

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Acting Commissioner
Veronique Hakim, Executive Director

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

December 14, 2015

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 9, 2015.

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 9, 2015.

Present

Richard T. Hammer, Acting Chairman
Bruce M. Meisel, Vice Chairman
John Spinello, Governor's Representative
Anthony Longo, Treasurer's Representative
Myron P. Shevell, Board Member (By Telephone)
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting)

Also Present

Veronique Hakim, Executive Director
Neil Yellin, Deputy Executive Director
Dennis Martin, Vice President/General Manager, Bus Operations
Robert Lavell, Vice President/General Manager, Rail Operations
John Squitieri, Chief, Light Rail and Contract Services
Christopher Trucillo, Chief of Police
Frank Savino, Acting Auditor General
Warren Hersh, Acting Chief Financial Officer & Treasurer
Michael Slack, Chief Information Officer
Penelope Bassett, Assistant Executive Director, Communications & Customer Service
Steve Santoro, Assistant Executive Director, Capital Planning & Programs
Alma Scott-Buczak, Assistant Executive Director, Succession Planning & Workforce Dev.
Gardner Tabon, Chief, Office of System Safety
Kenneth Worton, Deputy Attorney General
Joyce J. Zuczek, Acting Board Secretary

Betsy Stern, Office of System Safety, provided a Public Safety Announcement. Acting Chairman Hammer convened the Open Session at 9:04 a.m. in accordance with the Open Public Meetings Act. The Pledge of Allegiance to the Flag was conducted. Acting Board Secretary Zuczek conducted a Roll Call.

Acting Chairman Hammer thanked Executive Director Hakim for all of her service and unwavering dedication to the job and wished her nothing but the best moving forward.

Acting Board Secretary Zuczek announced that adequate notice 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. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L. 1975, and the meetings were occurring concurrently. Notices were mailed to newspapers of general distribution, forwarded to the Secretary of State, Trenton, New Jersey, and sent to each individual, agency and organization that requested such notice. In addition, notices of the meetings were posted in the main lobby of NJ TRANSIT's Headquarters in Newark, New Jersey. Acting Board Secretary Zuczek announced that the Board Meeting was being video recorded.

Acting Chairman Hammer asked for a motion to adopt the minutes of the November 12, 2015 Board meetings. A motion was made by Vice Chairman Bruce M. Meisel, seconded by Board Member James C. Finkle, Jr., and it was adopted.

Public Comments on Agenda Items and Other Matters

There were seven 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.

Murray Bodin believes in the last three months people have been more flexible in solving problems he has spoken about over the last few years. He provided low floor commuter buses and open rail cars as examples and suggested NJ TRANSIT begin exploring these because they provide more seats at less cost. Mr. Bodin noted the new Gateway Tunnel was moving forward expeditiously. He noted the Warwick, New York crossing has both railroad flashing red lights and traffic lights and NJ TRANSIT runs miles of light rail controlled by traffic lights, and suggested unifying the controls by using traffic lights at all crossings.

Patricia Winship spoke on behalf of the Lackawanna Coalition. They believe NJ TRANSIT is in trouble because in addition to Executive Director Hakim's departure, there are several respected managers who have either left or will leave soon. Ms. Winship said next year will be very difficult for transit and its riders because Amtrak's trackage fees will rise substantially, railroad employees still do not have a contract, and state support for transit has been decimated with only 10 percent of the budget as there was the year before Governor Christie took office. They said the Republican Administration in Trenton and the Democrat-controlled Legislature have cut funding for transit by 90 percent.

Ms. Winship complained that their organization did not receive notice that the last trains of their line were being eliminated. She expressed appreciation for some schedule concessions that took effect last month. Ms. Winship complained about the cost of the Delco Lead project and suggested the project would not produce any immediate benefit to transit riders. They do not think it is urgently needed the way a new tunnel to New York is, and think the money should go to building a new tunnel or two. Ms. Winship spoke about increased transit ridership needs nationwide, a bleak financial picture, and against cutting service. They want to contribute their advice and expertise about transit.

Joseph Clift wished Executive Director Hakim well in her new position and said it is the biggest one there is. He believes her biggest success at NJ TRANSIT was untying the knot at the Port Authority Bus Terminal. Mr. Clift also noted at NJ TRANSIT she led the nation regarding the quiet car policy and is ahead of the two sister agencies in New York.

Mr. Clift's said his biggest disappointments were transparency and failure to develop a coherent capital program strategy. He complained the Capital Planning, Policy, and Privatization Committee was not open to the public, the new Sandy Website has less document information than the old one, and the Board only gets the contract without receiving the complete picture regarding projects. Mr. Clift does not believe NJ TRANSIT has identified and prioritized capital projects based on contribution to the core mission to provide safe, reliable, convenient and cost effective transit service. He does not believe a yard is needed to protect rolling stock or that riders will benefit until Gateway is completed. Mr. Clift also believes the actual cost is higher when Midline Loop and the new Jersey Avenue Station costs are included, and the capital money is better spent on a higher priority capital project: a third tunnel. He believes the only short-term benefit of the project is the new North Brunswick Station. Mr. Clift wants the next Executive Director to create a comprehensive capital plan that prioritizes.

Vice Chairman Meisel noted NJ TRANSIT was receiving substantial funding from the federal government.

Gary Kazin complained about the temperature threshold for the heaters in the Denville Station shelter. He believes they should be able to activate the heaters when the temperature falls below 55 degrees, which is when New York City apartments must provide heat between October and April.

Randy Glucksman, Metro-North Commuter Council Chair, wished Executive Director Hakim the best of luck and said he looks forward to working with her on the other side of the Hudson. Mr. Glucksman said at the November 16, 2015 Metro-North, LIRR, and Metropolitan Transportation Authority (MTA) Committee meeting, he tasked the Board to direct the Metro-North staff to work with NJ TRANSIT counterparts to move the sidings project. He said the gaps in service make it hard to go to the city. Mr. Glucksman also said the sign in the westernmost corridor closest to Eighth Avenue in New York Penn Station was unreadable and suggested they look to the amazing sign by Dunkin Donuts.

David Peter Alan believes NJ TRANSIT is in trouble because the current funding levels are inadequate for service that is inadequate, and next year will be worse. He believes transit riders, whether dependent or by choice, need help from both parties to secure the funding needed to provide the needed mobility. Mr. Alan believes Executive Director Hakim's successor must have extensive experience as a transit manager, which is necessary to understand the level of service riders need and how to deliver it to them.

Mr. Alan wished Executive Director Hakim the best of luck back in the city. He believes Executive Director Hakim will benefit from the improvements she made at the Port Authority

Bus terminal during the evening peak hour. Mr. Alan wishes rail riders had similar improvements. He expressed gratitude that she restored riding privileges to non-union employees and said he believed they never should have been revoked in the first place. Mr. Alan said with the heightened state of alert everyone was living, having extra experienced eyes and ears riding the trains and buses will make everyone safer. Additionally, he believes something for employees who have not received a raise in many years to improve their morale was of incalculable value. Mr. Alan believes the benefits to everyone of a satisfied workforce greatly exceed any dollar amount attached. He has heard arguments that pit riding privileges for employees against higher fares for other riders. Mr. Alan believes these attempts to play two groups, who are both victims of NJ TRANSIT's bleak financial future, against each other are mean spirited and counterproductive.

Mr. Alan believes the Delco Lead/County Yard item is a waste of money and objects to the project. He does not believe it is needed for another storm like Sandy and does not benefit riders whose service keeps getting worse. Mr. Alan believes it gives scarce dollars to corporations who undertake a project that produces no benefit to current riders.

Mr. Alan said he has a plan for essentially restoring the service that was cut and partially restored, using best practices and at a fraction of the cost. He said the last train from Dover skips every stop between Summit and Newark. Mr. Alan suggested this train stopping only to drop off passengers with tickets to these stops, without picking anyone up. He said Metra does this in Chicago and it will only require an extra two to three minutes. He believes late evening service to Gladstone could be restored with a bus that connects with the last train at Summit and drop ticketed passengers off south of Long Branch. Mr. Alan said a small van could serve the same purpose, and Steve Fittante, one of the most respected community transportation managers, who is also leaving NJ TRANSIT at the end of the year, did this when he was County Director in Monmouth County. He believes these steps could protect NJ TRANSIT's service and ridership, without interfering with it schedules, at a minimal cost.

Vice Chairman Meisel said he agreed with Mr. Alan regarding restoring ridership for non-agreement employees. Vice Chairman Meisel explained in the Real Estate business, they try to have mixed use development because 24-hour eyes and ears is a safety feature so having transit employees ride complimentary is essentially protecting the public and protecting the system. He thanked Executive Director Hakim for doing this before she left, and said it was a smart thing to do.

Orrin Getz provided his well wishes to Executive Director Hakim and hopes she does very well at MTA NYC. He expressed his appreciation for Executive Director Hakim meeting with the advocates, listening to them, and having very frank discussions that were productive. Mr. Getz hopes her successor will do the same.

Mr. Getz said he hopes when Executive Director Hakim is at the MTA, she helps them push for new Hudson River rail tunnels since the MTA has not come on board yet. He said she was a good spokesperson for extending the #7 subway train to Secaucus and he hopes that now that the #7 subway will be under her control that she might be able to do something to

help get it extended to Secaucus. Mr. Getz also hopes she can teach the people at MTA NYC about the benefits of light rail.

Mr. Getz fully agrees with Vice Chairman Meisel's comments in November about the critical need to build the tunnels, believes NJ TRANSIT should be praised for taking the lead with the Environmental Impact Statement item in October, and thinks they need MTA and New York Metropolitan Transportation Council (NYMTC) on board. He reiterated his suggestion that NJ TRANSIT contact Ed Day, the only voting member of NYMTC, on this side of the Hudson, since NYMTC votes on the capital program for the MTA.

Mr. Getz believes there is a critical need in Rockland County to make the Suffern Train Station handicap accessible. He knows NJ TRANSIT would be willing to do this, but noted they also needed the MTA's help on it. Mr. Getz wants NJ TRANSIT to move its stalled projects ahead. These include the Lackawanna Cutoff to Andover that is moving slowly and the Pascack Valley Line Sidings. Mr. Getz believes this needs to be done and having better service would be a boom to the real estate developers. He said the community fears when the sidings were proposed never came to fruition. Mr. Getz believes this project should move ahead and said they could get the MTA involved. Also, he believes a very important project is how to upgrade service into Hoboken. Mr. Getz believes Hoboken is grossly underutilized and has great potential in helping NJ TRANSIT moving people in and out of New York City more effectively. He noted this might need work with the Port Authority because they cut the service.

Vice Chairman Meisel said Mr. Getz was right about the sidings fears not coming to fruition and it was probably something that should be looked at. Vice Chairman Meisel noted Gateway could not be talked about often enough and urged everyone connected to transit to continue talking about it because there was probably no more important infrastructure project in the entire United States. He believes one major problem is how long it takes infrastructure projects to be implemented in the United States. Vice Chairman Meisel believes Gateway needed to be started yesterday and wishes there were a shortcut through a long process.

Walter Jacobs said he is a Commissioner for senior services in Essex County. He expressed concern about the way seniors have to get on the bus. Mr. Jacobs believes 98 percent of drivers are really good and one percent tries to do things a little different but in a good way, but the other one percent does things their way because they are in charge of the bus. He suggested starting a new book for 2016 regarding what they are supposed to do on a bus, noting where their and NJ TRANSIT's income comes from.

Mr. Jacobs expressed concern about the removal of a bus stop that was at 149 Springfield Avenue in front of the Metropolitan Baptist Church. He noted it was useful for a lot of people in wheelchairs or using canes because in the wintertime the roads can be icy and slippery. Mr. Jacobs discussed the nearby bus stop options and why they were not good alternatives. He asked to talk to someone about reinstating that stop, especially on Sundays.

Mr. Jacobs noted the 28, 29, and 11 buses go down Broad Street to Court Street. He expressed concern that the buses do not stop at Court Street, where a lot of seniors live. Mr. Jacobs said NJ TRANSIT was losing money and the seniors were losing the convenience of a nice bus ride. He also expressed concern about a lot of the bus changes and drivers not stopping for seniors. Mr. Jacobs said everyone will be a senior eventually and noted not all have relatives with cars that can accommodate wheel chairs. He asked to talk to someone about his concerns.

Ben Schumer is part of the Lackawanna Coalition and made a personal statement. He asked about the Lackawanna Cutoff progress regarding choosing a contractor to build the station and DEP permits for wetlands. Mr. Schumer said an updated NJ TRANSIT study projected 150 daily customers once the station is built but Jeff Tittle of the Sierra Club was quoted in *The Star Ledger* as saying any building of a big station may cause building like a Metropark-esque Station. He suggested a smaller station in one strip like Gillette since it is a smaller rural town.

Mr. Schumer inquired about restoring the off-peak fares in the near future. He asked about the progress of the Summit pocket track and whether there were any diagrams. Mr. Schumer thinks the pilot program limiting sitting at stations to ticketed passengers to two hours is a terrible policy because the homeless need the station to keep warm from the elements. He believes Meals-On-Wheels should be able to reinstitute deliveries to Summit Station. Mr. Schumer said if other commuters complain, they should designate a separate area for a short amount of time and commuters should be reminded that the homeless need it and are not bothering anyone.

Advisory Committee Report

Suzanne Mack, Chair of the North Jersey Transportation Advisory Committee, reiterated best wishes to Executive Director Hakim in her new post. She said Executive Director Hakim brought real professionalism, a real interest in advocacy commuter groups and committees, included them in conference calls, provided them with information, and it was quite refreshing. Ms. Mack said she has been involved a long time and said people are not really replaceable because everyone brings their own interests and real priorities. She said NJ TRANSIT was really a conglomerate of the Executive Director and Board Members who provide invaluable leadership. Ms. Mack said the new Commissioner has a background in transit, transportation, and capital programming that will influence them. She said Executive Director Hakim's background was remarkable for them and she will be missed.

Ms. Mack reiterated Ms. Wlnship's concerns regarding what will happen next year with transit funding. She noted one good thing was Congressman Sires, Senator Menendez and Senator Booker were able to get New Jersey \$50 million back in the new Surface Transportation bill. Ms. Mack thinks they need a strategic plan regarding funding. She thought about possibly having the committees open a website for suggestions for dealing with the budget. They don't want to be facing another fare increase in July. She reiterated that the Advisory Committees were available for vetting ideas and issues.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

Stephen Thorpe, Chairman, Senior Citizen and Disabled Resident Transportation Advisory Committee (SCDRTAC) said it was his second time addressing the Board as Chairman of SCDRTAC. He thanked them for the opportunity to speak about his concerns and visions. Not much has changed since his last report in June. He is very concerned that SCDRTAP still does not have a stable source of funding to support the community transportation systems.

Two things have changed since he last addressed the Board and both will adversely affect community transportation in New Jersey. Governor Christie recently vetoed a bill that would have provided an additional \$6 million to help community transit. On December 1st, *The Star-Ledger* reported that things will be getting even worse in terms of casino revenue, the major source of funding for this program. He quoted: "Moody's Investors Service said in a report Monday, it expects eight new casinos altogether worth \$5 billion will be opening in the region over the next three years." Four of the twelve Atlantic City gambling halls went out of business in 2014 according to the report. Moody's blamed those closings on the increasing competition from other casinos in the region. The report went on to state that the Trump Taj Mahal, Caesars and Bally's were "already on the brink." Each is in Chapter 11 bankruptcy. The report concluded with a doomsday prognostication: "We expect more casino closures to occur in Atlantic City as some struggle to grow their business and face additional competition."

Mr. Thorpe said in short, they must get busy now or face the impending reality of losing almost all funding for the vital community transit services. A stable source of funding that is not tied to the doomed casino fund must be found and found now. The time to act is now. New Jersey must find a way to fund community transportation.

Mr. Thorpe provided some suggestions for stable funding: 1) Enact a surcharge of \$1.00 on every driver's license and registration renewal dedicated strictly to SCDRTAP; 2) Add an additional one cent to parkway and turnpike tolls dedicated strictly to SCDRTAP; and 3) Raise the gas tax and dedicate one cent per gallon of the increase to SCDRTAP. These small numbers would provide a stable funding source that would allow the vital community transportation systems to continue serving our seniors, veterans and disabled residents.

As Mr. Thorpe stated previously, the Counties have tried all they can to find additional sources of revenue, including becoming transportation providers for New Jersey department programs, vehicle advertising, and charging fares. These have generally added less than 20 percent to their budgets and can only help in a very small way to offset the huge losses of casino revenue funding between 2008 and 2015.

Mr. Thorpe said it was now the Governor and Legislature's turn to step up to the plate. Obviously stable funding was the most urgent priority, but he needed to mention a couple other things he was concerned about. 1) New Jersey Transit is the only transit property he was aware of that does not offer a multi-ride fare instrument to senior and disabled riders. Metro-North, offers a 10 trip and monthly pass for seniors and disabled persons that was

approximately one-half the cost of similar full-fare tickets/passes. He recently met a disabled young lady who told him she had to carry several individual senior/disabled bus tickets and how inconvenient and difficult it was to use a single-ride ticket. He wants NJ TRANSIT to offer senior/disabled discounted multi-ride tickets. 2) Former "Wheels" bus routes were mentioned in agenda item 1512-49. Community transit operators including both counties and other private operators could operate these services at a lower cost than is done in current practice. The current procurement process needs to encourage the participation of these community transit operators. Public and other private community transit operators are providing similar fixed route service at lower costs and could be providing service on these routes at a cost-saving to NJ Transit. The demand for local bus service in rural and suburban parts of the state is increasing and they need to find more economical ways to address these needs.

Mr. Thorpe thanked the Board for the opportunity to address these issues and thanked Executive Director Hakim and said he would personally miss her. She did a lot to put a friendly face on NJ TRANSIT and make more it user friendly, especially the quiet cars program and rolling out the Rude Zone campaign. Mr. Thorpe also congratulated their outgoing Director Steve Fittante and thanked him for all his service. He said Mr. Fittante was the father of community transit and has been a valuable asset to NJ TRANSIT and the community transit providers.

Board Customer Service Committee Report

Board Member Flora M. Castillo presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service update and a report on the Social Media Dashboard for October.

Board Administration Committee Report

Board Member James C. Finkle, Jr. presented the report for the Administration Committee. The Administration Committee discussed the Minibus Service board item that will provide continued operation of five regular and flexible minibus service routes in Morris, Union, and Warren County. The Committee also received a Financial Update for September, which included an analysis of ridership trends.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the Delco Lead and County Yard board item that is part of NJ TRANSIT's Resilience Program. The Delco Lead project will provide a safe haven for storing equipment during extreme weather events and a companion facility to inspect stored equipment prior to its return to revenue service. The County Yard project will provide a new train storage yard and enhance Jersey Avenue Station to provide ADA accessibility, improved amenities, and expanded and reconfigured commuter parking modifications.

Vice Chairman Meisel made a comment regarding outgoing Board Member Shevell. Vice Chairman Meisel said he joined NJ TRANSIT in 2011 and was asked to be Vice Chairman while Board Member Shevell was having back surgery. Vice Chairman Meisel said Board Member Shevell has been a role model to all the Board Members. He is a gentleman, incredibly smart and dedicated, an incredibly smart businessperson, and a decent man. Vice Chairman Meisel will miss Board Member Shevell but understands that after 20 years he has done his service. Vice Chairman Meisel said Board Member Shevell is leaving with dignity and thanked him for his service and the education he received watching Board Member Shevell at NJ TRANSIT. Board Member Shevell thanked Vice Chairman Meisel for his comments.

Executive Director's Monthly Report

WINTER PREP

Executive Director Hakim noted with Thanksgiving behind them and December in full swing, NJ TRANSIT has been busy preparing for the upcoming winter weather season, notwithstanding the forecasters mild weather prediction for the upcoming weekend and days ahead. NJ TRANSIT's operations departments have been preparing, months in advance, to ensure all of NJ TRANSIT's systems including rail, bus and light rail service are as weather-proof as possible. NJ TRANSIT's "winterization" process includes making sure all NJ TRANSIT's snow fighting equipment is ready to go while also performing incredibly detailed system wide maintenance and inspections on bus, rail, and light rail fleets and with NJ TRANSIT's Access Link providers.

NJ TRANSIT is prepared and will continue to work diligently to prepare for any anticipated storms. By staying prepared they can help ensure that delays and disruptions are minimized from whatever amount of snow and ice arrives this season. Whenever they do battle with a winter storm, NJ TRANSIT's focus is to keep NJ TRANSIT's customers informed of the status of the system through njtransit.com, station announcements, social media and broadcast traffic reports.

HOLIDAY TRAVEL

Not only is NJ TRANSIT prepared to deal with the weather but they are also gearing up for a busy holiday travel season. Executive Director Hakim thanked all of the hard working men and women who took time away from their families to keep our system moving over the long Thanksgiving weekend. It is their dedication which made the weekend a success.

Looking ahead to accommodating the heavy flow of travelers during the holidays through New Year's Eve, as NJ TRANSIT does every year, they will be making adjustments to better match service with ridership demands. Whether it is enhanced service for shoppers at the area malls, early getaway service or getting crowds to and from the New York City New Year's ball drop, NJ TRANSIT will be positioning its equipment, crews, customer service representatives and employee ambassador volunteers in places and at times to best serve its riders.

This is also a great time of year for families to take advantage of some of NJ TRANSIT's special offers. To that end, NJ TRANSIT is extending its 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 beginning at 7 p.m. on Thursday, December 24th until 6 a.m. on Monday, January 4th. Normally, this fare is only available on weekends and holidays.

NJ TRANSIT is also offering some great deals for family fun. Continuing through January 3, 2016, NJ TRANSIT riders can get 20 percent off select performances of the Radio City Christmas Spectacular. NJ TRANSIT customers can also receive ten dollars off select performances of Elf: The Musical now through December 27, 2015. Details for both of these great offers have been posted on NJ TRANSIT's website under deals and discounts.

As families crisscross the state to have fun or connect with loved ones for the holidays, it is a good reminder of how vital NJ TRANSIT's services are—whether it is avoiding those New York City gridlock alert days or getting to the airport. This is typically one of the busiest times for Newark Airport station as travelers increasingly leave their cars behind. NJ TRANSIT encourages customers to purchase round trip tickets, or get the new NJ TRANSIT App and purchase their tickets from the palm of their hand with their smartphone.

HOLIDAY CHARITY

Executive Director Hakims said while the weather may eventually be turning colder their hearts are only getting warmer with the holiday season. For more than 30 years, Railmen for Children has operated the annual Santa Train and this year did not disappoint. More than 300 special needs children from eight schools took the trip of a lifetime last Friday along the Morristown and Montclair-Boonton lines. Each child was presented a personalized gift from Mr. and Mrs. Claus. Since 1982 employees from throughout NJ TRANSIT have come together to raise money, purchase the gifts and spread the holiday spirit. Executive Director Hakim thanked Railmen for Children for this wonderful tradition.

Another one of NJ TRANSIT's annual traditions wraps up this Friday. The "Toys For Kids" campaign has been collecting toys donated by generous employees to help bring smiles to children in need this holiday season.

On Monday, December 14, 2015, as part of Governor Christie's fifth annual "Season of Service," Executive Director Hakim will serve breakfast to those in need at the Community Soup Kitchen and Outreach Center.

Executive Director Hakim explained as Acting Chairman Hammer noted earlier, this was her last Board meeting. She thanked Acting Chairman Hammer and the Board Members for their friendship, wise counsel and support. Executive Director Hakim said everything NJ TRANSIT has been able to do in the Board Room and out on the system was because it started with the Board's support. She said she will have a chance to talk to Senior Management later but said it was truly a team effort and everyone has a role. It is with great pride she has been able to serve. Executive Director Hakim said the advocates and advisory committees'

passion and commitment was clear. They may not have always agreed but they were always able to have a frank dialogue and that has been very gratifying and Executive Director Hakim thanked them. Executive Director Hakim said at the end of the day, there is a lot of work to do and she will work until her very last day at NJ TRANSIT.

Action Items:

1511-48: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD TRAIN SAFE HAVEN STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENTS PROGRAM: AMENDMENT TO CONSULTANT CONTRACT FOR PREPARATION OF FINAL PLANS, SPECIFICATIONS, AND ESTIMATES

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1511-48 for approval.

Steve Santoro recommended approval of Item #1511-48, NJ TRANSIT Resilience Program – Delco Lead Train Safe Haven Storage and Inspection Facility Project and County Yard Improvements Program: Amendment to Consultant Contract for Preparation of Final Plans, Specifications, and Estimates.

Authorization was requested to amend a contract with Jacobs Engineering, Inc. of Morristown, New Jersey, to provide consultant services for the Delco Lead and County Yard Projects Phase 2 which includes preparation of final plans, specifications, and estimates at a cost not to exceed \$21,000,000, plus five percent for contingencies, for a total authorization of \$30,073,848, subject to the availability of funds and receipt of National Environmental Policy Act acceptance.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member James C. Finkle, Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

Hammer	Meisel	Spinello	Longo	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1511-49: MINI-BUS SERVICE FOR MORRIS COUNTY, UNION COUNTY AND WARREN COUNTY

Executive Director Hakim introduced John Squitieri, Chief, Light Rail and Contract Services, who presented Action Item #1511-49 for approval.

John Squitieri recommended approval of Item #1511-49, Mini-Bus Service for Morris County, Union County and Warren County

Authorization was requested to enter into three contracts with private motorbus carriers, Suburban Transit for Union County, Saddle River Trails for Morris County and Delaware River Coach Lines for Warren County for the operation of regular and flexible mini-bus route services for an initial 36-month contract period from January 9, 2016 through January 11, 2019 at a combined cost not to exceed \$4,297,802, plus five percent for contingencies. Staff will seek authorization to exercise the options at a later date.

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

Roll Call Vote:

Hammer	Meisel	Spinello	Longo	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

Executive Session Authorization

Acting Chairman Hammer concluded the open session agenda items and requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Baljinder Cheema and the Personal Injury Claim of Angelique Baker at approximately 10:12 a.m.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member Myron P. Shevell seconded it and it was unanimously adopted.

Acting Chairman Hammer, Vice Chairman Meisel, Board Members Shevell, Finkle, Castillo, Spinello, Longo, and Greaves returned to open session at approximately 10:48 a.m.

1511-50: PERSONAL INJURY CLAIM OF BALJINDER CHEEMA

Executive Director Hakim introduced, Warren Hersh, Acting Chief Financial Officer & Treasurer, who presented Action Item 1511-50 for approval.

Warren Hersh recommended approval of Item #1511-50, Personal Injury Claim of Baljinder Cheema.

Authorization was requested to settle the claim of Baljinder Cheema, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member Myron P. Shevell seconded it, and it was unanimously adopted.

Roll Call Vote:

Hammer	Meisel	Spinello	Longo	Shevell	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

1511-51: PERSONAL INJURY CLAIM OF ANGELIQUE BAKER.

Executive Director Hakim introduced, Warren Hersh, Acting Chief Financial Officer & Treasurer, who presented Action Item 1511-51 for approval.

Warren Hersh recommended approval of Item #1511-51, Personal Injury Claim of Angelique Baker.

Authorization was requested to settle the claim of Angelique Baker, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

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

Roll Call Vote:

Hammer	Meisel	Spinello	Longo	Shevell	Castillo	Finkle	Greaves
No	Yes	Yes	Yes	Yes	Yes	Yes	Non-Voting Member

Acting Chairman Hammer acknowledged and deeply thanked Board Member Shevell, who recently announced he was stepping down from the NJ TRANSIT Board after more than 20 years of unwavering and dedicated service. As a DOT employee for 30 years, Acting Chairman Hammer was well aware of the contributions Board Member Shevell has made through the Board for NJ TRANSIT, its customers, and the State of New Jersey. On behalf of Governor Christie, Acting Chairman Hammer thanked Board Member Shevell for that. Acting Chairman Hammer read Board Member Shevell’s proclamation.

Executive Director Hakim said she has had the privilege of working with two generations of the Shevell family in public transportation. She worked with Nancy Shevell at the MTA Board member for many years. Executive Director Hakim recognizes the commitment and family values Board Member Shevell has placed on public service and being active in transportation. Since arriving at NJ TRANSIT, Board Member Shevell has been a friend and wise counselor to Executive Director Hakim. She greatly appreciates it and is in awe of his commitment of time and effort he spent on all these important issues. On behalf of the staff, Executive Director Hakim sincerely thanked Board Member Shevell.

Board Member Shevell said he couldn't express his appreciation enough and wished everyone a happy holiday. He said they have been great years working with everyone at NJ TRANSIT.

Board Member Castillo personally thanked Board Member Shevell for his counsel when she became a board member about 16 years ago. She said his counsel really helped shape her advocacy on the Board over the years on behalf of the riders and employees. Board Member Castillo will miss Board Member Shevell and thanked him for his service to everyone in New Jersey.

Board Member Castillo said outgoing Executive Director Hakim has been a tremendous leader and has turned around the morale of employees. She said Executive Director Hakim has been a true advocate and partner to many of the representatives inside and outside of the room. Board Member Castillo appreciates how open Executive Director Hakim is and on behalf of the employees, thanked her for everything she did for them and the riding public.

Vice Chairman Meisel said Executive Director Hakim made a decade of difference in the short time she was at NJ TRANSIT.

Suzanne Mack said she did not realize this was Board Member Shevell's last meeting. She thanked Board Member Shevell for all his time and service.

Board Member Shevell said he appreciated all the beautiful comments. Vice Chairman Meisel said it was well deserved. Board Member Shevell said it has been wonderful and everything is in good order with the Commissioner and all the Board Members. He said anytime they need help, he is only a phone call away and Vice Chairman Meisel said they may take him up on that offer.

Adjournment

Since there were no further comments or business, Acting Chairman Hammer called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Flora M. Castillo, and unanimously adopted. Acting Chairman Hammer wished everyone a happy safe holiday season. The meeting was adjourned at approximately 10:57 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 9, 2015

MINUTES

PAGE

➤	CALL TO ORDER	-
➤	SAFETY ANNOUNCEMENT	-
➤	PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤	APPROVAL OF MINUTES OF PREVIOUS MEETINGS	48606
➤	PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤	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	48607

ACTION ITEMS

1512-48	NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD TRAIN SAFE HAVEN STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENTS PROGRAM: AMENDMENT TO CONSULTANT CONTRACT FOR PREPARATION OF FINAL PLANS, SPECIFICATIONS, AND ESTIMATES	48628
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Authorization to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc. of Morristown, New Jersey, to provide consultant services for the Delco Lead and County Yard Projects Phase 2 – Preparation of Final Plans, Specifications, and Estimates at a cost not to exceed \$21,000,000, plus five percent for contingencies, for a total authorization of \$30,073,848, subject to the availability of funds and receipt of National Environmental Policy Act (NEPA) approval.

1512-49 MINI-BUS SERVICE FOR MORRIS COUNTY, UNION COUNTY, AND WARREN COUNTY 48635

Authorization to enter into three contracts with private motorbus carriers for the operation of regular and flexible mini-bus route services for an initial 36-month contract period from January 9, 2016 through January 11, 2019 at a combined cost not to exceed \$4,297,802, plus five percent for contingencies. The three (3) separate NJ TRANSIT contracts will be as follows:

- Contract No. 15-004A Union Mini-Bus Route Service operated by Suburban Transit
- Contract No. 15-004B Morris Mini-Bus Route Service operated by Saddle River Trails
- Contract No. 15-004C Warren Mini-Bus Route Service operated by Delaware River Coach Lines

The cost for the mini-bus route services for the 36-month period would aggregate \$4,297,802, plus five percent for contingencies for a total cost of \$4,512,692.

Staff will seek authorization to exercise the options to extend these contracts for an additional two, 24-month option periods, from January 12, 2019 through January 8, 2021 and January 9, 2021 through January 13, 2023, in accordance with the RFP and the bid cost submitted by each carrier, at a combined option period cost not to exceed \$6,339,959, plus five percent for contingencies at a later date.

- **EXECUTIVE SESSION AUTHORIZATION:** Discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Baljinder Cheema and the Personal Injury Claim of Angelique Baker. **48639**

1512-50 PERSONAL INJURY CLAIM OF BALJINDER CHEEMA 48640

Authorization to settle the claim of Baljinder Cheema, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

1512-51 PERSONAL INJURY CLAIM OF ANGELIQUE BAKER 48642

Authorization to settle the claim of Angelique Baker, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

- **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 12, 2015 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 16, 2015;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 12, 2015 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
Richard T. Hammer, Acting Commissioner
Veronique Hakim, Executive Director



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

TO: BOARD OF DIRECTORS
FROM: VERONIQUE "RONNIE" HAKIM *RH*
DATE: DECEMBER 9, 2015
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2015

December is in full swing, and that means it is once again time to think about the upcoming winter season and NJ TRANSIT's storm readiness. For months, our operations departments have been preparing to ensure our rail, bus and light rail service is as weather-proof as possible. Our "winterization" process includes making sure our snow fighting equipment is ready to go. In addition, our crews perform maintenance and inspections on our bus and rail fleets as well as our infrastructure.

Our two, rail-mounted powerful jet snow blowers are tested and tuned up long before the first snow fall. This critical equipment helps clear the train tracks of snow and ice, particularly in rail yards. Our storm preparations continue with the snow melting supplies being topped off as we make sure that our snow-removal contracts with outside vendors are in place. On the rail side specifically, the more than 750 switches across the system are inspected along with the switch heaters, which prevent snow and ice from building up. All rail cars are put through a rigorous inspection including everything from heating systems and thermostats to weather stripping and electronics. On the bus side, our fleet of 2,200 buses is put through an equally thorough inspection. Our crews look at everything from heating and airbrake systems to engine fluids, tires, windshield wipers and doors. By staying prepared, we can help ensure that delays and disruptions are minimized. Customers will be kept up to date with the latest storm information through our website, station announcements, social media and broadcast traffic reports.

Not only are we prepared to deal with the weather, but we are also gearing up for the busy holiday travel season. The long Thanksgiving weekend was a success because of the dedication of our hard working men and women who took time away from their families, and I thank them for everything they do. Now, we look ahead to accommodating the heavy flow of travelers during the holidays through New Year's Eve. As we do every year, we will make adjustments to better match service with ridership demands. This includes the early getaway, enhancements to service at area shopping malls as well as moving the crowds to and from New York City's New Year's Eve festivities.

This is also a great time of the year for families to take advantage of some of our special offers. We are extending our Family SuperSaver Fare, which allows two children 11 and younger to travel free with each fare-paying adult. This fare is usually reserved for weekends and holidays, but it will be in effect from Christmas Eve night right through early Monday morning, January 4th. NJ TRANSIT customers can also receive discounts on select performances of the "Radio City Christmas Spectacular" and "Elf: The Musical." Details have been posted on our website www.njtransit.com under "deals and discounts." We encourage customers to purchase round trip tickets in advance or use the NJ TRANSIT smartphone app.

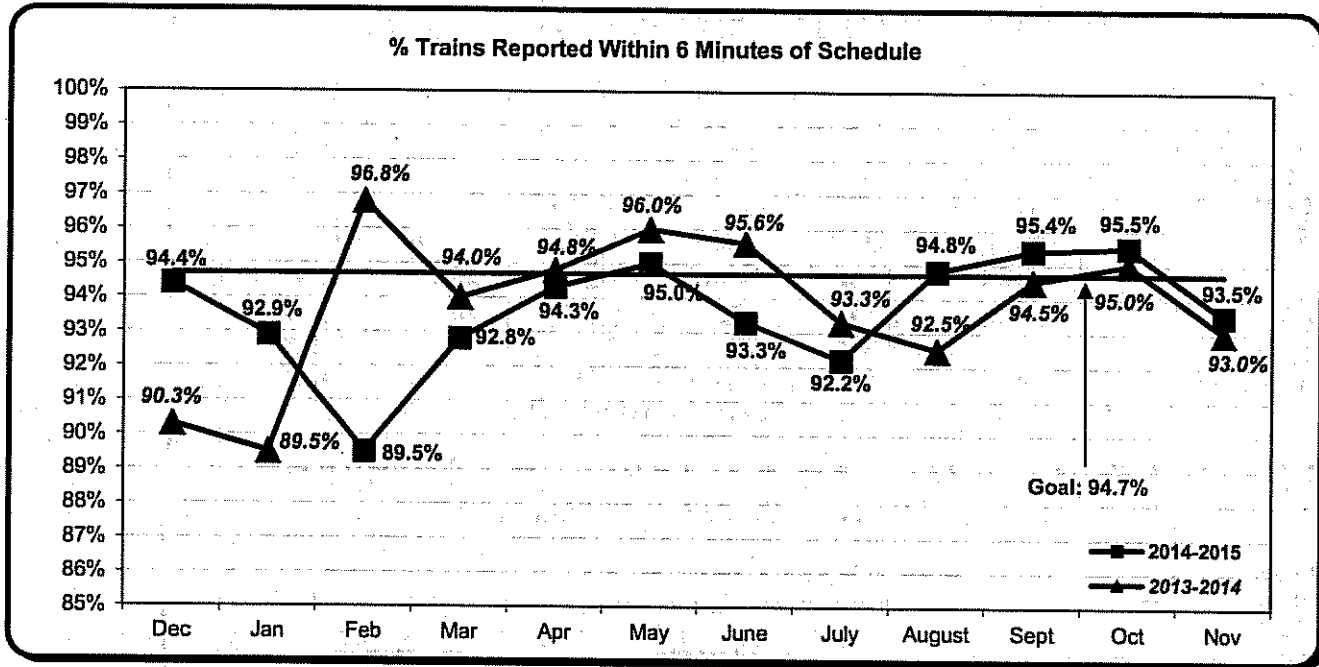
In closing, I would like to highlight our employees continued generosity during the holidays. For more than 30 years, Railmen for Children has operated the annual Santa Train, and this year did not disappoint. More than 300 special needs children from eight schools took the trip of a lifetime on December 4th. In addition, this week we will be concluding another annual tradition of giving. The "Toys for Kids" campaign is collecting toys from our employees and will help bring smiles to children in need.

EXECUTIVE DIRECTOR'S MONTHLY REPORT DECEMBER 2015

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2013 - NOVEMBER 2015



	2014	2015	# Change
November Comparison	93.0%	93.5%	0.5%

	2013-2014	2014-2015	# Change
12-Month Average December-November	93.8%	93.6%	-0.2%

Analysis:

Rail On-Time Performance was 93.5% for November 2015. Of the 17,716 trains scheduled to operate, 16,572 were on time, while 1,144 trains (or 6.5%) were delayed. Key causes included:

- Amtrak programmed maintenance, NJT diesel problem and weather-related equipment issues caused 38 delays for a total of 86.6% OTP on November 7.
- Amtrak programmed maintenance, Conrail bridge failure, NJT equipment issues and a fire near the tracks caused 37 delays for a total of 86.9% OTP on November 8.
- NJT equipment issues and heavy customer travel caused 79 delays for a total of 84.5% OTP on November 25.

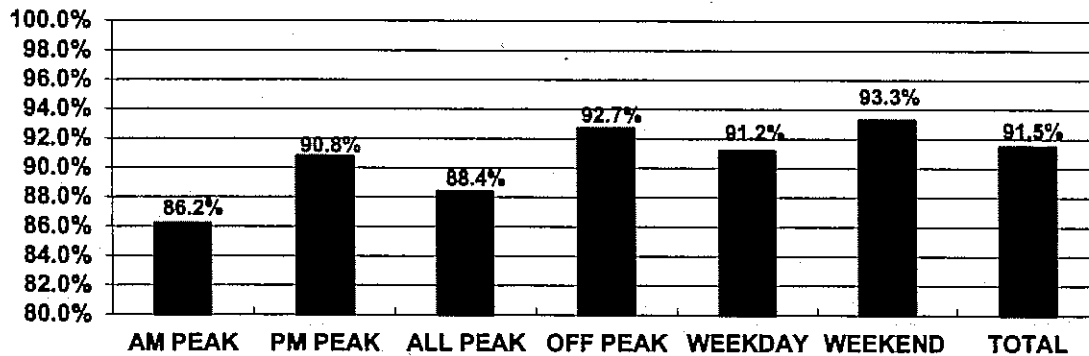
The 12-month average for Rail On-Time Performance for December 2013-November 2015 was 93.7%.

ON-TIME PERFORMANCE RAIL

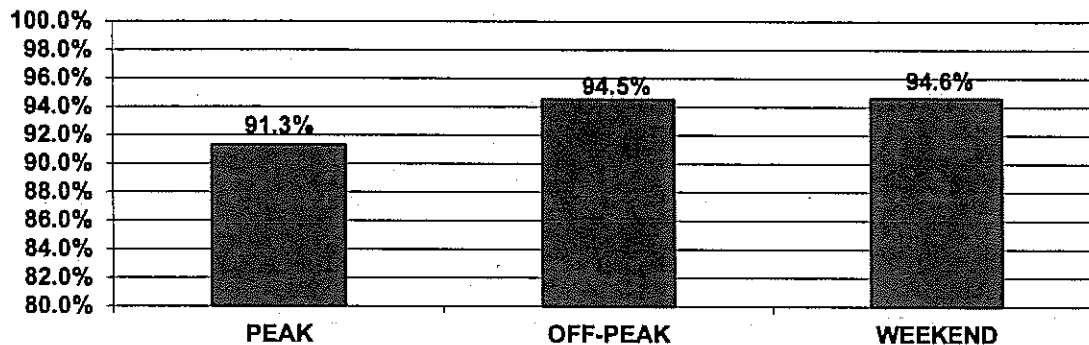
SUMMARY BY TIME PERIOD NOVEMBER 2015

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

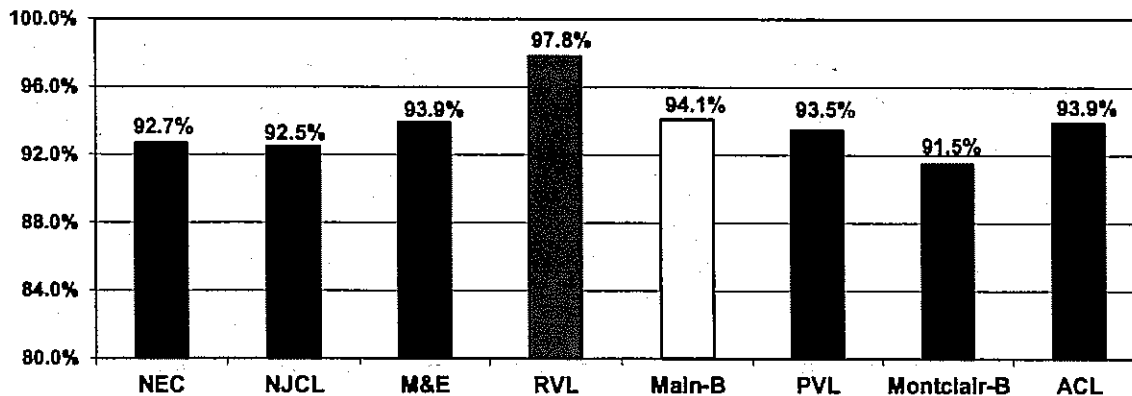
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

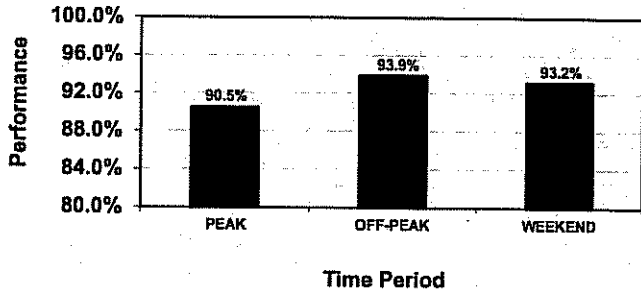


% BY LINE Trains Reported On Time

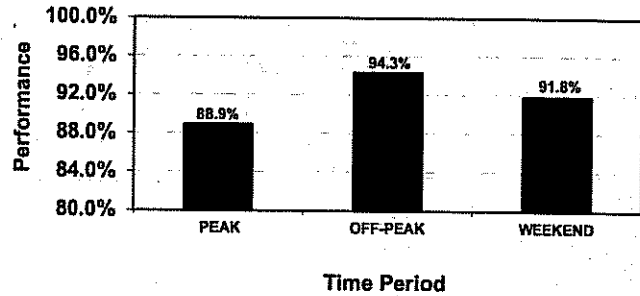


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2015

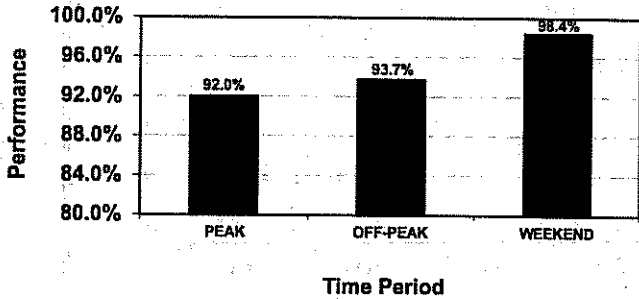
NORTHEAST CORRIDOR



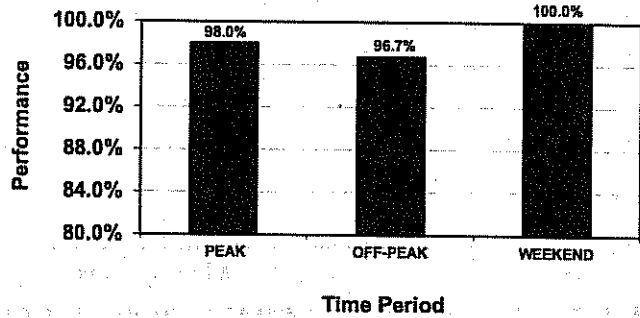
NORTH JERSEY COAST LINE



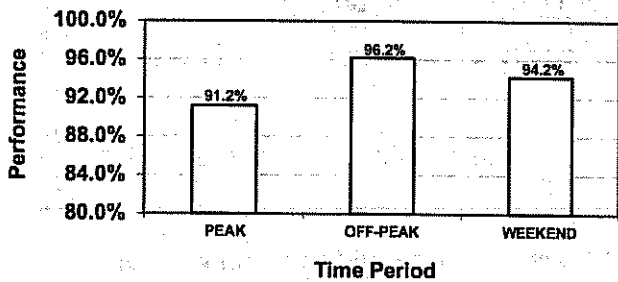
MORRIS & ESSEX



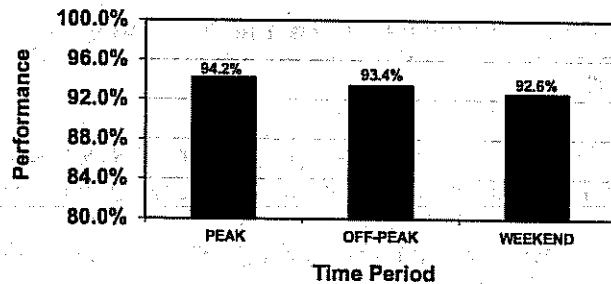
RARITAN VALLEY LINE



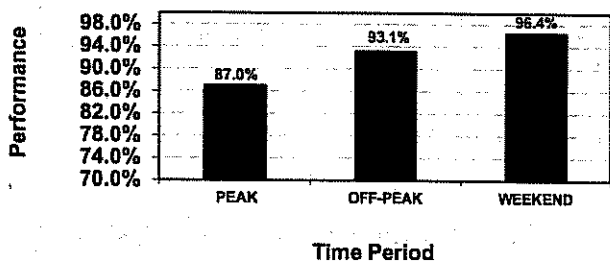
MAIN-BERGEN



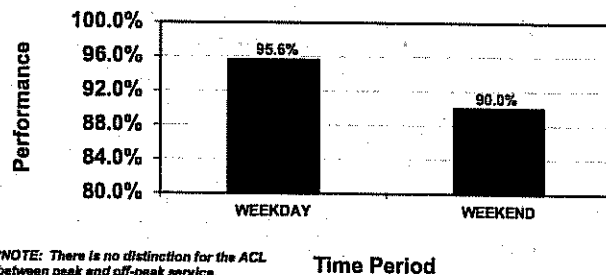
PASCACK VALLEY



MONTCLAIR-BOONTON



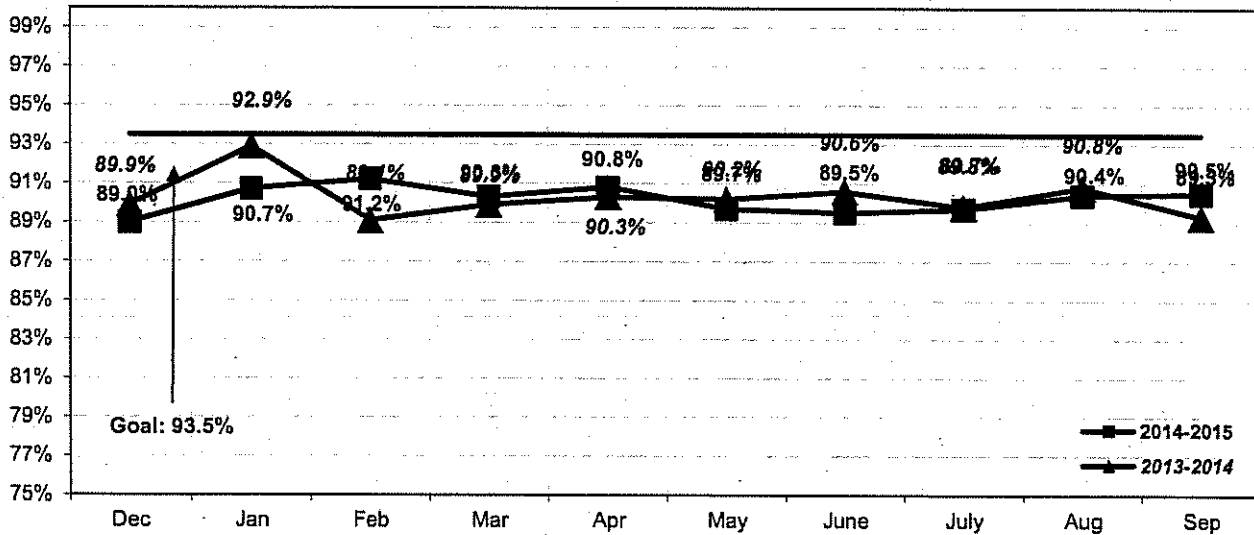
ATLANTIC CITY*



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

NJ TRANSIT ON-TIME PERFORMANCE BUS DECEMBER 2013 - NOVEMBER 2015

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2014	2015	% Change
November Comparison	89.7%	89.6%	-0.1%

	2013-2014	2014-2015	% Change
12-Month Average December-November	90.5%	90.1%	-0.4%

Analysis:

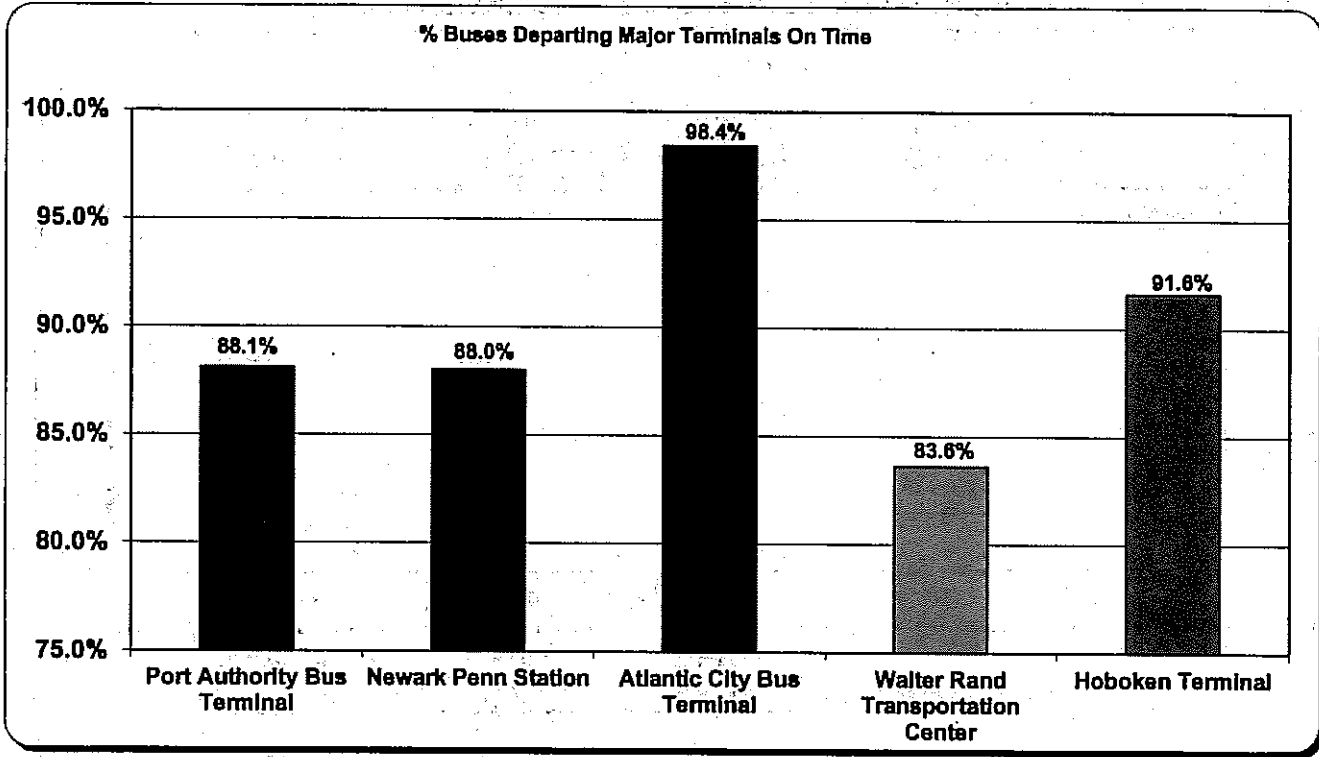
Bus On-Time Performance was 89.6% for November 2015. Of the 37,657 monitored departures, 3,932 (or 10.4%) experienced delays. Key causes included:

- Presidential visit to NYC on 11/2 and heavy customer travel on Thanksgiving affected service at Port Authority Bus Terminal.
- Parades in Philadelphia on 11/6 and 11/27 impacted Walter Rand Transportation Center service.
- Heavy traffic, delays, detours and total gridlock due to Presidential visit in Newark on 11/2 impacted service at Newark Penn Station.
- Route 495 lane closures for Presidential visit on 11/2 and heavy Thanksgiving traffic affected service at Hoboken Terminal.

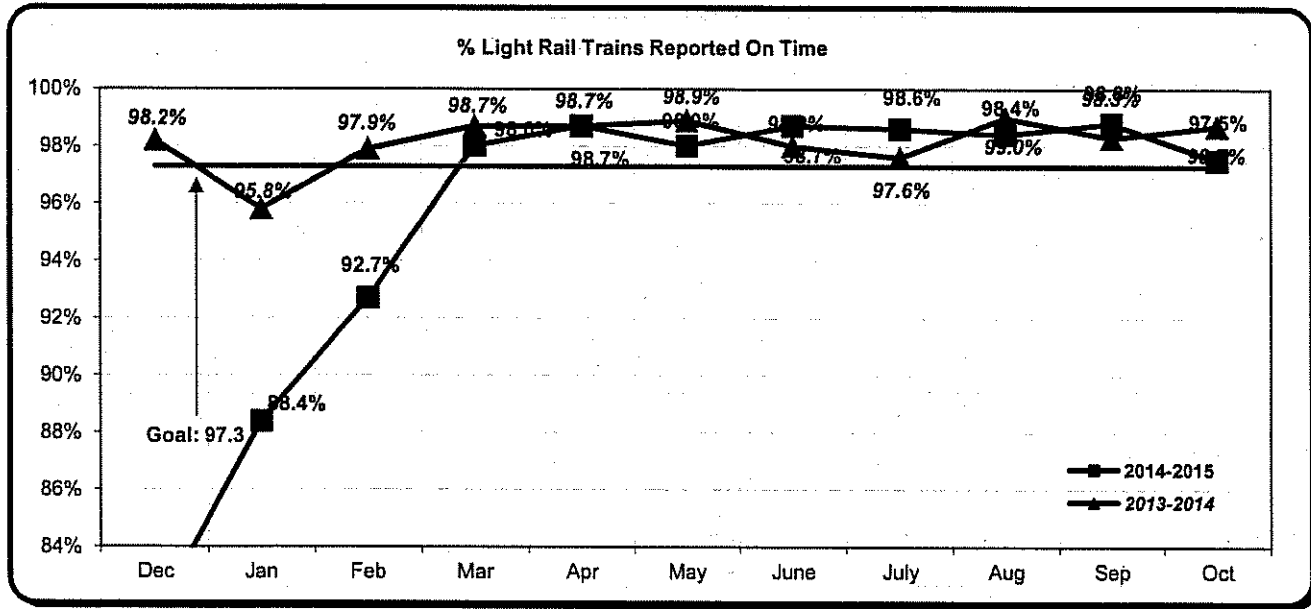
The 12-month average for Bus On-Time Performance for December 2013-November 2015 was 90.3%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2015



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL DECEMBER 2013 - NOVEMBER 2015



	2014	2015	# Change
November Comparison	91.8%	98.3%	6.5%

	2013-2014	2014-2015	# Change
12-Month Average December-November	97.6%	95.6%	-2.0%

Analysis:

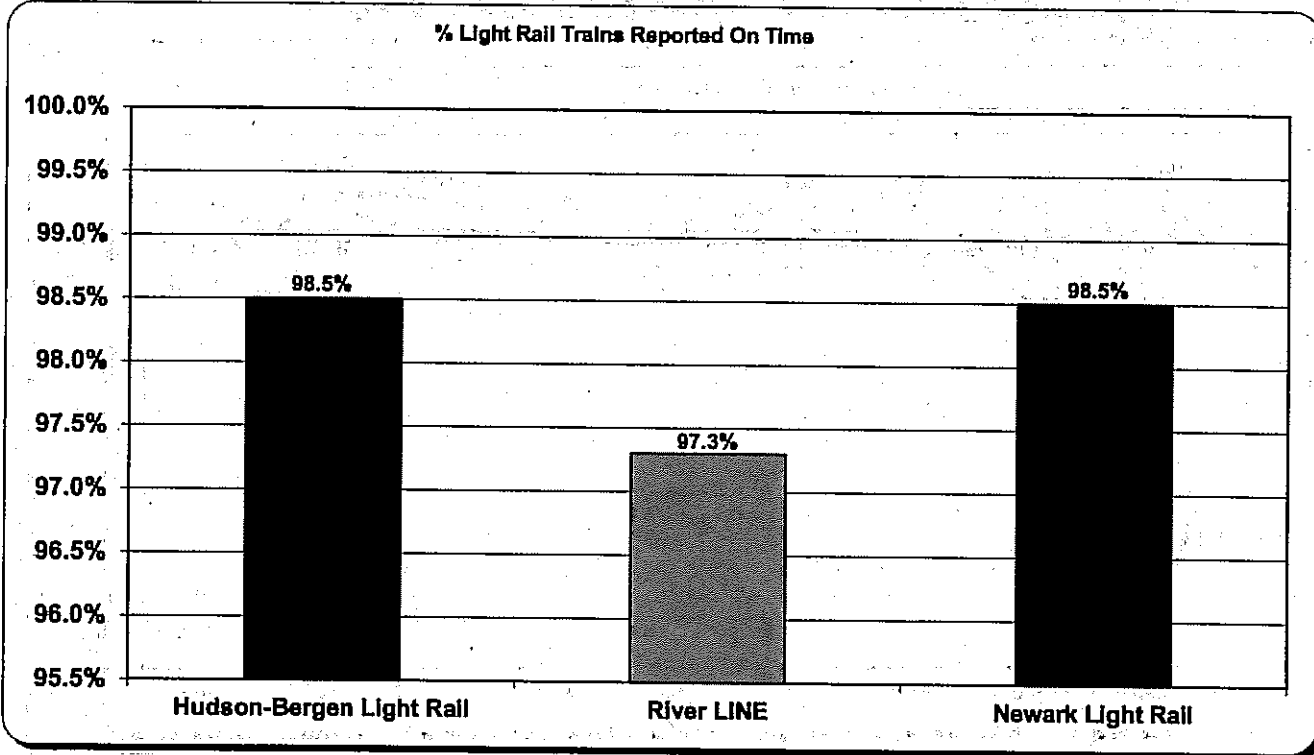
Light Rail On-Time Performance systemwide was 98.3% for the month of November 2015. Of the 24,787 monitored departures, 411 (or 1.7%) experienced delays. Key causes included:

- A Light Rail/trespasser incident near Garfield Station delayed 22 Hudson-Bergen Light Rail trains on November 5.
- A signal and switch problem delayed 23 RiverLINE trains on November 23.
- A mechanical issue at Military Park delayed 45 Newark Light Rail trains on November 16.

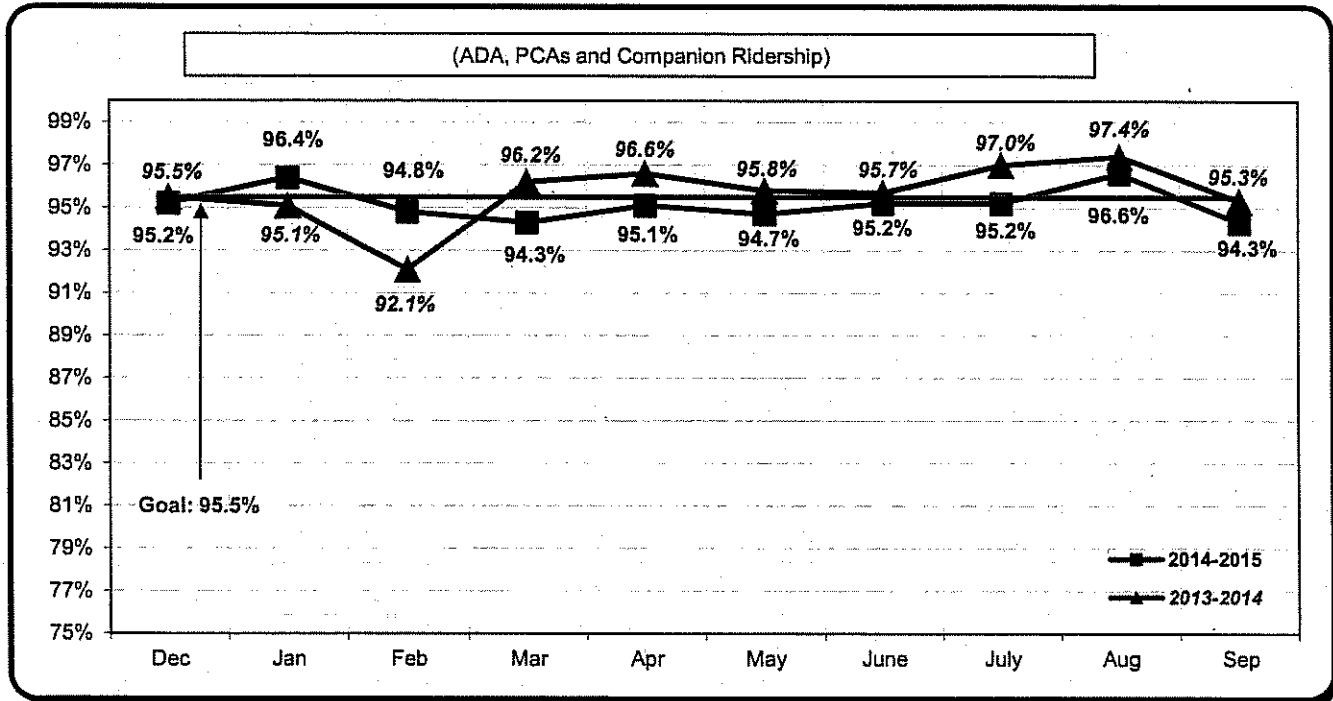
The 12-month average for Light Rail On-Time Performance for December 2013 - November 2015 was 96.6%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE NOVEMBER 2015



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK DECEMBER 2013 - NOVEMBER 2015



	2014	2015	% Change
November Comparison	95.5%	94.2%	-1.3%

	2014	2015	Difference
November Ridership	110,448	113,572	3,124

	2013-2014	2014-2015	% Change
12-Month Average December-November	95.6%	95.0%	-0.6%

Analysis:

Access Link On-Time Performance was 94.2% for November 2015. Of the 113,572 total trips, 6,583, or 5.8% experienced delays.

Key causes include:

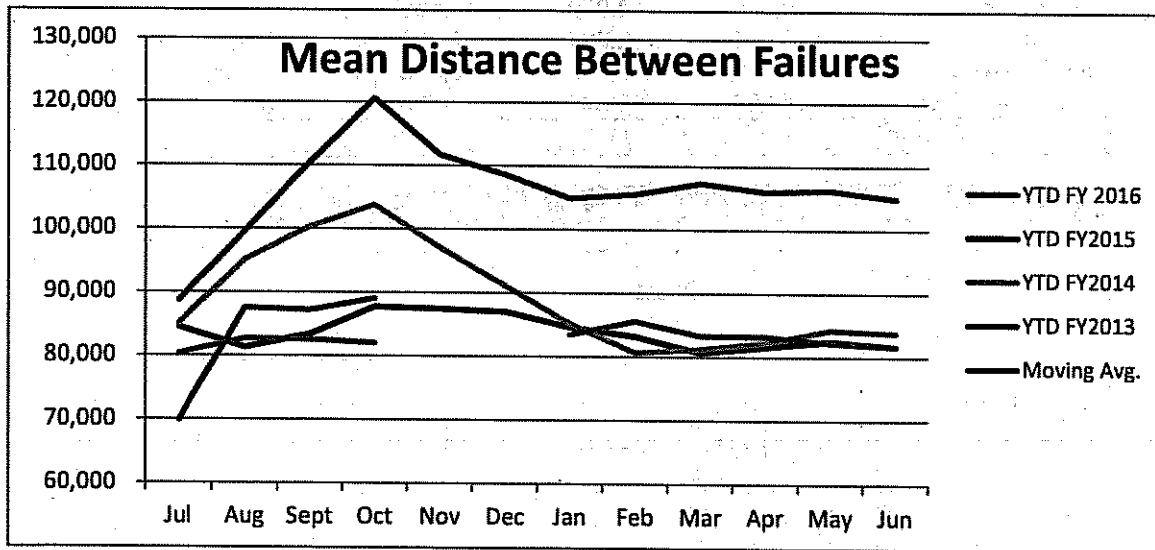
- * Traffic congestion.
- * Cancellations and customer no-shows.
- * Road closures/construction.

The 12-month average for Access Link On-Time Performance for December 2013 - November 2015 was 95.3%.

MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

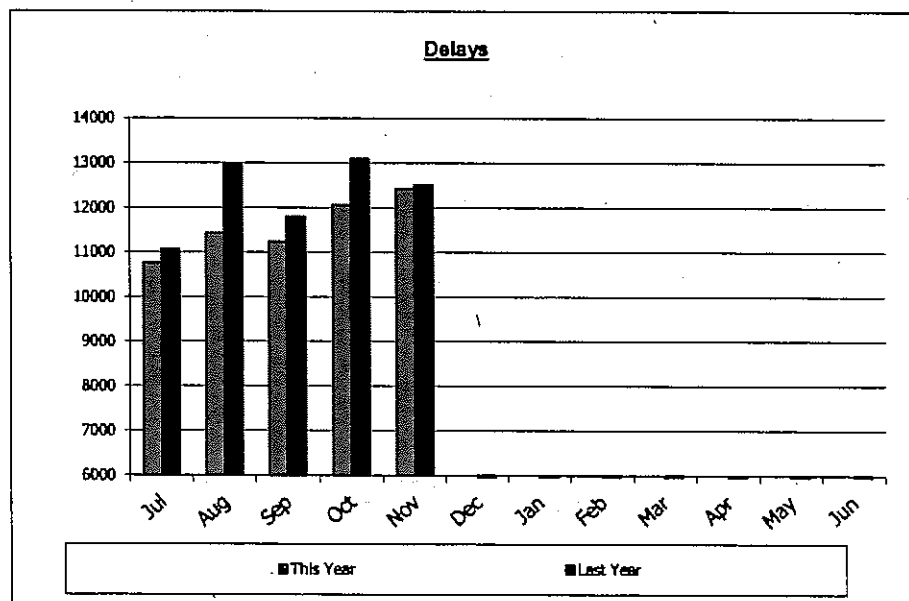
Month	YTD FY2016	YTD FY2015	YTD FY2014	YTD FY2013	12 Month Moving Avg.
Jul	69,926	84,508	85,097	88,735	80,305
Aug	87,565	81,319	95,116	99,585	82,718
Sept	87,158	83,368	100,341	110,530	82,556
Oct	89,034	87,750	103,813	120,591	82,022
Nov	-	87,434	97,112	111,758	-
Dec	-	87,042	91,128	108,579	-
Jan	-	84,607	85,161	104,917	83,493
Feb	-	83,179	80,639	105,580	85,552
Mar	-	80,659	81,229	107,335	83,308
Apr	-	81,649	82,293	106,048	83,222
May	-	82,566	84,237	106,287	82,285
Jun	-	81,704	83,798	104,975	81,704



Garage Performance Parameters

November 2015

Location	Miles Between In-Service Delays			
	FY2016 Goal	This Month	FY2016 YTD	FY2015 YTD
Fairview	7,000	6,099	5,611	7,264
Greenville	9,900	5,718	7,153	8,307
Market Street	9,500	8,879	8,053	10,238
Meadowlands	11,500	7,305	7,648	9,138
Oradell	13,500	12,922	10,656	10,083
Wayne	12,500	13,923	11,409	11,858
Northern Division	-	9,476	8,770	9,834
Big Tree	9,600	16,719	8,510	9,763
Hilton	10,500	14,766	11,833	12,609
Howell	16,750	26,981	34,748	21,246
Ironbound	9,800	11,049	10,175	11,033
Orange	10,200	9,711	8,372	12,287
Morris	10,500	47,746	49,592	103,318
Central Division	-	14,496	12,991	13,751
Egg Harbor	15,500	14,979	14,108	14,667
Hamilton	19,000	52,637	22,295	17,532
Newton Avenue	15,700	13,148	16,635	14,494
Washington Twp.	14,500	13,370	13,783	13,194
Southern Division	-	15,361	15,119	14,380
Bus Operations	-	12,418	11,529	12,228

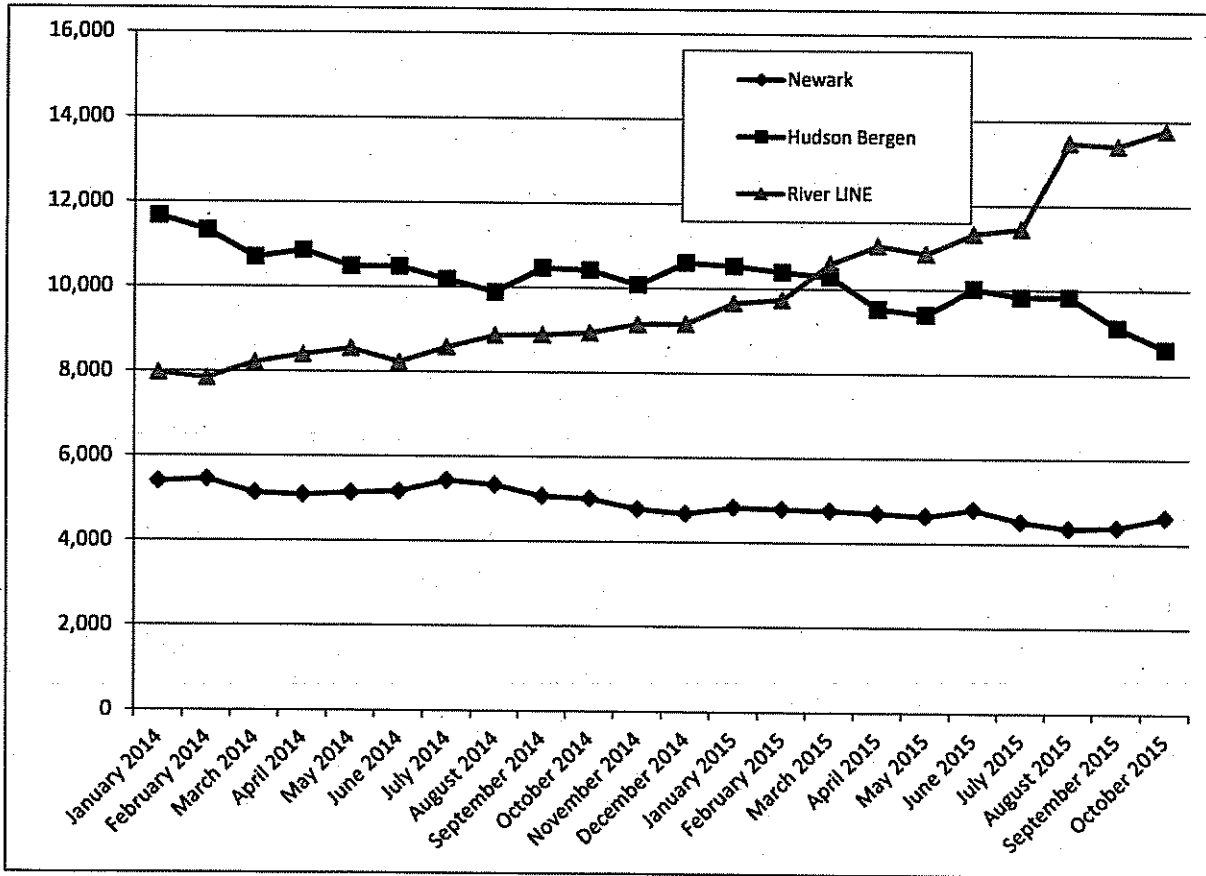


NJ TRANSIT - LIGHT RAIL, October 2015

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	October 2015 (Current Month)	12 Month Moving Average (Mean)
Newark Light Rail	7,696	4,639
Hudson Bergen	4,968	8,604
River LINE	13,939	13,790

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

State Funded Contracts

During the month of November 2015, NJ TRANSIT awarded **\$197,617,773.83** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$6,953,888.44** or **3.52%**.

During the State Fiscal Year 2016 (July 1, 2015 through June 30, 2016) NJ TRANSIT awarded **\$289,085,516.62** in state funded contracts. Of that total, SBEs received **\$33,312,489.48** or **11.52%**.

SBE Goal Attainment from July 1, 2015 through June 30, 2016 (FY 2015)

Category 1 SBEs received	\$1,691,421.45	or 0.59%
Category 2 SBEs received	\$1,159,244.65	or 0.40%
Category 3 SBEs received	\$25,431,784.21	or 8.80%
Category 4 SBEs received	\$3,943,901.17	or 1.36%
Category 5 SBEs received	\$1,086,138.00	or 0.38%
Category 6 SBEs received	\$0.00	or 0.00%

FTA Funded Contracts (updated Quarterly – next update will occur January 2016)

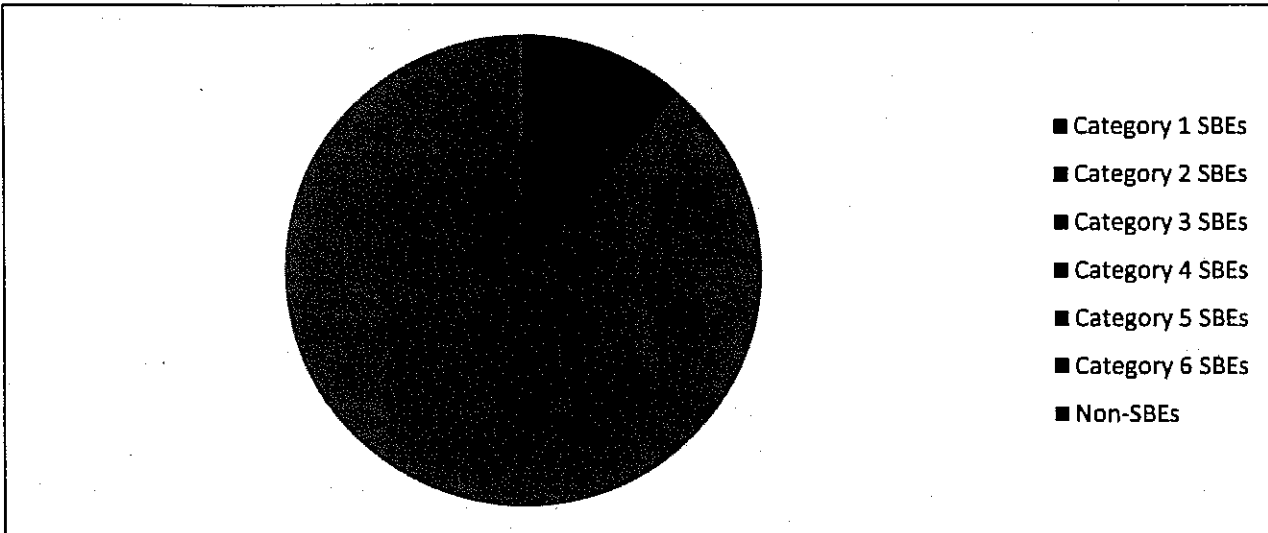
During the 4th Quarter (July 1, 2015 – September 30, 2015) of Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$3,601,934.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$707,307.00** or **19.64%**.

DBE Goal Attainment from October 1, 2013 (FFY 2014) - September 30, 2016 (FFY 2016)*

Contracts awarded	\$25,914,589.65
DBEs received	\$ 4,942,003.34 or 19.07%

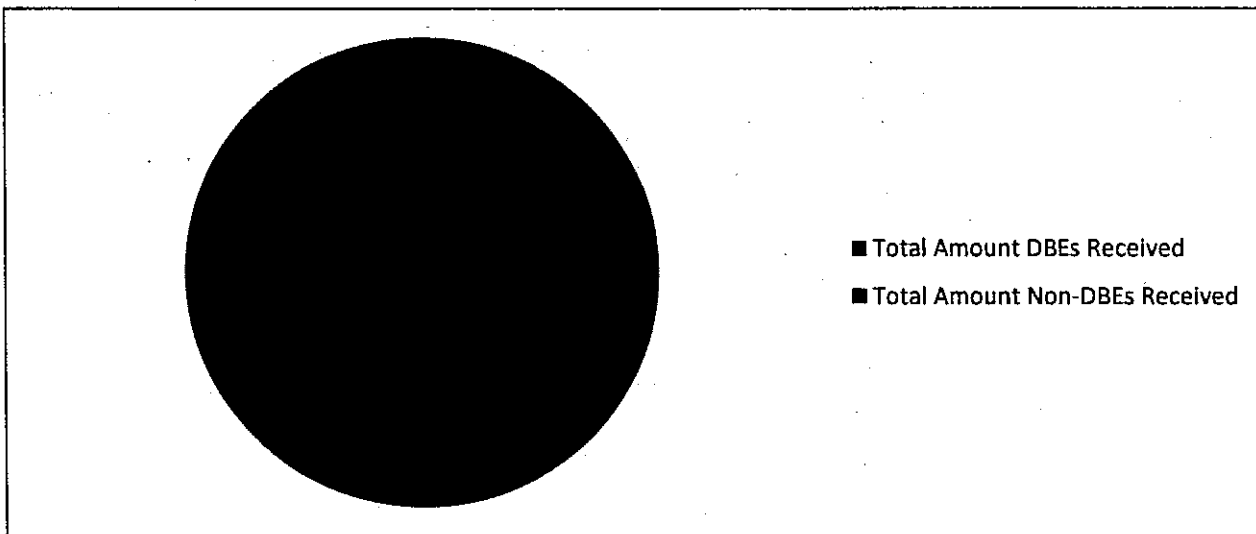
*Numbers reflect federal share.

Category 1 SBEs	\$1,691,421.45	0.59%
Category 2 SBEs	\$1,159,244.65	0.40%
Category 3 SBEs	\$25,431,784.21	8.80%
Category 4 SBEs	\$3,943,901.17	1.36%
Category 5 SBEs	\$1,086,138.00	0.38%
Category 6 SBEs	\$0.00	0.00%
Non-SBEs	\$255,773,027.14	82.29%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2014-2016

Total Amount DBEs Received	\$4,942,003.34	19.07%
Total Amount Non-DBEs Received	\$20,972,586.30	80.93%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Fifteen NJ TRANSIT employees retired recently with careers ranging from 10 to 39 years of service:

1. John Bronson, Operator – Greenville – 10 years
2. Dushan Conway, Operator – Wayne – 15 years
3. Arie Fussman, Operator – Wayne – 12 years
4. Michael Chevalier, Spec. Maintenance Man – Ferry Street – 31 years
5. Stanley Tillerson, Inspector "B" – Oradell – 36 years
6. Jose Alvarez, Operator – Big Tree – 20 years
7. Michele Daise, Operator – Orange – 20 years
8. Deifa Torres, Operator – Wayne – 17 years
9. Jonathan Edwards, Operator – Hamilton – 22 years
10. Louis Ellis, Program Manager – Penn Plaza – 39 years
11. Frederick Gilliam, Garage Supervisor – Hilton – 34 years
12. Joseph Martin, Chief Regional Supervisor – Newton Avenue – 36 years
13. Robert Parylak, Senior Program Manager – Penn Plaza – 28 years
14. Cesar Polanco, Senior Quality Center Specialist – MMC – 30 years
15. Richard Ruggiero, Supervisor Crew Assignment – Kearny – 39 years

ACTION ITEMS

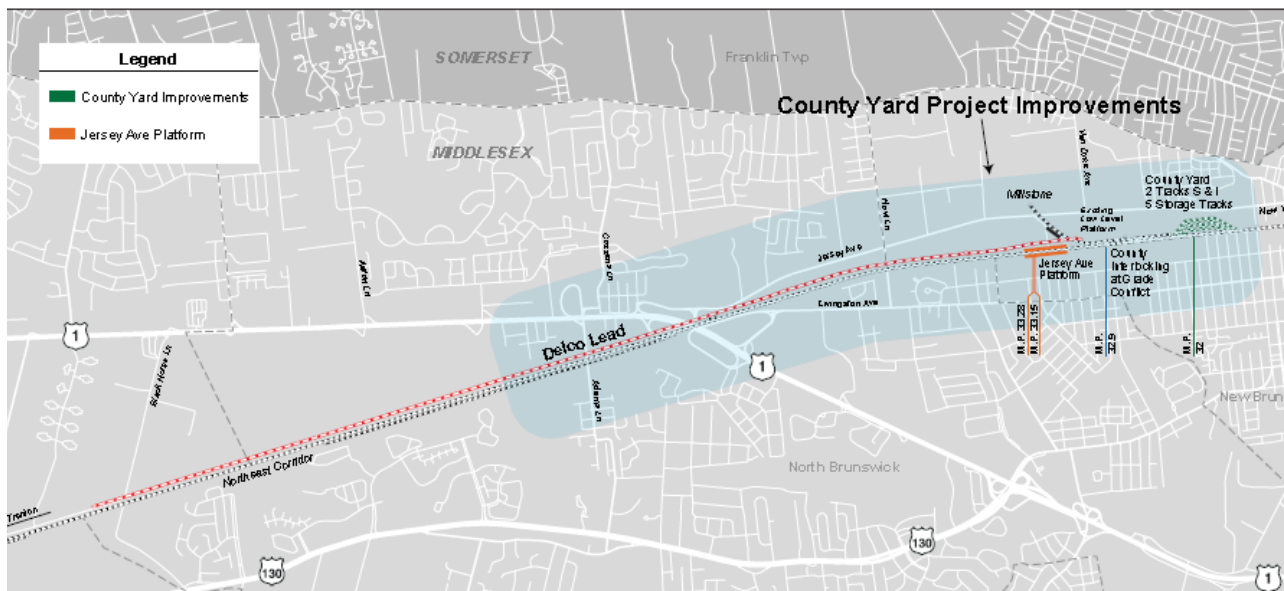
ITEM 1512-48: NJ TRANSIT RESILIENCE PROGRAM – DELCO LEAD TRAIN SAFE HAVEN STORAGE AND INSPECTION FACILITY PROJECT AND COUNTY YARD IMPROVEMENTS PROGRAM: AMENDMENT TO CONSULTANT CONTRACT FOR PREPARATION OF FINAL PLANS, SPECIFICATIONS, AND ESTIMATES

BENEFITS

On November 5, 2014, the U.S. Department of Transportation announced that NJ TRANSIT had been selected through a competitive process to receive \$184,493,910 in Federal Transit Administration (FTA) competitive resilience funding to support the design and construction of the Delco Lead Train Safe Haven Storage and Service Restoration Project (Delco Lead Project). Once constructed, the Delco Lead Project will reduce the risk of damage to rail equipment resulting from extreme weather events, and facilitate the rapid resumption of service after storms have passed.

Strategically located along the Northeast Corridor (NEC), the Delco Lead will provide resilient storage for 312 rail cars. The Service and Inspection Facility (S&I), which is included as part of the project, will allow the rapid inspection of rail equipment and its return to revenue service following a major storm.

Through a separate project, NJ TRANSIT is also expanding County Yard, which is adjacent to the Delco Lead, to provide additional resilient storage for 132 rail cars. Together, these project elements will allow safe-haven storage of 444 rail cars and locomotives, permitting the evacuation of rolling stock from both the Meadows Maintenance Complex and Morrisville Yard when extreme weather threatens service.



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

Staff seeks authorization to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc. of Morristown, New Jersey, to provide consultant services for the Delco Lead and County Yard Projects Phase 2 – Preparation of Final Plans, Specifications, and Estimates at a cost not to exceed \$21,000,000, plus five percent for contingencies, for a total authorization of \$30,073,848, subject to the availability of funds and receipt of National Environmental Policy Act (NEPA) approval.

PURPOSE

This authorization will allow for completion of final design for the Delco Lead and County Yard projects which is the second of three phases contemplated in the design and construction process: Phase 1 – Concept and Preliminary Design, which is currently underway; Phase 2 – Preparation of Final Plans, Specifications, and Estimates; and Phase 3 – Construction Support Services. The consultant included in this authorization request is currently under contract with NJ TRANSIT following the completion of a competitive procurement process and prior approval of the NJ TRANSIT Board of Directors (Item 1401-01). The Technical Evaluation Committee for the original procurement determined that Jacobs Engineering, Inc. submitted the proposal for all three phases in the design and construction process that provided the best value and is in the best interest of NJ TRANSIT.

Jacobs Engineering, Inc. will continue progressing both the Delco Lead and County Yard projects through final design, ensuring their physical, geographic and operational integration. This authorization covers Phase 2 activities only; additional authorization will be requested at a later date for Jacobs Engineering, Inc. to proceed with Phase 3 once final design is completed and the project is prepared for construction.

BACKGROUND

In the aftermath of Superstorm Sandy, NJ TRANSIT undertook to identify train storage locations for its equipment in the event that the Hoboken or Meadows Maintenance Complex yards were expected to be compromised by extreme weather and flooding. NJ TRANSIT considered locations throughout its system in New Jersey and the two neighboring states.

Expansion of Sunnyside Yard in Queens, New York and Morrisville Yard in Morrisville, Pennsylvania, were eliminated from consideration due to the possibility of equipment being trapped in those locations post-event. Sunnyside Yard requires access through both the North and East River Tunnels, which are prone to flooding during extreme weather. Similarly, the Northeast Corridor adjacent to Trenton Station is also prone to flooding; trains stored in Morrisville Yard have become trapped and could not be used to meet NEC travel demand when this has happened, as during Hurricane Irene.

During this inquiry, NJ TRANSIT identified the central zone of the Northeast Corridor as the optimal location for storage of equipment. The Northeast Corridor in general is a relatively wide right-of-way that is not subject to tree fall, and its central zone is not subject to storm surge or coastal weather. Equipment stored in the central zone is also optimally situated for rapid return to revenue service on the NEC, RVL and NJCL lines. While substitute bus service is generally available through much of the northern part of the State, central New Jersey relies primarily on the Northeast Corridor for public transit service. The central zone of the Northeast Corridor also includes Metropark Station, with substantial parking available and easy access from and to the Garden State Parkway and nearby New Jersey Turnpike.

While this permanent solution is designed and constructed, NJ TRANSIT has entered into a lease agreement with Conrail for the use of Conrail's nearby Linden Yard to address short-term needs for additional equipment storage in the event of extreme weather.

Scope of Work

The work of this authorization will be for the preparation of final plans, specifications, and cost estimates for County Yard, Delco Lead, S&I Facility, and Jersey Avenue Station and parking improvements. The project area is located at the County Yard/Mile Run Yard in New Brunswick, currently owned by Amtrak and to be acquired by NJ TRANSIT. The County Yard project involves the design and construction of a new train storage yard including five yard tracks and the design for the potential future construction of an enhanced Jersey Avenue Station to provide ADA accessibility, improved amenities and expanded and reconfigured commuter parking.

The Delco Lead Train Safe Haven Storage and Service Restoration Project involves design and construction of a new S&I Facility at which to inspect rail equipment stored in the yard, and the Delco Lead electrified equipment storage tracks. The Delco Lead will form a two-track system allowing the storage and orderly movement of equipment from at-risk train yards to the Lead tracks, and their redeployment back into revenue service. The S&I Facility will permit the inspection of coaches and locomotives to certify their readiness for revenue service. The Delco Lead will run from County Yard in New Brunswick to a location five miles south in North Brunswick, with connections to Amtrak's Northeast Corridor local track. The Inspection facility will be located in County Yard proper, at the northern terminus of the Delco Lead. These locations were selected to permit the rapid movement of equipment from at-risk yards and shop facilities to a safe central location during preparations for anticipated extreme weather, and, once the storm has passed, to enable the rapid inspection of stored equipment for redeployment to revenue service. All of the project elements will be designed to be outside of or above Federal Emergency Management Agency (FEMA)-defined floodplains.

Funding

On December 26, 2014, FTA announced its award of a total of \$1.27 billion to NJ TRANSIT in additional funding through a 13-state competition for five resilience projects, as follows:

NJ TRANSITGRID	\$ 409,764,814
Delco Lead Train Safe Haven Storage and Inspection Facility	\$ 184,493,910
Hoboken Long Slip Fill and Rail Enhancement	\$ 146,548,432
Raritan River Drawbridge Replacement	\$ 446,312,465
Train Controls Resilience	<u>\$ 88,903,190</u>
Total	\$1,276,022,811

These five projects require a local match, which NJ TRANSIT is funding through the Transportation Trust Fund. The County Yard project is being separately funded through the Transportation Trust Fund.

Office of State Comptroller approval for this contract amendment was received as required under Executive Order 125. NJ TRANSIT is working in collaboration with the FTA to complete a National Environmental Policy Act (NEPA) assessment and approval is anticipated in February 2016.

Schedule

Phase 2 – Preparation of Final Plans, Specifications, and Estimates is scheduled to be complete by January 2017, subject to the timely review and approval of the project’s NEPA documentation.

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

FISCAL IMPACTS

Requested Authorization: This Authorization \$21,000,000 + 5% contingency
Total Authorization \$30,073,848

Past Authorizations:
January 2014 \$ 7,641,760 + 5% contingency
Item 1401-01

Expenditures to Date:
Delco Lead \$ 3,073,921 (as of 08/31/15)
County Yard \$ 2,563,069 (as of 08/31/15)

Total Project Cost:
Delco Lead \$ 245,991,879
County Yard \$ 125,000,000

Projected Date of Completion: January 2017 (Phase 2 only)

Capital Program Amount:

Delco Lead \$ 245,991,879
County Yard \$ 125,000,000

Operating Budget Amount: \$0

PRINTS ID Number:

Delco Lead NJT01042
County Yard RNF00249

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

DBE/SBE Goal: 21% DBE

***NJ Build* Amount:** NA

Related/Future Authorizations: Construction Support Services (Phase 3)
Construction Management Services
Construction

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, after Superstorm Sandy, through analysis of FEMA floodplain data NJ TRANSIT identified the Northeast Corridor siding known as Delco Lead and the companion County Yard as “safe-haven” locations at which to store rail rolling stock during future extreme weather events; and

WHEREAS, the Federal Transit Administration selected NJ TRANSIT’s Delco Lead Train Safe Haven Storage and Service Restoration Project through a competitive process to receive \$ 184,493,910 in Disaster Relief Appropriations Act of 2013 funding; and

WHEREAS, through the Delco Lead project, NJ TRANSIT will construct a five-mile electrified track and passing sidings on which to store equipment during extreme weather events and a companion Service and Inspection facility at which to inspect stored equipment prior to its return to revenue service; and

WHEREAS, through the County Yard project, NJ TRANSIT will construct a new train storage yard including five yard tracks and an enhanced Jersey Ave Station to provide ADA accessibility, improved amenities and expanded and reconfigured commuter parking modifications; and

WHEREAS, Jacobs Engineering is currently under contract with NJ TRANSIT following the completion of a competitive procurement process for the County Yard Train Storage and Re-Inspection Facility Project, which includes the Delco Lead Train Safe Haven Storage and Service Restoration Project; and

WHEREAS, documentation required pursuant to the National Environmental Policy Act is expected to be approved by the Federal Transit Administration (FTA) as a prerequisite for advancing Final Design for the Delco Lead and County Yard projects;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 13-041 with Jacobs Engineering, Inc. of Morristown, New Jersey, to provide consultant services for the Delco Lead and County Yard Projects Phase 2 – Preparation of Final Plans, Specifications, and Estimates at a cost not to exceed \$21,000,000, plus five percent for contingencies, for a total authorization of \$30,073,848, subject to the availability of funds and receipt of National Environmental Policy Act (NEPA) approval.

ITEM 1512-49: MINI-BUS ROUTE SERVICE FOR MORRIS COUNTY, UNION COUNTY AND WARREN COUNTY

BENEFITS

These three contracts will provide for the operation of regular and flexible mini-bus route services in three designated service areas within the State of New Jersey for a base 36-month contract and for two, 24-month option periods. Five routes in Morris, Union and Warren counties in New Jersey and Easton Pennsylvania are currently operated by three private carriers under agreement with NJ TRANSIT. The five routes that comprise these services have a combined annual ridership of 94,000 passenger trips and generate annual revenues aggregating \$140,000. In addition, these routes serve as feeder service from NJ TRANSIT's rail stations to major commercial complexes in Morris and Union counties as well as essential flexible route service in the Phillipsburg area of Warren County. This mini-bus route service is important to our riders and the communities they serve and is consistent with our mission to provide for the operation of a coherent public transportation system in the most efficient and effective manner.

ACTION (Scorecard: Financial Performance, Customer Experience)

Staff seeks authorization to enter into three contracts with private motorbus carriers for the operation of regular and flexible mini-bus route services for an initial 36-month contract period from January 9, 2016 through January 11, 2019 at a combined cost not to exceed \$4,297,802, plus five percent for contingencies. The three (3) separate NJ TRANSIT contracts will be as follows:

- Contract No. 15-004A Union Mini-Bus Route Service operated by Suburban Transit
- Contract No. 15-004B Morris Mini-Bus Route Service operated by Saddle River Trails
- Contract No. 15-004C Warren Mini-Bus Route Service operated by Delaware River Coach Lines

The cost for the mini-bus route services for the 36-month period would aggregate \$4,297,802, plus five percent for contingencies for a total cost of \$4,512,692.

Staff will seek authorization to exercise the options to extend these contracts for an additional two, 24-month option periods, from January 12, 2019 through January 8, 2021 and January 9, 2021 through January 13, 2023, in accordance with the RFP and the bid cost submitted by each carrier, at a combined option period cost not to exceed \$6,339,959, plus five percent for contingencies at a later date.

PURPOSE

Authorization will continue regular and flexible mini-bus route services, including routes previously initiated under the Suburban Initiatives Program ("Wheels" Service), which

staff has identified as appropriate services that might be operated more economically by seeking competitive proposals for their performance. The carriers will comply with New Jersey's Conscientious Employee Protection Act.

BACKGROUND

On January 7, 2015, NJ TRANSIT advertised a Request for Proposals (RFP) for Mini-bus Route Service for Union, Morris, and Warren County. The Pre-Proposal Conference was held on January 14, 2015 at NJ TRANSIT headquarters. The RFP requested proposals from private motorbus carriers to provide regular mini-bus route services in these service areas for an initial contract period of 36 months and for two, 24-month option periods. The RFP required prospective carriers to provide a proposed price for the operation of the service for the base contract period and the two option periods that may be exercised solely at the discretion of NJ TRANSIT. Private carriers had the option to submit proposals for one or up to all of the service areas. A minimum score of 75 points on the technical proposal was required for the cost proposal to be considered. Cost proposals for any firms that did not receive the minimum technical score would be returned unopened.

The technical proposal for these mini-bus routes were reviewed by the Technical Evaluation committees (TECs) comprised of:

- Finance- Budgets
- Bus Operations- Bus Service Planning
- Light Rail & Contract Services – Private Carrier Affairs

Proposals were due on February 12, 2015. Upon completion of the competitive procurement process, it was determined the following private motorbus carriers' proposal provides the best value and is in the best interest of NJ TRANSIT:

Service Area: Mini-bus Route Service of Union County

Contract: 15-004A

Carrier: Suburban Transit Corp. (Coach USA) New Brunswick, NJ*

Route 986	Summit – Murray Hill – Plainfield (RR) (3 peak period vehicles)	Base period	\$1,514,975
		1 st option period	1,057,861
		2 nd option period	<u>1,099,366</u>
		Total	\$3,672,202

Service Area: Mini-bus Route Service of Morris County

Contract: 15-004B

Carrier: Saddle River Trails, Wallington, NJ

Route 878 Route 879	Convent Station (RR) –Campus Convent Station (RR) -FDU (2 peak period vehicles)	Base period	\$ 931,366
		1 st option period	678,779
		2 nd option period	<u>737,546</u>
		Total	\$2,347,691

Service Area: Mini-bus Route Service of Warren County

Contract: 15-004C

Carrier: Delaware River Coach Lines, Phillipsburg, NJ*

Route 890	South Main Street (Flex)	Base period	\$1,851,461
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Route 891	Heckman (North Main) (Flex) (2 peak period vehicles)	1 st option period	1,339,976
		2 nd option period	<u>1,426,431</u>
		Total	\$4,617,868

RR = Route provides feeder service to a railroad station
 Flex = Flexible route service

Total Cost – 3 Contracts \$4,297,802 (36 Month Initial Base Contract)
Total Cost – 3 Contracts \$6,339,959 (1st and 2nd Option Periods)

***Note: Two of the three carriers are the incumbent operators for these services. The new bid rates resulted in a reduction of the existing cost for all three contracts.**

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

FISCAL IMPACTS

Requested Authorization: \$4,297,802 (36 months) + 5% contingency

Past Authorizations: N/A

Expenditures to Date: N/A

Total Project Cost: \$4,512,692 initial contract + 5% contingency

Projected Date of Completion: January 11, 2019 for the base contract period

Capital Project Amount: N/A

Operating Budget Amount: FY16 (6 months) \$ 653,705
 FY17 \$1,399,395
 FY18 \$1,445,306
 FY19 (6 months) \$ 799,396

Anticipated Source of Funds: Fiscal Years 2016-2019 Operating Budgets

Prints ID Number: N/A

DBE/SBE Goal: 3% SBE, Category 3 Goal

NJ Build Amount: N/A

Related/Future Authorizations: N/A

Impacts on Subsequent Operating Budgets: Provides passenger revenue

RESOLUTION

WHEREAS, staff has determined that it is appropriate to provide regular and flexible mini-bus route services in three service areas and a Request for Proposals (RFP) was issued to seek competitive proposals from private motorbus carriers to provide these services, and

WHEREAS, Upon completion of the competitive procurement process, it was determined that Suburban Transit Corp., Saddle River Trails, Inc. and Delaware River Coach Lines, Inc. submitted proposals 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. 15-004A with Suburban Transit Corp., NJ TRANSIT Contract No. 15-004B with Saddle River Trails, Inc. and NJ TRANSIT Contract No. 15-004C with Delaware River Coach Lines, Inc., and to take all other actions necessary to implement and administer these agreements for the operation of regular and flexible mini-bus route services for an initial 36-month base contract period, January 9, 2016 through January 11, 2019 at a combined cost not to exceed \$4,297,802, plus five percent for contingencies subject to the availability of funds and Board approval of NJ TRANSIT's operating budgets.

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1512-50: PERSONAL INJURY CLAIM OF BALJINDER CHEEMA

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the serious injuries that resulted, staff recommends a settlement in the claim of Baljinder Cheema.

ACTION

Staff seeks authorization to settle the claim of Baljinder Cheema through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000. This case venued in the Bergen County Superior Court, Hackensack, NJ and initiated from a bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Baljinder Cheema
Projected Date of Completion:	FY 2016
Anticipated Source of Funds:	FY 2016 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to settle the claim of Baljinder Cheema through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1512-51: PERSONAL INJURY CLAIM OF ANGELIQUE BAKER

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the serious injuries that resulted, staff recommends a settlement in the claim of Angelique Baker.

ACTION

Staff seeks authorization to settle the claim of Angelique Baker through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000. This case venued in the Essex County Superior Court, Newark, NJ and initiated from a bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Angelique Baker
Projected Date of Completion:	FY 2016
Anticipated Source of Funds:	FY 2016 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to settle the claim of Angelique Baker through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.