


**NJ TRANSIT BOARD MEETING
MINUTES
OPEN SESSION
12/13/2011**

December 15, 2011

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 Tuesday, December 13, 2011.

Sincerely,

A handwritten signature in cursive script that reads "Joyce J. Zuczek".

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

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

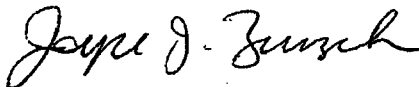
N TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

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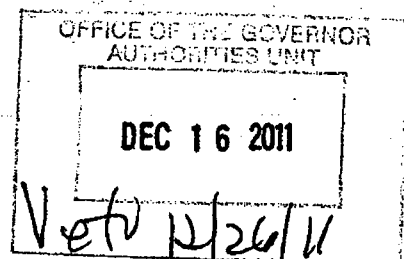
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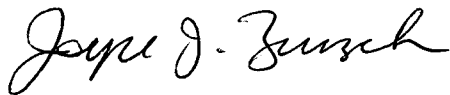
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(NJT Board – 12/13/2011)

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 Tuesday, December 13, 2011.

Present:

James S. Simpson, Chairman
 Bruce M. Meisel, Vice Chairman
 Johanna Barba Jones, Governor's Representative
 Steve Petrecca, Treasurer's Representative
 James C. Finkle Jr.
 Myron P. Shevell (By Telephone)
 Flora Castillo (By Telephone)

James Weinstein, Executive Director
 Joyce J. Zuczek, Acting Board Secretary
 Penny Bassett Hackett, Acting Assistant Executive Director, Communications & Customer Service
 James Gigantino, Vice President & General Manager, Bus Operations
 Kevin O'Connor, Vice President & General Manager, Rail Operations
 Christopher Trucillo, Chief of Police
 Kim Vaccari, Chief Financial Officer & Treasurer
 Steve Santoro, Assistant Executive Director, Capital Planning & Programs
 Alma Scott-Buczak, Assistant Executive Director, Human Resources
 Carlos Ramirez, Assistant Executive Director, Corporate Affairs
 Leotis Sanders, Vice President, Office of Civil Rights and Diversity Programs
 Warren Hersh, Auditor General
 Kenneth Worton, Deputy Attorney General

Chairman James S. Simpson convened the Open Session at 9:06 a.m. in accordance with the Open Public Meetings Act. Chairman Simpson asked for a motion to adopt the minutes of the November 9, 2011 meetings. A motion was made by Myron P. Shevell, seconded by Johanna Barba Jones and adopted.

Public Comments on Agenda Items and Other Matters

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

Joseph Clift thinks it is great that executive session was changed to the end of the meeting, the Senior Citizen and Disabled Resident Transportation Advisory Committee was added to the process, speakers are given five minutes to speak at the beginning of the meeting and the board package is distributed before the meeting. He said all of those are great and much appreciated.

Mr. Clift stated the Northeast Corridor infrastructure has been a mess for the last year and a half to two years. He said he fails to see a change in the capital allocation. He said it is true that NJ TRANSIT is a tenant but as he has said before even if you are a tenant in a house without heat, you should do something about it. Mr. Clift said Amtrak

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is spending a lot of our federal money south of New Brunswick for High Speed rail. He noted that the most critical section is Metuchen to Rahway and north of that and that problems cascade causing an entire peak period to be lost. Mr. Cliff suggested that NJ TRANSIT reallocate resources for improvements to the Northeast Corridor.

Mr. Cliff noted that he has been advocating changes to the Board meeting process. While some changes have been made (e.g., Executive Session is now at the end of the meeting), others still need to be implemented. Mr. Cliff suggested that the Board Meeting package should be released even earlier than it is. He stated that the December package was available Monday at 8:30 a.m. and he thinks it should have been released Friday. As he has suggested in the past, Mr. Cliff stated that the package should be available to the public at the same time that it is sent to the Board Capital Committee. He further stated that the Board Committee meetings should be open to the public, and that the staff should quantify benefits and costs more clearly. He opined that money is not necessarily available (he cited examples from his handout).

Mr. Cliff then commented on Item 1112-69 Hudson Bergen Light Rail – Second Street Walkway. There was no map and no distances mentioned so he guessed using Google Map and provided copies to the Board. He said this item does not quantify the pedestrian times savings and that the project seems to be a “back way” to the station, resulting in questions of security. Mr. Cliff questioned the need for this project.

On 1112-68 Bus Shelter Item, Mr. Cliff questioned how there could be no operating money – how do you maintain the shelters without operating money.

On Item 1112-67, Mr. Cliff stated that the Newark Penn Station project should be put into the context of “the big picture” since there are three or four pieces.

Orin Getz commented that NJ TRANSIT should look into the Memorandum of Understanding on the Pascack Valley Line. Mr. Getz stated that off-peak, weekend and holiday service has been in effect for four years. He said the impact of the additional train service on those communities can now be evaluated. Mr. Getz said it is now time to reinvestigate Golf Siding.

Mr. Getz echoed Mr. Cliff’s concerns regarding problems with Amtrak and the need for increased investment in the Northeast Corridor. He stated that Amtrak funding and staff have been cut.

Mr. Getz questioned the apparent cessation in work on the Lackawanna Cut-off. He asked that the public be apprised of the project progress in the next Executive Director’s Report.

Regarding MetroNorth’s restoration of service on the Port Jervis line, Mr. Getz suggested that NJ TRANSIT work with MetroNorth to implement long-term service improvements to win back customers. He said NJ TRANSIT and MetroNorth have a vested interest in improving service on the Port Jervis Line. At a minimum, NJ TRANSIT should be involved in MetroNorth’s study to extend service to Stewart Airport. He said this would benefit New Jersey and New York passengers.

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Mr. Getz advised the Board that one of the ALP-45 Dual Powered Locomotives derailed in downtown Montreal, pulling the same type of multilevel cars that NJ TRANSIT has. Mr. Getz said that since NJ TRANSIT is buying the same equipment, the agency should look into what went wrong in Montreal to cause that locomotive to derail.

Mr. Getz wished everyone a safe and happy holiday season.

Murray Bodin said it is with great pleasure that he tells Executive Director Weinstein that he runs one of best transit agencies around. He stated that the staff understands that we cannot keep doing things the way they were done in the past. Mr. Bodin said the bottom line is jobs. He said to build the infrastructure that creates job and create a climate that makes people want to be here. Mr. Bodin said that Executive Director Weinstein has been a model doing that for a long time and other agencies are following. Mr. Bodin thanked Executive Director Weinstein and his staff for being extremely helpful in teaching him what he needs to know for background.

David Peter Alan stated that, speaking for the Lackawanna Coalition, he is concerned with scheduling on the Morris & Essex Line, has discussed it with management and looks forward to results. The Coalition continues to be concerned about affordable trans-Hudson mobility. They are working on a new initiative that will recommend ways to take the pressure off of New York Penn Station that will include fare and service changes that will encourage riders to go to Hoboken when they can and to off-peak instead of peak. Mr. Alan stated that the Coalition is also concerned about the lack of progress on the Lackawanna Cut-off project which they strongly support.

On a personal note, Mr. Alan stated that for the past six months he has been advocating for more transparency in the Board and Management. He said while progress has been made, more is still needed. Mr. Alan also called for non-members to be able to address Board Committees and Advisory Committees. He hopes to hear good news on that issue before the next Board meeting.

Mr. Alan acknowledged that changes have been implemented; the rescheduling of the Executive Session to the end, which was implemented at the November Board meeting, elicited a strong positive reaction. Mr. Alan also thanked the Board for allowing the Senior Citizens and Disabled Residents Transportation Advisory Committee to report in the same manner as the North Jersey and South Jersey Advisory Committees. He mentioned that Maryann Mason would be the speaking for the Committee and anticipated that the Committee would report at least twice a year but perhaps more often. Mr. Alan thanked Commissioner Simpson, Executive Director Weinstein and Acting Board Secretary Zuczek for the positive changes.

James Raleigh noted that he took the North Jersey Coast Line to the meeting. He said he has a choice of trains on the Coast Line. He said he can get a one seat train to Hoboken or New York and sometimes an express train. However, he said the express train that morning was hardly express. He said there was almost a 10-minute wait at Rahway and they slowed down at Newark Liberty Airport. Mr. Raleigh said he thinks this represents a problem of coordination with Amtrak regarding scheduling trains.

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Mr. Raleigh also questioned what has been done to avoid a repeat of the Amtrak/NJ TRANSIT flooding during Hurricane Irene. He stated that the Port Authority and the stock market were re-opened one day before NJ TRANSIT service was restored. Mr. Raleigh shared pictures of the flooding in Trenton.

Janna Chernetz is a New Jersey advocate for the Tri-State Transportation Campaign. Ms. Chernetz spoke on the American Dream (formerly Xanadu), indicating that the comments on the Supplemental Draft Environmental Impact Statement (SDEIS) are due to the Meadowlands Commission and New Jersey Department of Environmental Protection on December 19, 2011. Ms. Chernetz stated that the SDEIS relies on implementation of mass transit to mitigate traffic impacts. She said the SDEIS does not discuss how the mass transit service will be funded, if there will be funding, and whether NJ TRANSIT has been part of the discussion. She said it looks like Triple Five expects NJ TRANSIT to pay for the mass transit service and she is concerned because she knows money is tight right now. Ms. Chernetz said Triple Five is looking to NJ TRANSIT to provide rail and bus service to the area. She said there is no regular bus, light rail or rail service right now. Ms. Chernetz knows there is special service when there is an event but any regular service would need to be added. Ms. Chernetz said the opening is scheduled for late Autumn 2013. She wonders who is going to pay for the mass transit service and how much service is going to be needed. Ms. Chernetz referenced statistics for other malls that Triple Five had developed regarding the increased traffic to get an idea of how much service will be needed.

Ms. Chernetz said Triple Five has received extensive tax breaks to fund the project. Tri-State Transportation Campaign has been publicly calling on Triple Five to pay for the public transportation that they are demanding as part of their plan instead of making taxpayers foot the bill. Tri-State urges NJ TRANSIT to have serious discussions with Triple Five's Developers & Consultants that involve financial contributions by Triple Five to support the service they are demanding. Ms. Chernetz said NJ TRANSIT customers have already seen a 22 percent fare hike last year and should be spared another fare hike to support Triple Five's wish list.

Ray Greaves spoke on behalf of the Amalgamated Transit Union (ATU), stating that Mr. Gigantino would be greatly missed and expressed best wishes to him. He said Mr. Gigantino has been good to the company, the state and the employees and he is leaving big shoes to fill. Mr. Greaves said ATU's Vice President John Costa, who is in Kansas, also extends his best wishes to Mr. Gigantino.

Rose Heck wished everyone a wonderful holiday and stated she is looking forward to a new year that will finally bring light rail to Bergen County. She said Bergen County has a history of raising money through transportation and she looks forward to the New Year and working with NJ TRANSIT to bring light rail to Bergen County.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee report to the Board and wished everyone happy holidays. Ms. Mack thanked Jim Gigantino for his leadership with their committees over the years. Ms. Mack said as the unofficial board historian, having attended 90 percent of the board meetings in the last 32 years, she has never seen the

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Amalgamated Transit Union come to thank anyone on their retirement. She said it is an honor to be praised by the people you serve and Mr. Gigantino is certainly very deserving of it. She wished Mr. Gigantino well.

Ms. Mack thanked Executive Director Weinstein for taking the time to attend the quarterly advisory committee meetings since a lot has been happening in the last quarter. She said they had a disaster recovery type meeting with a presentation on the results of the hurricane, earthquake and floods regarding the nuts and bolts of what happened and how NJ TRANSIT responded. Ms. Mack said it is always good to see that type of presentation because with Mother Nature we now know that nothing is normal. She said NJ TRANSIT really is prepared and they appreciated the update.

Ms. Mack welcomed the Senior Citizen and Disabled Resident Transportation Advisory Committee (SCDRTAC) to the advisory board. She said they are a wonderful group. Ms. Mack said this Committee was formed from the Senior Citizens and Disabled Residents Act. She said the functions were transferred to NJ TRANSIT many years ago. Ms. Mack said they worked very hard with the Senator who sponsored the bill to create a dedicated funding source from the casinos to service the seniors.

Ms. Mack said on a personal note, she also represents the disabled community because her son is autistic and works very actively for Autism Speaks. She said in addition to having the view of being a senior, she has the other view of having a very active young adult with disabilities and their transit needs. Therefore, she is very pleased on many fronts to see the addition of this report to the agenda and will share it with her son who uses transit to get to Autism Speaks and is a very happy rider of NJ TRANSIT.

Ms. Mack reiterated that they had a good advisory board meeting and welcomed the Senior Citizen and Disabled Resident Transportation Advisory Committee to the dais.

Commissioner Simpson thanked Suzanne Mack for all the work she does.

Senior Citizen and Disabled Resident Transportation Advisory Committee Report

Maryann Mason, Vice-Chairperson of the Senior Citizen and Disabled Resident Transportation Advisory Committee, spoke on behalf of Chairman Sam Podietz. Ms. Mason said their Committee is often referred to as the Special Services Transportation Committee. She thanked the NJ TRANSIT Board of Directors, Commissioner Simpson and especially Executive Director Weinstein for the opportunity to speak.

Ms. Mason said the committee has been in existence in one form or another since NJ TRANSIT was created. The committee was originally known as the Section 504 Committee, based upon Section 504 of the Rehabilitation Act of 1973. She said section 504 is widely recognized as the first civil-rights statute for persons with disabilities and paved the way for the 1990 Americans with Disabilities Act.

The early 1980's saw the growth of various federal grant programs that addressed the transit needs of seniors and persons with disabilities. Two programs known today as the

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Federal Transit Administration's Section 5310 program for seniors and persons with disabilities and the Section 5311 program for rural transit programs became the core of many community transportation programs.

Ms. Mason said the Special Services Advisory Committee was instrumental in the early 1980's in getting legislation passed in Trenton that made available casino revenue tax funds for county systems that expanded transportation for seniors and persons with disabilities. She said casino revenue funds along with the various federal programs previously mentioned led to the county transportation services we know today. NJ TRANSIT has always administered the casino revenue program and various federal grants that fund these local programs and has been a key player in the development of these services.

Ms. Mason thanked NJ TRANSIT and the Board for supporting these programs over the years. Ms. Mason said NJ TRANSIT's website lists NJ TRANSIT's mission as including the statement that "NJ TRANSIT administers several publicly funded transit programs for people with disabilities, senior citizens and people living in the state's rural areas who have no other means of transportation." She said it is important to the committee that NJ TRANSIT recognizes that role as part of its mission.

Ms. Mason provided an update on the critical state of the funding of these important programs. Starting in 2008, there has been a significant reduction in the funds supporting community transit systems in New Jersey. Casino Revenue Funds, the largest single source, has seen its revenue drop over 30 percent. That trend is expected to continue for the foreseeable future and a recent study indicates that at least 50 percent of funding will be gone before it levels off. The second largest funding source is local county dollars and everyone knows the state of local budgets. Ms. Mason said the third is Federal Transit Administration programs which are all up for reauthorization. Congress has been discussing a major restructuring of the programs and the Committee hopes NJ TRANSIT will work with their committee to insure that any federal actions taken do not negatively impact the provision of local services.

Community transportation provides critical services to some of New Jersey's most vulnerable residents, senior citizens, people with disabilities and those with low income. These services provide access to crucial and life-sustaining measures such as medical appointments, hemodialysis, employment, nutrition and veterans services to name a few.

Ms. Mason said the Board is aware of the growth and increasing costs of NJ TRANSIT's Access Link service. It is an excellent service, however, a lot of need exists beyond three-quarters of a mile of a bus route in New Jersey and that is where county community transportation services have answered the call.

Unfortunately, the current funding crisis comes at a time when New Jersey's senior population continues to grow and persons with disabilities increasingly depend, more than ever, on the provision of transportation in order to sustain themselves within a community. The new census says that with regard to the senior population, it is only on the edge of approaching baby boomers. She said 60 year olds are healthier today and less in need of community transit than they were in 1980, but in 1980 very few people

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lived to be in their 80's, 90's or beyond. In 1980, for both seniors and people with disabilities, institutionalization was more common than it is today. The need for service has grown. She said issues of aging as well as issues every family must deal with such as knowing when to take away the keys to the car of a parent or planning for how your child with disabilities will be able to survive after you are gone, cry out for a rededication to finding ways to energize local transit services.

Ms. Mason said their committee thinks that community transportation can save the state of New Jersey money by allowing seniors and persons with disabilities to remain in their community and provide access to needed services. They believe transit services, if designed correctly, can expand the reach of traditional bus and rail and enhance the reach of NJ TRANSIT to all residents.

As a Committee, they also believe that NJ TRANSIT Bus and Rail needs to be aware of the increasing mobility needs of senior and disability communities when planning new services or proposing service changes. She said time of day, locations served and ease of access are all factors to be kept in mind when addressing the needs of this growing constituency.

Their Committee asks only that NJ TRANSIT be aware that there is a funding crisis right now that impacts the lives of many residents. For many, the ride they are provided is not a choice or preferred mode, it is their only way to maintain their lives in a meaningful way. Ms. Mason said in the months ahead their Committee would like to come back to speak about efforts going on around the state as well as share discussions taking place at their Committee meetings about best practices and possible solutions to save community transit, improve NJ TRANSIT and together help meet the growing need for service in the future.

Ms. Mason thanked NJ TRANSIT for the opportunity to address the Board and said they will continue to work with Executive Director Weinstein and NJ TRANSIT staff to develop substantive proposals to maintain these needed services.

Commissioner Simpson thanked Ms. Mason.

Board Administration Committee Report

Board Member Steve Petrecca presented the Administration Committee report to the Board. The Administration Committee discussed the Access Link contract which provides paratransit services for individuals with disabilities who cannot use the fixed-route bus transportation system. This is a valuable service to our customers.

The Committee also discussed the bus shelter purchase which will provide customers with shelters that are clean, safe and functional while promoting increased transit ridership.

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Board Capital Planning, Policy & Privatization Committee Report

Vice Chairman Meisel presented the Capital Planning, Policy & Privatization report to the Board. The Committee discussed the Raritan Valley Line Bridge Rehabilitation in the City of Plainfield. The repairs will ensure long term reliable operation of train service.

The Committee also discussed the Newark Penn Station Platform E which is another state-of-good-repair project. Improvements will be made to the condition and appearance of the platform.

In addition, the Committee discussed the lease of retail space for a concession in Newark Penn Station to serve the commuters who pass through the station every day and the property acquisition to expand the parking capacity at Fairview Bus Garage.

Executive Director's Monthly Report

Executive Director James Weinstein highlighted the following from his monthly business report.

Executive Director Weinstein thanked the Chairman for leading the way in changing the format of the board agenda. He said the Senior Citizen Disabled Resident Transportation Advisory Committee report provided by Maryann Mason gave the Board a better sense of the dimension and depth of the things NJ TRANSIT is involved in. He said those are important challenges and NJ TRANSIT is aware of them and trying to come up with solutions.

Executive Director Weinstein provided answers to the issues raised during the public comment period. He said they obviously require further discussion but in terms of NJ TRANSIT's investment in the Northeast Corridor, he pointed out to Joe Clift that NJ TRANSIT is in discussion with Amtrak. Executive Director Weinstein said NJ TRANSIT has heard what he said and shares his concerns. He said the investment that Amtrak is going to be making in high speed rail are not only investments in high speed rail but also in the state-of-good-repair for that section of the Northeast Corridor from Trenton to New Brunswick. It is going to be a real asset to the commuter part of the operations in the Northeast Corridor.

Executive Director Weinstein said in terms of bus shelters, the reason there are no operating costs listed is because NJ TRANSIT will not be responsible for any operating costs. He said NJ TRANSIT puts the bus shelters in the communities that request them, and it is the responsibility of those communities to maintain the shelters.

Executive Director Weinstein told David Peter Alan that in terms of the Lackawanna Cutoff, he would suggest that Mr. Alan speak with Steve Santoro, Assistant Executive Director of Capital Planning and Programs, after the meeting so Mr. Alan could be updated on this project.

Executive Director Weinstein said in terms of the derailment in Montreal, NJ TRANSIT takes derailment seriously and is in ongoing discussions with Bombardier. He said the

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matter is on NJ TRANSIT's agenda, and he knows Vice President & General Manager Kevin O'Connor and the Rail Operations Staff are focused on it.

Executive Director Weinstein said that with regard to the American Dream, NJ TRANSIT is in conversations with Triple Five and those conversations, as the Commissioner knows, have been directed by the Governor's Office. He said NJ TRANSIT thinks it is a tremendous opportunity for the economy in the North Jersey Region and NJ TRANSIT also thinks it is a tremendous challenge to provide that kind of public transportation services to the Meadowlands. He wants to capture the best value in those investments so NJ TRANSIT is working through it.

Executive Director Weinstein referenced Suzanne Mack's comments and said NJ TRANSIT is prepared for winter and is glad to see the warm weather season go; he said we have had earthquakes and hurricanes so NJ TRANSIT is looking forward to a kinder and gentler winter season.

Winter Weather Preparation

Executive Director Weinstein said each year NJ TRANSIT begins preparing for winter weather months in advance so that usually the winterization process is complete long before the first snowfall but unfortunately the first snowfall was during the summer so NJ TRANSIT didn't quite make it this year.

As part of this preparation, NJ TRANSIT makes sure all of the snow-fighting equipment is ready to go. Snow plows and salt spreaders are brought out of storage, undergo preventive maintenance and are installed on support vehicles.

In addition, NJ TRANSIT performs maintenance and tests on two rail-mounted jet snow blowers that help clear train tracks of snow and ice, particularly in rail yards.

NJ TRANSIT also ensures that stockpiles of snow-melting supplies are refreshed. In fact, NJ TRANSIT has stored 16,000 bags of snow-melting materials. In addition, NJ TRANSIT makes sure that the snow-removal contracts with outside vendors are in place.

On the rail side, NJ TRANSIT goes through the process of inspecting more than 750 switches across the system to make sure that the switch heaters and systems are in a state-of-good-repair and NJ TRANSIT is prepared for the season.

On the bus side, maintenance personnel have worked to make sure that the 2,100 buses are ready from the heating and airbrake systems, to the engine fluids, tires, windshield wipers and doors.

These preparations help ensure that NJ TRANSIT can keep the system running smoothly to avoid and minimize delays and disruptions during bad weather.

Executive Director Weinstein said that when Mother Nature delivers a major winter storm and it becomes necessary to adjust service, the customers will be kept informed

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of the latest information via njtransit.com, station announcements and broadcast traffic reports.

Workgroup Recognition

Executive Director Weinstein said NJ TRANSIT is committed to three major goals to support the Scorecard initiative: enhancing the customer experience, increasing productivity and serving as responsible stewards of taxpayer funds.

To meet these goals, NJ TRANSIT established seven cross-functional work groups comprised of employees from across the corporation to address specific areas of importance to customers and the agency. These groups have been hard at work delivering recommendations and presenting their ideas to the Executive Management Team.

The Executive Management Team recently saw two more of these presentations, one from the Employee Engagement Group, which is working to develop recommendations that increase the level of employee engagement and develop a corporate culture that sustains, nourishes and motivates employees and takes advantage of the tremendous energy, talents and creativity that exists within the 11,500 employees.

The members of these groups have dedicated an incredible amount of time and effort into developing some very thoughtful recommendations, and Executive Director Weinstein introduced them.

From the Employee Engagement Group: Sandra Check (Team Leader), Rebecca Peralta, Angel Soto, Steve Capone, Mike Murphy, Carol Mack, Jeff Antman, Linda DiGiovanni, Charles Ingoglia, Lauryn Wills and Andrew Crowe.

From the Revenue Generation Group: Michael Lihvarcik (Team Leader), Pat Battersby-Seres, David Dieck, Peter Garino, Allen Kratz, John Lorenc, Al Tillotson.

Executive Director Weinstein thanked the group for their ongoing efforts.

Leadership Group

Executive Director Weinstein recognized the graduates of NJ TRANSIT Bus Operations' second Leadership Training Program. This competitive 12-month leadership development program is designed to cultivate leadership among its participants, with a focus on strategic thinking, communications, teambuilding and writing skills for personal and professional development.

Selection for the program is limited to six participants, and interested employees must apply for the program and meet eligibility criteria. It is an intensive program that requires a significant amount of employees' personal time each month, as well as completion of a special assignment.

This year's team conducted research around the Passenger Information Displays across the bus system, and provided recommendations on how they could be improved.

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With Jim Gigantino's leadership and Deputy General Manager Carol Wise in creating this program, it has been a tremendous asset and part of Jim Gigantino's legacy.

Executive Director Weinstein congratulated and recognized the six graduates: Brian Siegel, Bus Service Planner, who served as the Project Leader, Alicia Arinaitwe, Terminal Supervisor, Bruce Brooks, Assistant Garage Supervisor, Neil Doscher, Assistant Garage Supervisor, Nathan Sweeting, Regional Supervisor, Dorothy Booker, Garage Supervisor

Executive Director Weinstein thanked the Leadership Training Program Steering Committee: Carol Wise, Margaret Carey, Janet Clark, Chur Dhansew, Fred Gilliam, Bill Hemphill, Sean Kacsmar, Rebecca Peralta, Dale Sulpy.

Executive Director Weinstein said Carol Wise led this group under Jim Gigantino's leadership and it is a real indication of the dedication these people have, not only to do their job on a day-to-day basis, but making sure these talented accomplished people continue to ascend.

Arts in Transit

Executive Director Weinstein was pleased to announce the launch of a special section of njtransit.com that highlights "Arts in Transit." NJ TRANSIT has a Transit Arts Program, led by Transit Arts Program Manager Sheila McKoy, to provide a framework to promote the development of art in public spaces. The program is intended to enhance the riding experience for customers as well as the beauty of public spaces within the communities we serve.

The Transit Arts Program began in 1994 as a pilot project on the initial segment of the Hudson-Bergen Light Rail system. Collaborating with planners, designers and the public, 30 artists created more than 50 works of art, in a variety of media, for 12 light rail stations.

The pilot initiative was so successful that NJ TRANSIT extended the program in 1996 to include other construction projects, based on the philosophy that art is essential to the overall transportation experience and that it needs to be designed into a project from the beginning.

The Federal Transit Administration allows up to five percent of the total cost of Federal Transit Administration-funded transit projects for artwork. The State of New Jersey Arts Inclusion Act mandates that all state-funded projects allocate up to 1.5 percent of the construction costs for art.

The goals and objectives of the program include celebrating the cultural identity of the communities NJ TRANSIT serves through art that reflects the distinct values and identity of each location. The program also takes advantage of opportunities to integrate art with engineering and architecture.

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The “Arts in Transit” microsite documents more than 150 art installations throughout the NJ TRANSIT system, including photographs and written descriptions of the art. The site also provides an overview of the Transit Arts program, the funding mandate, the procurement process, how artists can be considered for commissioning, and how to obtain additional information.

The site can be navigated by station or by artist and Executive Director Weinstein encouraged everyone to visit njtransit.com/transitarts to explore these works of art, and perhaps be inspired to visit them in person.

Executive Director Weinstein congratulated Sheila McKoy for a great job and on the continued success of the Transit Arts Program.

Northern Branch

Executive Director Weinstein mentioned another important milestone achieved this month. NJ TRANSIT received approval from the Federal Transportation Administration to publish and distribute the Draft Environmental Impact Statement for the Northern Branch project.

The Draft Environmental Impact Statement evaluates the impact of extending Hudson-Bergen light rail service from its current terminus in North Bergen another eight miles north to Englewood or further to Tenafly.

Extending the Hudson-Bergen Light Rail into eastern Bergen County will connect residents with cross-Hudson ferries, PATH and NJ TRANSIT train which can help lessen traffic on local roads and river crossings with a commensurate reduction in auto emissions or dependency on fossil fuels.

The Federal Transit Administration’s approval to publish and distribute the DEIS for public review and comment is the next step in a process that will include public hearings to be held in late January. Executive Director Weinstein thanked Acting Regional Administrator Anthony Carr for his assistance.

The public review and comment process can actually start today as the Draft Environmental Impact Statement is now available on the project’s web site www.northernbranchcorridor.com. Also, Stakeholders do not have to wait for the January public hearings to begin; they can submit their comments directly through the web site by using the “Contact Us” link.

Executive Director Weinstein thanked the NJ TRANSIT team that has worked hard to help navigate this document through the Federal Transit Administration process and looks forward to a successful conclusion of the next step, the public review and comment phase.

Year in Review

Executive Director Weinstein reflected on 2011 and some of NJ TRANSIT’s accomplishments over the course of the year.

(NJT Board – 12/13/2011)

Executive Director Weinstein said 2011 can best be summed up as being the year of the Scorecard, the new, innovative management and reporting tool that represents one of NJ TRANSIT's most significant initiatives to date. Scorecard places a priority focus on five strategic areas: customer experience, safety and security, financial performance, employee excellence and corporate accountability; and provides an ongoing measurement of NJ TRANSIT's performance, enabling NJ TRANSIT to make informed, strategic decisions that will maximize resources and optimize the overall customer experience.

As part of Scorecard, NJ TRANSIT continues to roll out quarterly customer surveys. To date, NJ TRANSIT has published the results of two of these surveys, which together with Scorecard, has made very clear that every area of NJ TRANSIT, from the rail, bus, light rail and Access Link operating divisions, to customer communications, to fare collection, to capital construction, has a direct tie-in to the customer experience.

This year, NJ TRANSIT introduced a number of improvements intended to reflect Scorecard's five strategic areas of focus and ultimately increase customer satisfaction.

Among the highlights of this year: In January, NJ TRANSIT opened the new Hudson-Bergen Light Rail 8th Street Station in Bayonne, bringing the light rail to a new neighborhood via a one-mile extension and new station.

Over the course of the year, NJ TRANSIT completed accessibility improvements at Somerville, Ridgewood and Plauderville stations.

Last week, NJ TRANSIT opened the newly restored Hoboken Ferry Terminal, which returned ferry service to the original, historic ferry slips for the first time in more than forty years.

Regarding technology, NJ TRANSIT expanded the reach of the My Transit alert system by integrating it with Twitter, launching 13 automatic My Transit feeds for rail, light rail and bus service. Also, "My Light Rail," was launched to provide schedule information to customers via text messaging, modeled after last year's successful launch of "My Bus."

Regarding security, NJ TRANSIT introduced "Text Tips," to allow customers to report suspicious activity, packages or vehicles around NJ TRANSIT facilities or onboard the system by sending a text message to NJTPD (65873).

This fall, NJ TRANSIT became the first public transportation agency in the country to partner with Google Wallet, Google's recently released contactless payment system, which gives NJ TRANSIT rail and bus customers the option to use their smart phones to tap and pay for transportation tickets at select locations, including New York Penn Station, Newark Liberty International Airport and on a number of bus routes.

This year also marked the expansion of NJ TRANSIT's Quiet Commute program to rail lines that serve Hoboken Terminal, completing a systemwide rollout to peak-period trains. The Quiet Commute program began last year as a pilot program on the busiest

(NJT Board – 12/13/2011)

trains to test the feasibility of offering the amenity on the system, and expanded the program after receiving overwhelmingly positive customer and employee feedback.

2012 Outlook

Executive Director Weinstein said moving forward and looking at 2012, NJ TRANSIT remains focused on making New Jersey's public transit system an even more attractive and convenient travel option, tapping into new technology where possible, and introducing new customer amenities across the system.

Using Scorecard as the standard by which NJ TRANSIT gets measured by the people who use the system every day, NJ TRANSIT is empowered to make strategic decisions to maximize resources, best serve customers, and provide the greatest return to taxpayers.

Jim Gigantino – Expression of Appreciation

Executive Director Weinstein recognized Vice President and General Manager of Bus Operations Jim Gigantino, who will retire this month after 23 years of dedicated service. Mr. Gigantino is a critical and essential part of NJ TRANSIT and his hard work and dedication are evident in the success of NJ TRANSIT. Mr. Gigantino's leadership has been instrumental in enabling NJ TRANSIT to serve the more than 250,000 bus customers who use the system on a typical weekday.

Executive Director Weinstein read a proclamation as an expression of appreciation to Mr. Gigantino and expressed best wishes for a happy, healthy retirement.

Executive Director Weinstein, on behalf of NJ TRANSIT, wished everyone a safe and Happy Holiday.

Executive Director Weinstein presented the following Action Items for approval:

1112-65: ACCESS LINK CONTRACTED SERVICE FOR REGION 2 (BURLINGTON, CAMDEN, CUMBERLAND, GLOUCESTER AND SALEM COUNTIES)

To ensure NJ TRANSIT remains in compliance with the federal law, it provides Access Link paratransit service to individuals with disabilities who cannot use the fixed route bus service.

Authorization is requested to contract with First Transit, Inc. to provide ADA paratransit service in Region 2 which is Burlington, Camden, Cumberland, Gloucester and Salem counties for a three-year base contract with four one-year options at a cost not to exceed \$82,613,452, plus five percent for contingencies.

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

(NJT Board – 12/13/2011)

1112-66: REHABILITATION OF RARITAN VALLEY LINE BRIDGE OVER RICHMOND STREET IN THE CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY

The Raritan Valley Line Bridge over Richmond Street in the City of Plainfield carries the railroad over roadways. Due to deterioration over the years as well as water intrusion, this bridge needs to be rehabilitated in order to maintain safe and reliable train service.

Authorization is requested to enter into a contract with George Harms Construction to rehabilitate and reconstruct the railroad bridge over Richmond Street in Plainfield at a cost not to exceed \$3,572,825, plus five percent for contingencies.

Steve Petrecca moved the resolution, James C. Finkle, Jr. seconded it and it was unanimously adopted.

1112-67: NEWARK PENN STATION PLATFORM E STRUCTURAL REPAIRS: CONSTRUCTION CONTRACT AWARD

Newark Penn Station is a major transportation hub in the City of Newark providing connections to three commuter rail lines, light rail, numerous bus routes as well as Amtrak long distance trains and the PATH system. NJ TRANSIT has identified structural repairs to Platform E that are needed to return the platform to a state-of-good-repair and to improve the customer experience.

Authorization is requested to contract with J-Track LLC for the construction of the Newark Penn Station Platform E Renovation project at a cost not to exceed \$3,391,500, plus five percent for contingencies.

Bruce M. Meisel moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

1112-68: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

Over 2,700 bus shelters have been provided to communities since the inception of the Shelter Program in 1981. Bus shelters are a valued customer amenity providing protection from inclement weather, seating as well as identifying an active bus stop.

Authorization is requested to enter into a contract with Handi-hut, Inc. for the purchase and installation of new bus shelters throughout the state at a cost not to exceed \$1,499,800, plus five percent for contingencies.

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

(NJT Board – 12/13/2011)

1112-69: HUDSON-BERGEN LIGHT RAIL - SECOND STREET STATION WALKWAY: CONSTRUCTION CONTRACT AWARD

The Hudson-Bergen Light Rail Station at Second Street opened in 2004. Approval is sought to allow for the construction of Phase I of a new pedestrian and bicycle pathway that will extend access to the Light Rail Second Street Station in Hoboken. This Walkway will also serve existing developments in the area.

Authorization is requested to enter into a contract with Hall Construction Company, Inc. for the construction of the Hudson-Bergen Light Rail Second Street Station Walkway, Phase I, at a cost not to exceed \$2,597,000, plus five percent for contingencies.

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

Executive Director Weinstein presented the following Consent Calendar for approval:

1112-70: NEWARK PENN STATION – LEASE OF SPACE

Authorization to enter into a lease with The Blue Comet Group, LLC for the operation of a bar/food concession at Newark Penn Station at an annual base rent of \$288,000 for five years, with one additional three-year option term at an annual base rent of \$324,000, plus 25 percent of gross sales over \$1,500,000 for the base and option years, for total minimum revenue of \$2,412,000.

1112-71: FAIRVIEW BUS GARAGE PARKING CAPACITY EXPANSION – PROPERTY ACQUISITION

Authorization to take all actions necessary to acquire property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey, subject to a limited access easement for United Water's benefit, at a cost not to exceed \$410,000, plus a five percent contingency, inclusive of closing costs, subject to an access easement for the benefit of United Water.

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

Chairman Simpson concluded the open session agenda items and requested a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Johanna Barba Jones seconded by Bruce M. Meisel and unanimously adopted.

Chairman Simpson and Board Members Meisel, Jones, Petrecca and Finkle returned to open session at approximately 10:32 a.m.

(NJT Board – 12/13/2011)

Adjournment

Since there was no further business in open session, Chairman Simpson called for adjournment. A motion to adjourn was made by Johanna Barba Jones seconded by James C. Finkle, Jr. and unanimously adopted. The meeting was adjourned at approximately 10:35 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

DECEMBER 13, 2011

MINUTES	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	43819
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ BOARD COMMITTEE REPORTS	-
*Administration Committee	
*Capital Planning, Policy & Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	43820

ACTION ITEMS

1112-65	ACCESS LINK CONTRACTED SERVICE FOR REGION 2 (BURLINGTON, CAMDEN, CUMBERLAND, GLOUCESTER AND SALEM COUNTIES)	43836
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Authorization to contract (No. 12-011) with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 2, Burlington, Camden, Cumberland, Gloucester and Salem Counties, for the period from July 14, 2012 to July 12, 2019, a three-year base contract with four one-year options, at a cost not to exceed \$82,613,452, plus five percent for contingencies, subject to the availability of funds.

1112-66	REHABILITATION OF RARITAN VALLEY LINE BRIDGE OVER RICHMOND STREET IN THE CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY	43839
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Authorization to enter into a contract (No. 12-006X) with George Harms Construction of Farmingdale, New Jersey to rehabilitate and reconstruct the railroad bridge over Richmond Street on the Raritan Valley Line, in the City of Plainfield, at a cost not to exceed \$3,572,825, plus five percent for contingencies, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
 NJ TRANSIT BUS OPERATIONS, INC.
 NJ TRANSIT RAIL OPERATIONS, INC.
 NJ TRANSIT MERCER, INC.
 NJ TRANSIT MORRIS, INC.
 REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
 DECEMBER 13, 2011
 MINUTES
 PAGE 2

1112-67 NEWARK PENN STATION PLATFORM E STRUCTURAL REPAIRS: 43842
CONSTRUCTION CONTRACT AWARD

Authorization to contract (No. 12-017X) with J-Track LLC of College Point, New York, for the construction of the Newark Penn Station Platform E Renovation project at a cost not to exceed \$3,391,500, plus five percent for contingencies, subject to the availability of funds.

1112-68 BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 43845
MONTHS

Authorization to contract (No.11-066X) with Handi-hut Incorporated of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,499,800, plus five percent for contingencies.

1112-69 HUDSON-BERGEN LIGHT RAIL – SECOND STREET STATION 43848
WALKWAY: CONSTRUCTION CONTRACT AWARD

Authorization to contract (No. 11-093X) with Hall Construction Company, Inc. Howell, New Jersey, for the construction of the Hudson-Bergen Light Rail Second Street Station Walkway Phase I at a cost not to exceed \$2,597,000, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

1112-70 NEWARK PENN STATION - LEASE OF RETAIL SPACE 43852

Authorization to enter into a lease with The Blue Comet Group, LLC for the operation of a bar/food concession at Newark Penn Station at an annual base rent of \$288,000 for five years, with one additional three-year option term at an annual base rent of \$324,000, plus 25 percent of gross sales over \$1,500,000 for the base and option years, for total minimum revenue of \$2,412,000.

1112-71 FAIRVIEW BUS GARAGE PARKING CAPACITY EXPANSION – 43855
PROPERTY ACQUISITION

Authorization to take all actions necessary to acquire property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey, subject to a limited access easement for United Water's benefit, at a cost not to exceed \$410,000, plus a five percent contingency, inclusive of closing costs, subject to an access easement for the benefit of United Water.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
DECEMBER 13, 2011
MINUTES
PAGE 3

➤ EXECUTIVE SESSION AUTHORIZATION

43858

➤ 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 November 9, 2011 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 November 11, 2011;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 9, 2011 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

NJ TRANSIT

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

TO: BOARD OF DIRECTORS
FROM: JAMES W. WEINSTEIN 
DATE: DECEMBER 13, 2011
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2011

Today marks NJ TRANSIT's launch of a special "Arts in Transit" section of njtransit.com to highlight our Transit Arts Program, which provides a framework to promote the development of art in public spaces. The program is based on the philosophy that art is essential to the overall transportation experience and that it needs to be designed into a project from the beginning. "Arts in Transit" documents more than 150 art installations throughout our system, including photographs and written descriptions of the art, which can be navigated by station or artist. The site also provides an overview of the Transit Arts program, the funding mandate, the procurement process, how artists can be considered for commissioning, and how to obtain additional information. I encourage everyone to visit njtransit.com/transitarts to explore these works of art.

This month, I'm pleased to note an important milestone of the Northern Branch project: approval from the Federal Transportation Administration to publish and distribute the Draft Environmental Impact Statement. This DEIS evaluates the impact of extending Hudson-Bergen Light Rail service from its current terminus in North Bergen eight miles north to Englewood or further to Tenafly. This approval marks the next step in a process that will include public hearings to be held in late January. The DEIS is now available on the project's website, northernbranchcorridor.com, and stakeholders may begin submitting their comments directly through the web site using the "Contact Us" link. We look forward to a successful conclusion of the next step—the public review and comment phase.

As 2011 winds down, it offers a good opportunity to reflect on some of our accomplishments over the course of the year. Perhaps 2011 can best be summed up as being the "year of the Scorecard," our new, innovative management and reporting tool that represents one of NJ TRANSIT's most significant initiatives to date. By placing a priority focus on five strategic areas—customer experience, safety and security, financial performance, employee excellence and corporate accountability—Scorecard provides an ongoing measurement of NJ TRANSIT's performance, enabling us to make informed, strategic decisions that will maximize resources and optimize the overall customer experience. As part of Scorecard, we continue to roll out quarterly customer surveys, which have made very clear that every area of NJ TRANSIT—from the rail, bus, light rail and Access Link operating divisions, to customer communications, to fare collection, to capital construction—has a direct tie-in to the customer experience. To that end, NJ TRANSIT this year introduced a number of improvements intended to reflect Scorecard's five strategic areas of focus and ultimately increase customer satisfaction.

The highlights of our year include the opening of the new Hudson-Bergen Light Rail 8th Street Station in Bayonne, as well as the completion of accessibility improvements at Somerville, Ridgewood and Plauderville stations. Just last week, we opened the newly restored Hoboken Ferry Terminal, which returned ferry service to the original, historic ferry slips for the first time in more than four decades. On the technology front, we expanded the reach of our My Transit alert system by integrating it with Twitter; launched "My Light Rail," to provide schedule information to customers via text messaging; and became the first public transportation agency to partner with Google Wallet, Google's contactless payment system. On the security front, we introduced "Text Tips," to allow customers to report suspicious activity, packages or vehicles around our facilities or onboard the system by sending a text message to NJTPD (65873). This year also marked the expansion of our Quiet Commute program to rail lines that serve Hoboken Terminal, completing a systemwide rollout to peak-period trains.

Moving forward and looking ahead to 2012 and beyond, we remain focused on making New Jersey's public transit system an even more attractive and convenient travel option. Using Scorecard as the standard by which we get measured by the people who use our system every day, we at NJ TRANSIT have empowered ourselves to make strategic decisions to maximize our resources, best serve our customers, and provide the greatest return to our taxpayers.

I am also honored to recognize Vice President and General Manager of Bus Operations Jim Gigantino, who is bidding us farewell after 23 years of dedicated service. Jim's leadership has been instrumental in enabling us to serve the more than 250,000 bus customers who use our system on a typical weekday, and I wish him the best for a happy, healthy retirement.

Finally, on behalf of the NJ TRANSIT family, I'd like to wish everyone a safe and happy holiday season.

EXECUTIVE DIRECTOR'S MONTHLY REPORT DECEMBER 2011

- 1. PERFORMANCE MEASURES**

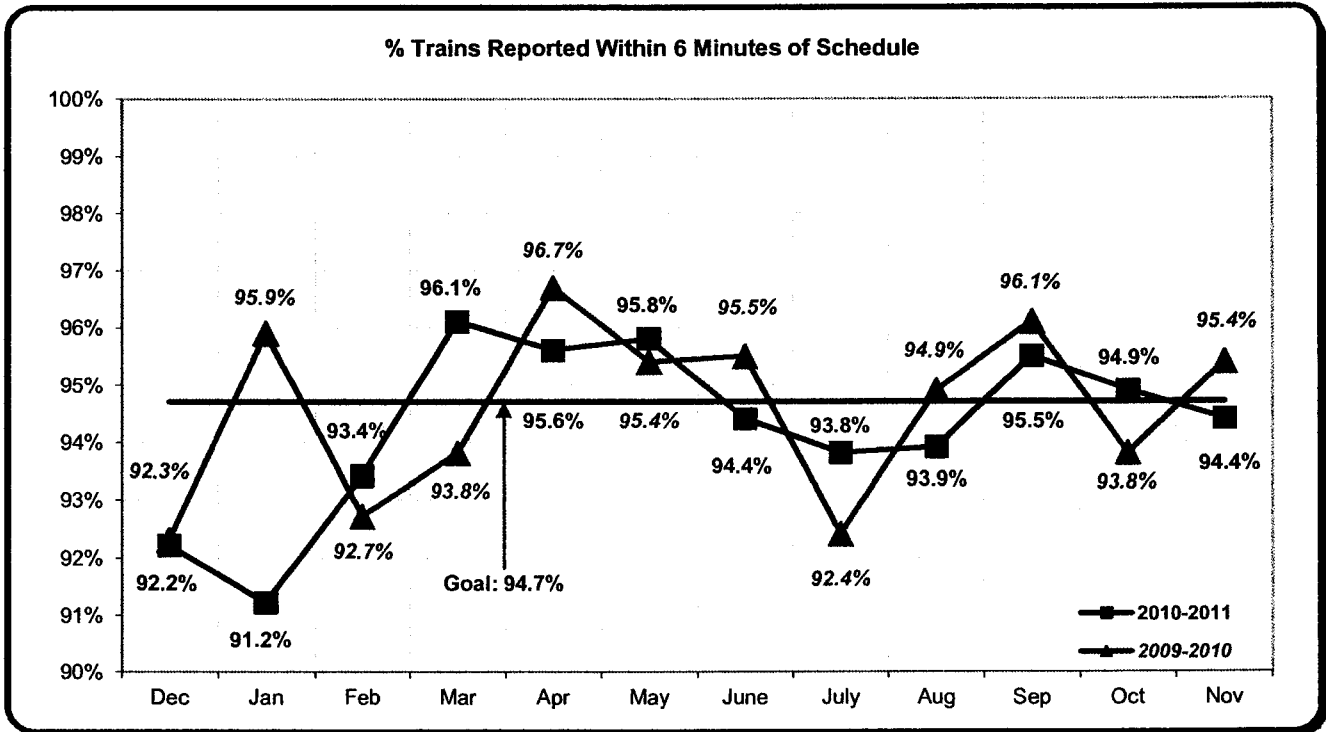
- 2. DBE/MBE PROGRAM**

- 3. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

ON-TIME PERFORMANCE
RAIL

DECEMBER 2009 - NOVEMBER 2011



	2010	2011	# Change
November Comparison	95.4%	94.4%	-1.0%

	2009-2010	2010-2011	# Change
12-Month Average December - November	94.6%	94.3%	-0.3%

Analysis:

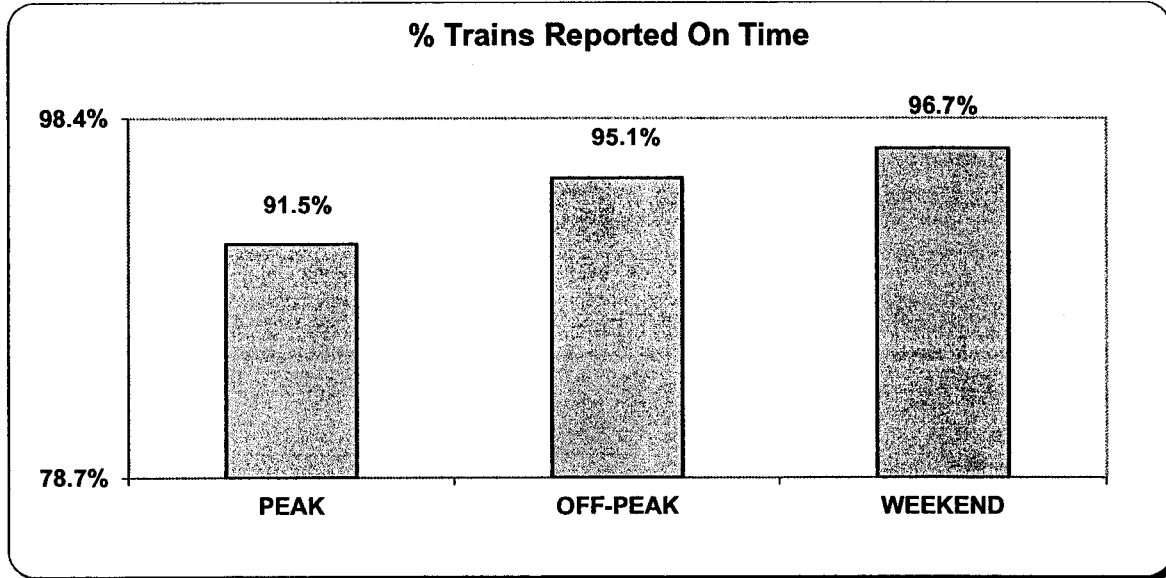
Rail On-Time Performance was 94.4% for November 2011. Of the 18,057 trains scheduled to operate, 17,045 were on time, while 1,012 trains (or 5.6%) were delayed. Key causes included:

- Snowstorm-related impacts on signals and overhead wires on November 1.
- Amtrak signal failure on November 2 and track interference on November 9.

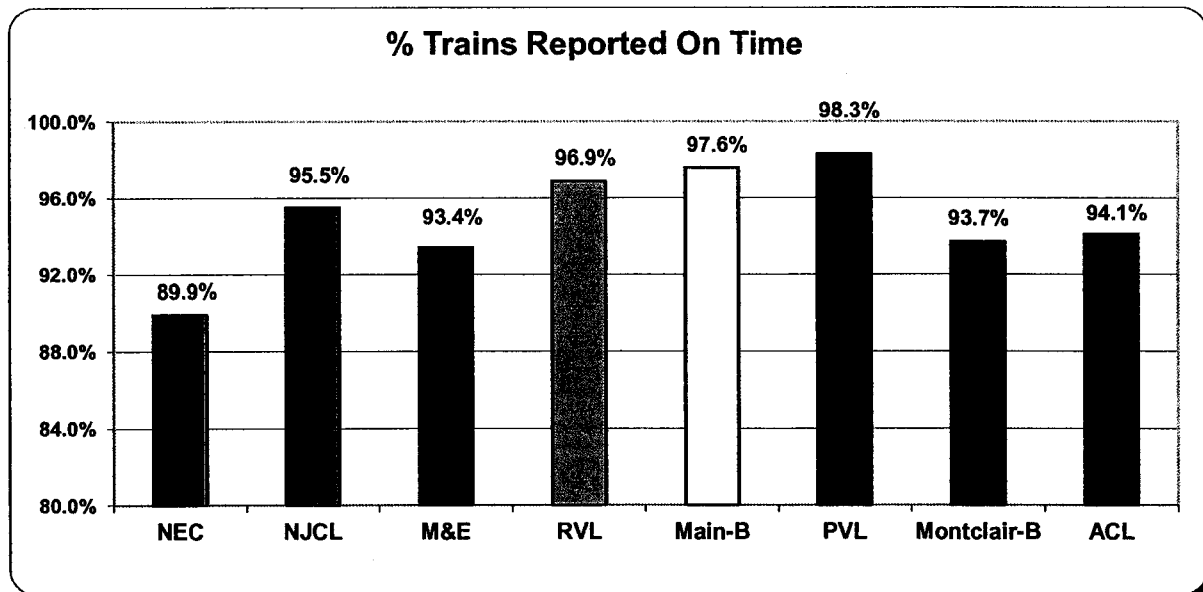
The 12-month average for Rail On-Time Performance for December 2010 - November 2011 was 94.3%.

ON-TIME PERFORMANCE RAIL

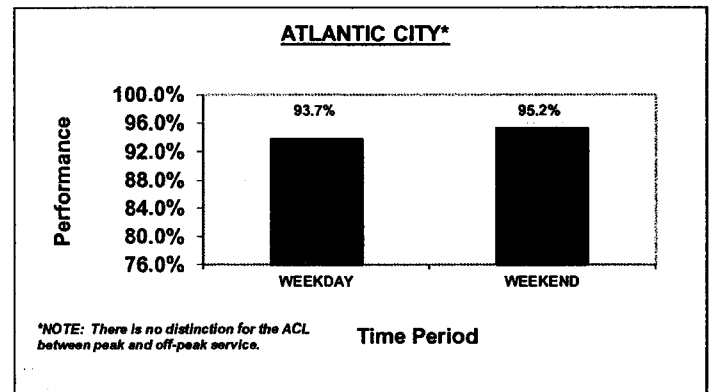
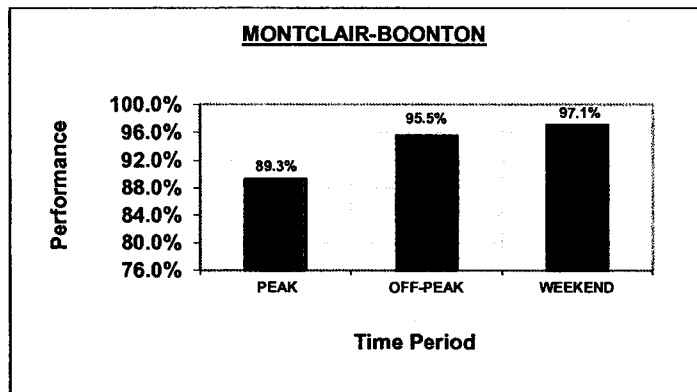
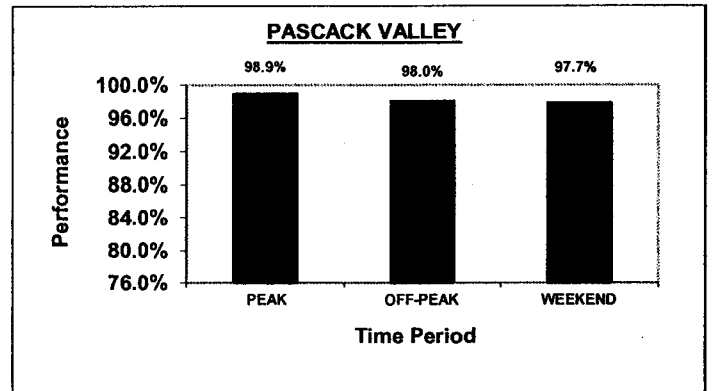
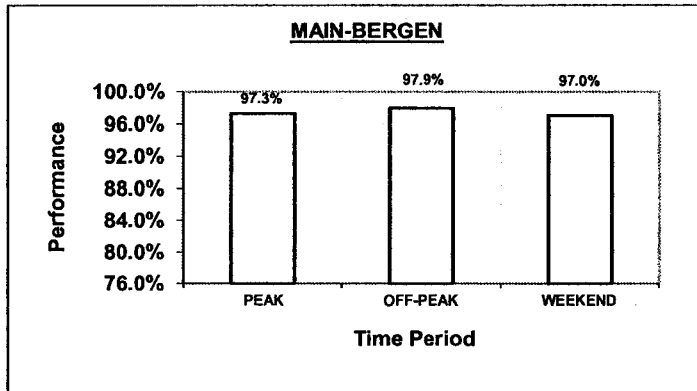
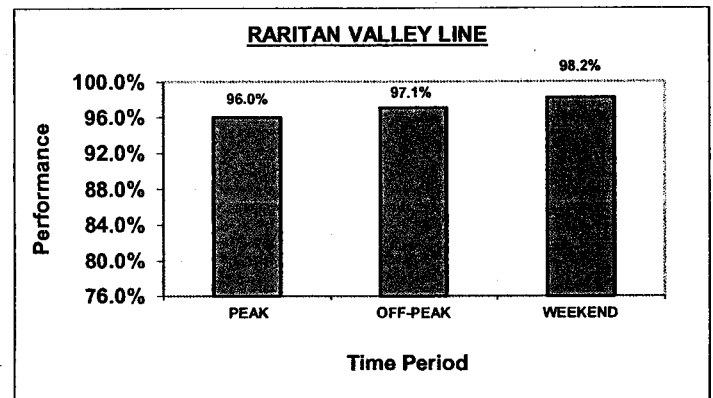
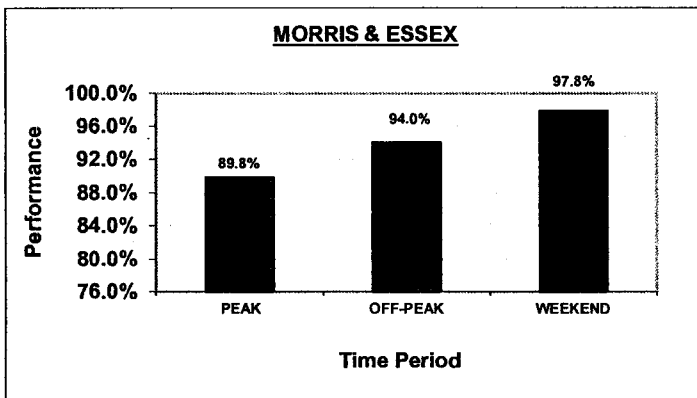
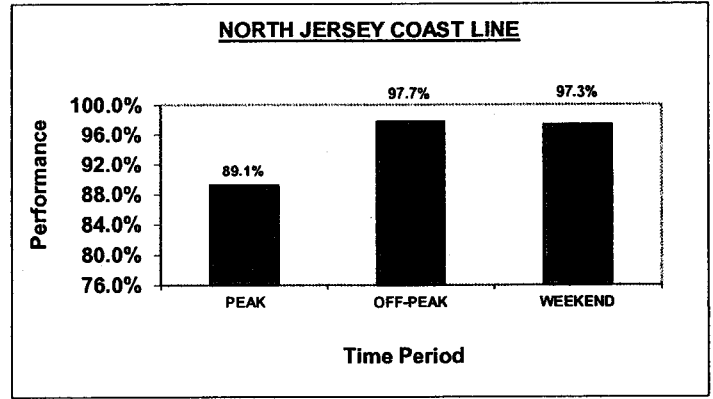
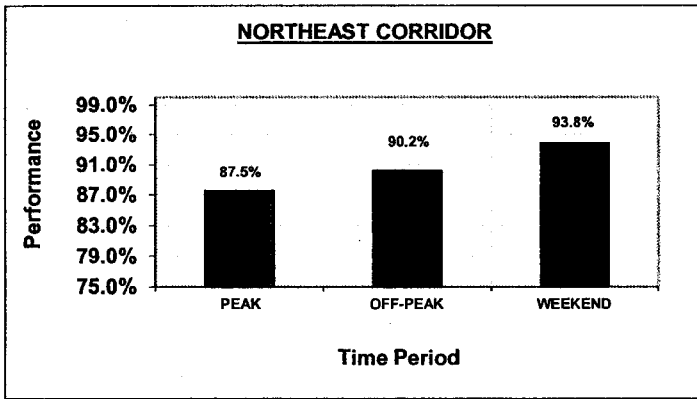
SUMMARY BY TIME PERIOD NOVEMBER 2011



SUMMARY BY LINE NOVEMBER 2011

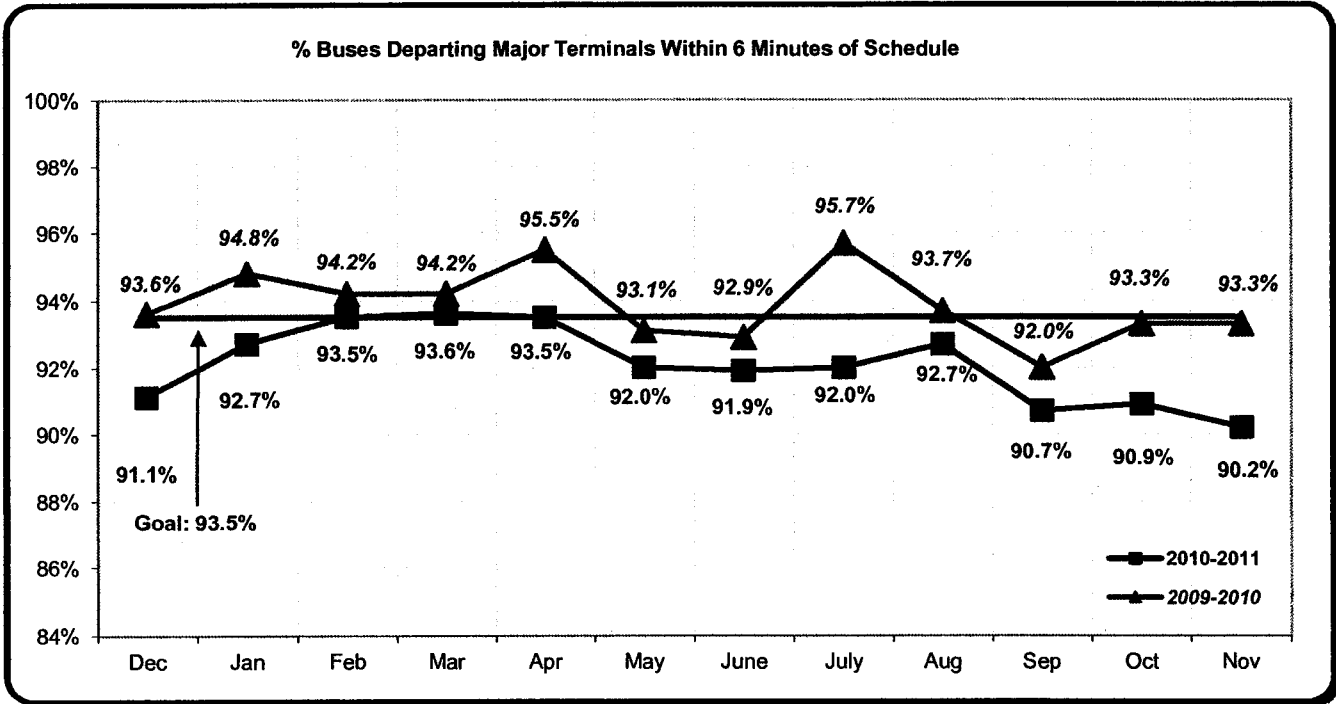


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2011



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

**ON-TIME PERFORMANCE
BUS
DECEMBER 2009 - NOVEMBER 2011**



	2010	2011	% Change
November Comparison	93.3%	90.2%	-3.1%

	2009-2010	2010-2011	% Change
12-Month Average December - November	93.9%	92.1%	-1.8%

Analysis:

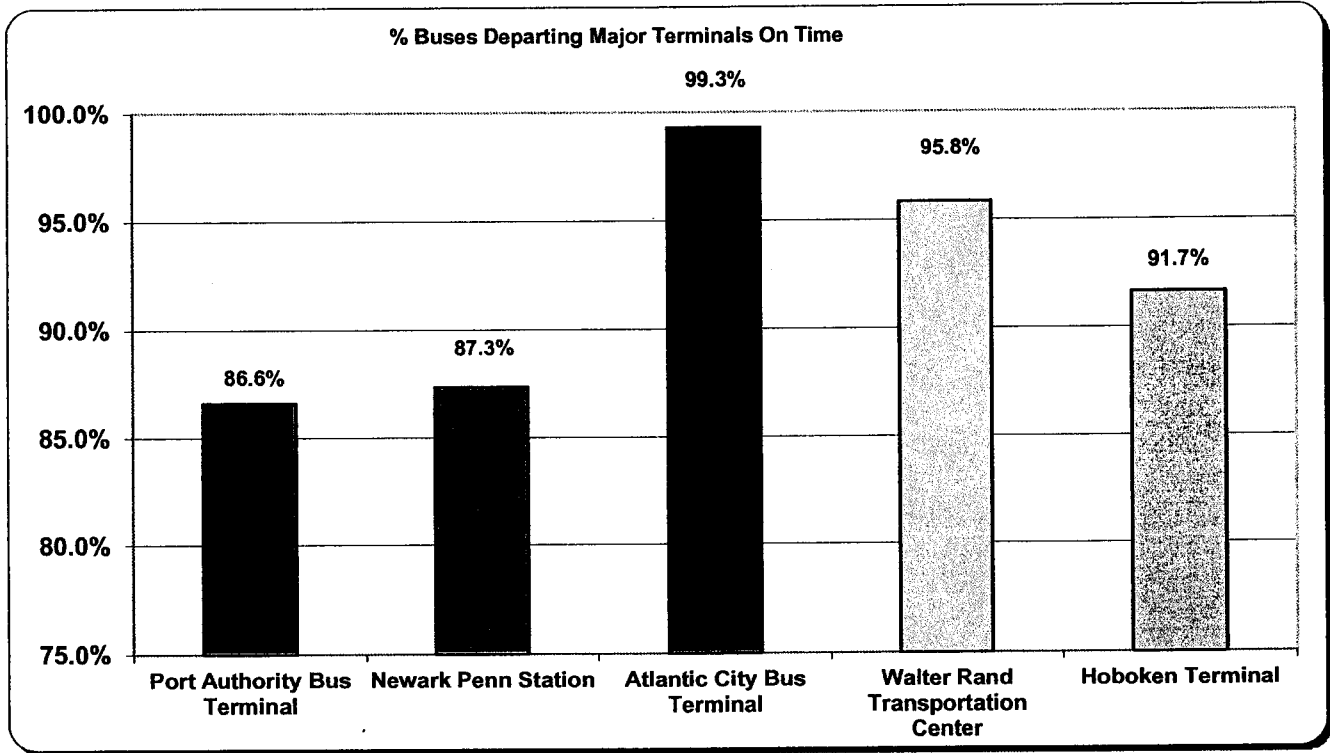
Bus On-Time Performance was 90.2% for November 2011. Of the 37,856 monitored departures, 3,702 (or 9.8%) experienced delays. Key causes included:

- Construction on an entrance ramp delaying Port Authority buses during the month of November.

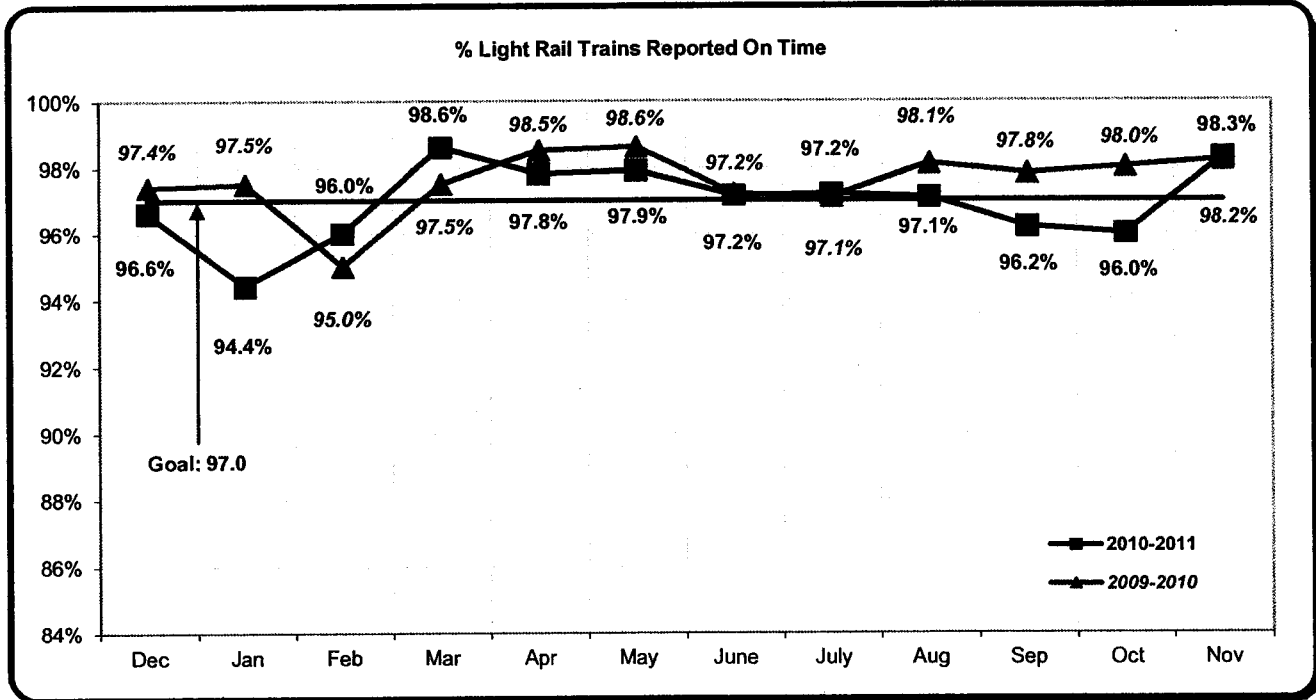
The 12-month average for Bus On-Time Performance for December 2010 - November 2011 was 92.1%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2011



ON-TIME PERFORMANCE LIGHT RAIL - SYSTEMWIDE DECEMBER 2009 - NOVEMBER 2011



*Note: Starting May 2007

	2010	2011	# Change
November Comparison	98.2%	98.3%	0.1%

	2009-2010	2010-2011	# Change
12-Month Average December - November	97.6%	96.9%	0.7%

Analysis:

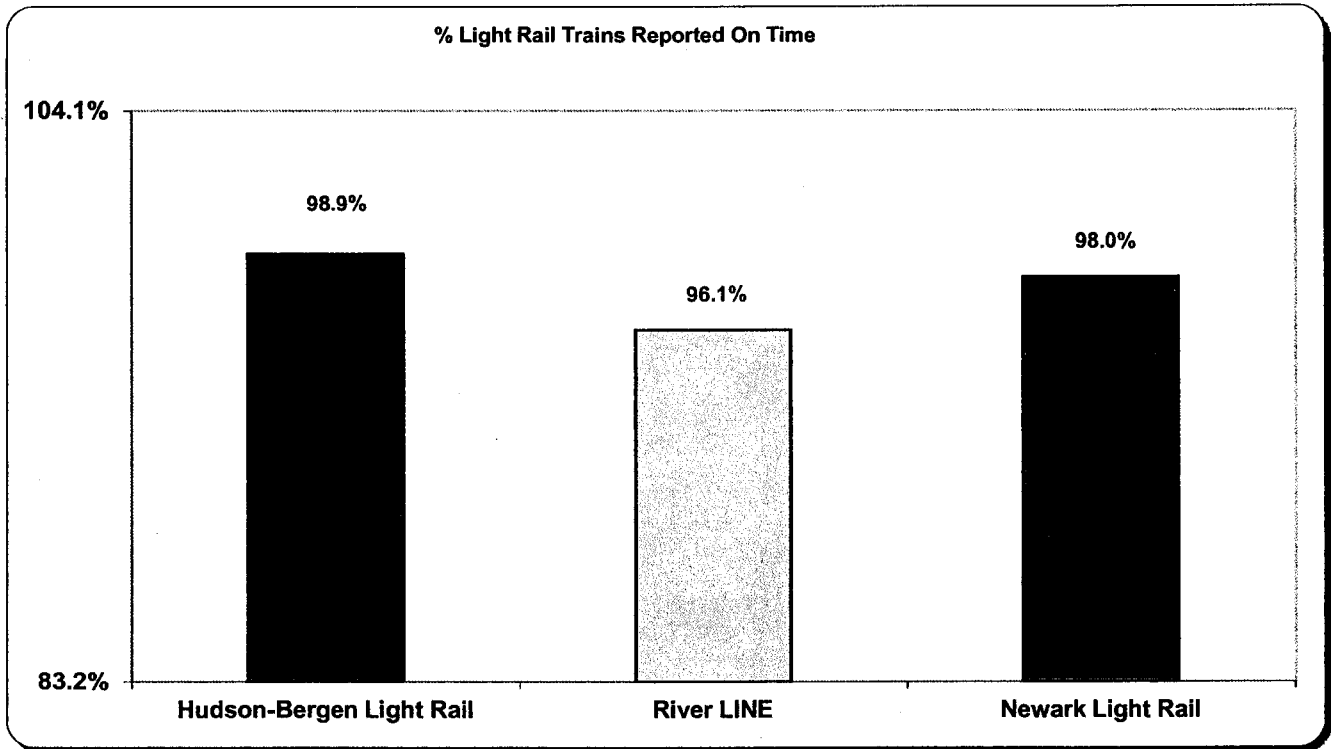
Light Rail On-Time Performance systemwide was 98.3% for the month of November 2011. Of the 25,214 scheduled trains, 433 (or 1.7%) experienced delays. Key causes included:

- Switch problem impacting River Line service on November 5.
- Equipment problem affecting Newark Light Rail trains on November 15.
- Communications system problem delaying HBLR trains on November 29.

The 12-month average for Light Rail On-Time Performance for December 2010 - November 2011 was 96.9%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE NOVEMBER 2011



DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Development DBE/SBE Participation

Federally Funded Contracts

NJ TRANSIT awarded \$3,068,500.00 in federal funds in October FY 12.* Disadvantaged Business Enterprises (DBEs) received \$499,858.65 or 16.29% in federal-funded contract dollars during this period from either race conscious and race neutral awards.

State Funded Contracts

NJ TRANSIT awarded \$26,005,799.25 in state-funded contract dollars July through October FY 12. ** Of that total, Small Business Enterprises (SBEs) received \$2,700,740.00 or 10.38 percent. Category 1 SBEs received \$0 or 0 percent. Category 2 SBEs received \$0 or 0 percent. Category 3 SBEs received \$0 or 0 percent. Category 4 SBEs received \$0 or 0 percent. Category 5 SBEs received \$1,332,740.00 or 5.12 percent. Category 6 SBEs received \$1,368,000.00 or 5.26 percent. ***

Federal & State Contracts Total

NJ TRANSIT awarded \$3,661,331.25 in federal and state contract dollars during November reporting period. Of that total, \$499,858.65 or 13.65 percent of federal and state contract dollars were won by DBEs and SBEs.

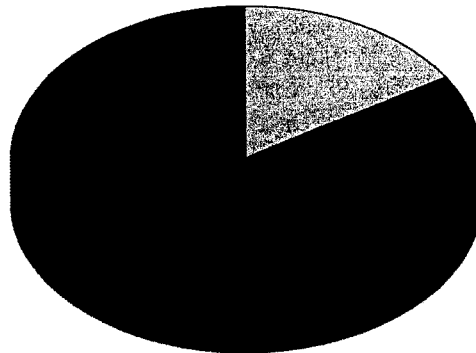
*Fiscal year beginning October 1, 2011

**Fiscal year beginning July 1, 2012

***Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000, Cat 6 (construction)-Up to \$33.5 million

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (OCTOBER FY12)***

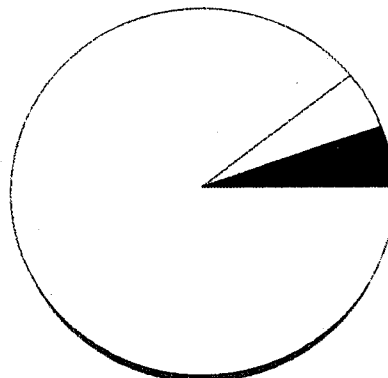
NON-DBE
FEDERAL
\$2,568,641.35
83.71%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$499,858.65
16.29%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH OCTOBER FY12)****

NON-SBE STATE
\$26,005,799.25
89.62%



SBE-5
\$1,332,740.00
5.12%

SBE-4
\$0
0%

SBE-1
\$0
0%

SBE-2
\$0
0%

SBE-3
\$0
0%

SBE-6
1,368,000.00
5.26%

Fiscal Year Beginning October 1, 2011*
Fiscal Year Beginning July 1, 2012**
(This report covers contracts above \$29,000)

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Fourteen NJ TRANSIT employees retired in November with careers ranging from 10 to 34 years of service:

1. Robert Bongart, Jr. (Yardville) Bus Operator, Hamilton Garage – 34 years
2. Mark A. Hooley (Hopatcong) Principal Equip. Eng. Project Mgmt., Penn Plaza – 34 years
3. Christian F. Oertel (Bloomfield) Ticket Agent "A," PABT – 32 years
4. George A. Shwarz (Parsippany) Mechanic "A," CMF – 32 years
5. Stanley F. Folcik (Linden) Instructor, Ferry Street – 31 years
6. Caroline E. Parrish (Trenton) Depot Master "A," Hamilton Garage – 31 years
7. Bonita Christian (Bloomfield) Principal Accountant, Penn Plaza – 28 years
8. Willie Buckingham (Clifton) Regional Supervisor, Meadowlands Garage – 25 years
9. Edward W. Kalisz, Jr. (Toms River) Schedule Maker, Penn Plaza – 25 years
10. Jackie H. Billings (Willow Grove, PA) Foreman "1," Meadowlands Garage – 24 years
11. Iris Fiddemon (Wilmington, DE) Bus Operator, Hamilton Garage – 23 years
12. William Knipp (Howell) Bus Operator, Howell Garage – 17 years
13. Gary E. Malishewsky (Mount Holly) Bus Operator, Howell Garage – 13 years
14. Roy Newman (Moorestown) Cleaner, Newton Avenue Garage – 10 years

ACTION ITEMS

ITEM 1112-65: ACCESS LINK CONTRACTED SERVICE FOR REGION 2 (BURLINGTON, CAMDEN, CUMBERLAND, GLOUCESTER AND SALEM COUNTIES)

BENEFITS

In July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed-route transportation systems to provide paratransit services for individuals with disabilities who cannot use the fixed-route service. NJ TRANSIT provides paratransit service (known as Access Link) everywhere in the state where fixed-route local bus transportation systems operated by NJ TRANSIT, or private carriers under contract to NJ TRANSIT, are operated.

NJ TRANSIT contracts with vendors to provide service in different regions throughout the State. In Region 2, which includes Burlington, Camden, Cumberland, Gloucester and Salem Counties, 6,736 people are certified to use Access Link and approximately 920 average weekday passenger trips are provided.

PURPOSE

Authorization of this contract will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the ADA paratransit service to residents and visitors. It will ensure that those who are unable to use NJ TRANSIT's fixed-route local bus service have the opportunity to become more independent and increase their community participation. The existing contract with First Transit, Inc. of Cincinnati, Ohio, for Access Link paratransit service in Region 2 expires on July 13, 2012.

ACTION (Scorecard: Customer Experience, Corporate Accountability)

Staff seeks authorization to contract (No. 12-011) with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 2, Burlington, Camden, Cumberland, Gloucester and Salem Counties, for the period from July 14, 2012 to July 12, 2019, a three-year base contract with four one-year options, at a cost not to exceed \$82,613,452, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization: \$ 82,613,452 + 5% contingency

Total Project Cost: NA

Projected Date of Completion: 2019

Anticipated Source of Funds: Operating Budget

Diversity Goal: 3% SBE

NJ Build Amount: None

Related/Future Authorizations: Purchase of Access Link Vehicles

Impact on Subsequent Operating Budget:	FY2013	\$ 9,217,114 + 5% contingency
	FY2014	\$ 10,244,864 + 5% contingency
	FY2015	\$ 10,852,349 + 5% contingency
	FY2016	\$ 11,551,077 + 5% contingency
	FY2017	\$ 12,547,922 + 5% contingency
	FY2018	\$ 13,387,049 + 5% contingency
	FY2019	\$ 14,341,573 + 5% contingency
	FY2020	\$ 471,504 + 5% contingency

RESOLUTION

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

WHEREAS, the existing contract for Access Link paratransit service in Region 2 (Burlington, Camden, Cumberland, Gloucester and Salem Counties) is expiring; and

WHEREAS, providing uninterrupted Access Link service is an ongoing requirement of the Federal Government; and

WHEREAS, upon completion of a competitive procurement process, it was determined that First Transit, Inc. 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 authorized to contract (No. 12-011) with First Transit, Inc. of Cincinnati, Ohio, to provide ADA paratransit service in Region 2, Burlington, Camden, Cumberland, Gloucester and Salem Counties, for the period from July 14, 2012 to July 12, 2019, a three-year base contract with four one-year options, at a cost not to exceed \$82,613,452, plus five percent for contingencies, subject to the availability of funds.

ITEM 1112-66: REHABILITATION OF RARITAN VALLEY LINE BRIDGE OVER RICHMOND STREET IN THE CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY

BENEFITS

Rehabilitation and reconstruction of the Raritan Valley Line Bridge over Richmond Street will restore the bridge to a state of good repair. This will maintain reliable rail service, eliminate water leakage onto the road surface, improve clearances for vehicular traffic to reduce the likelihood that the bridge will be struck by trucks, and continue NJ TRANSIT's commitment to the City of Plainfield to improve the condition of the thirteen bridges within the City.

PURPOSE

NJ TRANSIT's bridges in the City of Plainfield, which carry the railroad over numerous roadway, were constructed in 1908 and are in need of repair, rehabilitation or replacement. The overall condition of the bridges has experienced water intrusion and deterioration of the structural steel members and masonry abutments. The project will replace the deteriorated structures, repair the masonry abutments and increase the bridges' vertical clearance which is currently substandard. Replacement of these bridges is necessary to ensure the long-term safe and reliable operation of train service.

ACTION (Scorecard: Safety and Security, Corporate Accountability)

Staff seeks authorization to enter into a contract (No. 12-006X) with George Harms Construction of Farmingdale, New Jersey to rehabilitate and reconstruct the railroad bridge over Richmond Street on the Raritan Valley Line, in the City of Plainfield, at a cost not to exceed \$3,572,825, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACT

Requested Authorization:	\$3,572,825 + 5% contingency
Total Project Cost:	\$ 5,720,000
Anticipated Contract Start:	January 2012
Projected Date of Completion:	Spring 2013

Anticipated Source of Funds: TTF

Diversity Goal: 25% SBE

Related/Future Authorizations: FY-13 funding for 4 remaining Plainfield area bridges

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the railroad bridge over Richmond Street on the Raritan Valley in the City of Plainfield; and

WHEREAS, the overall condition of the Richmond Street Bridge has experienced water intrusion and deterioration of the structural steel members and masonry abutments;

WHEREAS, rehabilitation and reconstruction of the Richmond Street Bridge will maintain reliable rail service, eliminate water leakage onto the road surface, improve clearances for vehicular traffic to reduce the likelihood that the bridge will be struck by trucks, and continue NJ TRANSIT's commitment to the City of Plainfield to improve the condition of its thirteen bridges within the City; and

WHEREAS, the historical features of the bridge such as lattice column bents, rivet head bolts, blue stone sidewalks and sandstone masonry abutments will be preserved and the general appearance of the bridge will be improved; and

WHEREAS, following a competitive procurement process, George Harms Construction submitted the lowest responsive bid;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a contract (No. 12-006X) with George Harms Construction of Farmingdale, New Jersey to rehabilitate and reconstruct the railroad bridge over Richmond Street on the Raritan Valley Line, in the City of Plainfield, at a cost not to exceed \$3,572,825, plus five percent for contingency, subject to the availability of funds.

**ITEM 1112-67: NEWARK PENN STATION PLATFORM E STRUCTURAL REPAIRS:
CONSTRUCTION CONTRACT AWARD****BENEFITS**

Located at Raymond Plaza, between Market Street and Raymond Boulevard, Newark Penn Station (also known as Pennsylvania Station) opened in 1935 as one of the centerpieces of the former Pennsylvania Railroad's train network. The station continues to operate as a major transportation hub in the City of Newark. Newark Penn Station is served by NJ TRANSIT's Newark Light Rail, three commuter lines (Northeast Corridor Line, North Jersey Coast Line and Raritan Valley Line), and numerous bus routes. The station provides connections to Amtrak long-distance trains, the PATH rapid transit system, and local, regional and national bus routes operated by private carriers.

Newark Penn Station is also home to numerous retail facilities that serve the commuters traveling through the station each day as well as employees of area businesses, Newark residents, and visitors to the City. Newark Penn Station is owned by Newark/Penn Station Associates, a trust formed in 1986. NJ TRANSIT holds a 99-year lease for the premises and Amtrak owns the tracks within the station.

NJ TRANSIT has identified repairs on Platform E that are needed to ensure continued safe and reliable service. Platform E serves Track 5 used by NJ TRANSIT's Raritan Valley Line service. It also serves as a connector between the Raymond Boulevard Concourse and the Gateway Center Office and Retail Complex and provides connections to the PATH Platform H. Over the years, the condition of the platform and associated structures has deteriorated. The Platform E Improvement project will improve the condition, appearance and functionality of the platform. The scope of the project includes structural repairs to the passenger boarding platform and ADA improvements to the railing at the ramp leading to PATH Platform H. This contract is one of three projects that will provide improvements to Platform E – the reroofing contract which was approved by the Board at its October meeting and the Platform E finishes and amenities project which will be presented at a future Board meeting.

The Raritan Valley Line carries 21,250 average weekday customer trips, with 90 percent of those trips boarding or transferring at Newark Penn Station. The construction will require that passengers be diverted from the platform. The project team will work with Customer Service to advise passengers of all disruptions.

PURPOSE

Authorization of this construction contract will allow for the structural repairs to Platform E and improvements to the Ramp to Platform H at Newark Penn Station.

ACTION (Scorecard: Customer Experience)

Staff seeks authorization to contract (No. 12-017X) with J-Track LLC of College Point, New York, for the construction of the Newark Penn Station Platform E Renovation project at a cost not to exceed \$3,391,500, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Amount: \$ 3,391,500 + 5% contingency

Total Project Cost: \$ 7,600,000 (Platform E Edge Repair only)

Projected Date of Completion: Summer 2013

Anticipated Source of Funds: Federal Transit Administration

Diversity Goal: 22% DBE

NJ Build Amount: None

Future/Related Authorizations: Newark Penn Station Platform E Finishes and Amenities

Impacts on Subsequent Operating Budget: None

RESOLUTION

WHEREAS, Newark Penn Station, originally opened in 1935, serves as a major transportation hub in the City of Newark; and

WHEREAS, Newark Penn Station serves NJ TRANSIT's Newark Light Rail, commuter rail, and bus systems as well as Amtrak long-distance trains, the PATH rapid transit system, and local, regional and national bus services operated by private carriers; and

WHEREAS, the Raritan Valley Line carries 21,250 average weekday customer trips, with 90 percent of those trips boarding or transferring at Newark Penn Station; and

WHEREAS, NJ TRANSIT has identified structural repairs to Platform E at Newark Penn Station that are needed to ensure continued safe and reliable service; and

WHEREAS, the construction of the Newark Penn Station Platform E Structural Repairs project will return this platform to a state of good repair and to improve the customer experience; and

WHEREAS, upon completion of a competitive procurement process, it was determined that J-Track LLC was the lowest responsive, responsible bidder for the Newark Penn Station Platform E Structural Repairs project;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to contract (No. 12-017X) with J-Track LLC of College Point, New York, for the construction of the Newark Penn Station Platform E Renovation project at a cost not to exceed \$3,391,500, plus five percent for contingencies, subject to the availability of funds.

ITEM 1112-68: BUS SHELTER PURCHASE AND INSTALLATION OF 150 UNITS OVER 24 MONTHS

BENEFITS

Bus shelters have proven to be a valued customer amenity providing protection from inclement weather, seating, as well as a visible indication of an active bus stop. Over 2,700 shelters have been provided to communities since the inception of NJ TRANSIT's Shelter Program in 1981. The program is a partnership between NJ TRANSIT, which provides the shelter, and the requesting community which assumes maintenance and liability. This joint partnership provides customers with shelters that are clean, safe and functional while promoting increased transit ridership. In addition to making bus transportation more viable and attractive to their residents they have proven to be very desirable to local employers as an amenity for employees as well as shoppers.

PURPOSE

The award of this contract will authorize the purchase and installation of 150 bus shelters over 24 months. While this project will provide shelters at bus stops across the state, the first phase of towns targeted to receive shelters include South Plainfield (Middlesex), Gloucester Twp. (Camden), Chesilhurst Borough (Camden), Ocean Township (Ocean Township (Monmouth), Passaic City (Passaic), and Little Ferry Borough (Bergen).

ACTION (Scorecard: Customer Experience)

Staff seeks authorization to contract (No.11-066X) with Handi-hut Incorporated of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,499,800, plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization: \$1,499,800 plus 5% for contingencies

Total Project Cost: \$1,499,800

Projected Date of Completion: March 2014

Anticipated Source of Funds: Federal Transit Administration

Diversity Goal: Neutral

Future Related Authorizations: Next Bid Purchase in 24 months

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, NJ TRANSIT has a program for the purchase and installation of bus shelters throughout the State of New Jersey providing shelters to the communities that request them; and

WHEREAS, NJ TRANSIT in the interest of promoting public transportation, conservation of energy, air quality, traffic safety, and for the convenience of the public, endorses the concept of providing bus shelters for bus passengers throughout the State; and

WHEREAS, upon completion of a competitive procurement process, Handi-hut Incorporated was determined to be the most responsive and responsible bidder;

NOW THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No.11-066X) with Handi-hut Incorporated of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,499,800, plus five percent for contingencies.

**ITEM 1112-69: HUDSON-BERGEN LIGHT RAIL – SECOND STREET STATION
WALKWAY: CONSTRUCTION CONTRACT AWARD**

BENEFITS

The Hudson-Bergen Light Rail (HBLR) station at Second Street opened in 2004. This project will create a pedestrian pathway from the site of a planned new residential development at the junction of Hoboken Avenue and Newark Avenue in Jersey City to the Second Street Station on property owned by NJ TRANSIT and by the Cities of Jersey City and Hoboken. The Walkway will also serve existing developments in the area, including the Lackawanna Warehouse Co. building. The project will be constructed in two phases: Phase I from Monmouth Street to the Second Street Light Rail Station and Phase II from Monmouth Street into a proposed development area.

PURPOSE

Authorization of this construction contract will allow for the construction of Phase I of a new pedestrian and bicycle pathway that will extend access to the HBLR Second Street Station in Hoboken. The pathway will be secured, lit and appointed with minimum-maintenance plantings, lighting, CCTV and emergency call boxes.

ACTION (Scorecard: Customer Experience)

Staff seeks authorization to contract (No. 11-093X) with Hall Construction Company, Inc. Howell, New Jersey, for the construction of the Hudson-Bergen Light Rail Second Street Station Walkway Phase I at a cost not to exceed \$2,597,000, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Amount: \$ 2,597,000 + 5% contingency

Total Project Cost: \$ 4,100,000

Projected Date of Completion: December 2012

Anticipated Source of Funds: Transportation Trust Fund

Diversity Goal: 26% SBE

NJ Build Amount: \$ 12,985

Future/Related Authorizations: Phase II Construction

**Impact on Subsequent
Operating Budget:** None

RESOLUTION

WHEREAS, the construction of the Second Street Station Walkway will offer customers better access to the station from the surrounding neighborhoods; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Hall Construction Company, Inc. was the lowest responsive, responsible bidder for the Second Street Station Walkway project;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to contract (No. 11-093X) with Hall Construction Company, Inc. of Howell, New Jersey, for the construction of Hudson Bergen Light Rail 2nd Street Station Walkway Phase I at a cost not to exceed \$2,597,000, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

ITEM 1112-70: NEWARK PENN STATION - LEASE OF RETAIL SPACE

BENEFITS

This lease will provide non-farebox revenue to NJ TRANSIT and bar/food items to NJ TRANSIT customers using Newark Penn Station. The tenant will make capital improvements and upgrades to the retail space in the amount of \$540,000 and bring a substantial degree of merchandising and management expertise to the operation of the facility.

PURPOSE

One of NJ TRANSIT's objectives is to maximize the value of its real estate assets while maintaining and improving customer service levels. This authorization provides for the lease of a bar/food concession at Newark Penn Station with The Blue Comet Group, LLC who was selected through a competitive bid process. The lease period is for five years with one additional three-year term at NJ TRANSIT's option.

ACTION (Scorecard: Financial Performance)

Staff seeks authorization to enter into a lease with The Blue Comet Group, LLC for the operation of a bar/food concession at Newark Penn Station at an annual base rent of \$288,000 for five years, with one additional three-year option term at an annual base rent of \$324,000, plus 25 percent of gross sales over \$1,500,000 for the base and option years, for total minimum revenue of \$2,412,000.

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

FISCAL IMPACTS

Requested Authorization:

To enter into a lease with The Blue Comet Group, LLC for the operation of a bar/food concession at Newark Penn Station at an annual base rent of \$288,000 a year, for five years, with one additional three-year option term at an annual base rent of \$324,000, plus 25% of gross sales over \$1,500,000 for the base and option years, for total minimum revenue of \$2,412,000, with capital improvements in the amount of \$540,000.

Total Project Cost:

N/A

Projected Date of Completion:

Lease to be executed by December, 2011

Anticipated Source of Funds: N/A

Diversity Goal: N/A

Related Authorizations: N/A

Impacts of Subsequent Operating Budgets:

Minimum revenue of \$288,000 annually for years 1-5 and \$324,000 annually for option years 6-8.

RESOLUTION

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase and sell, or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

WHEREAS, NJ TRANSIT controls Newark Penn Station; and

WHEREAS, The Blue Comet Group, LLC was selected as the tenant for the lease of a Newark Penn Station bar with limited food concession through a competitive bid process;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into a lease with The Blue Comet Group, LLC for the operation of a bar/food concession at Newark Penn Station at an annual base rent of \$288,000 a year, for five years, with one additional three-year option term at an annual base rent of \$324,000, plus 25 percent of gross sales over \$1,500,000 for the base and option years, for total minimum revenue of \$2,412,000.

**ITEM 1112-71: FAIRVIEW BUS GARAGE PARKING CAPACITY EXPANSION –
PROPERTY ACQUISITION****BENEFITS**

The Fairview Bus Garage facility, built in the 1950's, is now at full capacity. It is home to 109 buses, initiating 555 revenue bus trips, representing 22,500 one-way passenger boardings. The Fairview Bus Garage serves routes throughout Hudson and Bergen Counties and is the headquarters for all NJ TRANSIT buses providing commuter service to New York City. The garage facility serves as both a staging area to initiate bus routes and as a repairs and maintenance facility. The current lack of space on the site has restricted the growth of necessary additional service from this site. Acquiring a 0.4486 acre rectangular parcel from United Water adjacent to the Fairview Bus Garage will allow for expanded bus capacity at the garage from 109 buses to 119 buses.

PURPOSE

The authorization will allow for NJ TRANSIT to acquire from United Water Company a 0.4486 acre portion of the property located at 406 Edgewater Road, also known as Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey. The parcel being acquired is a rectangular area measuring approximately 50 by 407 feet and located adjacent to the northwest of the existing Fairview Bus Garage property's parking lot. This additional space, after site improvements, will allow NJ TRANSIT to reconfigure bus, non-revenue vehicle, supply storage and employee parking to accommodate an increase in facility capacity from 109 to 119 buses. The Fairview Garage is a 1950's era facility that has seen a steady increase in ridership and fleet assigned since the late 1990's.

ACTION (Scorecard: Financial Performance)

Staff seeks authorization to take all actions necessary to acquire property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey, subject to a limited access easement for United Water's benefit, at a cost not to exceed \$410,000, plus a five percent contingency, inclusive of closing costs, subject to an access easement for the benefit of United Water.

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

FISCAL IMPACTS**Requested Authorization:**

To take all actions necessary to acquire property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey, subject to a limited access easement

for United Water's benefit, at a cost not to exceed \$410,000, plus a five percent contingency, inclusive of closing costs.

Total Acquisition Cost:	\$410,000, plus a 5% contingency, inclusive of closing costs.
Total Estimated Project Costs:	\$1,425,000 (inclusive of property and site improvements)
Projected Date of Completion:	December 2011
Anticipated Source of Funds:	TTF
Diversity Goal:	N/A
Related/Future Authorization:	N/A
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, THE New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase and sell or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

WHEREAS, acquiring property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey will allow NJ TRANSIT to expand bus capacity at the Fairview Bus Garage by an additional 10 buses and provide enhanced efficiency and safer bus operations at the Fairview Bus Garage;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to take all actions necessary to acquire property known as a 0.4486 acre portion of Block 408, Lot 46.01 in the Borough of Fairview, County of Bergen, State of New Jersey at a cost not to exceed \$410,000, plus a five percent contingency, inclusive of closing costs, subject to an access easement for the benefit of United Water.

EXECUTIVE SESSION AUTHORIZATION

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

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