

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

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

June 14, 2013

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, June 12, 2013.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, June 12, 2013.

Present:

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

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

Chairman Simpson convened the Open Session at 9:07 a.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Zuczek announced Board Member Castillo is participating in the meeting by telephone and that the Board Meeting is being video recorded.

Chairman Simpson asked for a motion to adopt the minutes of the May 8, 2013 meetings. A motion was made by Board Member Myron P. Shevell seconded by Board Member James C. Finkle, Jr. and unanimously adopted.

Public Comments on Agenda Items and Other Matters

There were 7 public comments. Acting Board Secretary Zuczek announced the public comments would be limited to five minutes in order to give everyone an opportunity to be heard.

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Steve Thorpe said he believes Board item # 1306-27 is great and NJ TRANSIT hit a home run with it, especially since it is at no cost. Mr. Thorpe said he is a prolific user of wireless devices so he thinks it is great. He suggested NJ TRANSIT think about installing electrical outlets as new cars are obtained or when performing heavy overhauling of the existing cars. Mr. Thorpe said he carries a few batteries for his devices, but a lot of devices do not have the capability of charging batteries. He said NJ TRANSIT is going to see a surge in a need for the outlets when the WiFi is deployed. Mr. Thorpe recommended when obtaining or overhauling new equipment that at least two outlets per seat are provided like Amtrak provides its customers. He said Chicago MTA provides one per seat. Mr. Thorpe suggested at least one per seat but preferably two.

Mr. Thorpe asked for quiet cars on off-peak hour trains. He mentioned he was on a Port Jervis train on Sunday and at Middletown a family with screaming kids boarded. Mr. Thorpe said it would be nice to have a quiet car as a place of refuge.

Mr. Thorpe said at Trenton Transit Center there are very few “no smoking” signs. He said he observed several people smoking on the platform the last time he was there. Mr. Thorpe asked for more signage. He said it is not a question of enforcement because when he brings it to the attention of NJ TRANSIT’s Police, they address it.

Mr. Thorpe raised several other requests. He said the My Tix application is great and he would like to see it rolled out to more lines. Mr. Thorpe said the escalators at Secaucus shut down in the evening for maintenance, and it is difficult for people who have difficulty walking. He said the elevators are not easy to find and asked if something can be done about it.

David Peter Alan commented personally and expressed his sadness about the death of Senator Frank Lautenberg and noted that Senator Lautenberg fought hard for better transit and for Amtrak. He said the advocacy community may have disagreed with his preferences for specific projects from time to time, but they respected him for fighting for better transit at a time when too many of his colleagues did not care or were openly hostile to transit and Amtrak. Mr. Alan complimented NJ TRANSIT for the event in Secaucus following the funeral. Mr. Alan said he thought it was appropriate to revive the funeral train railroad tradition so Senator Lautenberg could take his last ride to the Nation’s Capital.

Mr. Alan also expressed his sadness to hear of the death of Frank Miklos, an NJ TRANSIT retiree and one of NJ TRANSIT’s original employees. Mr. Alan said as a manager and an advocate after he retired, Mr. Miklos fought for better transit, especially light rail. Mr. Alan said it is because of efforts by people like Frank Miklos on the ground that people occupying higher positions like Frank Lautenberg could make a credible call for more trains, better transit, and funding for both.

Mr. Alan said it was a bad afternoon for commuters from Penn Station New York on Thursday, May 30, 2013. He said service was disrupted and the 7th Avenue concourse was jammed. Mr. Alan said it was made worse by workers cementing advertising material to the floor and blocking half the area between the entrance to Tracks 3 and 4

and the entrance to Tracks 5 and 6. He said the gridlock was so bad that it literally took more than eleven minutes to go from one gate to the next. Mr. Alan said he was not the only person who missed the train. He said if there had been a dire emergency, nobody could have reached the affected person or persons to assist them. Mr. Alan requested that any future station work be performed outside of peak commuting hours, when the station is not so crowded. He said it is not only for their convenience, but also their safety.

Mr. Alan said the rest of his remarks are for the Lackawanna Coalition. Mr. Alan said Commissioner Simpson requested last month that he furnish a copy of his suggestions for improving transparency at NJ TRANSIT. He said they are substantially the same recommendations they made two years ago and ratified in a resolution in January 2012. Mr. Alan said they appreciate the placement of the Executive Session at the end of the meeting and the start of increased recognition for the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC). Mr. Alan said otherwise, their Scorecard looks much like it did two years ago.

Mr. Alan said they continue to call for opening board committee meetings to the public, so non-members can comment on items before the Board. He said they continue to call for the public to be given every document that the Board Members receive, when they receive it, so the public will know which documents were used for making decisions. Mr. Alan said they continue to call for any vote by the Board on any non-emergent matter be postponed until the Board has had the opportunity to hear comments from the public and consider those comments fully. He said they continue to call for sufficient time for public comment to the Board so that all of their concerns may be heard. Mr. Alan said they had called for opening meetings of the North and South Jersey Transportation Advisory Committees to public participation and comment, as was previously required by the Bylaws of those committees. Mr. Alan said in response to their call, those Bylaws were changed, in secret, to eliminate public attendance and comment at meetings of those organizations. He said this is a major step backwards, away from transparency, and they call for the restoration of public participation at meetings of those two committees, as well as the immediate implementation of such a policy. Mr. Alan said there has already been one restrictive policy implemented by this secret process and they do not deserve to be saddled with any more.

Thomas Arnone said he was an NJ TRANSIT bus driver for Washington Township for 27 years. He said he was hired April 16, 1981. Mr. Arnone said he had back surgery in September 1998 and returned to work in 2001. He said he was hurt again in 2004 while driving a bus for NJ TRANSIT.

Mr. Arnone said NJ TRANSIT sent him to a lot of doctors and finally to pain management for 90 days for an evaluation. He said the doctor wanted to have some tests done but NJ TRANSIT decided to put him out of work on permanent disability. Mr. Arnone said NJ TRANSIT would pay for him to continue pain management. He said later he reached maximum medical benefit and NJ TRANSIT refused to pay anymore of his medical expenses for pain management. Mr. Arnone said he did not see a doctor for two years because his NJ TRANSIT medical insurance would not pay for his worker's compensation injury.

Mr. Arnone said he went back to pain management and the test was performed and found he had neuropathy. He said it could have been treated two years sooner if NJ TRANSIT had authorized the tests the doctors wanted done. He said he also had x-rays and MRIs done.

Mr. Arnone said NJ TRANSIT sent him to a neurologist doctor and she claimed there was nothing wrong with him and he could work driving a bus. He said the next day he had back surgery at Jefferson Hospital to clean up the scar tissue and repair a disc from the injuries in 1998. Mr. Arnone said he felt wonderful and went to his union to get his job back. Mr. Arnone said the doctor said NJ TRANSIT would not respond to them.

Mr. Arnone said his complaint is that NJ TRANSIT should have allowed the pain management treatment and tests so he would have a chance to recover. He said if he had continued to work for NJ TRANSIT instead of being put out of work permanently and given the chance to get better, he would not be on the disability pension. Mr. Arnone said he would have been able to secure his pension for his wife until his death instead of paying an arm and a leg for the disability pension that cost him \$1,200 for a month. He said he would not have had to claim bankruptcy and lost his home if NJ TRANSIT had been fair with him and gave him his years of service, sick days and vacation back to him. Mr. Arnone said he would have been able to retire on his NJ TRANSIT pension and leave it to his wife.

Mr. Arnone said Medicare has been paying all of his bills since 2006. He said he thinks NJ TRANSIT should pay for them. Mr. Arnone said his union sent a letter to Dave Schuster in October and there was never a response. He said he was put out of work for reaching maximum medical benefit and he trusted NJ TRANSIT. Mr. Arnone said when he went to Jefferson Hospital on his own using Medicare, he had three doctors tell him that he needed surgery back in 2005 from the previous surgery back in 1998. He wants NJ TRANSIT to restore his years of service so he can retire as a normal person. Mr. Arnone said he went to court and nothing was done for six years. He said they claim they do not have his records.

Orrin Getz said he wanted to give the Chairman information about a very successful Long Island Railroad project. He said the cannonball is running express service directly out of Penn Station to West Hampton. Mr. Getz said the trains are sold out, and he thinks it is a great idea and suggested NJ TRANSIT seriously look at it for the North Jersey Coast Line. He said NJ TRANSIT has equipment that can do this, and he thinks NJ TRANSIT should run service like a cannonball and it would make people very happy. In response to Chairman Simpson's comment that he thinks NJ TRANSIT is running this, Mr. Getz said it should be express through service straight to Bay Head without changing at Long Branch.

Mr. Getz said he provided the new robust schedule for the Metro North Hudson Line. Mr. Getz said it is based on running through trains from Poughkeepsie all the way to Grand Central Terminal. He thinks now that NJ TRANSIT has the ALP 45 DPs, NJ TRANSIT could look into a little bit more of that use. Mr. Getz said right now three of them are used on the Pascack Valley Line. He said they have a lot of power, but they do not need to run a four-car train on the Pascack Valley Line. He said there is other equipment that does that just fine. Mr. Getz said he thinks NJ TRANSIT could use that

on the North Jersey Coast Line offering off-peak service from Bay Head right into Penn Station. He said this would give people on that line a big boost.

Mr. Getz said there are problems with some of the crews on the Pascack Valley Line. He said he received complaints from his fellow commuters. Mr. Getz said they were trying to get on a train at Hoboken Terminal and the conductor closed the door right in front of them and left them stranded. He said the train was Metro North Express number 1629 and the crew waved to the passengers as the train pulled out. Mr. Getz said he thinks they are losing sense of what their real job is. Chairman Simpson asked Mr. Getz to get the date and send it to Acting Board Secretary Joyce Zuczek. Mr. Getz agreed to do that.

Mr. Getz said another thing to seriously look into is the Memorandum of Understanding on the Pascack Valley Line that prohibited NJ TRANSIT from building the two sidings at Golf and Vail. Mr. Getz believes that Golf siding is really needed because there is 14 miles of single track operation from Penn Station. He said the communities' fear is about all day operation on the sidings. Mr. Getz thinks a lot of the fear has gone away and NJ TRANSIT may be able to negotiate with some of them because Emerson wants a new station. Vice Chairman Meisel asked whether Oradell also had concerns and how to resolve those. Mr. Getz said their problem was because they said they were going to run 100 car freight trains and that never happened. He said you cannot run a 100 car freight train on 2,500 foot siding. Mr. Getz thinks they can see they are not getting the problems they foresaw, and they are getting the benefit of improved service.

Mr. Getz said the younger generation is using more transit and need to get to suburban jobs. He said NJ TRANSIT needs to look at getting the younger generation to those suburban jobs. Mr. Getz said Metro North has been confronted with a big boom in outbound Metro North ridership to Stanford and White Plains and they even tried regular fares.

Mr. Getz said the new My Tix is working well and is well received by younger people in particular but there are some operating problems with non-iPhone devices. He said it is working well with iPhones he would like to work with NJ TRANSIT to resolve the problem for other smartphones. Mr. Getz said it looks like the My Tix is very worthwhile, but it just needs to be fixed up a bit.

Mr. Getz said the Chairman talked about off-peak fares months ago. He said there was discussion about getting a report on off-peak fares and he would like to eventually see the report on off-peak fares.

Albert Papp, Jr., President of New Jersey Association of Railroad Passengers (NJ ARP), expressed their condolences regarding the recent passing of Senator Lautenberg and NJ ARP light rail panel member Frank Miklos. He said Frank along with others were instrumental as NJ ARP representatives on the light rail panel in the construction and operation of both the Hudson Bergen Light Rail and South Jersey Light Rail networks.

Mr. Papp said there are two issues he would like to discuss. He understands that there is an item on the agenda for installation of WiFi on many of NJ TRANSIT's regional rail

services. Mr. Papp said while he understands this is the modern communication wonder of the cyber techno age, there are other more basic human needs and wants that are being overlooked.

Mr. Papp said even though he is retired, he still travels to New York City two to three times a week to visit friends and attend shows and plays. He said the Penn Station NJ TRANSIT concourse men's restroom is deplorable. Mr. Papp said the facilities rival those in the Port Authority when it was at its worst 15 to 20 years ago. He said the glass has been broken for the last two weeks and it has been put together with duct tape. Mr. Papp said the water, if it works, is always cold and there is no hot water. He said as recently as last Sunday, one of the two remaining soap dispensers had disappeared. Mr. Papp said the men's restroom is undersized and there is always a line for the women's restroom. He said both facilities are undersized and need immediate attention.

Mr. Papp said he attended the House Transportation and Infrastructure Committee's Pipelines Transportation Commerce Subcommittee meeting at the Farleigh Post Office last Friday. He said Amtrak President and CEO Joseph Boardman said there is a \$6 billion maintenance backlog on the Northeast Corridor. Mr. Papp said Mr. Boardman stated we are eating our assets alive and the Northeast Corridor assets are being decapitalized. Mr. Papp said, in other words, the improvements being initiated for the Northeast Corridor exceed the amounts of depreciation that are being recorded by the agency. Mr. Papp said to keep in mind, China has added 1,000 miles of high speed rail per year for the last five years and we can barely get enough maintenance for a 450 mile corridor between Boston and Washington.

Mr. Papp said NJ TRANSIT has invested considerable sums in the Northeast Corridor and should be concerned that this asset is being decapitalized. He said NJ TRANSIT invested \$62.5 million in Fiscal Year 2004, it went up to \$67.5 million in Fiscal Year 2005, \$65 million in Fiscal Year 2006, and then began a steady but inexorable decline with \$45 million in Fiscal Year 2007, \$27.5 million for Fiscal Years 2008 through 2012, and if he reads the figures correctly, that number has sunk to an abysmal \$19.7 million in Fiscal Year 2013.

Mr. Papp said it is time for us to step up to the plate, realize that we are decapitalizing our assets and make our views known to all of our elected leaders on federal, state and local levels. Mr. Papp said it is time to get the Metropolitan area to take a hard look at spending more money to keep our precious assets, or as one speaker Friday referred to as the jewel of Amtrak: the Northeast Corridor, and get it put back to a state of good repair. Mr. Papp hopes and strongly urges NJ TRANSIT to backup Amtrak President and CEO Boardman in getting more money to keep this jewel in pristine conditions.

Chairman Simpson asked Mr. Papp to clarify whether he was referencing the bathrooms in New York Penn Station and Mr. Papp confirmed it was the NJ TRANSIT concourse at New York Penn Station. Mr. Papp said he was honored to be asked by then Commissioner Fox to be a speaker at that station's inauguration, so it has a personal affect as well. Chairman Simpson said they will attend to it immediately.

Rose Heck said she was there to thank NJ TRANSIT for passing the resolution last month. She said Bergen County is happy but Rose Heck is not completely happy. Mayor Heck said she has previously stated it is taking too long to get light rail into Bergen County and they are beginning to lose people who worked on the project. Mayor Heck said that was reemphasized with the loss of a dear friend to transit and a member of the Light Rail Panel. She said Frank Miklos worked on the Hudson Bergen Light Rail project very quietly in the late 1990s and continued that work until the day he died. Mayor Heck said in his memory, she was speaking on his behalf because he always complained about how they were dragging their feet in getting this project done. She said the County Executive and Freeholders are very supportive of the project and certainly happy with the action taken.

Mayor Heck said she most recently spoke with Congressman Bill Pascrell and he is going to support them in any way possible in getting funding. She said they will also speak to Congressman Rodney Frelinghuysen. Mayor Heck wonders if there is anything NJ TRANSIT can do to move the segment from North Bergen into Ridgefield. She said the people in Ridgefield have been waiting since 2004 when it was promised to be there up and running. Mayor Heck said she spoke to Executive Director Weinstein to express that she would really like to see it in Ridgefield as quickly as possible. She said she knows the Mayors are on board now. She said she would try to speak to the congressional members to fund it in segments instead of waiting for the final plan to Englewood Hospital. Mayor Heck said she is supportive of the entire line, but she does not want it to preclude the fact that Ridgefield has been waiting since 2004 to see it move into that community. She said they are ready for redevelopment in the area and they need light rail to move in that direction. Mayor Heck said Arthur Imperatore also wants the project. She said many people are waiting for this economic boost that has been delayed for so long in the Bergen County area.

Mayor Heck said of the over 8 million people who live in New Jersey, almost 1 million live in Bergen County and that is not counting all the people that work there. She said as an example, her little town that has 11,768 people by residency, has 30,000 people using the highways and local roads during the day so you can imagine how busy Bergen County is on a daily basis. Mayor Heck said the Hudson Bergen Light Rail is really needed to get some of those cars off the road. Mayor Heck offered her help as Chair of the NJ ARP Light Rail Panel. She said they will meet with the congressional delegation but NJ TRANSIT's support would be appreciated.

Tad Smith, President of Local Media for Cablevision, said Cablevision's Optimum WiFi service is a critical part of their company strategy. He said they are absolutely enthusiastic about extending this with NJ TRANSIT. Mr. Smith said it is one of the reasons why they have invested to date to build the nation's largest WiFi network with up to 80,000 hot spots just in the tri-state area. He said their customers have responded with enthusiasm. Mr. Smith said more than 1 million people have accessed Optimum WiFi and the vast majority utilize the service on a regular basis.

Mr. Smith said the partnership with NJ TRANSIT is an important part of their strategy. He said at every level of their company, providing access to Optimum WiFi on rail platforms, stations and in rail cars will provide real value to their customers that cannot be matched anywhere and they believe it will be a great service for all NJ TRANSIT

riders. Mr. Smith said they know there is plenty of work to do to make that happen and they look forward with enthusiasm to getting it started.

Board Member Comments

There were no Board Member comments.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report to the Board. She said they had an excellent presentation on the Super Bowl. Ms. Mack said they had known a lot about the rail preparations but it was good for their committee members to really delve into the private carrier issues of running the buses to the Super Bowl. She said it was an eye opener for them and was very important for them to hear and they are very interested in it.

Ms. Mack said they were asked to participate in an audit by Government Accounting Office (GAO) on private carrier operations in New Jersey by NJ TRANSIT. Ms. Mack said NJ TRANSIT got high marks on the website and Scorecard. She said New Jersey leads the nation in being transparent in that sense by putting information on the website and by asking customers what they think of the service.

Ms. Mack said she dittoes Rose Heck's concerns about light rail. She said it has been almost two decades since it was somebody's vision. Ms. Mack said a lot of people have worked on it. She said she hopes it can move into Ridgefield while waiting for the FEIS for Englewood.

Ms. Mack echoed the remarks regarding the passing of Senator Lautenberg. She said he was a fantastic advocate and she appreciates that he took on transit and transportation as a very important issue. Ms. Mack said he was always there for New Jersey. She said they were very proud when Secaucus was named after him and it was moving to see him return to Washington on a train.

Ms. Mack said Anna Maria Gonnella Rosato asked her to mention that her next presentation will be on the Camden Master Plan. She said she does not think anyone present would not link redevelopment and transportation, so Anna Maria is working on the meeting. Ms. Mack said Anna Maria is looking for the Committee to have that Master Plan Presentation to see what opportunities there are, not only for development, but for NJ TRANSIT.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

Maryann Mason presented the Senior Citizen and Disabled Resident Transportation Advisory Committee Report to the Board. Ms. Mason thanked the Board of Directors, Chairman Simpson and Executive Director Weinstein for the opportunity to speak.

Ms. Mason said over the past five years, the Senior Citizen and Disabled Resident Transportation Assistance Program experienced a 33 percent decline in the level of annual funding from \$36,928,000 in 2008 to \$24,632,000 in 2013.

For the county community transit systems, the loss of funding has resulted in reductions in essential services to medical facilities, employment and educational destinations for older persons and people with disabilities who are not able to use transit and are not eligible for Medicaid and Access Link transportation services.

While the passage of the internet gaming legislation may provide expanded revenue for the Senior Citizen and Disabled Resident Transportation Advisory Program, the underlying problem for most county systems is the over-reliance on the Casino Revenue funding to underwrite the cost of these transportation services. The average county system receives nearly 40 percent of its revenue from this program.

In order to promote a more diversified funding base for the future, the Citizen Advisory Committee has reached out to the 21 county transportation advisory committees to advocate for the use of four alternative sources of funding which have enabled a few counties to supplant the loss of Casino Revenue funding and to provide needed matching funds for federal grant programs. These include: generating new revenues by becoming a contracted provider for state agency funded transportation including Medicaid; engaging an advertising broker to generate revenues from on-vehicle advertising; bulk purchase of NJ TRANSIT bus and rail tickets where a portion of a trip can be completed by facilitating a connection to a transit station.

While four or fewer counties had tapped each of these alternative revenue sources in 2012, over half of the counties are now in the process of developing contracts or policies to adopt one or more of these alternative revenue programs. This effort will not only help to preserve transportation services for older persons and people with disabilities, it will also promote the use of NJ TRANSIT bus and rail transit through county services that are designed to connect with traditional transit.

With a population over the age of 65 projected to double by 2030, the community transit systems need to be prepared to accommodate the rapidly increasing number of residents, particularly those living in rural and suburban areas of the state, who will become dependent on these systems in the future.

In the months ahead, the Committee would like to report to the Board the continuing efforts going on around the State to improve community transportation services.

Ms. Mason said the Committee will continue to work with Executive Director Weinstein and NJ TRANSIT staff to maintain these needed services.

Board Customer Service Committee Report

Board Member James C. Finkle, Jr. presented the Customer Service Committee report to the Board. The Customer Service Committee discussed the contract with Cablevision to provide high speed wireless internet to customers via WiFi technology. This service is in high demand by customers and will improve their travel experience.

Board Administration Committee Report

Board Member Myron P. Shevell presented the Administration Committee report to the Board. The Administration Committee discussed the board item, Undergrade Railroad Bridges and the need to perform in-depth structural inspections, evaluations and load ratings on these bridges. As part of the Bridge Management Program, the inspections and ratings are performed on a five year cycle.

The Committee also discussed the contract with Cablevision to provide WiFi internet service.

Board Member Shevell said he is recused from item 1306-26 Sole/Single Source Vendors Purchase of Replacement Parts and Services. After Board Member Shevell left the meeting, the Administration Committee reviewed the item.

Executive Director's Monthly Report

Executive Director Weinstein presented the monthly report:

Federal Transit Administration (FTA) Funding

Executive Director Weinstein said the FTA recently announced additional relief aid funding for transit agencies impacted by Hurricane Sandy. Of this latest allocation, NJ TRANSIT is being awarded \$110.8 million for recovery and repair efforts, and \$106.2 million for resiliency projects. Previously, NJ TRANSIT had been awarded \$231.2 million toward recovery, repair and emergency transportation costs, and the additional funding raises NJ TRANSIT's total Hurricane Sandy-related awards to \$448 million.

In the interest of transparency, NJ TRANSIT continues to invite everyone to visit the special section of njtransit.com dedicated to Hurricane Sandy recovery information. The "Progress Page" features an overview of progress to date and a listing of contracts associated with Hurricane Sandy recovery, as well as background on all projects.

Executive Director Weinstein said NJ TRANSIT has come a long way in Hurricane Sandy's aftermath, and is committed to rebuilding the system to be stronger and more resilient in the face of future superstorms. He thanked everyone at the federal and state levels for securing the funding that will help NJ TRANSIT toward that important goal. Executive Director Weinstein is grateful for the continued leadership of Governor Christie in driving the recovery efforts, as well as the hard work of the entire Congressional Delegation.

Rail to Shore Service

Executive Director Weinstein said NJ TRANSIT has come a long way in the recovery from Hurricane Sandy and are pleased to be able to offer customers additional access to shore communities this summer to support the ongoing revitalization of the Jersey Shore.

He reminded everyone that new rail schedules took effect on June 2, 2013, including enhanced weekend and holiday rail service to and from shore towns along the North Jersey Coast Line. The expanded service includes the addition of two new morning express trains on Saturdays, Sundays and holidays from New York Penn Station to Long Branch that will save customers up to 16 minutes off the normal trip. For the return trip, two time-saving express trains from Long Branch to New York on Saturdays, Sundays and holidays have been added.

Effective with the new schedule, hourly service for the summer season resumed between Bay Head and Long Branch, with 12 new trains added to serve popular beach towns. NJ TRANSIT is committed to supporting the Jersey Shore communities by making the trip quick, convenient and comfortable for all those who will be returning to the beach this summer.

WiFi

Executive Director Weinstein said for the Board's consideration today is an item that would authorize NJ TRANSIT to enter into a public-private partnership with Cablevision to offer customers wireless internet access at stations, including intermodal terminals that serve bus, rail and light rail customers and onboard trains.

WiFi on the NJ TRANSIT system would be implemented in phases, with the initial phase focused on outfitting major stations like Newark Penn Station and Hoboken Terminal, which together serve more than 100,000 customers on a typical weekday on all transit modes as well as the Frank R. Lautenberg Station at Secaucus Junction, by the end of this year.

WiFi access ranks among the top requested amenities by customers, and NJ TRANSIT wants them to know that we have heard them and are responding. In fact, this partnership would enable NJ TRANSIT to deliver on that request at zero cost to NJ TRANSIT or to New Jersey taxpayers.

Under the contract, Cablevision would build and operate the latest, most technologically advanced wireless network to offer a dedicated, continuous connection to NJ TRANSIT customers.

Executive Director Weinstein said this would be a welcome amenity for customers, and if approved, NJ TRANSIT is excited to have the opportunity to work with Cablevision to further enhance the overall customer experience on the system.

Rail Safety Outreach

Executive Director Weinstein said June is National Safety Month. Under the leadership of Chairman Simpson, NJ TRANSIT has continued to build on the extensive rail safety programs to raise awareness about safety around trains and railroad tracks. NJ TRANSIT offers a free Safety Education Program in public, private and charter schools throughout the state, reaching thousands of students each year.

In recognition of National Safety Month, the Safety Education Specialists, Grace Introna and Barbara Lazzaro, conducted outreach to pediatricians' offices in close proximity to the system, offering them free activity books focused on safety around the tracks to place in the office reception areas. These books are part of educational materials distributed to students through the Safety Education Program and will be offered to pediatricians' offices throughout the month of June.

Executive Director Weinstein hopes that the local medical community will take advantage of this unique opportunity to help NJ TRANSIT raise awareness about railroad safety.

NJ TRANSIT Bus Operations 30-Year Safe Driving Award

Executive Director Weinstein said he and Chairman Simpson attended the NJ TRANSIT Bus Operations' annual Bus Safety Awards ceremony, which gives due recognition to bus employees for their commitment to delivering on NJ TRANSIT's mission of providing a safe, secure environment for customers. The awards honored the "best of the best" among the bus employees, including those who attained some remarkable milestones.

Executive Director Weinstein recognized Jeral Cameron, a bus operator from the Market Street Garage, who earned the 30-Year Safe Driving Award. Executive Director Weinstein and the Board of Directors thanked Mr. Cameron for his dedication to serve customers and congratulated him on his achievement.

Action Items:

Executive Director Weinstein presented the following Action Items for approval:

1306-26: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS) AND COMPUTER HARDWARE/SOFTWARE: MAINTENANCE AND LICENSING AGREEMENT RENEWAL

Materials and services which are available from only one source of supply are exempt from competitive procurement. Sole source vendors generally have proprietary control over the manufacture of parts and components and the provision of technical services for equipment. The need to exercise sole and single source authority also relates to computer hardware and software, maintenance and licensing agreement renewal.

Authorization is requested to enter into sole/single source, procurement-by-exception contracts for the purchase of parts and services from approved sole/single source vendors set forth in the board item as Exhibits A1 and A2, subject to adjustments and Board notification of new firms whose aggregate spend exceeds \$250,000, at a total cost not to exceed \$20,000,000 for Replacement Parts and \$20,000,000 for Computer Hardware and Software for the period July 1, 2013 to June 30, 2014, subject to the availability of funds.

Chairman James S. Simpson and Board Member Myron P. Shevell both recused from voting on this item. Board Member Flora Castillo moved the resolution, Board Member James C. Finkle Jr. seconded it and it was adopted.

1306-27: CSC TKR, LLC (“CABLEVISION”) TO PROVIDE WIFI INTERNET SERVICE

Authorization is requested to contract with Cablevision to provide high-speed wireless internet to customers via WiFi technology. This private/public partnership enhances customer amenities and improves their travel experience while reducing the reliance on taxpayer subsidy as Cablevision will be providing this infrastructure investment at no cost to NJ TRANSIT. By entering into this partnership and implementing the associated service, customers will be able to browse the internet, send and receive email, and use other internet-based applications at intermodal stations (rail, bus and light rail), rail stations and platforms, and ultimately onboard rail cars during their travel.

Authorization is requested to enter into a NJ TRANSIT contract No. 11-001 with Cablevision Systems Corporation for the implementation and maintenance of a system-wide wireless internet (WIFI) service. Cablevision’s proposal was selected through a competitive Request for Proposals (RFP) process. The contract is a no-cost contract to NJ TRANSIT and is intended to provide revenue and cost saving opportunities over the life of the agreement.

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

1306-28: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS

The Bridge Management Program requires that every undergrade bridge that NJ TRANSIT operates over will have an in-depth bridge inspection and rating performed on a five year cycle. These inspections and ratings address the regulations mandated by the Federal Railroad Administration.

Authorization is requested to enter into three separate contracts with IH Engineers, P.C., WSP-Sells; and KS Engineers, P.C. to perform in-depth structural inspections, evaluations, and load ratings of 116 undergrade bridges and interim underwater diving inspections of eight undergrade bridges, at a total cost of \$1,959,216, plus five percent for contingencies, subject to the availability of funds.

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

CONSENT CALENDAR

1306-29: ANNUAL NOTICE OF MEETINGS

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2014.

1306-30: ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2014 and appoint the members of all Board Committees as set forth in Exhibit A.

The Consent Calendar was moved in its entirety by Board Member James C. Finkle, Jr., seconded by Board Member Myron P. Shevell and unanimously adopted.

Chairman Simpson concluded the open session agenda items at approximately 10:06 a.m. and requested a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Vice Chairman Bruce M. Meisel seconded by Board Member Myron P. Shevell and unanimously adopted.

Chairman Simpson, Vice Chairman Meisel and Board Members Shevell, Finkle, Crifo and Petrecca returned to open session at approximately 10:23 a.m.

Adjournment

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member Myron P. Shevell, seconded by Board Member Steven Petrecca. and unanimously adopted. The meeting was adjourned at approximately 10:23 a.m.

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

JUNE 12, 2013

MINUTES	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	45674
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ BOARD MEMBER COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	45675

ACTION ITEMS

1306-26	SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS) AND COMPUTER HARDWARE/SOFTWARE: MAINTENANCE AND LICENSING AGREEMENT RENEWAL	45695
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Authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibits A1 (subject to adjustments), to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$20,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.

Authorization to enter into sole or single source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.

1306-27 CSC TKR, LLC (“CABLEVISION”) TO PROVIDE WIFI INTERNET SERVICE 45706

Authorization to enter into NJ TRANSIT No. Contract 11-001 with Cablevision Systems Corporation for the implementation and maintenance of a system-wide wireless internet (WiFi) service. Cablevision’s proposal was selected through a competitive Request for Proposals (“RFP”) process. The contract is a no-cost contract to NJ TRANSIT and is intended to provide revenue and cost-saving opportunities over the life of the agreement.

1306-28 UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS 45709

Authorization to enter into three separate contracts with IH Engineers, P.C., of Princeton, New Jersey (12-053D); WSP-Sells of Briarcliff Manor, New York (12-053E); and KS Engineers, P.C. of Newark, New Jersey (12-053F) to perform in-depth structural inspections, evaluations, and load ratings of 116 undergrade bridges and interim underwater diving inspections of eight undergrade bridges, at costs not to exceed \$666,186, \$626,433 and \$666,597 respectively, for a total cost of \$1,959,216, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

1306-29 ANNUAL NOTICE OF MEETINGS 45714

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors’ meetings during Fiscal Year 2014.

1306-30 ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION 45718

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2014 and appoint the members of all Board Committees as set forth in Exhibit A.

➤ **EXECUTIVE SESSION AUTHORIZATION 45722**

➤ **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 May 8, 2013 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on May 13, 2013;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the May 8, 2013 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

(NJT Board - 06/12/2013)

Chris Christie, Governor

Kim Guadagno, Lieutenant Governor

James S. Simpson, Board Chairman

James Weinstein, Executive Director

45675

N TRANSIT

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

TO: BOARD OF DIRECTORS
FROM: JAMES W. WEINSTEIN 
DATE: JUNE 12, 2013
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – JUNE 2013

As you know, the Federal Transit Administration recently announced additional relief aid funding for transit agencies impacted by Hurricane Sandy. Of this latest allocation, NJ TRANSIT is being awarded \$110.8 million for recovery and repair efforts, and \$106.2 million for resiliency projects. We had previously been awarded \$231.2 million toward recovery, repair and emergency transportation costs, and the additional funding raises NJ TRANSIT's total Sandy-related awards to \$448 million. In the interest of transparency, we continue to invite everyone to visit the special section of njtransit.com dedicated to Sandy recovery information. Our "Progress Page" features an overview of progress to date and a listing of contracts associated with Sandy recovery, as well as background on all projects. NJ TRANSIT has come a long way in Sandy's aftermath, and we are committed to rebuilding our system to be stronger and more resilient in the face of future superstorms. I want to again thank our partners at the federal and state levels for securing the funding that will help us on our way toward that important goal. We are grateful for the continued leadership of Governor Christie in driving our recovery efforts, as well as the hard work of our entire Congressional delegation.

Speaking of Hurricane Sandy, we are pleased to be able to offer customers additional access to shore communities this summer to support the ongoing revitalization of the Jersey Shore. New rail schedules took effect on June 2, including enhanced weekend and holiday rail service to and from shore towns along the North Jersey Coast Line. The expanded service includes the addition of two new morning express trains on Saturdays, Sundays and holidays from New York Penn Station to Long Branch that will save customers up to 16 minutes off the normal trip. For the return trip, we have also added two time-saving express trains from Long Branch to New York on Saturdays, Sundays and holidays. Effective with the new schedule, hourly service for the summer season resumed between Bay Head and Long Branch, with 12 new trains added to serve popular beach towns. We are committed to supporting Jersey Shore communities by making the trip quick, convenient and comfortable for all those who will be returning to the beach this summer.

Switching gears, for the Board's consideration today is an item that would authorize NJ TRANSIT to enter into a public-private partnership with Cablevision to offer our customers wireless internet access at stations—including intermodal terminals that serve bus, rail and light rail customers—and onboard trains. Wi-Fi on the NJ TRANSIT system would be implemented in phases, with the initial phase focused on outfitting major stations like Newark Penn Station and Hoboken Terminal—which together serve more than 100,000 customers on a typical weekday on all transit modes—as well as Secaucus Junction, by the end of this year. Wi-Fi access ranks among the top requested amenities by our customers, and we want them to know that we have heard them, and we are listening. In fact, this partnership would enable us to deliver on that request at zero cost to NJ TRANSIT and New Jersey taxpayers. Under the contract, Cablevision would build and operate the latest, most technologically advanced wireless network to offer a dedicated, continuous connection to NJ TRANSIT customers. This would be a welcome amenity for our customers, and if approved today, we are excited to have the opportunity to work with Cablevision to further enhance the overall customer experience on our system.

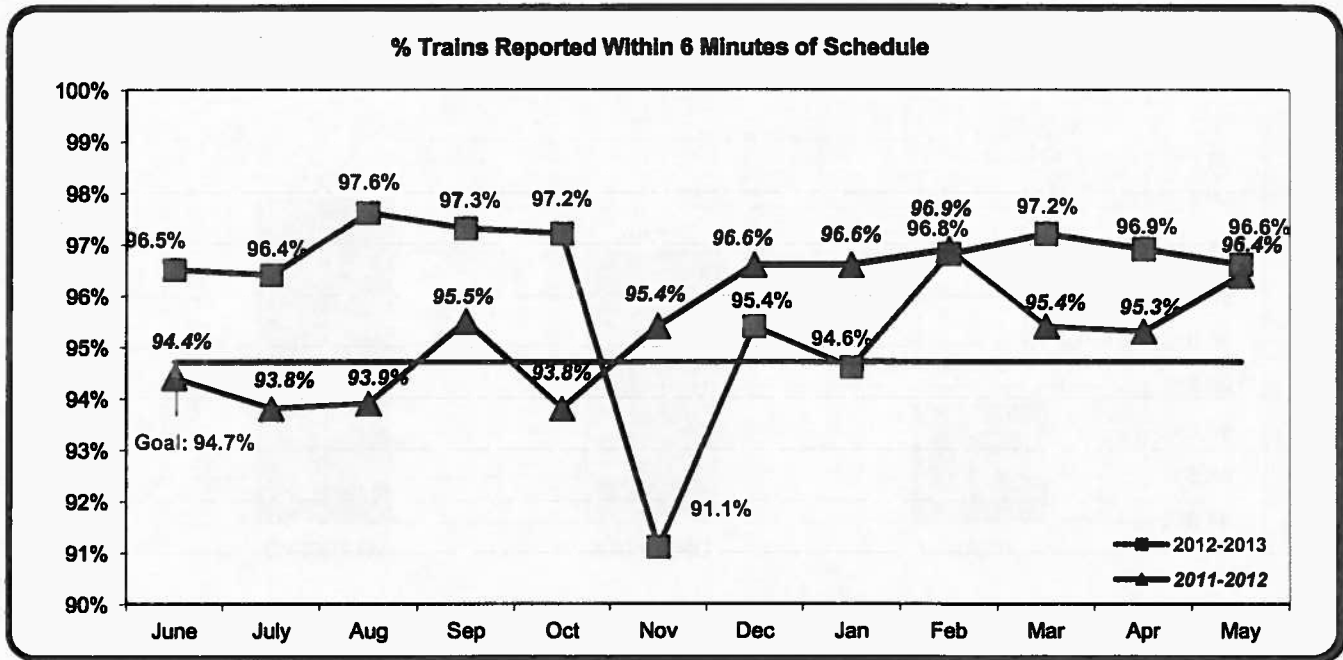
Finally, I would like to note that June is National Safety Month. Under Commissioner Simpson's leadership, we have continued to build on our extensive rail safety programs to raise awareness about safety around trains and railroad tracks. As you know, NJ TRANSIT offers a free Safety Education Program in public, private and charter schools throughout the state, reaching thousands of students each year. In recognition of National Safety Month, our Safety Education Specialists, Grace Introna and Barbara Lazzaro, conducted outreach to pediatricians' offices in close proximity to our system, offering them free activity books focused on safety around the tracks to place in the office reception areas. These books are part of educational materials distributed to students through our Safety Education Program and will be offered to pediatricians' offices throughout the month of June. We hope that the local medical community will take advantage of this unique opportunity to help NJ TRANSIT raise awareness about railroad safety.

EXECUTIVE DIRECTOR'S MONTHLY REPORT JUNE 2013

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2011 - MAY 2013



	2012	2013	# Change
May Comparison	96.4%	96.6%	0.2%

	2011-2012	2012-2013	# Change
12-Month Average June - May	95.3%	96.1%	0.8%

Analysis:

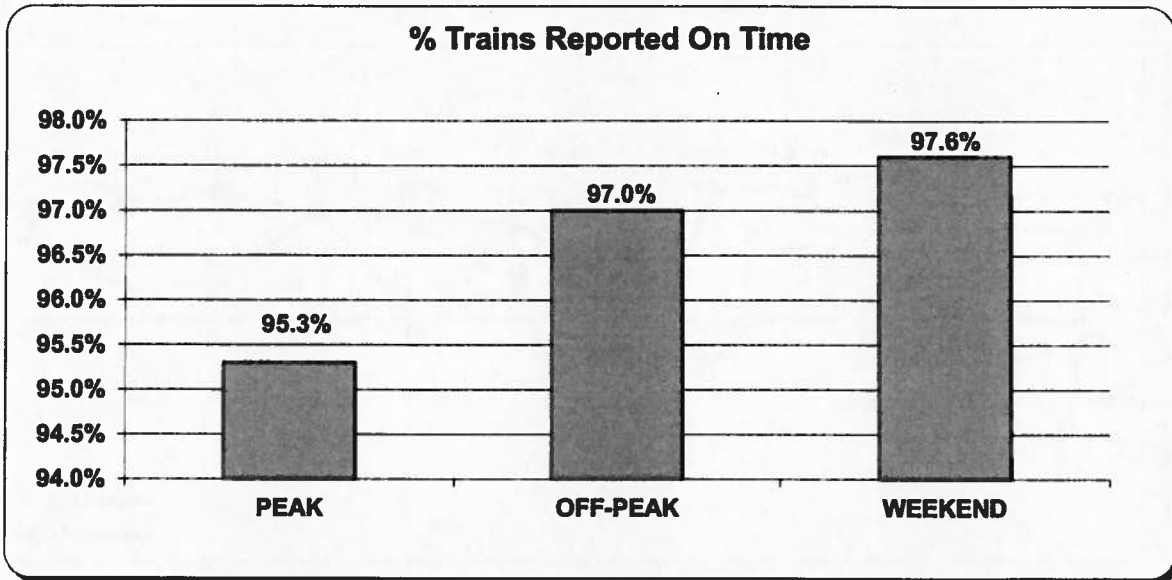
Rail On-Time Performance was 96.6% for May 2013. Of the 18,379 trains scheduled to operate, 17,757 were on time, while 622 trains (or 3.9%) were delayed. Key causes included:

- Trackside interference affecting NJCL trains on May 9.
- Mechanical problems and signal problems on May 21.
- Portal Bridge opening on May 24.

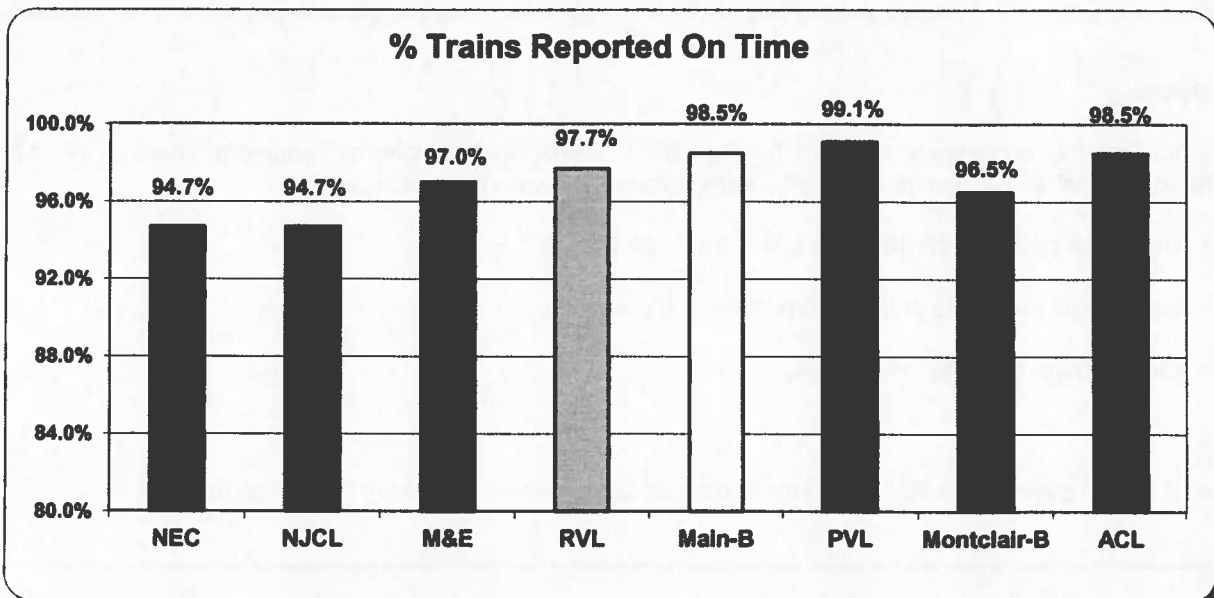
The 12-month average for Rail On-Time Performance for June 2011 - May 2013 was 95.7%.

ON-TIME PERFORMANCE RAIL

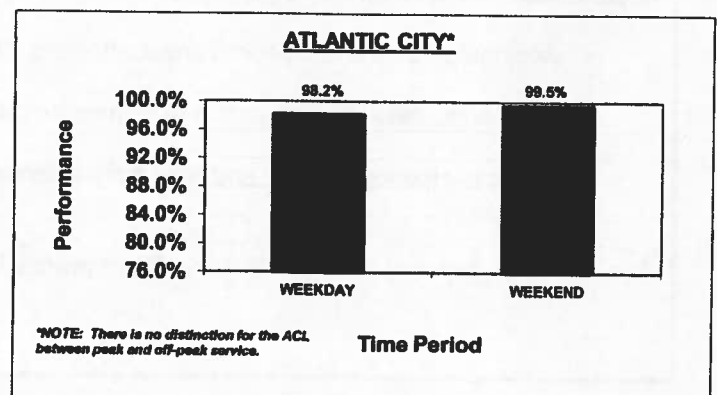
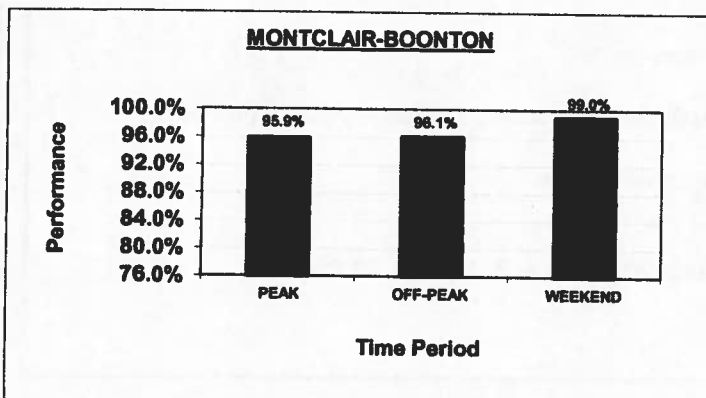
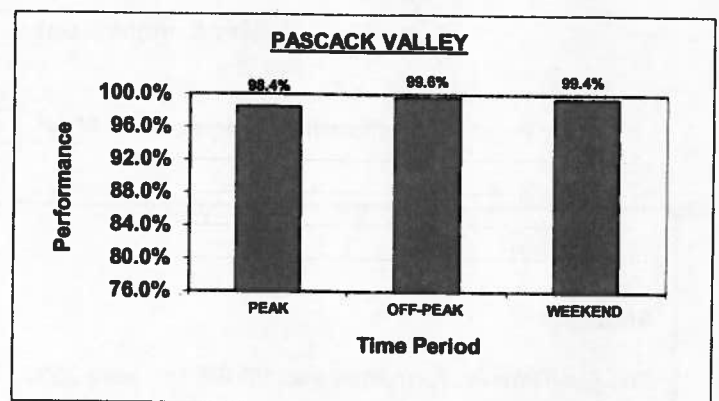
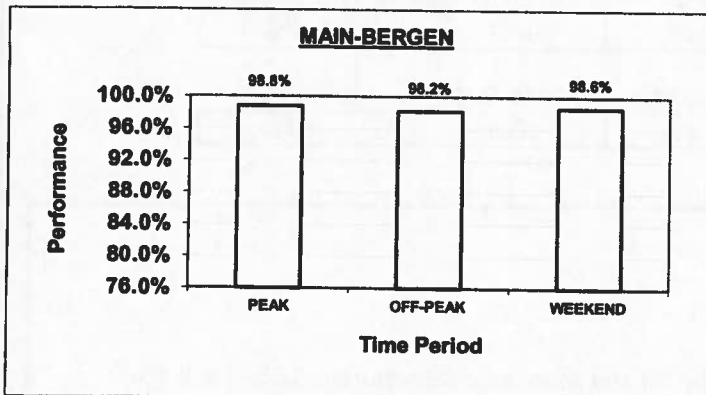
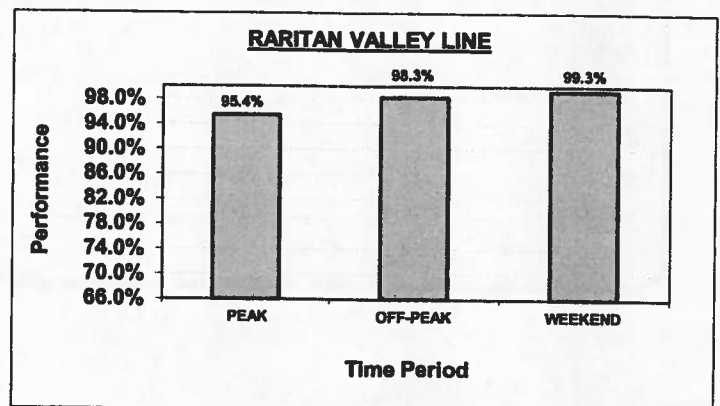
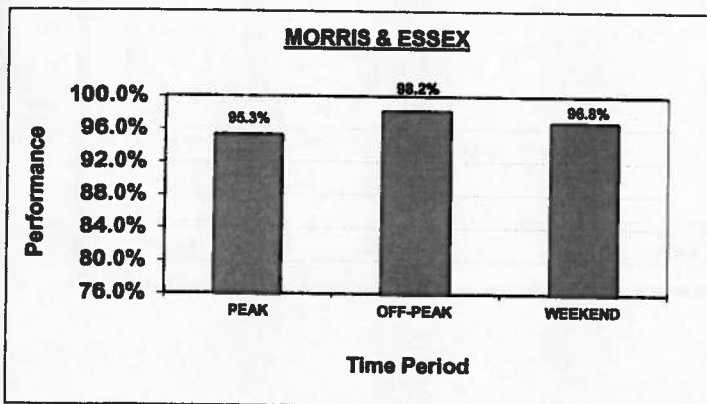
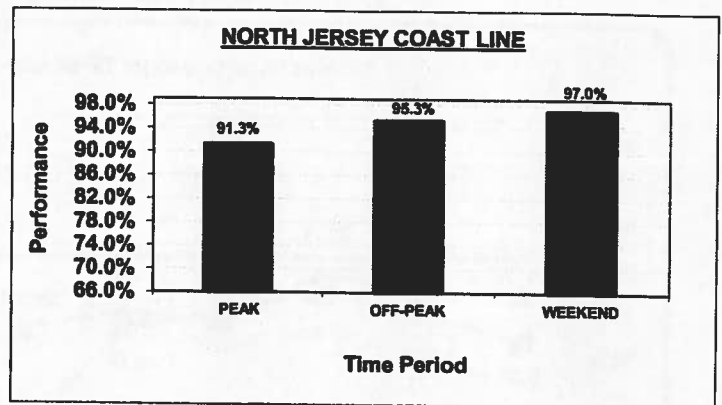
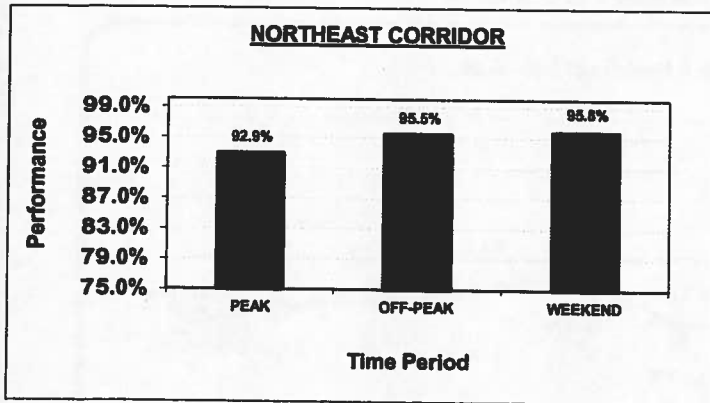
SUMMARY BY TIME PERIOD MAY 2013



SUMMARY BY LINE MAY 2013



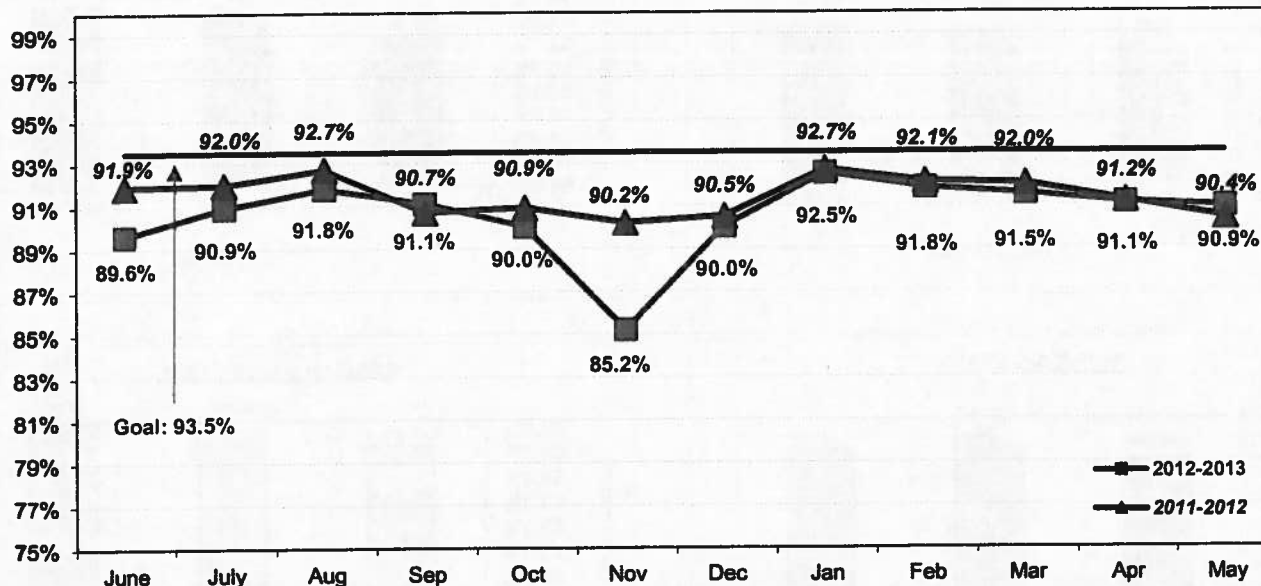
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MAY 2013



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

NJ TRANSIT ON-TIME PERFORMANCE BUS JUNE 2011 - MAY 2013

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2012	2013	% Change
May Comparison	90.4%	90.9%	0.5%

	2011-2012	2012-2013	% Change
12-Month Average June - May	91.4%	90.5%	-0.9%

Analysis:

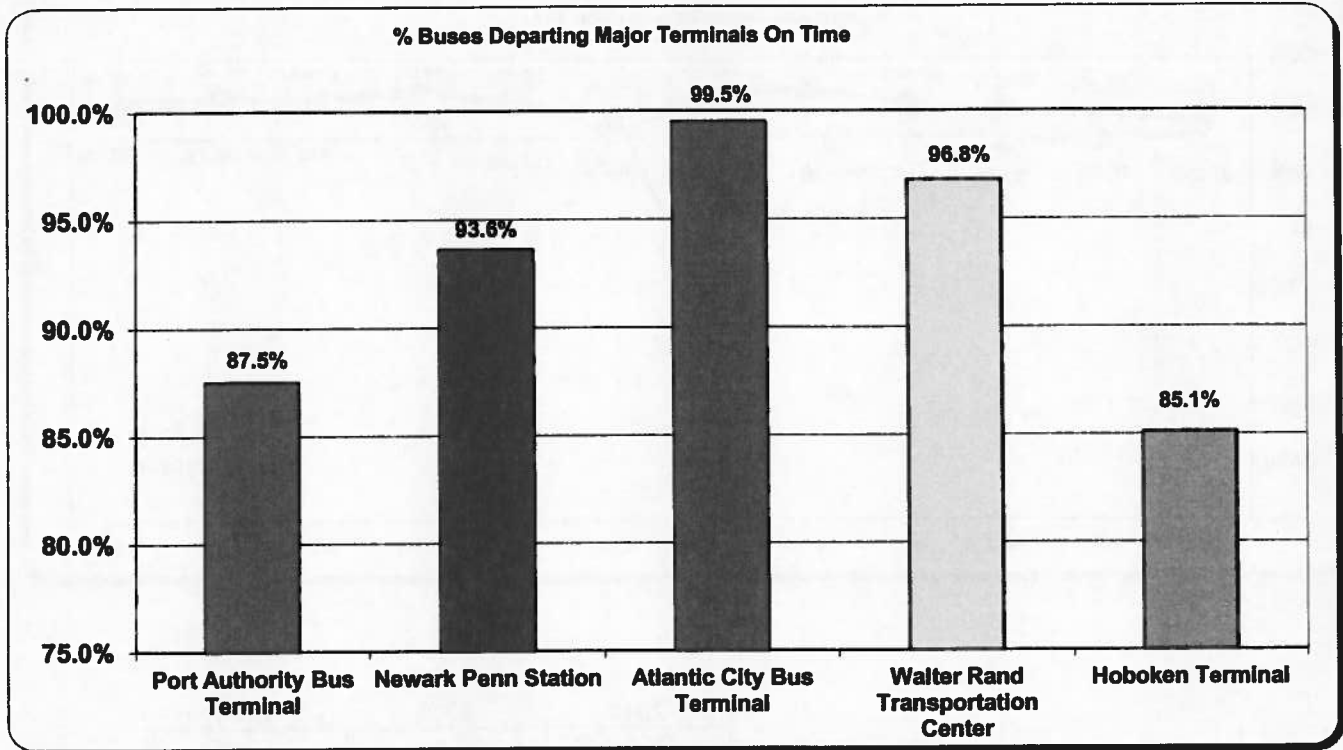
Bus On-Time Performance was 90.9% for May 2013. Of the 39,144 monitored departures, 3,554 (or 9.1%) experienced delays. Key causes included:

- Accidents in/around Lincoln Tunnel affecting PABT service.
- Accidents, detours, congestion and mechanical issues delaying buses to/from Newark Penn Station.
- Traffic in Hudson County and New York affecting Hoboken buses.

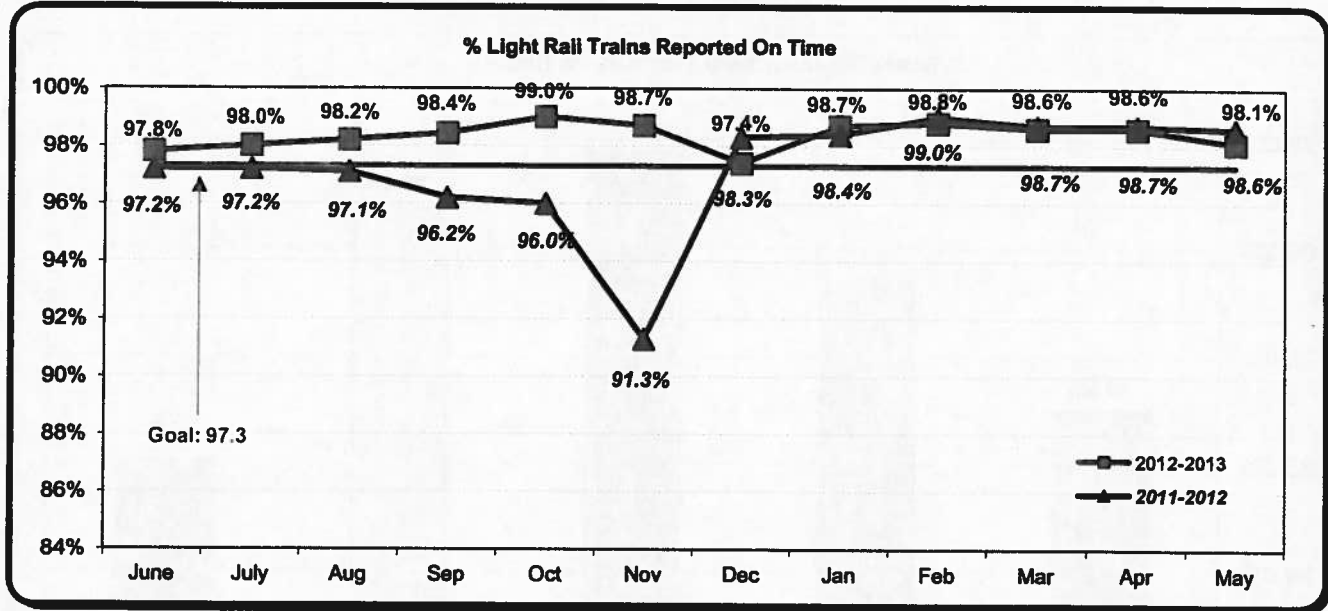
The 12-month average for Bus On-Time Performance for June 2011 - May 2013 was 91.0%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MAY 2013



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL JUNE 2011 - MAY 2013



	2012	2013	# Change
May Comparison	98.6%	98.1%	-0.5%

	2011-2012	2012-2013	# Change
12-Month Average June - May	97.2%	98.4%	1.2%

Analysis:

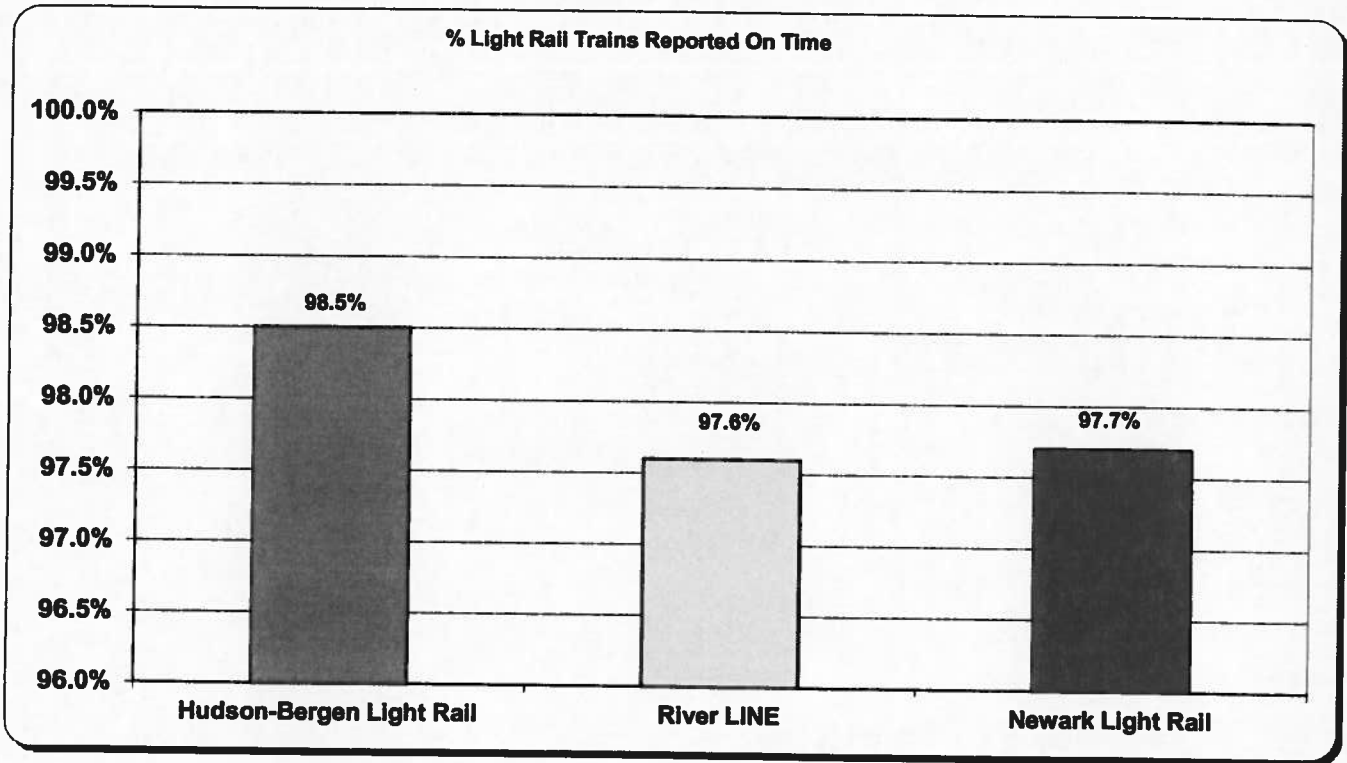
Light Rail On-Time Performance systemwide was 98.1% for the month of May 2013. Of the 216,661 scheduled trains, 515 (or 1.9%) experienced delays. Key causes included:

- Police activity impacting Hudson-Bergen Light Rail service on May 11.
- Police investigation at Park Avenue Station impacting Newark Light Rail trains on May 20.
- Disabled train at Burlington Town Center affecting River Line service on May 23.

The 12-month average for Light Rail On-Time Performance for June 2011 - May 2013 was 97.8%.

ON-TIME PERFORMANCE LIGHT RAIL

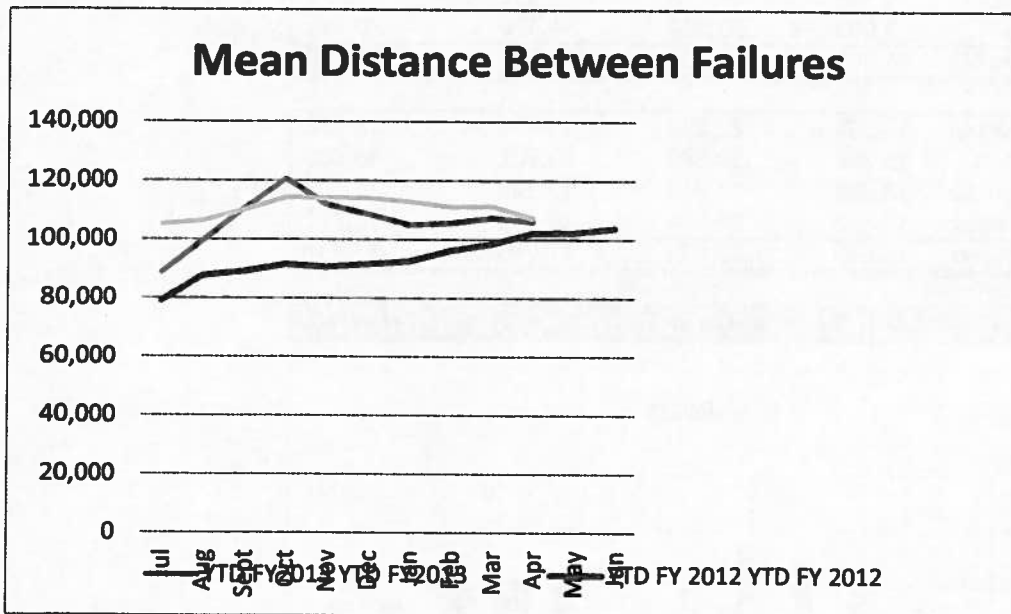
SUMMARY BY LINE MAY 2013



MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

Month	YTD FY2013	YTD FY 2012	12 Month
Month	YTD FY2013	YTD FY 2012	Moving Avg.
Jul	88,735	78,933	105,073
Aug	99,585	87,525	106,298
Sept	110,530	89,028	109,993
Oct	120,591	91,327	114,150
Nov	111,758	90,518	114,054
Dec	108,579	91,523	114,023
Jan	104,917	92,489	112,736
Feb	105,580	96,166	111,055
Mar	107,335	98,412	111,230
Apr	106,048	102,149	107,133
May		102,237	
Jun		103,748	



Garage Performance Parameters

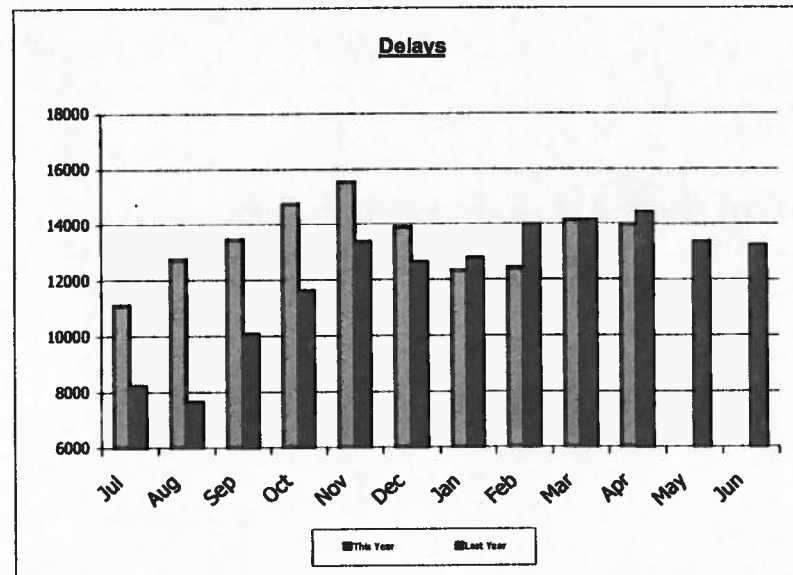
April 2013

Location	Miles Between In-Service Delays			
	FY 2013 Goal	This Month	FY 2013 YTD	FY 2012 YTD
Fairview	9,000	8,418	8,244	7,646
Greenville	10,000	8,910	10,738	7,586
Market Street	11,500	13,099	12,619	9,940
Meadowland	10,600	10,815	11,842	9,032
Oradell	15,500	13,426	15,841	13,530
Wayne	15,500	12,119	14,421	14,105
Northern	12,000	11,608	12,846	10,864

Big Tree	6,500	19,256	11,462	9,307
Hilton	7,140	10,297	8,588	8,376
Howell	18,500	12,803	15,673	17,399
Ironbound	13,000	15,862	13,137	16,079
Orange	5,300	9,638	7,952	5,671
Morris	9,000	50,800	54,420	70,111
Central D.	11,200	12,706	11,514	10,750

Egg Harbor	15,500	22,223	15,010	16,082
Hamilton	25,300	30,570	24,782	26,786
Newton Av.	13,800	17,814	17,229	15,195
Washington	17,800	26,364	19,744	18,371
Southern	16,613	23,083	17,789	17,438

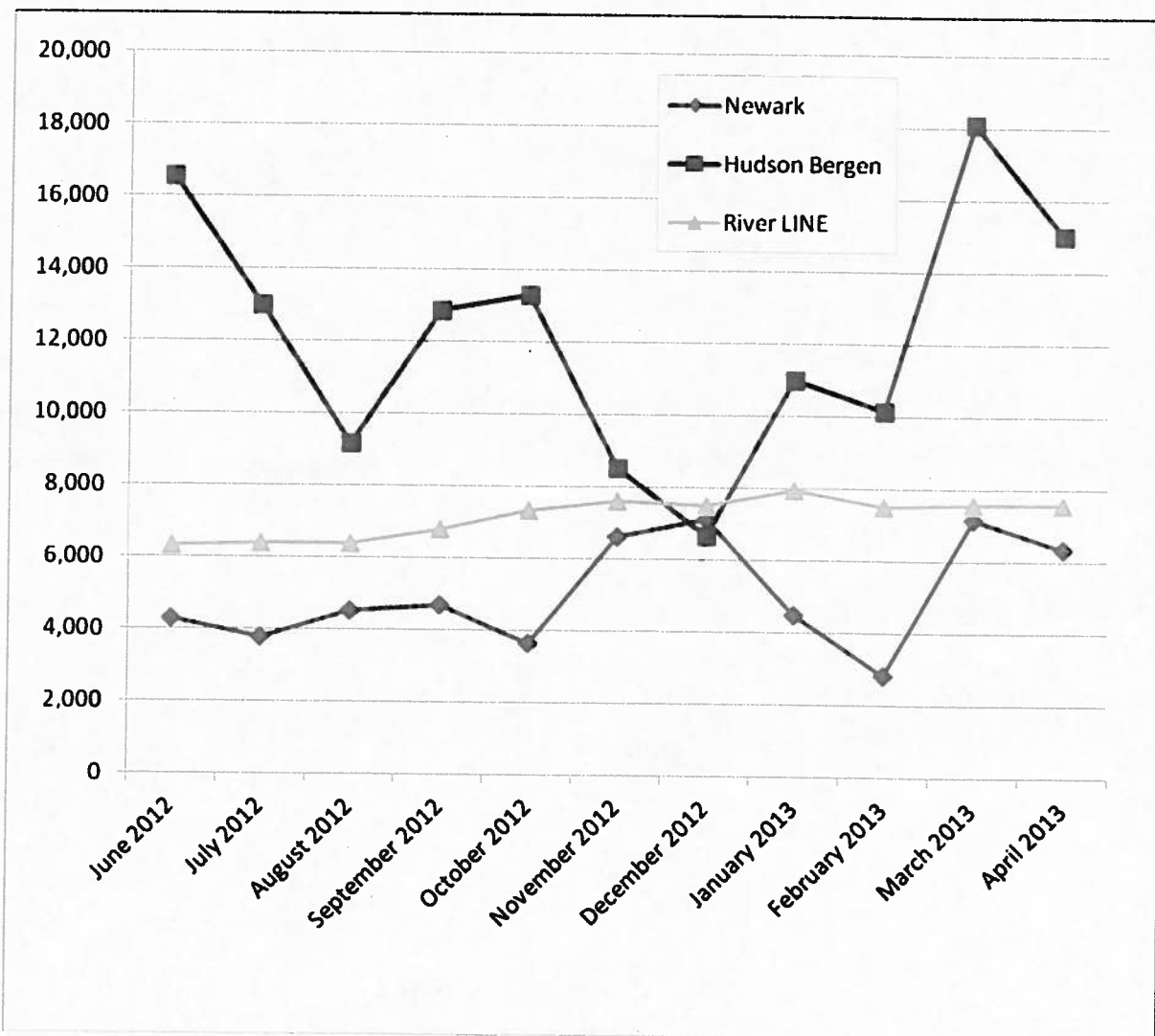
Bus Operations	13,984	13,289	12,106
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Miles Between In-Service Delays (Delayed Trains)

Light Rail System	April 2013 (Current Month)	12 Month Moving Average
Newark	6,373	5,599
Hudson Bergen	15,043	12,013
River LINE	7,596	7,110

MILES BETWEEN IN-SERVICE DELAYS (DELAYED TRAINS)



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

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Development DBE/SBE Participation through May 2013

Federally Funded Contracts*

During the month of May 2013, NJ TRANSIT awarded **\$1,677,802.75** in federal funded contracts. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$397,000.00** or **23.66%**.

During the Federal Fiscal Year 2013 (October 1, 2012 through May 31, 2013) NJ TRANSIT awarded **\$10,919,756.75** in federally funded contracts. Of that total, DBEs received **\$681,351.45** or **6.24%**.

State Funded Contracts*

During the month of May 2013, NJ TRANSIT awarded **\$1,184,470.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$1,184,470.00** or **100.00%**.

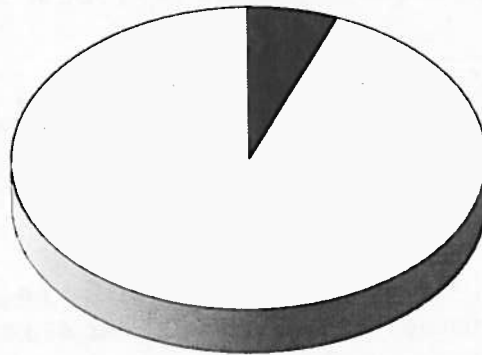
During the State Fiscal Year 2013 (July 1, 2012 through May 31, 2013) NJ TRANSIT awarded **\$95,195,943.76** in state funded contracts. Of that total, SBEs received **\$19,840,694.62** or **20.84%**.

Category 1 SBEs received	\$4,202,432.86	or 4.41%
Category 2 SBEs received	\$1,414,865.85	or 1.49%
Category 3 SBEs received	\$1,425,262.05	or 1.50%
Category 4 SBEs received	\$2,069,514.24	or 2.17%
Category 5 SBEs received	\$10,706,869.62	or 11.25%
Category 6 SBEs received	\$21,750.00	or 0.02%

*Contract award amounts are derived from the Procurement database

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (MAY FY13)***

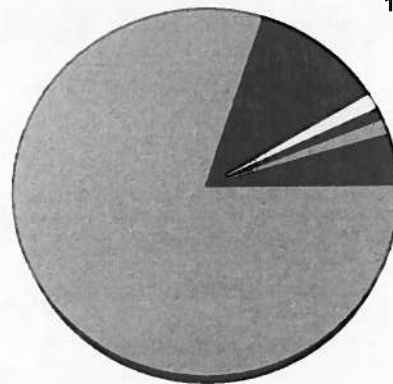
**NON-DBE
FEDERAL
\$10,238,405.30
93.76%**



**DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$681,351.45
6.24%**

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH MAY FY13) ****

**NON-SBE STATE
\$75,355,249.14
79.16%**



**SBE-5
\$10,706,869.62
11.25%**

**SBE-4
\$2,069,514.24
2.17%**

**SBE-1
\$4,202,432.86
4.41%**

**SBE-2
\$1,414,865.85
1.49%**

**SBE-3
\$1,425,262.05
1.50%**

**SBE-6
\$21,750.00
0.02%**

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

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Twenty-four NJ TRANSIT employees retired in May with careers ranging from 10 to 40 years of service:

1. James Mardiguan (Bellerose, NY) Sr. Trainmaster – Hoboken Station – 40 years
2. Leonard J. Lederer (Long Valley) Manager Revenue Tech – GOB – 39 years
3. Emmett Vann (Philadelphia, PA) Revenue Agent – Penn Plaza – 37 years
4. Michael L. Matthias (Mine Hill) Asst. Supt. Transp. – Summit – 36 years
5. Jon J. Callahan (Bayville) Repairman "A" – Howell Garage – 33 years
6. Gilbert Seise, Jr. (Egg Harbor City) Mechanic "A" Garage – Egg Harbor Twp. – 31 years
7. Marion Fair, Jr. (Willingboro) Director General Ledger – Penn Plaza – 30 years
8. Peter S. Meyers (Bordentown) Maintenance "A" – Howell Garage – 30 years
9. Patricia Serafin (Plainsboro) INTCTV Service Coord. – Penn Plaza – 30 years
10. Michael F. Vanderhoff (Pleasantville) Depot Master – Egg Harbor Township – 30 years
11. Richard Caligaris (Bricktown) Line Engineer – Red Bank Station – 28 years
12. Carlos M. Colon (Paterson) Bus Operator – Market Street Garage – 28 years
13. Joseph T. Donadio (Howell) Special Mech-Welder – Howell Garage – 28 years
14. Patricia A. Merkerson (Passaic) Depot Master – Market Street Garage – 28 years
15. Stephanie Thompson-Crosby (Philadelphia, PA) Bid Desk Service Rep – Penn Plaza – 28 years
16. Jose Arriojas (West Windsor) Supt. Light Rail System – City Subway – 27 years
17. Joseph G. Curci (Levittown, PA) Manager Safety – Penn Plaza – 25 years
18. Hubert Jennings, Jr. (Plainfield) Bus Operator – Ironbound Garage – 21 years
19. Gilda Moliere (West New York) Bus Operator – Fairview Garage – 20 years
20. Nancy Cox (Rahway) Sr. Tech Specialist – Penn Plaza – 18 years
21. Jose A. Gonzalez (Staten Island, NY) Bus Operator – Meadowlands Garage – 17 years
22. Sakinah L. Andrews (East Orange) Inspector Class "A" – Big Tree Garage – 14 years
23. Jackolyn Hill (Lakewood) Bus Operator – Howell Garage – 14 years
24. Keith A. Stanford (East Orange) Bus Operator – Orange Garage – 10 years

ACTION ITEMS

ITEM 1306-26: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS) AND COMPUTER HARDWARE/SOFTWARE: MAINTENANCE AND LICENSING AGREEMENT RENEWAL

BENEFITS

Materials and services, which are available from only one source of supply, are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d) and Executive Order No. 37.

Purchase of Replacement Parts and Services

Sole source vendors generally have proprietary control over the manufacture of parts and components and the provision of technical services for NJ TRANSIT equipment.

Rail, bus, and light rail rolling stock and equipment is manufactured by a relatively small number of industrial producers using proprietary designs to meet the particular performance requirements and physical environment of individual transit systems and railroads. The equipment is not mass-produced, but manufactured to order.

The equipment is capital intensive, long-lived and, if properly maintained, can operate safely for decades. However, the spare parts, material and technical services needed to maintain this uniquely engineered equipment in many cases is available only from the original equipment manufacturer (OEM), or a successor company with proprietary rights to the original design.

Computer Hardware and Software

Sole source technology vendors have proprietary control over the manufacture of parts, components and services needed for NJ TRANSIT's continued use of technology.

The need for NJ TRANSIT to exercise sole and single source authority relates to specific areas of technology, including, but not limited to, the following:

Software Maintenance/Licensing

Firms that have authored software and have had it copyright protected typically are the only firms capable of maintaining their software. NJ TRANSIT has signed license agreements that require us to protect the vendor's software from review by third parties. Each vendor has supplied a letter certifying their sole right to maintain their software. Further, NJ TRANSIT has integrated this software into its business processes which, in these cases, makes moving to alternative software a costly and lengthy undertaking. Software Maintenance will provide for:

- Program maintenance for all software modules including support for solving any software logic errors;

- Software enhancements periodically released by the vendor to provide additional features;
- Telephone assistance for immediate correction of program problems with minimal interruption of end user service; and
- Services often including consultation and/or educational credits associated with the use of the vendors' software.

Hardware Maintenance

Original Equipment Manufacturers (OEMs) are often the only firms capable of providing support to their hardware without voiding warranties. Where equipment is off of warranty or where NJ TRANSIT has other choices for hardware support, NJ TRANSIT competitively seeks proposals for such support.

Hardware Maintenance will provide for:

- Correction of hardware failures either on-site or through remote services;
- Guaranteed response time to minimize end-user downtime;
- High volume spare parts stored locally for quick access and error correction; and
- Hardware upgrades, where necessary, to accommodate technology upgrades.

Integrated Systems

NJ TRANSIT has installed a number of systems that have been deployed using an integrator who has customized both hardware and software for the purpose of delivering a specific business solution. This approach is typically employed in specialized fields such as fare collection, security systems, and passenger information systems. In such cases, services to support this customized software are available only through the integrator that developed the product.

Upgrades to Pre-existing Systems

NJ TRANSIT has invested in core information systems that have become key elements of our business processes. In most cases, these investments were the result of a competitive process. As additional investments are required to support business change, alternatives are evaluated, and the system is either enhanced or replaced in whole. When it is determined to be financially beneficial to continue to add on to an existing system, enhancements must be implemented with the existing provider.

Lists of Fiscal Year 2014 sole/single source vendors are set forth in Exhibit A1 for Replacement Parts and Services and in Exhibit A2 for Computer Hardware and Software. For the purpose of transparency, this list includes all sole and single source vendors that NJ TRANSIT may need to use in the coming fiscal year, regardless of whether they were used in the previous fiscal year. Should a new vendor need to be added to Exhibits A1 or A2 in FY2014, as a result of a newly identified critical operating need, staff will notify the Board if the amount purchased from said vendor exceeds \$250,000.

Staff continually seeks, where feasible, to develop specifications and reduce reliance on sole source vendors and will continue to do so. Examples of items that have been removed from prior authorizations include Comet Car brake pads and rotors, non-revenue vehicle repair services, train servicing and traction motor and gear unit repairs. However, staff has demonstrated, through numerous unsuccessful competitive efforts, that there are no qualified and responsible commercial alternatives to many suppliers, and since 1987 the Board has annually authorized this item to ensure efficient and continuous provisioning of our maintenance operations. All items or services purchased on a sole/single source basis are subject to price or cost analysis to ensure the reasonableness of the prices quoted.

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

Staff requests authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibits A1 (subject to adjustments), to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$20,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.

Staff seeks authorization to enter into sole or single source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.

PURPOSE

The need for NJ TRANSIT to exercise sole and single source authority relates to specific areas of procurement, including, but not limited to, the following:

Replacement Parts from Original Equipment Manufacturers (OEMs)

These OEM parts or components are needed to repair and maintain rolling stock and other equipment specifically designed by the OEM manufacturer, where available technical data does not assure that a part or component supplied by another vendor will adequately perform the same function it replaces.

Examples of major sole source vendors include Alstom Transportation, Rail Systems, Inc., (EMD), Knorr Brake Corp., Faiveley Transport Group, Kinkisharyo Inc., WABTEC Passenger Transit, MCI Service Parts, NABI, NeoPart, and Prevost-Nova Bus.

Sole Supplier Services

Certain apparatus can only be serviced and/or tested by sole/single source vendors. For example, Sperry Rail Services is the only industry-recognized source capable of

simultaneously testing rail by induction and ultrasound methods; Harsco Track Technologies is the only qualified source to provide Track Laying Machine Services for the automated installation of concrete ties; and Solari Corporation is the only qualified source for the repair of Solari display units.

Rail Brake Shoes

NJ TRANSIT operates approximately 1,200 passenger rail cars and locomotives daily. Brake shoes and pads are replaced on all in-service equipment through periodic and daily inspections. Electric and Diesel Locomotive and Multilevel Passenger Car brake shoes and pads are specialized equipment and are available from only one source of supply. Based upon past experience and test results, these products alone meet the required acceptable stop distances, wheel heat generation limits and acceptable shoe and wheel wear tolerances.

Computer Hardware and Software

NJ TRANSIT uses a variety of computing equipment and software to process information. This equipment and software are necessary for the continued operation of services. The manufacturers of the hardware and software under proposal are the only firms capable of providing licensing and maintenance services for their products. In each case, the firm is the original equipment manufacturer for the software/hardware or has acquired the rights to act as such. Hardware having multiple suppliers of maintenance has been excluded from this proposal and will be competitively procured as existing contracts expire.

BACKGROUND

The operation and maintenance of NJ TRANSIT Bus, Rail, Light Rail and Support functions requires the purchase of OEM parts, maintenance spares, services, modifications, upgrades and other programs, which can only be obtained from sole and single qualified sources.

As such, it has been determined that the vendors listed within this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.5 and Executive Order No. 37.

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

FISCAL IMPACTS:

Requested Authorization:	\$20,000,000 Replacement Parts
	\$20,000,000 Computer Hardware and Software

Total Project Cost:	\$20,000,000 Replacement Parts \$20,000,000 Computer Hardware & Software
Projected Date of Completion:	June 30, 2014
Anticipated Source of Funds:	FY 2014 Operating Budget Capital Budgets
DBE/SBE Goal:	0% SBE
<i>NJ Build</i> Amount:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	TBD but not to exceed \$20,000,000

RESOLUTION

WHEREAS, NJ TRANSIT requires maintenance items and services to support the operation of various major equipment; and

WHEREAS, it is necessary to obtain these required maintenance items and services from sole or single sources; and

WHEREAS, various software maintenance contracts and licensing agreements expire this year; and

WHEREAS, these contracts insure the continued operation of both the computers and software which support NJ TRANSIT's business units; and

WHEREAS, these products are being fully utilized throughout the corporation and the demand for services and software upgrades continues; and

WHEREAS, NJ TRANSIT is unable to identify other sources for these services; and

WHEREAS, the proposed vendors have attested to the fact that they alone can provide these services; and

WHEREAS, pursuant to N.J.A.C. 16:72 competitive procurement requirements may be waived in instances where only one source of supply is available; and

WHEREAS, it has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into sole/single source, procurement-by-exception contracts for the purchase of parts and services from approved sole/single source vendors set forth in Exhibits A1 and A2, subject to adjustments and Board notification of new firms whose aggregate spend exceeds \$250,000, at a total cost not to exceed \$20,000,000 for Replacement Parts and \$20,000,000 for Computer Hardware and Software for the period July 1, 2013 to June 30, 2014, subject to the availability of funds.

**EXHIBIT A1
SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
REPLACEMENT MATERIALS AND SERVICES
FY2014**

	VENDOR NAME	CITY	STATE
1	ABB c/o Burgoyne Sales	Edison	NJ
2	ABB Power T&D	St Louis	MO
3	ABM-American Building .	New York	NY
4	Activu (formerly Imtech)	Denville	NJ
5	AFL Communications	Duncan	SC
6	Alstom Signaling (GRS)	Rochester	NY
7	Alstom Transport Service NA	Lisle	IL
8	Amerex Corp.	Trussville	AL
9	Anchor Brake Shoe Co.	Park Ridge	IL
10	Anixter, Inc.	Cranbury	NJ
11	Ansaldo STS USA	Batesburg	SC
12	Assetworks, Inc.	Wayne	PA
13	Atlantic Detroit Diesel	Saugerties	NY
14	Atlantic Import & Export Corp.	Branchburg	NJ
15	Axion Technologies	La Pocatiere	Canada
16	Bombardier Inc/Aftermarket	Ontario	Canada
17	CK Composites	Mt. Pleasant	PA
18	Cleaveland Price	Trafford	PA
19	Clever Devices	Syosset	NY
20	CMI-Promex	Pedricktown	NJ
21	Columbus Steel Castings	Columbus	OH
22	Comet Communications, Inc.	Kansas City	MO
23	Contemporary Machine, Inc.	Flager beach	FL
24	Cooper Bearings, Inc.	Georgetown	DE
25	Cubic Transp Systems	Tullahoma	TN
26	Cummins Metropower	Newark	NJ
27	Design Dimensions	Austin	TX
28	Drivecam, Inc.	San Diego	CA
29	Dustcontrol, Inc.	Wilmington	NC
30	Dynatech Systems, Inc.	Burlington	NJ
31	EMA Drives & Automation	Hazleton	PA
32	Faiveley Rail	Exton	PA
33	Federal Metal Products	Ferndale	PA
34	Foley, Inc.	Piscataway	NJ
35	G&B Specialties	Berwick	PA
36	Gar-Ren Tool & Machine Co.	Prospect Park	PA
37	GE Transportation Global Signals	Hingham	MA
38	GE Transportation Parts, LLC	Erie	PA
39	General Electric Energy	Philadelphia	PA
40	Goyal Industries, Inc.	Mansfield	OH
41	Graham White Sales Corp.	Salem	VA
42	Harris Corp./Intraplex	Mason	OH

EXHIBIT A1
SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
REPLACEMENT MATERIALS AND SERVICES
FY2014

	VENDOR NAME	CITY	STATE
43	Harsco Track Tech.	West Columbia	SC
44	Hirail Corporation	Lisbon	IA
45	HiTran Corporation	Flemington	NJ
46	Hoffman Services, Inc.	Newark	NJ
47	Holdsworth USA	Indianapolis	IN
48	Honeywell, Inc.	Marlton	NJ
49	Industrial Machine Corporation	Paterson	NJ
50	Ingersoll-Rand Air Center	Edison	NJ
51	Intelect Technologies	Plano	TX
52	Inter Swiss Ltd.	Chicago	IL
53	Invensys Rail Corporation	Louisville	KY
54	ISE Research Corp.	Poway	CA
55	Jala Equipment Co.	Ft Lauderdale	FL
56	Jamaica Bearings	New Hyde Park	NY
57	JMA Rail Products	Carol Stream	IL
58	Johnson Controls, Inc.	Union	NJ
59	Kim Hotstart Mfg. Co.	Spokane	WA
60	Kinkisharyo International, LLC	Jersey City	NJ
61	Knorr Brake Corp/NYAB	Westminster	MD
62	Kupltec Corporation	Branford	CT
63	Lift-U-Inc.	Escalon	CA
64	Lincoln Service & Equipment	Durham	CT
65	Luminator-A Mark IV Industries	Plano	TX
66	Macton Corporation	Oxford	CT
67	Matrix Railway Corp.	West Babylon	NY
68	MCI Service Parts	Schaumburg	IL
69	Mersen USA BN Corp.	Boonton	NJ
70	Mersen USA, LLC	Newburyport	MA
71	Microphor, Inc	Willits	CA
72	Modern Track Machinery	Elgin	IL
73	Moore Wallace NA	Edison	NJ
74	Morbern Inc.	Toronto	ONT
75	Motive Equipment	New Berlin	WI
76	National Railway Supply	Savannah	GA
77	Nordco Rail Services, LLC	Lee's Summit	MO
78	North American Bus Industries	Delaware	OH
79	North American Specialty Glass	Trumbauersville	PA
80	Omicron Electronics Copr.	Houston	TX
81	Orgo-Thermit, Inc.	Lakehurst	NJ
82	ORX Railway Corporation	Tipton	PA
83	Pandrol USA	Bridgeport	NJ
84	Panel Components	Stanhope	NJ
85	Parkeon Transit Limited	Dorset	England

EXHIBIT A1
SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
REPLACEMENT MATERIALS AND SERVICES
FY2014

86	Penn Machine Company	Carnegie	PA
87	Portec Inc. RMP	Pittsburgh	PA
88	Precision Transmission	Colmar	PA
89	Prevost-Novabus Parts	Elgin	IL
90	Pyle Connector Corporation	Sidney	NY
91	Qual-Tran Corporation	Blue Bell	PA
92	Quantum Engineering, Inc.	Orange Park	FL
93	Quester Tangent	Saanichton, B.C.	Canada
94	Rail Systems, Inc.	Houma	LA
95	Railroad Friction Prod	Laurinburg	NC
96	Rails Company	Maplewood	NJ
97	RFL Industries	Boonton	NJ
98	Rossbro Group	Blainville, QC	Canada
99	RTR Technologies, Inc.	Stockbridge	MA
100	Safetran Systems	Louisville	KY
101	Saft America, Inc.	Cockeysville	MD
102	Scantron Corporation	Irvine	CA
103	Schunk Graphite Technology	Menomonee Falls	WI
104	Siemens Building Tech.	Pine Brook	NJ
105	Siemens Energy & Automation	Elgin	IL
106	Siemens Industry, Inc.	Elgin	IL
107	Simmons Machine Tool Corp.	Albany	NY
108	Simplex Grinnell	Rockaway	NJ
109	Sixnet, LLC.	Ballston Lake	NY
110	Sperry Rail Service	Danbury	CT
111	Standard Steel, LLC	Burnham	PA
112	Stavola Construction Materials	Bound Brook	NJ
113	Technologies LBBA	Quebec	Canada
114	Tessco Technologies, Inc.	Hunt Valley	MD
115	Transtech of SC	Charlotte	NC
116	Transtech Corp USA	Oakland	NJ
117	TSS, Inc. (Bonatrans)	Lakewood	FL
118	Turtle & Hughes	Bridgewater	NJ
119	United Knitting Machine	Kulpsville	PA
120	VAE Nortrak, Inc.	Cheyenne	WY
121	Vapor Rail	Plattsburgh	NY
122	Wabtec Passenger Transit	Columbia	SC
123	Wabtec/Stone Air	Elmsford	NY
124	Warner Radiator	Paducah	KY
125	Whiting Corp.	Chicago	IL

EXHIBIT A2
IT SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
COMPUTER HARDWARE AND SOFTWARE
FY2014

	VENDOR NAME	CITY	STATE
1	Airwatch	Tampa	FL
2	Alcatel-Lucent	Murray Hill	NJ
3	Altura	Closter	NJ
4	American Software, Inc.	Atlanta	GA
5	Baran Design Associates	Bergenfield	NJ
6	BEM Systems, Inc.	Chatham	NJ
7	Bentley Systems, Inc.	Exton	PA
8	Big Fix	Emeryville	CA
9	Cellgain	Red Bank	NJ
10	Clever Devices	Woodbury	NY
11	Computer Associates	Islandia	NY
12	CS Stars	Chicago	IL
13	CTR Systems	Warrandale	PA
14	Cubic Transportation Systems	Tulahoma	TN
15	DLT Solutions	Herndon	VA
16	DriveCam	San Diego	CA
17	Enghouse	Toronto	CANADA
18	Funkwerk-IT	York	UK
19	Giro	Montreal	CANADA
20	Gough and Associates	Orlando	FL
21	High Line Corporation	Toronto	CANADA
22	IBM	Piscataway	NJ
23	Infor	Alphretta	GA
24	Intergraph	Madison	AL
25	Kronos	Chelmsford	MA
26	Microsoft	Redmond	WA
27	Motorola	Holtsville	NY
28	Mphasis	New York	NY
29	Navori	Montreal	CANADA
30	Navteq	Chicago	IL
31	Neustar, Inc.	Sterling	VA
32	New Demand	Boonton	NJ
33	Nice Systems	Rutherford	NJ
34	Nuance	Mahwah	NJ
35	Open Text	Waterloo	CANADA
36	Parkeon	Poole	England
37	Penta	New Orleans	LA
38	Power Trunk, Inc.	New York	NY

EXHIBIT A2
IT SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
COMPUTER HARDWARE AND SOFTWARE
FY2014

39	PS Technology	Bolder	CA
40	Renaissance Systems, Inc.	Batavia	IL
41	S&A Systems	Rockwall	TX
42	Salesforce.com	San Francisco	CA
43	SAP America	Newton Square	PA
44	Software AG	Reston	VA
45	Solari	Udine	ITALY
46	Systra	Little Falls	NJ
47	Trapeze	Scottsdale	AZ

ITEM 1306-27: CSC TKR, LLC (“CABLEVISION”) TO PROVIDE WIFI INTERNET SERVICE

BENEFITS

NJ TRANSIT will contract with CSC TKR, LLC (“Cablevision”) to provide high-speed wireless internet to customers via WiFi technology. This public/private partnership enhances customer amenities and improves their travel experience while reducing the reliance on taxpayer subsidy as Cablevision will be providing this infrastructure investment at no cost to NJ TRANSIT. By entering into this partnership and implementing the associated service, NJ TRANSIT customers will be able to browse the internet, send and receive email, and use other internet-based applications at NJ TRANSIT’s intermodal stations (rail, bus and light rail), rail stations and platforms, and ultimately onboard rail cars during their travel.

This 20-year partnership also enables NJ TRANSIT to obtain dedicated use of related communications facilities (fiber optic, copper, and wireless transmission lines) at no cost to the agency and reduce current operating costs.

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

Staff seeks authorization to enter into NJ TRANSIT No. Contract 11-001 with Cablevision for the implementation and maintenance of a system-wide wireless internet (WiFi) service. Cablevision’s proposal was selected through a competitive Request for Proposals (“RFP”) process. The contract is a no-cost contract to NJ TRANSIT and is intended to provide revenue and cost saving opportunities over the life of the agreement.

PURPOSE

This contractual agreement allows Cablevision to provide wireless internet service at rail and intermodal stations (bus, rail and light rail) on station platforms and onboard trains by installing a high-speed communications infrastructure including: fiber optic cabling; wireless access points; antennas; and related equipment in stations, along the right-of-way, and onboard vehicles. The proposed contract is for a 20-year agreement.

BACKGROUND

In September 2010, NJ TRANSIT issued a RFP to solicit proposals from vendors to provide wireless internet to commuters. Throughout 2011, NJ TRANSIT reviewed proposals, design documents, and commercial solutions. Recent NJ TRANSIT Customer Satisfaction Survey results indicated that 67 percent of our customers use internet enabled devices to get service information while commuting. Moreover, nearly 50 customers have emailed us specifically asking when we would have WiFi on our system.

PROCUREMENT HISTORY

NJ TRANSIT solicited proposals through a Request for Proposal (RFP) procurement process to engage a firm for up to 20 years, to design and install, maintain and support wireless broadband service (WiFi) for NJ TRANSIT's customers without any capital expenditures by NJ TRANSIT. NJ TRANSIT advertised the RFP on August 31, 2010 in *The Trenton Times* and *The Star Ledger* newspapers. As a result, eighty-eight (88) solicitation packages were distributed to potential proposers.

NJ TRANSIT subsequently received two proposals from Cablevision and the RAILband Group, with Cablevision being the highest ranked firm.

A Technical Evaluation Committee scored each proposal, and deemed Cablevision's proposal as the best-qualified proposal for NJ TRANSIT. Cablevision's proposal offered a zero-cost contract to NJ TRANSIT. Cablevision is responsible for 100 percent of the capital and operating costs associated with development, installation, infrastructure improvements, materials and subsequent system maintenance associated with the WiFi system.

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

FISCAL IMPACTS

Requested Authorization:	\$0 – Cablevision
Total Project Cost:	\$0
Projected Date of Completion:	2016
Anticipated Source of Funds:	Not Applicable
DBE/SBE Goal:	Not Applicable
<i>NJ Build</i> Amount:	None
Related/Future Authorizations:	None
Impact on Subsequent Operating Budgets:	None

RESOLUTION

WHEREAS, NJ TRANSIT contracts with CSC TKR, LLC (“Cablevision”) to extend its Optimum WiFi network so that it will be accessible to NJ TRANSIT and its customers and at NJ TRANSIT stations and on platforms and trains, and such other NJ TRANSIT properties, by installing a high-speed communications infrastructure including: fiber optic cabling; wireless access points; antennas; and related equipment in stations, along the right-of-way, and onboard rail vehicles; and

WHEREAS, NJ TRANSIT will gain dedicated use of WiFi related communication facilities (fiber optic, copper, and wireless transmission lines) at no cost to support its operational needs, passenger communications, point of sale terminals, and dynamic information signs; and

WHEREAS, NJ TRANSIT issued a Request for Proposal (RFP) to solicit proposals from vendors to provide wireless internet to customers. Throughout 2011, NJ TRANSIT reviewed proposals, design documents, and commercial solutions; and

WHEREAS, it was determined that Cablevision offered the best value and most advantageous proposal to NJ TRANSIT to provide WiFi services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT No. Contract 11-001 with Cablevision for the implementation and maintenance of a system-wide wireless internet (WiFi) service. Cablevision’s proposal was selected through a competitive Request for Proposals (“RFP”) process. The contract is a no-cost contract to NJ TRANSIT and is intended to provide revenue and cost saving opportunities over the life of the agreement.

ITEM 1306-28: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS AND RATINGS

BENEFITS

NJ TRANSIT is responsible for maintaining a total of 659 undergrade bridges, of which 570 bridges are in active service carrying trains over roadways, waterways, and other features. These in-depth bridge inspections, evaluations and ratings are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair and ultimately ensure safe and reliable service for customers. Also these in-depth inspections and ratings satisfy one element of NJ TRANSIT's Bridge Management Program which is mandated by the Federal Railroad Administration.

NJ TRANSIT uses information from these inspections to plan and prioritize future capital investments. The findings from these in-depth inspections and ratings will be used to identify the next level of bridges that will be placed on the capital program.

ACTION (Scorecard: Corporate Accountability, Safety and Security)

Staff seeks authorization to enter into three separate contracts with IH Engineers, P.C., of Princeton, New Jersey (12-053D); WSP-Sells of Briarcliff Manor, New York (12-053E); and KS Engineers, P.C. of Newark, New Jersey (12-053F) to perform in-depth structural inspections, evaluations, and load ratings of 116 undergrade bridges and interim underwater diving inspections of eight undergrade bridges, at costs not to exceed \$666,186, \$626,433 and \$666,597 respectively, for a total cost of \$1,959,216, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

NJ TRANSIT is responsible for maintaining safe and reliable bridges throughout its rail system. NJ TRANSIT's Bridge Management Program requires that every undergrade bridge that NJ TRANSIT operates over will have an in-depth bridge inspection and rating performed on a five-year cycle. This Board Item is for authorization for the next cycle of inspections and ratings to meet these requirements.

Further, these in-depth inspections and ratings addresses the regulations mandated by the Federal Railroad Administration (FRA) in 49 CFR Part 237, which calls for the owner of the track on a railroad bridge to implement a bridge management program, which must include inspections and the determination of the safe load capacity (ratings) of all of their railroad bridges.

This bridge inspection program is an integral part of NJ TRANSIT's asset management strategy and important to the long-term planning and prioritization of future capital investments.

These contracts will provide in-depth structural and underwater inspections, evaluations, and ratings for 116 undergrade railroad bridges as well as interim underwater diving inspections of eight undergrade railroad bridges included in NJ TRANSIT's Bridge Scour Monitoring Program.

BACKGROUND

History

In 1971, the National Bridge Inspection Standards (NBIS) came into being and set policy regarding inspection frequency, inspector qualifications, report format, and inspection and rating procedures. The in-depth inspection frequency was set at a two-year cycle for highway bridges.

Although NJ TRANSIT does not come under the jurisdiction of the Federal Highway Administration (FHWA), it implemented some of the guidelines and procedures when it started its bridge inspection program in the mid-eighties. It was felt that the two-year in-depth inspection and rating cycle was too burdensome and that a five-year cycle of in-depth inspection and rating would be satisfactory since it would also continue the practice of the predecessor railroads of having annual visual bridge inspections with its in-house bridge inspectors/engineers which would identify any issues between cycles. Also having a five-year cycle meant that roughly 20 percent of the bridges would be inspected every year.

On July 15, 2010, the FRA adopted 49 CFR Part 237 – Bridge Safety Standards, this regulation required that all railroads formally implement bridge management programs. The two main elements of the bridge management program is load carrying capacity determination (ratings) of all in-service bridges and annual bridge inspections.

NJ TRANSIT's utilizes outside consultant engineers for its in-depth bridge inspections which generates the safe load carrying capacity (ratings) and its in-house bridge inspectors/engineers for the annual bridge inspections to satisfy the FRA requirements. The FRA has the right to audit and evaluate these bridge management programs. NJ TRANSIT's Bridge Management Program was audited by the FRA in July 2011. This audit resulted in no FRA violations; as policy the FRA does not issue a formal approval of these bridge management programs.

Justification

Failure to comply with the FRA regulation can result in significant civil penalties.

Procurement

The intent of the Request for Proposal (RFP) was to select six consultants to perform in-depth inspection, evaluation and rating services over a two-year period. This authorization will allow the last three contracts to be awarded in July 2013.

RESOLUTION

WHEREAS, NJ TRANSIT is responsible for maintaining 659 rail-carrying (undergrade) bridges; and

WHEREAS, periodic evaluation of all undergrade bridges is necessary to ensure service reliability and safe train operations; and

WHEREAS, the in-depth bridge inspections are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair; and

WHEREAS, these in-depth bridge inspections and ratings are main elements of NJ TRANSIT's Bridge Management Program as mandated by Federal Railroad Administration Regulation 49 CFR Part 237 – Bridge Safety Standards; and

WHEREAS, upon completion of a competitive procurement process, it was determined that IH Engineers, P.C., WSP-Sells and KS Engineers, P.C. submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to award separate contracts to IH Engineers, P.C., of Princeton, New Jersey (12-053D); WSP-Sells of Briarcliff Manor, New York (12-053E); and KS Engineers, P.C. of Newark, New Jersey (12-053F) to perform in-depth structural inspections, evaluations, and load ratings of 116 undergrade bridges and interim underwater diving inspections of eight undergrade bridges, at costs not to exceed \$666,186, \$626,433 and \$666,597 respectively, for a total cost of \$1,959,216, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

ITEM 1306-29:

ANNUAL NOTICE OF MEETINGS

BENEFITS

The By-Laws for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. state that the regular meetings of the Board of Directors be held on the second Wednesday of each month. A list of the meetings' schedule is approved at the June meeting each year. The Annual Notice of Meetings is then transmitted to newspapers, filed with the Secretary of State, posted at NJ TRANSIT headquarters and mailed to any person upon request.

Unless otherwise noted in the annual notice (Exhibit A), or as otherwise modified by the Board during the year in accordance with the Open Public Meetings Law, meetings will be held on the second Wednesday of the month at NJ TRANSIT headquarters in Newark, New Jersey, with the exception of at least two of the meetings during Fiscal Year 2014 that may be held at different locations within the State.

ACTION (Scorecard: Corporate Accountability)

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2014.

PURPOSE

The Open Public Meetings Law, P.L. 1975, c.231 requires that the public be given adequate notice of meetings of public bodies. Section 13 specifically provides that at least once each year, within seven days following the annual organization or reorganization meeting, a public body must provide adequate notice of the schedule of regular meetings to be held during the succeeding year. The schedule must contain the location, to the extent known, the time and the date of each meeting.

FISCAL IMPACTS

Requested Authorization: Adopt Annual Notice of Meetings

Total Project Cost: None

Projected Date of Completion: June 30, 2014

Anticipated Source of Funds: None

DBE/SBE Goal: None

NJ Build Amount: None

Related/Future Authorizations: None

**Impacts on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, pursuant to the Open Public Meetings Law, P.L. 1975, c.231, an annual notice of regular meetings of the Board of Directors must be disseminated; and

WHEREAS, the Annual Notice of Meetings must be prominently posted in one public place reserved for announcements of this type, transmitted to newspapers, filed with the Secretary of State, and mailed to any person who requests it; and

WHEREAS, the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc. have regular meetings of the Board of Directors;

WHEREAS, the June meeting serves as the annual meeting;

NOW, THEREFORE, BE IT RESOLVED that the Annual Notice of Meetings, Exhibit A, for all of the Board of Directors' meetings during Fiscal Year 2014 is adopted; and

BE IT FURTHER RESOLVED that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Law, P.L. 1975, c.231.

EXHIBIT A

ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2014

**NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.**

In accordance with the "Open Public Meetings Law," P.L. 1975, c.231, the above organizations will hold regular meetings, open to the public, at 9:00 a.m. on the second Wednesday of the month for the period July 1, 2013 through June 30, 2014, except as noted below.

The June meeting will serve as the annual meeting.

Unless otherwise indicated, meetings will be held at NJ TRANSIT's Corporate Headquarters in Newark, New Jersey. The meetings will convene at 9:00 a.m. in the Board Room at NJ TRANSIT's Headquarters, One Penn Plaza East, Ninth Floor, Newark, New Jersey.

The specific dates are as follows:

July 11, 2013, Thursday @ 9:00 a.m.
August 14, 2013
September 11, 2013
October 9, 2013
November 13, 2013
December 11, 2013
January 8, 2014
February 12, 2014
March 12, 2014
April 10, 2014, Thursday @ 9:00 a.m.
May 14, 2014
June 11, 2014

ITEM 1306-30: ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION

BENEFITS

NJ TRANSIT and its subsidiaries are governed by its statute, regulations and By-Laws. The New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 provides that the Commissioner of Transportation serve ex officio as Chairman of the New Jersey Transit Corporation Board of Directors, and the Vice Chairman shall be selected annually, as stated in Article III, Section 2 of the NJ TRANSIT By-Laws.

Article II, Section 11 of the NJ TRANSIT By-Laws establish and structure the membership of the Board Committees so that they shall be composed of a Chairman of the Committee, who shall be appointed by the Chairman of the Board, and up to two additional members who shall be selected by and serve at the pleasure of the Chairman of the Board. Each committee consists of no more than three Board members with, in some cases, an alternate, and meets on a monthly or as-needed basis. The committees' membership is outlined in Exhibit A.

ACTION (Scorecard: Corporate Accountability)

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2014 and appoint the members of all Board Committees as set forth in Exhibit A.

PURPOSE

The effect of this item is to fulfill the statutory and By-Law requirements of the annual designation of the Vice Chairman of the Board. Appointments are also being made to all Board Committees.

FISCAL IMPACTS

Requested Authorization:	Designation of officer, committee membership authorization
Total Project Cost:	None
Projected Date of Completion:	June 30, 2014
Anticipated Source of Funds:	None
DBE/SBE Goal:	None
<i>NJ Build</i> Amount:	None

Related/Future Authorizations: None

**Impacts on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c.150 requires the annual designation by the NJ TRANSIT Board of Directors of a Vice Chairman of the Board; and

WHEREAS, Article III, Section 2 of the NJ TRANSIT By-Laws also provides that the Board Vice Chairman be designated annually, and that the Commissioner of Transportation serve as Chairman; and

WHEREAS, the Chairman of the Board is charged with the selection of Board Committee members and recommendations to the committee membership are proposed in Exhibit A;

NOW, THEREFORE, BE IT RESOLVED that Bruce M. Meisel is designated as Vice Chairman of the New Jersey Transit Corporation Board of Directors to serve a term through June 30, 2014; and

BE IT FURTHER RESOLVED that the membership of the Board Committees is adopted as set forth in Exhibit A.

EXHIBIT A

FISCAL YEAR 2014 BOARD COMMITTEES

Administration Committee

Myron P. Shevell, Chair
James C. Finkle Jr.
Treasurer's Representative

Capital Planning, Policy and Privatization Committee

Bruce M. Meisel, Chair
Flora M. Castillo
Governor's Representative

Audit Committee

James C. Finkle Jr., Chair
Bruce M. Meisel
Treasurer's Representative

Customer Service Committee
(Includes Scorecard and Safety & Security)

Flora M. Castillo, Chair
James C. Finkle Jr.
Myron P. Shevell
Raymond W. Greaves*

*Non-voting Board Member

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss contract negotiations and attorney-client, litigation and personnel matters; and

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