

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Acting Commissioner
Kevin S. Corbett, Executive Director

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

May 11, 2018

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, May 9, 2018.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, May 9, 2018.

Board Members Present

Diane Gutierrez-Scaccetti, Chair
Edmund Caulfield, Governor's Representative
Dini Ajmani, Treasurer's Representative
James C. Finkle Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting) (By Telephone)

Staff Present

Kevin S. Corbett, Executive Director
Michael P. Kilcoyne, Vice President & General Manager, Bus Operations
Edward J. Baksa, Acting Vice President & General Manager, Rail Operations
Ronald E. Nichols, Acting Chief, Light Rail & Contract Services
Christopher Trucillo, Chief of Police
John F. O'Hern, Acting Auditor General
Christine C. Baker, Chief Compliance Officer
Michael J. Lihvarcik, Interim Chief Financial Officer & Treasurer
Michael K. Slack, Chief Information Officer
Eric R. Daleo, Assistant Executive Director, Capital Planning & Programs
James C. Merritts, Acting Chief, Office of System Safety
Jonathan B. Peitz, Deputy Attorney General, Office of the Attorney General
Joyce J. Zuczek, Board Secretary

Chair Gutierrez-Scaccetti convened the Open Session at 6:09 p.m. in accordance with the Open Public Meetings Act. James Brown, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek noted Board Member Greaves was participating by telephone and conducted a Roll Call.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the Board of Directors 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 filed on May 4, 2018 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency, and organization that requested

such notice. Board Secretary Zuczek announced that the Board meetings were being video recorded.

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the April 10, 2018 Board meetings. A motion was made by Board Member Castillo, seconded by Board Member Finkle, and adopted.

Public Comments on Agenda Action Items

There were two speakers on agenda action items. Board Secretary Zuczek announced public comments would be limited to five minutes.

Steven Thorpe said his main concern was regarding Action Item #1805-35, ALP46 Converter Module Overhaul. He asked that as NJ TRANSIT does the converter module and takes equipment out of service, they keep schedules with service that is sustainable. He does not want NJ TRANSIT to say they can run 10 trains from Spring Valley down to Hoboken when in reality they can only run seven or eight. Mr. Thorpe noted people will be upset when they see cuts, but he would rather the services are sustainable than an extra two or three trains on the schedule they cannot possibly sustain more than 50 percent of the time. He asked they keep these things in mind as they think through this in the future.

David Peter Alan, Chair of the Lackawanna Coalition, said they have advocated for better service on NJ TRANSIT's rail lines and connecting transit since 1979. Many of their concerns with the agenda were about disclosure and transparency. Mr. Alan complained that they were given little information about the items presented and expressed concern that the Members of the Board, who govern their mobility, may also not know enough about the specifics to exercise their governing power in a fully-responsible manner.

Mr. Alan said they continue to question the practice of contracting local bus service to private operations, rather than NJ TRANSIT operating the same route in-house. He asked how the private operators can make a lower bid than NJ TRANSIT operating the same route in-house. Mr. Alan asked if they have some "best practices" that should be adopted system-wide, or if they pay lower wages and whether that was a valid reason for giving the routes to them. He said private operators have been known to eliminate entire routes on short notice to the public. Mr. Alan believes the riders have a right to know if NJ TRANSIT will prohibit any service cuts for the life of the contract at issue.

Regarding the Hoboken power project, Mr. Alan does not know enough about power engineering or construction to know if \$33 million is a reasonable cost for the project, or the magnitude of the need for it, and asked whether the Members of the Board do.

Mr. Alan spoke concerning Access Link vehicles personally, rather than for the Coalition or the Senior Citizens and Disabled Residents Transportation Advisory Committee, which he said he is the longest-serving member. He said they all recognize the need for Access Link paratransit, and know that persons with disabilities need this mobility. However, he

did not know about the Maryland order for vehicles or NJ TRANSIT piggy-backing onto that order until 48 hours ago. Mr. Alan said the issue fits squarely within the statutory purview of the Committee, and the Committee should be informed thoroughly about it in advance.

Regarding the ALP-46 Power Modules, Mr. Alan said this may be a necessary maintenance item at this stage of the locomotives' lives, and it may be necessary to have Bombardier do this work, rather than ordering the parts and installing them at the NJ TRANSIT shop, but he does not know. He thinks they should know more about this to comment intelligently about it and they should know more about it before approving it.

Mr. Alan believes the overriding problem is that there are no regular transit riders on the Board, and specifically no persons who depend on NJ TRANSIT for all of their mobility. He believes all the decisions about their mobility are made by a group of people who do not need transit. Mr. Alan said the Administration and Legislature should give riders genuine representation when it comes to decisions about their mobility.

Mr. Alan complained that they were required to wait through the executive session before they can address other items they believe are important. He said he called for a number of reforms in the Board procedure in 2012. Mr. Alan said Jim Simpson was Commissioner at the time, and the only one he implemented was to move the executive session to the end of the meeting. Mr. Alan said that reform was rescinded by the Christie Administration, and they were now forced to wait before they can be heard.

Mr. Alan believes if they are allowed to present their views on non-agenda items before executive session, it would not inconvenience Board members or managers, who must still stay for the same amount of time. He believes this is a simple reform, which can be done with the stroke of a pen, and would assure the riding public that they are willing to hear what they have to say. Mr. Alan believes making them wait discourages them from giving vital information, and weakens their First Amendment rights.

Mr. Alan said Governor Murphy has blamed the policies of the Christie administration for many of the problems that NJ TRANSIT and its riders now face. He believes this was one policy of the Christie Administration that can be changed easily and immediately and wants the executive session at the end of the meeting, starting next month.

Board Customer Service Committee Report

Board Member 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. The report on the Social Media Dashboard included examples of proactive communications with customers.

Board Administration Committee Report

Board Member Finkle presented the report for the Administration Committee. The Administration Committee received a Financial Update, including an update on Ridership trends.

Board Capital Planning, Policy, and Privatization Committee Report

Chair Gutierrez-Scaccetti presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items for the: Hudson County Local Bus Service; Hoboken Terminal House Power Repair; Purchase of Access Link Vehicles; and Purchase for the ALP 46 electric locomotive fleet.

Executive Director's Monthly Report

Executive Director Corbett said last week they announced schedule changes will begin on June 4, 2018 as NJ TRANSIT continues to advance the installation of Positive Train Control (PTC) hardware on locomotives and cab cars. These service changes will mainly impact customers on the Northeast Corridor, North Jersey Coast Line, Morris and Essex Lines, and the Pascack Valley Lines. Some trains will be temporarily discontinued or have changes in origin or destination.

Last Thursday NJ TRANSIT launched a comprehensive communication plan to advise customers of these upcoming changes including a press release, customer notices, MyTransit alerts, and dedicated web pages with schedule information. Throughout this month they will continue to supplement those efforts with additional communications tactics including seat drops, station posters, and announcements.

In addition, they will host two "We Are Listening" customer forums. The first is on May 14, 2018 at Hoboken Terminal and the second is on May 22, 2018 at Penn Station New York. Both are from 4:30 p.m. to 6:30 p.m. in the afternoon. Executive Director Corbett and senior staff will be on hand at both events to talk directly with customers and answer any questions they may have.

Executive Director Corbett encouraged all customers to take a look at these new schedules, whether they are on the impacted lines or not, as trains may have other alterations to stops or connection times.

NJ TRANSIT is calling this campaign "Working Towards a Safer Commute," and that's really the ultimate goal: a safer commute for everyone. Executive Director Corbett provided an update on some of NJ TRANSIT's efforts in that regard.

NJ TRANSIT has warned their contractor that they must deliver a system that meets federal safety requirements. Since then, the contractor has expanded to operate two

equipment installation facilities, with multiple work shifts, in their efforts to meet the required federal deadline.

Recently, NJ TRANSIT successfully began the initial field testing of PTC functionality on a six-mile stretch of the Morris and Essex Line, between Morristown and Denville. They continue to work closely with the FRA on every aspect of this project in addition to coordinating with Amtrak, Metro North, Conrail, Norfolk Southern, and short line freight railroads. As they advance PTC, Executive Director Corbett ensured all of their customers that NJ TRANSIT was doing everything in their power to install this important safety technology as quickly as possible.

A couple of weeks ago on April 23, 2018, NJ TRANSIT had the pleasure of hosting Governor Murphy at the Central Bus Maintenance Facility in Newark. The Governor and Executive Director Corbett highlighted some of the benefits Governor Murphy's proposed budget will have on NJ TRANSIT's bus customers throughout the state.

NJ TRANSIT will be able to budget for 40 additional bus operators and for the first time in a decade there will be money to provide targeted relief on some high demand bus routes in Bergen, Hudson, and Union counties. They will also have resources to provide enhancements to on-time performance on some routes and gain additional flexibility to mitigate external factors such as road construction projects, like the upcoming Route 495 rehabilitation near the Lincoln Tunnel. This is all in addition to the enhancements they have talked about on the rail side and the additional staff they will be bringing on throughout the company.

Executive Director Corbett said NJ TRANSIT is hiring. They are actively recruiting for positions in bus and rail, and it certainly is an exciting time to be part of NJ TRANSIT. He thanked the Governor for highlighting these important issues.

Executive Director Corbett said it was even more exciting that they just found out that NJ TRANSIT has been named on the Forbes list of the 500 Best Employers. Only 20 New Jersey based companies received this honor this year. It reinforces what they have been saying for some time now; that NJ TRANSIT is a great place for a rewarding career. Executive Director Corbett said this distinction was really a reflection of the more than 11,000 hard working men and woman NJ TRANSIT has in the organization.

Executive Director Corbett said a lot of what Governor Murphy, Chair Gutierrez-Scaccetti, and he have been talking about is resources, and a big component of that is funding. Last week, the Chair and Executive Director were in Trenton testifying in front of members of the state Senate and Assembly. They look forward to continuing to work with the Legislature during this budget process and providing them with the answers they need. Executive Director Corbett ensured the taxpayers of New Jersey that they were allocating every dollar in the most efficient means possible as they continue to make improvements to service and to the transportation network.

Executive Director Corbett said the Governor's direction to have an outside firm conduct an operational audit of NJ TRANSIT was moving forward. NJDOT recently awarded the contract to the North Highland Company with a kick-off meeting tomorrow, May 10, 2018. They look forward to a full examination of the corporation. They are confident that it will generate valuable recommendations for their future success.

On April 24, 2018, Executive Director Corbett had the honor of attending the annual New Jersey Transit Police Department Award Ceremony held in Secaucus Junction. It was an opportunity to recognize the men and women, not just for going above and beyond the call of duty, but for what they do every day to keep NJ TRANSIT's customers, employees, and the public safe. They are one of the most highly trained and skilled police forces in the country. Executive Director Corbett said it was a privilege to salute these hard working men and women and applauded Chief Trucillo for all of his efforts.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report. Ms. Mack thanked Executive Director Kevin Corbett and his senior staff for attending their joint meeting of the North and South Jersey Transit Committees in Atlantic City. The meeting was wonderful and Executive Director Corbett was very forthright in his mission, and the direction that the Governor and the Board will be going in. This was very refreshing to see and she hopes he enjoyed the meeting as much as the committee did. There were some very good questions asked by their members and she looks forward to continuing to work with them.

With that said one of the key issues discussed was the fruition of the Access Link Cashless Pay Program. They have been working on this program as a committee for four years now, and it is so important for all of their senior disabled residents that use Access Link. She was very pleased they will now be able to move forward with this mandate under the new Administration's watch.

The other good news was the commitment not to have another fare increase, and that they will look at other ways of looking for fare revenue for the commuting public in New Jersey. They were very pleased about this.

The other issue the committee and the Administration are most concerned about is the Positive Train Control (PTC) installation and the changes that will have to be made starting this summer. She said it was so good to see that this new Administration was making the right things their priority, and thanked them for doing so.

Action Items

1805-32: CONTRACTING OUT – HUDSON COUNTY LOCAL BUS SERVICE

Executive Director Corbett introduced Ron Nichols, Acting Chief, Light Rail and Contract Services, who presented Action Item #1805-32 for approval.

Ron Nichols recommended approval of Item #1805-32, Contracting Out – Hudson County Local Bus Service. Authorization would continue operation of local bus service in Hudson County on Routes 2, 10, 22, 23, 88, and 119, which serve a combined ridership of 4,803,462 annual passenger trips. Continuation of this service is important to NJ TRANSIT’s riders and it is consistent with their mission to provide for the operation of a coherent public transportation system in the most efficient and effective manner.

Approval was requested to enter into a contract with Number 22 Hillside, LLC, an Academy company, of Hoboken, New Jersey, to operate the Hudson County Local Bus Service, as set forth in Exhibit A for a 36-month base contract period from July 1, 2018 through June 25, 2021, at a total cost not to exceed \$42,659,010, plus five percent for contingencies.

In accordance with the Request for Proposal, Contract No. 17-002 has an option to extend NJ TRANSIT’s Hudson County Local Bus Service agreement for two 24-month periods, at a cost not to exceed \$30,933,699 for the first option period from June 26, 2021 through June 30, 2023, and \$32,582,503 for the second option period from July 1, 2023 through June 27, 2025, plus five percent for contingencies at NJ TRANSIT’s sole discretion.

The combined contract cost with option periods is not to exceed \$106,175,212, plus five percent for contingencies.

Board Member James C. Finkle Jr. moved the resolution, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1805-33: NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN TERMINAL HOUSE POWER REPAIR: CONSTRUCTION CONTRACT AWARD

Executive Director Corbett introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1805-33 for approval.

Eric Daleo recommended approval of Item #1805-33, NJ TRANSIT Resilience Program – Hoboken Terminal House Power Repair: Construction Contract Award. Authorization

would renovate the vacant Pullman and Immigrant Building structure; construct a new a substation on the second floor of the renovated building; and relocate existing circuit connections to the new substation facility at the Hoboken Terminal and Yard.

The relocated Depot Substation will be resilient to storm surge and flooding associated with future extreme weather events. The project has the added benefit of renovating the deteriorated, historic Pullman and Immigrant Building for adapted reuse

Approval was requested to enter into NJ TRANSIT Contract No.16-049X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal House Power Repair project in an amount not to exceed \$19,899,184, plus five percent for contingencies, subject to the availability of funds.

Board Member Flora M. Castillo moved the resolution, Board Member James C. Finkle Jr. seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1805-34: PURCHASE OF ACCESS LINK VEHICLES CONTRACT

Executive Director Corbett introduced Ron Nichols, Acting Chief, Light Rail and Contract Services, who presented Action Item #1805-34 for approval.

Ron Nichols recommended approval of Item #1805-34, Purchase of Access Link Vehicles Contract. Authorization would ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the ADA paratransit service; allow those who are unable to use NJ TRANSIT’s fixed route local bus service the opportunity to become independent and increase their community participation; and continue to support NJ TRANSIT’s mandate of serving customers with disabilities in safe, reliable vehicles.

This purchase would allow Access Link’s vehicle fleet to maintain a state of good repair; enable NJ TRANSIT Access Link contractors to continue to provide reliable paratransit service to customers; improve reliability and mean distance between failures; and reduce maintenance costs.

Approval was requested to contract with Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland, for the purchase of 146 minibuses in the amount of \$10,535,644.00, subject to the availability of funds.

Board Member Flora M. Castillo moved the resolution, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1805-35: ALP46 CONVERTER MODULE OVERHAUL: CONTRACT AWARD TO OVERHAUL AND PURCHASE MODULES

Executive Director Corbett introduced Ed Baksa, Acting Vice President and General Manager, Rail Operations, who presented Action Item #1805-35 for approval.

Ed Baksa recommended approval of Item #1805-35, ALP46 Converter Module Overhaul: Contract Award to Overhaul and Purchase Modules. Authorization would Overhaul 116 line converter modules and 58 inverter modules on the ALP46 locomotives, which are in need of an overhaul, and purchase two new line converter modules and two new inverter modules as spares for future maintenance efforts.

This overhaul would bring the locomotive’s electrical system back to a state of good repair; include upgrade of the semi-conductor to a more reliable Mitsubishi model recommended by the manufacturer; incorporate testing and necessary replacement of all other needed electrical components; and improve reliability and mean distance between failures.

Approval was requested to enter into a contract with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the overhaul of 116 line converter modules and 58 inverter modules as well as the purchase of two (2) new line converter modules and two (2) new inverter modules at a cost not to exceed \$6,852,540, plus five percent for contingencies, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

Executive Session Authorization

At approximately 6:37 p.m., Chair Gutierrez-Scaccetti requested a motion and a second 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 Matthew Kozak.

Board Member Flora M. Castillo moved the resolution, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as the Board Members returned to Open Session. All Board Members, except Board Member Greaves, returned to Open Session at approximately 7:49 p.m.

Board Member Ajmani left the room.

1805-36: PERSONAL INJURY CLAIM OF MATTHEW KOZAK

Executive Director Corbett introduced Michael Lihvarcik, Interim Chief Financial Officer and Treasurer, who presented Action Item #1805-36 for approval.

Michael Lihvarcik recommended approval of Item #1805-36, Personal Injury Claim of Matthew Kozak. Approval was requested to settle the claim of Matthew Kozak through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Flora M. Castillo seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Absent	Yes	Yes	(Non-Voting Member)

1805-37: APPOINTMENT OF CHIEF FINANCIAL OFFICER AND TREASURER AND DEPUTY TREASURER

Executive Director Corbett recommended approval of Action Item #1805-37, Appointment of Chief Financial Officer and Treasurer and Deputy Treasurer. Approval was requested to appoint William Viqueira as Chief Financial Officer and Treasurer of NJ TRANSIT and its subsidiaries and Jacqueline C. Stamford as Deputy Treasurer.

Board Member Flora M. Castillo moved the resolution, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Recused	Yes	Yes	(Non-Voting Member)

Board Member Ajmani returned to the room.

1805-38: APPOINTMENT OF AUDITOR GENERAL

Executive Director Corbett recommended approval of Action Item #1805-38, Appointment of Auditor General. Approval was requested to appoint John F. O’Hern as Auditor General of NJ TRANSIT.

Board Member Flora M. Castillo moved the resolution, Board Member Edmund Caulfield seconded it, and it was unanimously adopted.

Roll Call Vote:

Gutierrez-Scaccetti	Caulfield	Ajmani	Finkle	Castillo	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

Chair Gutierrez-Scaccetti welcomed John O’Hern to NJ TRANSIT officially. She said she worked with him for many years and he will do a phenomenal job helping NJ TRANSIT continue to progress forward in returning it to what it was with an absolute stellar reputation. Chair Gutierrez-Scaccetti also welcomed the new Treasurer, who was not in attendance at the meetings, and noted the well done promotion of one of NJ TRANSIT’s own employees as Deputy Treasurer.

Executive Director Corbett offered congratulations to Interim Chief Financial Officer Michael Lihvarcik who will be retiring at the end of the month. Mr. Lihvarcik has spent decades serving the public and the State of New Jersey in various roles. Executive Director Corbett told Mr. Lihvarcik his skill, experience, enthusiasm, and creativity has been wonderful and thanked him for all of his hard work and dedication. He wished him the very best going forward.

Chair Gutierrez-Scaccetti noted Michael Lihvarcik has been an ardent transit loyalist, this was his third trip to NJ TRANSIT, and said she was pretty sure he was not done yet

and they would probably call on him for one or two more things. She said it was wonderful that in the transportation business people develop loyalty that is probably second to no other industry that she knows. Chair Gutierrez-Scaccetti said it does not matter if it is surface, train, bus, or light rail, the commitment is extraordinary and that is good on all fronts for NJ TRANSIT and many other agencies.

Public Comments on Other Matters

There were seven speakers on other matters. Board Secretary Zuczek reminded the speakers that public comments would be limited to five minutes to provide everyone the opportunity to be heard. She reminded the speakers of the protocol for individuals representing a group.

Steve Thorpe said when Governor Murphy spoke at the March Board meeting about the money and all he was going to do for NJ TRANSIT, Mr. Thorpe found it very optimistic, as did everyone else. He said there were a lot of complaints regarding the last Administration. Mr. Thorpe said he has the utmost respect for Governor Murphy and his Administration, but he has yet to see anything happen. He said the Audit has not even started, and said it was way behind, although an RFQ has been started.

Mr. Thorpe believes there are other issues the Governor could address quickly. He asked what happened with Todd Barretta. Mr. Thorpe said Mr. Barretta brought issues to the attention of senior management at NJ TRANSIT; however he was being persecuted with more hostility under this Administration than the last.

Mr. Thorpe said the Russell Graddy matter was another thing within Governor Murphy's purview that can be fixed. He said Mr. Graddy's issue has been festering too long. Mr. Thorpe said Mr. Graddy was looking for justice, and all he needs is a hearing with someone who has the ability to change something. He said he has been coming to meeting after meeting hearing Mr. Graddy's issues and he does not think anything is being done, unless something is happening behind the scenes that they do not know about. He said this disturbs him because justice should be one of the first things on their plates.

Mr. Thorpe said he believes the Hoboken riders are considered second class citizens. He said on Saturdays, Sundays and Holidays there is only bi-hourly service from Newark Broad Street on trains that originate from Bay Street. Mr. Thorpe said since these trains go into Hoboken every other hour so if they are coming from Summit or somewhere along the Morris and Essex Line, they have two-hour headway to catch a train to Hoboken. He asked that they look into something to re-work the schedules. Mr. Thorpe believes Hoboken is very underutilized, especially on weekends. He said Pascack Valley Line trains and Main Bergen Line trains going in and out of Hoboken should extend to Montclair State University and become hourly service. Mr. Thorpe said years ago there was a Gladstone train going into Hoboken hourly on weekends. He wants NJ TRANSIT to provide greater mobility.

Mr. Thorpe said David Peter Alan was the Chair of the Lackawanna Coalition and Mr. Thorpe was the Vice Chair. He said these mobility issues mean a lot to him and said there were no Members of the Board that use transit. He asked if this is not true to please correct him. They think there should be at least one or two Board members that use transit and know what it feels like and what's going on.

Chair Gutierrez-Scaccetti reiterated what was said last week at the Appropriations Hearing, the Audit had been awarded to North Highlands Company. The kickoff was meeting was tomorrow, May 10, 2018, and they look forward to their first preliminary assessments in the next 90 days. She noted the procurement cycle was just under 90 days, which was pretty quick in government. Chair Gutierrez-Scaccetti said they were excited that they will begin the hard work of the Audit tomorrow.

David Peter Alan, Chair for the Lackawanna Coalition, said since President Franklin D. Roosevelt brought the New Deal to the nation during the first 100 days of his administration in 1933, the "first 100 days" has become a benchmark for measuring the will of an Executive Official to bring change to his or her jurisdiction. Looking at Governor Murphy regarding NJ TRANSIT, they have yet to see any meaningful change.

Mr. Alan said Governor Murphy has blamed the policies of the Christie Administration for many of the problems their state's transit riders are having. They agree substantially about the cause, but they believe it is now time for Governor Murphy's Administration and the new leadership at NJ TRANSIT to make needed changes. He said they cannot wait forever.

Mr. Alan said Governor Murphy has promised new hires, no fare increase for the next 14 months, and getting train from MARC in Maryland, one of which has been seen on the property. He said these are good as far as they go, but they have never heard any promise of increased service, including restoring the last trains of the evening that were removed in 2015 under Christie, without notice to the riders. They still want those trains back, and want the level of service that riders on the New York State side have, so New Jersey will be able to attract the sort of high-income labor pool who will stimulate their local economy.

Mr. Alan said two months ago, he called on the new leadership to make three changes, which require only the stroke of a pen. He wants the employees who were forced to submit their resignations restored to good standing, to make peace with Mr. Russell Graddy, and to make peace with Todd Barretta, the former Compliance Officer who gave Governor Murphy a campaign issue by documenting problems with some Christie-appointed managers at NJ TRANSIT. They have not heard that any of these events have happened, but they heard the litigation against Mr. Barretta has intensified. Mr. Alan does not see how the current administration can change things for the better without changing the policies that the Governor expressly blamed for the poor performance of transit.

Mr. Alan said they have been talking to legislators about reform and have informed NJ TRANSIT's Board and senior management about their legislative priorities. They want NJ TRANSIT to be a free-standing state agency, separate from day-to-day control by the Governor. They believe that would prevent Christie-type policies from being implemented in the future.

Mr. Alan said they want NJ TRANSIT's power to cut service by up to two hours without notice to the public to be repealed immediately. They also want the Board to be composed entirely of transit riders, whether commuters or occasional riders, so they will understand the transit they govern and the needs of the other transit riders. They especially call for some members of the Board to be transit-dependent. He said there was not a single regular transit rider on the Board, and does not believe that there has ever been a member who depended on transit for all of their mobility.

Mr. Alan said this makes as much sense as having a highway board without a single motorist on it. He said not one on the Board feels the pain that they inflict on those who depend on transit when they approve service cuts or fare increases. He believes the total lack of transit-dependent persons on the Board that determines how much mobility they are allowed to have is unjust and inequitable, to the point of being outrageous. Mr. Alan said through the years, labor, women, black people and other minorities fought hard for their rights against politicians who did not believe that they deserved the rights for which they fought, and eventually they won these rights.

Mr. Alan said the executive and legislative leadership of this State and the leadership of NJ TRANSIT have made it clear they do not believe that transit-dependent persons and transit riders generally deserve to have a "seat at the table" when decisions are made regarding how much mobility they are allowed to have. He said to Governor Murphy, Commissioner Gutierrez-Scaccetti and Executive Director Corbett, this was the time to make it clear to riders, especially those who depend on transit, that they are welcome at the table. Mr. Alan said their decisions over the next few months will tell them whether they are to be included, or whether they must continue to wait out in the cold.

Bernard Hill spoke on behalf of Mr. Graddy. He said they were aware of the situation and wants the Board to deliver a recommendation of a resolution for Mr. Graddy. This was his third time appearing before the Board and was asking for a quick fix to this problem. Mr. Hill said Mr. Graddy was a gentleman of great standing in the City of Paterson and abroad. He said the orange shirts were a wave a dignity standing behind Mr. Graddy, and was only a shadow of what was to come. Mr. Hill asked the Board to dig deep inside their spirits and souls to give this man justice. He believes it is very simple and they are holding something that belongs to Mr. Graddy that should be returned. Mr. Hill said the wave was about to come.

Princess Reeves spoke on behalf of Mr. Russell Graddy and has no idea why a decision has not been reached. She said they have provided the dates of the litigation that has taken place from beginning to end and provided the entire history of a gentleman that on

numerous occasions has provided many years of giving back to the community, not just his community, but all communities. Ms. Reeves said NJ TRANSIT dropped the ball. They have pleaded for justice on Mr. Graddy's behalf and have not seen any movement.

Ms. Reeves said she represents several organizations. She said they have given more than enough time for a righteous decision on something that should have taken place many years ago. Ms. Reeves asked they look into their hearts and conscience and do what is right for Mr. Graddy because justice needs to be returned to him because he is a good man. She said he has given his all to NJ TRANSIT, his children, the community, and his grandchildren. Ms. Reeves said he has given his money to children so they could take NJ TRANSIT trains and buses and asked the Board to search their heart and do what is right.

Jamie Bland spoke on behalf of Mr. Graddy. She said she was a Chapter Leader in New Jersey for the National Action Network under Reverend Al Sharpton. Ms. Bland said Mr. Graddy was one of their Board Members and he stood with Dr. Martin Luther King Jr. when he came to Paterson, New Jersey. They are very concerned and have been coming back and forth for over two-years.

Ms. Bland said this has been dragging out for far too long and they look at this situation as a racial profiling case. She said in 2004 Mr. Graddy was railroaded out of his restaurant in Atlantic City, New Jersey and was promised another restaurant site but never received it. Ms. Bland said while Mr. Graddy was waiting for his new restaurant to be built, he paid rent for two-year straight not missing one payment.

Ms. Bland said Mr. Graddy has been humiliated and lied to by NJ TRANSIT. She said he was told he was going to be placed into a new restaurant in another location. Ms. Bland said Mr. Graddy had already spent millions, won bids to get this business, and NJ TRANSIT railroaded him out of business and made him pay rent on a building that he was not occupying.

Ms. Bland asked the new Board members to look into this because it was only getting worse. She said this situation was not going to die; they would continue coming back until they get a meeting and justice for Mr. Graddy.

Janet McDaniel thanked everyone who spoke on Mr. Graddy's behalf. She quoted Dr. Martin Luther King stating the time is always right to do what is right and injustice anywhere is a threat to justice everywhere. Ms. McDaniel said he also spoke of the fierce urgency of now. She said Mr. Graddy has been before the Board for many months.

Ms. McDaniel said Mr. Graddy was not a young man and there was a fierce urgency to resolve this problem. She said they come month after month expressing their concerns and still have not seen any movement on this. Ms. McDaniel said there was a meeting some months ago under the previous administration where they spoke up but nothing ever happened. She said they were just asking for a meeting.

Russell Graddy said he has been appearing before the Board for quite some time now. He thanked his group for speaking on his behalf and said they speak from their hearts because they know what they were saying was the truth. Mr. Graddy thanked Mr. Steven Thorpe and Mr. David Peter Alan for their support. He said he hopes they will not have to carry this to another level, because there comes a time when they need to deal with this. Mr. Graddy said he has asked for meeting and knows they have been busy, but asked to be put on their short list.

Mr. Graddy said although this Administration was not there when this happened, he knows they have asked for the facts of his case. He said he was not begging for anything; just asking for what is fair and just. Mr. Graddy said the public agency sought out to destroy an African American businessman who was successful. He said he was the highest bidder and won but NJ TRANSIT tried to stop him from receiving a loan and the court ordered the funds released but they only released a part of it. Mr. Graddy said he went into his own pocket and spent over a million on NJ TRANSIT's property. He said he was told he had 20 years to recoup his investment and hopefully make a profit but they didn't honor this. Mr. Graddy believes they did this to him because they are powerful and he is just a little man. He asked for a meeting so they do not have to take this to another level.

Chair Gutierrez-Scaccetti said they would reach out to them next week to schedule a meeting.

Adjournment

Since there were no further comments or business, Chair Gutierrez-Scaccetti called for adjournment and a motion to adjourn was made by Board Member James C. Finkle Jr., seconded by Board Member Flora M. Castillo and unanimously adopted. The meetings were adjourned at approximately 8:26 p.m.

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

MAY 9, 2018

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	52572
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT JUNE 2018)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	52573

ACTION ITEMS

1805-32 CONTRACTING OUT- HUDSON COUNTY LOCAL BUS SERVICE	52595
-----------------------------------------------------------------	--------------

Authorization to enter into NJ TRANSIT Contract No. 17-002 with Number 22 Hillside, LLC, an Academy company, of Hoboken, New Jersey, to operate the Hudson County Local Bus Service, as set forth in Exhibit A for a 36-month base contract period from July 1, 2018 through June 25, 2021, at a total cost not to exceed \$42,659,010, plus five percent for contingencies.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
MAY 9, 2018
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PAGE 2

In accordance with the Request for Proposal, Contract No. 17-002 has an option to extend NJ TRANSIT's Hudson County Local Bus Service agreement for two 24-month periods, at a cost not to exceed \$30,933,699 for the first option period from June 26, 2021 through June 30, 2023, and \$32,582,503 for the second option period from July 1, 2023 through June 27, 2025, plus five percent for contingencies at NJ TRANSIT's sole discretion.

The combined contract cost with option periods is not to exceed \$106,175,212, plus five percent for contingencies.

1805-33 NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN TERMINAL HOUSE POWER REPAIR: CONSTRUCTION CONTRACT AWARD 52600

Authorization to enter into NJ TRANSIT Contract No.16-049X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal House Power Repair project in an amount not to exceed \$19,899,184, plus five percent for contingencies, subject to the availability of funds.

1805-34 PURCHASE OF ACCESS LINK VEHICLES CONTRACT 52605

Authorization to contract with Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland, for the purchase of 146 minibuses in the amount of \$10,535,644.00, subject to the availability of funds, pursuant to N.J.S.A. 27:25-11(g)(2)(e) and N.J.A.C. 16:72-1.5, which permit NJ TRANSIT "To acquire or overhaul motorbuses, light rail vehicles, rail cars, locomotives, signal systems or fare collection systems."

1805-35 ALP46 CONVERTER MODULE OVERHAUL: CONTRACT AWARD TO OVERHAUL AND PURCHASE MODULES 52610

Authorization to enter into procurement by exception NJ TRANSIT Contract No. 18-606 pursuant to N.J.S.A. 27:25-11g(2)(e) and N.J.A.C. 16:72-1.5d(14) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the overhaul of one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules as well as the purchase of two (2) new line converter modules and two (2) new inverter modules at a cost not to exceed \$6,852,540, plus five percent for contingencies, for a total contract authorization of \$7,195,167, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION: 52614 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 Matthew Kozak.

NEW JERSEY TRANSIT CORPORATION
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
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1805-36 PERSONAL INJURY CLAIM OF MATTHEW KOZAK 52615

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

1805-37 APPOINTMENT OF CHIEF FINANCIAL OFFICER AND TREASURER AND DEPUTY TREASURER 52617

Authorization to appoint William Viqueira as Chief Financial Officer and Treasurer of NJ TRANSIT and its subsidiaries to perform the functions of the Office of the Chief Financial Officer and Treasurer in accordance with the NJ TRANSIT By-Laws, Article IV, Section 5, and appoint Jacqueline C. Stamford as Deputy Treasurer who shall have such powers and shall perform such duties as may be assigned by the Treasurer and to perform the functions of the Treasurer in his absence in accordance with the NJ TRANSIT By-Laws, Article IV, Section 6.

1805-38 APPOINTMENT OF AUDITOR GENERAL 52619

Appoint John F. O'Hern to the position of Auditor General of NJ TRANSIT through a mobility agreement between the New Jersey Turnpike Authority and NJ TRANSIT.

➤ **PUBLIC COMMENTS ON OTHER MATTERS**

➤ **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the April 10, 2018 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on April 12, 2018;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the April 10, 2018 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Acting Commissioner
Kevin S. Corbett, Executive Director

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

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: MAY 9, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MAY 2018

Last week, we announced weekday rail schedule changes that will begin on June 4th as we continue to advance the installation of Positive Train Control hardware on locomotives and cab cars. These service changes will mainly impact customers on the Northeast Corridor, North Jersey Coast Line, Morris & Essex Lines and the Pascack Valley Line. Some trains will be temporarily discontinued or have changes in origin or destination.

This past Thursday, we launched a comprehensive communication plan to advise customers of these upcoming changes including a press release, customer notices, MyTransit alerts, and dedicated web pages with schedule information. Throughout this month, we will continue to supplement those efforts with seat drops, station posters and announcements. In addition, we'll be hosting two "We Are Listening" customer forums. The first is on May 14th at Hoboken Terminal and the second on May 22nd at Penn Station New York both from 4:30 to 6:30 p.m. Senior staff and I will be on hand at both events to talk directly with customers and answer any questions they may have. We're encouraging all customers to take a look at these new schedules, whether they're on the impacted lines or not, as trains may have other alterations to stops or connection times.

This is a campaign we're calling "Working Toward A Safer Commute," and that's really the ultimate goal, a safer commute for everyone. I want to provide an update on some of our efforts in that regard:

- We've warned our contractor that they must deliver a system that meets federal safety requirements. Since then, the contractor has expanded to operate two equipment installation facilities, with multiple work shifts, in their efforts to meet the required federal deadline.
- Recently, we successfully began the initial field testing of PTC functionality on a six-mile stretch of the M&E between Morristown and Denville.
- We continue to work closely with the FRA on every aspect of this project in addition to coordinating with Amtrak, Metro North, Conrail, Norfolk Southern and short line freight railroads.

As we advance PTC, I want to ensure all of our customers that we are doing everything in our power to install this important safety technology as quickly as possible.

On April 23rd, we had the pleasure of hosting Governor Murphy at our Central bus Maintenance Facility here in Newark. The Governor and I highlighted some of the benefits Governor Murphy's proposed budget will have on our bus customers throughout the state. We will be able to budget for 40 additional bus operators and for the first time in a decade there will be money to provide targeted relief on some high demand bus routes in Bergen, Hudson and Union counties. We will also have resources to provide enhancements to on-time performance on some routes and gain additional flexibility to mitigate external factors such as road construction projects. We are actively recruiting for positions in bus and rail, and it certainly is an exciting time to be part of NJ TRANSIT. I want to again thank the Governor for highlighting these important issues.

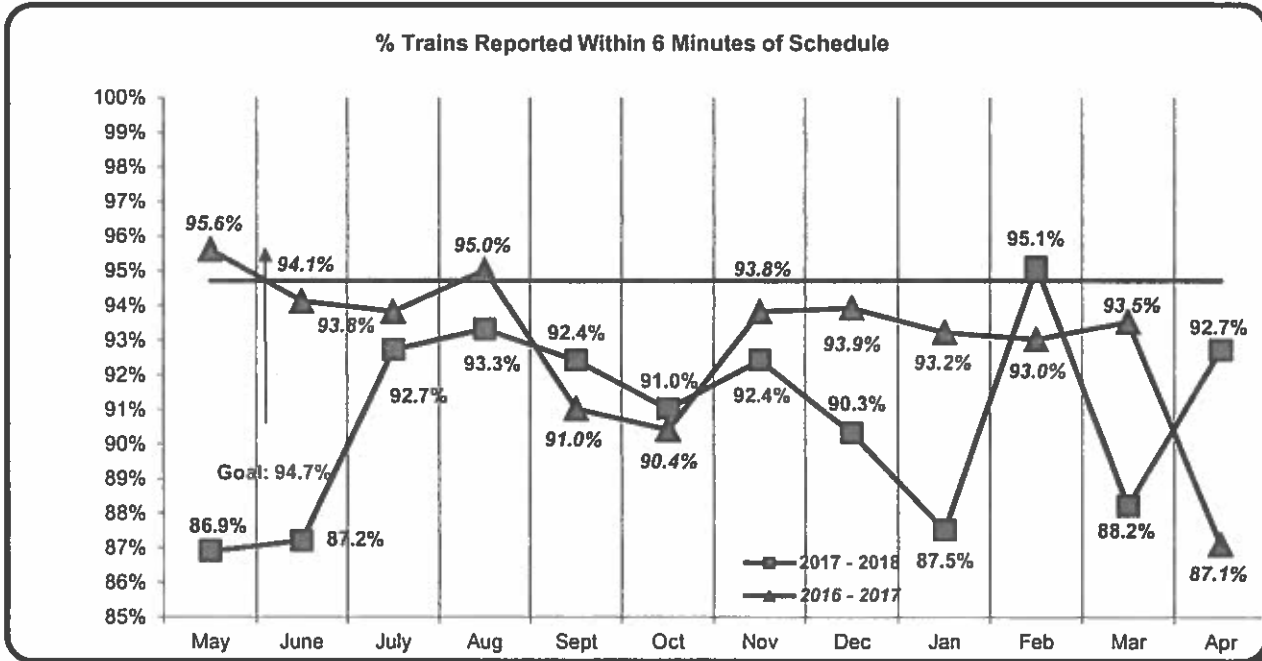
I had the honor of attending the annual New Jersey Transit Police Department award ceremony held in Secaucus Junction on April 24th. It was an opportunity to recognize the men and women of our police department not just for going above and beyond the call of duty, but for what they do every day to keep our customers, employees and the public safe. It was a privilege to salute these hard working officers and applaud Chief Trucillo for all of his efforts.

EXECUTIVE DIRECTOR'S MONTHLY REPORT MAY 9, 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MAY 2016 - APRIL 2018



	2017	2018	# Change
April Comparison	87.1%	92.7%	5.6%

	2016-2017	2017-2018	# Change
12-Month Average May 2017 - April 2018	92.9%	90.8%	-2.1%

Analysis:

Rail On-Time Performance was 92.7% for April 2018. Of the 18,120 trains scheduled to operate, 16,793 were on time, while 1,327 trains (or 7.3%) were delayed. Key causes included:

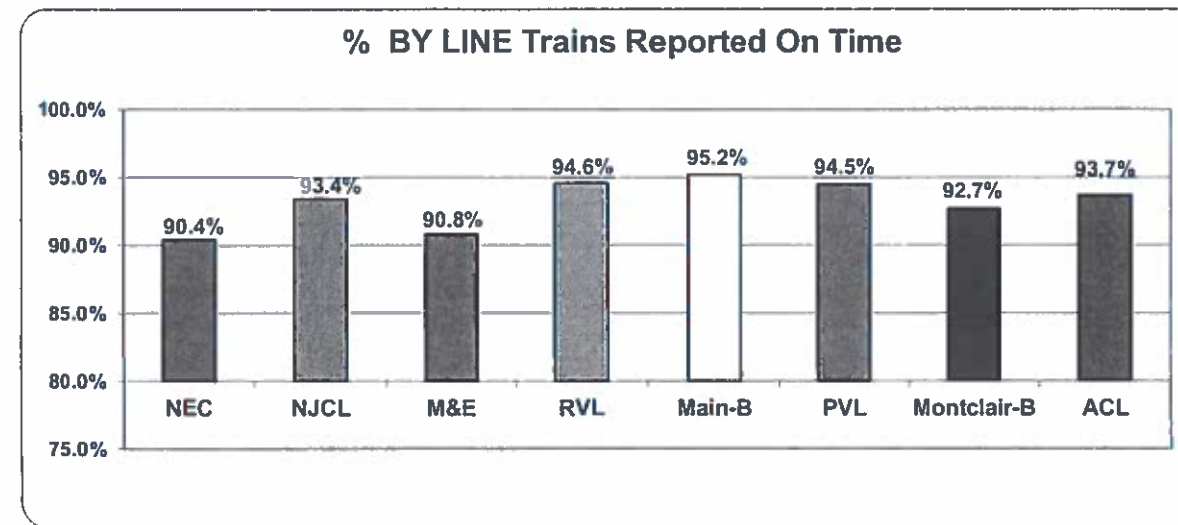
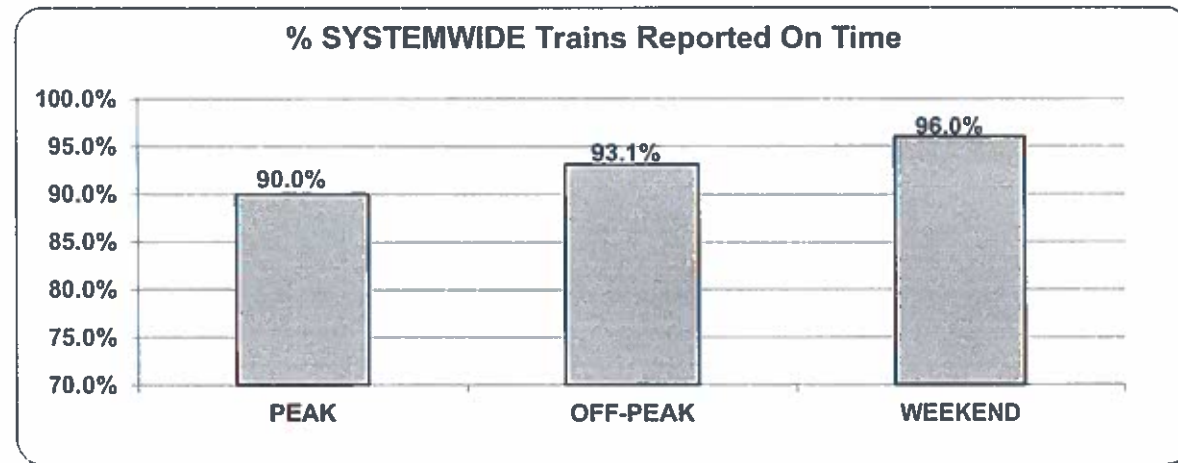
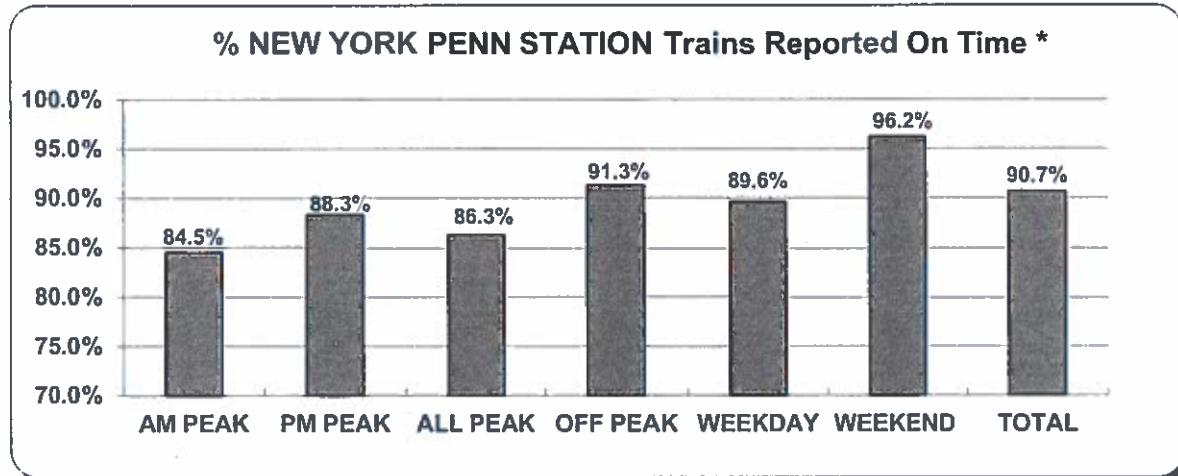
- NJT equipment issues, and weather related issues contributed to 86 delays resulting in 86.1% OTP on April 2.
- Amtrak and NJT equipment issues, contributed to 117 delays resulting in 79.6% OTP on April 13.
- Amtrak and NJT power and equipment issues contributed to 93 delays resulting in 84.8% OTP on April 23.

The 12-month average for Rail On-Time Performance May 2017 - April 2018 was 90.8%, which has decreased by 2.1%.

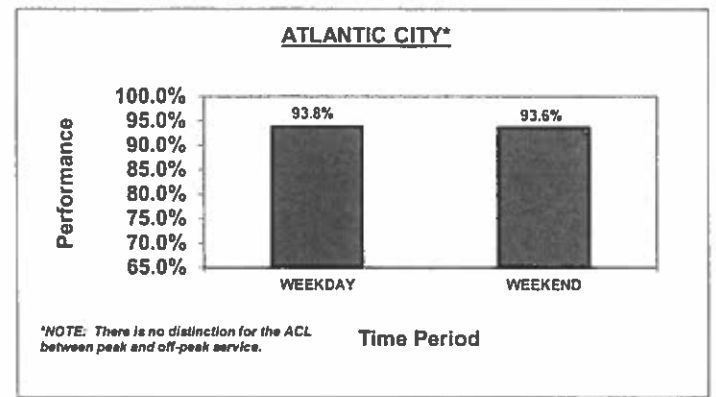
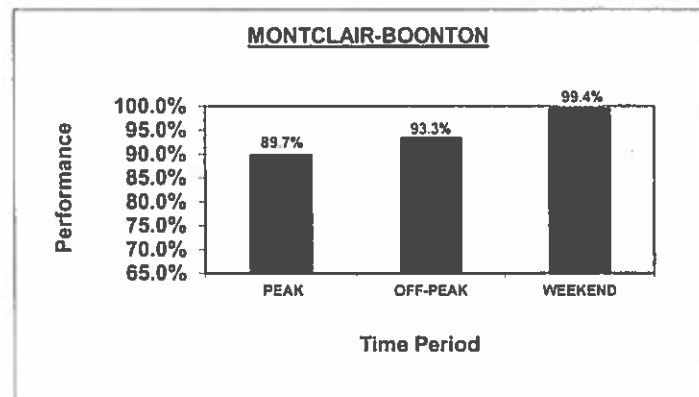
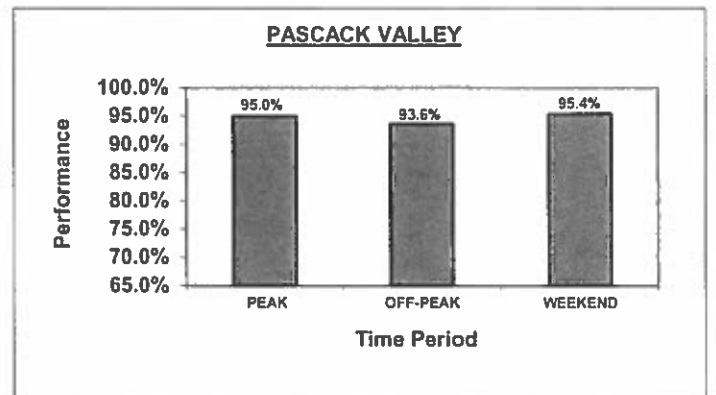
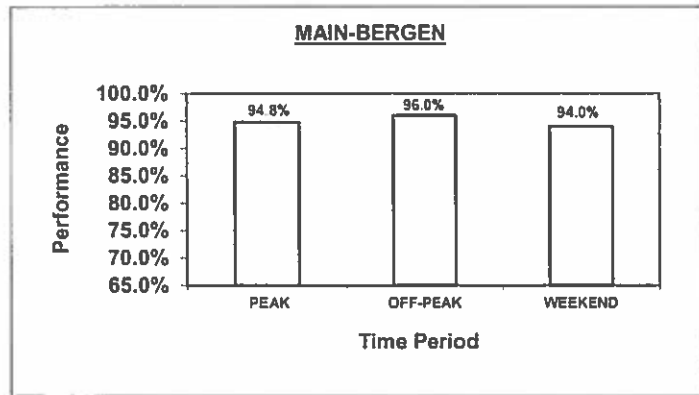
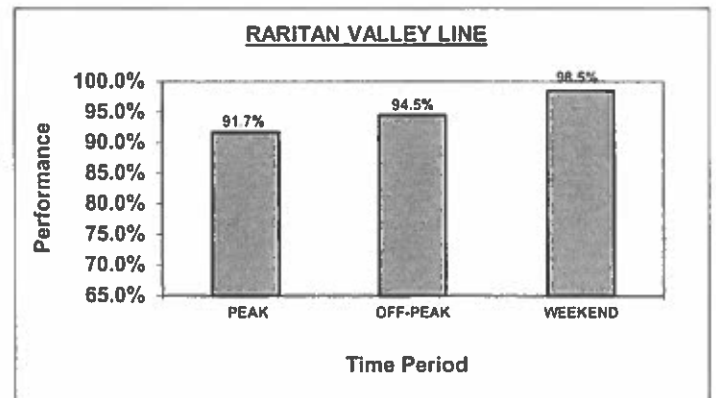
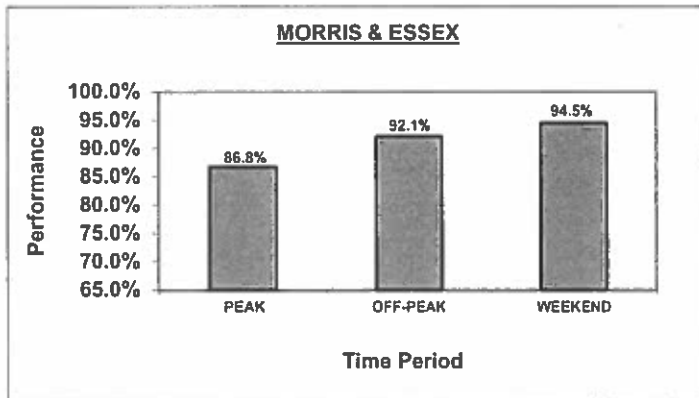
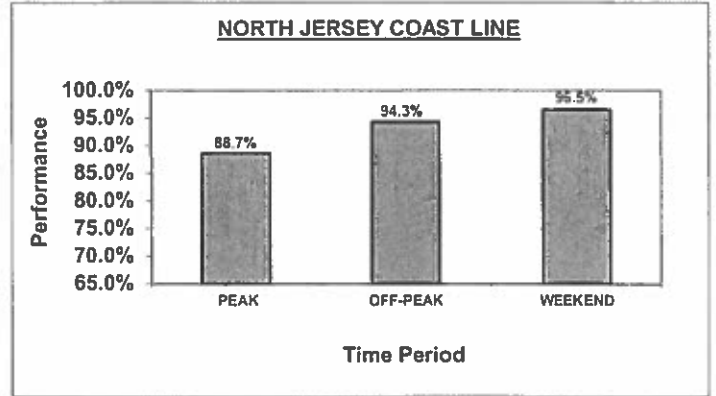
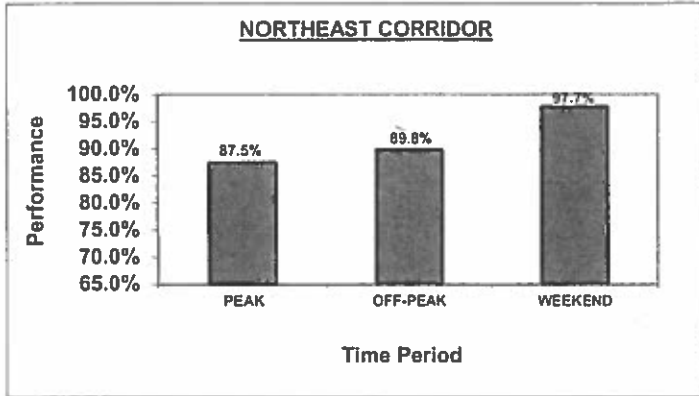
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD APRIL, 2018

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



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL, 2018

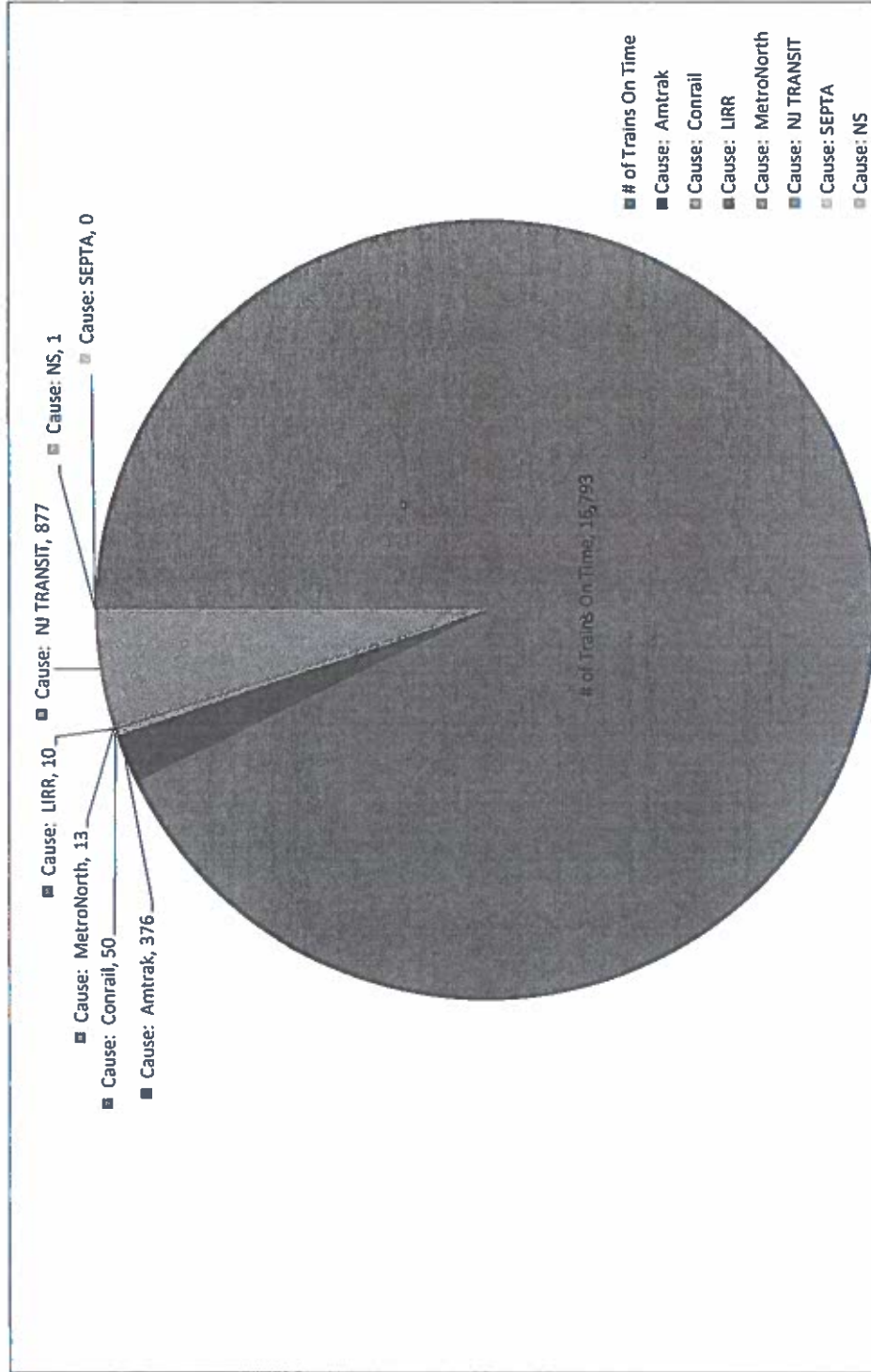


*NOTE: There is no distinction for the ACL between peak and off-peak service.

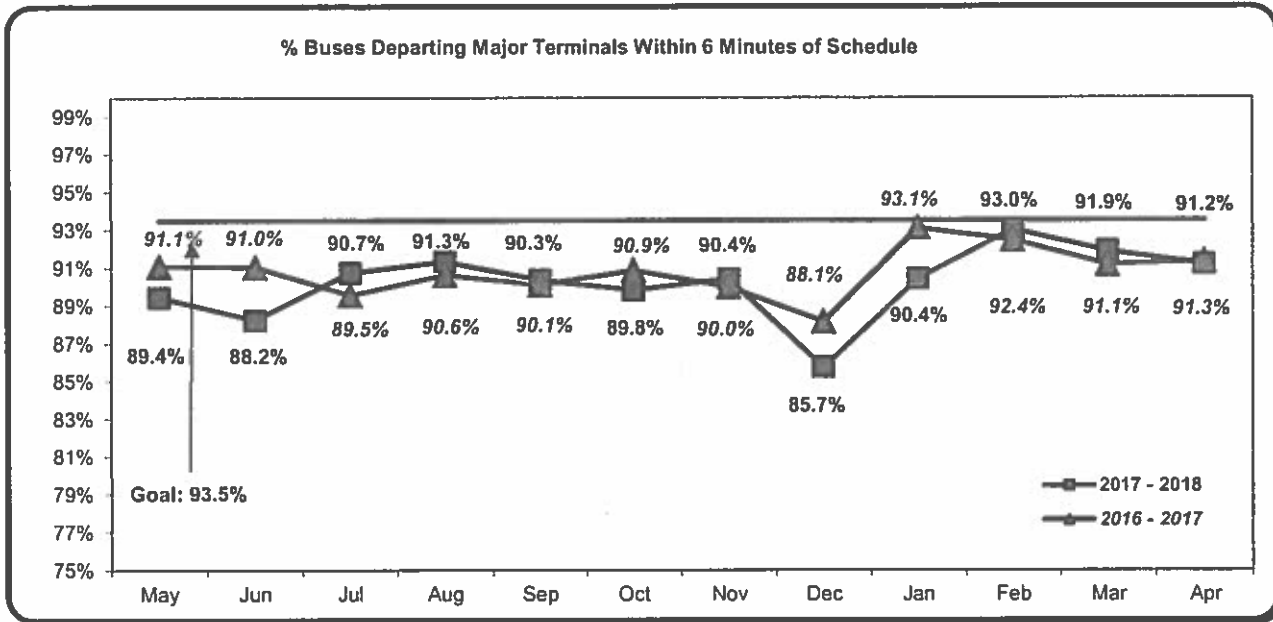
NJ TRANSIT Performance - APRIL, 2018

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak		Cause: Conrail		Cause: LIRR		Cause: MetroNorth		Cause: NJ TRANSIT		Cause: SEPTA		Cause: NS	
# of Trains On Time	16,793	376	50	10	13	877	0	1							
# of Late Trains	1,327	2.08%	0.28%	0.06%	0.07%	4.84%	0.01%	0.01%							
Total # of Trains	18,120														
Percentage On Time	92.7%														



NJ TRANSIT ON-TIME PERFORMANCE BUS May 2016 - APRIL 2018



	2016 - 2017	2017 - 2018	% Change
March Comparison	91.3%	91.2%	-0.1%

	2016 - 2017	2017 - 2018	% Change
12-Month May 2017 - April 2018	90.8%	90.2%	-0.6%

Analysis:

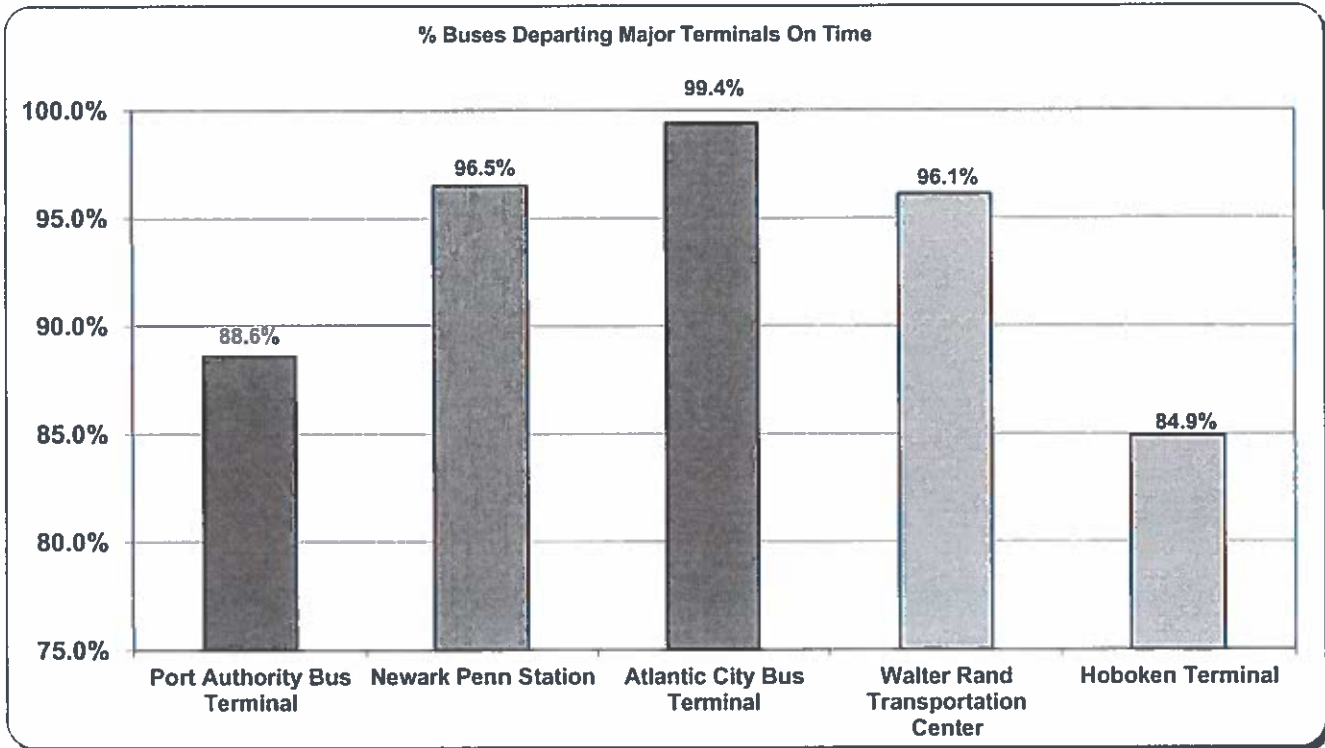
Bus On-Time Performance was 91.2% for March 2018. Of the 43,347 monitored departures 3,830 (or 8.8%) experienced delays. Key causes included:

- At Porth Authority Bus Terminal, the building was gridlocked on April 9 and April 20, in addition to disabled buses in the North Tube on April 13 and April 16 which impacted service.
- In Newark, road paving projects resulted in detours and delays, and an overturned truck caused delays on Route 1 and Route 9 North on April 3 which impacted service.
- Construction on Washington Street, continues to impact performance at Hoboken. The project has been rescheduled and will continue until August.

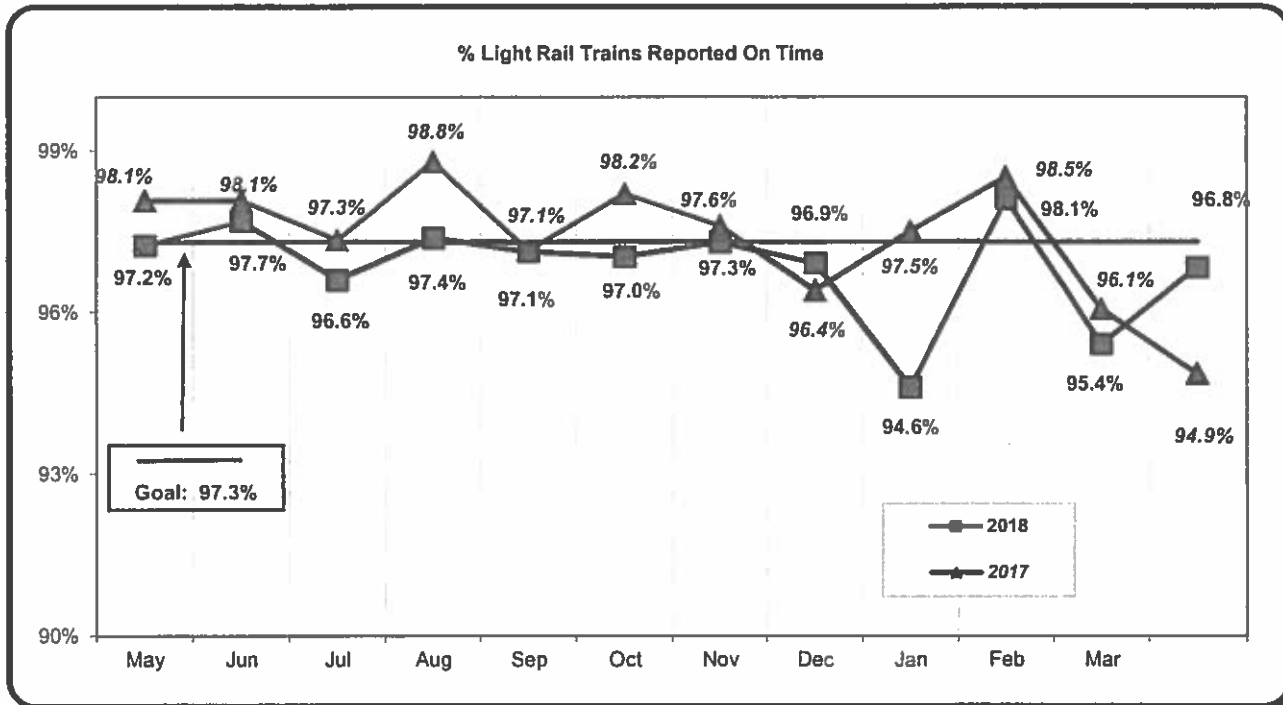
The 12-month average for Bus On-Time Performance for April 2017 - March 2018 was 90.2%, which was down by 0.6% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL APRIL 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL MAY 2016 - APRIL 2018



	2017	2018	# Change
April Comparison	94.9%	96.8%	1.9%

	2017	2018	# Change
12-Month Average Ended May 2017 & Apr 2018	97.4%	96.9%	-0.5%

Analysis:

Light Rail On-Time Performance systemwide was 96.83% for the month of April 2018. Of the 26,525 scheduled departures, 840 (or 3.17%) experienced delays.

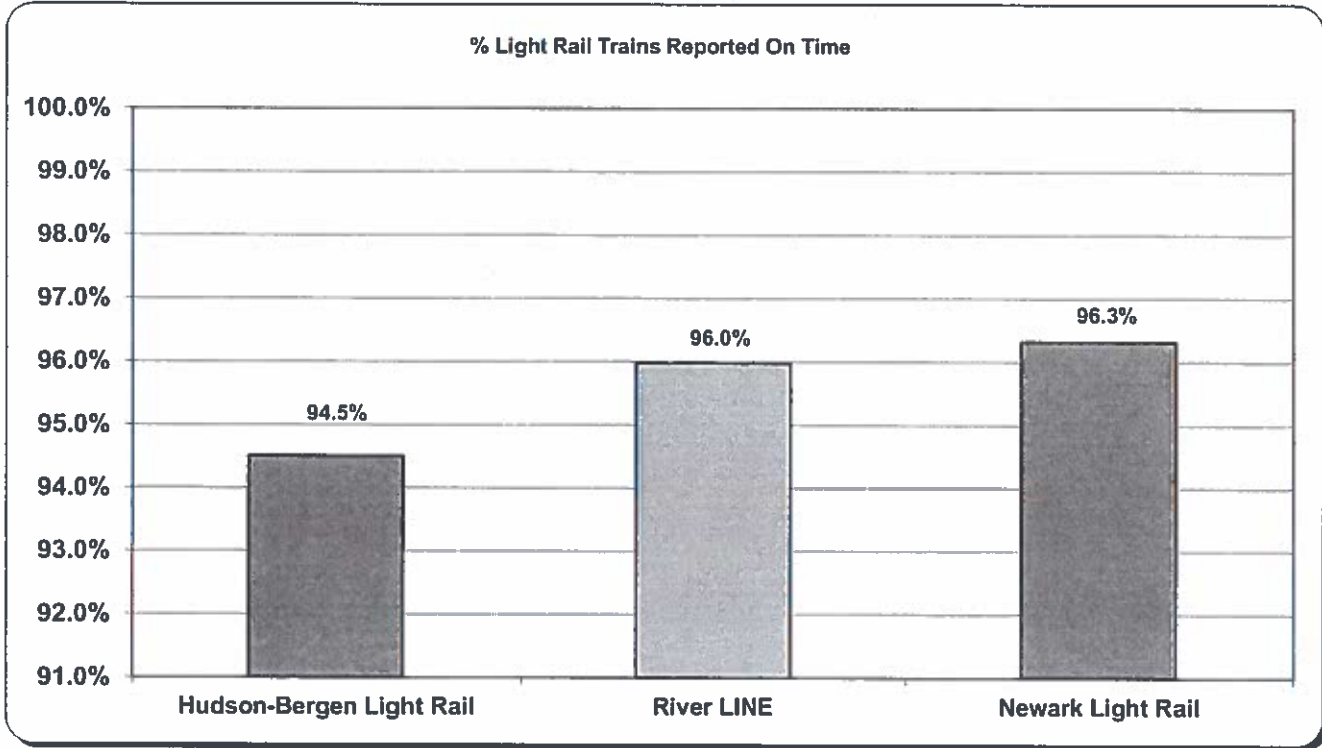
Key causes included:

- Emergency track repair at Hudson St. delayed 77 HBLR Line trains on April 17.
- Police activity in Palmyra delayed 13 RiverLine trains on April 18.
- Police activity at Park Ave. delayed 56 NLR trains on April 6.

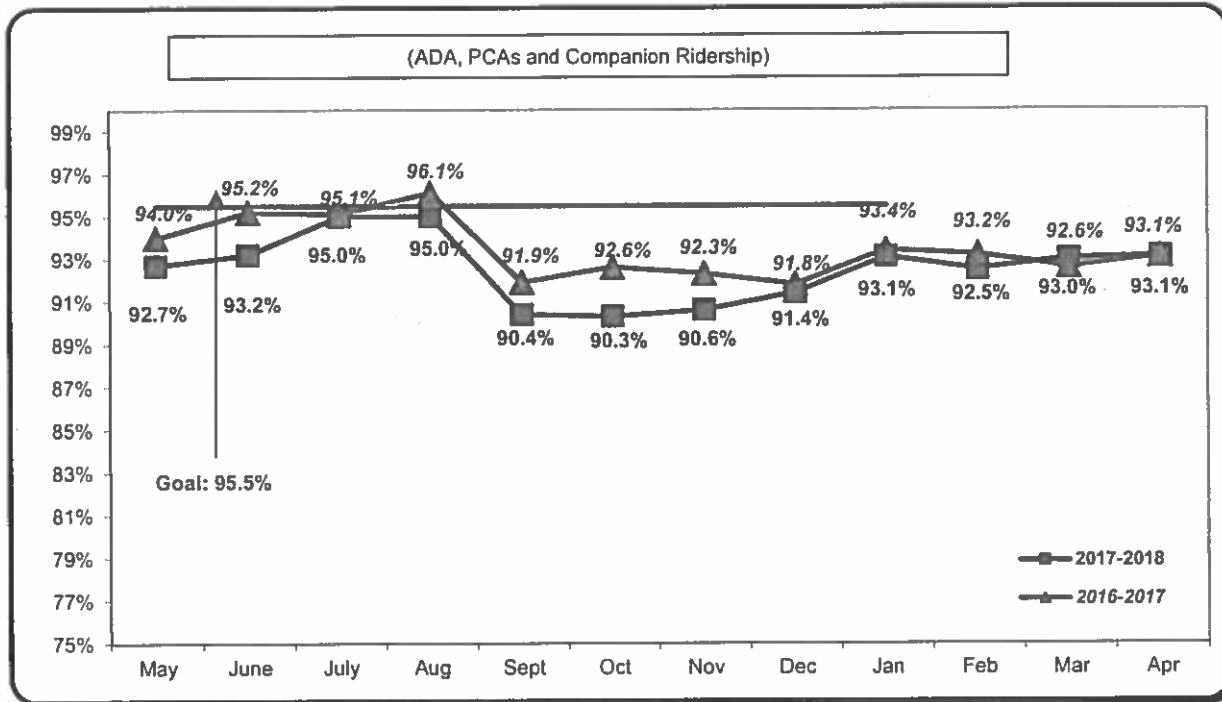
The 12-month average for Light Rail On-Time Performance for May 2017 - April 2018 was 96.9%, which decreased by 0.5 %.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2018



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK May 2016 - April 2018



	2017	2018	% Change
April Comparison	93.1%	93.1%	0.0%

	2017	2018	Difference
April Ridership	133,182	140,822	7,640

	2016-2017	2017-2018	% Change
12-Month Average May-April	93.4%	92.5%	-0.9%

Analysis:

Access Link On-Time Performance was 93.1% for April 2018. In serving 140,822 total riders, for 128,545 ADA customers trips, 8,821 (or 6.9%) experienced delays.

Key causes include:

- * Service delays due to the inclement weather conditions
- * Customer no-show and cancellations

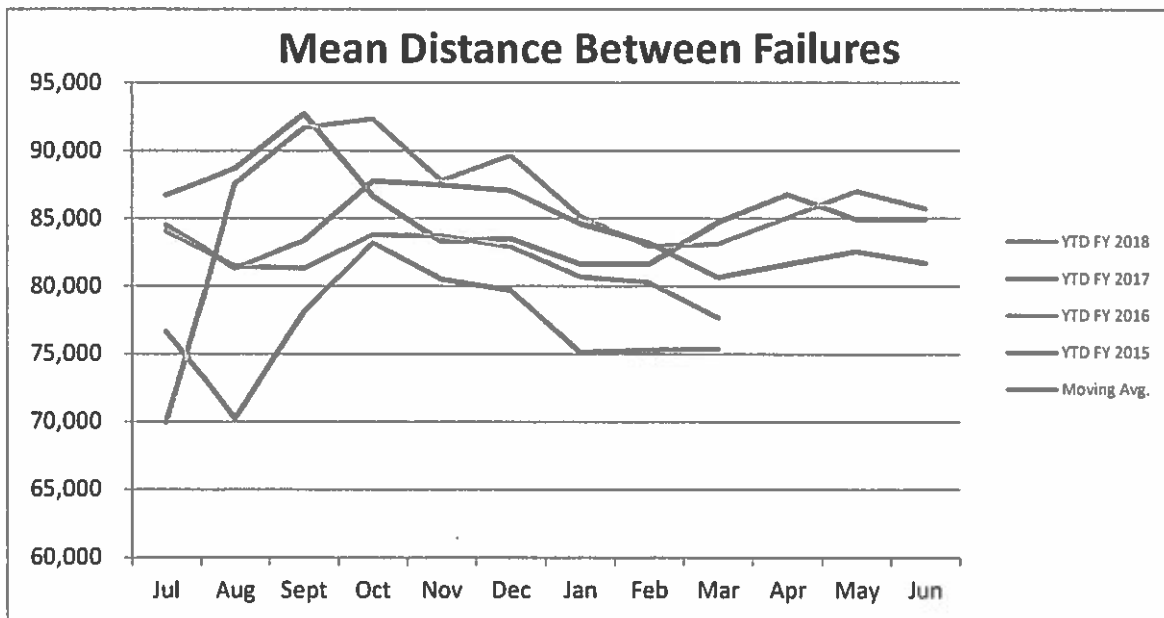
The 12-month average for Access Link On-Time Performance for May 2017 - April 2018 was 92.5%, which decreased by -0.9%.

MEAN DISTANCE BETWEEN FAILURES

March 2018

NJ TRANSIT Rail Operations
Mean Distance Between Failures

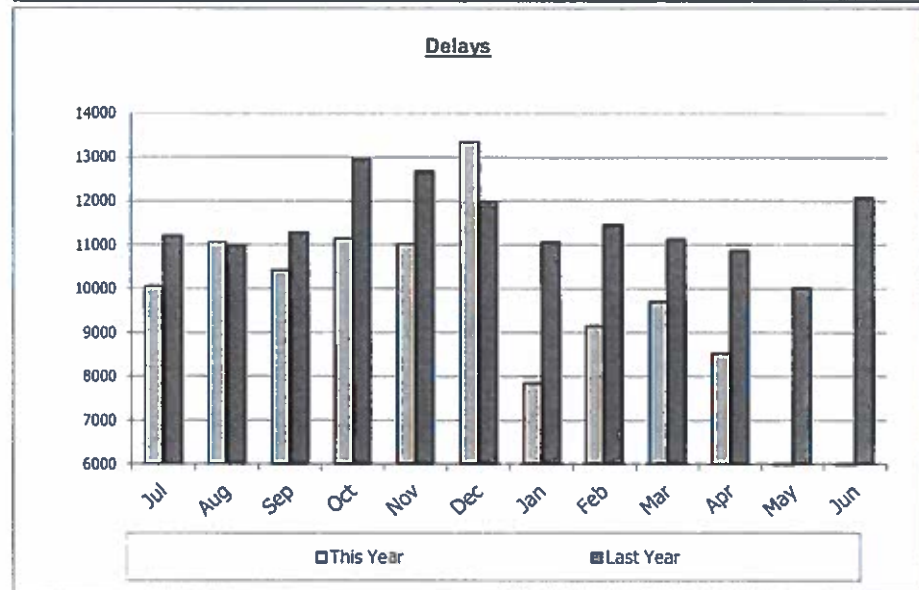
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	76,674	86,683	69,926	84,508	84,069
Aug	70,263	88,680	87,565	81,319	81,472
Sept	78,151	92,705	91,669	83,368	81,337
Oct	83,213	86,626	92,329	87,750	83,800
Nov	80,523	83,272	87,756	87,434	83,720
Dec	79,711	83,501	89,655	87,042	82,929
Jan	75,139	81,633	85,167	84,607	80,711
Feb	75,324	81,639	82,949	83,179	80,309
Mar	75,376	84,715	83,112	80,659	77,686
Apr	-	86,771	85,060	81,649	-
May	-	84,920	87,022	82,566	-
Jun	-	84,936	85,722	81,704	-



Garage Performance Parameters

April 2018

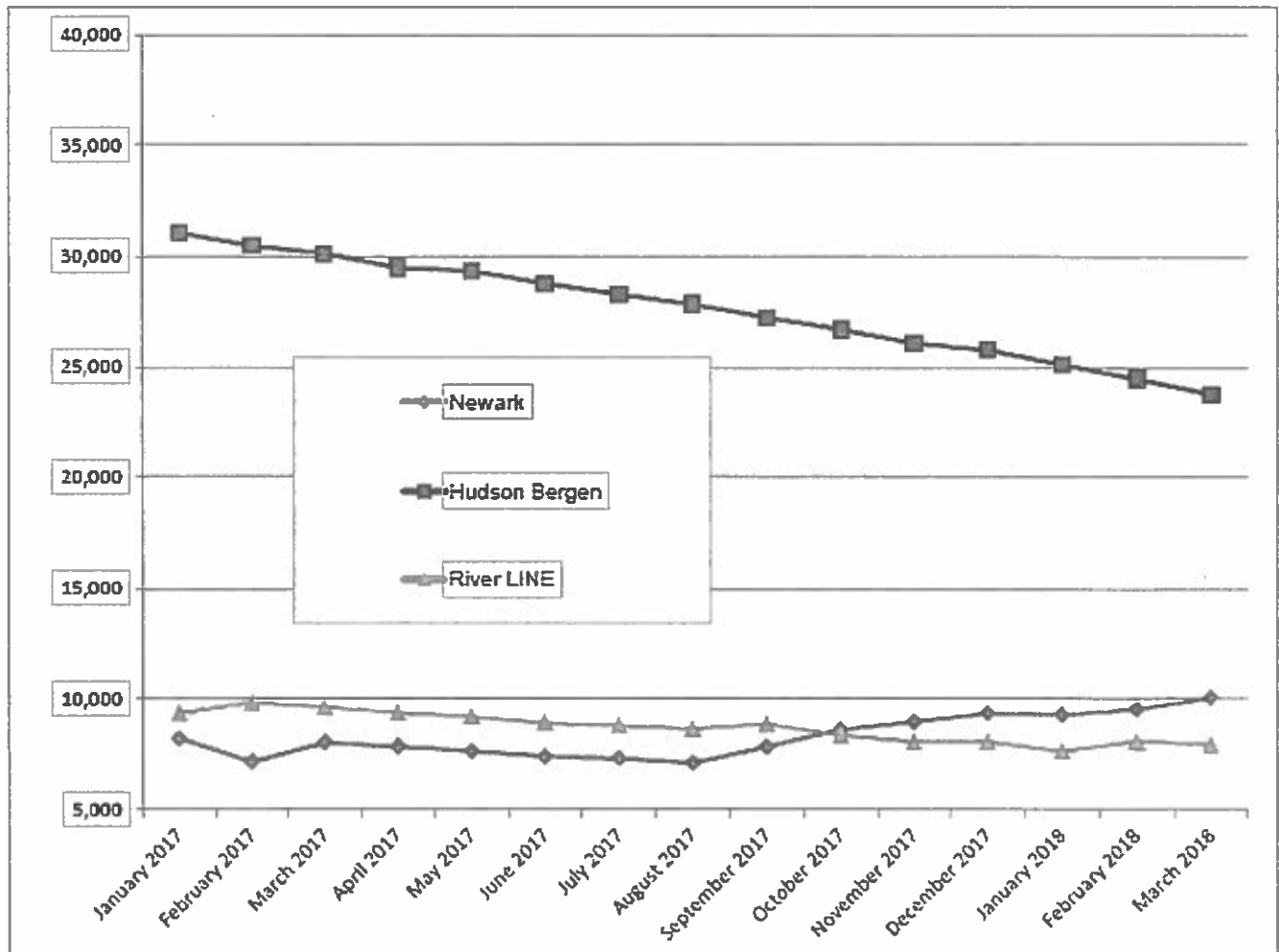
Location	Miles Between In-Service Delays			
	FY2018 Goal	This Month	FY2018 YTD	FY2017 YTD
Fairview	7,000	2,973	5,121	5,862
Greenville	9,900	4,326	4,917	6,195
Market Street	9,500	7,445	7,726	8,434
Meadowlands	11,500	5,037	6,416	7,519
Oradell	13,500	8,564	8,528	9,845
Wayne	12,500	6,781	9,305	12,768
Northern Division	-	5,936	7,360	8,793
Big Tree	8,800	6,537	7,409	9,330
Hilton	10,200	9,640	9,354	10,121
Howell	16,750	18,633	30,246	34,688
Ironbound	9,600	7,550	9,715	10,204
Orange	9,250	7,664	8,436	9,357
Morris	10,500	44,295	46,905	47,120
Central Division	-	9,770	11,855	13,080
Egg Harbor	16,500	19,603	15,247	15,564
Hamilton	20,000	10,839	12,524	17,993
Newton Avenue	15,700	10,705	11,984	14,199
Washington Twp.	14,500	12,397	12,433	13,585
Southern Division	-	13,573	13,231	14,842
Bus Operations	-	8,526	10,032	11,517



NJ TRANSIT - LIGHT RAIL, March 2018
Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * March 2018
Newark Light Rail	10,069
Hudson Bergen	23,776
River LINE	7,929

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



* Mechanical failure data for 3 LR systems, calculated as a rolling average over multiple months.

** Newark Light Rail operates much less mileage, with all single-car trains and a 5 mile alignment.

DBE/SBE PROGRAM

State Funded Contracts

During the month April 2018, NJ TRANSIT awarded **\$0.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0.00%**.

During the State Fiscal Year **2018** (July 1, 2017 through June 30, 2018) NJ TRANSIT awarded **\$227,231,139.12** in state funded contracts. Of that total, SBEs received **\$55,685,898.19** or **24.51%**.

SBE Goal Attainment from July 1, 2017 through June 30, 2018 (FY 2018)

Category 1 SBEs received	\$37,500.00	or 0.02%
Category 2 SBEs received	\$177,800.00	or 0.08%
Category 3 SBEs received	49,852,412.57	or 21.94%
Category 4 SBEs received	\$4,429,185.62	or 1.95%
Category 5 SBEs received	\$41,000.00	or 0.02%
Category 6 SBEs received	\$1,148,000.00	or 0.51%

FTA Funded Contracts (updated Quarterly – next update will occur July 2018)

During the 2nd Quarter (January 1, 2018 – March 31, 2018) of Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$18,340,280.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$3,851,459.00** or **21.00%**.

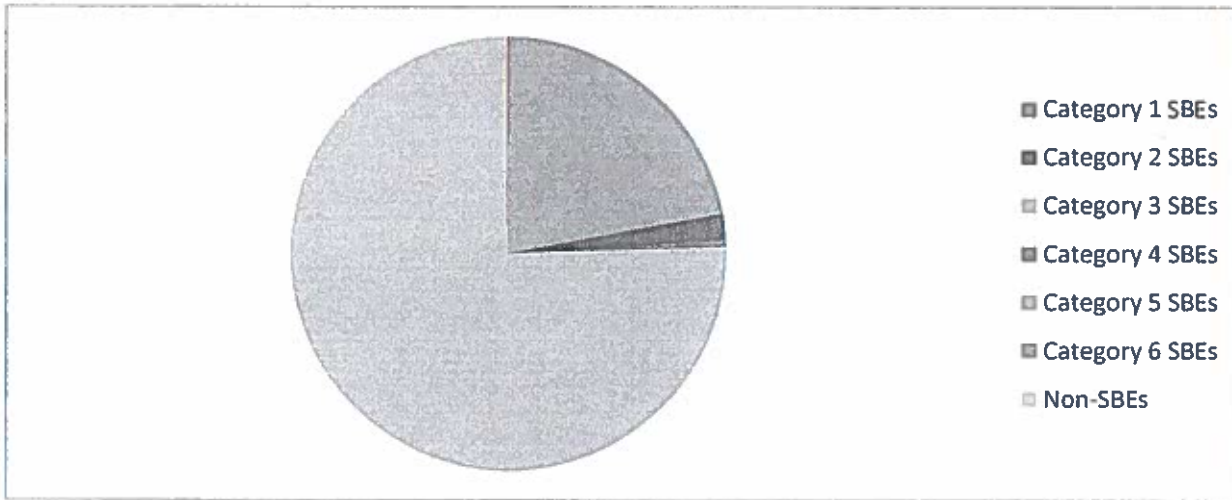
DBE Goal Attainment from January 1, 2018 – March 31, 2018 (FFY 2018) **

Contracts awarded	\$18,340,280.00
DBEs received	\$ 3,851,459.00 or 21.00%

****Numbers reflect federal share.**

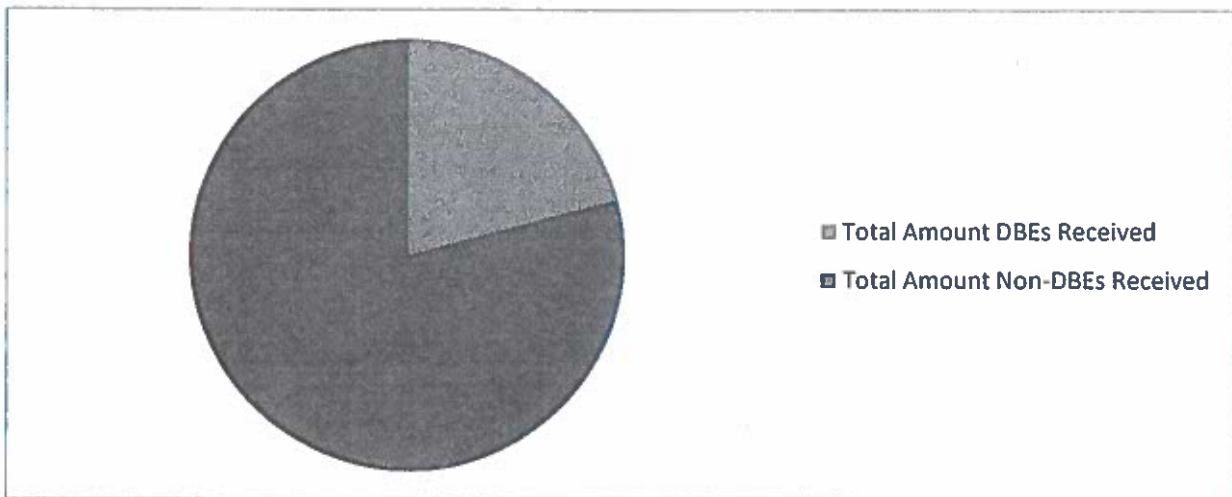
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2018

<i>Category 1 SBEs</i>	\$37,500.00	0.02%
<i>Category 2 SBEs</i>	\$177,800.00	0.08%
<i>Category 3 SBEs</i>	\$49,852,412.57	21.94%
<i>Category 4 SBEs</i>	\$4,429,185.62	1.95%
<i>Category 5 SBEs</i>	\$41,000.00	0.02%
<i>Category 6 SBEs</i>	\$1,148,000.00	0.51%
<i>Non-SBEs</i>	\$171,545,240.93	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$8,233,145.97	20.84%
Total Amount Non-DBEs Received	\$31,268,353.77	79.16%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

20 NJ TRANSIT employees retired recently with careers ranging 10 to 33 years of service:

1. Chiming Chang, Operator – Howell – 12 years
2. Marilyn C. Ferris, Inspector A – Fairview – 23 years
3. Yvette Hill, Information Clerk – TIC – 15 years
4. James R. Hyman, Operator – Hamilton – 14 years
5. Lucille Johnson, Operator – Big Tree – 29 years
6. Juan F. Rueda, Serviceman – Big Tree – 11 years
7. Linda M. Sanchez, Information Clerk – General Office Building – 10 years
8. Baldeo Seajatan, Operator – Meadowlands – 18 years
9. Joseph P. Aneskavich, Operator – Hamilton – 10 years
10. Patrick M. Dougherty, Mechanic A. – Washington Township – 28 years
11. Yvonne Hunter, Operator – Meadowlands – 22 years
12. Mamdouh M. Kandil, Operator – Howell – 23 years
13. Charles E. Kodia, Operator – Ironbound – 26 years
14. Samuel Loyal, Stock Clerk – Hilton – 33 years
15. Agostinho Oliveira, Mechanic A. – Newark Bus – 32 years
16. Michael Wortenkyke, Cleaner – Oradell – 19 years
17. Terrie M. Chavis, Operator – Newton Ave. – 13 years
18. Jean L. Hollingshead, Operator – Hamilton – 14 years
19. Phyllis Guerino, Revenue Comm. Coordinator – General Office Building – 37 years
20. Steven Santoro, Executive Director – Penn Plaza – 18 years

ACTION ITEMS

ITEM 1805-32: CONTRACTING OUT- HUDSON COUNTY LOCAL BUS SERVICE

BENEFITS

This contract will provide for the operation of local bus service in Hudson County on Routes 2, 10, 22, 23, 88, and 119. In fiscal year 2017, these six routes comprising this service served a combined ridership of 4,803,462 annual passenger trips. Continuation of this service is important to our riders and it 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 NJ TRANSIT Contract No. 17-002 with Number 22 Hillside, LLC, an Academy company, of Hoboken, New Jersey, to operate the Hudson County Local Bus Service, as set forth in Exhibit A for a 36-month base contract period from July 1, 2018 through June 25, 2021, at a total cost not to exceed \$42,659,010, plus five percent for contingencies.

In accordance with the Request for Proposal, Contract No. 17-002 has an option to extend NJ TRANSIT's Hudson County Local Bus Service agreement for two 24-month periods, at a cost not to exceed \$30,933,699 for the first option period from June 26, 2021 through June 30, 2023, and \$32,582,503 for the second option period from July 1, 2023 through June 27, 2025, plus five percent for contingencies at NJ TRANSIT's sole discretion.

The combined contract cost with option periods is not to exceed \$106,175,212, plus five percent for contingencies.

PURPOSE

Authorization will continue the Hudson County Local Bus Service which staff has identified as appropriate service that might be operated more economically by seeking competitive bids for its performance. The carrier will comply with New Jersey's Conscientious Employee Protection Act.

BACKGROUND

On August 8, 2017, NJ TRANSIT advertised a Request for Proposals (RFP) to request private motorbus carriers to provide bus service in the Hudson County area for an initial contract period of three years 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 both 24-month option periods that may be exercised solely at the discretion of NJ TRANSIT. The Pre-Proposal Conference was held on August 15, 2017 at NJ TRANSIT headquarters.

NJ TRANSIT's Technical Evaluation Committee reviewed the private carrier proposals received in response to the RFP and a benchmark cost was established by NJ TRANSIT's Bus Operations for the operation of the service. 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 proposals for these 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

On October 19, 2017, NJ TRANSIT received two responses to the RFP from Number 22 Hillside, LLC. and Saddle River Trails, Inc. Both proposers met the minimum score of 75 points on the technical proposal and the cost proposals were opened. Upon vetting of the cost proposals, it was discovered, Saddle River Trails did not account for all costs associated with the operation of the service. As a result, their cost proposal was deemed unresponsive.

The competitive procurement process, utilized by NJ TRANSIT for contracting bus service, provides for a comparison of the carriers' cost proposals to the benchmark cost for the operation of the proposed routes developed by NJ TRANSIT's Bus Operations. The Amalgamated Transit Union (ATU) participates in this process to enable NJ TRANSIT Bus Operations to submit its benchmark.

The comparison of cost for operations of the full-size bus routes is presented below:

CARRIER	COST PROPOSAL
Number 22 Hillside Hoboken, New Jersey	\$106,175,212
NJ TRANSIT Bus Operation Newark, New Jersey	\$138,491,528

Upon completion of the competitive procurement process, it was determined that Number 22 Hillside, LLC.'s proposal is in the best interest of NJ TRANSIT. Number 22 Hillside, LLC is the incumbent carrier and will provide for a seamless start of the new contract. In addition, Number 22 Hillside, LLC.'s total proposed cost is less than the NJ TRANSIT benchmark cost developed by NJ TRANSIT's Bus Operations.

Comparing the final fiscal year of the existing contract cost (FY18 aggregated \$14,715,293) to the first year of the new proposed contract cost (FY19 aggregating \$13,864,122), NJ TRANSIT's annual contract cost for the Hudson County Local Bus Service would decrease by \$851,171 over the next fiscal year.

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

FISCAL IMPACTS

Requested Authorization: \$106,175,212 plus 5% for contingencies

Total Project Cost: \$111,483,973

Projected Date of Completion: June 27, 2025

Capital Project Amount: N/A

Operating Budget Amount:	FY19	\$13,864,122
	FY20	\$14,277,092
	FY21	\$14,719,314
	FY22	\$15,137,634
	FY23	\$15,594,547
	FY24	\$16,055,410
	FY25	\$16,527,093

Anticipated Source of Funds: Fiscal Years 2019-2025 Operating Budgets

Prints ID Number: N/A

DBE/SBE Goal: 3% SBE –Category 3

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 local bus service in Hudson County and a Request for Proposals (RFP) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed the private carrier proposals received for the operation of the Hudson County Local Bus Service, as well as the NJ TRANSIT Bus Operations benchmark cost for the service; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee determined the proposal from Number 22 Hillside, LLC. is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-002 with Number 22 Hillside, LLC, an Academy company, of Hoboken, New Jersey, to operate the Hudson County Local Bus Service for a 36-month base contract term with two additional option periods for a total of 84 months from July 1, 2018 through June 27, 2025 at a total cost not to exceed \$106,175,212, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget.

EXHIBIT A

BERGEN COUNTY LOCAL BUS SERVICE

<u>Route #</u>	<u>Description</u>
2	Jersey City – Journal Square - Secaucus
10	Bayonne – Jersey City
22	North Bergen – Union City - Hoboken
23	North Bergen – Weehawken-Port Imperial - Hoboken
88	North Bergen – Jersey City-Journal Square
119	Bayonne – Jersey City – New York

ITEM 1805-33: NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN TERMINAL HOUSE POWER REPAIR: CONSTRUCTION CONTRACT AWARD

BENEFITS

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

On October 29, 2012, the storm surge from Superstorm Sandy caused significant damage to the facilities in the Hoboken Terminal and Yard – including to Terminal building facilities, substations and electrical assets, and key signals and communications equipment. NJ TRANSIT advanced immediate repairs to the Terminal and Yard and is progressing construction of long-term recovery projects to rebuild or replace damaged assets and infrastructure in a resilient manner.



This authorization will advance construction of a resilient substation to replace the existing facilities, known as the “Depot” substation, which suffered significant damage during Superstorm Sandy. The new

substation has been designed and situated to be able to provide reliable and resilient electric power to both the rail and ferry terminals and supporting infrastructure. The new substation will be constructed on the second floor of the vacant Pullman & Immigrant Building adjacent to the Rail Terminal, well above the predicted future flood elevation for this site. Primary power cables to the substation, and distribution cables from the substation to its supported load centers, will all be above the applicable flood elevation, making the project fully resilient against future extreme weather events.

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

Staff seeks authorization to enter into NJ TRANSIT Contract No.16-049X with DMR Construction Services, Inc. of Waldwick, New Jersey, for the construction of the Hoboken Terminal House Power Repair project in an amount not to exceed \$19,899,184, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

The proposed construction contract award is for the complete replacement of the Depot Substation, which is currently situated on the south side of the Rail Terminal building at an elevation vulnerable to ocean surge flood damage. Upon completion, the constructed assets and infrastructure will be resilient to storm surge associated with potential future extreme weather events.

BACKGROUND

The existing Depot Substation facilities were heavily damaged during Superstorm Sandy. NJ TRANSIT required several months to effect interim repairs to the substation, during which time temporary generators were used to provide critical power for ticketing, lighting, and other functions.

In parallel with the interim repairs, NJ TRANSIT has designed a replacement substation at a much higher elevation, well above the future predicted FEMA flood elevation for this site. When completed, the Project will ensure the provision of resilient house power to both the Rail and Ferry terminal facilities and various yard infrastructure.

The new substation will incorporate new switchgear and relays, new electric panels, new supply and distribution cabling, a Supervisory Control and Data Acquisition ("SCADA") remote operation capability, and new HVAC infrastructure to maintain temperatures appropriate to the operation.

Procurement

Office of the State Comptroller approval to advertise the Construction Contract was received on June 2, 2017, as required by Executive Order 125. The NJ TRANSIT Office of Business Development assigned a 23% Disadvantaged Business Enterprise (DBE) goal for the Construction Contract.

An Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Trenton Times* on June 8, 2017. A Pre-Bid Conference was held on July 18, 2017 at 11:00 a.m. at NJ TRANSIT's Headquarters Building in Newark. Bids were received electronically from three firms and opened on November 9, 2017 at NJ TRANSIT Headquarters in Newark.

E-BID 16-049X RESULTS

Company	Total Bid Price
DMR Construction Services, Inc.	\$19,899,184
Hall Construction Co., Inc.	\$20,677,000
Railroad Construction Company, Inc.	\$22,995,000

DMR Construction Services, Inc. has identified 24% DBE participation for the construction phase of this contract.

Funding

This contract will be funded using Federal Transit Administration (FTA) Emergency Relief Program repair funds. On February 4, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$2 billion through the FTA's new Emergency Relief Program to help protect, repair, reconstruct, and replace public transit equipment and facilities that were damaged by Superstorm Sandy. The funds are the first installment of up to \$10.9 billion appropriated to the FTA through the Disaster Relief Appropriations Act of 2013, which President Obama signed into law on January 29, 2013. The FTA announced the final allocation of Disaster Relief Appropriations Act funding on July 5, 2016. In total, NJ TRANSIT received \$448,189,802 in recovery and rebuilding funding. The FTA has approved NJ TRANSIT's application of \$24,058,978 in recovery and rebuilding funding to support this project. NJ TRANSIT is preparing a grant amendment in the amount of \$9,000,000 to fully fund the project using available FTA funds.

Schedule

The construction of the Hoboken Terminal House Power Repair project is slated to commence by May 2018. It is anticipated that construction will take approximately 27 months, and is anticipated to be completed by September 2020.

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

FISCAL IMPACTS

Requested Authorization: \$19,899,184 + 5% contingency

Past Authorizations:

(Contractor)

None

(Gannett Fleming)

\$13,390,000 (total includes other Resilience Program projects)

Expenditures to Date: \$2,482,610.55 (as of 3/15/18)

Total Project Cost: \$33,058,978

Projected Date of Completion: September 2020

Capital Program Amount: \$33,058,978

Operating Budget Amount: \$ 0

PRINTS ID Number: NJT00762

Anticipated Source of Funds: Federal Transit Administration

DBE/SBE Goal: 23% DBE

Future/Related Authorizations: Construction Management Services

***NJ Build* Amount:** NA

Impact on Subsequent Operating Budgets: None

RESOLUTION

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

WHEREAS, the Depot Substation was damaged during Superstorm Sandy, requiring significant and costly repairs immediately after the storm; and

WHEREAS, the Federal Transit Administration has obligated \$24,058,978 to advance the Hoboken Terminal House Power Repair project to replace the existing non-resilient Depot Substation with a fully-resilient asset, and better prepare the Terminal for future extreme weather events; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into NJ TRANSIT Contract No. 16-049X with DMR Construction Services, Inc. of Waldwick, New Jersey, for construction of the Hoboken Terminal House Power Repair project in an amount not to exceed \$19,899,184, plus five percent for contingencies, subject to the availability of funds.

ITEM 1805-34: PURCHASE OF ACCESS LINK VEHICLES CONTRACT

BENEFITS

Federal law requires public entities operating fixed route transportation systems to provide paratransit services for individual with disabilities. The paratransit service is expressly for those who cannot use fixed route service. NJ TRANSIT provides paratransit service everywhere in the state where fixed route local bus transportation systems operated by NJ TRANSIT or private carriers under contract to NJ TRANSIT, is operated. Access Link currently provides an average of 6,000 weekday passenger trips in the 18 county service areas.

This contract will allow NJ TRANSIT to purchase 146 minibuses (123 replacements, 23 expansion vehicles) from Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland. This action will enable Access Link contractors to continue to provide reliable paratransit service to our customers.

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

Staff seeks authorization to contract with Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland, for the purchase of 146 minibuses in the amount of \$10,535,644.00, subject to the availability of funds, pursuant to N.J.S.A. 27:25-11(g)(2)(e) and N.J.A.C. 16:72-1.5, which permit NJ TRANSIT "To acquire or overhaul motorbuses, light rail vehicles, rail cars, locomotives, signal systems or fare collection systems."

PURPOSE

This vehicle purchase 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 service have the opportunity to become more independent and increase their community participation. Approval of this minibus purchase will continue support of NJ TRANSIT's mandate of serving customers with disabilities in safe, reliable vehicles.

BACKGROUND

NJ TRANSIT provides paratransit service (known as Access Link) in the 18 counties of New Jersey where local fixed-route bus transportation is operated by NJ TRANSIT or private carriers under contract to NJ TRANSIT (See attached map). NJ TRANSIT contracts with vendors to provide Access Link service in five different regions throughout the State. Currently, 48,000 people are certified to use Access Link and approximately 6,000 average weekday passenger trips are provided in the 18-county service area.

NJ TRANSIT is seeking to retire vehicles in our Access Link fleet due to a combination of age and high mileage. The vehicles that we have identified for retirement not only meet the age requirement but have exceeded the maximum recommended mileage (150,000 miles) and, as a result, have reached the end of their useful life. In addition, access Link has the need for additional vehicles due to the current growth in the ADA program. NJ TRANSIT has determined that we need to add another 23 vehicles to the assigned fleet.

To expedite procurement of the minibuses needed to continue providing ADA-compliant paratransit services, NJ TRANSIT identified an existing, publicly advertised contract for the type of minibuses needed. In November, 2015, the State of Maryland issued an Invitation for Bids to supply small paratransit vehicles for use by the Maryland Transit Administration. After a competitive procurement, Maryland awarded State Contract MOL-15-044-EQ to approved vendor, Coach and Equipment Bus Sales Inc. of Baltimore, Maryland (Coach) in January 2017. By contracting with Coach, NJ TRANSIT benefits from a reduced vehicle cost per unit due to the unit purchase volume and favorable contract terms, and streamlines the procurement process while allowing NJ TRANSIT to purchase the exact vehicle that meets our specifications. Additionally, Coach has been providing minibus vehicle replacements and supporting products to NJ TRANSIT for ten years. Ensuring standardization of equipment and interchangeability of parts allows NJ TRANSIT the additional benefit of minimizing inventory and enables the transfer of equipment across the state as needs arise. This is an immediate benefit of operating and maintenance savings to NJ TRANSIT.

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

FISCAL IMPACTS

Requested Authorization:	\$ 10,535,644.00
Past Authorization:	N/A
Expenditures to Date:	N/A
Total Project Cost:	\$ 10,535,644.00
Projected Date of Completion:	CY 2018
Capital Program Amount:	\$10,535,644.00 FY 2018
Operating Budget Amount:	N/A
Anticipated Source of Funds:	Transportation Trust Fund (TTF)
PRINTS ID Number:	NJT 01234

DBE/SBE Goal:

0% SBE

***NJ Build* Amount:**

None

Related/Future Authorization:

Purchase of additional minibuses
and sedans

**Impacts on Subsequent
Operating Budgets:**

N/A

RESOLUTION

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

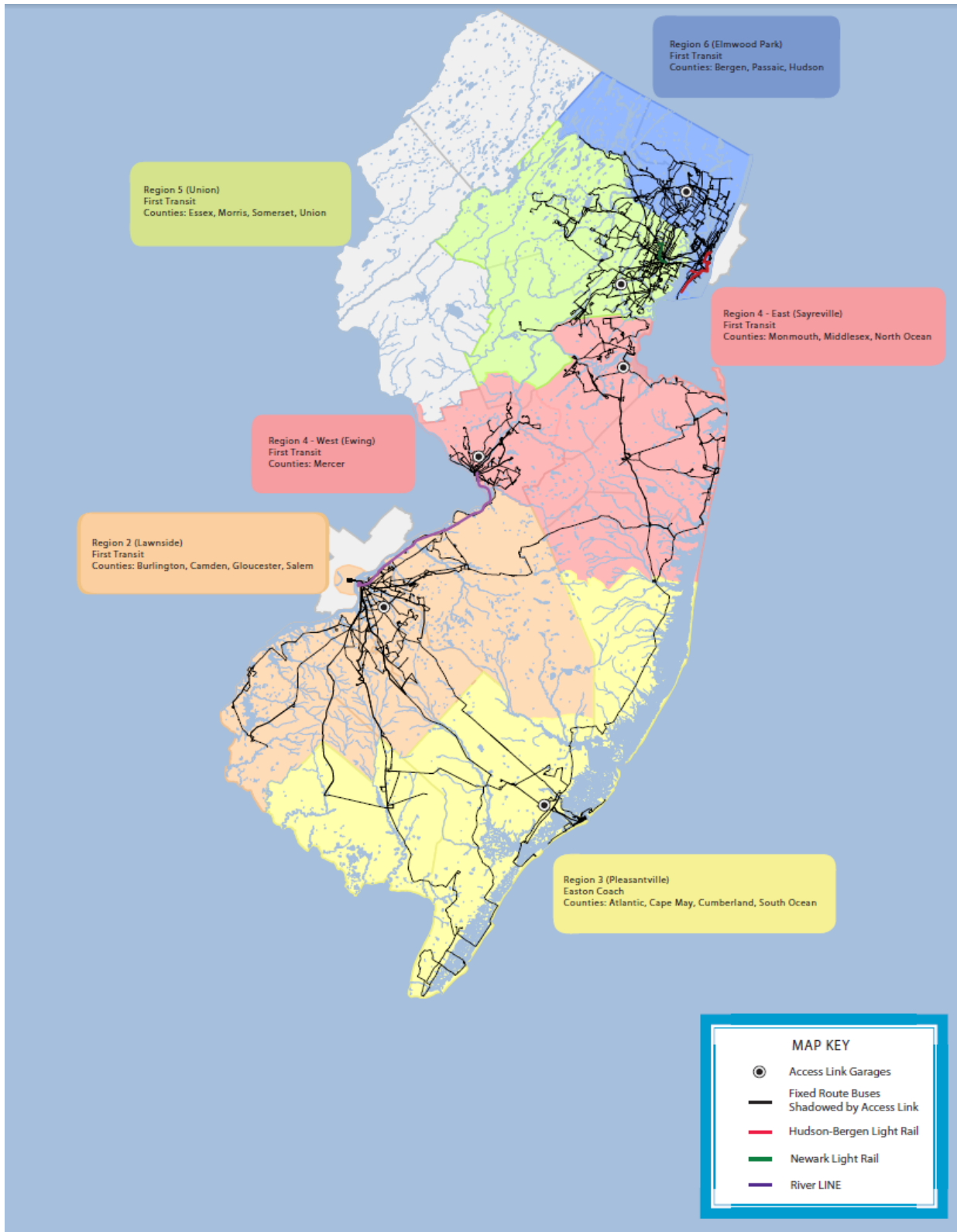
WHEREAS, Access Link must purchase new vehicles to replace and expand the current fleet to meet current and future demands; and

WHEREAS, Maryland Transit Administration, upon completion of a competitive procurement process, determined Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland, to be the most responsive and responsible bidder and awarded Maryland State Contract MOL-15-044-EQ to Coach and Equipment Bus Sales, Inc.; and

WHEREAS, NJ TRANSIT wishes to establish a contract directly with Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland for 146 minibuses taking advantage of Maryland State Contract MOL-15-044-EQ;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to contract with Coach and Equipment Bus Sales, Inc. of Baltimore, Maryland for the purchase of 146 minibuses in an amount not to exceed \$10,535,644.00, subject to the availability of funds, pursuant to N.J.S.A. 27:25-11(g)(2)(e) and N.J.A.C. 16:72-1.5 which permit NJ TRANSIT "To acquire or overhaul motorbuses, light rail vehicles, rail cars, locomotives, signal systems or fare collection systems."

ACCESS LINK SERVICE AREA



ITEM 1805-35: ALP46 CONVERTER MODULE OVERHAUL: CONTRACT AWARD TO OVERHAUL AND PURCHASE MODULES

BENEFITS

The ALP46 electric locomotive fleet was built in Germany by Bombardier between 2001 and 2002 for use in NJ TRANSIT's passenger rail service. The design of the ALP46 locomotives utilizes line converter and inverter modules to provide clean Alternating Current (AC) power to the traction motors and auxiliary systems of the locomotive, as well as Head End Power (HEP) to the coaches. To bring the locomotives' electrical system back to a state of good repair, NJ TRANSIT plans to contract Bombardier Transit Corporation to overhaul one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules. The overhaul will include an upgrade of the module's original semi-conductor with a better performing and more reliable Mitsubishi semi-conductor, as has been recommended by the manufacturer. It will also include the testing and replacement, as needed, of electronic components such as capacitors, diodes, resistors, optocouplers and current sensors. This overhaul will help to bring these modules back to a state of good repair, and will help improve performance and reliability of the overall electrical system on the locomotive.

NJ TRANSIT also plans to purchase two (2) new line converter modules and two (2) new inverter modules from Bombardier Transit Corporation to act as a float to support the overhaul program and then be kept as spares for future maintenance efforts.

ACTION (Scorecard: Safety and Security)

Staff seeks authorization to enter into procurement by exception NJ TRANSIT Contract No. 18-606 pursuant to N.J.S.A. 27:25-11g(2)(e) and N.J.A.C. 16:72-1.5d(14) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the overhaul of one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules as well as the purchase of two (2) new line converter modules and two (2) new inverter modules at a cost not to exceed \$6,852,540, plus five percent for contingencies, for a total contract authorization of \$7,195,167, subject to the availability of funds.

PURPOSE

Overhaul one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules on the ALP46 electric locomotives which are in need of overhaul.

Purchase two (2) new line converter modules and two (2) new inverter modules for the ALP46 electric locomotive fleet to act as a float to support the overhaul program and then be kept as spares for future maintenance efforts.

BACKGROUND

The ALP46 is an electric locomotive that uses electricity collected from the overhead catenary line through the pantograph. The electricity goes through a conversion process inside the power converters of the locomotive. The incoming AC is changed to Direct Current (DC) by the line converter module, and then is changed back to clean AC by the inverter modules to power the locomotive's traction motors and auxiliary systems (AUX) as well as the HEP for the train consist. These modules are more than 15 years old and are in need of overhaul, resulting in frequent failures of the modules in service. The failure of a line converter and/or an inverter module can cause the locomotive to lose a portion or all of its propulsion capability as well as power to its auxiliary systems. A failure in these modules can also result in loss of HEP to the coaches. Failures of this type can cause a train delay or the cancellation of a train.

To bring the locomotives electrical system back to a state of good repair, NJ TRANSIT plans to overhaul one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules. NJ TRANSIT would also like to purchase two (2) new line converter modules and two (2) new inverter modules to act as a float to support the overhaul program and then be kept as spares for future maintenance efforts.

The one hundred and seventy-four (174) modules will be overhauled at an estimated rate of 3 modules per month and will begin upon receipt of the newly purchased modules. The project is estimated to take approximately 5 years to complete.

Justification is for the module overhaul as set forth by N.J.S.A. 27:25-11g(2)(e) and N.J.A.C. 16:72-1.5d(14).

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

FISCAL IMPACTS

Requested Authorization:

Bombardier Transit Corporation	This Authorization	\$ 6,852,540 + 5% contingency
	Total Authorization	\$ 7,195,167

Previous Authorizations: N/A

Expenditures to date: N/A

Total Project Cost: \$ 7,195,167

Projected Date of Completion: December 2022 (Approximately 5 years)

Capital Program Amount: \$ 7,195,167

Operating Budget Amount: N/A

Anticipated Source of Funds: Transportation Trust Fund

PRINTS ID Number: NJT01215

DBE/SBE Goal:

Bombardier Transit Corporation 0% SBE

Future Related Authorizations: None

Impacts on Subsequent

Operating Budgets: None

RESOLUTION

WHEREAS, the ALP46 electric locomotive uses line convert modules to convert catenary-supplied Alternating Current (AC) to Direct Current (DC), and then inverter modules to change the DC back to clean AC to power the locomotive's traction motors and auxiliary systems (as well as the Head End Power (HEP) for the train consist); and

WHEREAS, these modules are more than 15 years old and are in need of overhaul, resulting in more frequent failures of the modules in service; and

WHEREAS, the failure of a line converter and/or an inverter module can cause the locomotive to lose its propulsion capability, power to its auxiliary systems, or loss of head-end power to the coaches; and

WHEREAS, overhauling one hundred and sixteen (116) line converter modules and fifty-eight (58) inverter modules will help to bring these modules back to a state of good repair and will help improve performance and reliability of the overall electrical system on the locomotive; and

WHEREAS, purchasing two (2) new line converter modules and two (2) new inverter modules to act as a float to support the overhaul program and then be kept as spares for future maintenance efforts;

NOW, THEREFORE, BE IT RESOLVED that the Chair or Executive Director is authorized to enter into procurement by exception NJ TRANSIT Contract No. 18-606 pursuant to N.J.S.A. 27:25-11g(2)(e) and N.J.A.C. 16:72-1.5d(14) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the overhaul of 174 modules and the purchase of 4 new modules for a total of \$6,852,540, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Matthew Kozak; 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 1805-36: PERSONAL INJURY CLAIM OF MATTHEW KOZAK

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the totality of the circumstances including the serious injuries that resulted, to settle the claim of Matthew Kozak, a minor by his Mother and Natural Guardian, Michelle Roe.

ACTION

Staff seeks authorization to settle the claim of Matthew Kozak through his 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 initiated from a Bus claim.

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Matthew Kozak
Projected Date of Completion:	FY 2018
Anticipated Source of Funds:	FY 2018 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, Matthew Kozak 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 Matthew Kozak through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

ITEM 1805-37: APPOINTMENT OF CHIEF FINANCIAL OFFICER AND TREASURER AND DEPUTY TREASURER

BENEFITS

Appoint a Chief Financial Officer and Treasurer, and Deputy Treasurer, of NJ TRANSIT and its subsidiaries in order to ensure adequate administrative ability for NJ TRANSIT to manage its finances.

The selection of a Chief Financial Officer and Treasurer, and Deputy Treasurer, of NJ TRANSIT will ensure the financial obligations of the corporation are met by reducing costs, maximizing revenues, and lessening dependence on taxpayer subsidies.

ACTION

Staff seeks authorization to appoint William Viqueira as Chief Financial Officer and Treasurer of NJ TRANSIT and its subsidiaries to perform the functions of the Office of the Chief Financial Officer and Treasurer in accordance with the NJ TRANSIT By-Laws, Article IV, Section 5, and appoint Jacqueline C. Stamford as Deputy Treasurer who shall have such powers and shall perform such duties as may be assigned by the Treasurer and to perform the functions of the Treasurer in his absence in accordance with the NJ TRANSIT By-Laws, Article IV, Section 6.

PURPOSE

The position of Chief Financial Officer and Treasurer requires an experienced, qualified professional with the knowledge and expertise necessary to perform duties as assigned by the Executive Director. Mr. Viqueira has had a distinguished career in finance as Chief Financial Officer, Director of Intellispace and Senior Vice President of Business Development and Treasurer of Lucent Technologies.

The position of Deputy Treasurer requires an experienced, qualified professional with the knowledge and expertise necessary to perform the duties as assigned by the Chief Financial Officer and Treasurer. Ms. Stamford has had a long career in public finance, including senior positions at NJ TRANSIT for over 20 years.

FISCAL IMPACTS

Requested Authorization: Appointment of Chief Financial Officer and Treasurer and Deputy Treasurer

RESOLUTION

WHEREAS, Article III, Section 1 of the By-Laws provides that there shall be a Treasurer and a Deputy Treasurer who shall serve as officers of NJ TRANSIT and its subsidiaries; and

WHEREAS, it is necessary for the Board to appoint a Chief Financial Officer and Treasurer, and a Deputy Treasurer, in order to ensure adequate administrative ability for NJ TRANSIT to manage finances; and

WHEREAS, these positions require experienced, qualified professionals with the knowledge and expertise necessary to perform duties as assigned;

NOW, THEREFORE, BE IT RESOLVED that William Viqueira is hereby appointed Chief Financial Officer and Treasurer of NJ TRANSIT and its subsidiaries and to perform the functions of the Office of the Treasurer in accordance with the NJ TRANSIT By-Laws, Article IV, Sections 5; and

BE IT FURTHER RESOLVED that Jaqueline C. Stamford is hereby appointed Deputy Treasurer of NJ TRANSIT and its subsidiaries and shall have such powers and shall perform such duties as may be assigned by the Treasurer and to perform the functions of the Treasurer in his absence in accordance with the NJ TRANSIT By-Laws, Article IV, Section 6.

ITEM 1805-38: APPOINTMENT OF AUDITOR GENERAL

BENEFITS

NJ TRANSIT's By-Laws direct the appointment of an Auditor General. The Auditor General reports directly to the NJ TRANSIT Board of Directors through the Audit Committee.

ACTION

The Board of Directors hereby appoints John F. O'Hern to the position of Auditor General of NJ TRANSIT through a mobility agreement between the New Jersey Turnpike Authority and NJ TRANSIT.

PURPOSE

The Auditor General is responsible for reviewing and monitoring the reliability of financial statements, adequacy of financial controls and evaluating audit performance and monitoring the implementation of and compliance with policies set by the Board of Directors and the Executive Director.

FISCAL IMPACTS

Requested Authorization: Appointment of Auditor General of NJ TRANSIT

RESOLUTION

WHEREAS, NJ TRANSIT's By-Laws direct the appointment of an Auditor General; and

WHEREAS, The Auditor General is responsible for reviewing and monitoring the reliability of financial statements, adequacy of financial controls and evaluating audit performance and monitoring the implementation of and compliance with policies set by the Board of Directors and the Executive Director;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby appoints John F. O'Hern to the position of Auditor General of NJ TRANSIT through a mobility agreement between the New Jersey Turnpike Authority and NJ TRANSIT.