

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

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

November 16, 2015

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Thursday, November 12, 2015.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Thursday, November 12, 2015.

Present

Richard T. Hammer, Acting Chairman
Bruce M. Meisel, Vice Chairman
Amy Herbold, Governor's Representative
Anthony Longo, Treasurer's Representative
Myron P. Shevell, Board Member

Absent

James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member (Non-Voting)

Also Present

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

Acting Chairman Hammer convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act. Fred Frank, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Acting Board Secretary Zuczek conducted a Roll Call.

Acting Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc.,

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

Acting Chairman Hammer asked for a motion to adopt the minutes of the October 14, 2015 Board meetings. A motion was made by Board Member Myron P. Shevell, seconded by Vice Chairman Bruce M. Meisel and it was adopted. For the record, Acting Chairman Hammer abstained from voting on the adoption of the minutes since he was not present at the October 14, 2015 Board Meeting.

Public Comments on Agenda Items and Other Matters

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

Steve Thorpe welcomed Acting Chairman Hammer and asked that he listens to the suggestions of the transit advocates/riders. Mr. Thorpe expressed thanks to the Board for the purchase of the vehicles for the community transportation program. FTA's/NJ TRANSIT's financial assistance helps the counties to provide much-needed transportation to senior and disabled citizens.

Mr. Thorpe publicly acknowledged the bus driver who recently stopped for him, even though he was not at a designated bus stop. Due to the bus schedule, if he had missed that bus he would have had to wait 90 minutes. Mr. Thorpe thanked Executive Director Hakim for implementing the "Rude Zone" campaign, as he has been an advocate for rider courtesy for some time. Mr. Thorpe also asked about putting Quiet Cars on trains on the weekends and late night service.

Orrin Getz commended NJ TRANSIT on its decision to provide free rides to military veterans on Veterans Day and hopes that this program will continue every Veterans Day. He asked about NJ TRANSIT's policy on hiring veterans as he works with several veterans organizations.

Mr. Getz said the removal of benches in Penn Station New York is problematic as passengers are now sitting on the stairs.

Mr. Getz mentioned that the Pascack Valley Line Train 1610 has had mechanical problems the last two Mondays. He requested Rail Operations look into the issue. He also stated that the MTA lists all trains that are late 15 minutes or longer on the monthly report to the Board.

He stated that similar information would be helpful for NJ TRANSIT. Mr. Getz requested that Acting Chairman Hammer look into the issue of the Pascack Valley Line sidings (Golf and Vale) and the Agreement with the communities. Without these two sidings, the Pascack Valley Line will remain a single-track operation and it is time to re-evaluate the need for double-tracking this line. Mr. Getz indicated that MetroNorth would participate in funding the construction of the sidings.

Mr. Getz mentioned the announcement that Governors Christie and Cuomo support Amtrak's Gateway project. He expressed dismay that the MTA is not part of the conversation. He also stated that he would work with Rockland County (New York) officials to get this project moving.

Vice Chairman Bruce Meisel stated that NJ TRANSIT is not the lead agency on the Gateway project and that the project is too big for one agency; it has to be a collaboration of New York, New Jersey, Port Authority, Amtrak, and NJ TRANSIT. Vice Chairman Meisel said that the Access to the Region's Core (ARC) project was a New Jersey project that would have bankrupted the state. Everyone needs to understand that advancing the Gateway project is critical and the consequences of not proceeding would be cataclysmic to the region from Washington, DC to Boston.

Gary Kazin, Secretary of the Lackawanna Coalition, spoke on behalf of the Coalition. Mr. Kazin addressed the issues surrounding the elimination of late night service on the Morris & Essex/Gladstone Lines. He acknowledged Mr. Lavell's attendance at the Coalition's October 26 meeting and stated that Mr. Lavell's appearance resulted in a useful discussion about the rail service. Mr. Kazin stated that some late night service had been restored when the new schedules went into effect. However, there are still gaps in service and the Coalition has suggestions as to how to make improvements. He requested more communication/information dissemination with the passengers and that NJ TRANSIT management pledge no additional service cuts without notice.

Murray Bodin spoke about the need to re-evaluate NJ TRANSIT bus service. He stated that long-distance carriers are using double-decker buses without luggage space under the bus so NJ TRANSIT should not be purchasing those types of vehicles either. He also questioned why all the buses were going to the Port Authority Bus Terminal. Buses could be routed to Secaucus so that passengers could transfer to trains for the trip to New York City. Mr. Bodin stated that the Gateway Tunnel could be an extension of the subway system.

Mr. Bodin spoke about using traffic signals instead of red flashing lights as controls at grade crossings. Mr. Bodin opined that drivers are no longer paying attention to the red flashing lights. Cameras should also be installed at grade crossings as a deterrent. He asked the Board to begin the process of switching from red flashing lights to traffic signals.

David Peter Alan welcomed Acting Chairman Hammer. He noted that as a member of the Senior Citizens and Disabled Residents Transportation Advisory Committee, he is delighted that the counties will be getting additional vehicles. As the Chair of the Lackawanna

Coalition, he expressed the appreciation of the Coalition for Mr. Lavell's attendance at their October meeting. He acknowledged the restoration of some late night service on the Morris & Essex Lines but stated that the service is still not what the riders hoped for.

Mr. Alan responded to remarks expressed by Vice Chairman Bruce Meisel at the October Board Meeting which he believes were unfair. At the October Board Meeting, Mr. Alan stated that late night service cuts were made without adequate public or Board notification. Mr. Alan said at the time that the Board had been inadequately informed. He said at that same meeting, Vice Chairman Meisel stated that the Board Members had been briefed and that Mr. Alan was making assumptions regarding what the Board Members had been told. Mr. Alan stated that he watched the video of the October Board Meeting and felt that Vice Chairman Meisel unfairly criticized him when he was correct in his assertions.

Vice Chairman Bruce Meisel responded that he had knowledge of the service cuts prior to their implementation.

Patricia Winship, member of the Lackawanna Coalition and resident of Mt. Tabor, spoke about the lack of service in Mt. Tabor. Ms. Winship depends on transit for her mobility and indicated that the service cuts imposed on Morris & Essex riders are unfair. She said even though some service has been restored, it is not enough. She added that Mt. Tabor is a close-knit community and had they known about the proposed service cuts, they would have organized and campaigned to keep the transit service. She stated that proposed legislation to ensure adequate public notice of proposed service cuts as well as adding transit riders to the NJ TRANSIT Board as voting members are both good ideas.

Joseph Clift, resident of Manhattan, cited his notes taken at the September Board of Directors' Customer Service Committee Meeting since there is no video recording or minutes of the Committee meetings. His notes included an exchange between Executive Director Hakim and Board Members Castillo, Finkle, and Greaves regarding the service cuts. Mr. Clift read his notes from the Customer Service Committee Meeting: Board Member Finkle had stated that he was not aware of five trains being cut; Board Member Greaves requested that the criteria for service cuts be provided to the Board; and Board Member Castillo questioned the number of riders impacted. Executive Director Hakim had responded that under Title VI, only service cuts resulting in a two-hour loss of service are subject to public notice; that the criteria used to recommend service cuts would be provided to the Board; and that very few riders were impacted by the late-night service cuts. Executive Director Hakim also stated that management would address the issue of future service cuts with the Board at Customer Service Committee Meetings as a non-action item.

Mr. Clift commented on Item 1511-45 (Task Order Consultant Contracts) stating that the Task Order Consultant program was set up for small tasks and extending these contracts would result in a loss of control, circumventing the bidding process. He cited another Board Item 1511-43 (Emergency Operations Center) stating that Jacobs Engineering was being awarded an additional \$400,000 through the Task Order Consultant program for construction assistance because they had prepared the engineering designs, also under the Task Order

Consultant program. He said there is no indication as to how much was spent on the project. Mr. Clift stated that there should be no more “emergency” related to Superstorm Sandy as three years had already elapsed.

Mr. Clift also commented on Item 1511-44 (Raritan River Drawbridge) that the public has never been advised as to the scope of the project. He also questioned why the project was set up as a traditional Design-Bid-Build rather than a Design-Build.

Advisory Committee Report

Suzanne Mack, Chair of the North Jersey Transportation Advisory Committee, welcomed Acting Chairman Hammer and thanked outgoing Commissioner/Chairman Jamie Fox. Ms. Mack noted that apparently a new Federal Surface Transportation Act would be passed but that the latest reports are that transit funding would be reduced. She hopes that the reconciliation process would restore badly-needed funding.

Ms. Mack spoke about the work of the two Advisory Committees, stating that they had been consulted on the issue of the fare increases. Given the status of transportation funding, she asked the question as to what will be different next year. She offered the assistance of the two Committees in dealing with policy issues and advised Acting Chairman Hammer that the Committees work closely with Board Member James C. Finkle, Jr. on such issues as fare policy, bus bicycle policy and the Port Authority Bus Terminal.

Ms. Mack invited Acting Chairman Hammer to the next joint meeting at the Trenton Train Station on December 11, 2015. She also noted that there would be a Senior Citizens and Disabled Residents Advisory Committee report at the December Board meeting. She noted that the Advisory Committees were set up to assist with Rail and Bus issues, then Light Rail issues but that Community Transportation was becoming much more important, especially in light of declining Casino Revenue.

Vice Chairman Bruce Meisel advised riders to let the State Legislators know that funding Community Transportation is critical.

Board Customer Service Committee Report

On behalf of Board Member Flora M. Castillo, Executive Director Hakim presented the report for the Customer Service Committee. The Customer Service Committee was provided a report about the results of the Fiscal Year 2016 1st Quarter Customer Satisfaction Survey. Additionally, the Committee received a Customer Service update and a report on the Social Media Dashboard for September.

Board Administration Committee Report

Board Member Myron P. Shevell presented the report for the Administration Committee. The Administration Committee was provided a Financial Update for August, which included an analysis of ridership trends.

Board Capital Planning, Policy, and Privatization Committee Report

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the Emergency Operations Center Project and Raritan River Draw Bridge Replacement Project board items that are part of NJ TRANSIT's Resilience Program. Additionally, the Committee discussed the Extension of the Task Order Consultant Contracts and the Vehicle Purchase for the Community Mobility and Local Programs board items.

Executive Director's Monthly Report

On behalf of the men and women at NJ TRANSIT, Executive Director Hakim extended a warm welcome to Acting Chairman Richard T. Hammer. She said our organization will greatly benefit from his impressive track record at the Department of Transportation spanning three decades during which he served in the forefront of major capital projects, including the more than one-billion-dollar rehabilitation of the Pulaski Skyway, the reconstruction of the Sandy-damaged Route 35, and the ongoing one-billion dollar Direct Connect program in Camden County.

Executive Director Hakim said there has been progress on several infrastructure-related initiatives in the last month. NJ TRANSIT has been awarded \$16-million dollars in federal money for preliminary work to replace the Portal Bridge. The proceeds come in the form of a Transportation Investment Generating Economic Recovery, also known as a TIGER grant. This is a positive step toward securing the necessary funding to progress work on the Portal Bridge, which is a key component of a new trans-Hudson tunnel supported by Governor Christie and a group of bipartisan leaders in the region.

This grant will support a series of projects to kick-start the effort to replace the more than century old bridge.

Executive Director Hakim said on the topic of Rail Infrastructure, NJ TRANSIT continues to progress in earnest on state-of-good-repair initiatives. Over the weekend of October 31st and November 1st, an important rail bridge on the Raritan Valley line near Plainfield station was completely replaced and upgraded. Using high tech construction machinery, we were able to install the span over Watchung Avenue in 52 hours and have rail service back up and running for the Monday morning commute.

Executive Director Hakim said it is believed this is one of the first bridge replacements anywhere in New Jersey to utilize a specialized piece of equipment called a "Self-Propelled

Modular Transporter". This machinery allowed crews to build the main section of the span near the location in the weeks leading up to the installation. The mobile platform was then able to lift it up and slowly move more than 60 feet of bridge work right into position. This technique allowed NJ TRANSIT to strike the right balance of being able to perform timely critical construction work while being a good neighbor to the communities it serves with minimal service impacts and road closures along a busy local thoroughfare.

NJ TRANSIT will duplicate this construction process on the weekend of November 20th when it embarks on a second bridge replacement also near Plainfield Station. Executive Director Hakim expressed thanks to Deputy General Manager of Rail Infrastructure Engineering James Galvin, Assistant Chief of Engineering/Structures Lisa Fanning as well as the rest of the team who made this project such a success.

Executive Director Hakim said on November 11, 2015, the nation honored its veterans and NJ TRANSIT offered its salute for their service by inviting all veterans to ride the system as guests. Whether veterans were going to parades, visiting family, or simply commuting to work or school, it was a small token of appreciation for all the sacrifices they have made for the country.

Executive Director Hakim said there are special guests at today's Board Meeting who are just some of the many veterans working at NJ TRANSIT. Executive Director Hakim asked the veterans to please stand up and be recognized for all of their hard work not only to this grateful nation, but to a very grateful company.

NJ TRANSIT's customers also wanted to show their appreciation with a video that is also available on njtransit.com that shares their sentiments in their own words. Executive Director Hakim thanked all the veterans today and every day for all of their hard work.

Executive Director Hakim introduced Assistant Executive Director of Capital Planning and Projects Steve Santoro who provided an overview of the Resilience Program.

Mr. Santoro said two items will be presented at today's Board Meeting. The first item is to advance engineering of the Raritan River Drawbridge Project and the second item is to begin construction of NJ TRANSIT's new Emergency Operations Center. Mr. Santoro reviewed the progress of NJ TRANSIT's long-term recovery and resilience efforts.

Earlier in the year, NJ TRANSIT announced that it had successfully competed against 12 other Northeast States for grants through the Federal Transit Administration's Emergency Relief Program. At stake was a \$3 billion pool. NJ TRANSIT submitted six resilience projects for consideration and five met the rigorous federal criteria for their financial support. In the end, NJ TRANSIT received more than \$1.2 billion in federal funds to advance these projects. Mr. Santoro reviewed the projects and where they stand today. While each has separate utility, they are linked to a common purpose. They help to break the cycle of damage and repair that has followed the severe weather events of recent years. They create a platform of resilience and strength that will help protect NJ TRANSIT assets and preserve operations.

Mr. Santoro said the County Yard and Delco Lead Projects create a safe haven for the storage and rapid re-deployment of rail equipment.

At Hoboken Terminal, NJ TRANSIT is filling in the obsolete Long Slip Canal and will build upon it six new passenger rail tracks. Raised above predicted inundation levels, the new tracks and platforms will help maintain passenger operations when other parts of the yard and terminal may be out of commission.

Throughout the rail system, train controls and communications projects will protect the critical life-safety signal and communications systems that remain vulnerable to extreme weather events. Four of the ten commuter rail lines will benefit from a project that raises these assets above storm levels or hardens the structures in which they are housed.

The new Raritan River Drawbridge Project will replace an almost 100-year old structure with a new bridge designed to withstand the next generation of storms. Built to open for river traffic, the mechanics of the new bridge will be raised out of harm's way and its piers will be better protected against wind and surge.

At the core of this system of resilience projects, is the NJTRANSITGRID, a first of its kind electrical microgrid capable of supplying highly reliable power during storms or other times when the centralized power grid is compromised. Ready to provide traction power to a targeted portion of the commuter rail system, the NJTRANSITGRID will help maintain critical transit services during times in which they are needed most.

Each of these projects will be advancing through environmental, design and construction phases during which NJ TRANSIT is committed to maintaining communications with stakeholders and customers.

The environmental work undertaken through the National Environmental Policy Act or NEPA has begun and will require a meaningful interaction between NJ TRANSIT and the public as NJ TRANSIT makes the studies and evaluations available for review and comment.

To support that interface and encourage an open and informed dialogue with stakeholders and customers, Mr. Santoro was pleased to preview a new website dedicated to the resilience program. The resilience projects as well as repair efforts underway will be detailed on the website at www.njtransitresilienceprogram.com.

The launch of this website is a pivot point where NJ TRANSIT turns from reviewing the recovery accomplishments of the past to focusing on the resilience opportunities of the future.

Mr. Santoro introduced Charles Ingoglia, Director, Capital Project Management, Public Affairs, who provided a demonstration of the Resilience Program website at www.njtransitresilienceprogram.com.

Action Items:

1511-43: NJ TRANSIT RESILIENCE PROGRAM – EMERGENCY OPERATIONS CENTER PROJECT: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS FOR CONSTRUCTION ASSISTANCE SERVICES

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1511-43 for approval.

Steve Santoro recommended approval of Item #1511-43, NJ TRANSIT Resilience Program – Emergency Operations Center Project: Construction Contract Award and Amendment to 2012 Task Order Consultant Contracts for Construction Assistance Services.

Authorization is requested to enter into a contract with ALNA Construction Corp. of Secaucus, New Jersey, for the construction of an Emergency Operations Center at a cost not to exceed \$8,682,000.00 plus five percent for contingencies.

Authorization is also requested to increase the Task Order Consultant Contracts Program with Jacobs Engineering by \$400,000 for Construction Assistance Services to support the Emergency Operations Center project for a maximum authorization amount of \$8,900,000 for Jacobs Engineering for Resilience Program tasks.

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

Roll Call Vote:

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

1511-44: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER DRAWBRIDGE REPLACEMENT PROJECT: CONSULTANT CONTRACT AWARD FOR CONCEPT AND PRELIMINARY DESIGN SERVICES

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1511-44 for approval.

Steve Santoro recommended approval of Item #1511-44, NJ TRANSIT Resilience Program – Raritan River Drawbridge Replacement Project: Consultant Contract Award for Concept and Preliminary Design Services.

Authorization is requested to enter into a contract with Hardesty & Hanover/Gannett Fleming Joint Venture of Newark, New Jersey, to provide Concept and Preliminary Design consultant

services for the Replacement of Raritan River Drawbridge Project at a cost not to exceed \$9,380,041, plus five percent for contingencies.

Roll Call Vote:

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

1511-45: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: EXTENSION OF TIME AND INCREASE IN AUTHORIZATIONS

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1511-45 for approval.

Steve Santoro recommended approval of Item #1511-45, Capital Planning and Programs Task Order Consultant Contracts: Extension of Time and Increase in Authorizations.

Authorization is requested to increase the total authorization amount for the Task Order Consultant Contracts Program by \$16,025,000 for a total authorization of \$49,275,000 for non-Superstorm Sandy tasks in accordance with the contract limits shown on Exhibit A.

Authorization is requested to extend the term of the Capital Planning and Programs Task Order Consultant Contracts Program by one year, resulting in total contract terms of four years, as shown on Exhibit A. Upon notification to the NJ TRANSIT Board of Directors, the Executive Director may extend the term of the Program by an additional six months, resulting in total contract terms of four and one-half years.

Roll Call Vote:

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

1511-46: COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACTS FOR TRANSIT-STYLE AND CUTAWAY MINI-BUSES WITH LIFTS

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, who presented Action Item #1511-46 for approval.

Steve Santoro recommended approval of Item #1511-46, Community Mobility and Local Programs: Vehicle Purchase Contracts for Transit-Style and Cutaway Mini-buses with Lifts.

Authorization is requested to enter into a contract with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of 9 Vans, 16 Extended Vans, 52 Minibuses and 67 Type J Minibuses plus optional materials in an amount not to exceed \$8,731,340.00, plus five percent for contingencies.

Authorization is requested to enter into a contract with Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales of Duncannon, Pennsylvania, for the purchase of six Type F Minibuses plus optional materials in an amount not to exceed \$375,517.00, plus five percent for contingencies.

Roll Call Vote:

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

Executive Session Authorization

Acting Chairman Hammer concluded the open session agenda items and requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Jorge Murillo at approximately 10:18 a.m.

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

Vice Chairman Meisel said the NJ TRANSIT Resilience Program website is a terrific idea and it gives the public a window of the important work that is done by Steve Santoro and his team. Board Member Meisel attends the Capital Planning, Policy and Privatization Committee, and he marvels at the intelligence, wisdom, foresight, and knowledge of the men and women working on these capital projects. The website is a positive step.

Acting Chairman Hammer, Vice Chairman Meisel, Board Members Shevell, Herbold and Longo returned to open session at approximately 10:36 a.m.

1511-47: PERSONAL INJURY CLAIM OF JORGE MURILLO

Executive Director Hakim introduced, Warren Hersh, Acting Chief Financial Officer & Treasurer, who presented Action Item 1511-47 for approval.

Warren Hersh recommended approval of Item #1511-47, Personal Injury Claim of Jorge Murillo.

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

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

Adjournment

Since there were no further comments or business, Acting Chairman Hammer called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel seconded by Board Member Myron P. Shevell and unanimously adopted. The meeting was adjourned at approximately 10:37 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 12, 2015

MINUTES	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	48417
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➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT DUE DECEMBER 2015)	-
➤ BOARD COMMITTEE REPORTS	-
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ACTION ITEMS

1511-43	NJ TRANSIT RESILIENCE PROGRAM – EMERGENCY OPERATIONS CENTER PROJECT: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS FOR CONSTRUCTION ASSISTANCE SERVICES	48439
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Authorization for approval to enter into NJ TRANSIT Contract No. 15-054X with ALNA Construction Corp. of Secaucus, New Jersey, for the construction of an Emergency Operations Center at a cost not to exceed \$8,682,000.00 plus five percent for contingencies, subject to the availability of funds.

Authorization for approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering (NJ TRANSIT Contract No. 13-006B) by \$400,000 for Construction Assistance Services to support the Emergency Operations Center project, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program) of \$108,835,350, subject to the availability of funds. The maximum task order and

contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

1511-44 NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER DRAWBRIDGE REPLACEMENT PROJECT: CONSULTANT CONTRACT AWARD FOR CONCEPT AND PRELIMINARY DESIGN SERVICES 48448

Authorization to enter into NJ TRANSIT Contract No. 15-044 with Hardesty & Hanover/Gannett Fleming Joint Venture of Newark, New Jersey, to provide Concept and Preliminary Design consultant services for the Replacement of Raritan River Drawbridge Project at a cost not to exceed \$9,380,041, plus five percent for contingencies, subject to the availability of funds.

1511-45 CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: EXTENSION OF TIME AND INCREASE IN AUTHORIZATIONS 48454

Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by \$16,025,000 for a total authorization of \$49,275,000 for non-Superstorm Sandy tasks in accordance with the contract limits shown on Exhibit A.

Authorization to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by one year, resulting in total contract terms of four years, as shown on Exhibit A. Upon notification to the NJ TRANSIT Board of Directors, the Executive Director may extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by an additional six months, resulting in total contract terms of four and one-half years.

1511-46 COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACTS FOR TRANSIT-STYLE AND CUTAWAY MINIBUSES WITH LIFTS 48465

Authorization to enter into NJ TRANSIT Contract No. 15-025A with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of nine Type A Vans and 16 Type B Extended Vans (Category 1); 52 Type C Minibuses (Category 2); and, 67 Type J Minibuses (Category 4) plus optional materials in an amount not to exceed \$8,731,340.00, plus five percent for contingencies, for a total authorization of \$9,167,907, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 15-025B with Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales of Duncannon, Pennsylvania, for the purchase of six Type F Minibuses (Category 3) plus optional materials in an

amount not to exceed \$375,517.00, plus five percent for contingencies, for a total authorization of \$394,293, subject to the availability of funds.

- **EXECUTIVE SESSION AUTHORIZATION:** Discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Jorge Murillo. **48476**

- 1511-47 PERSONAL INJURY CLAIM OF JORGE MURILLO** **48477**
- Authorization to settle the claim of Jorge Murillo, through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the October 14, 2015 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on October 19, 2015;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the October 14, 2015 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

NJ TRANSIT

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TO: BOARD OF DIRECTORS
FROM: VERONIQUE "RONNIE" HAKIM
DATE: NOVEMBER 12, 2015
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – NOVEMBER 2015

I would like to extend a warm welcome to our new Board Chairman, Mr. Richard Hammer. Our organization will benefit greatly from his impressive track record at the Department of Transportation. Over the span of three decades, Rick has been at the forefront of major capital projects including the one-billion dollar rehabilitation of the Pulaski Skyway, the reconstruction of Sandy-damaged Route 35 as well as the one-billion dollar Direct Connect program in Camden County. I am certain he will make valuable contributions in advancing the core mission of NJ TRANSIT.

There has been great progress on several infrastructure-related initiatives in the last month. NJ TRANSIT was awarded \$16 million in federal money for preliminary work to replace the Portal Bridge. The proceeds come in the form of a Transportation Investment Generating Economic Recovery (TIGER) grant. This award is a positive step toward securing the necessary funding to progress work on the Portal Bridge, which is a key component of a new trans-Hudson tunnel supported by Governor Christie and a group of bipartisan leaders in the region. This grant will support a series of projects to kick-start the effort to replace the more than century-old bridge.

NJ TRANSIT continues to progress in earnest on our state of good repair initiatives. Over the weekend of October 31st and November 1st, an important rail bridge on the Raritan Valley line near Plainfield station was completely replaced and upgraded. Utilizing high tech construction machinery called a Self-Propelled Modular Transporter, crews were able to roll the prefabricated bridge span into place after building it near the location. This technique allowed for the bridge over Watchung Ave. to be installed in 52 hours and allowed for rail service to resume in time for the Monday morning commute. In fact, it is believed to be one of the first bridge replacements in New Jersey to utilize this method and allowed NJ TRANSIT to strike the right balance of performing timely critical construction work while being a good neighbor to the communities in which we serve by minimizing service disruptions and road closures along a busy local thoroughfare. We plan to duplicate this process on the weekend of November 20th, when we embark on a second bridge replacement project also near Plainfield station. Many thanks to Deputy General Manager of Rail Infrastructure Engineering James Galvin, Assistant Chief of Engineering/Structures Lisa Fanning and their team who made this project such a success.

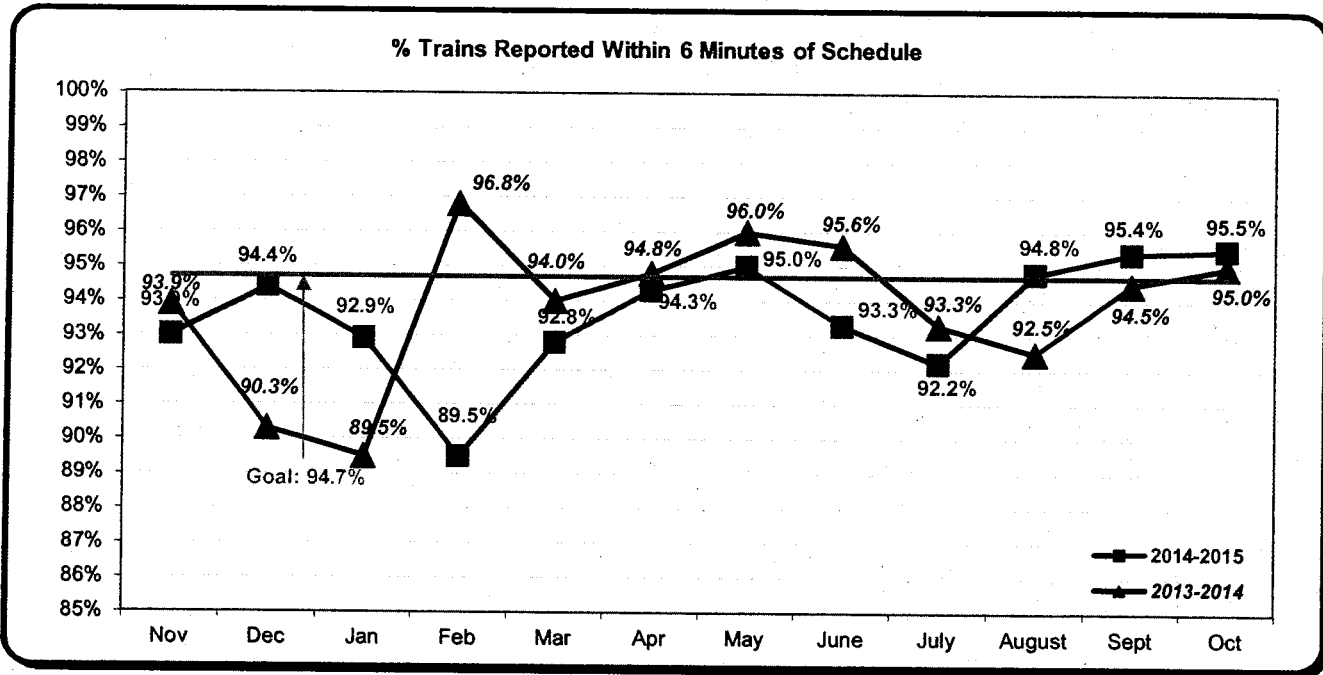
In closing, I would like to make mention of this Nation's veterans. Yesterday, NJ TRANSIT offered our salute to their service by inviting all veterans to ride the system as our guests. This was just a small token of our appreciation for all of the sacrifices these brave men and women have made for our country. In recognition of Veterans Day here at NJ TRANSIT, several of our employees with military service have joined us at this board meeting. It is an honor to recognize their hard work both to the Nation and to this organization.

EXECUTIVE DIRECTOR'S MONTHLY REPORT NOVEMBER 2015

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

PERFORMANCE MEASURES

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



	2014	2015	# Change
October Comparison	95.0%	95.5%	0.5%

	2013-2014	2014-2015	# Change
12-Month Average November-October	93.9%	93.6%	-0.3%

Analysis:

Rail On-Time Performance was 95.5% for October 2015. Of the 18,473 trains scheduled to operate, 17,647 were on time while 826 trains (or 4.5%) were delayed. Key causes included:

- Amtrak programmed maintenance and NJT programmed maintenance caused 38 delays for a total of 87.8% OTP on October 10.
- Amtrak switch failure, NJT diesel failure, NJT weather/wheelslip, Amtrak preference, and Norfolk Southern derailment caused 53 delays for a total of 90.1% OTP on October 28.
- NJT human error (mechanical dept), Metro North Code failure, Amtrak Acela and NJT switch failure (weather) caused 71 delays for a total of 87.8% OTP on October 29.

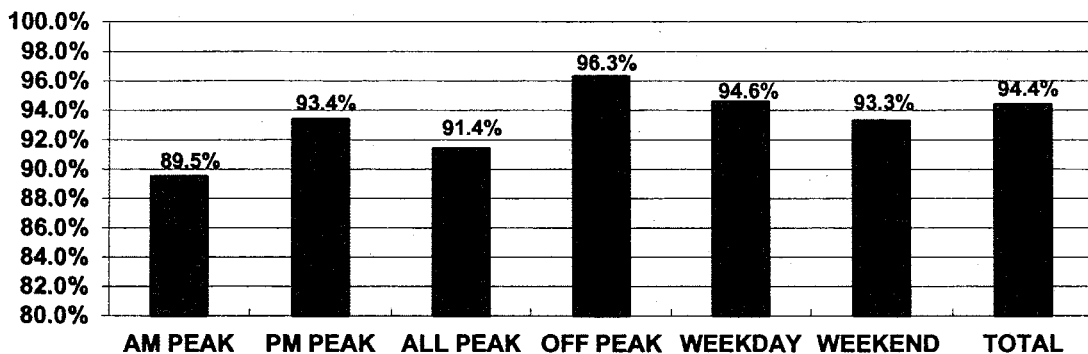
The 12-month average for Rail On-Time Performance for November 2013-October 2015 was 93.8%.

ON-TIME PERFORMANCE RAIL

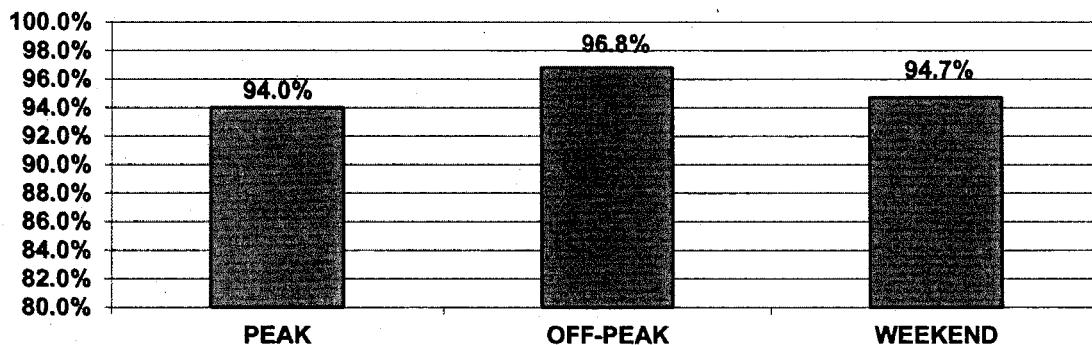
SUMMARY BY TIME PERIOD OCTOBER 2015

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

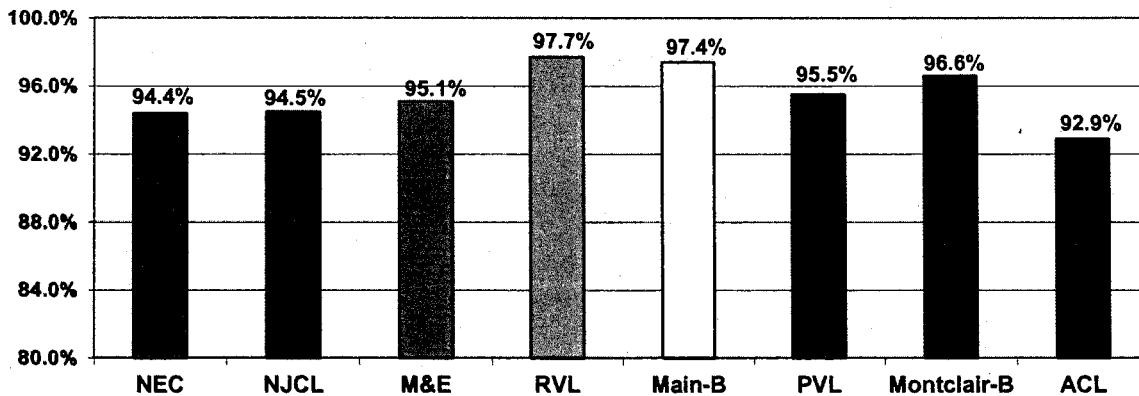
% NEW YORK PENN STATION Trains Reported On Time *



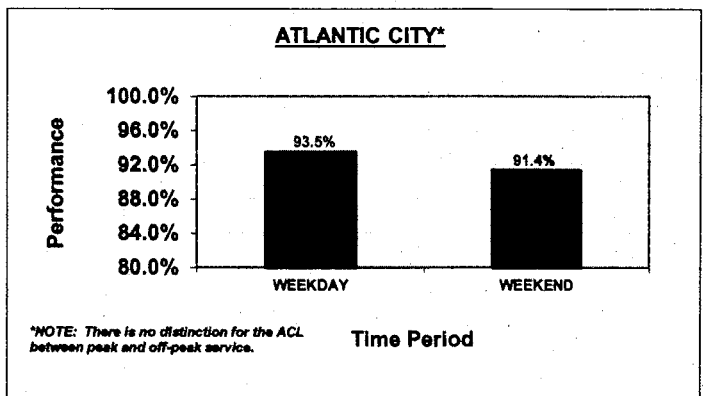
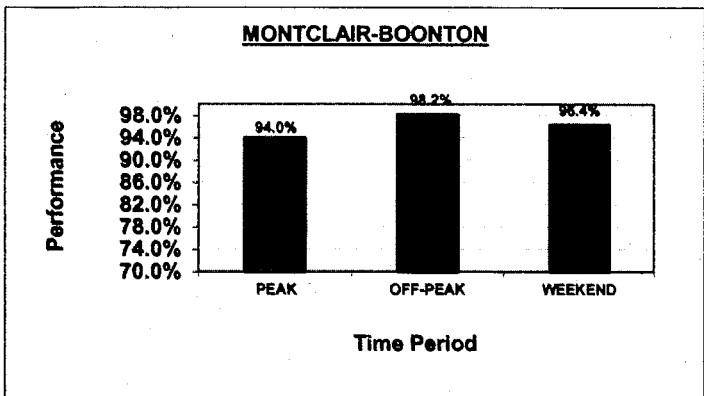
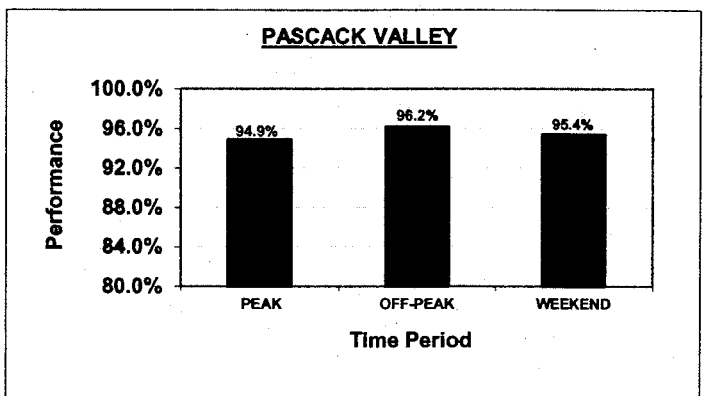
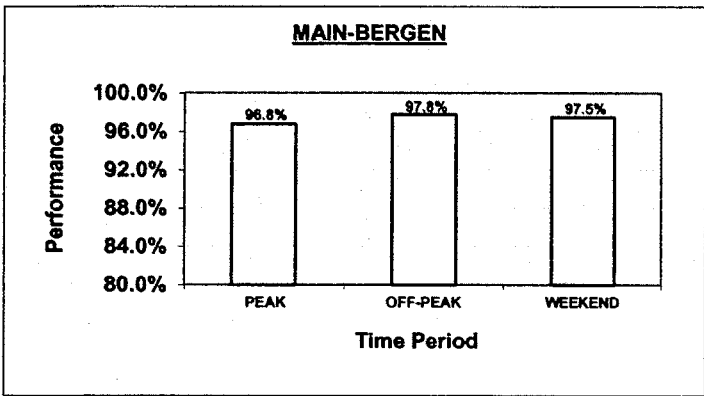
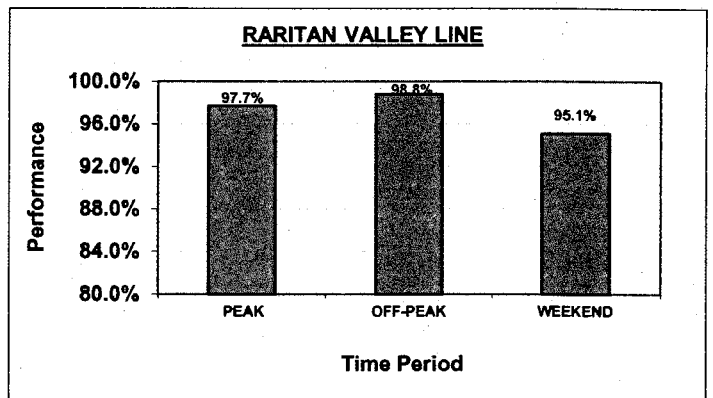
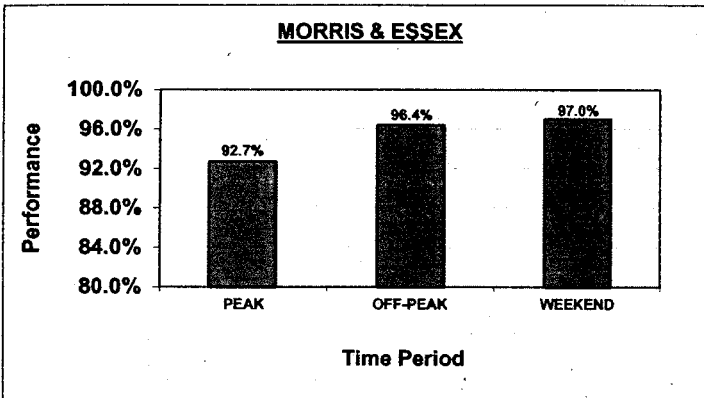
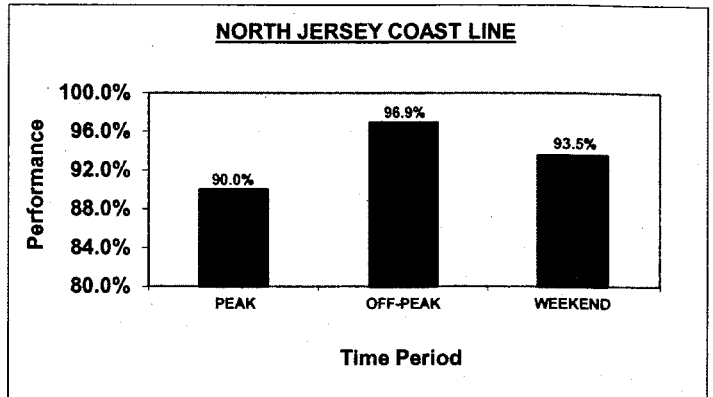
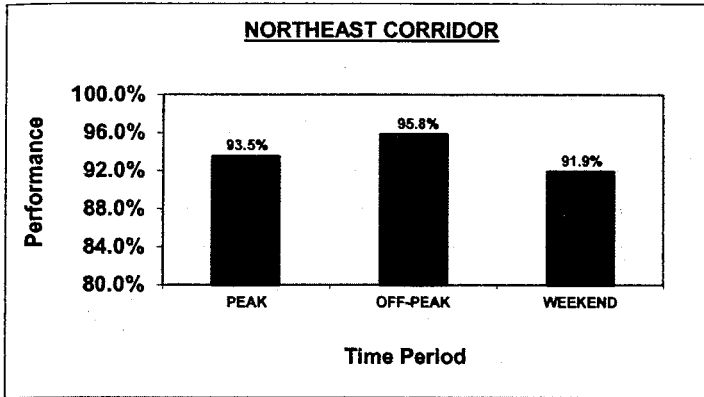
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



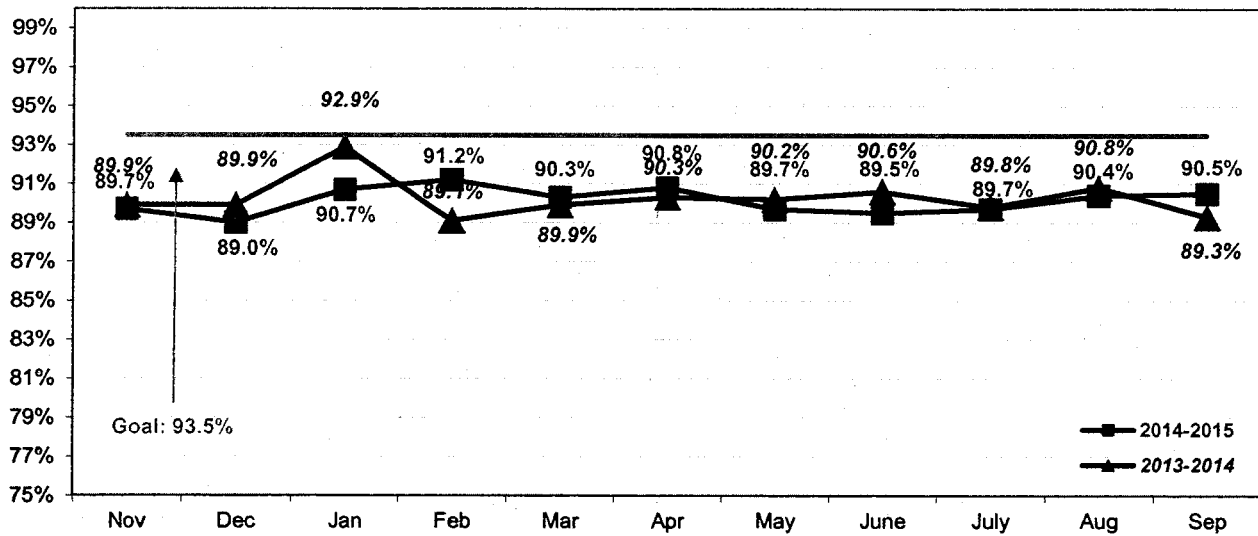
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD OCTOBER 2015



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

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

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2014	2015	% Change
October Comparison	93.7%	89.6%	-4.1%

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

Analysis:

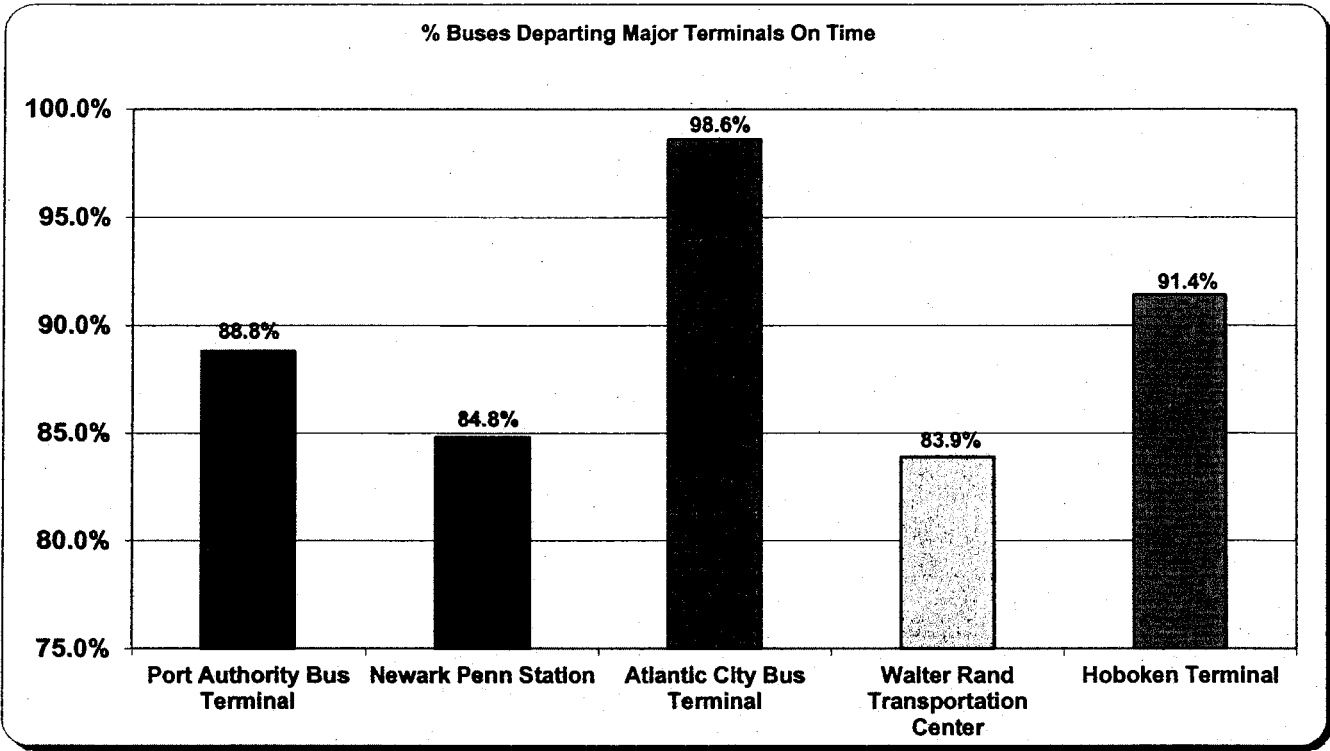
Bus On-Time Performance was 89.6% for October 2015. Of the 42,336 monitored departures, 4,409 (or 10.4%) experienced delays. Key causes included:

- A NJ Turnpike traffic diversion (10/8), Route 495 lane closures (10/22) and heavy wind and rain (10/28) impacted service at Port Authority Bus Terminal.
- Bus redirections due to gate problems (10/14), detours and Light Rail accident (10/28), and Philadelphia road closures (10/29) impacted Walter Rand Transportation Center service.
- Heavy rain and flooding due to Hurricane Joaquin (10/1, 10/2, 10/9), a fire on NJ Turnpike (10/7), and Newark road closures due to parade (10/30) impacted Newark Penn Station service.
- NJ Turnpike fire (10/7) and Route 495 lane closures (10/22) affected Hoboken Terminal service.

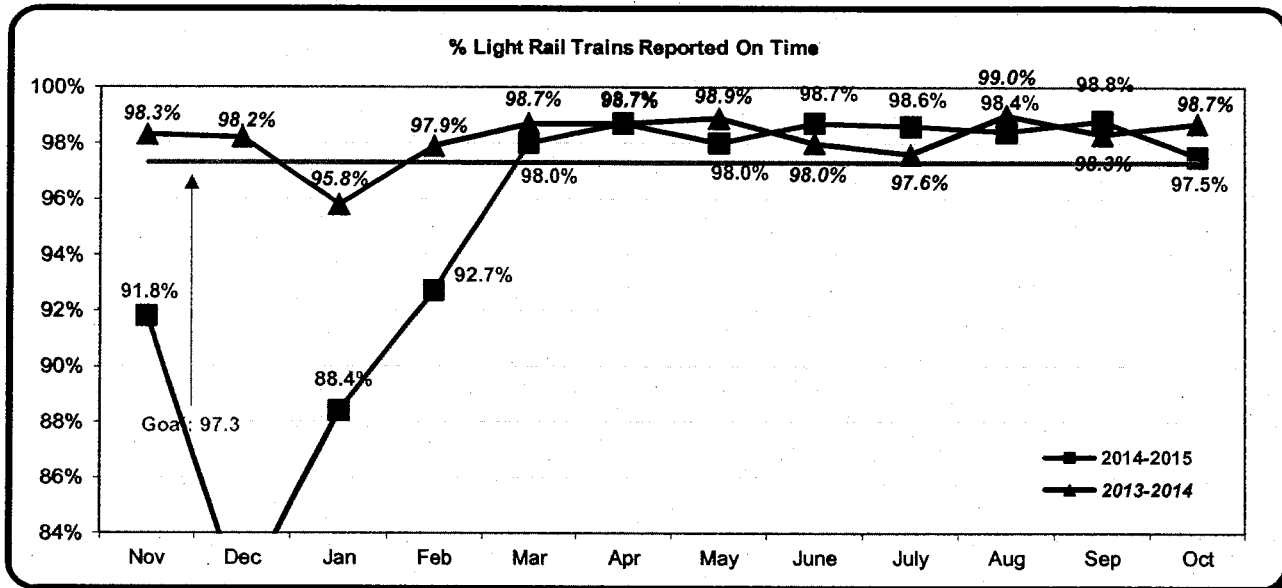
The 12-month average for Bus On-Time Performance for November 2013-October 2015 was 90.3%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL OCTOBER 2015



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



	2014	2015	# Change
October Comparison	98.7%	97.5%	-1.2%

	2013-2014	2014-2015	# Change
12-Month Average November-October	98.2%	95.1%	-3.1%

Analysis:

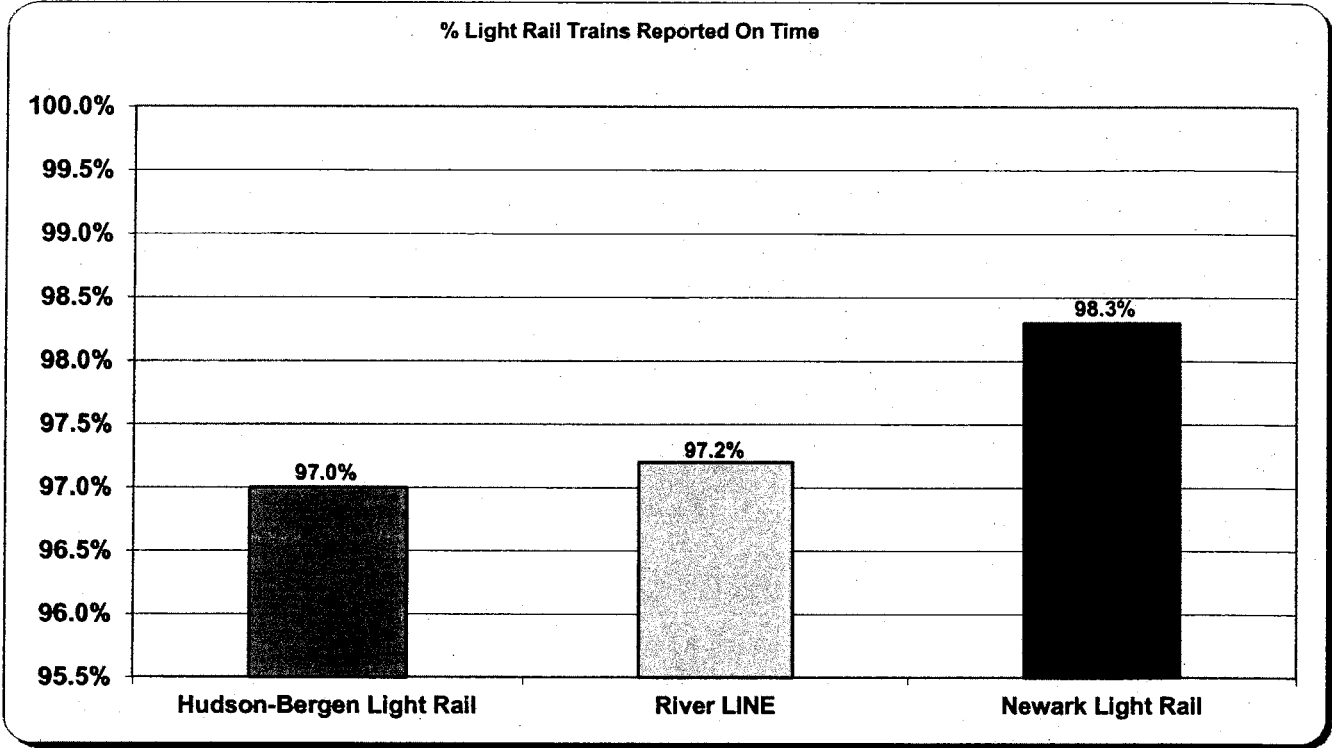
Light Rail On-Time Performance systemwide was 97.5% for the month of October 2015. Of the 27,032 monitored departures, 667 (or 2.5%) experienced delays. Key causes included:

- HBLR: Jersey City PD suspension of service due to suspicious package along alignment caused 50 train delays on October 19.
- RiverLINE: High water/flooding in downtown Camden caused 16 train delays on October 9.
- NLR: SCADA communication failure at Penn Interlocking caused 92 delays on October 12.

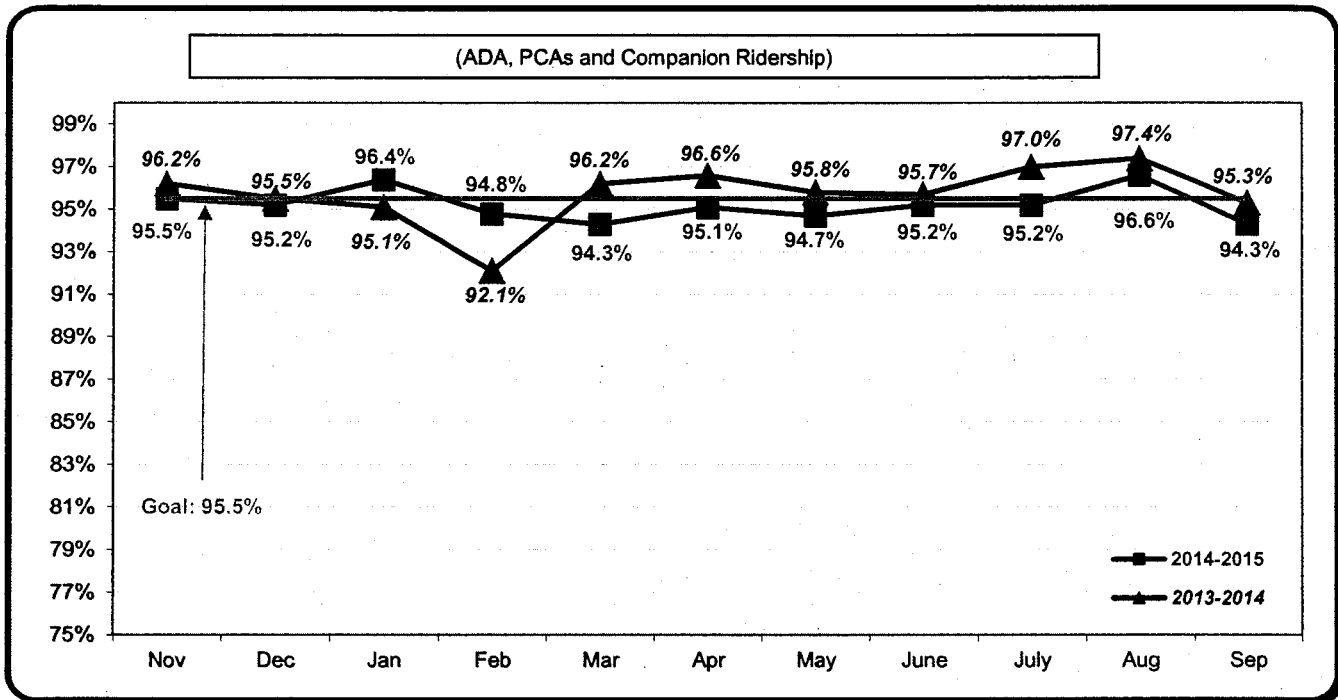
The 12-month average for Light Rail On-Time Performance for November 2013 - October 2015 was 96.7%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE OCTOBER 2015



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



	2014	2015	% Change
October Comparison	95.3%	93.6%	-1.7%

	2014	2015	Difference
October Ridership	126,680	122,632	-4,048

	2013-2014	2014-2015	% Change
12-Month Average October - September	95.7%	95.1%	-0.6%

Analysis:

Access Link On-Time Performance was 95.1% for October 2015. Of the 122,632 total trips, 7,862, or 6.4%, experienced delays.

Key causes include:

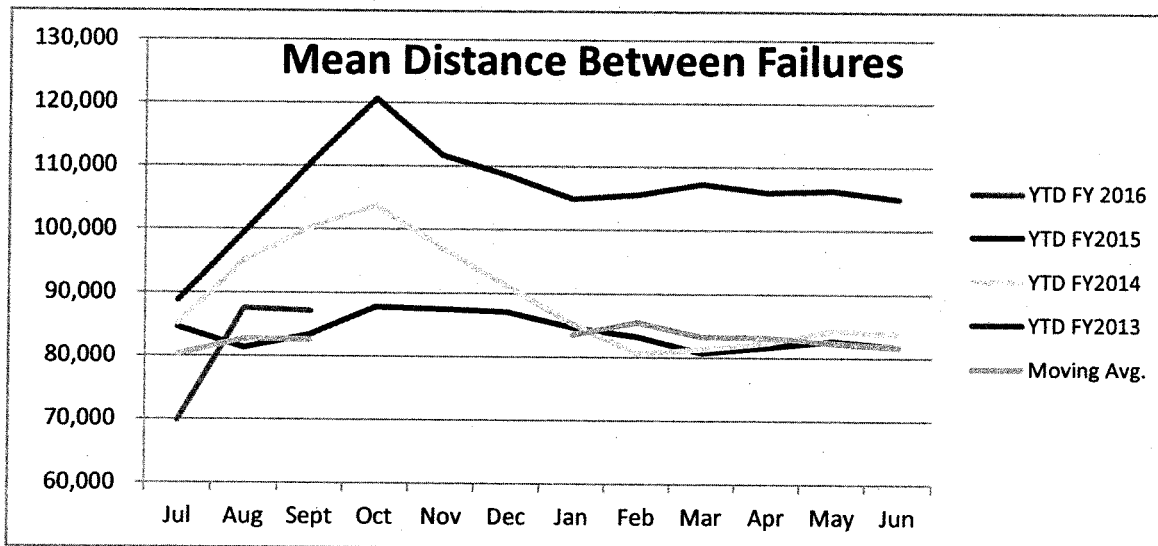
- * Traffic congestion.
- * Cancellations and customer no-shows.
- * Road closures.

The 12-month average for Access Link On-Time Performance for November 2013 - October 2015 was 95.4%.

MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

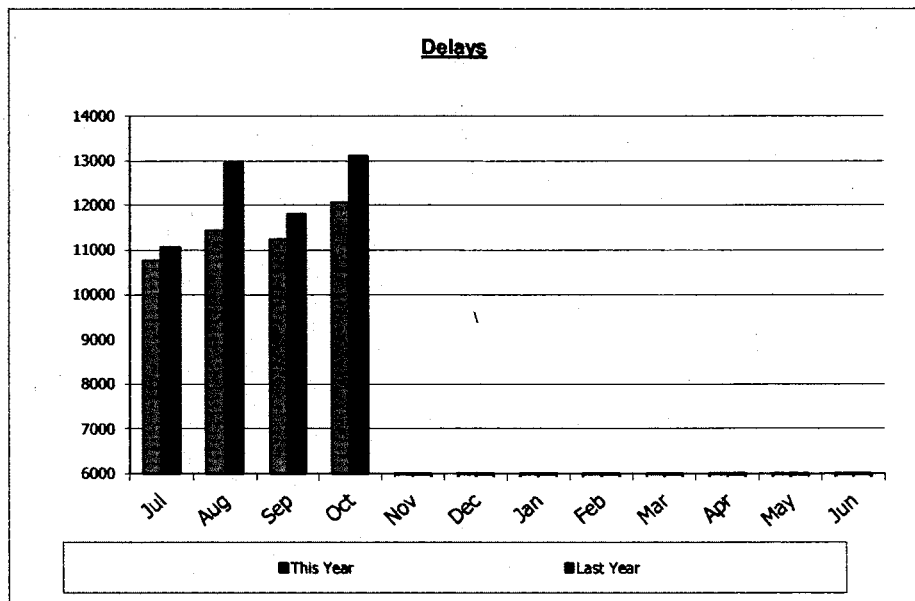
Month	YTD FY2016	YTD FY2015	YTD FY2014	YTD FY2013	12 Month Moving Avg.
Jul	69,926	84,508	85,097	88,735	80,305
Aug	87,565	81,319	95,116	99,585	82,718
Sept	87,158	83,368	100,341	110,530	82,556
Oct	-	87,750	103,813	120,591	-
Nov	-	87,434	97,112	111,758	-
Dec	-	87,042	91,128	108,579	-
Jan	-	84,607	85,161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



Garage Performance Parameters

October 2015

Location	Miles Between In-Service Delays			
	FY2016 Goal	This Month	FY2016 YTD	FY2015 YTD
Fairview	7,000	6,503	5,510	7,316
Greenville	9,900	6,770	7,589	8,281
Market Street	9,500	9,892	7,884	10,187
Meadowlands	11,500	9,363	7,728	9,000
Oradell	13,500	13,800	10,235	9,791
Wayne	12,500	10,704	10,942	11,275
Northern Division	-	9,948	8,622	9,626
Big Tree	9,600	7,974	7,631	9,677
Hilton	10,500	12,361	11,305	12,531
Howell	16,750	31,613	37,112	21,267
Ironbound	9,800	11,178	9,991	11,128
Orange	10,200	7,884	8,108	12,120
Morris	10,500	47,746	49,592	103,318
Central Division	-	12,931	12,688	13,762
Egg Harbor	15,500	11,252	13,919	15,580
Hamilton	19,000	19,649	19,634	18,550
Newton Avenue	15,700	15,933	17,657	13,798
Washington Twp.	14,500	17,764	13,880	13,259
Southern Division	-	14,670	15,064	14,644

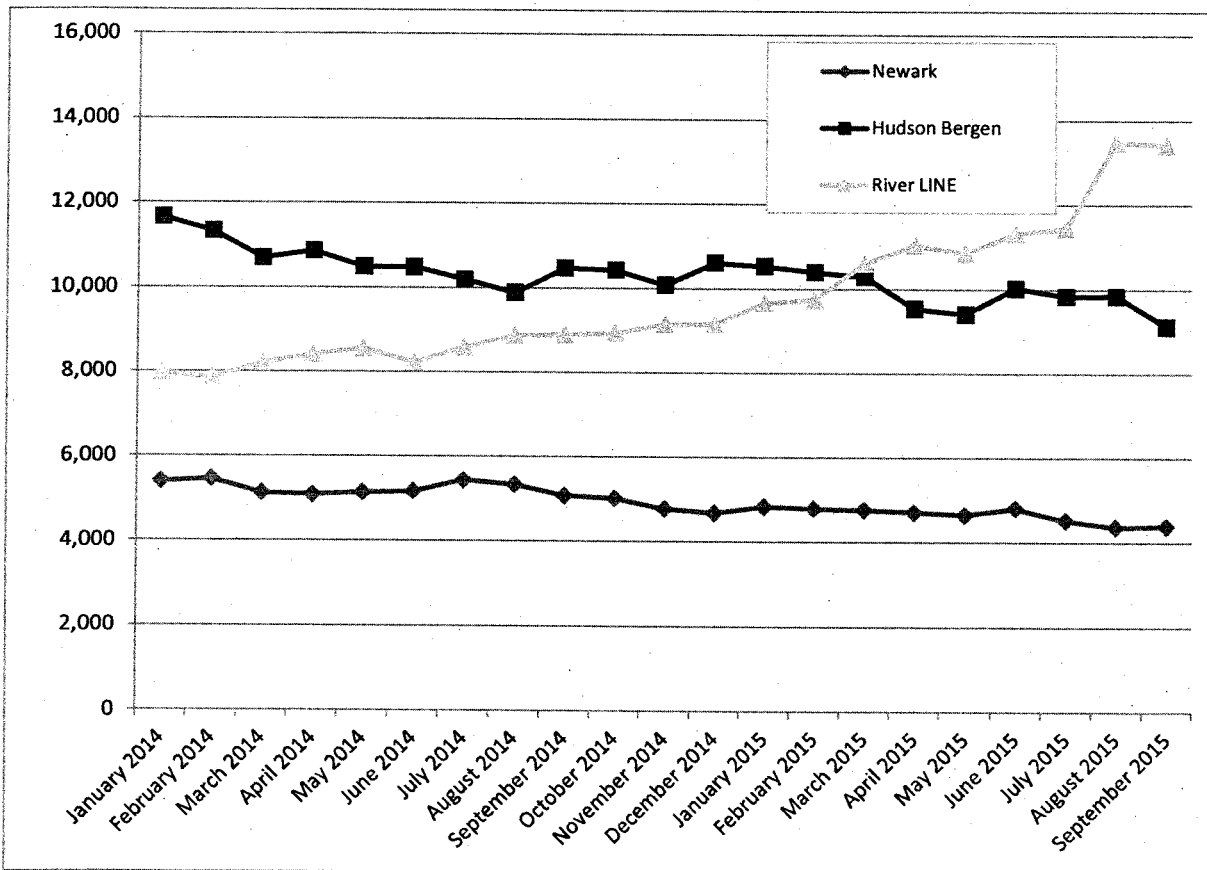


NJ TRANSIT - LIGHT RAIL, September 2015

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	September 2015 (Current Month)	12 Month Moving Average (Mean)
Newark Light Rail	4,592	4,397
Hudson Bergen	5,182	9,112
River LINE	8,192	13,417

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



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

DBE/MBE PROGRAM

State Funded Contracts

During the month of October 2015, NJ TRANSIT awarded **\$4,282,314.91** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$203,064.27** or **4.74%**.

During the State Fiscal Year **2016** (July 1, 2015 through June 30, 2016) NJ TRANSIT awarded **\$91,467,742.79** in state funded contracts. Of that total, SBEs received **\$25,913,021.78** or **28.33%**.

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

Category 1 SBEs received	\$371,606.00	or 0.43%
Category 2 SBEs received	\$129,750.00	or 0.15%
Category 3 SBEs received	\$24,122,463.51	or 27.67%
Category 4 SBEs received	\$203,064.27	or 0.22%
Category 5 SBEs received	\$1,086,138.00	or 1.25%
Category 6 SBEs received	\$0.00	or 0.00%

FTA Funded Contracts (updated Quarterly – next update will occur January 2015)

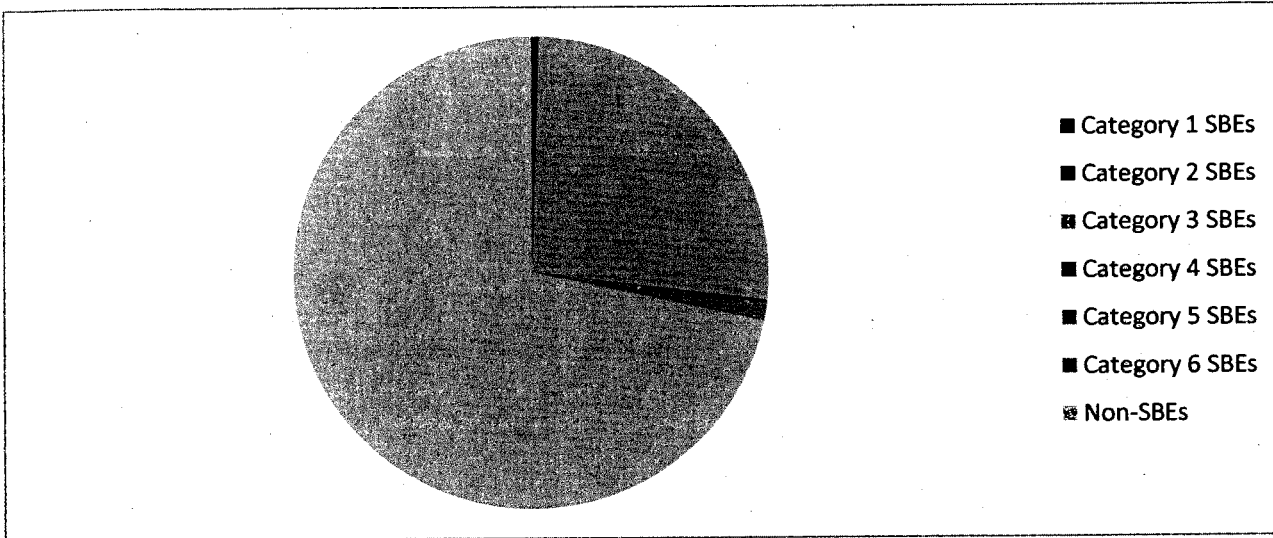
During the 4th Quarter (July 1, 2015 – September 30, 2015) of Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$3,601,934.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$707,307.00**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

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

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

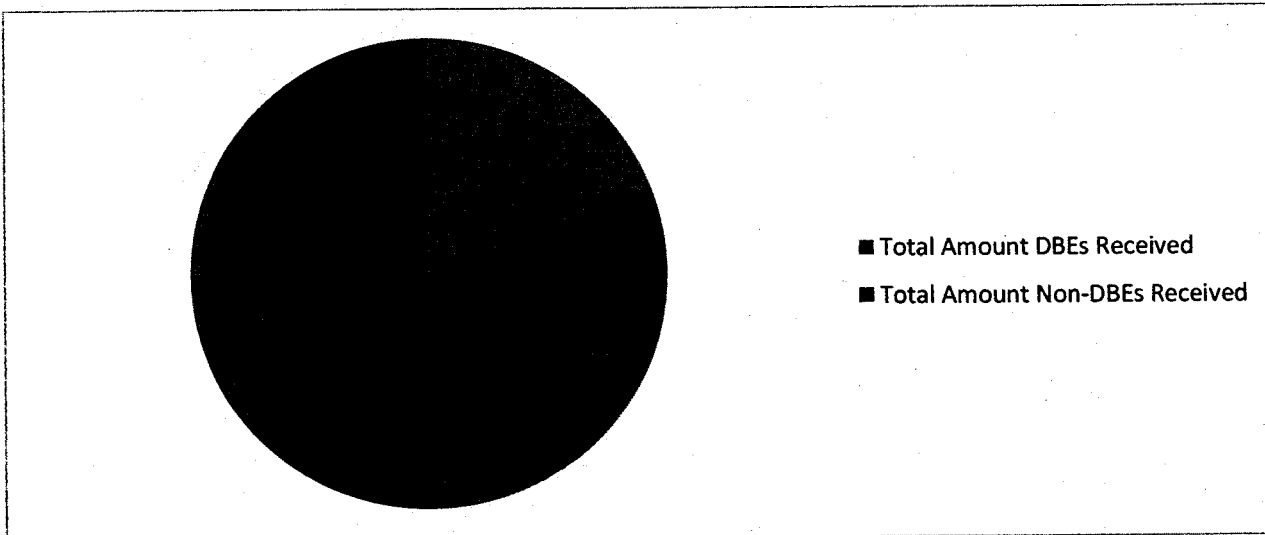
*Numbers reflect federal share.

<i>Category 1 SBEs</i>	\$371,606.00	0.41%
<i>Category 2 SBEs</i>	\$129,750.00	0.14%
<i>Category 3 SBEs</i>	\$24,122,463.51	26.37%
<i>Category 4 SBEs</i>	\$203,064.27	0.22%
<i>Category 5 SBEs</i>	\$1,086,138.00	1.19%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$65,554,721.01	82.29%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2014-2016

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



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Eighteen NJ TRANSIT employees retired recently with careers ranging from 12 to 47 years of service:

1. Daniel Stiles, Conductor – Hoboken – 41 years
2. Robert Gibbs, Conductor – Newark – 30 years
3. Emmanuel Constant, Operator – Orange – 12 years
4. Mary Dunston, Cleaner/Custodian – Meadowlands – 40 years
5. Thomas Bresnahan, Inspector “B” – Howell – 34 years
6. Cynthia Gunter, Operator – Egg Harbor – 12 years
7. Patricia Schoelkopf, Special Mechanic – Washington Township – 24 years
8. Eddie Trotty, Operator – Oradell – 29 years
9. Philip Siaw, Operator – Howell – 14 years
10. Raymond Kirby, Operator – Mercer – 47 years
11. Terylene Bullock, Director E.O. – Penn Plaza – 14 years
12. Josephine Gilligan, Sr. Employee Development Training Specialist – Penn Plaza – 22 years
13. Eli Charcar, Chief Engineer – Penn Plaza – 29 years
14. Thomas Marchwinski, Sr. Director Forecasting – Penn Plaza – 24 years
15. M.U. Henry, Conductor – Hoboken – 37 years
16. Howard Maybin, Conductor – Newark – 43 years
17. John Zullo, Conductor – Newark – 38 years
18. Paul Weiding, Conductor – Newark – 41 years

ACTION ITEMS

ITEM 1511-43: NJ TRANSIT RESILIENCE PROGRAM – EMERGENCY OPERATIONS CENTER PROJECT: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS FOR CONSTRUCTION ASSISTANCE SERVICES

BENEFITS

In the event of an extreme weather event, other hazard, or major event impacting NJ TRANSIT, the NJ TRANSIT Police Department's Office of Emergency Management in accordance with NJ TRANSIT's Comprehensive Emergency Management Plan (CEMP) will activate the agency's Emergency Operations Center (EOC). Currently, the designated location for the EOC is a mobile Continuity of Operations (COOP) trailer that serves as the point of contact for all responding NJ TRANSIT departments and external agencies. The trailer is equipped with radios, telephones, computers, and other support items that are intended to function for short-term events.

Multiple extreme weather and other significant events have highlighted the need for an emergency operations center with sufficient communications capability and workspace for all necessary personnel to manage a long-term event. Although NJ TRANSIT's mobile COOP trailer contains communications and other information technology equipment, it is not designed to be used as an EOC for longer-term events or contain the facilities and equipment necessary to perform the critical functions an EOC must provide.

In June 2014, the Federal Transit Administration awarded NJ TRANSIT funding for the design and construction of a new EOC to better monitor, prepare for, respond to, and recover from extreme weather and other events impacting NJ TRANSIT's ability to provide service to customers. Once constructed, the new EOC will serve as a pre-identified location for designated NJ TRANSIT personnel to meet and develop strategies for responding to extreme weather events, emergencies and major planned events.

It is contemplated that the new EOC will be staffed with the personnel necessary to make emergency management policy decisions. New facilities will be constructed, and technology deployed, to allow the EOC to remain operational 24 hours a day, seven days per week during a long-term event. EOC users will have the ability to communicate with NJ TRANSIT's Incident Command, its operating units and other agencies. Taken together, these improvements will allow NJ TRANSIT to more quickly and effectively respond to extreme weather events and other hazards by allowing for improved integration and coordination between NJ TRANSIT's Police Department, operating units, business lines, and external partner agencies.

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

Staff seeks approval to enter into NJ TRANSIT Contract No. 15-054X with ALNA Construction Corp. of Secaucus, New Jersey, for the construction of an Emergency

Operations Center at a cost not to exceed \$8,682,000.00 plus five percent for contingencies, subject to the availability of funds.

Staff also seeks approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering (NJ TRANSIT Contract No. 13-006B) by \$400,000 for Construction Assistance Services to support the Emergency Operations Center project, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program) of \$108,835,350, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

PURPOSE

Authorization of the construction contract will allow for the construction of a new Emergency Operations Center at NJ TRANSIT's General Office Building (GOB) in Maplewood, New Jersey. The use of existing facilities at the GOB will minimize the cost to construct the project while providing centralized access to NJ TRANSIT technology and other resources and a location resilient against potential storm surge or flooding activity.

Authorization of the amendment to the 2012 Capital Planning and Programs Task Order Consultant Contracts Program will allow for construction assistance services for the Emergency Operations Center project. The Board previously authorized \$8,500,000 for Jacobs Engineering for the NJ TRANSIT Resilience Program (Item No. 1303-07 – \$2,000,000; Item No. 1308-37 – \$1,000,000; and Item No. 1409-41 – \$5,500,000). This authorization request is for an additional \$400,000 for construction assistance services, for a total authorization for Jacobs Engineering (NJ TRANSIT Contract No. 13-006B) of \$8,900,000. As Engineer-of-Record for the Emergency Operations Center project, Jacobs Engineering will review contractor submittals for compliance with the design documents.

BACKGROUND

Emergency Operations Center Project

NJ TRANSIT's new EOC will provide a permanent centralized facility that has adequate space for personnel assigned to the EOC, and other critical support necessary to manage the impact of extreme weather events, other hazards, and major events. Personnel centrally staffed at the EOC will be able to collect, gather, and analyze data; make decisions that protect life and property; maintain continuity of the organization, within the scope of applicable laws; and, disseminate those decisions to all concerned agencies and individuals.

Procurement

Office of the State Comptroller approval to advertise the Construction Contract was received on August 10, 2015. NJ TRANSIT's Office of Business Development assigned

an 18 percent Disadvantaged Business Enterprise (DBE) goal for the EOC Construction Contract.

NJ TRANSIT Contract No. 13-006B is one of the Architectural/Engineering contracts in the 2012 Capital Planning and Programs Task Order Consultant Contracts Program. NJ TRANSIT's Office of Business Development assigned a 25 percent DBE goal for the contracts in the Architectural/Engineering discipline.

The Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *The Trenton Times* on August 20, 2015. A Pre-Bid Conference was held on September 3, 2015 at 10:00 a.m., at NJ TRANSIT's General Office Building located at 180 Boyden Avenue, Maplewood, New Jersey. Bids were received electronically and opened on October 6, 2015 at 2:00 p.m. at NJ TRANSIT's Headquarters.

IFB 15-054X RESULTS

Company	Total Bid Price
ALNA Construction Corp. Secaucus, New Jersey	\$ 8,682,000.00
Brockwell & Carrington Contractors, Inc. Towaco, New Jersey	\$ 8,840,000.00
M&M Construction Company, Inc. Union, New Jersey	\$ 8,922,000.00
Hall Building Corp. Farmingdale, New Jersey	\$ 9,241,699.50
Hall Construction Co., Inc. Farmingdale, New Jersey	\$ 9,347,000.00

ALNA Construction Corp. has identified 19 percent DBE participation.

Funding

These contracts will be funded through the Federal Transit Administration's Emergency Relief Program.

On May 29, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$1.3 billion in locally-prioritized resiliency funding through the Federal Transit Administration's Emergency Relief program to support resiliency projects "designed and built to address future vulnerabilities to a public transportation facility or system due to future recurrence of emergencies or major disasters that are likely to occur again in the geographic area in which the public transportation system is located."

NJ TRANSIT was allocated \$106,199,045 in locally-prioritized resiliency funding. The Federal Transit Administration subsequently awarded NJ TRANSIT \$14,700,000 to design and construct the Emergency Operations Center.

Schedule

The construction of the Emergency Operations Center is slated to commence in December 2015. It is anticipated this construction will take approximately one year to complete (December 2016).

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

FISCAL IMPACTS

Requested Authorizations:

ALNA Construction Corp. Contract #15-054X	This Authorization \$ 8,682,000 + 5% contingency
	Total Authorization \$ 9,115,100

2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program)	This Authorization \$ 400,000 (Jacobs)
	Total Authorization \$ 8,900,000 (Jacobs)
	Total Authorization \$108,835,350 (Total Program)

Past Authorizations:

ALNA Construction Corp.	None
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2012 Task Order Consultant Contracts Program

October 2012 Item 1210-48	Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning
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December 2012 Item 1212-61	Task Order Consultant Contracts for Architectural/ Engineering; Bridge and Railway Engineering; and Travel Demand Forecasting
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March 2013 Item 1303-07	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$13,000,000
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April 2013 Item 1304-12	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,500,000
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April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
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May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
August 2013 Item 1308-37	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$20,300,000
April 2014 Item 1404-15	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$17,600,000
September 2014 Item 1409-41	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,000,000
October 2014 Item 1410-45	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$290,000
December 2014 Item 1412-60	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$2,000,000
May 2015 Item 1505-10	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – \$8,600,000
June 2015 Item 1506-14	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
September 2015 Item 1509-32	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – \$7,045,350
September 2015 Item 1509-33	Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
Total Previous (NJ TRANSIT Resilience Program)	\$ 108,335,350

Expenditures to Date: \$ 1,814,000 (as of 08/31/15)

Total Project Cost: \$ 14,700,000

Projected Date of Completion: December 2016

Capital Program Amount: \$ 14,700,000

Operating Budget Amount: \$0

PRINTS ID Number: NJT00742

Anticipated Source of Funds: Federal Transit Administration

DBE/SBE Goal:

ALNA Construction Corp. 18% DBE

Jacobs Engineering 25% DBE

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

Related/Future Authorizations: None

**Impact on Subsequent
Operating Budgets:** TBD

RESOLUTION

WHEREAS, NJ TRANSIT is committed to advancing projects that allow the agency to better withstand, and recover from, extreme weather events and other hazards; and

WHEREAS, NJ TRANSIT has identified a need for a centralized Emergency Operations Center to allow NJ TRANSIT to more effectively monitor, prepare for, respond to, and recover from extreme weather and other events impacting NJ TRANSIT's ability to provide service to customers; and

WHEREAS, the Federal Transit Administration awarded NJ TRANSIT \$14,700,000 to design and construct a centralized Emergency Operations Center; and

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

WHEREAS, Jacobs Engineering is the Engineer-of-Record for the Emergency Operations Center and Construction Assistance Services are needed to ensure the facility is constructed in accordance with the approved design documents; and

WHEREAS, Jacobs Engineering is currently under contract with NJ TRANSIT following the completion of a competitive procurement process for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-054X with ALNA Construction Corp. of Secaucus, New Jersey, for the construction of an Emergency Operations Center at a cost not to exceed \$8,682,000.00 plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering (NJ TRANSIT Contract No. 13-006B) by \$400,000 for Construction Assistance Services to support the Emergency Operations Center project, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program) of \$108,735,350 subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

EXHIBIT A

SUMMARY OF REQUESTED AUTHORIZATIONS

2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

Vendor	Contract No.	Additional NJ TRANSIT Resilience Program Authorizations				Base Program Authorizations	
		Task Limit	Previous Authorizations	This Authorization	Contract Limit	Task Limit	Contract Limit
URS Corporation	13-001C	NA	\$ 8,045,350	\$ 0	\$ 8,045,350	\$ 500,000	\$ 1,500,000
BEM Systems, Inc.	13-002B	NA	\$ 17,800,000	\$ 0	\$ 17,800,000	\$ 500,000	\$ 4,000,000
Dewberry, Inc.	13-002D	NA	\$ 8,600,000	\$ 0	\$ 8,600,000	\$ 500,000	\$ 4,000,000
Parsons Brinckerhoff	13-004A	NA	\$ 2,000,000	\$ 0	\$ 2,000,000	\$ 500,000	\$ 3,000,000
Christopher P. Statile	13-005C	NA	\$ 1,250,000	\$ 0	\$ 1,250,000	\$ 400,000	\$ 1,500,000
Gannett Fleming	13-006A	NA	\$ 10,640,000	\$ 0	\$ 10,640,000	\$ 500,000	\$ 3,500,000
Jacobs Engineering	13-006B	NA	\$ 8,500,000	\$ 400,000	\$ 8,900,000	\$ 500,000	\$ 3,500,000
STV, Inc.	13-006C	NA	\$ 8,000,000	\$ 0	\$ 8,000,000	\$ 500,000	\$ 3,500,000
Systra, Inc.	13-006D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 500,000	\$ 3,500,000
HNTB Corporation	13-007B	NA	\$ 36,500,000	\$ 0	\$ 36,500,000	\$ 600,000	\$ 2,000,000
TranSystems, Inc.	13-007D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 600,000	\$ 2,000,000
Hill International ¹	13-010F	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 600,000	\$ 3,500,000

¹ Hill International was previously authorized under NJ TRANSIT Contract No. 09-085A in the amount of \$2,000,000 for Project Oversight

ITEM 1511-44: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER DRAWBRIDGE REPLACEMENT PROJECT: CONSULTANT CONTRACT AWARD FOR CONCEPT AND PRELIMINARY DESIGN SERVICES

BENEFITS

On November 5, 2014, the U.S. Department of Transportation announced that NJ TRANSIT had been selected through a competitive process to receive \$446,312,465 in Federal Transit Administration Emergency Relief Program funding to support the



design and construction of the Raritan River Drawbridge Replacement Project. This project is for the complete replacement of the Raritan River Drawbridge and demolition of the original, 107-year-old structure.

When completed, the project will replace the existing swing-span bridge with a new moveable bridge, constructed with more durable materials, and at a higher vertical

elevation than the existing bridge. In addition to raising the bridge deck and tracks and control systems, the bridge will be structurally designed to withstand storm surge during extreme weather events.

ACTION (Scorecard: Customer Experience, Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-044 with Hardesty & Hanover/Gannett Fleming Joint Venture of Newark, New Jersey, to provide Concept and Preliminary Design consultant services for the Replacement of Raritan River Drawbridge Project at a cost not to exceed \$9,380,041, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

This authorization will allow for the concept and preliminary design of the replacement Raritan River Drawbridge. The new bridge will be designed to meet all current codes and to provide improved clearance for passing sea vessels using a design that is resilient to extreme weather events. The planned replacement will be designed to withstand ocean surge and extreme weather events without adverse effects to daily passenger and freight train services.

It is intended that the proposed bridge will be constructed parallel to the existing bridge, enabling the continuation of passenger and freight train services during construction. Typically, approach tracks will then be shifted from the existing bridge to the new bridge; trains will commence use of the new span. The original bridge will be demolished. The concept and preliminary design of the Raritan River Drawbridge will also be used to support NJ TRANSIT's efforts to obtain National Environmental Policy Act (NEPA) approval from the Federal Transit Administration, which is required to advance the project to final design and construction.

The concept and preliminary design phase requested in this authorization is the first of the three phases contemplated in the design process: Phase I – Concept and Preliminary Design; Phase II – Preparation of Final Plans, Specifications, and Estimates; and, Phase III – Construction Support Services. This authorization covers Phase I activities only; additional authorization will be requested at a later date for Hardesty & Hanover/Gannett Fleming Joint Venture to proceed with Phases II and III, after NEPA approval from the Federal Transit Administration has been secured.

BACKGROUND

History

The Raritan River Drawbridge is a movable swing-span across the Raritan River between Perth Amboy and South Amboy, connecting the North Jersey Coast Line (NJCL), including Long Branch and Bay Head Yards, to major job centers to the north. The bridge is the sole rail link for 17 of the 20 NJCL stations to Newark and Manhattan. It provides service to more than 9,600 daily riders making approximately 19,200 daily trips, and accommodates Conrail freight rail services.

The original Raritan River Drawbridge – a vulnerable structure that has been in service since 1908 – was not designed to withstand seismic loads or the lateral forces due to ocean surges. As a consequence, the bridge suffered significant damage during Superstorm Sandy, including movement of the bridge deck out of its normal alignment due to ocean surges against the bridge superstructure and the impact of large, wave-borne debris bearing against the bridge girders. After the storm passed, inspections revealed the damage and train services and marine vessel operations were suspended until repairs could be made, resulting in no train service for a period of three weeks. Through these events, Sandy demonstrated the vulnerability of the bridge to extreme weather events. While NJ TRANSIT is taking steps to effect interim repairs, a permanent replacement more resilient to future extreme weather events is required.

The replacement bridge will provide a new two-track movable span across the Raritan River, slightly offset from the original alignment, and linking back to the existing NJCL mainline tracks at its northern and southern ends. The bridge will carry electrified tracks.

Under a separate authorization, NJ TRANSIT is repairing the supporting piers of the original bridge to allow its continued use while a new bridge is designed and built.

Funding

On November 5, 2014, the Federal Transit Administration announced its award of a total of \$1.27 billion to NJ TRANSIT in additional funding through a 13-state competition for five resilience projects, as follows:

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

These five projects require a local match, which NJ TRANSIT is funding through the Transportation Trust Fund. NJ TRANSIT is preparing an Environmental Assessment on behalf of the Federal Transit Administration, under a separate effort, to comply with NEPA requirements.

Schedule

Phase I – Conceptual and Preliminary Design and the NEPA Environmental Assessment are scheduled to be completed by January 2017.

Procurement

Office of the State Comptroller approval for advertisement of this contract was received on May 26, 2015. The NJ TRANSIT Office of Business Development assigned a 20 percent Disadvantaged Business Enterprise (DBE) goal to this contract.

The Request for Proposals (RFP) was advertised in *The Star-Ledger* and *The Trenton Times* on June 2, 2015. A Pre-Proposal Conference was held on June 15, 2015 at 10:00 a.m. at NJ TRANSIT Headquarters. Proposals were received on July 16, 2015 from the following teams:

- **Hardesty & Hanover/Gannett Fleming Joint Venture** with Haley Aldrich; Griffin Engineering; Naik Group; JCMS Inc.; Envision; RCI; SJH Engineering, PC; Jersey Boring and Drilling; ARCH 2.
- **HDR, Inc.** with AmerCom Corporation; Interactive Elements, Inc.; LTK Engineering Services; Mueser Rutledge Consulting Engineers; Malick & Scherer, PC; Matrix New World Engineering; Strategic Value Solutions, Inc.
- **Modjeski and Masters, Inc.** with Jacobs Engineering Group Inc.; Mueser Rutledge Consulting Engineers; Weidlinger Associates, Inc.; INTEGRA Incorporated; GTS Technologies, Inc.; Marc E. Papini, P.E.; JCMS, Inc.; Matrix New World Engineering, Inc.; Headland Associates, Inc.

The Technical Proposals included the scope of work for three phases:

Phase I – Conceptual and Preliminary Design

Phase I includes conceptual design of technically feasible schemes for the bridge replacement which will be included in a Feasibility Report and the preliminary design of a preferred alternative as determined by the NEPA process.

Phase II – Preparation of Final Plans, Specifications, and Estimates

Phase II includes the development of complete plans, specifications, and cost estimates as well as all other permits and construction documents for the approved bridge replacement scheme.

Phase III – Construction Support Services

Phase III includes the review of significant shop drawings, attendance at progress meetings, and other similar support services, including development of As-Built Drawings.

A Technical Evaluation Committee (TEC), comprised of staff from Capital Planning & Programs Construction & Project Management and Rail Operations Infrastructure Engineering, evaluated the proposals and determined that all three teams were in the competitive range. Oral presentations by all three teams were held on August 18, 2015. The TEC ranked the consultant team led by Hardesty & Hanover/Gannett Fleming Joint Venture as the highest for the technical proposal/oral presentation.

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

FISCAL IMPACTS

Requested Authorization: \$ 9,380,041 + 5% contingency (Phase I)

Past Authorizations: None

Expenditures to Date: \$ 654,730 (as of 08/31/15)

Total Project Cost: \$ 595,083,000

Projected Date of Completion: January 2017 (Phase I)

Capital Program Amount: \$ 595,083,000

Operating Budget Amount: None

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

PRINTS ID Number: NJT01044

DBE/SBE Goal: 20% DBE

***NJ BUILD* Amount:** NA

Related Future Authorizations: Preparation of Final Plans, Specifications and Estimates (Phase II)
Construction Support Services (Phase III)
Construction
Construction Management

Impacts on Subsequent Operating Budgets: None

RESOLUTION

WHEREAS, the Raritan River Drawbridge carries 9,600 daily riders, supporting the provision of critical commuter rail services to/from the Jersey Shore and major regional job centers; and

WHEREAS, the Raritan River Drawbridge Replacement Project will replace an existing 107-year-old structure and construct a new bridge capable of better withstanding storm surge associated with future extreme weather events; and

WHEREAS, the Federal Transit Administration selected the Raritan River Drawbridge Replacement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, upon completion of a competitive procurement process for design and engineering consultant services it was determined that Hardesty & Hanover/Gannett Fleming Joint Venture submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract No. 15-044 with Hardesty & Hanover/Gannett Fleming Joint Venture of Newark, New Jersey, to provide design and engineering consultant services for Phase I of the Replacement of Raritan River Drawbridge Project at a cost not to exceed \$9,380,041, plus five percent for contingencies, subject to the availability of funds.

ITEM 1511-45: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: EXTENSION OF TIME AND INCREASE IN AUTHORIZATIONS

BENEFITS

NJ TRANSIT has an on-going need for consultant services in various planning and engineering disciplines. The volume of work increases and decreases in response to needs and priorities and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is generally not cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts through a competitive procurement process, thus minimizing the time and cost needed to initiate and complete work. Contracting with a defined pool of consultants also provides a greater measure of control over the work being performed.

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

Staff seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by \$16,025,000 for a total authorization of \$49,275,000 for non-Superstorm Sandy tasks in accordance with the contract limits shown on Exhibit A.

Staff also seeks authorization to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by one year, resulting in total contract terms of four years, as shown on Exhibit A. Upon notification to the NJ TRANSIT Board of Directors, the Executive Director may extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by an additional six months, resulting in total contract terms of four and one-half years.

PURPOSE

Authorization of this contract amendment will provide for an extension of the current 2012 Task Order Consultants Contract Program for an additional year or up to 18 months with Board notification. The individual contract limits will be increased by 50 to 75 percent and the overall base program authorization will be increased by 50 percent to reflect the longer contract duration.

BACKGROUND

Justification

The planning, design and engineering effort required to implement NJ TRANSIT's Capital Program can be provided in three ways: in-house forces, traditional competitive procurements (Request for Proposal), and task order contracts.

NJ TRANSIT staff generally is responsible for the design of routine projects such as station rehabilitation work. Traditional competitive procurements are used for planning and engineering projects that are complex, requiring several different disciplines to interact, and have schedules compatible with the time required for contracting with consultants through this process.

Currently, under the traditional competitive procurement process, professional services contracts valued at \$40,000 or more require the solicitation of offers through a publicly advertised Request for Proposal. The Request for Proposal (RFP) includes a description of the services to be purchased, all significant evaluation factors and their relative importance, and any other relevant information such as schedule dates and deadlines for the completion of the work. Staff prepares a Technical Specification package, which includes pertinent details, a project summary, and a scope of work for inclusion in the RFP. The scope of work describes the technical requirements to be met as well as what services are to be completed for each milestone from inception to completion.

The introduction of task order contracts resulted from the recognition that

- it is not practical to staff in-house capabilities to meet maximum needs;
- it is more cost-effective to supplement core staff resources with outside consultants when workloads increase;
- some design tasks require specialized expertise that is not cost-effective to maintain in-house as it is needed only occasionally; and,
- many of the tasks need to be completed on a schedule that is not achievable with the required procurement process.

Without the task order consultant contracts to supplement in-house forces, implementing the Capital Program could require an increase of in-house design staff as well as Procurement staff. Bidding each assignment separately would delay program implementation.

The Federal Transit Administration (FTA) recognizes that circumstances may require the extension of contracts beyond the original term. In May 2002 the FTA Administrator rescinded FTA's long-standing five-year contract term limit rule for all contracts except those for rolling stock and rolling stock replacement parts. Agencies are expected to continue to be judicious in establishing and extending contract term limits.

History

In 1992 staff requested and the Board authorized the first task order contracts for environmental services, architecture and engineering design, and bridge and structural engineering design. Based on the success of these contracts, the Board authorized subsequent contracts for these services as well as adding task order contracts for facility and site planning/conceptual engineering, market research, transit demand modeling and analysis, bus and rail service planning, construction management

services, site planning and engineering, transit-friendly general planning, public transit planning, and vertical transportation services.

Staff has generally proposed new Task Order Consultant Contract Programs approximately every three years. The procurement effort for this latest program was started in early 2012 and the program was assembled into three separate packages in recognition of the limited resources in Project Management and Procurement. The first contracts were awarded in January 2013.

Beginning on October 28, 2012, and continuing through October 30, 2012, Superstorm Sandy struck the State of New Jersey with high winds and torrential rains producing unprecedented severe weather conditions, including enormous storm surges and devastating flooding. Superstorm Sandy caused significant damage to a large portion of NJ TRANSIT's transportation assets, impacting NJ TRANSIT's ability to provide public transportation in accordance with its legislated mission.

In the aftermath of Superstorm Sandy staff resources were concentrated on immediate repair of damage to those assets in order to restore transportation service. Since that time, staff has been working on developing and implementing a resilience program to address the vulnerabilities of the system as well as managing on-going capital projects. The staff resources in both Procurement and Project Management are being utilized on ensuring these capital projects are implemented as quickly as possible. Re-directing staff resources at this time to developing another Task Order Consultant Contracts program would negatively impact repair and resilience project implementation schedules.

Given the effort involved in undertaking a new program procurement at the same time that Superstorm Sandy construction procurements are ready for advertisement, staff recommended that the 2012 Task Order Consultant Contracts Program be extended. Over the course of the next several months, Project Management and Procurement staff will evaluate the structure for the next Task Order Consultant Contracts Program, which will again be competitively procured.

Procurement

Early in 2012 staff assessed the current Task Order Consultant Contracts to determine if the program should be continued. The assessment included a review of whether the disciplines addressed future needs. As a result, staff recommended that one discipline be dropped (Vehicle and Equipment Engineering), two disciplines be combined (Site Planning and Transit Analysis and Stations, Access and Parking Planning is now Stations, Access and Site Planning) and three disciplines be added (Corridor Planning, Community Transportation, and Access Link). In addition, staff recommended that the resulting 13 disciplines be procured as three separate packages, based on the expiration dates of the previous Task Order Consultant Contracts, to reduce the burden on the consultant community as well as on staff. The three Task Order Consultant Contract packages are:

Package One

- Corridor Planning
- Environmental Consulting Services
- Qualitative and Quantitative Research
- Rail Operations and Infrastructure Planning
- Stations, Access and Site Planning

Package Two

- Architectural/Engineering
- Bridge and Railway Engineering
- Travel Demand Forecasting

Package Three

- Community Transportation
- Construction Management Services
- Transit-Friendly Planning, Land Use and Development
- Vertical Transportation
- Access Link

The NJ TRANSIT Board of Directors authorized contracts for Package One in October 2012 (Item No. 1210-48); for Package Two in December 2012 (Item No. 1212-61); for Construction Management in April 2013 (Item 1304-14); and, for Package Three in May 2013 (Item 1305-21). The overall program was authorized at \$32,050,000.

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

FISCAL IMPACTS

Requested Authorizations:

2012 Task Order Consultant	This Authorization	\$ 16,025,000
Contracts Program (Non-Sandy Program)	Total Authorization	\$ 49,275,000

Past Authorizations:

2012 Task Order Consultant Contracts Program

**October 2012
Item 1210-48**

Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning

**December 2012
Item 1212-61**

Task Order Consultant Contracts for Architectural/Engineering; Bridge and Railway Engineering; and Travel Demand Forecasting

March 2013 Item 1303-07	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
April 2013 Item 1304-12	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
August 2013 Item 1308-37	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
April 2014 Item 1404-15	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
September 2014 Item 1409-41	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
October 2014 Item 1410-45	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
December 2014 Item 1412-60	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
May 2015 Item 1505-10	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – \$8,600,000
June 2015 Item 1506-14	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
September 2015 Item 1509-32	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts
September 2015 Item 1509-33	Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts

November 2015
Item 1511-43

Superstorm Sandy Disaster Recovery and Resilience
Program – Amendment to 2012 Task Order
Consultant Contracts Program

**Total Previous (Non-
Sandy TOC Program)**

\$ 33,250,000

Expenditures to Date: \$ 32,030,000 (obligated amount as of 10/30/15
for Non-Sandy TOC Program)

Total Project Cost: \$ 49,275,000 (Non-Sandy TOC Program)

Projected Date of Completion: May 2020

Capital Program Amount: \$ 49,275,000 (Non-Sandy TOC Program)

Operating Budget Amount: \$0

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

PRINTS ID Number: Various

DBE/SBE Goal:

Corridor Planning Contract No. 13-001	25% DBE
Environmental Consulting Services Contract No. 13-002	25% DBE
Qualitative and Quantitative Research Contract No. 13-003	25% DBE
Rail Operations & Infrastructure Planning Contract No. 13-004	25% DBE
Stations, Access & Site Planning Contract No. 13-005	25% DBE
Architectural/Engineering Contract No. 13-006	25% DBE
Bridge & Railway Engineering Contract No. 13-007	20% DBE
Travel Demand Forecasting Contract No. 13-008	20% DBE
Community Transportation Contract No. 13-009	15% DBE

Construction Management Services Contract No. 13-010	25% DBE
Transit-Friendly Planning, Land Use & Development Contract No. 13-011	15% DBE
Vertical Transportation Contract No. 13-012	20% DBE
Access Link Contract No. 13-040	0% SBE

***NJ Build* Amount:** NA

Related/Future Authorizations: NA

**Impact on Subsequent
Operating Budgets:** N/A

RESOLUTION

WHEREAS, NJ TRANSIT seeks to improve and expand its transportation facilities; and

WHEREAS, NJ TRANSIT has a continuing need for consultant services in various engineering and planning disciplines; and

WHEREAS, Task Order Consultant Contracts will be used on an as-needed basis to supplement in-house staff; and

WHEREAS, Task Order Consultant Contracts are needed to support NJ TRANSIT's capital program, address critical issues and ensure environmental compliance; and

WHEREAS, Task Order Consultant Contracts will provide specialized expertise which is rarely cost-effective to maintain in-house; and

WHEREAS, the consultants included in this amendment request are currently under contract with NJ TRANSIT following the completion of competitive procurement processes;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by \$16,025,000 for a total authorization of \$49,275,000 for non-Superstorm Sandy tasks in accordance with the contract limits shown on Exhibit A; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by one year, resulting in total contract terms of four years, as shown on Exhibit A. Upon notification to the NJ TRANSIT Board of Directors, the Executive Director may extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program by an additional six months, resulting in total contract terms of four and one-half years.

**EXHIBIT A
SUMMARY OF REQUESTED AUTHORIZATIONS
BASE PROGRAM**

		Task Limit	Current Contract Expiration Date	Contract Limit	Proposed Contract Expiration Date	Contract Limit
13-001	Corridor Planning	\$500,000		\$1,500,000		\$2,250,000
13-001A	Jacobs Engineering Group, Inc.		02/13/16		02/13/17	
13-001B	McCormick Taylor, Inc.		02/14/16		02/14/17	
13-001C	URS Corporation		02/18/16		02/18/17	
13-002	Environmental Consulting Services	\$500,000		\$4,000,000		\$6,800,000
13-002A	Roux Associates		01/30/16		01/30/17	
13-002B	BEM Systems, Inc.		02/12/16		02/11/17	
13-002C	Hatch Mott MacDonald		01/30/16		01/30/17	
13-002D	Dewberry, Inc.		09/11/16		09/11/17	
13-003	Qualitative and Quantitative Research	\$500,000		\$1,500,000		\$2,250,000
13-003A	Resources Systems Group, Inc.		02/07/16		02/07/17	
13-003B	WB&A Market Research		02/07/16		02/07/17	
13-003C	Clarion Research		02/07/16		02/07/17	
13-004	Rail Operations & Infrastructure Planning	\$500,000		\$3,000,000		\$4,500,000
13-004A	Parsons Brinckerhoff, Inc.		01/30/16		01/30/17	
13-004B	Systra Consulting, Inc.		02/12/16		02/12/17	
13-004C	Gannett Fleming, Inc.		02/12/16		02/12/17	
13-005	Stations, Access & Site Planning	\$400,000		\$1,500,000		\$2,250,000
13-005A	Stantec Consulting Services, Inc.		02/07/16		02/07/17	
13-005B	HNTB Corporation		02/07/16		02/07/17	
13-005C	Christopher P. Statile		02/07/16		02/07/17	
13-006	Architectural/Engineering	\$500,000		\$3,500,000		\$5,250,000

EXHIBIT A
SUMMARY OF REQUESTED AUTHORIZATIONS
BASE PROGRAM

		Task Limit	Current Contract Expiration Date	Contract Limit	Proposed Contract Expiration Date	Contract Limit
13-006A	Gannett Fleming, Inc.		04/11/16		04/11/17	
13-006B	Jacobs Engineering Group, Inc.		04/14/16		04/14/17	
13-006C	STV, Inc.		04/14/16		04/14/17	
13-006D	Systra Consulting, Inc.		04/14/16		04/14/17	
13-007	Bridge and Railway Engineering	\$600,000		\$2,000,000		\$3,000,000
13-007A	HDR Engineering, Inc.		04/11/16		04/11/17	
13-007B	HNTB Corporation		04/15/16		04/15/17	
13-007C	Parsons Transportation Group, Inc.		04/24/16		04/24/17	
13-007D	TranSystems Corporation		04/12/16		04/12/17	
13-008	Travel Demand Forecasting	\$400,000		\$2,000,000		\$3,000,000
13-008A	AECOM Technical Services, Inc.		04/16/16		04/16/17	
13-008B	URS Corporation		08/15/16		08/15/17	
13-008C	Michael Baker, Jr., Inc.		07/25/16		07/25/17	
13-009	Community Transportation	\$350,000		\$1,000,000		\$1,500,000
13-009A	RLS & Associates		11/04/16		11/04/17	
13-009B	KFH Group, Inc.		10/31/16		10/31/17	
13-009C	Wendel Architecture, PC		11/04/16		11/04/17	
13-010	Construction Management Services	\$600,000		\$3,500,000		\$5,950,000
13-010A	Urban Engineers		10/22/16		10/22/17	

EXHIBIT A
SUMMARY OF REQUESTED AUTHORIZATIONS
BASE PROGRAM

		Task Limit	Current Contract Expiration Date	Contract Limit	Proposed Contract Expiration Date	Contract Limit
13-010B	LiRo Engineers, Inc.		10/29/16		10/29/17	
13-010C	JCMS Inc.		10/31/16		10/31/17	
13-010D	Tishman Construction Corporation of NJ		10/29/16		10/29/17	
13-010E	GPI Greenman-Pederson, Inc.		10/07/16		10/07/17	
13-010F	Hill International, Inc.		10/21/16		10/21/17	
13-011	Transit-Friendly Planning, Land Use & Development	\$400,000				\$2,250,000
13-011A	Looney Ricks Kiss		08/15/16		08/15/17	
13-011B	The RBA Group		06/25/16		06/25/17	
13-011C	EE&K, a Perkins Eastman Company		08/15/16		08/15/17	
13-012	Vertical Transportation	\$400,000		\$2,000,000		\$3,000,000
13-012A	VTX, a Gannett Fleming Company		10/02/16		10/02/17	
13-012B	Vertacan, LLC		10/02/16		10/02/17	
13-012C	Lerch Bates		10/02/16		10/02/17	
13-040	Access Link	\$350,000		\$1,000,000		\$1,500,000
13-040A	KFH Group, Inc.		09/12/16		09/12/17	
13-040B	Nelson\Nygaard		09/12/16		09/12/17	
Total Authorization – Base Program				\$32,050,000		\$48,075,000
Super Bowl 48				\$1,200,000		\$1,200,000
Total Authorization – Non-Sandy Program				\$33,250,000		\$49,275,000

ITEM 1511-46: COMMUNITY MOBILITY AND LOCAL PROGRAMS: VEHICLE PURCHASE CONTRACTS FOR TRANSIT-STYLE AND CUTAWAY MINIBUSES WITH LIFTS

BENEFITS

The Federal Transit Administration makes available a variety of funding programs and grants that allow for the purchase of vehicles for local community transit services. NJ TRANSIT, as the direct grant recipient, has taken the lead in procuring vehicles under these grant programs on behalf of local sub-recipients in order to maximize purchasing power as well as maintain better oversight of federal procurement regulations and compliance issues.

Vehicles purchased under this procurement will benefit a variety of programs. Vehicles purchased with funding from the Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program will be used to benefit senior citizens and persons with disabilities. Vehicles purchased with funding from the Section 5311 Formula Grants for Other Than Urbanized Areas Program will provide service to the general public in rural parts of the state. In addition, local transit services will benefit with the purchase of vehicles under the Congestion Mitigation and Air Quality (CMAQ) Program. Transportation Trust Fund monies are used for NJ TRANSIT's match of Section 5310 funds.

ACTION (Scorecard: Customer Experience, Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-025A with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of nine Type A Vans and 16 Type B Extended Vans (Category 1); 52 Type C Minibuses (Category 2); and, 67 Type J Minibuses (Category 4) plus optional materials in an amount not to exceed \$8,731,340.00, plus five percent for contingencies, for a total authorization of \$9,167,907, subject to the availability of funds.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 15-025B with Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales of Duncannon, Pennsylvania, for the purchase of six Type F Minibuses (Category 3) plus optional materials in an amount not to exceed \$375,517.00, plus five percent for contingencies, for a total authorization of \$394,293, subject to the availability of funds.

PURPOSE

Authorization of these contracts will provide transit-style and cutaway minibuses to be used by private non-profit organizations and designated public bodies to provide transit services to senior citizens and persons with disabilities, low income, and the general public statewide.

BACKGROUND

History

Federal funds were made available during the past two years for the purchase of vehicles to be allocated to sub-recipients under the programs described above. NJ TRANSIT has allocated the funds to sub-recipients in accordance with the program purposes and worked with sub-recipients to determine appropriate vehicle types. NJ TRANSIT developed specifications for the vehicles.

Selection Process for Section 5310 and CMAQ

Under these three programs, federal funding is made available annually and a competitive grant process is undertaken. The Section 5310 application process for sub-recipients is directly administered by NJ TRANSIT with input from other groups and organizations, including Metropolitan Planning Organizations (MPOs), during the review and selection process. The CMAQ program applicants are solicited directly by MPOs with NJ TRANSIT then submitting the federal grant and administering the program. The Section 5310 program for senior and disabled transportation programs is predominantly a capital (vehicle) program and requests usually exceed available funds. CMAQ can be used for operating or capital. This Board item only reflects capital requests for minibuses contained in approved grants.

Procurement

The NJ TRANSIT Office of Business Development has assigned a Transit Vehicle Manufacturer goal for this procurement. The Federal Transit Administration requires that each Transit Vehicle Manufacturer, as a condition of authorization to bid on Transit Vehicle procurements utilizing Federal Transit Administration funds, establish a Disadvantaged Business Enterprise (DBE) Program including overall goals which is then submitted to Federal Transit Administration for approval.

An Invitation for Bid (IFB) was advertised in *The Star-Ledger* and *The Trenton Times* on July 16, 2015. A Pre-Bid Conference was held on July 30, 2015. Bids were opened on September 10, 2015 at 2:00 p.m. at NJ TRANSIT's Newark Headquarters.

The prices submitted by each bidder included the "Bid Price" which consists of the specified number of vehicles as well as an "Optional Materials Price" which consists of options for different equipment, such as seating materials, bike racks and destination signs, itemized for each type of vehicle. The "Bid Price" is the basis for the contract award.

IFB 15-025 RESULTS

Category 1 – Type A Van (9 Vehicles) and Type B Extended Van (16 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	TOTAL AUTHORIZATION
Alliance Bus Group Carlstadt, New Jersey	\$ 1,332,500.00	\$ 64,030.00	\$ 1,396,530.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$ 1,380,857.00	\$ 42,630.00	\$ 1,423,487.00
Shepard Brothers, Inc., Inc. Canandaigua, New York	\$ 1,513,159.00	\$ 83,250.00	\$ 1,596,409.00

Category 2 – Type C Minibus (52 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	TOTAL AUTHORIZATION
Alliance Bus Group Carlstadt, New Jersey	\$ 2,786,800.00	\$ 149,074.00	\$ 2,935,874.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$ 3,003,811.00	\$ 95,015.00	\$ 3,098,826.00

Category 3 – Type F Minibus (6 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	TOTAL AUTHORIZATION
Rohrer Enterprises, Inc. Duncannon, Pennsylvania	\$ 337,249.00	\$ 38,268.00	\$ 375,517.00
Alliance Bus Group Carlstadt, New Jersey	\$ 346,750.00	\$ 36,636.00	\$ 383,386.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$ 362,018.00	\$ 22,158.00	\$ 384,176.00

Operating Budget Amount: None

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

PRINTS ID Number:

HQS00255	NJT00376
HQS00322	NJT00465
HQS00361	NJT00466
NJT00191	NJT00468
NJT00197	NJT00706
NJT00199	NJT01030
NJT00200	NJT01033

DBS/SBE Goal: Transit Vehicle Manufacturer

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

Related Future Authorization: Annual Community Mobility and Local Programs
authorization

**Impacts on Subsequent
Operating Budgets:** None

RESOLUTION

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

WHEREAS, funding is available to purchase vehicles for local transportation programs under FTA Section 5310, FTA Section 5311, and CMAQ; and

WHEREAS, upon completion of a competitive procurement process, Alliance Bus Group, Inc. was determined to be the lowest responsive responsible bidder for the Category 1 Type A Vans and Type B Extended Vans; the Category 2 Type C Minibuses; and, the Category 4 Type J Minibuses; and

WHEREAS, upon completion of a competitive procurement process, Rorher Enterprises, Inc. DBA/Rohrer Bus Sales was determined to be the lowest responsive responsible bidder for the Category 3 Type F Minibuses;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-025A with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of nine Type A Vans and 16 Type B Extended Vans (Category 1); 52 Type C Minibuses (Category 2); and, 67 Type J Minibuses (Category 4) plus optional materials in an amount not to exceed \$8,731,340.00, plus five percent for contingencies, for a total authorization of \$9,167,907, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-025B with Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales of Duncannon, Pennsylvania, for the purchase of six Type F Minibuses (Category 3) plus optional materials in an amount not to exceed \$375,517.00, plus five percent for contingencies, for a total authorization of \$394,293, subject to the availability of funds.

EXHIBIT A
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RECIPIENTS OF VEHICLES

Category 1 Type A Van

County	Agency	Quantity	Funding
BURLINGTON	Senior Citizens United Community Services, Inc.	2	S5310
CAMDEN	S.C.U.C.S.	2	S5310
HUDSON	Town of Secaucus	1	S5310
MERCER	Morris Hall/St. Lawrence Inc.	1	S5310
MORRIS	Pequannock Sr. Cit. Housing	1	S5310
PASSAIC	Passaic County Elks Cerebral Palsy Center	1	S5310
PASSAIC	Passaic County Elks Cerebral Palsy Treatment Center	1	S5310
Category 1 Type A Van – Total		9	

Category 1 Type B Extended Van

County	Agency	Quantity	Funding
BERGEN	Fort Lee Borough	1	S5310
BERGEN	Teaneck Township	1	S5310
CUMBERLAND	County of Cumberland	1	S5310
CUMBERLAND	County of Cumberland	1	S5310
MIDDLESEX	Borough of Carteret	1	S5310
MONMOUTH	Ladacin Network	2	S5310
MONMOUTH	Ladacin Network	2	S5310
MONMOUTH	Monmouth Medical Center Foundation	1	S5310
OCEAN	Ladacin Network	2	S5310
OCEAN	Ladacin Network	2	S5310
SOMERSET	Midland Adult Services, Inc.	1	S5310
SOMERSET	Somerset County Transportation	1	S5310
Category 1 Type B Extended Van – Total		16	

Category 2 Type C Minibus Rear Lift

County	Agency	Quantity	Funding
BERGEN	Christian Health Care Center-Be	1	S5310
BERGEN	Jewish Home At Rockleigh	1	S5310
CAMDEN	S.C.U.C.S.	5	CMAQ FLEX
CAMDEN	Wiley Christian Adult Day Services, Inc.	1	S5310
GLOUCESTER	Arc of Gloucester	1	S5310

EXHIBIT A
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RECIPIENTS OF VEHICLES

Category 2 Type C Minibus Rear Lift

County	Agency	Quantity	Funding
GLOUCESTER	Arc of Gloucester	1	S5310
HUDSON	Hudson County Transcend	2	S5310
HUDSON	Hudson County Transcend	1	S5310
HUDSON	United Cerebral Palsy - Hudson 1	1	S5310
MIDDLESEX	Cerebral Palsy Association of Middlesex	1	S5310
MIDDLESEX	City of Perth Amboy	1	S5310
MIDDLESEX	Monroe Township	1	S5310
MIDDLESEX	Monroe Township	1	S5310
MIDDLESEX	Rutgers University - Transportation Services	1	S5310
MIDDLESEX	Whispering Knoll Assisted Living	1	S5310
MORRIS	Jefferson Township	1	S5310
MORRIS	Morris County Special Trans.	1	S5310
MORRIS	Morris County Special Trans.	1	S5310
MORRIS	Pequannock Sr. Cit. Housing	1	S5310
PASSAIC	Christian Health Care Center	1	S5310
UNION	Arc of Union	1	S5310
UNION	Arc of Union	1	S5310
UNION	County of Union	1	S5310
UNION	County of Union	1	S5310
WARREN	Abilities of Northwest Jersey, Inc.	2	S5310
WARREN	Arc, Warren County Chapter Inc.	1	S5310
WARREN	Warren County Dept. of Human Services	2	S5310
Category 2 Type C Minibus Rear Lift – Total		34	

Category 2 Type C Minibus Front Lift

County	Agency	Quantity	Funding
CAMDEN	S.C.U.C.S.	2	S5310
CAMDEN	Wiley Christian Adult Day Services, Inc.	1	S5310
CAPE MAY	Cape May County Transportation	1	CMAQ
CAPE MAY	Cape May County Transportation	1	CMAQ
CUMBERLAND	County of Cumberland	1	S5310
CUMBERLAND	County of Cumberland-CATS	1	CMAQ
CUMBERLAND	County of Cumberland-CATS	1	CMAQ
ESSEX	Jewish Voc. Service Metrowest	1	S5310

RECIPIENTS OF VEHICLES

Category 2 Type C Minibus Front Lift

County	Agency	Quantity	Funding
ESSEX	North Ward Center	1	S5310
HUDSON	BEOF Community Action partnership	1	S5310
MERCER	Mercer County TRADE	2	CMAQ
PASSAIC	Passaic City	1	S5310
SOMERSET	Midland Adult Services, Inc.	1	S5310
SOMERSET	WILF Transport	1	S5310
SUSSEX	County of Sussex	1	S5310
WARREN	Warren County Dept. of Human Services	1	S5310
Category 2 Type C Minibus Front Lift – Total		18	

Category 3 Type F Minibus Rear Lift

County	Agency	Quantity	Funding
MORRIS	Cheshire Home, Inc.	1	S5310
OCEAN	County of Ocean	2	S5310
SALEM	Salem County Office of Aging	1	S5310
SUSSEX	Scarc, Inc.	2	S5310
Category 3 Type F Minibus Rear Lift – Total		6	

Category 4 Type J Extended Minibus Rear Lift

County	Agency	Quantity	Funding
ATLANTIC	Atlantic County Transportation	1	CMAQ
ATLANTIC	Atlantic County Transportation	1	CMAQ
ATLANTIC	Atlantic County Transportation	1	CMAQ
ATLANTIC	Caring, Inc	1	S5310
ATLANTIC	Caring, Inc	1	S5310
ATLANTIC	Caring, Inc	1	CMAQ
ATLANTIC	Pleasantville City	1	S5310
BERGEN	Bergen County Community Transportation	1	New Freedom
BURLINGTON	Township of Pemberton	1	S5310
CAMDEN	Wiley Christian Adult Day Services, Inc.	1	S5310
CUMBERLAND	Cumberland OET	3	CMAQ
ESSEX	Daughters of Israel	1	S5310
GLOUCESTER	County of Gloucester	1	S5310

RECIPIENTS OF VEHICLES

Category 4 Type J Extended Minibus Rear Lift

County	Agency	Quantity	Funding
HUDSON	Kearny Town	1	S5310
HUDSON	United Cerebral Palsy - Hudson 1	1	S5310
HUNTERDON	County of Hunterdon	3	S5310
HUNTERDON	Hunterdon County Human Services	1	S5310
HUNTERDON	Hunterdon County Human Services	1	S5310
MERCER	Arc of Mercer, Inc	1	S5310
MIDDLESEX	Borough of Carteret	1	S5310
MIDDLESEX	South Brunswick Twp	1	S5310
MIDDLESEX	The Borough of Sayreville	1	S5310
MORRIS	Cheshire Home, Inc.	1	S5310
OCEAN	Long Beach Island Community Center, Inc.	1	S5310
OCEAN	Long Beach Island Community Center, Inc.	1	S5310
OCEAN	Long Beach Island Community Center, Inc.	1	S5310
PASSAIC	City of Paterson	1	S5310
PASSAIC	County of Passaic	1	S5310
PASSAIC	County of Passaic	1	S5310
PASSAIC	County of Passaic	1	S5310
SALEM	Salem County Office on Aging	1	S5310
SOMERSET	Matheny School And Hospital, Inc.	1	S5310
SOMERSET	Matheny School And Hospital, Inc.	2	S5310
SOMERSET	Somerset County Transportation	1	S5310
SUSSEX	County of Sussex	2	S5310
UNION	Cerebral Palsy League	2	S5310
UNION	City of Plainfield	1	S5310
UNION	County of Union	1	S5310
Category 4 Type J Extended Minibus Rear Lift – Total		45	

Category 4 Type J Extended Minibus Front Lift

County	Agency	Quantity	Funding
BERGEN	Bergen County Community Transportation	1	S5310
CAMDEN	SJTA	4	CMAQ; CS
CAPE MAY	Cape May County Transportation	1	S5310
CAPE MAY	Cape May County Transportation	1	S5310
CAPE MAY	Cape May Fare Free	3	CMAQ Flex

RECIPIENTS OF VEHICLES

Category 4 Type J Extended Minibus Front Lift			
County	Agency	Quantity	Funding
CUMBERLAND	County of Cumberland- CATS	1	S5307
CUMBERLAND	County of Cumberland- CATS	1	S5307
ESSEX	County of Essex	1	S5310
GLOUCESTER	County of Gloucester	1	S5310
HUDSON	Township of North Bergen	1	S5310
MONMOUTH	County of Monmouth	1	S5310
MONMOUTH	County of Monmouth	1	S5310
MONMOUTH	Monmouth County Transportation	1	S5310
MONMOUTH	Monmouth County Transportation	1	S5310
SOMERSET	Martin & Edith Stein Assisted Living Residence, Inc.	1	S5310
UNION	Roselle Park Borough	1	S5310
WARREN	Warren County Dept of Human Services	1	S5310
Category 4 Type J Extended Minibus Front Lift – Total		22	

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1511-47: PERSONAL INJURY CLAIM OF JORGE MURILLO

BENEFITS

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

ACTION

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

PURPOSE

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

FISCAL IMPACTS

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

RESOLUTION

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

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

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

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