

**Chris Christie**, Governor  
**Kim Guadagno**, Lieutenant Governor  
**James S. Simpson**, Board Chairman  
**James Weinstein**, Executive Director

**N TRANSIT**  
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May 13, 2013

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, May 8, 2013.

Sincerely,

Original Signed By

Joyce J. Zuczek  
Acting Board Secretary

Enclosures

Honorable Chris Christie  
Governor, State of New Jersey  
State House  
Trenton, NJ 08625

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, May 8, 2013.

**Present:**

James S. Simpson, Chairman  
Nicole Crifo, Governor's Representative  
Steven Petrecca, Treasurer's Representative  
Myron P. Shevell, Board Member  
James C. Finkle, Jr., Board Member  
Flora M. Castillo, Board Member (By Telephone)  
Raymond W. Greaves, Board Member

James Weinstein, Executive Director  
Joyce J. Zuczek, Acting Board Secretary  
Penny Bassett Hackett, Acting Assistant Executive Director, Communications & Customer Service  
Joyce Gallagher, Vice President & General Manager, Bus Operations  
Kevin O'Connor, Vice President & General Manager, Rail Operations  
Christopher Trucillo, Chief of Police  
Kathleen M. Sharman, Chief Financial Officer & Treasurer  
Steve Santoro, Assistant Executive Director, Capital Planning & Programs  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Leotis Sanders, Vice President Civil Rights & Diversity Programs  
Carlos Ramirez, Assistant Executive Director, Corporate Affairs  
Warren Hersh, Auditor General  
Kenneth Worton, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:06 a.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Zuczek announced Board Member Castillo is participating in the meeting by telephone and that the Board Meeting is being video recorded.

Chairman Simpson asked for a motion to adopt the minutes of the April 10, 2013 meetings. A motion was made by Board Member Myron P. Shevell seconded by Board Member Flora M. Castillo and unanimously adopted.

**Public Comments on Agenda Items and Other Matters**

There were 17 public comments. Acting Board Secretary Zuczek announced the public comments would be limited to five minutes in order to give everyone an opportunity to be heard.

David Peter Alan, Chair of the Lackawanna Coalition, said some of the Board Items pertain directly to the Lackawanna Coalition. In general, they are concerned that the public does not receive enough information to comment intelligently on items before the

Board in time for the Board Members to consider their comments as part of the decision-making process.

Mr. Alan said they support any initiative that would improve operations on the Morris & Essex and Gladstone Lines, provided the projects are cost-effective. He said in the past, their members have recommended extending Summit Interlocking west to improve Morris & Essex and Gladstone operations. Mr. Alan said Board Item 1305-20 appears to be a good idea, but they need more information before they can endorse it. He said the more they know, the more they can help with implementation, if the information given establishes that the project is useful and cost-effective.

Mr. Alan said they cannot say the same about Board Item 1305-22 for the payment to AECOM for transit planning in connection with next winter's Super Bowl 48 game and events connected with it. He said it appears to be a further payment for services, but the initial payment is not disclosed. Additionally, Mr. Alan said the NFL is the direct beneficiary and not the NJ TRANSIT riders. He said this management and Board plead poverty when it comes to benefiting riders or employees, but when it comes to providing a benefit for a monopoly like the NFL, it seems money is no object. Mr. Alan said they strongly object to the item for transit riders of New Jersey and the State's taxpayers. The NFL could afford the cost of the proposed planning effort, as well as any capital improvements that may be made to the Secaucus Station in preparation for the Super Bowl 48 game. He said they want the Board to reject the item and send the bill to the NFL instead.

Mr. Alan said they support good land use planning, community transportation and the services provided by Access Link. However, he said without more information, as representatives of the riding public, they cannot comment appropriately on Board Item 1305-21. Mr. Alan said the agenda released last week referenced contracts as Exhibit B. He thinks the public should have this information as soon as the Board Members receive it.

Mr. Alan said they are concerned about the usefulness of the Northern Branch Light Rail Extension Item 1304-23 since it is being scaled back due to opposition expressed by local politicians. He said if light rail makes sense in Englewood and communities south of there, it also makes sense in Tenafly and should be built there. Mr. Alan suggested it be built all the way to Nyack with an agreement with New York State or Rockland County, but said they need more information so they can comment in an intelligent manner.

Mr. Alan said giving representatives of NJ TRANSIT's riders, as well as the general public, appropriate information about agency decisions and an opportunity to comment before the Board votes on the items is part of transparency and competent governance. He said they already asked the Legislature to exercise its oversight responsibility with respect to NJ TRANSIT in the current issue of the Railgram. Mr. Alan also called on the Board and Management to open the decision-making process at NJ TRANSIT to public comment and dialogue in a meaningful manner. He said they wish to represent NJ TRANSIT riders in a manner that benefits them as well as management.

Chairman Simpson addressed Mr. Alan by stating that the Chairman has been there from day one of the Administration and they have tried to be as transparent as possible. Chairman Simpson said in response to Mr. Alan's request for a meeting with the Chairman, they met and the Chairman made sure Mr. Alan also met with NJ TRANSIT. Chairman Simpson asked Mr. Alan to be specific and send him a letter, copying other Board Members, detailing in exact terms how Mr. Alan believes the Board can best be more transparent and they will see if it is doable. Chairman Simpson said he thought they had gotten past this, but that is not the case since Mr. Alan's comments sound the same. Mr. Alan said it is better than it was before the Chairman started. Chairman Simpson asked Mr. Alan to put it in writing in as few words as possible and give specifics to consider.

**Joseph Vitale**, New Jersey State Senator (19<sup>th</sup> Legislative District), supports Mayor Diaz of Perth Amboy and the item on the board agenda, Perth Amboy Station Accessibility Project. Senator Vitale said the Mayor will speak later as well as a few people from the town. Senator Vitale said the issue is about accessibility improvements projects for Perth Amboy and to appropriate the money for the purposes of that study and engineering. Senator Vitale said he attended the Board Meeting today to talk about the need for Perth Amboy to really expand its ridership and the accessibility to that station. Even though there have been some improvements over time, the station is historic and beautiful, but it is not in compliance with the Americans with Disabilities Act. The stairs are very steep, there are no elevators or access for the people with disabilities or senior citizens and for that reason the access and the usage of that station has been minimized. Senator Vitale said there is an expense involved as there is with every other project, but that Perth Amboy and its downtown area really need these improvements, not only in terms of ridership, but for access to the city, not only for commuters in the morning, in the afternoon, and in the evening, but for regular access to the community and to a station that would be accessible to all.

Senator Vitale advocates for additional access to the station by way of having additional stops and express trains from Perth Amboy. Perth Amboy has since, over the last 10 to 15 years, grown exponentially in terms of its townhomes, condominiums, and apartments in that community and those individuals need access to the trains to New York or south or to go to Woodbridge or South Amboy. Senator Vitale said he is from Woodbridge and thanked NJ TRANSIT for the work that has been done there, but Perth Amboy does not have express service, so literally everyday dozens upon dozens of Perth Amboy residents board the shuttles from the north end of town and go to the Woodbridge train station to take the express train to go to the City or points north. It is his understanding and position and, certainly through speaking with those individuals who represent those complexes in the northern part of Perth Amboy, they would much rather go to their station in Perth Amboy and board an express train to go into New York. The ridership is there. Senator Vitale said this would also help with the revitalization in Perth Amboy and the downtown area. It is a very vibrant community and people who live in the north part of the city do not know much about the downtown because they do not have access to it. If they rode the train from Perth Amboy, they would see all of the business that are there now and have an opportunity to shop there so it would be a benefit to riders, to commuters, the community and those businesses owners who work really hard every day to keep their shops open and there would be more people visiting their community. Senator Vitale said there is a lot of work ahead

for NJ TRANSIT. Senator Vitale said he is on the Budget Committee in the Senate and he has heard NJ TRANSIT's needs over time, but Perth Amboy is a great city. It has grown so much and so well over the years. The train station is a real hub and is a lifeline for the people who live there and visitors. Senator Vitale asked the Board to consider the proposed board item in a positive way and asked that NJ TRANSIT work with Perth Amboy in the future in expanding the access and ridership to and from that city.

Chairman Simpson asked the Senator if he was indicating his support of 1305-19 for the accessibility improvements at Perth Amboy Station and Senator Vitale said yes. Chairman Simpson agreed that the accessibility improvements are important.

Chairman Simpson said Board Member Shevell requests to make a statement.

Board Member Shevell said he has spent his whole life in Perth Amboy. About five or six years ago, a lot of work was done at Perth Amboy Station. The station was in horrible condition. Board Member Shevell said Mayor Diaz asked him to help improve the station conditions, which he did. Board Member Shevell spoke to Mayor Diaz and told her she would have 100 percent support and help. Board Member Shevell recalled an elderly couple, the Wilkins family, who also lived their entire life in Perth Amboy. They asked him to help with the steps at the station since it was something that needed to be addressed.

Board Member Shevell said it is difficult to obtain funding but he assured the Wilkins family that they would have his personal assistance to do everything he could to bring back Perth Amboy. He said there is still a group of fellows that he grew up with that still live in Perth Amboy and the City has a great spot in his heart and theirs. When the work was done, it really started to bring Smith Street back and made it viable with shops. Board Member Shevell said whatever he can do personally and as a Board member, he will do to assist Mayor Diaz because he thinks she has done a remarkable job since she came into office. Perth Amboy is a great place. Board Member Shevell said it was a great place to grow up and he is still very happy and proud of the Perth Amboy. Board Member Shevell reiterated that he will personally do anything that he can do to help.

**Wilda Diaz**, Mayor of the City of Perth Amboy, thanked the Board of Directors for having this important topic, the Perth Amboy Station Accessibility Project, on the agenda. Mayor Diaz was pleased to see Board Member Shevell. Mayor Diaz said she is advocating for Perth Amboy, especially for the train station. She said now that she has heard there is support for the project, the design work can be completed. Funding is going to be the task. Mayor Diaz said so many of the residents cannot use the train station, especially on a rainy day. They cannot go down the steep stairs. The people with disabilities, especially people in wheelchairs, cannot get through the doors of the station. Not only was it difficult for them to get in the station, but the restrooms cannot be used. Mayor Diaz said many residents travel to neighboring towns to use their train station. It is a burden not having this train station accessible not only to senior citizens, but also people with disabilities. There is a medical center and high rise buildings that were not there years ago and everyone says something has to be done with the train station. Mayor Diaz said it is the law to have buildings and facilities accessible for

people with disabilities and yet the residents of Perth Amboy cannot use the train station. Mayor Diaz is grateful for this project and hopes there will be funding support.

Board Member Shevell said he and Chairman Simpson will make a trip to Perth Amboy. Board Member Shevell said he will do everything he can to help as he has in the past.

Mayor Diaz thanked Board Member Shevell and is grateful for all of his support to Perth Amboy. She wants to continue the progress of the development of the City, but part of that progress is the train station.

**Steve Thorpe**, Lackawanna Coalition, had comments on agenda items. Mr. Thorpe echoed Mr. Alan's comments on item 1305-22, Super Bowl 48: Amendment to 2012 Task Order Consultant Contracts Program for Travel Demand Forecasting. Mr. Thorpe said the NFL can easily afford to assist with the expensive undertaking. He said expanding the Secaucus platforms is a good thing, but to drop the burden on NJ TRANSIT seems unfair when the NFL can easily afford to do it.

Mr. Thorpe supports item 1305-23, Northern Branch Rail Corridor Environmental Impact Statement: Consultant Contract Amendment, but said he would rather see a heavy rail commuter line rather than light rail. He said once you buy a paper ticket, the ticket is only good for two hours and he would like to see the value of the ticket extended at some point in time. Mr. Thorpe realizes NJ TRANSIT cannot do it forever because that is a revenue loss, but suggested making the ticket valid for a reasonable amount of time.

Mr. Thorpe said he would like to see quiet cars. He also requested someone look into the roundtrip excursion and restoring that fare.

Mr. Thorpe commended two train conductors, Bill Risley and Frank Lester, because they found his wife's smartphone. He said both men were diligent and kind and he appreciated them finding and returning the smartphone.

Mr. Thorpe also commended Robert Pegg from Bus Operations. Mr. Thorpe said Mr. Pegg always provides immediate answers to his questions and returns phone calls. Mr. Thorpe said there are really good people working at NJ TRANSIT and the Chairman and Executive Director should be proud of them.

**Brendan Read**, New Jersey Association of Railroad Passengers, said he is an occasional customer and has been advocating improved transit service for New Jersey since 1980. The North Jersey Coast Line and the communities it serves took the brunt of Superstorm Sandy. Mr. Read suggested a multi-layered strategy to help the North Jersey Coast Line and later the rest of the NJ TRANSIT networks. Mr. Read called this strategy or program "Transit Optimization." Transit Optimization is about making marketing, service, operations, and if necessary, capital improvements, without massive costly network upgrade and expansion. He provided a few examples. Mr. Read said focusing on marketing, New York City residents, many of whom cannot or do not like driving and prefer cycling and walking, never considered going to New Jersey beaches, towns, and other attractions. Mr. Read used to live in New York City, Manhattan, Queens, and on Staten Island and said he has a good idea of where New Yorkers like

to go. New York City is one of the most expensive media markets in North America, but you do not have to spend big money on daily newspaper and expensive magazine ads. There are many neighborhood papers and websites that can provide a broader and less costly reach. If you are going to spend money, look at neighborhood communications or direct mail ride alongs to targeted neighborhoods such as Carroll Garden, Greenpoint, and Park Slope in Brooklyn, downtown and the Upper West Side in Manhattan, and Long Island City in Queens. Also on marketing, look at the off-season as well, at cruises and fishing, shopping and romantic getaways in hotels and B-and-Bs. Living in Belmar, Mr. Read knows about the St. Patrick's Day parade, and commended NJ TRANSIT for their marketing and service efforts. He said there are other events at the Shore that NJ TRANSIT can capitalize on.

Mr. Read said his second point on Transit Optimization is ticketing. The object is to make transit convenient to use, with many choices and options. Ticketing is key. He said NJ TRANSIT has a program already in place, one that was implemented from time to time, and that is the cross-honoring of rail tickets with buses and light rail. It is simple, effective, and convenient and asked why not make it permanent? On the North Jersey Coast Line, it can be applied to the local bus routes that parallel the line so that someone who decided to buy a round trip ticket on a train from Belmar to Point Pleasant Beach would have the choice and convenience of taking the bus on the return trip.

Mr. Read said his third point on Transit Optimization is service. There are opportunities to expand the reach of NJ TRANSIT rail services at comparatively low cost. On the North Jersey Coast Line, people make hourly off-peak connections between the Bay Head-Long Branch and Long Branch-Penn Station trains year round on a convenient "memory schedule" instead of every other train at present outside of the summer months. This pattern removes the problem of finding out and tracking which train connects with which, and long delays if connections are missed. Also, NJ TRANSIT should partner with Sea Streak to look at buses that would connect the ferries with the trains, e.g. at Middletown. Visitors and commuters would like the option as it gives them the best of both worlds, a different experience in each direction, and an option in case there are service disruptions on either transportation mode.

Mr. Read said his last point is to improve accessibility on the rail lines. He said many people benefit from improved and universal accessibility. These individuals, customers, and potential customers include aging baby boomers, mothers with young children, and cyclists who can also use the train. There are also operational benefits, such as faster loading and unloading, resulting in a more reliable timekeeping and shorter schedules. Mr. Read said and where better, for all these reasons, to begin is by making the North Jersey Coast Line fully accessible. Mr. Read noticed the agenda item on the Perth Amboy Station Accessibility Project and fully supports making that station accessible. The Borough of Belmar has already contacted NJ TRANSIT about improving accessibility at that station. Mr. Read included in the copy of his presentation a letter from Council President Claire Deicke who also represents the ADA community in Belmar. In one of their meetings, she said that a committee member reported seeing a person with a disability board the train at Belmar station and he was only able to do so with the assistance of others and the conductor. Mr. Read urged NJ TRANSIT to look at these points and if the Transit Optimization is successful along the North Jersey Coast Line, to consider extending it to the other lines.

**Jack May**, New Jersey Association of Railroad Passengers apologized that Rose Heck was unable to attend today's meeting. Mr. May reiterated some of the points made by Brendan Read. He said the New Jersey Association of Railroad Passengers has always believed in the power of public transportation and the restoration of the damages to the Jersey shore brought by Superstorm Sandy. This summer would be an excellent time to encourage New Jerseyans and New Yorkers to ride NJ TRANSIT to the beach.

Mr. May believes the interchangeability of tickets between bus and rail is very desirable and will make public transportation easier and less traumatic for its users and potential users. Cross honoring tickets happens often enough due to weather and congestion and delays and mechanical breakdowns. He understands this is a very complicated issue due to wide disparities in some fares, so he is requesting that NJ TRANSIT set up a task force to study creating a uniform fare structure as exists in many regions of the United States and the world as well.

As Mr. Read and the speakers from Perth Amboy said, accessibility is very important. In fact, construction of high level platforms, especially at those at stations at Midtown Direct, would increase speeds and probably result in reduced operational costs for NJ TRANSIT possibly because less trains would be needed. Mr. May read the first paragraph of item 1305-23 which he believes cannot be over emphasized: "The Northern Branch Rail Corridor project will reintroduce passenger rail service in eastern Bergen County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic and help meet long-term air quality and emissions reduction goals. The restoration of Northern Branch passenger rail service will provide a public transit alternative in areas underserved by the roadway network." Mr. May said it could not have been better said and this is something that the New Jersey Association of Railroad Passengers and especially Rose Heck, the leader of the Light Rail panel has been fighting for, for almost a decade. Mr. May urged a positive vote on this item. Mr. May said while elated that this project is moving forward, he heard mention of a two year and possibly even a three year process, just to complete the final environmental impact statement and then a waiting period for a Record of Decision to be made before bids can be advertised. Mr. May asked Executive Director Weinstein or other members present to provide a timetable for what will happen in the succeeding implementation of this project.

**Philip G. Craig**, New Jersey Association of Railroad Passengers, said his organization has been following closely NJ TRANSIT's progress toward completing the Pennsauken Transit Center that will allow passengers to transfer between the RiverLINE, which connects Trenton with Camden and the Atlantic City Line, which extends from 30<sup>th</sup> Street Station in Philadelphia to Atlantic City. Construction of this facility is nearing completion. It is his understanding that two new stations will be opened this fall for public use. Mr. Craig also observed NJ TRANSIT's efforts to make the services that it provides more attractive and more convenient for the traveling public. With this in mind, the New Jersey Association of Railroad Passengers urged the Board, as a matter of policy, to establish through ticketing between all stations on its commuter railroad and its light rail transit lines. Mr. Craig said NJ TRANSIT staff may be working on

implementing this concept but, if not, he wanted to bring the opportunity to the Board's attention. Mr. Craig said their proposal envisions that a passenger should be able to purchase a ticket from ticket vending machines or at NJ TRANSIT ticket offices that would be valid for travel between: (1) any commuter rail station and any light rail station; (2) any light rail station and any commuter rail station; or (3) any commuter rail station and any other commuter rail station via an intermediate light rail transit line. He suggested that NJ TRANSIT implement such a policy with ticketing for all classes of tickets between the Atlantic City Line and the RiverLINE at the Pennsauken Transit Center in conjunction with the opening of the latter later this year. If this program proves successful, and he believes it will, he proposes that this program be expanded to include the Hudson-Bergen Light Rail and Newark Light Rail lines. The thought is that fares charged ought to be based on the sum of the intermediates, a classical practice in the railroad industry. For example, a Newark to Atlantic City one-way adult ticket might be priced at \$20.00, made up of \$11.50 from Newark to Trenton, \$1.50 for the RiverLINE from Trenton to Pennsauken, and \$7.00 (assumed) from Pennsauken to Atlantic City. Similarly, a Burlington to Philadelphia one-way adult ticket might be priced at \$5.00, made up of \$1.50 for the RiverLINE fare and \$3.00 (assumed) from the Pennsauken Transit center to 30<sup>th</sup> Street Station, Philadelphia. To the best of his knowledge, all of the ticket vending machines in place at NJ TRANSIT's commuter railroad and light rail transit stations have the capability of being programmed for issuing tickets consistent with this proposal. The ticket stock issued by these ticket vending machines and at stations would be the same size as those currently dispensed on the RiverLINE and can be date-time stamped at the ticket validating machines. The integrity of the Proof-of-Payment fare collection system employed on the RiverLINE can be retained with the implementation of this ticketing. Mr. Craig pointed out that there already is a precedent in NJ TRANSIT's existing commuter rail fare structure for adopting the policy that is recommended. At the present time, a passenger can purchase a ticket valid from any station on the Morris & Essex Line or the Montclair-Boonton Line that is valid for travel to points south of Newark Penn Station, such as from Summit to Newark International Airport, on Newark Light Rail between Newark Broad Street and Newark Penn Station. The fare charged is the same as the routing via Secaucus Junction; tickets issued carry Newark Light Rail, and well as New York Penn Station, as allowable routings. This provision was added to the fare structure following the New Jersey Association of Railroad Passenger's request at the public hearings held prior to the last general fare increase. At that time, the Board accepted the proposal. The New Jersey Association of Railroad Passengers would like to see NJ TRANSIT's service to the public become as easy to use and as seamless as possible. Mr. Craig thanked the Board for consideration of this recommendation.

**Gordon M. Johnson**, New Jersey State Assemblyman, appreciated the opportunity to address the Board. Assemblyman Johnson was pleased to hear about the Bergen County Light Rail. The people in the eastern part of Bergen County need an alternate route for transportation to get to New York City or within the County of Bergen to the east side. It was met with a lot of support with the exception of the Borough of Tenafly, so the terminus could be in the City of Englewood, where he resides and welcomes having the light rail stop or terminate at the northern border. Assemblyman Johnson said they have the people and the ridership to make it worthwhile. He realizes that it is early in the stage where the design or the purchase of the property has not been really determined yet, but believes when he speaks to the people in the City of Englewood

that if a small yard is required, or a place to store the cars, they could probably be accommodated. Assemblyman Johnson said Englewood Hospital is allowing the use of their parking lot and garage believes that they are planning to build a parking deck, in addition to what they have now, so they can more than accommodate the cars. The traffic pattern for that part of town, the northern part of town, can handle the traffic without much disruption. Assemblyman Johnson said Englewood, Leonia, Palisades Park, and Ridgefield in the County of Bergen welcome this conversation. He thanked Chief Trucillo and the men and women of the NJ TRANSIT Police for their professionalism and for keeping the riders safe.

Chairman Simpson thanked Assemblyman Johnson for his support of NJ TRANSIT and transportation.

**Murray Bodin** said he started playing golf again and watches what people do. He demonstrated a T-ball stand and said when people go to batting practice they do not hit it off a T-ball because it is a variable. When you go to the golf course, they put their ball on a tee and think they are going to learn something. This is the way they have always done it; so why would you want to go back and do it differently, because it does not work. Mr. Bodin said he saw people get frustrated because they are playing T-ball as an adult. Things are different. He said the wireless earphones is the latest in sound equipment for people to listen to music while on the train. However, if you are on the tracks you cannot hear. He said there was a train accident in rural Texas. How in rural Texas can you not have a train blow a whistle? Are they going to do anything about it?

Mr. Bodin asked if the buses on order will come with digital speed indicators. The driver has to interpret analog and with the speed indicator only has to see one number. Mr. Bodin said we have always done it this way, the way we practice golf and the way we practice T-ball. Mr. Bodin said you see people directing traffic. The flaggers are illegal, but why are they doing it. Why is the bus steering wheel the same size as a car steering wheel? A joystick could be used, but you are not used to it. Mr. Bodin said there are wonderful electronics and there are excellent people working at NJ TRANSIT, but you should upgrade the way things are done. Mr. Bodin said he appreciates that the Board Meetings are being video recorded. His grandchildren view the video so they know what their grandfather does and what they can do in the future.

**Frank Miklos** said he is a former employee of NJ TRANSIT who retired in 2002. At that time, Hudson-Bergen Light Rail was in its infancy and plans to extend to Bergen County. Ten years have passed and the plans still have not advanced beyond the talking stage. Other systems have opened elsewhere in the United States. Last April, the airport extension of the Salt Lake City light rail system was opened and two weeks later Denver opened a gold line in Colorado. He said there are other projects under construction in the United States. Mr. Miklos said NJ TRANSIT clearly has a lot of catching up to do. As the most densely populated State, a strong investment can be made in New Jersey for light rail. According to the most recent figures of the American Public Transit Association, light rail showed the largest ridership growth of any mode of transportation in America. Mr. Miklos is encouraged with the plans that are being made for the light rail to Englewood Hospital, but hopes the actual construction can begin to finally bring to reality the Bergen portion of the Hudson-Bergen Light Rail.

**Robert Garrison**, Bergen County, spoke on behalf of the Chief of Staff. Mr. Garrison expressed gratitude for the light rail and they are excited the Northern Branch project is moving forward. People that work and conduct business in Bergen County are all too aware of the traffic congestion that plagues the county. Although there continues to be issues with some of the communities through which the Northern Branch services will extend, they will work closely with community leaders along with NJ TRANSIT to resolve the issues to everyone's satisfaction. A major hurdle of the operation has been addressed and he is confident that the issues and concerns can be addressed in a similar fashion. Mr. Garrison said the Northern Branch extension of the light rail is an important opportunity, not only to the commuting public, but to the overall economy and continued quality of life.

**Joseph Clift** spoke on behalf of himself and as an advocate for regional rail service and as a past Director of Planning for the Long Island Railroad. His comments were directed to each member of the Board, but most especially to Board Member Meisel in his role as Chairman of the Capital Planning, Policy & Privatization Committee.

Mr. Clift thanked NJ TRANSIT staff, especially Acting Board Secretary Joyce Zuczek for the tremendous improvement in transparency achieved by the implementation of archived Board meeting videos.

Mr. Clift also thanked NJ TRANSIT staff for the expanded Superstorm Sandy Recovery webpages and it puts NJ TRANSIT first among the Superstorm Sandy-impacted transit agencies in transparency. With some searching on his part, this increased transparency enabled him to obtain the information he needed to provide comments today.

Mr. Clift recalled that in December, he expressed the need for the Board to provide active guidance to NJ TRANSIT staff in an effort to improve strategic decision making. He also expressed concern for the planning of investments in future flood mitigation, including the wise spending of federal Superstorm Sandy resiliency funds. Mr. Clift provided the Board with a copy of his December Board Meeting remarks.

Mr. Clift said unfortunately his concerns have not been addressed. There is no improved transparency to the Board in the total cost/funding picture of capital projects. He said the Board is still being asked to approve individual project contracts without any knowledge of the complete project cost, cost-benefit or alternatives analysis that Board Members need to know to make an informed decision. He referenced today's Board Meeting agenda.

He said with regard to Superstorm Sandy resiliency spending, the process began last month, when the Board approved a relatively small, mostly \$2 million design contracts for projects that will total the better part of a billion dollars, without any knowledge of complete project cost, cost-benefit or alternatives analysis that Board Members need to make an informed decision.

Mr. Clift believes that many of the currently proposed Superstorm Sandy resiliency investments have no flood mitigation value, when compared to the alternatives available. Mr. Clift noted that on the "Rail Rolling Stock Resiliency Hurricane Sandy

Funding Criteria Worksheet” that there are plans to spend \$565 million, mostly on safe harbor routes and yards. Mr. Clift believes these projects are unnecessary and a very bad investment and said all one needs is an operational plan to move rolling stock to existing places of safety available to NJ TRANSIT, including Amtrak trackage, and the need to spend half a billion dollars disappears. He said the really sad thing is that this money could be a fantastic down payment on a third tunnel under the Hudson River, which really is needed for flood resiliency and redundancy.

Mr. Clift said it is incumbent on this Board, especially the Capital Planning, Policy & Privatization Committee, to dive in and redirect Superstorm Sandy resiliency spending, so the rider and the taxpayer get full benefit of the investment of scarce funds.

Chairman Simpson said there is a good working relationship between Mr. Clift and NJ TRANSIT, but he wanted to set the record straight that Mr. Clift is making some incorrect assumptions with respect to the fact that the Board Members are not asking strategic questions. Chairman Simpson said Vice Chairman Meisel has an incredible background in real estate, business and is an entrepreneur who also chairs the Capital Planning, Policy & Privatization Committee. Many hard questions are asked at the Committee meetings and Chairman Simpson, himself, asks many questions on the board items, so Mr. Clift did not make a fair statement.

Chairman Simpson said with respect to the resiliency projects, there has been a lot of discussion on those projects and the yards. Also, there have been incredible operational improvements that goes into those yards to reduce operating costs that will keep rail ticket prices down.

**Evelyn Wooten** commented on the Perth Amboy Station Accessibility Improvements Project. Ms. Wooten was born and raised in Perth Amboy and she related her personal experience that she recently had open heart surgery. Ms. Wooten uses the train to visit her daughter, but since her surgery, she is not able to use the stairs at the station. She said the accessibility improvements are greatly needed at the Perth Amboy Station.

Chairman Simpson said it is important to make the accessibility improvements at Perth Amboy Station.

**Florence Liscouski** commented on the Perth Amboy Station Accessibility Improvements Project. She said the station is in need of many improvements. The lighting is poor and there is no security. A police substation is needed. On the westbound side, people have to go through a passageway in order to go to the ticket machine. Ms. Liscouski requested that a ticket machine be placed on the westbound side. She said the pathway to the parking lot is gravel, stone and concrete and people could get hurt if they are not careful.

Ms. Liscouski said the restrooms are always locked and there is no attendant. She said elevators are needed, especially for people with disabilities and senior citizens. The stairway needs to be repaired and a canopy is also needed. Ms. Liscouski said all of these improvements are necessary.

**Yvette Carter** said she is a person with a disability and a senior citizen from Perth Amboy. Ms. Carter thanked the Board for their support of the Perth Amboy Station Accessibility Improvements Project because a ramp and an elevator are needed.

**Ken Kassner** said he is legally blind. He said at the current time NJ TRANSIT does not display a lot of interest in operating quality transportation service. He emphasized that there is a lot of service problems that he experiences when he takes the bus or train and it is affecting his quality of life and others too. Mr. Kassner said it is so overwhelming that customer service staff are displaying their frustration and they are tired of seeing him and he is tired of seeing them too. He said the front line crews are not organized and their behavior is bad. Mr. Kassner asked if he is attacked by a train crew, does he have the right to defend himself. He said NJ TRANSIT Police says no and customer service says they do not know.

Mr. Kassner said NJ TRANSIT does not have contingency plans for disabled trains. They just send buses to take you where you do not want to go to and tell you to have someone pick you up.

Mr. Kassner said technology needs to be upgraded in the right places. There is surveillance in the train stations, but the cameras are all looking in the same place and not always used properly.

Mr. Kassner said the schedules are not always carried out and wrong information is provided. He also said the telephone numbers are not accurate.

Mr. Kassner said the website is very disorganized. There is more to a website than just an origin and destination and displaying schedules in PDF format. He suggested NJ TRANSIT look at other websites to see what he means.

Mr. Kassner also said there needs to be a form of advocacy to emphasize no parking at bus stops. He said it does no good going to the municipality. A bus cannot stop if there are three cars parked there.

Mr. Kassner said NJ TRANSIT provides bogus Access Link telephone numbers. He said he is a legally blind person who applied for Access Link and was turned down. These problems continue beyond customer service and they need to be addressed by the proper departments.

Chairman Simpson asked staff to speak to Mr. Kassner regarding his denial of Access Link service.

**Javier Robles** supports transit station accessibility and the Perth Amboy Station Accessibility Improvements Project. He said there are a great number of people with disabilities and they really need accessible stations. Currently, some people have to take several buses to other cities and hospitals depending on where they live. Mr. Robles said he does work with the community and he has difficulty with accessibility. Mr. Robles requested that this project should be completed.

Chairman Simpson thanked Mr. Robles and said it is NJ TRANSIT's goal to have all of the stations ADA accessible

Chairman Simpson requested a presentation at the next Board Meeting on an overview of the ADA strategy with regard to conformance and planning.

### **Board Member Comments**

There were no Board Member comments.

### **Advisory Committee Report**

Suzanne Mack presented the Advisory Committee Report to the Board. Ms. Mack said people with disabilities are the largest minority in the world and she applauded NJ TRANSIT's efforts on accessibility issues. The Americans with Disabilities Act is an unfunded mandate, so money has to be budgeted on every project so one day there can be a truly accessible system. Ms. Mack said it is really great to see so many people attend the Board Meeting and support accessibility and she is pleased the Board is also supportive.

Ms. Mack said the North and South Jersey Transit Advisory Committees had a joint meeting at the Transaction Conference. The Committees received a budget presentation and were pleased to see no proposed fare increase in the budget. She said it is truly remarkable that the fares will remain stable considering all of the challenges endured by Superstorm Sandy.

Ms. Mack said Anna Maria Gonnella Rosato, Chair of the South Jersey Transit Advisory Committee, appreciates the MyBus program that provides real time bus information. The buses are critical in South Jersey and Ms. Gonnella Rosato thanked the Board for this improvement.

Ms. Mack said at their next Advisory Committee they will receive an update on Super Bowl 48 which will be an important event economically for the region as well as for tourism

Ms. Mack said when the Circle of Mobility was formed in the 1980's, it translated into several projects, the RiverLINE, Hudson-Bergen and Newark-Elizabeth. As a transit advocate, Ms. Mack said she felt there was a commitment to Bergen County. The three people who shepherded the projects through the Assembly were: Alex DeCroce, Chairman of the Assemblyman Committee, Joseph Doria and Rose Heck. On behalf of the transit riders, Ms. Mack is pleased with the alignment in Bergen County and offered assistance to advocate with the Federal Transit Administration for a Record of Decision on the Northern Branch Rail Corridor Project.

### **Board Customer Service Committee Report**

Board Member Raymond W. Greaves presented the Customer Service Committee report to the Board. The Customer Service Committee discussed the smartphone-based mobile ticketing application called *MyTix* that is currently an ongoing three-month pilot

program on the Pascack Valley Line. The application allows customers to purchase tickets on their smartphones. Once a ticket is purchased, the customer activates the ticket which is displayed on the phone's screen featuring a barcode. Customers simply show train crews the mobile ticket upon request. Customers are excited with the use of this technology.

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

Board Member James C. Finkle, Jr. presented the Capital Planning, Policy and Privatization Committee report to the Board. The Capital Planning, Policy and Privatization Committee discussed the roof replacement project at Newark Penn Station to keep the building in a state-of-good-repair.

In addition, the Committee reviewed the accessibility improvements project at Perth Amboy Station. This project will include modifications to make the station fully accessible for customers with disabilities.

The Committee also discussed the Northern Branch Rail Corridor Project for passenger rail service in eastern Bergen County to improve regional mobility and foster economic investment, as well as the two task order contracts items on the agenda and the relocation of Summit Interlocking.

### **Board Administration Committee Report**

Board Member Myron P. Shevell presented the Administration Committee report to the Board. The Administration Committee discussed the Annual Audit board item regarding the selection of an independent certified public accounting firm. A Request for Proposal process was conducted in accordance with Executive Order #122. The Executive Order addressed the role of the Board of Directors, the Audit Committee and staff in the selection of a certified public accounting firm required to complete the audit of NJ TRANSIT's books and records. Upon completion of this process, the Technical Evaluation Committee recommended Ernst & Young LLP to provide these audit services.

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

Board Member James C. Finkle, Jr. presented the Capital Planning, Policy & Privatization Committee. The Committee discussed the roof replacement project at Newark Penn Station to keep the building in a state-of-good-repair.

In addition, the Committee reviewed the accessibility improvements project at Perth Amboy Station. This project will include modifications to make the station fully accessible for customers with disabilities.

The Committee also discussed the Northern Branch Rail Corridor Project for passenger rail service in eastern Bergen County to improve regional mobility and foster economic investment and also reviewed the two task order contracts items on the agenda and the relocation of Summit Interlocking.

## **Executive Director's Monthly Report**

Executive Director Weinstein presented the monthly report:

### **Scorecard**

Executive Director Weinstein said it is that time again when NJ TRANSIT solicits feedback from customers to support the Scorecard initiative. On Monday, May 6, 2013 the Customer Satisfaction Survey was launched for the Fourth Quarter of Fiscal Year 2013. Executive Director Weinstein encouraged customers to participate in the survey, which is being conducted online through May 24, 2013.

The responses will help NJ TRANSIT continue to track improvements and make informed decisions as to where to place resources. In addition to the customer surveys, NJ TRANSIT will again host "We Are Listening" forums at key locations to give customers the opportunity to interact directly with senior level management and share their questions or comments. The dates and locations for these forums are currently being finalized, and will be announced shortly.

### **MyTix**

Executive Director Weinstein said, as part of Scorecard, NJ TRANSIT continues to look for ways to improve the overall customer experience, in particular tapping into the latest technology to make it easier for customers to use the system. As part of this ongoing effort, last month, NJ TRANSIT introduced a mobile ticketing pilot program on the Pascack Valley Line and Meadowlands Rail Line that gives customers the ability to purchase and display one-way rail tickets and monthly passes right from their phones, anytime, anywhere. Called *MyTix*, this technology essentially transforms customers' smart phones into a ticket vending machine and train ticket all in one, providing for a seamless travel experience. The application is currently available for free download on any web-enabled iOS or Android operating system, via the App Store for iOS devices and the Google Play Store for Android devices.

NJ TRANSIT is offering this mobile ticketing option as a pilot program to test the functionality of the application and determine the feasibility of expanding it to include other lines, with the ultimate goal of putting this technology into the hands of all of the rail customers.

Following a three-month pilot program on the Pascack Valley Line, NJ TRANSIT will evaluate *MyTix* and make any needed adjustments before expanding the program to additional lines, with the goal of a full systemwide rail rollout by the end of the year. *MyTix* was designed with input from customer focus groups, as well as NJ TRANSIT front line rail employees and customer service staff.

From the time of the program's launch on April 24, 2013 through the beginning of this week, more than 3,000 customers have downloaded the application, with approximately 1,700 creating accounts, and nearly 500 one-way tickets and monthly passes sold in

less than a two-week time period. Executive Director Weinstein said for more information, customers may visit [njtransit.com/mytix](http://njtransit.com/mytix).

### **My Bus Now**

Executive Director Weinstein said last month also marked some good news on the technology front for bus customers, with the expansion of *MyBus Now* to serve South Jersey and Philadelphia-area bus routes. In 2010, NJ TRANSIT launched the *My Bus* system, which allows any customer who has the ability to send a text message to get schedule information for any NJ TRANSIT bus stop in the State. literally at their fingertips. This past fall, NJ TRANSIT took *My Bus* one step further through a pilot program called *MyBus Now*, which provides real-time service information for bus customers, rather than the scheduled trips that *My Bus* provides. NJ TRANSIT kicked off the initial pilot program on 16 bus routes in the Trenton/Mercer County area, and on April 17, 2013, Executive Director Weinstein was joined by Board Member Flora Castillo to announce an expansion of that pilot program to serve 46 South Jersey and Philadelphia-area bus routes.

*MyBus Now* uses “smart bus” technology to provide customers with real-time bus arrival estimates to a specific bus stop within a 30-minute time frame. Customers have three options for accessing this information: From a desktop computer through [njtransit.com](http://njtransit.com); from a web-enabled smartphone through the mobile version of [njtransit.com](http://njtransit.com); and because not everyone owns a smartphone, but many people have cell phones, via SMS-text messaging directly to their phone.

For the texting option, *MyBus Now* is based on the same bus stop ID numbers as *My Bus*, which assigned unique five-digit numbers to each of the more than 19,000 bus stops across the state.

For the South Jersey and Philadelphia-area bus routes, customers simply “text” their five-digit bus stop ID to “*MyBus*,” and the system responds within seconds with real-time service information for the next bus arriving at that stop.

With access to real-time bus location and arrival information literally at their fingertips, bus customers will be able to make informed decisions about their travel, even while on the go. The success of the initial pilot program and the expansion into southern New Jersey will help advance NJ TRANSIT toward the goal of a systemwide *MyBus Now* rollout by the end of the year.

### **New York Penn Station Monitors**

Executive Director Weinstein said staying on the topic of technology, over the weekend NJ TRANSIT went live with enhancements to the 7<sup>th</sup> Avenue Concourse at New York Penn Station. The upgrades include an improved sound system, larger monitors and a multi-color destination display that will enable customers to see at a glance the next train destined for their particular station. As the busiest rail station in the public transportation network, NJ TRANSIT understands that navigating New York Penn Station can present challenges to customers. By making the necessary investments to

modernize the customer communication systems, NJ TRANSIT is enabling customers to more easily determine when and where their train is departing.

To that end, the ticketing area of the 7<sup>th</sup> Avenue Concourse now features a new destination display to make it easier for customers to identify their train. The display consists of eight monitors installed side-by-side that show an alphabetical list of destinations by station, along with the departure information for the next train headed to that station. In addition to the new destination displays, NJ TRANSIT added two large customer information displays at the 31<sup>st</sup> Street entrance and the 32<sup>nd</sup> Street entrance to the ticketing area.

As part of this project, NJ TRANSIT also replaced all of the existing 40-inch monitors in the 7<sup>th</sup> Avenue Concourse with new 55-inch monitors to improve visibility for customers, showing color-coding by train line. NJ TRANSIT also relocated the monitors throughout the 7<sup>th</sup> Avenue Concourse to allow better flow of customer traffic during peak periods as well.

The project also included an improved adaptive audio system in the 7<sup>th</sup> Avenue Concourse that adjusts the volume level of announcements based on the ambient noise in the station, as well as wireless microphones for Customer Service representatives to make announcements from the concourse floor when needed.

NJ TRANSIT believes these technology upgrades will go a long way toward improving the travel experience for customers who utilize New York Penn Station. Executive Director Weinstein recognized Bob James, NJ TRANSIT's Director of Passenger Communication Technology and thanked him for his leadership in this effort.

**Action Items:**

Executive Director Weinstein presented the following Action Items for approval:

**1305-17: ANNUAL AUDIT: FISCAL YEARS 2013 – 2017**

NJ TRANSIT is required to have an audit made at least once each year by independent certified public accountants. The contract for Annual Audit services addresses the requirements of State law, the conditions for receiving Federal and State financial assistance and compliance with the Single Audit Act and National Transit Database.

Authorization is requested to enter into a contract with Ernst & Young for audit services for Fiscal Years 2013, 2014 and 2015 with an option to extend the contract for two additional one-year periods. Additionally, supplemental services are requested during the contract period on an as-needed basis for a total cost not to exceed \$2,840,121, subject to the availability of funds and approval of subsequent operating budgets.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

**1305-18: NEWARK PENN STATION REROOFING PHASE 2: CONTRACT AWARD FOR CONSTRUCTION**

Newark Penn Station is both a strategic regional transportation hub and a highly visible gateway to the City of Newark. Each weekday, more than 70,000 customers use the station to access rail, bus, and light rail services. In September 2011, the first phase of a roof replacement project was initiated and now has been recently completed. With the availability of additional federal funding, the second phase of this project includes replacing the roof over Platforms A, B and C serving Tracks A, 1 and 2.

Authorization is requested to enter into a contract with MTB, LLC, for the construction of the Newark Penn Station Reroofing Phase 2 project at a cost not to exceed \$2,438,640, plus five percent for contingencies, subject to the availability of funds.

Board Member Myron P. Shevell moved the resolution, Board Member Flora M. Castillo seconded it and it was unanimously adopted.

**1305-19: PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT: CONTRACT AMENDMENT FOR FINAL DESIGN AND ENGINEERING SERVICES**

Perth Amboy Station serves more than 1,700 people daily. This National and State-listed historic station building is located below street level with low-level boarding platforms. This project will include modifications to the station building and parking lot to make the station fully accessible for customers with disabilities in compliance with the Americans with Disabilities Act. The station platforms will be reconfigured to provide a single center island high-level platform with a new elevator between street-level and platform-level. Upgraded customer amenities with new waiting areas and communications system will speed passenger boarding by eliminating the need to climb stairs to board a train.

Authorization is requested to amend a contract with Stantec Consulting Services to provide final design and engineering services for the Perth Amboy Station Accessibility Improvements Project, at a cost not to exceed \$2,051,128, plus five percent for contingencies, subject to the availability of funds. I ask your approval.

Board Member Myron P. Shevell moved the resolution, Board Member Flora M. Castillo seconded it and it was unanimously adopted.

**1305-20: DESIGN, ENGINEERING AND CONSTRUCTION SUPPORT SERVICES FOR REPLACEMENT AND RELOCATION OF SUMMIT INTERLOCKING ON THE MORRISTOWN LINE**

Summit Interlocking provides switching capabilities for trains operating on the Morristown and Gladstone Lines where the two lines merge in Summit.

The current interlocking requires trains to reverse direction at Summit Station, occupying a main line track for as much as one hour or more in the morning peak period. The newly configured interlocking will improve the efficiency and availability of train service by allowing trains to reverse direction on a new pocket track to be located west of Summit Station. The new pocket track will accommodate train lengths of up to 12 cars to turn within the interlocking versus the 6 car train lengths that turn now.

Authorization is requested to enter into a contract with Jacobs Engineering Group to perform design services associated with the replacement and relocation of Summit Interlocking on the Morristown and Gladstone Lines at a cost not to exceed \$1,999,944.71, plus five percent for contingencies, subject to the availability of funds.

Board Member Myron P. Shevell moved the resolution, Board Member Flora M. Castillo seconded it and it was unanimously adopted.

**1305-21: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: COMMUNITY TRANSPORTATION; TRANSIT-FRIENDLY PLANNING, LAND USE AND DEVELOPMENT; VERTICAL TRANSPORTATION; AND ACCESS LINK**

NJ TRANSIT has an on-going need for consultant services in various disciplines. The task order contracts will provide available labor as needed to support the Capital Program, handle specialized work, address critical issues, ensure regulatory compliance, and engage specialized engineering and planning expertise not available in-house.

Authorization is requested to enter into contracts with the 11 firms listed in the board item as Exhibit A for support services on a task order basis in four disciplines: Community Transportation; Transit-Friendly Planning, Land Use and Development; Vertical Transportation; and Access Link. Each contract will extend for a period of three years from the date of contract execution; the maximum task and contract limits are listed in the board item as Exhibit B.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

**1305-22: SUPER BOWL 48: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR TRAVEL DEMAND FORECASTING**

Super Bowl 48 is expected to generate more than \$500 million in economic activity for the New Jersey and New York region, providing an immediate benefit to area businesses and creating a lasting legacy for the region. With the emphasis on public transportation, necessary steps are being taken to ensure a seamless travel experience.

Authorization is requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with AECOM Technical Services, Inc. for technical assistance related to Super Bowl 48 in the total amount of \$1,200,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$54,750,000, subject to the availability of funds.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

**1305-23: NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT**

The Northern Branch Rail Corridor project will reintroduce passenger rail service in eastern Bergen County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The Draft Environmental Impact Statement included the analysis of two alternatives. As a result of the comments received from governmental agencies and the public, it is proposed to advance a modified alternative terminating at Englewood Hospital.

Authorization is requested to amend a contract with Jacobs Engineering, Inc. for additional work to complete the Final Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$3,000,000, plus five percent for contingencies and subject to the availability of funds.

Board Member Myron P. Shevell moved the resolution, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Chairman Simpson concluded the open session agenda items at approximately 10:42 a.m. and requested a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Board Member Myron P. Shevell seconded by Board Member James C. Finkle, Jr. and unanimously adopted.

Chairman Simpson and Board Members Shevell, Finkle, Crifo, Petrecca and Greaves returned to open session at approximately 10:51 a.m.

**Adjournment**

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member Myron P. Shevell, seconded by Board Member James C. Finkle, Jr. and unanimously adopted. The meeting was adjourned at approximately 10:52 a.m.

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

MAY 8, 2013

MINUTES	PAGE
➤ CALL TO ORDER	--
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	45601
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	--
➤ BOARD MEMBER COMMENTS	--
➤ ADVISORY COMMITTEE REPORT	--
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT DUE JUNE 2013)	--
➤ BOARD COMMITTEE REPORTS	--
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy & Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	45602

**ACTION ITEMS**

<b>1305-17</b>	<b>ANNUAL AUDIT: FISCAL YEARS 2013 - 2017</b>	<b>45622</b>
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Authorization to enter into NJ TRANSIT Contract No.13-037 with Ernst & Young LLP for audit services at a cost not to exceed \$350,077, \$358,829 and \$367,800 for fiscal years 2013, 2014 and 2015, respectively, with an option to extend the contract for two additional one-year periods, at NJ TRANSIT's sole discretion. If exercised, the audit services for fiscal years 2016 and 2017 would not exceed \$376,995 and \$386,420, respectively, for a total authorization of \$2,840,121. Additionally, supplemental services during the contract period on an as-needed basis at a cost not to exceed \$50,000 per fiscal year and supplemental audit services, also as needed, at a cost not to exceed \$150,000 per fiscal year are sought. Total authorization of \$2,840,121 is sought for all services described herein subject to the availability of funds and Board approval of subsequent operating budgets.

**(NJT Board - 05/08/2013)**

NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS, INC.  
 NJ TRANSIT RAIL OPERATIONS, INC.  
 NJ TRANSIT MERCER, INC.  
 NJ TRANSIT MORRIS, INC.  
 REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
 MAY 8, 2013  
 MINUTES  
 PAGE 2

**1305-18 NEWARK PENN STATION REROOFING PHASE 2: CONTRACT AWARD 45626  
 FOR CONSTRUCTION**

Authorization to enter into NJ TRANSIT Contract No. 13-063X with MTB, LLC, of Neptune City, New Jersey, for the construction of the Newark Penn Station Reroofing Phase 2 project at a cost not to exceed \$2,438,640, plus five percent for contingencies, subject to the availability of funds.

**1305-19 PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT: 45629  
 CONTRACT AMENDMENT FOR FINAL DESIGN AND ENGINEERING  
 SERVICES**

Authorization to amend NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services of Rochelle Park, New Jersey, to provide final design and engineering services for the Perth Amboy Station Accessibility Improvements Project, at a cost not to exceed \$2,051,128, plus five percent for contingencies, subject to the availability of funds.

**1305-20 DESIGN, ENGINEERING AND CONSTRUCTION SUPPORT SERVICES FOR 45633  
 REPLACEMENT AND RELOCATION OF SUMMIT INTERLOCKING ON THE  
 MORRISTOWN LINE**

Authorization to enter into NJ TRANSIT Contract No. 13-038 with Jacobs Engineering Group of Morristown, New Jersey, to perform design services associated with the replacement and relocation of Summit Interlocking on NJ TRANSIT's Morristown and Gladstone Lines in the City of Summit, Union County, New Jersey at a cost not to exceed \$1,999,944.71, plus five percent for contingencies, subject to the availability of funds.

**1305-21 CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT 45637  
 CONTRACTS: COMMUNITY TRANSPORTATION; TRANSIT-FRIENDLY  
 PLANNING; LAND USE AND DEVELOPMENT; VERTICAL  
 TRANSPORTATION; AND ACCESS LINK**

Authorization to enter into NJ TRANSIT Contract Nos. 13-009, 13-011, 13-012 and 13-040 with the 11 firms listed in Exhibit A for support services on a task order basis in four disciplines: Community Transportation; Transit-Friendly Planning, Land Use and Development; Vertical Transportation; and Access Link. Each contract will extend for a period of three years from the date of contract execution; the maximum task and contract limits are shown in Exhibit B.

**1305-22 SUPER BOWL 48: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR TRAVEL DEMAND FORECASTING 45645**

Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with AECOM Technical Services, Inc. of Newark, New Jersey, for NJ TRANSIT Contract No. 13-008A for technical assistance related to Super Bowl 48 in the total amount of \$1,200,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$54,750,000, subject to the availability of funds. The maximum task order and contract limits for this contract (\$400,000 and \$2,000,000, respectively) previously approved for this contract will not apply to tasks related to Super Bowl 48.

**1305-23 NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT 45649**

Authorization to amend NJ TRANSIT Contract No. 95CR062 with Jacobs Engineering, Inc. of Morristown, New Jersey, for additional work to complete the Final Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$12,487,032, subject to the availability of funds.

➤ **EXECUTIVE SESSION AUTHORIZATION 45657**

➤ **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 April 10, 2013 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 April 12, 2013;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the April 10, 2013 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.

Chris Christie, Governor  
Kim Guadagno, Lieutenant Governor  
James S. Simpson, Board Chairman  
James Weinstein, Executive Director

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

TO: BOARD OF DIRECTORS  
FROM: JAMES W. WEINSTEIN   
DATE: MAY 8, 2013  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MAY 2013

On Monday, we launched the NJ TRANSIT customer satisfaction survey for the fourth quarter of Fiscal Year 2013 to support our *Scorecard* initiative. We encourage our customers to participate in the survey, which is being conducted online through May 24. Their responses will help us continue to track improvements and make informed decisions as to where to place our resources. In addition to the customer surveys, we will again host "We Are Listening" forums at key locations to give our customers the opportunity to interact directly with senior level management and share their questions or comments. The dates and locations for these forums are currently being finalized and will be announced shortly.

As part of *Scorecard*, we continue to look for ways to improve the overall customer experience, in particular tapping into the latest technology to make it easier for customers to use our system. Last month, we introduced a mobile ticketing pilot program on the Pascack Valley Line and Meadowlands Rail Line that gives customers the ability to purchase and display one-way rail tickets and monthly passes right from their phones. Called *MyTix*, this technology essentially transforms customers' smart phones into a ticket vending machine and train ticket all in one, providing for a seamless travel experience. The app is currently available for free download on any web-enabled iOS or Android operating system, via the App Store for iOS devices and the Google Play Store for Android devices.

We are offering this mobile ticketing option as a pilot program to test the functionality of the app and determine the feasibility of expanding it to include other lines, with the ultimate goal of putting this technology into the hands of all of our rail customers by the end of the year. Following a three-month pilot program on the Pascack Valley Line, we will evaluate *MyTix* and make any needed adjustments before expanding the program to additional lines. For more information, customers may visit [njtransit.com/mytix](http://njtransit.com/mytix).

Last month also marked some good news on the technology front for our bus customers, with the expansion of *MyBus Now* to serve South Jersey and Philadelphia-area bus routes. In 2010, we launched our *My Bus* system, which allows any customer who has the ability to send a text message to get schedule information for any NJ TRANSIT bus stop in the state, literally at their fingertips. This past fall, we took *My Bus* one step further through a pilot program called *MyBus Now*, which provides real-time service information for bus customers, rather than the scheduled trips that *My Bus* provides. We kicked off the initial pilot program on 16 bus routes in the Trenton/Mercer County area, and on April 17, I was joined by Board Member Flora Castillo to announce an expansion of that pilot program to serve 46 South Jersey and Philadelphia-area bus routes.

*MyBus Now* uses "smart bus" technology to provide customers with real-time bus arrival estimates to a specific bus stop within a 30-minute time frame. Customers may access this information from a desktop computer through [njtransit.com](http://njtransit.com), from a web-enabled smartphone through the mobile version of [njtransit.com](http://njtransit.com), and via SMS-text messaging directly to their cell phones. With access to real-time bus location and arrival information literally at their fingertips, bus customers will be able to make informed decisions about their travel, even while on the go. The success of the initial pilot program and the expansion into southern New Jersey will help advance NJ TRANSIT toward our goal of a systemwide *MyBus Now* rollout by the end of the year.

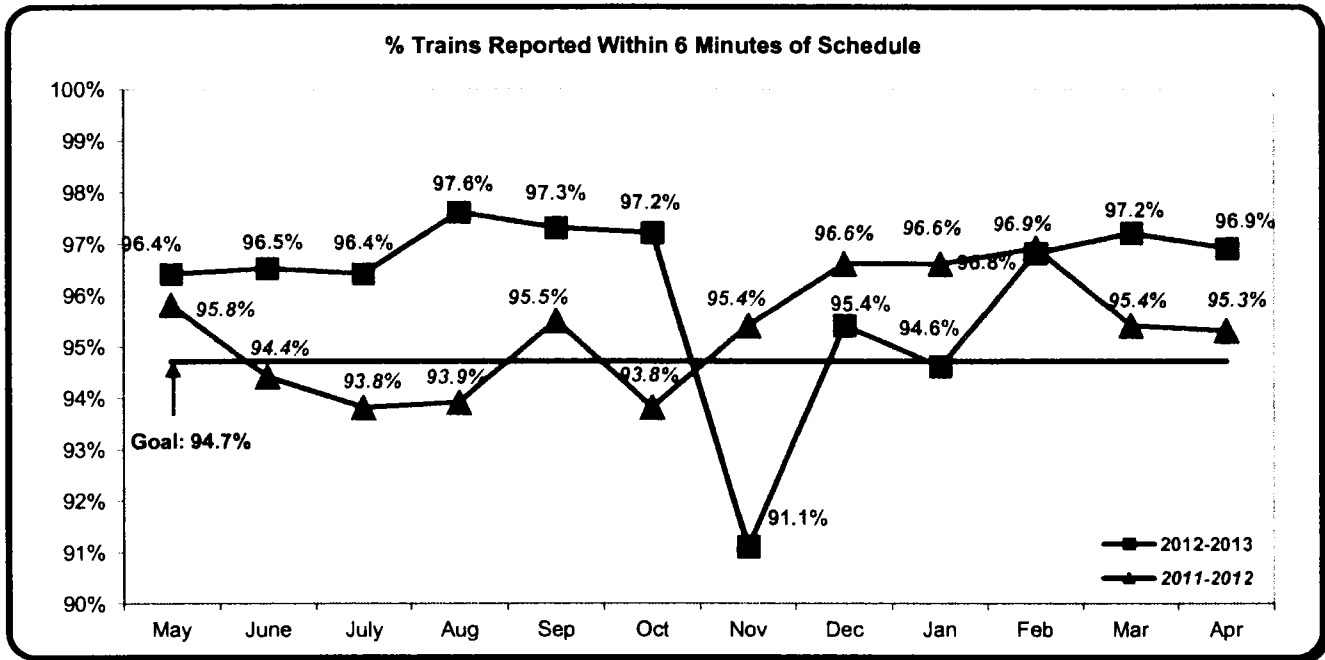
Also on the topic of technology, over the weekend we went live with enhancements to the 7<sup>th</sup> Avenue Concourse at New York Penn Station. The upgrades include an improved sound system, larger monitors and a multi-color destination display that will enable customers to see at a glance the next train destined for their particular station. As the busiest rail station in our public transportation network, we understand that navigating New York Penn Station can present challenges to our customers. By making the necessary investments to modernize our customer communication systems, we are enabling customers to more easily determine when and where their train is departing. We believe these technology upgrades will go a long way toward improving the travel experience for customers who utilize New York Penn Station.

# **EXECUTIVE DIRECTOR'S MONTHLY REPORT MAY 2013**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL MAY 2011 - APRIL 2013



	2012	2013	# Change
April Comparison	97.6%	96.9%	-0.7%

	2011-2012	2012-2013	# Change
12-Month Average May - April	95.5%	96.1%	0.6%

**Analysis:**

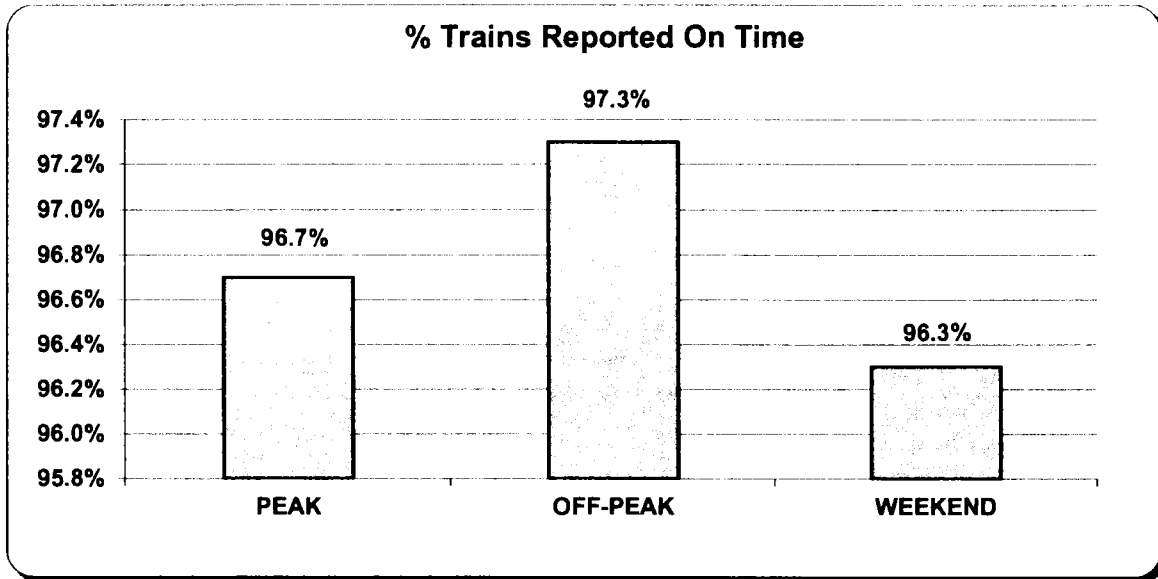
Rail On-Time Performance was 96.9% for April 2013. Of the 17,987 trains scheduled to operate, 17,428 were on time, while 559 trains (or 3.1%) were delayed. Key causes included:

- Amtrak switch failure on April 2.
- Amtrak signal failure on April 18.
- Mechanical issues and Amtrak signal failure on April 29.

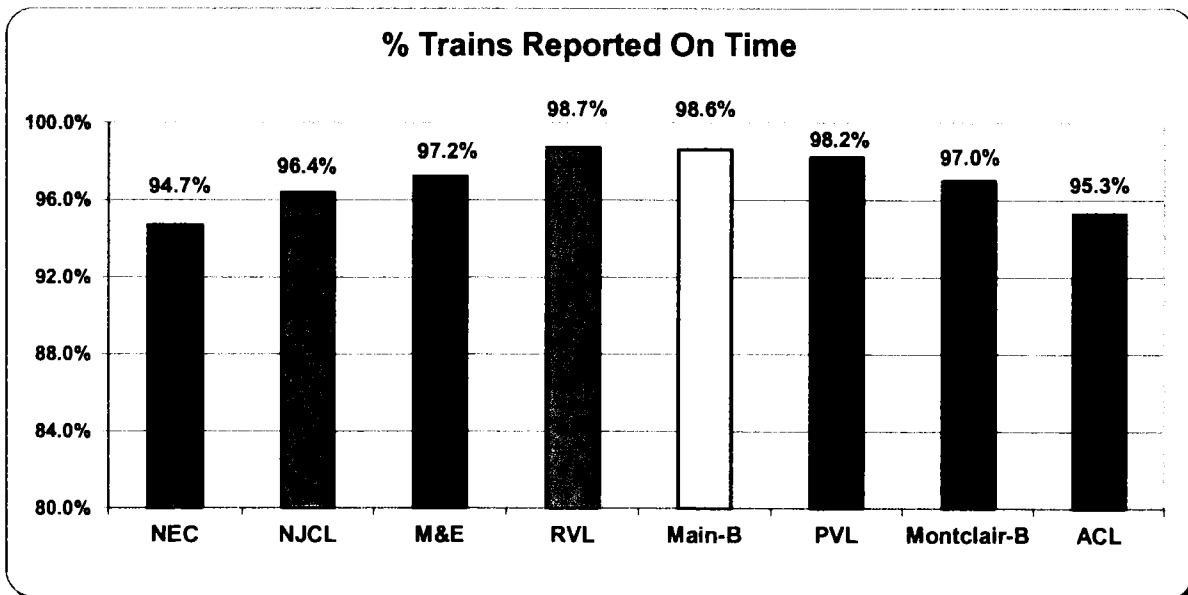
The 12-month average for Rail On-Time Performance for May 2011 - April 2013 was 95.7%.

# ON-TIME PERFORMANCE RAIL

## SUMMARY BY TIME PERIOD APRIL 2013

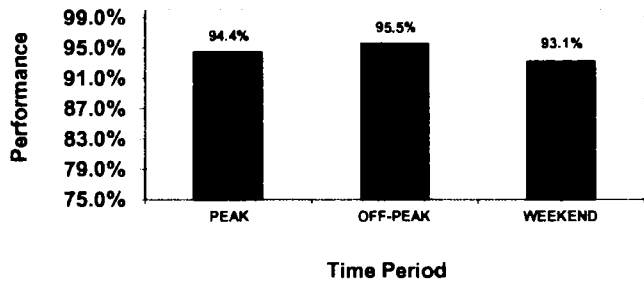


## SUMMARY BY LINE APRIL 2013

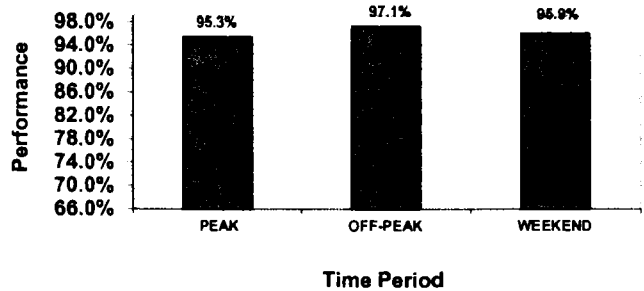


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL 2013

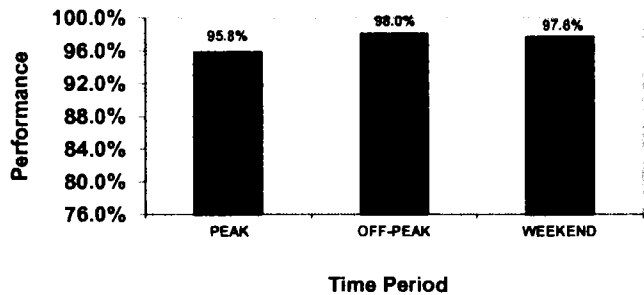
**NORTHEAST CORRIDOR**



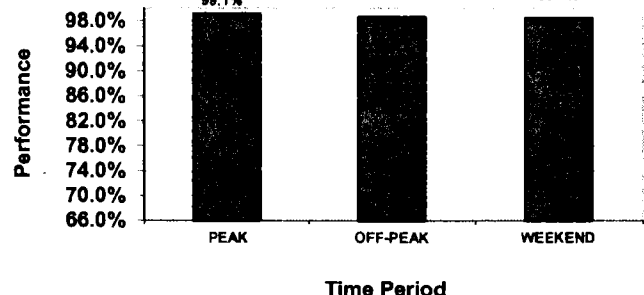
**NORTH JERSEY COAST LINE**



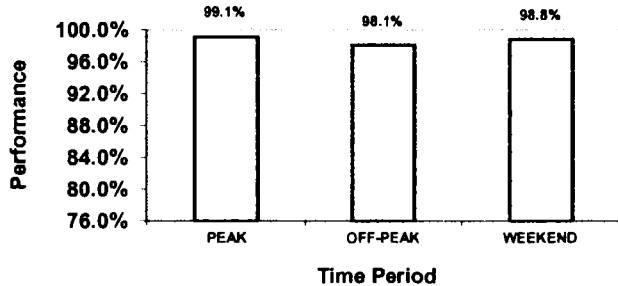
**MORRIS & ESSEX**



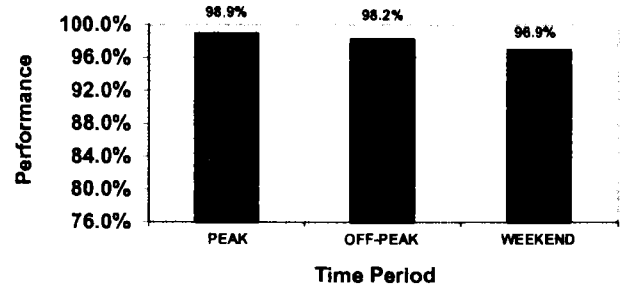
**RARITAN VALLEY LINE**



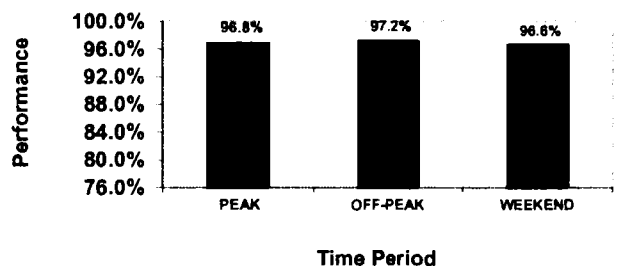
**MAIN-BERGEN**



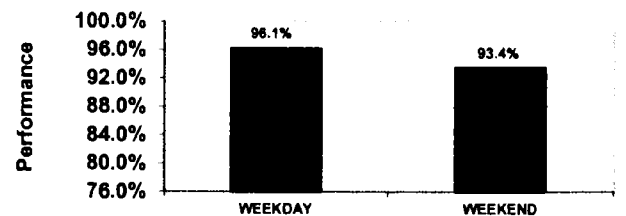
**PASCACK VALLEY**



**MONTCLAIR-BOONTON**



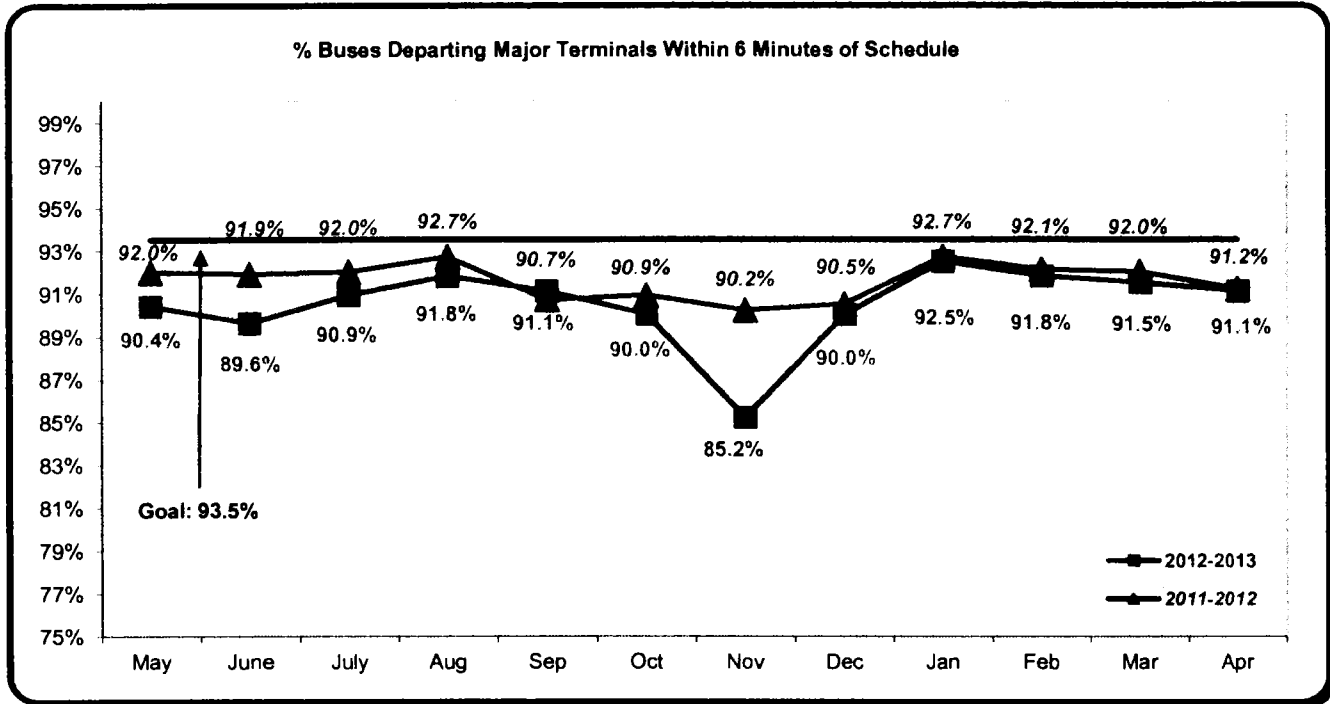
**ATLANTIC CITY\***



\*NOTE: There is no distinction for the ACL between peak and off-peak service.

Time Period

# NJ TRANSIT ON-TIME PERFORMANCE BUS MAY 2011 - APRIL 2013



	2012	2013	% Change
April Comparison	91.2%	91.1%	-0.1%

	2011-2012	2012-2013	% Change
12-Month Average May - April	91.6%	90.5%	-1.1%

**Analysis:**

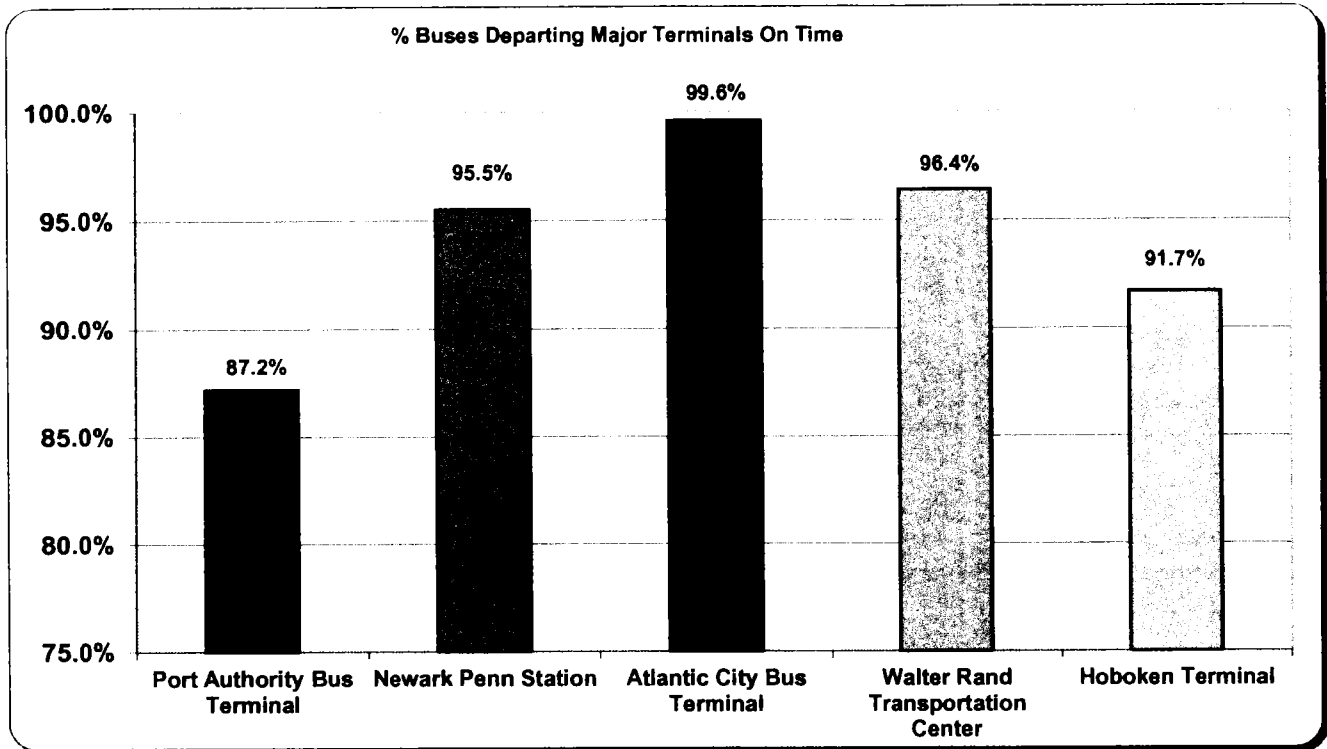
Bus On-Time Performance was 91.1% for April 2013. Of the 38,789 monitored departures, 3,446 (or 9.9%) experienced delays. Key causes included:

- Ongoing construction around the PABT affecting inbound and outbound Port Authority buses.
- Detours and accidents around Newark Penn Station on April 16 and 17.
- Traffic in Hudson County and New York affecting Hoboken buses.

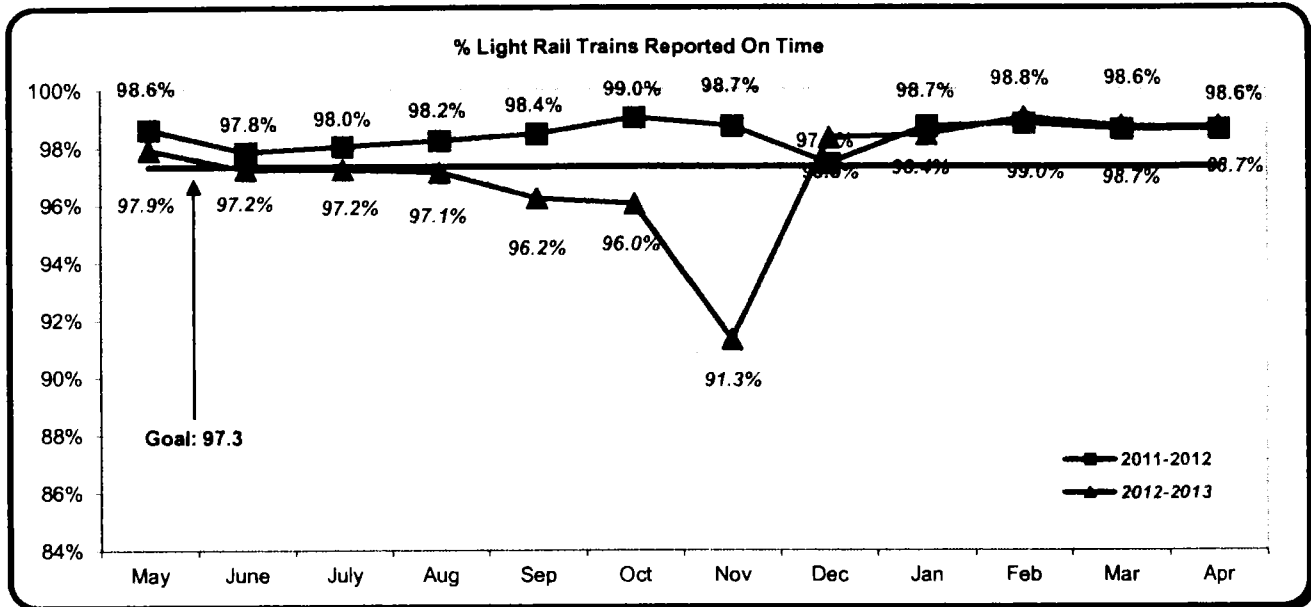
The 12-month average for Bus On-Time Performance for May 2011 - April 2013 was 91.5%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL APRIL 2013



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL MAY 2011 - APRIL 2013



\*Note: Starting May 2007

	2012	2013	# Change
April Comparison	98.7%	98.6%	-0.1%

	2011-2012	2012-2013	# Change
12-Month Average May - April	97.8%	98.4%	0.6%

**Analysis:**

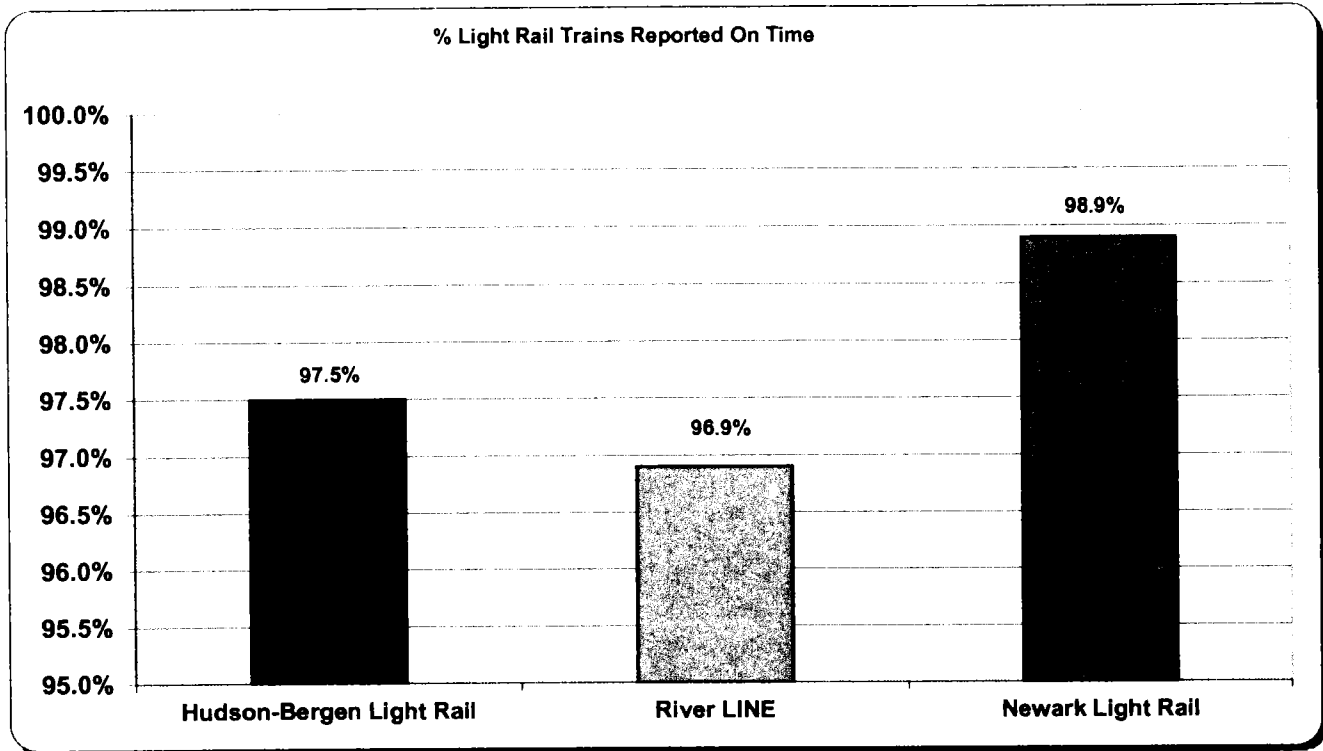
Light Rail On-Time Performance systemwide was 98.9% for the month of April 2013. Of the 26,629 scheduled trains, 26,332 (or 1.1%) experienced delays. Key causes included:

- An automobile blocking the tracks impacting Hudson-Bergen Light Rail service on April 8.
- Mechanical problems and police activity impacting Newark Light Rail trains on April 16.
- Mechanical problems on two vehicles affecting River Line service on April 29.

The 12-month average for Light Rail On-Time Performance for May 2011 - April 2013 was 98.1%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE APRIL 2013

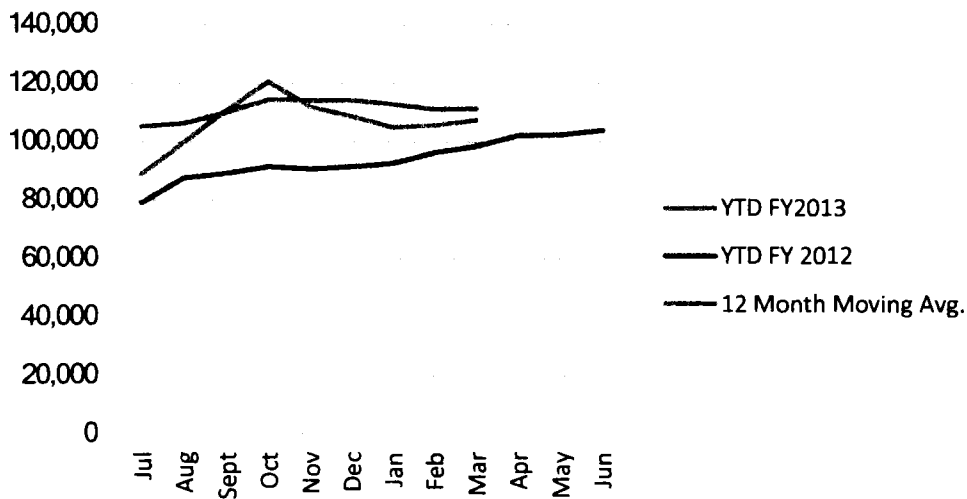


# **MEAN DISTANCE BETWEEN FAILURES**

**NJ Transit Rail**  
**Mean Distance Between Failures**

Month	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	88,735	78,933	105,073
Aug	99,585	87,525	106,298
Sept	110,530	89,028	109,993
Oct	120,591	91,327	114,150
Nov	111,758	90,518	114,054
Dec	108,579	91,523	114,023
Jan	104,917	92,489	112,736
Feb	105,580	96,166	111,055
Mar	107,335	98,412	111,230
Apr		102,149	
May		102,237	
Jun		103,748	

**Mean Distance Between Failures**

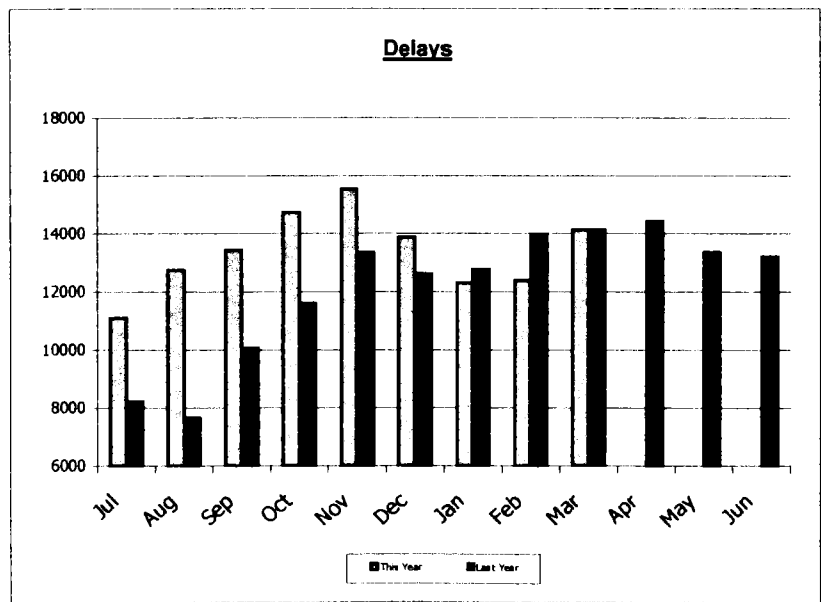


## Garage Performance Parameters

March 2013

Location	Miles Between In-Service Delays			
	FY2013 Goal	This Month	FY2013 YTD	FY2012 YTD
Fairview	9,000	5,797	8,226	7,416
Greenville	10,000	11,448	11,056	7,269
Market Street	11,500	12,126	12,566	9,814
Meadowland	10,600	13,231	11,971	8,905
Oradell	15,500	13,546	16,170	13,495
Wayne	15,500	14,608	14,744	13,709
<b>Northern</b>	<b>12,000</b>	<b>12,006</b>	<b>13,004</b>	<b>10,657</b>
Big Tree	6,500	16,239	10,954	9,065
Hilton	7,140	9,633	8,428	8,064
Howell	18,500	17,665	16,083	17,039
Ironbound	13,000	12,305	12,881	16,123
Orange	5,300	10,898	7,800	5,490
Morris	9,000	49,453	54,872	109,924
<b>Central D</b>	<b>11,200</b>	<b>13,129</b>	<b>11,393</b>	<b>10,493</b>
Egg Harbor	15,500	18,952	14,499	16,285
Hamilton	25,300	25,165	24,255	25,774
Newton Av	13,800	24,606	17,164	14,913
Washington	17,800	19,706	19,207	18,572
<b>Southern</b>	<b>16,613</b>	<b>20,827</b>	<b>17,345</b>	<b>17,455</b>

<b>Bus Operations</b>	<b>14,146</b>	<b>13,215</b>	<b>11,898</b>
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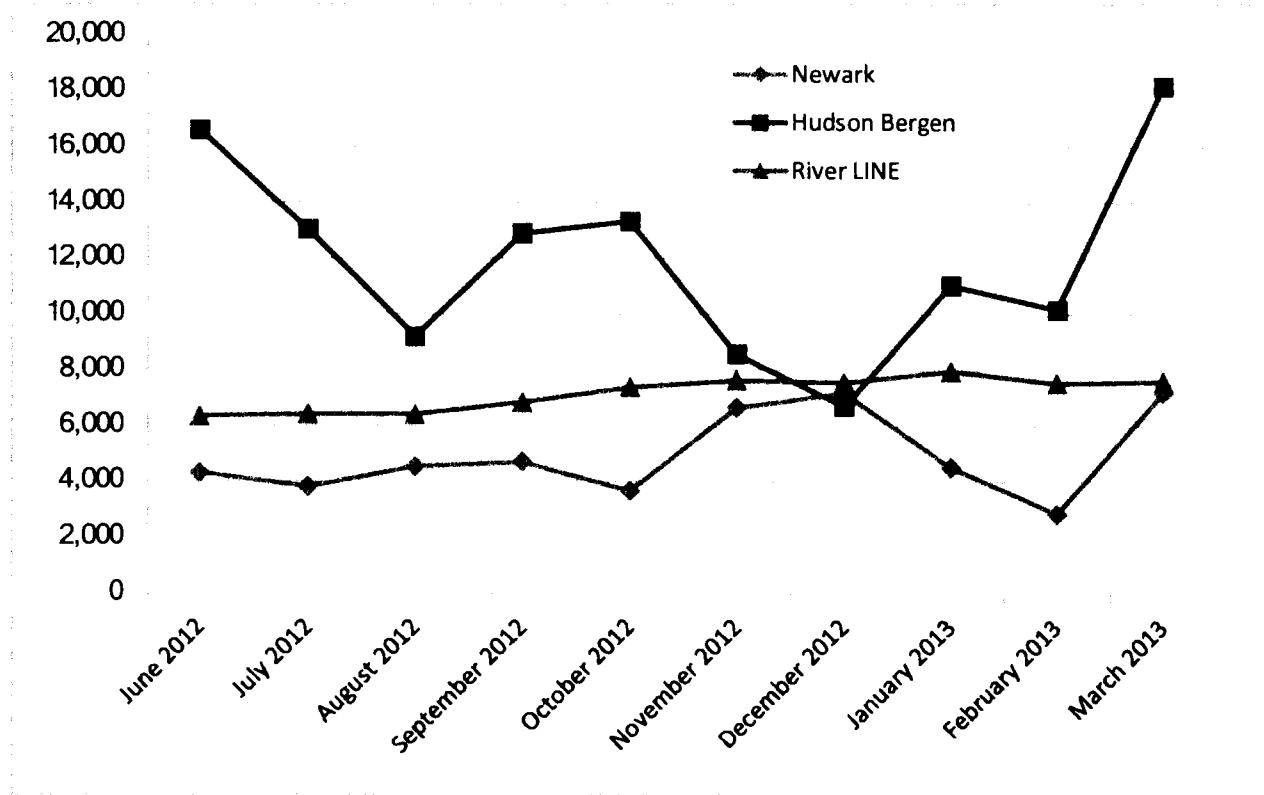


### NJ TRANSIT - LIGHT RAIL, March 2013

#### Miles Between In-Service Delays (Delayed Trains)

Light Rail System	March 2013 (Current Month)	12 Month Moving Average
Newark	7,180	5,425
Hudson Bergen	18,147	12,773
River LINE	7,577	7,066

MILES BETWEEN IN-SERVICE DELAYS (DELAYED TRAINS)



Notes: Newark Light Rail's totals are impacted by the 5 mile alignment distance and single car consists.

# **DBE/MBE PROGRAM**

**NJ TRANSIT – Office of Business Development DBE/SBE Participation through April 2013****Federally Funded Contracts\***

During the month of April 2013, NJ TRANSIT awarded **\$948,000.00** in federal funded contracts. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$59,162.45** or **6.24%**.

During the Federal Fiscal Year 2013 (October 1, 2012 through April 30, 2013) NJ TRANSIT awarded **\$9,241,954.00** in federally funded contracts. Of that total, DBEs received **\$284,351.45** or **3.08%**.

**State Funded Contracts\***

During the month of April 2013, NJ TRANSIT awarded **\$29,692,597.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$954,412.55** or **3.21%**.

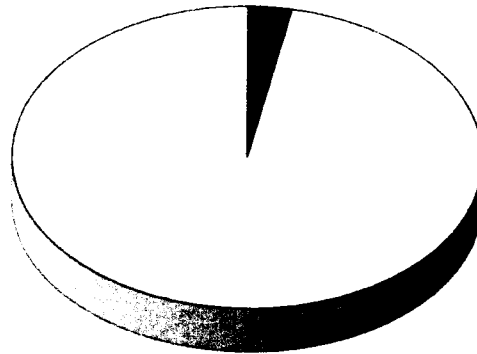
During the State Fiscal Year 2013 (July 1, 2012 through April 30, 2013) NJ TRANSIT awarded **\$94,011,473.76** in state funded contracts. Of that total, SBEs received **\$18,656,224.62** or **19.84%**.

Category 1 SBEs received	\$4,202,432.86	or 4.47%
Category 2 SBEs received	\$1,414,865.85	or 1.50%
Category 3 SBEs received	\$1,425,262.05	or 1.52%
Category 4 SBEs received	\$885,044.24	or 0.94%
Category 5 SBEs received	\$10,706,869.62	or 11.39%
Category 6 SBEs received	\$21,750.00	or 0.02%

\*Contract award amounts are derived from the Procurement database

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (APRIL FY13)\***

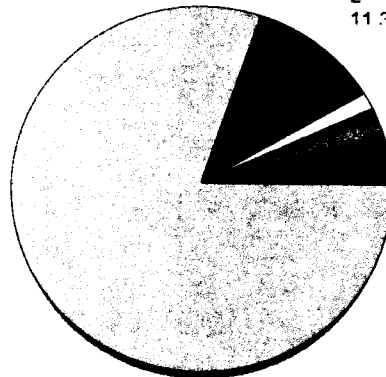
NON-DBE  
FEDERAL  
\$8,957,602.55  
96.92%



DBE RACE  
NEUTRAL & RACE  
CONSCIOUS  
\$284,351.45  
3.08%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THROUGH APRIL FY13) \*\***

NON-SBE STATE  
\$75,355,249.14  
80.16%



SBE-5  
\$10,706,869.6  
2  
11.39%

SBE-4  
\$885,044.24  
0.94%

SBE-1  
\$4,202,432.86  
4.47%

SBE-2  
\$1,414,865.85  
1.50%

SBE-3  
\$1,425,262.05  
1.52%

SBE-6  
\$21,750.00  
0.02%

**Federal Fiscal Year 2013 Beginning October 1, 2012\***  
**State Fiscal Year 2013 Beginning July 1, 2012\*\***

# **EMPLOYEE RECOGNITION**

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

Twenty NJ TRANSIT employees retired in April with careers ranging from 10 to 37 years of service:

1. Anthony Pincherri (Andalusia, PA) Princ. Rail Simu. Planner – Penn Plaza – 37 years
2. Loraine K. Talmage (Avon) Director Con. & Admin. Bud. – Penn Plaza – 35 years
3. Judith Carter (Rochelle Park) Bus Operator – Market Street Garage – 29 years
4. Joseph Galle (Yardville) Quality Control Engineer – Penn Plaza – 29 years
5. Nadia Hnat (Wallington) Chief Clerk/TIC – General Office Building – 29 years
6. Ernest Roberts (Belleville) Bus Operator – Hilton Garage – 29 years
7. Evon Byrd (Irvington) Depot Master – Greenville Garage – 28 years
8. James Patten (Cherry Hill) Bus Operator – Newton Avenue Garage – 25 years
9. Stephen Capone (Congers, NY) Director of Purchasing – Penn Plaza – 22 years
10. Wilfredo Gonzalez (Union City) Bus Operator – Meadowlands Garage – 20 years
11. Patrick L. Brickley (Medford) Bus Operator – Howell Garage – 18 years
12. Benigno Ramos (South Orange) Repairman “A” – Orange Garage – 18 years
13. Timothy Stackhouse (Trenton) Bus Operator – Hamilton Garage – 18 years
14. Flavio Tagliaferro (Plymouth Meeting, PA) Repairman “A” – Washington Twp. – 18 years
15. Robert L. Alston (Matawan) Repairman “A” – Hilton Garage – 16 years
16. James Ison (Sicklerville) Bus Operator – Washington Township Garage – 16 years
17. Damaso A. Barros (Paterson) Bus Operator – Wayne Garage – 14 years
18. Jose A. Cordero (Teaneck) Bus Operator – Oradell Garage – 11 years
19. Abdul W. Muhammad (Irvington) Repairman “A” – City Subway – 11 years
20. Octavio Quintero (West New York) Bus Operator – Meadowlands Garage – 10 years

# **ACTION ITEMS**

**ITEM 1305-17: ANNUAL AUDIT: FISCAL YEARS 2013 - 2017****BENEFITS**

NJ TRANSIT is required to have an audit of its books and accounts made at least once each year by independent certified public accountants, pursuant to Section 20(d) of the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150. In addition, as set forth by the Office of Management and Budget Circular A-133 and the Federal National Transit Database (Section 15) reporting forms, NJ TRANSIT is required to provide an independent attestation and compliance report related to Federal funds received (Single Audit) and the statistics provided upon which NJ TRANSIT's formula grant funding is determined. Also, audits of NJ TRANSIT's Defined Benefit Pension Plans and Defined Contribution Retirement Plans are required by the plan documents.

**ACTION (Scorecard: Corporate Accountability and Financial Performance)**

Staff seeks authorization to enter into NJ TRANSIT Contract No.13-037 with Ernst & Young LLP for audit services at a cost not to exceed \$350,077, \$358,829 and \$367,800 for fiscal years 2013, 2014 and 2015, respectively, with an option to extend the contract for two additional one-year periods, at NJ TRANSIT's sole discretion. If exercised, the audit services for fiscal years 2016 and 2017 would not exceed \$376,995 and \$386,420, respectively, for a total authorization of \$2,840,121. Additionally, supplemental services during the contract period on an as-needed basis at a cost not to exceed \$50,000 per fiscal year and supplemental audit services, also as needed, at a cost not to exceed \$150,000 per fiscal year are sought. Total authorization of \$2,840,121 is sought for all services described herein subject to the availability of funds and Board approval of subsequent operating budgets.

**PURPOSE**

NJ TRANSIT's contract with its current independent certified public accounting firm has expired. Accordingly, a Request for Proposal (RFP) was advertised on Tuesday, December 4, 2012 in *The Star Ledger* and *The Times of Trenton* for services to conduct the necessary examinations of NJ TRANSIT's financial records. The selection of an independent certified public accounting firm was conducted in accordance with Executive Order #122. Accordingly, the Technical Evaluation Committee was composed of three members of NJ TRANSIT's Board of Directors and was led by the Chair of the Audit Committee. In January 2013, NJ TRANSIT received proposals from four certified public accounting firms for the three-year base period and two one-year options. This selection will allow NJ TRANSIT to remain in compliance with its statutory, legal and regulatory requirements, and pension plan documents.

**BACKGROUND**

NJ TRANSIT has a fiscal year 2013 operating budget of \$1,904 million and a Capital Program totaling \$1,152 million. These budgets are supported with Federal and State funds. The contract for Annual Audit services addresses the requirements under the terms of New Jersey public law, the conditions of receiving Federal and State financial assistance, and compliance with the Single Audit Act and National Transit Database

(Section 15) of the Federal Transit Act. Pursuant to Section 20(d) of the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150, NJ TRANSIT is required to have an audit of its books and accounts made at least once each year by independent certified public accountants. As a condition of receiving Federal financial assistance, NJ TRANSIT must comply with the audit requirements of the Single Audit Act of 1984 and amendments (PL-104-156) as set forth by the Office of Management and Budget Circular A-133, "Audits of State and Local Governments and Non-Profit Organizations." Also, as a condition of receiving Federal funds under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), NJ TRANSIT must file a report annually with the Federal Transit Administration that contains reporting forms and the independent auditor review report as required by National Transit Database (Section 15) of the Federal Transit Act, as amended. In addition, to fulfill the fiduciary responsibilities of the respective pension committees and pension plans, NJ TRANSIT and the respective pension committees require an audit of the Corporation's Defined Benefit and Defined Contribution retirement plans.

This item has been reviewed and recommended by the Board Customer Service Committee and the Board Administration Committee.

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$2,840,121
<b>Total Project Cost:</b>	\$2,840,121
<b>Projected Date of Completion:</b>	March 2018
<b>Anticipated Source of Funds:</b>	Operating
<b>DBE/SBE Goal:</b>	20% SBE, Category 3 goal
<b><i>NJ Build</i> Amount:</b>	N/A
<b>Related/Future Authorizations:</b>	N/A
<b>Impacts on Subsequent Operating Budgets:</b>	FY14 \$358,829, FY15 \$367,800 Option Years: FY16 \$376,995, \$386,420 Supplemental services, on an as-needed basis only

## RESOLUTION

**WHEREAS**, Section 20(d) of the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150, requires an audit to be conducted of the books and records of NJ TRANSIT at least once each year by independent certified public accountants; and

**WHEREAS**, the Single Audit Act, as set forth by the Office of Management and Budget Circular A-133 and the Federal National Transit Database (Section 15) reporting forms require an annual independent attestation and compliance report; and

**WHEREAS**, NJ TRANSIT's Defined Benefit Pension Plans and Defined Contribution Plans require an annual audit; and

**WHEREAS**, the current Annual Audit Services contract has expired; and

**WHEREAS**, NJ TRANSIT requested proposals from interested certified public accounting firms; and

**WHEREAS**, in January 2013, NJ TRANSIT received proposals from four certified public accounting firms for the three-year base period and two one-year options; and

**WHEREAS**, the proposals were reviewed by a Technical Evaluation Committee, composed of the three members of the Audit Committee of the Board of Directors; and

**WHEREAS**, the Technical Evaluation Committee recommended the contract be awarded to Ernst & Young LLP; and

**WHEREAS**, staff seeks approval to enter into a contract with Ernst & Young LLP for the three-year base period with two one-year options exercisable at NJ TRANSIT's sole discretion;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to contract with Ernst & Young LLP to provide audit services at a cost not to exceed \$350,077, \$358,829 and \$367,800 for fiscal years 2013, 2014, and 2015, respectively, for a total authorization of \$2,840,121 with an option to extend the contract for two additional one-year period, at a cost not to exceed \$376,995 and \$386,420 for fiscal years 2016 and 2017, respectively, subject to the availability of funds and Board approval of subsequent operating budgets; and

**BE IT FURTHER RESOLVED** that the Chairman or Executive Director is hereby authorized to contract with Ernst & Young LLP to provide supplemental services during the contract period on an as-needed basis at a cost not to exceed \$50,000 per fiscal year and supplemental audit services, also as-needed, at a cost not to exceed \$150,000 per fiscal year, subject to the availability of funds and approval of subsequent budgets.

**ITEM 1305-18: NEWARK PENN STATION REROOFING PHASE 2: CONTRACT AWARD FOR CONSTRUCTION**

**BENEFITS**

Newark Penn Station is both a strategic regional transportation hub for NJ TRANSIT and a highly visible gateway to the City of Newark. Each weekday, more than 70,000 customers use the station to access NJ TRANSIT'S rail, bus, and light rail services, Amtrak, PATH, Greyhound, and other private carrier bus routes.

In September 2011, NJ TRANSIT initiated the first phase of a roof replacement project which was recently completed. The first phase included replacement of the roof system over Platforms D and E serving Tracks 3, 4, and 5 as well as portions of the roof over Platforms B and C serving Tracks 1 and 2.

With the availability of additional federal funding, the roofing system will be completed over Platforms A, B, and C serving Tracks A, 1, and 2. This project will remove the older roofing systems to the concrete deck and install a new membrane roofing system, including any necessary repairs to the roof drainage system. The station skylights will also be replaced as needed.

**ACTION (Scorecard: Corporate Accountability, Customer Experience)**

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-063X with MTB, LLC, of Neptune City, New Jersey, for the construction of the Newark Penn Station Reroofing Phase 2 project at a cost not to exceed \$2,438,640, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

The remaining unrepaired roof system over Platforms A, B, and C is deteriorating. This construction contract will allow for the installation of a new roof system and roof drainage systems and skylight repairs over selected rail platforms at Newark Penn Station. These improvements will preserve and protect this important building and ensure a continued safe environment for customers, vendors and employees alike. This second phase will complete the work started in 2011 and result in a uniform roofing system throughout the facility.

**BACKGROUND**

History

The Newark Penn Station Reroofing Phase 2 project was the subject of earlier NJ TRANSIT Contract No. 11-075XR. The work under that project was completed on Platforms D and E and portions of Platforms B and C in 2012. Additional funding became available subsequent to the completion of that work allowing the roofing to be replaced over the remaining platform canopies to allow for a uniform roofing system to be installed above all of the platform canopies.

Procurement

**IFB NO.** 13-063X

**DIVERSITY GOAL:** 7% DBE

**BID OPENING DATE:** March 28, 2013

**BID RESPONSES:**

COMPANY	TOTAL BID PRICE
<b>MTB, LLC</b> <b>Neptune City, New Jersey</b>	<b>\$2,438,640</b>
Hall Construction Company, Incorporated Farmingdale, New Jersey	\$2,647,000
J.P. Patti Tecta America, LLC Saddle Brook, New Jersey	\$2,817,190
D.A. Nolt, Incorporated Berlin, New Jersey	\$2,857,653
DMR Construction Services, Incorporated Waldwick, New Jersey	\$2,912,290

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS**

**Requested Authorization:** \$2,438,640 + 5% contingency

**Total Project Cost:** \$6,200,000

**Projected Date of Completion:** February 2014

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund

**DBE/SBE Goal:** 7% DBE

**NJ Build Amount:** N/A

**Related/Future Authorizations:** Newark Penn Station Platform E Renovations Phase 2

**Impacts on Subsequent Operating Budget:** None

## RESOLUTION

**WHEREAS**, Newark Penn Station is both a strategic regional transportation hub for NJ TRANSIT and a highly visible gateway to the City of Newark; and

**WHEREAS**, more than 70,000 customers use the station to access NJ TRANSIT'S rail, bus, and light rail services, Amtrak, PATH, Greyhound, and other private carrier bus routes; and

**WHEREAS**, NJ TRANSIT has already completed replacement of the roof system for a portion of the platform canopies in Newark Penn Station under NJ TRANSIT Contract No. 11-075X; and

**WHEREAS**, the remaining unrepaired roof system over Platforms A, B, and C is deteriorating; and

**WHEREAS**, NJ TRANSIT has received additional federal funding to fully replace the remaining roof system over Platforms A, B, and C; and

**WHEREAS**, the replacement of the roof system will preserve and protect this important building and ensure a continued safe environment for customers, vendors and employees alike; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that MTB, LLC was the lowest responsive, responsible bidder for the Newark Penn Station Reroofing Phase 2 project;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 13-063X with MTB, LLC of Neptune City, New Jersey, for the construction of the Newark Penn Station Reroofing Phase 2 project at a cost not to exceed \$2,438,640, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1305-19: PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT: CONTRACT AMENDMENT FOR FINAL DESIGN AND ENGINEERING SERVICES**

**BENEFITS**

Perth Amboy Station, on NJ TRANSIT's North Jersey Coast Line, serves more than 1,700 people daily. The National and State-listed historic station building is located at street level with the low-level boarding platforms located in a cut below street-level. Perth Amboy Station is one of a few remaining stations between Long Branch and Woodbridge that is not currently accessible for customers with disabilities.

NJ TRANSIT will reconfigure the station platforms to provide a single center island high-level platform with a new elevator between street-level and platform-level. The project will also upgrade customer amenities with new platform-level waiting areas, communications system and will speed passenger boarding by eliminating the need to climb stairs to board a train. Finally, the project will include modifications to the station building and parking lot to make the station fully accessible.

**ACTION (Scorecard: Customer Experience, Corporate Accountability)**

Staff seeks authorization to amend NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services of Rochelle Park, New Jersey, to provide final design and engineering services for the Perth Amboy Station Accessibility Improvements Project, at a cost not to exceed \$2,051,128, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

A redesign of the existing low-level side platforms to a center island high-level platform with canopies and elevators between street-level and the platform-level, will provide customers with an upgraded station facility, in full compliance with the Americans with Disabilities Act (ADA). These improvements will also improve service reliability by reducing the time required to discharge and board passengers.

**BACKGROUND**

Procurement

A Request for Proposals for Design, Engineering and Construction Assistance Services was advertised on November 11, 2009 and proposals were received on February 3, 2010 from 10 firms. The Technical Evaluation Committee determined that Stantec Consulting Services was ranked the highest.

History

Previous Board Action authorized the award of concept/preliminary design and engineering for the improvements at Perth Amboy Station.

This Board Item requests authorization to award final design and engineering services for the improvements at Perth Amboy Station.

The scope of services included in the Request for Proposal (RFP) anticipated three phases: Phase I – Concept/Preliminary Engineering; Phase II – Final Design and Engineering, and Phase III – Construction Assistance. Additional authorization will be requested at a later date for Phase III concurrent with request to award the construction of the Perth Amboy Station Accessibility Improvements.

The Office of Business Development assigned a 15% SBE goal (Category 6).

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS:**

**Requested Authorization:**

Perth Amboy Station Accessibility Improvements  
Final Design & Engineering Phase II (Amendment)      \$2,051,128 + 5% for contingencies

**Total Contract Authorization**      \$ 3,095,908 + 5% for contingencies

**Total Project Cost:**      RPF00020      \$ 1.744M      Design Phase I  
NJT00004      \$ 55.096M      (Design Phase II&III,  
\$ 56.840M      Construction)

**Projected Date of Completion:**      Spring 2015      Final design  
TBD      Construction

**Anticipated Source of Funds:**      Federal Transit Administration  
Transportation Trust Fund  
Casino Reinvestment Development Authority

**DBE/SBE Goal:**      15% SBE (Category 6)

**NJ Build Amount:**      None

**Related Future Authorizations:**

Construction Assistance  
Construction  
Construction Management

**Impacts on Subsequent  
Operating Budgets:**

Additional \$125,000 to \$150,000 a year  
for increased station maintenance

## RESOLUTION

**WHEREAS**, NJ TRANSIT seeks to improve its transportation facilities; and

**WHEREAS**, Perth Amboy Station, on NJ TRANSIT's North Jersey Coast Line, serves more than 1,700 people daily; and

**WHEREAS**, Perth Amboy Station is one of a few remaining stations between Long Branch and Woodbridge that is not currently accessible for customers with disabilities; and

**WHEREAS**, NJ TRANSIT will reconfigure the station platforms, building and parking lot to make the station fully accessible in full compliance with the Americans with Disabilities Act (ADA); and

**WHEREAS**, upon completion of a previous competitive procurement process for design and engineering consultant services it was determined that Stantec Consulting Services submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services of Rochelle Park, New Jersey, to provide final design and engineering services for the Perth Amboy Station Accessibility Improvements Project, at a cost not to exceed \$2,051,128, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1305-20: DESIGN, ENGINEERING AND CONSTRUCTION SUPPORT SERVICES FOR REPLACEMENT AND RELOCATION OF SUMMIT INTERLOCKING ON THE MORRISTOWN LINE**

**BENEFITS**

NJ TRANSIT's Summit Interlocking provides switching capabilities for trains operating on the Morristown and Gladstone Lines where the two lines merge in Summit, NJ. Upon completion of the reconfigured interlocking, the switches and crossovers will be relocated approximately one mile to the west of their present location.

The current interlocking requires trains to reverse direction at Summit Station, occupying a main line track for as much as one hour or more in the morning peak period. The newly configured interlocking also will improve the efficiency and availability of train service by allowing trains to reverse direction on a new pocket track to be located west of Summit Station. The new pocket track will accommodate train lengths of up to 12 cars to turn within the interlocking versus the 6 car train lengths that turn now. This project will allow all three station tracks to be used for through service, thereby reducing congestion on the line and supporting additional future train services.

The interlocking changes are also supportive of the planned repairs to the retaining walls through downtown Summit.

**ACTION (Scorecard: Customer Experience, Safety & Security)**

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-038 with Jacobs Engineering Group of Morristown, New Jersey, to perform design services associated with the replacement and relocation of Summit Interlocking on NJ TRANSIT's Morristown and Gladstone Lines in the City of Summit, Union County, New Jersey at a cost not to exceed \$1,999,944.71, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

The replacement and relocation of the interlocking one mile west of its current location must take place before the planned repairs to retaining walls through downtown Summit. This will allow train service to continue to operate for the duration of the retaining wall project and minimize potential impacts to customers.

**BACKGROUND**

History

NJ TRANSIT's Summit Interlocking provides switching capabilities for trains operating on the Morristown and Gladstone Lines where the two lines merge in Summit, NJ. Currently, one track at Summit Station is continuously occupied by trains turning for service for an extended period in the morning rush hour. Trains that need to switch from one track to the other, have to move at a relatively slow speed due to the small existing turnouts.

Project Justification

The new configuration will improve train operations by allowing travel at higher speeds and provide more flexibility and efficiency to the overall operation. In addition, this project will move equipment turns out of Summit Station to a new pocket track. Also, the current configuration of Summit Interlocking does not allow the Gladstone Line to be taken out of service without major disruptions to operations. This new interlocking will remedy this issue.

Procurement

The intent of the Request for Proposal (RFP) was to select a qualified consulting firm to provide professional services in connection with the Design, Engineering, and Construction Support for the replacement and relocation of Summit Interlocking on NJ TRANSIT's Morristown and Gladstone Lines in Summit, New Jersey.

The chronology of the procurement is as follows:

- Advertisement: November 9, 2012
- Pre-Proposal Conference: November 19, 2012
- Technical Proposals received: January 11, 2013
- Selection of five (5) highest rated firms: February 5, 2013
- Oral Presentations: February 19 and 20, 2013
- Cost Proposals received: March 2013
- Award Contract: May 2013

The Office of Business Development assigned twenty-one percent (21%) to Small Business Enterprises (SBE), Category 6 for this project.

The Engineer's Estimate for the total scope of work is: \$2,000,196.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS**

**Requested Authorization:** \$1,999,944.71 (Design Contract No. 13-038) plus 5% for contingencies

**Total Project Cost:** \$2,000,000 (Design)

**Projected Date of Completion:** December 2017

**Anticipated Source of Funds:** Transportation Trust Fund

**DBE/SBE Goal:** SBE 21%, Category 6

**NJ Build Amount:** None

**Related/Future Authorizations:** None

**Impacts on Subsequent Operating Budgets:** TBD (Upon completion of Design)

**RESOLUTION**

**WHEREAS**, NJ TRANSIT's Summit Interlocking provides switching capabilities for trains operating on the Morristown and Gladstone Lines where the two lines merge in Summit, NJ; and

**WHEREAS**, the current interlocking requires trains to reverse direction at Summit Station, occupying a main line track for as much as one hour or more in the morning peak period; and

**WHEREAS**, the interlocking changes are a critical prerequisite to accommodate planned repairs to the retaining walls through downtown Summit; and

**WHEREAS**, the newly configured interlocking also will improve the efficiency and availability of train service by allowing trains to reverse direction on a new pocket track to be located west of Summit Station; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Jacobs Engineering Group submitted the most technically qualified proposal, whose cost was negotiated to provide the best value to NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 13-038 with Jacobs Engineering Group of Morristown, New Jersey, to perform design services associated with the replacement and relocation of Summit Interlocking on NJ TRANSIT's Morristown and Gladstone Lines in the City of Summit, Union County, New Jersey at a cost not to exceed \$1,999,944.71, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1305-21: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: COMMUNITY TRANSPORTATION; TRANSIT-FRIENDLY PLANNING, LAND USE AND DEVELOPMENT; VERTICAL TRANSPORTATION; AND ACCESS LINK**

**BENEFITS**

NJ TRANSIT has an on-going need for consultant services in various planning and engineering disciplines. The volume of work increases and decreases in response to needs and available funding and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is rarely cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts, thus minimizing the time and cost needed to initiate and complete work. Contracting with a limited number of consultants also provides a greater measure of control over the work being performed.

**ACTION (Scorecard: Corporate Accountability)**

Staff seeks authorization to enter into NJ TRANSIT Contract Nos. 13-009, 13-011, 13-012 and 13-040 with the 11 firms listed in Exhibit A for support services on a task order basis in four disciplines: Community Transportation; Transit-Friendly Planning, Land Use and Development; Vertical Transportation; and Access Link. Each contract will extend for a period of three years from the date of contract execution; the maximum task and contract limits are shown in Exhibit B.

**PURPOSE**

Authorization of these task order contracts will provide available labor as needed to support NJ TRANSIT's Capital Program, handle specialized work loads, address critical issues, ensure regulatory compliance, and engage specialized engineering and planning expertise not available in-house.

The total authorization for the 2012 Task Order Consultant Contracts Program is \$53,500,000: \$32,050,000 for non-Superstorm Sandy tasks and \$21,500,000 for Superstorm Sandy tasks.

**BACKGROUND**

History

In 1992 staff requested and the Board authorized the first task order contracts for environmental services, architecture and engineering design, and bridge and structural engineering design. Based on the success of these contracts, the Board authorized subsequent contracts for these services as well as adding task order contracts for facility and site planning/conceptual engineering, market research, transit demand modeling and analysis, bus and rail service planning, construction management

services, site planning and engineering, transit-friendly general planning, public transit planning, and vertical transportation services.

### Justification

The planning, design and engineering effort required to implement NJ TRANSIT's Capital Program can be provided in three ways: in-house forces, traditional competitive procurements (Request for Proposal), and task order contracts.

NJ TRANSIT staff generally is responsible for the design of routine projects such as station rehabilitation work. Traditional competitive procurements are used for planning and engineering projects that are complex, requiring several different disciplines to interact, and have schedules compatible with the time required for contracting with consultants through this process.

Currently, under the traditional competitive procurement process, professional services contracts valued at \$36,000 or more require the solicitation of offers through a publicly advertised Request for Proposal. The Request for Proposal (RFP) includes a description of the services to be purchased, all significant evaluation factors and their relative importance, and any other relevant information such as schedule dates and deadlines for the completion of the work. Staff prepares a Technical Specification package, which includes pertinent details, a project summary, and a scope of work for inclusion in the RFP. The scope of work describes the technical requirements to be met as well as what services are to be completed for each milestone from inception to completion.

The introduction of task order contracts resulted from the recognition that

- it is not practical to staff in-house capabilities to meet maximum needs;
- it is more cost-effective to supplement core staff resources with outside consultants when workloads increase;
- some design tasks require specialized expertise that is not cost-effective to maintain in-house as it is needed only occasionally; and,
- many of the tasks need to be completed on a schedule that is not achievable with the required procurement process.

Without the task order consultant contracts to supplement in-house forces, implementing the Capital Program could require an increase of in-house design staff as well as Procurement staff. Bidding each assignment separately would delay program implementation.

### Procurement

Early in 2012 staff assessed the current Task Order Consultant Contracts to determine if the program should be continued. The assessment included a review of whether the disciplines addressed future needs. As a result, staff recommended that the Vehicle and Equipment Engineering discipline be included under the Architectural/Engineering discipline, two disciplines be combined (Site Planning and Transit Analysis and Stations, Access and Parking Planning is now Stations, Access and Site Planning) and

two disciplines be added (Corridor Planning and Community Transportation). In addition, staff recommended that the resulting 12 disciplines be procured as three separate packages, based on the expiration dates of the current Task Order Consultant Contracts, to reduce the burden on the consultant community as well as on staff. In September 2012, consulting services for Access Link was added as a discipline.

The three Task Order Consultant Contract packages are:

***Procurement One***

- Corridor Planning
- Environmental Consulting Services
- Qualitative and Quantitative Research
- Rail Operations and Infrastructure Planning
- Stations, Access and Site Planning

***Procurement Two***

- Architectural/Engineering
- Bridge and Railway Engineering
- Travel Demand Forecasting

***Procurement Three***

- Community Transportation
- Construction Management Services
- Transit-Friendly Planning, Land Use and Development
- Vertical Transportation
- Access Link

The NJ TRANSIT Board of Directors authorized contracts for Procurement One in October 2012 (Item No. 1210-48) and for Procurement Two in December 2012 (Item No. 1212-61). In March 2013 the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for five consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$13,000,000 for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1303-06). In April 2013 the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for six consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$8,500,000 for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1304-12). As a result, the overall authorization for the 2012 Task Order Consultant Contract Program is now \$53,550,000.

Due to the immediate need for firms to provide construction management services on projects related to Superstorm Sandy recovery, the NJ TRANSIT Board of Directors authorized contracts for Construction Management Services consultants at the April 2013 Board Meeting (Item 1304-14). The remaining four disciplines in Procurement Three are the subject of this action.

A Request for Proposals for the Task Order Consultant Contracts third package was advertised in *The Star-Ledger* and *The Trenton Times* on December 7, 2012 and Pre-

Proposal Conferences were held on December 20, 2012. Proposals were received on January 11, 2013 and January 15, 2013 and were evaluated by Technical Evaluation Committees (TECs) assembled with knowledge relevant to each discipline. The TECs are listed below.

### TECHNICAL EVALUATION COMMITTEES

RFP	Discipline	Technical Evaluation Committees
13-009	Community Transportation	CP&P Community Mobility (2 members) CP&P ADA Services (1 member)
13-011	Transit-Friendly Planning, Land Use and Development	CP&P Capital Planning (2 members) Government & Community Relations (1 member) Real Estate (1 member)
13-012	Vertical Transportation	CP&P Facility Design & Environmental Services (2 members) CP&P Construction & Project Management (1 member) Rail Operations Stations (1 member)
13-040	Access Link	CP&P ADA Services (3 members) CP&P Community Mobility (1 member)

At the Pre-Proposal Conferences and in the RFP materials, the interested firms were advised that the Task Order Consultant Contract Program were advertised as three separate packages. Prime Consultants could submit proposals for more than one discipline; however, a Prime Consultant would be limited to receiving two contract awards, with a combined total contract limit of \$5,000,000. Firms responding as a Prime Consultant were not allowed to respond as a subconsultant on another team within the same discipline, but were not precluded from responding as a subconsultant on another team within a different discipline. Firms submitting proposals as a Prime Consultant for more than one discipline under this Task Order Consultant Contracts Program were advised to clearly state in the cover letters of each proposal their order of preference for award of a contract should the firm be evaluated as one of the most qualified for more than one discipline. Due to the specialized expertise required, the limitation on the Prime Consultant for the Vertical Transportation discipline was waived.

Based on the written submissions, firms were short-listed for oral interviews which were held in February 2013 and those firms judged most responsive by the TECs were selected for the 2012 Task Order Consultant Contract Program.

The Office of Business Development assigned a 15 percent DBE goal for each contract in the Community Transportation and Transit-Friendly Planning, Land Use and Development disciplines, a 20 percent DBE goal for each contract in the Vertical Transportation discipline, and a zero percent SBE goal for each contract in the Access Link discipline.

**SELECTION PROCESS  
(Number of Firms)**

<b>Discipline</b>	<b>Proposals Submitted</b>	<b>Oral Interviews</b>	<b>Selected</b>
Community Transportation	3	3	3
Transit-Friendly Planning, Land Use and Development	10	3	3
Vertical Transportation	3	3	3
Access Link	2	2	2

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS**

**Requested Authorization:** Task Order Consultant Contracts with 11 firms listed in Exhibit A with maximum contract and task limits as listed in Exhibit B

**Total Authorization:** \$ 53,550,000 (Total 2012 Task Order Consultant Contracts Program)

**Total Project Cost:** \$ 53,550,000 (Total 2012 Task Order Consultant Contracts Program)

**Projected Date of Completion:** July 2016

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund

**DBE/SBE Goal:** 15% DBE for each contract in Community Transportation  
15% DBE for each contract in Transit-Friendly Planning, Land Use and Development  
20% DBE for each contract in Vertical Transportation  
0% SBE for each contract in Access Link

**NJ Build Amount:** None

**Future Related Authorizations:** None

**Impacts on Subsequent Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to improve and expand its transportation facilities; and

**WHEREAS**, NJ TRANSIT has a continuing need for consultant services in the fields of community transportation; transit-friendly planning, land use and development; vertical transportation; and Access Link; and

**WHEREAS**, Task Order Consultant Contracts will be used on an as-needed basis to supplement in-house staff; and

**WHEREAS**, Task Order Consultant Contracts are needed to support NJ TRANSIT's capital program, address critical issues and ensure regulatory compliance; and

**WHEREAS**, Task Order Consultant Contracts will provide specialized expertise which is rarely cost-effective to maintain in-house; and

**WHEREAS**, following the completion of a competitive procurement process, it was determined that 11 firms submitted the most qualified proposals for the four disciplines;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract Nos. 13-009, 13-011, 13-012 and 13-040 with the 11 firms listed in Exhibit A for support services on a task order basis in four disciplines: Community Transportation; Transit-Friendly Planning, Land Use and Development; Vertical Transportation; and Access Link. Each contract will extend for a period of three years from the date of contract execution; the maximum task and contract limits are shown in Exhibit B.

EXHIBIT A

**SELECTED FIRMS**

**CONTRACT NO. 13-009 – COMMUNITY TRANSPORTATION – 3 FIRMS**

**KFH Group, Inc. (Bethesda, Maryland)**

**RLS & Associates, Inc. (Dayton, Ohio)** with Nelson\Nygaard Consulting Associates, Inc.

**Wendel Architecture, PC (Buffalo, New York)** with Gannett Fleming; Cherry Consulting of the Carolinas, Inc.; and Radin Consulting, Inc.

**CONTRACT NO. 13-011 – TRANSIT-FRIENDLY PLANNING, LAND USE AND DEVELOPMENT – 3 FIRMS**

**EE&K a Perkins Eastman Company (New York, New York)** with The Louis Berger Group; Clarke Caton Hintz; HR&A Advisors; RES Group; Nishuane Group, LLC; Timothy Haahs & Associates, Inc.; Raven Architecture & Urban Design, LLC; Nat Bottigheimer; Fitzgerald & Halliday; LPM Strategies; and Civic Eye Collaborative

**Looney Ricks Kiss (Princeton, New Jersey)** with Vanasse Hangen Brustlin, Inc.; 4Ward Planning LLC; and Timothy Haahs & Associates, Inc.

**The RBA Group, Inc. (Parsippany, New Jersey)** with Regional Plan Association; Maser Consulting; Level G Associates LLC; and 4Ward Planning

**CONTRACT NO. 13-012 – VERTICAL TRANSPORTATION – 3 FIRMS**

**Lerch Bates (Maplewood, New Jersey)** with Sowinski Sullivan Architects, PC; AmerCom Corporation; SJH Engineering, PC; and JCMS, Inc.

**Vertacan, LLC (North Bergen, New Jersey)** – a certified DBE firm

**VTX, a Gannett Fleming Company (New York, New York)** with Sowinski Sullivan Architects, PC; SJH Engineering, PC; JCMS, Inc.; Naik Consulting Group, PC; AG Consulting Engineering, PC; and Matrix New World Engineering, PC

**CONTRACT NO. 13-040 – ACCESS LINK – 2 FIRMS**

**KFH Group, Inc. (Bethesda, Maryland)** with Thomas Procopio

**Nelson\Nygaard Consulting Associates, Inc. (Boston, Massachusetts)** with Demand Trans Solutions and RLS & Associates, Inc.

EXHIBIT B

**CONTRACT AND TASK LIMITS  
(By Discipline)**

<b>Contract No.</b>	<b>Discipline</b>	<b>Task Limit</b>	<b>Contract Limit (per firm)</b>
13-009	Community Transportation	\$ 350,000	\$ 1,000,000
13-011	Transit-Friendly Planning, Land Use and Development	\$ 400,000	\$ 1,500,000
13-012	Vertical Transportation	\$ 400,000	\$ 2,000,000
13-040	Access Link	\$ 350,000	\$ 1,000,000

**ITEM 1305-22: SUPER BOWL 48: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR TRAVEL DEMAND FORECASTING**

**BENEFITS**

NJ TRANSIT has an on-going need for consultant services in various planning and engineering disciplines. The volume of work increases and decreases in response to needs and available funding and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is rarely cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts, thus minimizing the time and cost needed to initiate and complete work. Contracting with a limited number of consultants also provides a greater measure of control over the work being performed.

Super Bowl 48 is expected to generate more than \$500 million in economic activity for the New Jersey and New York region, providing an immediate benefit to area businesses and creating a lasting legacy for the region. Super Bowl events will take place throughout the region near transit hubs and on Super Bowl Sunday many will arrive at MetLife Stadium by train and bus. With the emphasis on public transportation, NJ TRANSIT is taking the necessary steps to ensure a seamless travel experience for visitors and minimize any disruption to NJ TRANSIT's daily customers. The stakes for the State of New Jersey for a successful outcome and positive visitor experience are high, given the economic benefits and legacy for future events, and the national and international reputation of the State as a place to do business.

**ACTION (Scorecard: Corporate Accountability)**

Staff seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with AECOM Technical Services, Inc. of Newark, New Jersey, for NJ TRANSIT Contract No. 13-008A for technical assistance related to Super Bowl 48 in the total amount of \$1,200,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$54,750,000, subject to the availability of funds. The maximum task order and contract limits for this contract (\$400,000 and \$2,000,000, respectively) previously approved for this contract will not apply to tasks related to Super Bowl 48.

**PURPOSE**

AECOM is currently providing assistance with the first phase of work: preparation of a comprehensive plan for transit services that will ensure a seamless travel experience for both visitors and regular commuters during Super Bowl 48 week; organizing a peer review of the plan with national and international experts; and vetting the plan with various stakeholders. In the second phase, AECOM will continue to update and modify the plan, incorporating feedback from peer review panelists; maintain a risk register and

corresponding contingencies; and facilitate tabletop and field exercises to test the plan elements.

The total authorization for the 2012 Task Order Consultant Contracts Program is now \$54,750,000: \$32,050,000 for non-Superstorm Sandy tasks, \$21,500,000 for Superstorm Sandy tasks and \$1,200,000 for Super Bowl 48 tasks.

## **BACKGROUND**

### History

In 1992 staff requested and the Board authorized the first task order contracts for environmental services, architecture and engineering design, and bridge and structural engineering design. Based on the success of these contracts, the Board authorized subsequent contracts for these services as well as adding task order contracts for facility and site planning/conceptual engineering, market research, transit demand modeling and analysis, bus and rail service planning, construction management services, site planning and engineering, transit-friendly general planning, public transit planning, and vertical transportation services.

### Justification

The AECOM team offers extensive mega-events experience, including transportation professionals who have provided planning and logistics for Olympic Games, World Cup Soccer, and other international events. AECOM will ensure lessons learned from these events are factored into the ongoing planning effort and appropriate contingencies are developed for weather events, mechanical incidents, public safety concerns and other scenarios. AECOM is currently under contract with NJ TRANSIT through the 2012 Task Order Consultant Contracts Program Travel Demand Forecasting discipline.

### Procurement

The NJ TRANSIT Board of Directors authorized contracts for Procurement One in October 2012 (Item No. 1210-48) and for Procurement Two in December 2012 (Item No. 1212-61). The contract with AECOM for Travel Demand Forecasting services was included in the December 2012 authorization.

In March 2013, the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for five consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$13,000,000 for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1303-06). In April 2013 the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for six consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$8,500,000 for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1304-12). As a result, the overall authorization for the 2012 Task Order Consultant Contract Program is now \$53,550,000.

Due to the immediate need for firms to provide construction management services on projects related to Superstorm Sandy recovery, the NJ TRANSIT Board of Directors

authorized contracts for Construction Management Services consultants at the April 2013 Board Meeting (Item 1304-14). The remaining four disciplines in Procurement Three: Community Transportation; Transit-Friendly Planning, Land Use and Development; Vertical Transportation; and Access Link were approved in May 2013 (Item 1305-21).

The contract with AECOM is assigned a 20 percent DBE goal.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS**

**Requested Authorization:**

AECOM Technical Services, Inc. \$ 1,200,000 (Super Bowl 48)  
(Contract No. 13-008A)

**Total Authorization:** \$ 54,750,000 (2012 Task Order Consultant  
Contracts Program)

**Total Project Cost:** \$ 54,750,000 (Total 2012 Task Order Consultant  
Contracts Program)

**Projected Date of Completion:** July 2016

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund  
SFY2014 Operating Budget

**DBE/SBE Goal:**

AECOM Technical Services, Inc. 20% DBE

**NJ Build Amount:** None

**Future Related Authorizations:** None

**Impacts on Subsequent**

**Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to improve and expand its transportation facilities; and

**WHEREAS**, NJ TRANSIT is developing a comprehensive plan for transit service that will ensure a seamless travel experience for both visitors and regular commuters throughout Super Bowl 48 week; and

**WHEREAS**, specialized expertise in mega-events planning is needed to assist NJ TRANSIT and other transportation agencies throughout the region; and

**WHEREAS**, AECOM Technical Services, Inc. is currently under contract to NJ TRANSIT following the completion of a competitive procurement process; and

**WHEREAS**, the AECOM team offers extensive mega-events experience in providing planning and logistics for Olympic Games, World Cup Soccer and other international events;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with AECOM Technical Services, Inc. of Newark, New Jersey, for NJ TRANSIT Contract No. 13-008A for technical assistance related to Super Bowl 48 in the total amount of \$1,200,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$54,750,000, subject to the availability of funds. The maximum task order and contract limits for this contract (\$400,000 and \$2,000,000, respectively) previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to Super Bowl 48.

**ITEM 1305-23: NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT**

**BENEFITS**

The Northern Branch Rail Corridor project will reintroduce passenger rail service in eastern Bergen County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic and help meet long-term air quality and emissions reduction goals. The restoration of Northern Branch passenger rail service will provide a public transit alternative in areas underserved by the roadway network.

The Draft Environmental Impact Statement (DEIS) included the analysis of two alternatives: Light Rail to Tenafly North and Light Rail to Englewood Route 4. As a result of the comments received from governmental agencies and the public after the publication of the DEIS, staff is proposing to advance a modified alternative, terminating at Englewood Hospital, to the Final Environmental Impact Statement (FEIS), as shown on Exhibit A.

**ACTION (Scorecard: Customer Experience)**

Staff seeks authorization to amend NJ TRANSIT Contract No. 95CR062 with Jacobs Engineering, Inc. of Morristown, New Jersey, for additional work to complete the Final Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$12,487,032, subject to the availability of funds.

**PURPOSE**

NJ TRANSIT is working with the Federal Transit Administration (FTA) to complete the Environmental Impact Statement and obtain a Record of Decision from the FTA. Once a Record of Decision has been issued, the project can proceed to final design and construction.

The current professional services contract with Jacobs Engineering, Inc. (formerly Edwards and Kelcey, Inc.) would be amended to provide support to complete the Final Environmental Impact Statement in accordance with National Environmental Policy Act (NEPA) regulations.

The consultant services contract, authorized by the NJ TRANSIT Board of Directors in December 1995, was originally awarded to Edwards and Kelcey, Inc. (now Jacobs Engineering, Inc.) through a competitive procurement process for consultant services for the preparation of the Environmental Impact Statement.

## BACKGROUND

### Project History

In 1994, NJ TRANSIT completed a planning study of the West Shore Line to re-examine earlier service restoration proposals. The study recommended a concept involving a single-track line with passing sidings, separate from the freight service, with service extending from Hoboken and Secaucus Transfer to West Nyack, New York. Bergen County expressed interest in evaluating restoring passenger service on other lines as well.

In 1995, the NJ TRANSIT Board of Directors approved a contract with Edwards & Kelcey, Inc. to evaluate transit service alternatives which would be operated in the West Shore and related rail corridors (Northern Branch and NYS&W Passaic-Bergen) in Bergen County. NJ TRANSIT's West Shore Region MIS/EIS examined three rail corridors as candidates for major investment: West Shore; the Northern Branch; and the New York Susquehanna and Western Railway (NYS&W). The scope of work included demand forecasting, station site evaluation, operational and physical facilities planning, conceptual design of project elements, preliminary engineering, public participation, and environmental assessment. In 1997, the Board of Directors approved a contract amendment for the extension of the study area to West Haverstraw, New York.

In December 1999, the *West Shore Region MIS/DEIS Study Alternatives Analysis Report* was released. The report detailed the wide range of preliminary alternatives that had been proposed in the three rail corridors and the screening process that resulted in a recommendation to advance a commuter rail line on the West Shore alignment via the Meadowlands Sports Complex from Hoboken Terminal to West Nyack, New York; an electric light rail line on the NYS&W Bergen-Passaic alignment from Hoboken Terminal to Maywood near Route 17; and an electric light rail line on the Northern Branch alignment from Hoboken Terminal to Tenafly.

The Federal Transit Administration (FTA) directed NJ TRANSIT to evaluate each of the corridors in a separate National Environmental Policy Act (NEPA) action. The Northern Branch corridor was advanced as an extension of the Hudson-Bergen Light Rail (HBLR), then under construction, from 85<sup>th</sup> Street in Hudson County to the Tenafly/Cresskill border. Work proceeded on refining the demand forecasts, preliminary engineering, and environmental evaluations of the impacts of constructing a single-track light rail system adjacent to a new single-track freight service. In July 2003, an internal review draft Draft Environmental Impact Statement (DEIS) was submitted to NJ TRANSIT by Edwards and Kelcey. Additional analyses were also undertaken to address the impacts of constructing a two-track light rail system with temporal separation of the freight and passenger rail services.

In 2004, NJ TRANSIT introduced the Tri-County Rail Plan, which presented a strategic blueprint for phasing new transit projects in Bergen, Passaic, and Hudson Counties. The plan recommended the Northern Branch and Passaic-Bergen projects as initial

segments of lines that would have potential to operate to Penn Station New York once the Access to the Region's Core (ARC) Tunnel under the Hudson River was completed. Under this plan, Northern Branch service would be introduced as diesel-multiple-unit (DMU) service and later be converted to commuter rail service.

In June 2005, the Board of Directors authorized an amendment to the consultant contract to undertake the work required for a DEIS for the DMU service (and not electric light rail) on the Northern Branch Corridor as well as additional work on the West Shore corridor. The consultant updated the analyses previously undertaken, including new demand forecasting and preliminary engineering for a two-track DMU system extending from the northern terminus of the HBLR at Tonnelle Avenue in North Bergen in Hudson County to Tenafly in Bergen County. The consultant work culminated in a second draft DEIS, dated October 2006, for the DMU service to Tenafly.

In response to the public outreach effort, in April 2007 the Board of Directors again authorized an amendment to the consultant contract for additional analysis for four Build Alternatives – DMU service to Tenafly, DMU service to Englewood Route 4, electric light rail service to Tenafly, and electric light rail service to Englewood Route 4. These analyses included the development of new service plans, ridership forecasts, cost estimates, and traffic analysis. The work resulted in a third draft DEIS dated May 2008 for the four Build Alternatives, which was submitted to the FTA for comment in June 2008. This document was the first one to be submitted to the FTA for comment.

In July 2009, FTA provided comments on the May 2008 draft DEIS. During the FTA review period, staff continued to meet with Bergen County and the corridor municipalities to present the project alternatives. During that time, modifications to the proposed service were developed, including a change to the location of the Leonia Station parking area. Also in July 2009, NJ TRANSIT announced Light Rail to Tenafly as the agency's Preferred Alternative.

Staff and the consultant continued to work on addressing FTA's comments as well as incorporate the Preferred Alternative into the document. Several drafts were submitted to the FTA for comment, culminating in a final draft that eliminated the evaluation of the two DMU alternatives on the basis that the technology was no longer available. In November 2011, FTA approved the DEIS document for publication.

A Notice of Availability was published in the *Federal Register* on December 23, 2011 and on January 13, 2012. Public Hearings on the DEIS were held on January 24, 2012 in Tenafly and on January 26, 2012 in Englewood; the comment period on the document closed on February 21, 2012.

#### Comments on the Draft Environmental Impact Statement

Comments were received at the Public Hearings, both orally and written on comment cards; through the mail; and through the Northern Branch Corridor project website ([northernbranchcorridor.com](http://northernbranchcorridor.com)). Approximately 1,100 comments were received from government agencies, residents and business owners in the Corridor communities, and

other interested entities. The major issues cited in the comments included the frequency of the service and its impact on traffic and noise as well as emergency services; safety concerns due to street crossings; impacts to real estate values; and general quality-of-life issues. Several municipalities requested that the location of stations be re-evaluated due to development changes that have occurred since the inception of the Northern Branch Corridor Project. Specific issues were addressed by the Borough of Tenafly, the Borough of Leonia, the City of Englewood, and the freight railroads.

- **Borough of Tenafly**  
The Borough of Tenafly Mayor and Council, as well as a large majority of citizens who commented on the project, stated their opposition to the project. The primary reason cited for the opposition was the impacts to safety – the light rail line would bifurcate the Borough, causing delays to traffic at the intersections near the grade crossings as well as to responses by emergency services, which are located on the west side of the corridor, to the residential and business areas on the east side of the corridor. Also cited were concerns regarding noise resulting from horn blowing at the grade crossings as well as whistle blowing at night for the freight trains. The Mayor and Council also stated that the lack of a one-seat ride to New York City was a negative impact.
- **Borough of Leonia**  
The Borough of Leonia requested that the location of the station parking be re-evaluated. The station parking has been proposed to be developed on the air rights of a private business since the surrounding areas are designated as parkland. Only after publication of the DEIS was it learned that the private business includes a sensitive manufacturing facility. Borough officials have also requested that the number of parking spaces be re-evaluated. Traffic also is a concern since Ft. Lee Road in that area is heavily traveled and subject to congestion during the peak periods.
- **City of Englewood**  
The City of Englewood requested that an alternative be evaluated that terminates at Englewood Hospital rather than at NJ Route 4, as proposed, since the NJ Route 4 alternative does not serve the City's downtown area. The City also requested that the location of the station be reconsidered due to the new Master Plan for the downtown area.
- **Freight Railroads**  
CSX and the New York Susquehanna & Western Railroads are the property owners and operators of the North Bergen Yard at the southern end of the Northern Branch Corridor. Both Railroads have expressed concern about the operation of the light rail line through the active freight yard. The Railroads requested a re-evaluation of the alignment through the North Bergen Yard.

Procurement

On March 23, 1995, NJ TRANSIT advertised a Request for Proposals (RFP) for the West Shore Corridor Environmental Impact Statement. The Technical Evaluation Committee (TEC) was comprised of both NJ TRANSIT and Bergen County staff. Five firms submitted proposals, which were received on April 25, 1995. On May 15 and 16, 1995, four firms made oral presentations to the TEC, which selected the consultant team led by Edwards and Kelcey, Inc. (now Jacobs Engineering, Inc.)

Scope of Work

Authorization of this contract amendment will allow for consultant work to address all of the comments received on the DEIS document. The project team will meet with the Corridor municipalities as well as the freight railroads to identify changes to station and parking locations and the alignment through the North Bergen Yard to address issues cited in the comments. The project team will also meet with FTA staff to determine how these changes should be presented in the Final Environmental Impact Statement (FEIS).

The consultant will update the analyses to reflect changes to station and/or parking locations as well as a new terminus at Englewood Hospital. Upon completion of the analysis update, a draft FEIS document will be prepared for FTA review and publication. The consultant will support NJ TRANSIT in the publication and distribution of the FEIS document. The scope of work assumes one review of the document by the FTA.

This item has been reviewed and recommended by the Board Capital Planning, Policy and Privatization Committee.

**FISCAL IMPACTS**

**Requested Authorization:** This Authorization \$ 3,000,000 + 5% contingency  
Total Authorization \$ 12,487,032

**Total Project Cost:**  
Northern Branch EIS \$ 9,320,000  
(since June 2005)

**Projected Completion Date:** 2015 (Record of Decision)

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund

**DBE/SBE Goal:** 35% DBE

**NJ Build Amount:** NA

**Related/Future Authorizations:** Authorization to complete preliminary engineering, land acquisition, final engineering, construction, construction management, and construction assistance

**Impacts on Subsequent Operating Budgets:** NA

## RESOLUTION

**WHEREAS**, NJ TRANSIT is working to improve the quality and expand the availability of the public transit system to make it the preferred choice for travel in New Jersey; and

**WHEREAS**, the Northern Branch Rail Corridor project will introduce rail service in eastern Bergen County to improve regional mobility, mitigate traffic congestion, and foster economic investment; and

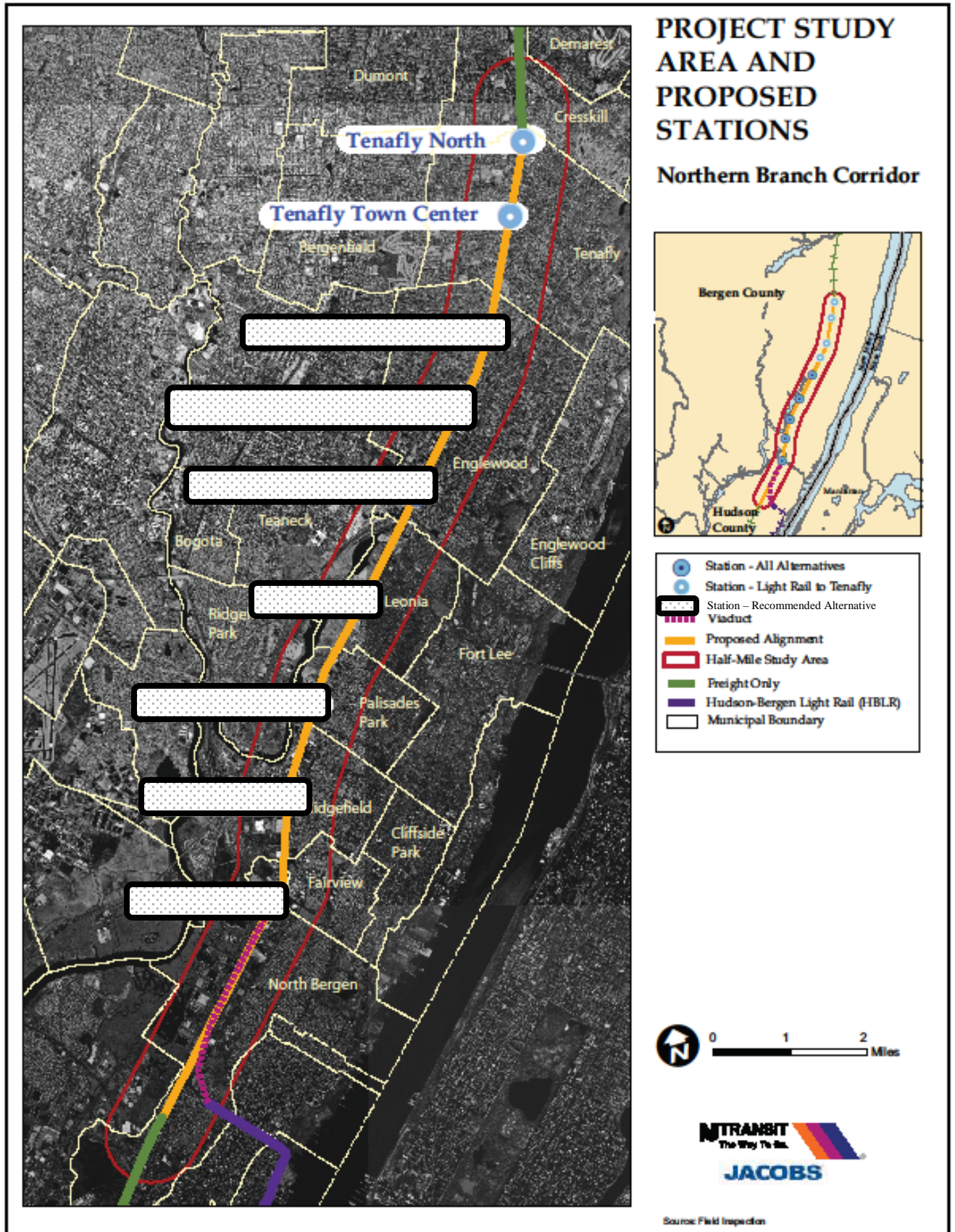
**WHEREAS**, as the result of the comments received on the Draft Environmental Impacts Statement, a modified alternative terminating at Englewood Hospital is proposed for advancement to the Final Impact Statement; and

**WHEREAS**, the modified alternative requires additional analyses to address the environmental impacts; and

**WHEREAS**, NJ TRANSIT previously contracted with Jacobs Engineering Group, Inc. (formerly Edwards and Kelcey, Inc.) to undertake the environmental impact analysis for the Northern Branch as part of the West Shore Region environmental studies; and

**WHEREAS**, the current consultant service contract contains an option for the completion of the Final Environmental Impact Statement for the Northern Branch Rail Corridor;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 95CR062 with Jacobs Engineering, Inc. of Morristown, New Jersey, for additional work to complete the Final Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$12,487,032, 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 contract negotiations and attorney-client, litigation and personnel matters; 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.