

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

December 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, December 11, 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, December 11, 2013.

Present:

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

James Weinstein, Executive Director
Joyce J. Zuczek, Acting Board Secretary
Penny Bassett Hackett, Acting Assistant Executive Director, Communications & Customer Svc.
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
Aamir Marvi, Acting Auditor General
Michael Gonnella, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:10 a.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Zuczek announced Board Members Finkle and Greaves were 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 November 13, 2013 Board Meeting. A motion was made by Board Member Shevell seconded by Board Member Finkle and unanimously adopted.

Public Comments on Agenda Items and Other Matters

There were six 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.

Steve Thorpe said he hopes the "Acting" part of the Acting Board Secretary's title is removed soon and expressed his appreciation to Acting Board Secretary Zuczek for emailing him the monthly agenda in a timely manner.

Mr. Thorpe said he was continuing to ask for quiet cars for off-peak trains. He said there was an interesting article last month about the quiet cars in *Inside Jersey*, the magazine that comes with

The Star Ledger. Mr. Thorpe said it appears the quiet cars are widely accepted during peak hours and if something could be done to implement them during off-peak hours, he would greatly appreciate it.

Mr. Thorpe would like to know if anything is being done to investigate the feasibility of reintroducing the round trip off-peak fare. He also congratulated NJ TRANSIT for the *MyTix* program for rail. Mr. Thorpe said he thinks it is great that a customer can just punch up a ticket on a smartphone.

Mr. Thorpe said it seems like it is taking a long time to finish the Newark Penn Station Platform E project and asked why it is taking so long. He said trains tend to back up there because there is currently only room for one train, instead of allowing for the staging of two to three trains. Mr. Thorpe asked how long that part of the project will take.

Mr. Thorpe said he is very happy about the e-cigarette policy which bans the use on station platforms, in stations, and on trains. Mr. Thorpe said a few months ago, there was talk of gaining WiFi at stations. He said he checked at Hoboken and Secaucus and neither had WiFi for public use. Mr. Thorpe also said the bathrooms in Hoboken Station reopened and they look very clean and nice.

Chairman Simpson asked Acting Board Secretary Zuczek to make sure the speaker gets an appropriate response and Acting Board Secretary Zuczek confirmed that it would be done.

Murray Bodin said after 80 years, he finally realized the way he has been doing things hasn't been quite right. He said he needed to find a symbol of saying they cannot think that way anymore. Mr. Bodin said what it came down to is the color of fire engines.

Mr. Bodin said historically fire engines have been red, but the yellow ones are easier to see and get in fewer accidents. He said the color of trucks, fire engines and tow trucks have been transitioning to bright yellow because it is safer and they get in fewer accidents. Mr. Bodin said because of tradition, some cities keep the unsafe red fire engines instead of getting the safer yellow fire engines. He said a transition in thinking about what is needed today is extremely difficult.

Mr. Bodin discussed how tradition is embedded in society and how it impacted the accident in Texas last year where the train ran into a trailer and the airline crash in California. He said the cockpit is the same as it was in 1955 with a lot of information that is not needed. Mr. Bodin said the crash occurred because the pilots did not realize they were falling slowly. He said that is because there is a lot of irrelevant information there instead of one display showing air speed. Mr. Bodin said this is an example of the red fire engines issue.

Mr. Bodin said NJ TRANSIT is doing a good job providing information to the rider quickly. He said NJ TRANSIT is a leader in that field and other agencies are following the information NJ TRANSIT is providing. Mr. Bodin said he is looking for someone interested in transitioning to the next generation because the way he has been doing it for a while has not been successful.

Mr. Bodin said there are a lot of people at NJ TRANSIT that have helped him and taught him a lot. He thanked everyone for helping him and educating him in a way that made it possible to understand the problem the way he does now. Mr. Bodin thanked the staff. He said he has

learned from staff throughout NJ TRANSIT's system and not just the staff working at headquarters.

David Peter Alan said on behalf of the Lackawanna Coalition, he thanked NJ TRANSIT's Board for the kind tribute to their late colleague Jim Raleigh last month. He said they appreciated the remarks of Chairman Simpson and Executive Director Weinstein, and they look forward to posting them on their website and publishing them in their newsletter, the *Railgram*.

Mr. Alan said before he turned to the agenda items, he wanted to talk about fares. He said they agree with Chairman Simpson's statements at several NJ TRANSIT Board Meetings that the off-peak rail fares should be restored. Mr. Alan said the last time fares were increased was shortly after Governor Christie was elected, and now he has just been reelected they are concerned that there will be another fare increase soon. He said as the official representatives of the riders on the Morris & Essex, Gladstone and Montclair-Boonton Lines, they request the opportunity to meet with managers at NJ TRANSIT who have line authority for setting fare and service policies.

Mr. Alan said timing is important. They believe that the easiest way to restore a discounted off-peak fare is to refrain from raising off-peak fares when peak-hour and commuter fares are increased. He said any calculations of the effects of specific fare levels must occur before a formal proposal is announced.

Mr. Alan said the last fare increase was high for commuters and peak-hour riders with a 25 percent increase. He said the increase for off-peak rail riders was massive and unprecedented with a 47 percent increase and as high as 64 percent in some fare zones.

Mr. Alan said times have changed since the current fares were implemented. He said in 2010, it was NJ TRANSIT policy to encourage riders to go to New York Penn Station during peak commuting hours to justify the massive expense that would have been required to build the deep-cavern terminal that had been part of the former ARC Project. Mr. Alan said now that the project has been cancelled, it is necessary to reverse that policy and encourage riders to either ride at off-peak hours or go to Hoboken instead of New York Penn Station. He said these goals can be accomplished with sensible fare and services policies that will encourage these sorts of riding behavior. Mr. Alan said off-peak fares will make rail competitive with automobile use when traffic is not excessive, and will also induce some riders to take the train during off-peak hours when there is plenty of available capacity.

Mr. Alan said the Lackawanna Coalition calls for the restoration of a significant discount for off-peak riders, and they suggest restoring the historic 25 percent discount. He said they also call for extending currently low Hoboken fares for Newark Division riders to Hoboken Division riders as well. Mr. Alan said they suggest NJ TRANSIT adopt the New York practice of an off-peak one-way fare, rather than the confusing former off-peak round trip fare. He said, as the representatives of the riding public, they look forward to discussing these issue with persons of appropriate authority at NJ TRANSIT.

Mr. Alan said he and Lackawanna Coalition's Vice Chair John Bobson submitted a letter of transmittal endorsing a proposal they discussed, at their last meeting, for a one-seat ride from New York Penn Station to the Super Bowl game. He said they are dismayed that they have

heard no official response. Mr. Alan said they really believe this is something that has to be discussed soon.

Mr. Alan said he can't comment on some of the expenditures on the agenda because the public does not have enough information to comment intelligently, but there is one that struck him. Mr. Alan said the proposed grant over \$29 million to the contractor on the River LINE for the year amounts to \$10.29 per rider, using the Fiscal Year 2013 figure of 2.86 million trips. He said that is almost seven times the base fare. Mr. Alan said it appears that the River LINE is a relatively inexpensive operation, and that there should be ways to operate the line less expensively in-house.

Mr. Alan concluded his remarks with mention of one issue in his personal capacity. He said as a member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), he knows the importance of special transportation services for seniors and persons with disabilities. Mr. Alan said he is concerned that the material pertaining to those services was not presented or discussed at a SCDRTAC meeting. He admitted he missed the September meeting because he was at Jim Raleigh's funeral. Mr. Alan requested that in the future issues relating to transportation for senior citizens and persons with disabilities be shared with SCDRTAC before they are submitted to the Board, so NJ TRANSIT can have the benefit of what they might have to say.

Orrin Getz said the New Jersey Association of Rail Passengers would like to congratulate NJ TRANSIT for its response to their summer suggestions to improve the state of cleanliness of the restrooms in NJ TRANSIT's concourse in New York Penn Station. He said they are pleased that according to a November 16, 2013 *Newark Star Ledger* article NJ TRANSIT is planning to completely rebuild these facilities. Mr. Getz said rather than performing an in-kind rehabilitation of these restrooms at their present locations, they believe it is appropriate to enlarge the physical space by expanding them into the adjacent seating areas that accompany these facilities.

Mr. Getz said given the volume of traffic generated by NJ TRANSIT riders, the current arrangement of toilets and urinals are clearly inadequate to handle the current needs. He suggested the current rehabilitation project presents the perfect time to expand the facilities. Mr. Getz said the seating area can be moved to the unused concourse space adjacent to the elevator entrances for Tracks 1 to 6. Mr. Getz said a visual observation readily confirms that there is sufficient unused concourse footage available and as a contingent benefit, the ticket machines at the end of the concourse, now available but seldom used by the traveling public, could be used to a greater degree. He said by accepting their proposal, NJ TRANSIT will make a demonstrable improvement, not only to the capacity and usefulness of the restrooms, but also provide a larger seating area to its customers.

Mr. Getz said he also wanted to add his own additional comments on several issues. He said he attended the November 14, 2013 New York Metropolitan Transportation Council (NYMTC) Program, Finance and Administration Committee meeting. He said NJ TRANSIT has a representative that is supposed to show up at these meetings. Mr. Getz said unfortunately at many of these meetings, the NJ TRANSIT representative does not show up. Mr. Getz asked Chairman Simpson to look into why the representative from NJ TRANSIT does not show up and to possibly help get the representative to show up at these meetings.

Mr. Getz said one of the things that came up at the last meeting was an excellent presentation by Drew Galloway regarding the Northeast Corridor and the problems in the Northeast Corridor. Mr. Getz strongly recommended NJ TRANSIT invite Mr. Galloway to one of their meetings to give the presentation. He said one of the things Mr. Galloway clearly brought out was that the flood waters of Superstorm Sandy had gotten into the tunnels. Mr. Getz said it is ongoing even though one of the tunnels is closed for maintenance every weekend. He said this is a serious problem and it says they need to expedite the construction of a new tunnel as quickly as possible. Mr. Getz said he thinks NJ TRANSIT should hear this from Amtrak directly and understand the impact of what has to be done.

Mr. Getz said another thing he would suggest simultaneously is that New York City did an excellent report on the extension of the Number 7 train out to Secaucus. He said it could be done and it does not exclude the Amtrak Gateway Project. Mr. Getz said NJ TRANSIT should look into this also.

Mr. Getz said he knows Board Member Shevell has been very concerned about the congestion at the Port Authority Bus Terminal. He said Board Member Shevell is absolutely right. He said that it could be a great advantage if some of these passengers could be diverted to Secaucus, where they could catch the subway. Mr. Getz said he has used the Port Authority Bus Terminal and seen a lot of people get off at the Port Authority Bus Terminal, walk over to the Number 7 train at Times Square, and catch it to go east. Therefore, he thinks if this could be done at Secaucus it could be a great advantage. Mr. Getz said he thinks NJ TRANSIT really has to look into this project seriously and see if it is a worthwhile project, and possibly move ahead with it, in addition to the Gateway Project.

Chairman Simpson asked Executive Director Weinstein whether NJ TRANSIT has a representative for the New York Metropolitan Transportation Council. Executive Director Weinstein said he is not aware that they have an NJ TRANSIT representative, but he is not going to dispute what Mr. Getz said. Executive Director Weinstein explained that the New York Metropolitan Transportation Council is the Metropolitan Planning Organization for New York. Executive Director Weinstein said he and Chairman Simpson sit as voting members on a New Jersey Metropolitan Planning Organization, North Jersey Transportation Planning Authority. He also said Drew Galloway provided the North Jersey Transportation Planning Authority with the same presentation.

Gary Kazin said he boards the train at Denville and at 2:00 pm on December 10, 2013, the temperature was 25 degrees and the heaters in the station shelter did not work at all. He said on the morning of December 11, 2013, the temperature was 21 degrees and two of the heaters managed to turn on. Mr. Kazin said he doesn't know if there is a thermostat on it, but there needs to be some work done on it.

Chairman Simpson asked that the issue be noted and have an electrician take care of it.

Mr. Kazin said on Wednesday, December 4, 2013 at 9:10 pm he was in Bloomfield on the Montclair Branch, waiting for train 1087 and it was 10 minutes late. He said the public address system was silent throughout the 20 minutes he was in the station and did not announce anything. Mr. Kazin said when he got home he had an email stating the connecting train from New York was late because the Portal Bridge was open. He said it would have been nice if

there was an announcement at the Montclair Branch stations so they knew how long they would be waiting.

Mr. Kazin said he had a schedule question. He said train 6662 leaves Dover at 5:20 pm and makes most stops to Penn Station New York but does not make a very important stop at Newark Broad Street. Mr. Kazin said previously the train stopped at Newark and this changed in October. He said the result is people traveling to Newark have a 15 minute wait at Summit for a local train from Gladstone. Mr. Kazin said he knows NJ TRANSIT is trying to get the train to New York Penn Station for the next trip but he asked whether the train can start at Dover five minutes earlier so it can stop at Newark.

Chairman Simpson asked that staff looks into it. He also suggested since everyone loves Acting Board Secretary Joyce Zuczek, that they should contact her so it does not take up time at the Board Meeting. Chairman Simpson said they can speak at the Board Meeting if NJ TRANSIT does not respond appropriately.

Board Member Shevell said he agrees with Orrin Getz about the situation going into New York through the Lincoln Tunnel. He said it takes a minimum of one hour to get through the Lincoln Tunnel between 3:00 or 3:30 pm and 8:00 pm and the congestion is beyond anyone's wildest dreams. Board Member Shevell said he has been on the Board for over 19 years and he cannot believe the Board and NJ TRANSIT cannot come up with a solution.

Board Member Shevell said it is a horrible situation. He said people sit in there smelling the fumes and it continues to get worse with more cars, vehicles and trucks. He said he thought he had a solution with parking the buses on 40th Street in an area they had been repairing for five years and nobody used it. Board Member Shevell said now it is repaired but they still find every excuse why it cannot be used. He said Secaucus is an alternative. Board Member Shevell said he is sure there is a way to mitigate the issue more than has been done during his term, even if it may not solve the problem.

Chairman Simpson said there is a new administration coming into New York City and asked Executive Director Weinstein to take up the issue regarding innovative solutions around the Port Authority Bus Terminal in conjunction with the Port Authority of New York and New Jersey and the New York City Department of Transportation.

Joseph Clift said he wanted to recognize the efforts of Acting Board Secretary Joyce Zuczek and her staff, especially Meghan Clark Umukoro, and other NJ TRANSIT staff for the fine job recognizing the advocacy efforts of James T. Raleigh. He said he especially appreciates the kind words from both Chairman Simpson and Executive Director Weinstein. Mr. Clift said they are very much appreciated by the rail advocacy community.

Mr. Clift said he wanted to focus NJ TRANSIT's Board on getting back to its primary role as NJ TRANSIT's long-term strategy-making body. He said this means looking beyond important near-term issues, including Super Bowl planning and rollout, Sandy recovery efforts and Metro-North's tragic accident that raises the question of where else there are speed-restricted locations unprotected by automatic speed control.

Mr. Clift said the Board can and must focus on improvements in Trans-Hudson mobility for NJ TRANSIT riders. He believes this is the number one strategic issue facing NJ TRANSIT that

can be accomplished in the next four years, the extension of time given by New Jersey voters to the current gubernatorial administration.

Mr. Clift said he is talking about NJ TRANSIT initiated Trans-Hudson mobility improvements that will fit into Amtrak's Gateway proposal, which currently has a 10 to 15 year plan with an unfunded price tag in excess of \$13 billion. He said this time frame works for Amtrak, but not NJ TRANSIT. He said Amtrak can increase seating capacity by 80 percent simply by lengthening their trains.

Mr. Clift said NJ TRANSIT has three issues that cannot wait for Amtrak's Gateway schedule to solve them: 1) poor reliability of peak period service into and out of New York; 2) no one-seat ride into New York for all Raritan Valley and Bay Head-Elberon New Jersey Coast Line riders and he pointed out tax payers have invested \$422 million in dual power locomotives and deserve to see a return on it; and 3) peak ridership growth that will eventually outstrip NJ TRANSIT's 20 peak hour slots into New York.

Mr. Clift believes the solution is Board direction to NJ TRANSIT staff to begin immediate priority planning and design of: 1) a third trans-Hudson single-track tunnel, utilizing ARC DEIS planning and design work; and 2) the Hunter flyover needed for unconflicted Raritan Valley train movement into New York.

Mr. Clift said there are funds available now to do the work in the next four years. He said there is \$378 million in discretionary Northeast Corridor improvements funding in the Fiscal Year 2014 Transportation Capital Program. Mr. Clift said additionally there is more than \$500 million in NJ TRANSIT Sandy resiliency funding. He said federal approval was granted to New York to spend \$185 in Sandy resiliency funds for a "tunnel box" between 10th to 11th Avenues and this makes this type of use possible. Mr. Clift said additional funding sources are the New York Metropolitan Transportation Authority Sandy resiliency funds, Amtrak participation and Port Authority capital funds.

Mr. Clift said what is needed is strategic vision, followed by the will to do this work efficiently. He said he believes both can be supplied by the NJ TRANSIT Board of Directors. Mr. Clift said no other strategic initiative is more important.

Board Member Comments

There were no Board Member comments.

Advisory Committee Report

Suzanne Mack said it was nice to see Board Member Shevell present and expressed her wishes for happy holidays. She said the Advisory Committees had a successful joint meeting in Trenton on Friday, December 6, 2013. Ms. Mack thanked Executive Director Weinstein for arranging it and senior staff for attending it on a very dreary day to give them presentations. She said Joyce Gallagher updated them on bus, Kevin O'Connor on rail and Chief Trucillo on security and safety issues.

Ms. Mack said it is always interesting to get together with their South Jersey counterparts to see the difference in perspective. She said they were all very engaged in the Super Bowl planning.

Ms. Mack said she was surprised by how it led to how sad the South Jersey people are not to be in North Jersey for the Super Bowl. She said the South Jersey people lamented the fact that no arrangements had been made to get them into North Jersey for the Super Bowl. Ms. Mack said she kept saying, do you think you could get a ticket?

Ms. Mack said she promised she would raise it at the Board Meeting that a lot of Super Bowl planning is focused on North Jersey. She said NJ TRANSIT has a well oiled team getting ready for the Super Bowl and planning is taking over a lot of their time. Ms. Mack said their efforts result in not only the planning for the Super Bowl but also station improvements such as extending platforms, which will benefit New Jersey over the long term.

Ms. Mack thanked Board Member Finkle for participating with them. She said they really appreciate the participation of a board member at that type of an event.

Ms. Mack said there were also a lot of questions regarding the accident in New York and NJ TRANSIT's positive train control efforts. She said it is good to understand the intricacies relating to the safety issues.

Ms. Mack said they were not aware of the potential for a fare increase. She said the Lackawanna Coalition's efforts to look at the off-peak period fares are very timely and the Advisory Committees would like to help with that.

Ms. Mack said although they did not have a specific presentation on the ADA board item, they did have a presentation last month when they were in North Jersey regarding the ADA services. She said they are truly convinced the paratransit program NJ TRANSIT is running is so vital to New Jersey as people continue to age and they hope the Board will move forward with the board item.

Senior Citizen and Disabled Resident Transportation Advisory Report

Mary Ann Mason, Chairwoman of the NJ TRANSIT Senior Citizen and Disabled Resident Transportation Advisory Committee thanked the NJ TRANSIT Board of Directors, Chairman Simpson and Executive Director Weinstein for the opportunity to speak.

Ms. Mason said over the past five years, the Senior Citizen and Disabled Resident Transportation Assistance Program experienced a 45 percent decline in the level of annual funding from \$36,928,000.00 in 2008 to \$20,343,000.00 in 2014. Casino Revenue funding now represents 25 percent of total county system operating budgets, down from 43 percent in 2008.

For the county community transit systems, the loss of funding has resulted in reductions in essential services to medical facilities, employment and educational destinations for older persons, people with disabilities and members of the general public who are not able to use transit and are not eligible for Medicaid and Access Link transportation services. These systems are also the only local public bus service in some suburban and rural portions of the state.

Last June, Ms. Mason reported that the Citizen Advisory Committee has reached out to the 21 county Freeholder Boards to advocate for the use of four alternative sources of funding which have enabled a few counties to supplant the loss of Casino Revenue funding and to provide needed matching funds for federal grant programs.

These include:

- Generating new revenues by becoming a contracted provider for state agency funded transportation including Medicaid;
- Engaging an advertising broker to generate revenues from on-vehicle advertising;
- Bulk purchase of NJ TRANSIT bus and rail tickets where a portion of a trip can be completed by facilitating a connection to a transit station; and
- Implementation of a mandatory fare structure.

With over one-third of the 21 counties now participating in one or more of these alternative revenue programs, an additional \$2 million in annual revenue has been added from these alternative sources to offset the \$15 million annual loss of revenue to the counties. This means however local county budgets have made up more than 80 percent of the losses coupled with some reductions in service.

Ms. Mason said while the new internet gaming revenue will bring replacement funding for some of the losses beginning in Calendar Year 2016, another round of \$2-3 million in annual Casino Revenue reduction is anticipated for Calendar Year 2015. It is not anticipated that the supplemental funding from internet gaming will make up for the loss of annual revenue between 2008 and 2016.

In order to stave the bleeding, the NJ TRANSIT Office of Community Services is working with nine divisions of state government to identify areas where the provision of human service transportation can be reduced by tapping the county community transit systems. By leveraging the transportation investments made in these systems and by filling empty seats on existing vehicle runs (similar to the existing Medicaid program model which is generating net revenues for the participating counties), a win-win of reducing transportation costs for state agencies while increasing net revenues for the counties can be achieved. Ms. Mason thanked Executive Director Weinstein for reaching out to the four New Jersey department commissioners to enlist their participation in this landmark study on increasing the efficient delivery of community transit services.

With a population over the age of 65 projected to nearly double from 2010 to 2030, as well as increasing demand from other transportation dependent persons in areas not served by NJ TRANSIT, the need to retool the community transit systems to prepare to accommodate the rapidly increasing number of residents, particularly those living in rural and suburban areas of the state, who will become dependent on these systems in the future.

In the months ahead the Committee will continue to provide updates on an issue that is not going away and will become increasingly critical given the demographic imperatives.

Ms. Mason thanked the Board of Directors and said she will continue to work with Executive Director Weinstein and NJ TRANSIT staff to maintain these needed services.

Board Customer Service Committee Report

Board Member Flora M. Castillo presented the Customer Service Committee report. The Committee discussed the need to continue the Access Link contract service in Middlesex,

Monmouth and North Ocean counties. Approximately 5200 people live in this service area and there is an average of 625 weekday passenger trips. This important service benefits individuals with disabilities who cannot use the fixed-route service.

Board Capital Planning, Policy & Privatization (CP3) Committee Report

Board Member Flora M. Castillo presented the Capital Planning, Policy and Privatization Committee report. The Committee discussed the contract award for the renovations at Newark Penn Station which would complete the concrete repairs on platform E.

The Committee was also briefed on the platform extension at New Brunswick Station and the River Line Light Rail operate and maintain contract extension.

Board Administration Committee Report

Board Member Myron P. Shevell wished the staff, ridership and everyone else involved with NJ TRANSIT, a very Merry Christmas, Happy Hanukkah and a Healthy and Happy New Year. He said people complain about a lot of things, but they have a wonderful transit system. He said it is not perfect because when dealing with mechanical machines, things happen and go awry. Board Member Shevell said NJ TRANSIT tries to mitigate any issues as quickly as possible.

Board Member Shevell thanked NJ TRANSIT's staff and said they work hard. He said the NJ TRANSIT Police Department does a fabulous job and expressed his gratitude to the employees of the railroad, the buses and other NJ TRANSIT employees, especially those who work in the inclement weather to serve the public. Board Member Shevell said he hopes everyone appreciates the work by NJ TRANSIT's employees and said NJ TRANSIT is one of the best systems in the country.

Board Member Shevell presented the Administration Committee report. The Committee discussed the need to remove and replace underground storage tanks at Hilton Garage and also reviewed the Access Link contracted service item.

Executive Director's Monthly Report

Executive Director Weinstein echoed the Happy Holiday Season wishes to each Board Member and all of the people present at the meeting. He then presented the monthly report:

Super Pass

Executive Director Weinstein said efforts continue to ramp up and prepare for Super Bowl 48, which will make its mark as the first ever Mass Transit Super Bowl this coming February. The goal is to make the travel experience on the NJ TRANSIT system as seamless as possible throughout the entire week of Super Bowl-related events.

Executive Director Weinstein said last Monday, there was an announcement about the launch of Super Pass, a commemorative, unlimited-ride ticket that will speed travel for customers and offer flexibility on the system through Super Bowl week. The Super Bowl Host Committee press conference and the announcement was very well received.

Super Pass is valid for travel on all NJ TRANSIT rail, light rail, bus and Access Link services systemwide, and is available to both Super Bowl guests and current customers. Continuing through January 20, 2014, customers may order Super Pass online at njtransit.com. It features the logos of Super Bowl 48 as well as the New York-New Jersey Super Bowl Host Committee and will offer customers significant savings compared to the cost of purchasing tickets for multiple trips over the course of the week, whether customers are attending Media Day at Newark's Prudential Center, the NFL's Super Bowl Boulevard in Manhattan, or any of the other events planned near in the service areas. Executive Director Weinstein was pleased to offer Super Pass as a convenient, cost-effective option for travel during Super Bowl week, and looks forward to welcoming the hundreds of thousands of Super Bowl visitors to the Garden State this winter.

Winter Weather Preparation

Executive Weinstein said the official start of the winter season is just around the corner and he highlighted efforts to prepare for winter weather across the system to ensure that rail, bus and light rail service is as weather-proof as possible.

Each year, NJ TRANSIT begins preparing for winter weather months in advance so that usually the "winterization" process is complete long before the first significant snowfall.

As part of this preparation, NJ TRANSIT makes sure all of the snow-fighting equipment is ready to go. Snow plows and salt spreaders are brought out of storage, undergo preventive maintenance and are installed on support vehicles.

In addition, NJ TRANSIT performs maintenance and tests on two rail-mounted jet snow blowers that help clear the train tracks of snow and ice, particularly in rail yards.

NJ TRANSIT also ensures that the stockpiles of snow-melting supplies are refreshed, and NJ TRANSIT make sure that the snow-removal contracts with outside vendors are in place.

On the rail side, NJ TRANSIT goes through the process of inspecting more than 750 switches, the devices that allow NJ TRANSIT to move trains from one track to another across the system, as well as switch heaters that prevent snow and ice from building up. NJ TRANSIT also inspects the fleet of rail cars and locomotives, everything from checking onboard heating systems and thermostats, to weather stripping and electronic components.

On the bus side, maintenance personnel have worked to make sure that the fleet of 2,200 buses is ready from the heating and airbrake systems, to the engine fluids, tires, windshield wipers and doors.

These preparations help ensure that NJ TRANSIT can keep the system running smoothly by minimizing delays and disruptions during bad weather.

Executive Director Weinstein said if a major weather event does make it necessary to adjust the service, NJ TRANSIT will keep customers informed of the latest information via njtransit.com, station announcements, broadcast traffic reports and social media channels.

Holiday Travel

Executive Director Weinstein said in addition to preparing for the winter months, NJ TRANSIT is also gearing up for the busy end-of-year holiday travel period.

The recent Thanksgiving holiday weekend marked the busiest Thanksgiving weekend on record for rail travel, with the total train trips for the weekend approaching 400,000 for Thanksgiving Day, Black Friday, and Saturday and Sunday combined.

Following a busy Thanksgiving weekend, NJ TRANSIT is preparing to accommodate the heavy flow of travelers during the Christmas and New Year's holidays. As NJ TRANSIT does each holiday season, schedule adjustments will be made to better match service with ridership demand, including early getaway trains and buses in advance of the holidays and additional service for New Year's revelers.

Executive Director Weinstein said this is a great time of year for families to take advantage of some special offers. NJ TRANSIT is giving customers more than two weeks of continuous savings by extending the Family SuperSaver Fare, which allows two children 11 and younger to travel free with each fare-paying adult.

Family SuperSaver will be in effect for the entire holiday period starting at 7:00 p.m. on Friday, December 20, 2013 until 6:00 a.m. on Monday, January 6, 2014.

Executive Director Weinstein said this time of year also marks a good time to remind everyone what a great alternative NJ TRANSIT offers to driving, helping people to avoid New York City's infamous Gridlock Alert days as they travel to shop, dine out, take in a show, or visit family and friends.

Executive Director Weinstein thanked employees who will be spending time away from their own families during the upcoming holidays to keep the system moving and meet customers' transportation needs.

MyTix

Executive Director Weinstein said NJ TRANSIT has been implementing a gradual systemwide rail rollout of the mobile ticketing program, called *MyTix*, that gives customers the ability to purchase and display one-way rail tickets and weekly and monthly passes right from their phones, anytime, anywhere. *MyTix* essentially transforms customers' smart phones into a ticket vending machine and train ticket all in one, providing for a seamless travel experience. The goal is to put this technology into the hands of all of the rail customers by the end of this year, and Executive Director Weinstein was pleased to note that NJ TRANSIT is on target for meeting that goal.

Executive Director Weinstein told Steve Thorpe that they are not quite there yet but *MyTix* is almost systemwide.

Currently *MyTix* is available on all rail lines, except the Northeast Corridor and Atlantic City Rail lines. Those customers should stay tuned for an upcoming announcement on the final phase of the rollout, coming very soon. As a reminder, 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. Customers may visit njtransit.com/mytix for more information.

Rail Safety

Executive Director Weinstein noted last week's tragic events in The Bronx and he took a moment to again extend thoughts to the families of the victims and to salute the heroic efforts made by first responders. Executive Director Weinstein recognized friends, colleagues and partners at the MTA and Metro-North for their efforts under the most difficult of circumstances.

Executive Director Weinstein said it is important to let the National Transportation Safety Board's investigation to run its course and to let all of the facts come out. When details from their investigation are received, NJ TRANSIT will review the report and address any issues which may have any potential parallel impact on the system.

Executive Director Weinstein said as Chairman Simpson is a long-standing Board Member of the MTA, he has followed this incident closely. Executive Director Weinstein offered Chairman Simpson and the Board of Directors a quick overview of NJ TRANSIT's existing safety systems and the new initiatives it has undertaken.

The safety technologies already in place include cab signals, automatic train control and advance cab signals, which facilitate the slowing of trains operating through key portions of track across the system.

NJ TRANSIT also utilizes a rail operations center in Kearny which controls signals, switches and monitors the location and status of every train throughout the system.

Split shifts were eliminated for engineers following the 1996 accident in Secaucus, specifically to reduce the possibility of fatigue. Additionally, trains also employ operator safety devices including both "alerters" and the so-called "dead man's switch", both requiring the train engineer's continuing engagement and acknowledgement. Failure to do so automatically triggers the brakes and results in a complete stop of the train.

Executive Director Weinstein said thanks to Chairman Simpson and the members of the Board, they approved spending \$225 million for the installation of Positive Train Control across the system which would enhance and complement Automatic Train Control. Positive Train Control enforces four types of protection mandated by Congress and implemented by the Federal Railroad Administration. It uses technology to prevent certain types of accidents due to human error. Positive Train Control will prevent train overspeed, movement across incorrectly positioned switches, train-to-train collisions, and provide protection for roadway workers. NJ TRANSIT is also continuing to work diligently to progress this technology and meet the Federal Railroad Administration's deadline for systemwide installation by December 2015.

NJ TRANSIT continues to participate in the confidential "Close Call" program, an initiative NJ TRANSIT began in November 2009 and is the first and only commuter railroad to participate

in the pilot Federal Railroad Administration program. Additionally, NJ TRANSIT is the only railroad to implement this program throughout the agency's entire rail network. Through this confidential program, information on unsafe events that would otherwise not be reported is communicated. The events are then studied by the Department of Transportation in Washington D.C. and the information derived is used for trend analysis and corrective action recommendations by an in-house team comprised of labor and management.

NJ TRANSIT has benefitted from this program as it helps establish a level of trust, cooperation and an open line of communication among staff and management and allows them to cooperatively develop corrective actions to improve the safety of NJ TRANSIT.

Executive Director Weinstein said it is important to note that NJ TRANSIT'S focus on a state-of-good-repair centers on the safety of customers. A specialized track geometry inspection vehicle inspects every inch of our tracks once per month, a schedule that exceeds the quarterly requirements of the Federal Railroad Administration standards. NJ TRANSIT also conducts manual inspections once per week.

Executive Director Weinstein said NJ TRANSIT is committed to safety in all aspects of the transportation experience and Chairman Simpson has continued to exert his leadership in that area through his tenure and they thank him for that.

Cape May County Resolution – Expression of Appreciation

Executive Director Weinstein invited Chairman Simpson to join him in presenting a resolution expressing NJ TRANSIT's appreciation and recognition for Cape May County Fare Free Transportation. Accepting the resolution on their behalf was Mary Ann Mason, Chairwoman of the Senior Citizen and Disabled Resident Transportation Advisory Committee.

Executive Director Weinstein said this organization is celebrating its 40th anniversary in providing community transportation services to senior citizens and disabled residents, as well as members of the general public within the county. It has the distinction of being the first county organization in New Jersey to provide local transportation services funded by the county. Cape May County Fare Free Transportation provides a vital service, as it is often the only resource available to residents who do not have access to an automobile in a largely rural county.

Executive Director Weinstein thanked Cape May County Fare Free Transportation for their dedication to providing necessary transportation services that enable their residents to conduct life's daily business.

Executive Director Weinstein wished everyone a safe, healthy and happy holiday season.

Chairman Simpson said he was glad Executive Director Weinstein brought up safety and the unfortunate Metro North accident. Chairman Simpson said he was a member of the New York Metropolitan Transportation Authority from 1995 to 2005. He chaired the Safety and Security Committee and he recalls the Federal Aviation Administration started a pilot program called the Close Call Program in 1997.

Chairman Simpson said the difference between an incident and an accident is often luck. He said the planes were getting too close together or would inadvertently taxi on an active runway

and it worked to improve air safety. Chairman Simpson said the New York Metropolitan Authority had staff from the Federal Aviation Administration meet with them and the New York Metropolitan Authority put together a close call program for their commuter railroads.

Chairman Simpson said his point is that the Federal Government has done incredible work for human factors in aviation including this Am I Safe Program before you go to work each day. While they do not know all the details, he said it is obvious human factor was involved. Therefore, Chairman Simpson asked Executive Director Weinstein to work with Board Member Greaves and the labor unions for all modes to get the message out to have all employees look at themselves in the mirror daily and recognize that they are transporting human lives and if they are not physically or mentally up to the challenge to conduct their duties with all the skills required for that day, they should let someone know. He said this applies to all employees whether they are a police officer, bus driver, or engineer of a train. Chairman Simpson said it is important to make sure all the frontline employees conveying people day to day can do the job and get adequate sleep. Chairman Simpson said nothing is more important than providing a safe ride.

Action Items:

Executive Director Weinstein presented the following Action Items for approval:

1312-47: ACCESS LINK CONTRACTED SERVICE FOR REGION 4E AND 4W (MIDDLESEX, MONMOUTH, NORTH OCEAN AND MERCER COUNTIES)

NJ TRANSIT provides Access Link paratransit service to individuals with disabilities who cannot use the fixed route bus service, consistent with federal law.

Authorization is requested to enter into a contract with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 4E and 4W (Middlesex, Monmouth, North Ocean and Mercer Counties), for an 84-month period from May 18, 2014 to May 17, 2021, a three-year base contract with four one-year options, at a cost not to exceed \$74,377,208.00, plus five percent for contingencies.

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

1312-48: RIVER LINE LIGHT RAIL: EXTENSION OF OPERATE AND MAINTAIN CONTRACT

NJ TRANSIT nearing completion of the River LINE procurement process for a new Operate and Maintain Contract which will span 15 years plus one five-year option period. The complexity of the contract requires that the proposers thoroughly understand the River LINE system and that the Technical Evaluation Committee have sufficient time to evaluate the proposals. As a result, it is probable that the new contract will not be executed prior to the current contract expiration date in March 2014. By extending the existing contract, this will allow for continuity of operations through March 2015 without impacting service to customers.

Authorization is requested to extend the contract with Southern New Jersey Rail Group of Camden, New Jersey, to continue to Operate and Maintain the River LINE in accordance with the contract terms and conditions for a period up to 12 months, at a cost not to exceed \$29,426,532.00, plus annual adjustments, This represents a continuation of existing financial terms for the extension period.

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

1312-49: NEWARK PENN STATION PLATFORM E – COMMUNICATIONS AND FINISHES RENOVATIONS: CONTRACT AWARD FOR CONSTRUCTION

Newark Penn Station is both a strategic regional transportation hub for NJ TRANSIT and a highly visible gateway to New Jersey's largest City. In January 2012, NJ TRANSIT initiated the first phase of a platform repair project which was recently completed. This next phase will complete the balance of the concrete platform repairs from the previously completed edge repairs back to the wall, including expansion joints, full width concrete replacements in some areas; architectural improvements including ceiling painting, masonry repairs, window repairs, door replacements, new lighting and passenger communications systems and new signage .

Authorization is requested to enter into a contract with the lowest responsive and responsible bidder for the construction of the Newark Penn Station Platform E Communications and Finishes Renovations project at a cost not to exceed the budgeted amount, plus five percent for contingencies.

Board Member Myron P. Shevell moved the resolution and Board Member Flora M. Castillo seconded it.

Chairman Simpson referenced one of the speaker's comments and asked Executive Director Weinstein if they know when it will be completed. Executive Director Weinstein said it is a much more complex project than it appears at first blush and asked Steve Santoro to provide the details. Mr. Santoro said the complexity arises because they are trying to maintain some platform operations while repairing it. Therefore, they are repairing half of the platform at a time. He said it would have been a lot quicker if they closed the entire platform but that would be clearly impractical. Chairman Simpson agreed and said it is similar to the situation they face with road repairs.

The resolution was unanimously adopted.

1312-50: HILTON GARAGE: CONTRACT FOR UNDERGROUND STORAGE TANK REPLACEMENT

This contract will provide for the replacement of underground diesel fuel storage tanks and related piping and distribution systems at Hilton Bus Garage in

Maplewood, New Jersey. The tanks will be replaced with state-of-the-art double-walled tanks and piping.

Authorization is requested to enter into a contract with T. Slack Environmental Services of Kenilworth, New Jersey, to provide construction services for the Hilton Garage Underground Storage Tank Replacement project at a cost not to exceed \$1,069,852.00, plus five percent for contingencies.

Board Member Shevell asked whether there was any leaking. Executive Director Weinstein explained it is a proactive effort. He said because of their experience with Washington Township last year, they have expedited the replacement of fuel tanks and said it is not an environmental problem. Board Member Shevell asked if there would be remediation. Chairman Simpson and Executive Director Weinstein said there would not be any remediation and that is what they are trying to prevent. Executive Director Weinstein said they have reached their useful life.

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

CONSENT CALENDAR

1312-51: NEW BRUNSWICK STATION – PLATFORM EXTENSION CONSULTANT CONTRACT FOR PRELIMINARY AND FINAL DESIGN, ENGINEERING AND CONSTRUCTION ASSISTANCE SERVICES

Authorization to enter into NJ TRANSIT Contract No. 13-066 with Urban Engineers of Cherry Hill, New Jersey, for design, engineering, and construction assistance services for the platform extension at New Brunswick Station, New Brunswick, Middlesex County, at a cost not to exceed \$638,315.46, plus five percent for contingencies.

The Consent Calendar was moved by Board Member Flora M. Castillo, Board Member Myron P. Shevell seconded it and it was unanimously adopted.

Adjournment

Chairman Simpson echoed Executive Director Weinstein and Board Member Shevell's comments and wished everyone a Very Happy and Healthy New Year.

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 Robert Romano and unanimously adopted. The meeting was adjourned at approximately 10:15 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

DECEMBER 11, 2013

FINAL AGENDA

PAGE

➤	CALL TO ORDER	-
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	46046
➤	PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤	BOARD MEMBER COMMENTS	-
➤	ADVISORY COMMITTEE REPORT	-
➤	SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤	BOARD COMMITTEE REPORTS	-
	*Customer Service Committee	
	*Administration Committee	
	*Capital Planning, Policy and Privatization Committee	
➤	EXECUTIVE DIRECTOR'S MONTHLY REPORT	46047

ACTION ITEMS

1312-47	ACCESS LINK CONTRACTED SERVICE FOR REGION 4E AND 4W (MIDDLESEX, MONMOUTH, NORTH OCEAN AND MERCER COUNTIES)	46067
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Authorization to enter into NJ TRANSIT Contract No. 13-081 with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 4E and 4W (Middlesex, Monmouth, North Ocean and Mercer Counties), for an 84-month period from May 18, 2014 to May 17, 2021, a three-year base contract with four one-year options, at a cost not to exceed \$74,377,208.00, plus five percent for contingencies, subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

1312-48	RIVER LINE LIGHT RAIL: EXTENSION OF OPERATE AND MAINTAIN CONTRACT	46073
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Authorization to extend NJ TRANSIT Contract No. 97CJ052 with Southern New Jersey Rail Group, LLC of Camden, New Jersey, to Operate and Maintain the River Line in accordance with the contract terms and conditions for a period up to but not to exceed 12 months at a cost not to exceed \$29,426,532.00, plus annual adjustments, for a total authorization of \$692,438,934.00, plus annual adjustments, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
DECEMBER 11, 2013
FINAL AGENDA
PAGE 2

1312-49 NEWARK PENN STATION PLATFORM E - COMMUNICATIONS AND FINISHES RENOVATIONS: CONTRACT AWARD FOR CONSTRUCTION 46078

Authorization to enter into NJ TRANSIT Contract No. 14-008X with the lowest responsive and responsible bidder for the construction of the Newark Penn Station Platform E Communications and Finishes Renovations project at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

1312-50 HILTON GARAGE: CONTRACT FOR UNDERGROUND STORAGE TANK REPLACEMENT 46081

Authorization to enter into NJ TRANSIT Contract No. 13-065X with T. Slack Environmental Services of Kenilworth, New Jersey, for the replacement of the Hilton Garage underground storage tanks at a cost not to exceed \$1,069,682.00, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

1312-51 NEW BRUNSWICK STATION – PLATFORM EXTENSION CONSULTANT CONTRACT FOR PRELIMINARY AND FINAL DESIGN,ENGINEERING, AND CONSTRUCTION ASSISTANCE SERVICES 46086

Authorization to enter into NJ TRANSIT Contract No. 13-066 with Urban Engineers of Cherry Hill, New Jersey, for design, engineering, and construction assistance services for the platform extension at New Brunswick Station, New Brunswick, Middlesex County, at a cost not to exceed \$638,315.46, plus five percent for contingencies.

➤ 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 November 13, 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 November 19, 2013;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 13, 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

NJ TRANSIT

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

TO: BOARD OF DIRECTORS
FROM: JAMES W. WEINSTEIN *JW*
DATE: DECEMBER 11, 2013
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2013

With 53 days to go until game day, we continue to ramp up our efforts to prepare for Super Bowl 48, which will make its mark as the first ever Mass Transit Super Bowl this coming February. Our goal is to make the travel experience on our system as seamless as possible throughout the entire week of Super Bowl-related events. As part of this effort, on Monday we announced the launch of Super Pass, a commemorative, unlimited-ride ticket that will speed travel for customers and offer flexibility on our system through Super Bowl week. Super Pass, which can be purchased online at njtransit.com through January 20, is valid for travel on all NJ TRANSIT rail, light rail, bus and Access Link services systemwide, and is available to both Super Bowl guests and our current customers. We are pleased to offer Super Pass as a convenient, cost-effective option for travel during Super Bowl week, and we look forward to welcoming the hundreds of thousands of Super Bowl visitors to the Garden State this winter.

With December well underway, our operations departments have long been prepared for winter weather across our system to ensure that our rail, bus and light rail service is as weather-proof as possible. Each year, we begin preparing for winter weather months in advance so that our "winterization" process is complete long before we see the first snowfall. As part of this process, we make sure all of our snow-fighting equipment is ready to go, perform maintenance and inspections of our bus and rail fleets and infrastructure, refresh our stockpiles of salt and ensure that our snow-removal contracts are in place. In addition, we perform maintenance and tests on our two rail-mounted jet snow blowers that help clear our train tracks of snow and ice, particularly in rail yards. These preparations help ensure that we can keep the system running smoothly and minimize delays and disruptions during inclement weather. As always, if a major weather event does make it necessary to adjust our service, we will keep our customers informed of the latest information via njtransit.com, station announcements, broadcast traffic reports and our social media channels.

In addition to having things in place for the winter months, we are also gearing up for the busy end-of-year holiday travel period. The recent Thanksgiving holiday weekend marked the busiest Thanksgiving weekend on record for rail travel, with the total train trips for the weekend approaching 400,000 for Thanksgiving Day, Black Friday, and Saturday and Sunday combined. As we do each holiday season, we will be making adjustments to better match service with ridership demand, including early getaway trains and buses in advance of the holidays and additional service for New Year's revelers. In addition, we are giving customers more than two weeks of continuous savings by extending our Family SuperSaver Fare through the entire holiday period, starting at 7 p.m. on Friday, December 20 and continuing until 6 a.m. on Monday, January 6.

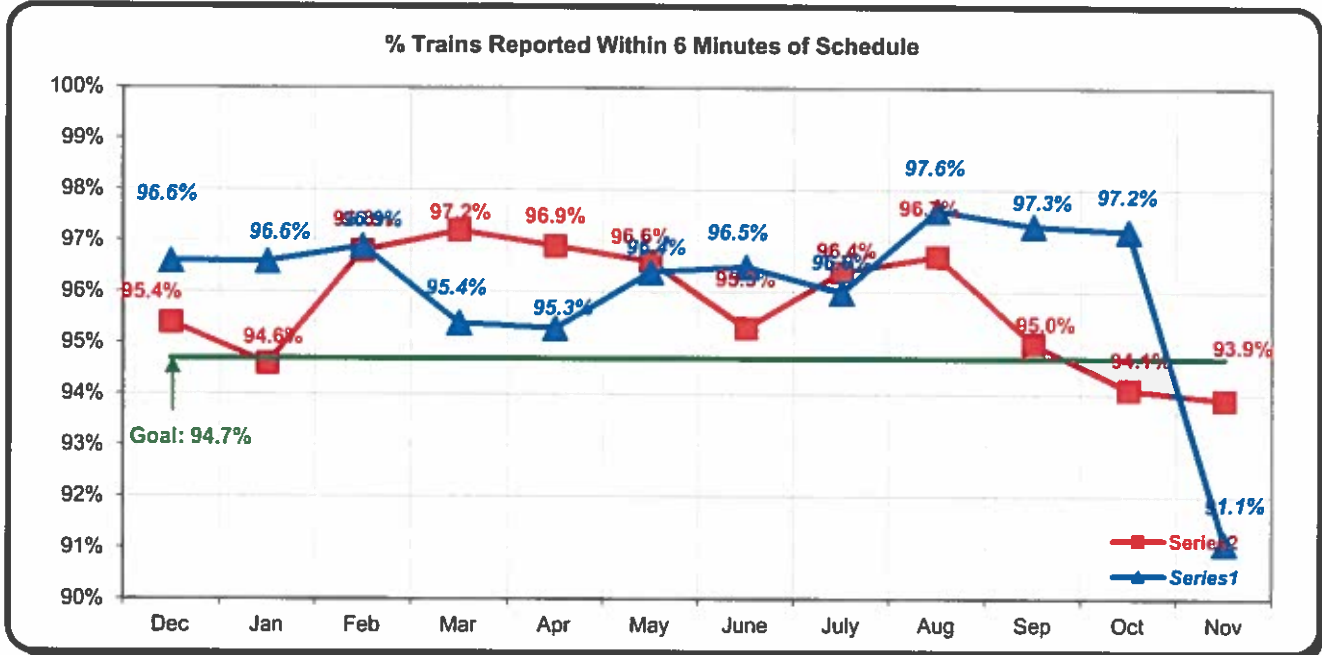
On behalf of the NJ TRANSIT family, I would like to wish everyone a safe and happy holiday season. Also, I would like to thank our employees who will be spending time away from their own families during the upcoming holidays to keep our system moving and meet our customers' transportation needs.

EXECUTIVE DIRECTOR'S MONTHLY REPORT DECEMBER 2013

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2011 - NOVEMBER 2013



	2012	2013	# Change
November Comparison	91.1%	93.9%	2.8%

	2011-2012	2012-2013	# Change
12-Month Average December-November	96.1%	95.7%	-0.4%

Analysis:

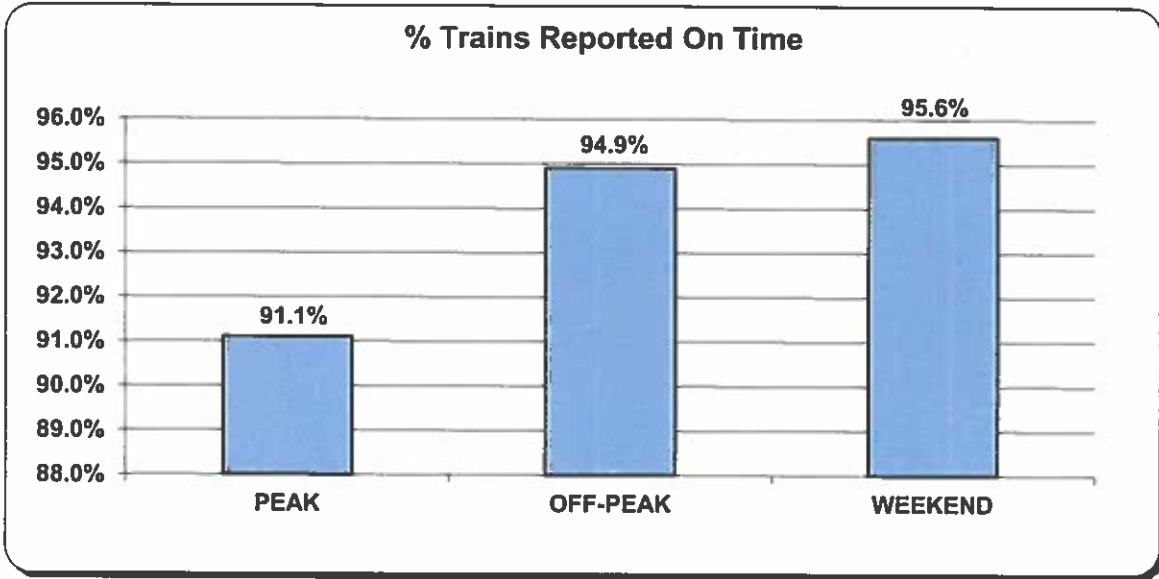
Rail On-Time Performance was 93.9% for November 2013. Of the 17,805 trains scheduled to operate, 16,718 were on time, while 1,087 trains (or 6.1%) were delayed. Key causes included:

- Amtrak programmed maintenance on November 3.
- Amtrak equipment failure and Portal Bridge problem on November 26.
- Amtrak overhead wire failure and heavy travel on November 27.

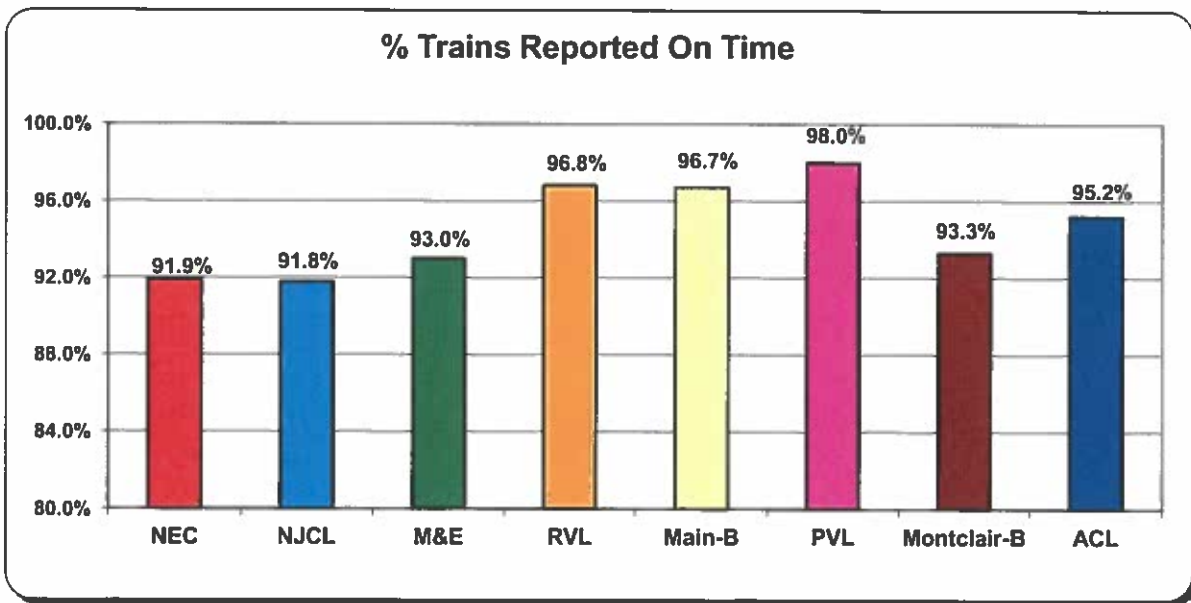
The 12-month average for Rail On-Time Performance for December 2011-November 2013 was 95.9%.

ON-TIME PERFORMANCE RAIL

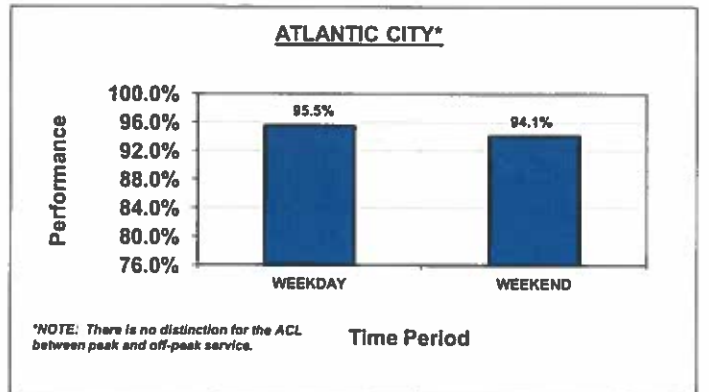
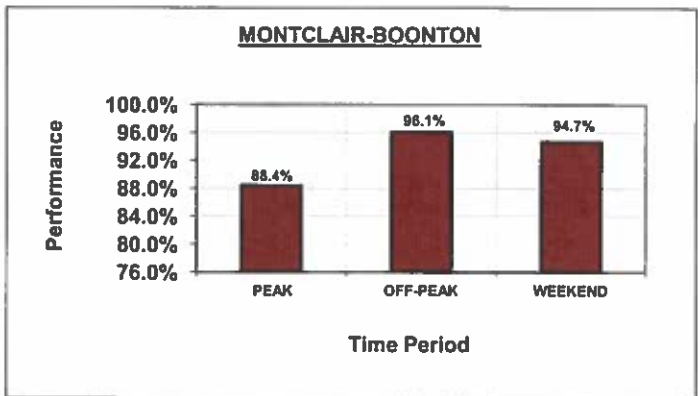
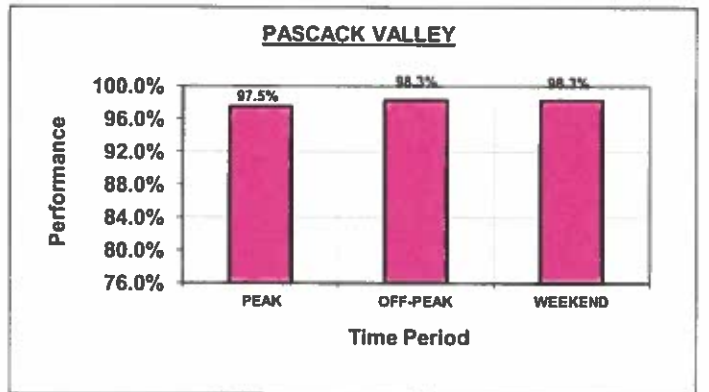
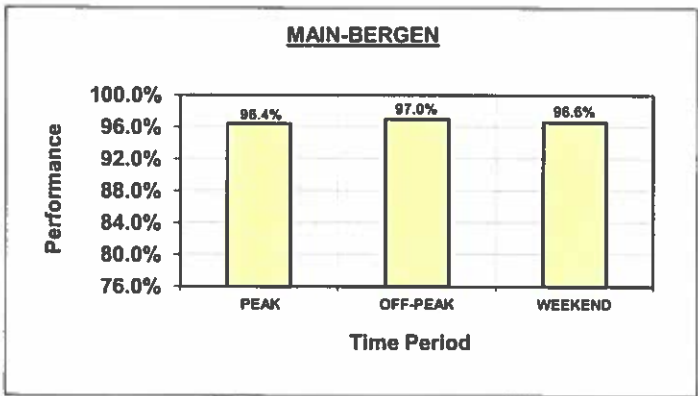
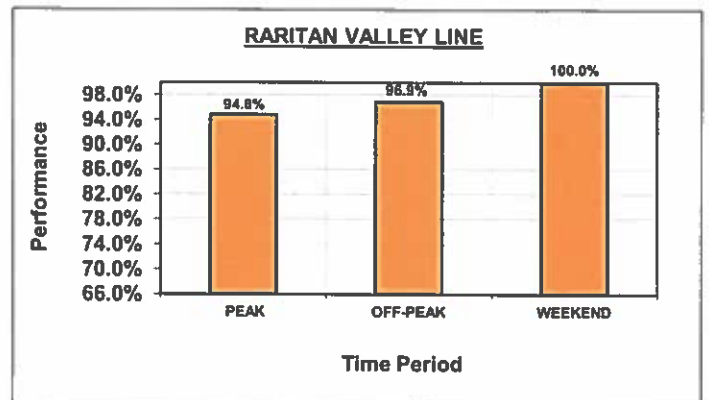
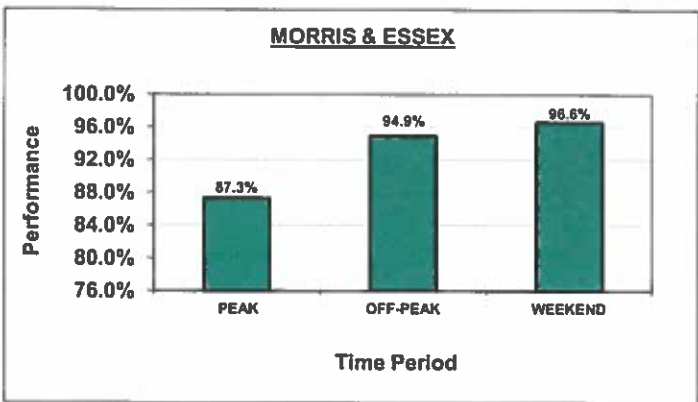
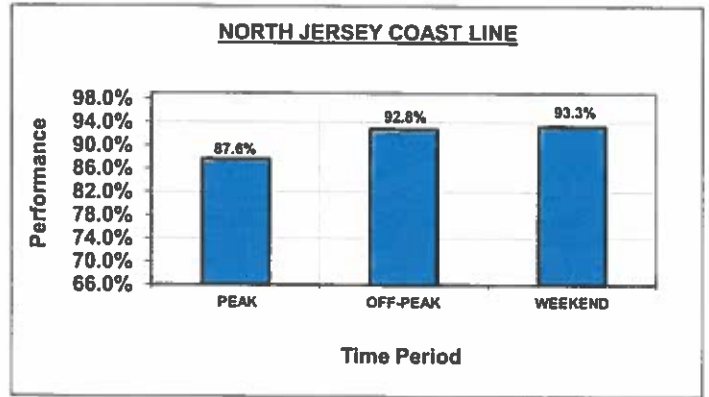
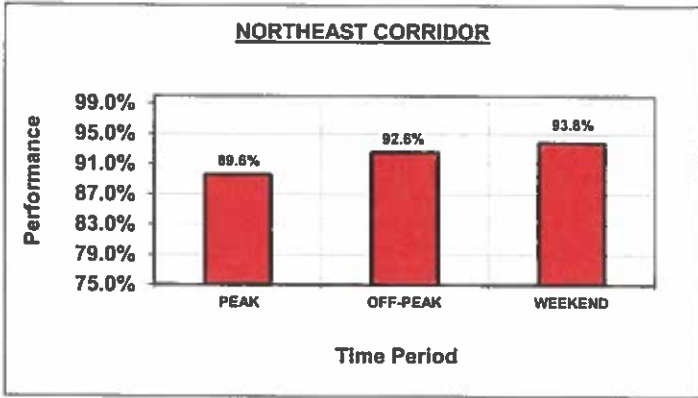
SUMMARY BY TIME PERIOD NOVEMBER 2013



SUMMARY BY LINE NOVEMBER 2013

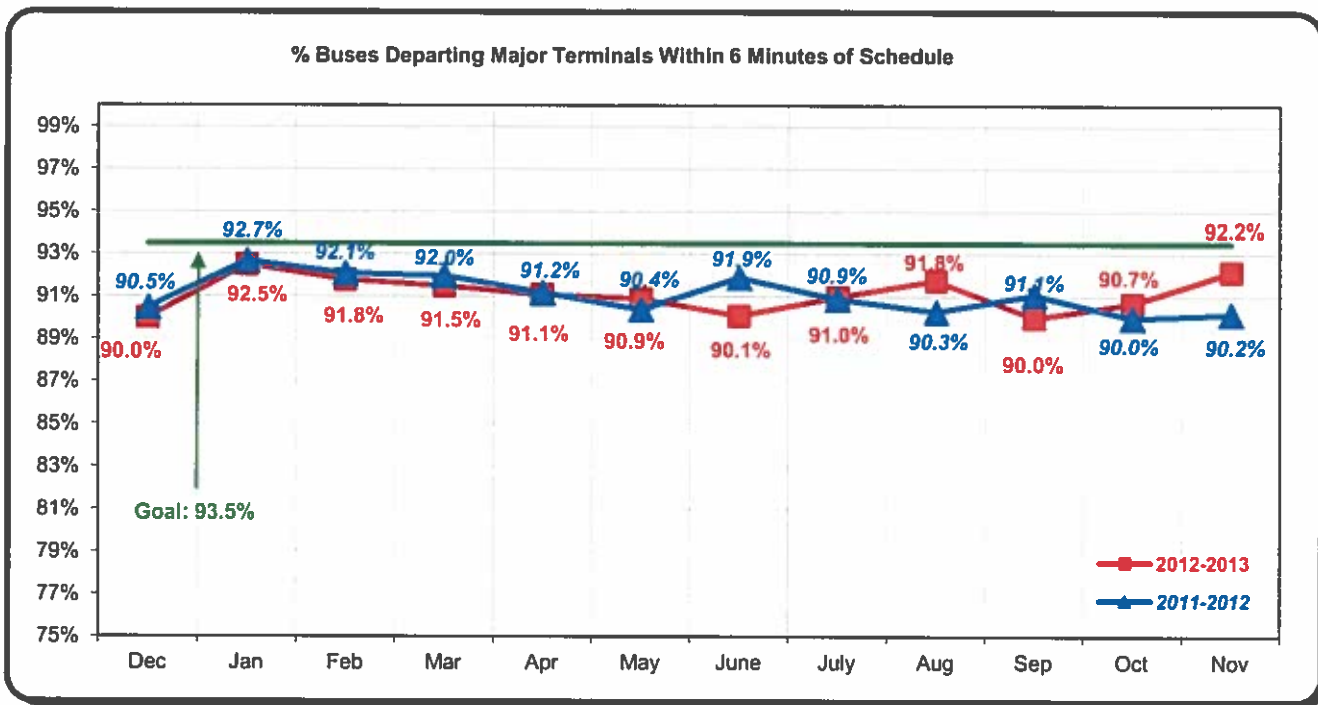


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2013



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

NJ TRANSIT ON-TIME PERFORMANCE BUS DECEMBER 2011 - NOVEMBER 2013



	2012	2013	% Change
November Comparison	90.2%	92.2%	2.0%

	2011-2012	2012-2013	% Change
12-Month Average December-November	91.1%	91.1%	0.0%

Analysis:

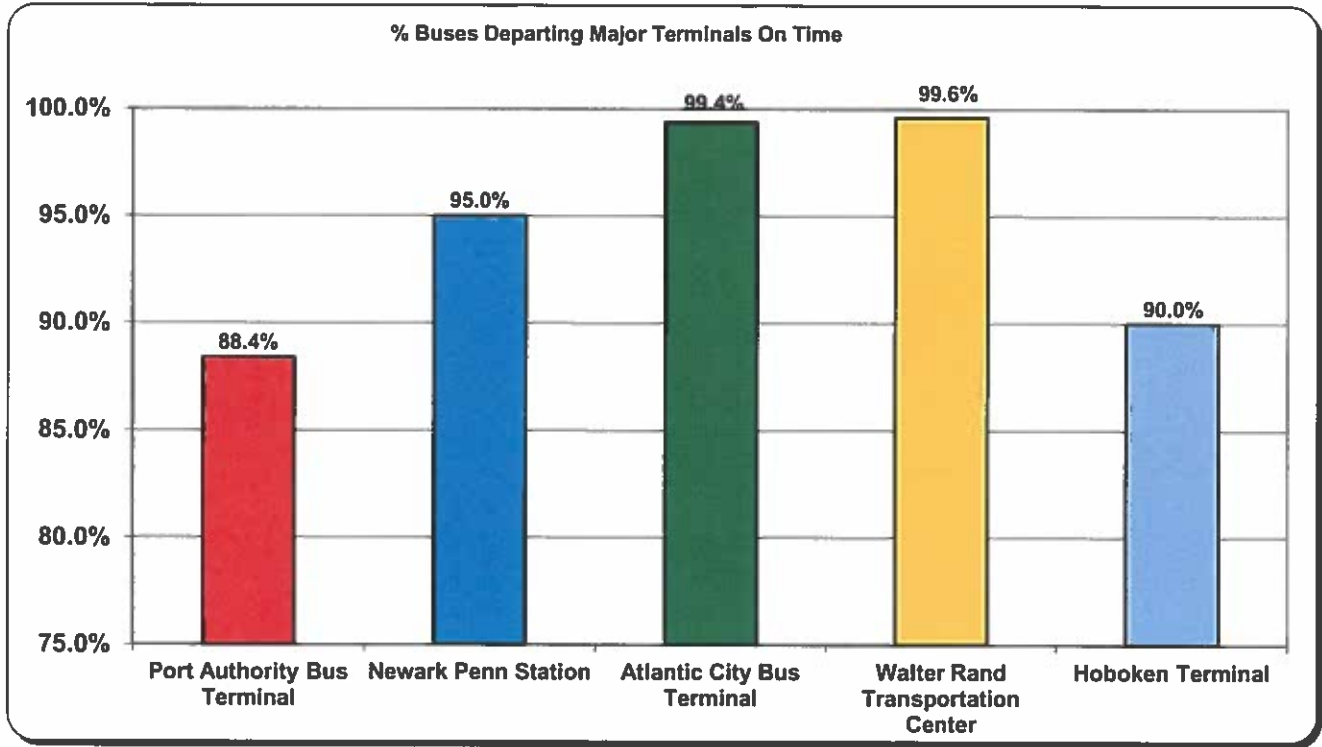
Bus On-Time Performance was 92.2% for November 2013. Of the 35,988 monitored departures, 2,790 (or 7.8%) experienced delays. Key causes included:

- Police activity in and around the Lincoln Tunnel, accidents and congestion affecting Port Authority Bus Terminal service.
- Traffic in Hudson County and New York affecting Hoboken Terminal service.
- Mechanical issues, detours and congestion impacting Newark Penn Station service.

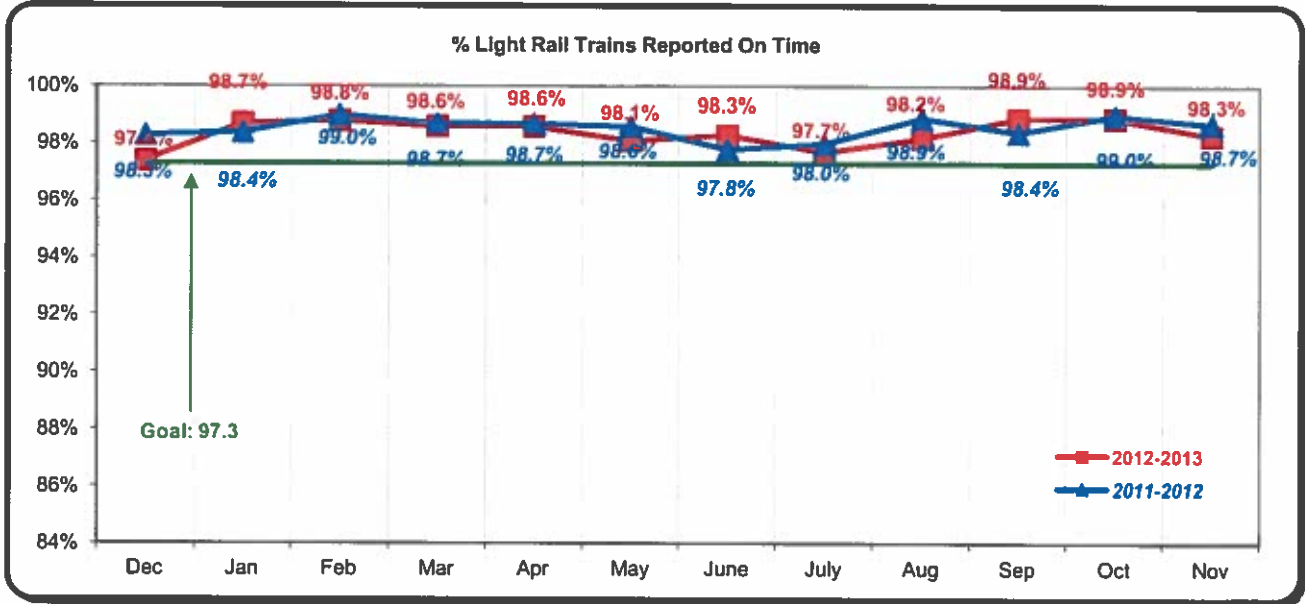
The 12-month average for Bus On-Time Performance for December 2011 - November 2013 was 91.1%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2013



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL DECEMBER 2011 - NOVEMBER 2013



	2012	2013	# Change
November Comparison	98.7%	98.3%	-0.4%

	2011-2012	2012-2013	# Change
12-Month Average December-November	98.5%	98.4%	-0.1%

Analysis:

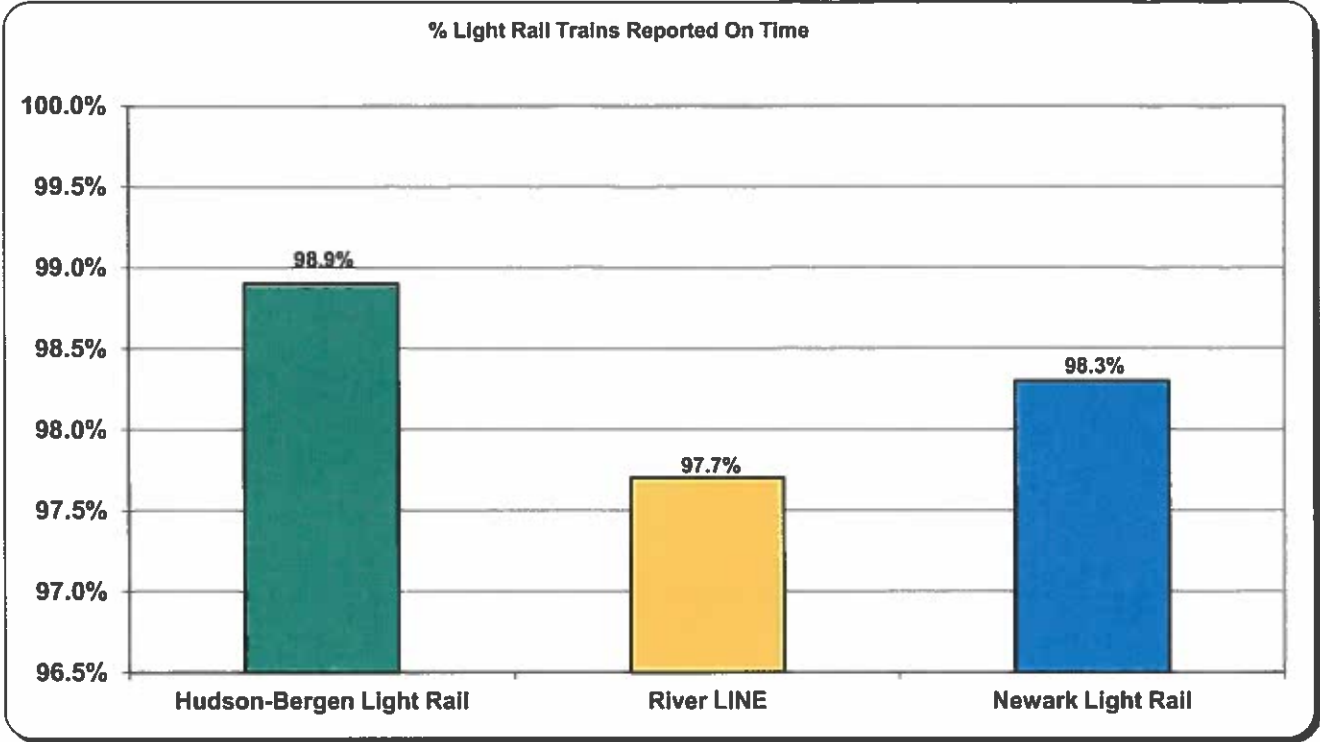
Light Rail On-Time Performance systemwide was 98.3% for the month of November 2013. Of the 24,854 scheduled trains, 418 (or 1.7%) experienced delays. Key causes included:

- Mechanical issues impacting River Line service on November 4.
- Communication system failure affecting Newark Light Rail service on November 13.
- Accident involving a trespasser on the tracks in Jersey City affecting Hudson-Bergen Light Rail service on November 27.

The 12-month average for Light Rail On-Time Performance for December 2011-November 2013 was 98.5%.

ON-TIME PERFORMANCE LIGHT RAIL

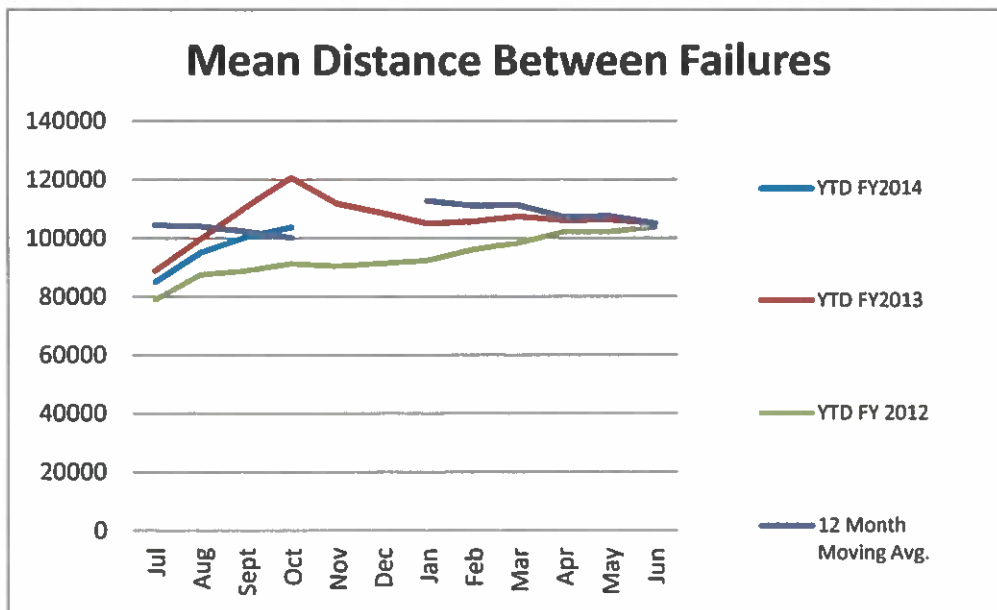
SUMMARY BY LINE NOVEMBER 2013



MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

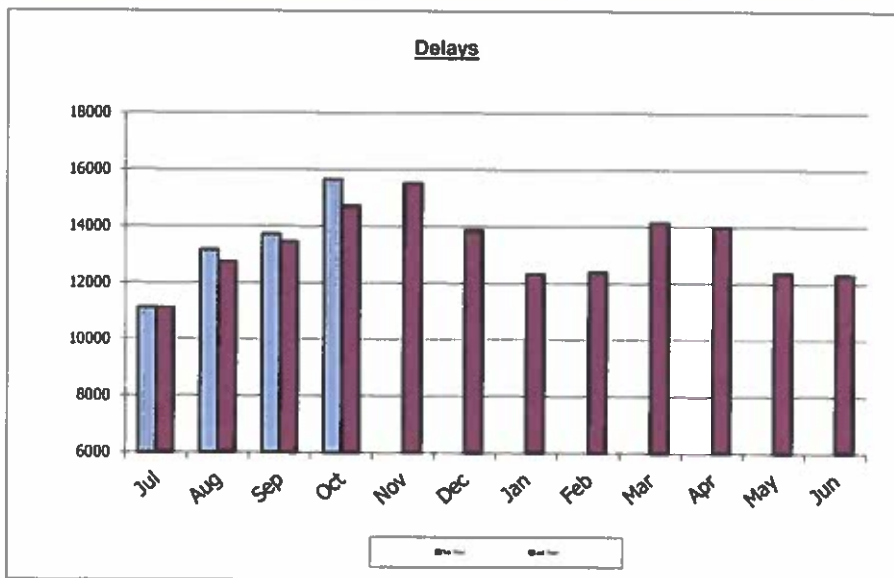
Month	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	85097	88,735	78,933	104,485
Aug	95116	99,585	87,525	104,066
Sept	100341	110,530	89,028	102,384
Oct	103813	120,591	91,327	100,146
Nov		111,758	90,518	
Dec		108,579	91,523	
Jan		104,917	92,489	112,736
Feb		105,580	96,166	111,055
Mar		107,335	98,412	111,230
Apr		106,048	102,149	107,133
May		106,287	102,237	107,612
Jun		104975	103,748	104,975



Garage Performance Parameters

October 2013

Location	Miles Between In-Service Delays			
	FY2013 Goal	This Month	FY2013 YTD	FY2012 YTD
Fairview	9,000	8,187	9,254	9,056
Greenville	10,000	20,282	9,612	11,298
Market Street	12,500	13,394	12,528	11,987
Meadowlands	11,300	9,991	9,267	10,981
Oradell	15,500	16,406	11,103	15,198
Wayne	15,500	13,214	11,375	13,644
Northern Division	-	12,750	10,669	12,459
Big Tree	9,000	18,284	15,203	11,190
Hilton	8,500	16,883	14,745	8,655
Howell	16,500	25,646	16,839	15,137
Ironbound	12,500	12,802	10,094	12,235
Orange	6,200	17,545	12,301	7,331
Morris	11,000	53,778	51,976	99,050
Central Division	-	17,804	13,402	11,016
Egg Harbor	15,800	20,924	21,197	13,446
Hamilton	24,500	28,955	22,497	32,739
Newton Avenue	14,500	14,813	14,638	17,696
Washington Twp.	18,225	14,973	16,741	19,100
Southern Division	-	17,723	18,057	17,264
Bus Operations	-	15,649	13,192	12,818

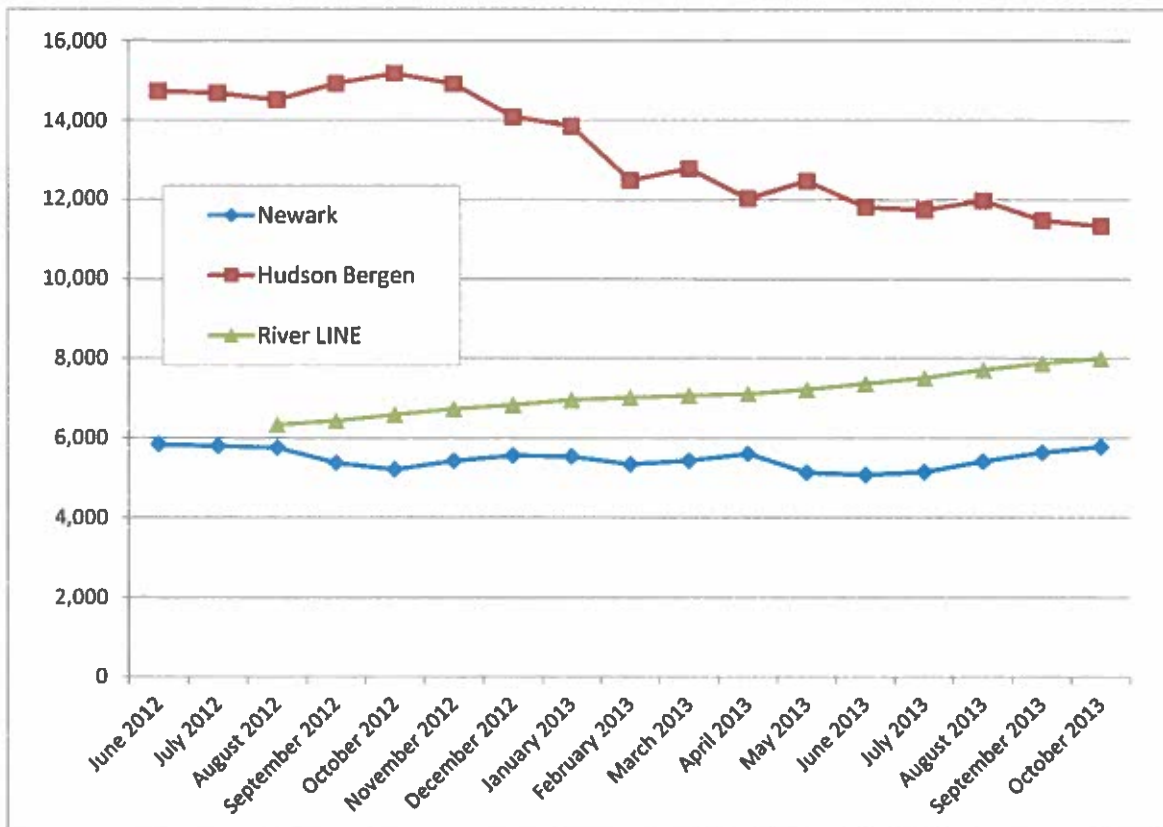


NJ TRANSIT - LIGHT RAIL, October 2013

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	October 2013 (Current Month)	12 Month Moving Average (Mean)
Newark	5,397	5,778
Hudson Bergen	11,622	11,326
River LINE	8,870	8,008

MEAN DISTANCE MILES BETWEEN IN-SERVICE DELAYS (DELAYED TRAINS)



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

DBE/MBE PROGRAM

NJ TRANSIT Office of Business Development DBE/SBE Participation through November

State Funded Contracts

During the month of November 2013, NJ TRANSIT awarded **\$1,396,085.50** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0%**.

During the State Fiscal Year 2014 (July 1, 2013 through November 30, 2013) NJ TRANSIT awarded **\$5,749,082.16** in state funded contracts. Of that total, SBEs received **\$2,553,841.00** or **44.42%**.

SBE Goal Attainment from July 1, 2013 through November 30, 2013 (FY 2014)

Category 1 SBEs received	\$0	or 0.00%
Category 2 SBEs received	\$89,800.00	or 1.56%
Category 3 SBEs received	\$0	or 0.00%
Category 4 SBEs received	\$1,126,933.00	or 19.60%
Category 5 SBEs received	\$985,308.00	or 17.14%
Category 6 SBEs received	\$351,800.00	or 6.12%

FTA Funded Contracts (updated Quarterly – next update will be available January 2014)

During the 4th Quarter of Federal Fiscal Year 2013 (July – September 2013), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$992,283.33**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$349,116.67** or **35.18%**.

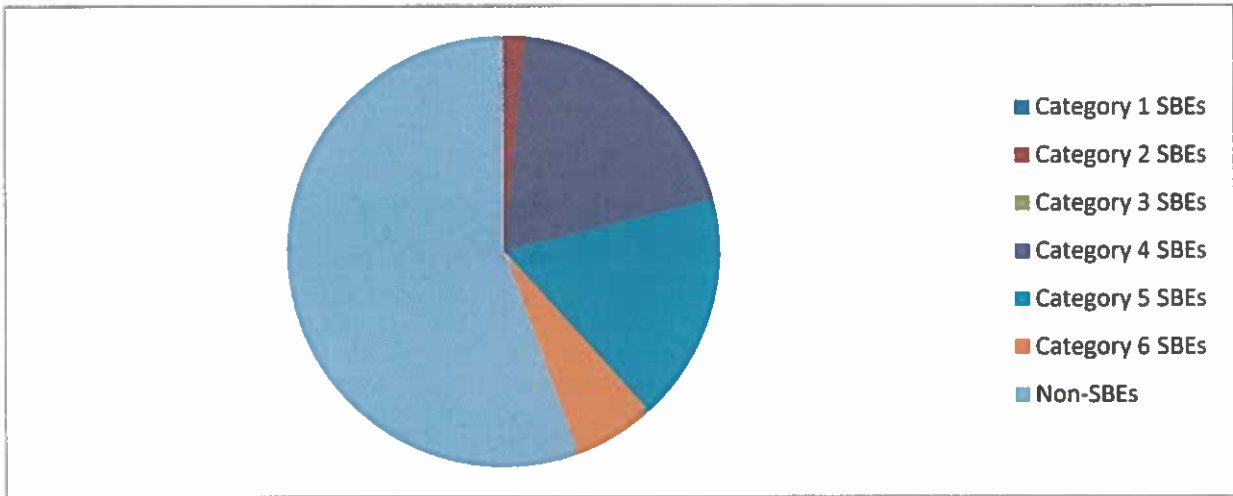
DBE Goal Attainment from October 1, 2010 (FFY 2011) - September 30, 2013 (FFY 2013)*

Contracts awarded	\$86,940,404.03	
DBEs received	\$17,077,247.01	or 19.64%

*Numbers have been updated to reflect federal share.

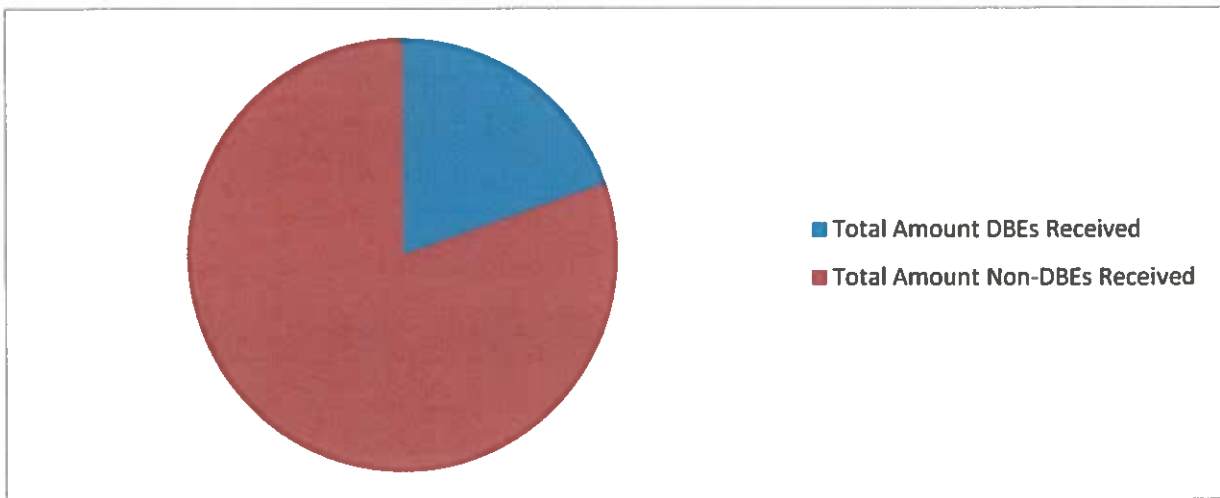
**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2014**

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$89,800.00	1.56%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$1,126,933.00	19.60%
<i>Category 5 SBEs</i>	\$985,308.00	17.14%
<i>Category 6 SBEs</i>	\$351,800.00	6.12%
<i>Non-SBEs</i>	\$3,195,241.16	55.58%



**DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2011-2013**

Total Amount DBEs Received	\$17,077,247.01	19.64%
Total Amount Non-DBEs Received	\$69,863,157.02	80.36%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Fifteen NJ TRANSIT employees retired in November with careers ranging from 14 to 41 years of service:

1. Richard Popp (Trenton) Mechanic Class "A" – Hamilton Garage – 41 years
2. Harry Jones (Linden) Bus Operator – Meadowlands Garage – 40 years
3. Alvin Algarin (Newark) Senior Training Specialist – Ferry Street – 31 years
4. Gregory Gontowski (Gibbsboro) Mechanic Class "A" – Washington Twp. – 31 years
5. Pamela Young (Pine Brook) Mgr. Financial Admin. Systems – Penn Plaza – 29 years
6. Japonica Davis (Pennsauken) Ticket Agent – Camden Transportation Center – 28 years
7. Richard J. Figueroa (Pine Brook) Maintenance Training & Development Specialist – Ferry Street – 27 years
8. Beverly J. Stregles (Paterson) Customer Relations Specialist – Penn Plaza – 26 years
9. Joseph A. Hoffman (Garfield) Repairman Class "A" – Hilton Garage – 24 years
10. Joaquin E. Diaz (Elizabeth) Starter – Port Authority Bus Terminal – 22 years
11. Stephanie Davis (Newark) Customer Relations Specialist – Penn Plaza – 20 years
12. Xiomara Gavilan (Cliffside) Inspector – Fairview Garage – 20 years
13. Teresa S. Schofield (Jackson) Bus Operator – Howell Garage – 19 years
14. Andrew A. Robinson (Teaneck) Bus Operator – Market Street Garage – 17 years
15. Patricia A. Kilcoyne (Somerset) Project Analyst – Penn Plaza – 14 years

ACTION ITEMS

ITEM 1312-47: ACCESS LINK CONTRACTED SERVICE FOR REGION 4E AND 4W (MIDDLESEX, MONMOUTH, NORTH OCEAN AND MERCER COUNTIES)

BENEFITS

In July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities who cannot use the fixed-route service. NJ TRANSIT provides paratransit service (known as Access Link) everywhere in the state where fixed-route local bus transportation systems operated by NJ TRANSIT, or private carriers under contract to NJ TRANSIT, are offered.

NJ TRANSIT contracts with vendors to provide service in different regions throughout the State. In Region 4E and 4W, which includes Middlesex, Monmouth, North Ocean and Mercer Counties, 5,260 people are certified to use Access Link and approximately 625 average weekday passenger trips are provided.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-081 with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 4E and 4W (Middlesex, Monmouth, North Ocean and Mercer Counties), for an 84-month period from May 18, 2014 to May 17, 2021, a three-year base contract with four one-year options, at a cost not to exceed \$74,377,208.00, plus five percent for contingencies, subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

PURPOSE

Authorization of this contract will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the ADA paratransit service to residents and visitors. It will ensure that those who are unable to use NJ TRANSIT's fixed-route local bus services have the opportunity to become more independent and increase their community participation. The existing contract with First Transit, Inc. of Cincinnati, Ohio, for Access Link paratransit service in Region 4 expires on May 17, 2014.

BACKGROUND

History

In July 1990, the ADA was signed into law. This Federal law requires public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities. In response to the requirements of the ADA, NJ TRANSIT submitted a plan to the Federal Transit Administration (FTA) on January 26, 1992 explaining how its ADA paratransit obligations would be met. NJ TRANSIT's ADA

paratransit system was implemented throughout the State in four phases over five years.

The current Access Link contracts are as follows:

- | | |
|----------|--|
| Region 2 | Burlington, Camden, Salem and Gloucester Counties
Service provider: First Transit, Inc.
Contract period: 07/14/12 – 07/12/19 |
| Region 3 | Atlantic, Cumberland, Cape May and Southern Ocean Counties
Service provider: Easton Coach Company
Contract period: 07/07/13 – 07/11/20 |
| Region 4 | Mercer, Middlesex, Monmouth and Northern Ocean Counties
Service provider: First Transit, Inc.
Contract period: 03/07/07 – 05/17/14 |
| Region 5 | Essex, Union, Somerset, Morris and Western Hudson Counties
Service provider: First Transit, Inc.
Contract period: 06/13/09 – 4/9/16 |
| Region 6 | Bergen, Hudson and Passaic Counties
Service provider: First Transit, Inc.
Contract period: 06/08/13 – 06/27/20 |

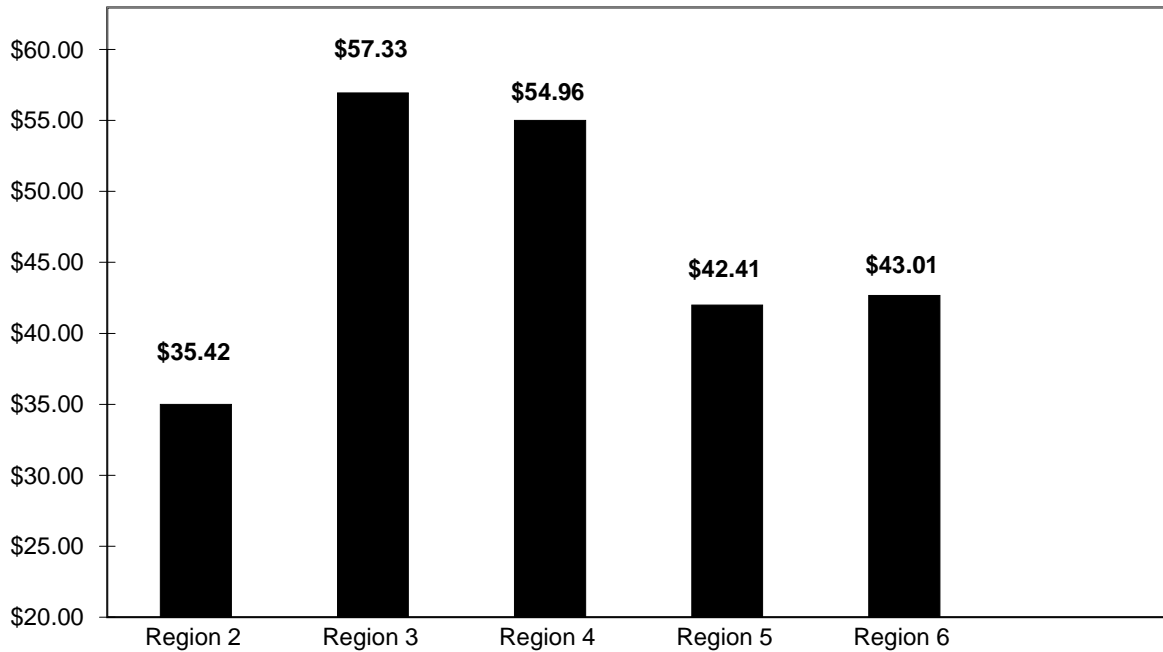
Each current contract has a three-year base period. Contracts for Regions 2, 3, 5 and 6 have four one-year option periods; the current contract for Region 4 has two two-year option periods.

From June 2006 through June 2013, 934,389 ADA passenger trips in Region 4 experienced an average growth of seven percent per year.

As of September 30, 2013, 32,123 people are eligible to ride Access Link statewide, 5,260 of which live in the Region 4E and 4W service area: Middlesex (1,886), Monmouth (1,052), North Ocean (349) and Mercer (2,073) Counties. On average, Access Link provides 625 weekday trips to this region.

The following chart illustrates the actual cost per trip (including fuel costs and excluding NJ TRANSIT administration costs) for FY2013 by Access Link Region.

Access Link FY2013 Cost per Trip (Actual) by Region



Procurement

On July 22, 2013, NJ TRANSIT advertised a Request for Proposals (RFP) for paratransit service in Region 4E and 4W in *The Star-Ledger* and *The Trenton Times*. A Pre-Proposal Conference was held on August 13, 2013 at NJ TRANSIT Headquarters.

The RFP required prospective carriers to provide a proposed price for both the base contract period (three years) and the four one-year option periods. Proposals were due on September 27, 2013 and NJ TRANSIT received responses from two companies: First Transit, Inc. and Easton Coach Company. The responses included a technical and a cost proposal.

The Technical Proposals were reviewed by the Technical Evaluation Committee (TEC) comprised of:

- CP&P ADA services (two members)
- CP&P Local Programs & Minibus Support (one member)
- CP&P Private Carriers (one member)

The Technical Proposals were evaluated on the basis of Technical Evaluation Criteria that included project understanding, management plan, driver quality, safety and training, vehicle maintenance, start-up plan, and references and qualifications. The TEC also visited the proposed facilities for both companies.

The Technical Proposal submitted by Easton Coach Company was deemed non-responsive due to the inadequacy of the proposed facility. The facility proposed by Easton Coach Company did not have adequate parking and was not suitable for

expansion. The proposer was afforded the opportunity to submit alternative locations but failed to do so. Therefore, their proposal was deemed non-responsive.

A Best and Final Offer (BAFO) was submitted by First Transit, Inc. on October 24, 2013.

VENDOR	BEST AND FINAL OFFER
First Transit, Inc. Cincinnati, Ohio	\$ 74,377,208.00

The Office of Business Development has assigned a two percent SBE Category 3 Goal to this contract. Office of State Comptroller approval for this contract was received on July 12, 2013.

Contract Performance Standards

The contract contains performance standards for Access Link regarding customer service, system efficiency, performance incentives, operator development, vehicle maintenance, and quality safeguards. These performance standards are shown below:

Customer Service – Customer Service initiatives include monthly financial awards earned by the Service Provider when there are no confirmable customer complaints and financial awards payable to vehicle operators who go one year working full time without being involved in a confirmed complaint or preventable accident. Also included are standards for customer pick-ups, drop-offs, securement and requirements for the use of the electronic external vehicle arrival announcement feature

System Efficiency – System Efficiency is fostered through the establishment of minimum staffing levels to ensure adequate service control, constant monitoring of Provider service schedules, the use of Mobile Data Terminals (MDT) on all vehicles, annual computer system proficiency certification requirements for operations staff and a Productivity Incentive that financially rewards Providers for achieving efficiency goals

Performance Incentives/Assessments – Performance Incentives include Operator Excellence Incentives, Productivity Incentives and On-time Performance Incentives. Performance Assessments, which are included in the contract to enable NJ TRANSIT to recoup funds paid for services not rendered per specifications, cover a myriad of circumstances including missed trips, late trips, improperly maintained vehicles, customer complaints, unsafe operation, missing or incomplete reports, etc. Assessments associated with the Performance Incentives are levied in terms of multipliers of the Provider’s variable rate. For example, the assessment for the most egregious violation could result in a payment of up to 25 times the variable rate, per incident, depending on the operational impact and severity of the incident. For a provider whose hourly variable rate is \$35, that could mean \$875.

Operator Development – Basic driver skills are developed and maintained through 104 hours of vehicle operator training, Behind-the-Wheel (BTW) Driver Trainer certification and the use of the Drive-Cam system utilization standards

Vehicle Maintenance – Fleet condition is ensured through daily reporting of vehicle availability status, the capabilities for NJ TRANSIT staff to access the Provider’s computerized vehicle maintenance system and random audits of fleet condition and maintenance records.

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

FISCAL IMPACTS

Requested Authorization: This Authorization \$ 74,377,208 + 5% contingency
Total Authorization \$ 78,096,070

Total Project Cost: \$78,096,070.00

Projected Date of Completion: May 2021

Anticipated Source of Funds: NJ TRANSIT FY2015 to FY2021 Operating Budgets

DBE/SBE Goal: 2% SBE Category 3

NJ Build Amount: None

Related/Future Authorizations: Purchase of Access Link Vehicles

Impacts on Subsequent Operating Budgets:	FY2014	\$ 1,087,200.00 (1.5 months)
	FY2015	\$ 9,018,809.00
	FY2016	\$ 9,593,982.00
	FY2017	\$10,084,958.00
	FY2018	\$10,532,336.00
	FY2019	\$10,987,183.00
	FY2020	\$11,492,056.00
	FY2021	\$11,580,684.00 (10.5 months)

RESOLUTION

WHEREAS, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities; and

WHEREAS, the existing contract for Access Link paratransit service in Region 4E and 4W (Middlesex, Monmouth, North Ocean and Mercer Counties) expires on May 18, 2014; and

WHEREAS, providing uninterrupted Access Link service is an ongoing requirement of the Federal Government; and

WHEREAS, upon completion of a competitive procurement process, it was determined that First Transit, Inc. 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 enter into NJ TRANSIT Contract No. 13-081 with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 4E and 4W (Middlesex, Monmouth, North Ocean and Mercer Counties), for an 84-month period from May 18, 2014 to May 17, 2021, a three-year base contract with four one-year options, at a cost not to exceed \$74,377,208.00, plus five percent for contingencies, subject to the availability of funds and adoption of future NJ TRANSIT Operating Budgets.

ITEM 1312-48: RIVER LINE LIGHT RAIL: EXTENSION OF OPERATE AND MAINTAIN CONTRACT

BENEFITS

In March 2004, NJ TRANSIT introduced the River Line light rail service between Camden and Trenton, a 34.5-mile corridor serving 19 communities in three counties (see Exhibit A). It was built and is currently being operated under a 10-year Design/Build/Operate/Maintain (DBOM) Contract with Southern New Jersey Rail Group, LLC (SNJRG), a wholly-owned subsidiary of Bombardier Transportation, North America, which concludes in March 2014.

The River Line is nearing completion of the procurement process for a new Operate and Maintain Contract which will span 15 years plus one five-year option period. Six teams proposed during the Pre-Qualification Phase. While all six teams were deemed qualified, two teams subsequently withdrew from the process. The remaining four teams submitted their Technical and Cost Proposals to NJ TRANSIT on November 15, 2013.

The complexity of the Operate and Maintain (O&M) Contract requires that the proposers thoroughly understand the River Line system and that the Technical Evaluation Committee (TEC) have sufficient time to evaluate the proposals. Accordingly, there have been time extensions accorded the teams to submit their proposals so that clarifications could be provided. As a result, it is probable that the new Operate and Maintain Contract will not be executed prior to the current contract expiration date in March 2014. Additionally, there may be a need to transition from the current contractor to a new contractor. Therefore, staff has recommended that the current contract be extended for a period of 12 months from the expiration date.

The contract extension also includes continuation of the Capital Asset Replacement Program (CARP). The CARP is part of the O&M portion of the DBOM contract and is the mechanism by which SNJRG meets its obligation to maintain the NJ TRANSIT-owned capital assets on the River Line in a state-of-good-repair. CARP items include power and trailer truck overhauls, diesel engine overhauls, and generator overhauls on the Light Rail Vehicles; and track surfacing, embedded switch overhauls, and insulated joint replacement along the right-of-way. Additionally, this request includes authorization of funds related to capital improvements to the River Line. Examples of the Capital Program work include the installation of a catwalk in the maintenance shop, station area safety improvements (installation of pedestrian gates at Cass Street, fencing and railing installation at various stations) and re-upholstering the Light Rail Vehicle seat covers.

In Fiscal Year 2013, the River Line served 2.86 million customer trips.

ACTION (Scorecard: Safety and Security, Customer Experience, Corporate Accountability & Employee Excellence)

Staff seeks authorization to extend NJ TRANSIT Contract No. 97CJ052 with Southern New Jersey Rail Group, LLC of Camden, New Jersey, to Operate and Maintain the River Line in accordance with the contract terms and conditions for a period up to but not to exceed 12 months at a cost not to exceed \$29,426,532.00, plus annual adjustments, for a total authorization of \$692,438,934.00, plus annual adjustments, subject to the availability of funds.

PURPOSE

Extending the existing Operate and Maintain Contract with Southern New Jersey Rail Group will allow for continuity of operations through March 2015 without affecting service to NJ TRANSIT's River Line customers.

BACKGROUNDHistory

The DBOM contract award consisted of several elements: The design/build portion, the light rail car price and the 10-year operate/maintain portion. The contract also included a provision to extend the term of the operation and maintenance phase "for an additional period of time upon the mutual agreement of the Owner and the Contractor."

The River Line commenced revenue service on March 14, 2004, with the 10-year Operations and Maintenance portion of the Contract expiring on March 13, 2014. The River Line fleet consists of 20 light rail vehicles, which are maintained at the Camden Light Rail Complex located immediately south of the 36th Street Station. The River Line has 21 station stops (including the new Pennsauken Transit Center), serving Camden, Burlington and Mercer Counties.

The average weekday ridership on the River Line is 4,650 customers. Additionally, the River Line received a 7.6 mean score on the FY2014 First Quarter Customer Satisfaction Survey with 90 percent of customers participating in the survey willing to recommend the River Line service to a friend or relative.

The River Line currently operates with no federal subsidies and receives operational and capital funding assistance through the New Jersey Transportation Trust Fund.

SNJRG, as part of the negotiation process for the Contract Extension, has requested a minimum term of six months to maintain the current pricing terms and conditions. The Contract Extension includes a provision that the minimum term will be reduced to one month in the event that Bombardier Transportation is the successful bidder for the new O&M Contract.

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

FISCAL IMPACTS

Requested Authorization: This Authorization \$ 29,426,532.00
Total Authorization \$ 692,438,934.00 + annual adjustment

Total Project Cost: \$692,438,934.00 + annual adjustment

Projected Date of Completion: March 2015

Anticipated Source of Funds: Transportation Trust Fund
FY2014 and FY2015 Operating Budgets

DBE/SBE Goal: 17% SBE

***NJ Build* Amount:** N/A

Related Future Authorization: None

Impacts on Subsequent Operating Budgets: None

RESOLUTION

WHEREAS, NJ TRANSIT's River Line is a 34.5 mile corridor serving 19 communities in three counties between Camden and Trenton; and

WHEREAS, key components of this goal is the safe, on-time, customer-focused delivery of River Line service to NJ TRANSIT's customers; and

WHEREAS, NJ TRANSIT previously selected Southern New Jersey Rail Group, LLC through a competitive procurement process to Design/Build/Operate/Maintain the River Line, which contained a 10-year Operations & Maintenance period that extends to March 2014; and

WHEREAS, an extension of the Operations & Maintenance in accordance with the contract terms and conditions for a period up to but not to exceed 12 months will enable NJ TRANSIT to transition from the current Contract term to the next Operations & Maintenance phase; and

WHEREAS, the current terms will also be extended to include the Capital Asset Replacement Program as well as include Capital Improvement Projects;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to extend NJ TRANSIT Contract No. 97CJ052 with Southern New Jersey Rail Group, LLC of Camden, New Jersey, to Operate and Maintain the River Line in accordance with the contract terms and conditions for a period up to but not to exceed 12 months at a cost not to exceed \$29,426,532.00, plus annual adjustments, for a total authorization of \$692,438,934.00, plus annual adjustments, subject to the availability of funds.

EXHIBIT A



**ITEM 1312-49: NEWARK PENN STATION PLATFORM E –
COMMUNICATIONS AND FINISHES RENOVATIONS:
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 January 2012, NJ TRANSIT initiated the first phase of a platform repair project which was recently completed. The first phase included replacement of the edge of the concrete platform and the full width replacement of a portion of the platform, as well as the installation of a new tactile surface and rub rail and repairs to the buttress wall from the track bed up to the platform.

This project will complete the balance of the concrete platform repairs from the previously completed edge repairs back to the wall, including expansion joints, full width concrete replacements in some areas; architectural improvements including ceiling painting, masonry repairs, window repairs, door replacements, new lighting, new passenger communications systems, new signage and the installation of a new consolidated electrical and communications trough.

ACTION (Scorecard: Corporate Accountability, Customer Experience)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 14-008X with the lowest responsive and responsible bidder for the construction of the Newark Penn Station Platform E Communications and Finishes Renovations project at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

NJ TRANSIT identified repairs on Platform E that are needed to ensure continued safe and reliable service. Platform E serves Track 5 and is primarily used by NJ TRANSIT's Raritan Valley Line service for both loading and unloading passengers. It also serves as a connector between the Raymond Boulevard Concourse and the Gateway Center Office and Retail Complex and provides connections to the PATH Platform H. Over the years, the condition of the platform and associated structures has deteriorated. The repair work was divided into separate contracts to effectively manage Amtrak force account support.

BACKGROUND

History

The Newark Penn Station Platform E Structural Repairs project was the subject of earlier contract #12-017X. The work under that project was completed in July of 2013. Design work on this second phase of construction continued and this work will complete the needed repairs.

Procurement

The Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, on September 23, 2013 and in local newspapers on September 26, 2013. A Pre-Bid Conference was held on October 8, 2013 at the NJ TRANSIT Headquarters in Newark; a site visit followed the Pre-Bid Conference. Bids were received electronically and opened on November 7, 2013 at 2:00 p.m.

The Office of Business Development assigned a 17 percent DBE goal for this project. Office of the State Comptroller approval for this contract was received on September 16, 2013. The bids are currently under review.

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

FISCAL IMPACTS

Requested Authorization: Budgeted amount + 5% contingency

Total Project Cost: \$ 14,000,000

Projected Date of Completion: December 2015

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

DBE/SBE Goal: 17% DBE

NJ Build Amount: N/A

Related/Future Authorizations: None

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 repairs to the edge and buttress wall of Platform E in Newark Penn Station under Contract No. 12-017X; and

WHEREAS, remaining structural and architectural repairs are required to Platform E; and

WHEREAS, NJ TRANSIT intended to complete the additional repairs under a second contract to manage force account support; and

WHEREAS, NJ TRANSIT identified structural repairs, communications upgrades and architectural renovations to Platform E that are needed to ensure continued safe and reliable service;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 14-008X with the lowest responsive and responsible bidder for the construction of the Newark Penn Station Platform E Communications and Finishes Renovations project at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

ITEM 1312-50: HILTON GARAGE: CONTRACT FOR UNDERGROUND STORAGE TANK REPLACEMENT**BENEFITS**

This contract will provide for the replacement of underground diesel fuel storage tanks and related piping and distribution systems at Hilton Garage in Maplewood, New Jersey. The existing tanks are single-walled, and are nearing the end of their projected service life. They will be replaced with state-of-the-art double-walled tanks and piping. In addition, a number of smaller underground storage tanks will be removed and replaced by above ground tanks located inside the garage building, thereby reducing NJ TRANSIT's compliance costs and potential risk of discharge directly into the ground. New underground storage tanks being installed include two 20,000-gallon diesel tanks for fueling Hilton's bus fleet. New aboveground storage tanks being installed include one 2,000-gallon motor oil tank, one 1,000-gallon antifreeze tank, one 500-gallon transmission fluid tank, and one 500-gallon used antifreeze tank.

ACTION (Scorecard: Safety and Security, Corporate Accountability, Financial Performance)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-065 with T. Slack Environmental Services of Kenilworth, New Jersey, to provide construction services for the Hilton Garage Underground Storage Tank Replacement project at a cost not to exceed \$1,069,852.00, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

This project includes the removal of all existing underground storage tanks at Hilton Garage, and the replacement of tanks with state-of-the-art double-walled tanks and piping. Underground storage tanks that are not replaced in-kind will be replaced with aboveground tanks or not at all. In addition, both aboveground and underground storage tanks will be properly sized to reflect the facility's present rates of consumption for various bulk liquids stored in them.

BACKGROUNDHistory

There are presently six active underground storage tanks at Hilton Garage. All of these tanks are single-walled fiberglass construction, and were installed in 1988. The underground piping associated with these tanks is also single-walled fiberglass.

The petroleum storage industry generally accepts 25 years as the useful life for an underground storage tank .

Project Justification

Approval of this contract will allow NJ TRANSIT to proceed with the removal of six underground storage tanks at Hilton Garage, and replacement of two of those tanks with new tanks incorporating state-of-the-art technology to prevent and contain potential leaks. Fluid storage for remaining four tanks will either be replaced with aboveground tanks located inside the garage, or eliminated entirely. The project will afford the following benefits to NJ TRANSIT:

- Removal of all single wall underground storage tanks at the facility that are very near the end of their projected service life, and the replacement of only two of those tanks with new underground storage tanks that incorporate the latest technology to detect and contain leaks. This will not only reduce the potential environmental liability to the corporation, but reduce the cost of providing mandatory liability insurance required by New Jersey Department of Environmental Protection (NJDEP) to operate the tanks.
- The total number of active underground storage tanks at Hilton Garage will be reduced from six to two. This further reduces potential liability, and will reduce annual compliance costs by eliminating NJDEP-mandated annual testing and periodic inspections on four tanks that will be removed. Three of the tanks will be replaced by aboveground storage tanks, which are to be located inside the garage and will have significantly lower compliance requirements.
- Capacities of the various tank systems have been rationalized based on present bus fleet consumption rates. Experience has shown that excessively large tanks result in condensation and bacteria growth that can ruin the stored product and potentially damage equipment if that product is dispensed into vehicles. "Right sizing" the tanks will reduce contamination and promote more frequent inventory turnover, reducing losses due to product contamination.

Procurement

The Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Trenton Times* on April 12, 2013. A Pre-Bid Conference was held on April 29, 2013, at Hilton Bus Garage. Bids were received electronically and opened on May 28, 2013 at 2:00 p.m.

The Office of Business Development assigned a 20 percent SBE, Category 5 goal for this project. T. Slack Environmental Services is a certified Small Business Enterprise (SBE). The Engineer's Estimate for this scope of work is \$1,521,825.00.

E-BID 13-065X RESULTS

Company	Total Bid Price
T. Slack Environmental Services Kenilworth, New Jersey	\$ 1,069,682.00
A & J Construction Farmingdale, New Jersey	\$ 1,246,470.00

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

FISCAL IMPACTS

Requested Authorization: \$ 1,069,852.00 + 5% contingency

Total Project Cost: \$ 1,772,000

Projected Date of Completion: April 2014

Anticipated Source of Funds: Transportation Trust Fund

DBE/SBE Goal: 20% SBE Category 5

NJ Build Amount: \$ 5,350

Related Future Authorizations: None

Impacts on Subsequent Operating Budgets: Reduced UST compliance costs of \$22,655 annually (estimated)

RESOLUTION

WHEREAS, NJ TRANSIT seeks to improve its Hilton Garage bus maintenance facility; and

WHEREAS, NJ TRANSIT seeks to a State-of-Good-Repair by replacing aging underground storage tanks with either new technologically advanced underground storage tanks or new aboveground storage tanks; and

WHEREAS, replacement of aging tanks will result in a reduction in the number of underground storage tanks and subsequent estimated savings in routine compliance testing and inspection costs; and

WHEREAS, upon completion of a competitive procurement process for construction services it was established that T. Slack Environmental Services was the successful low bidder for the Hilton Garage Underground Storage Tanks Replacement project;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or the Executive Director is authorized to enter into NJ TRANSIT Contract No. 13-065 with T. Slack Environmental Services of Kenilworth, New Jersey, to provide construction services for the Hilton Garage Underground Storage Tank Replacement project at a cost not to exceed \$1,069,852.00, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

**ITEM 1312-51: NEW BRUNSWICK STATION – PLATFORM EXTENSION
CONSULTANT CONTRACT FOR PRELIMINARY AND FINAL
DESIGN, ENGINEERING, AND CONSTRUCTION ASSISTANCE
SERVICES**

BENEFITS

NJ TRANSIT's New Brunswick Station on the Northeast Corridor Line serves nearly 10,000 customers daily and is now NJ TRANSIT's third busiest terminal station. The station is served by fast and frequent rail service with ten and twelve-car trains, which cannot be accommodated by the shorter station platforms. Extension of the inbound (New York-bound) platform will allow longer trains to fully platform at the station thereby improving passenger boarding and exiting capacities, accessibility, passenger circulation, and future interconnection with adjacent real estate projects.

The platform extension will be constructed at the western end of the station. Longer boarding platforms will ensure that passengers can board and exit the longer trains more expeditiously, thereby increasing the capacity of the service to accommodate larger crowds. A pedestrian bridge connection will be designed and constructed by the New Brunswick Parking Authority. It will connect at the end of the platform extension allowing direct access between the new Robert Wood Johnson Hospital New Brunswick Wellness Center and our station. The pedestrian bridge connection will improve the station's customer accessibility by providing access to the additional elevators located at the opposite end of the passenger bridge.

ACTION (Scorecard: Safety & Security, Customer Experience, Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-066 with Urban Engineers of Cherry Hill, New Jersey, for design, engineering, and construction assistance services for the platform extension at New Brunswick Station, New Brunswick, Middlesex County, at a cost not to exceed \$638,315.46, plus five percent for contingencies.

PURPOSE

Authorization of this contract will allow for the design work (Preliminary design 10 percent – 30 percent, Architectural Design & Engineering 30 percent, Final Design and Engineering 30 percent – 100 percent) and Construction Assistance for the installation of the inbound platform extension at New Brunswick Station.

BACKGROUND

New Brunswick Station is on the State and National Register of Historic Places. The Station is a key regional transportation facility, providing access to Newark Liberty International Airport as well as regional rail service to New York, Philadelphia and Washington D.C.

New Brunswick Station, originally constructed by the Pennsylvania Railroad in the early twentieth century, has received various upgrades over the past two decades. Recently, a new eastbound elevator tower was added to improve accessibility to the station building interior and the inbound high-level platform. In addition, a local development project (Gateway building) has connected a passenger bridge to the outbound (Trenton-bound) platform and has agreed to allow our passengers to access their elevators.

SCOPE OF WORK

NJ TRANSIT plans to extend the inbound platform at New Brunswick Train Station in order to increase passenger boarding capacities and future interconnection with surrounding developments. The eastbound platform extension will extend approximately 230 feet to the west, crossing the stone arch bridge that carries the Northeast Corridor over Easton Avenue, and ending at the south edge of French Street. The scope of services included in the Request for Proposal (RFP) comprised three phases: Phase I - Preliminary Design and Engineering Services (10 percent-30 percent); Phase II -Final Design and Engineering Services (30 percent-100 percent); and, Phase III - Construction Support Services.

Schedule

NTP January 2014

10%- 30% design Complete April 2014 (4 months)

30% -100% design Complete October 2014 (6 months)

Construction Assistance 1 year Duration

PROCUREMENT

The Request for Proposals was advertised in *The Star-Ledger* and *The Trenton Times* on March 28, 2013.

A Pre-Proposal Conference was held on April 9, 2013 at 10:00 a.m. at NJ TRANSIT's offices at Penn Plaza in Newark. Proposals were received on April 23, 2013 from the following teams:

- **Michael Baker Jr., Inc.** with *Naik Consulting Group P.C., Matrix New World Engineering, Inc. and LTK Engineering Services*
- **Gannett Fleming, Inc.** with *KS Engineers, PC and ARCH² Inc.*
- **Urban Engineers, Inc.** with *Sowinski Sullivan Architects, Richard Grubb & Associates, Geo-Explorers, Area Engineering and GEOD Corporation*

A Technical Evaluation Committee (TEC) evaluated the proposals and determined that all three teams were in the competitive range. Oral Presentations by all three teams were held on May 21, 2013. The TEC, comprised of the following members, ranked the consultant team led by Urban Engineers as the highest for the technical proposal/oral presentation.

- Capital Planning & Programs Architectural & Design Services (one member)
- Capital Planning & Programs Project Oversight (one member)
- Capital Planning & Program Construction Management (one member)

A negotiation meeting was held between NJ TRANSIT staff and representatives of Urban Engineers on September 11, 2013 to reach an agreement on the Scope of Services and the fair and reasonable compensation to be paid by NJ TRANSIT.

The Office of Business Development assigned a Race Neutral DBE goal to this contract. Urban Engineers' proposal identifies DBE participation at 29.22 percent.

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

FISCAL IMPACTS

Requested Amount: \$638,315.46 + 5% contingency

Total Project Cost: \$5,685,000.00

Projected Date of Completion: 8/15/2016

Anticipated Source of Funds: TTF

DBE/SBE Goal: Race Neutral (DBE participation at 29.22%)

NJ Build Amount: None

Future/Related Authorizations: None

**Impact on Subsequent
Operating Budgets:**

Maintenance/cleaning shall extend the additional 230 feet of platform (minimal increase to the budget).

RESOLUTION

WHEREAS, NJ TRANSIT's New Brunswick Station on the Northeast Corridor Line serves nearly 10,000 customers daily; and

WHEREAS, The station is served by fast and frequent rail service with ten and twelve-car trains, which cannot be accommodated by the shorter station platforms; and

WHEREAS, NJ TRANSIT seeks to improve the passenger boarding capacities, accessibility, passenger circulation, and future interconnection with surrounding developments; and

WHEREAS, New Brunswick Station is listed on the State and National Register of Historic Places; and

WHEREAS, A pedestrian bridge connection will connect at the end of the platform extension allowing direct access between the new Robert Wood Johnson Hospital New Brunswick Wellness Center and the station; and

WHEREAS, accessibility and pedestrian safety will be improve for all customers by accessing the pedestrian bridge and additional elevators located at the opposite end of the passenger bridge;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 13-066 with Urban Engineers of Cherry Hill, New Jersey, for design, engineering, and construction assistance services for the platform extension at New Brunswick Station, New Brunswick, Middlesex County, at a cost not to exceed \$638,315.46, plus five percent for contingencies, subject to the availability of funds.