

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

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

April 12, 2013

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, April 10, 2013.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the 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 10, 2013.

Present:

James S. Simpson, Chairman
Bruce Meisel, Vice Chairman (By Telephone)
Regina M. Egea, Governor's Representative
Robert Romano, Treasurer's Representative
Myron P. Shevell, Board Member
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member
Raymond W. Greaves, Board Member

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

Chairman Simpson convened the Open Session at 9:06 a.m. in accordance with the Open Public Meetings Act.

Chairman Simpson was pleased to announce that beginning today, the Board Meetings will be video recorded. He said the main purpose is to increase transparency of the Board and they think this will be good for everyone, particularly those that cannot attend the meetings.

Chairman Simpson asked for a motion to adopt the minutes of the March 13, 2013 meetings. A motion was made by Board Member Myron P. Shevell seconded by Board Member James C. Finkle Jr. and unanimously adopted.

Public Comments on Agenda Items and Other Matters

There were five 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.

Orrin Getz said he worked with Metro North to get a second weekday express. He said the problem is when that train arrives there is a long wait at Secaucus Junction to go to New York Penn Station. Mr. Getz said sometimes the problem is caused by the late arrival of train 3828 from Trenton. He said it backs up an express train behind it coming from Trenton. Mr. Getz said he brought this up to rail operations management and they referred him back to customer service. He received a response that said this train was only late two times in the last 30 days, not including the day Mr. Getz rode the train. Mr. Getz said the day he rode the train it was 15 minutes late, so the credibility of that response is severely compromised. He said it was late and NJ TRANSIT did not even acknowledge it. Mr. Getz said the whole system has to be improved.

Mr. Getz said there has been no status provided for the ALP 44. He said NJ TRANSIT equipment is in storage outside of Port Morris. Mr. Getz said NJ TRANSIT has an equipment shortage and these should be included in the equipment pool. Also, there is still not a status on the Comet 3 which should also be considered.

Mr. Getz said on Sunday Metro North increased their service by 187 week day trains, all of those trains are basically off-peak trains, so they have shown that their use of off-peak scheduling and off-peak fares have been highly successful. Mr. Getz said he knows Chairman Simpson asked in previous months for a study of the off-peak fare. Mr. Getz said they would still like to get an outside date on when that study would be available and suggested looking at Metro North in preparing that study.

Mr. Getz said many of the people who speak at the board meetings are members of advocacy groups and in the past he remembers having meetings with the Executive Director and staff. Mr. Getz said these were one-hour meetings during which they met with people and discussed a lot of the issues. He thought the meetings were very constructive. Mr. Getz suggested the meeting could be restarted and be very helpful because many of the issues brought up at the Board meetings can be discussed in advance so that everyone is well prepared for the Board meetings.

Murray Bodin said he fights the federal government with a golf club now. He said what NJ TRANSIT is doing here with the cameras is change. Mr. Bodin said NJ TRANSIT is at the forefront of instituting change. He said NJ TRANSIT has cameras and the scorecard. Mr. Bodin said all those things bring the public into a better understanding of what NJ TRANSIT is trying to do. Mr. Bodin said he is confronting some federal regulations that are idiotic. He said no one ever questioned why the regulations are the way they are before.

Mr. Bodin said there are a lot of people upset with him. He said the crucial one right now is stop signs. Mr. Bodin said it is the only sign in the United States that has letters that are different from the standard sign. He questioned why the Federal Highway Administration does not make the letters on a stop sign the same as other signs. Mr. Bodin said that is symbolic of the inability to make changes. Mr. Bodin thanked the Board for the opportunity to be able to stand there and say these things and put them into public record and be able to view the video.

Donald Winship is a member of the Lackawanna Coalition and spoke in his personal capacity. Mr. Winship said Mount Tabor is his home station. When he picked up the new Morris and Essex Line schedule a few weeks back, the first phrase that came to his head was “thanks, send more”. Mr. Winship said his home station saw an increase in service for the first time since 2008. It was the first increase since he has been an advocate that he has seen that was not in the aftermath of an angry public meeting. Mr. Winship said the addition of train 657 closes an important gap during the evening period. He said by stopping eastbound train 884 at 9:04 p.m., it makes it easier to go home after community events. Mr. Winship said he is grateful for the improvement which is the vital first step towards making service at this station more useful.

Mr. Winship said there is still much work to do. He said there are still some glaring holes in the service to Mount Tabor, and to a lesser extent at some other stations on the Morris and Essex Line when service becomes substantially less than hourly. Mr. Winship said he would focus on a few places where he believes that small changes could have the largest impact. The first is midday westbound service. He said there are no trains to get home for an emergency and this affects a person’s determination whether to use the peak service at all. Mr. Winship said there are no trains stopping between 9:30 a.m. and 1:50 p.m., despite four westbound trains passing through Mt. Tabor station during that time.

Another issue of concern for Mr. Winship is westbound travel during the middle of the evening. He said over the last few years many of his regular evening activities such as school and the Lackawanna Coalition meetings have concluded around 9:00 p.m. Mr. Winship said unfortunately train 6671, which is otherwise perfectly timed for these obligations, does not go to Mount Tabor and the next one is not for another hour and a half. Mr. Winship said he could go to Denville and walk a mile to his home, but that is not enjoyable at the end of a long day. In conclusion, Mr. Winship said he appreciates the improvements in the March 24th schedule and sincerely hopes that more will come.

Jesse Gribin said he represents the Lackawanna Coalition as its Treasurer. Mr. Gribin said the Coalition exists for one purpose and that purpose is to represent the interest of the riders, especially those riders on the lines formerly of the Lackawanna Railroad: the Morris and Essex, Gladstone and Montclair Boonton.

Mr. Gribin said it is in this capacity that they have some grave concerns to voice about the recovery from Hurricane Sandy. He said Hurricane Sandy ceased to exist over five months ago yet it was only recently that the system had recovered enough that NJ TRANSIT claimed they were back to full service. He said numerous trains that ran before Sandy are not running now. Mr. Gribin said most of the trains not running are on their lines, not to mention several more on the Coast Line. He said this is bad for the riders as there are several severe gaps in service, even in the peak commuting hours. Mr. Gribin said they demand an explanation as to why service has not resumed. They also wish to have an itemized list of what pieces of equipment are still out of service.

Mr. Gribin said the Arrow III trains have the best accelerative performance and the fastest loading and unloading times in the fleet and they allow for faster schedules. He believes it would be cheaper to refurbish these trains and equip it for double-tap

capability than to acquire inferior equipment and waste taxpayers' money. Mr. Gribin said the Coalition as an organization and he personally stand by that argument.

Mr. Gribin said that if NJ TRANSIT cannot afford to maintain morale and promote employee loyalty by providing employees with ridership privileges, with only a few million lost in potential opportunistic fares, then it cannot afford to squander money on grandiose equipment replacement.

Mr. Gribin said Chairman Simpson had mentioned off-peak fares. He said the Coalition supports re-implementation for several reasons. Mainly, it would encourage some commuters to ride off-peak rather than during peak commuting times. This would allow for reduced number of trains going to Penn Station and allow for slotting in trains from West Dover, from Bay Head, and most importantly, from the Raritan Valley Line.

Mr. Gribin said the management of NJ TRANSIT is grounded in old-fashioned boxed-in thinking. He said in order to benefit the Lackawanna Coalition's riders, the riders of the state in general, and the taxpayers of the state, this has to change.

Joseph Clift asked staff to send his written submission to Vice Chairman Meisel. Mr. Clift said the Board Meeting Agenda says revised but it would be useful to know what the revisions are. Mr. Clift said before he goes into his prepared remarks he wanted to make a comment about Saint Patrick's Day. He said Saturday, the day of the parade, he took a friend to the 2:30 p.m. Coast Line train from New York Penn Station and he watched the chaos that occurred. Mr. Clift said one of the main sources for the chaos was that Amtrak did not call the train. He said the second reason was drunken kids. Mr. Clift said he saw staff on the platform trying to control this tidal wave of people. Mr. Clift said there needs to be more trains and early announcements will definitely solve the problem. He said at that point it was really too late to try to control the crowd.

Mr. Clift said in his prepared remarks he wants to talk about transparency for the Board, especially for Mr. Meisel as Chair of the CP3 committee. Mr. Clift said if the Board does not have good, clear, timely comprehensible information, it is really hard to do their jobs as policy makers. He provided a couple of examples that are real time.

Mr. Clift said the one he always talks about is the hour and eight minute gap in the morning peak on the coastline south of Long Branch. He said people have been getting up almost 45 minutes earlier. Mr. Clift said it would be nice to know specifically why those trains are not running and what actions are being taken.

Secondly Mr. Clift said Chairman Simpson asked in February for a measure of on-time performance that looks at trains arriving within six minutes. Mr. Clift said if there is not a train in the schedule, it does not count and his understanding was that at some point in the future, hopefully immediately, there would be the second measure. Mr. Clift said he thinks the March number would be 91.9 percent instead of the 97.2 percent reported. He thinks it helps the Board understand better what service is actually being provided. Mr. Clift said the February service would be 6 percent less at least because there were fewer trains operating in February and he would like to see the follow-up on that.

Mr. Clift said the third is clear facts on rolling stock that were flood-damaged. He said this means how many units were damaged at different locations by type and how many of those units were moved into those facilities. Mr. Clift said it will help the Board make better decisions when they are asked to make these major approvals.

Last, Mr. Clift said he keeps harping on this. He said the Board sees the tail end of the process and never sees the big picture. Mr. Clift said there is \$1.2 billion of federal money mostly 20 percent match, half is soft money and insurance money. He thinks the Board needs to see the reverse picture. Mr. Clift said he is not saying it is a bad idea, but if it is going to cost a \$100 million, the first thing the Board should see and approve is a complete picture. Mr. Clift said he just thinks the Board would be better policy makers and decision makers with better information.

David Peter Alan was not present for this Board Meeting, but a written statement was submitted.

Board Member Comments

Chairman Simpson asked Executive Director Weinstein whether there is a second metric on the website beyond the on-time performance for trains running, such as one that takes the number of trains per day divided by the number of trains during the pre-Hurricane Sandy level. Executive Director Weinstein informed Chairman Simpson that there will be a presentation on the website later during the meeting, but that in terms of the metric, the bottom line is if you do not run a train it cannot be on-time. He said this is in line with standard best practices in the industry including those utilized by Metro North and Long Island Railroad. Executive Director Weinstein said it is clear that NJ TRANSIT is not running all of the services that it ran before Hurricane Sandy. He said 97 percent of the service is back. Executive Director Weinstein said NJ TRANSIT is measuring the on-time performance of that 97 percent, not the three percent that is not running.

Chairman Simpson asked whether the number of trains running as a percentage of the number pre-Hurricane Sandy is on the website. Executive Director Weinstein said when the service started on March 24, 2013, news releases provided this information. He said the news releases are available on NJ TRANSIT's website. Executive Director Weinstein also said the current website and what is being announced today provides in detail the equipment that was damaged, how much of it has been restored, and how much is back in service by line and by type of equipment so that kind of transparency is responsive to the standards that the Chairman and the Board set for NJ TRANSIT. Executive Director Weinstein said he thinks the website presents this in a very effective way that should satisfy transparency. Chairman Simpson said the management has been very good when it comes to satisfying the wishes of the stakeholders and also the Board. Chairman Simpson asked whether the website information provides percentages line by line. Executive Director Weinstein said the March 24, 2013 news releases provide information line by line.

Chairman Simpson asked what the top lines are where the service has the biggest gaps right now. Executive Director Weinstein said the North Jersey Coastline where the shuttle runs between Long Branch and Bay Head. He said the goal is to have that back

in place in time for the start of the summer season to support the Governor's efforts to restore the shore.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee Report to the Board. She thanked the Executive Director for the Hurricane Sandy update. Ms. Mack also invited everyone to the joint meeting the following week in Atlantic City which is part of the TransAction Conference.

Ms. Mack said she wanted to comment on Hurricane Sandy. She said she was at an event last night where someone said normal should be a setting on the dryer. Ms. Mack said that makes sense. She said her members are anxious to see how the Scorecard comes out as a result of the storm. Ms. Mack said when the Scorecard was instituted two years ago, they were doing good things to see how NJ TRANSIT was doing with its customers and then weather-related incidents came and took out any hope of being normal. Ms. Mack said she imagines that NJ TRANSIT will take lumps on the Scorecard until we get back to normal.

Ms. Mack said you can see on the agenda today the money that is finally coming in from Washington. She said it has been a slow recovery. Ms. Mack thanked the President and the Governor for getting the money to come to New Jersey. She and the Advisory Board are hoping that with the money, this is the new normal and that we have a period without any weather crises for the next several months and we get back to what was a very progressive stance in New Jersey.

Ms. Mack was happy to see on the agenda today the community shuttle services and community buses which are so vital. She thanked the agency for the announcement that the budget will not have a fare increase that would be passed onto the riders. Ms. Mack said in this economy, the riders have had several hits in the past year and the Governor has decided not to pass along that burden since there are serious gaps because of Hurricane Sandy.

Board Administration Committee Report

Board Member James C. Finkle, Jr. presented the Administration Committee report to the Board. The Administration Committee discussed the vehicle contract amendments for transit-style buses and minibuses. These vehicles will be used by the Township of Lakewood to provide a modified fixed-route bus transit service for the general public.

Board Capital Planning, Policy & Privatization Committee Report

Board Member Flora M. Castillo presented the Capital Planning, Policy & Privatization Committee. The Committee discussed the need for the amendments to the task order consultant contracts to continue progressing the Recovery Program by providing technical expertise for restoration and repair work as a result of Superstorm Sandy. The Committee further reviewed the need for task order consultant contracts for Construction Management Services.

The Committee also discussed amending the Bombardier Material Service Agreement for the repair of the ALP-45 dual power locomotives.

Executive Director's Monthly Report

Customer Survey Results

Executive Director Weinstein provided the results of the customer satisfaction survey for the third quarter of Fiscal Year 2013, marking the first post-Sandy survey, conducted online from February 4 through 25, 2013. He was pleased to report that customer satisfaction rose to the highest overall level since Scorecard was first launched nearly two years ago. This means that nearly four out of every five NJ TRANSIT customers recommend the service, demonstrating that Scorecard has helped to develop a strong show of confidence among the people who use the system every day

As NJ TRANSIT nears completion of the second full year of Scorecard, these surveys will continue to provide a clear picture of what matters most to customers, allowing NJ TRANSIT to focus efforts on making meaningful changes to boost customer satisfaction. The feedback received is invaluable and the survey shows that customers have recognized NJ TRANSIT's efforts to enhance their overall experience, even under the most challenging conditions. Executive Director Weinstein thanked the customers for their continued patience and support throughout the recovery from Hurricane Sandy. He recognized Janice Pepper and Varoti Chakravarti for their hard work on the customer survey analysis.

On-Time Performance

Executive Director Weinstein said last month tied the best March on-time performance figure in Rail Operations' 30-year history with a 97.2 percent on-time performance figure that was last set in March 2000. Contributing toward that high figure for the month was Rail Operations' delivery of a perfect day for on-time performance on Friday, March 15, 2013 when 100 percent of our trains arrived to their destinations on time. This marked the railroad's first 100 percent day since Saturday, September 12, 2012. Executive Director Weinstein congratulated the men and women of Rail Operations, under the leadership of Vice President and General Manager Kevin O'Connor, for a job well done.

Wrestlemania

Executive Director Weinstein congratulated Bus Operations, Rail Operations and the Police Department for providing more than 35,000 total customer trips to and from WrestleMania week at the Meadowlands from April 4 through April 8, 2013. For events at the IZOD Center last Thursday, Friday, Saturday, Sunday and Monday, NJ TRANSIT offered rail service to Secaucus Junction with connecting shuttle bus service to and from the IZOD Center, serving more than 13,000 total trips in both directions for all of the events combined.

For the main event at MetLife Stadium on Sunday, NJ TRANSIT provided connecting train service from Secaucus via the Meadowlands Rail Line, providing more than 22,000 trips to and from WrestleMania.

To support the expected heavy customer travel and help ensure a seamless experience for customers, scores of employee volunteers were deployed as customer ambassadors at Secaucus Junction, New York Penn Station and Port Authority Bus Terminal. Throughout, the police maintained a reassuring presence that contributed to customer confidence and safety.

Executive Director Weinstein said in recent years, thanks to Governor Christie and the New Jersey Sports and Exposition Authority, New Jersey has become a premier destination for sports and entertainment events at venues throughout the state, and NJ TRANSIT is proud to support the hosting of these types of events by providing services. NJ TRANSIT works well with the Sports Authority and congratulates them on a great five-day Wrestlemania, which also contributed to last week's high ridership level. He said Super Bowl is next year and NJ TRANSIT will be ready. Executive Director Weinstein thanked all of the dedicated employees who supported this effort and made for a very successful week.

Progress Page

Executive Director Weinstein was pleased to announce a significant expansion of NJ TRANSIT's "Progress Page," including a listing of contracts associated with Sandy recovery, as well as background on all projects. Executive Director Weinstein said this is in keeping with Governor Christie's Executive Order related to tracking the billions of dollars in federal aid for Hurricane Sandy that will flow through New Jersey. Executive Director Weinstein asked Charles Ingoglia from the Capital Planning and Programs Division to provide an overview of what is being published on the web.

Mr. Ingoglia presented the NJ TRANSIT website page (located at www.njtransit.com, click on "Progress") related to Hurricane Sandy and the different components of the website to find information related to the recovery efforts. Included on the website are: oversight and authorization, program management, repair, recovery and resiliency projects and other information related to rolling stock, stations and infrastructure.

Sandy Aid

Executive Director Weinstein said NJ TRANSIT has been awarded more than \$231 million in federal reimbursements for Hurricane Sandy-related repairs and emergency transportation costs, just weeks after submitting the application to the federal government. Executive Director Weinstein is grateful for the continued leadership of Governor Christie and the efforts of the entire Congressional Delegation particularly Senators Lautenberg and Menendez and Congressman Rodney Frelinghuysen in the recovery efforts. He said NJ TRANSIT has come a long way in Sandy's aftermath, and is committed to rebuilding the system to be stronger and more resilient in the face of future superstorms.

Executive Director Weinstein thanked the partners at the federal and state levels for securing the funding that will help NJ TRANSIT on its way toward that important goal.

River Line Cameras

Executive Director Weinstein said one of the five strategic areas of focus as part of Scorecard is Safety and Security. Executive Director Weinstein was pleased to announce that the recently completed installation of an on-board camera surveillance system on the entire fleet of River Line light rail vehicles. A total of 260 cameras have been installed on River Line vehicles as part of this effort, 13 cameras on each of the line's 20 light rail cars. Ensuring a safe and secure travel experience for customers is a priority and camera systems have proven to be effective tools in enhancing on-board security as well as helping to make customers feel safe.

Action Items:

Executive Director Weinstein presented the following Action Items for approval:

**1304-12: SUPERSTORM SANDY DISASTER RECOVERY PROGRAM:
AMENDMENTS TO 2012 TASK ORDER CONSULTANT CONTRACTS
PROGRAM**

As part of the Superstorm Sandy Recovery Program, authorization of these contract amendments will provide for the timely acquisition of critical services associated with our asset repairs. This will provide the ability to fast-track the various repair and protection projects thereby ensuring they are completed in a timely manner and are eligible for Federal Emergency Management Agency (FEMA) and Federal Transit Administration (FTA) reimbursement.

Authorization is requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program in the amount of \$8,500,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$53,550,000.

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

**1304-13: SUPERSTORM SANDY DISASTER RECOVERY PROGRAM:
AMENDMENT TO CONTRACT NO. 08-610 BOMBARDIER MATERIAL
SERVICE AGREEMENT**

NJ TRANSIT is continuing to make substantial progress in the repair of rail cars and locomotives. Consistent with this progress, the 11 ALP-45 dual power locomotives that were damaged by the storm require extensive repairs.

Authorization is requested to extend the contract term an additional three years and increase the Bombardier Material Service Agreement for the repair of ALP-45 dual power locomotives with Bombardier Transportation at a cost not to exceed \$28,500,000, plus five percent for contingencies.

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

1304-14: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: CONSTRUCTION MANAGEMENT SERVICES

There is an on-going need for consultant services in various planning and engineering disciplines. Task order contracts allow for the retention of specialized expertise and the use of consultants already pre-qualified for specific work efforts.

Authorization is requested to enter into contracts with the six firms listed in Exhibit A of the board item for support services on a task order basis for Construction Management Services as part of the 2012 Task Order Consultant Contracts Program totaling \$53,550,000, subject to the availability of funds.

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

Executive Director Weinstein presented the following Consent Calendar for approval:

CONSENT CALENDAR

1304-15: COMMUNITY MOBILITY AND LOCAL PROGRAMS: AMENDMENTS TO VEHICLE PURCHASE CONTRACTS FOR TRANSIT-STYLE BUSES AND CUTAWAY MINIBUSES

Authorization is requested to amend NJ TRANSIT Contract No. 12-048A with Alliance Bus Group of Carlstadt, New Jersey, to exercise options for the purchase of four Transit-style Buses in an amount not to exceed \$598,000.00, plus five percent for contingencies, for a total contract authorization of \$2,772,525.00, subject to the availability of funds.

Authorization is requested to amend NJ TRANSIT Contract No. 12-048B with Rohrer Bus Sales of Duncannon, Pennsylvania, to exercise options for the purchase of two Cutaway Minibuses in an amount not to exceed \$238,842.00, plus five percent for contingencies, for a total contract authorization of \$752,352.30, subject to the availability of funds.

The Consent Calendar was moved in its entirety by Board Member Flora M. Castillo seconded by Board Member James C. Finkle, Jr. and unanimously adopted.

Chairman Simpson concluded the open session agenda items at approximately 9:55 a.m. and requested a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Board Member Myron P. Shevell seconded by Board Member James C. Finkle, Jr. and unanimously adopted.

Chairman Simpson and Board Members Shevell, Finkle, Castillo, Egea, Romano and Greaves returned to open session at approximately 10:20 a.m.

Adjournment

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member Myron P. Shevell, seconded by Board Member James C. Finkle, Jr. and unanimously adopted. The meeting was adjourned at approximately 10:21 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 10, 2013

| MINUTES | PAGE |
|---|-------|
| ➤ CALL TO ORDER | - |
| ➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS | 45495 |
| ➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS | - |
| ➤ BOARD MEMBER COMMENTS | - |
| ➤ ADVISORY COMMITTEE REPORT | - |
| ➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT DUE JUNE 2013) | - |
| ➤ BOARD COMMITTEE REPORTS | - |
| *Administration Committee | |
| *Capital Planning, Policy & Privatization Committee | |
| ➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT | 45496 |

ACTION ITEMS

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|---------|---|-------|
| 1304-12 | SUPERSTORM SANDY DISASTER RECOVERY PROGRAM: AMENDMENTS TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM | 45516 |
|---------|---|-------|

Approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with URS Corporation (NJ TRANSIT Contract No. 13-001C - \$1,000,000) for Long Slip; Parsons Brinckerhoff, Inc. (NJ TRANSIT Contract No. 13-004A - \$2,000,000) for Westbound Waterfront Preliminary Engineering; Christopher P. Statile, PC (NJ TRANSIT Contract N. 13-005C - \$750,000) for Civil Engineering services; Gannett Fleming (NJ TRANSIT Contract No. 13-006A - \$750,000) for Gladstone Catenary Poles; Systra, Inc. (NJ TRANSIT Contract No. 13-006D - \$ 2,000,000) for North Jersey Coast Line Design; and TranSystems (NJ TRANSIT Contract No. 13-007D - \$2,000,000) for Other Design in the total amount of \$8,500,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$53,550,000, 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 Program.

1304-13 SUPERSTORM SANDY DISASTER RECOVERY PROGRAM: AMENDMENT TO CONTRACT NO. 08-610 BOMBARDIER MATERIAL SERVICE AGREEMENT 45523

Authorization to extend the contract term an additional three years and increase Contract No. 08-610, Bombardier Material Service Agreement for the repair of ALP-45 dual power locomotives with Bombardier Transportation, North America, the original equipment manufacturer (OEM), at a cost not to exceed \$28,500,000, plus five percent for contingencies, for a total contract cost of \$101,425,000, subject to the availability of funds.

1304-14 CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: CONSTRUCTION MANAGEMENT SERVICES 45527

Authorization to enter into NJ TRANSIT Contract No. 13-010 with the six firms listed in Exhibit A for support services on a task order basis for Construction Management Services as part of the 2012 Task Order Consultant Contracts Program totaling \$53,550,000, subject to the availability of funds. Each consultant contract for Construction Management Services will extend for a period of three years from the date of contract execution; the maximum task limit is \$600,000 and the maximum contract limit is \$3,500,000 for each consultant team.

CONSENT CALENDAR

1304-15 COMMUNITY MOBILITY AND LOCAL PROGRAMS: AMENDMENTS TO VEHICLE PURCHASE CONTRACTS FOR TRANSIT-STYLE BUSES AND CUTAWAY MINIBUSES 45535

Authorization to amend NJ TRANSIT Contract No. 12-048A with Alliance Bus Group of Carlstadt, New Jersey, to exercise options for the purchase of four Transit-style Buses in an amount not to exceed \$598,000.00, plus five percent for contingencies, for a total contract authorization of \$2,772,525.00, subject to the availability of funds.

Authorization to amend NJ TRANSIT Contract No. 12-048B with Rohrer Bus Sales of Duncannon, Pennsylvania, to exercise options for the purchase of two Cutaway Minibuses in an amount not to exceed \$238,842.00, plus five percent for contingencies, for a total contract authorization of \$752,352.30, subject to the availability of funds.

➤ **EXECUTIVE SESSION AUTHORIZATION 45540**

➤ **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 13, 2013 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 15, 2013;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 13, 2013 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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



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

TO: BOARD OF DIRECTORS
FROM: JAMES W. WEINSTEIN
DATE: APRIL 10, 2013
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – APRIL 2013

Yesterday, we published the results of our customer satisfaction survey for the third quarter of Fiscal Year 2013, marking the first post-Sandy survey, conducted online from February 4 through 25. I am pleased to report that customer satisfaction rose to the highest overall level since we first launched *Scorecard* nearly two years ago. On a scale of 0 to 10, customers ranked NJ TRANSIT at 6.4 systemwide, well above the 5.2 baseline rating from the very first survey, and just shy of the 6.5 goal we are aiming to achieve by the completion of FY13. Bus customers rated their overall satisfaction with service at 6.4, higher than the 5.5 baseline rating. Rail customers gave NJ TRANSIT an overall score of 5.9, a significant increase from the baseline score of 4.5. Light Rail customers gave NJ TRANSIT an overall satisfaction rating of 7.4, an improvement over the baseline score of 6.5. And Access Link, NJ TRANSIT's paratransit service for customers with disabilities, was given an overall rating of 8.1, higher than the 7.5 baseline.

Regarding customer loyalty, 79 percent of the customers surveyed said they would recommend NJ TRANSIT to a friend, relative or neighbor, up from 67 percent from the baseline rating. This means that nearly four out of every five NJ TRANSIT customers recommend our service, demonstrating that *Scorecard* has helped to develop a strong show of confidence among the people who use our system every day. As we near completion of our second full year of *Scorecard*, these surveys will continue to provide a clear picture of what matters most to our customers, allowing us to focus our efforts on making meaningful changes to boost customer satisfaction. The feedback we receive is invaluable in this regard, and we are encouraged that our first post-Sandy survey shows that our customers have recognized our efforts to enhance their overall experience, even under the most challenging conditions.

Our Rail Operations division continues to move the needle in the *Scorecard* areas of Customer Experience and Employee Excellence. Last month, they tied the best March on-time performance figure in their 30-year history with a 97.2 percent OTP figure (last set in March 2000). Contributing toward that high figure for the month was Rail Operations' delivery of a perfect day for on-time performance on Friday, March 15, when 100 percent of our trains arrived at their destinations on time. This marked the railroad's first 100 percent day since Saturday, September 12, 2012. Congratulations to the men and women of Rail Operations, under the leadership of Vice President and General Manager Kevin O'Connor, for a job well done.

From April 4 through 8, our Rail and Bus Operations provided more than 35,000 total customer trips to and from WrestleMania week at the Meadowlands. For events at the IZOD Center, we offered rail service to Secaucus Junction with connecting shuttle bus service, serving more than 13,000 total trips in both directions for all of the events combined. For the main event at MetLife Stadium on Sunday, we provided connecting train service from Secaucus via the Meadowlands Rail Line, providing more than 22,000 trips to and from WrestleMania. To support the expected heavy customer travel and help ensure a seamless experience for customers, scores of employee volunteers were deployed as customer ambassadors at Secaucus Junction, New York Penn Station and Port Authority Bus Terminal. In recent years, New Jersey has become a premier destination for sports and entertainment events at venues throughout the state, and we are proud to support the hosting of these types of events by providing our services. I would like to thank all of our dedicated employees who supported this effort and made for a very successful week.

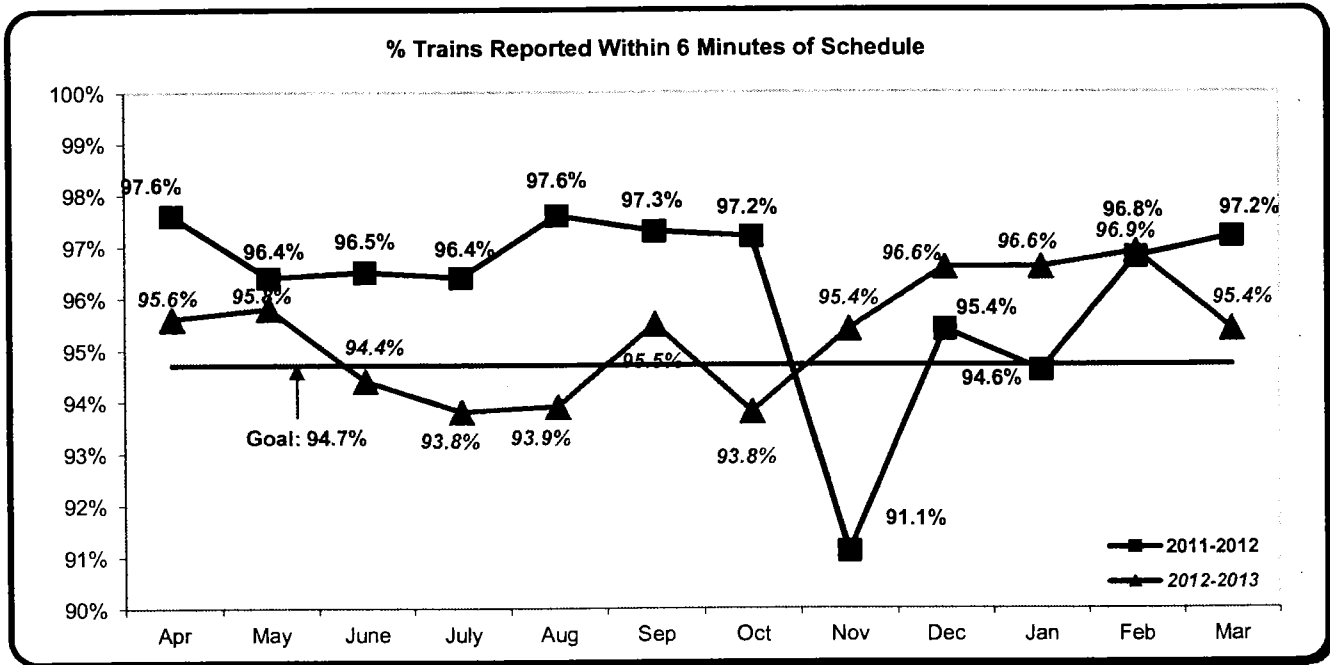
Lastly, one of our five strategic areas of focus as part of *Scorecard* is Safety and Security. I am pleased to announce that we recently completed installation of an on-board camera surveillance system on our entire fleet of River Line light rail vehicles. A total of 260 cameras have been installed on River Line vehicles as part of this effort—13 cameras on each of the line's 20 light rail cars. Ensuring a safe and secure travel experience for our customers is a priority, and camera systems have proven to be effective tools in enhancing on-board security as well as helping to make our customers feel safe.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 2013

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2011 - MARCH 2013



| | 2012 | 2013 | # Change |
|------------------|-------|-------|----------|
| March Comparison | 95.4% | 97.2% | 1.8% |

| | 2011-2012 | 2012-2013 | # Change |
|--------------------------------|-----------|-----------|----------|
| 12-Month Average April - March | 95.3% | 96.2% | 0.9% |

Analysis:

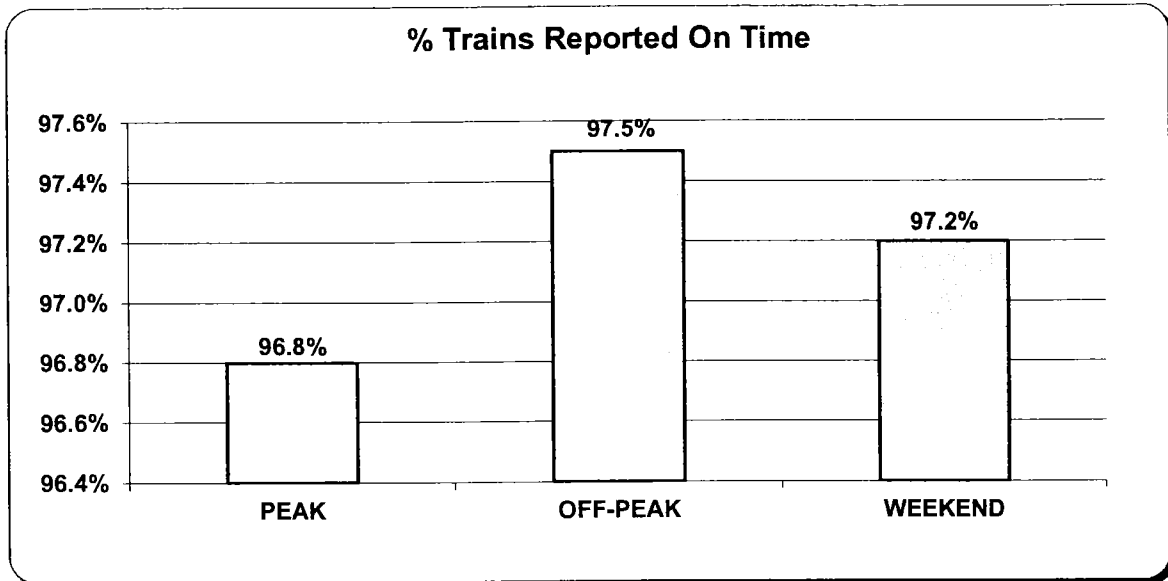
Rail On-Time Performance was 97.2% for March 2013. Of the 17,758 trains scheduled to operate, 17,269 were on time, while 489 trains (or 2.8%) were delayed. Key causes included:

- Portal Bridge opening and weather-related Amtrak switch failure on March 8.
- Heavy travel associated with St. Patrick's Day celebrations on March 16.
- Amtrak-related issues as well as NJT equipment problems on March 18.

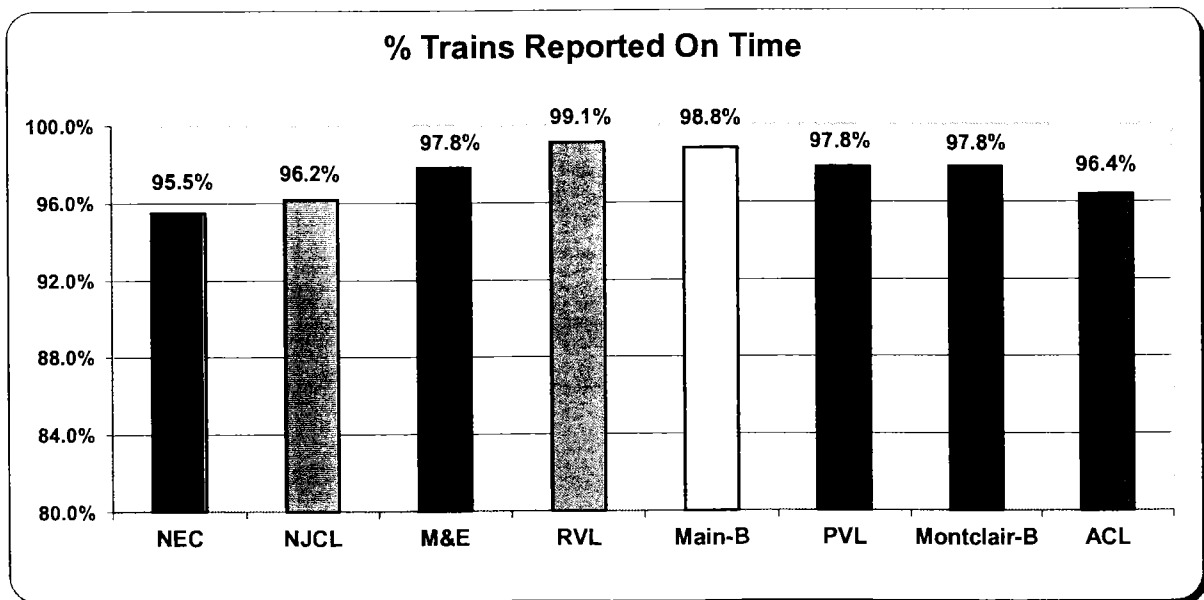
The 12-month average for Rail On-Time Performance for April 2011 - March 2013 was 95.8%.

ON-TIME PERFORMANCE RAIL

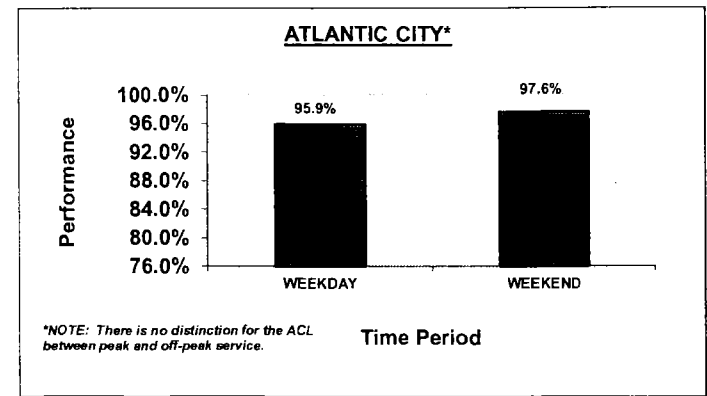
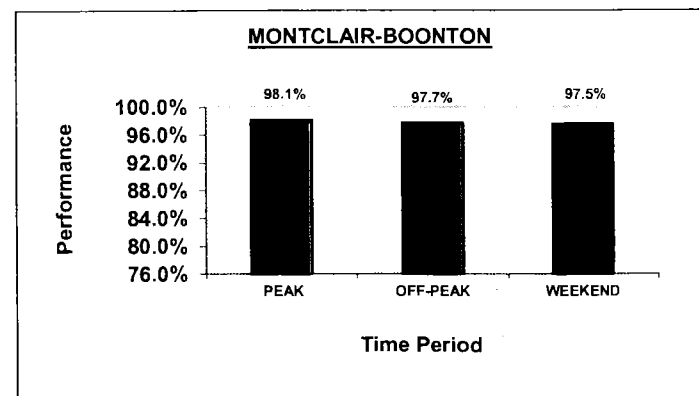
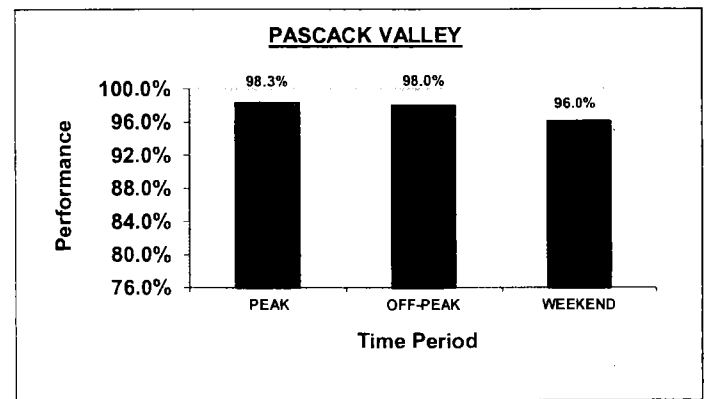
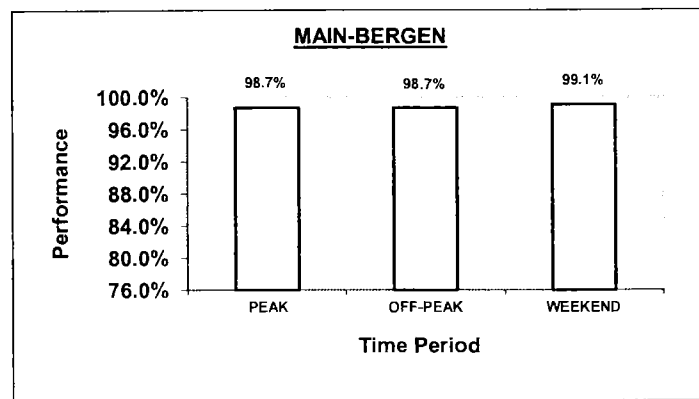
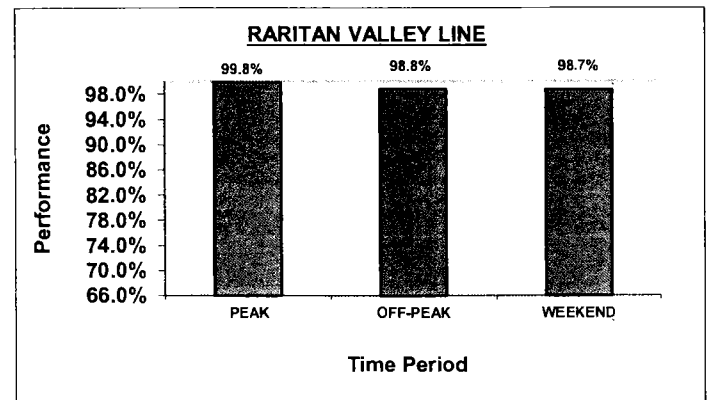
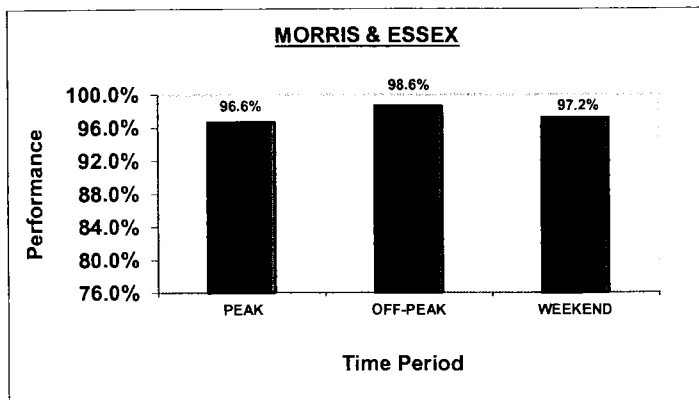
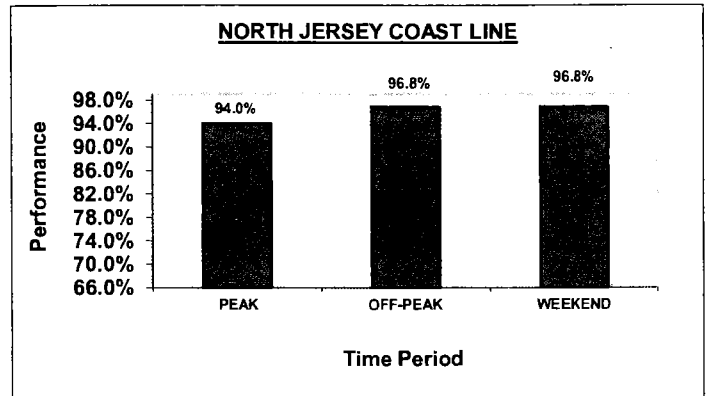
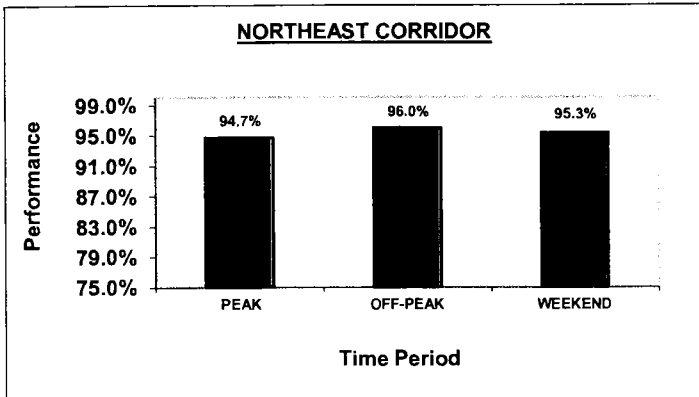
SUMMARY BY TIME PERIOD MARCH 2013



SUMMARY BY LINE MARCH 2013

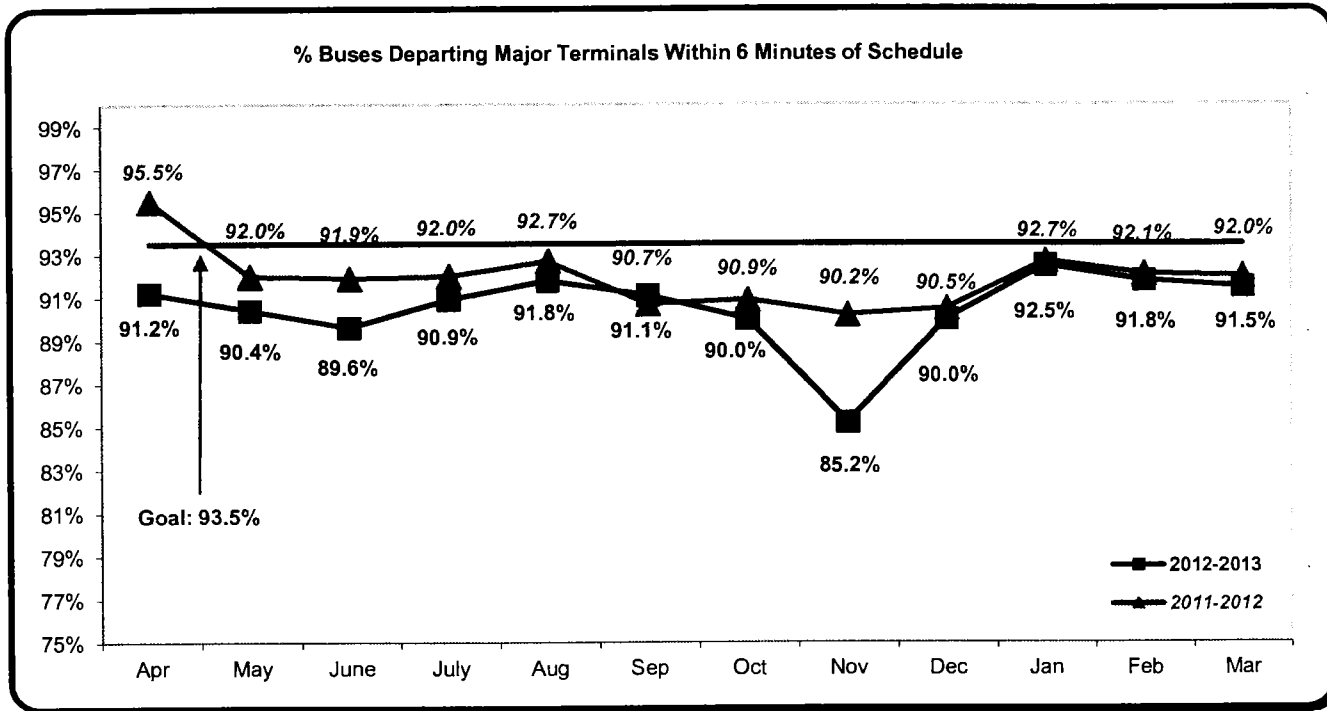


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2013



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

NJ TRANSIT ON-TIME PERFORMANCE BUS APRIL 2011 - MARCH 2013



| | 2012 | 2013 | % Change |
|-------------------------|-------|-------|----------|
| March Comparison | 92.0% | 91.5% | -0.5% |

| | 2011-2012 | 2012-2013 | % Change |
|---------------------------------------|-----------|-----------|----------|
| 12-Month Average April - March | 91.9% | 90.5% | -1.4% |

Analysis:

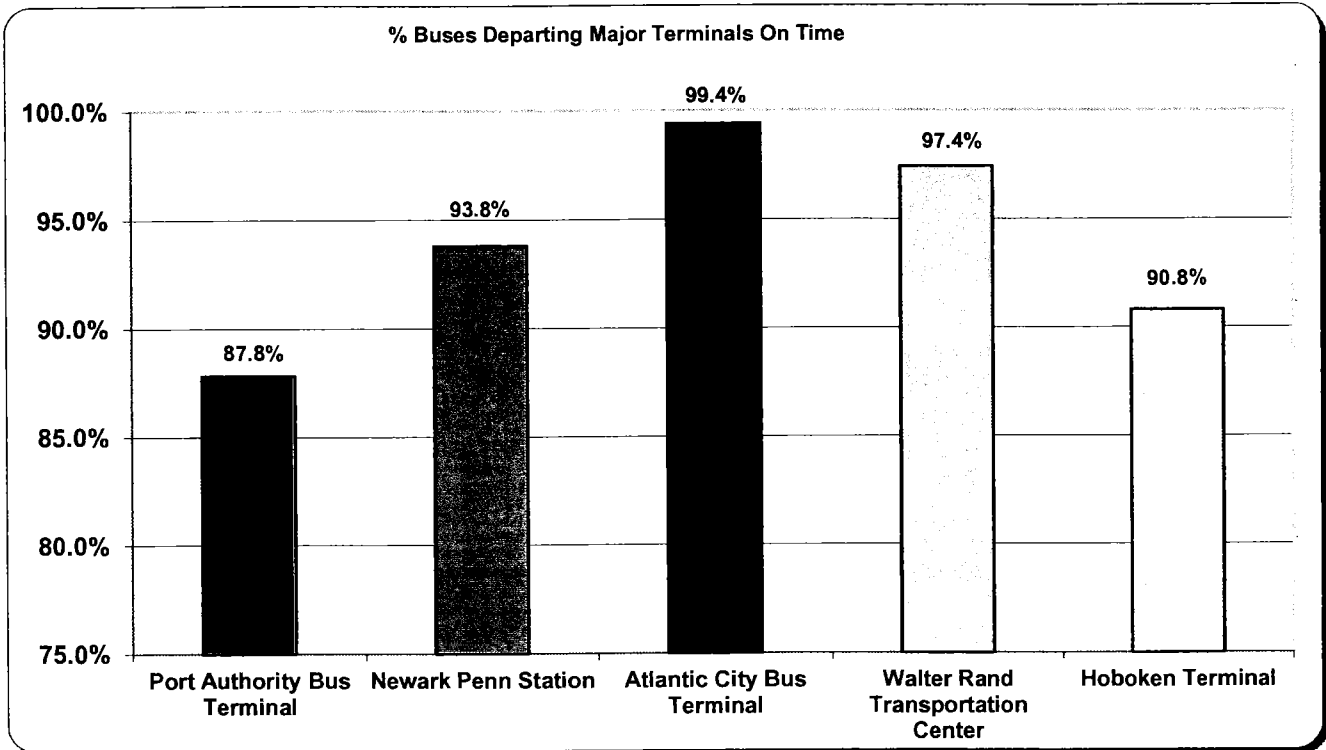
Bus On-Time Performance was 91.5% for March 2013. Of the 37,198 monitored departures, 34,040 (or 8.5%) experienced delays. Key causes included:

- Accidents in/around the Lincoln Tunnel affecting Port Authority buses.
- Ongoing construction on Pleasant Ave. bridge impact Port Authority buses during peak periods.
- Traffic in Hudson County and New York affecting Hoboken buses.

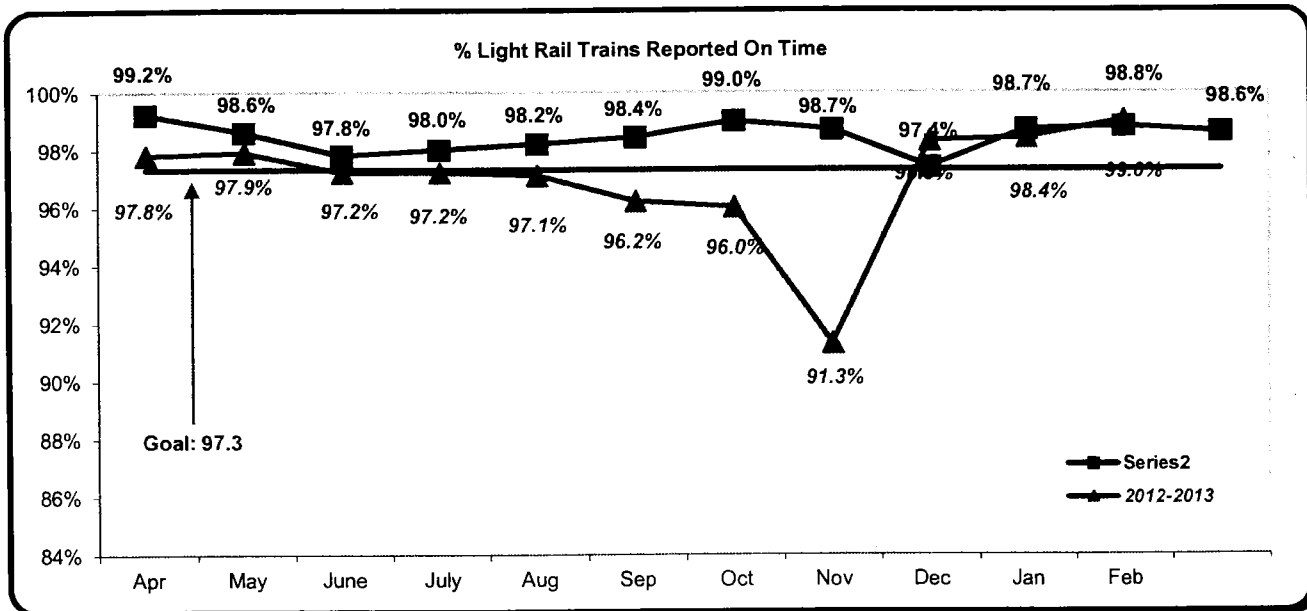
The 12-month average for Bus On-Time Performance for April 2011 - March 2013 was 91.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2013



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL APRIL 2011 - MARCH 2013



*Note: Starting May 2007

| | 2012 | 2013 | # Change |
|------------------|-------|-------|----------|
| March Comparison | 98.7% | 98.6% | -0.1% |

| | 2011-2012 | 2012-2013 | # Change |
|--------------------------------|-----------|-----------|----------|
| 12-Month Average April - March | 97.7% | 98.5% | 0.8% |

Analysis:

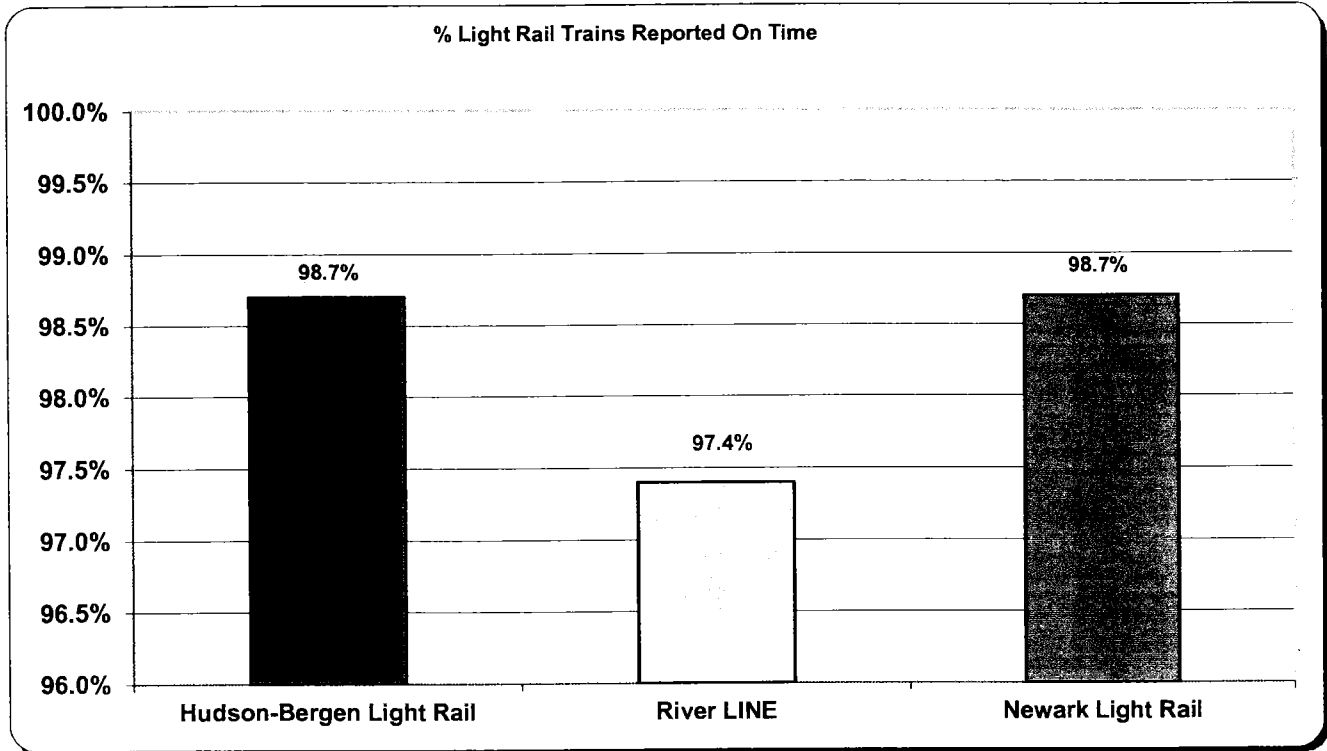
Light Rail On-Time Performance systemwide was 98.6% for the month of March 2013. Of the 26,445 scheduled trains, 380 (or 1.4%) experienced delays. Key causes included:

- Signal problems affecting Hudson-Bergen Light Rail service on March 8
- Switch failure and mechanical problems impacting Newark Light Rail trains on March 8.
- A disabled train affecting River Line service on March 29.

The 12-month average for Light Rail On-Time Performance for April 2011 - March 2013 was 98.1%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE MARCH 2013

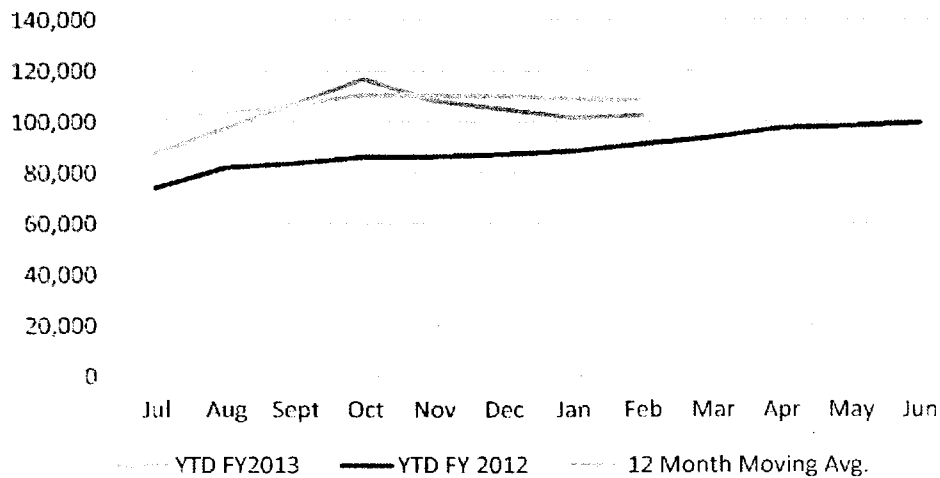


MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

| Month | YTD FY2013 | YTD FY 2012 | 12 Month Moving Avg. |
|-------|------------|-------------|----------------------|
| Jul | 87,766 | 73,912 | 101,469 |
| Aug | 97,377 | 81,850 | 102,964 |
| Sept | 107,316 | 83,616 | 106,605 |
| Oct | 116,929 | 86,155 | 110,747 |
| Nov | 108,426 | 86,232 | 110,403 |
| Dec | 105,032 | 87,188 | 110,404 |
| Jan | 101,637 | 88,347 | 109,171 |
| Feb | 102,497 | 91,246 | 108,398 |
| Mar | | 93,644 | |
| Apr | | 97,487 | |
| May | | 98,260 | |
| Jun | | 99,675 | |

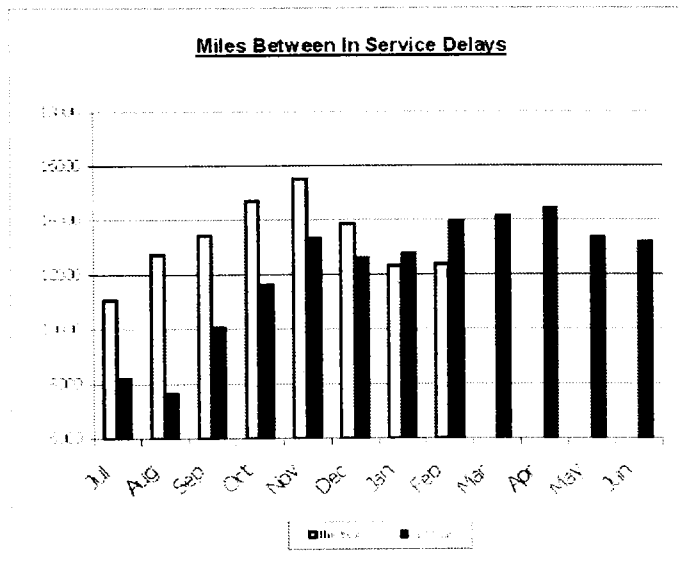
Mean Distance Between Failures



NJ Transit Bus Operations

Miles Between In-Service Delays

| Location | This Month | FY2013 YTD | FY2012 YTD |
|-----------------------|---------------|---------------|---------------|
| Fairview | 7,251 | 8,684 | 7,019 |
| Greenville | 12,295 | 11,008 | 6,825 |
| Market Street | 13,108 | 12,625 | 9,494 |
| Meadowlands | 9,508 | 11,826 | 8,779 |
| Oradell | 13,008 | 16,584 | 13,112 |
| Wayne | 16,421 | 14,761 | 13,748 |
| Big Tree | 7,878 | 10,514 | 8,727 |
| Hilton | 8,333 | 8,297 | 7,853 |
| Howell | 11,693 | 15,907 | 17,201 |
| Ironbound | 14,284 | 12,960 | 15,675 |
| Orange | 9,297 | 7,530 | 5,368 |
| Morris | 44,733 | 55,646 | 128,768 |
| Egg Harbor | 15,386 | 14,079 | 15,973 |
| Hamilton | 22,926 | 24,142 | 25,625 |
| Newton Avenue | 13,632 | 16,517 | 14,747 |
| Washington Twp. | 17,045 | 19,145 | 18,471 |
| Bus Operations | 12,401 | 13,105 | 11,660 |



LIGHT RAIL - FEBRUARY 2013*

MEAN DISTANCE BETWEEN SERVICE FAILURES (MDBSF)

| System | MDBSF (miles) |
|---------------------------|---------------|
| Hudson Bergen Light Rail: | 31,591 |
| Newark Light Rail: | 41,690 |
| River LINE Light Rail: | 7,533 |

** 12 month moving average*

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Development DBE/SBE Participation

Federal Funded Contracts*

NJ TRANSIT awarded **\$8,293,954** in federal funded contracts from October 1, 2012 through March 31, 2013 (FFY 13). Of that total, Disadvantaged Business Enterprises (DBEs) received **\$225,189.00** or **2.72%**.

DBE Goal Attainment October 1, 2010 (FFY 11) to March 31, 2013 (FFY 13) or 7.94%

| | |
|-------------------|------------------|
| Contracts awarded | \$297,817,707.29 |
| DBEs received | \$23,650,206.28 |

State Funded Contracts*

NJ TRANSIT awarded **\$64,162,635.76** in state funded contracts from July 1, 2012 through March 31, 2013 (FY 13). Of that total, Small Business Enterprises (SBEs) received **\$16,497,268.06** or **25.71%**.

| | | |
|--------------------------|-----------------|-----------|
| Category 1 SBEs received | \$4,072,949.66 | or 6.35% |
| Category 2 SBEs received | \$1,210,978.14 | or 1.89% |
| Category 3 SBEs received | \$114,409.40 | or 0.18% |
| Category 4 SBEs received | \$745,261.24 | or 1.16% |
| Category 5 SBEs received | \$10,353,669.62 | or 16.14% |
| Category 6 SBEs received | \$0.00 | or 0.00% |

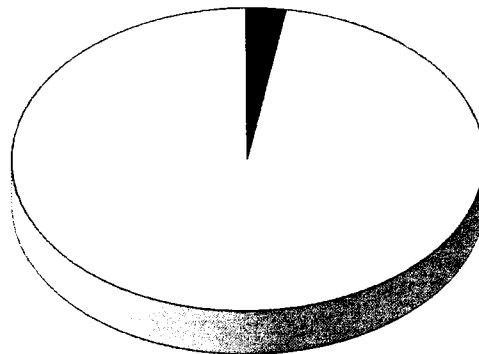
Federal & State Contracts Total during March 2013*

NJ TRANSIT awarded **\$4,314,316.43** in federal and state contract dollars during the month of March. Of that total, **\$868,670.65** or **20.13%** of federal and state contract dollars were won by DBEs and SBEs.

*Contract award amounts are derived from the Procurement database

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (MARCH FY13)***

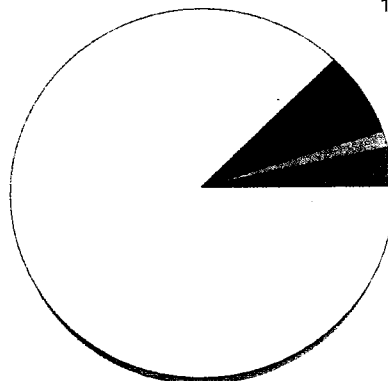
NON-DBE
FEDERAL
\$8,068,765.00
97.28%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$225,189.00
2.72%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH MARCH FY13) ****

NON-SBE STATE
\$47,665,367.70
74.29%



SBE-5
\$10,353,669.62
16.14%

SBE-4
\$745,261.24
1.16%

SBE-1
\$4,072,949.66
6.35%

SBE-2
\$1,210,978.14
1.89%

SBE-3
\$114,409.40
0.18%

SBE-6
\$0
.0%

**Federal Fiscal Year 2013 Beginning October 1, 2012*
State Fiscal Year 2013 Beginning July 1, 2012****

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Twenty-four NJ TRANSIT employees retired in March with careers ranging from 11 to 40 years of service:

1. William C. Tidd (Port Jervis, NY) Director Rail Infrastructure, Penn Plaza – 40 years
2. Maryann Redmond (Cliffside Park) Mgr. Workers/Comp. & Disability, GOB – 34 years
3. Rupert Coke (Orange) Special Mech-Welder, CMF – 33 years
4. Richard D. Myles (Paterson) Maint. Class “A,” Wayne Garage – 33 years
5. Anthony Petrozza (Wayne) Stock Clerk, Wayne Garage – 33 years
6. Stephen J. Greene (North Bergen) Repairman “A,” Meadowlands Garage – 32 years
7. Felix Perez (Ridgefield Park) Bus Operator, Meadowlands Garage – 32 years
8. Mark A. Robinson (Maplewood) Bus Operator, Hilton Garage – 32 years
9. Richard Paprcka (Little Silver) Dir. Maintenance, Fairview Garage – 31 years
10. Ronald J. Lane (Monroe, NY) Bus Operator, Oradell Garage – 30 years
11. Stanley C. Milewski (Newark) Sr. Capital Project Admin., Penn Plaza – 29 years
12. Guy Rosarion (Central Nyack, NY) Bus Operator, Oradell Garage – 29 years
13. Huong Nguyen (Nutley) Cleaner, Big Tree Garage – 26 years
14. Jerome Moody (Avenel) Bus Operator, Market Street – 25 years
15. Julian Valencia (Union City) Forman Garage II, Orange Garage – 25 years
16. David M. Kidd (Fair Lawn) Senior Trainmaster, Hoboken Station – 24 years
17. Elizebeth Ayala (Linden) Bus Operator, Big Tree Garage – 22 years
18. Oristil Orisca (Spring Valley, NY) Bus Operator, Oradell Garage – 22 years
19. Luis Suarez (West New York) Bus Operator, Meadowlands Garage – 20 years
20. Antonio Campelo (Harrison) Mech. Class A G, Doremus Avenue Garage – 17 years
21. Juan L. Mojica (North Bergen) Bus Operator, Greenville Garage – 16 years
22. Charles Monteleone (Manchester) Bus Operator, Howell Garage – 16 years
23. Dennis J. Piatkowski (Jersey City) Sr. Comp Analyst, Penn Plaza – 16 years
24. Floyd Gilliom (Philadelphia, PA) Bus Operator, Washington Township Garage – 11 years

ACTION ITEMS

**ITEM 1304-12: SUPERSTORM SANDY DISASTER RECOVERY PROGRAM:
AMENDMENTS TO 2012 TASK ORDER CONSULTANT
CONTRACTS PROGRAM**

BENEFITS

The repairs and protective measures critical to restore and maintain safe and reliable public transportation to pre-storm conditions are extensive and are technically complex in nature, requiring the procurement of specialized oversight, engineering and design services, and to supplement NJ TRANSIT staff. NJ TRANSIT staff has developed an overall Superstorm Sandy Disaster Relief Program that identifies specific projects and roles for both agency staff and consultant resources. On March 4, 2013, the NJ TRANSIT Board of Directors met in a special Board Meeting to authorize contracts with Bombardier Transit Corporation and ORX Railway Corporation for repairs to the rail passenger cars and locomotives damaged by Superstorm Sandy and with Hall Construction for the restoration of the Hoboken Terminal main waiting area, vendor space, and public restrooms. On March 13, 2013, at their regular Board Meeting, the NJ TRANSIT Board of Directors authorized increasing contract limits on five 2012 Task Order Consultant Contracts Program contracts as part of the Superstorm Sandy Disaster Relief Recovery Program as well as with LTK Engineering Services, Inc. and with STV, Inc. for engineering assistance related to repairs on the rail passenger cars and locomotives. As the scope of the restoration and repair work is refined, additional requests for consultant resources will be presented to the NJ TRANSIT Board of Directors.

The consultants included in this authorization request will continue progressing NJ TRANSIT's Superstorm Sandy Disaster Recovery Program by providing technical expertise for the restoration and repair work as well as for the study and design of resiliency projects. These consultants are currently under contract with NJ TRANSIT following the completion of competitive procurement processes 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 URS Corporation (NJ TRANSIT Contract No. 13-001C - \$1,000,000) for Long Slip; Parsons Brinckerhoff, Inc. (NJ TRANSIT Contract No. 13-004A - \$2,000,000) for Westbound Waterfront Preliminary Engineering; Christopher P. Statile, PC (NJ TRANSIT Contract N. 13-005C - \$750,000) for Civil Engineering services; Gannett Fleming (NJ TRANSIT Contract No. 13-006A - \$750,000) for Gladstone Catenary Poles; Systra, Inc. (NJ TRANSIT Contract No. 13-006D - \$ 2,000,000) for North Jersey Coast Line Design; and TranSystems (NJ TRANSIT Contract No. 13-007D - \$2,000,000) for Other Design in the total amount of \$8,500,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$53,550,000, 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 Program.

PURPOSE

Authorization of these contract amendments will provide for the timely acquisition of critical services associated with NJ TRANSIT's asset repairs. This will provide NJ TRANSIT with the ability to fast-track the various repair and protection projects thereby ensuring they are completed in a timely manner and are eligible for Federal Emergency Management Agency (FEMA) and Federal Transit Administration (FTA) reimbursement. It is anticipated that the work schedule will extend through 2015. The authorization will greatly reduce the administrative procurement cycle and project lead times. A summary of the contract limits is shown in Exhibit A.

The total authorization for the 2012 Task Order Consultants Contract Program will be \$53,550,000: \$32,050,000 for non-Superstorm Sandy tasks and \$21,500,000 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 flooded rail yards, substations, and terminals. Inland the storm resulted in fallen trees, downed power lines, damage to roadways, and disruptions in electrical service. As a result, dangerous conditions throughout NJ TRANSIT's public transportation system continue to jeopardize the public safety if not fully remediated through long-term repair and protection of critical assets.

Superstorm Sandy Disaster Recovery 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. Key consultant roles are listed below.

Long Slip – URS Corporation

The consultant will design the filling of Long Slip and coordinate that design with the overall Hoboken flood mitigation design efforts.

Westbound Waterfront Preliminary Engineering – Parsons Brinckerhoff, Inc.

The consultant will design a westbound connection from the Morris & Essex Line to the Northeast Corridor. This connection is required to facilitate moving rail equipment out of

Hoboken and the Meadows Maintenance Complex (MMC) into safe harbor yards in the event of storms that would impact those facilities.

Civil Engineering Design – Christopher P. Statile, PC

The consultant will support the overall Superstorm Sandy Disaster Recovery Program by providing civil engineering and site designs for NJ TRANSIT facilities to ensure resiliency for future storm events.

Gladstone Catenary Poles – Gannett Fleming

The consultant will design improvements to replace the wooden catenary poles with steel poles.

North Jersey Coast Line Design – Systra, Inc.

The consultant will evaluate any damage to and design necessary improvements for bridges, track, Communications & Signals, and Bay Head Yard facilities to finalize repairs and make these elements more resilient for future storm events.

Other Design – TranSystems, Inc.

The consultant will evaluate any damage to and design necessary improvements for the Newark Light Rail, Secaucus Transfer, COOP, stations, and a spare parts facility to finalize repairs and make these elements more resilient for future storm events.

Funding

Anticipated source of funds to be used in these procurements include insurance proceeds, Federal Transit Administration and Transportation Trust Fund dollars, and possibly Federal Emergency Management Agency (FEMA). However, NJ TRANSIT anticipates a significant portion of the costs associated with this work to be reimbursed from insurance proceeds, FEMA and FTA.

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.

FTA's new Emergency Relief Program was established under the two-year surface transportation law, *Moving Ahead for Progress in the 21st Century* (MAP-21). The funds will be awarded through the program on a rolling basis, in the form of grants to states, local governments, transit agencies and other organizations that own or operate transit systems damaged by the storm.

Following the storm, the USDOT developed a rapid-response strategy to assist transit providers in the near-term, while laying the foundation for the responsible administration of federal-aid transit funds available now. Notably, FEMA and FTA have conducted continuing damage assessments and cost-validation work for both operating and capital

costs associated with restoring and rebuilding transit in the impacted areas. These early joint efforts support FTA's ability to compensate the affected transit agencies promptly while ensuring that taxpayer dollars are being spent responsibly.

Consistent with the requirements of the supplemental appropriations, the remaining disaster relief funds will be made available after FTA issues interim regulations. For the most part, the FTA will cover 90 percent of the cost of transit-related operating and capital projects undertaken in response to Superstorm Sandy.

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 | \$ | 8,500,000 |
| Contracts Program | Total Authorization | \$ | 53,550,000 |

Total Project Cost: Part of Superstorm Sandy Disaster Recovery Program

Projected Date of Completion: 2015

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund
Insurance Proceeds
Federal Emergency Management Agency (possible)

DBE/SBE Goal:

| | |
|-----------------------------|---|
| 2012 Task Order Consultants | 25% DBE – Corridor Planning |
| | 25% DBE – Rail Operations & Infrastructure Planning |
| | 25% DBE – Stations, Access & Site Planning |
| | 25% DBE – Architectural/Engineering Services |
| | 20% DBE – Bridge & Railway Engineering Services |

NJ Build Amount: NA

Related/Future Authorizations: Additional consultant services

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, the consultants included in this authorization are currently under contract to NJ TRANSIT following the completion of competitive procurement processes; and

WHEREAS, NJ TRANSIT anticipates a significant portion of the costs associated with this work to be reimbursed from insurance proceeds, the Federal Transit Administration and, possibly, the Federal Emergency Management Agency;

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 URS Corporation (NJ TRANSIT Contract No. 13-001C - \$1,000,000) for Long Slip; Parsons Brinckerhoff, Inc. (NJ TRANSIT Contract No. 13-004A - \$2,000,000) for Westbound Waterfront Preliminary Engineering; Christopher P. Statile, PC (NJ TRANSIT Contract N. 13-005C - \$750,000) for Civil Engineering services; Gannett Fleming (NJ TRANSIT Contract No. 13-006A - \$750,000) for Gladstone Catenary Poles; Systra, Inc. (NJ TRANSIT

Contract No. 13-006D - \$ 2,000,000) for North Jersey Coast Line Design; and TranSystems (NJ TRANSIT Contract No. 13-007D - \$2,000,000) for Other Design in the total amount of \$8,500,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$53,550,000, 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 Program.

**EXHIBIT A
SUMMARY OF REQUESTED AUTHORIZATIONS**

2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

| Vendor | Contract No. | Superstorm Sandy Disaster Recovery Program Tasks | | Non-Superstorm Sandy Disaster Recovery Program Tasks | |
|----------------------------|---------------------|---|---------------------------|---|-----------------------|
| | | Task Limit | Contract Limit | Task Limit | Contract Limit |
| URS Corporation | 13-001C | None | \$ 1,000,000 | \$ 500,000 | \$ 1,500,000 |
| Parsons Brinckerhoff, Inc. | 13-004A | None | \$ 2,000,000 | \$ 500,000 | \$ 3,000,000 |
| Christopher P. Statile, PC | 13-005C | None | \$ 750,000 | \$ 400,000 | \$ 1,500,000 |
| Gannett Fleming, Inc. | 13-006A | None | \$ 2,750,000 ¹ | \$ 500,000 | \$ 3,500,000 |
| Systra Consulting, Inc. | 13-006D | None | \$ 2,000,000 | \$ 500,000 | \$ 3,500,000 |
| TranSystems Corporation | 13-007D | None | \$ 2,000,000 | \$ 600,000 | \$ 2,000,000 |

¹ NJ TRANSIT Contract No. 13-006A with Gannett Fleming, Inc. was increased by \$2,000,000 for Superstorm Sandy Disaster Recovery Program Substation design work as part of Item 1303-007. An additional \$750,000 in authorization is requested in this Board Item for Gladstone Catenary Pole design work.

**ITEM 1304-13: SUPERSTORM SANDY DISASTER RECOVERY PROGRAM:
AMENDMENT TO CONTRACT NO. 08-610 BOMBARDIER
MATERIAL SERVICE AGREEMENT**

BENEFITS

NJ TRANSIT has continued to make substantial progress in the repair of rail cars and locomotives damaged by Superstorm Sandy. This progress has allowed NJ TRANSIT to restore most rail service to pre-storm levels. With the rail schedule change on March 24, 2013, approximately 97 percent of all train service has been restored systemwide.

The 11 NJ TRANSIT ALP-45 Dual Power Locomotives that were damaged by Superstorm Sandy, two of which remain in service, require extensive repairs. The majority of the damage to these locomotives occurred to the truck and undercar mounted equipment, including but not limited to traction motors, gear boxes, brake equipment, communication equipment, signal equipment, connectors and cables. This equipment will need to be repaired or replaced, and the locomotives will need to go through a re-commissioning program prior to the locomotives being available again for revenue service.

NJ TRANSIT has a five year, \$71,500,000 Materials Service Agreement with Bombardier Transportation, North America for sole/single source maintenance parts and supplies and on-site technical and engineering support specific to Bombardier manufactured rolling stock fleets

The Board authorized award of Contract 08-016 on March 12, 2008 (Item 0803-17) for a five-year term and the contract contemplated a one, three-year renewal option to increase the total term to eight years.

The parts and supplies necessary to repair the ALP-45 dual power locomotives are included in the scope of materials and services provided by Bombardier and will be procured in accordance with the terms and conditions of Contract 08-016.

The ALP-45 Dual Power Locomotives will be repaired by NJ TRANSIT in-house labor at the Meadowlands Maintenance Complex. Bombardier Transportation will provide parts and engineering support.

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

Staff seeks authorization to extend the contract term an additional three years and increase Contract No. 08-610, Bombardier Material Service Agreement for the repair of ALP-45 dual power locomotives with Bombardier Transportation, North America, the original equipment manufacturer (OEM), at a cost not to exceed \$28,500,000, plus five

percent for contingencies, for a total contract cost of \$101,425,000, subject to the availability of funds.

PURPOSE

This contract will provide for the repair and return to revenue service all 11 damaged ALP-45 Dual-Power Locomotives. The relatively new, but damaged locomotives remain under warranty. In order to ensure the warranty remains in effect on these locomotives, the repairs must be performed by the original equipment manufacturer, Bombardier Transportation, North America. Additionally, the insurers require a warranty on the work performed with the insurance proceeds. Therefore, NJ TRANSIT will amend an active Materials Service Agreement with Bombardier Transportation, North America for sole/single source maintenance parts and supplies to purchase materials and supplies necessary to repair the ALP-45 dual power locomotives by NJ TRANSIT in-house labor forces. .

Rolling Stock Repairs

NJ TRANSIT will remove trucks from damaged locomotives and provide damaged Complete Drive Unit (made up of Traction Motor, Gear Box, Wheel/Axle assembly, and other smaller components) to Bombardier Transportation, North America (OEM). Bombardier will the supply all replacement components, oversee any repairs, and manage all testing and inspection activities with sub-suppliers.

Bombardier will also provide technical oversight for the work NJ TRANSIT will perform on the locomotives, which includes inspection, repair, and replacement of all damaged components on the underframe and truck frame, re-assembly of the truck upon return of the Complete Drive Unit, re-installing trucks under the locomotives, and re-testing of the locomotives before returning them to revenue service.

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

FISCAL IMPACTS

Requested Authorization: \$28,500,000 + 5% contingency for a total contract authorization of \$101,425,000

Total Project Cost: Part of Superstorm Sandy Disaster Recovery Program

Projected Date of Completion: July 2014 (Repairs to the ALP-45 Dual Power Locomotives)

Anticipated Source of Funds: Insurance Proceeds
Federal Transit Administration
Transportation Trust Fund
Federal Emergency Management Agency (possible)

DBE/SBE Goal: Transit Vehicle Manufacturer (TVM)

***NJ Build* Amount:** None

Related/Future Authorizations: Other OEM Services

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, NJ TRANSIT has continued to make substantial progress in the repair of rail cars and locomotives damaged by Superstorm Sandy; and

WHEREAS, there are 11 ALP-45 Dual Power Locomotives that were damaged by Superstorm Sandy, two of which remain in service, requiring extensive repairs; and

WHEREAS, in order to ensure the warranty remains in effect on these damaged locomotives, the repairs must be performed by the original equipment manufacturer, Bombardier Transportation, North America; and

WHEREAS, Bombardier Transportation, North America is certified to be the sole/single source suppliers for the purchase of materials and services in this repair accordance with N.J.A.C. 16:72-1.5 and Executive Order No. 37; and

WHEREAS, NJ TRANSIT has a five year, \$71,500,000 Materials Service Agreement with Bombardier Transportation, North America for sole/single source maintenance parts and supplies and on-site technical and engineering support specific to Bombardier manufactured rolling stock fleets; and

WHEREAS, the Board authorized award of Contract 08-016 on March 12, 2008 (Item 0803-17) for a five-year term and the contract contemplated a one, three-year renewal option to increase the total term to eight years; and

WHEREAS, the parts and supplies necessary to repair the ALP-45 dual power locomotives are included in the scope of materials and services provided by Bombardier and will be procured in accordance with the terms and conditions of Contract 08-016;

NOW, THEREFORE, BE IT RESOLVED that, the Chairman or Executive Director is authorized to extend the contract term an additional three years and increase Contract No. 08-610, Bombardier Material Service Agreement with Bombardier Transportation, North America at a cost not to exceed \$28,500,000, plus five percent for contingencies, for a total contract cost of \$101,425,000, subject to the availability of funds.

ITEM 1304-14: CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS: CONSTRUCTION MANAGEMENT SERVICES

BENEFITS

NJ TRANSIT has an on-going need for consultant services in various planning and engineering disciplines. The volume of work increases and decreases in response to needs and available funding and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is rarely cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts, thus minimizing the time and cost needed to initiate and complete work. Contracting with a limited number of consultants also provides a greater measure of control over the work being performed.

ACTION (Scorecard: Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 13-010 with the six firms listed in Exhibit A for support services on a task order basis for Construction Management Services as part of the 2012 Task Order Consultant Contracts Program totaling \$53,550,000, subject to the availability of funds. Each consultant contract for Construction Management Services will extend for a period of three years from the date of contract execution; the maximum task limit is \$600,000 and the maximum contract limit is \$3,500,000 for each consultant team.

PURPOSE

Authorization of these task order contracts will provide available labor as needed to support NJ TRANSIT's Capital Program, handle specialized workloads, including projects related to the Superstorm Sandy Disaster Recovery Program, address critical issues, ensure regulatory compliance, and engage specialized construction management expertise not available in-house.

The total authorization for the 2012 Task Order Consultant Contracts Program is \$53,550,000: \$32,050,000 for non-Superstorm Sandy tasks and \$21,500,000 for Superstorm Sandy tasks.

BACKGROUND

History

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

modeling and analysis, bus and rail service planning, construction management services, site planning and engineering, transit-friendly general planning, public transit planning, and vertical transportation services.

Justification

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

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

Currently, under the traditional competitive procurement process, professional services contracts valued at \$36,000 or more require the solicitation of offers through a publicly advertised Request for Proposal. The Request for Proposal (RFP) includes a description of the services to be purchased, all significant evaluation factors and their relative importance, and any other relevant information such as schedule dates and deadlines for the completion of the work. Staff prepares a Technical Specification package, which includes pertinent details, a project summary, and a scope of work for inclusion in the RFP. The scope of work describes the technical requirements to be met as well as what services are to be completed for each milestone from inception to completion.

The introduction of task order contracts resulted from the recognition that

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

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

Procurement

Early in 2012 staff assessed the current Task Order Consultant Contracts to determine if the program should be continued. The assessment included a review of whether the disciplines addressed future needs. As a result, staff recommended that the Vehicle

and Equipment Engineering discipline be included under the Architectural/Engineering discipline, two disciplines be combined (Site Planning and Transit Analysis and Stations, Access and Parking Planning is now Stations, Access and Site Planning) and two disciplines be added (Corridor Planning and Community Transportation). In addition, staff recommended that the resulting 12 disciplines be advertised in three separate procurements, based on the expiration dates of the current Task Order Consultant Contracts, to reduce the burden on the consultant community as well as on staff. In September 2012, consulting services for Access Link was added as a discipline.

The three Task Order Consultant Contracts procurements are:

Procurement One

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

Procurement Two

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

Procurement Three

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

The NJ TRANSIT Board of Directors authorized contracts for Procurement One in October 2012 (Item No. 1210-48) and for Procurement Two in December 2012 (Item No. 1212-61). In March 2013 the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for five consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$13,000,000, for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1303-07). In April 2013 the NJ TRANSIT Board of Directors authorized modifying the task order and contract limits for six consultant contracts in the 2012 Task Order Consultant Contracts Program totaling \$8,500,000 for projects related to the Superstorm Sandy Disaster Recovery Program (Item No. 1304-12). As a result, the overall authorization for the 2012 Task Order Consultant Contracts Program is now \$53,550,000.

Due to the immediate need for firms to provide construction management services on projects related to Superstorm Sandy recovery, authorization for those contracts is

being requested at this time. The remaining four disciplines in Procurement Three will be the subject of a future Board of Directors action.

A Request for Proposals for the Task Order Consultant Contracts third package was advertised in *The Star-Ledger* and *The Trenton Times* on December 12, 2012 and Pre-Proposal Conferences were held on December 20, 2012. Proposals from 12 teams were received on January 11, 2013 and were evaluated by a Technical Evaluation Committee (TEC) comprised of the following staff:

- CP&P Construction Management (2 members)
- CP&P Budget & Administration (1 member)
- CP&P Facility Design (1 member)

At the Pre-Proposal Conferences and in the RFP materials, the interested firms were advised that the Task Order Consultant Contracts Program was advertised as three separate packages. Prime Consultants could submit proposals for more than one discipline; however, a Prime Consultant would be limited to receiving two contract awards, with a combined total contract limit of \$5,000,000. Firms responding as a Prime Consultant were not allowed to respond as a subconsultant on another team within the same discipline, but were not precluded from responding as a subconsultant on another team within a different discipline. Firms submitting proposals as a Prime Consultant for more than one discipline under this Task Order Consultant Contracts Program were advised to clearly state in the cover letters of each proposal their order of preference for award of a contract should the firm be evaluated as one of the most qualified for more than one discipline.

Based on the written submissions, seven firms were short-listed for oral interviews, which were held in February 2013, and the six firms judged most qualified by the TEC were selected for the 2012 Task Order Consultant Contracts Program.

The Office of Business Development assigned a 25 percent DBE goal for each contract in the Construction Management Services discipline. JCMS Inc. is a certified Disadvantaged Business Enterprise.

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

FISCAL IMPACTS

Requested Authorization: Task Order Consultant Contracts with six firms listed in Exhibit A with maximum task limit of \$600,000 and maximum contract limit of \$3,500,000

Total Project Cost: \$ 53,550,000 (2012 Task Order Consultant Contracts Program)

Projected Date of Completion: September 2016

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

DBE/SBE Goal: 25% DBE for each consultant contract

***NJ Build* Amount:** None

Future Related Authorizations: Task Order Consultant Contracts for Community Transportation; Vertical Transportation; Transit-Friendly Planning, Land Use and Development; and Access Link

Impacts on Subsequent Operating Budgets: None

RESOLUTION

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

WHEREAS, NJ TRANSIT has a continuing need for consultant services in construction management services; and

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

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

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

WHEREAS, following the completion of a competitive procurement process, it was determined that six firms submitted the most advantageous proposals for Construction Management Services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract No. 13-010 with the six firms listed in Exhibit A for support services on a task order basis for Construction Management Services as part of the 2012 Task Order Consultant Contracts Program totaling \$53,550,000, subject to the availability of funds. Each consultant contract for Construction Management Services will extend for a period of three years from the date of contract execution; the maximum task limit is \$600,000 and the maximum contract limit is \$3,500,000 for each consultant team.

EXHIBIT A

SELECTED FIRMS

CONTRACT No. 13-010 – CONSTRUCTION MANAGEMENT SERVICES – 6 FIRMS

Greenman-Pederson Inc. (Lebanon, New Jersey) with Parsons Transportation Group Inc.; Promatech Inc.; M Engineers PC; DeBiasse & Seminara Architects PC; Yu & Associates Inc; and Raul V. Bravo + Associates Inc.

Hill International Inc. (Marlton, New Jersey) with T.Y. Lin International Group; Naik Consulting Group PC; IH Engineering PC; and PACO Group

JCMS Inc. (Mercerville, New Jersey) with PB Americas and Hatch Mott MacDonald

LiRo Engineers Inc. (Syosset, New York) with SYSTRA Engineering Inc.; ICS Engineers PC; and Transit Resources Center

Tishman Construction Corporation of New Jersey, an AECOM Company (Newark, New Jersey) with HAKS; Matrix New World Engineering; IH Engineers PC; Management Concepts Systems and Services; Paul Denis Associates; Transit Resources Center; and Faithful & Gould

Urban Engineers Inc. (Cherry Hill, New Jersey) with KS Engineers PC; LTK Engineering Services; Transit Resources Center; and Spartan Solutions

CONSENT CALENDAR

**ITEM 1304-15: COMMUNITY MOBILITY AND LOCAL PROGRAMS:
AMENDMENTS TO VEHICLE PURCHASE CONTRACTS FOR
TRANSIT-STYLE BUSES AND CUTAWAY MINIBUSES**

BENEFITS

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

Vehicles purchased by exercising these options will be used by the Township of Lakewood to provide a new modified fixed-route bus transit service within Lakewood for residents, businesses, employees, students, visitors, and all members of the Lakewood community. The new local transit bus service will be open to the general public and will deviate upon request to provide service to persons with disabilities who cannot use fixed-route service.

ACTION (Scorecard: Corporate Accountability, Customer Experience)

Staff seeks authorization to amend NJ TRANSIT Contract No. 12-048A with Alliance Bus Group of Carlstadt, New Jersey, to exercise options for the purchase of four Transit-style Buses in an amount not to exceed \$598,000.00, plus five percent for contingencies, for a total contract authorization of \$2,772,525.00, subject to the availability of funds.

Staff also seeks authorization to amend NJ TRANSIT Contract No. 12-048B with Rohrer Bus Sales of Duncannon, Pennsylvania, to exercise options for the purchase of two Cutaway Minibuses in an amount not to exceed \$238,842.00, plus five percent for contingencies, for a total contract authorization of \$752,352.30, subject to the availability of funds.

PURPOSE

Authorization of these contract amendments will provide vehicles to be used by the Township of Lakewood to provide transit services to the general public in Lakewood.

BACKGROUND

Funding

SAFETEA-LU provided a Section 5309 Bus and Bus Facility Allocation of Federal Fiscal Year 2006 and 2007 funds for the Township of Lakewood Bus service. NJ TRANSIT applied for and received the funding for this purpose in 2010. The grant required that operating expenses for the service be covered by Lakewood Township. Lakewood Township has now assured NJ TRANSIT, through a Township Resolution,

that they have committed operating funding to the service. With that assurance, NJ TRANSIT is procuring the vehicles using the grant funding on behalf of Lakewood.

Procurement

In December 2012, the NJ TRANSIT Board of Directors approved the award of two contracts for the purchase of 16 Transit-style Buses and four Cutaway Minibuses (Item 1212-59). The bid documents for the vehicles included the provision for additional vehicles to be exercised by NJ TRANSIT within 150 days of contract notice to proceed. The provision allowed for the purchase of the following additional vehicles:

| | |
|------------------|--|
| Contract 12-048A | 2 Type G Buses |
| | 2 Type H Buses (option exercised with base contract) |
| | 2 Type I or L Buses |

| | |
|------------------|---------------------|
| Contract 12-048B | 2 Cutaway Minibuses |
|------------------|---------------------|

This Board Item requests authorization for the purchase of the remaining additional vehicles under these options. The notice to proceed on the base contract has not yet been issued.

All buses purchased through this contract have a useful life of seven years or 200,000 miles. Typical vehicles are shown in Exhibit A.

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

FISCAL IMPACTS

Requested Authorization:

| | | |
|--------------------|---------------------|--------------------------------|
| Contract 12-048A | This Authorization | \$ 598,000.00 + 5% contingency |
| Alliance Bus Group | Total Authorization | \$2,772,525.00 |

| | | |
|------------------|---------------------|--------------------------------|
| Contract 12-048B | This Authorization | \$ 238,842.00 + 5% contingency |
| Rohrer Bus Sales | Total Authorization | \$ 752,352.30 |

| | |
|----------------------------|--------------|
| Total Project Cost: | \$ 1,073,000 |
|----------------------------|--------------|

Projected Date of Completion: July 2014

Anticipated Source of Funds: Federal Transit Administration

DBE/SBE Goal: Transit Vehicle Manufacturer

NJ Build Amount: N/A

Related Future Authorization: Annual Community Mobility and Local Programs authorization

Impacts on Subsequent Operating Budgets: None

RESOLUTION

WHEREAS, NJ TRANSIT has applied for and funded local transit services throughout the State through Federal Transit Administration (FTA) grant programs; and

WHEREAS, funding is available to purchase vehicles for the Township of Lakewood under FTA Section 5309; and

WHEREAS, upon completion of a competitive procurement process, Alliance Bus Group was determined to be the lowest responsive, responsible bidder for the Transit-style Buses; and

WHEREAS, upon completion of a competitive procurement process, Rohrer Bus Sales was determined to be the lowest responsive, responsible bidder for the Cutaway Minibuses; and

WHEREAS, NJ TRANSIT Contract No. 12-048A with Alliance Bus Group included the option to purchase additional Transit-style Buses; and

WHEREAS, NJ TRANSIT Contract No. 12-048B with Rohrer Bus Sales included the option to purchase additional Cutaway Minibuses;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 12-048A with Alliance Bus Group of Carlstadt, New Jersey, to exercise options for the purchase of four Transit-style Buses in an amount not to exceed \$598,000.00, plus five percent for contingencies, for a total contract authorization of \$2,772,525.00, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to amend NJ TRANSIT Contract No. 12-048B with Rohrer Bus Sales of Duncannon, Pennsylvania, to exercise options for the purchase of two Cutaway Minibuses in an amount not to exceed \$238,842.00, plus five percent for contingencies, for a total contract authorization of \$752,352.30, subject to the availability of funds.

VEHICLE TYPES



TRANSIT STYLE BUS



CUTAWAY MINIBUS

EXECUTIVE SESSION AUTHORIZATION

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

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