

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

February 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, February 13, 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, February 13, 2013.

Present:

James S. Simpson, Chairman
Bruce M. Meisel, Vice Chairman
Regina M. Egea, Governor's Representative
Steven Petrecca, Treasurer's Representative
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Myron P. Shevell, 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
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Carlos Ramirez, Assistant Executive Director, Corporate Affairs
Warren Hersh, Auditor General
Kenneth Worton, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:12 a.m. in accordance with the Open Public Meetings Act. Chairman Simpson asked for a motion to adopt the minutes of the December 13, 2012 meetings. A motion was made by Board Member Flora M. Castillo seconded by Vice Chairman Bruce M. Meisel and unanimously adopted.

Public Comments on Agenda Items and Other Matters

There were 16 public comments. Acting Board Secretary Zuczek announced the public comments would be limited to five minutes in order to give everyone an opportunity to be heard.

Steve Thorpe referenced an article in the *Chicago Tribune* regarding Metra testing Wi-Fi on trains. Mr. Thorpe suggested that NJ TRANSIT also look into this in the future since this would enhance the customer experience. He also suggested providing outlets at the seats to charge equipment. Mr. Thorpe said the westbound platform at Metropark does not have an enclosed waiting area.

Orrin Getz said he is a commuter on the Pascack Valley Line and is pleased to see that all trains are back in service on that line. Mr. Getz said NJ TRANSIT never explained

why there is a shortage of equipment. Mr. Getz said he inquired about the status of equipment in the active rail fleet at the December Board meeting and was provided with a response that for security purposes, NJ TRANSIT does not publicly discuss the locations, inventory and full counts of its equipment. Mr. Getz said MetroNorth provides information regarding equipment and asked if MetroNorth provides information regarding equipment, why can't NJ TRANSIT provide the same information.

Mr. Getz said there were "getaway trains" on Friday, but there were only three cars provided leaving Hoboken. NJ TRANSIT should review storm policies.

Mr. Getz said several years ago MetroNorth had problems on the M2/M4 cars on the New Haven Line. MetroNorth kept their customers informed on when service would be restored and when equipment would be fixed and they kept their promises. NJ TRANSIT should provide this same level of detail on service information to its customers.

Chairman Simpson said Mr. Getz should be provided information on equipment and Chairman Simpson requested to see the NJ TRANSIT response that cited this information is not available due to security reasons.

Murray Bodin displayed a presentation of a traffic light and asked why those signals are not at railroad grade crossings. He said flashing red lights are used instead of three-section traffic lights. Mr. Bodin asked why railroads do not use standard lights. Mr. Bodin said the phrase "we have always done it that way and it seems to work" is not valid anymore. Mr. Bodin asked why doesn't NJ TRANSIT request standard traffic lights at the 312 grade crossings?

Chairman Simpson said Mr. Bodin will get a response to his question and noted that the Department of Transportation is responsible for grade crossings.

Stephen Lofthouse is a member of the New Jersey Association of Railroad Passengers and is a commuter on the North Jersey Coast Line. He said it is time to make the North Jersey Coast Line more attractive and user-friendly particularly on weekends. Mr. Lofthouse suggested using the ALP dual locomotive on the North Jersey Coast Line. He said express trains would make the service more attractive. Mr. Lofthouse noted that the Hudson Line on MetroNorth is similar to the North Jersey Coast Line and MetroNorth's service is outstanding with hourly express trains. He said the demographics are very similar between the Hudson Line and the North Jersey Coast Line.

Janna Chernetz, Tri-State Transportation Campaign said she is pleased NJ TRANSIT is moving forward with the environmental assessment for the South Jersey Bus Rapid Transit Project. Ms. Chernetz supports the South Jersey Bus Rapid Transit board item and said it will reduce area congestion, provide better service to Philadelphia and will complement the PATCO service. There is increasing demand for service in Camden County and NJ TRANSIT should look for cost effective ways to increase service in this area.

Albert L. Papp, Jr. said at the December 2012 Board Meeting, Executive Director Weinstein said “we hear you”, but the New Jersey Association of Railroad Passengers questions that. Mr. Papp cited the lack of communication with commuters and the non-distribution of temporary schedules at train stations. He said there were posters covering timetables and notices stating that “live” operators were available on weekdays. He said in New York, signs and posters are everywhere for service interruptions and NJ TRANSIT should post temporary schedules at every station with every agent.

Tony DeSantis, Treasurer, Delaware Valley Association of Railroad Passengers, said he does not support the South Jersey Bus Rapid Transit project. He said this project is not a substitute for the Camden/Glassboro line which is the highest priority for South Jersey. Mr. DeSantis said the proposed line uses existing highways which are far from town centers and employment areas. He said the Bus Rapid Transit only provides minimal benefits and will not improve mobility. Mr. DeSantis will not support the Bus Rapid Transit unless a commitment is made to build the Camden/Glassboro line.

David Peter Alan, Lackawanna Coalition, congratulated NJ TRANSIT Rail Operations Inc. on its 30th anniversary. He also congratulated Grand Central Terminal on its 100th anniversary and looks forward to a time when NJ TRANSIT will run service there. He will continue to advocate for such a connection so New Jersey rail riders will have direct access to both the East and West sides of New York City.

Mr. Alan said his efforts to get answers from NJ TRANSIT management that his constituents need to know has been an exercise in frustration. Since December 2nd, he attempted to get information that would help him assess NJ TRANSIT’s performance in light of Hurricane Sandy. Mr. Alan said when he received a response, it was useless and insulting. He said except for an admission that management has no reports about causes or result of the flooding, which Mr. Alan does not believe, a light rail plan and an earthquake plan and a blank page is all that management wants him to know about the preparedness. He said NJ TRANSIT cited security reasons for not releasing the information. Mr. Alan submitted a copy of the OPRA paper as an exhibit. Mr. Alan said the Lackawanna Coalition represents not only the riders, but also the counties and municipalities along the line. If management does not understand their authority and responsibility, he requests they be admonished about it. Mr. Alan also requested to be informed about why only the Morris & Essex and Montclair-Boonton lines had service suspended last weekend.

Mr. Alan wants to know when Hoboken service will return to pre-storm levels. The Gladstone Line on weekdays has the worst service outside peak commuting hours since 1984. Two hour gaps are common, while other gaps run three and four hours. Mr. Alan said this is unacceptable. He said there are major gaps in service on the Morris & Essex and Montclair-Boonton Lines. The North Jersey Coast Line and Main-Bergen Lines are not back to the October level of service either. He said Hoboken Station remains essentially useless and wants to know when the pre-Hurricane Sandy level of Hoboken service will return.

Mr. Alan reported in the current edition of *Railgram*, that one way to save money is to cancel as much of the order as possible for the 100 multilevel cars that NJ TRANSIT

does not need because they can't afford it and no plan to use the cars. Mr. Alan said NJ TRANSIT should refurbish the 230 Arrow III cars and modify them to work with all electrical systems now in use and use them as much as possible. He said that will enable NJ TRANSIT to keep better schedules, improve operating efficiency and save money in the long run.

Mr. Alan said he is concerned that there is still not enough information available to the Board to make an intelligent decision or for the Lackawanna Coalition to assist in the process. From what he has been told, he cannot be sure that the Board knows if any of the proposed spending items are cost-effective. Mr. Alan said it is only because he is a member of the Senior Citizens and Disabled Resident Transportation Assistance Committee that he knows about the paratransit vehicles and knows they are sorely needed. Mr. Alan said on the other items, it seems to him that the South Jersey Bus Rapid Transit is not needed because buses can run on the regular highway and any extension of Secaucus platforms should be paid by the NFL or the developer, not the riders and taxpayers of New Jersey. Mr. Alan also said there are plenty of lawyers who can do the Somerville project for a much lower cost. Mr. Alan said the last fare increase for rail riders outside of peak commuting hours was 47 percent and he expects another within the year. While NJ TRANSIT demands sacrifices from employees and riders, it would suit the public interest to also demand sacrifice from the Corporation.

Donald Winship, Lackawanna Coalition, thanked the Board for restoring the Mount Tabor train 872, the 7:25 a.m. eastbound from Mount Tabor. Mr. Winship said he wanted to be clear on why this change matters. Before its restoration, there was no eastbound train stopping at Mount Tabor between 6:50 a.m. and 8:19 a.m., during the peak of the morning rush. Its presence is vital to the viability of his home station and he is grateful that it is back.

Mr. Winship addressed schedule gaps. He believes he can speak for many people when he says he looks forward to the restoration of normal service on the Morris and Essex lines, the old October 14 schedule still leaves a lot to be desired. He considers this discussion germane because he understands that a solution to the technical issues that have prevented its restoration is expected sometime next month. Any changes to that schedule need to be planned out soon.

Mr. Winship said his station is an extreme example of this problem. Back in May of 2008, 40 percent of the service, not due to targeted cuts, but because the trains NJ TRANSIT chose to eliminate to save money were by and large the only ones that made Mount Tabor: Hoboken-Dover trains that filled out the schedule. He said they received a few compensation stops after the public meeting that August but by and large the service has deteriorated further. There are no eastbound departures between 11:01 a.m. and 12:39 p.m. and between 12:39 p.m. and 4:10 p.m. After the 5:36 p.m., the next two eastbound trains are at 8:03 p.m. and 10:39 p.m. and between 8:53 p.m. and 11:31 p.m. He said these are gaps large enough to drive an SUV through and that is exactly what many of his neighbors now do.

Mr. Winship said while he is not necessarily advocating against restoring some of those Hoboken-Dover trains from the pre-2008 schedule, there are trains that express through Mount Tabor during every one of the gaps he cited. Stopping some of them could

make a big difference. Mr. Winship said there are similar gaps at the other Morris & Essex stations (such as Orange, Highland Avenue, Millburn and Short Hills), again often during times when other trains are rushing past without stopping. A few minor adjustments to stopping patterns could make service for this whole line more vibrant.

Tim Sevenser said more service is definitely needed from Mount Tabor. Mr. Sevenser noted that New York's service has been restored but New Jersey's service has not been fully restored. Mr. Sevenser said he has been a commuter since 1996 and there are 276,000 trips to New Jersey as opposed to 77,000 to Penn Station New York. Most trips are to New Jersey. Mr. Sevenser said more train service is needed in Hoboken. He said since 2008, 28 trains were cut from the schedule and asked that they be restored. Mr. Sevenser noticed there are train alerts with problems on the MidTown Direct; Hoboken would provide an option. Mr. Sevenser noted there is a full size bus taking people to Merck. He said they are not going to New York, they are going to Summit. New Jersey service should be increased.

Walter Elliott said he has been a commuter for a long time. He took the train from New York at 9:30 pm during the snow storm. All the bus routes were out of service and he thought he would have to walk home. When he entered Newark Penn Station, he noticed that the light rail was operating. Mr. Elliot congratulated and thanked the Board for keeping the light rail in operation. In the future, he suggested that signage be posted to let the public know the light rail is operational.

Walter Jacobs, Essex County Senior Services commented on buses driving by senior citizens and not stopping. Mr. Jacobs suggested sensitivity training for bus drivers. Mr. Jacobs said some senior citizens have physical challenges and need to have a seat on the bus. Sometimes the seats are occupied with younger passengers who do not realize they have to move because the seats are dedicated for people with disabilities. Mr. Jacobs suggested the bus drivers enforce this rule. Mr. Jacobs said bus drivers charge extra for a trip and it is confusing for passengers because they do not understand why they are being charged an additional fare. Mr. Jacobs requested to speak to someone after the Board Meeting and Chairman Simpson said Vice President & General Manager of Bus Operations Joyce Gallagher would speak to Mr. Jacobs.

Joseph Clift, Advocate for Regional Rail Service and Past Director of Planning for the Long Island Railroad applauded the thousands of NJ TRANSIT employees who have worked long and hard to recover from Hurricane Sandy and also applauded the media coverage of post-Hurricane Sandy recovery efforts.

Mr. Clift said he has two requests, along with a list of questions that when answered, will better illuminate Hurricane Sandy's impact on NJ TRANSIT infrastructure. Mr. Clift said it would be helpful if all information was provided in time for the next Board Meeting.

Mr. Clift said his first request is that staff provide two additional measures of NJ TRANSIT rail on-time performance, in addition to the standard on-time performance statistic, to give a clearer picture to the Board and the public of the true impact of Hurricane Sandy on riders. The 91 percent reported on-time performance for November, while statistically correct, does not reflect the true impact of Sandy on riders,

as it does not take into account trains not in modified schedules or the extra time to travel, due to expanded schedule times. He said this information should be provided for each month of Hurricane Sandy impact, beginning with October, and listed in a footnote to all months until service is back to pre-Hurricane Sandy levels.

Mr. Clift said it would follow on a similar effort undertaken by the Long Island Railroad, at the urging of the Long Island Railroad Commuter Council, where they reported November 2012 on-time performance of 92 percent was compared to 71 percent on-time performance, when measured against pre-Hurricane Sandy service, a more accurate measure of Hurricane Sandy's impact on the riding public. Mr. Clift provided excerpts of the MTA Long Island Railroad Committee meeting minutes.

Mr. Clift's second request is that staff present the proposed Northeast Corridor Mid-Line Loop project at the next Board Meeting for Board approval. He said such a presentation would include how this very large project, from a cost perspective, fits into overall NJ TRANSIT strategy and capital budgets for the future, projected cost range and funding and alternatives and cost/benefit analyses.

He said such an effort immeasurably improves on the current historic process, used today with all four agenda items, which predates the current management team, where projects only come to the Board at the individual contract approval stage, the last step in the process, giving the Board limited information upon which to base approval. Mr. Clift said this presentation would serve as a model for the process of Board participation in spending federal post-Hurricane Sandy federal dollars.

Mr. Clift provided an excerpt from a *Star Ledger* article regarding the Northeast Corridor Mid-Line Loop project as well as the requested authorization for the four board items on today's agenda.

Mr. Clift requested the following information to illuminate the Hurricane Sandy impact on NJ TRANSIT infrastructure and he requested the information prior to the next Board Meeting and asked if it could be distributed with the board meeting agenda:

1. Rolling Stock flood damage, listing for total fleet and for each type and model of equipment (including inactive/stored units, such as Comet III cars), number damaged by location, estimated cost to repair, number repaired to date and cost and projected date of repairs complete;
2. Details of \$1.2 billion request for Hurricane Sandy federal dollars for recovery (\$400 million) and mitigation (\$800 million);
3. Projected dates of full pre-Hurricane Sandy rail service for each line and train number series, e.g., Bayhead-Hoboken series 2300. Current systemwide service is 95 percent of pre-Hurricane Sandy service.

Vice Chairman Meisel asked Joseph Clift for his opinion on the Northeast Corridor Mid-Line Loop project. Mr. Clift said he would want to know if this is part of NJ TRANSIT's core mission. He does not have enough information to make an informed decision and asked for a presentation at the next Board Meeting. At this point, he does not know if

the loop makes sense. Mr. Clift said it is about prioritizing resources; should this project be done now or should smaller projects be taken into consideration.

Jack May said he read the Executive Director's report and is gratified with the one year pilot program to provide free parking at the Hudson-Bergen Light Rail stations beginning on February 16, 2013. Mr. May said passengers need to be notified.

Steve Lanset, Transportation Issues Coordinator, NJ Sierra Club said everyone has an interest in increasing transit ridership because it takes cars off the road, provides mobility to people who cannot drive and affords many economic and environmental benefits to the State. He said at the NJ Sierra Club, they have begun to explore the ways in which NJ TRANSIT and other transportation providers can improve their public information. They recognize the diligent efforts of NJ TRANSIT management and staff to maintain and improve service under difficult circumstances and they hope more resources will be made available to them.

Mr. Lanset said unfortunately there are too many bus stops without posted transit schedules and maps for the relevant local buses. He has often been stranded where there is no posted schedule information nor do most of the other travelers appear to know what to expect.

Mr. Lanset said more paper transit schedules should be stocked and displayed in public places such as shopping malls, sports arenas, office buildings, libraries, schools, post offices, town halls and on buses. Too many bus drivers fail to carry extra schedules for distribution.

Mr. Lanset said NJ TRANSIT's website has a nice Trip Planner and helpful maps, but the maps are static and limited in scope. There is no electronic map of bus routes nor do they show the interconnections between rail and bus lines, both public and private, nor do they bring up relevant schedules and connection information when users click on transit stops. Both SEPTA and the New York MTA provide more clickable maps on their website.

Mr. Lanset said he often goes to Google Maps on his smartphone for transit information. He once sent an email to Google to report an error and they responded quickly and courteously. He said there are ways Google can improve the transit information layer on their maps, such as enabling users to overlay bus routes on the streets. Mr. Lanset said hopefully NJ TRANSIT will expand collaboration with Google and other web map providers and ask for useful enhancements. He said let's work together to improve the marketing of NJ TRANSIT and other public transportation services.

Philip Craig, Director of the New Jersey Association of Railroad Passengers emphasized that he is making this statement as an individual. It does, however, reflect a briefing on the subject that Mr. Craig gave to his organization's Board of Directors. Mr. Craig said his Board took this under consideration, deciding not to adopt a formal position on this matter until such time that it becomes a matter for approval or public discussion before NJ TRANSIT's Board.

Mr. Craig said that as part of his statement to the Board, Mr. David Peter Alan, representing the Lackawanna Coalition, recommended amongst other things that NJ TRANSIT undertake a major rehabilitation of its Jersey Arrow III electric multiple-unit (EMU) cars that would result in these vehicles remaining in service for many years to come. Mr. Alan also recommended that the NJ TRANSIT Board cancel the order for 100 additional multilevel coaches under a contract that was awarded to Bombardier in 2010.

Mr. Craig said that as the NJ TRANSIT Board and senior staff will recall, Mr. Alan and the Lackawanna Coalition, have made statements before this Board on at least two past occasions opposing the modification of an existing consulting services agreement to prepare specifications for a future order of Multilevel Power Cars (MPCs) for use in conjunction with Multilevel Car Cars and Multilevel Coaches, as recommended by Executive Director Weinstein.

The New Jersey Association of Railroad Passengers has been requested by the Lackawanna Coalition to join in its effort to urge NJ TRANSIT to drop the Multilevel Power Car concept. The New Jersey Association of Railroad Passengers' Board has refused to do so. In contrast, the New Jersey Association of Railroad Passengers has made statements in support of approval of the Agenda Item recommended by NJ TRANSIT staff.

Mr. Craig said he is not a lawyer, however, he is a retired railroad and transit system executive and consultant with personal hands-on experience with managing rehabilitation programs involving electric multiple-unit passenger cars. Mr. Craig said were NJ TRANSIT to undertake a major rehabilitation program for its Jersey Arrow III EMUs, to extend their useful life for 15 or so years, it would be embarking on a "fool's errand" in his professional opinion.

These cars, originally 230, were built by the General Electric Company and delivered in 1977-78; the 223 that survive are at least 36 years old and have gone through a mid-life modernization rehabilitation in the 1990s. They are now beyond the normal retirement age for such equipment.

With all due respect, Mr. Craig reminded the Board that it already has authorized, as recommended by Executive Director Weinstein, a limited program to extend the use of 160 the Jersey Arrow III EMUs for another five years, i.e. until approximately 2017, pending the delivery of new rolling stock. Executive Director Weinstein also advised the Board that 70 of the 100 Multilevel coaches on order will permit the retirement of the same number of Jersey Arrow III cars judged not to be needed or worthy of even minimal life extension efforts. In Mr. Craig's judgment, this is a sound approach.

Mr. Craig said when he became aware that a recommendation would be made by the Lackawanna Coalition to the NJ TRANSIT Board that it direct its staff to proceed with a long-term life extension program for its Jersey Arrow III EMUs, Mr. Craig asked a preeminently qualified railroad and rail transit rolling stock engineer, with whom he has a professional relationship dating back to the 1970s, for his preliminary thoughts about the nature of the modifications that would be required to extend their life expectancy by

a minimum of 15 years, i.e. until 2028, at which time the rolling stock involved would be over 50 years old.

Mr. Craig said for NJ TRANSIT's consideration is the technical expert's response:

Jersey Arrow III Probable Life Extension Requirements

To extend the useful life of the Jersey Arrow III electric multiple-unit cars for another 15 years (bearing in mind their mid-1970s design and construction) while re-equipping them for use in Midtown Direct service from the Morris & Essex and Montclair-Boonton Lines and for operation on Amtrak's Northeast Corridor at speeds up to 125 miles per hour (in contrast with their current 80 miles per hour balancing speed capability) the following modifications likely would be required to each car:

- Install automatic tap changer equipment on the transformers of each car, including voltage and frequency sensing electronics and a control package, to provide a function similar to that of the ALP-46 electric locomotives (and dual mode ALP-45DP locomotives) enabling transition between 12 kV 25 HZ AC and 25 kV 60 Hz AC traction power supply while en route.
- Re-gear all existing powered axles (six on a two-car unit, four on a single car) for 125 mph balancing speed.
- Install two additional propulsion packages (traction motors, gear boxes, etc.) on the currently unpowered trucks of the two-car married pair units, plus a traction power inverter, in order to provide increased tractive effort required to achieve higher speed without significant loss of acceleration.
- Increase the capacity (size) of the existing brake resistors to handle the additional energy to be dissipated as heat. The additional powered trucks of the two-car units also will require their own brake resistors.
- Add additional disk brakes and brake control equipment to each wheel to protect against wheel cracking (with potential catastrophic consequences) when braking from maximum speed is required without the benefit of dynamic braking, such as when there is an interruption of traction power supply; the latter can occur due to various causes, including interruption of primary supply and damaged catenary.
- Install additional cabling and wiring as required for the additional equipment listed above plus mounting brackets for inverters and transformers.
- Replace existing wiring, if found to be degraded, with new wiring with long-life insulation.
- Install Americans with Disabilities Act (ADA) Compliant Toilets, ideally near the center doors to provide easy access to them for mobility-limited passengers who board and alight from high-level station platforms.

- Refurbish interiors of all cars, including flooring and seats and installing new sidewall and ceiling linings and energy-efficient lighting.
- Ensure that air conditioning units have sufficient fresh air intake at the higher speeds to be encountered by trains operating on the Northeast Corridor, including those of the North Jersey Coast Line, Morris & Essex Line, and Montclair-Boonton Line.
- Replace window glass (windshields) in cabs, including end doors, to provide protection for locomotive engineers and other employees or persons who may be present in cabs in the event of an encounter with solid objects, if required to comply with contemporary safety regulations of the Federal Railroad Administration (FRA).
- Ensure the functionality of windshield wipers at higher operating speeds or replace them with new units.
- Install higher capacity heaters and improved draft protection in cabs to provide a comfortable work environment for locomotive engineers during freezing weather, thereby rectifying a long-standing issue regarding these cars.

In addition to the above, there is a distinct possibility, given the extent of rebuilding that such a program would entail, that the Federal Railroad Administration would require that the Jersey Arrow III cars be brought into compliance with current safety-related regulations applicable to multiple-unit electric locomotives and passenger cars. An example of this would be the Federal Railroad Administration requiring that all windows in the passenger compartment be enlarged (in a regulation-compliant size similar to those of the Comet V and Multilevel coaches) to facilitate entry into the carbody by first responders in the event of a serious accident and/or a fire within.

The rolling stock engineering expert summed up his response with this comment: "Tis a major project, appearing simple only to those technologically ignorant."

(End of response from technical expert)

Mr. Craig said he had managerial responsibilities for three rolling stock life-extension programs involving electric multiple-unit cars started by others with good intentions but no understanding in reality of what the agency involved was getting into. His experience is that when you take a railroad passenger car apart, often after years of less than ideal maintenance, you are doing the equivalent of picking up a rock with only the foggiest guess about what you will find under it. Nevertheless, in order to get such a project authorized, a budget had been prepared on what was hoped will be encountered and required; seldom does that prove to be the case. Not infrequently, the end result has been cost overruns and significant delays in delivery.

Mr. Craig said while he cannot give an assurance, nor can anyone else, that there will not be problems with a procurement of new rolling stock, the odds are much greater that they will happen with a rehabilitation and modification program put forward based on a preconception, let's call it a hunch, that "it's got to be cheaper this way."

A very serious question would arise about the prudence of investing significant sums, no doubt running well above seven figures per car and into billions of dollars for a 160 or more car program, into a life-extension effort that would yield cars with a life expectancy less than half of new rolling stock. Mr. Craig trusts that the NJ TRANSIT Board will keep this in mind as it considers recommendations from its staff and consultants concerning a comprehensive long-term rolling stock utilization strategy.

Mr. Craig said with respect to cancelling the order for 100 additional multilevel coaches, 41 of them are currently on NJ TRANSIT's property, 39 of which were delivered since Hurricane Sandy in special train movements organized with the cooperation of Amtrak. The carbody shells for the remaining 59 cars have been fabricated, with the supply stream of components needed for their completion in place. With 84 multilevel coaches having been damaged by flood waters and completion of their repair being months away, the sooner that the remainder of the 100-car order is delivered, the better it will be for NJ TRANSIT's passengers. Reality is that "The train has left the station" where cancelling this contract is concerned.

Mr. Craig thanked the Board for their consideration of the matters discussed in this statement.

Chairman Simpson thanked all the speakers for their thoughtful comments. Chairman Simpson requested that the train MDBF (mean distance between failures) report be provided to the Board and to the public on a monthly basis. He requested that the MDBF report and the entire rail fleet (by type and units) be placed on the website so the public has access to this information. The public will know the equipment fleet, the damaged fleet and the percentage of the fleet that is available.

Chairman Simpson asked how NJ TRANSIT calculates on-time performance. Executive Director Weinstein said schedules are changed twice a year to comply with changes in Amtrak's schedules. He said on-time performance is measured on a daily basis, however, on-time performance is not measured on trains that do not run. For example, as a result of Hurricane Sandy, service stopped and on-time performance for those trains are not measured. Executive Director Weinstein said the reality is 95 percent of service is running and five percent of the service is not running.

Chairman Simpson asked how the on-time performance is measured if ten trains are running but then two trains are cancelled. Vice President & General Manager of Rail Operations Kevin O'Connor said if a train is annulled or cancelled, that train is considered a late train. He has a breakdown of trains that are cancelled, annulled or late.

Chairman Simpson asked if NJ TRANSIT ran 100 trains per day pre-Hurricane Sandy, what percentage of the total service is down. Mr. O'Connor said NJ TRANSIT is operating 94 percent of the number of trains that were operated pre-Hurricane Sandy. Executive Director Weinstein said 60 trains out of 700 trains are not running due to Hurricane Sandy.

Chairman Simpson reiterated to provide the Board, on a monthly basis, the rail fleet (by type and units) and the percentage of rail equipment available and the MDBF.

Executive Director Weinstein said regarding Hoboken, the substation will be repaired in three to four weeks and electric service will resume at that time.

Chairman Simpson asked about temporary schedules at the train stations. Executive Director Weinstein said some temporary schedules were posted but were pulled down. In the early days of post-Hurricane Sandy, the schedules were changing very frequently. He said at all times, the current schedule information is available on the website and through DepartureVision and mobile devices.

Board Member Comments

None

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report to the Board. Ms. Mack said the last Advisory Committee meeting was in December and the next meeting date is in March. Ms. Mack said the major impact of Hurricane Sandy will continue to be a long standing issue and she hopes New Jersey will receive the money from Washington to help with the recovery efforts. Ms. Mack said the Advisory Committee is ready to assist NJ TRANSIT in any way they can.

Board Administration Committee Report

Board Member James C. Finkle, Jr. presented the Administration Committee report to the Board. The Administration Committee discussed the Somerville transit-oriented development project and the need to retain special counsel to provide the necessary legal expertise in the specialized areas of regulatory, real estate and municipal land use matters. The Attorney General has retained Hill Wallack for this assignment.

Board Capital Planning, Policy & Privatization Committee Report

Vice Chairman Bruce Meisel presented the Capital Planning, Policy & Privatization report to the Board. The Capital Planning, Policy and Privatization Committee discussed the Secaucus Junction main line platform extension. Longer boarding platforms will ensure customers can board and exit the longer trains and increase the capacity of the service to accommodate larger crowds.

In addition, the Committee reviewed the South Jersey Bus Rapid Transit item to retain consultant services to conduct an environmental assessment and complete the National Environmental Policy Act (NEPA) documentation to advance this important project.

Board Customer Service Committee Report

Board Member Flora Castillo presented the Customer Service Committee report to the Board. The Customer Service Committee discussed the Community Mobility and Local Programs item which requests the purchase of 27 mobility vehicles that will benefit senior citizens and persons with disabilities.

The Committee also discussed the South Jersey Bus Rapid Transit project which will improve regional mobility and improve access to major employment centers in Camden, Philadelphia and Atlantic City.

Executive Director's Monthly Report

Executive Director Weinstein presented the monthly report:

Northeast Corridor Joint Benefits

Executive Director Weinstein began with an update the Chairman requested on the Northeast Corridor Joint Benefits Program. NJ TRANSIT's ongoing investment in the Northeast Corridor is continuing in Fiscal Year 2013 at \$23 million. There are currently a number of improvement projects in the works along the Corridor, some being led by Amtrak, others by NJ TRANSIT.

Among the highlights, Amtrak is making catenary and signal upgrades from Trenton to New Brunswick using high-speed rail funding. He said NJ TRANSIT had conversations with Amtrak to determine if they would have the ability to spend up to another \$10 million to begin signal design improvements for similar upgrades between New Brunswick and Elizabeth.

Executive Director Weinstein said NJ TRANSIT projects include the Mid-Line Loop, for which a Request for Proposal (RFP) is currently being advertised for a design that includes a new grade separated configuration that will expedite rail service by eliminating conflicts with the Northeast Corridor and will reduce operating costs by eliminating deadheading from Morrisville; as well as constructing a new station and parking in North Brunswick as part of an innovative Public/Private Partnership with the developer of North Brunswick Town Center.

In addition, NJ TRANSIT is also looking to design an expanded County Yard south of New Brunswick to more effectively stage and store rail equipment for use on the Northeast Corridor, as well as provide a safe harbor for equipment in the face of storms like Hurricane Sandy.

Executive Director Weinstein said in Elizabeth, a new station is being designed for the community that will not only enhance customer convenience and access, but will also feature new retail space for economic development. Elizabeth is the tenth busiest station on the system.

Throughout the system, smaller, yet no less important projects will take place as platform extensions are undertaken in Edison, Metuchen and New Brunswick, along with ongoing platform improvements at Newark Penn Station.

Portal Bridge

Executive Director Weinstein said another Northeast Corridor improvement that NJ TRANSIT is leading is the progression of the design and preliminary engineering for Portal Bridge, a critical initiative designed to replace this century-old structure with a state-of-the-art fixed span railroad bridge. He was pleased to report that NJ TRANSIT anticipates going out to bid by this summer on early action items for this vital project, with a budget of \$20 million. NJ TRANSIT is completing final engineering of the project, and early action construction includes: Relocation of fiberoptic communications in advance of construction; Relocation of power supply mono-poles to allow for construction of the new tracks; Improvement of an access road (land bridge) to allow for heavy construction vehicle access to west shore; Construction of a finger pier at west shore to allow for marine delivery of heavy construction components of the new bridge and approaches; and Construction of a retaining wall to support the new tracks.

Rail Safety

Executive Director Weinstein provided an update on steps NJ TRANSIT has taken in support of the Rail Safety Blueprint that Chairman Simpson announced last year. Under Chairman Simpson's leadership, NJ TRANSIT has worked on a range of initiatives designed for quick implementation to promote safety and reduce accidental deaths along the state's busy railroad tracks.

As Chairman Simpson called for "E-cubed" tactics, NJ TRANSIT has looked at the areas of Engineering, Enforcement and Education. In the area of Engineering, NJ TRANSIT installed bi-lingual "No Trespassing" signs at nine new locations and "right-of-way" fencing at five locations. At three locations, Convent Station, Bradley Beach and Radburn-Fair Lawn, NJ TRANSIT installed horizontal bollards to serve as an additional guide for pedestrians.

Executive Director Weinstein said in late fall, NJ TRANSIT began rotating Variable Message Signs supplied by the New Jersey Department of Transportation at 12 priority locations across the rail system that have grade crossings, reminding pedestrians and motorists to "Be Safe, Obey the Gates."

Executive Director Weinstein said ongoing efforts in the area of Engineering include evaluating data collected by the Federal Railroad Administration's Volpe Center on the new rail safety devices that NJ TRANSIT is piloting at two locations, "Second Train Coming" signs at Plauderville and "gate skirts" at Aberdeen-Matawan.

Additionally on the topic of Engineering, NJ TRANSIT is working with the New Jersey Department of Transportation as they conduct a full evaluation of traffic flow within the vicinity of the Main Street crossing in Little Falls, the site of the January 30 accident between an NJ TRANSIT train and a tractor trailer.

Regarding Enforcement, ongoing efforts include continuing rail enforcement at high-risk trespasser locations, and in the area of Education, NJ TRANSIT continues to increase public outreach through the Rail Safety Education Program, a free program for schools that NJ TRANSIT encourages communities to take advantage of.

Executive Director Weinstein recognized two Safety Educators, Grace Introna and Barbara Lazzaro for their tireless efforts in educating students around the State on safety and thanked them for a job well done.

South Jersey Bus Rapid Transit

Executive Director Weinstein said there is an item for the Board's consideration today that will advance the Southern New Jersey Bus Rapid Transit Project, which aims to offer a greatly improved public transit experience for customers with more reliable and faster bus service along the Camden-Philadelphia corridor.

The board item requests authorization to confirm the selection, through a competitive procurement process, of a consultant team led by AECOM Technical Services to complete an Environmental Assessment that will comply with Federal Transit Administration requirements.

This Environmental Assessment is needed to enable NJ TRANSIT to draw down the \$2.5 million grant it received from the Federal Transit Administration specifically for capital improvements for this project. Last spring, NJ TRANSIT had submitted an application to the Federal Transit Administration for this grant in response to a Notice of Funding Availability, and were informed that this project was chosen. It is anticipated that the environmental assessment will take about a year to complete following the issuance of a Notice to Proceed. The "Locally Preferred Alternative", approved by the Board last year, includes three major park and ride facilities, use of bus shoulder lanes, traffic signal priority for buses, and other Bus Rapid Transit features. Upon completion of the environmental assessment, NJ TRANSIT will initiate final design and construction of the initial phase of improvements, beginning in late 2014.

MV-1 Vehicle

Executive Director Weinstein noted another item on today's agenda, the vehicle purchase contract for mobility vehicles that will be used by local community programs for transportation of senior citizens and persons with disabilities. The Local Programs division made arrangements for a demonstration of the MV-1 vehicle which is on display outside of Penn Plaza today. Executive Director Weinstein encouraged everyone to take a look at this innovative new vehicle.

Hudson-Bergen Light Rail Free Parking

Executive Director Weinstein was pleased to announce that beginning February 16, 2013, NJ TRANSIT will offer free parking at Hudson-Bergen Light Rail stations on Saturdays and Sundays at five park/ride locations: 1) 22nd Street and 34th Street in Bayonne; 2) West Side Avenue and Liberty State Park in Jersey City; and 3) Tonnelle Avenue in North Bergen.

He said NJ TRANSIT is initiating the free Saturday/Sunday parking as a one-year pilot program aimed at encouraging use of the light rail system and increasing weekend ridership. Implementation of this program came about following a recommendation from one of the regular Board Meeting attendees and Executive Director Weinstein acknowledged and thanked Jack May for his suggestion. Executive Director Weinstein said monitor the progress of this new pilot program will be monitored and he will keep the Chairman and the Board apprised of the results.

Customer Surveys and “We Are Listening” Forums

Executive Director Weinstein said last week kicked off the latest round of the Customer Satisfaction surveys as part of Scorecard. Customers may participate in the survey online through February 22, 2013. He said the results of the surveys have been used to target specific improvements needed to boost customer satisfaction.

As part of this effort, NJ TRANSIT again conducted “We Are Listening” forums this month, to give customers the opportunity to interact directly with senior level management and to tell NJ TRANSIT about their experiences.

NJ TRANSIT held a forum at the Port Authority Bus Terminal on February 7, 2013 and on February 12, 2013 at Hoboken Terminal. Next week, customers are invited to attend the forum at New York Penn Station on February 19, 2013.

Bus Leadership Training Program

Executive Director Weinstein recognized the participants of NJ TRANSIT Bus Operations’ fourth annual Leadership Training Program, a program that spotlights the best and brightest, and encourages participants to think outside the box. This competitive 12-month leadership development program is designed to cultivate leadership among its participants, with a focus on strategic thinking, communications, teambuilding and writing skills for personal and professional development. Selection for the program is limited, and interested employees must apply for the program and meet eligibility criteria. It is an intensive program that requires a significant amount of their personal time each month, as well as completion of a special assignment.

Executive Director Weinstein said the current participants are: Edward Panick, Technical Specialist; Edwin Herrera, Assistant Garage Supervisor; George Stilwell, Regional Supervisor; Jose Melendez, Assistant Garage Supervisor; Chad Smith, Regional Supervisor; Lenworth Atkinson, Operational Training Instructor; Richard Horton, Assistant Garage Supervisor; and Anne Marie Castrovinci, Regional Supervisor

Anniversaries and Rail On-Time Performance

Executive Director Weinstein highlighted a number of important milestones NJ TRANSIT is marking this year. Last month, NJ TRANSIT Rail Operations and the NJ TRANSIT Police Department celebrated their 30th Anniversary, while Access Link reached its 20th year of paratransit service. Executive Director Weinstein congratulated all of the dedicated men and women of NJ TRANSIT.

Action Items:

Executive Director Weinstein presented the following Action Items for approval:

1302-01: COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACT FOR MOBILITY VEHICLES

The Federal Transit Administration makes available a variety of funding programs and grants that allow for the purchase of vehicles for local community transit services. As a grant recipient, NJ TRANSIT procures vehicles under these programs on behalf of local subrecipients in order to maximize purchasing power as well as to ensure compliance with Federal procurement regulations. These vehicles will be used to provide transit services to senior citizens and persons with disabilities.

As a result of a competitive procurement process, authorization is requested to award a contract to Alliance Bus Group for the purchase of 27 Mobility Vehicles in an amount not to exceed \$1,233,090, plus five percent for contingencies.

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

1302-02: FRANK R. LAUTENBERG STATION AT SECAUCUS JUNCTION MAIN LINE PLATFORM EXTENSIONS: CONSTRUCTION SERVICES

NJ TRANSIT provides rail service to the Meadowlands Sports Complex for sports and entertainment events at MetLife Stadium. In the next few years, rail service will be provided for major events such as Super Bowl 48 and daily service to the new American Dream retail and entertainment complex.

Longer boarding platforms at Secaucus Junction will ensure customers can board and exit the longer trains expeditiously. This will also increase the capacity of the service to accommodate larger crowds.

Authorization is requested to enter into a contract with the lowest responsive, responsible bidder to construct extensions to the Main Line platforms at Secaucus Junction at a cost not to exceed the budgeted amount, plus five percent contingencies.

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

Vice Chairman Meisel said this is an important item since rail service is provided from Secaucus Junction to the Meadowlands Sports Complex for major events.

Executive Director Weinstein presented the following Consent Calendar for approval:

CONSENT CALENDAR

1302-03: SOUTH JERSEY BUS RAPID TRANSIT: CONSULTANT CONTRACT FOR ENVIRONMENTAL ASSESSMENT AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENTATION

Authorization is requested to enter into NJ TRANSIT Contract No. 12-065 with AECOM Technical Services, Inc. of Newark, New Jersey, for consultant services in support of the South Jersey Bus Rapid Transit Environmental Assessment and NEPA Documentation at a cost not to exceed \$799,519, plus five percent for contingencies, subject to the availability of funds.

1302-04: SPECIAL COUNSEL – SOMERVILLE TRANSIT-ORIENTED DEVELOPMENT

Authorization to compensate Hill Wallack of Princeton, New Jersey as Special Counsel with respect to Somerville transit-oriented development at an amount not to exceed \$750,000, subject to future capital program budgets.

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

Adjournment

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Flora M. Castillo and unanimously adopted. The meeting was adjourned at approximately 10:50 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

FEBRUARY 13, 2013

MINUTES	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	45220
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ BOARD MEMBER COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT DUE JUNE 2013)	-
➤ BOARD COMMITTEE REPORTS	-
*Administration Committee	
*Capital Planning, Policy & Privatization Committee	
*Customer Service Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	45221

ACTION ITEMS

1302-01	COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACT FOR MOBILITY VEHICLES	45251
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Authorization to award NJ TRANSIT Contract No. 13-027 to Alliance Bus Group of Carlstadt, New Jersey, for the purchase of 27 Mobility Vehicles (Model MV-1) in an amount not to exceed \$1,233,090.00, plus five percent for contingencies, for a total contract authorization of \$1,294,744.50, subject to the availability of funds.

1302-02	FRANK R. LAUTENBERG STATION AT SECAUCUS JUNCTION MAIN LINE PLATFORM EXTENSIONS: CONSTRUCTION SERVICES	45261
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Authorization to enter into a contract with the lowest responsive responsible bidder to construct extensions to the Main Line platforms at Secaucus Junction, at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

1302-03 SOUTH JERSEY BUS RAPID TRANSIT: CONSULTANT CONTRACT FOR ENVIRONMENTAL ASSESSMENT AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENTATION 45265

Authorization to enter into NJ TRANSIT Contract No. 12-065 with AECOM Technical Services, Inc. of Newark, New Jersey, for consultant services in support of the South Jersey Bus Rapid Transit Environmental Assessment and the National Environmental Policy Act Documentation at a cost not to exceed \$799,519.00, plus five percent for contingencies, subject to the availability of funds.

1302-04 SPECIAL COUNSEL – SOMERVILLE TRANSIT-ORIENTED DEVELOPMENT 45272

Authorization to compensate Hill Wallack of Princeton, New Jersey as Special Counsel with respect to Somerville transit-oriented development at an amount not to exceed \$750,000.00, subject to future capital program budgets.

➤ **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 December 13, 2012 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 December 18, 2012;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the December 13, 2012 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS
FROM: JAMES W. WEINSTEIN
DATE: FEBRUARY 13, 2013
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – FEBRUARY 2013

I would first like to thank our dedicated employees for working around the clock this past weekend through Winter Storm Nemo to quickly and safely restore service for our customers. This was a powerful storm that required us to temporarily suspend bus and rail service in the most heavily impacted parts of the state, but operations personnel worked in force to restore service within hours of the storm's conclusion.

Today for the Board's consideration is an item that will advance the Southern New Jersey Bus Rapid Transit Project, which aims to offer a greatly improved public transit experience for our customers with more reliable and faster bus service along the Camden-Philadelphia corridor. We are requesting that the Board confirm the selection, through a competitive procurement process, of a consultant team led by AECOM Technical Services to complete an Environmental Assessment (EA) that will comply with FTA requirements. This Environmental Assessment is needed to enable us to draw down the \$2.5 million grant we received from the FTA specifically for capital improvements for this project.

Last spring, we had submitted an application to the FTA for this grant in response to a Notice of Funding Availability, and were informed that this project was chosen. We anticipate that the EA will take about a year to complete following the issuance of a Notice to Proceed. The "Locally Preferred Alternative" approved by the Board last year includes three major park and ride facilities, use of bus shoulder lanes, traffic signal priority for buses, and other Bus Rapid Transit features. Upon completion of the EA, NJ TRANSIT will initiate final design and construction of the initial phase of improvements, beginning in late 2014.

This month, I am pleased to announce that beginning February 16, NJ TRANSIT will offer free parking at Hudson-Bergen Light Rail stations on Saturdays and Sundays at our five park/ride locations: 22nd Street and 34th Street in Bayonne, West Side Avenue and Liberty State Park in Jersey City, and Tonnelle Avenue in North Bergen. We are initiating the free Saturday/Sunday parking as a one-year pilot program aimed at encouraging use of the light rail system and increasing weekend ridership. We will monitor the progress of this new pilot program and keep the Board apprised of the results.

Last week we kicked off the latest round of our Customer Satisfaction surveys as part of Scorecard. Customers may participate in the survey online through February 22. As you know, we have been using the results to target specific improvements needed to boost customer satisfaction.

As part of this effort, we again conducted "We Are Listening" forums this month, to give our customers the opportunity to interact directly with senior level management and tell us about their experiences. We held one at the Port Authority Bus Terminal on February 7 and yesterday at Hoboken Terminal. Next week, we invite our customers to join us at New York Penn Station on February 19.

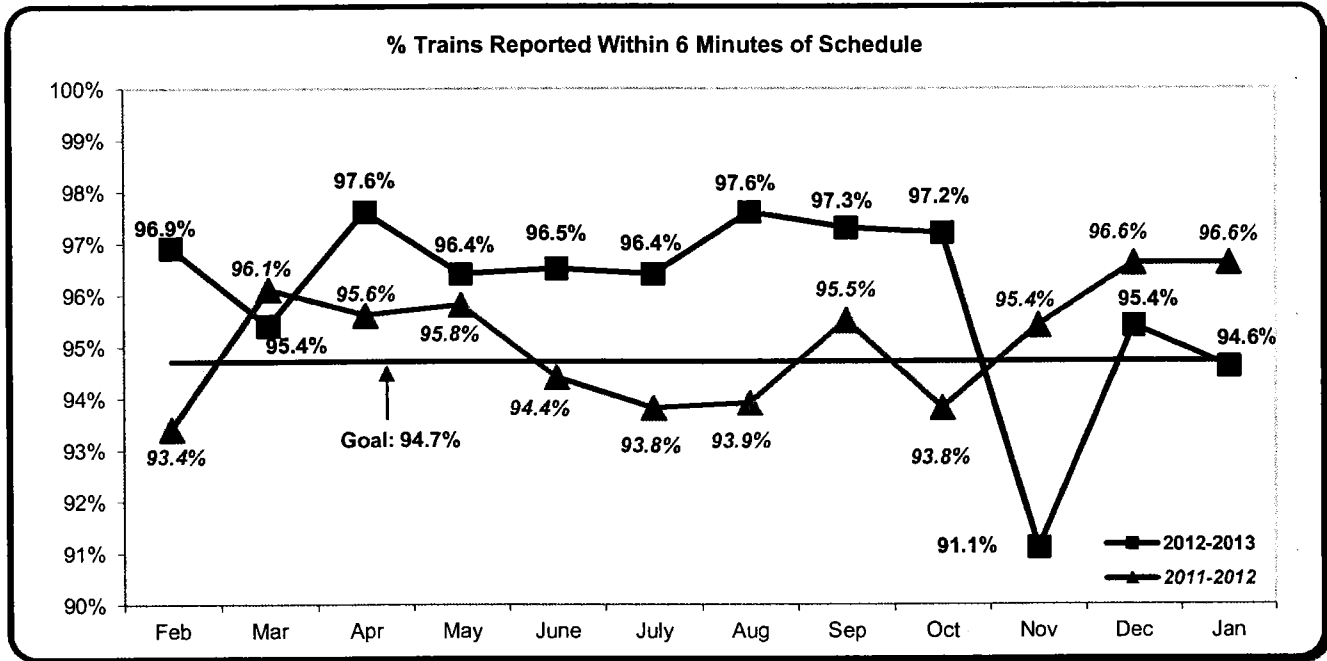
Finally, NJ TRANSIT is marking a number of important milestones this year. Last month, NJ TRANSIT Rail Operations and the NJ TRANSIT Police Department both celebrated their 30th Anniversary, while Access Link reached its 20th year of paratransit service. Congratulations to all of the dedicated men and women of NJ TRANSIT.

EXECUTIVE DIRECTOR'S MONTHLY REPORT FEBRUARY 2013

- 1. PERFORMANCE MEASURES**
- 2. DBE/MBE PROGRAM**
- 3. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL FEBRUARY 2011 - JANUARY 2013



	2012	2013	# Change
January Comparison	96.6%	94.6%	-2.0%

	2011-2012	2012-2013	# Change
12-Month Average February - January	95.1%	96.0%	1.0%

Analysis:

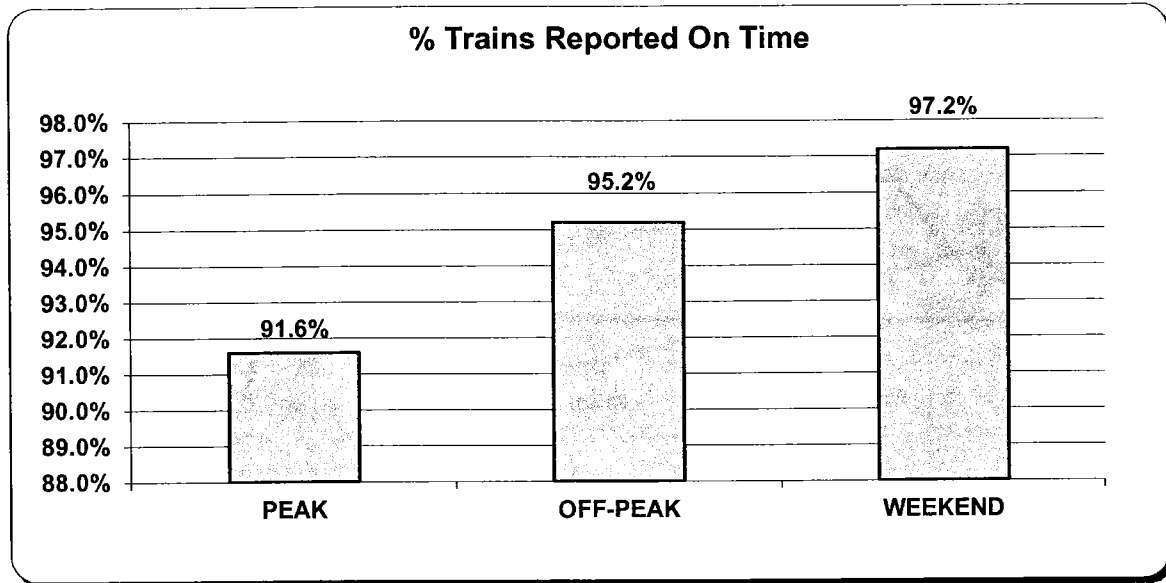
Rail On-Time Performance was 94.6% for January 2013. Of the 17,480 trains scheduled to operate, 16,528 were on time, while 952 trains (or 5.4%) were delayed. Key causes included:

- Amtrak switch and signal failures and mechanical problems on January 4.
- Marine traffic at Portal Bridge on January 8.
- Grade crossing accident in Little Falls on January 30.

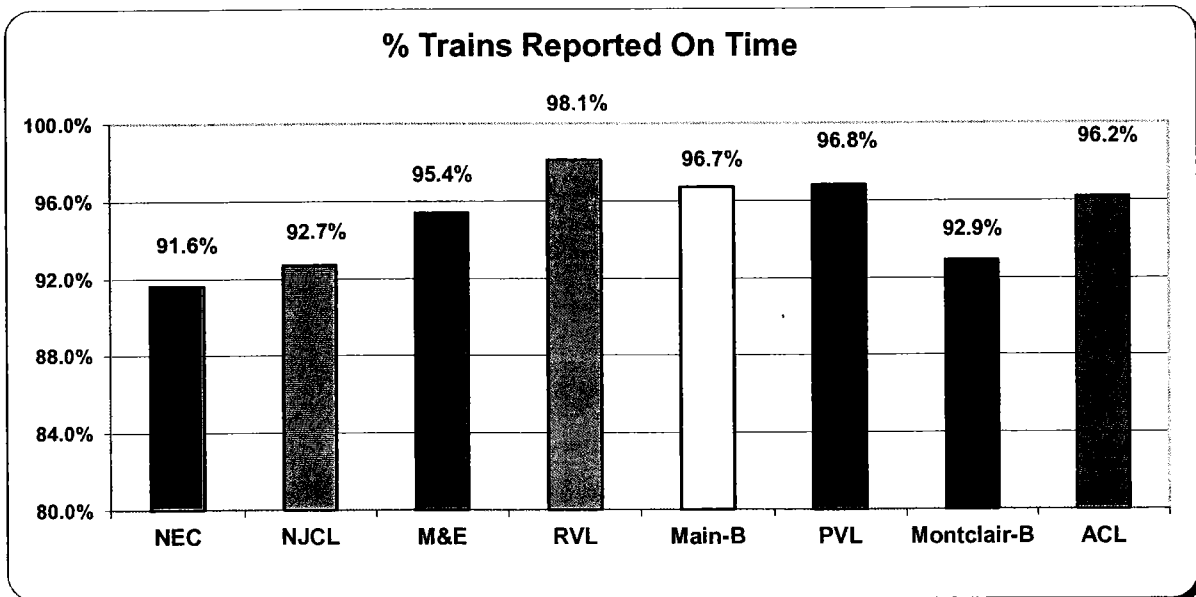
The 12-month average for Rail On-Time Performance for February 2012 - January 2013 was 96.0%.

ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD JANUARY 2013

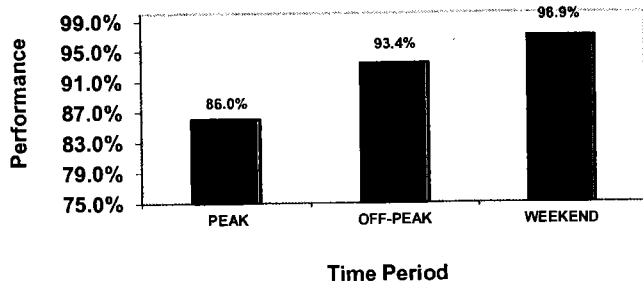


SUMMARY BY LINE JANUARY 2013

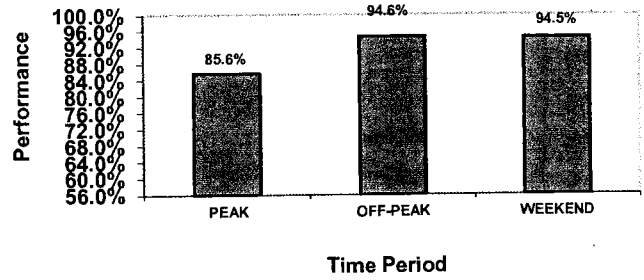


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY 2013

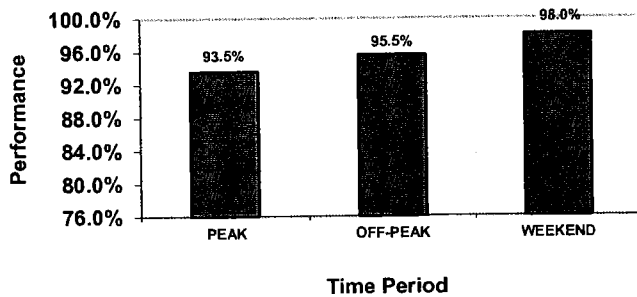
NORTHEAST CORRIDOR



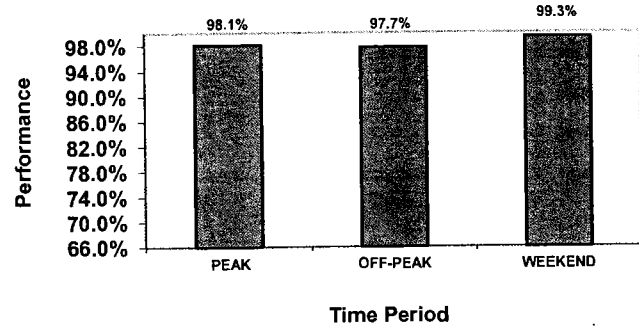
NORTH JERSEY COAST LINE



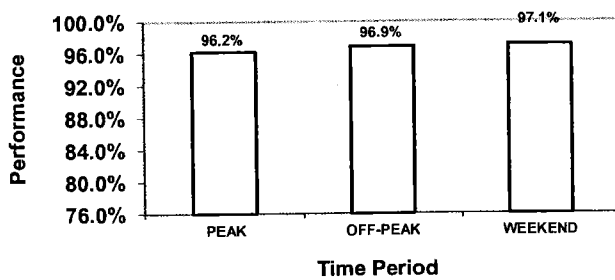
MORRIS & ESSEX



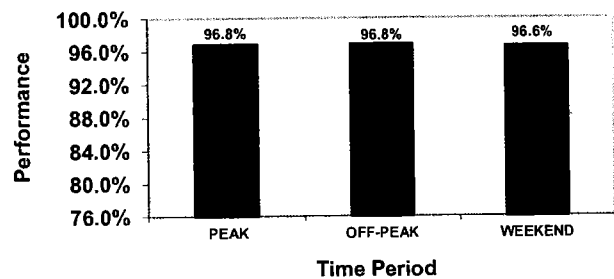
RARITAN VALLEY LINE



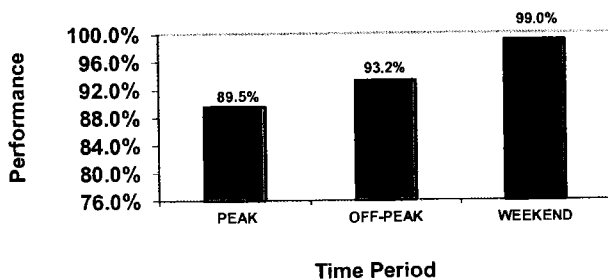
MAIN-BERGEN



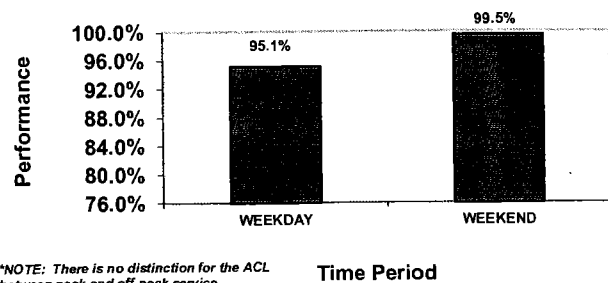
PASCACK VALLEY



MONTCLAIR-BOONTON

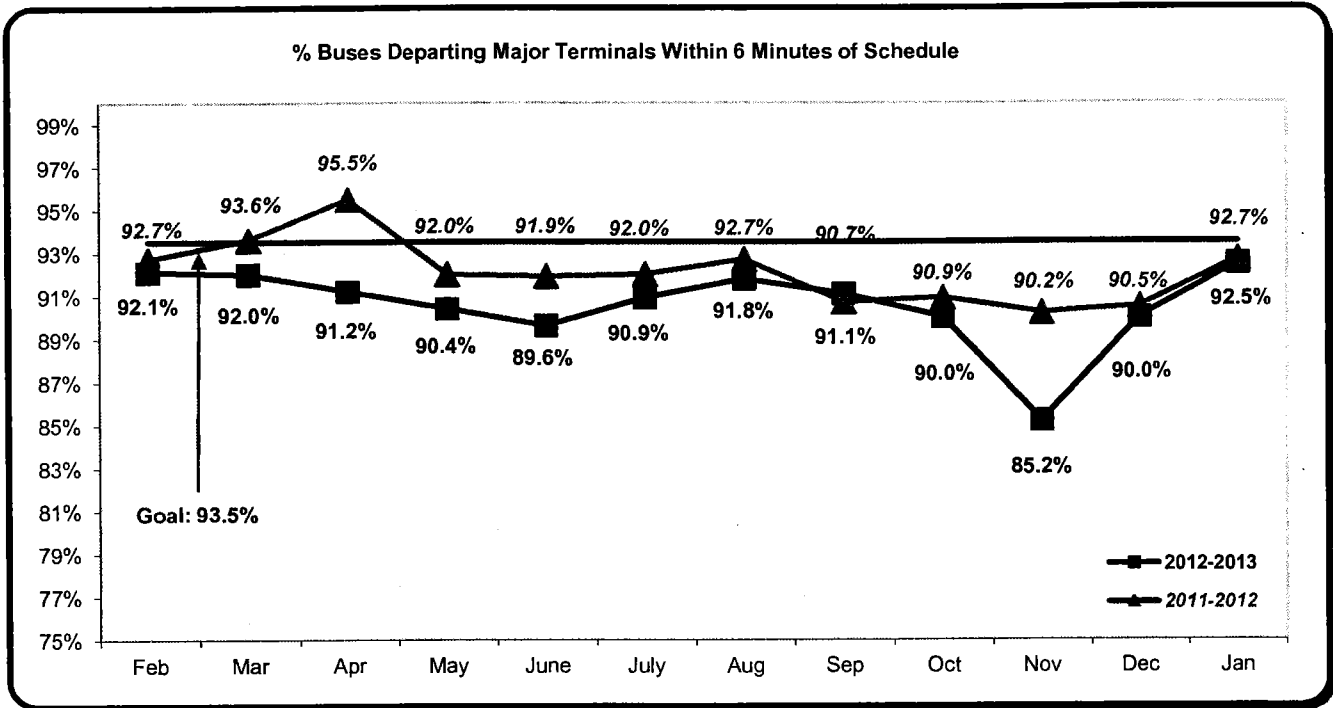


ATLANTIC CITY*



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

NJ TRANSIT ON-TIME PERFORMANCE BUS FEBRUARY 2011 - JANUARY 2013



	2012	2013	% Change
January Comparison	92.7%	92.5%	-0.2%

	2011-2012	2012-2013	% Change
12-Month Average February - January	92.1%	90.6%	-1.5%

Analysis:

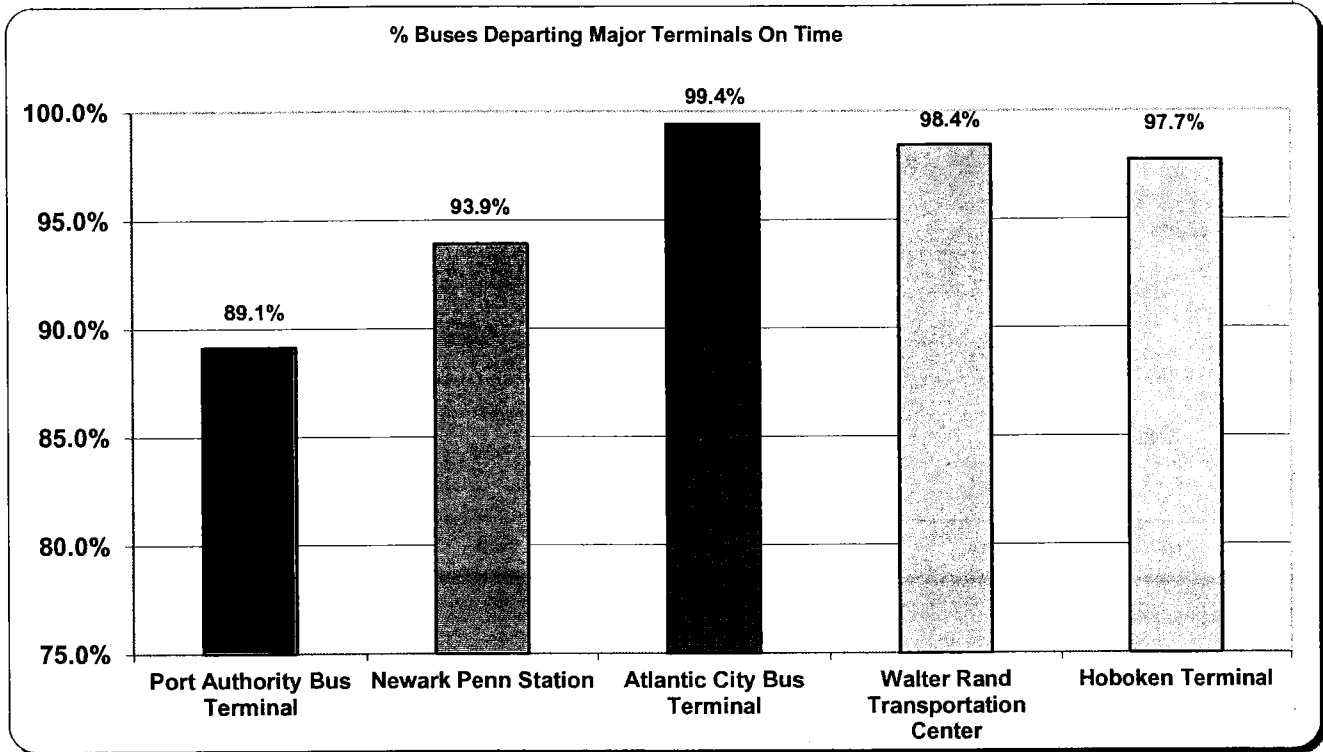
Bus On-Time Performance was 92.7% for January 2013. Of the 37,104 monitored departures, 2,700 (or 7.3%) experienced delays. Key causes included:

- Accidents in/around the Lincoln Tunnel affecting Port Authority buses.
- Construction on the Pleasant Avenue Bridge impacting Port Authority peak period service.
- Heavy traffic congestion, detours, accidents and mechanical issues impacting Newark Penn Station bus service.

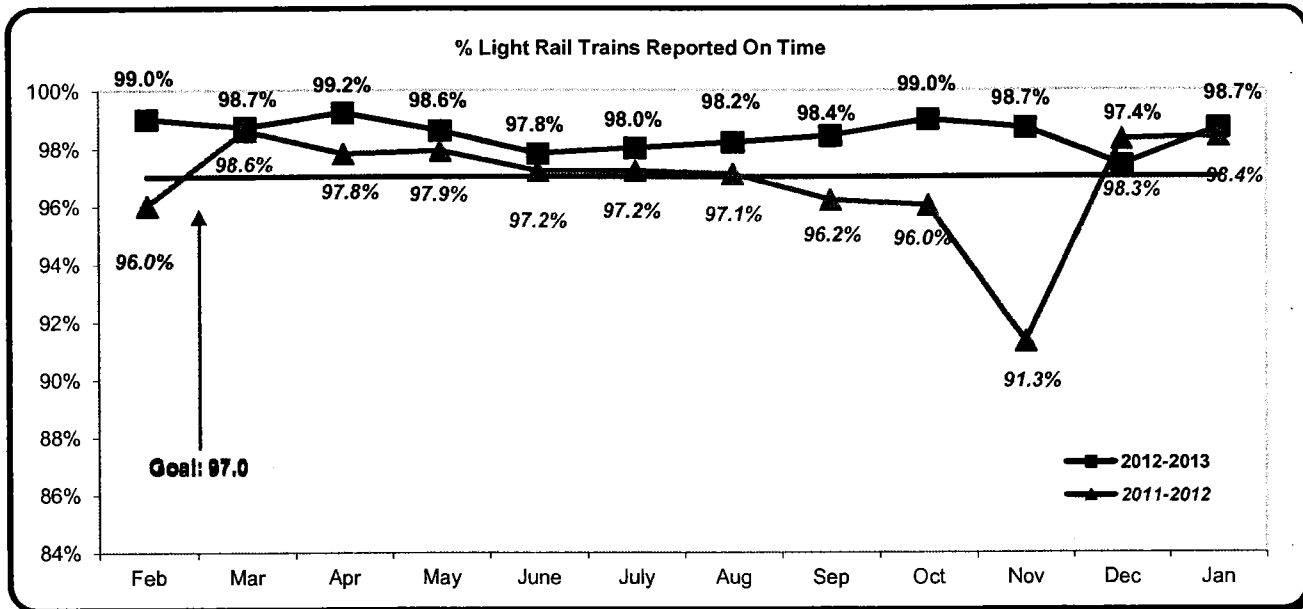
The 12-month average for Bus On-Time Performance for February 2011 - January 2013 was 90.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JANUARY 2013



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL FEBRUARY 2011 - JANUARY 2013



*Note: Starting May 2007

	2012	2013	# Change
January Comparison	98.4%	98.7%	0.3%

	2011-2012	2012-2013	# Change
12-Month Average February - January	96.8%	98.5%	1.6%

Analysis:

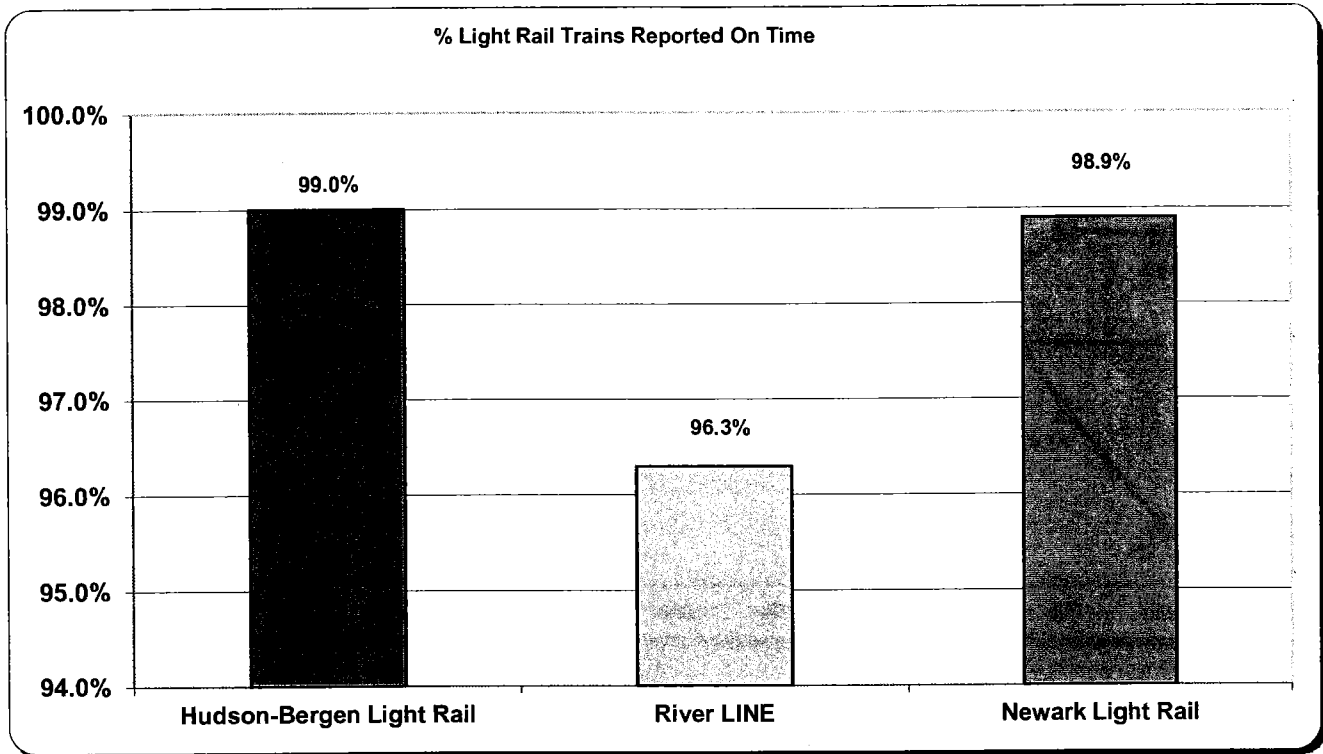
Light Rail On-Time Performance systemwide was 98.7% for the month of January 2013. Of the 27,117 scheduled trains, 353 (or 1.3%) experienced delays. Key causes included:

- Adverse weather and icing on overhead wires affecting Newark Light Rail service on Jan. 16.
- A light rail/automobile accident in Jersey City affecting Hudson-Bergen Light Rail service on Jan. 21.
- Mechanical issues and switch failure affecting River Line service on Jan. 23.

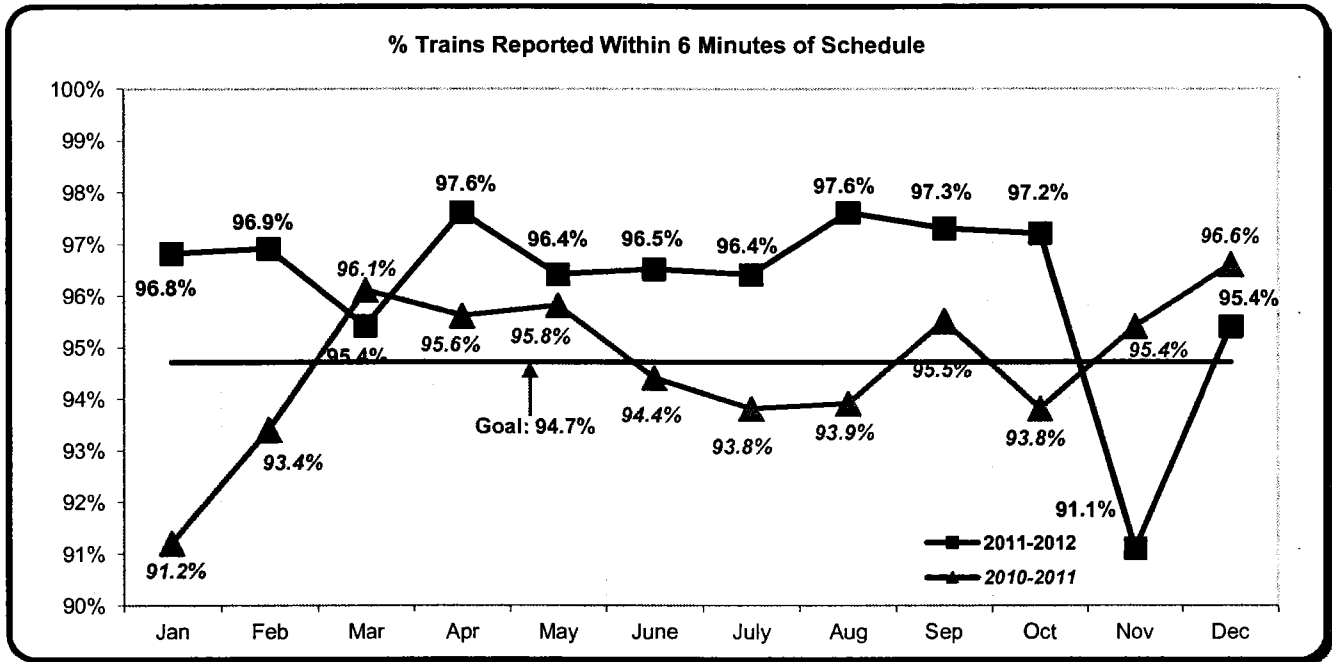
The 12-month average for Light Rail On-Time Performance for February 2011 - January 2013 was 98.5%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE JANUARY 2013



NJ TRANSIT ON-TIME PERFORMANCE RAIL JANUARY 2011 - DECEMBER 2012



	2011	2012	# Change
December Comparison	96.6%	95.4%	-1.2%

	2010-2011	2011-2012	# Change
12-Month Average January - December	94.6%	96.2%	1.6%

Analysis:

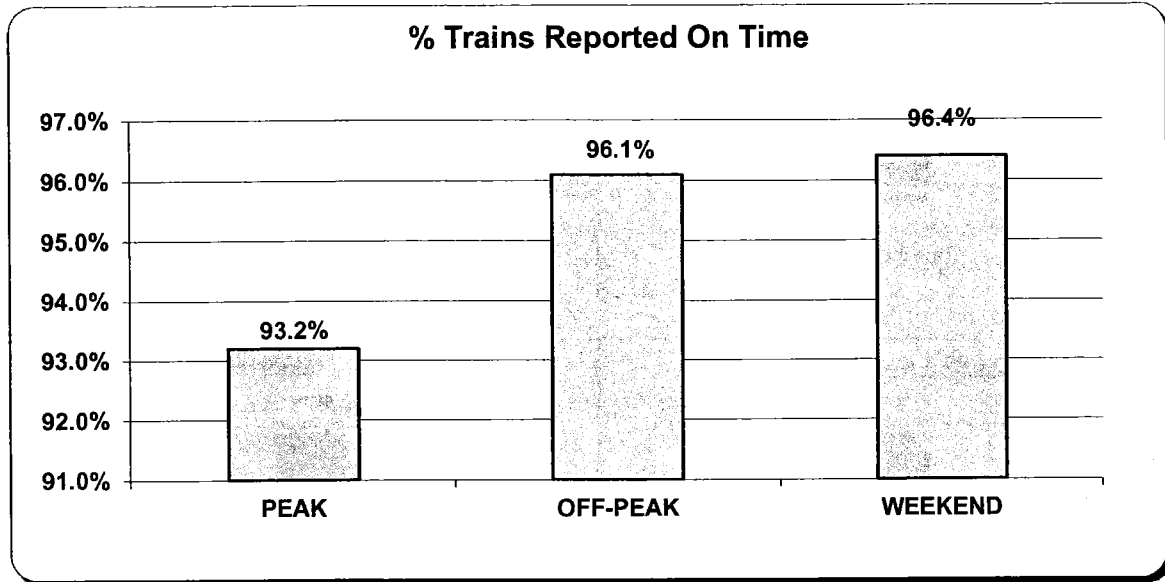
Rail On-Time Performance was 95.4% for December 2012. Of the 16,648 trains scheduled to operate, 15,883 were on time, while 765 trains (or 4.6%) were delayed. Key causes included:

- Portal Bridge failure causing delays to service in and out of New York Penn Station Dec. 19.
- Inclement weather conditions on Dec. 21.
- Amtrak signal failure on Dec. 31.

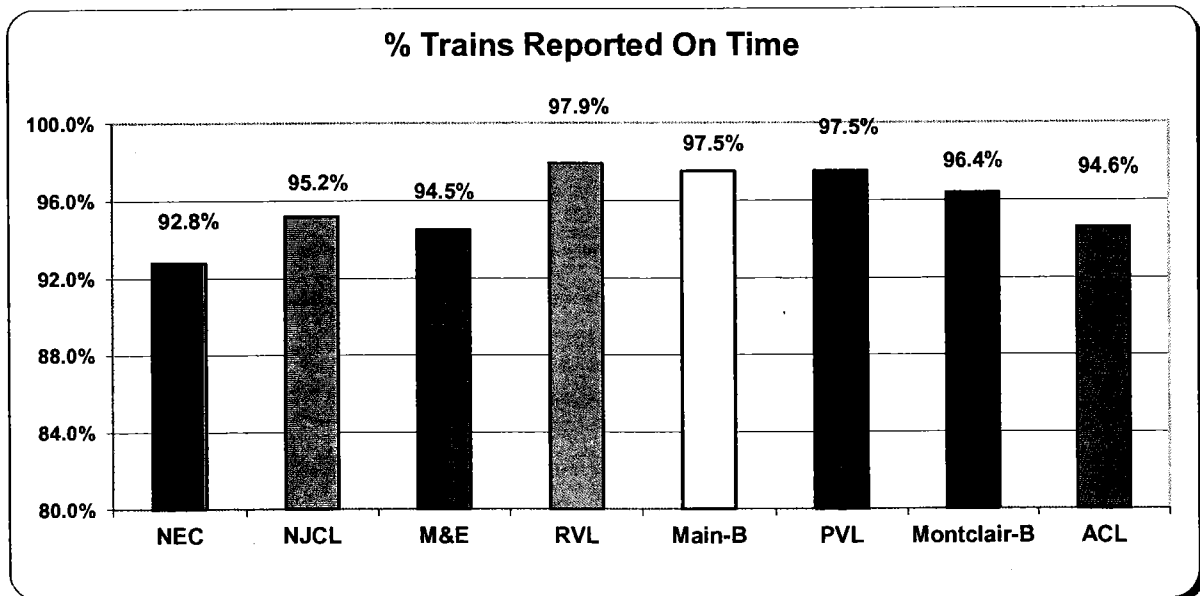
The 12-month average for Rail On-Time Performance for January 2011 - December 2012 was 95.4%.

ON-TIME PERFORMANCE RAIL

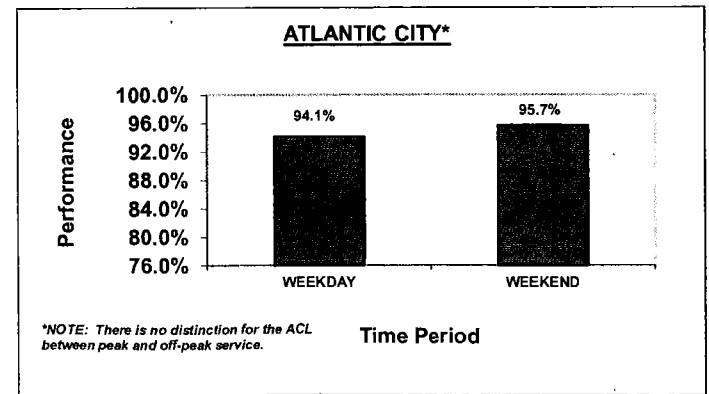
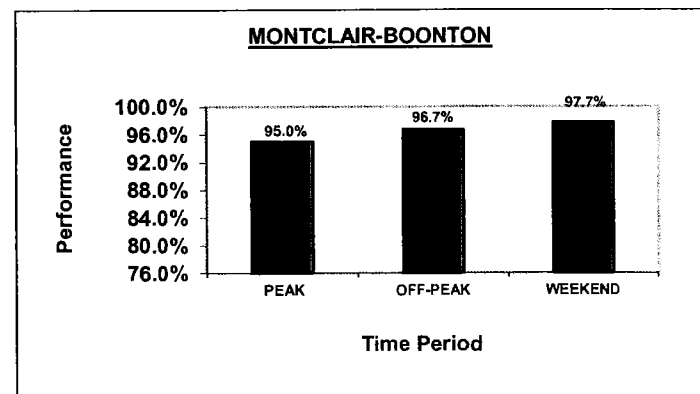
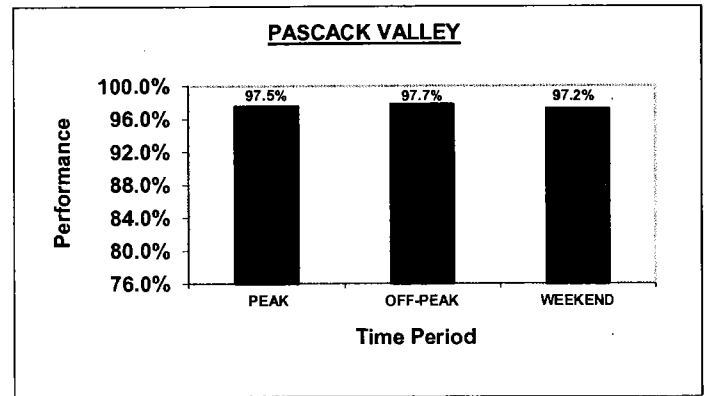
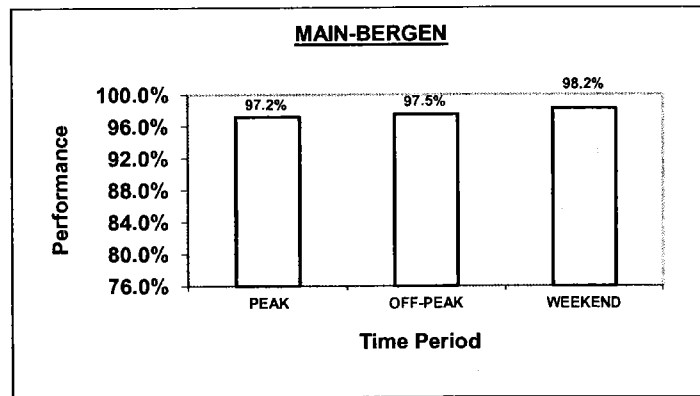
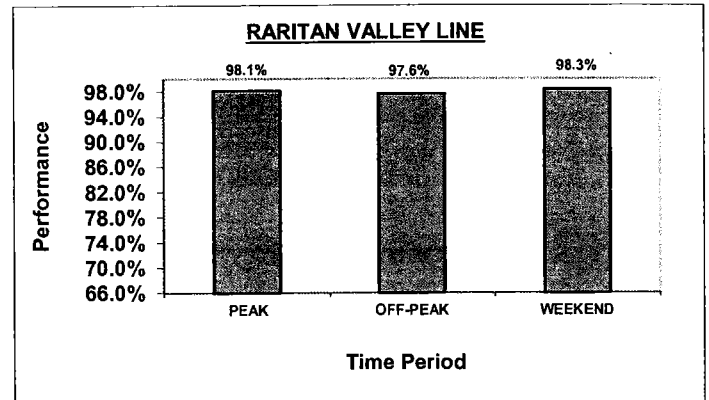
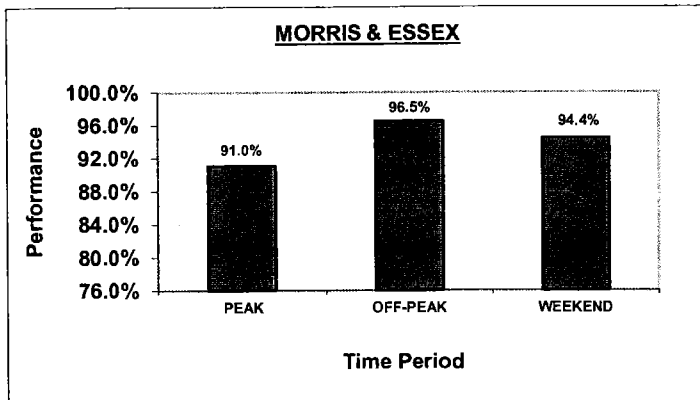
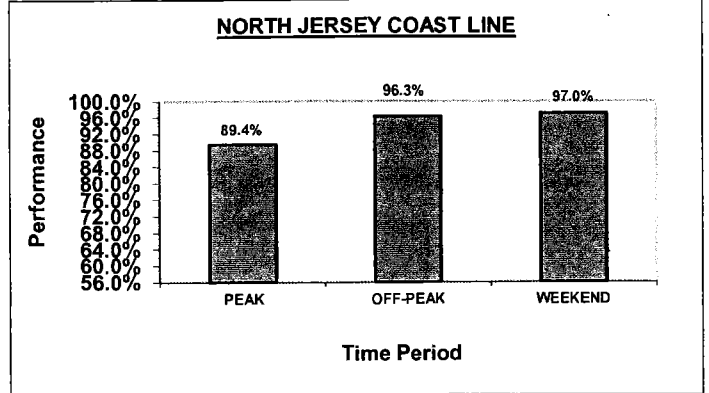
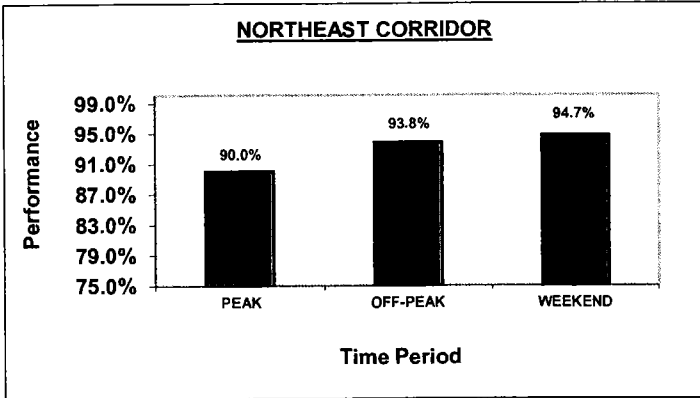
SUMMARY BY TIME PERIOD DECEMBER 2012



SUMMARY BY LINE DECEMBER 2012

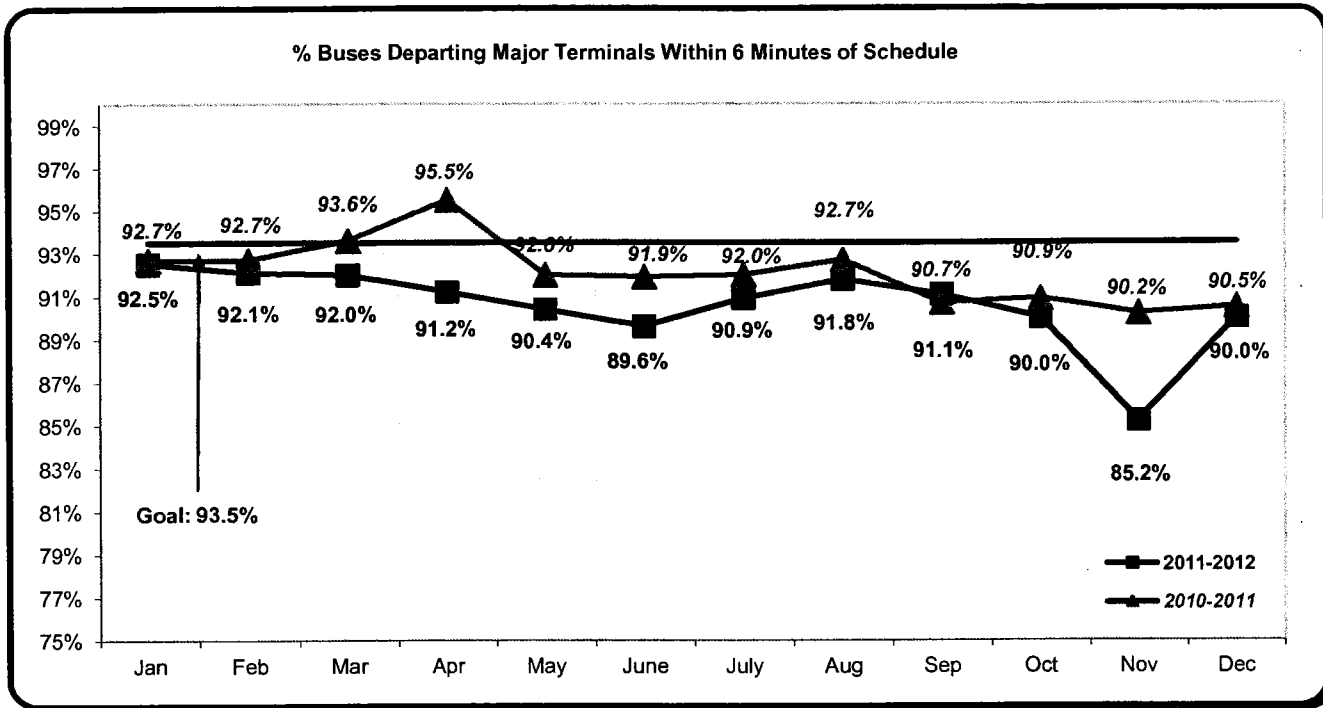


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD DECEMBER 2012



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

NJ TRANSIT ON-TIME PERFORMANCE BUS JANUARY 2011 - DECEMBER 2012



	2011	2012	% Change
December Comparison	90.5%	90.0%	-0.5%

	2010-2011	2011-2012	% Change
12-Month Average January - December	92.1%	90.6%	-1.5%

Analysis:

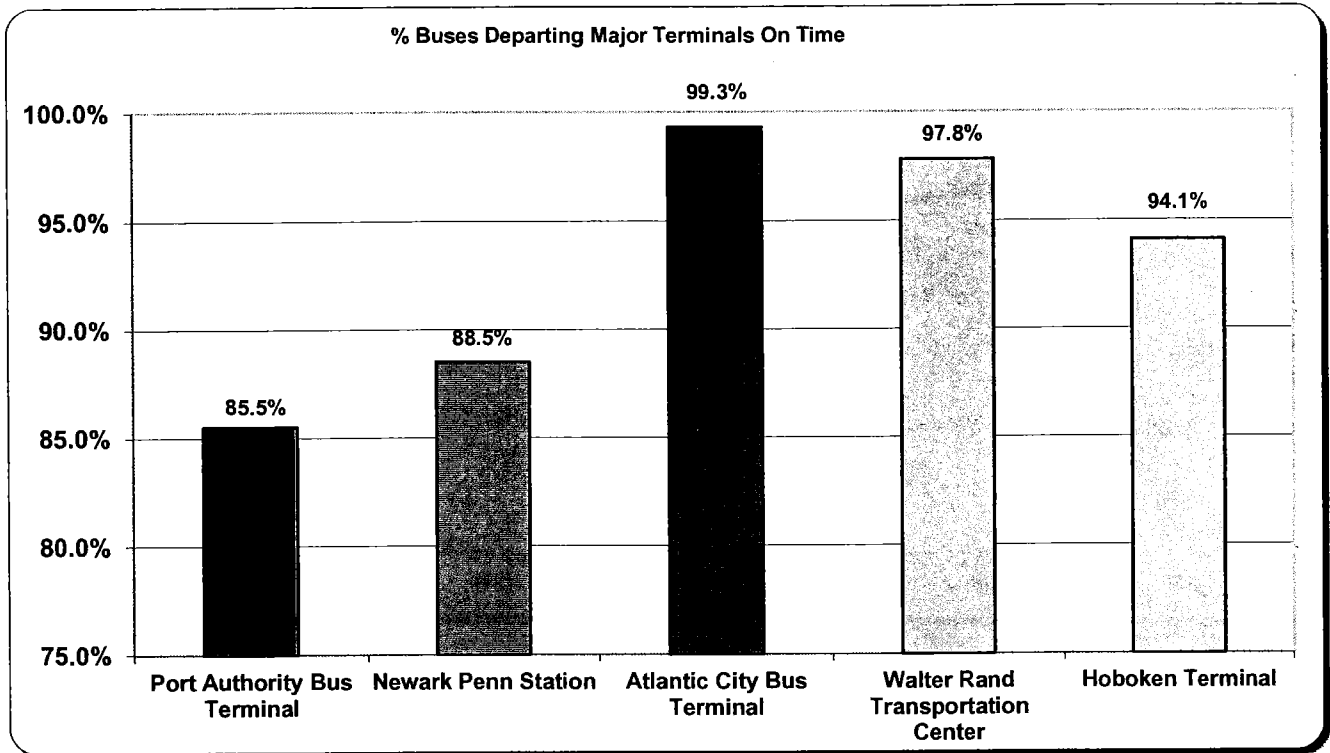
Bus On-Time Performance was 90.0% for December 2012. Of the 35,244 monitored departures, 3,539 (or 10.0%) experienced delays. Key causes included:

- The aftermath of Superstorm Sandy continued to have a negative impact on PABT operations throughout the month.
- Superstorm Sandy impacts, heavy traffic congestion, detours, accidents and construction caused delays to Newark Penn Station service.
- Traffic congestion on the Ben Franklin Bridge, Market and State streets impacted service to and from Walter Rand Transportation Center.

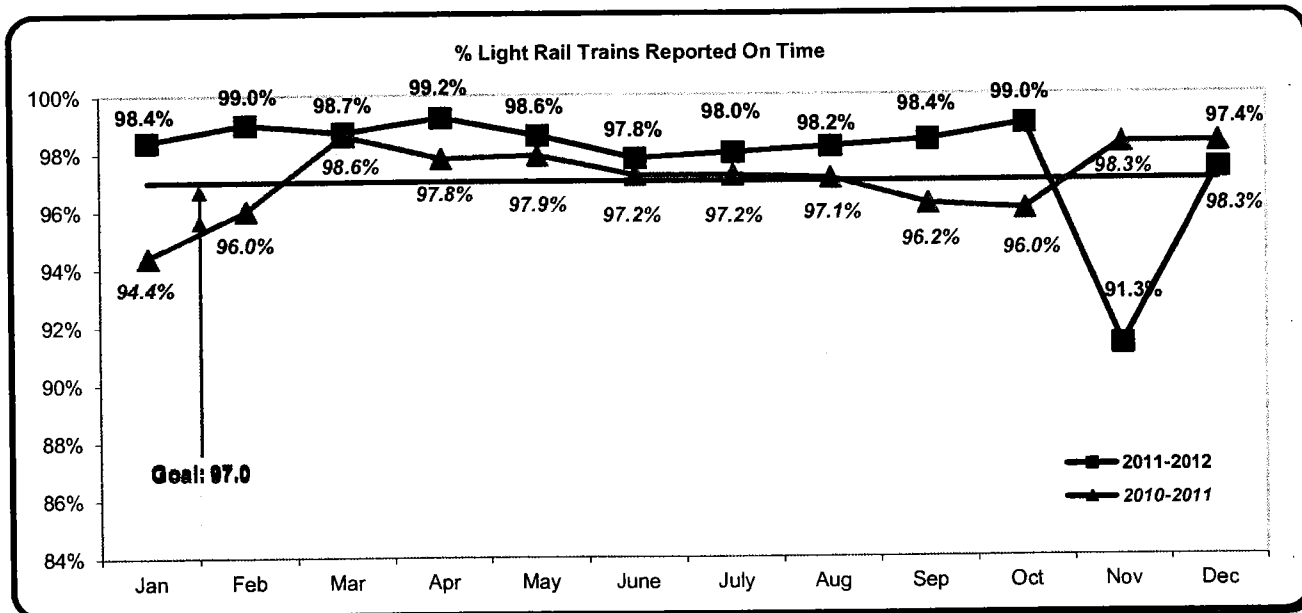
The 12-month average for Bus On-Time Performance for January 2011 - December 2012 was 90.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL DECEMBER 2012



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL JANUARY 2011 - DECEMBER 2012



*Note: Starting May 2007

	2011	2012	# Change
December Comparison	98.3%	97.4%	-0.9%

	2010-2011	2011-2012	# Change
12-Month Average January - December	97.0%	97.8%	0.8%

Analysis:

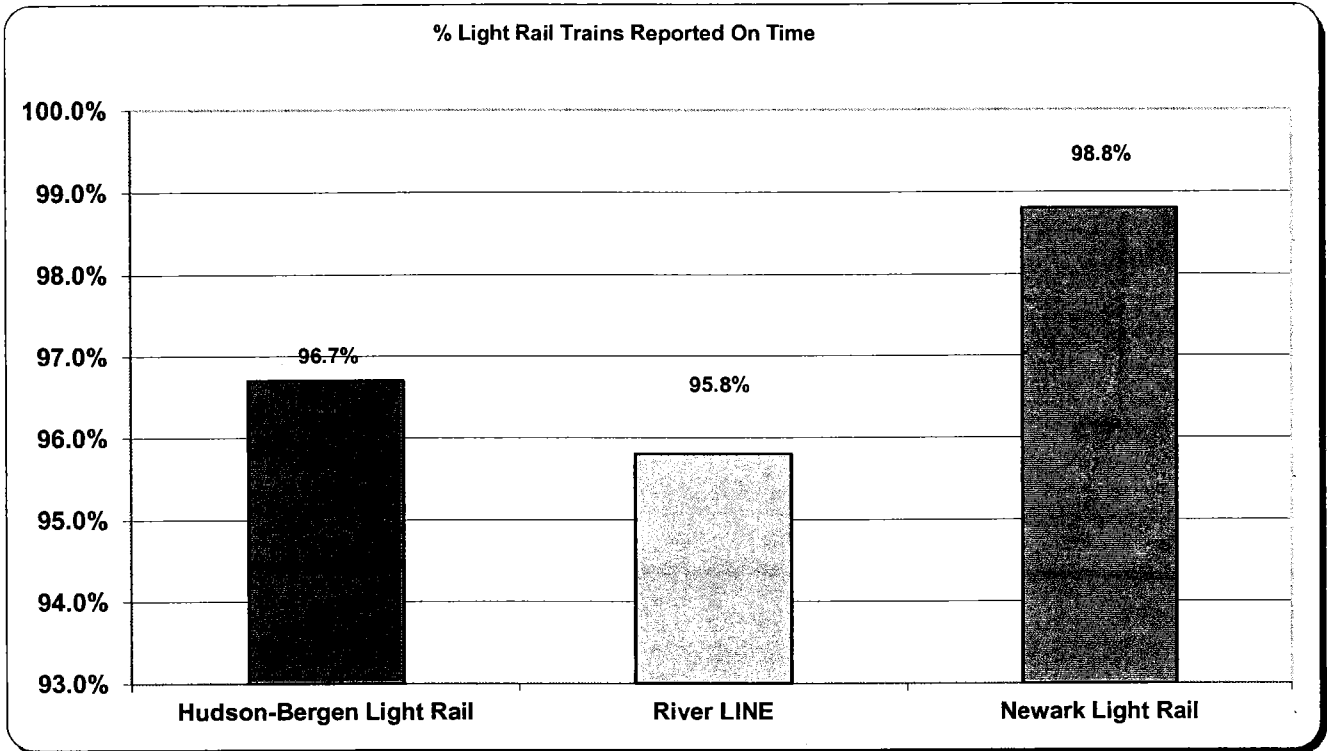
Light Rail On-Time Performance systemwide was 97.4% for the month of December 2012. Of the 26,162 scheduled trains, 673 (or 2.6%) experienced delays. Key causes included:

- Emergency track repair work impacting Hudson-Bergen Light Rail trains on December 1.
- Flooding in Burlington City impacting River Line trains on December 21.
- Signal failure and a disabled train affecting Newark Light Rail service on December 21.

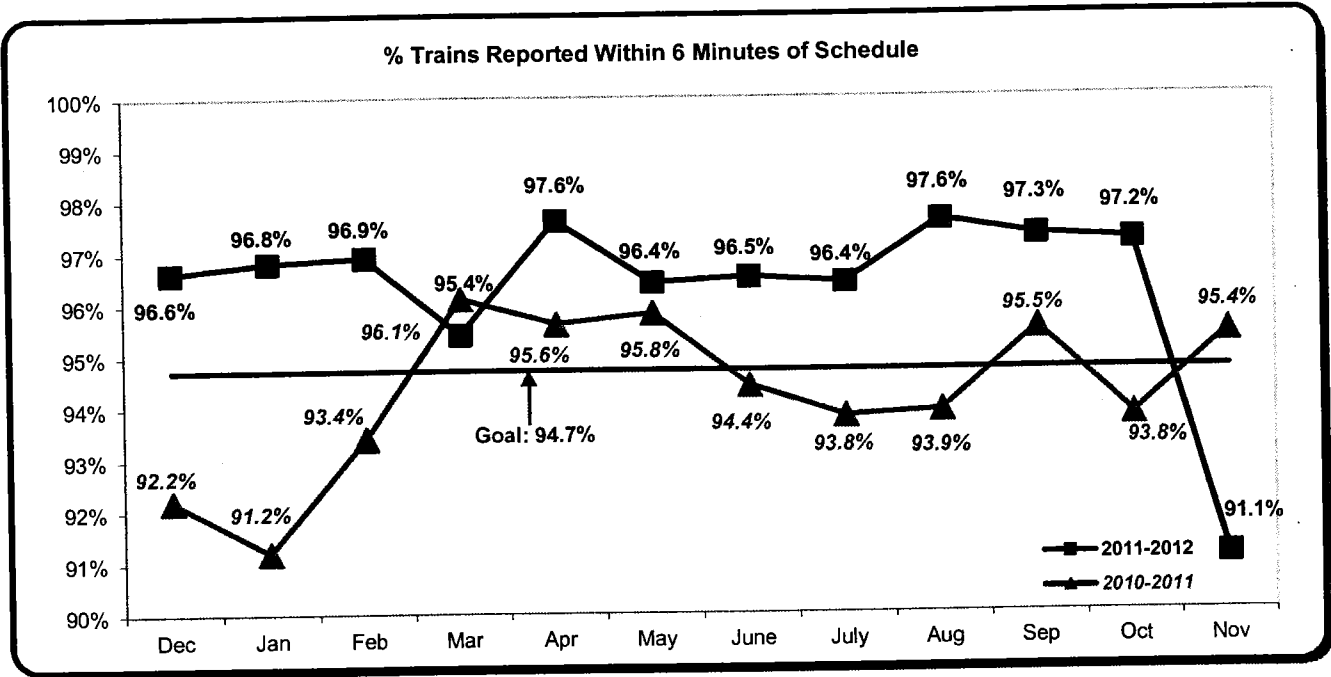
The 12-month average for Light Rail On-Time Performance for January 2011 - December 2012 was 97.8%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE DECEMBER 2012



NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2010 - NOVEMBER 2012



	2011	2012	# Change
November Comparison	95.4%	91.1%	-4.3%

	2010-2011	2011-2012	# Change
12-Month Average December - November	94.3%	96.3%	2.1%

Analysis:

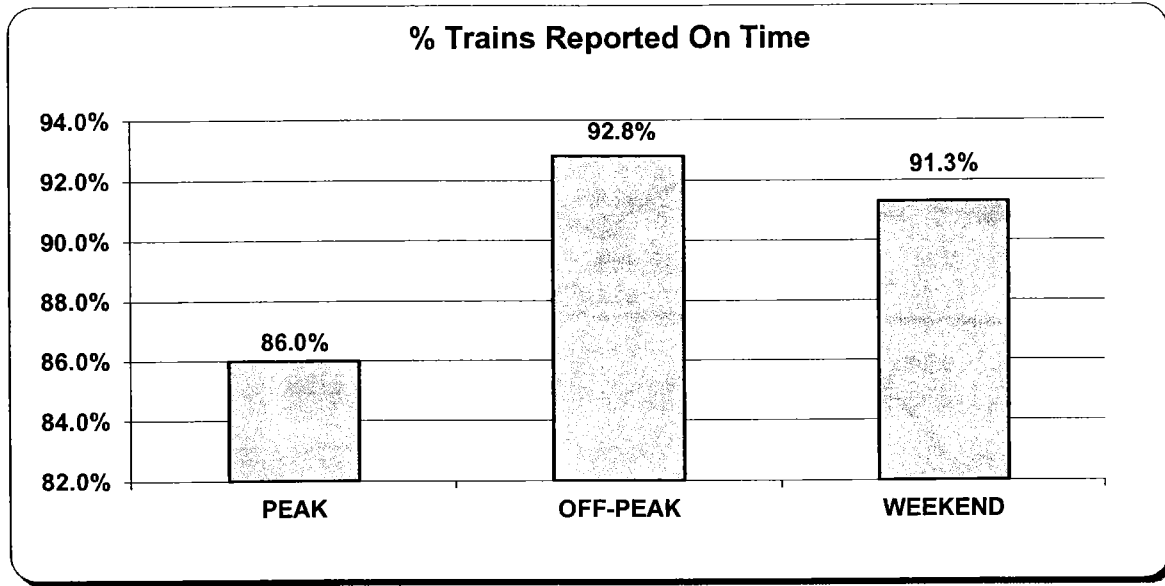
Rail On-Time Performance was 91.1% for November 2012. Of the 10,838 trains scheduled to operate, 9,868 were on time, while 970 trains (or 8.9%) were delayed. Key causes included:

- Superstorm Sandy recovery efforts impacted service systemwide:
 - Limited service on NEC was restored Nov. 2, with full restoration Nov. 19.
 - Limited service on Main/PVL/RVL was restored Nov. 4.
 - Limited service on Montclair-Boonton Line and NJCL resumed week of Nov. 14.
 - Gladstone Branch remained out of service throughout November.

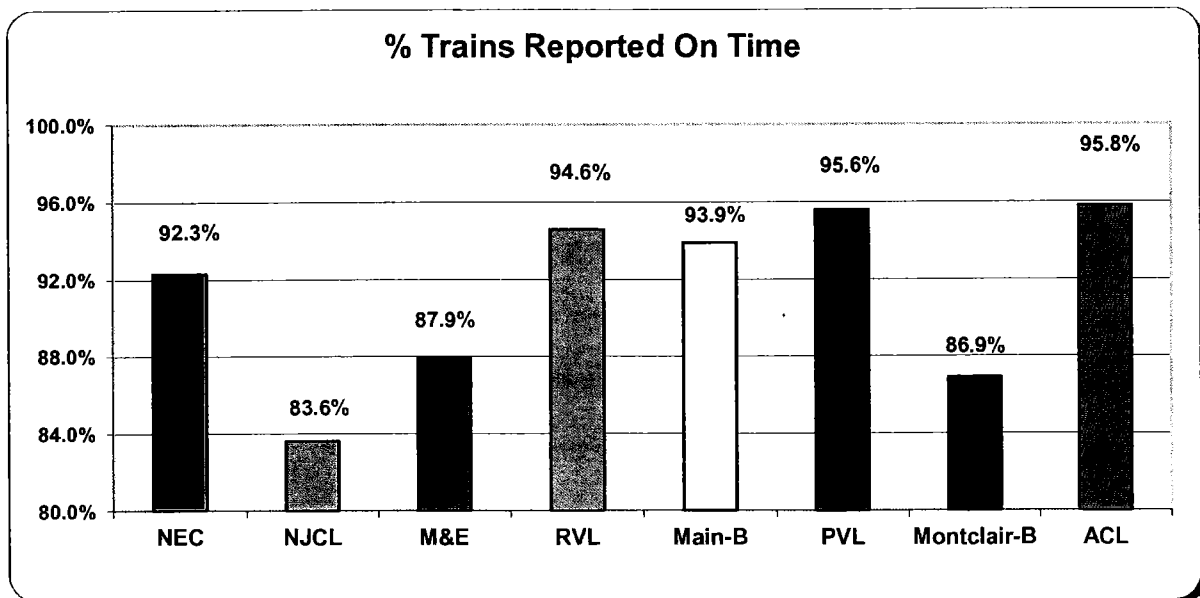
The 12-month average for Rail On-Time Performance for December 2010-November 2012 was 96.6%.

ON-TIME PERFORMANCE RAIL

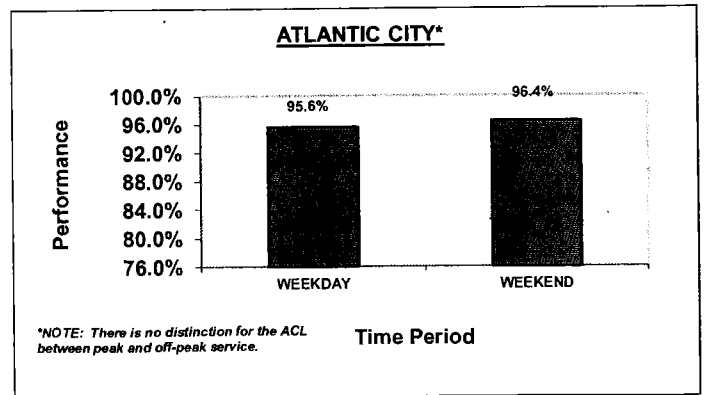
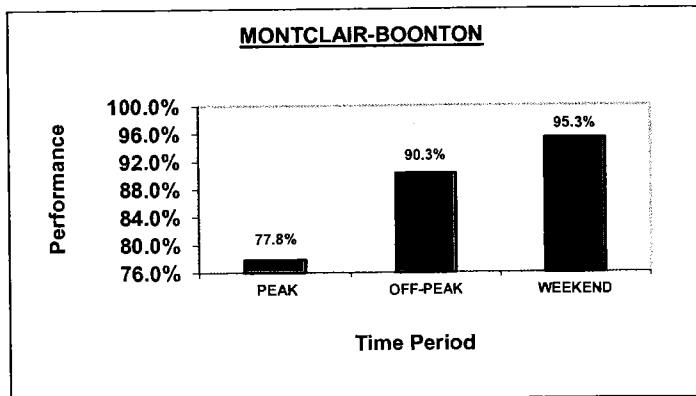
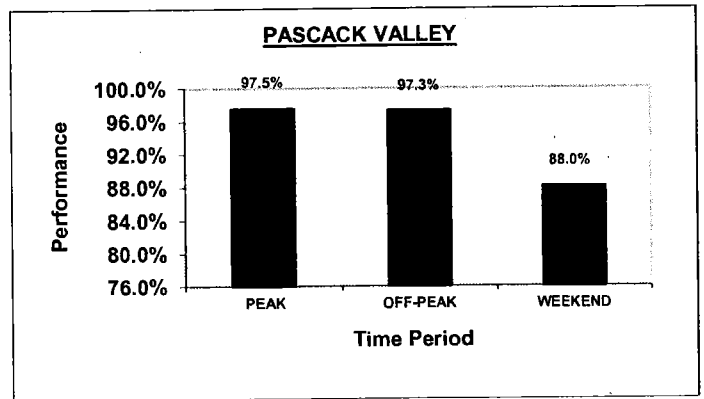
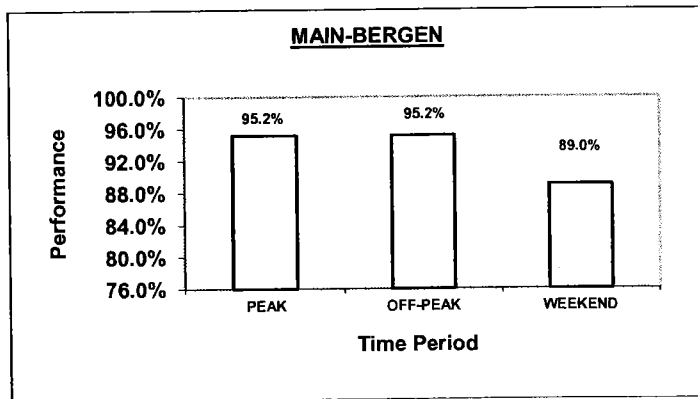
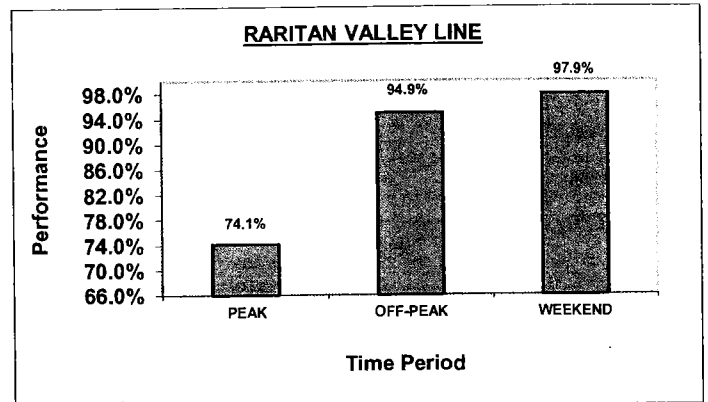
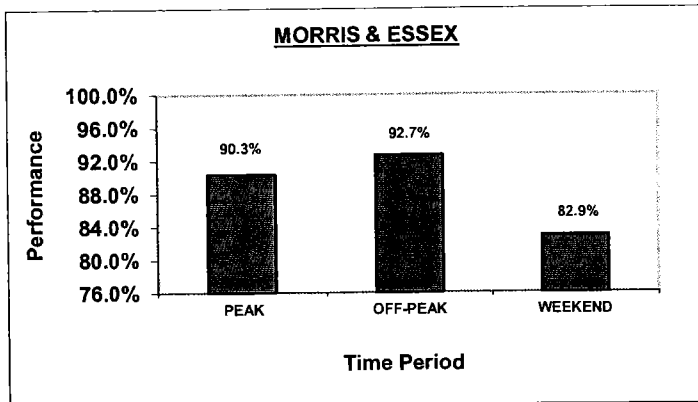
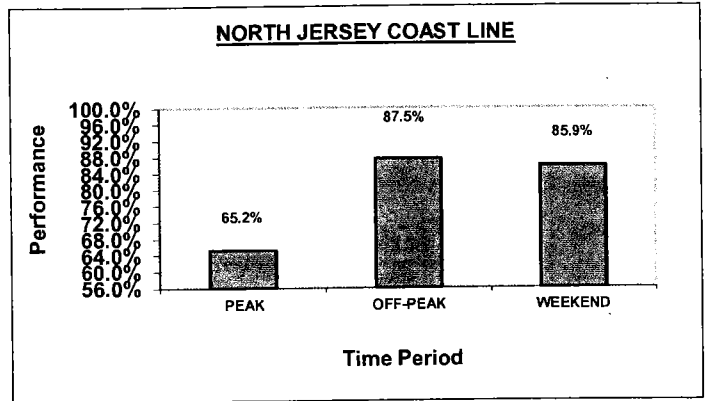
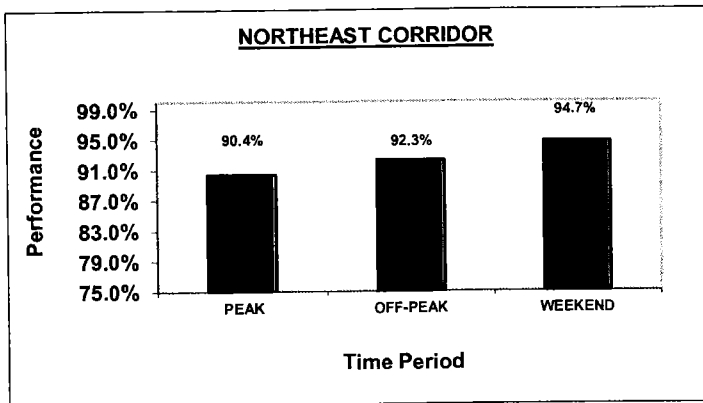
SUMMARY BY TIME PERIOD NOVEMBER 2012



SUMMARY BY LINE NOVEMBER 2012

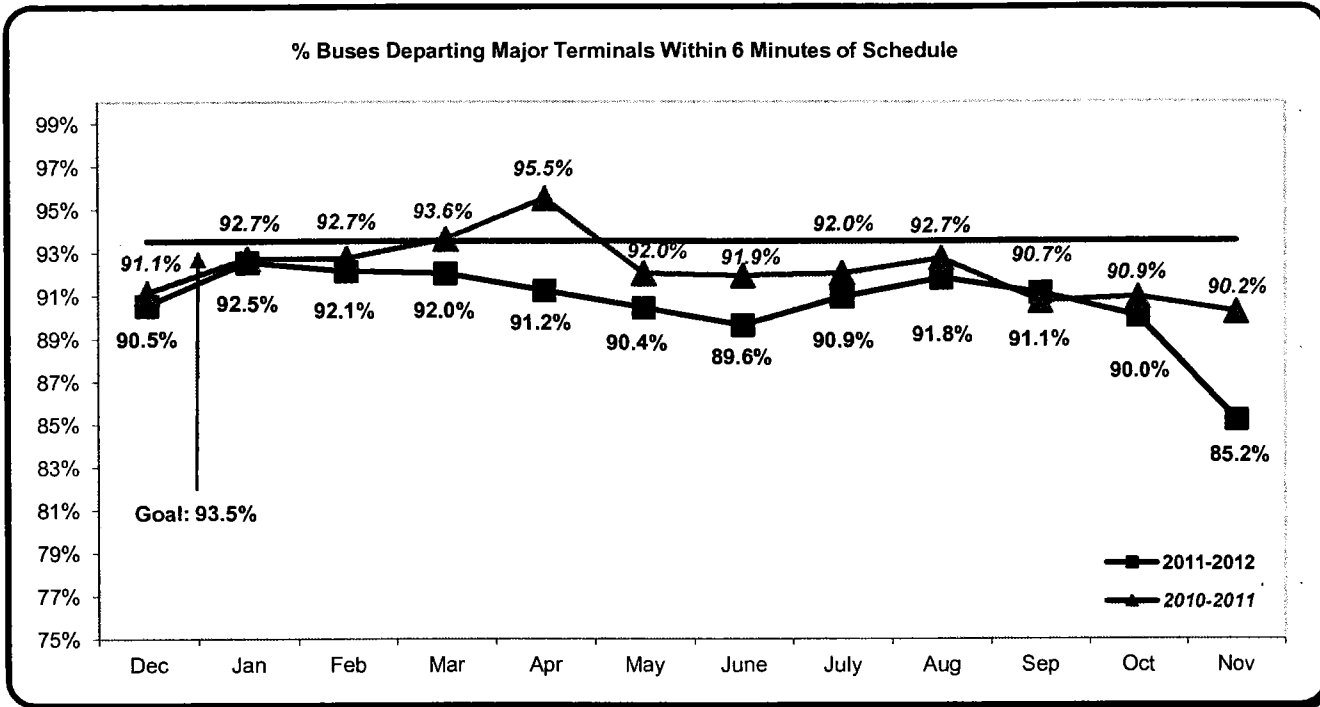


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2012



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

NJ TRANSIT ON-TIME PERFORMANCE BUS DECEMBER 2010 - NOVEMBER 2012



	2011	2012	% Change
November Comparison	90.2%	85.2%	-5.0%

	2010-2011	2011-2012	% Change
12-Month Average December - November	92.2%	90.6%	-1.6%

Analysis:

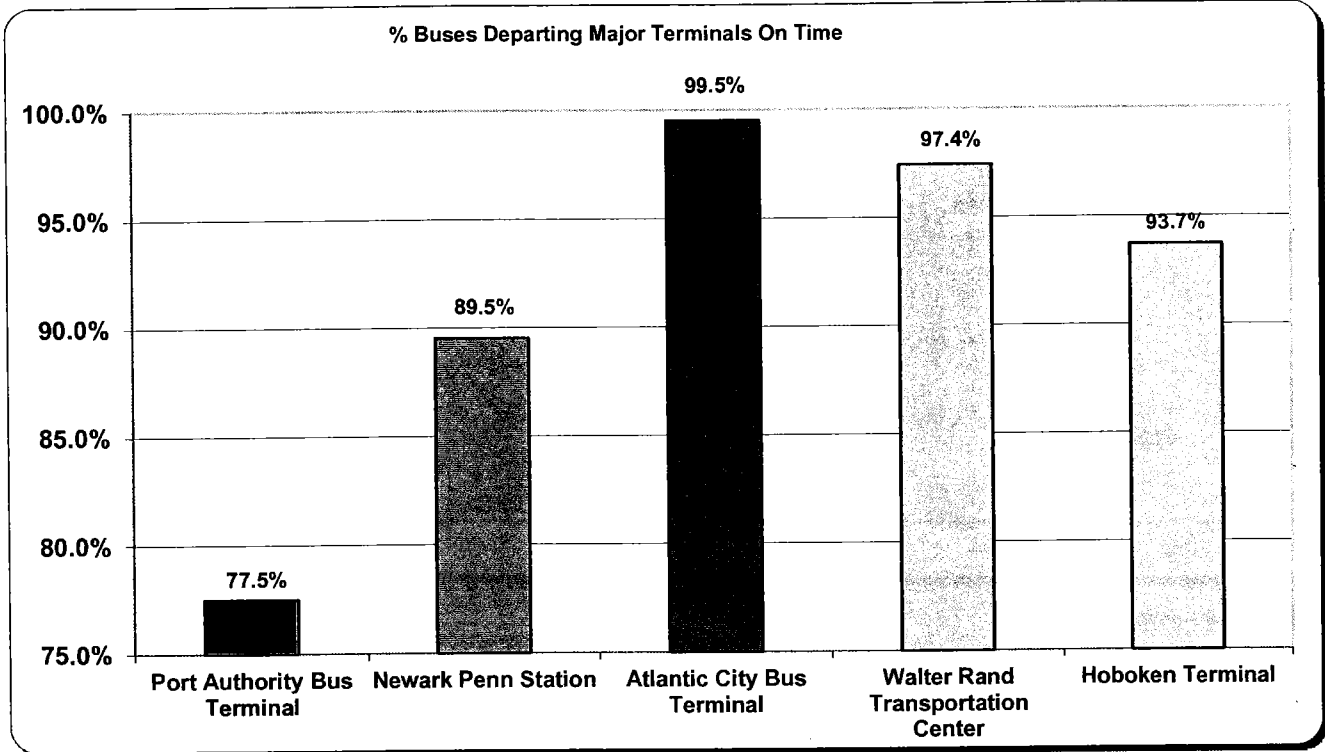
Bus On-Time Performance was 85.2% for November 2012. Of the 34,437 monitored departures, 5,105 (or 14.8%) experienced delays. Key causes included:

- Superstorm Sandy had a negative impact on all lines serving the PABT due to impassable routes and detours.
- Ongoing construction on an entrance ramp delayed Port Authority-bound buses during the month of November.
- Heavy traffic congestion, detours, and mechanical issues caused delays to buses serving Newark Penn Station throughout the month.
- Heavy traffic and detours in Hudson County and in and out of New York resulted in delays to buses serving Hoboken Terminal throughout the month.

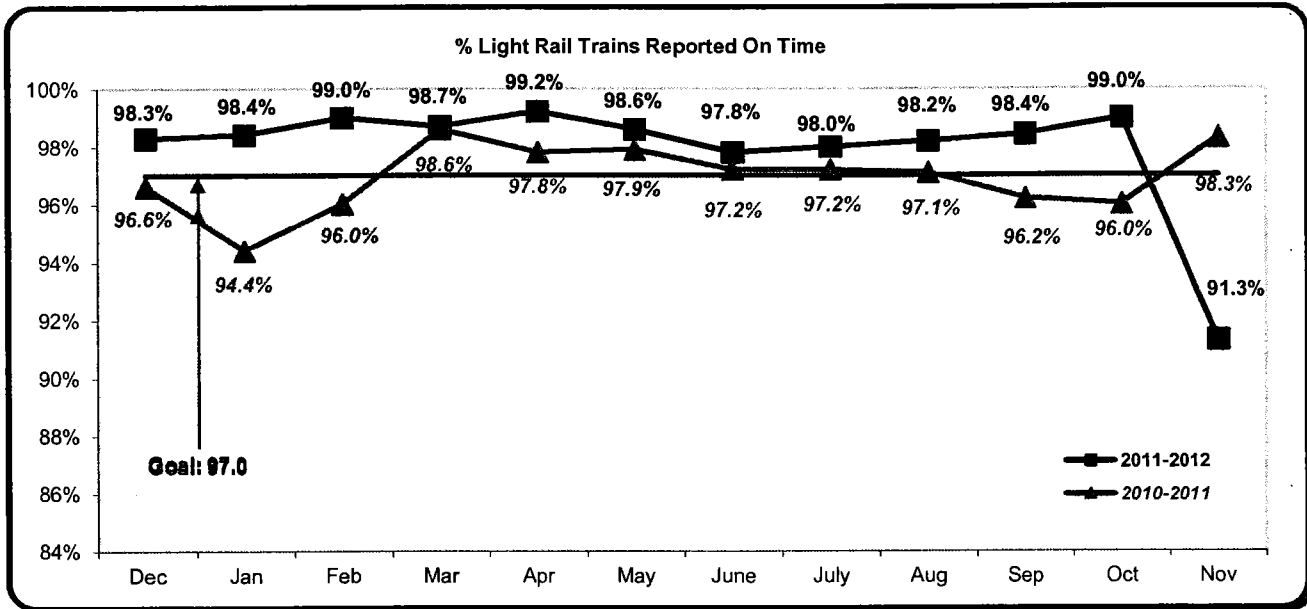
The 12-month average for Bus On-Time Performance for December 2010 - November 2012 was 90.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2012



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL DECEMBER 2010 - NOVEMBER 2012



*Note: Starting May 2007

	2011	2012	# Change
November Comparison	98.3%	91.3%	-7.0%

	2010-2011	2011-2012	# Change
12-Month Average December - November	96.9%	97.9%	1.0%

Analysis:

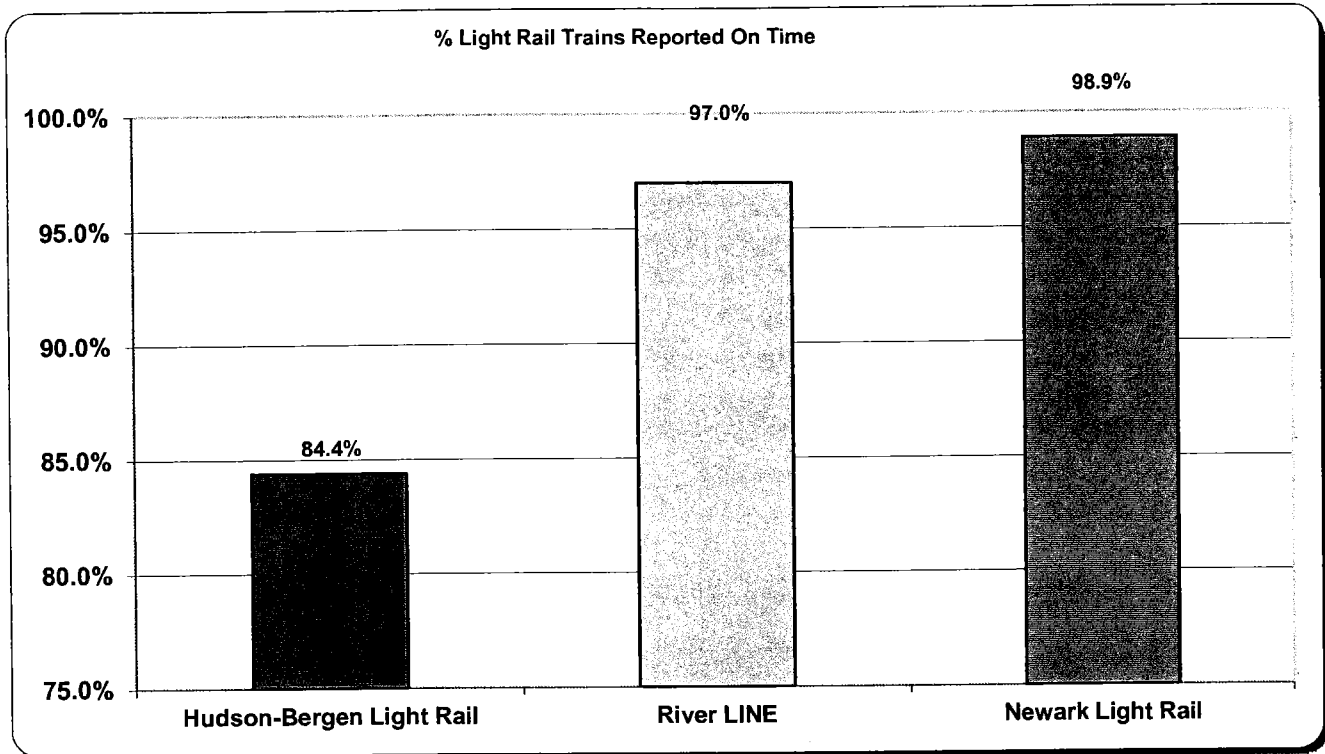
Light Rail On-Time Performance systemwide was 91.3% for the month of November 2012. Of the 17,505 scheduled trains, 1,520 (or 8.7%) experienced delays. In addition to recovery from Superstorm Sandy, key causes included:

- A vehicle blocking the tracks affecting Hudson-Bergen Light Rail service on Nov. 25.
- Mechanical failures affecting River Line service on Nov. 27.
- Switch problems affecting Newark Light Rail service on Nov. 27.

The 12-month average for Light Rail On-Time Performance for December 2010-November 2012 was 97.9%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE NOVEMBER 2012



DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Development DBE/SBE Participation

Federally Funded Contracts

NJ TRANSIT awarded \$5,249,450.00 in federal funds October through January FY 13.* Disadvantaged Business Enterprises (DBEs) received \$225,189.00 or 4.29% in federal-funded contract dollars during this period from either race conscious and race neutral awards.

DBE Goal Attainment FY 2011 to Date January 31, 2013 or 10.15%

Contracts awarded	\$322,447,237.77
DBEs received	\$32,724,215.87

State Funded Contracts

NJ TRANSIT awarded **\$134,283,775.52** in state-funded contract dollars July through January FY 13. ** Of that total, Small Business Enterprises (SBEs) received **\$16,561,898.15** or **12.33%**.

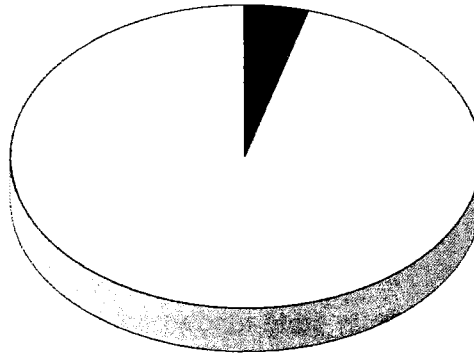
Category 1 SBEs received **\$4,504,183.00** or **3.35%**.
Category 2 SBEs received **\$2,053,988.19** or **1.53%**.
Category 3 SBEs received **\$179,614.00** or **.13%**.
Category 4 SBEs received **\$1,375,400.36** or **1.02%**.
Category 5 SBEs received **\$8,448,712.60** or **6.29%**.
Category 6 SBEs received **\$0** or **.0%**.

Federal & State Contracts Total

NJ TRANSIT awarded **\$33,107,599.43** in federal and state contract dollars during January reporting period. Of that total, **\$4,592,870** or **13.87%** of federal and state contract dollars were won by DBEs and SBEs.

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

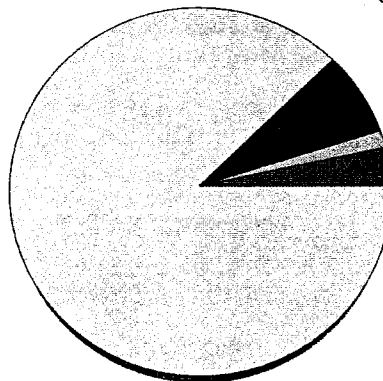
NON-DBE
FEDERAL
\$5,024,261.00
95.71%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$225,189.00
4.29%

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

NON-SBE STATE
\$117,721,877.37
87.67%



SBE-5
\$8,448,712.60
6.29%

SBE-4
\$1,375,400.36
1.02%

SBE-1
\$4,504,183
3.35%

SBE-2
\$2,053,988.19
1.53%

SBE-3
\$179,614
0.13%

SBE-6
\$0
.0%

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

Four NJ TRANSIT employees retired in December with careers ranging from 10 to 32 years of service:

1. David G. Cole (Butler) Superintendent Garage, Orange Garage – 32 years
2. Jimmy D. Gee (Freehold) System General Road Forman, Penn Plaza – 25 years
3. Charles A. Hickerson (Hammonton) Bus Operator, Egg Harbor Garage – 16 years
4. Winford Carter (Jersey City) Bus Operator, Greenville Garage – 10 years

Twelve NJ TRANSIT employees retired in January with careers ranging from 10 to 38 years of service:

1. Larry A. Beers (Succasunna) Asst. Eng. Track, Penn Plaza – 38 years
2. Michael Landolfi (Hamilton Square) Mech. Class A G, Hamilton Garage – 33 years
3. Ulsemer I. Vargas (Kearny) Forman Garage, Orange Garage – 33 years
4. Donald C. Steele (Philadelphia, PA) Mgr. Bus. Manpower Plan, Penn Plaza – 32 years
5. David C. Bresnahan (Howell) Chief Terminal Supv., PABT – 31 years
6. Marion Racine (Morganville) Supt. LRT, City Subway – 25 years
7. Mirta Ramos (Freehold) Special Assistant, Penn Plaza – 25 years
8. Awilda Rivera (Newark) Sr. Claims Spec., Penn Plaza – 21 years
9. Louis A. Castro (Jersey City) Bus Operator, Meadowlands Garage – 18 years
10. Joanne Kimble (Levittown, PA) Manager Rail Admin., Penn Plaza – 16 years
11. Mark G. Emr (Little Ferry) Forman Garage II, MBC – 15 years
12. Jorge Rojas (Bloomfield) Bus Operator, Market Street Garage – 10 years

ACTION ITEMS

ITEM 1302-01: COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACT FOR MOBILITY VEHICLES

BENEFITS

The Federal Transit Administration (FTA) makes available a variety of funding programs and grants that allow for the purchase of vehicles for local community transit services. NJ TRANSIT, as the grant recipient, procures vehicles under these grant programs on behalf of local subrecipients in order to maximize purchasing power as well as to ensure compliance with Federal procurement regulations.

Vehicles purchased under this procurement will benefit elderly and disabled residents of New Jersey. Specific Federal programs are Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program, Section 5317 New Freedom Program, and the Congestion Mitigation and Air Quality (CMAQ) Program. Transportation Trust Fund monies are used for NJ TRANSIT's required match of Section 5310; Section 5317 funds are matched by the subrecipient.

ACTION (Scorecard: Corporate Accountability, Customer Experience)

Upon completion of a competitive procurement process, staff seeks authorization to award NJ TRANSIT Contract No. 13-027 to Alliance Bus Group of Carlstadt, New Jersey, for the purchase of 27 Mobility Vehicles (Model MV-1) in an amount not to exceed \$1,233,090.00, plus five percent for contingencies, for a total contract authorization of \$1,294,744.50, subject to the availability of funds.

PURPOSE

Authorization of this contract will provide Mobility Vehicles (Model MV-1) to be used by 18 private non-profit organizations and four designated public bodies, as shown in Exhibit A, to provide transit services to senior citizens and persons with disabilities.

The MV-1 Mobility Vehicle, which is manufactured by Vehicle Production Group, Mishawaka, Indiana, is smaller than a minibus or standard van, and is more fuel-efficient and easier to manipulate, particularly in urban areas. The MV-1 Mobility Vehicle was introduced to the market relatively recently and is the first Original Equipment Manufacturer (OEM)-designed and assembled accessible vehicle of its size. The vehicle also meets the Federal "Buy America" requirements.

BACKGROUND

Federal Transit Administration Programs

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

This program (49 U.S.C. 5310) provides formula funding annually to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is

unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency (in New Jersey it is NJ TRANSIT) ensures that local applicants and project activities are eligible and in compliance with Federal requirements that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally-assisted transportation services assisted by other Federal sources. Once the FTA approves the application, funds are available for State administration of its program and for allocation to individual subrecipients within the State.

States are direct recipients. Eligible subrecipients are private non-profit organizations; governmental authorities where no non-profit organizations are available to provide service; and governmental authorities approved to coordinate services.

Title 49 U.S.C. 5310, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires a recipient of Section 5310 funds to certify that projects selected are derived from a locally-developed, coordinated public transit-human services transportation plan.

Congestion Mitigation and Air Quality (CMAQ)

This program (23 U.S.C. 149) is a section of the Federal Highway Program that can be used for public transit purposes. Decisions over which projects and programs to fund under CMAQ are made through the appropriate metropolitan and/or statewide planning process, which includes the involvement of State and local air quality agencies. The Federal Highway Administration (FHWA) and FTA recommend that States and MPOs develop their transportation/air quality programs using complementary measures that simultaneously provide alternatives to single-occupant vehicle (SOV) travel while reducing demand through pricing parking management, regulatory or other means. Further, the FHWA and FTA urge States and MPOs to develop a full and open public process for the solicitation and selection of meritorious projects to be funded through the CMAQ program. States may transfer CMAQ funds to other programs, including transit programs.

Section 5317 New Freedom

This program (49 U.S.C. 5317) aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, local governments, and operators of public transportation services including private operators of public transportation services.

Federal Transit Law, as amended by SAFETEA-LU, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally-developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

NJ TRANSIT's Administrative Role

NJ TRANSIT's authorizing legislation, known as the New Jersey Public Transportation Act of 1979, states "As a matter of public policy, it is the responsibility of the State to establish and provide for the operation and improvement of a coherent transportation system in the most efficient and effective manner." (NJSA 27:25-2)

Furthermore, under the Senior Citizen and Disabled Resident Transportation Assistance Act, which became effective January 17, 1984, the New Jersey Legislature stated that "it is appropriate that the New Jersey Transit Corporation, in conjunction with its advisory bodies, representatives or associations of counties, and other interested parties, develop a plan for transportation assistance to senior citizens and the disabled; that the instrumentalities of local government, particularly the counties of this State, should play a major role in facilitating the provision of that transportation assistance; and that the New Jersey Transit Corporation in conjunction with the New Jersey Department of Transportation's Office of Coordination, as well as the counties, should coordinate the assistance with existing transportation services, including but not limited to those services funded by any other State agency, at the local level and coordinate inter-county transportation services." (NJSA 27:25-26)

NJ TRANSIT has developed a State Management Plan, most recently updated in June 2012, for these programs, which describes the process by which funds are administered and which includes the process for selecting subrecipients to receive vehicles.

Selection Process

Federal funds were made available for the purchase of vehicles to be allocated to subrecipients under the programs described above. NJ TRANSIT worked with subrecipients to determine appropriate vehicle types and quantities. NJ TRANSIT developed specifications for the vehicles, consistent with the subrecipients' needs and the available funding.

Selection Process for Sections 5310, 5317, and CMAQ

Under these three programs, Federal funding is made available annually and a competitive grant process is undertaken. The Section 5310 application process for subrecipients is directly administered by NJ TRANSIT with input from other groups and organizations, including Metropolitan Planning Organizations (MPOs), during the review

and selection process. The CMAQ and Section 5317 program applicants are solicited directly by MPOs with NJ TRANSIT then submitting the Federal grant and administering the program. The Section 5310 program is predominantly a capital (vehicle) program and requests usually exceed available funds. CMAQ and Section 5317 can be used for operating or capital. This Board item only reflects capital fund requests for vehicles contained in approved grants.

Section 5310 applications are reviewed and evaluated in five major areas:

- Description of service, which includes a description of the service area, explanation of current transportation challenges for consumers, impact of not receiving the award, and the un-met need being filled with the award.
- Vehicle utilization and appropriateness of service, including the number of trips and hours of operation as well as the trip purposes proposed.
- Coordination and cooperation, which considers whether the applicant or service presented as an un-met need is specifically identified in a locally-developed human services coordination plan.
- Financial and management capabilities, which include a consideration of fiscal resources set aside for the proposed service as well as the agency's experience in providing transportation services.
- Operating plan, which includes the depth of driver training, maintenance program, storage of equipment, and scheduling and dispatching of vehicles.

In addition to the above factors, the availability of other transit options in the area, and the degree to which the section 5310 proposed service will complement the other options, is considered. For those who are current subrecipients of NJ TRANSIT, timely submittal of required reports and certifications, and maintenance of vehicles is also considered.

This process is explained in greater detail in NJ TRANSIT's State Management Plans for the Section 5310 and Section 5317 programs, most recently revised in June 2012.

Funding

Funds to be used in this vehicle purchase have already been awarded to NJ TRANSIT through FTA grants. NJ TRANSIT's costs for administering these programs are also funded through these grants.

Funding Source	Amount
FTA Section 5310	\$ 913,400
TTF Match for FTA Section 5310	\$ 228,350
FTA Section 5317 New Freedom	\$ 20,523
Local Match for FTA Section 5317	\$ 25,147
CMAQ Flex to Section 5310	\$ 45,670
Total	\$ 1,233,090

Procurement

An Invitation for Bid (IFB) was advertised in *The Star-Ledger* and *The Trenton Times* on October 31, 2012. A Pre-Bid Conference was held on November 14, 2012. Bids were opened on December 11, 2012 at 2:30 p.m.

The Federal Transit Administration (FTA) requires that each Transit Vehicle Manufacturer, as a condition of authorization to bid on Transit Vehicle procurements utilizing FTA funds, establish a DBE Program including overall goals which is then submitted to FTA for approval. The Office of Business Development has assigned a Transit Vehicle Manufacturer goal for this procurement. The Engineer's Estimate for the base order vehicles is \$1,300,000.00.

IFB 13-027 BID RESULTS

COMPANY	TOTAL EVALUATED PRICE
Alliance Bus Group Carlstadt, New Jersey	\$ 1,233,090.00

Although seven vendors expressed interest in the contract, only Alliance Bus Group ultimately submitted a bid.

Options for Additional Vehicles

The bid documents for the vehicles included the provision for the purchase of 15 additional vehicles to be exercised by NJ TRANSIT within 365 days of contract notice to proceed. Additional Board authorization will be requested should a decision be made to exercise the option.

All vehicles purchased through this contract have a useful life of four years or 100,000 miles.

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

FISCAL IMPACTS

Requested Authorization: \$ 1,233,090.00 + 5% contingency

Total Project Cost: \$ 1,294,744.50

Projected Date of Completion: February 2015

Anticipated Source of Funds: Federal Transit Administration
CMAQ
Transportation Trust Fund
Subrecipient funds

DBE/SBE Goal: Transit Vehicle Manufacturer

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

Related Future Authorization: Annual Community Mobility and Local Programs authorization

Impacts on Subsequent Operating Budgets: None

RESOLUTION

WHEREAS, NJ TRANSIT has applied for and funded local transit services throughout the State through a variety of Federal Transit Administration (FTA) grant programs; and

WHEREAS, funding is available to purchase vehicles for local transportation programs under FTA Section 5310, FTA Section 5316, and CMAQ; and

WHEREAS, upon completion of a competitive procurement process, Alliance Bus Group was determined to be the lowest responsive, responsible bidder for the Mobility Vehicles;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to award NJ TRANSIT Contract No. 13-027 to Alliance Bus Group of Carlstadt, New Jersey, for the purchase of 27 Mobility Vehicles in an amount not to exceed \$1,233,090.00, plus five percent for contingencies, for a total contract authorization of \$1,294,744.50, subject to the availability of funds.



MV-1 Mobility Vehicle

RECIPIENTS OF VEHICLES

Section 5310 Transportation for Seniors and Persons With Disabilities Program

Atlantic	Bacharach Institute for Rehabilitation	1
Bergen	North Jersey Friendship House	1
Essex	Clara Maas Medical Center Foundation	1
Essex	Essex County	1
Essex	Newark Aids Consortium Inc	1
Essex	Tri-City Peoples Corporation	1
Gloucester	Arc of Gloucester	1
Middlesex	Alternatives, Inc.	2
Middlesex	Neighbors, Inc.	2
Monmouth	Alternatives, Inc.	1
Morris	Cheshire Home, Inc.	1
Passaic	City of Clifton	1
Somerset	Alternatives, Inc.	1
Somerset	Arc of Somerset County	1
Somerset	Martin & Edith Stein Assisted Living Residence	1
Sussex	SCARC Inc	2
Union	Community Access Unlimited, Inc.	2
Union	Union County Paratransit	1
Warren	Alternatives, Inc.	3
Total		25

RECIPIENTS OF VEHICLES

Section 5310 (CMAQ-FLEX) Transportation for Seniors and Persons With Disabilities Program

Mercer	Mercer County	1
Total		1

Section 5316 New Freedom

Warren	Warren County	1
Total		1

**ITEM 1302-02: FRANK R. LAUTENBERG STATION AT SECAUCUS JUNCTION
MAIN LINE PLATFORM EXTENSIONS: CONSTRUCTION
SERVICES**

BENEFITS

NJ TRANSIT provides rail service to the Meadowlands Sports Complex for certain sports and entertainment events at MetLife Stadium. In the next few years, NJ TRANSIT will provide rail service for major events such as Super Bowl 48 and daily service to the new American Dream retail and entertainment complex.

NJ TRANSIT is making preparations to expand rail service to the Meadowlands Sports Complex including operating longer trains to provide increased capacity for major events. The boarding platforms on the lower level of Secaucus Junction can presently accommodate eight-car trains. These platforms will be extended to accommodate ten-car trains. The rail station at the Meadowlands Sports Complex already supports the longer trains.

Longer boarding platforms at Secaucus Junction will ensure customers can board and exit the longer trains expeditiously, thereby increasing the capacity of the service to accommodate larger crowds. This investment will also provide flexibility to operate longer trains on other rail lines in the future.

ACTION (Scorecard: Corporate Accountability, Customer Experience)

Staff seeks authorization to enter into a contract with the lowest responsive responsible bidder to construct extensions to the Main Line platforms at Secaucus Junction, at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

Since 2009, NJ TRANSIT has provided rail service from Hoboken Terminal and Secaucus Junction to the Meadowlands Sports Complex for major sports and entertainment events at MetLife Stadium. Customers have responded positively to the service with 10,000 people routinely using the service for football games and as many as 22,000 people using the service for concerts.

The rail service has improved access at the sports complex and reduced post-event traffic congestion for those who choose to drive to the stadium. The availability of rail service was also a contributing factor in the National Football League's decision to host Super Bowl 48 at MetLife Stadium, which is expected to generate more than \$500 million in economic activity for the region.

NJ TRANSIT is now making preparations for Super Bowl 48 in February 2014 which will draw capacity crowds to MetLife Stadium. NJ TRANSIT has identified a cost effective opportunity to extend the board platforms on the lower level of Secaucus Junction. The foundations for these longer platforms were originally constructed as part of the Secaucus Junction project more than a decade ago and will be utilized by this project.

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

FISCAL IMPACTS

Requested Authorization:	An amount not to exceed the budgeted amount
Total Project Cost:	\$2.5 million
Projected Date of Completion:	September 2013
Anticipated Source of Funds:	TTF
DBE/SBE Goal:	The goal will be established prior to advertisement of the construction bid package.
<i>NJ Builds</i> Amount:	None
Future/Related Authorizations:	None
Impact on Subsequent Operating Budgets:	Less than \$10,000 annually for additional utility and maintenance costs

RESOLUTION

WHEREAS, NJ TRANSIT provides rail service to the Meadowlands Sports Complex for certain sports and entertainment events at MetLife Stadium; and

WHEREAS, NJ TRANSIT will provide expanded rail service for major events such as Super Bowl 48 in the next few years and daily service to the new American Dream retail and entertainment complex; and

WHEREAS, NJ TRANSIT is making preparations to provide expanded service to the Meadowlands Sports Complex including operating longer trains to provide increased capacity for major events; and

WHEREAS, the Main Line boarding platforms on the lower level at Secaucus Junction will be extended to increase capacity and expedite travel for Meadowlands customers and provide flexibility for longer trains on other lines in the future;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a contract with the lowest responsive responsible bidder to construct extensions to the Main Line platforms at Secaucus Junction, at a cost not to exceed the budgeted amount, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

ITEM 1302-03: SOUTH JERSEY BUS RAPID TRANSIT: CONSULTANT CONTRACT FOR ENVIRONMENTAL ASSESSMENT AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENTATION

BENEFITS

As the result of an Alternatives Analysis (AA) study, NJ TRANSIT has identified a need for transit service enhancements from Camden and Gloucester counties for travel to/from Center City Philadelphia, the City of Camden and other activity centers along the Route 55/42/676 travel corridor. A new Bus Rapid Transit (BRT) system has been proposed to address this need. The proposed South Jersey BRT System includes three major park/rides, special (shoulder-based) bus lanes, new stations, real-time bus arrivals information, off-board fare collection, and traffic signal priority technology at signalized intersections in Camden and Philadelphia. The study area is shown in Exhibit A.

NJ TRANSIT has received a Federal discretionary grant for \$2.6 million for initial steps to begin implementing BRT in Camden County, including construction of the Avandale park and ride. The next step in advancing this project is to complete the requirements of the National Environmental Policy Act (NEPA) process by completing an Environmental Assessment and submitting documentation to the Federal Transit Administration (FTA). Completion of the NEPA documentation will allow the initial discretionary grant to be spent and will allow NJ TRANSIT to apply for additional Federal funding to advance the full implementation of the South Jersey BRT System.

ACTION (Scorecard: Customer Experience)

Upon completion of a competitive procurement process, staff seeks authorization to enter into NJ TRANSIT Contract No. 12-065 with AECOM Technical Services, Inc. of Newark, New Jersey, for consultant services in support of the South Jersey Bus Rapid Transit Environmental Assessment and NEPA Documentation at a cost not to exceed \$799,519, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

The authorization of this contract will provide professional services for conducting an Environmental Assessment and completing NEPA documentation to advance the South Jersey BRT System. The consultant will provide services for project management, public participation, supporting studies, travel analysis, forecasting, service planning, conceptual engineering, NEPA documentation, agency review, public review, Section 106 review, and the completion of a draft environmental decision document.

BACKGROUND

History

Over the last several years, NJ TRANSIT has been advancing a coordinated program of investments in southern New Jersey to improve regional mobility and improve access to major employment centers in Camden, Philadelphia, and Atlantic City. These efforts include partnering with the Delaware River Port Authority (DRPA) to advance the Environmental Impact Statement for the Glassboro-Camden Light Rail, the Atlantic City Rail Line study for reviewing potential new station investment, and the Alternatives Analysis study that recommended the South Jersey BRT System.

The need for transit improvements in the specific study corridor was initially identified by the DRPA in their 2009 *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis*. The DRPA assessed the feasibility of extending rail service into Camden and Gloucester Counties and concluded that the most promising rail service was to extend light rail from downtown Camden to Glassboro along an existing railroad right-of-way currently used by Conrail for freight service.

The DRPA study also identified a potential market for Bus Rapid Transit along the Routes 42/55/676 travel corridor. The corridor is located between the DRPA-proposed Glassboro-Camden light rail line, to the southwest, and the PATCO Line, to the north. Improved transit service is needed to make commuting to jobs in Camden and Philadelphia easier, and to serve reverse commutes to jobs and activity centers in suburban New Jersey. Area residents and elected officials view this as a necessary step to encourage economic development in the area, and to improve connections between Camden and the growing job bases outside Camden. The regional transit projects are shown in Exhibit B.

This need for improved transit and potential for BRT was the basis for the Routes 55/42/676 Transit Alternatives Analysis (AA). In December 2009, the NJ TRANSIT Board of Directors authorized the award of a contract with AECOM Consultants (Item 0912-97) to conduct the study. Options for improving transit service in the area were evaluated. All technical work was carefully coordinated with the public through a Technical Advisory Committee (TAC), local elected officials and the public via project open houses, a project website, and social media. The AA study identified a new South Jersey BRT System as the best alternative to meet the project's goals and objectives.

The recommended alternative for the South Jersey BRT System was adopted by NJ TRANSIT's Board as the Locally Preferred Alternative (LPA) in June 2012 (Item 1206-27). The LPA was also adopted by the region's Metropolitan Planning Organization, which is the Delaware Valley Regional Planning Commission (DVRPC). As a result of DVRPC's approval, the BRT system has been incorporated into the regional long-range plan and is potentially eligible for Federal funding.

Procurement

A Request for Proposals (RFP) for consultant services to perform an FTA-compliant Environmental Assessment and the completion of NEPA documentation was advertised in *The Star-Ledger* and *The Trenton Times* on August 28, 2012. A pre-proposal conference was held on September 6, 2012. Proposals were submitted on September 24, 2012 and were evaluated by a Technical Evaluation Committee (TEC), comprised of staff from the following Departments:

- Capital Planning & Programs Capital Planning (two members)
- Capital Planning & Programs Environmental Services (one member)
- Bus Operations Bus Service Planning (one member)

Two proposals were submitted. Both firms participated in oral interviews that were conducted on October 22, 2012. After oral presentations the TEC made their final evaluations; the consultant team led by AECOM Technical Services, Inc. was ranked the highest by the TEC.

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

FISCAL IMPACTS

Requested Authorization: \$ 799,519 + 5% contingency

Total Project Cost: \$ 1,200,000 (NEPA documentation only)

Projected Date of Completion: June 2014

Anticipated Source of Funds: Transportation Trust Fund

DBE/SBE Goal: 20% SBE, Category 6

NJ Build Amount: N/A

Related Future Authorizations: Final Engineering and Design
Construction
Construction Management
Construction Assistance

Impacts on Future Operating Budgets: None

RESOLUTION

WHEREAS, the Delaware River Port Authority identified the Routes 55/42/676 travel corridor as an area in need of improved transit service in their 2009 *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis* report; and

WHEREAS, in January 2010 NJ TRANSIT initiated the *Routes 55/42/676 Transit Alternatives Analysis* study in cooperation with the Federal Transit Administration to identify the most effective transit option for the Route 55/42/676 travel corridor; and

WHEREAS, the Alternatives Analysis study identified a Bus Rapid Transit as the most effective alternative for meeting the study's goals and objectives; and

WHEREAS, in June 2012 the NJ TRANSIT Board of Directors adopted the recommended alternative as the Locally Preferred Alternative for the South Jersey Bus Rapid Transit System and authorized the submittal of the LPA to the Board of Directors of the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO), for adoption and inclusion in the regional Long Range Plan (Item 1206-27); and

WHEREAS, in June 2012 the Board of Directors of the DVRPC amended *The Regional Plan for Sustainable Future*, the 2035 regional plan, to include the Locally Preferred Alternative for the South Jersey Bus Rapid Transit System; and

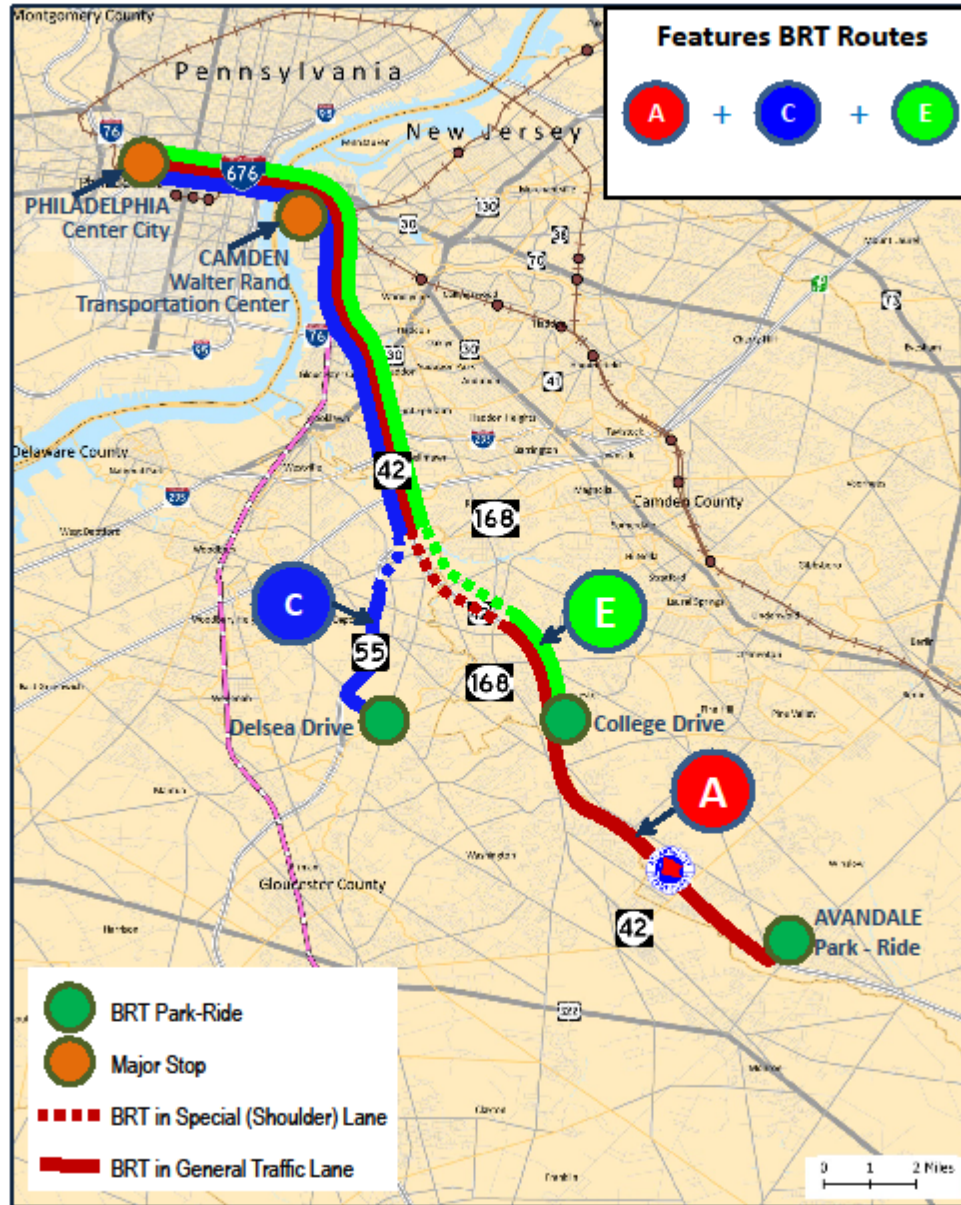
WHEREAS, NJ TRANSIT seeks to complete a NEPA document for the South Jersey Bus Rapid Transit System as part of the Federal environmental process; and

WHEREAS, after the completion of a competitive procurement process, AECOM Technical Services, Inc. was deemed to have submitted the most advantageous proposal;

NOW, THEREFORE BE IT RESOLVED, that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract No. 12-065 with AECOM Technical Services, Inc. of Newark, New Jersey, for consultant services in support of the South Jersey Bus Rapid Transit Environmental Assessment and NEPA Documentation at a cost not to exceed \$799,519, plus five percent for contingencies, subject to the availability of funds.

EXHIBIT A

South Jersey Bus Rapid Transit (BRT) System BRT Service to Camden and Philadelphia



Route 55/42/676 Transit Alternatives Analysis - Locally Preferred Alternative

ITEM 1302-04: SPECIAL COUNSEL – SOMERVILLE TRANSIT-ORIENTED DEVELOPMENT

BENEFITS

The Borough of Somerville has been working with NJ TRANSIT, the state Economic Development Authority and other agencies and groups to redevelop a major portion of the community's downtown near the rail station.

A 31-acre NJ TRANSIT property near the Borough train station is within the borough's larger, 150-acre-plus downtown redevelopment zone. The agency and the borough together have developed a vision for creation of a transit-oriented commercial and residential development of hundreds of thousands of square feet at the NJ TRANSIT site. Intelligent redevelopment of the site will fulfill Governor Christie's mandate to help reduce taxpayer subsidies to NJ TRANSIT, will maintain commuter parking, and will enhance the economic health of the Borough and increase rail ridership and utilization of the recently-renovated Somerville train station.

A competitive Request for Proposal process has identified a potential developer for the NJ TRANSIT property. The competitively-procured services of legal counsel with expertise in real estate and redevelopment are now warranted as project agreements and other contracts are negotiated with the potential developer in order to ready the project for the Board of Directors' review and approval.

Legal Services

Negotiation of terms and conditions for the use of NJ TRANSIT property for transit-oriented development in a complex and extensive matter requiring multiple, complex legal documents is a specialized area of law. Engaging outside legal counsel provides efficiencies and flexibility in the delivery of legal services and complements the services provided by the New Jersey Division of Law, thereby using NJ TRANSIT's resources to the maximum benefit of its stakeholders.

Hill Wallack, of Princeton, New Jersey is an established law firm providing comprehensive legal services. The retention of Hill Wallack as Special Counsel through a competitive process by the Attorney General's office provides NJ TRANSIT with necessary legal expertise in the specialized areas of transit-oriented development, redevelopment, and associated regulatory, real estate and municipal land use matters.

ACTION (Scorecard: Corporate Accountability, Financial Performance)

Staff seeks authorization to compensate Hill Wallack of Princeton, New Jersey as Special Counsel with respect to Somerville transit-oriented development at an amount not to exceed \$750,000, subject to future capital program budgets.

PURPOSE

The Attorney General of New Jersey, through the Department of Law and Public Safety, Division of Law conducts the selection process for outside counsel through the issuance of Requests for Qualifications. The Division of Law has issued Outside Counsel Guidelines to standardize processes and procedures in connection with its legal matters. Outside counsel is managed solely through the Attorney General's office which makes new assignments through individual retention letters.

The Attorney General has retained Hill Wallack as Special Counsel to NJ TRANSIT for transit-oriented development at NJ TRANSIT's Somerville Station. Authorization to compensate Hill Wallack will enable NJ TRANSIT to maximize benefits to its stakeholders and protect the public interest by negotiating necessary legal documents related to the planning, design and development of approximately 31 acres of NJ TRANSIT property adjacent to the Somerville station.

Given current budget constraints and the need to minimize taxpayer subsidies, it is critical that NJ TRANSIT maximize revenue from its real estate holdings and various underutilized transit-oriented development opportunities. Hill Wallack's expertise in real estate matters and transactions provides essential legal assistance to NJ TRANSIT's staff in achieving this objective.

BACKGROUND

As the result of a request for competitive proposals, NJ TRANSIT selected Somerset Development, LLC, of Lakewood, to continue the request for proposals process by entering into negotiations for a memorandum of understanding and master development agreement with NJ TRANSIT for transit-oriented development of the site. The Borough of Somerville has hired the law firm of DeCotiis, Fitzpatrick and Cole, of Teaneck to represent its interests.

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

FISCAL IMPACTS

Requested Authorization: Authorization to compensate Hill Wallack as Special Counsel with respect to transit-oriented development at an amount not to exceed \$750,000.

Total Project Cost: \$1,350,000

Projected Date of Completion: 12/2016

Anticipated Source of Funds: Capital Program

DBE/SBE Goal:	N/A
<i>NJ Build</i> Amount:	None
Related Future Authorizations:	None
Impacts on Subsequent Budgets:	None

RESOLUTION

WHEREAS, NJ TRANSIT requires significant and varied legal expertise in support of its transit-oriented development projects; and

WHEREAS, representing a public agency in transit-oriented development requires complex and specialized expertise for which special counsel is required; and

WHEREAS, the Attorney General has retained Hill Wallack, of Princeton, as special counsel to provide NJ TRANSIT's Real Estate and Economic Development Department with legal counsel and representation in connection with the Somerville transit-oriented development;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to compensate Hill Wallack of Princeton, New Jersey as Special Counsel with respect to the Somerville transit-oriented development at an amount not to exceed \$750,000, subject to future capital program budgets.