

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Jamie Fox, Board Chairman
Veronique Hakim, Executive Director

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

April 15, 2015

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, April 8, 2015.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 8, 2015.

Present

Jamie Fox, Chairman
Bruce M. Meisel, Vice Chairman
Amy Herbold, Governor's Representative
Anthony Longo, Treasurer's Representative
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Myron P. Shevell, Board Member (By Telephone)
Raymond W. Greaves, Board Member (Non-Voting)

Also Present

Veronique Hakim, Executive Director
Neil Yellin, Deputy Executive Director
Michael Kilcoyne, Acting Vice President/General Manager, Bus Operations
Robert Lavell, Vice President/General Manager, Rail Operations
Greg Woods, Acting Chief, Light Rail and Contract Services
Christopher Trucillo, Chief of Police
Warren Hersh, Auditor General
Kathleen M. Sharman, Chief Financial Officer & Treasurer
Michael Slack, Chief Information Officer
Penelope Bassett, Assistant Executive Director, Communications & Customer Service
Steve Santoro, Assistant Executive Director, Capital Planning & Programs
Gardner Tabon, Chief, Office of System Safety
Michael Gonnella, Deputy Attorney General
Joyce J. Zuczek, Acting Board Secretary

Chairman Fox convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act.

Acting Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc. NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L. 1975, and the meetings were occurring concurrently. Notices were mailed to newspapers of general distribution, forwarded to the Secretary of State, Trenton, New Jersey, and mailed to each individual, agency and organization that requested such notice. In addition, notices of the meetings were posted in the main

lobby of NJ TRANSIT's Headquarters in Newark, New Jersey. Acting Board Secretary Zuczek announced that the Board Meeting was being video recorded.

Chairman Fox asked for a motion to adopt the minutes of the March 11, 2015 Board meetings. A motion was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Myron P. Shevell and unanimously adopted.

Public Comments on Agenda Items and Other Matters

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

Joseph Clift, a resident of New York City, congratulated Bob Lavell and his staff for the successful Quiet Car operation. He stated that this is a great customer service amenity and that he had observed passengers walking the full length of the train to sit in the Quiet Car. Mr. Clift said that the enforcement is still spotty but that it had improved, and that the Quiet Car program is a great no cost amenity.

Mr. Clift then discussed the agreement between NJ TRANSIT, Amtrak and the US Coast Guard, reached in 2014, regarding the limited rush hour openings at the Portal Bridge. He stated that it reduced train delays without incurring any costs. Mr. Clift said that implementing this same strategy today would eliminate the need for the \$900 million Portal Bridge project.

Murray Bodin, resident of Hartsdale, New York, stated that he had attended the recent Port Authority Board meeting at which the replacement of the Port Authority Bus Terminal was discussed. He concluded that this is the wrong solution to the problem and that he believes the correct solution would be to build a new bus terminal at Secaucus Junction and then extend the subway from New York City to Secaucus. Mr. Bodin stated that 50 percent of the Port Authority Bus Terminal passengers transfer to the subway.

Mr. Bodin then discussed the need to add LED lights to rail grade crossing gate arms. He showed his cane which he equipped with blue and red LED lights to increase his visibility to drivers and stated that these lights are needed at the grade crossings. He suggested that NJ TRANSIT submit a "Request for Experimentation" to test the concept.

Mr. Bodin stated that Rensselaer Polytechnic Institute (RPI) will be issuing a report on guide sign reflectivity and would be meeting with the New Jersey Department of Transportation on the subject. He asked Chairman Fox to allow him to attend the meeting as he had interest in the matter for many years.

David Peter Alan, Chairman of the Lackawanna Coalition, stated that the Coalition was concerned on a number of items. He said that while the Coalition is in favor of

maintaining the infrastructure, they questioned why NJ TRANSIT's scarce resources were funding the Morris Avenue Bridge project (Item 1504-07). The Coalition objects to NJ TRANSIT spending money on a motor vehicle bridge.

Mr. Alan then stated that there has been a longstanding disruption on the Gladstone Line due to the pole replacement project. He said that, unfortunately, the signage for the substitute bus service is inadequate and said that one of the Coalition members had to assist a New York City couple who had used the service on the weekend but had trouble finding the bus stop. Mr. Alan suggested that a survey of the signs be made and additional signs be installed or illegible signs be replaced.

Mr. Alan indicated that the Coalition learned of a "harrowing" report that NJ TRANSIT will be required to subsidize the cost of highway improvements in the guise of a "loan". He requested clarification and assurances from the Executive Director, Commissioner, State Treasurer or Governor that NJ TRANSIT will not spend its money for highway improvements and that the transaction will not result in fare increases or service cuts being forced on transit riders.

Finally, Mr. Alan stated that at a past Board Meeting he had called for increased political independence for NJ TRANSIT so that the Board and management were able to act in an advocacy role for the transit riders. At their February meeting, the Lackawanna Coalition voted in support of this position.

Orrin Getz, a resident of Rockland County, New York, began his comments by calling for redeployment of the ALP-45DPs to use for the Jersey Shore service. He stated that their use on the Pascack Valley Line (PVL) is inefficient since the short train consists on that service can be adequately served by the older diesels. He said that the Long Island Railroad runs the Cannonball Service during the summer months which is sold out weeks in advance, indicating a demand for the service.

Mr. Getz then stated that there has been no progress on the issue of the Pascack Valley Line sidings, which would improve service on that line, and requested that the projects be started. He stated that these projects are critical as Clarkstown, New York is planning improvements to revitalize the Nanuet area, including a possible relocation of the Nanuet train station. He further stated that the need to address the service gap on the Port Jervis service during the late morning when there is a three and a half hour gap in service during the late morning/early afternoon. There had been a report that no additional service could be implemented until December due to the inability to hire additional train crews.

Finally, Mr. Getz said that there are a number of rail bridge "No Trespassing" signs that are illegible. He suggested that a survey of signs on all bridges be undertaken and illegible signs be replaced.

Board Member Comments

There were no Board Member comments.

Advisory Committee Report

Suzanne Mack echoed the previous speakers' concerns about the looming fare increase. She stated that while the fare increase is a major concern it stems from the lack of stable funding for transit and highway. Ms. Mack stated that she has been in the business long enough to remember when the New Jersey Department of Transportation Commissioner put together programs that allowed agencies to use funding in whatever "pot" was available. She also requested an explanation about the funding for the Morris Avenue Bridge Rehabilitation project.

Ms. Mack stated that the Commissioner put out a "call to arms" about the condition of the State's bridges and expressed concern that vehicular bridges also serve buses. She is well aware of the funding crisis this year and acknowledged that the Executive Director has been keeping the Advisory Committees updated on the efforts to address the budget issues. She again stated that the State needs a plan to fund infrastructure.

On the issue of transparency and the concern about the involvement of the Governor's Office on the NJ TRANSIT Board, she maintained that she always thought the presence of the Governor's Representative and the Treasurer on the Board is an asset. Since they are involved in the issues impacting the agency they can assist in garnering the resources of the State.

Ms. Mack concluded by stating that the two Advisory Committees would be meeting at TransAction in Atlantic City and the major issue for discussion is the budget. After the last fare increase, the Advisory Committees recommended that policies be put into place to ensure no more double digit increases. At that time the State was emerging from the aftermath of 9/11. Ms. Mack said this time they are still feeling the effects of Superstorm Sandy. She is hoping that the increase is not draconian. Both Advisory Committees would be happy to meet with the Executive Director and staff to discuss proposals and to be of assistance in any way possible.

Board Customer Service Committee Report

Board Member Flora M. Castillo presented the report for the Customer Service Committee. The Customer Service Committee was provided a Customer Service update and a report on the Social Media Dashboard for February.

The Committee was also introduced to four employees in the Leadership Development Program, who were in attendance at the meeting.

Board Administration Committee Report

Board Member James C. Finkle, Jr. presented the report for the Administration Committee. The Administration Committee was provided a Financial Update for January, which included an analysis of ridership trends.

Board Capital Planning, Policy & Privatization Committee Report

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy & Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board item to award the construction contract and support services contract for the Morris Avenue Bridge Rehabilitation Project. The bridge is one of the highest priority structures in need of replacement. The rehabilitation will bring the structure to a state-of-good repair, ensure public safety, and maintain reliable vehicular and railroad service.

Additionally, the Committee discussed the board item to award the construction contract to replace the Orange Annex Roof, as part of the Superstorm Sandy Disaster Recovery and Resilience Program. The roof was damaged during Superstorm Sandy and the replacement project will return the roof to a state-of-good repair.

Executive Director's Monthly Report

Executive Director Hakim acknowledged a milestone, the 80th anniversary of Newark Penn Station, which was commemorated last month. It provided an opportunity to formally recognize all that rail service has meant to this region and to the daily lives of customers in and around Newark and its vibrant business district.

Throughout the day, the historic buses, detailed station tours and wonderful music by the Arts High School Jazz Ensemble drew in residents and commuters, staying true to Newark Penn Station's character as a hub of activity.

Executive Director Hakim will participate in the American Public Transportation Association's Stand Up for Transportation Day event in Paterson, taking the opportunity to highlight the ever increasing need for a long term federal funding stream for transportation and infrastructure projects throughout this corridor. It is critical that a steady source of transportation funding is established at all levels of government to ensure that projects like the rehabilitation of the Market Street Garage, which thankfully is fully funded, can be advanced in order to provide surrounding communities with the best possible transportation services in their area.

Last week, Executive Director Hakim and Chairman Fox testified at the State Senate's budget hearing about the Fiscal Year 2016 budget needs. Executive Director Hakim said NJ TRANSIT is faced with fiscal challenges that compel strategic and creative thinking about how to approach the goals for Fiscal Year 2016.

In addition to the regular capital program, which accomplishes a great deal of work in servicing the rail and bus operations, NJ TRANSIT is embarking on a major additional construction effort, a range of repair and resiliency projects that altogether total close to \$2 billion, funded primarily by competitively-won federal grants. The resilient design of many of these projects will help break the cycle of storm damage and repair.

Executive Director Hakim said with regard to the operating budget, the budget line directors have worked hard to maximize every dollar and target all available efficiencies in order to manage the budget gap.

When NJ TRANSIT began the budgeting process, it faced a deficit of approximately \$120 million. Executive Director Hakim said everyone sharpened their pencils and found savings and efficiencies, more than \$40 million worth. This includes fuel savings, reducing scheduled overtime, parts and supplies efficiencies as well as changing the lighting in the facilities and making better use of the maintenance and service contracts. Despite all the identified savings, there is still a funding shortfall. Decisions need to be made regarding NJ TRANSIT's operations and that does include examining its fare structure and service levels. For five years, NJ TRANSIT has held down the cost of riding the system, while continually working toward improving services.

Executive Director Hakim noted the fare increase of 2010 resulted in a serious burden for many customers and said she will take all steps so as not to repeat that level of adjustment. She said hearing dates for service and fare adjustments will be announced later this month and she encouraged customers and stakeholders to share their views.

Executive Director Hakim said that NJ TRANSIT is an agency with an outstanding ability for turning challenges into opportunities; an ability that will be called upon in the coming year as NJ TRANSIT continues to deliver safe, reliable service for customers across the state.

Executive Director Hakim is confident that NJ TRANSIT will emerge from this process a stronger and more resilient organization and one that customers can continue to count on for safe and reliable transportation throughout New Jersey.

Action Items

**1504-07: MORRIS AVENUE BRIDGE REHABILITATION PROJECT:
CONSTRUCTION CONTRACT AWARD AND ENGINEERING SUPPORT
SERVICES CONTRACT AWARD**

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs who presented Action Item 1504-07 for approval.

Steve Santoro recommended approval of Item #1504-07, Morris Avenue Bridge Rehabilitation Project: Construction Contract Award and Engineering Support Services

Contract Award. The rehabilitation of the Morris Avenue Bridge will bring the structure to a state-of-good-repair.

Authorization was requested to enter into a contract with IEW Construction Group of Trenton, New Jersey, for the Morris Avenue Bridge Rehabilitation Project in the amount of \$6,872,225.18, plus five percent for contingencies.

Authorization was also requested to enter into a contract with PB Americas, Inc. of Princeton, New Jersey, for engineering support services during the procurement and construction phases in the amount of \$550,000.00, plus five percent for contingencies.

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

Roll Call Vote:

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

1504-08: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM – ORANGE ANNEX ROOF REPLACEMENT PROJECT: CONSTRUCTION CONTRACT AWARD

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs who presented Action Item 1504-08 for approval.

Steve Santoro recommended approval of Item #1504-08, Superstorm Sandy Disaster Recovery and Resilience Program – Orange Annex Roof Replacement Project: Construction Contract Award. The Orange Annex is located adjacent to the Orange Bus Garage in Essex County. The Roof was damaged during Superstorm Sandy and is in need of replacement.

Authorization was requested to enter into a contract with Integrity Roofing, Inc. of Rahway, New Jersey, for the Orange Annex Roof Replacement Project in an amount not to exceed \$1,464,500.00, plus five percent for contingencies.

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

Roll Call Vote:

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

Executive Session Authorization

Chairman Fox concluded the open session agenda items and requested a motion to enter Executive Session to discuss personnel matters, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personnel Injury Claim of Timothy Garrett at approximately 9:35 a.m.

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

Chairman Fox, Vice Chairman Meisel, Board Members Herbold, Longo, Finkle, Castillo and Greaves returned to open session at approximately 9:42 a.m. Board Member Shevell was absent for this portion of the meeting.

1504-09: PERSONAL INJURY CLAIM OF TIMOTHY GARRETT

Executive Director Hakim introduced Kathleen Sharman, Chief Financial Officer & Treasurer who presented Action Item 1504-09 for approval.

Kathleen Sharman recommended approval of Item #1504-09, Personal Injury Claim of Timothy Garrett.

Authorization was requested to settle the claim of Timothy Garrett, through his attorney, at an amount discussed and considered in executive session Board Item 1504-09.

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

Roll Call Vote:

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

Adjournment

Since there were no further comments or business, Chairman Fox called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel, seconded by Board Member Flora M. Castillo and unanimously adopted. The meeting was adjourned at approximately 9:45 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

APRIL 8, 2015

MINUTES

	PAGE
➤ SAFETY MESSAGE	-
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	47599
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ BOARD MEMBER COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT JUNE 2015)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	47600

ACTION ITEMS

1504-07	MORRIS AVENUE BRIDGE REHABILITATION PROJECT: CONSTRUCTION CONTRACT AWARD AND ENGINEERING SUPPORT SERVICES CONTRACT AWARD	47622
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Authorization to enter into NJ TRANSIT Contract No. 15-009X with IEW Construction Group of Trenton, New Jersey, for the Morris Avenue Bridge Rehabilitation Project in the amount of \$6,872,225.18, plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 15-035 with PB Americas, Inc. of Princeton, New Jersey, for engineering support services during the procurement and construction phases in the amount of \$550,000.00, plus five percent for contingencies, subject to the availability of funds.

**1504-08 SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM – 47628
ORANGE ANNEX ROOF REPLACEMENT PROJECT: CONSTRUCTION
CONTRACT AWARD**

Authorization to enter into NJ TRANSIT Contract No. 15-015X with Integrity Roofing, Inc. of Rahway, New Jersey, for the Orange Annex Roof Replacement Project in an amount not to exceed \$1,464,500.00, plus five percent for contingencies, subject to the availability of funds.

- **EXECUTIVE SESSION AUTHORIZATION:** Discuss personnel matters, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Timothy Garrett. **47632**

1504-09 PERSONAL INJURY CLAIM OF TIMOTHY GARRETT 47633

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

- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 11, 2015 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 16, 2015;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 11, 2015 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Jamie Fox, Board Chairman
Veronique Hakim, Executive Director



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

TO: BOARD OF DIRECTORS
FROM: VERONIQUE "RONNIE" HAKIM *RH*
DATE: APRIL 8, 2015
SUBJECT: EXECUTIVE DIRECTOR'S REPORT - APRIL 2015

We recently reached a milestone that we had the good fortune to celebrate last month. The 80th anniversary of Newark Penn Station gave us an opportunity to formally recognize all that rail service has meant to this region and to the daily lives of our customers in and around Newark and its vibrant business district. The activities held throughout the day served to highlight all the ways that Newark Penn Station continues to be a hub of activity as it has been since its dedication.

This month, I will participate in APTA's Stand Up for Transportation Day event in Paterson. The event will highlight the ever increasing need for a long-term funding stream for transportation and infrastructure projects on the federal and local level throughout this corridor.

Last week, I joined Chairman Fox in Trenton testifying at the State Senate's budget hearing about our FY 16 budget needs. As I have detailed here before, we are faced with fiscal challenges that compel us to think strategically and creatively about how to approach our goals for FY 2016.

In addition to our regular capital program, which accomplishes a great deal of work in servicing our rail and bus operations, we are embarking on a major additional construction effort - a range of repair and resiliency projects that altogether total close to \$2 billion - funded primarily by competitively-won federal grants. And the resilient design of many of these projects will help break the cycle of storm damage and repair.

When we began our operations budgeting process, we faced a deficit of some \$120 million. Due to the hard work of our team, we identified savings and efficiencies of more than \$40 million. While these savings are critically important, after factoring in \$22 million in clean energy dollars, we still have a shortfall of approximately \$60 million and as such we must examine our fare structure and our service levels.

As I have previously noted, we will take all steps to not repeat the level of fare adjustment from 2010. If we have to turn to possible fare and service adjustments, we will announce hearing dates later this month. We encourage our customers and stakeholders to share their views with us.

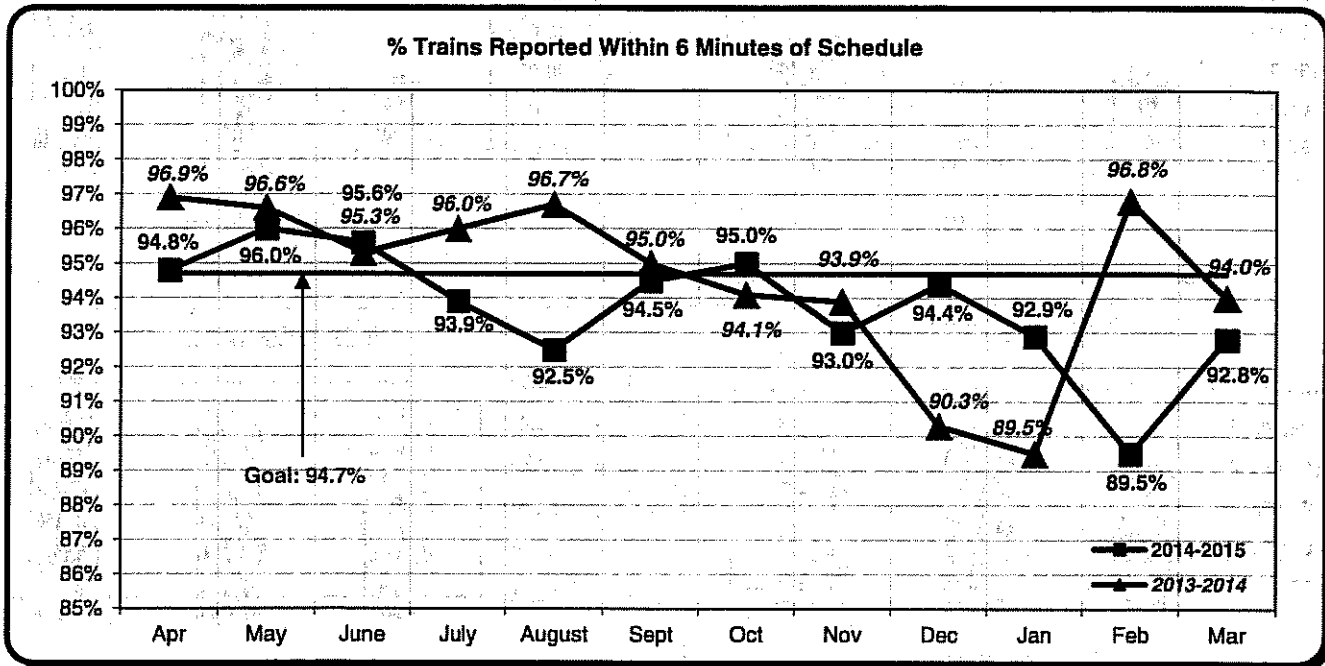
I have often said that NJ TRANSIT is an agency with an outstanding ability for turning challenges into opportunities. This is an ability we will surely call upon in the coming year. I have no doubt that this Corporation will continue to be an organization to be proud of and one that our customers can continue to count on for safe and reliable transportation throughout New Jersey.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 2015

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2013 - MARCH 2015



	2014	2015	# Change
March Comparison	94.0%	92.8%	-1.2%
12-Month Average April-March	2013-2014 94.6%	2014-2015 93.7%	# Change -0.9%

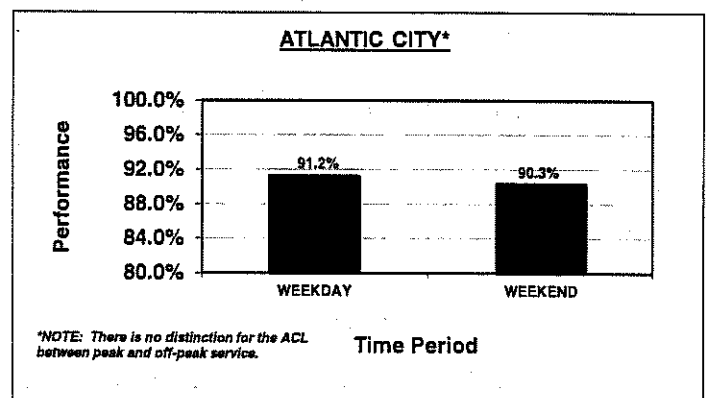
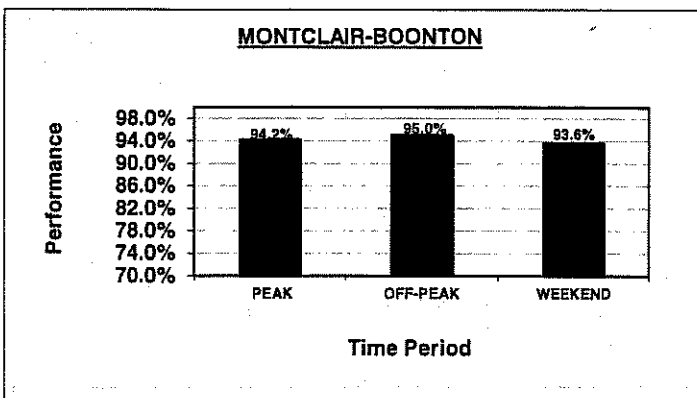
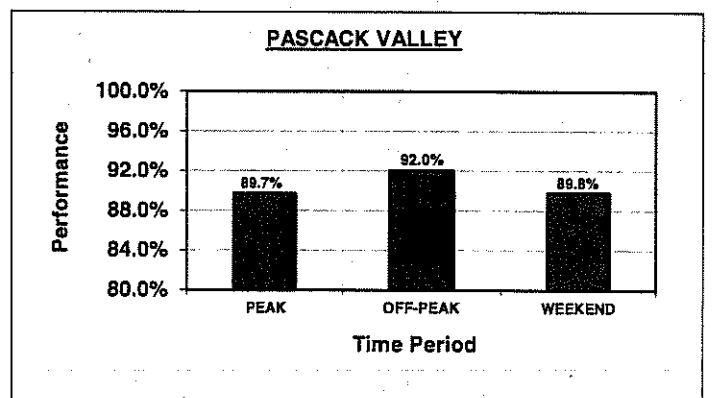
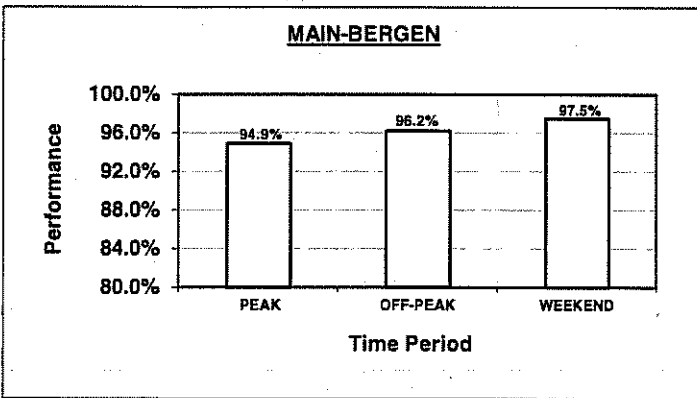
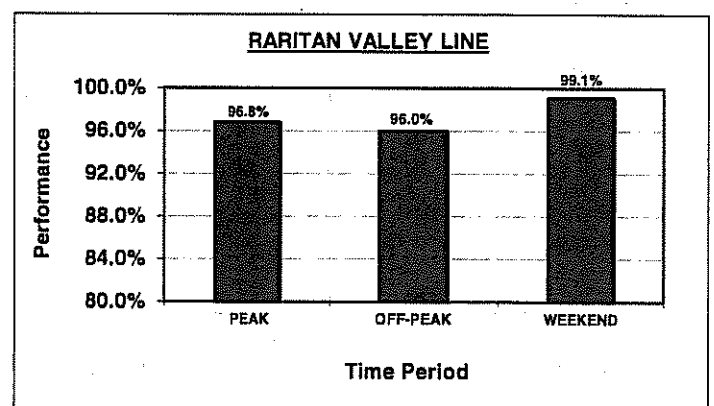
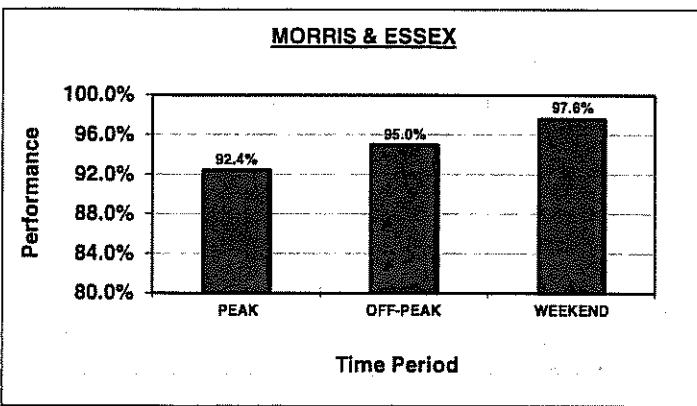
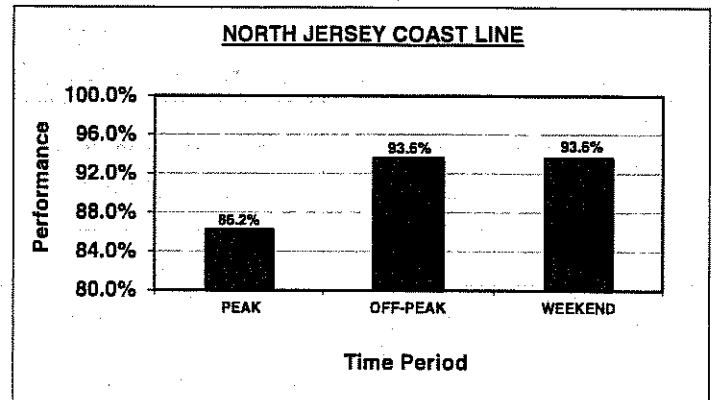
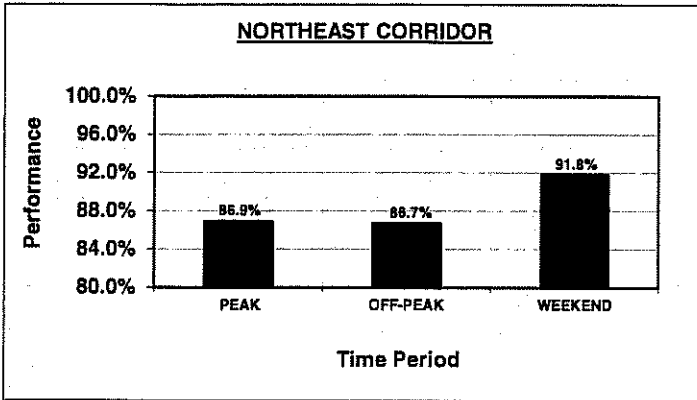
Analysis:

Rail On-Time Performance was 92.8% for March 2015. Of the 18,806 trains scheduled to operate, 17,459 were on time, while 1,347 trains (or 7.2%) were delayed. Key causes included:

- Amtrak weather-related issues, Amtrak switch failure, Conrail weather-related bridge failure, NJT weather-related problems and NJT switch failure accounted for 148 delays totaling 76.0 OTP on March 5.
- Amtrak trackside interference, NJT fatality, NJT trackside interference, NJT human error train service accounted for 87 delays totaling 85.2 OTP on March 11.
- Amtrak switch failure, NJT weather-related coach failure, Amtrak weather-related issues, NJT weather-related problems, NJT Arrow MU failure accounted for 63 delays totaling 85.6 on March 6.

The 12-month average for Rail On-Time Performance for April 2013 - March 2015 was 94.2%.

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



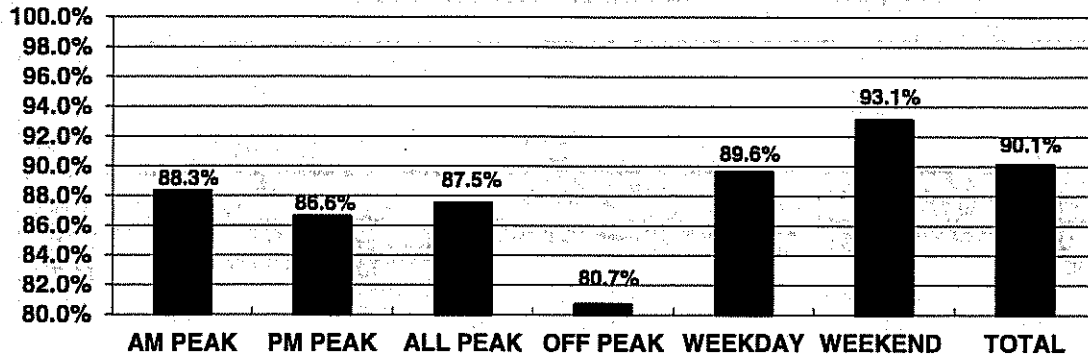
*NOTE: There is no distinction for the ACL between peak and off-peak service.

ON-TIME PERFORMANCE RAIL

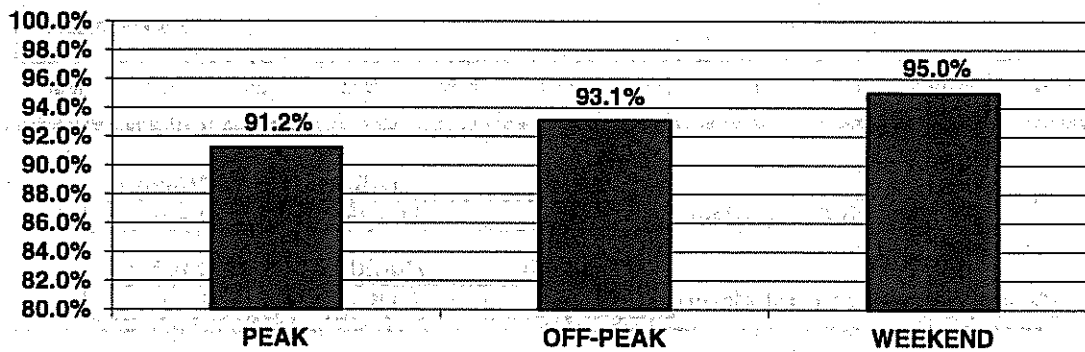
SUMMARY BY TIME PERIOD MARCH 2015

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

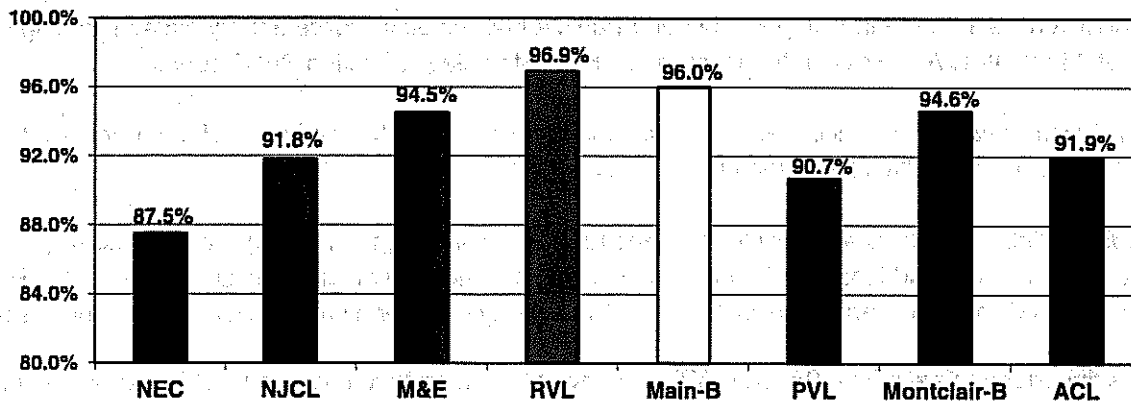
% NEW YORK PENN STATION Trains Reported On Time *



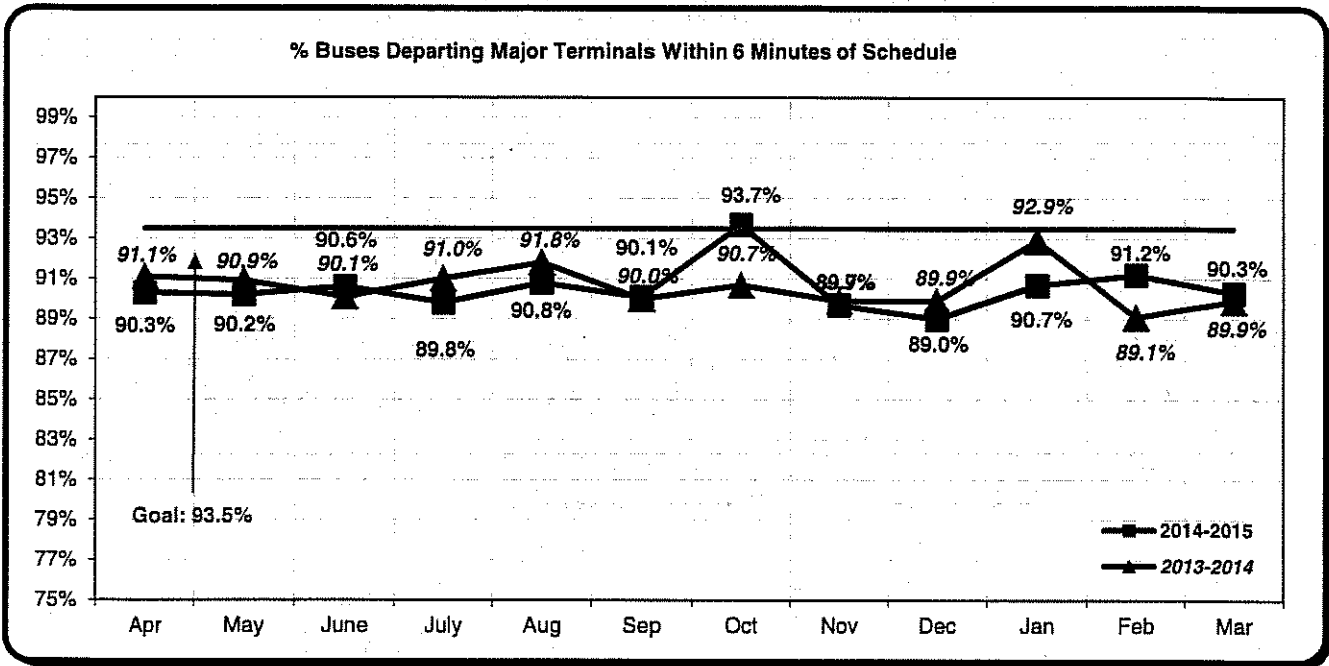
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE BUS APRIL 2013 - MARCH 2015



	2014	2015	% Change
March Comparison	89.9%	90.3%	0.4%

	2013-2014	2014-2015	% Change
12-Month Average April-March	90.6%	90.5%	-0.1%

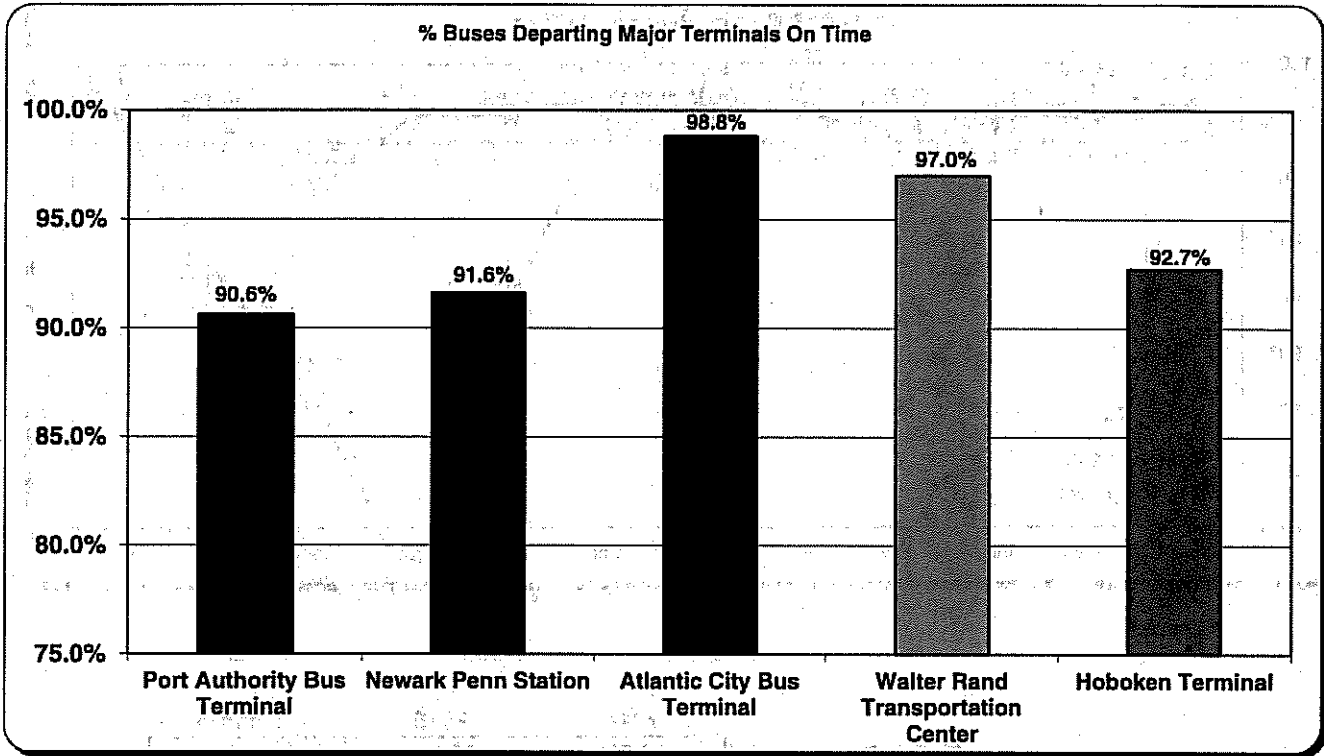
Analysis:

Bus On-Time Performance was 90.3% for March 2015. Of the 35,885 monitored departures, 2,510 (or 7.0%) experienced delays. Key causes included:

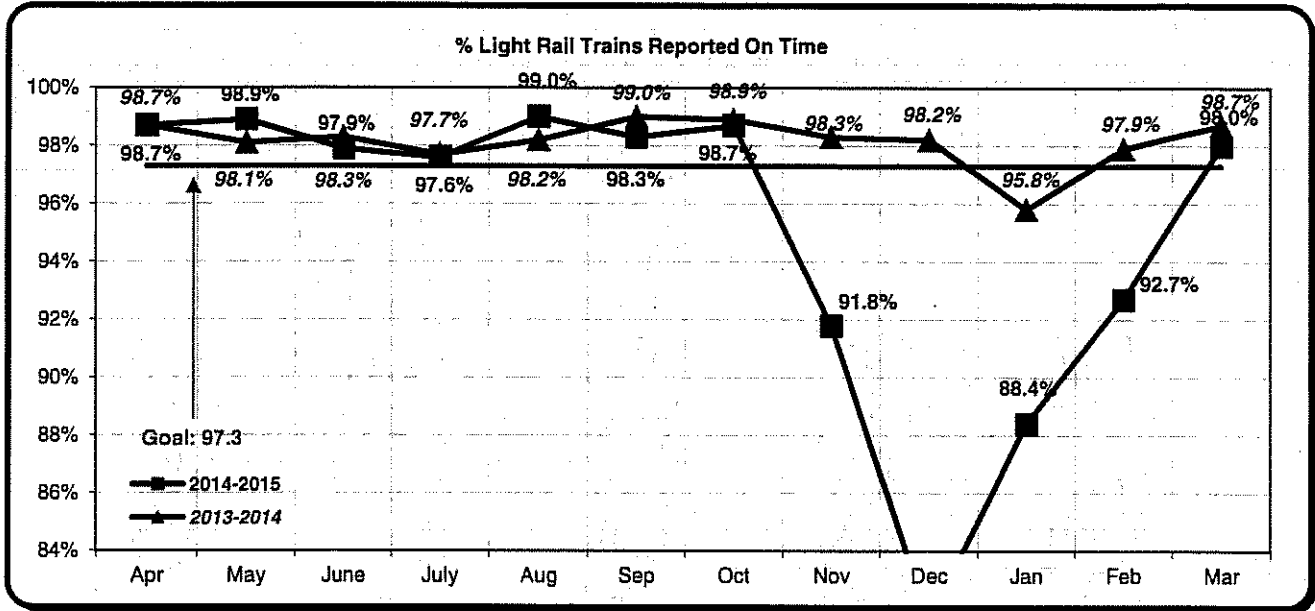
- A disabled vehicle in the tunnel stopped inbound traffic for 45 minutes. Police activity caused loading deck delays of 45 minutes. A bicyclist in tunnel caused 15 minute delays affecting PABT service.
- Extreme weather (cold, snow, ice) caused resulted in travel issues in the early part of the month - with wheelchair-pickup difficulties being the primary cause for delays.
- Construction delays, detours and accidents in and around Union City, the Atlantic City Expressway, Philadelphia, Newark, and Hoboken resulted in delays impacting several areas including the Walter Rand Transportation Center, Newark Penn Station, the Atlantic City Bus Terminal and Hoboken Terminal service.
- On-time departures were above 98% and YTD and overall performance improved 1.5% over last month.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2015



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL APRIL 2013 - MARCH 2015



	2014	2015	# Change
March Comparison	98.7%	98.0%	-0.7%

	2013-2014	2014-2015	# Change
12-Month Average April - March	98.2%	95.1%	-3.1%

Analysis:

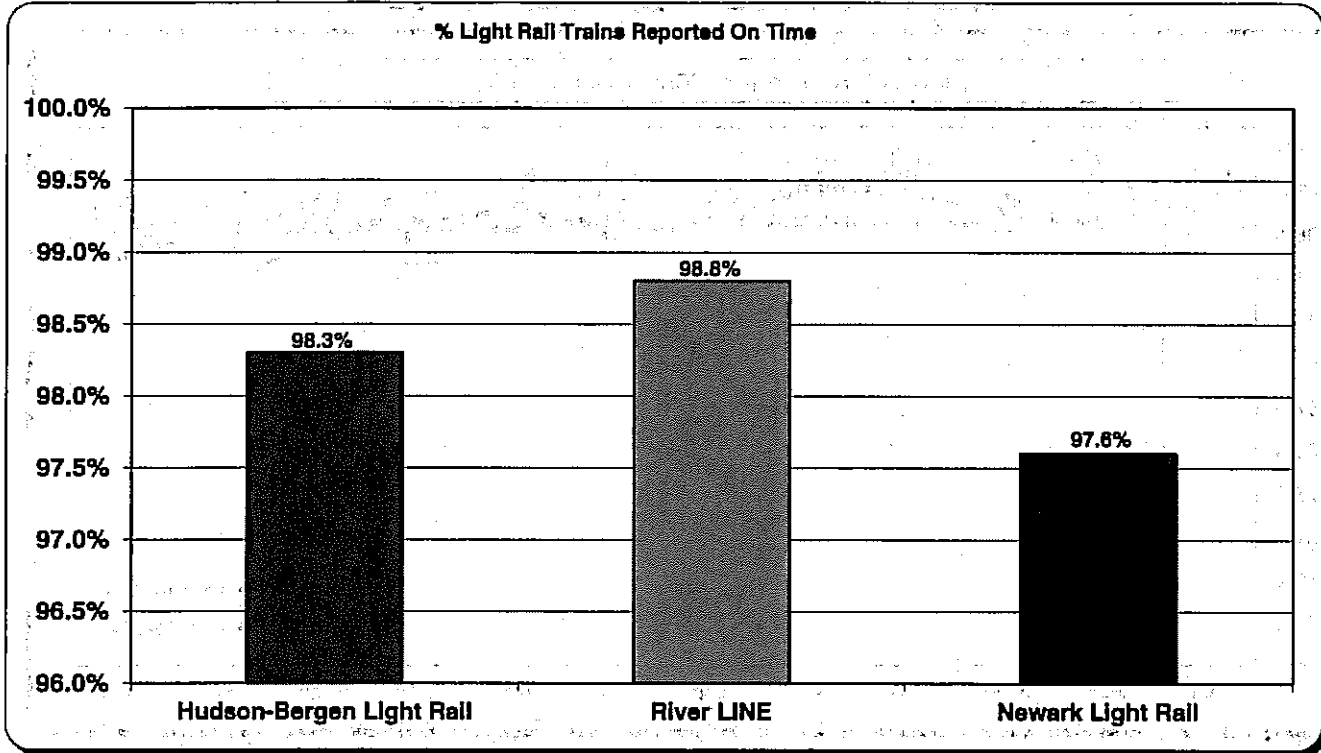
Light Rail On-Time Performance systemwide was 98.0% for the month of March 2015. Of the 26,662 monitored departures, 525 (or 2.0%) experienced delays. Key causes included:

- Winter weather-related issues delayed 19 Hudson-Bergen Light Rail trains on March 3
- Winter weather-related issues delayed 10 River Line trains on March 6
- Communications issues delayed 104 Newark Light Rail trains on March 13

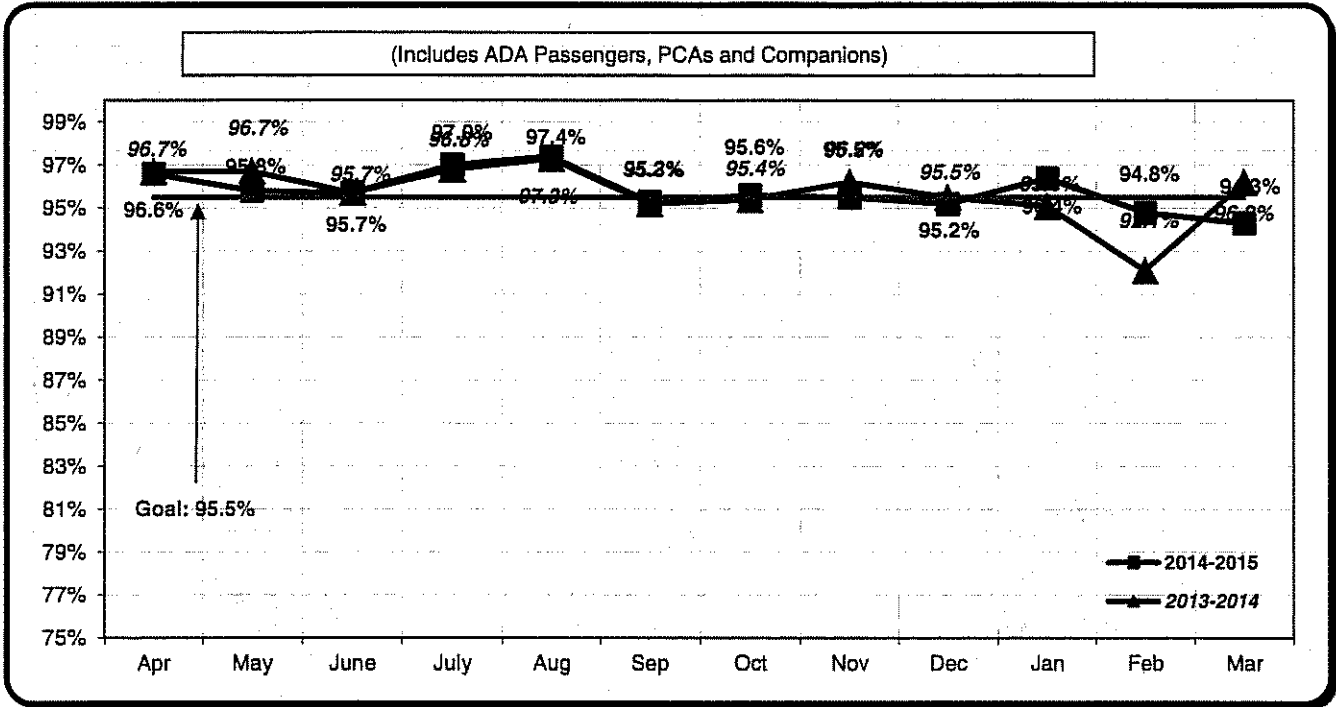
The 12-month average for Light Rail On-Time Performance for April 2013 - March 2015 was 96.7%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE MARCH 2015



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK APRIL 2013 - MARCH 2015



	2014	2015	% Change
March Comparison	96.2%	94.3%	-1.9%

	2014	2015	Change
March Ridership	109,552	120,534	10,982

	2013-2014	2014-2015	% Change
12-Month Average April-March	95.7%	95.8%	0.1%

Analysis:

Access Link On-Time Performance was 94.3% for March 2015. Of the 120,534 total trips, 6,813, or 5.7% experienced delays.

Key causes include:

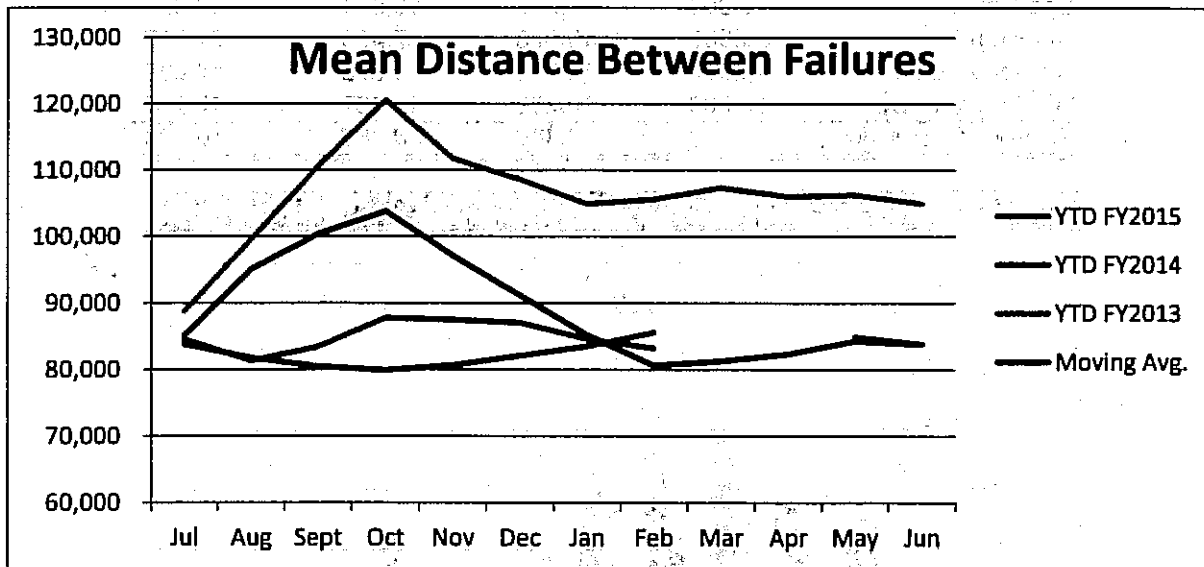
- * Traffic congestion due to inclement weather.
- * Road closures.
- * Cancellations and customer no-shows.

The 12-month average for Access Link On-Time Performance for April 2013 - March 2015 was 95.8%.

MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

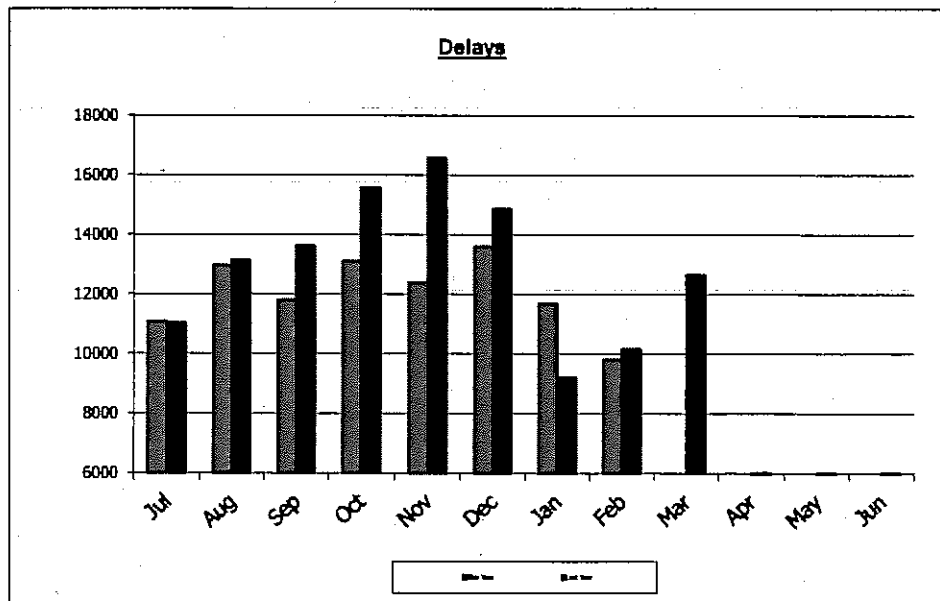
Month	YTD FY2015	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	84,508	85,097	88,735	78,933	83,750
Aug	81,319	95,116	99,585	87,525	81,718
Sept	83,368	100,341	110,530	89,028	80,405
Oct	87,750	103,813	120,591	91,327	79,867
Nov	87,434	97,112	111,758	90,518	80,641
Dec	87,042	91,128	108,579	91,523	82,064
Jan	84,607	85,161	104,917	92,489	83,493
Feb	83,179	80,639	105,580	96,166	85,552
Mar		81,229	107,335	98,412	-
Apr		82,293	106,048	102,149	-
May		84,237	106,287	102,237	84,873
Jun		83,798	104,975	103,748	83,798



Garage Performance Parameters

February 2015

Location	Miles Between In-Service Delays			
	FY2013 Goal	This Month	FY2013 YTD	FY2012 YTD
Fairview	7,500	4,897	6,616	7,523
Greenville	10,000	7,041	8,116	9,146
Market Street	12,500	6,145	9,422	13,408
Meadowlands	11,800	9,316	9,378	9,759
Oradell	15,000	9,120	10,132	11,406
Wayne	14,000	8,624	11,309	11,075
Northern Division	-	7,697	9,542	10,602
Big Tree	9,600	8,045	10,121	12,252
Hilton	10,500	8,375	11,854	12,582
Howell	16,750	18,069	20,401	16,137
Ironbound	9,800	8,626	10,765	9,299
Orange	10,200	10,505	11,519	12,426
Morris	10,500	44,555	49,581	50,097
Central Division	-	10,776	13,221	12,436
Egg Harbor	16,000	17,208	15,041	18,601
Hamilton	24,500	10,926	17,439	21,507
Newton Avenue	14,650	13,292	14,878	14,625
Washington Twp.	15,000	10,223	13,462	14,237
Southern Division	-	12,646	14,688	16,304
Bus Operations	-	9,804	11,959	12,510

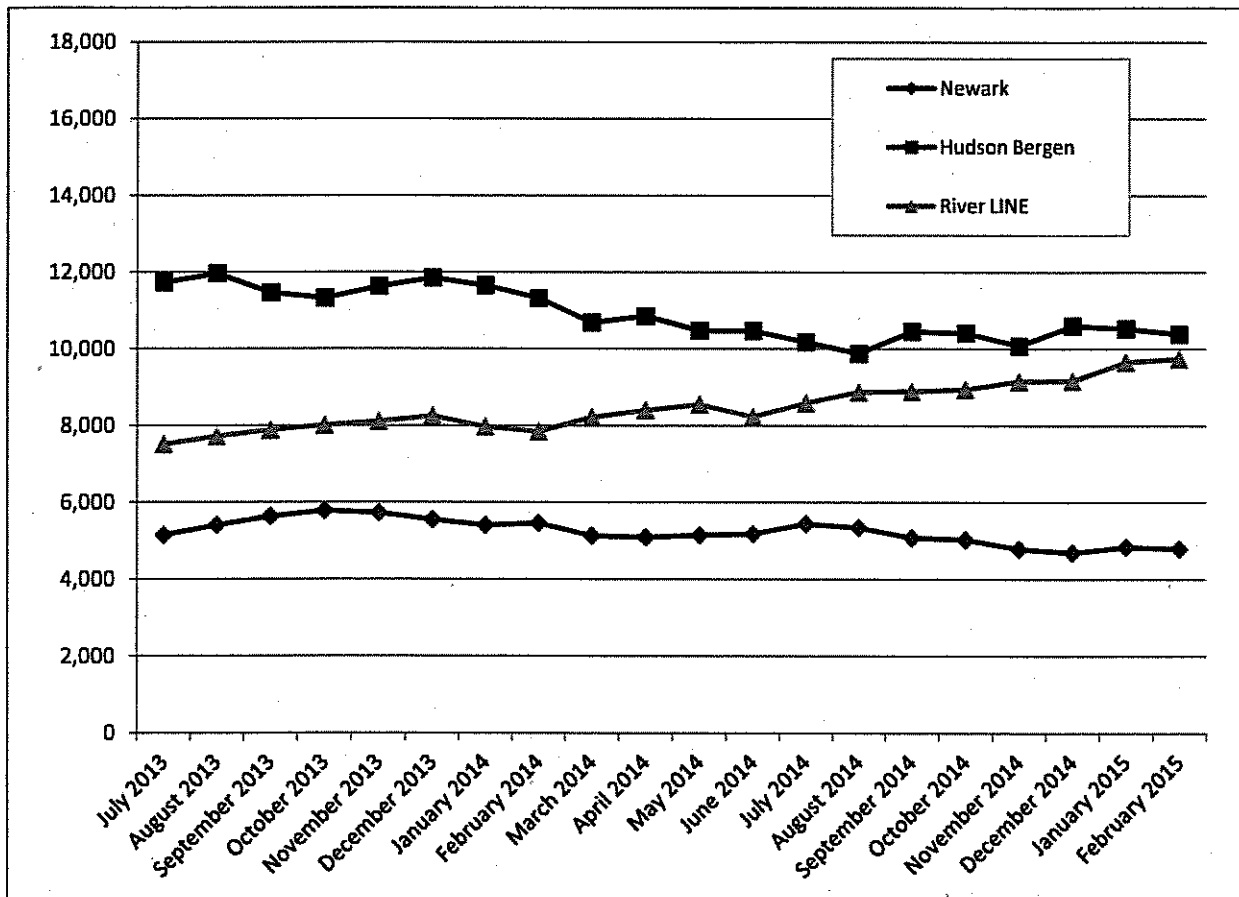


NJ TRANSIT - LIGHT RAIL, February 2015

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	February 2015 (Current Month)	12 Month Moving Average (Mean)
Newark Light Rail	2,983	4,790
Hudson Bergen	4,506	10,384
River LINE	7,078	9,742

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



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

DBE/MBE PROGRAM

State Funded Contracts

During the month of March 2015, NJ TRANSIT awarded **\$1,134,877.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$288,798.00** or **25.45%**.

During the State Fiscal Year 2015 (July 1, 2014 through June 30, 2015) NJ TRANSIT awarded **\$40,883,552.66** in state funded contracts. Of that total, SBEs received **\$7,244,955.58** or **17.72%**.

***Previously awarded \$126,069.95 during the month of February 2015 that was not reported in the March ED Report.**

SBE Goal Attainment from July 1, 2014 through June 30, 2015 (FY 2015)

Category 1 SBEs received	\$188,131.47	or 0.47%
Category 2 SBEs received	\$772,682.95	or 1.95%
Category 3 SBEs received	\$1,428,343.00	or 3.60%
Category 4 SBEs received	\$2,583,734.16	or 6.32%
Category 5 SBEs received	\$2,102,414.00	or 5.14%
Category 6 SBEs received	\$169,650.00	or 0.43%

FTA Funded Contracts (updated Quarterly – next update will be available June 2015)

During the 2nd Quarter (January 1, 2015 through March 31, 2015) of Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$8,006,215.77**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00** or **0%**.

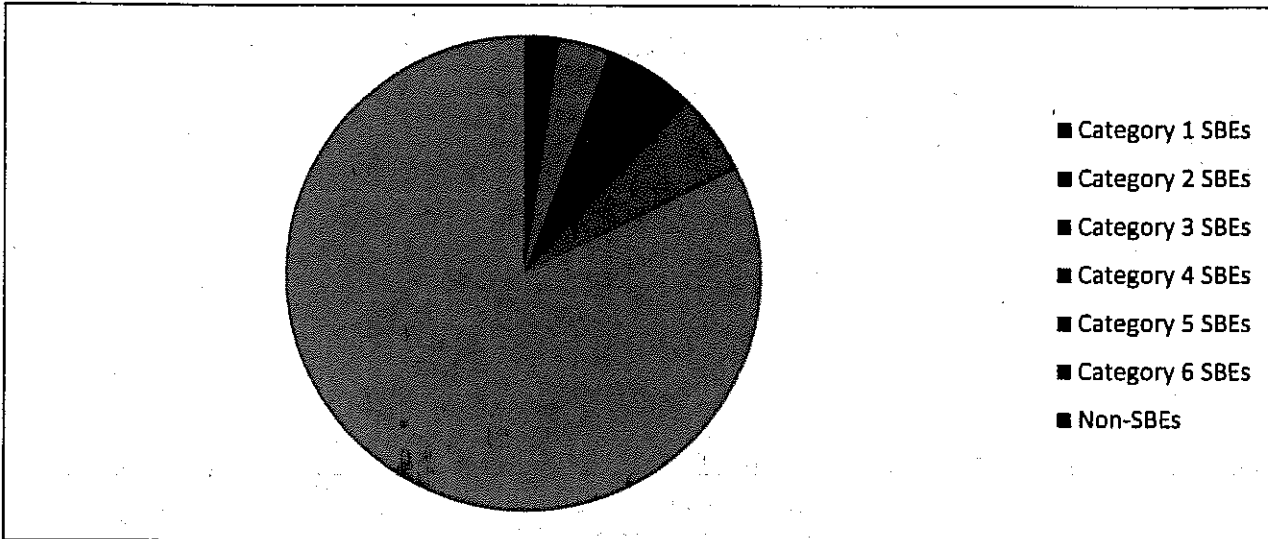
DBE Goal Attainment from October 1, 2013 (FFY 2014) - September 30, 2016 (FFY 2016)*

Contracts awarded	\$2,154,720.65
DBEs received	\$ 4,234,696.34 or 19.11%

***Numbers reflect federal share.**

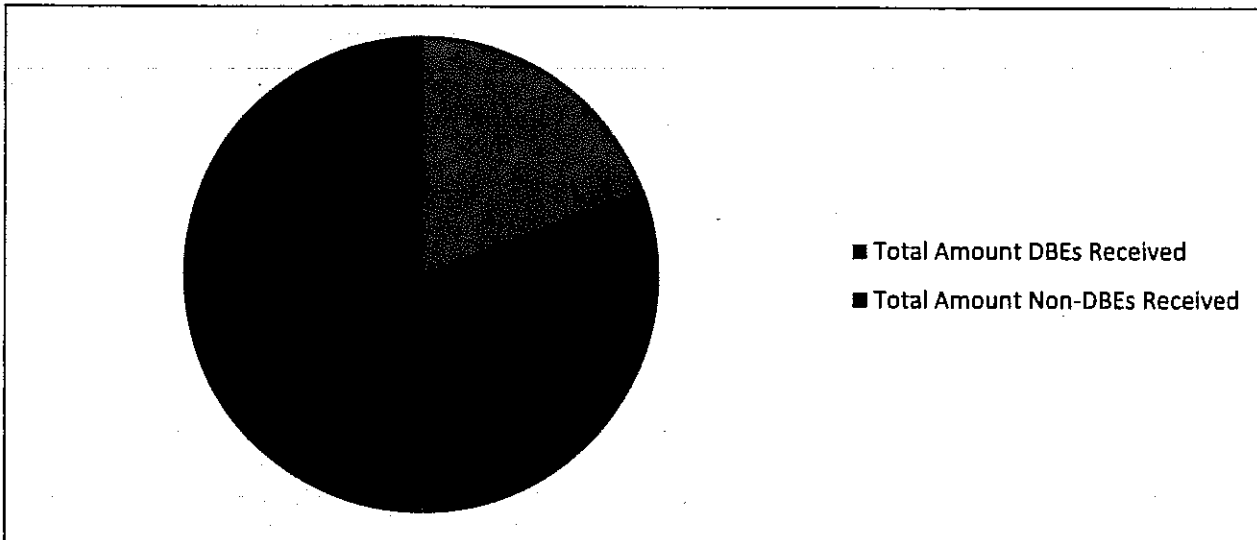
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2015

<i>Category 1 SBEs</i>	\$188,131.47	0.46%
<i>Category 2 SBEs</i>	\$772,682.95	1.89%
<i>Category 3 SBEs</i>	\$1,428,343.00	3.49%
<i>Category 4 SBEs</i>	\$2,583,734.16	6.32%
<i>Category 5 SBEs</i>	\$2,102,414.00	5.14%
<i>Category 6 SBEs</i>	\$169,650.00	0.41%
<i>Non-SBEs</i>	\$33,638,597.08	17.72%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2014-2016

Total Amount DBEs Received	\$4,234,696.34	19.11%
Total Amount Non-DBEs Received	\$17,920,024.30	80.89%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Thirty-eight NJ TRANSIT employees retired in March with careers ranging from 10 to 41 years of service:

1. Jeral Cameron, Bus Operator – Market Street Garage – 32 years
2. Brian W. Collinson, Special Maintenance Man – Ferry Street – 33 years
3. Khacdung Do, Maintenance Class "A" – Orange Street - 31 years
4. Dumerand Dumerand, Bus Operator – Hilton Garage - 25 years
5. Thomas Eckert, Bus Operator – Oradell Garage - 30 years
6. Stephen K. Eng, Inspector "B" – Washington Township Garage - 21 years
7. Martin M. Howard, Repairman Class "A" – Orange Garage - 33 years
8. Ghulam H. Jan, Light Rail Bus Operator – City Subway - 21 years
9. Venesse Lucas, Principal Bookkeeper (Rev.) – Penn Plaza - 41 years
10. Gene E. Meray, Special Maintenance Man – Ferry Street - 31 years
11. Michael P. Murphy, Depot Master – Washington Township Garage - 33 years
12. Varughese Oommen, Bus Operator – Howell Garage - 16 years
13. Emmanuel Prudent, Depot Master Class – Howell Garage - 25 years
14. Michael Stauhs, Mechanic – Hilton Garage - 36 years
15. Edward Van der Veer, Bus Operator – Washington Township Garage - 21 years
16. Balmin L. Brown, Bus Operator – Market Street Garage - 33 years
17. Roberto Contretas, Bus Operator – Oradell Garage - 16 years
18. Alipio E. Figueroa, Repairman Class "A" – Ironbound Garage - 11 years
19. Denney M. Frye, Bus Operator – Oradell Garage - 34 years
20. Thomas C. Halls, Bus Operator – Meadowlands Garage - 36 years

21. Peter M. Hershey, Bus Operator – Washington Township Garage – 10 years
22. Jagtar Singh, Bus Operator – Big Tree Garage – 12 years
23. Joseph Swiderski, Repairman Class "A" – Hilton Garage – 19 years
24. Robert Taylor, Bus Operator – Howell Garage – 32 years
25. Salvatore Vicari, Bus Operator – Oradell Garage – 21 years
26. Pamela Williams, Bus Operator – Egg Harbor Township Garage – 12 years
Bus Operator – Oradell Garage – 13 years
27. Eileen Bradley, Bus Operator – Newton Avenue Garage – 21 years
28. Loretta Howard, Information Clerk – General Office Building - 16 years
29. Elliot H. Tilghman, Bus Operator – Egg Harbor Township Garage - 11 years
30. Kevin Chase, Manager NLR Budg/Matl. – City Subway - 20 years
31. Fred D'Ascoli, Deputy CFO – Penn Plaza - 30 years
32. Anthony T. Giannaci, DGM Bus Operation Support – Ferry Street - 29 years
33. Emmett Lewis, Manager Project Compl. – Penn Plaza - 28 years
34. Vanessa Mason-Lewis, Strategic Staff Recruiter – Newton Avenue Garage -
29 years
35. Fawn Wang-Whittington, Principal Engr/ARC – Penn Plaza - 31 years
36. Dale R. Leffler, Principal Tech Specialist – Penn Plaza - 31 years
37. Linda Abrahams, Sr. Trainmaster – NY Penn Station – 31 years
38. Harry Pavlecka, Lead Laborer – MMC – 36 Years

ACTION ITEMS

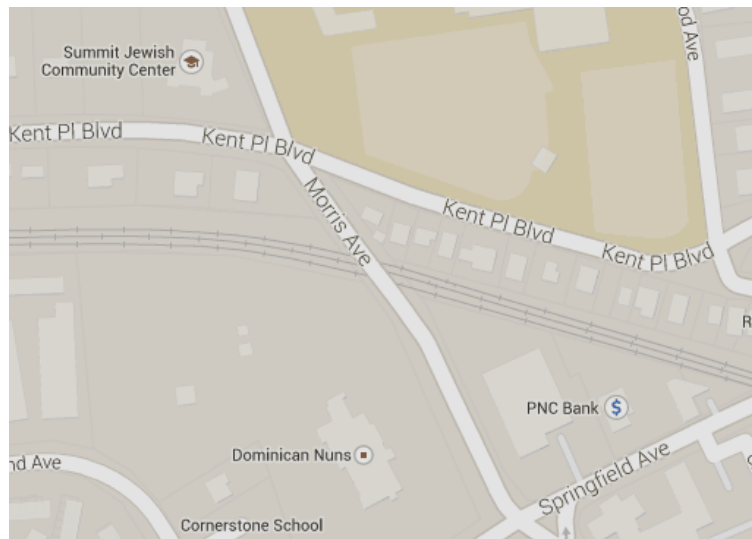
ITEM 1504-07: MORRIS AVENUE BRIDGE REHABILITATION PROJECT: CONSTRUCTION CONTRACT AWARD AND ENGINEERING SUPPORT SERVICES CONTRACT AWARD

BENEFITS

The Morris Avenue Bridge, located in Summit, New Jersey, spans the NJ TRANSIT Morris & Essex Rail Line (M&E) carrying vehicular and pedestrian traffic and various utilities lines. It was built in 1905. This bridge is in poor condition and has been identified on the New Jersey Department of Transportation (NJDOT) Bridge Management System as structurally deficient and classified as Category 2, which places it as one of the highest priority structures in need of replacement. The rehabilitation of the bridge will bring the structure to a state-of-good-repair, ensure public safety, and maintain reliable vehicular and railroad service.

ACTION (Scorecard: Customer Experience, Safety and Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-009X with IEW Construction Group of Trenton, New Jersey, for the Morris Avenue Bridge Rehabilitation Project in the amount of \$6,872,225.18, plus five percent for contingencies, subject to the availability of funds.



Source: Google Maps

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 15-035 with PB Americas, Inc. of Princeton, New Jersey, for engineering support services

during the procurement and construction phases in the amount of \$550,000.00, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

The Morris Avenue Bridge over the Morris & Essex Rail Line (M.P. 20.51) is in poor condition and in need of rehabilitation to improve structural integrity, increase load carrying capacity of the bridge, and improve traffic, pedestrian and railroad safety. Authorization of this construction contract will include reconstruction of the bridge abutments; replacement of the steel bridge superstructure and concrete bridge deck; widening of the bridge approaches to improve bridge geometry; construction and rehabilitation of the retaining walls, curbs, sidewalks and ADA ramps; installation of the ornamental railings on the bridge and the retaining walls; relocation of the traffic signal pole and the cantilever arm in the Morris Avenue and Kent Place Boulevard

intersection; installation of new traffic signage and striping; and relocation of existing utilities.

Authorization to assume the professional services consultant contract with PB Americas, Inc. will provide engineering support services during the procurement and construction phase of the project.

BACKGROUND

History

The Morris Avenue Bridge Rehabilitation Project was initiated by NJDOT as part of the Rehabilitation of Orphan Railroad Overhead Bridges Program (Railroad Overhead Bridge Act of 1988, N.J.S.A. 27:5G-5 to -19)

In November 2013, NJDOT and NJ TRANSIT signed “Agreement Between the New Jersey Department of Transportation and the New Jersey Transit Corporation – Morris Avenue Bridge Design/Construction Coordination Agreement”. In accordance with the Agreement, NJDOT will fund the project and will provide complete design and bid documents, secure all required properties and easements, and provide executed utility relocation agreements with affected utility companies; NJ TRANSIT will assume responsibility for procurement and construction of the Project.

NJDOT has obtained Federal Highway Administration (FHWA) funding for this project. In order to expedite the procurement and construction of this project, NJ TRANSIT will fund the procurement and construction project cost with Transportation Trust Fund funds and, in turn, NJDOT will reallocate the equivalent amount of the FHWA funds to NJ TRANSIT’s Federal Transit Administration Preventive Maintenance–Rail T39 program.

NJDOT previously contracted with PB Americas, Inc. to provide engineering and design services on this project, serving as “Engineer of Record”. To ensure continuity NJ TRANSIT will assume NJDOT’s contract with PB Americas, Inc. NJ TRANSIT and NJDOT have signed the “Assignment and Assumption of the Consultant Agreement” of the NJDOT’s consultant contract with PB Americas, Inc. for professional services related to the Project.

Procurement

The Office of Business Development assigned a 15 percent Disadvantaged Business Enterprise (DBE) goal for the construction contract. The consultant contract was previously assigned a 15.1 percent DBE/ESBE (Emerging Small Business Enterprise) goal.

The Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT’s electronic bid system, and in local newspapers on November 24, 2014. A Pre-Bid Conference was held on December 10, 2014 at NJ TRANSIT Headquarters in Newark, New Jersey.

Bids were received electronically and opened on January 22, 2015 at 2:00 p.m.

E-BID 15-009X RESULTS

Company	Total Bid Price
IEW Construction Group Trenton, New Jersey	\$ 6,872,225.18
D'Annunzio & Sons, Inc. Clark, New Jersey	\$ 6,947,000.00
Anselmi & De Cicco, Inc. Maplewood, New Jersey	\$ 6,958,412.00
Northeast Remsco Construction, Inc. Farmingdale, New Jersey	\$ 7,781,508.24
George Harms Construction Company, Inc. Farmingdale, New Jersey	\$ 7,788,766.85

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

FISCAL IMPACTS

Requested Amount:

IEW Construction Group	\$ 6,872,225.18	+ 5% contingency
PB Americas, Inc.	\$ 550,000.00	+ 5% contingency

Past Authorizations: None

Expenditures to Date: \$ 350,000 (as of 03/06/15)

Total Project Cost: \$ 12,861,475

Projected Date of Completion: December 2016

Capital Program Amount: \$ 12,861,475

Operating Budget Amount: \$0

PRINTS ID: NJT01092

Anticipated Source of Funds: Transportation Trust Fund

DBE/SBE Goal:

IEW Construction, Inc.	15% DBE
PB Americas, Inc.	15.1% DBE/ESBE

Future Related Authorizations: None

***NJ Build* Amount:** \$ 34,361

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, the Morris Avenue Bridge located in Summit, New Jersey, is in poor condition and is in need of rehabilitation to improve structural integrity, increase load carrying capacity of the bridge and improve traffic, pedestrian and railroad safety; and

WHEREAS, the rehabilitation of the Morris Avenue Bridge project was initiated by New Jersey Department of Transportation (NJDOT) as part of the Rehabilitation of Orphan Railroad Overhead Bridges Program (Railroad Overhead Bridge Act of 1988, N.J.S.A. 27:5G-5 to -19); and

WHEREAS, NJDOT and NJ TRANSIT signed "Agreement Between the New Jersey Department of Transportation and the New Jersey Transit Corporation – Morris Avenue Bridge Design/ Construction Coordination Agreement" which states that NJDOT will fund the project and will provide complete design and bid documents, secure all required properties and easements, and provide executed utility relocation agreements with affected utility companies; NJ TRANSIT will assume responsibility for procurement and construction of the project; and

WHEREAS, the construction contract will include reconstruction of the bridge abutments; replacement of the steel bridge superstructure and concrete bridge deck; widening of the bridge approaches to improve bridge geometry; construction and rehabilitation of the retaining walls, curbs, sidewalks and ADA ramps; installation of the ornamental railings on the bridge and the retaining walls; relocation of the traffic signal pole and the cantilever arm in the Morris Avenue and Kent Place Boulevard intersection; installation of new traffic signage and striping; and relocation of existing utilities; and

WHEREAS, NJDOT had previously contracted with PB Americas, Inc. to provide engineering services in support of the procurement and construction of this project; and

WHEREAS, it is in the best interest of NJ TRANSIT to continue the services of PB Americas, Inc. for project support; and

WHEREAS, following a competitive procurement process, it was determined that IEW Construction Group submitted the lowest responsive responsible bid;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-009X with IEW Construction Group of Trenton, New Jersey, for the Morris Avenue Bridge Rehabilitation Project in the amount of \$6,872,225.18, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-035 with PB Americas, Inc. of Princeton, New Jersey, for engineering support services during the procurement and construction phases in the amount of \$550,000.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 1504-08: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM – ORANGE ANNEX ROOF REPLACEMENT PROJECT: CONSTRUCTION CONTRACT AWARD

BENEFITS

The Orange Annex is located adjacent to the Orange Bus Garage in the City of Orange Township in Essex County. The Orange Annex is the current location of the NJ TRANSIT Emergency Operations Center (EOC). The EOC is the coordination point for all NJ TRANSIT operational business lines for all planned and unplanned events. The NJ TRANSIT Police Department currently uses this location for counter-terrorism training as well as firearms and driving simulations. The roof repair at the Orange Annex is vital to securing and continuing these efforts.

The Orange Annex Roof was damaged during Superstorm Sandy. This Roof Replacement Project will return the roof to a state-of-good-repair.



Source: Google Maps

ACTION (Scorecard: Corporate Accountability, Safety and Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 15-015X with Integrity Roofing, Inc. of Rahway, New Jersey, for the Orange Annex Roof Replacement Project in an amount not to exceed \$1,464,500.00, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

Authorization of the construction contract will allow for the replacement of the 70,000-square-foot Orange Annex flat roof with new roofing materials using a conventional roofing system. The replacement roof will stop water leakage that has been degrading interior work spaces and prematurely eroding the building’s interior structural elements.



Orange Annex - Roof Damage

BACKGROUND

High winds from Superstorm Sandy resulted in tearing and degradation of portions of the Orange Annex roof, leading to water leakage penetrating the building interior. The roof has received temporary repairs since the storm; these repairs have not been adequate, however, to protect the building interior over the long term.

Procurement

Office of the State Comptroller's approval to advertise the construction contract was received on January 13, 2015, as required by Executive Order 125. The NJ TRANSIT Office of Business Diversity assigned a 15 percent Disadvantaged Business Enterprise (DBE) goal for this contract.

The Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT's electronic bidding system, and in *The Star-Ledger* and *The Trenton Times* on January 22, 2015. A Pre-Bid Conference was held on February 5, 2015 at 10:00 a.m. at NJ TRANSIT's Orange Bus Garage, adjacent to the Annex building; a site visit followed immediately after the Pre-Bid Conference. Bids were received electronically and opened on March 3, 2015 at 2:00 p.m. at NJ TRANSIT Headquarters in Newark.

E-BID 15-015X RESULTS

Company	Total Bid Price
Integrity Roofing, Inc. Rahway, New Jersey	\$ 1,464,500.00
Pravco, Inc. Rahway, New Jersey	\$ 1,686,075.00
MTB, LLC Neptune City, New Jersey	\$ 1,690,000.00
ER Barrett, Inc. Newark, New Jersey	\$ 1,710,680.00
Northeast Roof Maintenance, Inc. Perth Amboy, New Jersey	\$ 1,770,160.00
NJK Contractors, Inc. Brooklyn, New York	\$ 1,982,000.00
DA Nolt Berlin, New Jersey	\$ 2,016,561.00

Schedule

Completion of the project is anticipated by December 31, 2015. This project will have no impacts on daily Orange Annex operations.

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

FISCAL IMPACTS

Requested Authorizations: \$ 1,464,500.00 + 5% contingency

Past Authorizations: None

Expenditures to Date: \$ 103,500 (as of 03/06/15)

Total Project Cost: \$ 1,759,000

Projected Date of Completion: December 2015

Capital Program Amount: \$ 1,759,000

Operating Budget Amount: \$0

PRINTS ID Number: NJT00773

Anticipated Source of Funds: Transportation Trust Fund
Insurance Proceeds

DBE/SBE Goal: 15% DBE

***NJ Build* Amount:** \$ 7,325

Future/Related Authorizations: None

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, Superstorm Sandy resulted in significant damage on the Orange Annex roof, causing routine water leakage during precipitation events following the storm; and

WHEREAS, temporary repairs have not proved adequate to ensure dry interior environments and adequately protect and stabilize the building structure and eliminate the threat of continued water damage; and

WHEREAS, the Orange Annex is the current location of the NJ TRANSIT Emergency Operations Center (EOC); and

WHEREAS, the NJ TRANSIT Police Department currently uses this location for counter-terrorism training as well as firearms and driving simulations; and

WHEREAS, the roof repair at the Orange Annex is vital to securing and continuing these efforts; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Integrity Roofing, Inc. submitted the lowest responsive responsible bid;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 15-015X with Integrity Roofing, Inc. of Rahway, New Jersey, for the Orange Annex Roof Replacement Project in an amount not to exceed \$1,464,500.00, plus five percent for contingencies, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1504-09: PERSONAL INJURY CLAIM OF TIMOTHY GARRETT

BENEFITS

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

ACTION

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

PURPOSE

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

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Personal Injury Claim of Timothy Garrett
Projected Date of Completion:	FY 2015
Anticipated Source of Funds:	FY 2015 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

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

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

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

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