wayside power systems and supporting rail yard infrastructure; and

WHEREAS, NJ TRANSIT seeks to enhance the capacity, reliability, and resiliency of its electrical service in Bay Head Yard to better prepare them for future extreme weather events; and

WHEREAS, NJ TRANSIT Board of Directors in Board Item 1905-26, previously approved the award of NJ TRANSIT Contract No. 17-026 to PKF-Mark III, Inc., (Contractor) in the amount of \$20,657,858.61, plus five percent contingency, for a total amount of \$21,690,751.54, for construction services for the new Bay Head Substation Project; and

WHEREAS, the Contractor is required to fulfill the original contract Race Neutral DBE goal established by the NJ TRANSIT Office of Business Development for any additional/extra work performed under the contract; and

WHEREAS, the construction work has progressed approximately to 50 percent, and during the construction of the said contract, NJ TRANSIT's Contractor has encountered numerous changes due to court order suspension of work, changes to the permit requirements by the agencies having jurisdiction in the midstream of the construction, change in equipment, and previously unknown conditions and events beyond the NJ TRANSIT as well as Contractor's control, which have resulted in changes to the contract duration and associated costs; and

WHEREAS, the approved five percent contingency is depleted due to the cost and time extensions associated with the required changes to address the unforeseen conditions and claims; and

WHEREAS, it is necessary for additional funds which will allow the project to progress without further delay and address pending claims and changes to the project;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is authorized to increase the previous authorization of NJ TRANSIT Contract No. 17-026 with PKF Mark III, Inc. of \$21,690,751.54, at an amount discussed in Executive Session, subject to the availability of funds.

ITEM 2210-77: PERSONAL INJURY CLAIM OF RENATO PASTOR

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

WHEREAS, Renato Pastor has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

ITEM 2210-78: PERSONAL INJURY CLAIM OF MARCO LARA

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

WHEREAS, Marco Lara has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

ITEM 2210-79: PERSONAL INJURY CLAIM OF JUNIOR ROSA

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

WHEREAS, Junior Rosa has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

ITEM 2210-80: PERSONAL INJURY CLAIM OF METIN BESSIM

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

WHEREAS, Metin Bessim has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

EXECUTIVE SESSION AUTHORIZATION

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

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