

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

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

March 13, 2017

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, March 8, 2017.

Sincerely,

Original Signed By

Joyce J. Zuczek
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, March 8, 2017.

Board Members Present

Richard T. Hammer, Chairman
Lisa LeBoeuf, Governor's Representative
Anthony Longo, Treasurer's Representative
James C. Finkle Jr., Board Member
Flora M. Castillo, Board Member (By Telephone)
Raymond W. Greaves, Board Member (By Telephone) (Non-Voting)

Staff Present

Steven H. Santoro, Executive Director
Amy B. Herbold, Deputy Executive Director
Michael P. Kilcoyne, Vice President and General Manager, Bus Operations
James Galvin, Deputy General Manager, Infrastructure Engineering, Rail Operations
Neal A. Fitzsimmons, Acting Chief, Light Rail and Contract Services
Christopher Trucillo, Chief of Police
Todd C. Barretta, Chief Compliance Officer
Warren A. Hersh, Auditor General
Michael J. Lihvarcik, Chief Financial Officer and Treasurer
Michael K. Slack, Chief Information Officer
Penelope L. Bassett, Assistant Executive Director, Communications and Customer Service
Eric R. Daleo, Assistant Executive Director, Capital Planning and Programs
Gardner C. Tabon, Chief, Office of System Safety
Michael Gonnella, Deputy Attorney General
Joyce J. Zuczek, Board Secretary

Chairman Hammer acknowledged the passing of a tireless advocate for transportation in New Jersey, his immediate predecessor, former NJ DOT Commissioner Jamie Fox. Chairman Hammer said Jamie Fox was passionate about their business and a true believer that a strong transportation system was an absolute requirement for keeping New Jersey competitive. He understood the needs of their system and knew that there was no free ride. Jamie Fox worked long and hard for the reauthorization of the Transportation Trust Fund. Chairman Hammer said he knows Jamie Fox was pleased that his efforts while he was Commissioner finally came to fruition with the passage of the new gas tax last year. Chairman Hammer had the honor of serving under Jamie Fox twice and Jamie Fox was the only NJ DOT Commissioner to service two non-consecutive terms. While Chairman Hammer was in charge of NJ DOT's capital program, he was always impressed by Jamie Fox's ability to understand technical issues despite not having a background in engineering. Chairman Hammer said what he would remember most was that Jamie Fox valued the opinions of career staff and

treated them with dignity and respect. Chairman Hammer extended his sincere condolences to Jamie Fox's family and friends, and said he would forever be missed.

Chairman Hammer convened the Open Session at 9:09 a.m. in accordance with the Open Public Meetings Act. Brendan Stuk, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek conducted a Roll Call and noted Board Members Castillo and Greaves were participating by telephone.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc. NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on March 1, 2017 with the Secretary of State. These notices were mailed to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency and organization that requested such notice. Board Secretary Zuczek announced that the Board Meeting was being video recorded

Chairman Hammer asked for a motion to approve the minutes of the February 8, 2017 Board meetings. A motion was made by Board Member James C. Finkle Jr., seconded by Board Member Lisa LeBoeuf, and unanimously adopted.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She said the February meeting was cancelled due to the snowstorm, but the next meeting will be held on March 16, 2017. Ms. Mack extended the Board Members an invitation to their joint meeting at the TransAction Conference. She noted she had an opportunity to testify before Senator Gordon's committee at the hearings held in Bergen County and noted Executive Director Santoro and NJ TRANSIT staff were in attendance. Ms. Mack said she likes to take the long view and the comments before the oversight committee was a wakeup call. She noted they were all interested in what happened in the Hoboken accident, but it was interesting for her to see the reaction of the legislators who were very supportive of NJ TRANSIT and the riders. Ms. Mack said there needs to be more communication by everyone including advocacy groups, letting them know more of the details. She said they had lots of questions regarding Positive Train Control, but she was sure Executive Director Santoro reported back and provided the information.

Ms. Mack said the resounding opinion expressed by advocates was that NJ TRANSIT needs money because capital has been used for operating. She noted they were all very grateful for the Transportation Trust Fund and she saw Jamie Fox during the summer and he was very happy that the gas tax was passed.

Ms. Mack said their March committee meeting will be on cyber security. She will rely on Board Member Finkle to charge them with some activity to look at a strategic plan to see a snapshot of where they are and where the agency will go between 2017 and 2025 because they have many challenges. Ms. Mack said it is a great organization, services,

and people, but she thinks they need to provide a framework that without continued funding they will not be able to serve stakeholders and commuters.

Public Comments on Agenda Action Items

There were three speakers on agenda action items only. Board Secretary Zuczek announced public comments would be limited to five minutes.

Orrin Getz from Rockland County said Board Item 1703-01 for the Portal Bridge was a critical project to move ahead. He looks forward to NJ TRANSIT authorizing the funding. Mr. Getz said if the bridge fails, it would be a major disaster and he looks forward to NJ TRANSIT taking the initial steps to get started. Mr. Getz noted Dennis Martin was retiring and expressed his appreciation for all he has done at NJ TRANSIT.

Joseph Clift said a new Portal Bridge was important but that was not the one. He said this one would decrease Tran-Hudson train capacity for the next 20 plus years. Mr. Clift said the defunct 9-year plan envisions two separate new bridges across the Hackensack River and was the result of a divorce between Amtrak and NJ TRANSIT that occurred in 2007. Mr. Clift believes the Board should look at the current Gateway plan and recognize that Amtrak will push the pieces of the project forwards so NJ TRANSIT will not have any more peak hour capacity until \$25 billion has been spent. He said that was a huge amount and will not happen within 10 years, but rather it would be 20 to 25 years until that amount was spent.

Mr. Clift said the bridge was originally a three track bridge but Amtrak reduced it to two so a second bridge would have to be built. He said the first bridge would be a replacement, resulting in no more capacity, because there was a divorce with NJ TRANSIT building one bridge and Amtrak the other. Mr. Clift said they should build one bridge with the right number of tracks. He believes the project is wrong and based on a February 2010 plan that was created by committee and survived through inertia. He said NJ TRANSIT will get no additional capacity and believes there needs to be more than two tracks across the Hackensack River to get more capacity. Mr. Clift offered to take the Board on a tour and walk them through the numbers. He said this was not good and NJ TRANSIT needs to take the lead on Gateway so the first projects complete help NJ TRANSIT obtain more peak hour capacity that will result from New Jersey continuing to grow. Mr. Clift implored the Board to take a hard look.

David Peter Alan, Chair of the Lackawanna Coalition, said the project they need most is a pair of new tunnels directly to Penn Station New York, even if the rest of the proposed Gateway project is not built. He said a companion to the former ARC project, to which Gateway is the successor, is the Portal Bridge project on the agenda. Mr. Alan said he was familiar with the old Portal Bridge Capacity Enhancement project because he was on the Regional Citizens' Liaison Committees for that and the original ARC project. He said they have consistently called for a similar committee for the Gateway project and its components, but it has become clear that project management does not want to hear what they have to say. Mr. Alan said the proposed bridge would not add any new capacity into Penn Station New York, so any utility it could have independently was questionable.

Mr. Alan does not understand why engineering from 2008 and 2009 was still being used for the Portal Bridge project. He said that engineering was part of the old dead-end deep-cavern that the former ARC Project had become and that project has been thoroughly discredited, because it was designed to go with a totally separate railroad that could not go into Penn Station, that NJ TRANSIT could use, but Amtrak could not, and could never be extended to the East Side. Mr. Alan said they have a right to know why this outdated and discredited design was still under consideration.

Mr. Alan said they have heard that Amtrak had planned a three-track span, but downgraded it to a two-track span, to ensure that a second bridge would also be built at an additional of another \$1 billion. He said they need more bridge capacity and they should not have to wait for a second span to be built because it might not ever. Mr. Alan believes a transit provider that claims to be unable to afford even a modest service improvement has no business approving a construction plan that would increase costs by \$1 billion.

Mr. Alan said the same firms always get the contracts whenever NJ TRANSIT wants something done and the projects are never done in house. He said the same 10 firms get every project, which makes them wonder if that industry, which looks like a cartel, charges too much of the money for their work and said the money comes out of their fares and taxes. Mr. Alan said the contracts for HNTB and Dewberry are constantly amended, and the result is always that these firms get more and more of their money. He said he does not know the details of these contracts, but complained about the costly amendments.

Mr. Alan said if NJ TRANSIT and the State of New Jersey generally had plenty of money and rosy economic futures, this would not be such an issue. However, every time they propose a service improvement the standard answer from management is that they cannot afford it. Mr. Alan believes when an agency that is so strapped for funds that it cannot afford to improve mobility for the riders who depend on that mobility, it is time to start thinking about which capital projects are absolutely necessary and which are not.

Board Customer Service Committee Report

Board Member Finkle presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service update and report on the Social Media Dashboard.

Board Administration Committee Report

Board Member Finkle presented the report for the Administration Committee. The Administration Committee received a Financial Update, which included an analysis of ridership trends.

Board Capital Planning, Policy, and Privatization Committee Report

Chairman Hammer presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items including the Program Management for the Resilience Program; Rebuild by Design for the Resilience Program; and Construction Services for the Installation of High Security Fencing at Morrisville Rail Yard.

Executive Director's Monthly Report

Executive Director Santoro welcomed the new Chief Compliance Officer Todd Barretta to NJ TRANSIT. Todd will be reporting directly to Executive Director Santoro and will be responsible for overseeing the development and implementation of systems and strategies to ensure corporate compliance with applicable legal and regulatory requirements, internal policies and risk management plans. Throughout his career, Todd has held senior level positions in these areas.

Executive Director Santoro noted he has said many times that safety is priority one at NJ TRANSIT. He said those are not just words spoken at Board meetings; it is hard work done day in and day out by dedicated employees, particularly in the field. Safety is not an issue where you can take time off from, or stop thinking about, not even for a second. Executive Director Santoro commended the Hamilton Bus Garage for an outstanding safety performance record in the month of February. That means: no collisions, no customer injuries and no driver injuries. Executive Director Santoro congratulated Mike Kilcoyne and the entire bus operations team for maintaining their laser focus on safety.

Executive Director Santoro said on their rail operations side, they continue to make progress installing inward and outward facing cameras. He said they were more than 60 percent complete with their installation of the outward cameras, which allow them to see what is in front of a train. Executive Director Santoro noted NJ TRANSIT was more than 30 percent finished installing the inward facing cameras, which allow them to see the actions of the engineer. He noted they were on pace to complete the entire fleet by the end of this calendar year, making NJ TRANSIT one of the region's leaders in providing this critical safety upgrade.

On Saturday, February 25, 2017, severe thunderstorms moved through New Jersey during the afternoon, knocking down a tree onto the wires along the Morris & Essex Lines in Madison. Executive Director Santoro thanked the crews who responded to this situation and worked as quickly as possible to clear the tracks and resume service. He noted on Thursday, March 2, 2017, in the early morning hours, high winds again toppled trees at multiple locations along the Morris & Essex Lines, resulting in a temporary suspension of service and they activated all of their communications channels through social media, the website, MyTransit alerts, announcements at stations and on-board trains as well as through broadcast traffic reports, to let customers know the status of the situation.

In advance of this storm, rail operations pre-staged crews and equipment in anticipation of this type of event. As a result of that planning, crews were quickly dispatched to the scene and began the process of removing the trees, restoring the tracks and moving to the next location, all while high winds continued. Executive Director Santoro noted the weather conditions were quite harsh during those incidents and despite that, those crews did a tremendous job and congratulated the Rail Operations team.

And as in all instances of emergency response, the New Jersey Transit Police Department assisted in these operations regardless of the hour or weather conditions, so Executive Director Santoro thanked Chief Trucillo for all of the work his department does as well.

NJ TRANSIT's "We Are Listening" forums continue. Recently, they heard from customers at the Walter Rand Transportation Center in Camden, Port Authority Bus Terminal, Secaucus and the Trenton Transit Center. Later that day, NJ TRANSIT's senior management team would head to New York Penn Station. By speaking with NJ TRANSIT's customers face-to-face, they can hear their concerns and talk to them about areas that may need improving.

They are developing a program to post the feedback and suggestions received from the "Listening" forums onto their website along with their responses and actions to address those items so all of their customers can learn about some of the steps they are taking to improve their experiences. Executive Director Santoro invited everyone to take a look at the marquee on their website, highlighting the forums.

Last week, they heard Governor Christie lay out the budget proposal for Fiscal Year 2018. The budget proposal is subject to Legislative review and approval, which ultimately results in the annual appropriations act. And, as Executive Director Santoro has stated before, they are proposing no fare increase for NJ TRANSIT's customers. State funding, including state appropriations, New Jersey Turnpike subsidy and funding from the State Clean Energy Fund remain stable in Fiscal Year 2018. Executive Director Santoro told Chairman Hammer they would update him on their budget as they go through that process.

To be better prepared for future extreme weather events, the Resilience Program continues to move forward. The goal is to harden their infrastructure, move key electrical components out of harm's way, and protect their equipment in such a way as to be able to return it to service safely and efficiently. Executive Director Santoro noted Assistant Executive Director Eric Daleo would provide a presentation to tell them more about the program.

Eric Daleo said NJ TRANSIT's Resilience Program is building a robust and sustainable transportation system that will better withstand the effects of extreme weather. At the end of 2016, he presented an overview of the program and discussed the \$2 billion investment in capital projects targeted at repairing damage and protecting or creating the infrastructure that will help NJ TRANSIT's system not just survive extreme weather events, but stay in operation longer before, during and after.

Mr. Daleo said he would look a bit deeper into some specific projects, highlighting examples that are nearing completion and illustrate others with longer term horizons. He

started with work that is nearing completion. This winter, they made significant progress on repairing the pier of the Raritan River Bridge. These repairs allow the continued use of the bridge that links 85 percent of the Coast Line communities to the job centers of northern New Jersey and New York. Pier repairs should be completed later this spring.

They have progressed resilience efforts significantly on Gladstone Line's Pole Replacement project where contractor work is complete. They continue to advance a series of substation projects, including Henderson Street Substation in Hoboken Yard, which is in the Final Design phase. This project would build a replacement well above the high water mark. Where elements cannot be raised, components designed to better withstand contact with salt water will be used.

Most importantly, the Emergency Operations Center (EOC) is nearing completion. They are commissioning and testing this important communications and coordination facility and, anticipate staff will begin to occupy the EOC in late spring.

Mr. Daleo discussed three examples of longer-term resilience projects. These complex NJ TRANSIT projects are being constructed in active right of ways and in busy, crowded corridors, yards, and facilities. Project teams face a wide range of obstacles such as environmental and historical concerns and requirements or limitations on property usage, and space constraints. Sometimes the challenge is as simple as staying out of the way so NJ TRANSIT's services can run without disruption or delay. The three examples he discussed were the Depot Substation; Hoboken Ferry Terminal and Boiler Repairs; and the Hudson-Bergen Light Rail Auxiliary Power Pilot Replacement and Testing Program.

Mr. Daleo noted what the crew was doing in the last picture and said this was another type of challenge they face; the time consuming, labor intensive job. These men were inspecting miles of cable, buried under the streets of Jersey City and Hoboken, literally one arms-length at a time. They must descend into the manholes, pull cable and inspect it for salt water damage; A job too important to be done any other way.

The first project, Depot Substation, provides power to Hoboken Terminal and is currently located within the Terminal. During Hurricane Sandy, it suffered significant flooding. Temporary repairs have been completed and Depot Substation has been returned to service. However, there is continued risk of ongoing post-flood degradation and a permanent long term repair and replacement solution was needed.

Hoboken Terminal is space-constrained and the solution involved using the Pullman and Immigrant Building to provide a new resilient location for Depot Substation. The photos show the current conditions of the building and proposed renderings of what a restored Immigrant Building housing the substation would look like.

The historic Immigrant Building will be rehabilitated and structurally enhanced and the substation within will be relocated above flood elevation. This project is a good example of the complexities of delivering the Resilience Program. This project touches on and interacts with other important substation and resilience projects in the nearby Terminal, Yard and elsewhere. The total cost of this project will be \$24.1 million.

Final design of the Depot Substation is complete. They expect to advertise the construction contract in March, an item to the Board in June 2017 for Board authorization for construction of Depot Substation, and anticipate the Construction Notice to Proceed to be issued in third quarter of calendar year 2017. The construction is scheduled to be completed in second quarter of 2020.

There is additional work to be done in the Hoboken Terminal. The Terminal's ferry concourse suffered three-foot-high flooding, and ticketing office was inundated by eight to nine feet of water. In the aftermath of Hurricane Sandy, low areas were pumped out and ticket offices were relocated temporarily to support ferry service. Today, they are still in these temporary offices and a short-term boiler is being used to heat the Terminal. However, they continue to make progress and move closer toward permanent improvements.

The Resilience Program has completed the design for the construction of new ferry terminal facilities and boiler. NJ TRANSIT will construct a new hot water heating system for the terminal which will include two new boiler plants. The project also includes construction of a new Ferry Ticketing Suite and Employee Facilities at a higher elevation and protected by a flood wall. Repairs will be made to the power, lighting and fire protection systems. These repairs will improve the customer experience and include passenger information signs and radiant heaters. The total cost for this project is \$13.1 million.

Final design for the Hoboken Ferry Terminal project is complete. They expect to advertise the construction contract in March, an item to the Board in June 2017 for authorization for construction of the ferry terminal and boiler, and anticipate the Construction Notice to Proceed to be issued in third quarter of calendar year 2017. The construction is scheduled to be completed in the second quarter of 2019.

The third project involves Hudson-Bergen Light Rail. Substantial damage occurred to the Hudson-Bergen Light Rail system, along much of the length of the line due to Hurricane Sandy's flood waters. The Hudson-Bergen Light Rail track and wayside equipment were underwater until the tide receded. The slide shows an example of the impact of the storm at Marin Boulevard Station. Elements of the signaling and communications, traction power distribution, and auxiliary power systems suffered damage from salt water immersion and subsequent corrosion.

Immediately after the storm NJ TRANSIT focused on restoring service and made necessary repairs. For example, teams replaced multiple power cables, switches, impedance bonds, and system's wheel truing machine. Although the Hudson-Bergen Light Rail system was returned to service after Hurricane Sandy, and remains safely operational, continued latent salt water damage to the Hudson-Bergen Light Rail's cables is an issue that may need a long-term repair solution. Pilot areas in which they will begin the exploration and identification of affected cable are indicated. Shown is an example of latent damage to a DC feeder cable.

Immediate damage repairs to restore the Hudson-Bergen Light Rail system are complete. The pilot program and cable testing are underway. During this period weekend service on

the Hudson-Bergen Light Rail may be limited to one track, but they will be working with Customer Service and local authorities to keep everyone up to date on schedule changes and minimize inconvenience to customers. They expect these power cable pilot programs to be complete in second quarter of calendar year 2018 and will keep the Board and public apprised of the progress made on these three projects, as well as others being advanced by the Resilience Program.

In the near term, they continue to advance projects to construction. For example: a group of substation projects in Depot, Observer Highway, the Rail Operations Center, Maplewood and Henderson; and projects at Meadows Maintenance Complex. The Gladstone Catenary Pole Resilience project will have construction begin again in March.

The full grant has been received and a positive environmental review was given for the Delco Lead Storage and Inspection Facility. They plan on presenting an item to the Board in May to authorize the Early Action Construction phase of this project. The Construction Management Services contract has already been advertised.

Preliminary engineering is underway on all of their Competitive Resilience projects and they continue to advance them toward final design.

Final engineering for the Raritan River Bridge Replacement project will commence once the Environmental Review process is complete. They return to the Board in April to ask for authorization for Final Engineering for Phase II of the Long Slip Fill and Rail Enhancement project. Preliminary engineering for the project is well underway; a positive environmental review was received.

While each project in the NJ TRANSIT Resilience Program focuses on a specific system or component, they are all vitally interconnected. Every project contributes in a significant way to integrated resilience throughout NJ TRANSIT's transportation systems and infrastructure, building a robust and sustainable transportation system that meets the current and future needs of their customers.

Executive Director Santoro thanked Eric Daleo for a great presentation.

Executive Director Santoro said it was the season of Saint Patrick. Many parades and festivals across the state are underway. The past Sunday, March 5, 2017, they provided extra train service to Belmar for their parade, which is a popular attraction. Eleven additional rail trips between Bay Head and Long Branch meant they had hourly service on that rail shuttle for 12 to 14 hours. They were able to safely transport all of NJ TRANSIT's customers, and with events of this nature, gave residents a safe alternative to drinking and driving.

As they have done in the past, NJ TRANSIT prohibited liquid containers on equipment on both Saturday and Sunday, with another Saint Patrick's themed event held in Hoboken on Saturday and the Belmar parade on Sunday. They have found that proactively restricting liquids, to ultimately stop the consumption of alcohol on equipment, has led to fewer incidents and an overall improvement to the customer experience during these types of events.

They will again enact this policy during the upcoming Saint Patrick's Day parade in New York on March 17, 2017. And once again, they will provide extra rail and bus service to and from New York Penn Station and the Port Authority Bus Terminal.

Executive Director Santoro had several speaking engagements over the past few weeks. On March 1, 2017, he spoke to the American Council of Engineering Companies. Next speaking engagements are March 9, 2017 in Edison at the New Jersey Alliance for Action and April 5, 2017 at the TransAction conference in Atlantic City. Executive Director Santoro takes these opportunities to discuss some of the initiatives at NJ TRANSIT, including the safety efforts they have been making and their resiliency plans.

Executive Director Santoro announced the FTA approved the Supplemental Draft Environmental Impact Statement (SDEIS) for Northern Branch. He noted public hearings would be scheduled in the near future.

Executive Director Santoro reminded everyone that next month's Board meetings will be held on Tuesday, April 4, 2017. The meeting was changed to Tuesday to accommodate the TransAction conference in Atlantic City.

Last but certainly not least, Executive Director Santoro recognized the long and accomplished career of former colleague Dennis Martin. Dennis Martin's tenure at NJ TRANSIT spanned some 38 years across various departments including Customer Service, Bus and as Executive Director Santoro's predecessor in the Executive Director's office. Dennis Martin's talents, tenacity and ideas have had a long standing impact on the way NJ TRANSIT operates as a customer focused entity. From his role in helping develop the Score Card customer feedback survey, to streamlining operations at the Port Authority Bus Terminal, to leading NJ TRANSIT through a potential rail strike last year, they are all grateful to his contributions and certainly they have made NJ TRANSIT what it is today.

As a token of appreciation for Dennis Martin, Executive Director Santoro read and presented an expression of appreciation and recognition, which stated:

WHEREAS, Dennis J. Martin began his career at NJ TRANSIT in 1984 and has demonstrated the highest degree of leadership, dedication and professionalism; and

WHEREAS, during his more than 30-year tenure, he served in various positions with increasing responsibility and has been a key leader in the evolution of NJ TRANSIT; and

WHEREAS, Dennis J. Martin's contributions to the success of NJ TRANSIT have been significant and he has been a champion of many of the agency's customer outreach efforts including bus operations and light rail and contract services; and

WHEREAS, Dennis J. Martin has been instrumental in implementing a number of measures in conjunction with the Port Authority of New York & New Jersey to improve traffic flow in and around the Port Authority Bus Terminal, resulting in an improved customer experience; and

WHEREAS, in September 2014, Dennis J. Martin was appointed Vice President and General Manager of Bus Operations and possessed the knowledge and expertise to manage the second largest bus fleet in the nation; and

WHEREAS, in December 2015, Dennis J. Martin was appointed Interim Executive Director and diligently managed and guided the nation's third largest provider of bus, rail and light rail transit; and

WHEREAS, in October 2016, Dennis J. Martin was appointed Vice President and General Manager, Light Rail and Contract Services and oversaw the operations and contract management of NJ TRANSIT's Hudson-Bergen, Newark and River Line Light Rail systems, Access Link, the statewide paratransit system and administered the Contract Carrier and Private Carrier Bus Programs and the Ferry Operators Capital Improvement Program; and

WHEREAS, with vision and tireless advocacy on behalf of NJ TRANSIT's employees and the people of New Jersey, Dennis J. Martin has left an indelible mark on the history and success of the Corporation;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors, the Executive Director and the employees of NJ TRANSIT express their sincere gratitude and heartfelt appreciation to Dennis J. Martin for his outstanding contributions toward making NJ TRANSIT a responsive and reliable public transit agency and wish him continued success and happiness.

Action Items

1703-08: NJ TRANSIT RESILIENCE PROGRAM – PROGRAM MANAGEMENT: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1703-08 for approval.

Eric Daleo recommended approval of Item #1703-08, NJ TRANSIT Resilience Program – Program Management: Amendment to 2012 Task Order Consultant Contracts Program. Approval was requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with HNTB Corporation (NJ TRANSIT Contract No. 13-007B) by \$4,000,000, for a maximum authorization amount of \$40,500,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$112,735,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds and Office of State Comptroller approval. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

Board Member James C. Finkle, Jr. moved the resolution, Board Member Anthony Longo seconded it, and it was unanimously adopted.

Roll Call Vote:

Hammer	LeBoeuf	Longo	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1703-09: NJ TRANSIT RESILIENCE PROGRAM – REBUILD BY DESIGN: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1703-09 for approval.

Eric Daleo recommended approval of Item #1703-09, NJ TRANSIT Resilience Program – Rebuild by Design: Amendment to 2012 Task Order Consultant Contracts Program. Approval was requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Dewberry Engineers, Inc. (NJ TRANSIT Contract No. 13-002D) by \$500,000, for a maximum authorization amount of \$9,100,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$113,235,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for the contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

Board Member James C. Finkle, Jr. moved the resolution, Board Member Lisa LeBoeuf seconded it, and it was unanimously adopted.

Roll Call Vote:

Hammer	LeBoeuf	Longo	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

1703-10: CONSTRUCTION SERVICES FOR THE INSTALLATION OF HIGH SECURITY FENCING, MORRISVILLE RAIL YARD, FALLS TOWNSHIP, BUCKS COUNTY, PENNSYLVANIA

Executive Director Santoro introduced James Galvin, Deputy General Manager, Rail Operations, who presented Action Item #1703-10 for approval.

James Galvin recommended approval of Item #1703-10, Construction Services for the Installation of High Security Fencing, Morrisville Rail Yard, Falls Township, Bucks County, Pennsylvania. Approval was requested to enter into NJ TRANSIT Contract No. 17-019X with John O'Hara Company Inc. of East Orange, New Jersey to provide construction

services for the Installation of High Security Fencing at NJ TRANSIT’s Morrisville Rail Yard, Falls Township, Bucks County, Pennsylvania In the amount of \$1,258,360.50, plus five percent for contingencies, subject to available funds.

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

Roll Call Vote:

Hammer	LeBoeuf	Longo	Castillo	Finkle	Greaves
Yes	Yes	Yes	Yes	Yes	(Non-Voting Member)

Public Comments on Other Matters

There were eight speakers. Board Secretary Zuczek announced public comments would be limited to five minutes.

Murray Bodin said the first line of the Executive Director’s Report states safety is always the number one priority at NJ TRANSIT. Mr. Bodin said one of the issues NJ TRANSIT has spent a lot time and money is Positive Train Control. He noted when it was originally designed 10 years ago, it was state of the art. Mr. Bodin said things have moved forward in a different way since then, including the use of autonomous car control. He said bus and cars drive on their own and technology has on his new car stops automatically if something is in front of him. Mr. Bodin believes that is the direction NJ TRANSIT needs to go. He believes if that technology had been on the Hoboken train, it would have stopped by itself without connection to a computer.

Mr. Bodin wants NJ TRANSIT to stop spending money on Positive Train Control and use an in-house interface. He also wants NJ TRANSIT to use cameras and other technology on the trains that they currently have. Mr. Bodin said Positive Train Control does not work in all train stations. He believes Google Maps could map the railroad line and as soon as an abnormality is detected, the train would be alerted and automatically stop. Mr. Bodin wants NJ TRANSIT to take the lead on finding a solution.

Rachel Kanapka provided a few new updates regarding the JCP&L North Jersey Coast Line Transmission project. She said in January, the editorial board of the Asbury Park Press officially came out against the power lines in an article titled, *Judge should zap JCP&L transmission project*. Ms. Kanapka JCP&L is one of the frequent advertiser so it says a lot that they took this public position against the project. She said the article ends stating, “The transmission line isn’t needed. Even if it were, it wouldn’t directly benefit the residents living along or near the route – and it could do them and their neighborhoods severe harm. The project should be rejected outright.”

Ms. Kanapka said former Vice Chairman Bruce Meisel spoke out against JCP&L’s project in two recent interviews; for the Jersey Matters television show and the Two Rivers Time newspaper; a copy of the *Power Line Project Slammed by Former NJ TRANSIT Official* article is in the packet provided. She quoted Mr. Meisel in the

article stating, "It's a money grab project that puts the interests of JCP&L over the residents and ratepayers Monmouth County."

Ms. Kanapka said the article also says the matter is before a judge but that NJ TRANSIT is the linchpin that could stop the project dead in its tracks. She said in the article Mr. Meisel questioned what NJ TRANSIT's rationale would be for approving the project.

Ms. Kanapka said after the Positive Train Control presentation at the last Board meeting, she called Parsons Transportation, the Positive Train Control contractor, to ask if this power line project might get in the way of Positive Train Control installation on the North Jersey Coast Line, or throw it off schedule since JCP&L wants to do their construction at the same time they would be installing Positive Train Control. She also asked if there was a chance that power line electromagnetic interference could cause problems with the new Positive Train Control system. Ms. Kanapka said the Parson representative said while he had personally heard of the JCP&L proposal, Parson had not done any evaluation about the potential conflicts and could not confirm that these new power lines would not cause issues for Positive Train Control functioning.

Ms. Kanapka addressed Board Member LeBoeuf stating they have been trying to get a meeting with Governor Christie. They realize he cannot take a stance on it but they would like to get in front of him to explain why this transmission project is not like any other in the state. She said they would appreciate it if Board Member LeBoeuf could assist them in getting on his calendar.

Ms. Kanapka said they know NJ TRANSIT did not ask to be in the center of this mess and not answering JCP&L might be a lot easier than answering them, but they could end this. She said the evidentiary hearings begin in April and there will be huge bills that come with it for the residents of Monmouth County who have banded together and are paying private money to fight this project. Ms. Kanapka said they have spent over \$100,000 so far and while it is not NJ TRANSIT's fault, they ask that they consider it in the timing of their decision. She said NJ TRANSIT could save them and the State of New Jersey a lot of money if they deny JCP&L's permit request soon. Ms. Kanapka asked the Board to talk to staff regarding where they stand in their evaluation of the JCP&L request.

Ms. Kanapka said there were two things in Executive Director Santoro's address that stood out to her. The first was that safety is priority one at NJ TRANSIT and also that he is obviously invested in the feedback from customers. She asked him to please listen to them and focus on safety. Ms. Kanapka said at the end of the day, they should deny this because it would make NJ TRANSIT's rail service unsafe for passengers of the North Jersey Coast Line.

Kin Gee provided an update on JCP&L's request to use NJ TRANSIT's right-of-way to build a 10-mile long, 230,000-volt transmission line from Aberdeen to Red Bank in Monmouth County. At the last Board meeting, he mentioned that JCP&L's petition was before Administrative Law Judge Gail Cookson and that a public hearing was held on

January 25, 2017. It was estimated that more than 2,500 people were there to speak in opposition to the project but the auditorium only had a capacity of 576.

Mr. Gee said Congressmen Frank Pallone and Zach McCue, Projects Director for US Senator Cory Booker, and many other elected officials from the New Jersey Legislature, Monmouth County Board of Chosen Freeholders and local officials were there and spoke out against the project. As result, very few everyday residents were able to speak. Therefore, Residents Against Giant Electric and other interveners made a motion with Judge Cookson for a second public hearing. The Judge ruled on the motion and has now ordered a second public hearing on March 29, 2017 at Collins Arena at Brookdale Community College which has a capacity for 2,000.

Mr. Gee said New Jersey Department of Rate Counsel and other interveners have filed their objections to the petition and submitted expert testimonies that viable, less invasive and cheaper alternatives were available to address the technical violation. There has been discovery and rebuttals to the testimonies filed. The formal plenary hearing before Judge Cookson is scheduled to begin on April 4, 2017 at the Newark location of the Office of Administrative Law.

Mr. Gee said JCP&L's corporate parent is FirstEnergy, with its headquarter in Ohio. On February 21, 2017, FirstEnergy announced their 4th quarter 2016 financial results. In 2016, many of the bad management decisions made by FirstEnergy, including a decision to double-down on coal-fired plants, came home to roost. FirstEnergy initially asked Ohio regulators for a \$4 billion bailout to keep operating its old, uneconomic, and dirty power plants but was stopped by the Federal Energy Regulatory Commission or FERC that said that the bailout was an illegal subsidy that would distort competitive electricity markets. FirstEnergy changed the wording of the bailout to avoid FERC jurisdiction but, incredibly, asked for another \$4 billion to reduce its debt and yet another \$4 billion to keep its corporate headquarters in Ohio, for a total bailout of \$12 billion. Staff at Ohio regulators ultimately recommended \$600 million or five percent of the requested amount.

Mr. Gee said for 4th quarter 2016, FirstEnergy reported a loss of \$6 billion. This included a charge of \$9 billion on a pre-tax basis or \$6 billion on an after tax basis for asset impairment and closing of power plants. FirstEnergy's equity is now \$6 billion at December 31, 2016 compared to \$12 billion at December 31, 2015. S&P has assigned a credit rating of BBB-, just barely above junk bond status, with a negative outlook. This substantially completes FirstEnergy's exit from competitive generation business and transition to emphasize the transmission business.

Mr. Gee said at prior Board meetings, he has commented that transmission business is very profitable due to financial incentives offered by the FERC. Critics call these incentives "FERC candies". This transmission project is driven by this strategy and a grab for profit and not by reliability or public interest. Recall that JCP&L is trying to install transmission poles that are 10 wide feet at the base and 14 to 21 stories high, on a strip of land that is only 15 feet wide that is bounded by an active commuter train line, NJ TRANSIT's North Jersey Coast Line, on one side and residential properties that are on the average, 10 to 12.5 feet away on the other side.

Mr. Gee said this project is not in the public interest and urged NJ TRANSIT not to let JCP&L's ill-conceived transmission project become NJ TRANSIT's liability. He urged the Board to say no to JCP&L and not allow them the use of NJ Transit's right-of-way.

Chairman Hammer asked if there were any others speaking on this matter. Board Secretary noted there was one additional speaker on this matter. Chairman Hammer asked Ms. Maiorana to limit her comments to two minutes and noted they allow two speakers for each group five minutes to speak and any additional speakers for the group would have two minutes each to speak.

Christine Maiorana lives in Middletown and asked NJ TRANSIT to deny JCP&L's request to use the North Jersey Coast Line right-of-way for their Monmouth County Reliability Project and to do it soon. She said the stress and anguish the proposal has caused within the five towns affected is terrible. Mr. Maiorana said people are trying to sell their homes but cannot, or if they are lucky enough to sell, they are getting much lower than their asking price. She said when asked why they did not get what their house was worth, the answer is always because of the potential high voltage power lines.

Ms. Maiorana said people like her do not want to move but may be forced in order to ensure their children are able to live in their home safely. She asked whether they would want their kids living under a giant high voltage monopole and being forced to move.

Ms. Maiorana submitted a packet to each Board Member that contains before and after photos taken by a professional photographer using precise measurements in order to get the most realistic photo of what these poles would look like if they were constructed. She said after the photographs were taken of specific locations along JCP&L's route, an unbiased graphic designer placed the monopoles and took away trees to show what the reality would be if the plan was allowed.

Ms. Maiorana asked the Board to look at the photos of five examples she submitted. She said these poles would run right alongside NJ TRANSIT's very busy commuter train, and right next to hundreds of homes and many schools and parks, some only within 12 feet of a proposed monopole.

Ms. Maiorana said the first example was of Red Bank Marina. She said it would destroy that business and mar the beautiful skyline of Red Bank forever, and asked whether they wanted that to be NJ TRANSIT's legacy. The second example was of a resident's home, whose driveway runs parallel to the rails. Ms. Maiorana said JCP&L would have to cut into her property in order to keep the 140-foot pole from being too close to the tracks. She said an appraiser has already valued her home at 20 percent less than what it was last year and asked whether they wanted to be the cause of this family's financial downfall.

Ms. Maiorana showed the third example of a playground where Navy tracks meet NJ TRANSIT's tracks. She noted how close the pole would be to where children play

and asked whether they would let their child play there. The fourth example was of Middletown 9/11 Memorial. Ms. Maiorana said Middletown lost the most residents in New Jersey on that terrible day, 37 to be exact. She asked whether they really want to let those poles ruin the beautiful, tranquil place where people can go to remember their lost loved ones. The last example was Beers Street Elementary School. Ms. Maiorana asked whether a giant, high voltage monopole belongs sitting alongside an elementary school.

Ms. Maiorana said she provided the pictures with the common sense questions they raise and asked whether they want to be responsible for letting the after pictures become a reality. She does not know what they are waiting for, but said the residents of Monmouth County are depending on them to say no to JCP&L. Ms. Maiorana implored the Board to say no soon. She said they have the power to stop the horrendous plan and tremendous stress it is causing thousands of people. Ms. Maiorana asked why they are waiting another minute to decide after seeing the photos and asked the Board to say no for the sake of NJ TRANSIT's commuters, and the sake of the thousands of people of Monmouth County who will be at risk if this plan is allowed.

Matthew Kasin said he is a daily commuter on the Northeast Corridor, traveling from Hamilton to New York City for three and a half years. He said he has seen the service decline and fares increase, and he thinks this is unacceptable. Mr. Kasin referenced a 2015 study by the New Jersey Association of Railroad Passengers, which said NJ TRANSIT train commuters pay the highest fares of the nation's 10 biggest commuter railroads. He said a 48 mile trip from Princeton Junction to New York City cost \$451 for a monthly pass. Mr. Kasin said the same distance on the Long Island Railroad costs \$377.

Mr. Kasin said former Executive Director Hakim was paid more than \$270,000 in 2015, plus the use of a personal vehicle and benefits.

Mr. Kasin said last year rail commuters had to worry whether they could get to work because of an impending strike which was averted in the 11th hour.

Mr. Kasin said another issue that needs to be looked into is the operation of trains. He said multiple times in a single week, trains have been cancelled due to an operational or mechanical issue. Mr. Kasin said he is a reasonable person and understands mechanical equipment may break, and is a pilot so he knows the importance of safety. He said he questions the safety of vehicles when he is too often notified of cancellations. Mr. Kasin asked whether they would pick an airline that kept cancelling flights due to mechanical issues.

Mr. Kasin said after multiple conversations with NJ TRANSIT's customer service representatives, he has come to the realization that it is the most effective department in the company. He said Carmen Melillo, Fred Bauer, and Rick Klittich all deserve praise in answering his questions and understanding his point of view as an unhappy customer.

Mr. Kasin believes NJ TRANSIT has a much higher potential than the current services shows. He believes there has only been a decline over the past few years. Mr. Kasin believes it is time for change, and that starts with the Board. He is not a railroad expert but said there are people who are and would work extremely hard and be willing to take on a new challenge of rebuilding a brand to accurately represent New Jersey, a state that takes pride in its name and the services it offers to residents and visitors.

Orrin Getz, Vice Chairman of the Metro-North Rail Commuter Council, wants NJ TRANSIT to renegotiate the memorandum of understanding on the Pascack Valley Line that was brought up by the nine communities that stopped the construction of the Golf Siding and Vale Siding. He believes the sidings are urgently needed to improve service in Rockland and Bergen counties. Mr. Getz said County Executive Ed Day is a strong supporter. He hopes Metro-North can work with NJ TRANSIT on providing the funding for these sidings. Mr. Getz said first the memorandum of understanding has to be modified with the nine communities that brought up the original lawsuit over 12 years ago. He requested they look in to this and said before Bruce Meisel left, he mentioned this should be done.

Mr. Getz wants NJ TRANSIT to work with Metro-North to make the Suffern Station accessible for people with disabilities. It is extremely critical to Rockland County. Mr. Getz said the Rockland County Executive has repeatedly brought up the need to make Suffern Station accessible. He said they need these services so people with disabilities can go into New Jersey.

Mr. Getz said NJ TRANSIT needs a dedicated source of operating funds. He thinks NJ TRANSIT should look at its sister agencies to see how they came up with a dedicated source of funds. Mr. Getz said MTA has many sources of dedicated funds. He suggested NJ TRANSIT look at MTA, SEPTA, and CTA's source of dedicated funds that are acceptable to the public and recommend them to the legislature. Mr. Getz urged NJ TRANSIT to take leadership by looking into the matter and make recommendations for dedicated funds that would be acceptable to the public. He said it is critical to the organization providing the services needed.

Joseph Clift expressed concern about the Task Order approvals amount four years after Hurricane Sandy. He said the budget appropriations from the New Jersey Turnpike and Clean Energy funds are flat and asked where the money will come from for increased labor, fringe, and more PRIIA 2012 payments to Amtrak.

Mr. Clift questioned whether \$600 million for the Raritan Bridge is a good taxpayer buy. He said there was \$2 billion of resiliency projects which are low value when tunnels are needed. Mr. Clift said he thinks there is no money in the capital program for new tunnels. Mr. Clift said someone should think about focusing on strategic needs rather than these projects that may have some value but much lower. He wants NJ TRANSIT to reprogram the \$1.7 billion for resiliency to tunnels so they actually get something out of it.

Mr. Clift said below Track 13 in the West End Concourse is not available to NJ TRANSIT but Tracks 17 and up are always available to Long Island Railroad during

peak periods. Mr. Clift said he does not know of a reason why that same practice could be applied to NJ TRANSIT. He challenged the Board to go with him to see it; talk to Empire State; and believes there has to be some way to provide the same access.

Mr. Clift said with regards to Positive Train Control, Caltrain, the institution that runs service from San Jose to San Francisco, fired Parson Transportation Group because they were not going to get done. He said that was a drastic action to take and expressed concerns about NJ TRANSIT's increased costs for what he thinks is the same scope of work. Mr. Clift asked for the basis for the increased incremental costs that are being approved. He said they are two years late on their schedule and asked whether they would meet the deadline.

Mr. Clift questioned why NJ TRANSIT was paying Parsons Transportation extra money for a second shift when there is already a contract that specifies the scope of work. He asked which project would not be completed so they can cover the cost overruns of Positive Train Control. Mr. Clift believes it is a procurement problem, and while the solution in California may not be the correct one for NJ TRANSIT, he questioned the \$95 million extra spending for the same scope of work.

David Peter Alan said last week, he received a highly-unpleasant surprise. He is transit-dependent, and the doctors he sees practice at or near St. Barnabas Hospital. Mr. Alan said without notice, the operators of the #31 bus eliminated most of the service to the hospital and the Livingston Mall. They just put new schedules in the rack at Penn Station in Newark, and now the service is gone. He said this is a privately-operated line and not NJ TRANSIT, but NJ TRANSIT provides the buses at no charge and they should require these operators to keep service levels intact. When money from the fares and taxes paid by NJ TRANSIT's riders is used to give buses to private companies, he thinks they should be assured that they will not lose any of their mobility.

Mr. Alan said it was no better at NJ TRANSIT. He said last year, the New Jersey Legislature enacted P.L. 2016, Chapter 52, which allows NJ TRANSIT to eliminate service by up to two hours, at any time, and without notice to the public. Mr. Alan said whenever management wants to eliminate mobility for those who depend on transit, they can do so, and they can spring it on them as an unpleasant surprise. He said the bill that started as A-227 would have required notice and a hearing before any service cut, but for some reason the legislature has decided that the riders have no right to know when they are about to lose their bus or train. Mr. Alan said as was proven to them in September 2015, that includes the last train of the evening.

Mr. Alan said New York requires notice and a hearing, which is why Pascack Valley Line riders learned ahead of time that they were losing their last train on weeknights. He said New Jersey now allows service cuts of up to two hours in secret, so management decided that the impending loss of the last train was none of their business until it happened. Mr. Alan said the Lackawanna Coalition has called strongly for repeal of that infamous and atrocious statute, and will not rest until they have a right to know before they lose their transit. He said they have submitted their resolutions and statements as exhibits.

Mr. Alan said two weeks ago, at a hearing of the Senate Oversight Committee and Assembly Judiciary Committees in Hackensack, a number of statements were made about safety and the general state of the railroad on NJ TRANSIT. Some statements were advocates from the Lackawanna Coalition and the New Jersey Association of Railroad Passengers. Others were commuters and other riders, mostly on the Pascack Valley Line. He said there was a recurring theme: almost everybody complained that NJ TRANSIT cannot provide good service because the amount of operating funds it receives has been slashed so drastically that it cannot afford to provide the level of service that riders want and deserve.

Mr. Alan said whenever the riders suggest a service improvement, management always say they cannot afford it. He believes them, and they heard him say that at the hearing, as the Executive Director and several other senior managers sat and listened to their statements. Mr. Alan said this Governor, the previous Governor, and the Legislature through the years, has systematically starved NJ TRANSIT of its operating funding and its riders of some of their mobility. He believes they had help and the same senior managers at NJ TRANSIT had an opportunity to tell the legislators that the riders were right, and that NJ TRANSIT needs an increase in operating funding to be able to afford to run appropriate service, but instead, they sat silently. Mr. Alan said the riders cannot do all the lifting, when management does not rise to its own defense. He said they all need to work together, or the riders will never get the service they should have.

Mr. Alan wants to work together to get as many people as possible off the highways and onto transit. He said the first step is to stop cutting service in secret because the high-handed practice of taking their mobility away without even telling them in advance is turning away the riders who management needs as allies in the effort to secure enough funding to provide proper service. Mr. Alan called upon the Legislature to repeal the statute and upon NJ TRANSIT management to assure them that they deem them worthy of notice before cutting their service, and that they will always provide such notice from now on.

Executive Session Authorization

At approximately 10:28 a.m., Chairman Hammer requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege.

Board Member James C. Finkle, Jr. moved the resolution, Board Member Lisa LeBoeuf seconded it, and it was unanimously adopted.

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Member Castillo, returned to open session at approximately 10:57 a.m.

Adjournment

Since there were no further comments or business, Chairman Hammer called for adjournment and a motion to adjourn was made by Board Member Lisa LeBoeuf,

seconded by Board Member James C. Finkle, Jr., and unanimously adopted. The meeting was adjourned at approximately 10:58 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

MARCH 8, 2017

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	50563
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT JUNE 2017)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	50564

ACTION ITEMS

1703-08 NJ TRANSIT RESILIENCE PROGRAM – PROGRAM MANAGEMENT: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM	50598
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Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with HNTB Corporation (NJ TRANSIT Contract No. 13-007B) by \$4,000,000, for a maximum authorization amount of \$40,500,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$112,735,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds and Office of State Comptroller approval. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

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
MARCH 8, 2017
MINUTES
PAGE 2

1703-09 NJ TRANSIT RESILIENCE PROGRAM – REBUILD BY DESIGN: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM 50606

Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Dewberry Engineers, Inc. (NJ TRANSIT Contract No. 13-002D) by \$500,000, for a maximum authorization amount of \$9,100,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$113,235,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for the contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

1703-10 CONSTRUCTION SERVICES FOR THE INSTALLATION OF HIGH SECURITY FENCING, MORRISVILLE RAIL YARD, FALLS TOWNSHIP, BUCKS COUNTY, PENNSYLVANIA 50612

Authorization to enter into NJ TRANSIT Contract No. 17-019X with John O'Hara Company Inc. of East Orange, New Jersey to provide construction services for the Installation of High Security Fencing at NJ TRANSIT's Morrisville Rail Yard, Falls Township, Bucks County, Pennsylvania In the amount of \$1,258,360.50, plus five percent for contingencies, subject to available funds.

➤ **PUBLIC COMMENTS ON OTHER MATTERS**

EXECUTIVE SESSION AUTHORIZATION: Discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege. **50615**

1703-11 PORTAL BRIDGE NORTH PROJECT – GC.01 EARLY ACTION CONSTRUCTION: CONSTRUCTION CONTRACT AWARD 50616

Authorization to enter into NJ TRANSIT Contract No. 16-014XR with the lowest responsive responsible bidder for GC.01 Early Action Construction in support of the future Portal Bridge North Project at a cost not to exceed the amount discussed in Executive Session, subject to the availability of funds.

➤ **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the February 8, 2017 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 February 15, 2017;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the February 8, 2017 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

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

TO: BOARD OF DIRECTORS
FROM: STEVEN H. SANTORO 
DATE: MARCH 8, 2017
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MARCH 2017

Safety is always the number one priority at NJ TRANSIT. Those are not just words spoken at Board meetings; it's hard work done by all of our dedicated employees, particularly in the field. Safety is not an issue where you can take time off from or stop thinking about, not even for a second. I want to commend the Hamilton bus garage for outstanding safety performance in the month of February. That means no collisions, no customer injuries and no driver injuries. Congratulations to the entire bus operations staff for maintaining our laser focus on safety.

On our rail operations side, we continue to make progress installing inward and outward facing cameras. We are now more than 60-percent complete with our installation of the outward cameras, which allow us to see what is in front of a train. We are more than 30-percent finished installing the inward facing cameras, which allow us to see the actions of the engineer. We are currently on pace to complete our entire fleet by the end of this calendar year, making NJ TRANSIT one of the region's leaders in providing this critical safety upgrade.

On Saturday, February 25th, severe thunderstorms moved through New Jersey during the afternoon, knocking down a tree onto the wires along the Morris & Essex Lines in Madison. I want to thank the crews who responded to this situation and worked as quickly as possible to clear the tracks and resume service. Last Thursday, in the early morning hours, high winds again toppled trees at multiple locations along the M&E, resulting in a temporary suspension of service. We activated all of our communications channels through social media, our website, MyTransit alerts, announcements at stations and on-board trains as well as through broadcast traffic reports, to let our customers know the status of the situation. In advance of the storm, we pre-staged crews and equipment in anticipation of this type of event. As a result of that planning, crews were quickly dispatched to the scene and began the process of removing the trees, restoring the tracks and moving to the next location, all while high winds continued. I know the weather conditions were quite harsh during those incidents and despite that, those crews, in close coordination with the New Jersey Transit Police Department, did a tremendous job.

Our "We Are Listening" forums continue. Recently, we heard from customers at the Walter Rand Transportation Center in Camden, the Port Authority Bus Terminal and Trenton Transit Center. By speaking with our customers face-to-face, we can hear their concerns, and we can talk to them about areas that may need improving. We are now developing a program to post those suggestions -- along with our responses and actions to address those items -- on our website to allow all of our customers to learn about some of the steps we are taking to improve their experiences.

It's now the season of Saint Patrick. This past Sunday, we provided extra train service to Belmar for their parade, which is a popular attraction. Eleven additional rail trips between Bay Head and Long Branch meant we had hourly service on this rail shuttle for 12 to 14 hours. We were able to safely transport all of our customers and, with events of this nature, gave residents a safe alternative to drinking and driving. As we have done in the past, we prohibited liquid containers on our equipment. We have found that proactively restricting liquids has led to fewer incidents and an overall improvement to the customer experience. We will again enact this policy during the upcoming Saint Patrick's Day parade in New York on the 17th. And once again, we will provide extra rail and bus service to and from Penn Station New York and the Port Authority Bus Terminal.

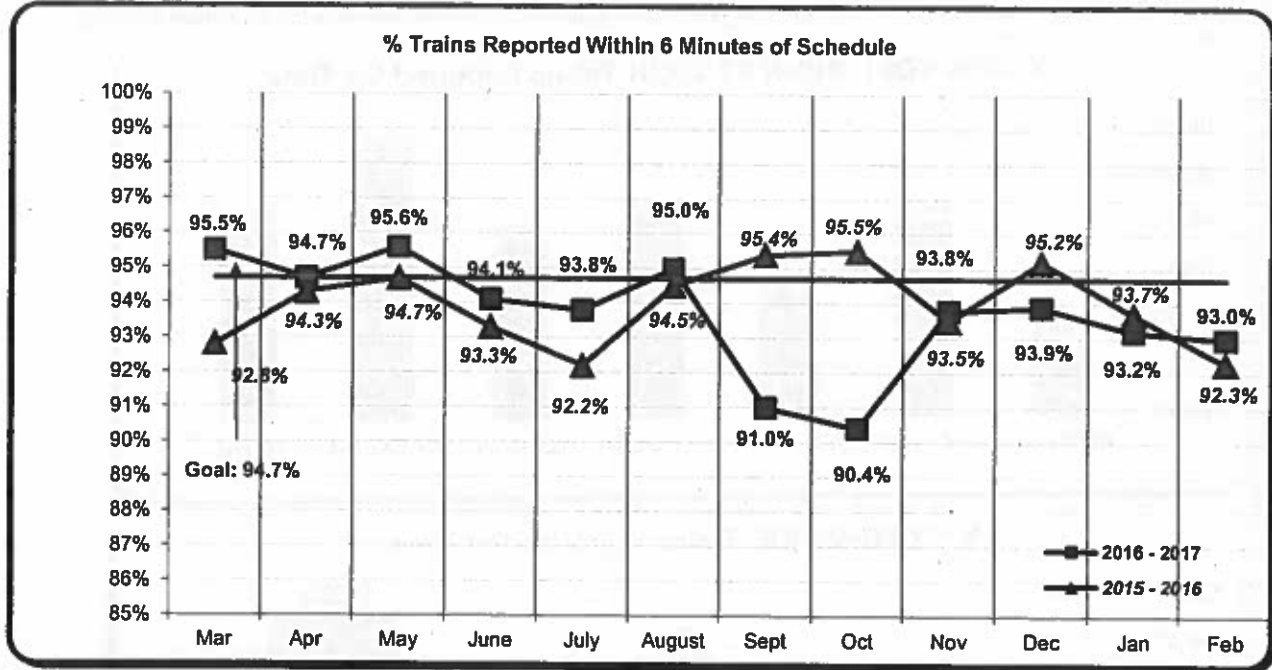
I want to recognize the long and accomplished career of our now former colleague Mr. Dennis Martin. Dennis' tenure here at NJ TRANSIT spanned some 38 years across various departments including Customer Service, Bus and as my predecessor in the Executive Director's office. Dennis' talents, tenacity and ideas have had a long-standing impact on the way NJ TRANSIT operates as a customer focused entity and certainly they have made NJ TRANSIT what it is today.

EXECUTIVE DIRECTOR'S MONTHLY REPORT MARCH 2017

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2015 - FEBRUARY 2017



	2016	2017	# Change
February Comparison	92.3%	93.0%	0.7%

	2015-2016	2016-2017	# Change
12-Month Average Mar. 2015- Feb. 2017	94.0%	93.7%	-0.3%

Analysis:

Rail On-Time Performance was 93.0% for February 2017. Of the 16,765 trains scheduled to operate, 15,596 were on time, while 1,169 trains (or 7.0%) were delayed. Key causes included:

- Amtrak switch failure due to weather, other weather issues and NJT staff shortage contributed to 181 delays resulting in 71.2% OTP on February 9.
- Amtrak catenary failure/weather, NJT weather issues, NJT equipment manipulation, NJT catenary failure/weather, NJT shortage of equipment and NJT equipment failure contributed to 167 delays resulting in 71.2% OTP on February 10.
- NJT trackside interference/catenary contributed to 70 delays resulting in 87.1% OTP on February 13.

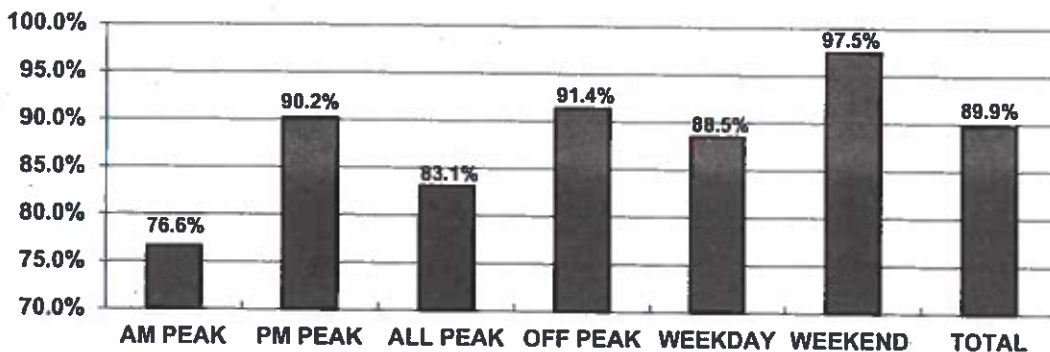
The 12-month average for Rail On-Time Performance for March 2016 - February 2017 was 93.7%, which has declined by 0.3%.

ON-TIME PERFORMANCE RAIL

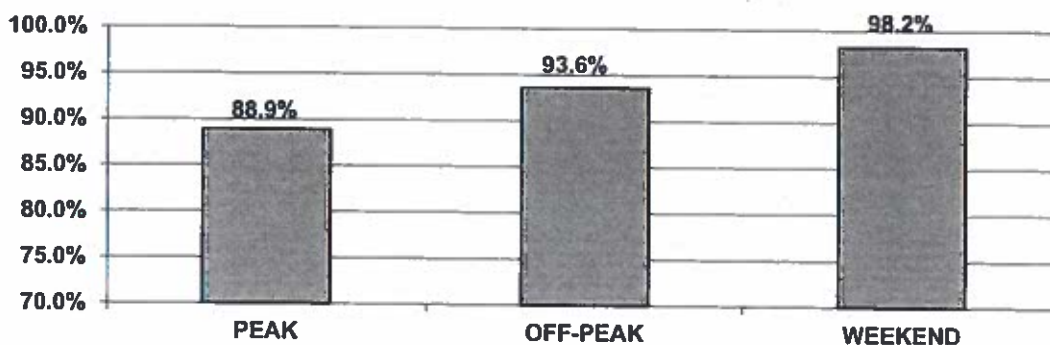
SUMMARY BY TIME PERIOD FEBRUARY 2017

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

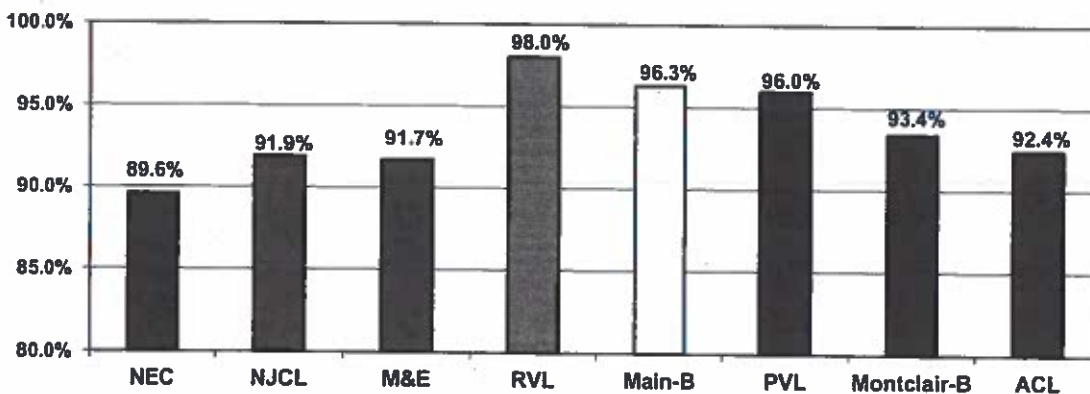
% NEW YORK PENN STATION Trains Reported On Time *



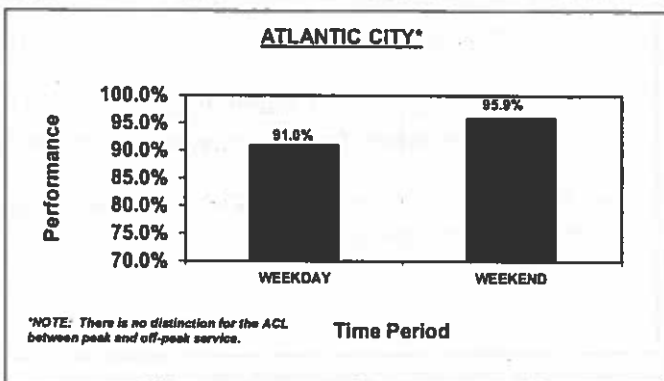
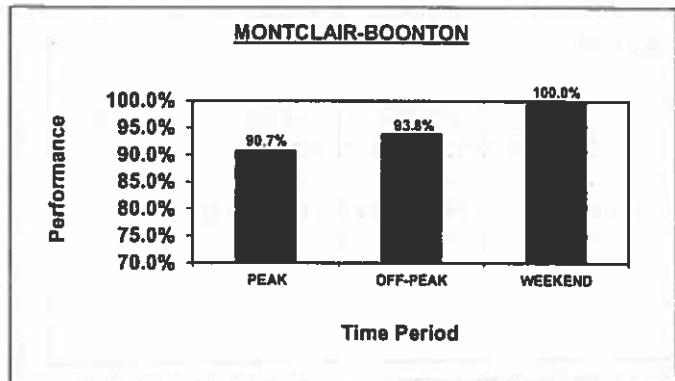
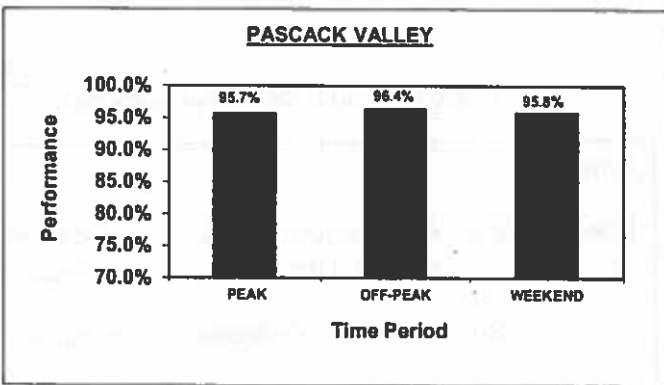
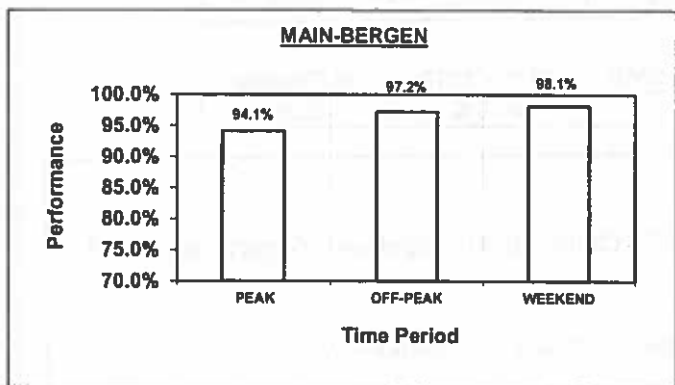
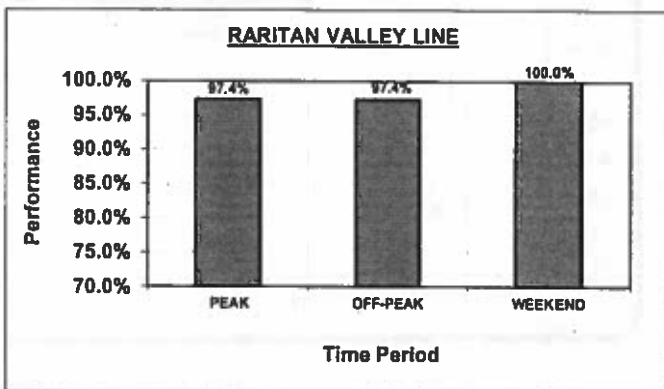
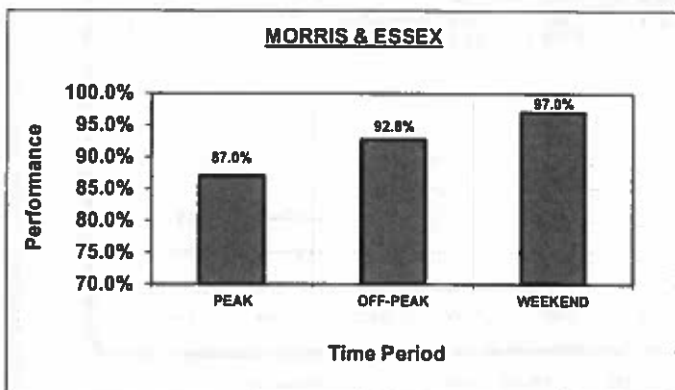
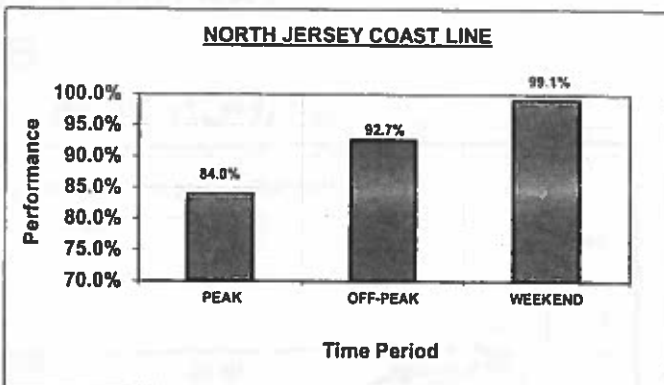
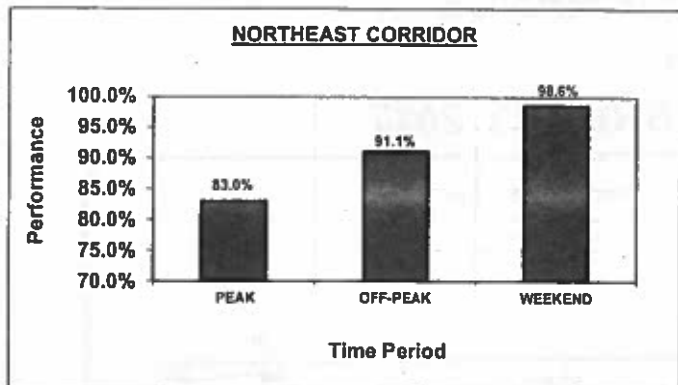
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

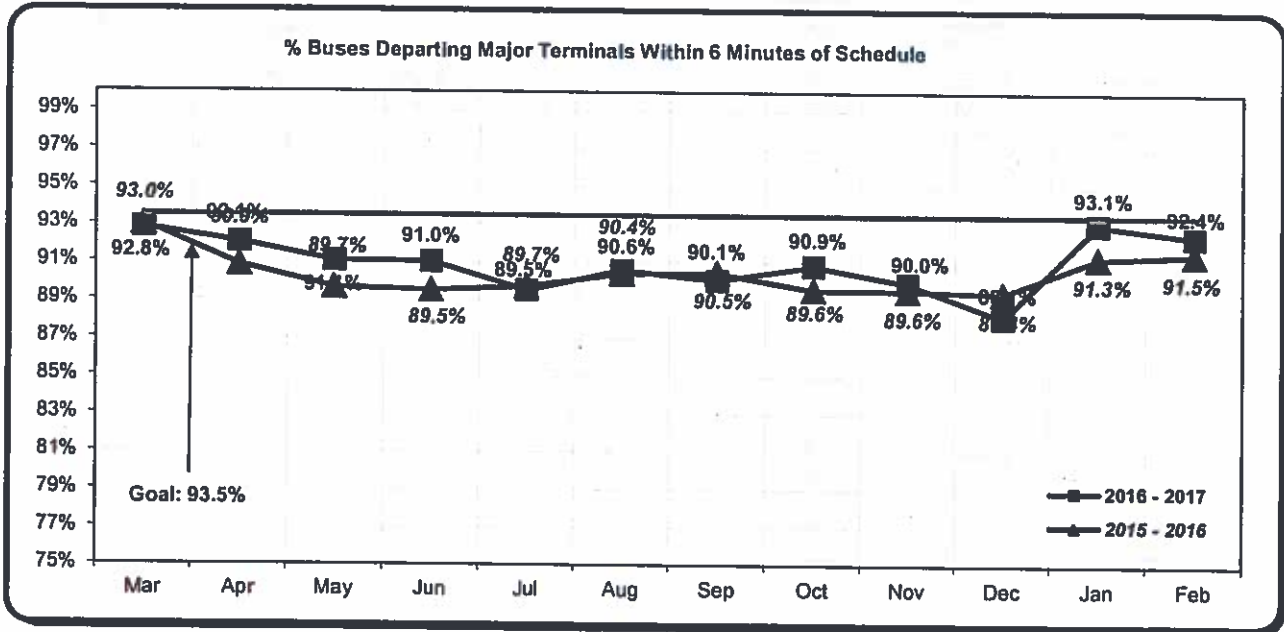


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY 2017



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

NJ TRANSIT ON-TIME PERFORMANCE BUS MARCH 2015 - FEBRUARY 2017



	2015 - 2016	2016 - 2017	% Change
February Comparison	91.5%	92.4%	0.9%

	2015 - 2016	2016 - 2017	% Change
12-Month March 2015 - February 2017	90.4%	91.0%	0.6%

Analysis:

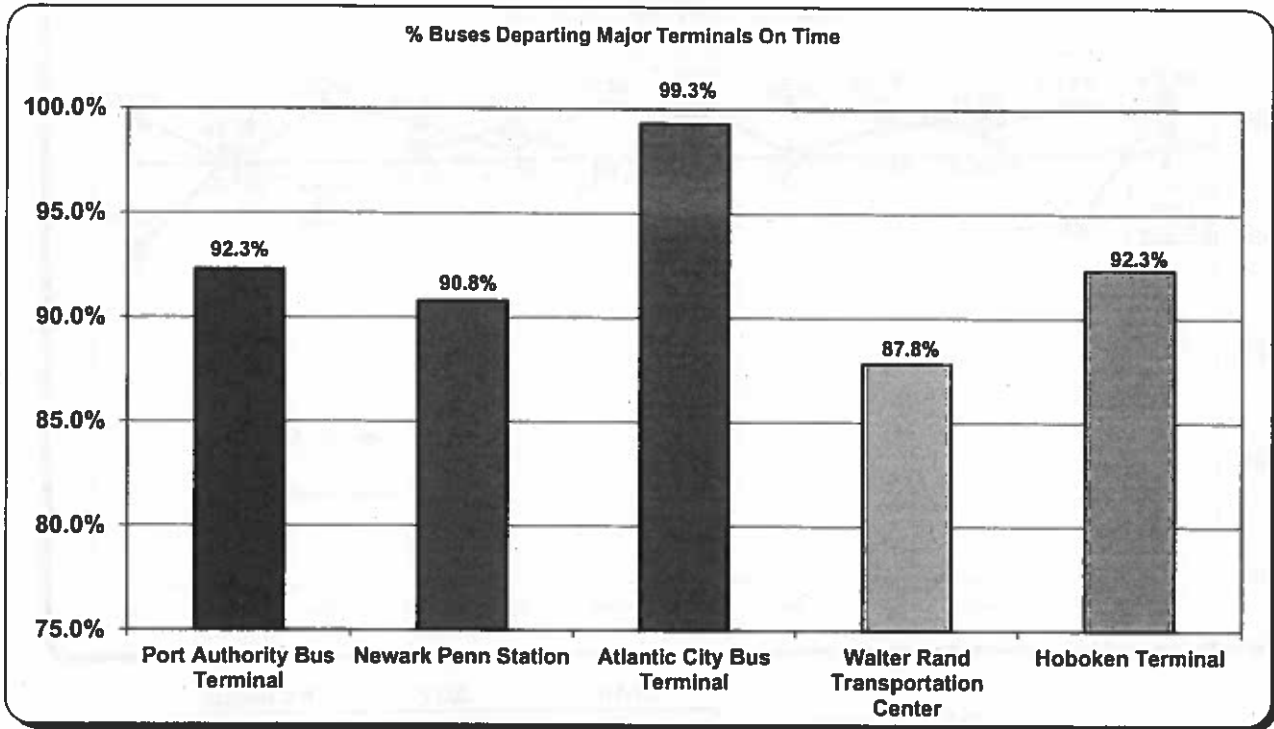
Bus On-Time Performance was 92.4% for February 2017. Of the 40,919 monitored departures, 3,093 (or 7.6%) experienced delays. Key causes included:

- Snowstorm Niko affected performance at all the terminals on February 9.
- Post-election protests in the City of Philadelphia affected performance at Walter Rand Transportation Center on February 4, 16, 17, and 25.
- Construction on Washington Street in Hoboken, an 18-month project, affected performance at Hoboken Terminal and Port Authority Bus Terminal throughout the month.

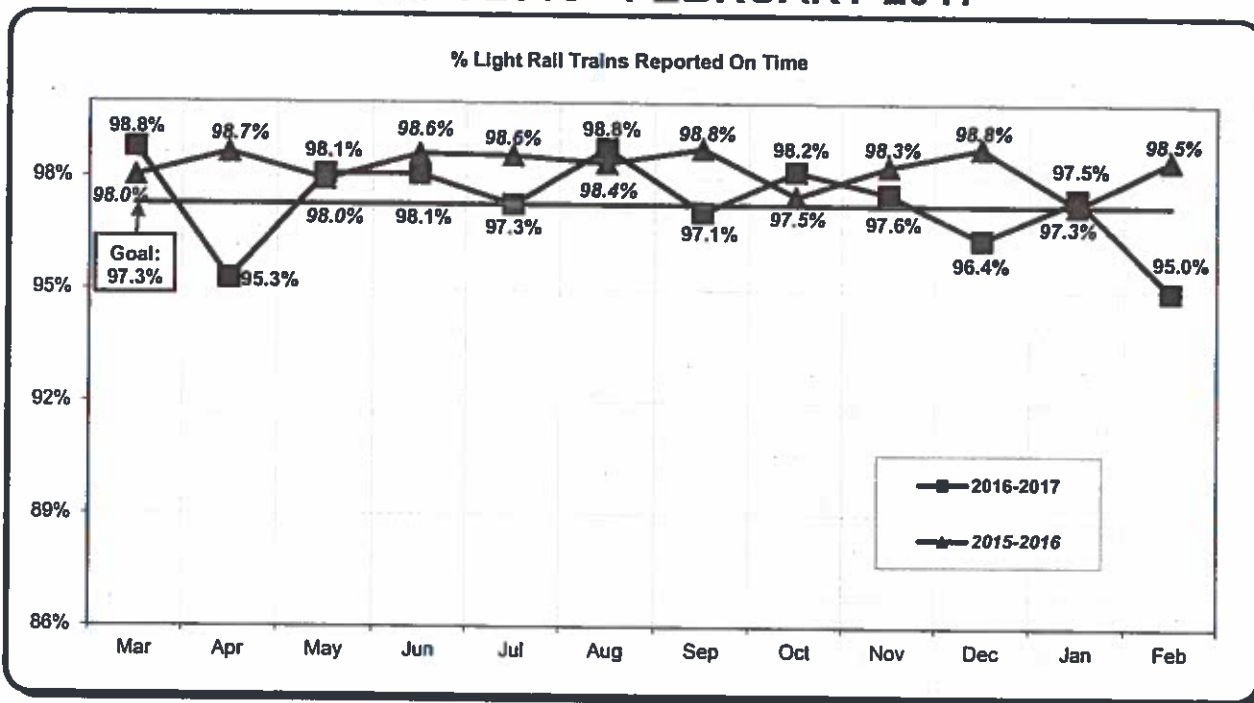
The 12-month average for Bus On-Time Performance for March 2016 - February 2017 was 91.0%, which was an increase of 0.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL FEBRUARY 2017



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL MARCH 2015 - FEBRUARY 2017



	2016	2017	# Change
February Comparison	98.5%	95.0%	-3.5%

	2016	2017	# Change
12-Month Average Ended Feb. 2016 & Feb. 2017	98.3%	97.4%	-0.9%

Analysis:

Light Rail On-Time Performance systemwide was 95.03% for the month of February 2017. Of the 23950 scheduled departures, 1,191 (or 4.9%) experienced delays.

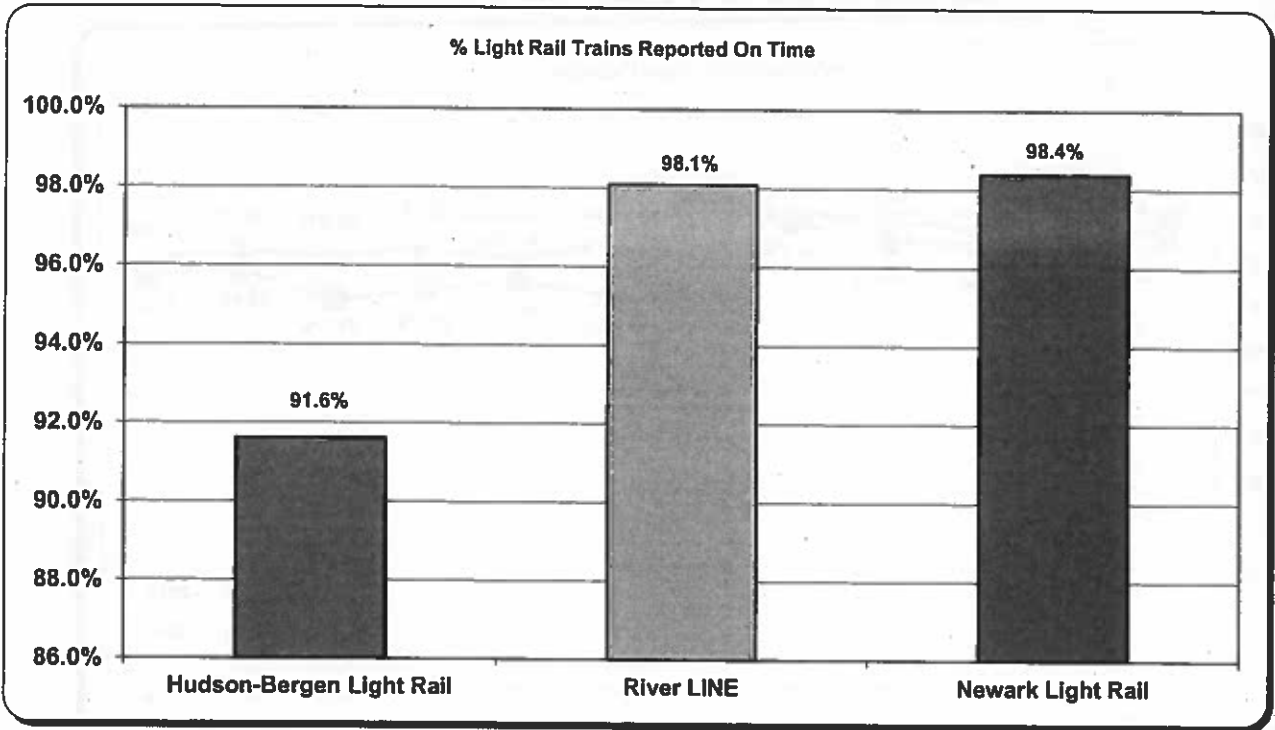
Key causes included:

- Scheduled construction north of LSP station delayed 139 HBLR trains on February 26.
- An LRV traction malfunction delayed 9 River LINE trains on February 22.
- Loss of communications at Penn Station delayed 16 Newark Light Rail trains on February 23.

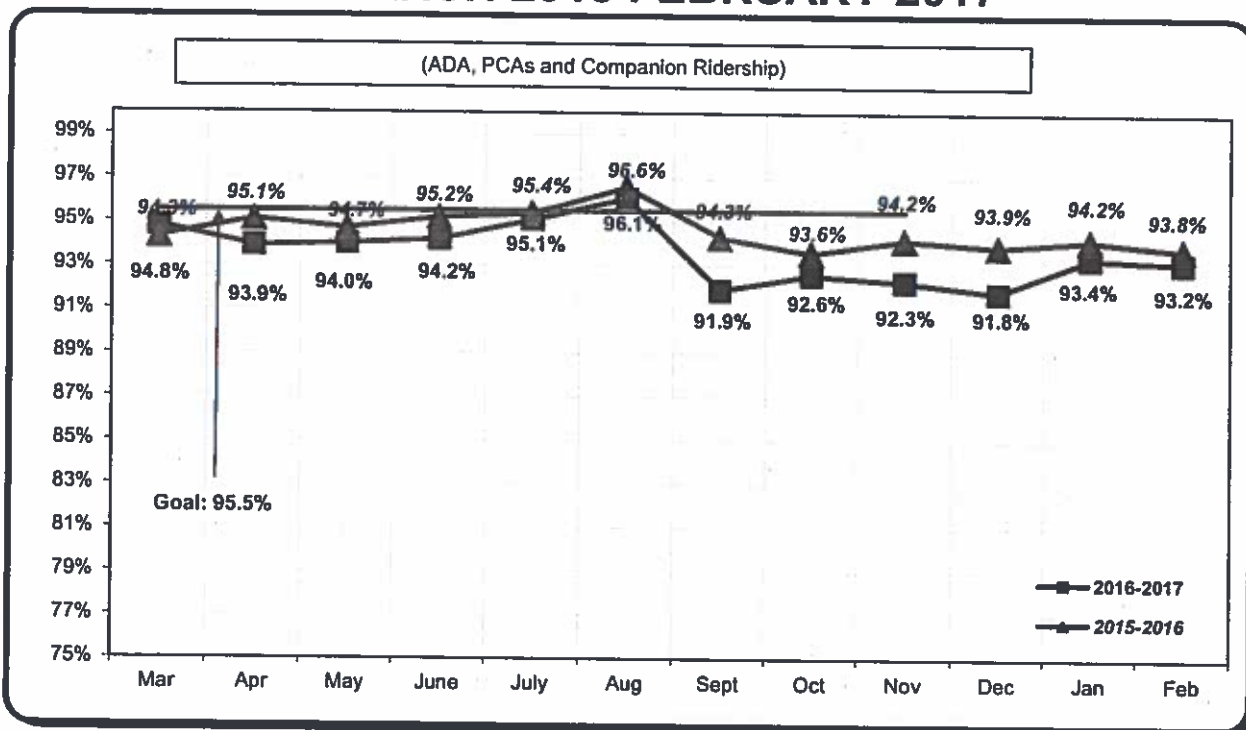
The 12-month average for Light Rail On-Time Performance for March 2016 - February 2017 was 97.35%, which decreased by 0.9%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE FEBRUARY 2017



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2015 FEBRUARY 2017



	2016	2017	% Change
February Comparison	93.8%	93.2%	-0.6%

	2016	2017	Difference
February Ridership	127,088	123,316	-3,772

	2015-2016	2016-2017	% Change
12-Month Average March-February	94.6%	93.6%	-1.0%

Analysis:

Access Link On-Time Performance was 93.2% for February, 2017. In serving 123,316 total riders, for 112,775 ADA customers trips, 7,628 (or 6.8%) experienced delays.

Key causes include:

- * Service disruption and suspensions were higher due to inclement weather (Storm Niko).
- * Increased traffic volume and congestion caused service delays.

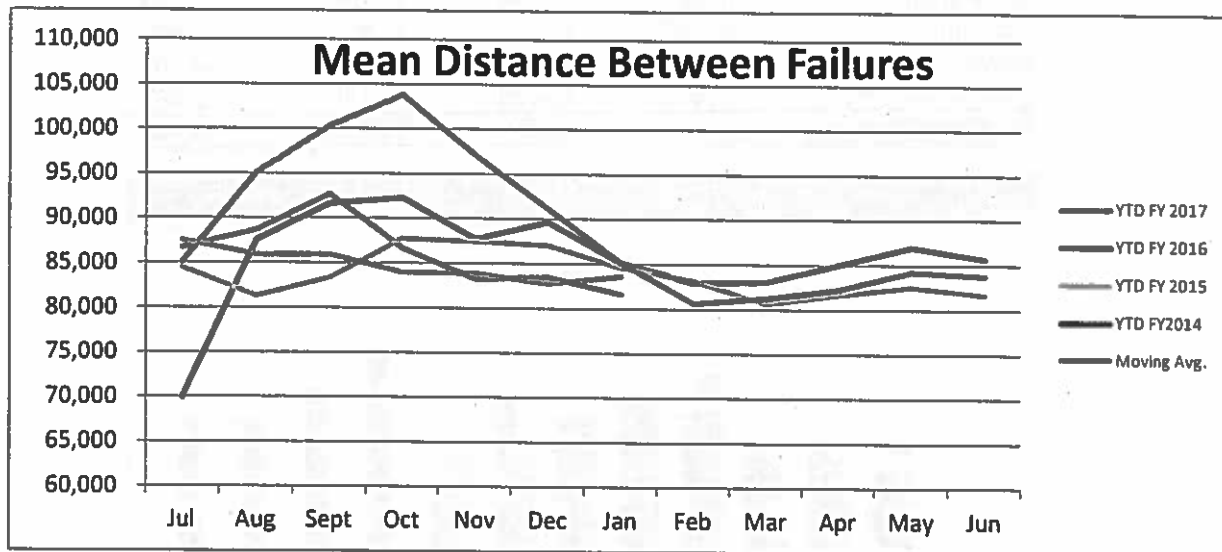
The 12-month average for Access Link On-Time Performance for March 2016 - February 2017 was 94.1%, which decreased by -1.0%.

MEAN DISTANCE BETWEEN FAILURES

January-17

NJ Transit Rail
Mean Distance Between Failures

Month	YTD FY2017	YTD FY2016	YTD FY2015	YTD FY2014	12 Month Moving Avg.
Jul	86,683	69,926	84,508	85,097	87,513
Aug	88,680	87,565	81,319	95,116	85,898
Sept	92,705	91,669	83,368	100,341	85,954
Oct	86,626	92,329	87,750	103,813	83,937
Nov	83,272	87,756	87,434	97,112	83,870
Dec	83,501	89,655	87,042	91,128	82,753
Jan	81,633	85,167	84,607	85,161	83,609
Feb	-	82,949	83,179	80,639	-
Mar	-	83,112	80,659	81,229	-
Apr	-	85,060	81,649	82,293	-
May	-	87,022	82,566	84,237	-
Jun	-	85,722	81,704	83,798	-

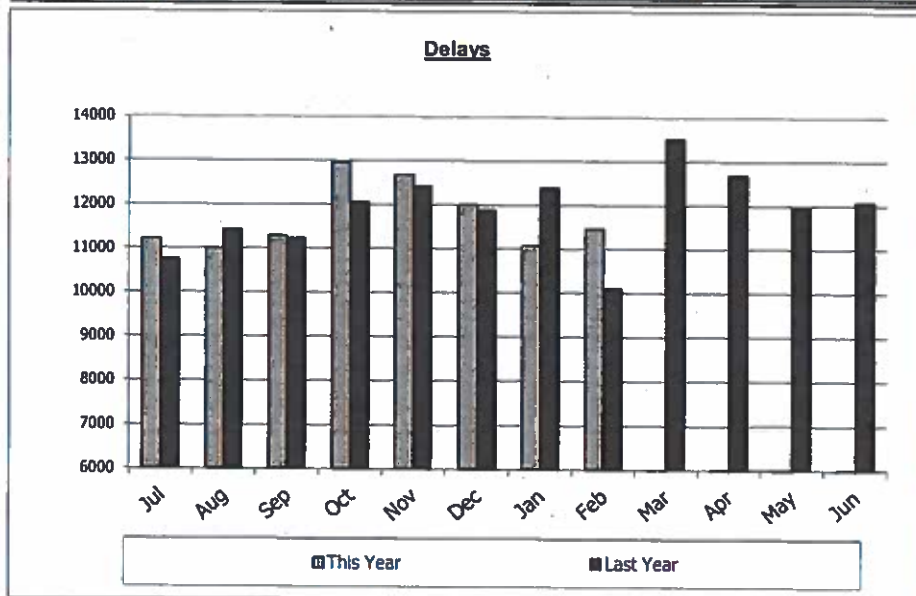


Garage Performance Parameters

February 2017

Location	Miles Between In-Service Delays			
	FY2017 Goal	This Month	FY2017 YTD	FY2016 YTD
Fairview	7,000	6,690	6,281	6,162
Greenville	9,900	8,190	6,308	6,686
Market Street	9,500	9,456	8,930	8,260
Meadowlands	11,500	8,662	7,726	8,089
Oradell	13,500	9,040	10,434	10,640
Wayne	12,500	9,782	12,847	11,556
Northern Division	-	8,880	9,150	9,000
Big Tree	9,600	9,674	9,364	7,768
Hilton	10,500	11,399	10,167	11,237
Howell	16,750	33,304	34,687	34,108
Ironbound	9,800	11,080	10,216	10,232
Orange	10,200	7,421	9,074	8,562
Morris	10,500	43,362	47,227	42,112
Central Division	-	12,745	12,984	12,776
Egg Harbor	16,500	18,790	15,797	13,753
Hamilton	20,000	12,857	17,520	23,052
Newton Avenue	15,700	12,642	13,768	14,705
Washington Twp.	14,500	13,728	13,138	13,267
Southern Division	-	14,791	14,605	14,485

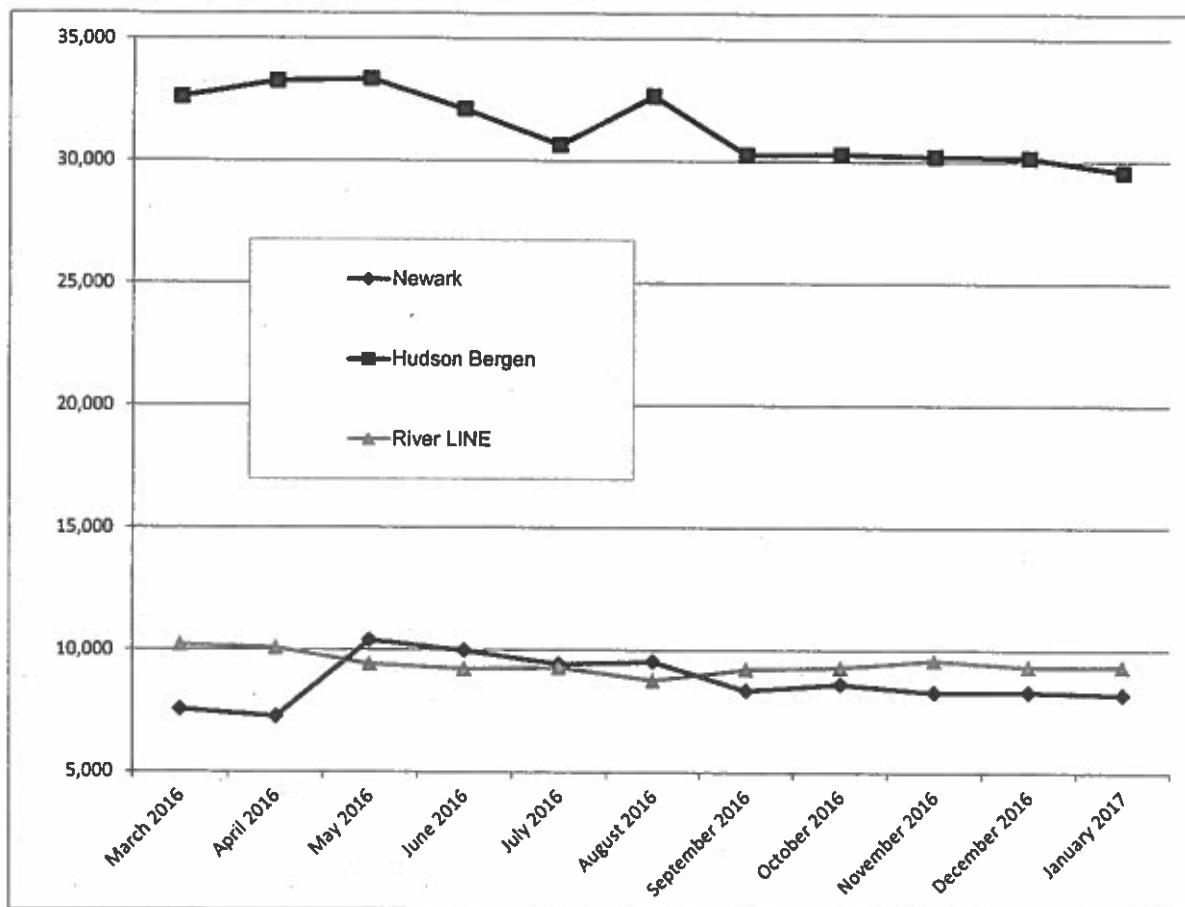
Bus Operations	-	11,453	11,653	11,479
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NJ TRANSIT - LIGHT RAIL, January 2017 Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * January 2017
Newark Light Rail	8,219
Hudson Bergen	29,599
River LINE	9,362

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



* Mechanical failure data for 3 LR systems, calculated as a rolling average over multiple months.

** Newark Light Rail operates much less mileage, with all single-car trains and a 5 mile alignment.

DBE/SBE PROGRAM

State Funded Contracts

During the month of February 2017, NJ TRANSIT awarded \$3,275,000.00 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received \$825,000.00 or 25.19%.

During the State Fiscal Year 2017 (July 1, 2016 through June 30, 2017) NJ TRANSIT awarded \$15,076,372.77 in state funded contracts. Of that total, SBEs received \$4,277,520.77 or 28.37%.

SBE Goal Attainment from July 1, 2016 through June 30, 2017 (FY 2017)

Category 1 SBEs received	\$120,000.00	or .80%
Category 2 SBEs received	\$35,000.00	or 0.23%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$1,901,000.00	or 12.61%
Category 5 SBEs received	\$1,798,570.77	or 11.93%
Category 6 SBEs received	\$422,950.00	or 2.81%

FTA Funded Contracts (updated Quarterly – next update will occur April 2017)

During the 1st Quarter (October 1, 2016 – December 31, 2016) of Federal Fiscal Year 2017 (October 1, 2016 through September 30, 2017), the FTA funded share of NJ TRANSIT’s federal contracts awarded was \$1,487,374.25. Of that total, Disadvantaged Business Enterprises (DBEs) received \$27,350.00 or 1.84%.

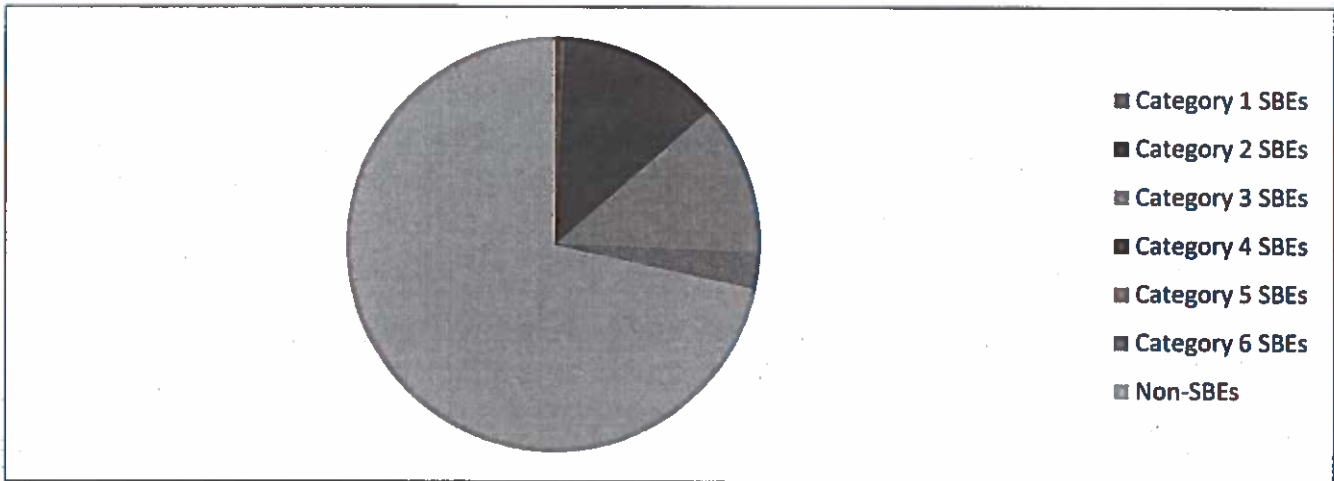
DBE Goal Attainment from October 1, 2016 (FFY 2016) - September 30, 2017 (FFY 2017) **

Contracts awarded	\$1,487,374.25
DBEs received	\$ 27,350.00 or 1.84%

****Numbers reflect federal share.**

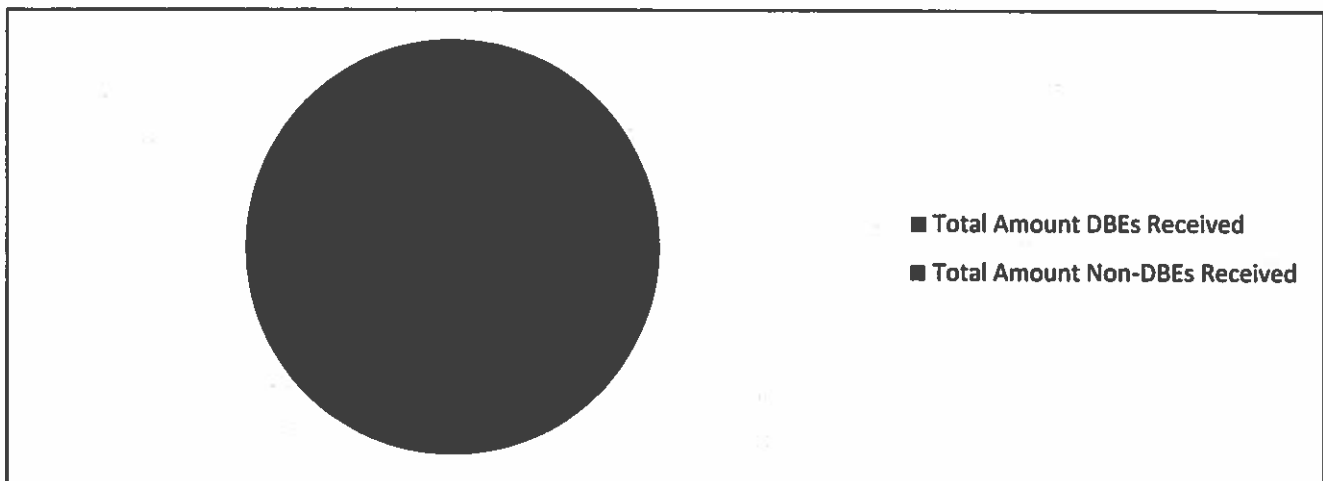
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2017

<i>Category 1 SBEs</i>	\$120,000.00	0.80%
<i>Category 2 SBEs</i>	\$35,000.00	0.23%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$1,901,000.00	12.61%
<i>Category 5 SBEs</i>	\$1,798,570.77	11.93%
<i>Category 6 SBEs</i>	\$422,950.00	2.81%
<i>Non-SBEs</i>	\$10,798,852.00	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2017-2019

Total Amount DBEs Received	\$27,350.00	1.84%
Total Amount Non-DBEs Received	\$1,460,024.25	98.16%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Sixty-three NJ TRANSIT employees retired recently with careers ranging from 11 to 41 years of service:

1. Edward Basta Jr., Assistant Superintendent Transportation – Raritan – 30 years
2. Michael Clynes, Electrician – MMC – 41 years
3. Donald Gogal, Laborer – Summit – 14 years
4. Henry Kotei, Trackman – Allendale – 18 years
5. Felipe Lacsina, Technician – MMC – 14 years
6. Natale Tripodi, Manager Rules – Hoboken – 31 years
7. Michael Banom, Mechanic – Wood-Ridge – 30 years
8. Richey Barksdale, Lead Maintainer – Long Branch – 33 years
9. George Brown, Manager Rail Infrastructure Maintenance – Penn Plaza – 35 years
10. Billy Dunn, Lead Data Entry Clerk – MMC – 22 years
11. Joseph Halley, Station Attendant – Newark Penn – 18 years
12. Raymond Hoffmann, Conductor – Various – 13 years
13. Robert Niedzinski, Specialist Communications – MMC – 30 years
14. Anthony Yurksis, Senior Quality Control Specialist – MMC – 15 years
15. Anthony Centrone Jr., Operator – Howell – 18 years
16. Michael Cheung, Operator – Howell – 14 years
17. Carlos Cousins, Operator – Hilton – 14 years
18. Elizabeth Espada, Operator – Ironbound – 13 years
19. Magaly Pickarski, Operator – Oradell – 13 years
20. William Sewter, Operator – Washington Township – 13 years
21. Carmen Soto, Operator – Hamilton – 16 years
22. George Sylvester, Operator – Oradell – 18 years
23. Wilford Anderson, Operator – Egg Harbor – 21 years
24. Gaetano Belgiovine, Operator – Fairview – 15 years
25. Eyon Bender, Repairman – Ironbound – 24 years
26. Demetria Berry, Data Verification – GOB – 30 years
27. William Brower, Operator – Egg Harbor – 27 years
28. Nilo Buenviaje, Starter – PABT – 18 years
29. Connie Cenor, Info Clerk – Newton Avenue – 25 years
30. Samuel Chery, Mechanic A – Newark Bus – 18 years
31. David Cofield, Operator – Hamilton – 21 years
32. Elsie Colon, Operator – Market Street – 27 years

33. Jacob Colter, Repairman – Ironbound – 28 years
34. Theodore Cottingham, Repairman – Hilton – 11 years
35. James Curry, Operator – Egg Harbor – 27 years
36. Jerome Davis, Mechanic A – Washington Township – 32 years
37. Michael Dillon, Mechanic A – Washington Township – 31 years
38. Carl Epps, Operator – Egg Harbor – 24 years
39. Isidro Evangelista, Operator – Fairview – 20 years
40. Frantz Eugene, Operator – Hilton – 22 years
41. Leonard Grace, Repairman – Ironbound – 31 years
42. Monica Hardy, Operator – Big Tree – 27 years
43. Amos Heilman, Depot Clerk – Ironbound – 31 years
44. Marcel Louis, Cleaner – Ironbound – 18 years
45. Jesse Madera, Operator – Meadowlands – 28 years
46. Jorge Martori, Repairman – Market Street – 22 years
47. James McCollum, Operator – Market Street – 15 years
48. Rafael Mercado, Repairman – Oradell – 22 years
49. Miguel Muriel, Operator – Meadowlands – 28 years
50. Cesar Rey, Operator – Meadowlands – 27 years
51. David Rouse, Mechanic A – Ironbound – 37 years
52. Herb Sealey, Repairman – Greenville – 20 years
53. Judith Serrano, Operator – Meadowlands – 26 years
54. Oscar Serrano, Operator – Meadowlands – 26 years
55. Iris Thompkins Sanchez, Operator – Ironbound – 18 years
56. Jose Valle, Operator – Howell – 25 years
57. Jerry Zarr, Mechanic A – Washington Township – 20 years
58. Miguel Castro, Depot Master – Wayne – 19 years
59. Cheryl Pierce, Starter --- PABT – 15 years
60. Steven Rubin, Assistant Supervisor Garage – Orange – 11 years
61. Karen Deslandes, Principle Strategic Staffing Recruiter – GOB – 32 years
62. Xavier Paladines, Senior Project Engineer – Penn Plaza – 31 years
63. Gerard Schwerdt, Foreman Shops I -- Newark Bus Complex – 35 years



Resilience Program

NJ TRANSIT • BUILDING STRONGER

NJ TRANSIT Resilience Program Update
March 2017



Key Project Milestones

**Raritan River Bridge
Replacement**

**Henderson Street
Substation Project**



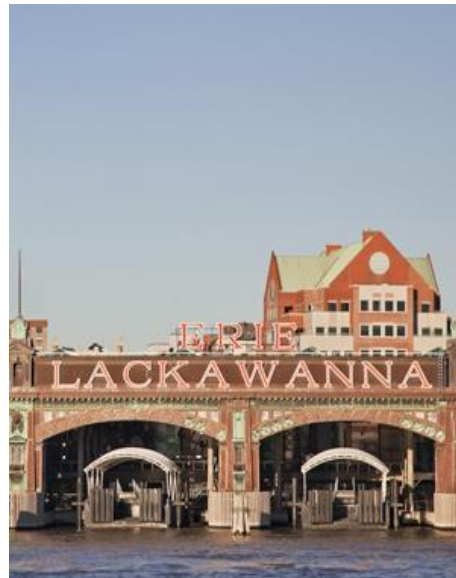
**Gladstone Pole
Replacement**

**Emergency
Operations Center**

Making Progress



Depot Substation



**Hoboken Ferry Terminal
And Boiler Repairs**



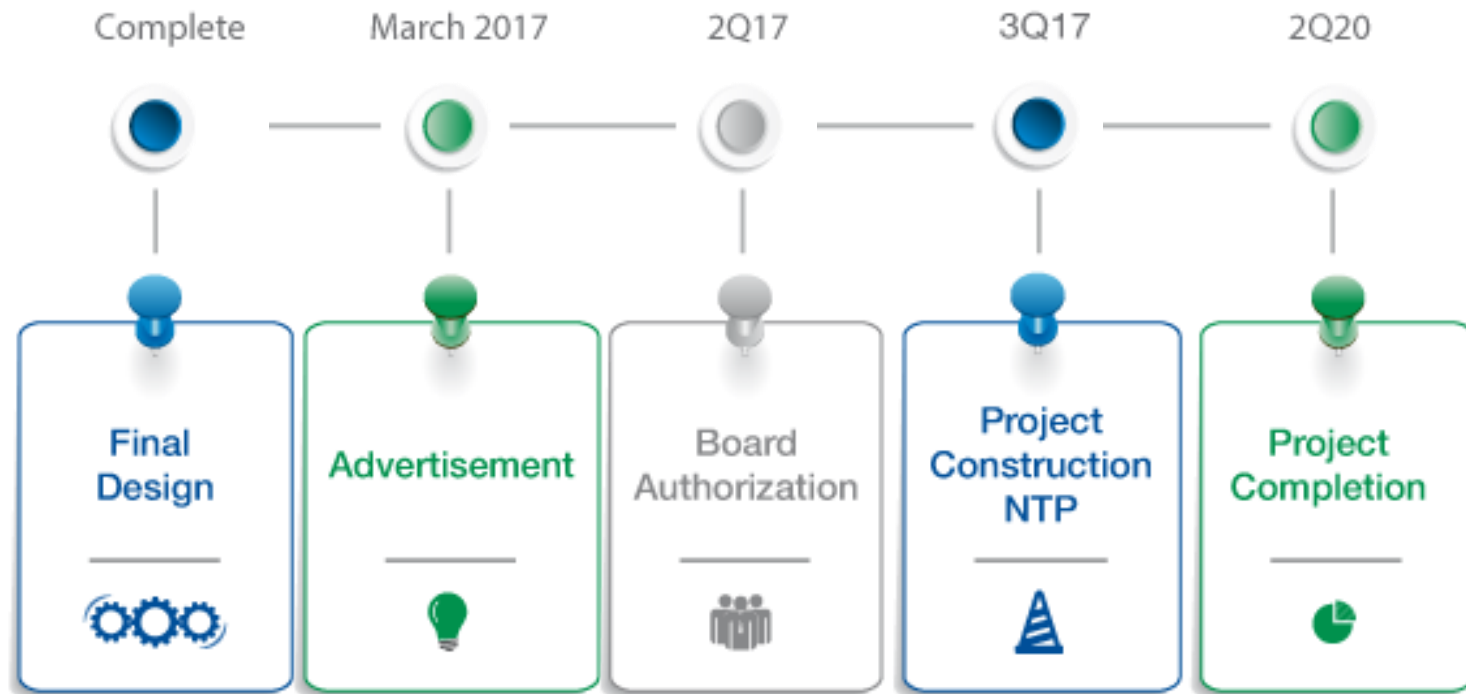
**Hudson Bergen Light
Rail Auxiliary Power
Cable Pilot Program**

Depot Substation



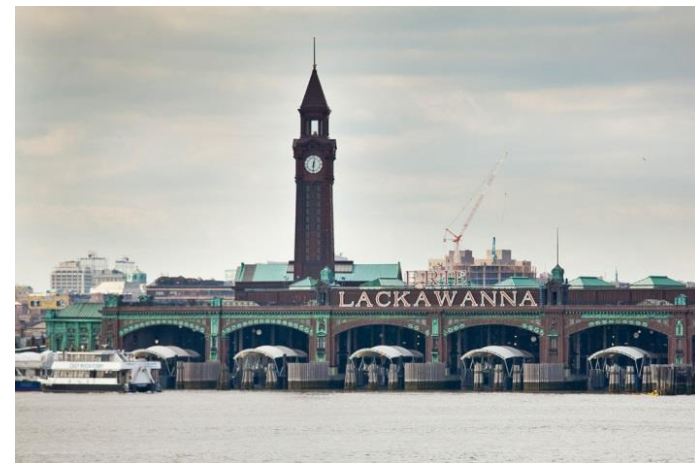
- Depot Substation powers the Hoboken Terminal building
- The facility was damaged by flooding during Superstorm Sandy
- Short term repairs have been made to keep the substation operational, but a long term solution is required
- The scope of the project includes the rehabilitation of the historic Pullman and Immigrant Building
- The new substation will be located on second building floor above flood elevation
- Total Project Cost: \$24.1 million

Depot Substation Timeline

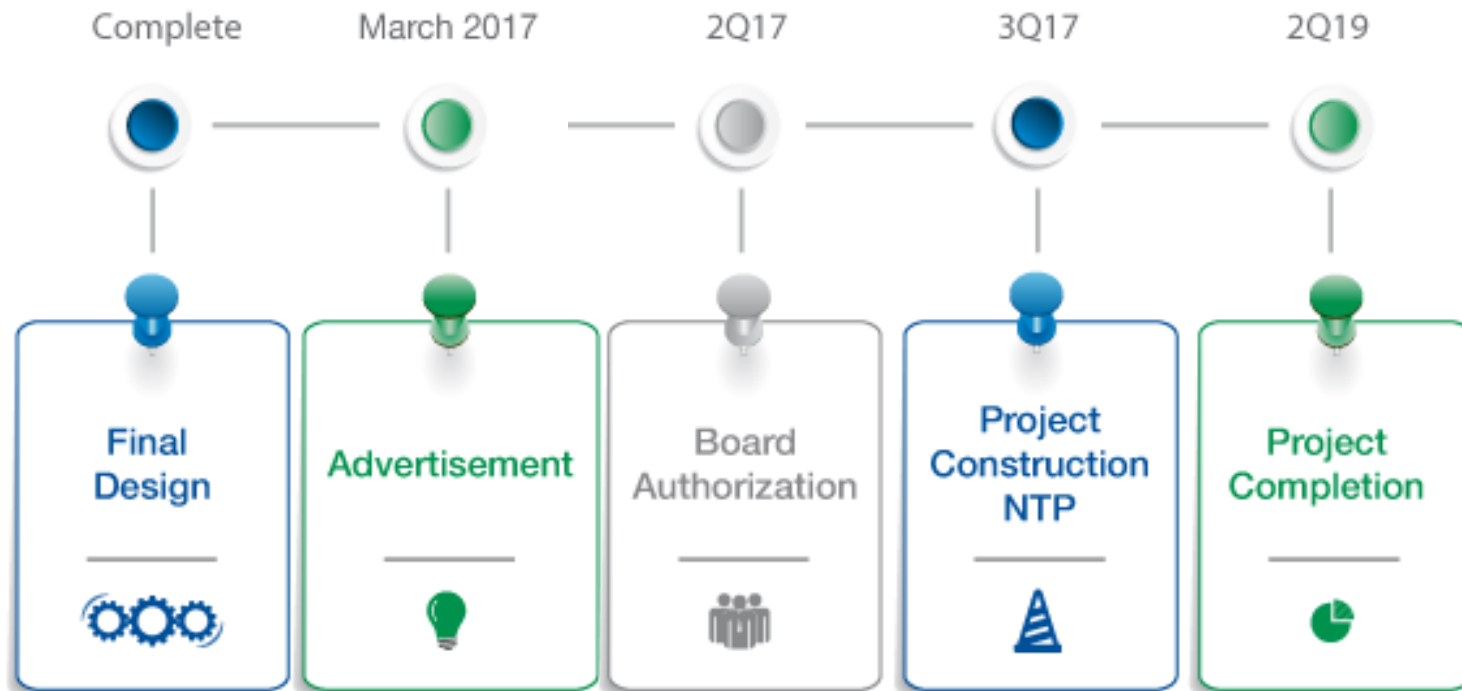


Hoboken Ferry Terminal

- Ferry terminal facilities were flooded and damaged during Sandy
- Ferry concourse was covered with 3 feet of water
- Ferry ticketing offices inundated by 8-9 feet of water
- New Ferry Ticketing Suite and Employee Facilities will be relocated to a higher elevation
 - The new ticket windows and administrative offices will be protected by a flood wall
- The existing boiler will be replaced with two units on the second story of the Terminal above flood elevation
- Total Project Cost: \$13.1 million

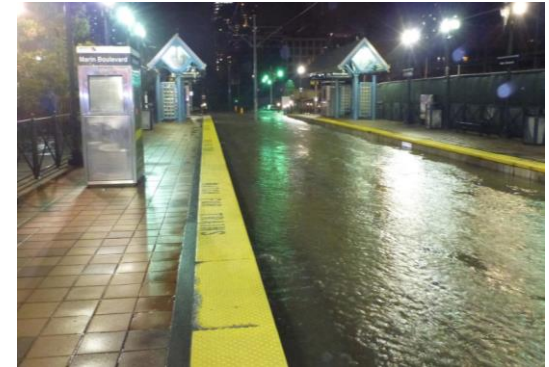
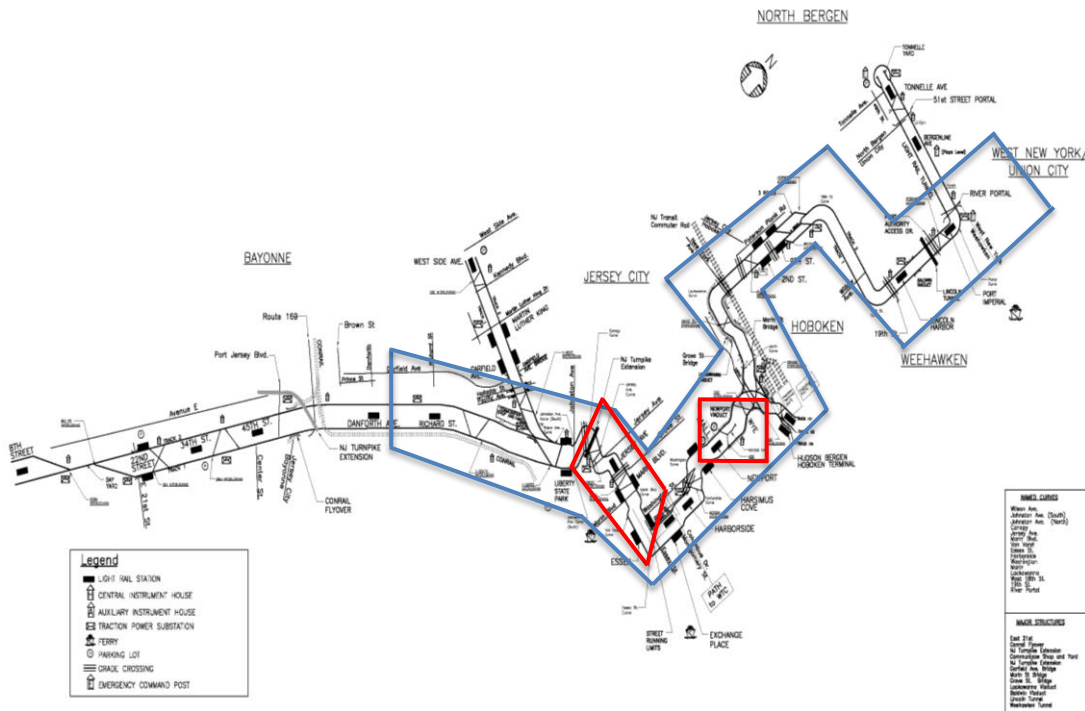


Hoboken Ferry Terminal Timeline

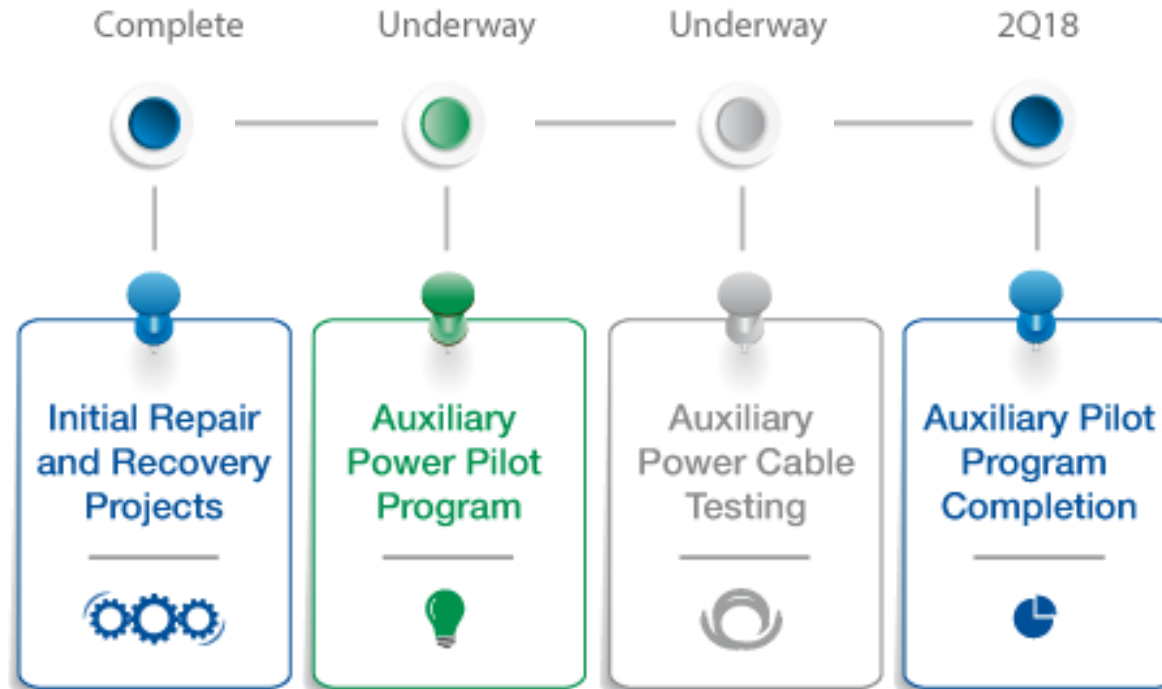


HBLR Pilot Testing Program

HUDSON - BERGEN LIGHT RAIL SYSTEM MAP



HBLR Pilot Testing Program Timeline



Near-Term Milestones

Early Action Construction Advertisement

- Delco Lead Storage and Inspection Facility

Preliminary Engineering

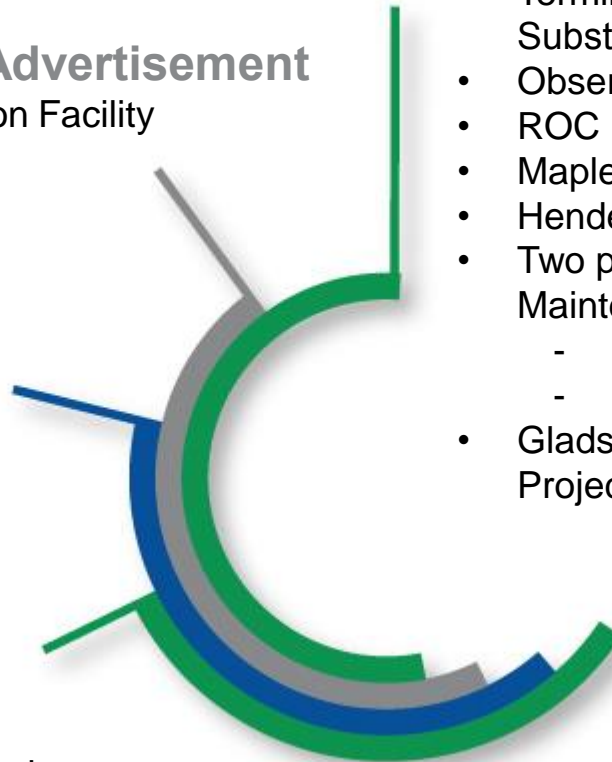
- Competitive Resilience Project

Final Engineering

- Raritan River Drawbridge Replacement
- Long Slip Fill and Rail Enhancement

Construction Activity

- Group of substation projects in Hoboken Terminal House Power Facility "Depot Substation"
- Observer Highway Switch House Repair
- ROC Unit Substation Repair
- Maplewood Substation
- Henderson Substation
- Two projects at the Meadows Maintenance Complex
 - MMC/ROC UPS Raising
 - MMC Perimeter Flood Control
- Gladstone Catenary Pole Resilience Project



Integrated Resiliency



Resilience Program

NJ TRANSIT • BUILDING STRONGER

ACTION ITEMS

ITEM 1703-08: NJ TRANSIT RESILIENCE PROGRAM – PROGRAM MANAGEMENT: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

BENEFITS

Superstorm Sandy caused extensive damage to NJ TRANSIT's infrastructure requiring NJ TRANSIT to quickly start up short-term and long-term recovery programs responsive to damage repair needs. NJ TRANSIT has identified resilience projects that will enable the agency to better withstand, and recover from, extreme weather events.

The advancement of these projects requires specialized oversight, engineering, and design services. NJ TRANSIT was able to assign staff to advance these substantial project and construction management efforts even while continuing to advance the agency's regular capital program. However, consulting support was required to provide overall program management while additional staff was identified for critical positions. As NJ TRANSIT has been able to add staff to continue to advance capital projects, temporary consulting support services have been reduced accordingly. It is the intention to substantially reduce and transition the consultant services by December 2017.

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

Staff seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with HNTB Corporation (NJ TRANSIT Contract No. 13-007B) by \$4,000,000, for a maximum authorization amount of \$40,500,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$112,735,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds and Office of State Comptroller approval. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

PURPOSE

Authorization of this amendment to the 2012 Capital Planning and Programs Task Order Consultant Contracts Program will permit supplementing staff resources with specialized engineering and program management services to support its efforts to deliver the Resilience Program and to effectively and responsibly transition these services to NJ TRANSIT staff. The Board previously authorized \$36,500,000 for HNTB (Item 1303-07 – \$5,000,000; Item 1308-37 – \$7,000,000; Item 1404-15 – \$13,000,000; Item 1506-14 – \$11,500,000). This authorization request is for an additional \$4,000,000, for a total authorization for HNTB Corporation (NJ TRANSIT Contract No. 13-007B) of \$40,500,000, to continue these services through December 2017 as part of NJ TRANSIT's continued reduction of consultant services in light of new staff hiring. By

the end of December 2016, HNTB will have received directives totaling \$36,500,000 under the current authorizations.

BACKGROUND

NJ TRANSIT Resilience Program

NJ TRANSIT 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 repairing and making more resilient NJ TRANSIT's infrastructure, including substations, signal and communications systems, and other building and infrastructure resilience measures. The objective of NJ TRANSIT's Resilience Program is to make the transportation system stronger, more durable, and more reliable, while meeting the needs of its train, bus, and light rail customers now and in the future.

As part of its ongoing efforts, NJ TRANSIT has enhanced its internal Resilience Program staff by creating and hiring both program management and project-specific positions in order to reduce reliance on consultant services. Additional staff will be retained in the near future as these projects advance from design to construction. Consultant support is still needed, albeit at a reduced level, to support project efforts until appropriate staff is identified.

Program Manager – HNTB Corporation

HNTB Corporation has been providing both programmatic and project management support to NJ TRANSIT's Resilience Program for program management and administration, scheduling, cost estimating, document control, quality management, risk management, budget control, procurement and construction management support, project management support (for certain projects), intra-program design coordination, and track outage and force account coordination. HNTB also assisted NJ TRANSIT in fulfilling Federal Transit Administration reporting requirements and other compliance requirements.

In June 2015, the Resilience Program sought Board approval to amend HNTB's contract and increase the total amount of the authorization in order to provide for the continuation of program management support services associated with the long-term recovery from Superstorm Sandy and focused efforts to advance resilience projects. Over the past year, NJ TRANSIT reduced its reliance on consultant support through the hiring of internal staff. In fact, the June 2015 authorization – contemplated for a period of time from June 2015 through June 2016 – will sustain NJ TRANSIT's support needs through March 2017.

Funding

On February 4, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$2 billion through the FTA's Emergency Relief Program to help protect, repair, reconstruct, and replace public transit equipment and facilities that were badly damaged by Superstorm Sandy. The funds were the first installment of up to \$10.9

billion appropriated to the FTA through the Disaster Relief Appropriations Act of 2013, which President Obama signed into law on January 29, 2013.

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

Emergency and Other Repair Work Initiated Prior to 01/29/2013	\$ 144,416,559
Recovery and Restoration Projects	\$ 197,574,198
Locally Prioritized Resilience Projects	\$ 106,199,045
Fourth Allocation of Recovery Funds (FR July 5, 2016)	<u>\$ 102,831,982</u>
Total	\$ 551,021,784

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

NJ TRANSITGRID	\$ 409,764,814
Delco Lead Storage and Inspection Facility	\$ 184,493,910
Hoboken Long Slip Fill and Rail Enhancement	\$ 146,548,432
Raritan River Bridge Replacement	\$ 446,312,465
Signals & Communications Resilience	<u>\$ 88,903,190</u>
Total	\$ 1,276,022,811

Office of State Comptroller approval for this contract amendment will be requested, as required under Executive Order 125.

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

FISCAL IMPACTS

Requested Authorizations:

2012 Task Order Consultant Contracts Program (Resilience Program)	This Authorization	\$ 4,000,000
	Total Authorization	\$ 112,735,350

Past Authorizations:

October 2012 Item 1210-48	Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning
December 2012 Item 1212-61	Task Order Consultant Contracts for Architectural/Engineering; Bridge and Railway Engineering; and Travel Demand Forecasting
March 2013 Item 1303-07	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$13,000,000

April 2013 Item 1304-12	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,500,000
April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
August 2013 Item 1308-37	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$20,300,000
April 2014 Item 1404-15	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$17,600,000
September 2014 Item 1409-41	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,000,000
October 2014 Item 1410-45	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$290,000
December 2014 Item 1412-60	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$2,000,000
May 2015 Item 1505-10	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – \$8,600,000
June 2015 Item 1506-14	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
September 2015 Item 1509-32	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – \$7,045,350
September 2015 Item 1509-33	Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
November 2015 Item 1511-43	NJ TRANSIT Resilience Program – Amendment to 2012 Task Order Consultant Contracts – \$400,000

November 2015
Item 1511-45
Capital Planning and Programs Task Order Consultant
Contracts: Extension of Time and Increase in
Authorizations

**Total Previous
(NJ TRANSIT
Resilience
Program)** **\$ 108,735,350**

Expenditures to Date: \$ 353,410,694 (as of 11/30/16 for total Resilience
Program)
\$ 32,960,519 (as of 11/30/16 for HNTB Program
Management services)

Total Project Cost: Part of NJ TRANSIT Resilience Program

Projected Date of Completion: December 2017 (HNTB Program Management
services)
December 2021 (Resilience Program projects)

Capital Program Amount: Part of NJ TRANSIT Resilience Program

Operating Budget Amount: \$0

Anticipated Source of Funds: Federal Transit Administration
Insurance Proceeds
Transportation Trust Fund

PRINTS ID Number: Various

DBE/SBE Goal: 20% DBE

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

Related/Future Authorizations: Additional design and other professional services,
including construction assistance
Construction contracts
Construction Management services

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

RESOLUTION

WHEREAS, NJ TRANSIT serves a vital role in the State's transportation network and in the State's economy; and Superstorm Sandy jeopardized the public safety and welfare by obstructing safe transportation in New Jersey, making it difficult or impossible for citizens to obtain the necessities of life, limited 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 infrastructure requiring short-term and long-term recovery programs responsive to damage repair needs and to the restoration of the transportation system to a more resilient condition; and

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

WHEREAS, NJ TRANSIT has continued to advance the filling of critical positions through the hiring of full time staff to assume the responsibilities previously occupied by consultants, and intends to transition, in large part, the remaining consultant tasks to internal NJ TRANSIT staff; and

WHEREAS, HNTB Corporation is currently under contract to NJ TRANSIT following the completion of a competitive procurement process; and

WHEREAS, NJ TRANSIT anticipates a portion of the costs associated with HNTB's work to be reimbursed from insurance proceeds and the Federal Transit Administration;

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 HNTB Corporation (NJ TRANSIT Contract No. 13-007B) by \$4,000,000, for a maximum authorization amount of \$40,500,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$112,735,350 for the 2012 Task Order Consultant Contracts

Program (NJ TRANSIT Resilience Program), subject to the availability of funds and Office of State Comptroller approval. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

EXHIBIT A

SUMMARY OF REQUESTED AUTHORIZATIONS

2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

Vendor	Contract No.	Additional Superstorm Sandy Disaster Recovery and Resilience Program Authorizations				Base Program Authorizations	
		Task Limit	Previous Authorizations	This Authorization	Contract Limit	Task Limit	Contract Limit
URS Corporation	13-001C	NA	\$ 8,045,350		\$ 8,045,350	\$ 500,000	\$ 2,250,000
BEM Systems Inc.	13-002B	NA	\$ 17,800,000		\$ 17,800,000	\$ 500,000	\$ 6,800,000
Dewberry Inc.	13-002D	NA	\$ 8,600,000		\$ 8,600,000	\$ 500,000	\$ 6,800,000
Parsons Brinckerhoff	13-004A	NA	\$ 2,000,000		\$ 2,000,000	\$ 500,000	\$ 4,500,000
Christopher P. Statile	13-005C	NA	\$ 1,250,000		\$ 1,250,000	\$ 400,000	\$ 2,250,000
Gannett Fleming	13-006A	NA	\$ 10,640,000		\$ 10,640,000	\$ 500,000	\$ 5,250,000
Jacobs Engineering	13-006B	NA	\$ 8,900,000		\$ 8,900,000	\$ 500,000	\$ 5,250,000
STV Inc.	13-006C	NA	\$ 8,000,000		\$ 8,000,000	\$ 500,000	\$ 5,250,000
Systra Inc.	13-006D	NA	\$ 3,000,000		\$ 3,000,000	\$ 500,000	\$ 5,250,000
HNTB Corporation	13-007B	NA	\$ 36,500,000	\$ 4,000,000	\$ 40,500,000	\$ 600,000	\$ 3,000,000
TranSystems Inc.	13-007D	NA	\$ 3,000,000		\$ 3,000,000	\$ 600,000	\$ 3,000,000
Hill International ¹	13-010F	NA	\$ 1,000,000		\$ 1,000,000	\$ 600,000	\$ 5,950,000

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

**ITEM 1703-09: NJ TRANSIT RESILIENCE PROGRAM – REBUILD BY DESIGN:
AMENDMENT TO 2012 TASK ORDER CONSULTANT
CONTRACTS PROGRAM**

BENEFITS

Rebuild by Design-Hudson River (RBD-HR) is a comprehensive urban water management strategy that contemplates using hard infrastructure and soft landscape for coastal defense, while also addressing systemic rainfall-related drainage issues in Hoboken, Weehawken, and Jersey City. The project received \$230 million in Housing and Urban Development (HUD) Community Development Block Grants. While the implementation of RBD-HR is being administered by the New Jersey Department of Environmental Protection (NJDEP), NJ TRANSIT and other State agencies are supporting NJDEP's efforts.

A feasibility study and Environmental Impact Statement (EIS) to determine the best, most cost-effective way to implement the RBD-HR project are currently underway.

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

Staff seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Dewberry Engineers, Inc. (NJ TRANSIT Contract No. 13-002D) by \$500,000, for a maximum authorization amount of \$9,100,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$113,235,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for the contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

PURPOSE

Authorization of this contract amendment will continue to provide critical services to support the RBD-HR effort. Additional effort is required due to increased levels of public engagement, additional coordination with other project and regional stakeholders, and additional level of effort needed for data collection and modeling, resulting in a longer EIS process. It is anticipated that the work schedule will extend through 2017.

The Board previously authorized \$8,600,000 for Dewberry (Item 1505-10). This authorization request is for an additional \$500,000, for a total authorization for Dewberry Engineers (NJ TRANSIT Contract No. 13-002D) of \$9,100,000, to continue these services through September 30, 2017 to allow NJDEP to complete its EIS and feasibility study.

BACKGROUND

The HUD-funded “Resist, Delay, Store, Discharge” originated with “Rebuild by Design”, a HUD-sponsored competition that utilized a collaborative process to find effective ways to increase resilience in the Sandy-affected region as part of recovery from the storm. At the conclusion of the RBD competition, HUD selected RBD-HR as one of two projects for New Jersey. The NJDEP is administering the project with support from NJ TRANSIT and various other State agencies.

Funding

HUD has awarded the State \$230 million for the “Resist, Delay, Store, Discharge” project, which will be administered by NJDEP. Dewberry’s work on RBD-HR will be fully funded through the RBD CBDG-DR grant.

Project Status

The scoping process for RBD-HR was initiated in mid-2015 to provide an overall layout and framework for the EIS, defining the project scope, study area, and technical study methodologies by discipline. Five concepts were evaluated and three alternatives were selected, with a preferred alternative announced in September 2016. The Draft EIS (DEIS) is anticipated to be published in February 2017 and a Record of Decision issued in late 2017.

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

FISCAL IMPACTS

Requested Authorizations:

2012 Task Order Consultants	This Authorization	\$	500,000
Contracts Program (NJ TRANSIT Resilience Program)	Total Authorization	\$	113,235,350

Past Authorizations:

October 2012 Item 1210-48	Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning
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December 2012 Item 1212-61	Task Order Consultant Contracts for Architectural/ Engineering; Bridge and Railway Engineering; and Travel Demand Forecasting
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March 2013 Item 1303-07	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$13,000,000
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April 2013 Item 1304-12	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,500,000
April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
August 2013 Item 1308-37	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$20,300,000
April 2014 Item 1404-15	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$17,600,000
September 2014 Item 1409-41	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$8,000,000
October 2014 Item 1410-45	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$290,000
December 2014 Item 1412-60	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – \$2,000,000
May 2015 Item 1505-10	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – \$8,600,000
June 2015 Item 1506-14	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
September 2015 Item 1509-32	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – \$7,045,350
September 2015 Item 1509-33	Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts – \$11,500,000
November 2015 Item 1511-43	NJ TRANSIT Resilience Program – Amendment to 2012 Task Order Consultant Contracts – \$400,000

November 2015
Item 1511-45 Capital Planning and Programs Task Order Consultant
Contracts: Extension of Time and Increase in
Authorizations

March 2017
1703-08 **NJ TRANSIT Resilience Program - Program
Management: Amendment to 2012 Task Order
Consultant Contracts – \$4,000,000**

**Total Previous
(NJ TRANSIT
Resilience
Program)
\$ 112,735,350**

Expenditures to Date: \$ 6,897,255 (as of 01/24/17 for Rebuild by
Design project)
\$ 6,800,330 (as of 01/24/17 for Dewberry)

Total Project Cost: \$ 9,300,000

Projected Date of Completion: Third Quarter 2017

Capital Program Amount: \$ 9,300,000

Operating Budget Amount: \$0

Anticipated Source of Funds: U.S. Department of Housing and Urban Development
Community Development Block Grant – Disaster
Relief

PRINTS ID Number: NJT01112

DBE/SBE Goal: Subject to HUD requirements

NJ Build Amount: N/A

Related/Future Authorizations: None

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

RESOLUTION

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) awarded the State of New Jersey \$230 million in Community Development Block Grant – Disaster Relief funding to implement the first phase of the Rebuild by Design “Resist, Delay, Store, Discharge” flood mitigation project; and

WHEREAS, the “Resist, Delay, Store, Discharge” project is intended to provide a comprehensive urban water strategy that will use hard infrastructure and soft landscape to address vulnerabilities from future extreme weather events for NJ TRANSIT and other stakeholder assets in Hoboken, Weehawken, and Jersey City; and

WHEREAS, the project will continue to be administered by the New Jersey Department of Environmental Protection and NJ TRANSIT will continue to support the New Jersey Department of Environmental Protection’s efforts; and

WHEREAS, the consultant included in this authorization, Dewberry Engineers, Inc., is currently under contract to NJ TRANSIT following the completion of competitive procurement processes; and

WHEREAS, NJ TRANSIT anticipates that the additional costs for this work will be reimbursed from the HUD Rebuild by Design grant;

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 Dewberry Engineers, Inc. (NJ TRANSIT Contract No. 13-002D) by \$500,000, for a maximum authorization amount of \$9,100,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of \$113,235,350 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for the contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

EXHIBIT A

SUMMARY OF REQUESTED AUTHORIZATIONS

2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

Vendor	Contract No.	Additional NJ TRANSIT Resilience Program Authorizations				Base Program Authorizations	
		Task Limit	Previous Authorizations	This Authorization	Contract Limit	Task Limit	Contract Limit
URS Corporation	13-001C	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 500,000	\$ 2,250,000
BEM Systems, Inc.	13-002B	NA	\$ 17,800,000	\$ 0	\$ 17,800,000	\$ 500,000	\$ 6,800,000
Dewberry, Inc.	13-002D	NA	\$ 8,600,000	\$ 500,000	\$ 9,100,000	\$ 500,000	\$ 6,800,000
Parsons Brinckerhoff	13-004A	NA	\$ 2,000,000	\$ 0	\$ 2,000,000	\$ 500,000	\$ 4,500,000
Christopher P. Statile	13-005C	NA	\$ 1,250,000	\$ 0	\$ 1,250,000	\$ 400,000	\$ 2,250,000
Gannett Fleming	13-006A	NA	\$ 10,640,000	\$ 0	\$ 10,640,000	\$ 500,000	\$ 5,250,000
Jacobs Engineering	13-006B	NA	\$ 8,900,000	\$ 0	\$ 8,900,000	\$ 500,000	\$ 5,250,000
STV, Inc.	13-006C	NA	\$ 8,000,000	\$ 0	\$ 8,000,000	\$ 500,000	\$ 5,250,000
Systra, Inc.	13-006D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 500,000	\$ 5,250,000
HNTB Corporation	13-007B	NA	\$ 40,500,000	\$ 0	\$ 40,500,000	\$ 600,000	\$ 3,000,000
TranSystems, Inc.	13-007D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 600,000	\$ 3,000,000
Hill International ¹	13-010F	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 600,000	\$ 5,950,000

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

ITEM 1703-10: CONSTRUCTION SERVICES FOR THE INSTALLATION OF HIGH SECURITY FENCING, MORRISVILLE RAIL YARD, FALLS TOWNSHIP, BUCKS COUNTY, PENNSYLVANIA

BENEFITS

NJ TRANSIT owns and maintains the Morrisville Rail Yard in Falls Township, Pennsylvania, which is the primary base of operations for NJ TRANSIT's Northeast Corridor Service. The proposed security upgrades include the installation of high strength security perimeter fencing and the reconfiguration of the access road to provide motorized gated vehicular access to the site in order to safeguard approximately 300 employees and 210 rail cars and locomotives.

ACTION (Scorecard: Safety and Security)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 17-019X with John O'Hara Company Inc. of East Orange, New Jersey to provide construction services for the Installation of High Security Fencing at NJ TRANSIT's Morrisville Rail Yard, Falls Township, Bucks County, Pennsylvania In the amount of \$1,258,360.50, plus five percent for contingencies, subject to available funds.

PURPOSE

Morrisville Yard has been identified as a facility that would benefit from security hardening under the Transit Security Grant Program funded by Homeland Security. The current yard fencing material consists of galvanized steel mesh, which can be easily breached. This project will replace the existing perimeter fence with high security perimeter fencing and a motorized gate to control site access by use of an ID card reader and intercom, safeguarding employees, facilities and rail equipment.

BACKGROUND

History

Morrisville Yard, built in 2005, is an electrified rail yard serving NJ TRANSIT's Northeast Corridor Line. The yard contains 18 electrified tracks for train storage, vehicle maintenance and repair shops, train washing facilities, crew quarters, communications offices and employee parking.

Currently, 300 employees and 210 rail cars with locomotives use the facility.

Procurement

The Invitation for Bid (IFB) for Installation of High Security Fencing at Morrisville Rail Yard, Falls Township, Pennsylvania was advertised on December 13, 2016 in the Newark Star Ledger and the Trenton Times. On January 24, 2017, five bids were received.

John O'Hara Company, Inc.	East Orange, New Jersey	\$1,258,360.50
Pro Max Fence Systems, Inc. *	Reading, Pennsylvania	\$1,331,771.00
M.L. Ruberton Construction Co., Inc.	Hammonton, New Jersey	\$1,519,102.00
T.P. Bryan Electric Co., Inc.	Trenton, New Jersey	\$1,999,990.00
IEW Construction Group, Inc.	Trenton, New Jersey	\$2,980,295.00

*Rejected – Not Prequalified

The lowest responsive and responsible bid was submitted by John O'Hara Company, Inc. in the amount of \$1,258,360.50.

The Office of Business Development assigned a Race Neutral DBE goal for the IFB.

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

FISCAL IMPACT

Requested Contract Authorization:	\$1,258,360.50 plus 5% contingency
Past Authorizations:	\$ 0
Expenditures to Date:	\$ 141,170.00
Total Project Cost:	\$ 1,602,691.00
Projected Date of Completion:	November 2017
Capital Program Amount:	\$ 1,602,691.00
Operating Budget Amount:	\$ 0
Anticipated Source of Funds:	Transit Security Grant Program – Department of Homeland Security
	TTF
PRINTS ID Number:	NJT01135
DBE/SBE Goal:	DBE-Race Neutral
<i>NJ Build</i> Amount:	\$ 278.35
Related/Future Authorization:	None
Impacts on Subsequent Operating Budgets:	None

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the Morrisville Yard, Falls Township, Bucks County, Pennsylvania; and

WHEREAS, the proposed security upgrades include the replacement of the existing perimeter fencing with high strength security fencing and the reconfiguration of the access road to provide motorized gated vehicular access to the site in order to safeguard approximately 300 employees and 210 rail cars and locomotives; and

WHEREAS, following a competitive bid process, John O'Hara Company, Inc. was the lowest responsive and responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-019X with John O'Hara Company, Inc. of East Orange, New Jersey to provide construction services for the Installation of High Security Fencing at NJ TRANSIT's Morrisville Yard, Falls Township, Bucks County, Pennsylvania in the amount of \$1,258,360.50, plus five percent for contingencies, subject to availability of funds.

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1703-11: PORTAL BRIDGE NORTH PROJECT – GC.01 EARLY ACTION CONSTRUCTION: CONSTRUCTION CONTRACT AWARD**BENEFITS**

The Portal Bridge is a two-track movable swing span railroad bridge over the Hackensack River constructed more than a century ago. The bridge, owned by Amtrak, is a critical link on the Northeast Corridor. Amtrak and NJ TRANSIT operate approximately 482 trains carrying over 160,000 passenger trips each weekday over this bridge. Delays due to bridge failures and maintenance as well as reduced operational speeds have made replacement of the bridge critical to the larger goal of increasing passenger rail service into Manhattan.



The Federal Railroad Administration (FRA) has approved a project to both replace the existing bridge and expand capacity in the corridor by constructing a new parallel span north of the existing structure. The two-track replacement bridge, known as Portal Bridge North, is designed as a high-level fixed-span bridge, eliminating the movable components and risk of malfunction.

The project will greatly improve service reliability for Amtrak and NJ TRANSIT trains. While NJ TRANSIT and Amtrak are jointly responsible for project design, NJ TRANSIT is undertaking the Early Action construction phase which will support the acceleration of the Portal Bridge North construction schedule.

A second two-track Portal Bridge South span is proposed as part of Amtrak's Gateway Program and, when complete, will double train capacity along this critical length of the Northeast Corridor (NEC).

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

Staff seeks authorization to enter into NJ TRANSIT Contract No. 16-014XR with the lowest responsive responsible bidder for GC.01 Early Action Construction in support of the future Portal Bridge North Project at a cost not to exceed the amount discussed in Executive Session, subject to the availability of funds.

PURPOSE

Authorization of this contract will allow for construction of early action construction elements designated as Construction Contract Package GC.01 to facilitate access for the future construction of the replacement Portal Bridge North. As a condition of the

project permits from the US Coast Guard and the NJ Department of Environmental Protection, construction in the Hackensack River is limited to July 1 through April 30 of each year. The moratorium is intended to preclude disruption of fish migration and to keep fishery resource harms and losses to a minimum.

BACKGROUND

History

The present Portal Bridge was placed into operation in 1910 as part of the Pennsylvania Railroad's construction of passenger service facilities in Midtown New York and is nearing the end limits of its functional life. Its two-track structure is outdated and incapable of adapting to the present demands for expanded rail service into Manhattan. The bridge has only 23 feet of vertical clearance above the mean high water level and must pivot open to allow maritime traffic to pass through, closing the bridge to rail traffic and interrupting operations on the Northeast Corridor. Additionally, the miter rails, which allow the rails to disengage and the bridge to open and close, restrict speeds on the bridge to 60 miles per hour, while trains can operate at 90 miles per hour on adjacent portions of the NEC. These conditions create bottlenecks along the NEC, especially during peak commute hours.



The overall Portal Bridge North project entails the reconstruction and reconfiguration of the NEC between Swift Interlocking and the Frank R. Lautenberg Station at Secaucus Junction including reconstructed approaches and all related infrastructure connecting Northeast Corridor rail traffic with a new replacement bridge over the Hackensack River.

Project Scope

This GC.01 Early Action Construction project includes the realignment of a 138kV transmission pole; the installation of new fiber optic cable poles; the construction of a construction access structure, known as a finger pier, extending from the west shore of the Hackensack River; the construction of a steel bridge structure over the Jersey City Municipal Utility Authority water main; and the construction of a retaining wall just west of the Frank R. Lautenberg Station at Secaucus Junction. This construction will facilitate schedule acceleration by providing the access for the construction of the future new Portal Bridge North.

Procurement

The NJ TRANSIT Office of Business Development assigned a 12 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for this contract. Office of the State Comptroller approval to advertise this contract was originally received on May 13, 2016.

The Invitation for Bids was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times* on May 20, 2016. A Pre-Bid Conference was held on June 14, 2016, at NJ TRANSIT Headquarters; site visits to the Portal Bridge were held on June 24, 2016. Bids from three firms were received electronically and opened on July 12, 2016 at NJ TRANSIT Headquarters in Newark. Subsequent to the bid opening the Invitation for Bids was cancelled due to the following factors: (1) the required property had not been acquired due to unanticipated delays in the process; (2) delays in the process impacted project schedule and budget; (3) Amtrak's train schedule changed; (4) unanticipated regulatory restrictions on in-water construction resulted in impacts on construction schedule, sequencing, and budget; and (5) additional scope was added to the contract documents. As a result, the contract documents were revised and re-issued for bids.

The Invitation for Bids for the revised contract scope will be advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, and in *The Star-Ledger* and *Trenton Times*.

Funding

The U.S. Department of Transportation's (USDOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program provides a unique opportunity for investment in road, rail, transit and port projects that promise to achieve national objectives. Since 2009, Congress has dedicated nearly \$4.6 billion for seven rounds of TIGER to fund projects that have a significant impact on the Nation, a region or a metropolitan area. In each round of TIGER, USDOT receives hundreds of applications to build and repair critical pieces of freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state-of-good-repair, quality of life, and environmental sustainability. USDOT also evaluates projects on innovation, partnerships, project readiness, benefit cost analysis, and cost share.

In October 2015, NJ TRANSIT was advised that USDOT had awarded a \$16 million TIGER grant to begin construction to replace the century-old Portal Bridge. Replacement of the Portal Bridge is central to Amtrak's Gateway project, which will modernize rail and transit infrastructure in the Northern New Jersey-New York metropolitan region. The \$16 million grant will be matched with \$4 million from the Transportation Trust Fund, which will be used to support GC.01 Early Action Construction work contemplated in this authorization. The FRA and NJ TRANSIT executed the Grant Agreement on September 7, 2016.

Current Status*Engineering and Design*

Preliminary Engineering was approved by the NJ TRANSIT Board of Directors in July 2008 (Item 0807-49) and was initiated in September 2008; Final Engineering to support Early Action Construction was authorized by the NJ TRANSIT Board in July 2009 (Item 0907-50). The balance of Final Engineering was authorized by the NJ TRANSIT Board in December 2009 along with the award of Construction Management Services (Item 0912-87).

Preliminary engineering and design drawings and specifications for the entire project were completed in July 2009. Final engineering of early action components that form the basis for this requested authorization are complete and all remaining final engineering and design components were completed in June 2013. Construction of the GC.01 Construction Contract is anticipated to begin in Summer 2017.

Permits

New Jersey State and Federal permit applications were submitted to the New Jersey Department of Environmental Protection (NJDEP) Land Use Regulation Program, the U.S. Army Corps of Engineers and the U.S. Coast Guard in October 2009. The NJDEP Land Use Regulation Program permit was received in April 2015 and the Federal permits were received in June 2013.

A Final Environmental Impact Statement for the Portal Bridge Enhancement Project was completed in September 2008 and a Record of Decision was issued by the FRA in December 2008. The FRA affirmed and revalidated the Record of Decision in March 2011.

Amtrak Agreement

A Construction Agreement between NJ TRANSIT and Amtrak for GC.01 has been executed to define the terms of the construction efforts.

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

FISCAL IMPACT

Requested Authorization:	Amount discussed in Executive Session
Previous Authorizations:	None (GC.01 Project only)
Expenditures to Date:	\$ 292,840 (as of 02/08/17, GC.01 Project only)
Total Project Cost:	\$ 20,000,000 (GC.01 Project only)
Projected Date of Completion:	July 2018 (GC.01 Project only)

Capital Program Amount: \$ 20,000,000 (GC.01 Project only)

Operating Budget Amount: None

Anticipated Source of Funds: Federal Railroad Administration
Transportation Trust Fund

PRINTS ID Number: NJT01160

DBE/SBE Goal: 12% DBE

***NJ Build* Amount:** TBD

Future Related Authorizations: Portal Bridge North Construction Contract
Construction Assistance
Construction Management

Impact on Future Operating Budgets: NA

RESOLUTION

WHEREAS, NJ TRANSIT seeks to replace the aging Portal Bridge across the Hackensack River, expand capacity on the Northeast Corridor, reduce conflicts between rail and marine traffic, and decrease rail service interruptions; and

WHEREAS, replacing the existing Portal Bridge includes constructing a new two-track bridge as well as improvements to the approaches; and

WHEREAS, NJ TRANSIT has completed the engineering design of GC.01, the construction of which will facilitate the access for the construction of the future new Portal Bridge North;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract No. 16-014XR with the lowest responsive responsible bidder for GC.01 Early Action Construction in support of the future Portal Bridge North Project at a cost not to exceed the amount discussed in Executive Session, subject to the availability of funds