

**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

December 12, 2014

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, December 10, 2014.

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, December 10, 2014.

**Present**

Jamie Fox, Chairman  
Bruce M. Meisel, Vice Chairman  
John Spinello, Governor's Representative  
Steven Petrecca, Treasurer's Representative  
Flora M. Castillo, Board Member (By Telephone)  
Myron P. Shevell, Board Member (By Telephone)  
James C. Finkle, Jr., Board Member (Absent)  
Raymond W. Greaves, Board Member (Non-Voting Board Member)

**Also Present**

Veronique Hakim, Executive Director  
Neil Yellin, Deputy Executive Director  
Dennis J. Martin, Vice President/General Manager, Bus Operations  
Robert Lavell, Vice President/General Manager, Rail Operations  
John Squitieri, Chief, Light Rail and Contract Services  
Christopher Trucillo, Chief of Police  
Frank Savino, Acting Auditor General  
Kathleen M. Sharman, Chief Financial Officer & Treasurer  
Michael Slack, Chief Information Officer  
Penny Bassett Hackett, Assistant Executive Director, Communications & Customer Svc.  
Alma Scott-Buczak, Assistant Executive Director, Succession Planning & Workforce Dev.  
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 9:02 a.m. in accordance with the Open Public Meetings Act.

Acting Board Secretary Zuczek announced that this was a regular meeting 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. Adequate notice of this meeting has been provided in accordance with the Open Public Meetings Act, Chapter 231, P.L. 1975, and that notice has been given to newspapers of general distribution and notice has been forwarded to the Secretary of State, Trenton, New Jersey. In addition, notice of said meeting has been and is being displayed 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 November 12, 2014 Board Meeting. 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.

**Steve Thorpe** said almost all the interactions he had with NJ TRANSIT crews and employees throughout the company have been positive. He would like to see a passenger etiquette initiative because he thinks the passengers are the problem, not the vast majority of the employees.

Mr. Thorpe would like to see expanded Hoboken Terminal use. He believes there is a market and capacity to have Trenton trains travel to Newark and then go directly to Hoboken, instead of New York. Mr. Thorpe also believes this would free up room for other Raritan Valley Line and North Jersey Coast Line trains to go to New York. He noted that traveling to Hoboken on Sundays requires a connection at Newark Broad Street Station, trains are only available every other hour, and Gladstone Line requires changing seats three times.

**David Peter Alan** agreed with Mr. Thorpe regarding the good words about the crews and the need for service to Hoboken. He thinks a third tunnel needs to be built as soon as possible, the projects funded by Sandy money are far less important, and none of the Sandy funded projects are needed urgently like a tunnel. Mr. Alan thinks the Delco Lead is a waste of money and the safe haven for trains during a storm should be eight miles of center track on the Morris & Essex Line between Summit and Roseville Avenue.

Mr. Alan does not think the item relating to the New York Waterways is justified and beneficial to NJ TRANSIT customers. He noted the money needed to pay for Raritan Valley Line one-seat ride to New York on evenings costs less than what would be given to the ferries. Mr. Alan believes the Port Authority should subsidize the privately-operated

ferries instead of NJ TRANSIT. He wants money saved from lower fuel costs to be used to restore lost casino revenue funded service for senior citizens and persons with disabilities.

Mr. Alan noted the NJ TRANSIT Board met for the first time 35 years ago and named a number of individuals instrumental in the early years of NJ TRANSIT. He wants the Board and senior management to inspire others to display the same virtues as those involved in the 1970s.

Chairman Fox noted everyone on the Board agrees that an additional tunnel is needed. He noted there were things that need to be completed first and an additional tunnel would not happen by next Tuesday. Chairman Fox agrees the people involved in the 1970s brought NJ TRANSIT to where it is, and they need to be more like them. He said they need to have a Transportation Trust Fund that is funded.

Chairman Fox mentioned that Executive Director Hakim and he already started meeting with transportation leaders in the area including New York City, New Jersey and Amtrak in Washington D.C. regarding moving forward with another tunnel.

Vice Chairman Meisel said the need for another tunnel is obvious. The issue has always been how to fund it in a way that everyone pays their fair share. He hopes with Chairman Fox's leadership, everyone will recognize the need to fund an additional tunnel.

**Orrin Getz** thanked NJ TRANSIT for visiting Rockland County to hear about the Clarkstown plan for the Nanuet Hamlet Transportation Oriented Development Plan. He said this requires improving service on the Pascack Valley Line into Rockland County. Mr. Getz noted the Pascack Valley Line has 10 stations on 14 miles of single track and wants someone to reexamine the Memorandum of Understanding regarding stopping the Golf Siding in Oradell and the Vale Siding in Park Ridge. He said Rockland County supports it, Metro-North will provide its share of the funding, and he wants NJ TRANSIT to move ahead the project.

Mr. Getz said there is a critical need to improve service on the Port Jervis Line. He wants NJ TRANSIT to work closely with Metro-North on projects to add additional siding. Additionally, he said there is short-term problem of a huge three-hour gap in weekday service from Hoboken to Port Jervis. Mr. Getz said Metro-North is looking to add extra service, but they need NJ TRANSIT crews to operate the trains. He wants NJ TRANSIT to work with Metro-North to close the gap by providing crews.

**Joe Clift** wants a third tunnel sooner than later and believes New York is ahead of New Jersey in the spending game since it is making pieces for the tunnel at a cost of \$450 million. He complained that his 8:27 a.m. Northeast Corridor train from New York, scheduled to leave before an Amtrak Acela, was delayed 10 minutes to allow the Amtrak Acela to depart first. Mr. Clift also said NJ TRANSIT, who is not responsible, should

address a stairway in New York Penn Station called the Hilton passageway that has been closed for six months, because NJ TRANSIT passengers are affected.

Mr. Clift applauded the improvements achieved by NJ TRANSIT in on-time departure of buses from the Port Authority Bus Terminal during the evening peak period. He said there has been great progress using analysis and problem solving, without spending a lot of money. Mr. Clift wants NJ TRANSIT to require, in the agreement with New York Waterway, metrics, goals, and financial consequences if the goals are not met.

Mr. Clift asked NJ TRANSIT to post the six applications for the Sandy resiliency projects on the NJ TRANSIT web library.

Mr. Clift noted a significant difference in the current NJ TRANSIT leadership style and praised management for managing.

### **Board Member Comments**

Chairman Fox welcomed John Spinello, the new Director for the Governor's Authorities Unit. Chairman Fox said he has been privileged to work with Board Member Spinello for 20 years during different administrations and noted he is knowledgeable about his subject matter. Board Member Spinello said he looks forward to working with Chairman Fox, the Board, and NJ TRANSIT staff. Executive Director Hakim welcomed Board Member Spinello to NJ TRANSIT.

### **Advisory Committee Report**

Suzanne Mack presented the Advisory Committee Report and said their joint advisory board meeting would be next week in Trenton. She welcomed Board Member Spinello.

Ms. Mack said there were a lot of wonderful people who helped form NJ TRANSIT and now who keep it going. She said there was a crisis when NJ TRANSIT was formed, and now there are different challenges. Ms. Mack said one challenge is weather. Despite good management, Ms. Mack said the weather has not cooperated with recovering from Sandy. She agreed with Mr. Clift about the library but said the weather has not cooperated and the projects are part of a larger plan. NJ TRANSIT needs money to avert and survive the crisis. Ms. Mack said the Raritan Draw Bridge and Hoboken Slip are critical assets that were under water and as a result, service was not able to run for a long time. She is pleased that NJ TRANSIT is receiving federal money to get the system back.

Ms. Mack noted 15 years ago, the plan was to start with the northern branch of the Hudson-Bergen Light Rail in Bergen County, but it was reversed and they started with Hudson County. She applauds NJ TRANSIT for moving forward the Supplemental Draft

Environmental Statement to Federal Transit Administration with the hopes of bringing the Hudson-Bergen Light Rail to Bergen County.

Ms. Mack said the Advisory Committee went to the Port Authority Bus Terminal last summer at the request of Board Member Finkle, their Board Liaison. The committee toured the facility and discussed operational aspects they observed with staff. She noted without capital improvements, management improved the situation. Ms. Mack believes the ferries are integral and the continued efforts will help.

### **Senior Citizen and Disabled Resident Transportation Advisory Committee Report**

Mary Ann Mason presented the Senior Citizen and Disabled Resident Transportation Advisory Committee report. Ms. Mason thanked the NJ TRANSIT Board of Directors, Chairman Fox and Executive Director Hakim for the opportunity to speak.

Ms. Mason said over the past two years, she came before the Board of Directors to discuss the changing role and challenges faced by the County transportation systems in recent years. During the past decade, the demand for local bus transportation in suburban and rural areas of the state has increased as economically disadvantaged and immigrant populations have settled in areas with little or no local transit. These county systems are the only local public bus service in some suburban and rural portions of the state where NJ TRANSIT does not have the resources to expand local bus transportation. This has occurred during a period where the Casino Revenue funding, the largest source of funding for most of these systems, has decreased by over 50 percent between 2008 and 2015.

Last month, this Advisory Committee reached out to the 21 county Freeholder Boards to advocate for the use of four alternative sources of funding which have enabled counties to offset some of the loss of Casino Revenue funding and to provide needed matching funds for federal grant programs.

These non-grant funding sources include:

- Generating new revenues by becoming a contracted provider for state agency funded transportation including Medicaid;
- Engaging an advertising broker to generate revenues from on-vehicle advertising;
- Bulk purchase of NJ TRANSIT bus and rail tickets where a portion of a trip can be completed by facilitating a connection to a transit station; and
- Implementation of a mandatory fare structure.

Even with the expanded use of these non-grant revenue sources and the new internet gaming revenue to be available in 2016, the decline of Casino Revenue funding will continue to reduce the available funding for these systems.

While NJ TRANSIT has generously provided some of the local match for Federal Transit Administration (FTA) grants received by the County systems, there is a need to find an alternative or supplement to Casino Revenue funding as a stable source of funding for these local systems that are becoming a more important part of the overall NJ TRANSIT network.

With a population over the age of 65 projected to nearly double from 2010 to 2030, as well as increasing demand from other transportation dependent persons in areas not served by NJ TRANSIT, finding a long term stable funding source for these systems is important to meeting the needs of senior citizens and people with disabilities, as well as local bus needs throughout the state.

As her term as Chair ends this month, Ms. Mason thanked the Board for every opportunity she had to report these issues and for the Board's continuing support for community transit. Elections for the new officers will take place at their meeting on Monday, December 15, 2014. Ms. Mason said the Senior Citizen and Disabled Resident Transportation Advisory Committee and its officers will continue to work with Executive Director Hakim and NJ TRANSIT staff to promote community transit and its emerging role in the future.

Chairman Fox and Executive Director Hakim presented a Certificate of Appreciation to Mary Ann Mason for her outstanding leadership and service as Chair of the Senior Citizen and Disabled Resident Transportation Advisory Committee.

#### **Board Customer Service Committee Report**

Board Member Raymond Greaves presented the report for the Customer Service Committee. The Committee was provided a Customer Service update, a report on the Social Media Dashboard for October, and an update on NJ TRANSIT's Office of System Safety.

#### **Board Administration Committee Report**

Board Member Raymond Greaves presented the report for the Administration Committee. The Committee was provided a Financial Update for September.

#### **Board Capital Planning, Policy & Privatization Committee Report**

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System which will implement best practices to prevent employees from falling and becoming injured while working on top of locomotive engines.

In addition, the Committee discussed the amendment to the 2012 task order consultant contract. This contract amendment will provide for the initial efforts in the development of the environmental documentation, a pre-requisite to construction.

The Committee also discussed the support of Trans-Hudson regular route ferry operations which will provide vehicles for ferry connections and infrastructure upgrades to improve the ferry network.

Vice Chairman Meisel also commented regarding the ferry service. He reminded everyone that after 9/11, the only way in and out of New York was by ferry. Vice Chairman Meisel views the ferries as an integral part of providing an integrated service to riders in and out of New York.

Chairman Fox also noted that during a major blackout, the ferries took people from New York to New Jersey. He believes they are an integral part of the transportation system.

### **Executive Director's Monthly Report**

#### **Winter Weather Preparations**

Executive Director Hakim highlighted the efforts to prepare for winter weather across the system. 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.

On the rail side, NJ TRANSIT goes through the process of inspecting more than 750 switches, the devices that allow NJ TRANSIT to move trains from one track to another, across the system, as well as switch heaters that prevent snow and ice from building up on them. There are also inspections of the fleet of rail cars and locomotives, everything from checking onboard heating systems and thermostats, to weather stripping and electronic components.

On the bus side, maintenance personnel inspect the fleet to make sure the 2,200 buses are properly maintained and ready. They inspect heating and airbrake systems, engine fluids, tires, windshield wipers, and doors. All of these preparations help ensure that NJ TRANSIT keeps the system running as smoothly as possible by minimizing delays and disruptions during bad weather.

As always, if a major weather event does make it necessary to adjust service, NJ TRANSIT will keep customers informed of the latest information via njtransit.com, station announcements, broadcast traffic reports, and social media channels.

### **Resiliency Strategy**

In October, Executive Director Hakim reported the Federal Transit Administration (FTA) funding NJ TRANSIT received supporting NJ TRANSIT's Superstorm Sandy resiliency efforts. Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs, to provide a presentation on exactly how the federal investment will strengthen the system against future storms.

Mr. Santoro provided a PowerPoint presentation, *Resilience-Powering and Protecting Infrastructure*, copy attached.

Chairman Fox asked about the timetable for the Raritan River project. Mr. Santoro said the entire project would be completed within six years. The Board item is the first step starting the environmental process which will take approximately a year and a half and the actual construction will take approximately two and a half years.

Vice Chairman Meisel said they often discuss these efforts in the Capital Planning, Privatization, and Policy Committee. He noted this is the most detail he has seen and said the pictures, graphics, and description are great and very helpful. Vice Chairman Meisel praised Executive Director Hakim for the new display under her leadership and said he is glad she joined NJ TRANSIT.

When he first joined NJ TRANSIT, Vice Chairman Meisel was struck by how complex the operation is and the details involved in running a system of this enormous geographic magnitude. He appreciates Executive Director Hakim sharing what NJ TRANSIT does to prepare for the winter, and believes it helps the public see that they are not just punching tickets, taking fares, and operating buses. Executive Director Hakim said everyone in the room participates in getting that work done and thanked Mr. Santoro for his presentation.

### **Holiday Travel**

NJ TRANSIT is preparing for the busy end-of-year holiday travel period. Following a busy Thanksgiving weekend, NJ TRANSIT is preparing to accommodate the heavy flow of travelers during the Christmas and New Year's holidays. More customers are tapping into technology as they navigate the transportation network during this busy travel season.

Executive Director Hakim was pleased to note there has been a steady increase in customers using the mobile ticketing program "MyTix". More customers are taking

advantage of the added convenience and alternative ticket options, which results in fewer customers standing in lines at the ticket vending machines.

NJ TRANSIT has made adjustments to better match service with ridership demand, including early getaway trains and buses in advance of the holidays and additional service for New Year's revelers. Executive Director Hakim encouraged customers to look online for the change in services.

Executive Director Hakim said this is also a great time of year for families to take advantage of some special offers. NJ TRANSIT is extending the Family SuperSaver Fare, which allows two children 11 and younger to travel free with each fare-paying adult for two straight weeks. Family SuperSaver will be in effect for the entire holiday period starting at 7:00 p.m. on Wednesday, December 24, 2014 until 6:00 a.m. on Monday, January 5, 2015. Normally, this fare is only available on weekends and holidays.

This time of year also marks a good time to remind everyone what a great alternative NJ TRANSIT offers to driving, helping people to avoid New York City's infamous Gridlock Alert days. Executive Director Hakim thanked the employees who will be spending time away from their own families during the upcoming holidays to keep the system moving and meet customers' transportation needs.

Executive Director Hakim recognized some of the employees who give back to their communities.

The Railmen for Children brightened the holidays for hundreds of special needs students around the state with their annual "Santa Train" ride last Friday. For more than two decades, these tireless NJ TRANSIT employees, retirees, and family members have raised funds necessary to shop for gifts specifically requested by each child. It is a tremendous undertaking.

The annual "Toys for Kids" campaign just completed. NJ TRANSIT employees' generosity provided hundreds of toys. Executive Director Hakim said those toys will be delivered to the Salvation Army-Ironbound Boys and Girls Club on Providence Street in Newark next Tuesday afternoon, December 16, 2014.

Executive Director Hakim said those are just some examples of selfless acts performed by NJ TRANSIT employees that positively affects and benefits the communities. Executive Director Hakim extended her thanks to all employees who give back to and volunteer their time and talents for those less fortunate throughout the Garden State during the holidays and throughout the year.

**WiFi Beta Testing Begins**

Executive Director Hakim was pleased to inform the Board that NJ TRANSIT is officially putting the power of WiFi in the hands of customers at the Port Authority Bus Terminal and are officially asking customers to help Beta test the new WiFi network.

All of the Port Authority Bus Terminal customers are encouraged to access and regularly use the WiFi test site, "NJT\_WiFi", to access transit information and other internet services, except for video streaming. Executive Director Hakim welcomed feedback. She thanked Chief Information Officer Michael Slack and his staff for their extremely hard work in making this critical upgrade possible for customers.

On behalf of the NJ TRANSIT family, Executive Director Hakim wished each and every one a safe and Happy Holiday.

**Action Items**

**1412-59: MEADOWS MAINTENANCE COMPLEX (MMC) LOCOMOTIVE OVERHEAD SHOP FALL PROTECTION SYSTEM PROJECT: CONSTRUCTION CONTRACT AWARD**

Executive Director Hakim introduced Robert Lavell, Vice President & General Manager, Rail Operations who presented Action Item 1412-59 for approval.

Robert Lavell recommended approval of Item #1412-59, Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System Project: Construction Contract Award. With safety as a top priority, NJ TRANSIT recommended modifications to the Locomotive Shop to implement best practices to prevent employees from falling and becoming injured while working on top of locomotive engines.

Authorization was requested to enter into a contract with Sparwick Contracting, Inc. of Lafayette, New Jersey, for construction of the Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System Project at a cost not to exceed \$1,154,768, 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:**

<b>Fox</b>	<b>Meisel</b>	<b>Spinello</b>	<b>Petrecca</b>	<b>Shevell</b>	<b>Castillo</b>	<b>Finkle</b>	<b>Greaves</b>
Yes	Yes	Yes	Yes	Yes	Not Present	Absent	Non-Voting Member

**1412-60: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM**

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning & Programs who presented Action Item 1412-60 for approval.

Steve Santoro recommended approval of Item #1412-60, Superstorm Sandy Disaster Recovery and Resilience Program: Amendment to the 2012 Task Order Consultant Contracts Program. Approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems Inc. by \$2,000,000, for a maximum authorization amount of \$69,690,000 for the Superstorm Sandy Task Order Consultant Program.

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

**Roll Call Vote:**

<b>Fox</b>	<b>Meisel</b>	<b>Spinello</b>	<b>Petrecca</b>	<b>Shevell</b>	<b>Castillo</b>	<b>Finkle</b>	<b>Greaves</b>
Yes	Yes	Yes	Yes	Yes	Yes	Absent	Non-Voting Member

**1412-61: SUPPORT OF TRANS-HUDSON REGULAR ROUTE FERRY OPERATIONS: AGREEMENT FOR BUS ACQUISITION AND REIMBURSEMENT FOR FIXED FACILITY UPGRADE**

Executive Director Hakim introduced Dennis Martin, Vice President & General Manager, Bus Operations who presented Action Item 1412-61 for approval.

Dennis Martin recommended approval of Item #1412-61, Support of Trans-Hudson Regular Route Ferry Operations: Agreement for Bus Acquisition and Reimbursement for Fixed Facility Upgrade.

Authorization was requested to enter into an agreement with Port Imperial Ferry Corporation for the acquisition of 10 buses, to be owned by Port Imperial Ferry Corporation with NJ TRANSIT retaining the titles for the useful life of the vehicles, to supplement the existing Bus/Ferry Program, in an amount of \$1,891,450.00, plus five percent for contingencies; as well as reimbursement for the improvement of the maintenance dock in Weehawken by upgrading the facility's generated power supply by connecting it to the public electrical grid, at a cost of \$230,445.00, plus five percent for contingencies; for a total authorization of \$2,500,000.00.

Board Member Myron P. Shevell recused himself from voting on Item #1412-61. Vice Chairman Bruce M. Meisel moved the resolution, Chairman Jamie Fox seconded it and it was adopted.

**Roll Call Vote:**

<b>Fox</b>	<b>Meisel</b>	<b>Spinello</b>	<b>Petrecca</b>	<b>Shevell</b>	<b>Castillo</b>	<b>Finkle</b>	<b>Greaves</b>
Yes	Yes	Yes	Yes	Recused	Yes	Absent	Non-Voting Member

**Adjournment**

Chairman Fox said there will not be a January 2015 Board Meeting. The next Board Meeting will be February 11, 2015. Board Member Shevell wished everyone Happy Holidays. 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 Castillo and unanimously adopted. The meeting was adjourned at approximately 10:00 a.m.

# **RESILIENCE**

## Powering and Protecting Infrastructure

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**Board of Directors  
December 2014**

# RESILIENCE

# STRATEGY

Protect

Recover

Safe Haven

Resist

Power

- Effective resilience required a system wide approach:
  - Harden assets and restore service
    - **Protect:** Train controls
    - **Recover:** Station platforms
    - **Safe Haven:** Rolling stock
    - **Resist:** New bridge design
    - **Power:** NJ TRANSITGRID
  
- Fund the strategy:
  - FTA Resiliency Grants: \$3B
  - 13-state competition
  - **Receive award of \$1.27B**
  - Five projects

# PROTECT

# TRAIN CONTROLS

**FTA**  
**\$89M**

- Power distribution equipment and communications installations protected:
  - Bergen/Main/Pascack Valley Lines
  - Morris and Essex Lines
  - Hudson Bergen Light Rail

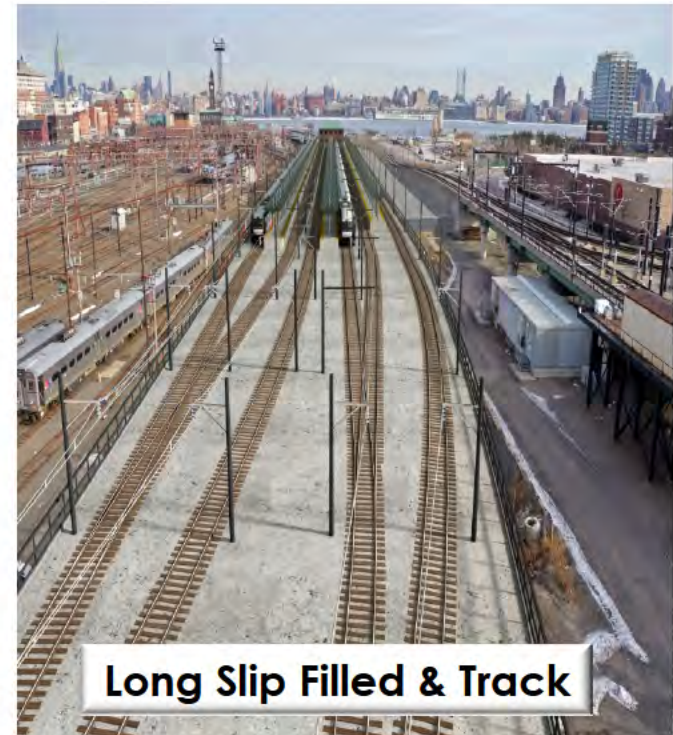


# RECOVER

# HOBOKEN LONG SLIP CANAL

**FTA**  
**\$146M**

- Service recovery for Hoboken Terminal:
  - New track and platforms
  - Post-event service



# SAFE HAVEN

# COUNTY YARD/DELCO LEAD

FTA  
\$185M

- Safe storage for rail equipment in a central location that facilitates vehicle inspection and redeployment.

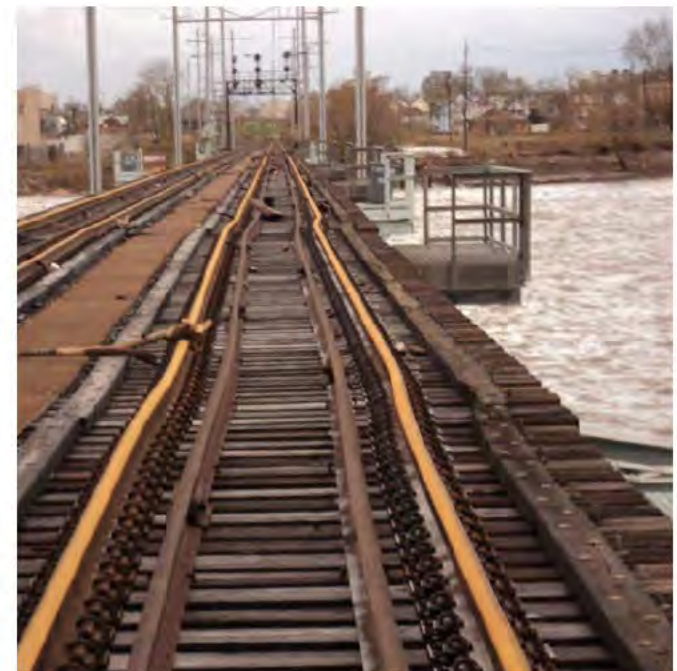


# RESIST

# RARITAN RIVER DRAW BRIDGE

**FTA**  
**\$446M**

- New bridge that can better withstand storms surges, scouring and high winds.





# POWER

# NJ TRANSITGRID

FTA  
\$410M

- Microgrid technology to provide a resilient source of electric power for a portion of our commuter system:
  - Central power plant
  - Solar
  - Distributed generation
  - Electric vehicles



# NJ TRANSITGRID (Power)



M&E,  
MONTCLAIR-  
BOONTON LINE



Newark &  
Broad Street

E. COUNTY LINE  
VALLEY LINE

Secaucus  
Junction

AMTRAK



New York  
Penn Station

MMC



Newark  
Penn Station

Hoboken &



NORTHEAST CORRIDOR,

HUDSON-BERGEN  
LIGHT RAIL



**FTA \$1.27B**

# STRATEGY



**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 10, 2014

**MINUTES**

**PAGE**

➤	<b>CALL TO ORDER</b>	-
➤	<b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	47344
➤	<b>PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS</b>	-
➤	<b>BOARD MEMBER COMMENTS</b>	-
➤	<b>ADVISORY COMMITTEE REPORT</b>	-
➤	<b>SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT</b>	-
➤	<b>BOARD COMMITTEE REPORTS</b>	-
	*Customer Service Committee	
	*Administration Committee	
	*Capital Planning, Policy and Privatization Committee	
➤	<b>EXECUTIVE DIRECTOR'S MONTHLY REPORT</b>	47345

**ACTION ITEMS**

1412-59	<b>MEADOWS MAINTENANCE COMPLEX (MMC) LOCOMOTIVE OVERHEAD SHOP FALL PROTECTION SYSTEM PROJECT: CONSTRUCTION CONTRACT AWARD</b>	47366
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Authorization to enter into NJ TRANSIT Contract No. 14-034X with Sparwick Contracting, Inc. of Lafayette, New Jersey, for construction of the Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System Project at a cost not to exceed \$1,154,768, plus five percent for contingencies, subject to the availability of funds.

1412-60	<b>SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM</b>	47370
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Authorization for approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems Inc. (NJ TRANSIT Contract No. 13-002B) by \$2,000,000, for a

maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$69,690,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

**1412-61 SUPPORT OF TRANS-HUDSON REGULAR ROUTE FERRY OPERATIONS: 47377**  
**AGREEMENT FOR BUS ACQUISITION AND REIMBURSEMENT FOR FIXED**  
**FACILITY UPGRADE**

Authorization to enter into an agreement with Port Imperial Ferry Corporation (dba NY Waterway) for the acquisition of 10 buses, to be owned by Port Imperial Ferry Corporation with NJ TRANSIT retaining the titles for the useful life of the vehicles, to supplement the existing Bus/Ferry Program, in an amount of \$1,891,450.00, plus five percent for contingencies; as well as reimbursement for the improvement of the maintenance dock in Weehawken by upgrading the facility's generated power supply by connecting it to the public electrical grid, at a cost of \$230,445.00, plus five percent for contingencies; for a total authorization of \$2,500,000.00, subject to the availability of funds.

➤ **ADJOURNMENT**

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the November 12, 2014 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 14, 2014;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the November 12, 2014 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:** DECEMBER 10, 2014  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2014

NJ TRANSIT is officially in putting the power of WiFi in the hands of our customers at Port Authority Bus Terminal. Today, we are officially inviting all PABT customers to help us beta test the network through regular use of our site, "NJT\_WiFi", for all internet services except video streaming. The more customer participation we receive, the more refinements we can make, and the better equipped we will be in providing a sturdy and sustainable WiFi network for the future. I would like to acknowledge and thank our Chief Information Officer Michael Slack and his staff for their hard work in making this critical communications upgrade possible for our customers at this busy facility.

NJ TRANSIT's operations departments have long been prepared for winter weather across our system to ensure that our rail, bus and light rail service is as weather-proof as possible with December now in full swing. Each year, we begin preparing for winter weather months in advance so that our "winterization" process is complete long before we see the first snowfall. As part of this process, we make sure all of our snow-fighting equipment is ready to go and perform maintenance and inspections of our bus and rail fleets and infrastructure. These preparations help ensure that we can keep the system running smoothly and minimize delays and disruptions during inclement weather. As always, if a major weather event does make it necessary to adjust our service, we will keep our customers informed of the latest information via njtransit.com, station announcements, broadcast traffic reports and our social media channels.

As we reflect this holiday season on all for which we are thankful and give to those less fortunate, I would like to share some inspiring acts of kindness our employees recently performed to brighten the lives of others.

Our friends at Railmen for Children brightened the holidays for hundreds of special needs students around New Jersey with their annual Santa Train ride last Friday, December 5. For more than two decades, these tireless NJ TRANSIT employees, retirees and family members have raised funds necessary to shop for gifts specifically requested by each child! Santa Claus, Mrs. Claus and their helpers then delivered the gifts to each student during the Santa Train ride, along with a boxed lunch and other goodies. It was a truly a heartwarming experience that everyone looks forward to each year.

Our annual Toys for Kids campaign just completed. Each year, through the generosity of employees across the agency, hundreds of toys are distributed to children and families in need in the Newark area, and would otherwise not receive a holiday gift this season.

In South Jersey, we cannot forget all the help recently-retired Newton Avenue Garage bus operator Gloria Smith, affectionately known as "Mama G", has extended to the Camden community. For nearly 30 years, she and many of her colleagues organized seasonal food and clothing drives for those who desperately need immediate assistance.

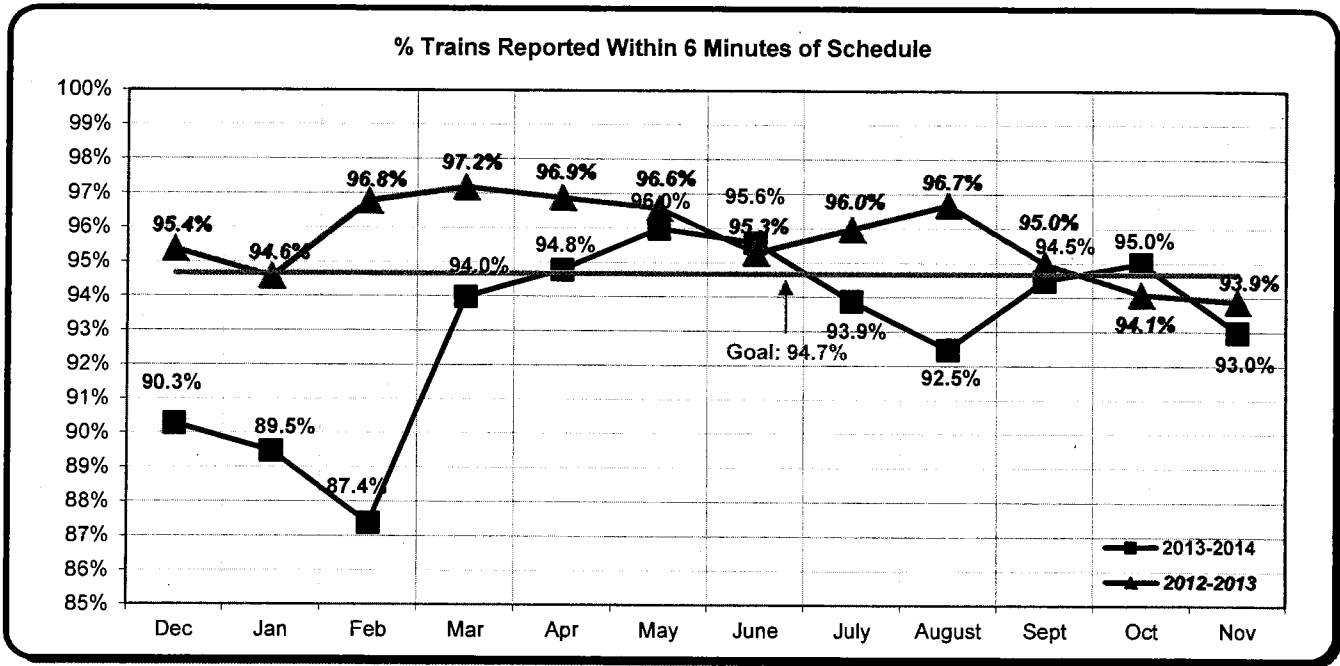
On behalf of the NJ TRANSIT family, I would like to extend a warm wish to everyone for a safe and happy holiday season. I would like to thank our dedicated employees who will be spending time away from their own families to keep our system running and our customers moving during the holidays.

# **EXECUTIVE DIRECTOR'S MONTHLY REPORT MONTH 2014**

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2012 - NOVEMBER 2014



	2013	2014	# Change
<b>November Comparison</b>	93.9%	93.0%	-0.9%

	2012-2013	2013-2014	# Change
<b>12-Month Average December - November</b>	95.7%	93.0%	-2.7%

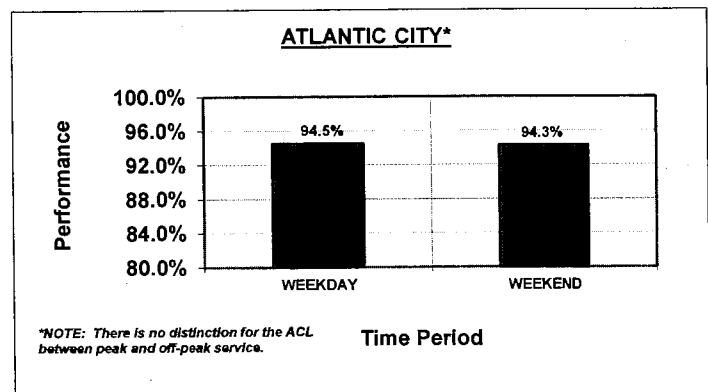
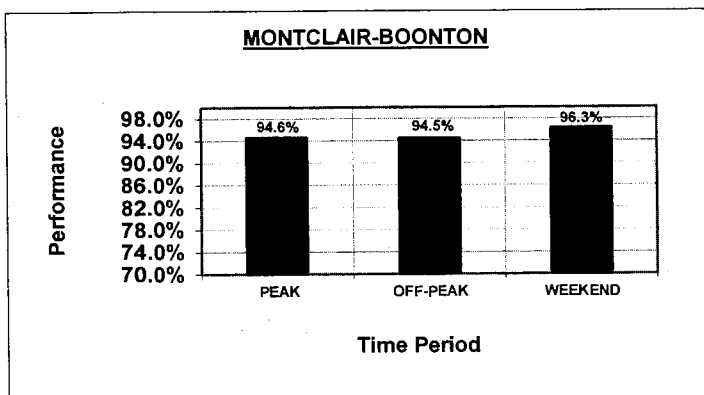
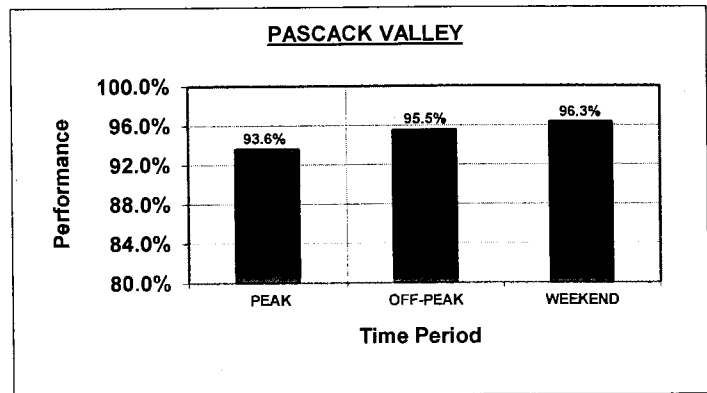
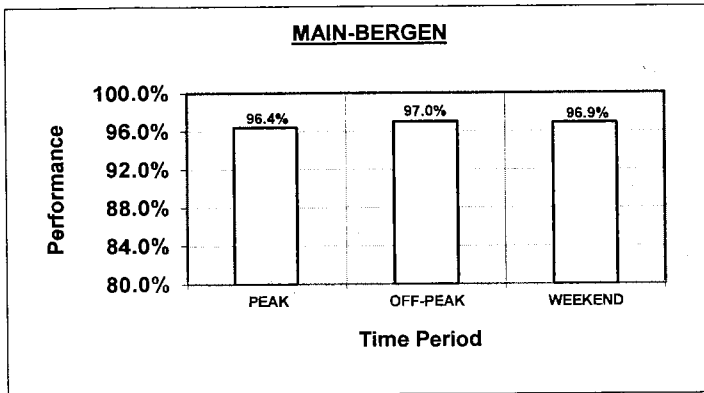
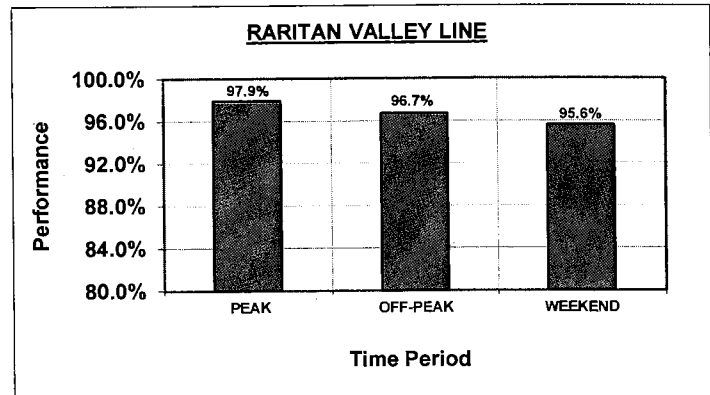
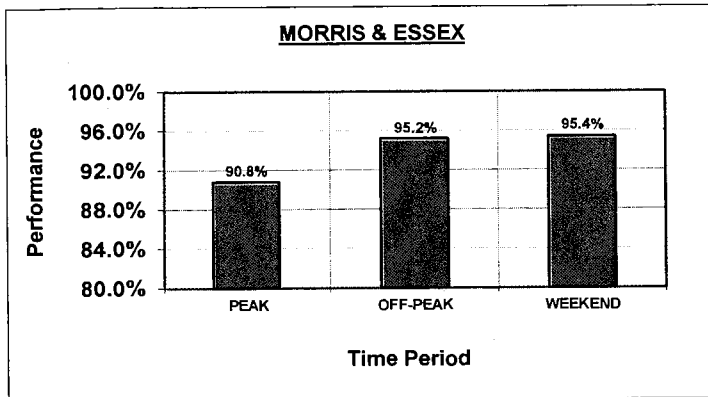
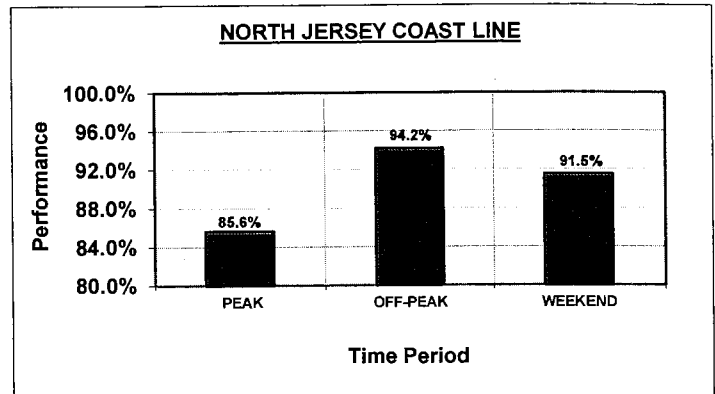
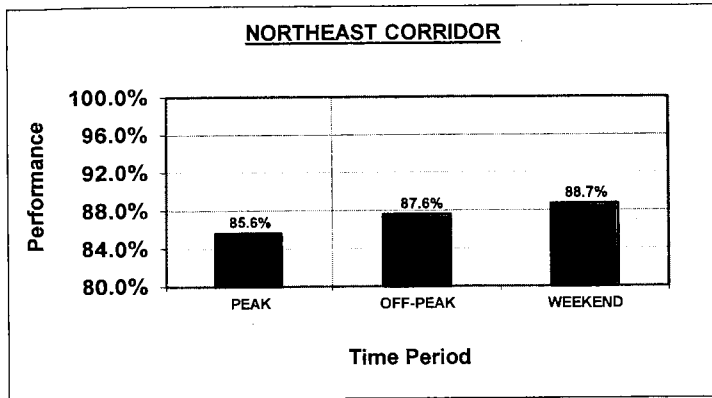
**Analysis:**

Rail On-Time Performance was 93.0% for November 2014. Of the 17,630 trains scheduled to operate, 16,398 were on time, while 1,232 trains (or 7.0%) were delayed. Key causes included:

- Amtrak equipment failure, Amtrak station equipment problems, NJT signal failure, NJT equipment failure, Amtrak equipment failure, Amtrak high-speed rail project accounted for 96 delays for a total of 84.5% on November 7.
- NJT equipment failures, Amtrak track failure, NJT police action, NJ switch failure, NJT engineering/no defect, NJT weather-related switch failure, NJT weather-related wheelslip accounted for 97 delays for a total of 84.5% on November 18.
- NJT heavy travel, NJT signal failure, Amtrak preference, Amtrak switch failure, Amtrak human error, NJT dual mode engine failure, an ill/injured passenger accounted for 77 delays for a total of 88.5% on November 26.

The 12-month average for Rail On-Time Performance for December 2012-November 2014 was 94.4%.

# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2014

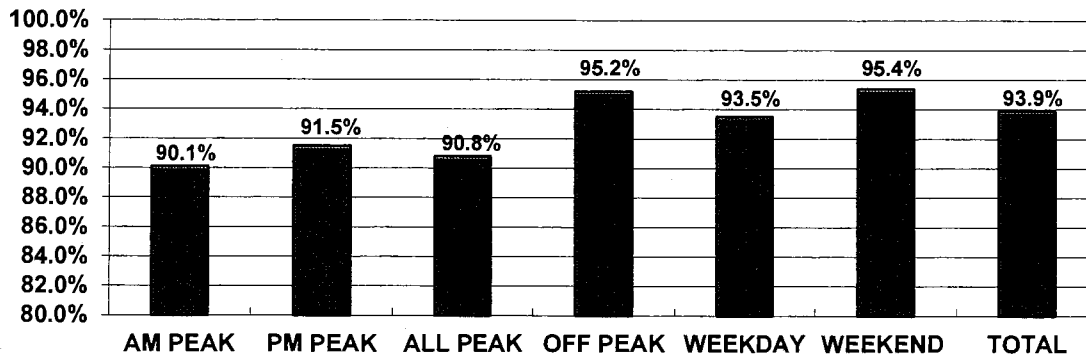


# ON-TIME PERFORMANCE RAIL

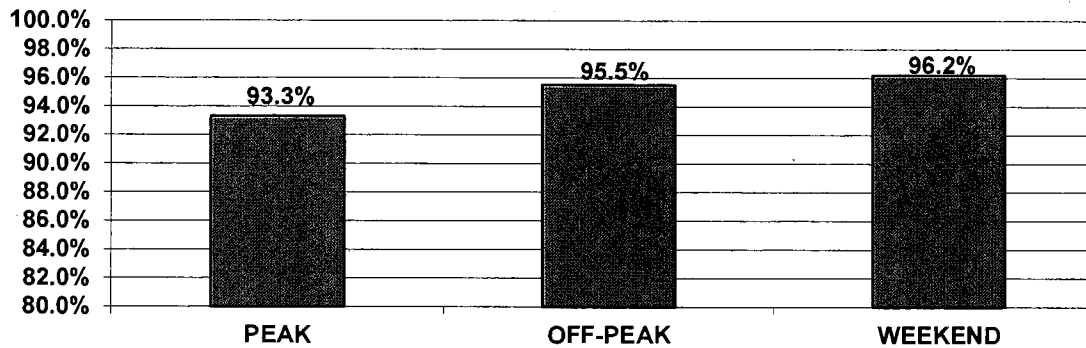
## SUMMARY BY TIME PERIOD November 2014

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

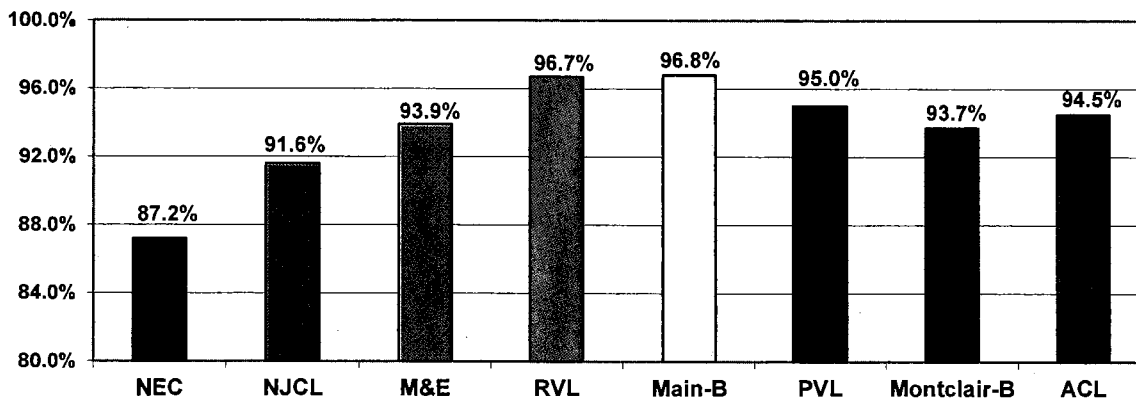
### % NEW YORK PENN STATION Trains Reported On Time \*



### % SYSTEMWIDE Trains Reported On Time

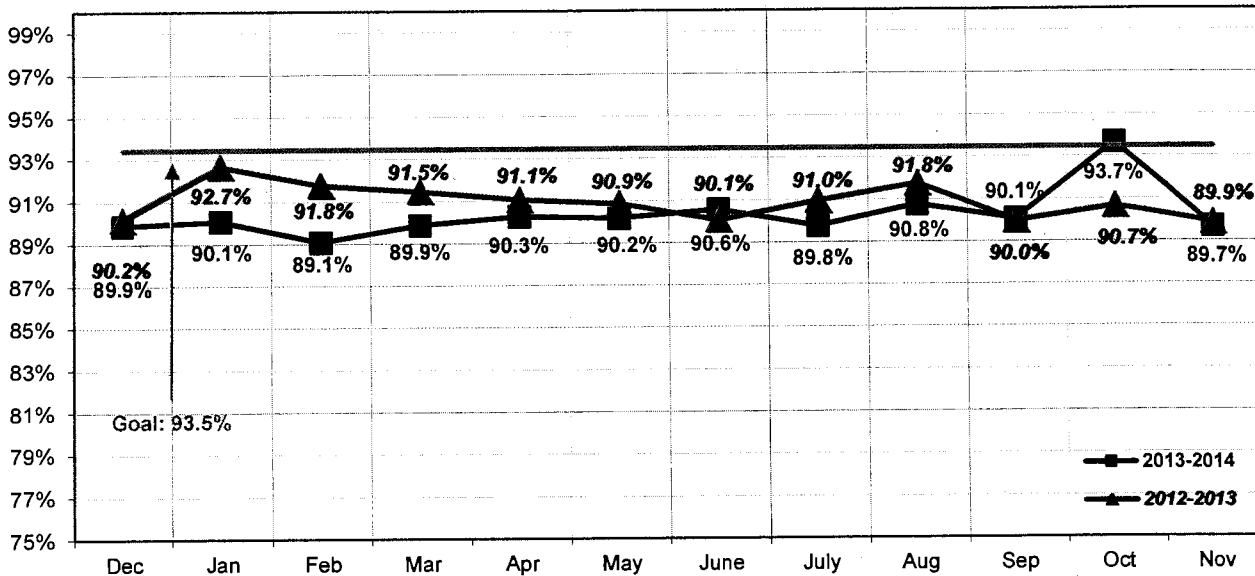


### % BY LINE Trains Reported On Time



# NJ TRANSIT ON-TIME PERFORMANCE BUS DECEMBER 2012 - NOVEMBER 2014

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2013	2014	% Change
<b>November Comparison</b>	89.9%	89.7%	-0.2%

	2012-2013	2013-2014	% Change
<b>12-Month Average December-November</b>	91.0%	90.4%	-0.6%

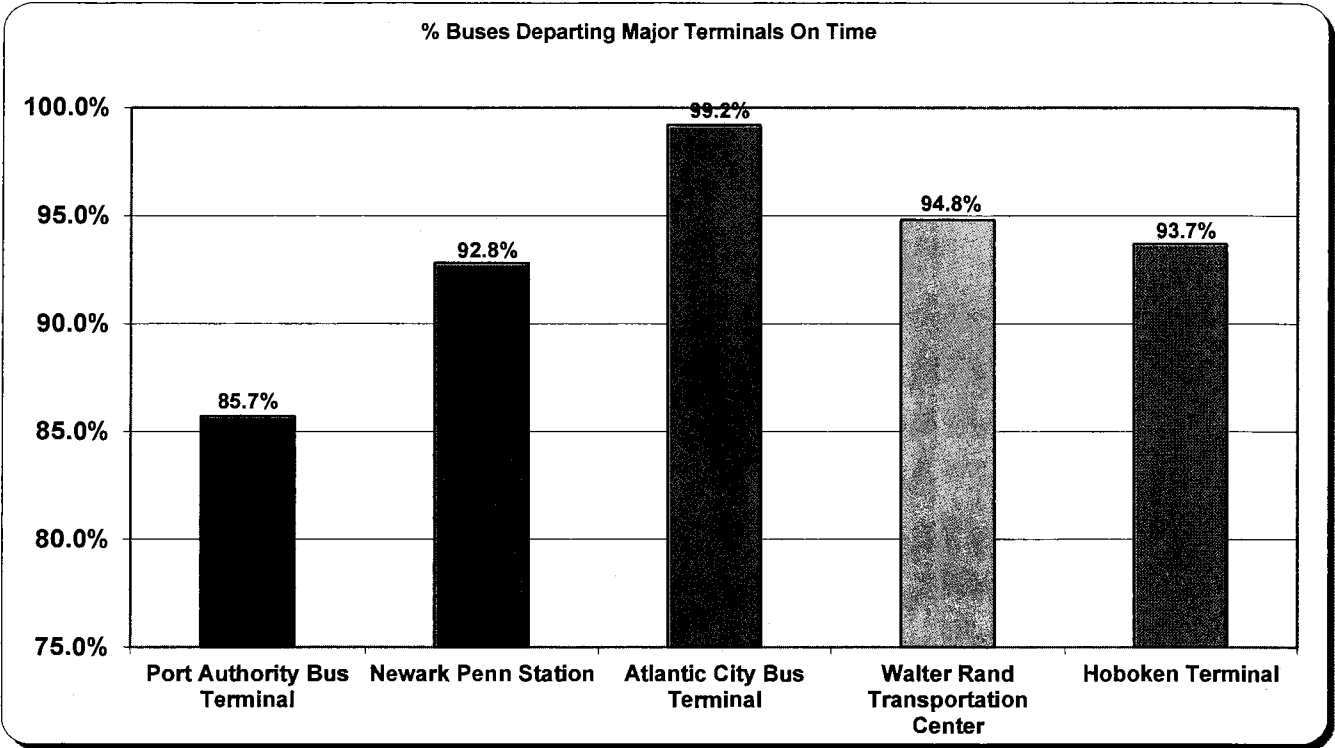
**Analysis:**

Bus On-Time Performance was 89.7% for November 2014. Of the 36,477 monitored departures, 3,764 (or 10.3%) experienced delays. Key causes included:

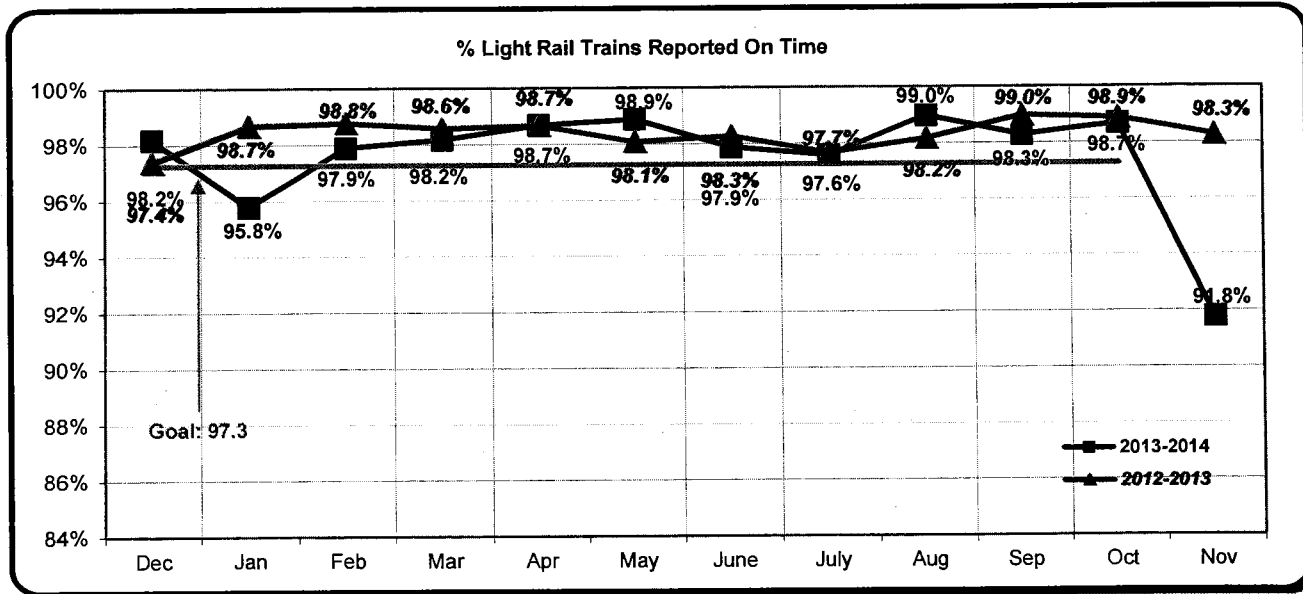
- Demonstrations on Nov. 25, snow/holiday travel on Nov. 26 and a truck fire on 495 caused 60+ minute delays and DOT checks on Boulevard East on November 7 caused delays affecting Port Authority Bus Terminal service.
- Police activity, accidents, congestion on the Ben Franklin Bridge and a detour in Merchantville caused delays for Walter Rand Transportation Center service.
- Mechanical problems, accessibility accommodations, DOT inspections and detours affected Newark Penn Station, particularly on Nov. 14, 24, 25 and 26.
- Detours in Wildwood and Cape May Court House-Crest Haven Road impacted Atlantic City Bus Terminal Service.
- Heavy local traffic and holiday travel impacted Hoboken Terminal service.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL NOVEMBER 2014



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL DECEMBER 2012 - NOVEMBER 2014



	2013	2014	# Change
November Comparison	98.3%	91.8%	-6.5%

	2012-2013	2013-2014	# Change
12-Month Average December-November	98.4%	97.6%	-0.8%

**Analysis:**

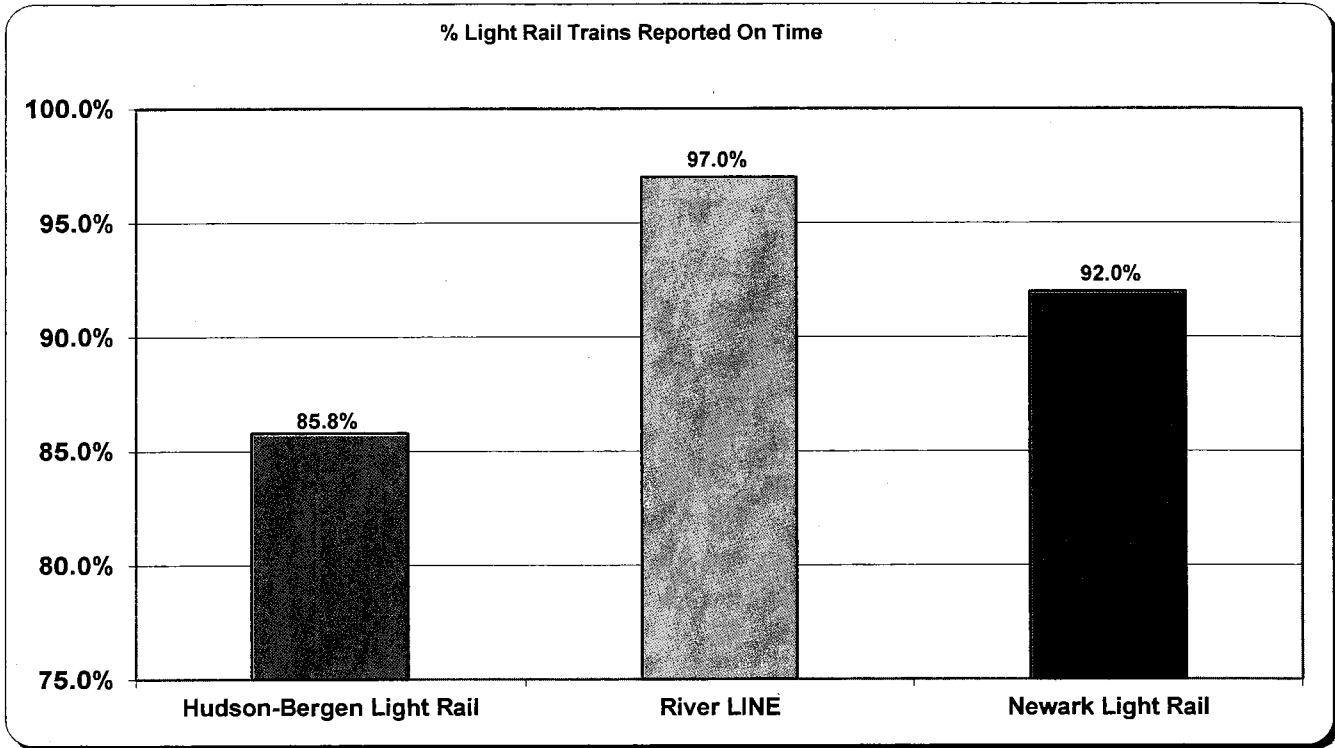
Light Rail On-Time Performance systemwide was 91.8% for the month of November 2014. Of the 24,250 scheduled trains, 1987 (or 9.2%) experienced delays. Key causes included:

- A ruptured high-pressure sewer main near Garfield Station in Jersey City delayed 1,468 Hudson- Bergen trains between Nov. 20-Nov. 30 . Substitute bus service was provided.
- Communication system failure caused delayed 26 RiverLINE trains on November 13.
- Switch failure at Grove Interlocking delayed 54 Newark Light Rail trains on November 21.

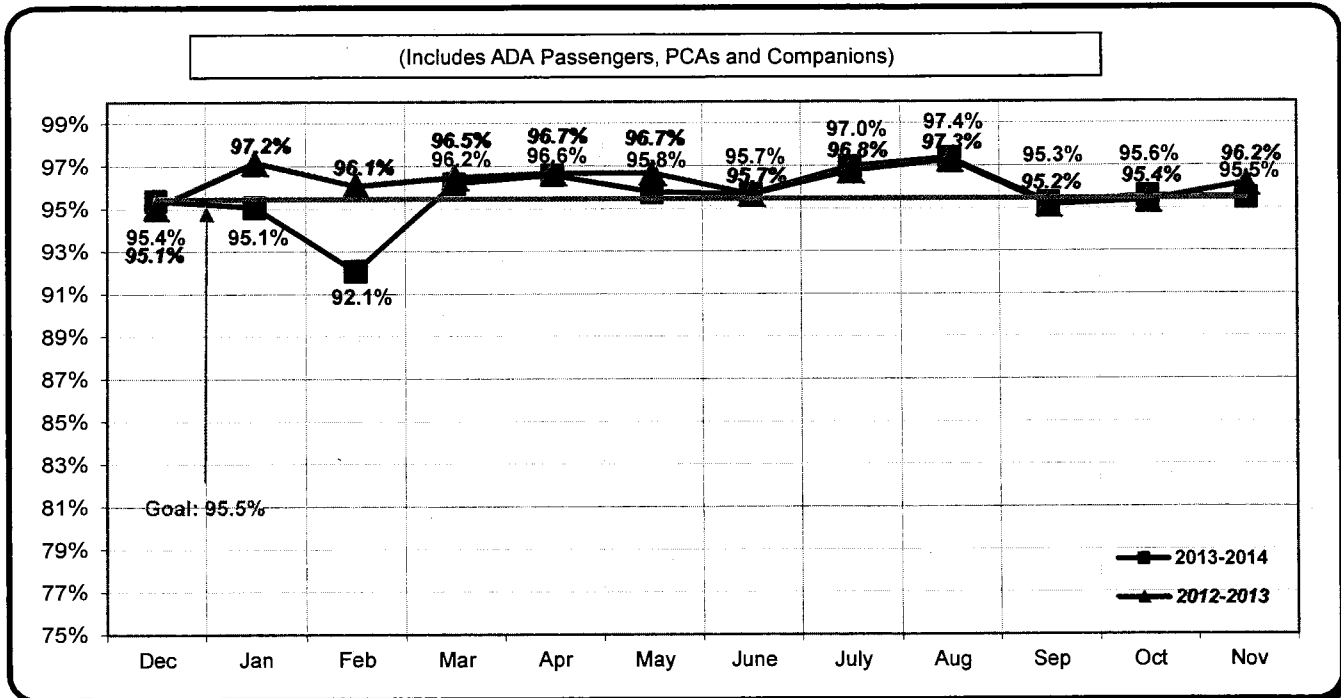
The 12-month average for Light Rail On-Time Performance for December 2012-November 2014 was 95.1%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE NOVEMBER 2014



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK DECEMBER 2012 - NOVEMBER 2014



	2013	2014	% Change
November Comparison	96.2%	95.5%	-0.7%

	2013	2014	Change
November Ridership	105,962	110,448	4,486

	2012-2013	2013-2014	% Change
12-Month Average December-November	96.2%	95.6%	-0.6%

**Analysis:**

Access Link On-Time Performance was 95.5% for November 2014. Of the 110,448 total trips, 4,981, or 4.5% experienced delays.

Key causes include:

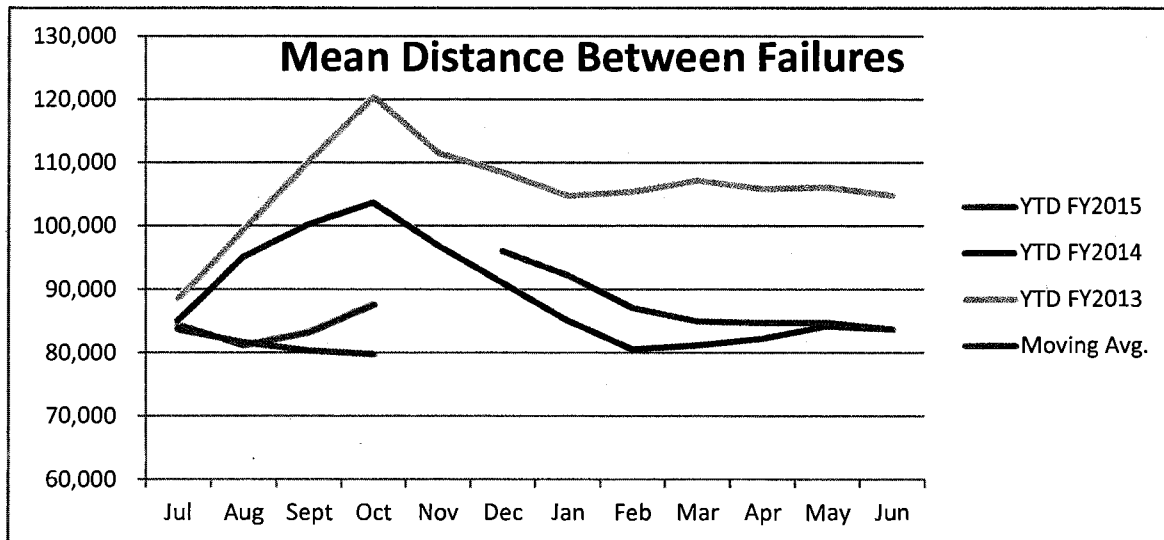
- \* Delays or cancellations (e.g., customer not showing up at scheduled trip time, operator-related arrival and departure issues).
- \* Traffic congestion.
- \* Road construction/closures.

The 12-month average for Access Link On-Time Performance for December 2012 - November 2014 was 95.9%.

# **MEAN DISTANCE BETWEEN FAILURES**

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

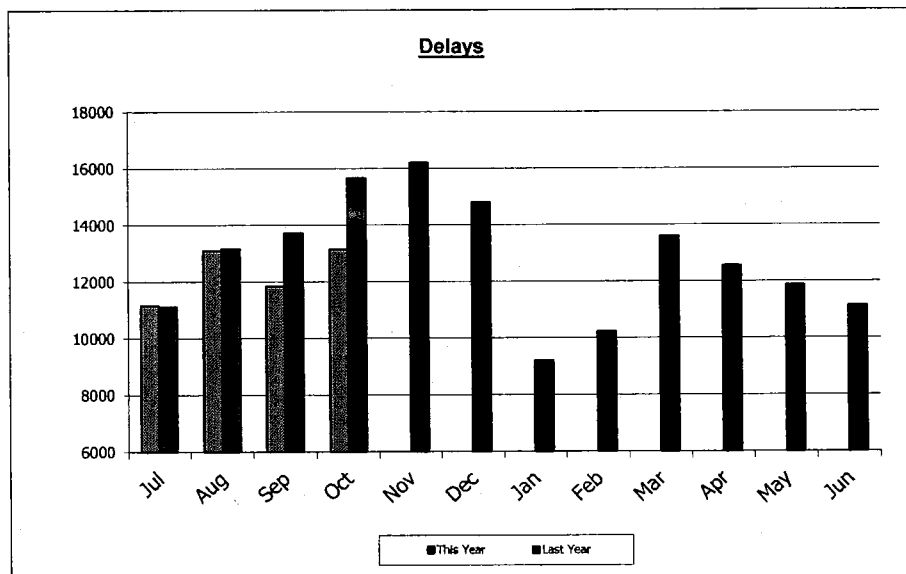
Month	YTD FY2015	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	84,508	85,097	88,735	78,933	83,750
Aug	81,319	95,116	99,585	87,525	81,718
Sept	83,368	100,341	110,530	89,028	80,405
Oct	87,750	103,813	120,591	91,327	79,867
Nov		97,112	111,758	90,518	
Dec		91,128	108,579	91,523	
Jan		85,161	104,917	92,489	92,375
Feb		80,639	105,580	96,166	87,218
Mar		81,229	107,335	98,412	85,057
Apr		82,293	106,048	102,149	84,839
May		84,237	106,287	102,237	84,873
Jun		83,798	104,975	103,748	83,798



## Garage Performance Parameters

**October 2014**

Location	Miles Between In-Service Delays			
	FY2015 Goal	This Month	FY2015 YTD	FY2014 YTD
Fairview	9,000	7,595	7,316	9,254
Greenville	10,000	9,217	8,281	9,612
Market Street	12,500	9,317	10,187	12,528
Meadowlands	11,300	12,689	9,039	9,267
Oradell	15,500	9,371	9,791	11,103
Wayne	15,500	11,112	11,275	11,375
<b>Northern Division</b>	-	<b>10,019</b>	<b>9,634</b>	<b>10,669</b>
Big Tree	9,000	11,672	9,677	15,203
Hilton	8,500	16,299	12,800	14,745
Howell	16,500	24,560	21,374	16,839
Ironbound	12,500	13,809	11,128	10,094
Orange	6,200	13,821	12,120	12,301
Morris	11,000	53,632	51,659	103,952
<b>Central Division</b>	-	<b>16,453</b>	<b>13,822</b>	<b>13,402</b>
Egg Harbor	15,800	14,882	15,977	21,197
Hamilton	24,500	17,438	18,854	22,497
Newton Avenue	14,500	13,668	13,906	14,638
Washington Twp.	18,225	14,613	13,551	16,741
<b>Southern Division</b>	-	<b>14,819</b>	<b>14,931</b>	<b>18,057</b>
<b>Bus Operations</b>	-	-	-	-
	-	<b>13,833</b>	<b>12,244</b>	<b>14,192</b>



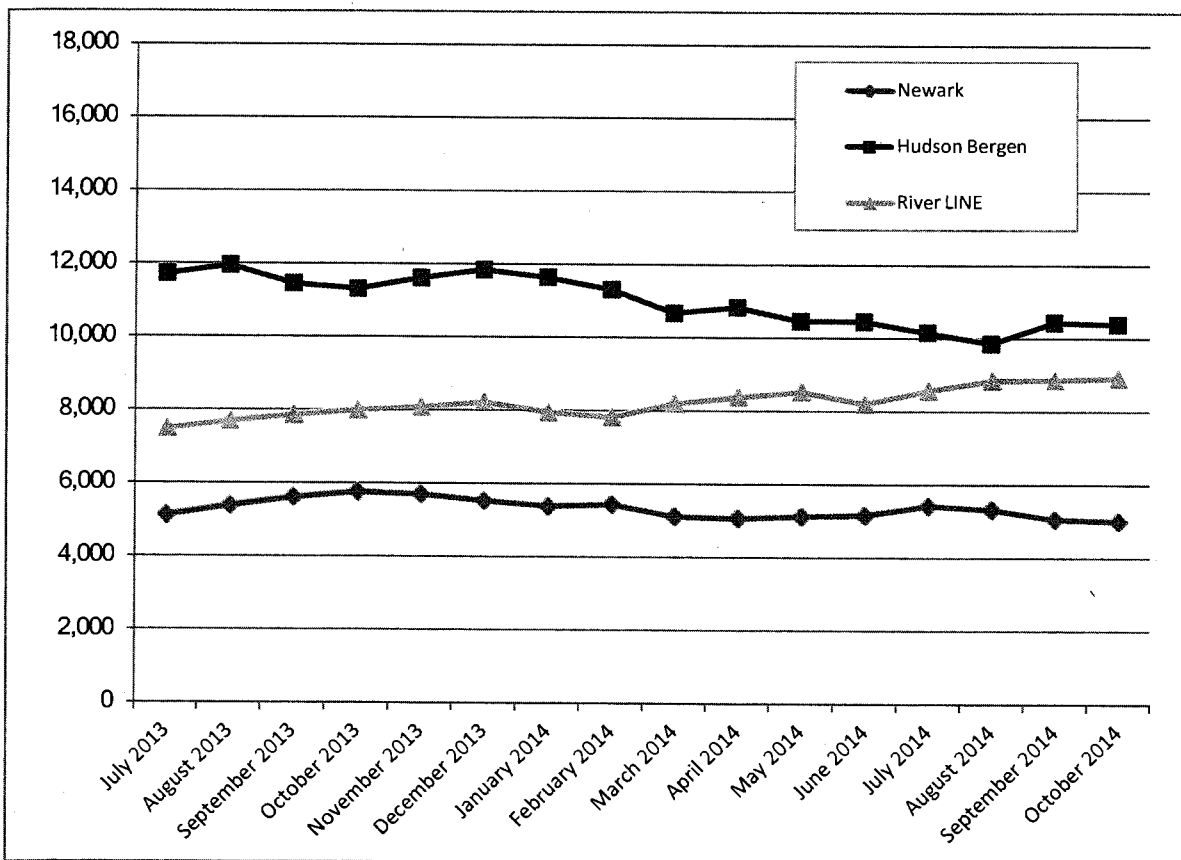
October 2014

### NJ TRANSIT - LIGHT RAIL, October 2014

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

Light Rail System	October 2014 (Current Month)	12 Month Moving Average (Mean)
Newark	4,789	5,024
Hudson Bergen	11,066	10,410
River LINE	9,464	8,941

#### 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 November 2014, NJ TRANSIT awarded **\$572,353.72** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$259,177.72** or **45.28%**.

During the State Fiscal Year **2015** (July 1, 2014 through June 30, 2015) NJ TRANSIT awarded **\$10,073,905.18** in state funded contracts. Of that total, SBEs received **\$2,021,309.25** or **20.06%**.

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

Category 1 SBEs received	\$7,201.47	or 0.07%
Category 2 SBEs received	\$334,733.62	or 3.32%
Category 3 SBEs received	\$39,835.00	or 0.40%
Category 4 SBEs received	\$1,244,889.16	or 12.36%
Category 5 SBEs received	\$225,000.00	or 2.23%
Category 6 SBEs received	\$169,650.00	or 1.68%

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

During the 4th Quarter (July 1, 2014 through September 30, 2014) of Federal Fiscal Year 2014 (October 1, 2013 through September 30, 2014), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$724,449.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0** or **0%**.

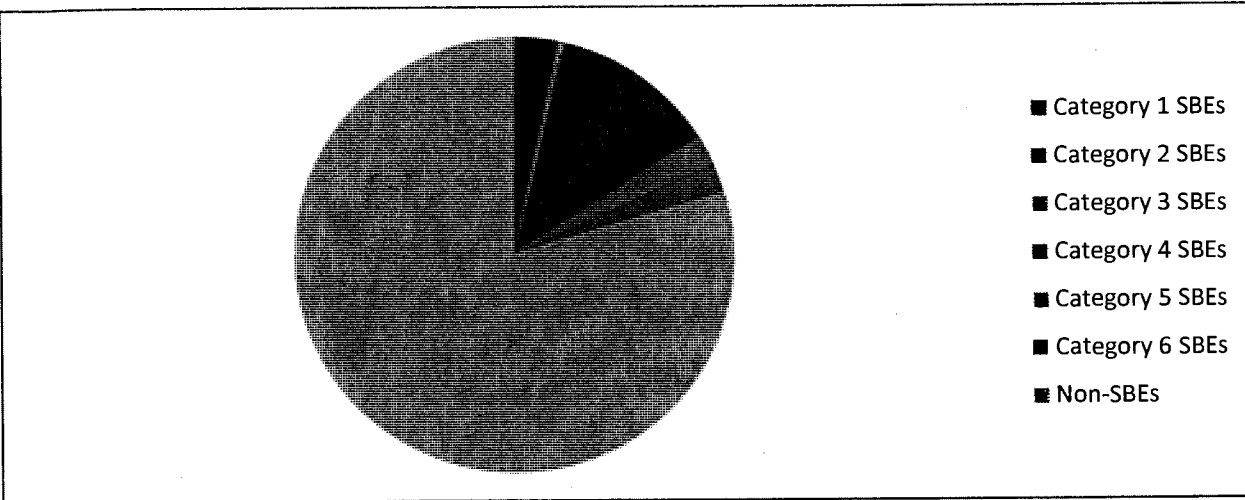
**DBE Goal Attainment from October 1, 2013 (FFY 2014) - September 30, 2016 (FFY 2014)\***

Contracts awarded	\$21,581,730.25
DBEs received	\$ 4,026,163.94 or 18.66%

\*Numbers reflect federal share.

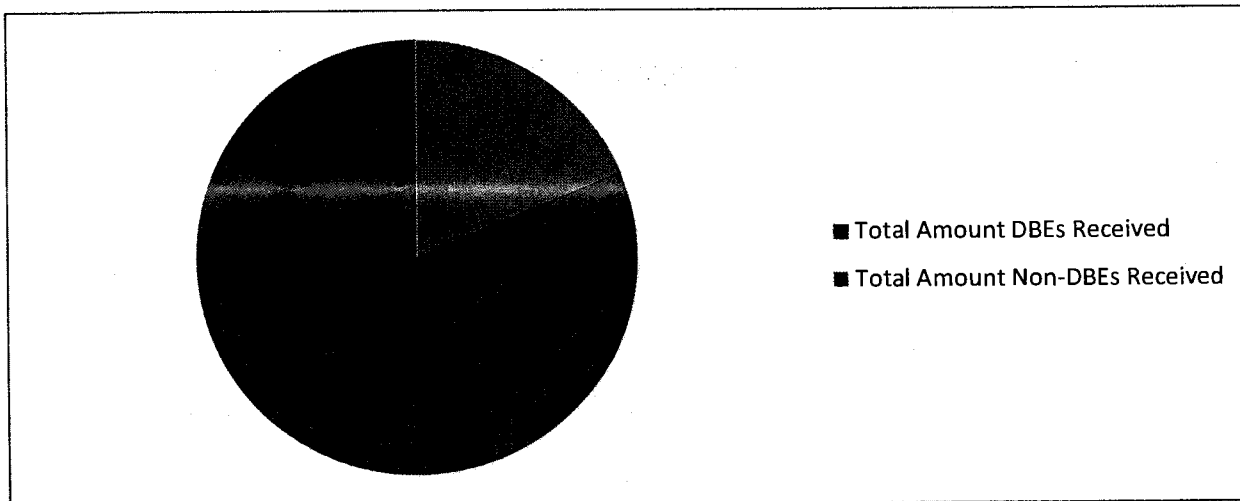
Contract awarded value decreased from the last report due to incorrect FTA funded share reported.

<i>Category 1 SBEs</i>	\$7,201.47	0.07%
<i>Category 2 SBEs</i>	\$334,733.62	3.32%
<i>Category 3 SBEs</i>	\$39,835.00	0.40%
<i>Category 4 SBEs</i>	\$1,244,889.16	12.36%
<i>Category 5 SBEs</i>	\$225,000.00	2.23%
<i>Category 6 SBEs</i>	\$225,000.00	1.68%
<i>Non-SBEs</i>	\$8,052,595.93	20.06%



DBE PARTICIPATION  
FEDERAL CONTRACTS  
TRIENNIAL YEARS 2014-2016

<b>Total Amount DBEs Received</b>	<b>\$4,026,163.94</b>	<b>18.66%</b>
<b>Total Amount Non-DBEs Received</b>	<b>\$17,555,566.30</b>	<b>81.34%</b>



# **EMPLOYEE RECOGNITION**

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

Ten NJ TRANSIT employees retired in November with careers ranging from 11 to 31 years of service:

1. Ricardo Alas, Bus Operator – Meadowlands Garage – 31 years
2. Barbara J. Lewis, Manager Rail Administration – Penn Plaza – 30 years
3. David L. Morgan, AGM Hudson/Bergen Light Rail – Penn Plaza – 28 years
4. Wilfredo W. DeJesus, Bus Operator – Oradell Garage – 22 years
5. Ronald A. Morse, Bus Operator – Newton Avenue Garage – 21 years
6. Marion Bridges, Sr. Clerk Revenue Service – GOB – 15 years
7. James A. Davis, Bus Operator – Orange Garage – 14 years
8. Auguste Bernadice, Wayne Garage – Wayne Garage – 13 years
9. Samuel Anang, Bus Operator – Fairview Garage – 11 years
10. Gerald Scanlon, Conductor – 15 years

# **ACTION ITEMS**

**ITEM 1412-59: MEADOWS MAINTENANCE COMPLEX (MMC) LOCOMOTIVE OVERHEAD SHOP FALL PROTECTION SYSTEM PROJECT: CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

The Meadows Maintenance Complex (MMC) in Kearny, NJ is NJ TRANSIT's primary maintenance shop for rail cars and locomotives. The Locomotive Shop within the MMC performs routine maintenance on locomotives and replaces major locomotive components, some of which require employees to work on top of the vehicles.

With safety as a top priority at NJ TRANSIT for our employees and our customers, the Corporation is looking to make modifications to its Locomotive Shop in order to meet current standards and implement best practices to prevent employees from falling and becoming injured while working on top of locomotive engines. The Locomotive Overhead Shop Fall Protection System Project will install motorized cables with attachment hooks above locomotive inspection and maintenance areas. The state-of-the-art protection device uses safety harnesses which attach to workers and are supported by motorized cables. If a worker accidentally falls, the motorized cable will prevent the employee from falling to the floor by holding them in place, and allowing the motorized safety system to safely lower them to the ground.

Given the location of this project, it will be constructed so that disruptions to ongoing locomotive inspection and maintenance will be kept to a minimum. The construction will be performed during non-peak hours and no extended facility closures are expected during construction of this project.

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

Staff seeks authorization to enter into NJ TRANSIT Contract No. 14-034X with Sparwick Contracting, Inc. of Lafayette, New Jersey, for construction of the Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System Project at a cost not to exceed \$1,154,768, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

This contract is for the construction of the new Locomotive Overhead Shop Fall Protection System Project at the Meadows Maintenance Complex in Kearny, New Jersey. The project will provide steel arms extending out over locomotive inspection and maintenance areas with motorized cables and hooks to which workers' safety harnesses will be attached. The new system will improve employee safety and meet the latest safety regulations and best practices.

**BACKGROUND**

History

Since the completion of the NJ TRANSIT Meadows Maintenance Complex located on Newark Turnpike in Kearny, New Jersey, it has functioned as the major maintenance hub for the NJ TRANSIT passenger rail equipment. The Locomotive Shop within the MMC provides ongoing required inspections and maintenance of passenger rail locomotives to keep them running safely and smoothly. A portion of the work must be performed from atop the locomotives. The Locomotive Overhead Shop Fall Protection System Project will provide a state-of-the-art overhead safety harness attachment system to protect workers in the event of an accidental fall.

Procurement

The E-Bid Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, on July 7, 2014 and in local newspapers on July 7, 2014. A Pre-Bid Conference was held on July 23, 2014 at NJ TRANSIT Headquarters in Newark; a site visit followed the Pre-Bid Conference. Bids were received electronically and opened on September 30, 2014 at 2:00 p.m.

**E-BID 14-034X RESULTS**

<b>Company</b>	<b>Total Bid Price</b>
<b>Sparwick Contracting, Inc. Lafayette, NJ</b>	<b>\$ 1,154,768.00</b>
Railroad Construction Co. Paterson, NJ	\$ 1,557,768.00
IEW Construction Group Trenton, NJ	\$ 1,763,968.00
Permadur Industries (Sissco) Hillsborough, NJ	\$ 1,896,532.00

Sparwick Contracting, Inc. is a certified Small Business Enterprise (SBE).

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

**FISCAL IMPACTS**

**Requested Authorization:** \$1,154,768 + 5% contingency

**Past Authorizations:** None

**Expenditures to Date:** \$83,672 *(as of 10/20/14)*

**Total Project Cost:** \$1,511,000

**Projected Date of Completion:** October 2015

**Capital Program Amount:** \$1,511,000

**Operating Budget Amount:** None

**PRINTS ID Number:** NJT00391

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

**DBE/SBE Goal:** 0% SBE

**NJ Build Amount:** \$5,773.84

**Related Future Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** None

## RESOLUTION

**WHEREAS**, the Meadows Maintenance Complex (MMC) in Kearny, NJ is NJ TRANSIT's primary maintenance shop for rail cars and locomotives; and

**WHEREAS**, the Locomotive Shop within the MMC performs routine maintenance on locomotives and replaces major locomotive components, some of which require employees to work on top of the vehicles; and

**WHEREAS**, shop modifications are necessary to meet current standards and best practices for fall protection; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Sparwick Contracting, Inc. was the lowest responsive and responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 14-034X with Sparwick Contracting, Inc. of Lafayette, New Jersey, for construction of the Meadows Maintenance Complex Locomotive Overhead Shop Fall Protection System Project at a cost not to exceed \$1,154,768, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1412-60: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM**

**BENEFITS**

Investment in the improved resilience of public transportation systems to future disasters is necessary to reduce, better manage, and better prepare for the economic and social consequences of future disasters, regardless of their cause, including both the potential cost of rebuilding after the next storm and the social and economic consequences of suspended or inoperable public transportation services. A more resilient public transportation system will be the product of many efforts, including disaster preparation, risk assessments, enhanced response capabilities, hardened infrastructure, a more complete state of good repair in systems essential to transit operations, evacuation readiness, emergency social support systems, and other efforts. Considering that these and other factors contribute to the resilience of a region and of a public transportation system, the Federal Transit Administration (FTA) allocated funding specifically for the resilience activities that strengthen and protect vulnerable infrastructure that is essential for providing and supporting public transportation in the region impacted by Superstorm Sandy. The FTA conducted a competition for those allocated funds (Tier 3 funds). NJ TRANST submitted six applications for these FTA Tier 3 funds and was awarded funding for five of those applications, totaling \$1.276 billion. The awarded projects include:

**NJ TRANSITGRID** (\$410 million) which will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings, and will include the resilient hardening of two AMTRAK substations.

**Raritan River Drawbridge Replacement** (\$446 million) which will replace the 100-year-old drawbridge with a more resilient structure.

**Hoboken Long Slip Flood Protection** (\$147 million) which will fill the Long Slip to an elevation above the Federal Emergency Management Agency base flood elevation and include construction of six new tracks serving three high-level, ADA-accessible boarding platforms on the filled area, facilitating the rapid resumption of service after storms have passed.

**Delco Lead Train Safe Haven Storage and Service Restoration Project** (\$184 million) which is focused on protecting rail rolling stock against functional damage resulting from inundation and facilitating the rapid resumption of rail service after storms have passed.

**Train Controls – Wayside Signals, Power and Communication Resiliency Project** (\$89 million) which will harden assets identified as vulnerable to storm events, including critical life-safety signal and communications systems.

One of the requirements for implementing projects that receive FTA funding is the evaluation of environmental impacts for each project as mandated under the National Environmental Policy Act (NEPA). NJ TRANSIT, through its 2012 Capital Planning and Programs Task Order Consultant Contracts Program, has retained BEM Systems, Inc. to prepare the NEPA documentation for Superstorm Sandy projects. BEM Systems, Inc. is under contract with NJ TRANSIT following the completion of a competitive procurement process and prior approval of the NJ TRANSIT Board of Directors.

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

Staff seeks approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems Inc. (NJ TRANSIT Contract No. 13-002B) by \$2,000,000, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$69,690,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

**PURPOSE**

Authorization of this contract amendment will provide for the initial efforts in the development of the environmental documentation required in accordance with NEPA for the five Tier 3 projects, a prerequisite to construction of FTA-funded projects. A summary of the contract limits is shown in Exhibit A.

The total authorization for the 2012 Task Order Consultants Contract Program will be \$102,940,000: \$33,250,000 for non-Superstorm Sandy tasks, and \$69,690,000 for Superstorm Sandy tasks.

**BACKGROUND**

Public transportation is a critical imperative to minimize traffic congestion, provide commutation and accessibility services, promote commerce, and enable citizens to obtain the necessities of life, as well as access to essential services such as police, fire, and first aid and to preserve much-needed resources such as fuel.

The damage caused from Superstorm Sandy included coastal storm surges that inundated rail yards, substations, and terminals. Inland the storm resulted in fallen trees, downed power lines, damage to roadways, and disruptions in electrical service.

Superstorm Sandy Disaster Recovery and Resilience Program

NJ TRANSIT has developed an interdisciplinary program utilizing both in-house staff and consulting firms to manage the design and construction of the projects identified as critical to restoring and improving NJ TRANSIT's infrastructure and rolling stock.

**Environmental Manager – BEM Systems, Inc.**

BEM Systems, Inc. provides support to secure FTA project determinations under the National Environmental Policy Act (NEPA) and other applicable statutory and regulatory requirements as well as assisting NJ TRANSIT in obtaining individual project permits. BEM is also engaged in a variety of program-wide environmental efforts, including assisting in the preparation of the FTA Tier 3 competitive grant applications. The Board previously authorized \$4,300,000 for BEM Systems, Inc. for the Superstorm Sandy program (Item 1303-07: \$2,000,000, Item 1308-37: \$300,000, and Item 1404-15: \$2,000,000). BEM Systems, Inc. has been assigned tasks or NJ TRANSIT is processing tasks for award to BEM System, Inc. for Superstorm Sandy projects totaling \$4,023,329.

Funding

Funds to be used for this Tier 3 NEPA documentation include FTA and Transportation Trust Fund monies.

On February 4, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$2 billion through the FTA’s new Emergency Relief Program to help protect, repair, reconstruct, and replace public transit equipment and facilities that were badly damaged by Superstorm Sandy. The funds are the first installment of up to \$10.9 billion appropriated to the FTA through the Disaster Relief Appropriations Act of 2013, which President Obama signed into law on January 29, 2013.

NJ TRANSIT has received funding allocations from FTA in the following amounts:

Recovery	\$	341,990,757
Resilience	\$	<u>106,199,045</u>
Total	\$	448,189,802

On December 26, 2013, FTA announced a Notice of Funding Availability for Resilience Projects in Response to Superstorm Sandy, which provided for the availability of approximately \$3 billion under the Public Transportation Emergency Relief Program.

On September 17, 2014 NJ TRANSIT was awarded \$1.276 billion in federal monies to fund five Tier 3 projects designed to harden NJ TRANSIT’s infrastructure. The federal funding was awarded by the FTA as part of a highly competitive regional competition that included 13 states vying for \$3 billion in total available funding.

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

**FISCAL IMPACTS**

**Requested Authorizations:**

2012 Task Order Consultant	This Authorization	\$	2,000,000	(BEM )
Contracts Program (Superstorm Sandy Disaster Recovery and	Total Authorization	\$	69,690,000	

Resilience Program)

**Past Authorizations:**

2012 Task Order Consultant Contracts Program

October 2012 Item 1210-48	Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning
December 2012 Item 1212-61	Task Order Consultant Contracts for Architectural/Engineering; Bridge and Railway Engineering; and Travel Demand Forecasting
<b>March 2013 Item 1303-07</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$13,000,000</b>
<b>April 2013 Item 1304-12</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,500,000</b>
April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
<b>August 2013 Item 1308-37</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$20,300,000</b>
<b>April 2014 Item 1404-15</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$17,600,000</b>
<b>September 2014 Item 1409-41</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,000,000</b>
<b>October 2014 Item 1410-45</b>	<b>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts - \$290,000</b>
<b>Total Previous (Superstorm Sandy Disaster Recovery and Resilience Program)</b>	<b>\$ 67,690,000</b>

**Expenditures to Date:** \$ 1,642,200 (BEM as of 11/12/14 – Superstorm Sandy Disaster Recovery and Resilience Program)

**Total Project Cost:** Part of Superstorm Sandy Disaster Recovery and Resilience Program

**Projected Date of Completion:** December 2019

**Capital Program Amount:** \$ 2,000,000

**Operating Budget Amount:** \$0

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund

**PRINTS ID Number:** Various

**DBE/SBE Goal:**  
BEM Systems, Inc. 25% DBE

**NJ Build Amount:** NA

**Related/Future Authorizations:** Additional BEM Systems, Inc. consultant services to complete NEPA process and permitting

**Impact on Subsequent Operating Budgets:** None

## RESOLUTION

**WHEREAS**, NJ TRANSIT serves a vital role in the State's transportation network and in the State's economy; and that Superstorm Sandy jeopardized the public safety and welfare by obstructing safe transportation in New Jersey thereby making it difficult or impossible for citizens to obtain the necessities of life, limiting access to essential emergency services and restricting restoration of business and commerce vital to the region's economy; and

**WHEREAS**, Superstorm Sandy damaged NJ TRANSIT's transportation assets requiring continued repair and restoration to restore the transportation system to pre-storm conditions; and

**WHEREAS**, these repairs and protective measures are extensive and are technically complex in nature requiring the procurement of specialized oversight, engineering and design services and to supplement NJ TRANSIT staff; and

**WHEREAS**, BEM Systems, Inc. is currently under contract to NJ TRANSIT, specifically for Superstorm Sandy environmental support, following the completion of competitive procurement processes;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with BEM Systems Inc. (NJ TRANSIT Contract No. 13-002B) by \$2,000,000, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$69,690,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

**EXHIBIT A  
SUMMARY OF REQUESTED AUTHORIZATIONS**

**2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS**

Vendor	Contract No.	Additional Superstorm Sandy Disaster Recovery and Resilience Program Authorizations				Base Program Authorizations	
		Task Limit	Previous Authorizations	This Authorization	Contract Limit	Task Limit	Contract Limit
URS Corporation	13-001C	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 500,000	\$ 1,500,000
BEM Systems, Inc.	13-002B	NA	\$ 4,300,000	\$ 2,000,000	\$ 6,300,000	\$ 500,000	\$ 4,000,000
Parsons Brinckerhoff	13-004A	NA	\$ 2,000,000	\$ 0	\$ 2,000,000	\$ 500,000	\$ 3,000,000
Christopher P. Statile	13-005C	NA	\$ 1,250,000	\$ 0	\$ 1,250,000	\$ 400,000	\$ 1,500,000
Gannett Fleming	13-006A	NA	\$ 10,640,000	\$ 0	\$ 10,640,000	\$ 500,000	\$ 3,500,000
Jacobs Engineering	13-006B	NA	\$ 8,500,000	\$ 0	\$ 8,500,000	\$ 500,000	\$ 3,500,000
STV, Inc.	13-006C	NA	\$ 8,000,000	\$ 0	\$ 8,000,000	\$ 500,000	\$ 3,500,000
Systra, Inc.	13-006D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 500,000	\$ 3,500,000
HNTB	13-007B	NA	\$ 25,000,000	\$ 0	\$ 25,000,000	\$ 600,000	\$ 2,000,000
TranSystems, Inc.	13-007D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 600,000	\$ 2,000,000
Hill International <sup>1</sup>	13-010F	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 600,000	\$ 3,500,000

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

**ITEM 1412-61: SUPPORT OF TRANS-HUDSON REGULAR ROUTE FERRY OPERATIONS: AGREEMENT FOR BUS ACQUISITION AND REIMBURSEMENT FOR FIXED FACILITY UPGRADE**

**BENEFITS**

Passenger ferry service is an integral part of the trans-Hudson transportation network, providing intermodal connections with public transit at several locations and offering additional trans-Hudson capacity that supplements NJ TRANSIT rail and bus service, as well as provides relief to the PATH system. NJ TRANSIT works closely with ferry operators to procure capital improvements and equipment for the operation of ferry passenger service.

Since 2007, NJ TRANSIT has received the benefit of increased federal funding by including private ferry mileage statistics in its annual submission to the National Transit Database (NTD) of the Federal Transit Administration (FTA). Through this reporting, ferry operators have been generating FTA formula funding under the 5307 and 5337 programs based on mileage credits. NJ TRANSIT believes it is in the best interest of the overall transportation network to apply the funds received toward capital acquisitions and infrastructure improvements for ferry operators.

To encourage ferry use during the busy evening commute, NJ TRANSIT and NY Waterway partnered last year on a Bus/Ferry Program that enables customers commuting from Manhattan in the evening to connect to and from ferry service via NY Waterway shuttle buses in New York and New Jersey. The proposed purchase of 10 buses needed to supplement the NY Waterway fleet would enable NY Waterway to increase service for ferry customers, increase customer comfort, enhance service reliability, and lower its operating costs.

An existing maintenance dock in Weehawken currently serves as a repair facility for ferry operators to service their fleet, operating solely on diesel generators. In order to ensure continued reliable ferry service, upgrades to the electrical ground power system are needed. The proposed connection of this facility to the public electrical grid would provide a secure power source and prevent disruptions to necessary fleet maintenance.

**ACTION (Scorecard: Corporate Accountability, Customer Experience)**

Staff seeks authorization to enter into an agreement with Port Imperial Ferry Corporation (dba NY Waterway) for the acquisition of 10 buses, to be owned by Port Imperial Ferry Corporation with NJ TRANSIT retaining the titles for the useful life of the vehicles, to supplement the existing Bus/Ferry Program, in an amount of \$1,891,450.00, plus five percent for contingencies; as well as reimbursement for the improvement of the maintenance dock in Weehawken by upgrading the facility's generated power supply by connecting it to the public electrical grid, at a cost of \$230,445.00, plus five percent for contingencies; for a total authorization of \$2,500,000.00, subject to the availability of funds.

**PURPOSE**

Authorization of this contract will provide vehicles for ferry connections and infrastructure upgrades to improve the reliability of the ferry network, enhancing the overall customer experience and providing needed trans-Hudson capacity, thereby reducing stress on the NJ TRANSIT bus and rail systems.

**BACKGROUND**

NJ TRANSIT was established to provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner. While authorized to operate ferry passenger service, NJ TRANSIT recognizes the important contribution of private ferry systems to the State's transportation network, in terms of maximizing trans-Hudson capacity and helping to meet future ridership growth. In addition, NJ TRANSIT's heavy reliance on ferries in the aftermath of Superstorm Sandy demonstrated that the ferry network is critical to maintaining trans-Hudson mobility.

To maintain reliable ferry service as a critical part of the trans-Hudson transportation network, it is necessary to have a reliable maintenance facility. The existing facility, located in Weehawken, falls short due to its reliance on diesel generators. A NY Waterway capital improvement project to upgrade the electrical system, providing a stable source of power, would help ensure the continued reliability of trans-Hudson ferry service.

To maintain the Bus/Ferry Program initiated by NJ TRANSIT and NY Waterway last year, the acquisition of 10 buses is required to continue to operate the shuttle connection in the most cost effective manner.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$2,500,000.00
<b>Past Authorizations:</b>	None
<b>Expenditures to Date:</b>	None
<b>Total Project Cost:</b>	\$2,500,000.00
<b>Projected Date of Completion:</b>	December 2015
<b>Capital Program Amount:</b>	\$2,500,000.00
<b>Operating Budget Amount:</b>	None
<b>Anticipated Source of Funds:</b>	Transportation Trust Fund

<b>PRINTS ID Number:</b>	NJ00003 Ferry NTD Set Aside FY09-11
<b>DBE/SBE Goal:</b>	N/A
<b><i>NJ Build</i> Amount:</b>	N/A
<b>Related/Future Authorizations:</b>	TBD
<b>Impacts on Subsequent Operating Budgets:</b>	None

## RESOLUTION

**WHEREAS**, passenger ferry service is an integral part of the trans-Hudson transportation network, providing intermodal connections with public transit at several locations and offering additional trans-Hudson capacity that supplements NJ TRANSIT rail and bus service; and

**WHEREAS**, NJ TRANSIT works closely with ferry operators to procure capital improvements and equipment for the operation of ferry passenger service; and

**WHEREAS**, NJ TRANSIT is in receipt of Federal Transit Administration funds, under the 5307 and 5337 programs, which generate funding on the basis of reporting private carriers' operations mileage to the National Transit Database; and

**WHEREAS**, Port Imperial Ferry Corporation (dba NY Waterway) has participated in the program and has generated funding that is now available to purchase vehicles and provide for other capital improvements; and

**WHEREAS**, providing vehicles for ferry connections and infrastructure upgrades to improve the reliability of the ferry network would enhance the overall customer experience, provide needed trans-Hudson capacity, and reduce stress on the NJ TRANSIT bus and rail systems;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into an agreement with Port Imperial Ferry Corporation (dba NY Waterway) for the acquisition of 10 buses, to be owned by Port Imperial Ferry Corporation with NJ TRANSIT retaining the titles for the useful life of the vehicles, to supplement the existing Bus/Ferry Program, in an amount of \$1,891,450.00, plus five percent for contingencies; as well as reimbursement for the improvement of the maintenance dock in Weehawken by upgrading the facility's generated power supply by connecting it to the public electrical grid, at a cost of \$230,445.00, plus five percent for contingencies; for a total authorization of \$2,500,000.00, subject to the availability of funds.