

**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

November 19, 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, November 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 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, November 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  
Raymond W. Greaves, Board Member  
Myron P. Shevell, Board Member (Absent)  
Flora M. Castillo, Board Member (Absent)

James Weinstein, Executive Director  
Meghan C. Umukoro, 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  
Al Stiehler, Inspector, NJ TRANSIT Police  
Kathleen M. Sharman, Chief Financial Officer & Treasurer  
Steve Santoro, Assistant Executive Director, Capital Planning & Programs  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Leotis Sanders, Vice President Civil Rights & Diversity Programs  
Carlos Ramirez, Assistant Executive Director, Corporate Affairs  
Warren Hersh, Auditor General  
Michael Gonnella, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:10 a.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Meghan C. Umukoro announced that the Board Meeting was being video recorded. Chairman Simpson confirmed that neither Board Member Myron Shevell nor Board Member Flora Castillo would be in attendance but that there was still a quorum.

Chairman Simpson asked for a motion to adopt the minutes of the September 12, 2013 Board Meeting. A motion was made by Vice Chairman Bruce Meisel seconded by Board Member James C. Finkle Jr. and unanimously adopted.

**JAMES RALEIGH RESOLUTION**

Chairman Simpson stated that the next order of business was a sad item. He said that James Raleigh, who was a great friend to everyone at NJ TRANSIT, a great booster for public transportation in this country, and a great individual, passed away. Chairman Simpson stated that Mr. Raleigh was part of the NJ TRANSIT family and he is going to be missed. Chairman Simpson said Mr. Raleigh's buddy Joe Clift is present and he did not know what Mr. Clift was going to do without Mr. Raleigh. Chairman Simpson said they

both used to go down to the Department of Transportation on a regular basis to talk about issues. He said that he got to know Mr. Raleigh on a personal level and believed that Mr. Raleigh was a Bell Labs engineer who did a lot with NASA and a lot with communications. Chairman Simpson said that Mr. Raleigh really knew his stuff and was a wonderful advocate. He stated that he knew that Executive Director Weinstein would agree and that he would have a couple of words upon his conclusion.

Chairman Simpson said Mr. Raleigh's wife, Mrs. Frances Raleigh, and his daughter, Catherine, were present at the Board Meeting. Chairman Simpson said that he would like them to know that personally, as well as on behalf of the Governor, the Board, all 11,000 plus individuals at NJ TRANSIT, and the State are going to miss Mr. Raleigh because he really knew his stuff and knew a lot about a lot of things. He stated that he spent a lot of one-on-one time with Mr. Raleigh and that NJ TRANSIT would like to recognize him as a noted transportation advocate who served as a strong voice on behalf of all customers.

Chairman Simpson said Mr. Raleigh was a regular attendee and public speaker at monthly Board meetings where he was always ready to offer his feedback and insights on how to improve NJ TRANSIT's services. He stated that Mr. Raleigh was very respectful of everybody that he came in contact with. Chairman Simpson stated that on behalf of the Board, NJ TRANSIT was honored to recognize Mr. Raleigh for his tireless advocacy and commitment to public transportation, which will serve as an inspiration to all for many years to come. Chairman Simpson said that his presence will certainly be missed.

Executive Director Weinstein stated that he would echo what the Commissioner said. He said NJ TRANSIT, in its thirty-four years, has an incredibly rich history of citizen participation. Executive Director Weinstein said that sometimes they skewer management and sometimes they applaud management, but that they always contribute and always try to make NJ TRANSIT a better place. Executive Director Weinstein stated that James Raleigh stands out as one of the people that has really been one of the main contributors as a citizen and advocate for better public transportation and for better management of this system. Executive Director Weinstein said Mr. Raleigh is going to be missed not only by the Board and himself, but by the entire organization and gave his thanks and condolences. Chairman Simpson and Executive Director Weinstein presented the resolution to Mr. Raleigh's wife, Frances Raleigh, and his daughter, Catherine.

### **Public Comments on Agenda Items and Other Matters**

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

**Joseph Clift** said that he would like to add to Executive Director Weinstein's comments about James T. Raleigh. He stated that even when Mr. Raleigh was skewering someone he had a glint in his eyes and a skip in his step with this excitement and enjoyment about it. Mr. Clift said that he could only imagine someone like Mr. Raleigh working at NASA on the Apollo program. He said the risks there were greater but the issue of finding the truth, getting the facts together and pushing it was pretty much the same. He stated that Mr. Raleigh pushed hard, but was never mean about it. Mr. Clift said that he would try to emulate him and that he will be missed. He said he will no longer have anyone to call him

with what is in the day's paper. He stated that although he will be missed very much, there is nothing left to do but to pick-up and go on.

Mr. Clift stated that Mr. Raleigh would have asked, if NJ TRANSIT is going to fix the trucks, how much will it cost to fix each truck? How many trucks will be fixed? What will the cost be with respect to the information listed on page seven of the package? Mr. Clift said that Mr. Raleigh would have asked about the specific information for each item so that the Board would know what the costs were such as what the unit costs were, how many pieces of equipment were given for this improvement, and what the benefits were rather than just accepting a packaged deal which is what they have. Mr. Clift stated he would like to know what it is really costing to add the seats and said it sounds like a good idea to add the seats and that it probably is a great idea.

Mr. Clift said the Monitoring and Control Unit upgrades sound like there is a five year old car that was purchased and now NJ TRANSIT is going to pay someone to update it to current technology because another new car was purchased. Mr. Clift said there is a basic question of how much per unit this is costing and whether it really is a good thing to do. He said that when a new car is purchased it has all the new bells and whistles, but asked how often it was that a car that has plenty of life left in it is upgraded. Mr. Clift stated that it would be worth looking into it as the upgrades were pushing \$70,000 to \$80,000 per car, which is a lot of money as it nears a total of approximately \$23 Million. Mr. Clift stated that Mr. Raleigh would have asked "What are the facts? What are the truths?"

Mr. Clift said Mr. Raleigh would also have asked about the facts of Superstorm Sandy and all the customers that would ride from Bay Head to Long Branch. Mr. Clift stated that the first morning and afternoon trains are still not there and asked when they will come back.

Mr. Clift stated that with regards to the rolling stock on page three of the agenda, which was very well done, Mr. Raleigh would have asked where the fleet is growing from. He said that it is three locomotives bigger than it was a month ago. Mr. Clift stated that they may be Bombardier damaged locomotives that NJ TRANSIT has not reported. He said that there are twelve locomotives that fortunately for NJ TRANSIT, were still owned by Bombardier, so that when they were flooded at the Meadows Maintenance Complex (MMC) it was Bombardier's issue. He said that Mr. Raleigh was all about getting the facts and pushing the facts to solve the issue. Mr. Clift said at Apollo it was about saving people's life and with NJ TRANSIT's it is not so much about saving people's lives, but making their lives better as riders and as taxpayers. He said he hopes that those issues are thought about and questioned along the way. Mr. Clift said if they do not have the information, to get the information before moving along.

**Orrin Getz** stated that he would like to share a copy of the current MetroNorth Committee report passed out yesterday with Chairman Simpson. He said on page 184 of the report, the ridership on the Pascack Valley Line is dramatically down due to a busing program, because of track maintenance, that ran through October but is now over. Mr. Getz believes that NJ TRANSIT has to come up with ways to work with MetroNorth to get the ridership back on the Pascack Valley Line. He said that he has asked MetroNorth to do so and would like to see some cooperation from NJ TRANSIT to build the ridership back on the Pascack Valley Line.

Chairman Simpson asked Mr. Getz why he believed that ridership was down now if the service was back. Vice Chairman Meisel stated there has been intensive infrastructure improvement done in Westwood that has been going on since July where people had to be offloaded for three or four months as the train could not go through Westwood. He said that people would have to get off the train and onto buses, which was very disruptive, but he believes that this is about finished and that the project will be completed at the end of November.

Mr. Getz stated that the service has been restored, but that the riders have not returned. Vice Chairman Meisel stated that it will take a little while for riders to return, but that they will. Mr. Getz said that NJ TRANSIT should encourage them to come back and let them know that the project is over with and that there is full service again. Mr. Getz said page sixty of the MetroNorth Customer Survey reported interesting findings when it compared MetroNorth East of the Hudson, which received very high reports from passengers, with MetroNorth West of the Hudson, which is operated by NJ TRANSIT.

Mr. Getz said that he has provided a copy of the roster for rolling stock that he has and that the reason that he brings it up is that a full status on the plans for the rolling stock was never received. He said that this was brought up last year and that Chairman Simpson had requested that the staff do it. Mr. Getz stated that it would be great to see the strategy for all of the rolling stock. He said that he understands that 39 of these were cars stored in Bay Head, but that there has been no status on them. Mr. Getz asked whether they were damaged by the Hurricane, covered by insurance, and if the cars can be used. He also asked whether those cars are antiquated because of a comment made by the Press Office.

Mr. Getz stated that MetroNorth has the same equipment and is still using it on the Harlem, Hudson, and New Haven Lines and that as per their report, they will not be replacing those cars. He said that NJ TRANSIT may be able to repair the cars and use them to expand service as there are many areas where there are rails, but no trains running on them. Mr. Getz stated that this may be a great way of relieving congestion at the Port Authority Bus Terminal as well as using the underutilized Hoboken Terminal. He said people can possibly be brought in by train to get some of the people off of the buses, allowing for relief of the horrible congestion at the Port Authority Bus Terminal.

Mr. Getz said if NJ TRANSIT decides it no longer wants the rolling stock, he understands that the Long Island Railroad may be interested in leasing some of the equipment because they may need it at the east end of Long Island. He said this could bring in extra revenue to NJ TRANSIT. Mr. Getz stated that NJ TRANSIT should look realistically at what it has done with this equipment. He said 50 of the Comet III cars were built, but that the status of the rest of them is unknown as well as the status of those cars parked on the siding on the Raritan Valley Line near Cranford. Mr. Getz stated that everyone should know what is going on with this equipment and what will happen with it so that NJ TRANSIT can have a better understanding of how to plan for the use of the equipment in the future.

Chairman Simpson stated that he recalled the meeting mentioned by Mr. Getz, which took place in October 2012 and discussed rail strategy. He said that Sandy came after, but that it is now 13 months later. Chairman Simpson asked that Executive Director Weinstein

include rail strategy and the Comet III cars discussion at the next Chairman's Review meeting.

**Claire Deicke** stated that she is a Belmar Councilwoman and Council President as well as Chair of the local ADA committee. She said that Janis Keown-Blackburn, Belmar Councilwoman and retired pilot, and Brendan Read, resident of Belmar and active member of the New Jersey Association of Railroad Passengers, were in attendance with her. Ms. Deicke said that the committee decided to pursue the possibility of the construction of a ramp at the Belmar Train Station after a member of the ADA committee witnessed a handicapped person attempting to board the train at the station. She stated that a conductor and a kind observer had to assist the gentleman in boarding the train.

Ms. Deicke said that the Borough of Belmar agreed to support the ADA committee's efforts. She stated that after several discussions on the topic, it was decided that she, as ADA Chairperson and Council President, would write a letter to the NJ TRANSIT Board inquiring as to how to proceed with this idea. Ms. Deicke wrote a letter in the spring as an inquiry and received a response from NJ TRANSIT Community Relations Manager, Thomas Clark, on June 11, 2013. She said the letter from Mr. Clark stated "I want to assure you that when funding can be identified to make ADA improvements at our Belmar Train Station we will include Belmar officials and residents in the improvement process." Ms. Deicke said that this is an encouraging comment, but that there was no reference to immediate attention to the request of a ramp.

Ms. Deicke stated that the ADA committee then reached out to Assemblymen Dave Rible and Sean Kean, both of whom offered suggestions as to how to proceed. Ms. Deicke stated that Mr. Rible provided a list of grants that the committee might pursue and Mr. Keane followed-up with a letter to the NJ TRANSIT Board asking that the money be earmarked in NJ TRANSIT's upcoming budget for this project.

Ms. Deicke said that she wrote a letter to Executive Director James Weinstein referring to Assemblyman Kean's request on August 31, 2013, and she mailed it the next day. She stated that she has yet to receive a response to this communication.

Ms. Deicke advised that Belmar has an average weekday ridership of 305, which includes a high rate of summer tourism. She said that there is no accessible ramp at a train station in her legislative district and that the Belmar Train Station serves surrounding communities like Lake Como and Wall Township. Ms. Deicke stated that in light of Hurricane Sandy, and any other such emergencies shore towns might experience in the future, it is imperative that there be a means of evacuation at the Belmar Train Station for individuals with mobility issues. She asked that consideration be given to this request from the Borough of Belmar while the budget is being prepared.

**Brendan Read** stated that he is a resident of Belmar, an occasional customer, and an active member of the New Jersey Association of Railroad Passengers. He said that he would like to raise a few issues of concern for the Board's consideration. Mr. Read said that the first was to consider the Borough of Belmar's request for making the Belmar Train Station ADA complaint in NJ TRANSIT's next budget. He stated that there are many people who have difficulty using the train at the station, which is located in a very popular shore community. Mr. Reade said that everyone is one step away from being disabled, or

at the very least, experience so much pain that makes using train staircases more painful, if not impossible. He stated that his wife cannot use the train station easily as she has had knee treatments and that he himself has to watch his balance when he is descending the stairs, especially when he has his laptop bag. Mr. Reade said that it is not just the so-called able-bodied who have difficulties with train staircases, but that he has seen young families with strollers and beach gear struggle trying to get on and off of the train.

Mr. Reade stated his second issue of concern is about the status of NJ TRANSIT's plans to introduce and run dual-powered locomotives from Bay Head to New York Penn Station. Mr. Reade said that he understands that the locomotives were to be used on weekend Bay Head to New York trains (4700/7200 series) in the third quarter of Fiscal Year 2014, using existing slots to New York Penn Station, subject to Amtrak's concurrence. He stated that this will eliminate passenger transfers at Long Branch to and from Bay Head shuttle trains.

Mr. Reade advised that he cannot stress the importance, especially on weekends, holidays, and in the summer months, for this one-seat-ride convenience. He said that changing trains at Long Branch is not pleasant especially if you have beach gear, luggage, and shopping bags. Mr. Reade stated that not all car doors open there, which means having to change cars, which is a hassle, is compounded when there are multilevel cars.

Mr. Reade asked whether there were any plans to introduce a weekday one-seat-ride service from Bay Head to New York Penn Station, again using existing slots, like the 4:59, 6:27 and 7:35 a.m. trains. If there are not, he would like to know why not. Mr. Reade stated that he noticed that the pre-Sandy peak period ridership on the North Jersey Coast Line was down one percent over 2011 and he understands that not all service has been restored to all of the Bay Head trains since before the storm. He said that he, like other customers and residents, often drive and park at stations with direct service, like Matawan, to avoid the hassle of changing trains, which he is sure no one is happy about. Mr. Reade stated that when customers, like himself, who live south of Long Branch drive to other stations, the revenue NJ TRANSIT receives on the Long Branch to Bay Head segment is reduced and in addition increases traffic and pollution.

Mr. Reade said his third issue for consideration was whether or not there has been an update on the proposal to lower off-peak fares. He stated that he understood that at the last Board meeting, Commissioner Simpson indicated that work on devising a proposal for lower off-peak fares to increase ridership was actively being pursued. Mr. Reade said that he is anxiously awaiting the release of these plans and was wondering if there was a timetable for completion.

Mr. Reade stated that the off-peak fares would have enormous benefits to the shore communities in particular, by making train travel much more attractive to residents and tourists. Mr. Reade stated that the new millennial generation is less likely to drive than previous generations, but that transportation alternatives must be reasonably priced, which the proposal promises to enable. He stated that the lower off-peak fares, combined with through-running to Bay Head, is a winner in drawing more visitors and customers to the shore and in attracting taxpaying residents to the trains.

Mr. Reade stated his fourth issue for consideration asked NJ TRANSIT to look at protecting the right-of-way from the Northeast Corridor to Manchester to permit future

Monmouth-Ocean-Middlesex (M-O-M) service. He said that M-O-M has been discussed for years as the region continues to sprawl, but Superstorm Sandy, which ruined the North Jersey Coast Line, has brought home the need for a less vulnerable inland rail route. Mr. Reade stated that with the rising sea levels and threats of more "100 year" storms, it is imperative that NJ TRANSIT take steps to move M-O-M forward. He said issues such as noise, safety, and impacts to the battlefields can be mitigated. Mr. Reade stated that this is the rail line whose first segment, from Freehold to Jamesburg, was built in 1853 carrying passengers until 1962 and freight since then.

Mr. Reade said that he invited the Board to consider the first step, which is the most critical, and fortunately the least expensive, to earmark and protect the right-of-way. Mr. Reade stated that he is concerned about the right-of-way encroachment, in particular southeast of Freehold where the tracks end. He said there is development taking place there and in Farmingdale. Mr. Reade said that the New Jersey Association of Railroad Passengers has suggested provisions for connection with M-O-M be included in the Northeast Corridor Mid-Line Loop Project. Mr. Reade stated that there is room from there to Monmouth Junction and doing so now would make building M-O-M less expensive, time-consuming, and with far fewer problems than down the road should the decision be made to proceed with M-O-M, and funding can be secured.

**David Peter Alan** said that he was deeply moved that the meeting included a tribute to the Lackawanna Coalition's Legislative Director, friend, and adviser, James T. Raleigh, who perished on September 18, 2013. On behalf of the Lackawanna Coalition, he expressed their gratitude for the tribute to a great man, and expressed a deep sense of loss. Mr. Alan stated that he has been informed that both Chairman Simpson and Executive Director Weinstein had this idea independently and both concurred. He said that he would like to thank them for this tribute to Mr. Raleigh.

Mr. Alan said in Mr. Raleigh's obituary in *The Star-Ledger*, which has been reprinted in the new issue of the *Railgram*, Mike Frassinelli compared Mr. Raleigh to Ben Franklin. He stated that the comparison could not have been more fitting or appropriate. Mr. Alan said that like Ben Franklin, Jim Raleigh was a scientist who was knowledgeable in several technical fields. He stated that he was truly a rocket scientist, responsible to Bell Labs and NASA for the communications system that helped get American astronauts to the moon and back safely, as part of the Apollo program. Mr. Alan stated that like Ben Franklin, but in modern times, Jim Raleigh, as President of the Friends of Monmouth Battlefield, strove to understand more about how the country began. He said that like Ben Franklin, Jim Raleigh sought to make things better for his fellow citizens, especially improving mobility for NJ TRANSIT's riders.

Mr. Alan stated that Mr. Raleigh not only studied history, but made history too. He said that as the Legislative Director, he led the charge in Trenton and Washington for a Trans-Hudson rail project that would be better and less costly than the former ARC Project, which would not have been good for the riders in its final form. Mr. Alan stated that never in the history of the rail advocacy movement has a project that enjoyed such widespread support from the business, labor and political communities, both Republicans and Democrats, actually been stopped. He said that Mr. Raleigh helped lead the effort to stop it and, over time, convinced enough others to join so that their voices were heard. Mr. Alan stated that in death, as in life, Jim Raleigh made history. He said that he knows

of no other time when the Board and management of NJ TRANSIT has honored a citizen-advocate who was passionate about a better transit, asked difficult questions and spoke the truth, whether anybody else liked it or not.

Mr. Alan stated that at the end of the Lackawanna Coalition's meeting at the end of August, members called Mr. Raleigh on the phone to see how he was doing. He said it was a brief conversation and that Mr. Raleigh told them that he did not expect to recover, but that he wanted them to put in a good word for Karen Rouse and her tenacious journalism in the pursuit of the truth regarding NJ TRANSIT. Mr. Alan said they continue to salute Ms. Rouse.

Mr. Alan said that whether on the ARC campaign or on less controversial issues like better funding for transit and Amtrak, many of them have engaged in "days on the hill" talking to Congressional staffers, administrators and, if they were lucky, members of Congress themselves. Mr. Alan stated that while many would do this for a day or two, Mr. Raleigh insisted on doing it for an entire week because he was thorough. He said that Mr. Raleigh always knew what was happening inside the Beltway or the State House. Mr. Alan said that at a Coalition meeting or a dinner before a meeting, Mr. Raleigh would share an especially interesting and little-known tidbit from the political scene and then flash a self-satisfied grin and cap off his narrative with "I'm sorry; I just had to say that."

Mr. Alan stated that Mr. Raleigh became involved with the rail scene when he pushed for a routing through Matawan and Freehold for trains to serve inland Ocean County, because he did not want trains to traverse Monmouth Battlefield, which he considered sacred. He said that Mr. Raleigh and he were introduced by a mutual friend, and that he introduced Mr. Raleigh to the issues of concern to the Coalition, and the rest is history; history that Mr. Raleigh helped make.

Mr. Alan said that there was another piece of history Mr. Raleigh wanted to make, that had not yet happened. He stated that along with Joe Clift, the Lackawanna Coalition's Technical Director, Mr. Raleigh proposed a more cost-effective and better-performing alternative to the former ARC Project that would bring new tracks to Penn Station, improve the infrastructure in New Jersey, and eventually go to the East Side of Midtown Manhattan. Mr. Alan said the Lackawanna Coalition supports this plan and will continue to advocate for it. He stated that no tribute to Mr. Raleigh would be more fitting or appropriate than for the Board and management to give this plan serious consideration and eventually implement it.

Mr. Alan said Jim Raleigh was a great man. He stated that he never compromised the truth or principle. Mr. Alan said Mr. Raleigh was brilliant and persistent, and that he made a difference. He said Mr. Raleigh can never be replaced, but the Lackawanna Coalition was truly fortunate that he joined the organization and touched their lives.

**Jesse Gribin** stated that he is the Treasurer of the Lackawanna Coalition and joined his fellow members and others in paying tribute to a great man. He said that Mr. Raleigh was a man who did more for the cause of improved fiscally responsible mobility in the state than anyone else. Mr. Gribin remembers Jim Raleigh with great fondness and said he never grew tired of listening to him at pre-meeting dinners, recounting with casual off-handedness, things that really were not public knowledge.

Mr. Gribin said that being a fellow North Jersey Coast Line resident at the time, he used to ride home next to Mr. Raleigh on the train. Mr. Gribin said they talked and that he learned more new information in a single train ride home talking to Mr. Raleigh than any given semester of schooling. He said that he wish he knew him even better than he did, but because of the density of his knowledge and his sheer intelligence, he can honestly call him a mentor, even though the time spent together was tragically short.

Mr. Gribin said Mr. Raleigh's knowledge of New Jersey politics, and the personalities involved, was priceless. He said Mr. Raleigh's understanding of the system was uncanny and his ability to manipulate it for what he believed was the greater good was even more amazing than his dedication in achieving what he believed was the greater good. Mr. Gribin said Mr. Raleigh's engineering background working for NASA and Bell Labs meant that all of his ideas for improvements, such as the phased approach to improve North River capacity, supported by the Lackawanna Coalition, were technically feasible and made sense.

Mr. Gribin said the loss of Jim Raleigh strikes a blow deep into the heart of advocacy in the state, and his loss will be felt for far longer than the short time he was involved with the Lackawanna Coalition. Mr. Gribin stated that Mr. Raleigh has not only accomplished unprecedented, unbelievable things in that short time, but has imbued them with the knowledge, understanding, and wisdom of how to carry on in his absence. He said that the future accomplishments of advocates and NJ TRANSIT management working together will owe a debt of gratitude to Jim Raleigh.

Mr. Gribin stated that it was with the forthright manner Mr. Raleigh tended to favor that he turns to a personal complaint against NJ TRANSIT and its management. He said at a very basic level, it can be summed up in one simple word – communication. He said that he was not just talking about the transparency/secretcy initiative that the Lackawanna Coalition was previously touting, and still believes in, but about the communication of information that directly affects the riding public, and that NJ TRANSIT would be seemingly intending to communicate.

Mr. Gribin said he presently resides in Roebling, on the RiverLINE and that in order to get to a doctor's appointment in Bryn Mawr, Pennsylvania, he logged onto NJ TRANSIT's website asking for the travel options available for a 10:00 a.m. arrival on Monday, November 11, 2013 at the 30<sup>th</sup> Street Station in Philadelphia. He said the first option displayed was to take the RiverLINE to Pennsauken Transfer Station and then the Atlantic City Line to 30<sup>th</sup> Street Station. Mr. Gribin said this would be a pretty quick and efficient way to go, and would have even had a decently tight connection in Philadelphia. He stated there was a problem with this as the Atlantic City Line was not running between Pennsauken Transfer Station and the 30<sup>th</sup> Street Station that day. Mr. Gribin said that the only way he knew this was via the tiny red text that was neither underlined, capitalized nor bolded, and had nothing to draw attention to it except the color.

Mr. Gribin believes the alert announcing that this service was not running should have been much larger and more attention getting or at least not carefully hidden so that only someone reading all of the text would see it. Mr. Gribin said that the second issue was that there was no excuse for the trip planner on the NJ TRANSIT website to ever show a

specific scheduled trip that not only was not possible, but was in fact planned to not be possible for some time.

Mr. Gribin stated it was not with animosity that he pointed this out, but in the spirit of working together. He said that it was understandable that the decision making done in Newark cannot always anticipate the far reaching problems that occur as a result. Mr. Gribin said as advocates, it is one of their jobs to help management realize those little cracks in an otherwise solid organization, and thus fill them in. He said he trusts that management will start working on a solution for this particular problem.

**Dan O'Connell** spoke on behalf of the United Transportation Union. He said they would like to add some remarks in appreciation of James Raleigh. Mr. O'Connell congratulated NJ TRANSIT for honoring James Raleigh at the Board Meeting and said their remarks will pale in comparison to those of Mike Frassinelli, of *The Star Ledger*, and David Peter Alan. Mr. O'Connell said he often met Mr. Raleigh at Board Meetings and in other transportation meetings throughout the state and said he will miss seeing him and discussing things with him. Mr. O'Connell said advocating for public transit can sometimes be a daunting task. He said he and Mr. Raleigh did not always agree, but that he had no doubt that they both wanted the same thing; a better NJ TRANSIT. Mr. O'Connell said the United Transportation Union would not only like to express its condolences to Mr. Raleigh's family, but would also like to express, on behalf of the men and women they represent, their appreciation for what Mr. Raleigh has done. He said that they mourn the loss of the seasoned mass transit advocate.

**Janna Chernetz** said it will be hard to follow the heart-felt comments about Mr. Raleigh and that he will be missed dearly. She is a New Jersey advocate for the Tri-State Transportation Campaign, which is a non-profit policy watchdog organization looking for better transit and transportation policy in New Jersey, downstate New York and Connecticut. She said last month, the Tri-State Transportation's Campaign released its annual analysis of the New Jersey Department of Transportation's Capital Program for Fiscal Year 2014. Ms. Chernetz stated that it included, for the first time, an analysis of NJ TRANSIT's Capital Program. She said she would like to take some time to share the results of the analysis with the Board. Ms. Chernetz stated that in an encouraging trend, funding for NJ TRANSIT increased from 37 percent in 2013 to 39 percent in 2014 in the New Jersey Department of Transportation's total capital program. She said that of the nearly \$1.3 Billion going to NJ TRANSIT, approximately 62.6 percent goes to Rail, 30.2 percent goes to Bus, 2.5 percent goes to both Rail and Bus projects, and 4.7 percent goes to other projects.

Ms. Chernetz said they also sub-divided these projects into other categories to break them down further to see what was going on with Rail and Bus. She said NJ TRANSIT plans to spend most of its dollars on rail maintenance, nearly \$500 Million. Ms. Chernetz stated that the next category in spending is bus maintenance at nearly \$185 Million. She said that although funding for Bus is comprised of almost 30 percent of the capital funding program, in Fiscal Year 2012 bus trips made up almost 60 percent of NJ TRANSIT's average weekday unlinked passenger trips, with even higher percentages for Saturday and Sunday trips.

Ms. Chernetz said increased investment in transit is good news given that across the state, approximately 12 percent of households lack access to a vehicle and that almost 11 percent of New Jersey workers age 16 and older use public transportation to get to work. Ms. Chernetz stated that almost one out of every five workers age 16 and older in Essex County commutes by public transit and that over 39 percent of workers age 16 and older in Hudson County commute by public transportation.

Ms. Chernetz said what is not good news is that without additional and dedicated revenues, NJ TRANSIT will be unable to make growing capacity, operation and maintenance needs. Ms. Chernetz stated that with expectation from private developers, such as American Dreams Meadowlands Developer Triple 5, that NJ TRANSIT will fully pick up the operational cost to mitigate the megaproject's traffic jams. She said due to an additional 150,000 daily visitors to the area, transit riders in the state may end up paying more money for deteriorating service.

Ms. Chernetz closed by stating, NJ TRANSIT relied on fare revenue and state funding to deliver service and that unless new revenue sources for transportation are identified, there will be a significant transportation funding gap in 2017 that puts more pressure on NJ TRANSIT fares. Ms. Chernetz said Governor Christie and the New Jersey Legislature must work together to ensure that NJ TRANSIT remains affordable for its customers and that it receives adequate funding to meet growing needs.

### **Board Member Comments**

There were no Board Member comments.

### **Advisory Committee Report**

There was no Advisory Committee Report.

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

Vice Chairman Bruce M. Meisel presented the Capital Planning, Policy and Privatization Committee report. Vice Chairman Meisel said the Committee discussed the need for the Newark Light Rail Maintenance-of-Way Storage Building which will centralize all materials and parts in a single facility and will provide efficiencies in inventory management.

In addition, the Committee was also briefed on the multilevel rail cars and the personal injury claim.

### **Board Customer Service and Administration Committees Report**

Board Member James C. Finkle Jr. presented the Customer Service and Administration Committees Report. The Committees discussed the need for the reliability and state-of-good-repair programs for the multilevel rail cars. The manufacturer recommends maintenance at various intervals during the service life of the vehicle. In addition, other vehicle modifications such as additional seats and upgrades to the computer system have been recommended by customers and employees.

## Executive Director's Monthly Report

Executive Director Weinstein presented the monthly report:

### CUSTOMER SURVEYS

Executive Director Weinstein said the results of the latest NJ TRANSIT *Scorecard* survey, conducted online between August 3 and September 3, 2013, for the first quarter of Fiscal Year 2014, were published last week. He said this survey data continues to drive strategic decisions with the goal of improving the overall experience for NJ TRANSIT customers.

Executive Director Weinstein said he was pleased to report the overall customer satisfaction for the latest survey matched the highest ever satisfaction rating of 6.4, which was first achieved during the third quarter of Fiscal Year 2013. He said that regarding customer loyalty, 79 percent of those surveyed said they would recommend NJ TRANSIT to a friend or relative, which is up 67 percent from the baseline rating. Executive Director Weinstein stated that this remains the "ultimate question," as it is a clear indicator of the level of confidence that customers have in NJ TRANSIT's service.

Executive Director Weinstein said the fact that four out of five people who use NJ TRANSIT would recommend NJ TRANSIT's service to a friend or relative speaks volumes to the work being done by staff through *Scorecard* to improve customer satisfaction. Executive Director Weinstein stated that staff will continue to raise the bar by listening to customers and taking action to meet their needs.

Executive Director Weinstein said that in addition to a strong overall satisfaction score, NJ TRANSIT also posted record high scores on bus, rail and light rail service during this time period. Executive Director Weinstein stated that on a scale from zero to ten, bus customers rated their overall satisfaction with service at a 6.4, marking a significant improvement above the baseline rating of 5.5, as well as setting a record high for bus service. He said that rail customers gave NJ TRANSIT an overall score of 6.0, matching the survey high set during the previous quarter, and showing a strong improvement over the baseline rating of 4.5. Executive Director Weinstein stated that Light Rail customers ranked the service at 7.4, reaching an all-time record high and that Access Link, NJ TRANSIT's paratransit service for customers with disabilities, was given an overall rating of 8.1, down slightly from the record high of 8.3, but still well above the baseline of 7.5.

Executive Director Weinstein said that NJ TRANSIT is encouraged by the strong marks achieved in the latest survey, and that staff would like customers to know that NJ TRANSIT continues to rely on their valuable feedback to continue to meet their needs. Executive Director Weinstein stated that customers currently have another opportunity to let NJ TRANSIT know about their experiences by participating in the next round of customer surveys, which launched online this past Monday and will remain available through December 2, 2013. He said the survey will again be offered in both English and Spanish and that staff thanks customers for their participation.

## CUSTOMER FORUMS

Executive Director Weinstein stated that in addition to the surveys, NJ TRANSIT will host “We Are Listening” forums at key locations to give customers the opportunity to interact directly with senior level management and share their questions or comments. He said the first will be held on November 14, 2013 from 4:30 to 6:00 p.m. at New York Penn Station. Executive Director Weinstein stated that staff is currently finalizing the dates of additional forums to be held in the coming weeks and will keep customers updated. He said that as with previous forums, customers are encouraged to stop by and chat with staff as NJ TRANSIT looks forward to tapping into their feedback to continue to improve their experience.

## PROJECT'S UPDATE

Executive Director Weinstein provided an update on a number of ongoing projects that continue to impact customers, but that will ultimately improve their overall experience when completed. He said first, on the Northeast Corridor, track work continues on track one between Princeton Junction and Jersey Avenue. Executive Director Weinstein stated that although this is Amtrak’s project, it impacts NJ TRANSIT’s rail customers, who have been subject to delays of up to ten minutes as Amtrak continues to replace railroad ties along the Corridor.

Executive Director Weinstein said the second project was the restrooms at New York Penn Station which will be refurbished after the first of the New Year. Executive Director Weinstein said to accommodate and expedite this work, both bathrooms will be closed for about two weeks as NJ TRANSIT works to provide customers with an improved facility at one of NJ TRANSIT’s busiest stations.

Executive Director Weinstein said he was pleased to note that the restroom repairs at Newark Penn Station were underway. He said the work includes replacement of the partitions and plumbing fixture, improved lighting and ventilation, painting, floor and wall restoration, and improved access to structural, plumbing and electrical systems to make it easier to maintain. Executive Director Weinstein said the roof improvement project at Newark Penn Station continues, with work expected to be completed by the end of the month. He explained that the project included the replacement of the roofing system, skylight replacements, and repairs to the drainage systems above the platforms serving Tracks A, 1, 2, and PATH. He said that similar work was completed last year over the platforms serving tracks 2, 3, 4, and 5. Executive Director Weinstein stated that upon completion of the latest work, Newark Penn Station will have one roofing system over the platform canopies, which will address safety concerns with the roof and drainage leaks, particularly in the winter months that lead to icing on the platforms.

Executive Director Weinstein said the last project, involving work at Hoboken Terminal’s main waiting room, progresses nicely and on schedule. Staff anticipates the waiting room to open well before the start of winter and thanked customers for their patience.

Executive Director Weinstein said that concluded his remarks.

Chairman Simpson stated that he was glad that Executive Director Weinstein brought up New York Penn Station because he believes that it is NJ TRANSIT's number one station and that the system and serves about 450,000 people a day between Amtrak and every place else. He said there was an article recently in *The New York Times* by Robert Previdi, who he believes was a former planner with New York City Transit, and the article was "Fixing Penn Station Without Rebuilding It." Chairman Simpson said he knows that it was something that Executive Director Weinstein and he have worked on since their early days at NJ TRANSIT and remembers the day spent with Helen Williams, President of Long Island Railroad, to try to find a solution there because it is a very difficult experience at best.

Chairman Simpson stated that he would like to take a moment to bring before the Board and NJ TRANSIT's management some of the things that may be done. Chairman Simpson said a schedule should be done to get some of the things mentioned in the article done and that it would be nice if these things become a reality in the next year or so.

Chairman Simpson stated that everyone knows from passing through the nation's busiest rail hub that it is cramped, crowded, and confusing. Chairman Simpson read from the article stating "As a starting point, the executives of the three railroads that operate out of the station – Amtrak, which owns it, and New Jersey Transit and the Long Island Railroad – should put their heads together to develop a plan to provide seamless customer information and ticketing." "To navigate the station, you need to know where to buy your ticket and which monitor to watch for your train. Good luck if you're not familiar with the station and its catacombs." "If you are that customer trying to get from Long Island to Newark, and consult the departure board at the Long Island Railroad area for the next train to Newark, you won't find it. That information is on the New Jersey Transit and Amtrak departure boards, in different parts of the station. Why can't departure and arrival information for all trains be on all boards? Many airports have solved this problem. You look at the departure and arrival boards, and all the flights are there, no matter the airline. More visible and universal signs that point people to the various railroads, subway lines and street and building exits would help people find their way. So would maps that show passengers how to find the stations' many retail shops and food outlets."

Chairman Simpson said the writer went on to discuss universal ticketing which he knows NJ TRANSIT is trying to do something about, as well as better signage throughout the station. Chairman Simpson asked Board Member James C. Finkle, Jr., who is on the Customer Service Committee, to take a look at where NJ TRANSIT is with the Long Island Railroad. He asked Board Member Finkle to meet with management at NJ TRANSIT to see if they can put this on NJ TRANSIT's radar screen to finally get a date when everyone can see relief on this and suggested Executive Director Weinstein and staff could brief Board Member Finkle on it.

**Action Items:**

Executive Director Weinstein presented the following Action Items for approval:

**1311-44: MULTILEVEL RAIL CARS – RELIABILITY PROGRAM AND STATE OF GOOD REPAIR**

NJ TRANSIT has purchased multilevel rail cars and its customers have responded positively, giving the multilevels high marks for comfort, capacity and reliability in customer surveys and focus groups. These equipment acquisitions will bring the total multilevel fleet to 429 vehicles, providing customers with a better quality of service and further standardizing the fleet for improved maintenance, parts and materials management.

The multilevel rail cars feature trucks with a specialized suspension system that ensures customer comfort when the train is operating at higher speeds. The vehicle manufacturer recommends replacement of the air secondary suspension system and other components every six years.

With the required maintenance to the suspension system, NJ TRANSIT will also incorporate other vehicle modifications that have been recommended by customers and employees. These modifications include additional seats, upgrades to the onboard computer systems, updates to onboard digital signage, and the addition of a forward facing camera which can be used in a post-incident investigation.

Authorization is requested to execute a change order to a contract with Bombardier Transit Corporation for the manufacturer's recommended maintenance to the multilevel rail car suspension system, installation of additional seats, and other vehicle modifications, and repairs at a cost not to exceed \$23,000,000.00, plus five percent for contingencies.

Chairman Simpson said one of the speakers mentioned this item and that NJ TRANSIT is not giving a blanket authorization to Bombardier. He said there is an itemized list of part costs, labor costs, and that there is a lot of oversight to ensure that a blank check is not being signed. Chairman Simpson stated that the Board has been briefed on this.

Vice Chairman Meisel added that this has been extensively discussed in the Capital Planning, Policy and Privatization Committee meeting in considerable detail.

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

**1311-45: NEWARK LIGHT RAIL MAINTENANCE-OF-WAY STORAGE BUILDING: CONSTRUCTION CONTRACT AWARD**

Since its completion in 2000, the Newark Light Rail Vehicle Base Facility has increased its service and value. Currently, the materials and spare parts required to operate and maintain the Newark Light Rail System have surpassed all available storage and staging space at the facility.

The new Maintenance-of-Way Storage Building will centralize all materials and parts in a single facility that will provide effective inventory management. The building will provide approximately 4,600 square feet of enclosed, secure and heated space and an additional 2,500 square feet of covered exterior space. Fire suppression and alarm systems will be installed within the facility providing increased loss prevention. In addition, an electronic inventory management system will be located within the facility to provide real-time inventory and accurate locations.

Authorization is requested to enter into a contract with Kyle Conti Construction, LLC for the construction of the Newark Light Rail Maintenance-of-Way Storage Building at a cost not to exceed \$1,554,215.00, plus five percent for contingencies.

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

**Consent Calendar:**

**1311-46 PERSONAL INJURY CLAIM OF KEITH NYSTROM**

Authorization to settle the claim of Keith Nystrom through his attorney at a cost of \$2,500,000.00. The Attorney General has approved settlement cost of \$2,500,000.00, subject to the availability of funds.

The Consent Calendar was moved by Vice Chairman Bruce Meisel, Board Member James C. Finkle, Jr. seconded it and it was unanimously adopted.

Chairman Simpson said he sent a note on an item last week on the Dinky Station and would like someone to get back to him about what is happening. Executive Director Weinstein advised Chairman Simpson that he would be briefed before he left.

**Adjournment**

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member James C. Finkle Jr. seconded by Vice Chairman Bruce M. Meisel and unanimously adopted. The meeting was adjourned at approximately 10:06 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**

NOVEMBER 13, 2013

**MINUTES**

**PAGE**

➤	<b>CALL TO ORDER</b>	-
➤	<b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	45984
➤	<b>PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS</b>	-
➤	<b>BOARD MEMBER COMMENTS</b>	-
➤	<b>ADVISORY COMMITTEE REPORT</b>	-
➤	<b>SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT DUE DECEMBER 2013)</b>	-
➤	<b>BOARD COMMITTEE REPORTS</b>	-
	*Customer Service Committee	
	*Administration Committee	
	*Capital Planning, Policy and Privatization Committee	
➤	<b>EXECUTIVE DIRECTOR'S MONTHLY REPORT</b>	45985

**ACTION ITEMS**

<b>1311-44</b>	<b>MULTILEVEL RAIL CARS – RELIABILITY PROGRAM AND STATE OF GOOD REPAIR</b>	<b>46013</b>
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Authorization to execute a change order to Contract No. 13-627 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the manufacturer's recommended maintenance to the multilevel rail car suspension system, installation of additional seats, and other vehicle modifications, and repairs at a cost not to exceed \$23,000,000.00 plus five percent for contingencies.

<b>1311-45</b>	<b>NEWARK LIGHT RAIL MAINTENANCE-OF-WAY STORAGE BUILDING: CONSTRUCTION CONTRACT AWARD</b>	<b>46018</b>
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Authorization to enter into NJ TRANSIT Contract No. 13-082X with Kyle Conti Construction, LLC of Hillsborough, New Jersey, for the construction of the Newark Light Rail Maintenance-of-Way Storage Building at a cost not to exceed \$1,554,215.00, plus five percent for contingencies, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
NOVEMBER 13, 2013  
MINUTES  
PAGE 2

**CONSENT CALENDAR**

**1311-46 PERSONAL INJURY CLAIM OF KEITH NYSTROM**

**46025**

Authorization to settle the claim of Keith Nystrom through his attorney at a cost of \$2,500,000.00. The Attorney General has approved settlement cost of \$2,500,000.00, subject to the availability of funds.

➤ **ADJOURNMENT**

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the September 12, 2013 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on September 16, 2013;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the September 12, 2013 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

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

Last week, we published the results of our latest *Scorecard* survey, which was conducted online between August 3 and September 3 for the first quarter of Fiscal Year 2014. As you know, this survey data continues to drive our strategic decisions with the goal of improving the overall experience for our customers. Overall customer satisfaction for the latest survey period matched our highest ever satisfaction rating of 6.4, which we first achieved during the third quarter of FY13.

Regarding customer loyalty, 79 percent of those surveyed said they would recommend NJ TRANSIT to a friend or relative, up from 67 percent from the baseline rating. This to us remains the “ultimate question,” as it is a clear indicator of the level of confidence our customers have in our service. The fact that four out of five people who use NJ TRANSIT would recommend our service to a friend or relative speaks volumes to the work we are doing through *Scorecard* to improve customer satisfaction. We will continue to raise the bar on the question by listening to our customers and taking action to meet their needs.

In addition to a strong overall satisfaction score, we also posted record high scores on our bus, rail and light rail service during this time period. On a scale of 0 to 10, bus customers rated their overall satisfaction with service at a 6.4, marking a significant improvement above the baseline rating of 5.5, as well as a record high for bus service. Rail customers gave NJ TRANSIT an overall score of 6.0, matching the survey high set during the previous quarter, and showing a strong improvement over the baseline rating of 4.5. Light Rail customers ranked our service at 7.4, reaching an all-time record high. And Access Link, NJ TRANSIT's paratransit service for customers with disabilities, was given an overall rating of 8.1, down slightly from the record high of 8.3, but still well above the baseline score of 7.5.

We are encouraged by the strong marks we achieved in this latest survey, and we want our customers to know that we continue to rely on their valuable feedback to continue to meet their needs. In fact, customers currently have another opportunity to let us know about their experiences by participating in the next round of our customer survey, which launched online this past Monday and will remain available through December 2. The survey will again be offered in both English and Spanish, and we again thank our customers for their participation.

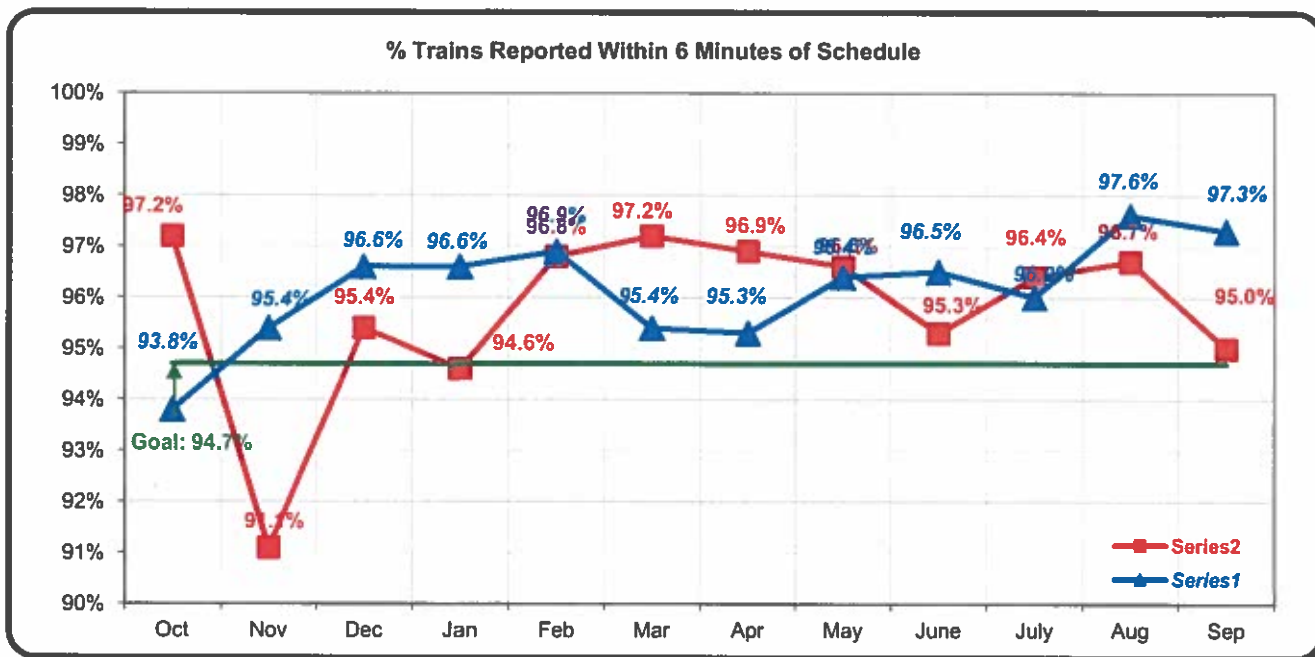
In addition to the *Scorecard* surveys, we will again host “We Are Listening” forums at key locations to give our customers the opportunity to interact directly with senior level management and share their questions or comments. The first will be held tomorrow evening, November 14, from 4:30 to 6 p.m. at New York Penn Station. We are currently finalizing the dates of additional forums to be held in the coming weeks and will keep our customers updated. As with our previous forums, we encourage our customers to stop by and chat with us, and we look forward to tapping into their feedback to continue to improve their experience on our system.

## **EXECUTIVE DIRECTOR'S MONTHLY REPORT NOVEMBER 2013**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL OCTOBER 2011 - SEPTEMBER 2013



	2012	2013	# Change
September Comparison	97.3%	95.0%	-2.3%

	2011-2012	2012-2013	# Change
12-Month Average October - September	96.4%	95.8%	-0.6%

**Analysis:**

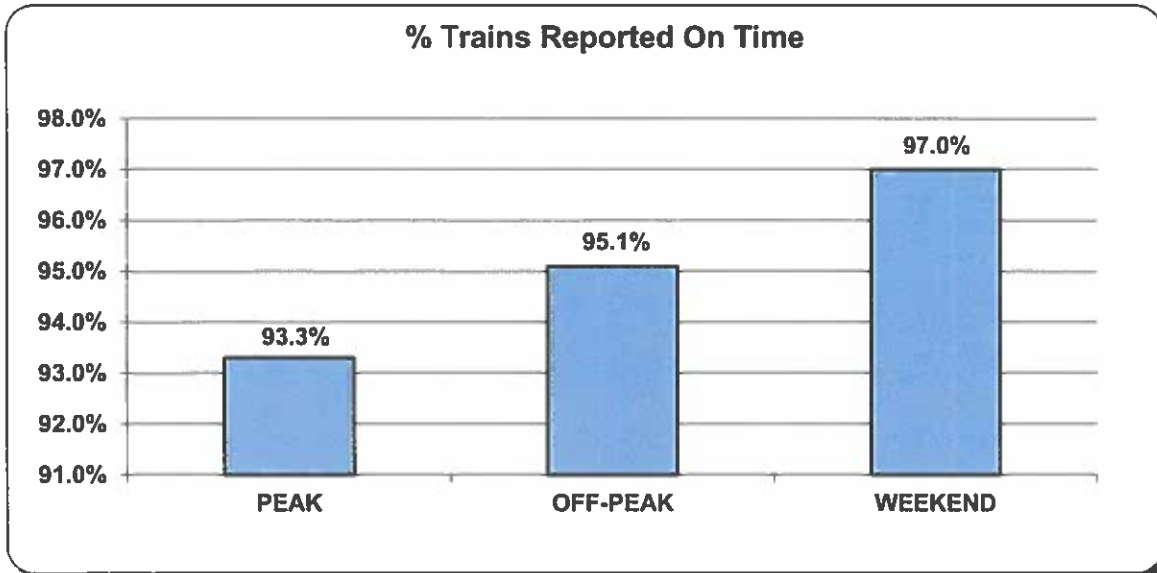
Rail On-Time Performance was 95.0% for September 2013. Of the 17,666 trains scheduled to operate, 16,787 were on time, while 879 trains (or 5.0 %) were delayed. Key causes included:

- Heavy congestion into/out of Penn Station New York on Sept. 5.
- Overhead wire failure on the Montclair-Boonton Line on Sept. 18.
- Mechanical problems on Northeast Corridor trains on Sept. 24.

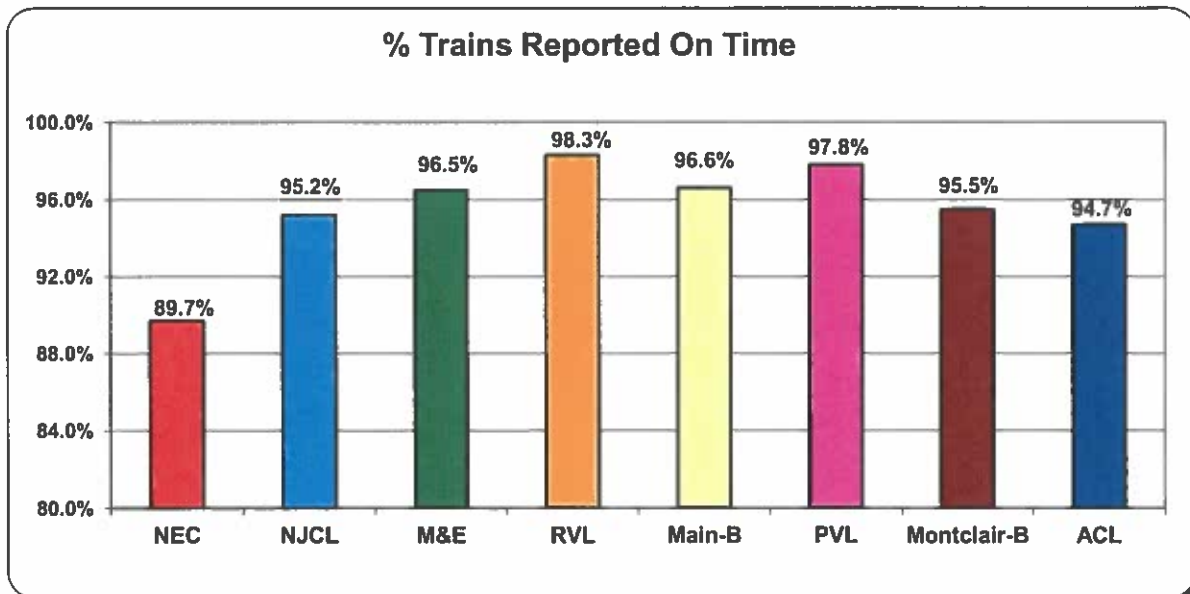
The 12-month average for Rail On-Time Performance for October 2011-September 2013 was 96.1%.

# ON-TIME PERFORMANCE RAIL

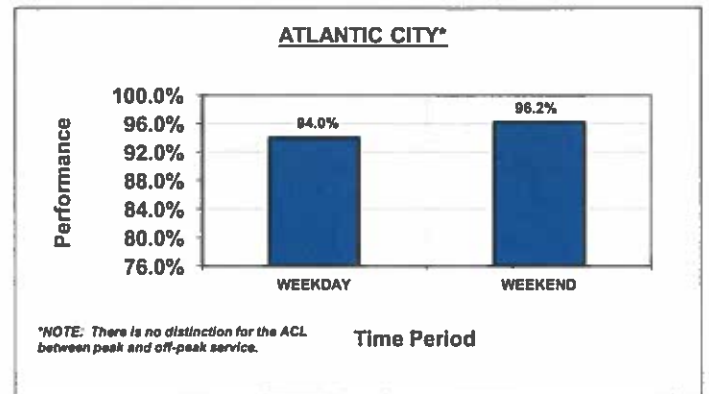
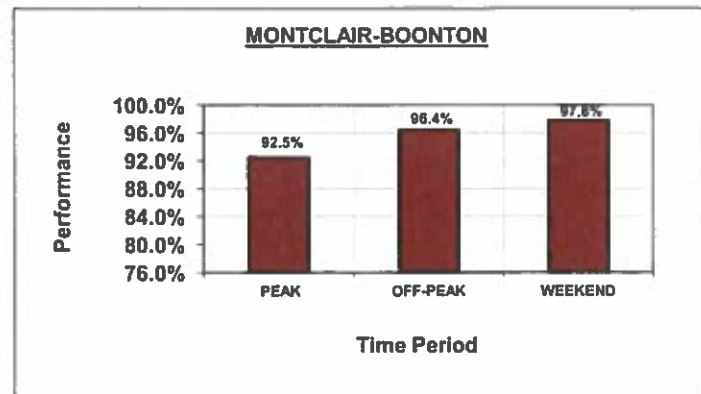
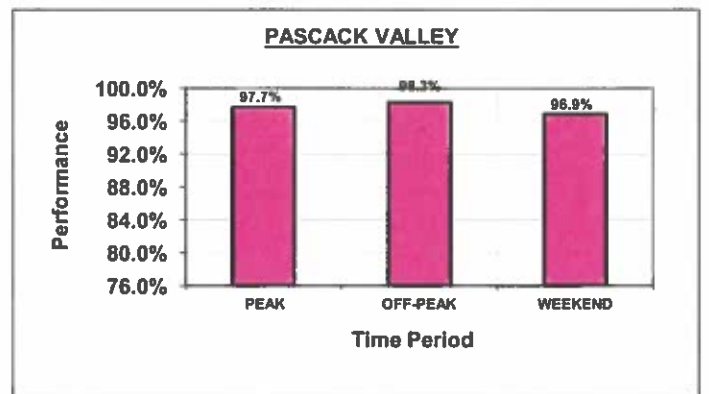
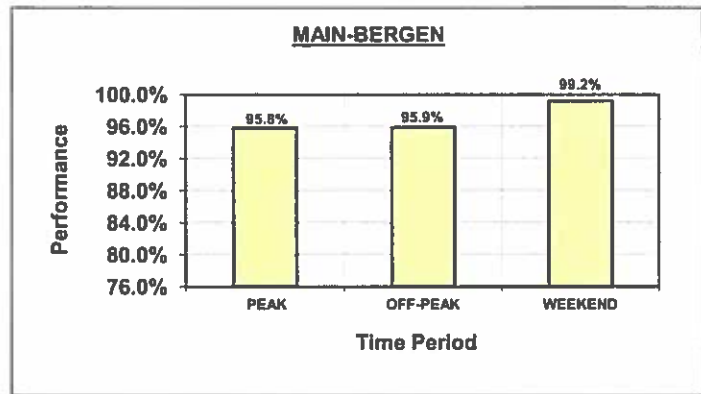
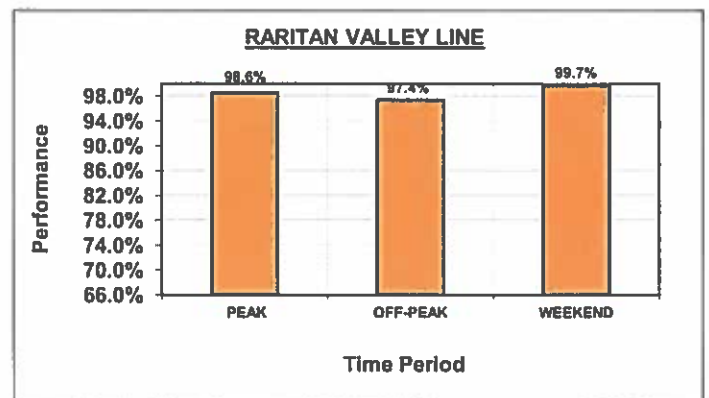
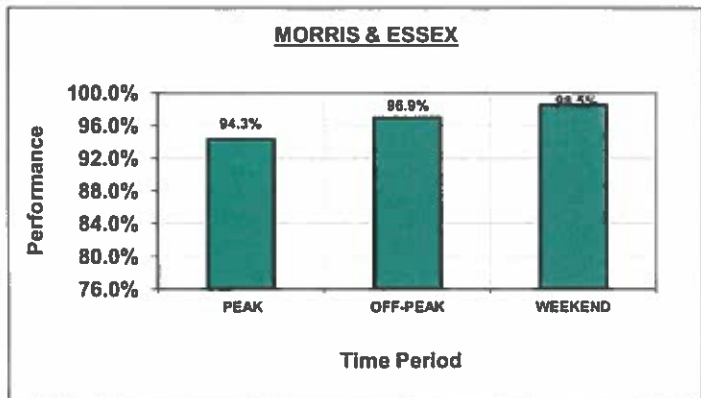
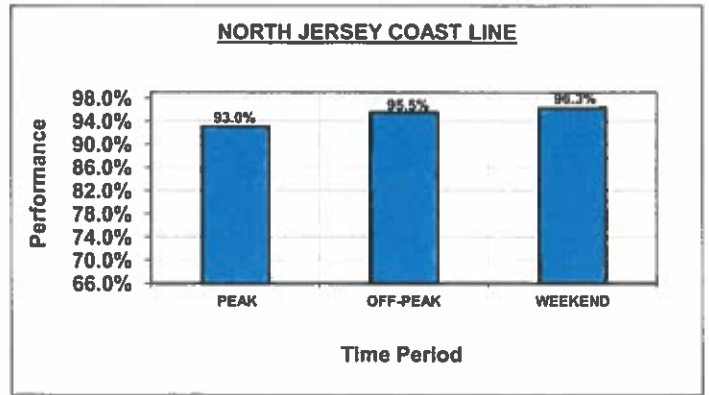
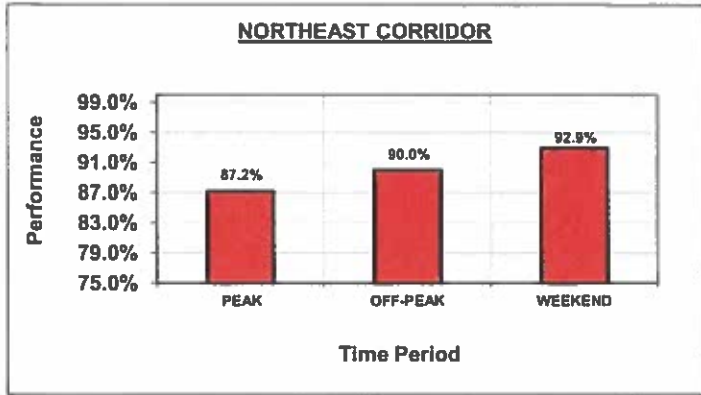
## SUMMARY BY TIME PERIOD SEPTEMBER 2013



## SUMMARY BY LINE SEPTEMBER 2013

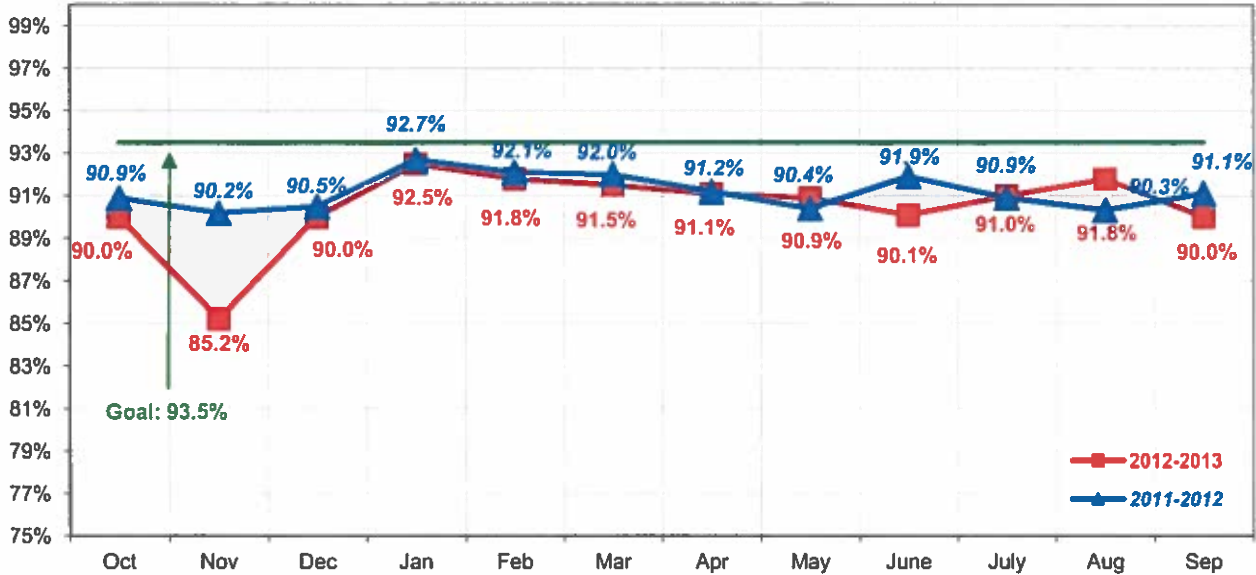


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2013



# NJ TRANSIT ON-TIME PERFORMANCE BUS OCTOBER 2011 - SEPTEMBER 2013

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2012	2013	% Change
September Comparison	91.1%	90.0%	-1.1%

	2011-2012	2012-2013	% Change
12-Month Average September-August	91.1%	90.5%	-0.6%

**Analysis:**

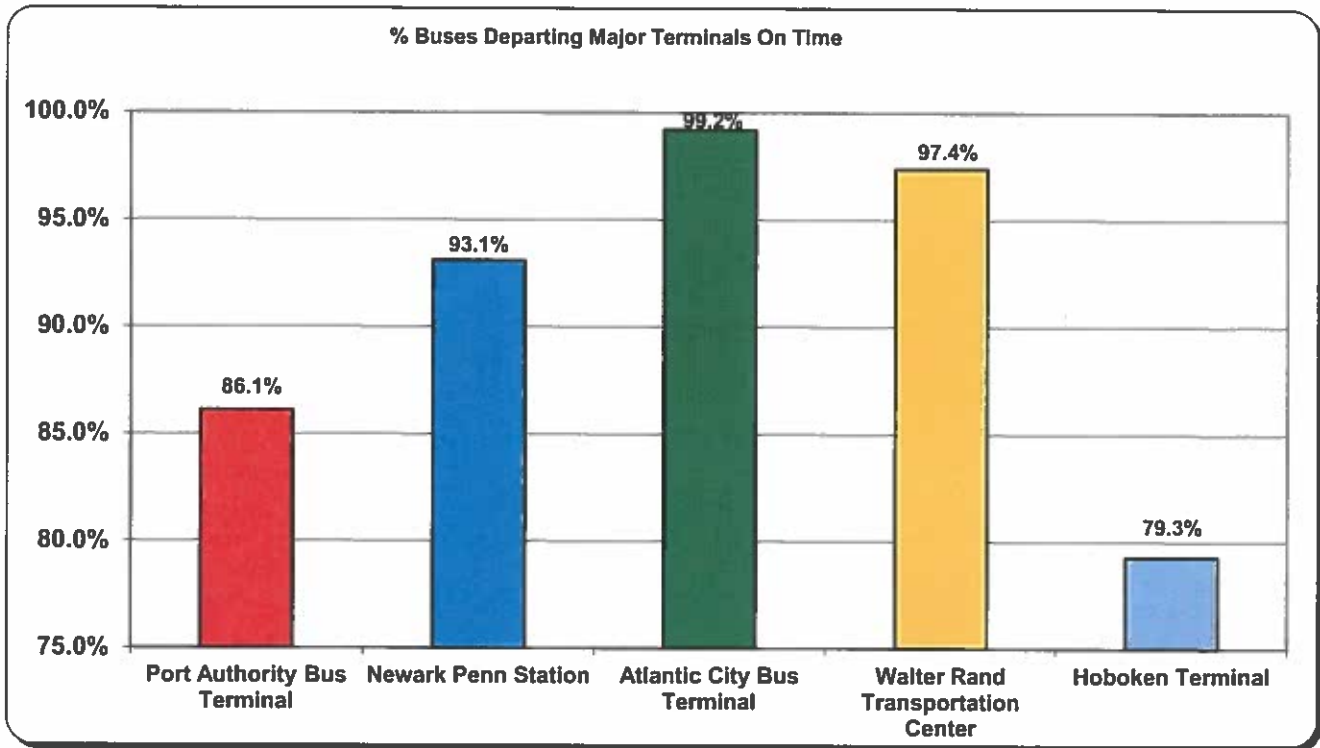
Bus On-Time Performance was 90.0% for September 2013. Of the 36,276 monitored departures, 3,640 (or 10.0%) experienced delays. Key causes included:

- Ongoing construction on the Pleasant Ave. Bridge impacting Port Authority Bus Terminal buses during peak periods.
- Accidents, detours, congestion and mechanical issues impacting Newark Penn Station buses.
- Traffic in Hudson County and New York affecting Hoboken buses.

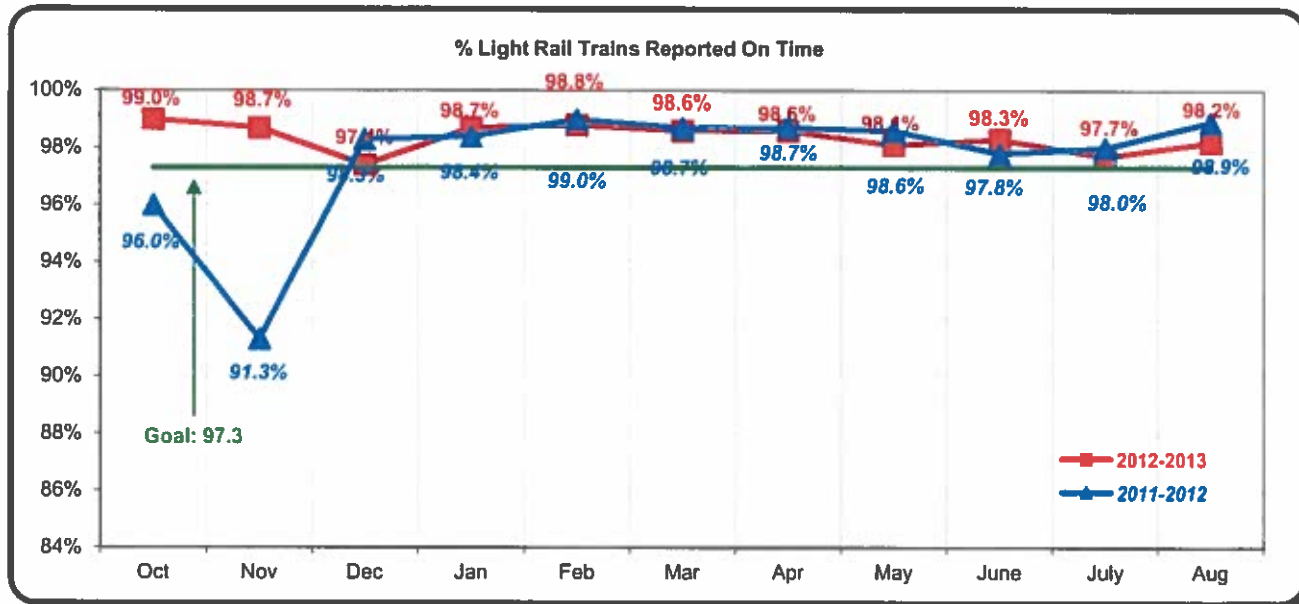
The 12-month average for Bus On-Time Performance for October 2011 - September 2013 was 90.3%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL SEPTEMBER 2013



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL OCTOBER 2011 - SEPTEMBER 2013



	2012	2013	# Change
September Comparison	98.4%	98.9%	0.5%

	2011-2012	2012-2013	# Change
12-Month Average October-September	98.2%	97.7%	-0.5%

**Analysis:**

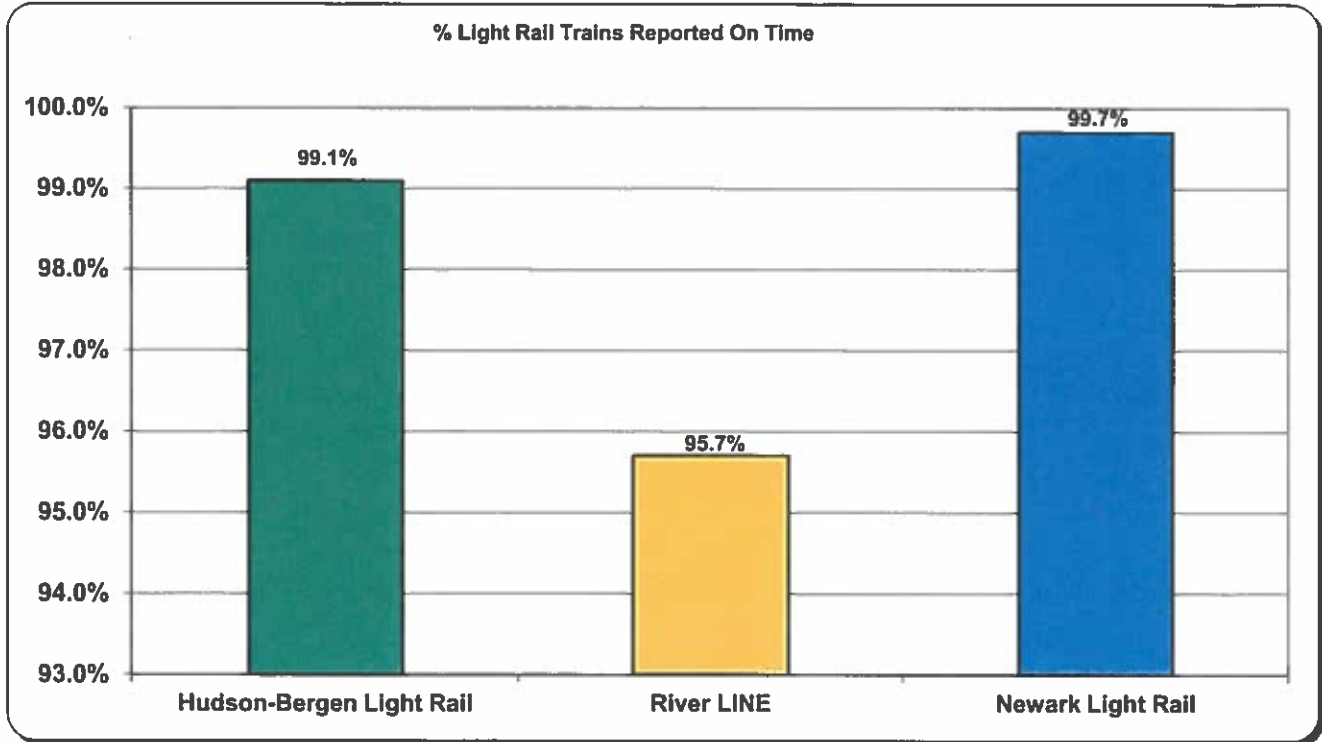
Light Rail On-Time Performance systemwide was 98.9% for the month of September 2013. Of the 25,157 scheduled trains, 255 (or 1.1%) experienced delays. Key causes included:

- Equipment problems affecting Hudson-Bergen Light Rail service on Sept. 13.
- Police activity along the right-of-way impacting River Line service on Sept. 28.
- Near perfect performance on Newark Light Rail with no significant delays to report for September.

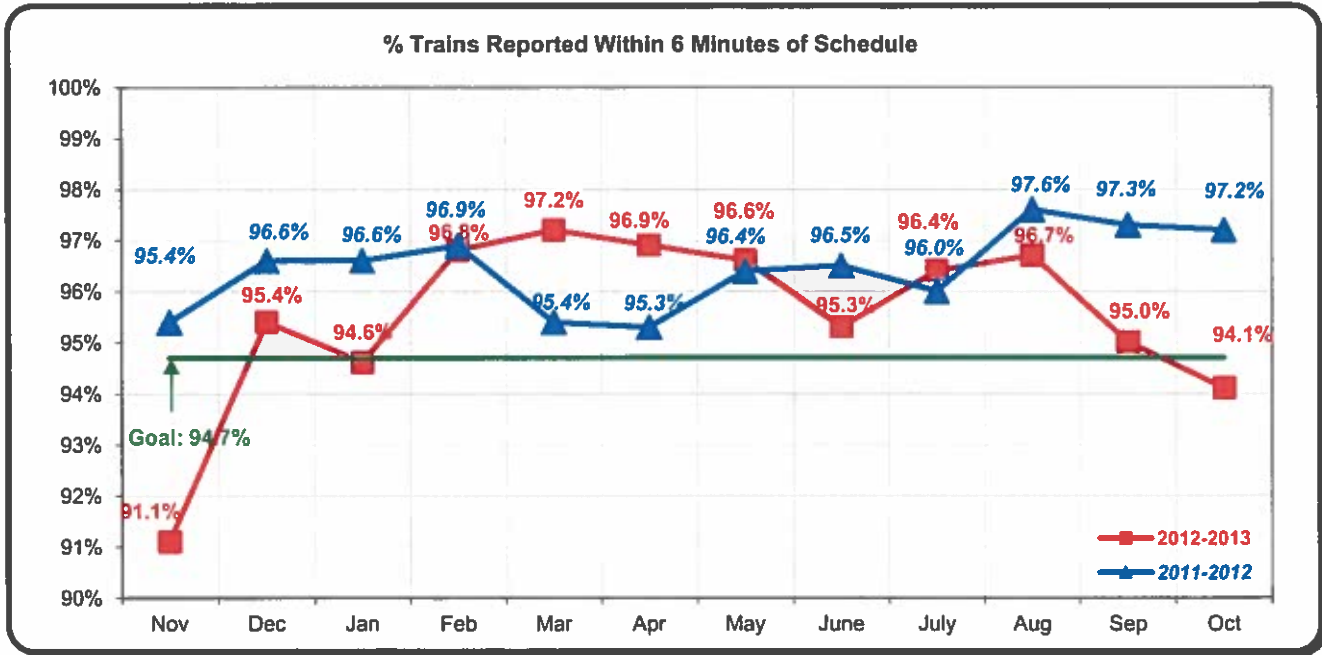
The 12-month average for Light Rail On-Time Performance for October 2011 - September 2013 was 98.0%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE AUGUST 2013



# NJ TRANSIT ON-TIME PERFORMANCE RAIL NOVEMBER 2011 - OCTOBER 2013



	2012	2013	# Change
October Comparison	97.2%	94.1%	-3.1%

	2011-2012	2012-2013	# Change
12-Month Average November - October	96.6%	95.6%	-1.0%

**Analysis:**

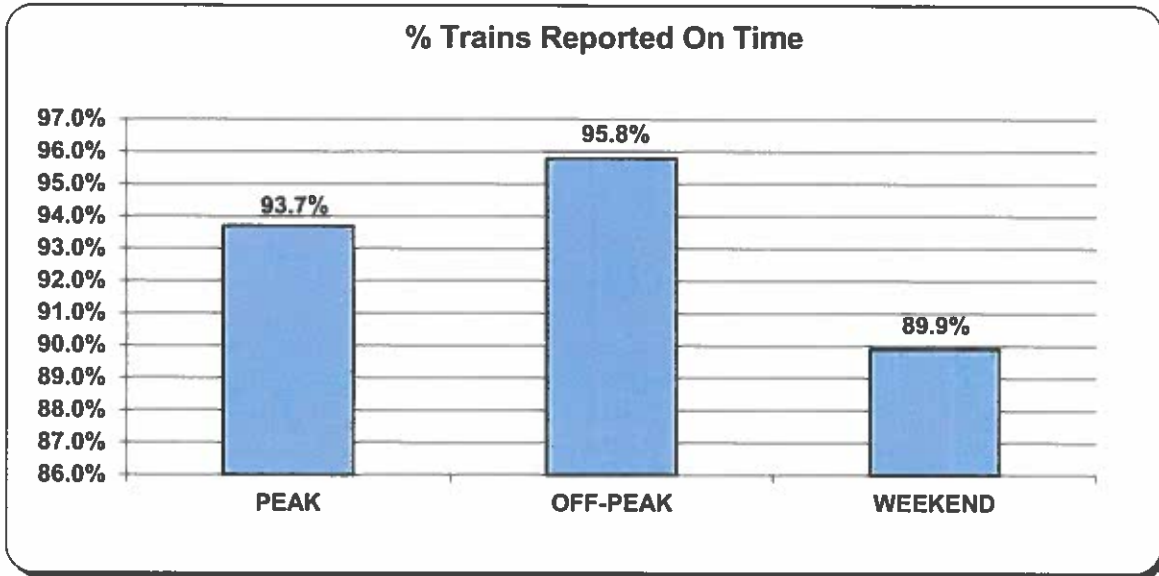
Rail On-Time Performance was 94.1% for October 2013. Of the 19,048 trains scheduled to operate, 17,932 were on time, while 1,116 trains (or 5.9 %) were delayed. Key causes included:

- Weather-related overhead wire and signal failures on October 7.
- Systemwide signal problems on October 8.
- Amtrak programmed maintenance on October 18.

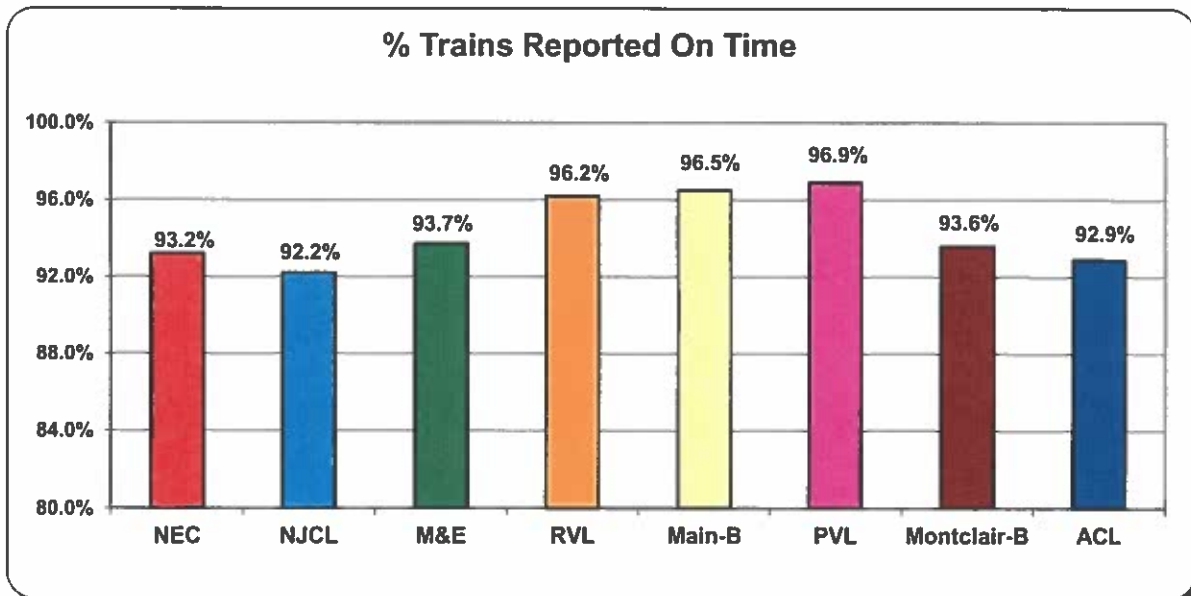
The 12-month average for Rail On-Time Performance for November 2011-October 2013 was 96.1%.

# ON-TIME PERFORMANCE RAIL

## SUMMARY BY TIME PERIOD OCTOBER 2013

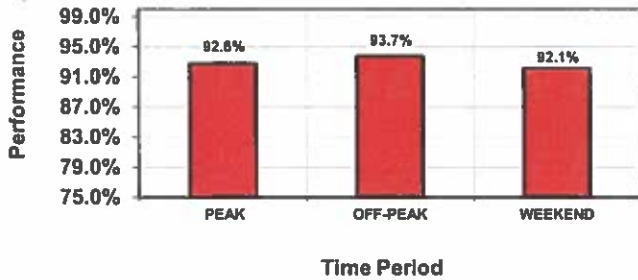


## SUMMARY BY LINE OCTOBER 2013

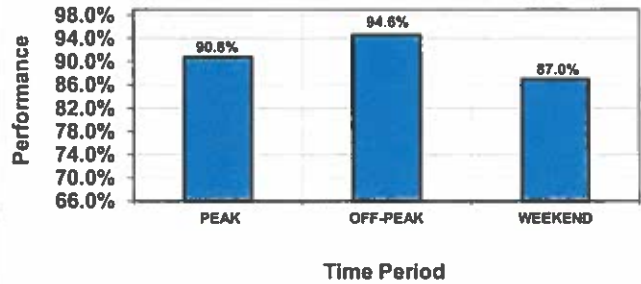


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD OCTOBER 2013

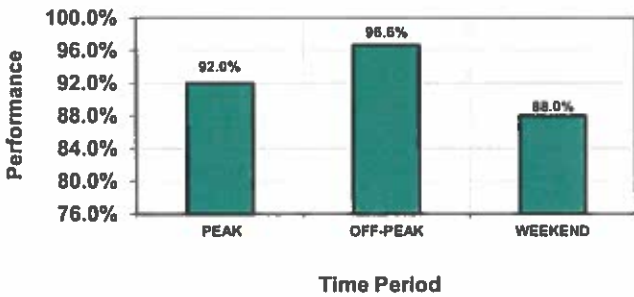
**NORTHEAST CORRIDOR**



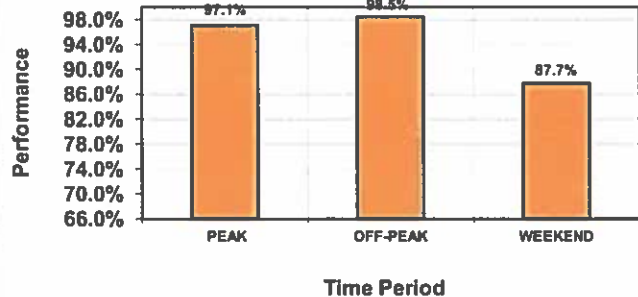
**NORTH JERSEY COAST LINE**



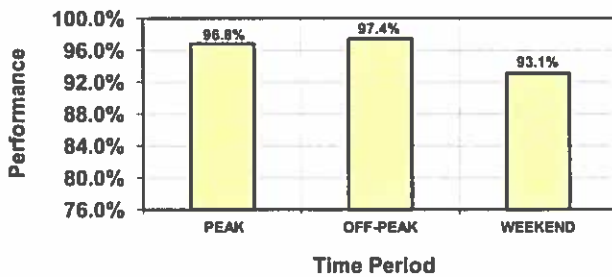
**MORRIS & ESSEX**



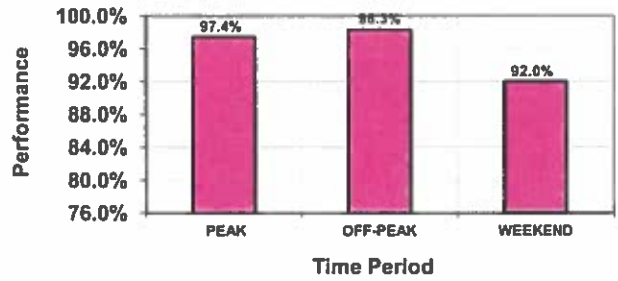
**RARITAN VALLEY LINE**



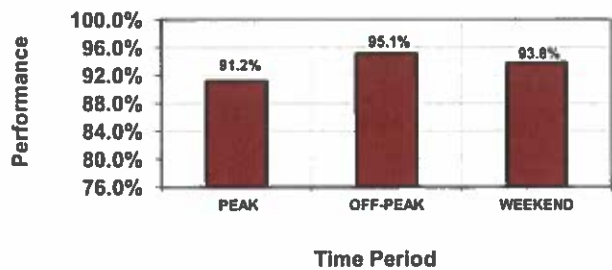
**MAIN-BERGEN**



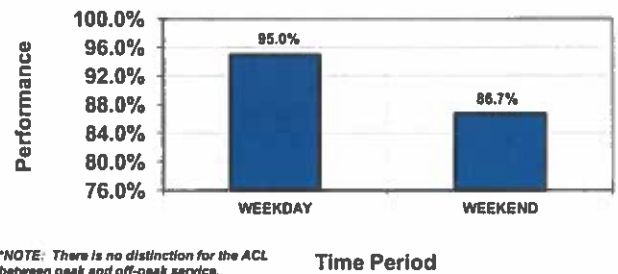
**PASCACK VALLEY**



**MONTCLAIR-BOONTON**

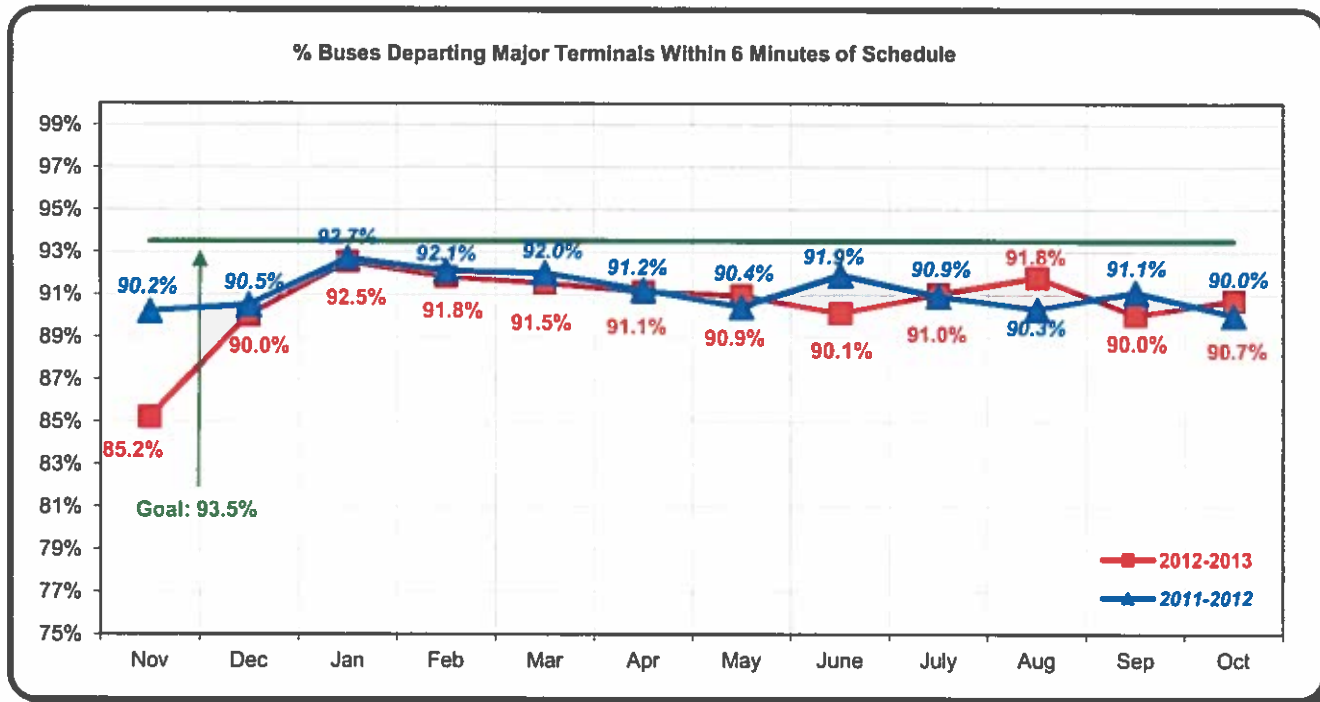


**ATLANTIC CITY\***



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

# NJ TRANSIT ON-TIME PERFORMANCE BUS NOVEMBER 2011 - OCTOBER 2013



	2012	2013	% Change
October Comparison	90.0%	90.7%	0.7%

	2011-2012	2012-2013	% Change
12-Month Average November-October	91.1%	90.5%	-0.6%

**Analysis:**

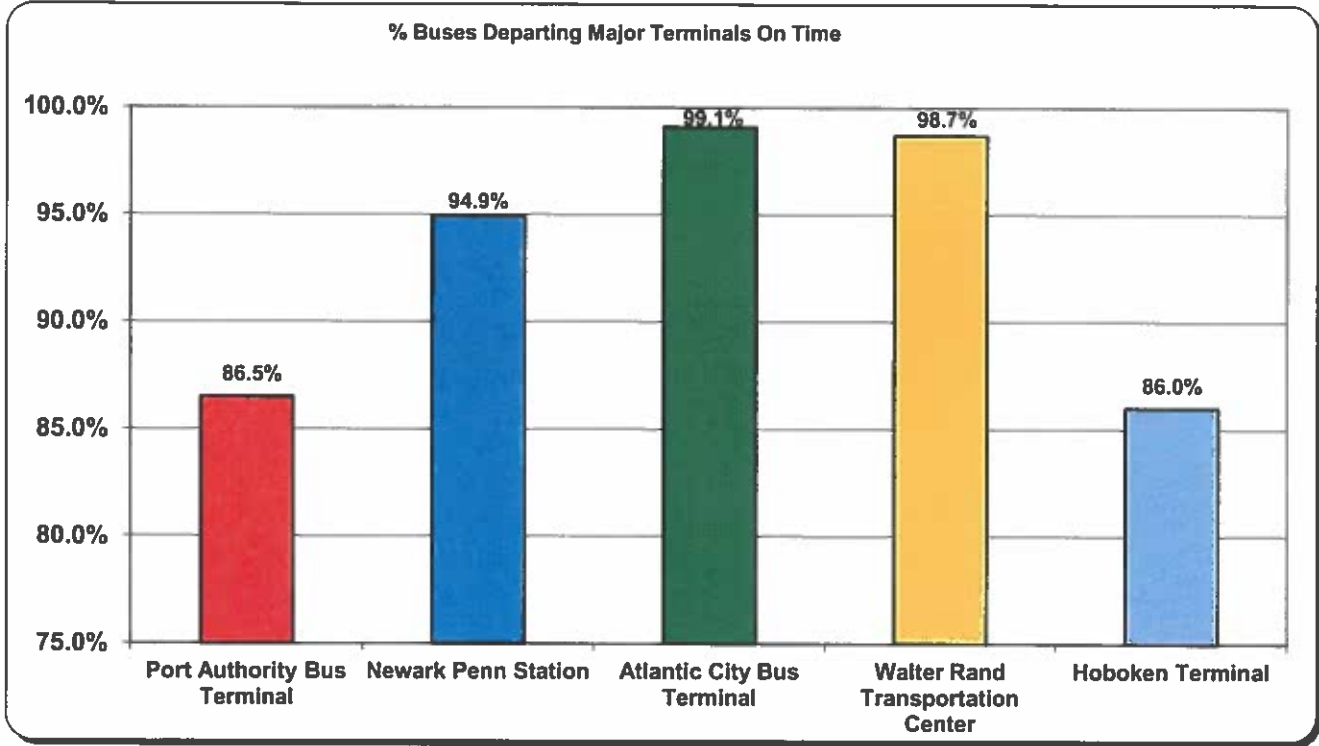
Bus On-Time Performance was 90.7% for October 2013. Of the 41,036 monitored departures, 3,826 (or 9.3%) experienced delays. Key causes included:

- Ongoing construction on the Pleasant Ave. Bridge impacting Port Authority Bus Terminal buses during peak periods.
- Accidents, detours, congestion and mechanical issues impacting Newark Penn Station buses.
- Traffic in Hudson County and New York affecting Hoboken buses.

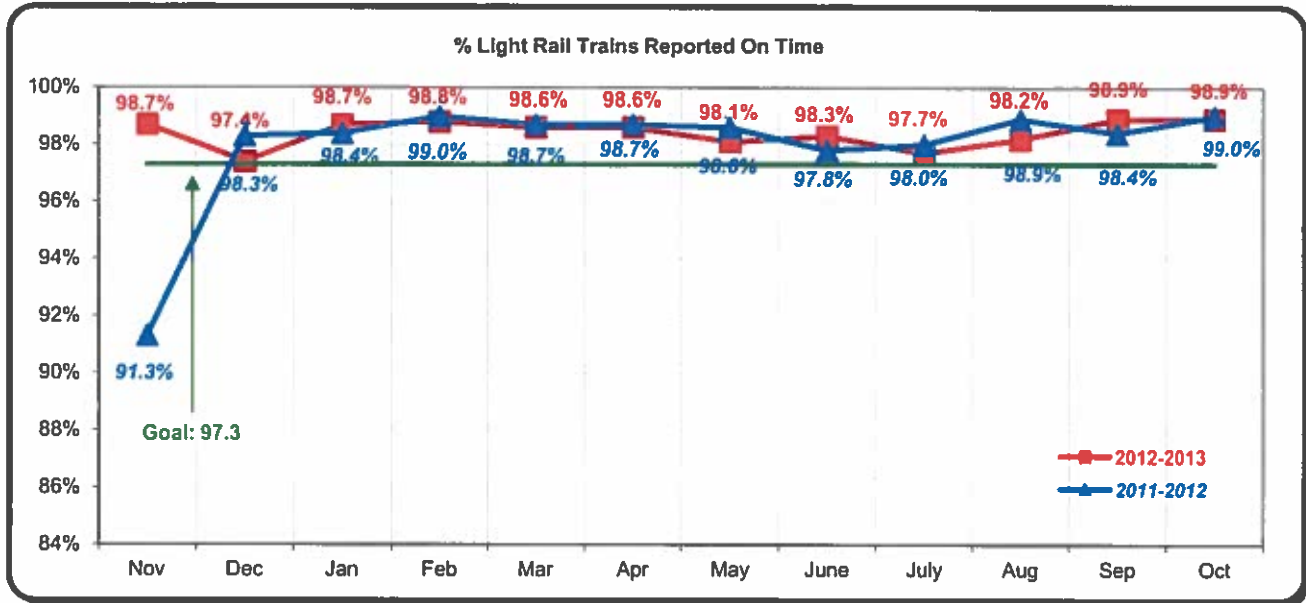
The 12-month average for Bus On-Time Performance for November 2011 - October 2013 was 90.8%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL OCTOBER 2013



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL NOVEMBER 2011 - OCTOBER 2013



	2012	2013	# Change
September Comparison	99.0%	98.9%	-0.1%

	2011-2012	2012-2013	# Change
12-Month Average October-September	98.5%	98.4%	-0.1%

**Analysis:**

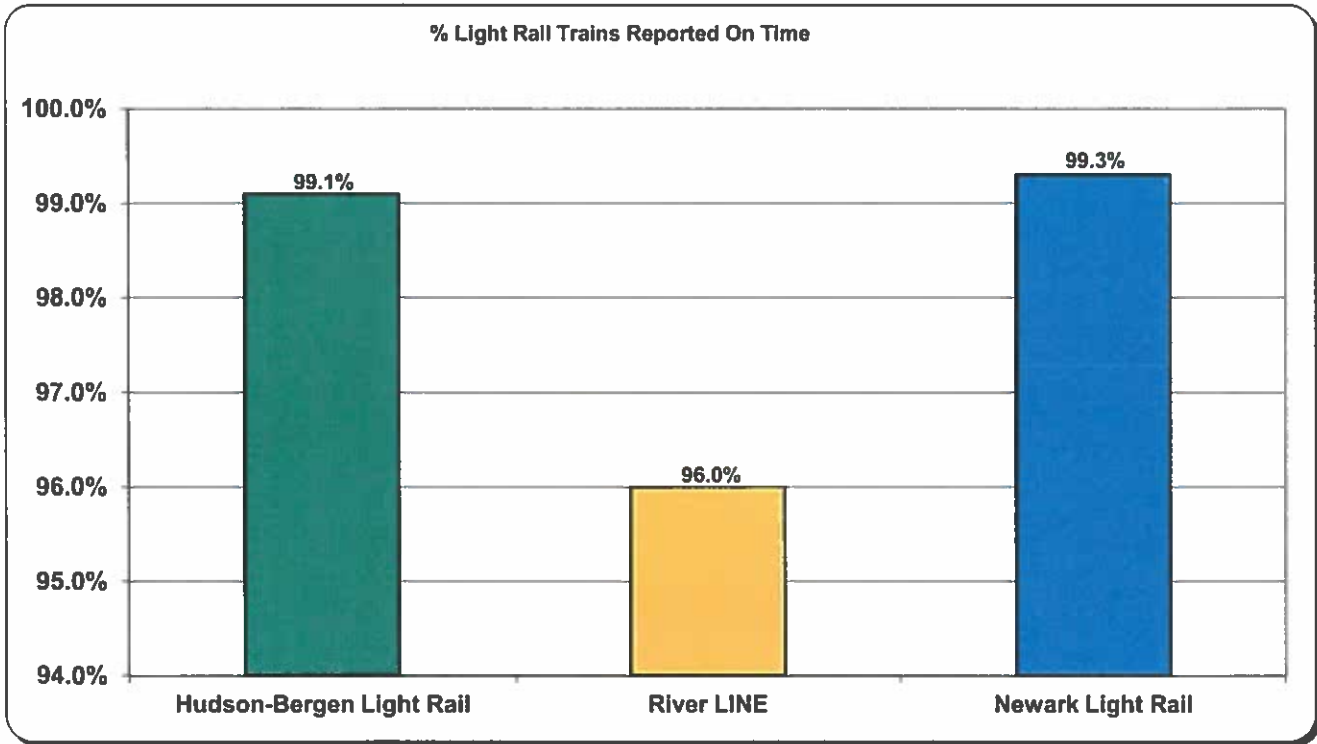
Light Rail On-Time Performance systemwide was 98.9% for the month of October 2013. Of the 27,398 scheduled trains, 312 (or 1.1%) experienced delays. Key causes included:

- Switch failure at Branch Brook Park interlocking affecting Newark Light Rail on October 1.
- Signal system failure impacting River Line service on October 25.
- Police activity at 45th St. in Bayonne affecting Hudson-Bergen Light Rail service on October 29.

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

# ON-TIME PERFORMANCE LIGHT RAIL

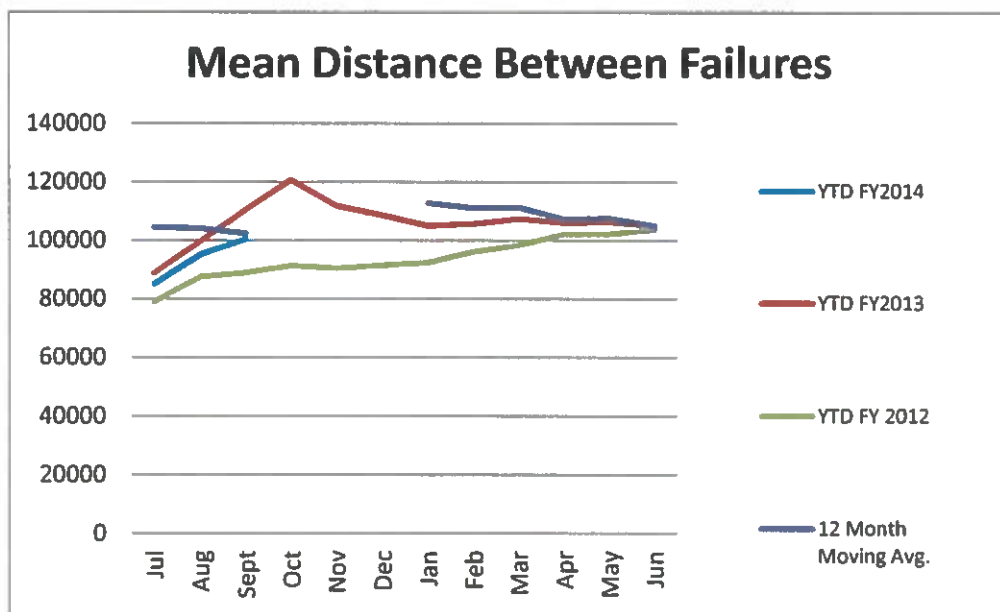
## SUMMARY BY LINE OCTOBER 2013



# **MEAN DISTANCE BETWEEN FAILURES**

**NJ Transit Rail**  
**Mean Distance Between Failures**

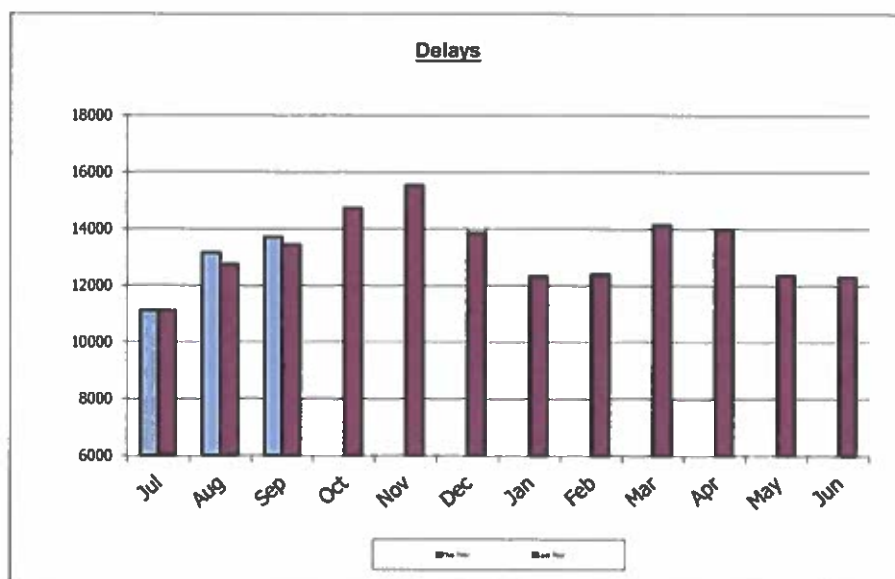
Month	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month
Month				Moving Avg.
Jul	85097	88,735	78,933	104,485
Aug	95116	99,585	87,525	104,066
Sept	100341	110,530	89,028	102,384
Oct		120,591	91,327	
Nov		111,758	90,518	
Dec		108,579	91,523	
Jan		104,917	92,489	112,736
Feb		105,580	96,166	111,055
Mar		107,335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



### Garage Performance Parameters

September 2013

Location	Miles Between In-Service Delays			
	FY2013 Goal	This Month	FY2013 YTD	FY2012 YTD
Fairview	9,000	18,911	9,695	8,316
Greenville	10,000	6,575	8,111	9,978
Market Street	12,500	12,506	12,248	10,959
Meadowlands	11,300	12,199	9,059	10,753
Oradell	15,500	8,847	9,972	14,185
Wayne	15,500	13,257	10,855	12,733
<b>Northern Division</b>	-	<b>11,088</b>	<b>10,103</b>	<b>11,630</b>
Big Tree	9,000	15,391	14,363	10,870
Hilton	8,500	17,613	14,131	8,488
Howell	16,500	17,932	15,094	13,804
Ironbound	12,500	10,094	9,401	12,309
Orange	6,200	12,004	11,167	7,240
Morris	11,000	48,908	51,375	75,895
<b>Central Division</b>	-	<b>13,827</b>	<b>12,357</b>	<b>10,688</b>
Egg Harbor	15,800	24,067	21,289	12,217
Hamilton	24,500	17,817	20,883	37,534
Newton Avenue	14,500	13,836	14,583	19,832
Washington Twp.	18,225	19,956	17,414	19,011
<b>Southern Division</b>	-	<b>19,076</b>	<b>18,170</b>	<b>17,154</b>
<b>Bus Operations</b>	-	<b>13,713</b>	<b>12,525</b>	<b>12,332</b>



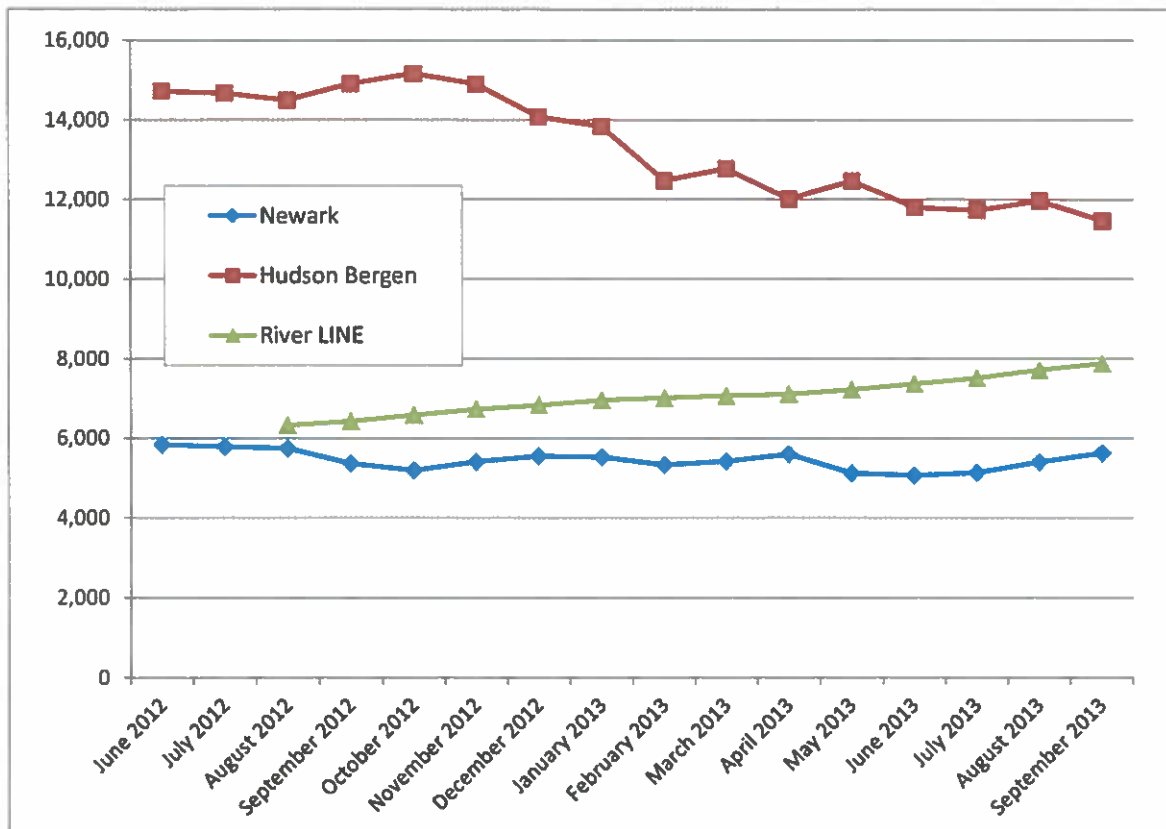
September 2013

### NJ TRANSIT - LIGHT RAIL, September 2013

#### Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	September 2013 (Current Month)	12 Month Moving Average (Mean)
Newark	7,405	5,632
Hudson Bergen	6,896	11,466
River LINE	8,795	7,882

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



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

# **DBE/MBE PROGRAM**

**NJ TRANSIT Office of Business Development DBE/SBE Participation through October**

**FTA Funded Contracts**

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

DBE Goal Attainment October 1, 2010 (FFY 2011) through September 30, 2013 (FFY 2013)		
Contracts awarded	\$90,466,646.03	
DBEs received	\$16,561,747.01	or 18.31%

**State Funded Contracts**

During the month of October 2013, NJ TRANSIT awarded **\$424,621.16** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$363,363.00** or **85.57%**.

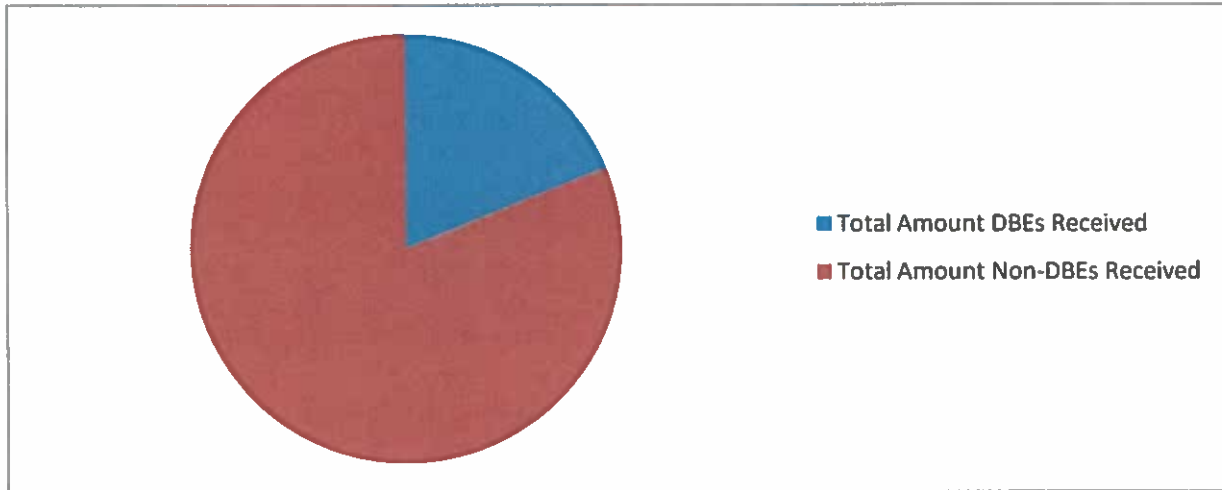
During the State Fiscal Year 2014 (July 1, 2013 through October 31, 2013) NJ TRANSIT awarded **\$4,352,996.66** in state funded contracts. Of that total, SBEs received **\$2,553,841.00** or **58.67%**.

SBE Goal Attainment from July 1, 2013 through October 31, 2013 (FY 2014)

Category 1 SBEs received	\$0	or 0.00%
Category 2 SBEs received	\$89,800.00	or 2.06%
Category 3 SBEs received	\$0	or 0.00%
Category 4 SBEs received	\$1,126,933.00	or 25.89%
Category 5 SBEs received	\$985,308.00	or 22.64%
Category 6 SBEs received	\$351,800.00	or 8.08%

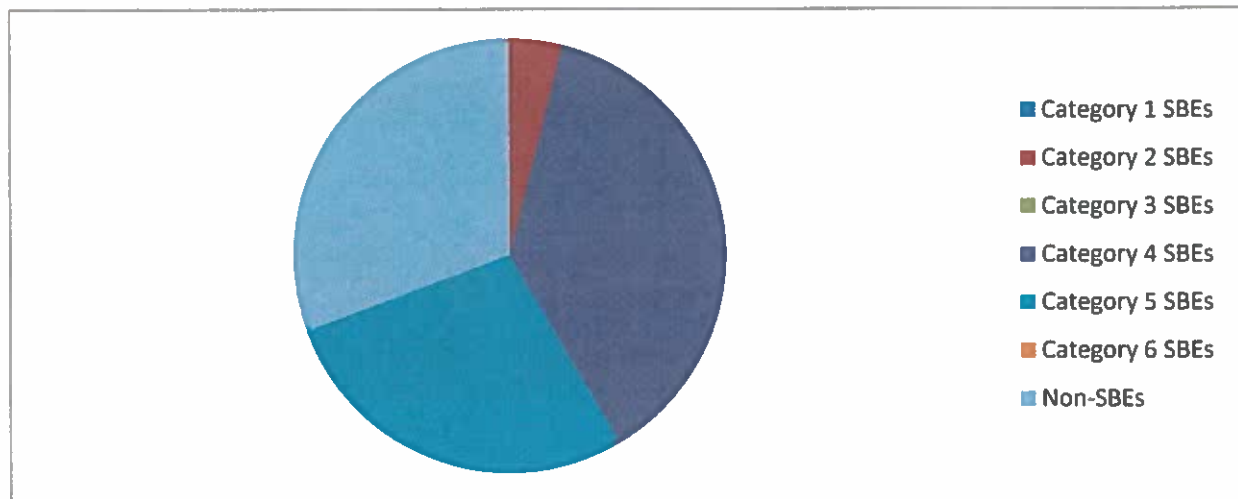
### DBE PARTICIPATION FEDERAL CONTRACTS TRIENNIAL YEARS 2011-2013

Total Amount DBEs Received	\$16,340,297.01
Total Amount Non-DBEs Received	\$70,287,006.46



### SBE PARTICIPATION STATE CONTRACTS STATE FYTD 2014

Category 1 SBEs	\$0.00
Category 2 SBEs	\$89,800.00
Category 3 SBEs	\$0.00
Category 4 SBEs	\$843,433.00
Category 5 SBEs	\$621,945.00
Category 6 SBEs	\$0.00
Non-SBEs	\$686,897.50



# **EMPLOYEE RECOGNITION**

**NJ TRANSIT employees bid farewell after outstanding careers**

Eighteen NJ TRANSIT employees retired in September with careers ranging from 9 to 37 years of service:

1. Franklyn W. Brown (Somerset) Bus Operator – Ironbound Garage – 37 years
2. Diane M. Cappy (Williamstown) Depot Master – Washington Twp. Garage – 34 years
3. Michael E. O'Connor, Jr. (Lumberton) Bus Operator – Newton Ave. Garage – 33 years
4. Eugene Slater (Pennsauken) Repairman Class "A" – Howell Garage – 32 years
5. Terry L. Ikey (Levittown, PA) Chief Trainmaster – Newark Penn Station – 25 years
6. Antonette Papaanni (North Arlington) Network Engineer – Penn Plaza – 25 years
7. William F. Clark (Thorofare) Bus Operator – Washington Township Garage – 24 years
8. Michie N. Baker (Edison) Bus Operator – Orange Garage – 23 years
9. Paula Jenkins (Newark) Capital Project Specialist – Penn Plaza – 22 years
10. Lorna A. Small (Philadelphia, PA) Depot Master CLA – Newton Ave. Garage – 21 years
11. Raymond E. Ebron (Coopersburg, PA) Bus Operator – Ironbound Garage – 19 years
12. Abdul-Rashid Raji (Old Bridge) Bus Operator – Howell Garage – 19 years
13. Robert C. Jacobs, Jr. (Maple Shade) Regional Supervisor – Newton Ave. – 16 years
14. Nancy Pagan (Paterson) Bus Operator – Market Street Garage – 12 years
15. Eddie L. Jordan, Sr. (Pittsgrove) Bus Operator – Washington Twp. Garage – 11 years
16. Shawn S. Akins (East Orange) Bus Operator – Orange Garage – 10 years
17. James K. Elliot (Williamstown) Bus Operator – Washington Township Garage – 10 years
18. Robert W. Bugsch (Philadelphia, PA) Regional Supervisor – Newtown Ave. – 9 years

Sixteen NJ TRANSIT employees retired in October with careers ranging from 7 to 40 years of service:

1. Glenn P. Carlin (Bricktown) Mechanic – Howell Garage – 40 years
2. Joseph Nicolacopulos (Jackson) Repairman Class "A" – Howell Garage – 37 years
3. William R. Young (Trenton) Dir Rail Infra Const – Penn Plaza – 34 years
4. John G. Campanella (Somerdale) Full Time Union Rep/Depot Master "C" – Newton Avenue Garage – 32 years
5. Agnes Duncan-Pollard (North Brunswick) Director LR – Penn Plaza – 32 years
6. Deborah A. Golub (Morganville) Purchase Agent – Penn Plaza – 30 years
7. William J. Talerico (Beachwood) Supervisor Stations – Belmar Station – 30 years
8. Oretega A. Vanderhoff (Mays Landing) Instructor – Ferry Street – 29 years
9. Dawn Winrow (Yeadon, PA) Manager Stat & Rev – NY Penn Station – 26 years

10. Ruby I. Farmer (Lakewood) Bus Operator – Howell Garage – 25 years
11. Musa J. Nazy (Long Branch) Sr. Road Forman "E" – Penn Plaza – 25 years
12. Susan G. Wehmann (Summit) HR Policy & Procedures Adm. – GOB – 23 years
13. Maurice Hill (East Orange) Light Rail Operator – City Subway – 21 years
14. Cleve C. Reid (Willingboro) Repairman Class "A" – Big Tree Garage – 14 years
15. Maxwell Kyei (Newark) Cleaner – Hilton Garage – 11 years
16. Larry E. Gall (National Park) Serviceman – Newton Avenue Garage – 7 years

# **ACTION ITEMS**

**ITEM 1311-44:                    MULTILEVEL RAIL CARS – RELIABILITY PROGRAM  
AND STATE OF GOOD REPAIR**

**BENEFITS**

In 2006, NJ TRANSIT purchased 321 multilevel rail cars (multilevels) from Bombardier Transportation Corporation (Bombardier) to replace aging single-level rail cars with state-of-the-art multilevel equipment. NJ TRANSIT customers have responded positively, giving the multilevels high marks for comfort, capacity and reliability in customer surveys and focus groups.

In 2010, NJ TRANSIT ordered an additional 100 multilevels from Bombardier, many of which have been delivered and placed into service. Finally, in 2012, NJ TRANSIT purchased an additional 8 multilevels that were previously used on the Atlantic City Express Service. These coaches were also manufactured by Bombardier. These equipment acquisitions will bring the total multilevel fleet to 429 vehicles, providing customers with a better quality of service and further standardizing the fleet for improved maintenance, parts and materials management.

The multilevel rail cars feature trucks with a specialized suspension system that ensures customer comfort when the train is operating at higher speeds. The vehicle manufacturer recommends replacement of the air secondary suspension system, rubber bushing, and similar components every six years.

With the required maintenance to the suspension system, NJ TRANSIT will also incorporate other vehicle modifications that have been recommended by customers and employees. These modifications include additional seats, upgrades to the onboard computer systems, updates to onboard digital signage, and the addition of a forward facing camera which can be used in a post-incident investigation, such as a trespasser incident or motor vehicle collision.

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

Staff seeks authorization to execute a change order to Contract No. 13-627 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the manufacturer's recommended maintenance to the multilevel rail car suspension system, installation of additional seats, and other vehicle modifications, and repairs at a cost not to exceed \$23,000,000.00, plus five percent for contingencies.

**PURPOSE**

NJ TRANSIT has delivered measurable improvements in service reliability and on-time performance through sustained investment in the rail fleet. These investments include acquisition of new multilevel rail cars, locomotives and improved maintenance practices resulting in campaigns to address recurring issues.

The manufacturer's multilevel maintenance plan recommends numerous maintenance tasks at various intervals during the service life of the vehicle. These maintenance schedules call for replacement of the elastomeric components of suspension system on all multilevels every six years. The suspension work will require the vehicles to be shipped off-site for a period of time, providing an opportunity to perform other important work that will standardize the vehicles with the newer multilevels now being delivered. The number of vehicles dedicated to this program will not have a negative impact to required service levels.

Improvements include not only modifications recommended by the manufacturer, but also improvements identified by NJ TRANSIT's customers and employees.

#### Truck Reliability Program and Repairs

The multilevel trucks were designed and manufactured by the car builder Bombardier, specifically for this vehicle, to meet NJ TRANSIT's specifications for vehicle performance. The overhaul of the multilevel trucks requires a special set of support equipment, maintenance skills and shop space to accommodate this activity. It is a labor intensive task that requires removal of the truck from the carbody, replacement of the primary springs and rubber components, performing a truck leveling task and concluding with a truck to carbody leveling process. This task will require a long shop dwell time for the vehicle. The original equipment manufacturers expertise, specialized tools and proven repair facility will also accommodate other necessary repair needs that may arise during the course of the manufacturers recommended maintenance program

The truck overhaul cannot be performed in NJ TRANSIT's maintenance shops as the existing workforce is occupied with routine maintenance and in-house vehicle campaigns including but not limited to Superstorm Sandy related repairs.

#### Additional Seats

Some multilevels are configured with a "perch" area which provides a leaning post for customers, but no seats in the mezzanine-level of the car. Customers and NJ TRANSIT employees recommended elimination of the "perch" to incorporate flip-up seating found on all other multilevels. This modification will increase seating capacity by 459 seats or approximately four cars worth of seats as well as incorporate additional luggage racks and handholds.

#### Monitoring & Control Unit Upgrades

The onboard computer system, known as the Monitoring & Control Unit (MCU), controls all vehicle functions from door operations to public address announcements. When the onboard computer fails, these features can become disabled. The onboard computer upgrades and related wiring modifications will allow certain critical functions to operate even when the onboard computer fails. This will enhance the reliability and performance of the coaches for improved service reliability and on-time performance. This modification requires over 200 labor hours per vehicle, and will make the Multilevel I cars similar in operation to the Multilevel II cars.

### Forward Facing Cameras

Currently, ten multilevel cab cars are equipped with forward facing cameras that record the exterior view and exterior sounds from the viewpoint of the engineer. These devices have proven invaluable for post-incident investigations ranging from trespasser incidents to train collisions with motor vehicles. The installation of forward facing cameras to the remaining multilevel cab cars will ensure that every multilevel train is equipped with these devices, facilitating future investigations.

### Exterior Speaker Announcement Capabilities

As per the recent Federal Railroad Administration Code of Regulation requirements, all Tier I passenger cars placed into service after 2008 must have the ability for a train crew member to communicate by voice in an emergency situation to persons in the immediate vicinity of the train. The Multilevel II coaches are equipped with this feature. This feature will improve the emergency response capability of the Multilevel I and support fleet consistency for this feature.

## **BACKGROUND**

NJ TRANSIT purchased 429 multilevels, all of which have been manufactured by Bombardier Transit Corporation. The first 321 multilevels were delivered to NJ TRANSIT from 2006 through 2010. An additional 100 multilevels were purchased and the initial vehicles were delivered beginning in November 2012 with the final vehicle schedule to be delivered by December 2013. An additional eight multilevels were acquired from the former Atlantic City Express Service (ACES) in 2012.

NJ TRANSIT initiated preparations for the truck overhaul program in 2012, approximately six years after delivery of the first multilevel. The current truck overhaul and reliability program will require multilevels to be shipped out of state and will reduce the available fleet for a period of time. As a result of Superstorm Sandy, NJ TRANSIT deferred the program until sufficient equipment was repaired and returned to service to minimize service impacts.

NJ TRANSIT presently has a contract with Bombardier Transit Corporation (Contract No. 13-627) for the repair of multilevel vehicles damaged during Superstorm Sandy. The repair work is presently being performed in Bombardier's Kanona, NY facility. The scope of work includes extensive truck repairs requiring removal of the truck from the carbody, replacement of the primary springs and rubber components, performing a truck leveling task and concluding with a truck to carbody leveling process. As such Bombardier's Kanona facility is uniquely qualified to perform the critical work included in the multilevel reliability and customer amenity program.

The work being performed under the existing multilevel repair contract is concluding and the facility will be available for this program without a loss of its trained workforce. NJ TRANSIT will also avoid additional costs such as mobilization and other capital expenses normally associated with a new contract. The Office of the State Comptroller has approved the Procurement-By-Exception change order to Contract No. 13-627 for

the Multilevel Rail Cars Fleet Reliability Improvement Program, increasing the original \$16,000,000.00 contract authorization by \$23,000,000.00.

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

**FISCAL IMPACTS**

**Requested Authorization:** \$23,000,000.00, plus five percent for contingencies

**Project Cost:** \$24,150,000.00

**Total Revised Authorization:** \$40,150,000.00

**Projected Date of Completion:** December 2015

**Anticipated Source of Funds:** TTF

**DBE/SBE Goal:** None (Specialized work)

***NJ Build* Amount:** None

**Related/Future Authorizations:** Multilevel truck maintenance every six years

**Impact on Subsequent Operating Budgets:** \$0

## RESOLUTION

**WHEREAS**, NJ TRANSIT purchased 429 multilevel rail cars (multilevels) from Bombardier to replace aging single-level rail cars with state-of-the-art multilevel equipment; and

**WHEREAS**, NJ TRANSIT customers have responded positively, giving the multilevels high marks for comfort, capacity and reliability in customer scorecard surveys and focus groups; and

**WHEREAS**, the multilevel rail car maintenance plan recommends various maintenance activities during the life of the vehicle including replacement of the primary suspension system on all vehicles every six years; and

**WHEREAS**, with the required maintenance to the suspension system, NJ TRANSIT will also incorporate other vehicle repairs, modifications that have been recommended by customers and employees including additional seats, upgrades to the onboard computer systems, updates to onboard digital signage and the addition of forward facing cameras on cab cars; and

**WHEREAS**, it has been determined that Bombardier Transit Corporation is certified to be the sole/ single source supplier for these maintenance activities, repairs and upgrades in accordance with N.J.A.C. 16:72-1.5 and Executive Order No. 37; and

**WHEREAS**, Bombardier's Kanona facility is uniquely qualified to perform the critical work included in the multilevel reliability and customer amenity program as a result of the existing repair work being performed there on behalf of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to execute a change order to Contract No. 13-627 with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the manufacturer's recommended maintenance to the multilevel rail car suspension system, installation of additional seats and other vehicle modifications, at a cost not to exceed \$23,000,000.00, plus five percent for contingencies.

**ITEM 1311-45: NEWARK LIGHT RAIL MAINTENANCE-OF-WAY STORAGE BUILDING: CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

Since its completion in 2000, the Newark Light Rail Vehicle Base Facility (VBF) in Bloomfield has increased its service and value to the Newark Light Rail. Currently, the materials and spare parts required to operate and maintain the Newark Light Rail System have surpassed all available storage and staging space at the VBF. To meet the needs of the various departments' storage demands, Newark Light Rail has resorted to the lease or purchase of large steel container boxes to both store and protect materials and parts. Some parts must still remain outside, since they are too large to fit inside a mobile container. The current system of storing, organizing, and maintaining result in materials and spare parts inefficiently stored in various places throughout the facility, unsecured, and in unconditioned spaces which cannot protect sensitive items from the extreme cold.

The new Newark Light Rail Maintenance-of-Way (MOW) Storage Building will centralize all materials and parts in a single facility that will provide effective inventory management. The MOW Storage Building will provide approximately 4,600 square feet of enclosed, secure, and heated space and an additional 2,500 square feet of covered exterior space. Additionally, fire suppression and alarm systems will be installed within the facility providing increased loss prevention.

The materials and parts will be stored and organized to permit the use of forklifts and other devices to provide efficient access during storage and retrieval. This will allow deliveries to be made directly to the MOW Storage Building and offloaded from all forms of transport, resulting in a productivity savings over the labor currently required to offload, sort, separate, and place by hand, into the container boxes scattered throughout the facility. An electronic inventory management system will be located within the facility to provide real-time inventory and accurate locations.

Given the location of this project, disruptions to site traffic in the yard area will be kept to a minimum. The construction area will be cordoned off with full-height chain link fencing. No track outages are expected during this project.

In Fiscal Year 2013, the Newark Light Rail served 5.3 million customer trips.

**ACTION (Scorecard: Safety and Security, Corporate Accountability)**

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-082X with Kyle Conti Construction, LLC of Hillsborough, New Jersey, for the construction of the Newark Light Rail Maintenance-of-Way Storage Building at a cost not to exceed \$1,554,215.00, plus five percent for contingencies, subject to the availability of funds.

## PURPOSE

This contract is for the construction of the new VBF MOW Storage Building for the Newark Light Rail. The new MOW Storage Building will share a common wall with the existing Rail Car Storage Shed and consists of a large storage area with a full garage door for convenient unloading of deliveries and heavy-duty racks for orderly storage. The building will also contain an office for efficient inventory and tracking of parts, a covered area for maintenance vehicles, a staff restroom and a janitor closet accessible from the VBF Extension as well as the Storage Shed to facilitate the cleaning of Light Rail cars. A Site Plan is shown on Exhibit A.

## BACKGROUND

### History

In 2000, NJ TRANSIT completed construction and took occupancy of the Newark Light Rail Vehicle Base Facility, located immediately adjacent to the Grove Street Light Rail Station at the far west end of the Newark Light Rail in Bloomfield. It continues to function to this day as the operations and maintenance hub for the Newark Light Rail system. One of its key roles is that of maintaining an adequate supply of spare parts needed to keep the system running smoothly. In recent years, the variety and volume of spare parts has increased to the point where the facility must use rented, exterior storage containers throughout the site. The new VBF Extension Building will provide a safer, cleaner and more efficient storage system which is completely protected from the elements.

### Procurement

The E-Bid Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, on June 26, 2013 and in local newspapers on June 28, 2013. A Pre-Bid Conference was held on July 11, 2013 at the Vehicle Base Facility in Bloomfield; a site visit followed the Pre-Bid Conference. Bids were received electronically and opened on August 1, 2013 at 2:00 p.m.

The Office of Business Development assigned a 25 percent SBE, Category 5 goal for this project. The Engineer's Estimate for this scope of work is \$1,913,642.00.

## E-BID 11-039X RESULTS

Company	Total Bid Price
<b>Kyle Conti Construction, LLC</b> Hillsborough, New Jersey	<b>\$ 1,554,215.00</b>
RML Construction, Inc. Carlstadt, New Jersey	\$ 1,787,576.50
DMR Construction Services, Inc. Waldwick, New Jersey	\$ 1,952,185.13
John O'Hara Company, Inc. East Orange, New Jersey	\$ 1,974,441.89

Kyle Conti Construction, LLC is a certified Small Business Enterprise (SBE).

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

**FISCAL IMPACTS**

**Requested Authorization:** \$ 1,554,215.00 + 5% contingency

**Total Project Cost:** \$2,910,000.00

**Projected Date of Completion:** August 2014

**Anticipated Source of Funds:** Transportation Trust Fund

**DBE/SBE Goal:** 25% SBE, Category 5

***NJ Build* Amount:** \$ 7,770.00

**Related Future Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to enhance the efficiency of its maintenance operations in order to maintain smooth running rail systems and thereby increase customer satisfaction; and

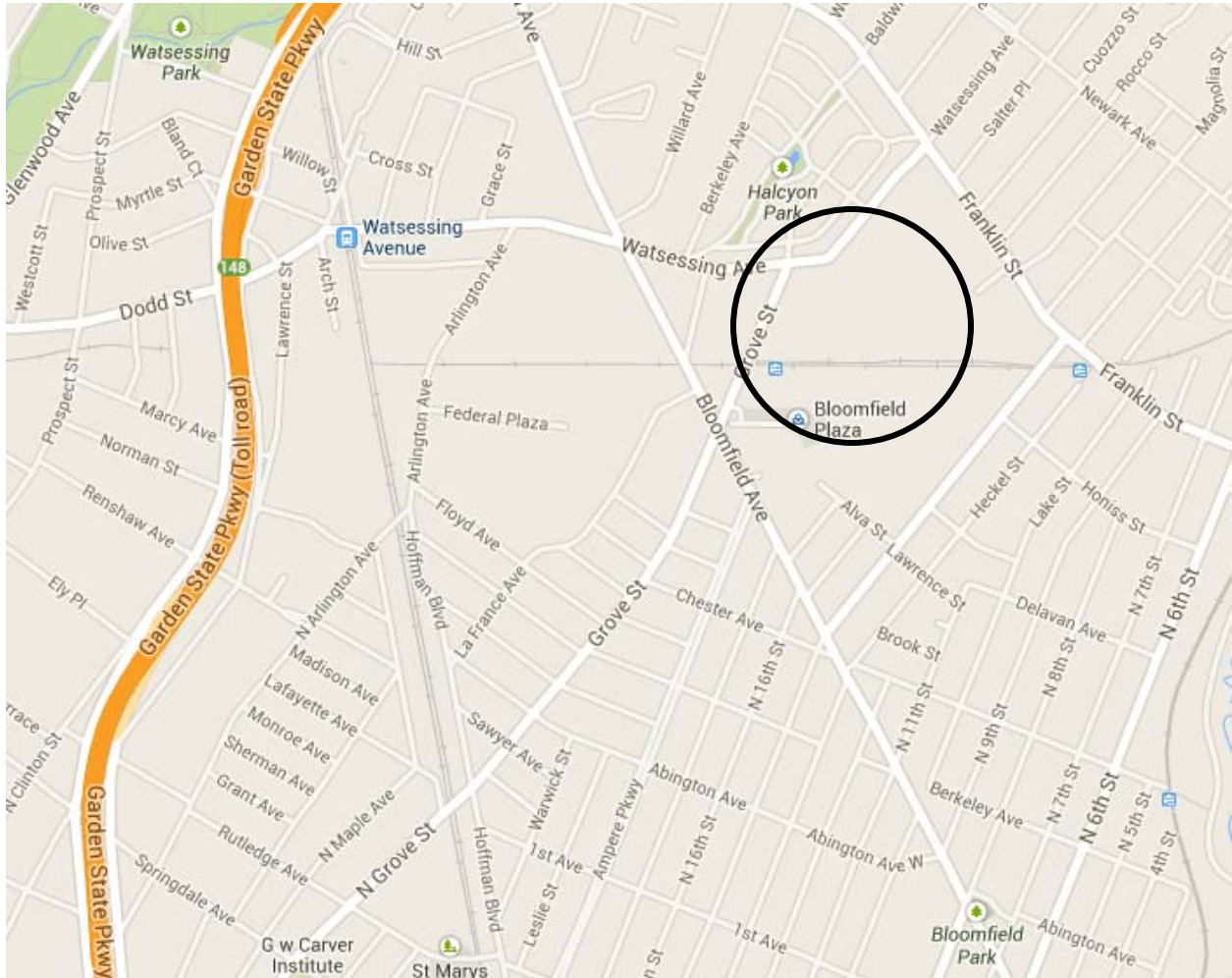
**WHEREAS**, a key component of this goal is the safe and efficient storage of spare parts and equipment needed for maintenance and repair of the Newark Light Rail system; and

**WHEREAS**, the variety and volume of spare parts has increased to the point where the Vehicle Base Facility must use rented, exterior storage containers throughout the site; and

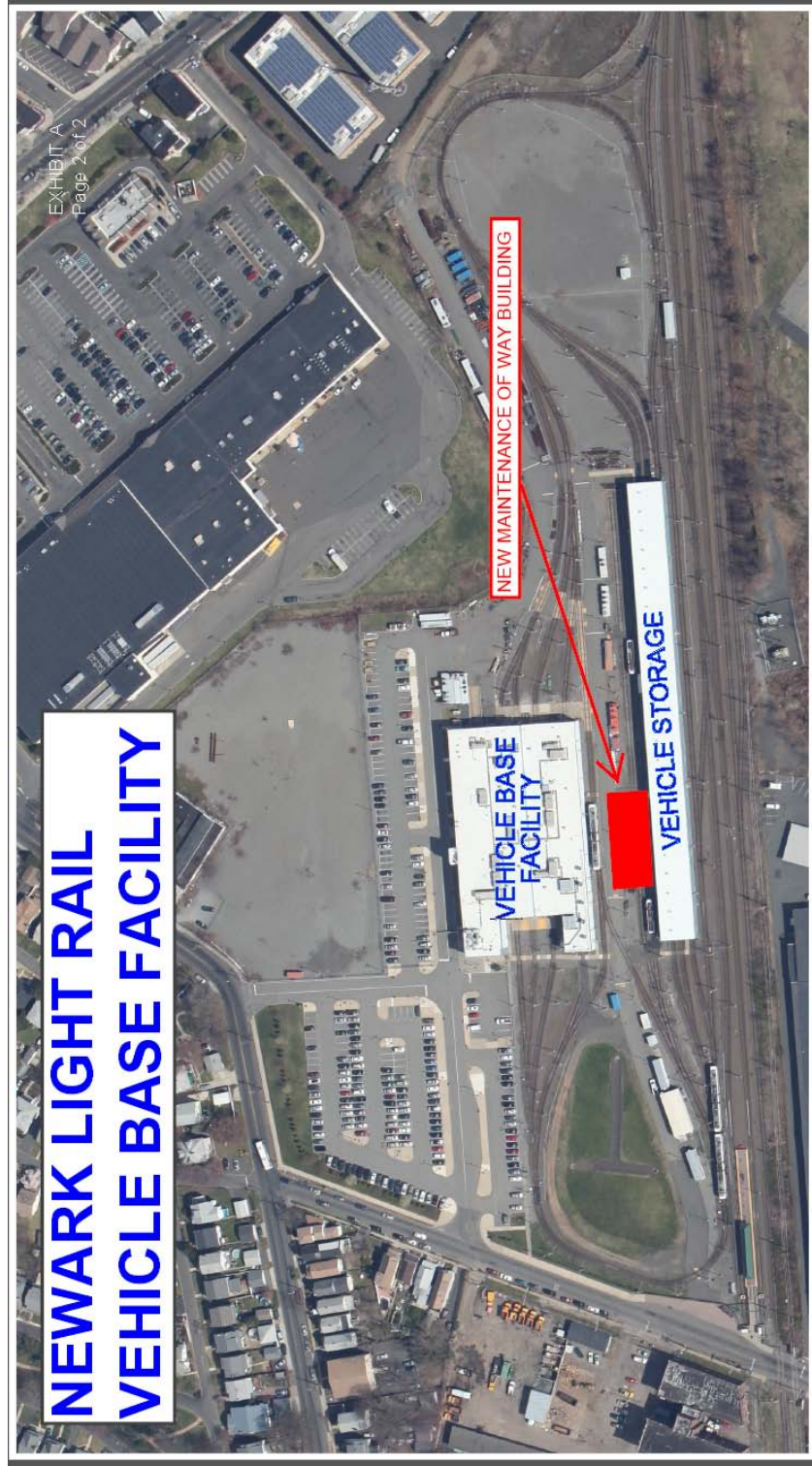
**WHEREAS**, the new Maintenance-of-Way Storage Building will provide a safe, secure, and efficient storage system which is completely sealed from the elements, and weatherproofed; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Kyle Conti Construction, LLC was the lowest responsive and responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 13-082X with Kyle Conti Construction, LLC of Hillsborough, New Jersey, for the construction of the Newark Light Rail Maintenance-of-Way Storage Building at a cost not to exceed \$1,554,215.00, plus five percent for contingencies, subject to the availability of funds.



LOCATION MAP



# **CONSENT CALENDAR**

**ITEM 1311-46: PERSONAL INJURY CLAIM OF KEITH NYSTROM**

**BENEFITS**

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the serious injuries that resulted, staff recommends a settlement of \$2,500,000.00.

**ACTION**

Staff seeks authorization to settle the claim of Keith Nystrom through his attorney at a cost of \$2,500,000.00. The Attorney General has approved settlement cost of \$2,500,000.00, subject to the availability of funds.

**PURPOSE**

NJ TRANSIT By-Laws require Board approval of the settlement of all claims and lawsuits involving personal injury, death or property damage in excess of \$500,000.00. This case, venued in the Passaic County Superior Court, Paterson, NJ, has a settlement cost of \$2,500,000.00.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$2,500,000.00
<b>Projected Date of Completion:</b>	FY 2014
<b>Anticipated Source of Funds:</b>	FY 2014 Operating Budget
<b>DBE/SBE Goal:</b>	Not applicable. No goods or services to be procured.

**RESOLUTION**

**WHEREAS**, Article VI, Section II of the By-Laws requires Board Authorization for settlement of claims in excess of \$500,000.00; and

**WHEREAS**, Keith Nystrom has presented a claim with a probable settlement cost greater than \$500,000.00; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to settle the claim of Keith Nystrom through his attorney at a cost of \$2,500,000.00. The Attorney General has approved settlement of \$2,500,000.00, subject to the availability of funds.