

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Joseph D. Bertoni, Acting Board Chairman
Veronique Hakim, Executive Director

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

September 15, 2014

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, September 10, 2014.

Sincerely,

Original Signed By

Joyce J. Zuczek
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, September 10, 2014.

Present

James D. Bertoni, Acting Chairman
Bruce M. Meisel, Vice Chairman
Peter Simon, Governor's Representative
Myron P. Shevell, Board Member
James C. Finkle, Jr., Board Member
Flora M. Castillo, Board Member (By Telephone)
Raymond W. Greaves, Board Member (By Telephone)
Steven Petrecca, Board Member (Absent)

Also Present

Veronique Hakim, Executive Director
Penny Bassett Hackett, Acting Assistant Executive Director, Communications and Customer Service
Dennis J. Martin, Acting Vice President/General Manager, Bus Operations
Robert Lavell, Acting Vice President/General Manager, Rail Operations
Christopher Trucillo, Chief of Police
Kathleen M. Sharman, Chief Financial Officer & Treasurer
Steve Santoro, Assistant Executive Director, Capital Planning & Programs
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Leotis Sanders, Vice President, Civil Rights & Diversity Programs
Carlos Ramirez, Assistant Executive Director, Corporate Affairs
Warren Hersh, Auditor General
Michael Gonnella, Deputy Attorney General
Joyce J. Zuczek, Acting Board Secretary

Acting Chairman Bertoni convened the Open Session at 6:14 p.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Zuczek announced that the Board Meeting was being video recorded.

Acting Chairman Bertoni asked for a motion to adopt the minutes of the July 9, 2014 Board Meeting. A motion was made by Vice Chairman Meisel, seconded by Board Member Castillo, and adopted by the remaining voting Board Members.

Public Comments on Agenda Items and Other Matters

There were 8 public comments. Acting Board Secretary Zuczek announced the public comments would be limited to five minutes in order to give everyone an opportunity to be heard.

Sherman Ariel represents members of the Amalgamated Transit Union Local 822. He was going to speak regarding a minor communication problem, but Mr. Kilcoyne offered his assistance to resolve it. Mr. Ariel expressed his appreciation to Mr. Kilcoyne. He also acknowledged one of their members, Kevin Osburne, who was retiring after 32 years. Mr. Ariel looks forward to working together with NJ TRANSIT.

Steve Thorpe, spoke on behalf of the Lackawanna Coalition and himself. On behalf of the Lackawanna Coalition, Mr. Thorpe expressed continued endorsement of the quiet car concept. He noted there are some problems with the Hoboken pilot program, and said Train #250, which leaves Montclair State University at 4:45 p.m., is the worst culprit and has no quiet car. Mr. Thorpe said the first car is always closed and there is no signage. He said he filed an internet complaint and received a response, but it didn't change it.

Mr. Thorpe recommended NJ TRANSIT have larger signs because he finds often people aren't aware it is a quiet car. He also wants NJ TRANSIT to make the quiet cars a policy that is enforceable by conductors, instead of a request asking customers to be quiet. He would like the quiet car program to expand beyond the Hoboken line to other lines.

Speaking for himself, Mr. Thorpe thanked Board Member Castillo for attending the Senior Citizens and Disabled Residents Advisory Committee meeting in July.

Mr. Thorpe asked NJ TRANSIT to address the service gaps of more than 60 minutes on weekday evenings, during their efforts to expand Raritan Valley Line one-seat ride service.

Mr. Thorpe asked for an update on crew safety. He previously recommended every member of the train crew have a radio to talk to each other. Mr. Thorpe said all the assistant conductors do not have them.

Patricia Winship is a transit dependent senior citizen from Mount Tabor, New Jersey. She believes it is the worst served stop and said it has three hour service gaps. Ms. Winship previously asked for hourly service and does not believe she has been given a good reason why NJ TRANSIT cannot provide more stops. She said there are plenty of trains that run past the station and they just need some of them to stop there.

R. Donald Winship is the Director of Communications for the Lackawanna Coalition. He expressed his gratitude for the 6:00 p.m. Board meeting and encouraged making it a permanent practice.

Mr. Winship recommended NJ TRANSIT utilize rail data from Departure Vision in a way similar to how NJ TRANSIT started using the My Bus Now data to analyze Bus Timepoint Schedule Adherence. He believes this type of data gives NJ TRANSIT the opportunity to address pain points and report accurate metrics essential for credibility with the public.

Mr. Winship said he observed some issues one evening at the 7th Avenue Concourse in New York Penn Station while no major delays were reported. He mentioned an escalator out of service, and a couple trains with track assignments posted minutes before the scheduled time, resulting in a stampede.

Mr. Winship said while there have been some small improvements since Executive Director Hakim took the helm, they are still waiting for some major steps to show real change is coming.

David Peter Alan noted that five of the eight speakers were members of the Lackawanna Coalition. He believes this demonstrates they are dedicated to better transit. Mr. Alan noted the Lackawanna Coalition's service was recognized at a prior Board meeting, but said they are waiting for "actual" recognition of their credibility by implementing the policies they advocate.

Mr. Alan believes the past NJ TRANSIT administration's policies have been discredited with respect to Hurricane Sandy and the Super Bowl. He said the self-serving conclusions of the Super Bowl Report does not hide the finding of fact that former management was unable to get the fans out of the stadium after the game in a timely manner. Mr. Alan said it was such an outrageous fiasco that three top NJ TRANSIT managers lost their jobs.

Mr. Alan wished their successors well, but noted they all come from within, not from outside. He believes this means the advocates recognized to represent the riding public must have a greater role than ever in shaping transit policy.

Mr. Alan appreciates Executive Director Hakim's attendance at a Lackawanna Coalition meeting and the ongoing efforts to improve bus traffic at the Port Authority Bus Terminal. However, he does not believe policies implemented by the Weinstein administration have been rescinded. Mr. Alan wants all committee meetings open to the public. He said a number of initiatives mentioned in the Advocates' Roundtables and in private meetings with senior management have not been implemented.

Mr. Alan said they know NJ TRANSIT's financial condition is dire because legislative appropriations are one ninth the level it was seven years ago, while costs continue to rise. They expect a massive fare increase next year but want it to include off-peak discounted fares and service changes that encourage commuting to Hoboken instead of the crowded New York Penn Station. Mr. Alan wants a new track connection to Grand Central Terminal.

Mr. Alan said riders are angry and dissatisfied and employee morale has never been lower. He said management employees took a pay cut when they lost their riding privileges and union employees have not had a collective bargaining agreement in years. He believes employees are being told they do not have the intelligence and expertise needed, when money is paid to large politically connected consultant firms. Mr. Alan does not think the consultants need the money and wants it given to the Senior Citizen and Disabled Resident Transportation Assistance Program instead.

Board Member Meisel said Mr. Alan covered a wide arc of topics that would take hours to respond to, but he did not want people to be misled by some of the things Mr. Alan stated, that are not factual. Board Member Meisel said the Super Bowl Report was performed by independent legal counsel and led by former U.S. District Court Judge Cavanaugh. Board Member Meisel said Mr. Alan suggested several people were fired as a result of the Super Bowl, but that was not a finding of the report. He also said reading the report in detail shows a very different report than Mr. Alan characterized it as.

Tim Sevener believes New Jersey faces two major challenges: peak oil/resources and climate change. He provided Hurricane Irene, the Halloween Blizzard, and Hurricane Sandy as examples of climate changes with major impacts on New Jersey.

Mr. Sevener noted the United Nations Climate Conference on September 21, 2014 will bring thousands from New Jersey to New York City. He said these individuals want to take green transit rather than driving, and asked NJ TRANSIT to run and publicize extra trains for the event, in a manner similar to what is done for entertainment events.

Mr. Sevener talked about climate change, oil resources, and its relationship with use of automobiles and green transit. He believes New Jersey has immense natural advantages in green transit such as 50 percent of the population living half a mile from rail, a more dense population than China, four of the top 21 United States cities with households without a car, and thousands of miles of rail that could be restored to service.

Mr. Sevener expressed concern that New Jersey has been going backwards since 2006. He said Hoboken Main & Essex service is basically non-existent on weekends and 30 percent has been cut on weekdays since 2008. Mr. Sevener said buses, Newark Light Rail, and shuttles have been cut, while fares were raised as much as 60

percent. He said the Princeton Dinky was truncated to build a parking lot and often Midtown Direct service is diverted to Hoboken due to problems with the New York Penn Station tunnels. According to Mr. Sevenser, in 2008 when the gas prices increased rapidly, large numbers of rail riders opted for green transit instead of using their car, but Hoboken weekday trains were cut by 30 percent. He noted in 2010, more trains and buses were cut, but ridership increased.

Mr. Sevenser believes New Jersey has gone backwards in sustainable green transit, despite all its advantages, because of problems with the Transportation Trust Fund. He noted other states have higher gas taxes and argued that despite a decline in driving, money has been taken from transit projects such as the ARC Tunnel for various highway widening and construction projects. Mr. Sevenser spoke about NJ TRANSIT employees losing their ability to travel on transit for free, while \$63 million continues to be spent on cars provided to state employees and \$70 million spent on snow removal for cars.

Mr. Sevenser wants an integrated green transit plan that transparently redirects some of the billions spent for automobiles to green transit. He said it will save New Jersey billions in the future. Mr. Sevenser wants public hearings for automobile projects, and regular Department of Transportation public meetings. He wants to make sure New Jersey becomes a leader in green transit to spur economic sustainability, expand mobility to the 30 percent who cannot drive, cut transportation costs by 80 percent, and help prevent future climate change disasters.

Board Member Greaves thanked Mr. Sevenser for mentioning the United Nations Climate March on September 21, 2014. Board Member Greaves said the Amalgamated Transit Union endorses the March and thinks it is a great way to talk about mass transit and how it can help save the climate. He hopes NJ TRANSIT will participate and proactively engage the event.

Jen Levins commutes from Princeton Junction to New York Penn Station daily and is frustrated with the service. She said NJ TRANSIT is ruining her life and her story is a very common story. Ms. Levin said she is late to work three out of the five mornings each week. She is fortunate her job is flexible and understanding.

Ms. Levins believes looking at the overall performance of the system hides the actual rider experience. She noted problems with trains running on-time and the tunnel continuously single-tracking. Ms. Levins understands there are budget constraints, but said the executive team needs to fight for the riders and go to the politicians who can fund the tunnels.

Ms. Levins believes NJ TRANSIT's customer service is completely lackluster. She said they provide empty words such as thanking her and saying they will look into it. Ms. Levins complained that they never tell the customer what is going on.

Ms. Levins said the Friday before Labor Day, she checked the website to find information about early getaway trains and found a 2:04 p.m. express train to Princeton Junction. She said at New York Penn Station, her train was not posted on the board. Ms. Levins sent a question to NJ TRANSIT's Twitter page, which she said has been more responsive lately, but the response she received back was not helpful. She received a screenshot of Departure Vision which had the same information as the website. It did not tell her which train was express and it did not show the train track.

Ms. Levins said because she is an experienced commuter, she was able to use the Amtrak board to match up the train numbers and see that the Departure Vision had a typo. She said an inexperienced commuter wouldn't have been as fortunate.

Ms. Levins wants accountability from the executive team to communicate the steps being done to improve the situation. She said at this point, she is considering leaving her job or moving to Brooklyn because those are her only options.

Joseph Clift thought the Bus Operations Timepoint Schedule Adherence presentation at the combined Board Customer Service and Administration Committee meeting was great. Mr. Clift suggested finding a better acronym than TSA. He noted the bus automated times provide additional time points and that this is a positive result of spending money for the technology. He hopes NJ TRANSIT will provide the same for rail to assist in getting a better handle on the New York Penn Station problems.

Mr. Clift congratulated the new Bus Vice President and General Manager and Rail Vice President and General Manager on their promotions. He told them they have a lot of short-term and long-term work to do to make things better. Mr. Clift said acting people are not able to do the same as people in these positions can.

Mr. Clift believes hiring Neil Yellin as the Deputy Executive Director will provide NJ TRANSIT with a great asset. He said Mr. Yellin comes from a rail operator with two philosophies different from NJ TRANSIT. The first is a differential pricing structure for off-peak and peak fares that make it more expensive to travel during peak hours. Mr. Clift believes this induces commuters not to travel to New York Penn Station when it is the most crowded. Additionally, he said the Long Island Railroad extensively uses self-propelled equipment. Mr. Clift believes they provide faster acceleration and deceleration, and it is important to have self-propelled capabilities. He would like to see NJ TRANSIT follow these two philosophies.

Mr. Clift asked NJ TRANSIT to post the Timepoint Schedule Adherence Presentation, other materials from Board meetings, and the Super Bowl Report on their website. He believes these are very informative for the public.

Mr. Clift asked NJ TRANSIT to take a hard look at building a third tunnel under the Hudson River, from the Palisades. He said New York is using Sandy money to build the first part of the tunnel under the Hudson Yards in New York. Mr. Clift believes NJ TRANSIT should use Sandy and Transportation Trust Fund discretionary money to build a third tunnel. He believes NJ TRANSIT should make it a high priority now since its customers will be the main beneficiary of more reliable service and flexibility in scheduling.

Board Member Comments

There were no Board Member comments.

Advisory Committee Report

Suzanne Mack said the Committee took a hiatus over the summer but they toured transit facilities. One of the major tours they took was the Port Authority Bus Terminal in New York. The Committee saw many improvements but also how the facility has aged. Robert Gilligan, Director of New York Terminal Operations, provided a presentation to the Committee and they saw how the age of the facility impacts commuting in and out of there. The Committee will focus on how they can help make it easier for riders.

They will also look at the details in the grants that go in and out of NJ TRANSIT. There are a lot of constraints and the closing of the casinos, which are a funding source, will have an impact on the senior citizen and disabled community.

Ms. Mack welcomed the new Bus Vice President and General Manager and Rail Vice President and General Manager. She is happy they were promoted from within because they have great expertise and experience.

Ms. Mack believes the extensive back up to the Board agenda items has been an improvement to provide more transparency. She is very pleased to be able to state the funding for the Sandy item is from the Federal Transit Administration through the Disaster Relief Appropriations Act of 2013.

Ms. Mack noted the staff's hard work, and is happy NJ TRANSIT went after the federal money and is able to use it. Unfortunately, she said the money could never be used for the senior citizens and disabled residents community shuttles, so they have to find another funding source.

Combined Board Customer Service and Administration Committee Report

Board Member James C. Finkle Jr. presented the report for the combined meetings of the Board Customer Service and Administration Committees. The Committees

discussed the use of smart bus technology data to provide supplemental on-time performance information regarding the customer experience.

The Committee was provided an update on two board items approved by the Board in June 2014. As a result of refinancing grant anticipation notes, \$11 million in savings, was achieved without extending the final maturity date, and more than \$1 million in savings was achieved during the renewal of the corporate insurance program.

The Committees were also provided with a Customer Service and ridership update.

Vice Chairman Meisel thanked Board Member Finkle for his significant time and commitment to the Board.

Board Capital Planning, Policy & Privatization (CP3) Committee Report

Vice Chairman Bruce M. Meisel presented the report for the Capital Planning, Policy and Privatization Committee. The Committee discussed the board item to amend the task order consultant contracts program. The consultants, Jacobs Engineering and STV Inc, will continue progressing the disaster recovery and resilience program by providing technical expertise for the restoration and repair work as well as for the study and design of resiliency projects.

Executive Director's Monthly Report

Executive Director Hakim welcomed everyone to the second evening Board Meeting of the year, which has given customers and members of the public, who cannot attend the morning Board meetings, the opportunity to participate.

Customer Survey

Executive Director Hakim thanked all the customers who participated in the latest customer survey as part of *Scorecard*. The survey kicked off online on August 11, 2014 and concluded on September 1, 2014. Customer participation in these regular surveys is vital to helping NJ TRANSIT know where it needs to improve, and in fact, some significant changes have already been made as a result, like ceiling fans in New York Penn Station and gate agents at the Port Authority Bus Terminal. Executive Director Hakim wants customers to know that their feedback really does matter and drives the ongoing efforts to improve their overall experience on the system. Executive Director Hakim will report back later this quarter with the survey results. Also starting this quarter, any actions taken and improvements made by the operating lines based on customer feedback will be posted on the website for all to see.

Web Library

Executive Director Hakim said earlier this year some members of the public requested a new online library for key documents and statistics that would be readily accessible to customers and the general public.

After completing a review of best practices and available information, Executive Director Hakim was pleased to announce that the new *Scorecard* web library is now live on njtransit.com. The web library consolidates important NJ TRANSIT documentation to one location of the website, making it much easier to find information on *Scorecard* metrics and survey results, the annual report and financial statement, Board of Directors materials, capital project information, on-time performance reports, police statistics and more. Executive Director Hakim thanked the web team for getting the web library up and running, and encouraged everyone to take a look and review the web library.

Reaching Out Campaign

Executive Director Hakim said speaking of improvements, in April NJ TRANSIT launched the “Reaching Out” campaign, designed to communicate the many ways customers can access the latest, most up-to-date travel information.

The campaign, which will continue through next month and appear periodically through the year, highlights innovative technological tools such as MyBus Now, Departure Vision, My Transit alerts and the social media platform, all of which help to keep customers in the know about NJ TRANSIT service.

Executive Director Hakim was pleased to report some positive statistics through the midpoint of the campaign last month, which shows that NJ TRANSIT is getting the message to the customers.

Use of the My Bus and My Light Rail text message-based systems increased by more than 12 percent since before the campaign. Prior to the campaign, NJ TRANSIT was processing approximately 1.2 million SMS text message requests per month, compared to nearly 1.4 million requests after.

Regarding social media, NJ TRANSIT gained 17 percent more Twitter followers and 17.5 percent more “likes” on Facebook. Today NJ TRANSIT has nearly 55,000 Twitter followers, compared to about 45,000 prior to the Reaching Out campaign. Similarly, the Facebook page today has nearly 42,000 “likes” compared to the roughly 34,000 before the campaign launched. Most importantly, because of the wealth of information contained there, visits to the homepage of njtransit.com increased by more than 23 percent via the desktop site and more than 25 percent on the mobile site. Today, NJ TRANSIT receives approximately 1.8 million visits per month to the desktop version of the homepage, compared to the 1.5 million from a few months ago. On the mobile

site, NJ TRANSIT receives about 540,000 visits now, compared to 430,000 visits previously.

Executive Director Hakim said that information is power, and NJ TRANSIT has been working to put as much of it as possible right at customers' fingertips.

MyTix South Jersey Bus

Executive Director Hakim said last year NJ TRANSIT completed a gradual systemwide rail rollout of the mobile ticketing program, called *MyTix*, which gives rail customers the ability to treat their smart phones as a ticket vending machine and transportation pass all in one. The launch of *MyTix* for rail has been a tremendous success, and the app has already become very popular among customers.

To date, NJ TRANSIT has approximately 250,000 accounts that have been set up through *MyTix*, and customers have purchased a total of two million rail tickets via mobile ticketing representing nearly 25 percent of credit card sales. Over the past six months alone, the program has grown by more than 200 percent.

Executive Director Hakim was pleased to announce that starting on September 25, 2014, NJ TRANSIT will be expanding *MyTix* to the bus system, starting with the southern New Jersey and Philadelphia-area bus routes. Customers in this region will be able to use their smart phones to purchase interstate and intrastate monthly bus passes and display them right from their phones. The app is available for free download on any web-enabled iOS or Android operating system, via the App Store for iOS devices and the Google Play Store for Android devices. For more information, customers may visit njtransit.com/mytix. As with the gradual rail rollout, a phased approach to implementing *MyTix* on the bus system will enable NJ TRANSIT to continue to fine tune the program and work toward the ultimate goal of putting this technology into the hands of all of bus customers.

Fleet Presentation

Executive Director Hakim said in April she reported to the Board that NJ TRANSIT has made significant progress on the fleet strategy to optimize capacity and performance on the bus and rail systems.

Today the rail and bus fleet strategy will be presented to the Board to provide information that will serve as the blueprint for upcoming procurement action items which will be presented for the Board's future consideration.

Executive Director Hakim said Steve Santoro, Assistant Executive Director of Capital Planning and Programs will provide an overview of that plan. Dennis J. Martin will

present the bus fleet strategy and Robert M. Lavell will present the rail fleet strategy. A copy of the bus and rail fleet strategy presentation is attached.

Vice Chairman Meisel thanked staff and said he was advised and kept updated during the process. He noted the report was simplified so everyone could understand it, but noted the work that went into the project was a substantial quantity and was high quality.

Action Items

Executive Director Hakim introduced Steve Santoro, Assistant Executive Director, Capital Planning and Programs, who presented Action Item 1409-41 for approval:

1409-41: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENTS TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

Steve Santoro recommended approval of Item 1409-41, the Amendments to the 2012 Task Order Consultant Contracts Program. The consultants included in this authorization will continue progressing the Superstorm Sandy Disaster Recovery and Resilience Program by providing technical expertise for the restoration and repair work as well as for the study and design of resiliency projects.

Approval is requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering by \$5,500,000 and with STV, Inc. by \$2,500,000 for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program of \$67,400,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

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

Executive Director Hakim presented Action Item 1409-42 for approval:

1409-42: APPOINTMENT OF DEPUTY EXECUTIVE DIRECTOR: NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT)

Executive Director Hakim recommended approval of Item 1409-42, Appointment of a Deputy Executive Director. This position requires an

experienced, qualified professional with the knowledge and expertise necessary to perform assigned duties. Neil S. Yellin has nearly 35 years of public sector leadership experience, 27 of those years in the public transit industry. Mr. Yellin is a leader in policy administration and administrative functions, including human resources, training, contracts and procurement.

Authorization is requested to appoint Neil S. Yellin to the position of Deputy Executive Director at an annual salary of \$199,000 together with NJ TRANSIT's standard at-will employee benefits.

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

Vice Chairman Meisel said former Commissioner Simpson thought this was important. Vice Chairman Meisel expressed his support and congratulated Executive Director Hakim on this important decision.

Executive Director Hakim presented Action Item 1409-43 for approval:

1409-43: APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT BUS OPERATIONS, INC., GENERAL MANAGER: NJ TRANSIT MERCER, INC., GENERAL MANAGER: NJ TRANSIT MORRIS, INC.

Executive Director Hakim recommended approval of Item 1409-43, the Appointment of a Vice President and General Manager of Bus Operations and General Manager of NJ TRANSIT Mercer and NJ TRANSIT Morris. This position requires an experienced, qualified professional with the knowledge and expertise to manage the second largest bus fleet in the nation, serving approximately 65 percent of New Jersey's public transportation customers.

Authorization is requested to appoint Dennis J. Martin to the position of Vice President and General Manager of NJ TRANSIT Bus Operations and General Manager of NJ TRANSIT Mercer and NJ TRANSIT Morris at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

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

Executive Director Hakim presented Action Item 1409-44 for approval:

**1409-44: APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER:
NJ TRANSIT RAIL OPERATIONS, INC.**

Executive Director Hakim recommended approval of Item 1409-44, the Appointment of a Vice President and General Manager of Rail Operations. This position requires an experienced, qualified professional with the knowledge and expertise necessary to manage NJ TRANSIT's complex multi-modal system, with 12 commuter rail lines and 16 stations, the third largest in the nation.

Authorization is requested to appoint Robert M. Lavell to the position of Vice President and General Manager of NJ TRANSIT Rail Operations at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

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

Vice Chairman Meisel wished Dennis Martin and Robert Lavell good luck and said it was well earned. Acting Commissioner Bertoni congratulated both of them.

Executive Session

Acting Chairman Bertoni concluded the open session agenda items at approximately 7:28 p.m. and requested a motion to enter Executive Session to discuss personnel matters, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

A motion was made by Board Member Myron P. Shevell, seconded by Vice Chairman Bruce M. Meisel and unanimously adopted.

Acting Chairman Bertoni, Vice Chairman Meisel, Board Members Shevell, Simon, and Finkle, returned to open session at approximately 7:47 p.m.

Adjournment

Since there were no further comments or business, Acting Chairman Bertoni called for adjournment and a motion to adjourn was made by Board Member Myron P. Shevell, seconded by Board Member James C. Finkle, Jr. and unanimously adopted. The meeting was adjourned at approximately 7:48 p.m.

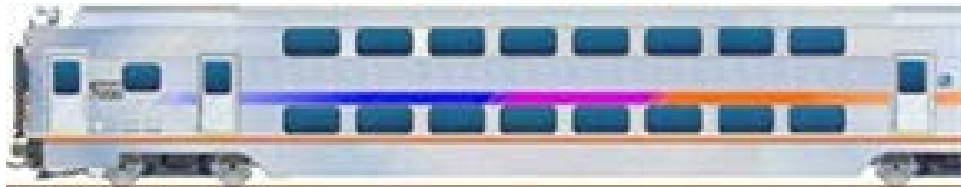


RAIL AND BUS FLEET STRATEGY



Opportunities 2014-2020

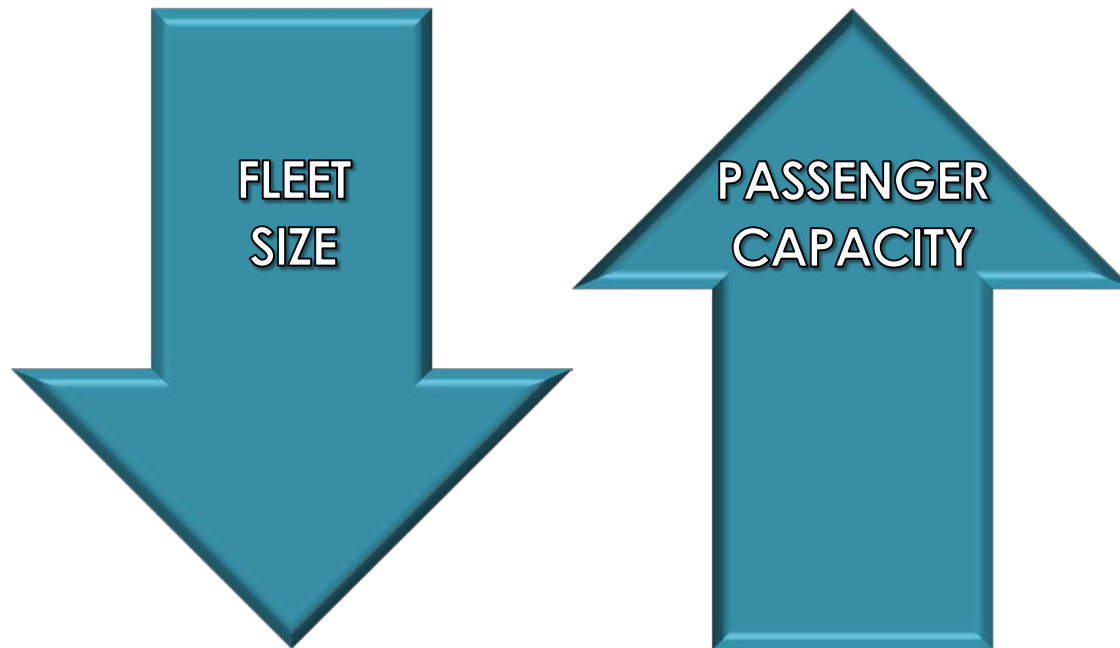
RAIL FLEET STRATEGY



RAIL

RAIL FLEET STRATEGY

STRATEGIC GOAL: Maintain a state-of-good-repair while improving efficiency



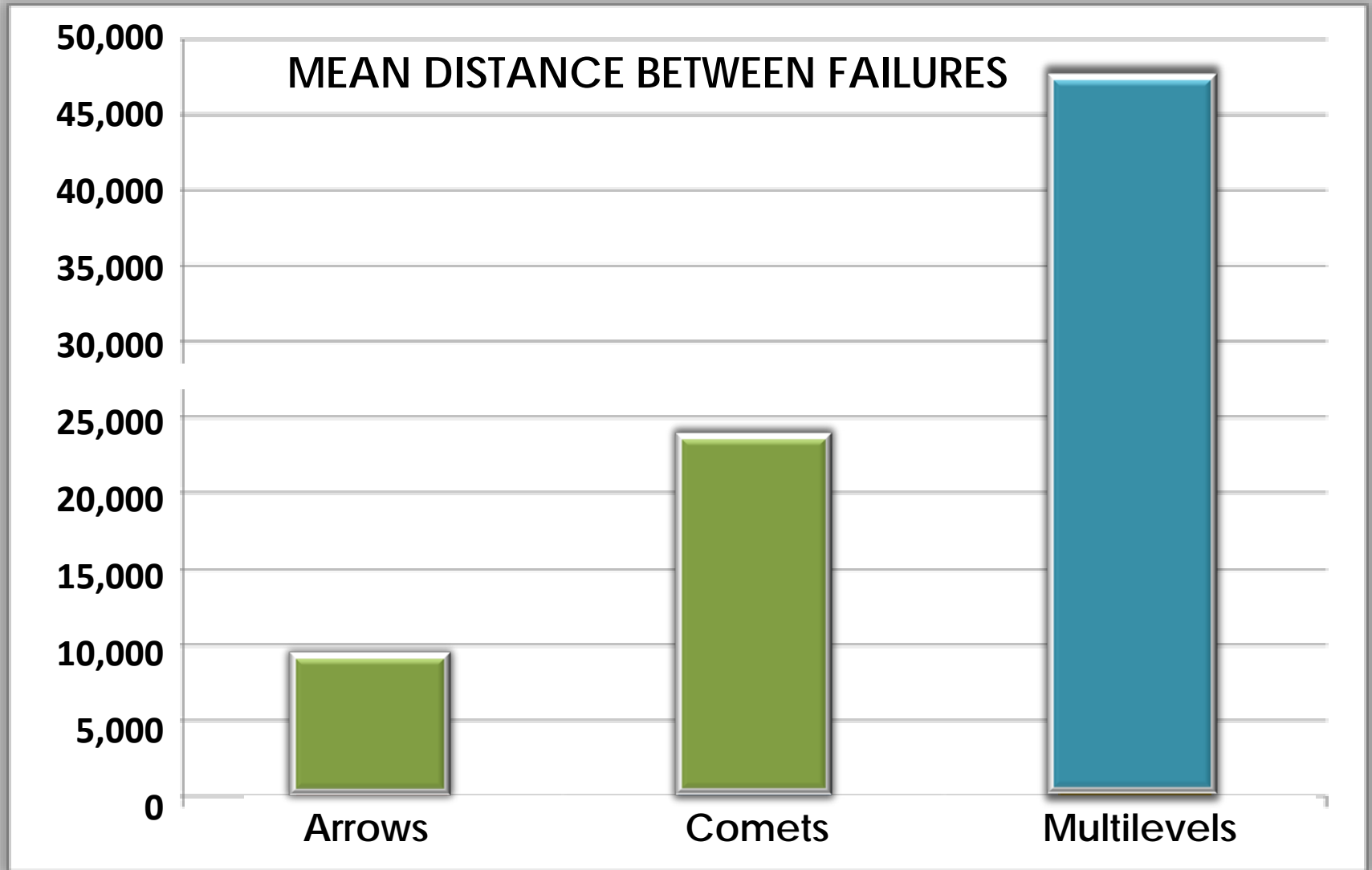
RAIL FLEET STRATEGY

	2010	2020	EQUIPMENT	SEATING
Passenger Rail Coaches	1124	1050	7%	6%

The Fleet Strategy is based on the systematic retiring of **SINGLE LEVEL** coaches and replacing them with **MULTILEVELS**

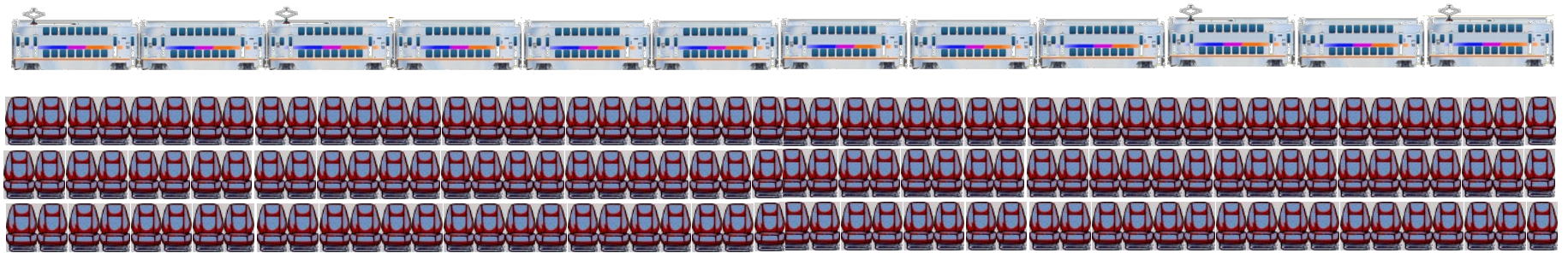
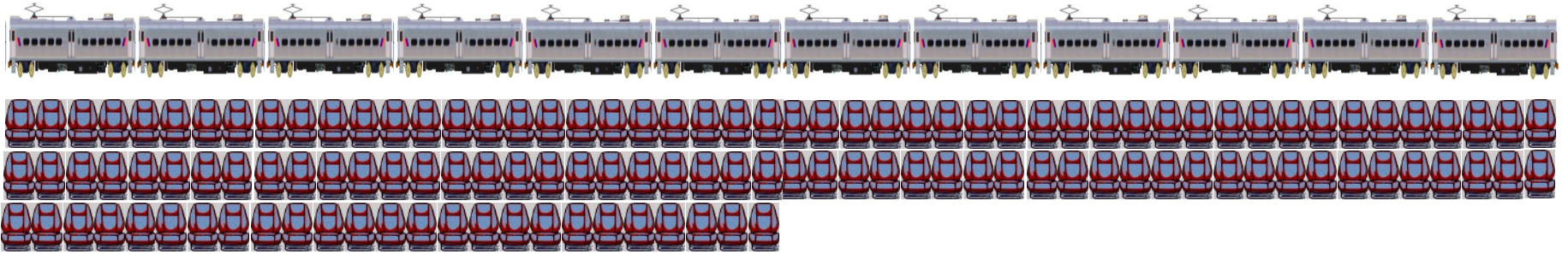


RAIL FLEET STRATEGY



RAIL FLEET STRATEGY

Capacity of 12 Arrow IIIs = 1,380 seats



Capacity of 12 Multilevels = 1,522 seats

RAIL FLEET STRATEGY



RAIL FLEET STRATEGY

2004

2015

2040

Arrow III



Comet IB



Comet I



Comet I low



Comet II



Comet III



Comet IV



Comet V



MLV



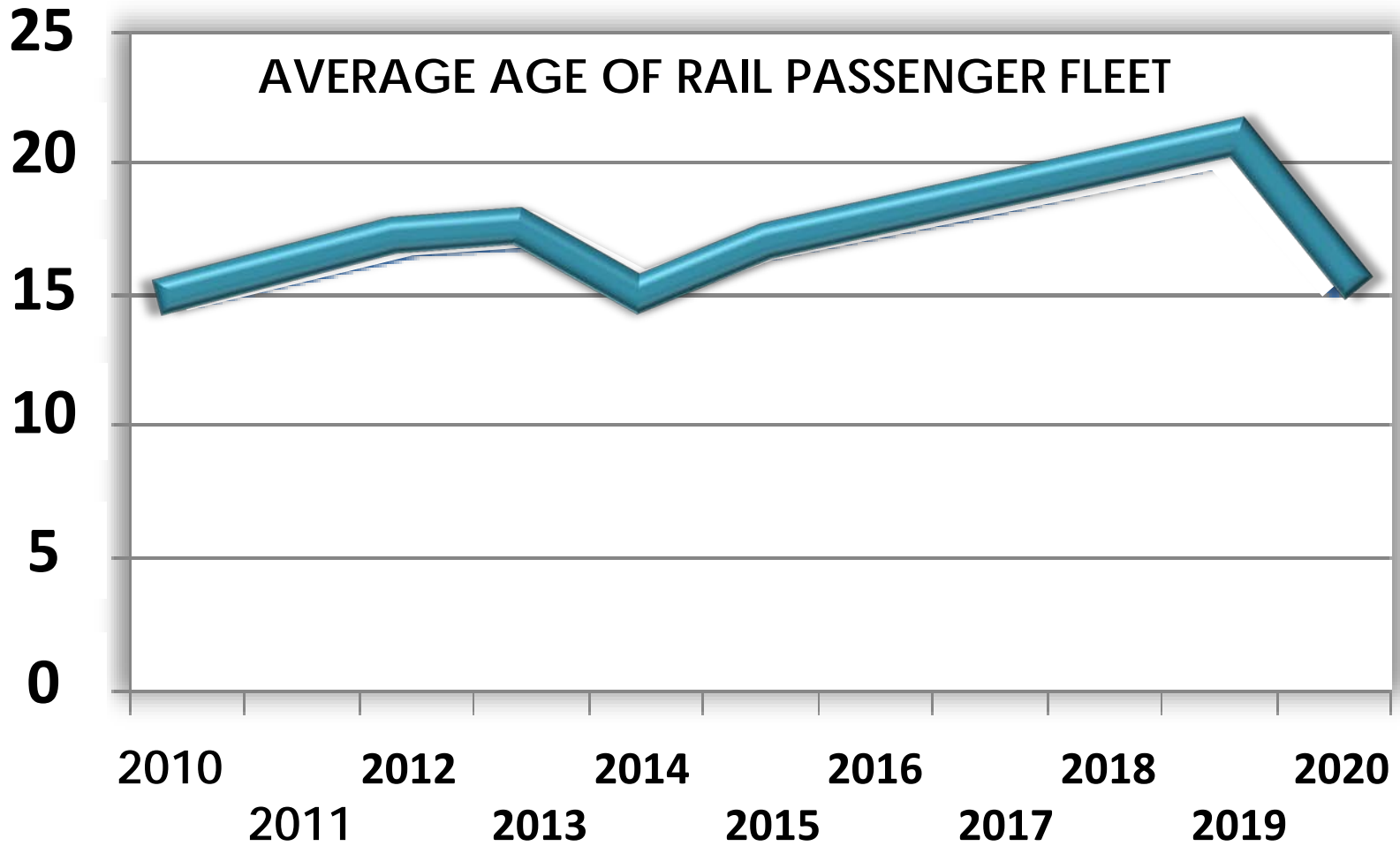
Multi EMU



RAIL FLEET STRATEGY



RAIL FLEET STRATEGY



RAIL FLEET STRATEGY



INCREASE capacity for future growth

REDUCE operating and maintenance costs

ENHANCE the customer experience

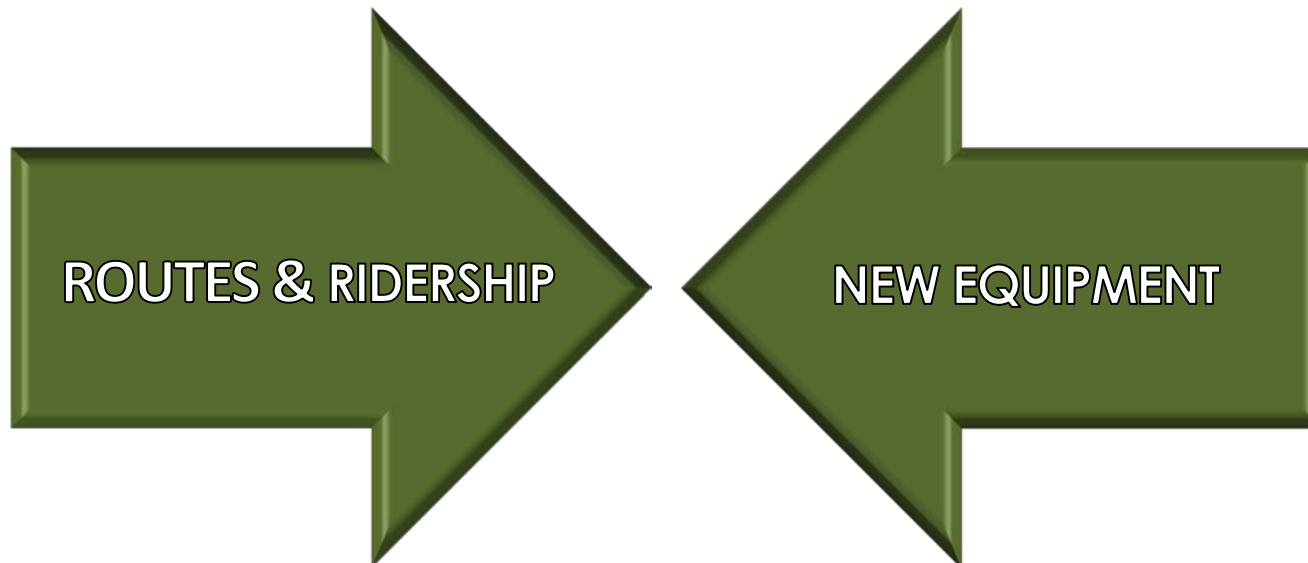
BUS FLEET STRATEGY

BUS



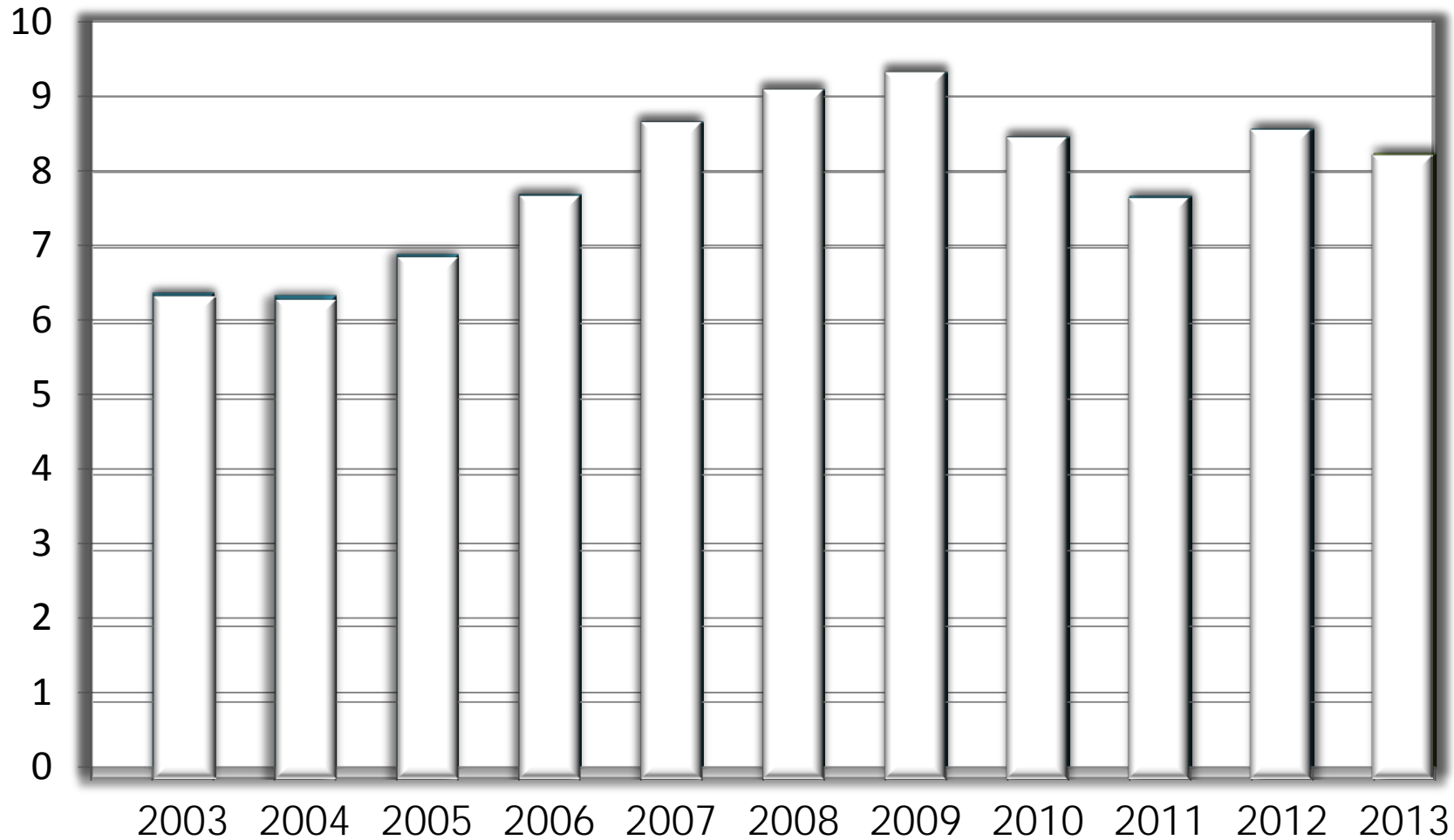
BUS FLEET STRATEGY

STRATEGIC GOAL: Service proposals to meet ridership trends and advance major equipment purchase.

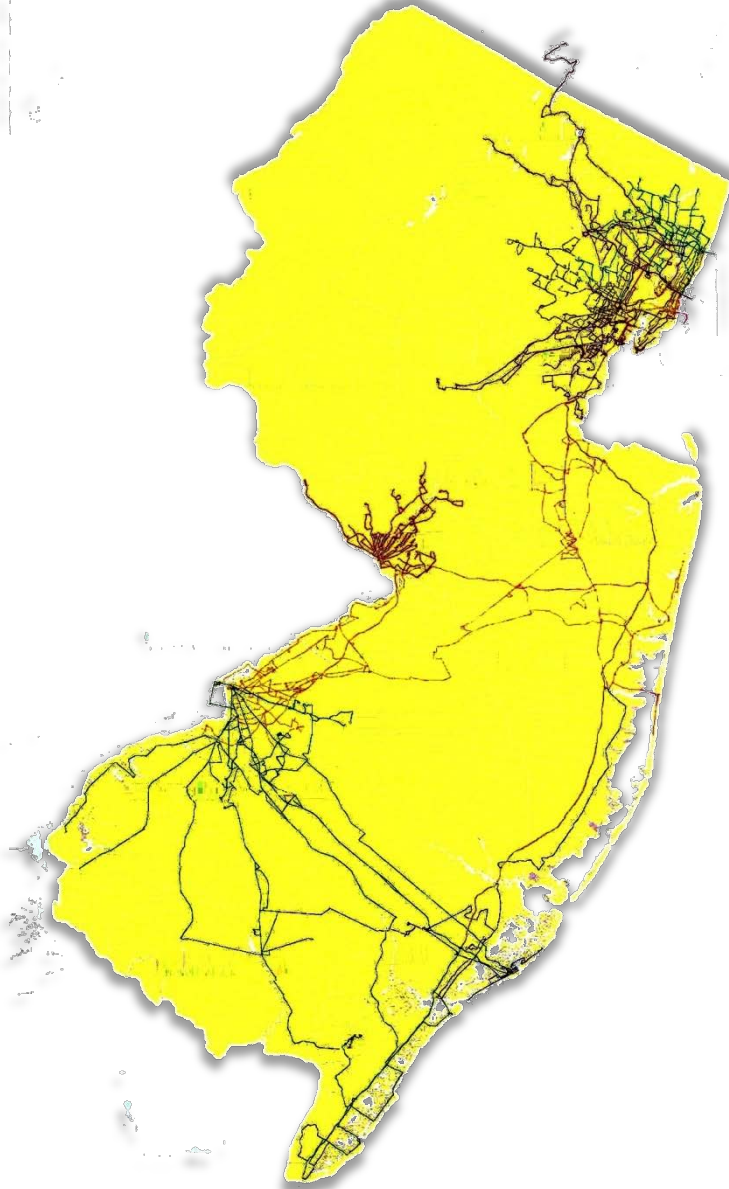


BUS FLEET STRATEGY

AVERAGE AGE OF BUS PASSENGER FLEET



BUS FLEET STRATEGY



205 NJ TRANSIT routes with 161M annual passengers

57 Private carrier routes with 31M annual passengers

15 Private operators

BUS FLEET STRATEGY

► Frequency of service is based on:

- Peak vehicle requirements
- 15% spare ratio per garage



BUS FLEET STRATEGY

31'
40'

Transit Buses

40'

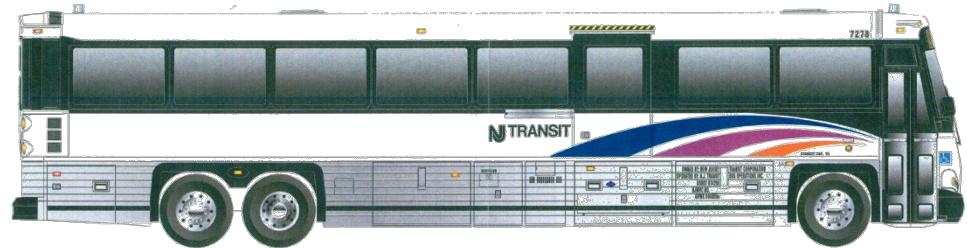
Suburban Buses

40'
45'

Cruiser Buses

60'

Articulated
Buses



BUS FLEET STRATEGY



- ▶ GEOGRAPHY

- ▶ SERVICE

- ▶ LOADS

- ▶ FREQUENCIES

- ▶ SPAN

FUTURE NEEDS

- New projects and programs

- Regional projects

- Trans-Hudson growth

BUS FLEET STRATEGY

NABI

Transit &
Suburban



31'

Transit Buses

40'

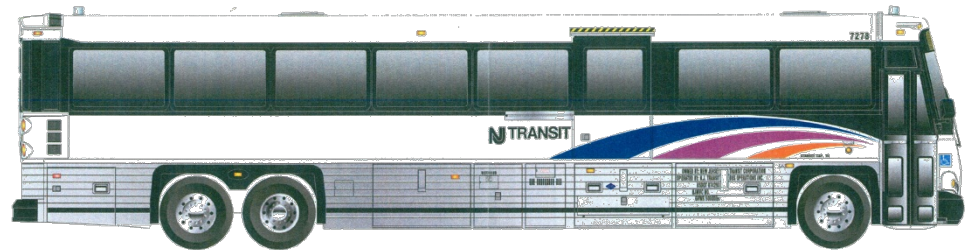
Suburban Buses

40'

Cruiser Buses

40'

45'



60'

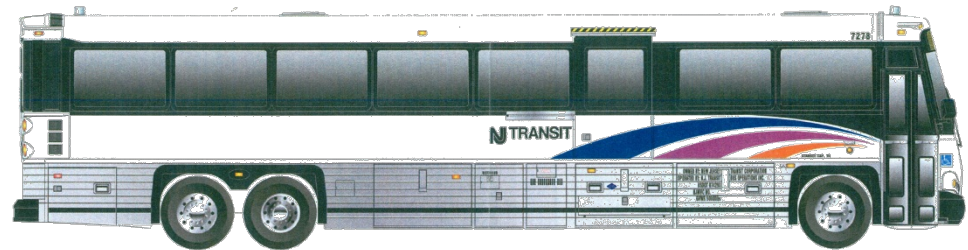
Articulated
Buses



BUS FLEET STRATEGY

1,388

CRUISER BUS
PURCHASE



85

ARTICULATED
BUS PURCHASE



**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**

SEPTEMBER 10, 2014

MINUTES

PAGE

➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	46812
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ BOARD MEMBER COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT REPORT DECEMBER 2014)	-
➤ BOARD COMMITTEE REPORTS *Combined Customer Service Committee and Administration Committee *Capital Planning, Policy and Privatization Committee	-
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	46813

ACTION ITEMS

1409-41 SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENTS TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM	46842
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Authorization for approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering, Inc. (NJ TRANSIT Contract No. 13-006B) by \$5,500,000 and with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by \$2,500,000, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$67,400,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

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
SEPTEMBER 10, 2014
MINUTES
PAGE 2

1409-42 APPOINTMENT OF DEPUTY EXECUTIVE DIRECTOR: 46849
NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT)

Authorization is requested to appoint Neil S. Yellin to the position of Deputy Executive Director at an annual salary of \$199,000 together with NJ TRANSIT's standard at-will employee benefits.

1409-43 APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER: 46851
NJ TRANSIT BUS OPERATIONS, INC., GENERAL MANAGER: NJ
TRANSIT MERCER, INC., GENERAL MANAGER: NJ TRANSIT MORRIS,
INC.

Authorization is requested to appoint Dennis J. Martin to the position of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager of NJ TRANSIT Mercer, Inc., and General Manager of NJ TRANSIT Morris, Inc. at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

1409-44 APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER: 46854
NJ TRANSIT RAIL OPERATIONS, INC.

Authorization is requested to appoint Robert M. Lavell to the position of Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. at an annual salary of \$180,000 together with NJ TRANSIT's standard at-will employee benefits.

➤ **EXECUTIVE SESSION AUTHORIZATION 46857**

➤ **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 July 9, 2014 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on July 11, 2014;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the July 9, 2014 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Joseph D. Bertoni, Acting Board Chairman
Veronique Hakim, Executive Director



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

TO: BOARD OF DIRECTORS
FROM: VERONIQUE "RONNIE" HAKIM *Ronnie*
DATE: SEPTEMBER 10, 2014
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – SEPTEMBER 2014

This month, I would like to again thank our customers for participating in NJ TRANSIT's latest customer survey as part of *Scorecard*. The survey kicked off online on August 11 and concluded on September 1. Customer participation in these regular surveys is vital to helping us know where we need to improve, and in fact, some significant changes have already been made as a result, like ceiling fans in New York Penn Station and gate agents at the Port Authority Bus Terminal. We want our customers to know that their feedback really does matter and drives our ongoing efforts to improve their overall experience on our system. I look forward to reporting back with the survey results.

In April, we launched our "Reaching Out" campaign, designed to communicate the many ways our customers can access the latest, most up-to-date travel information. The campaign, which will continue through next month and appear periodically through the year, highlights innovative technological tools such as *MyBus Now*, *Departure Vision*, *My Transit* alerts and our social media platform, all of which help to keep our customers in the know about NJ TRANSIT service.

I am pleased to report some positive statistics through the midpoint of our campaign last month, which shows that we are getting the message to our customers. Use of our *My Bus* and *My Light Rail* text message-based systems increased by more than 12 percent since before the campaign. Regarding social media, we gained 17 percent more Twitter followers and 17.5 percent more "likes" on Facebook. And, perhaps most importantly because of the wealth of information contained there, visits to the homepage of njtransit.com increased by more than 23 percent via the desktop site and more than 25 percent on the mobile site. We all know that information is power, and we have been working to put as much of it as possible right at customers' fingertips, as well as to make them aware of all the technological tools that are available to them for accessing this information.

Last year, we completed a gradual systemwide rail rollout of our mobile ticketing program, called *MyTix*, which gives rail customers the ability to treat their smart phones as a ticket vending machine and transportation pass all in one. The launch of *MyTix* for rail has been a tremendous success, and the app has already become very popular among our customers. To date, we have approximately 250,000 accounts that have been set up through *MyTix*, and customers have purchased a total of two million rail tickets via mobile ticketing—representing nearly 25 percent of credit card sales. Over the past six months alone, the program has grown by more than 200 percent.

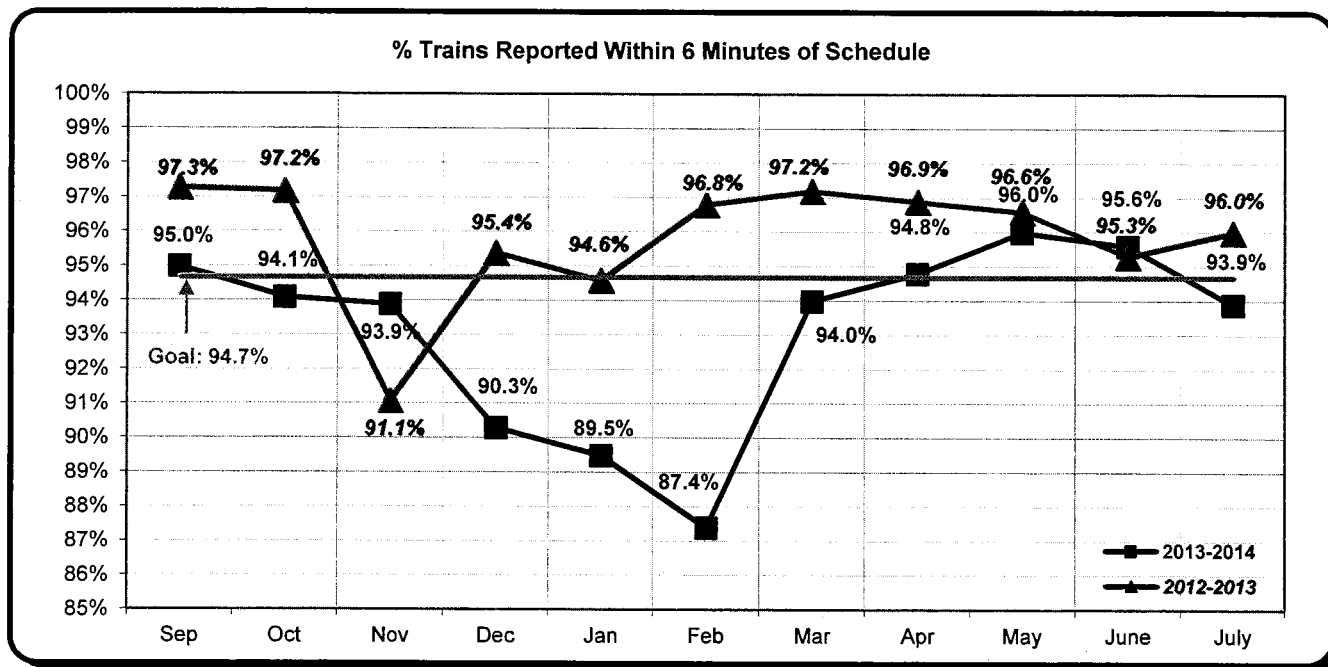
We are very pleased with our rail customers' response to *MyTix* and have since been working to bring this technology to our bus customers as well to offer them a seamless travel experience. Starting on September 25, we are expanding *MyTix* to our bus system, starting with our southern New Jersey and Philadelphia-area bus routes. Customers in this region will be able to use their smart phones to purchase interstate and intrastate monthly bus passes and display them right from their phones. The app is available for free download on any web-enabled iOS or Android device, via the App Store and Google Play. As with our gradual rail rollout, a phased approach to implementing *MyTix* on our bus system will enable us to continue to fine tune the program as we work toward our ultimate goal of putting this technology into the hands of all of our bus customers.

EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 2014

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2012 - JULY 2014



	2013	2014	# Change
July Comparison	96.0%	93.9%	-2.1%

	2012-2013	2013-2014	# Change
12-Month Average August - July	96.0%	93.6%	-2.4%

Analysis:

Rail On-Time Performance was 93.9% for July 2014. Of the 19,094 trains scheduled to operate, 17,923 were on time, while 1,171 trains (or 6.1%) were delayed. Key causes included:

- Amtrak power problem, NJT weather-related overhead wire failure, NJT equipment problems, and Amtrak signal and switch problems accounted for 111 delays for an OTP of 82.2% on July 8.
- Amtrak equipment failure, NJT weather-related overhead wire failure, and Amtrak high-speed rail project work accounted for 96 delays for an OTP of 96% on July 9.
- Amtrak signal problems, Amtrak preference, NJT trackside interference, Amtrak police action, NJT weather-related issues, Amtrak Portal Bridge opening, and NJT locomotive failure caused 92 delays for an OTP of 84.7% on July 14.

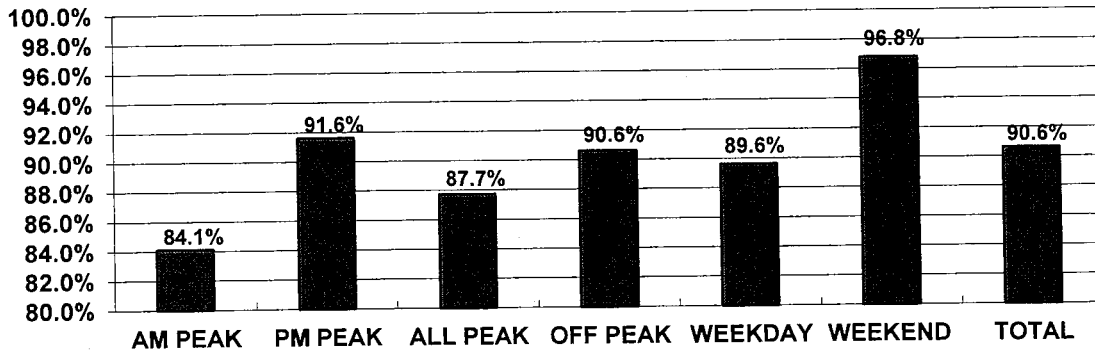
The 12-month average for Rail On-Time Performance for August 2012 - July 2014 was 95.0%.

ON-TIME PERFORMANCE RAIL

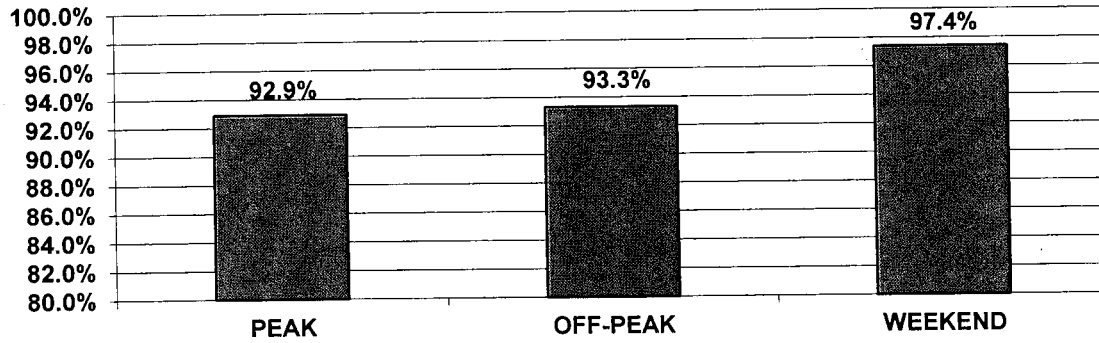
SUMMARY BY TIME PERIOD JULY 2014

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

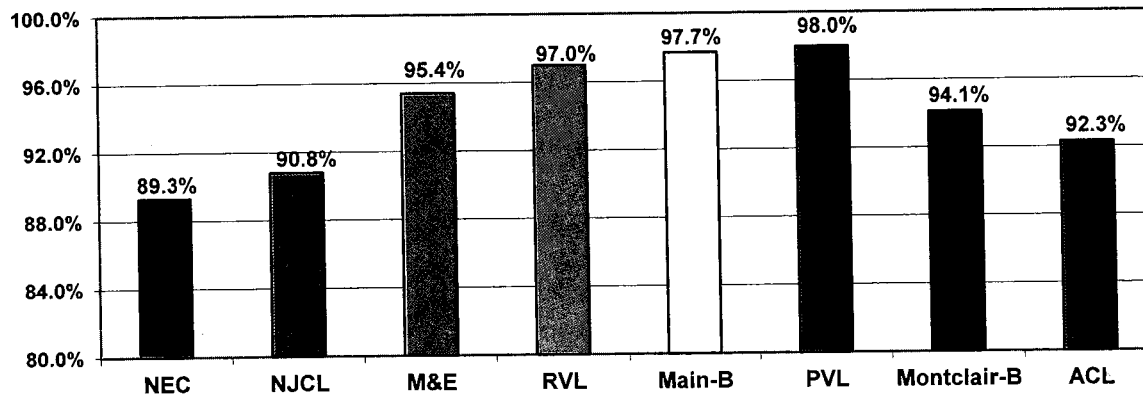
% NEW YORK PENN STATION Trains Reported On Time *



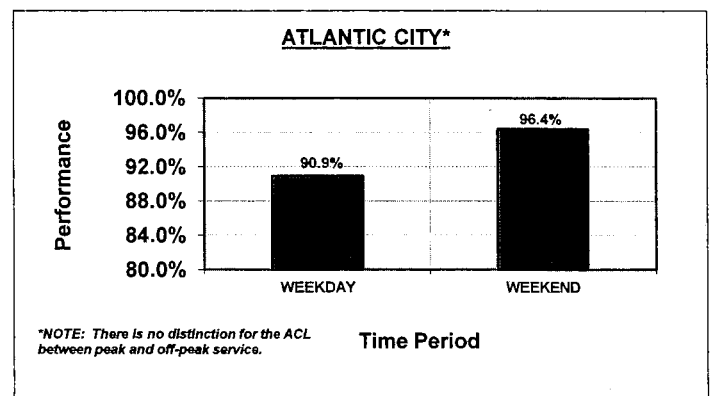
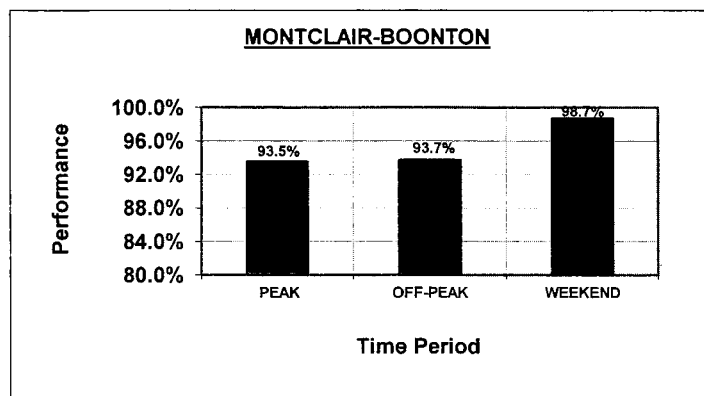
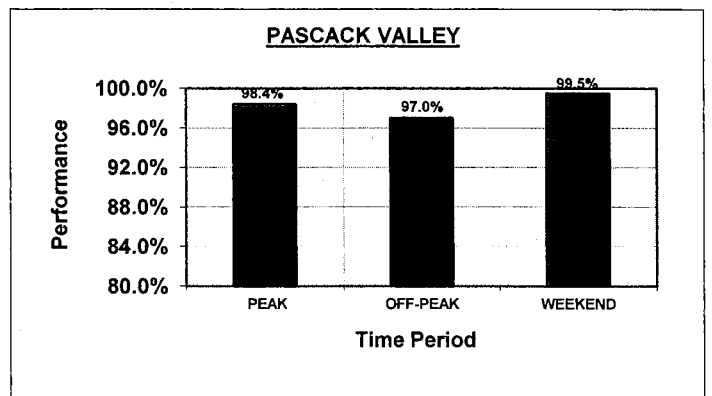
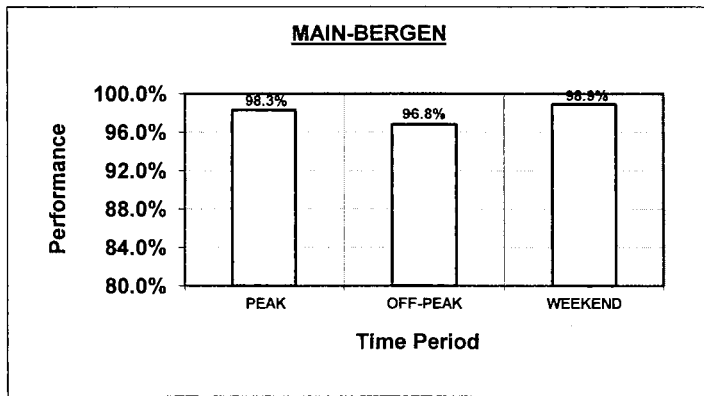
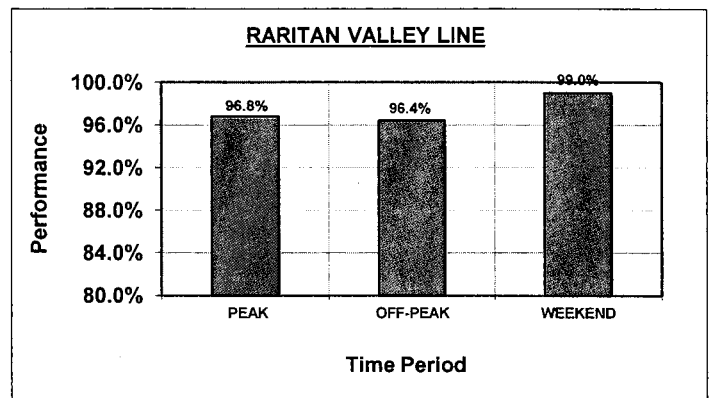
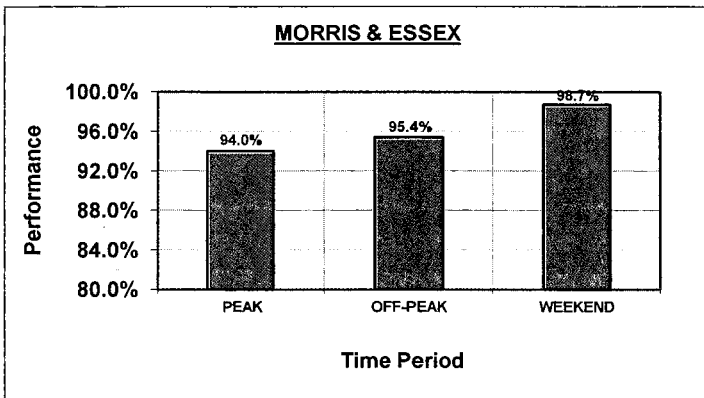
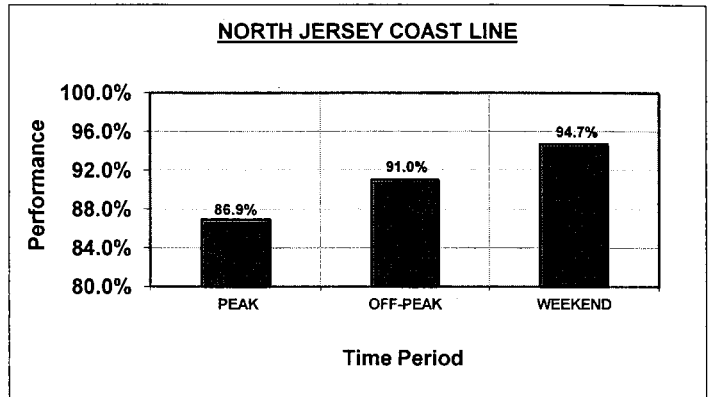
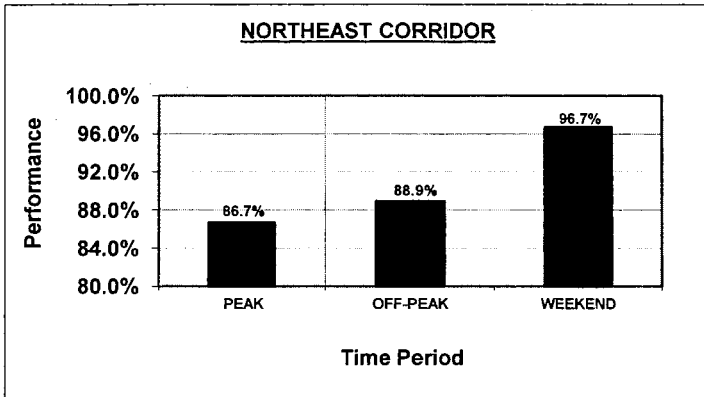
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



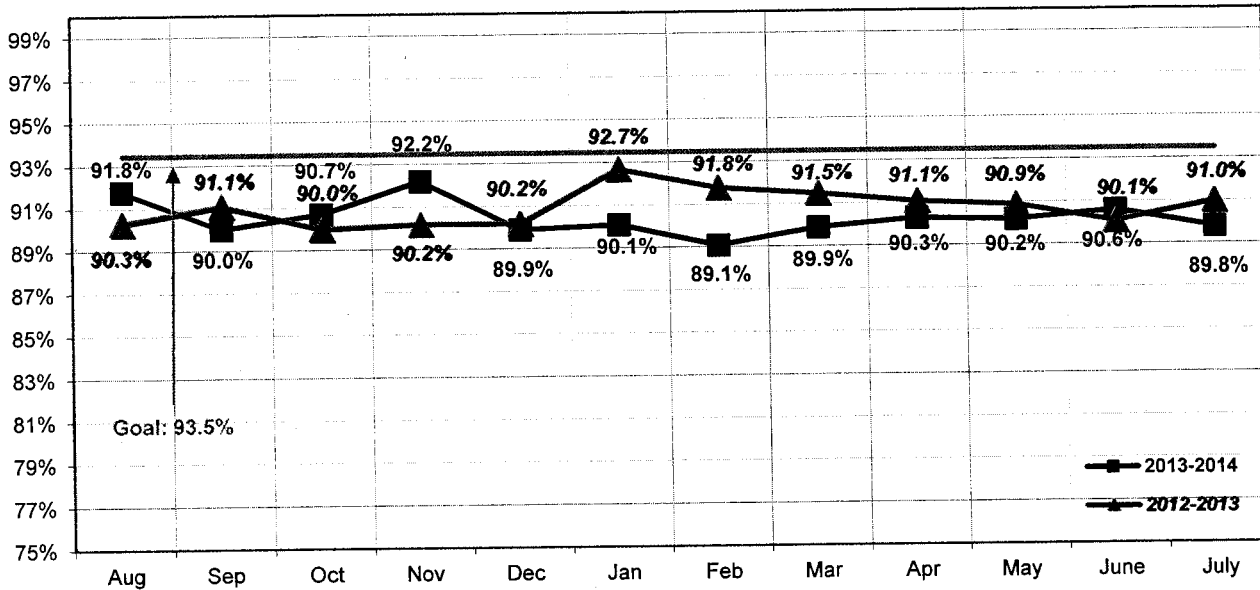
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2014



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

NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2012 - JULY 2014

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2014	2013	% Change
July Comparison	89.8%	90.1%	0.3%

	2012-2013	2013-2014	% Change
12-Month Average August - July	90.9%	90.4%	-0.5%

Analysis:

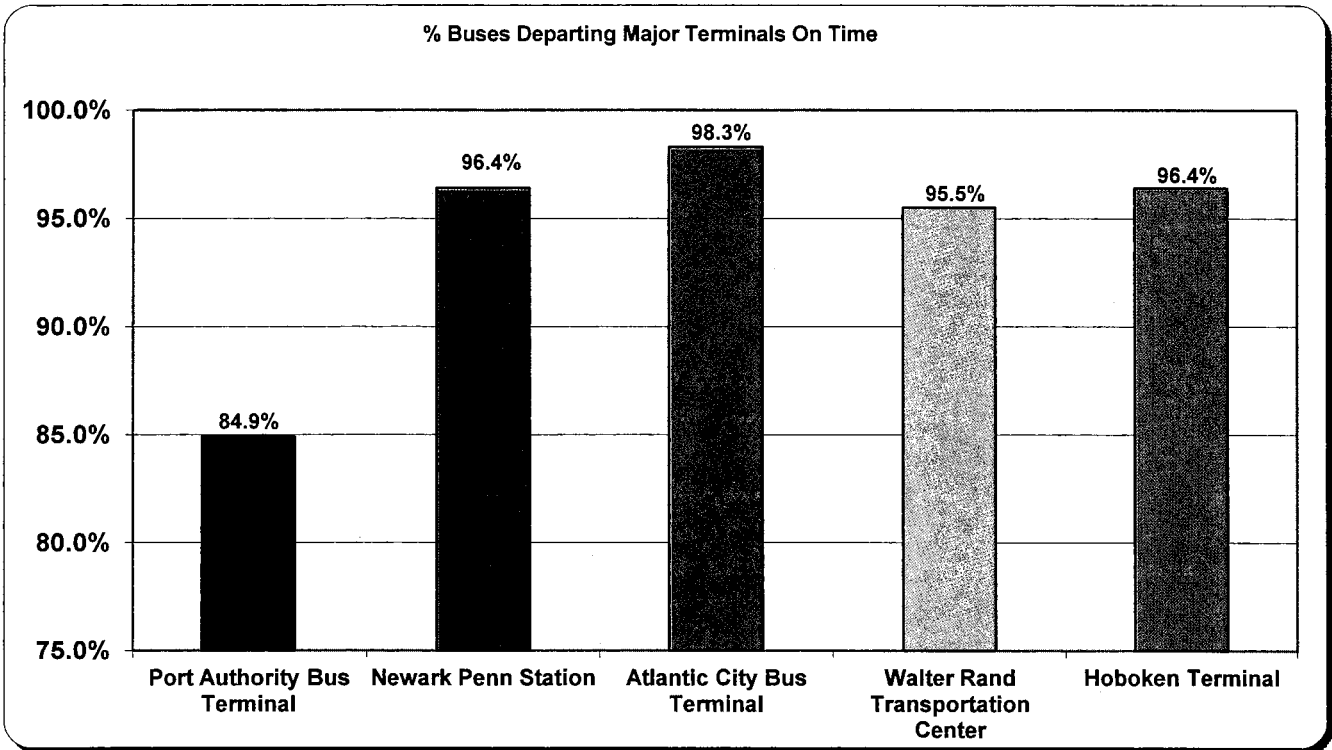
Bus On-Time Performance was 89.8% for July 2014. Of the 39,266 monitored departures, 3,998 (or 10.2%) experienced delays. Key causes included:

- Police activity on one day caused 45+ minute delays, disabled vehicles on four days caused 30+ minute delays, and disabled buses on two days caused 30+ minute delays affecting Port Authority Bus Terminal service.
- Two bus breakdowns and 20+ minute delays due to congestion and accidents on the Ben Franklin Bridge affecting Walter Rand Transportation Center service.
- Mechanical problems and accessibility accommodations accounted for delays, particularly on July 1, 3, 8, 9, 15 and 21, affecting Newark Penn Station service.
- Detours in Wildwood and Cape May Court House along Crest Haven Rd. while road was being repaired affecting Atlantic City Bus Terminal service.

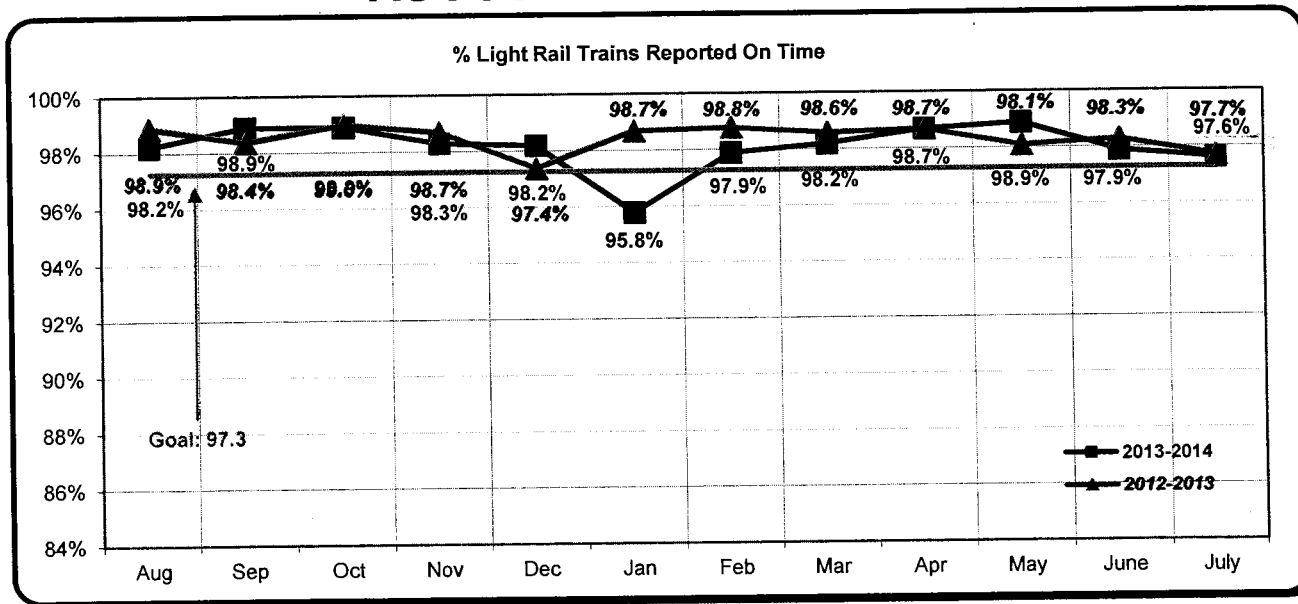
The 12-month average for Bus On-Time Performance for August 2012 - July 2014 was 90.6%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JULY 2014



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL AUGUST 2012 - JULY 2014



	2013	2014	# Change
July Comparison	98.3%	98.9%	0.6%

	2012-2013	2013-2014	# Change
12-Month Average August - July	98.5%	98.2%	-0.3%

Analysis:

Light Rail On-Time Performance systemwide was 97.6% for the month of July 2014. Of the 27,261 scheduled trains, 667 (or 2.4 %) experienced delays. Key causes included:

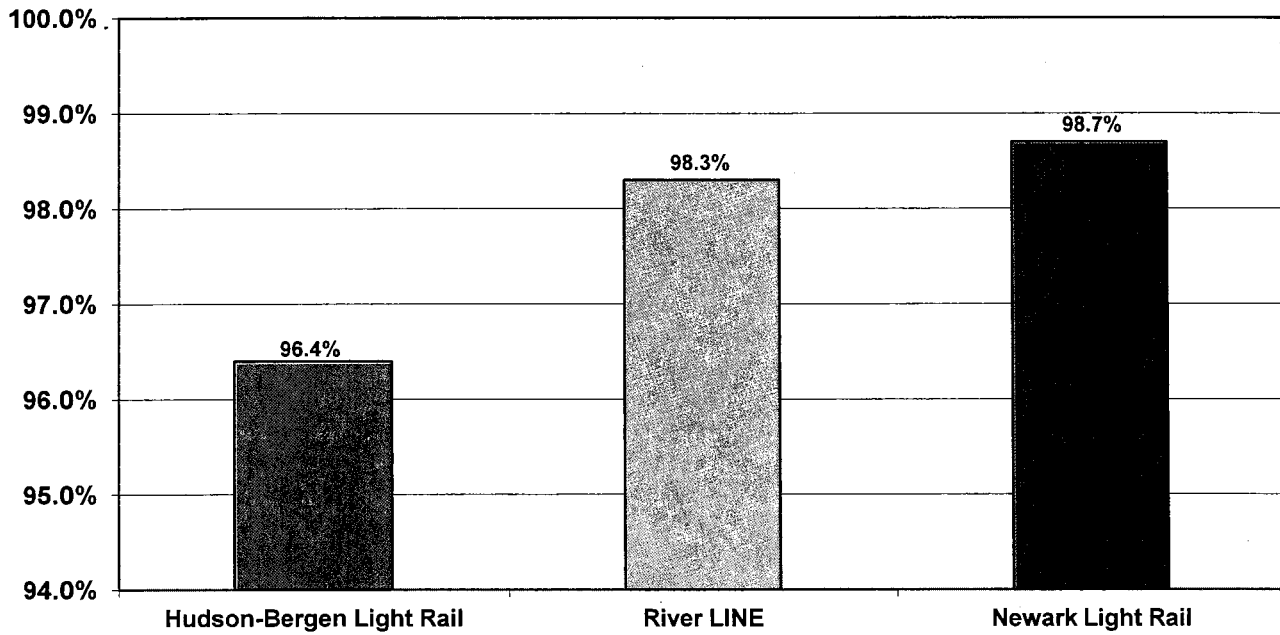
- A disabled light rail vehicle and communications failure at Penn Interlocking delayed 54 Newark Light Rail trains on July 1.
- Police activity and a misrouted vehicle delayed 22 Hudson-Bergen Light Rail trains on July 2.
- A light rail vehicle striking an automobile in Camden delayed River Line trains on July 2.

The 12-month average for Light Rail On-Time Performance for August 2012 - July 2014 was 98.4%.

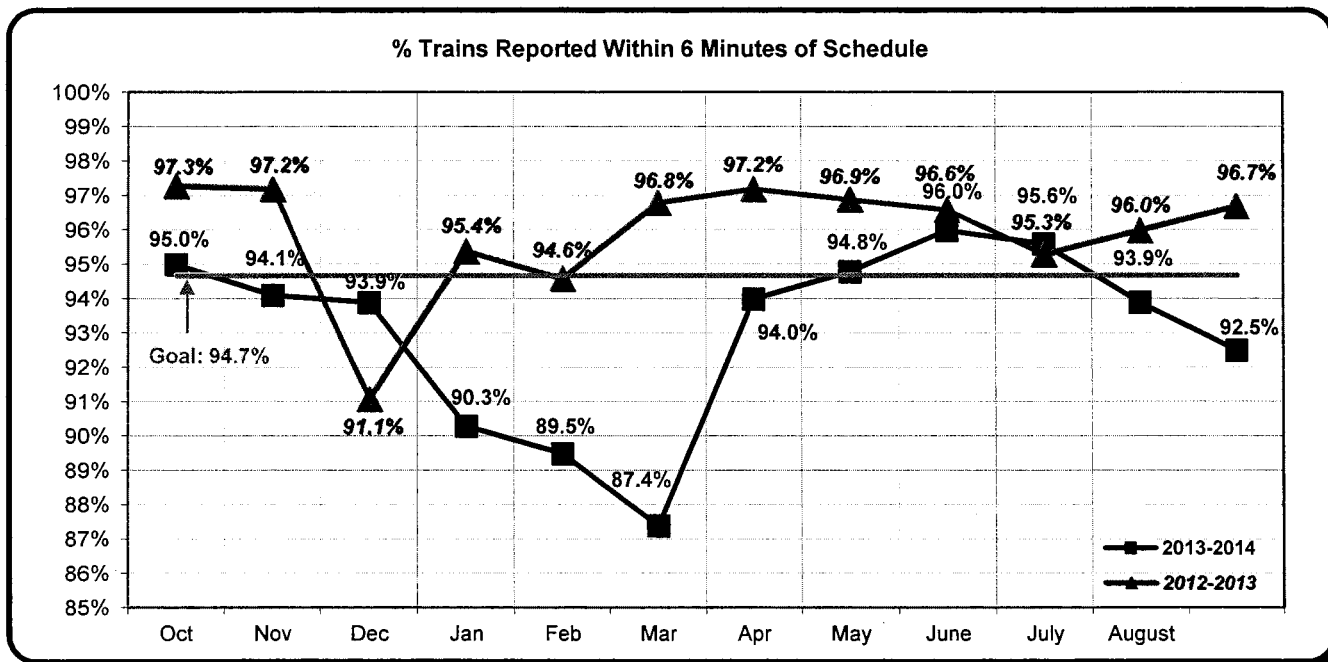
ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE JULY 2014

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2012 - AUGUST 2014



	2013	2014	# Change
August Comparison	96.7%	92.5%	-4.2%

	2012-2013	2013-2014	# Change
12-Month Average September - August	95.9%	93.1%	-2.8%

Analysis:

Rail On-Time Performance was 92.5% for August 2014. Of the 18,748 trains scheduled to operate, 17,336 were on time, while 1,412 trains (or 7.5%) were delayed. Key causes included:

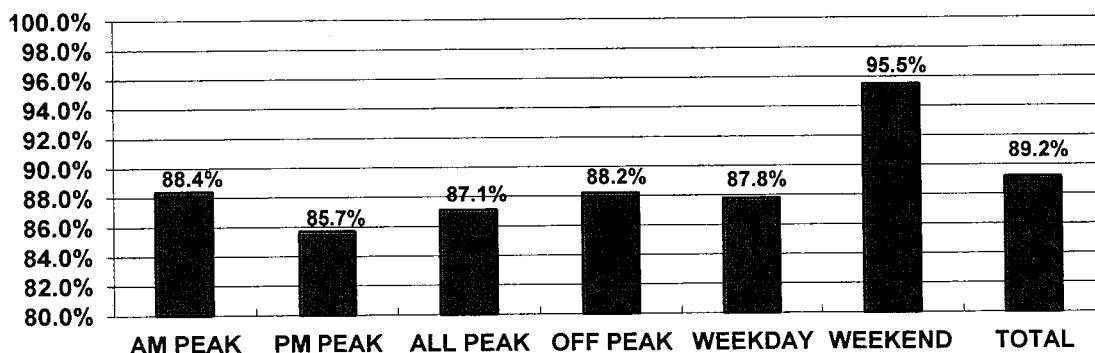
- Amtrak trackside interference, NJT equipment problems, and Amtrak signal problems accounted for 73 delays for a total of 87.5% OTP on August 4.
- Amtrak track condition, Amtrak equipment problem, NJT trackside interference, NJT locomotive failure, and Amtrak programmed maintenance accounted for 101 delays for a total of 83.6% OTP on August 8.
- Amtrak track condition, NJT bridge strike, Metro-North signal problems, NJT equipment problems, Amtrak high-speed rail project work, and NJT miscellaneous accounted for 112 delays for a total of 81.1% on August 21.

ON-TIME PERFORMANCE RAIL

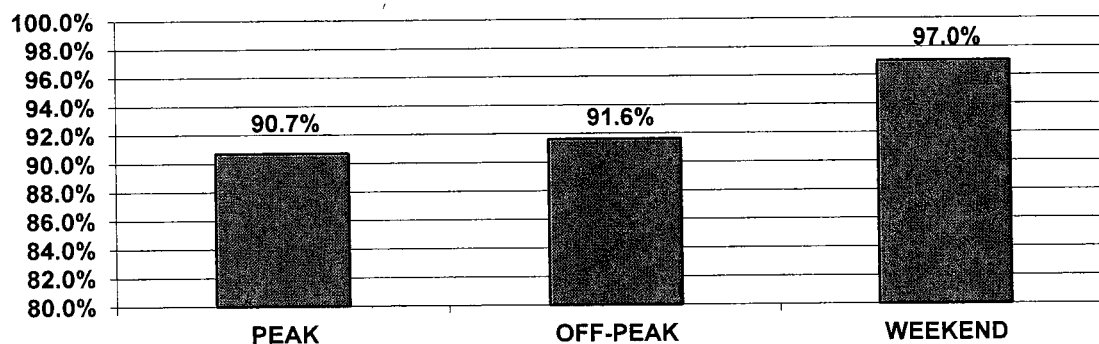
SUMMARY BY TIME PERIOD AUGUST 2014

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

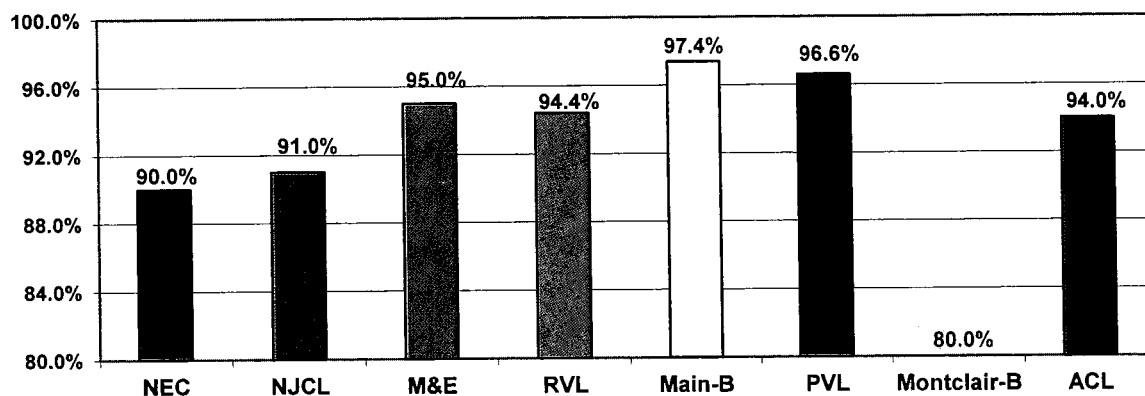
% NEW YORK PENN STATION Trains Reported On Time *



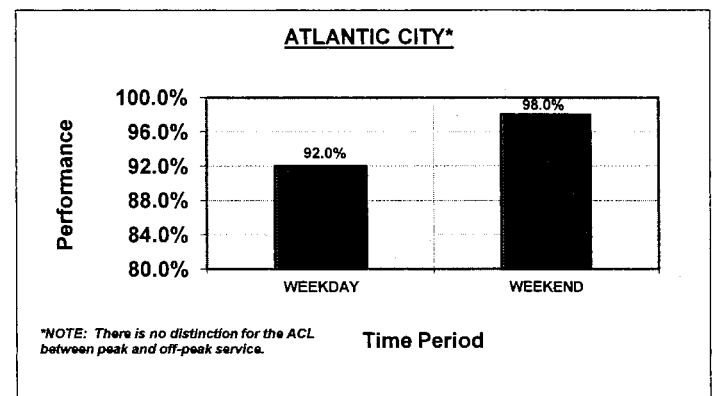
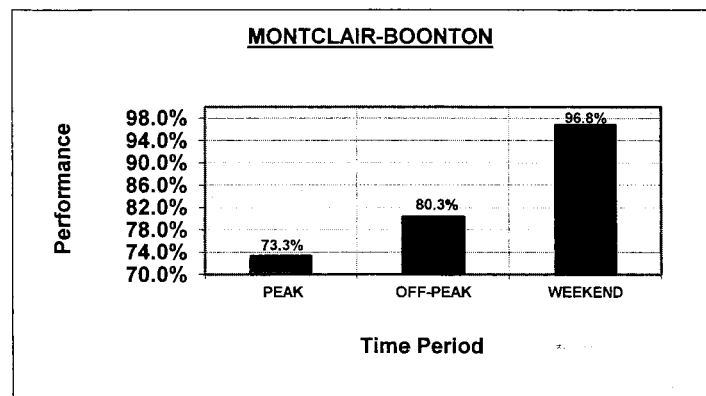
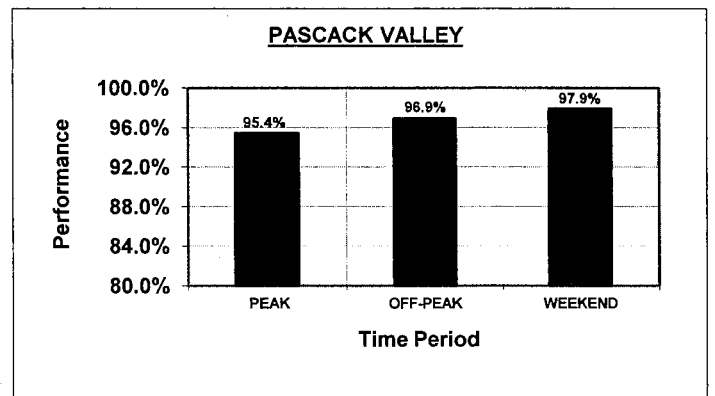
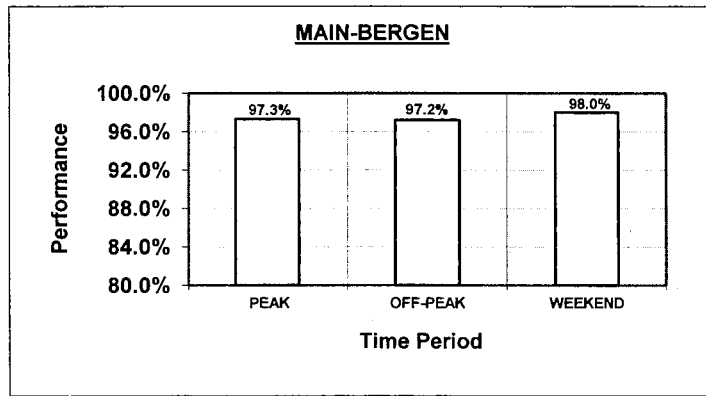
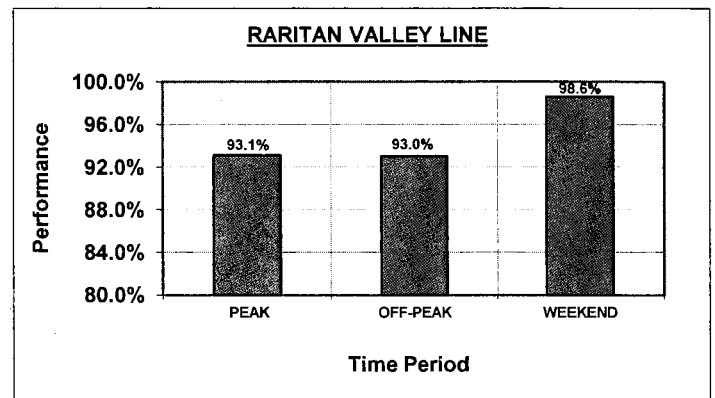
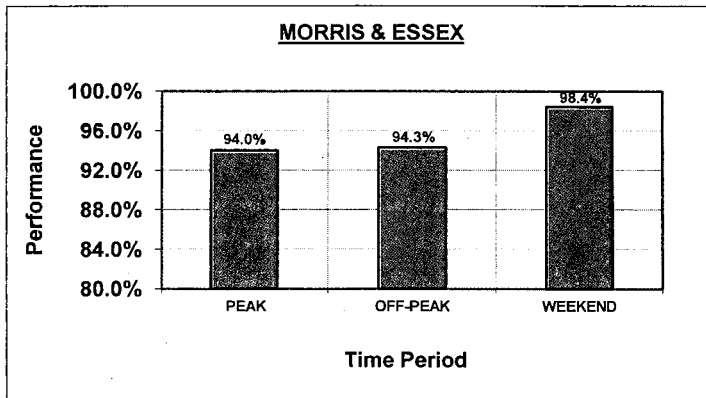
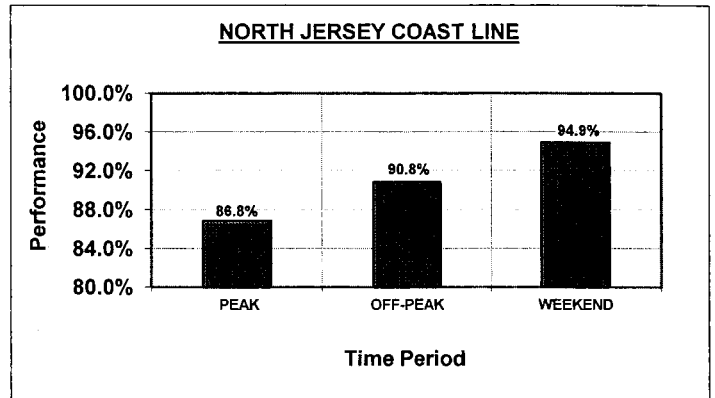
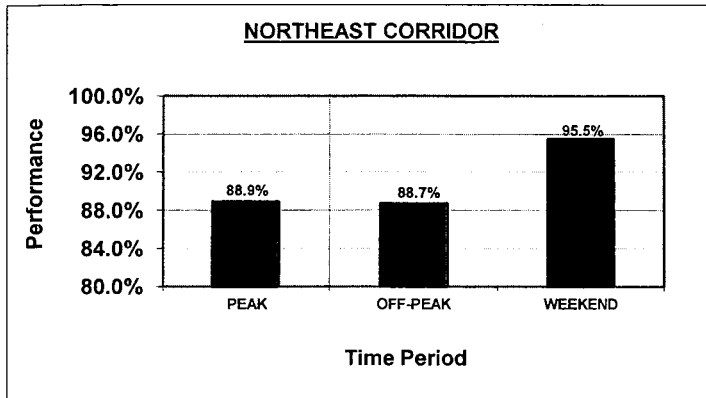
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



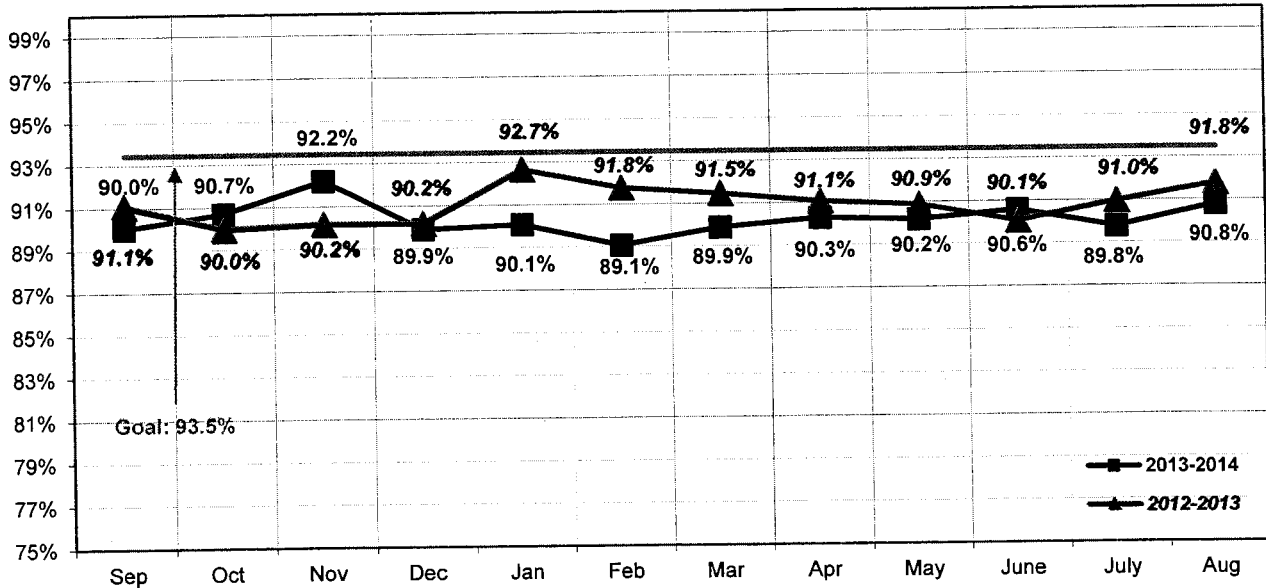
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2014



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

NJ TRANSIT ON-TIME PERFORMANCE BUS SEPTEMBER 2012 - AUGUST 2014

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2014	2013	% Change
August Comparison	90.8%	91.8%	1.0%

	2012-2013	2013-2014	% Change
12-Month Average September - August	90.9%	90.4%	-0.5%

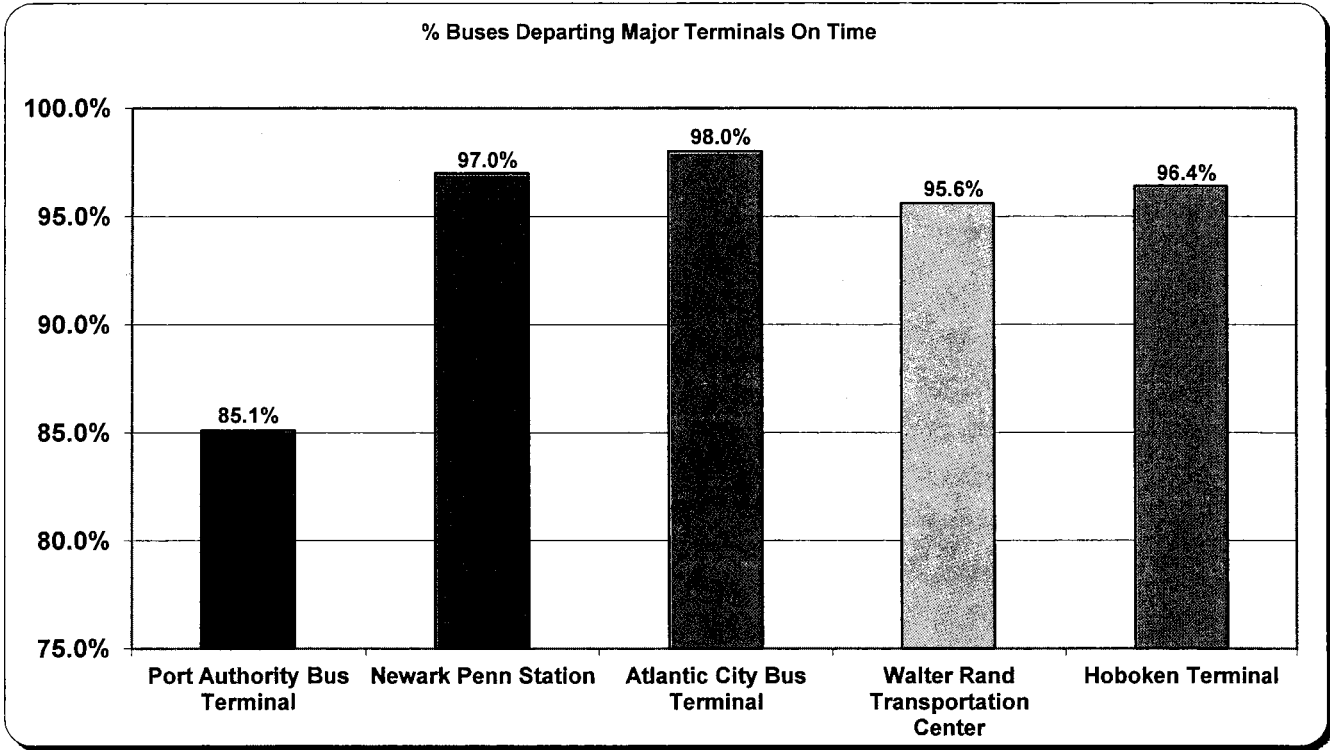
Analysis:

Bus On-Time Performance was 90.8% for August 2014. Of the 38,178 monitored departures, 3,814 (or 9.2%) experienced delays. Key causes included:

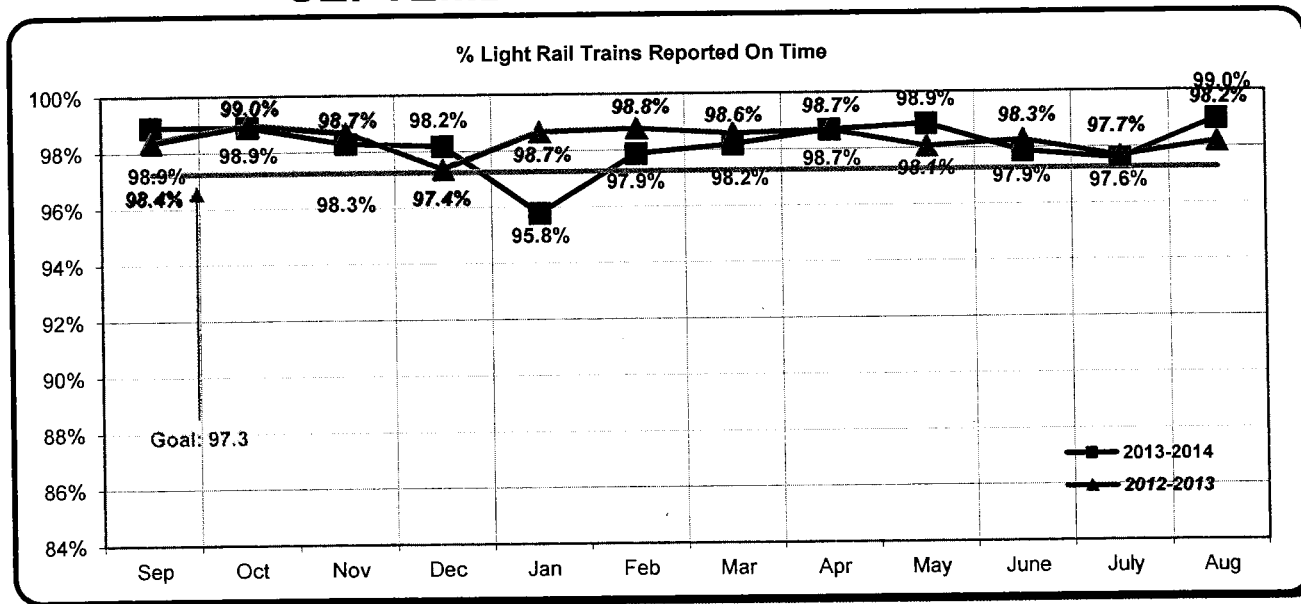
- Police activity on two days caused 30+ minute delays, and disabled vehicles in the Lincoln Tunnel on three days caused 30+ minute delays affecting Port Authority Bus Terminal service.
- Several bus breakdowns and accessibility accommodations, a major accident (not involving NJT) in Philadelphia, and delays at Ben Franklin Bridge affecting Walter Rand Transportation Ctr. service.
- Mechanical problems and accessibility accommodations accounted for approximately 90 percent of departure delays affecting Newark Penn Station service, particularly on August 1, 2, 3 and 21.
- Detours in Wildwood and Cape May Court House-Crest Haven Road, and two major accidents (not involving NJT) on the GSP and AC Expressway affecting Atlantic City Bus Terminal service.
- Detours on four days in West New York impacted the No. 89 Line serving Hoboken Terminal.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL AUGUST 2014



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL SEPTEMBER 2012 - AUGUST 2014



	2013	2014	# Change
August Comparison	98.2%	99.0%	0.8%

	2012-2013	2013-2014	# Change
12-Month Average September - August	98.5%	98.2%	-0.3%

Analysis:

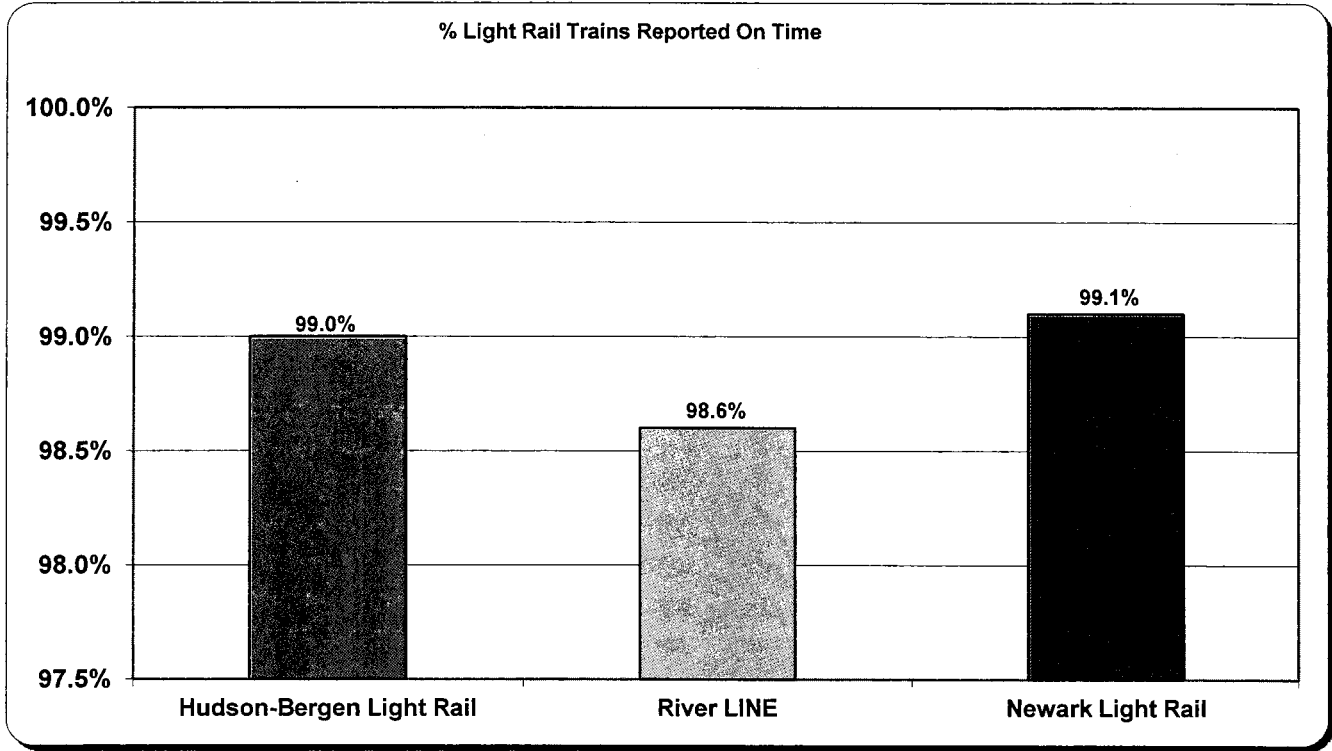
Light Rail On-Time Performance systemwide was 98.9% for the month of August 2014. Of the 26,458 scheduled trains, 268 (or 1.1%) experienced delays. Key causes included:

- Mechanical problems delayed 26 Hudson-Bergen Light Rail trains on August 7.
- Mechanical problems delayed 11 River Line trains on August 14.
- Switch problems delayed 11 Newark Light Rail trains on August 21.

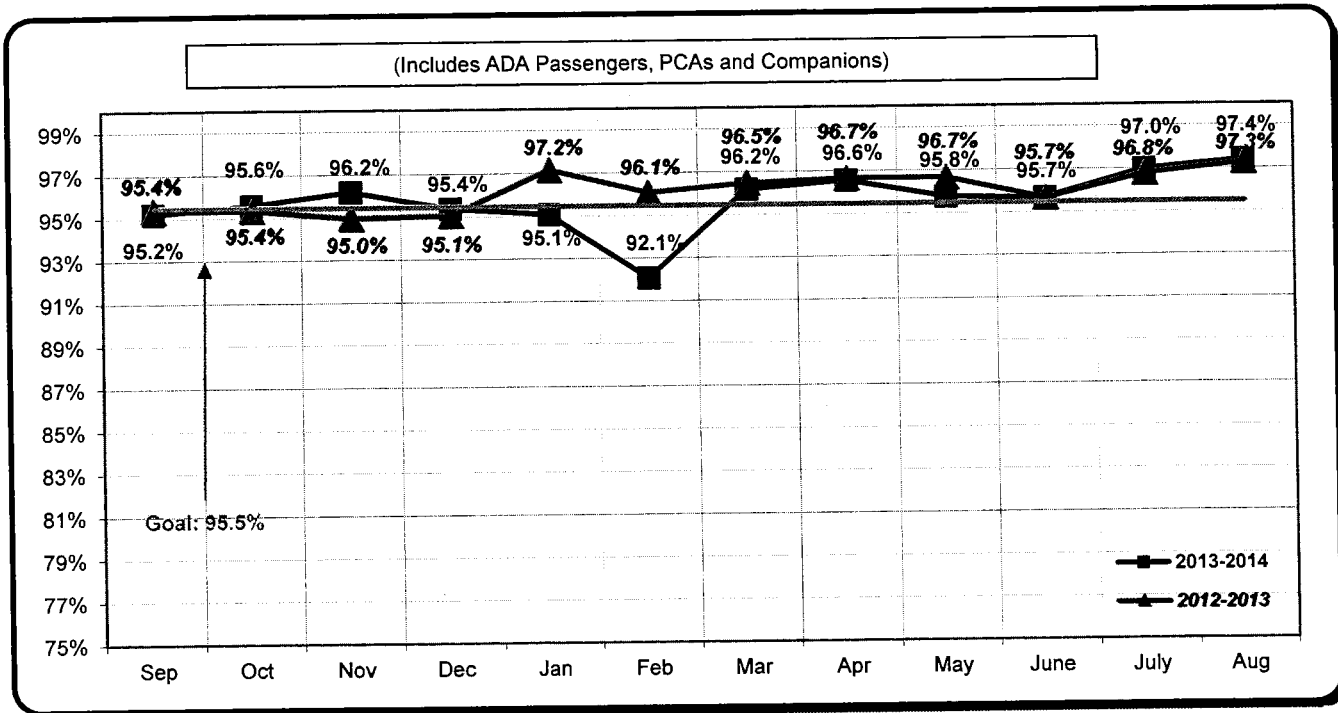
The 12-month average for Light Rail On-Time Performance for September 2012 - August 2014 was 98.4%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE AUGUST 2014



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK AUGUST 2012 - JULY 2014



	2014	2013	% Change
August Comparison	97.3%	97.4%	0.1%

	2014	2013	Change
August Ridership	103,761	97,035	6,726

	2012-2013	2013-2014	% Change
12-Month Average September - August	96.2%	95.7%	-0.5%

Analysis:

Access Link On-Time Performance was 97.3% for August 2014. Of the 96,620 total trips, 2,899, or 3.0% experienced delays.

Key causes include:

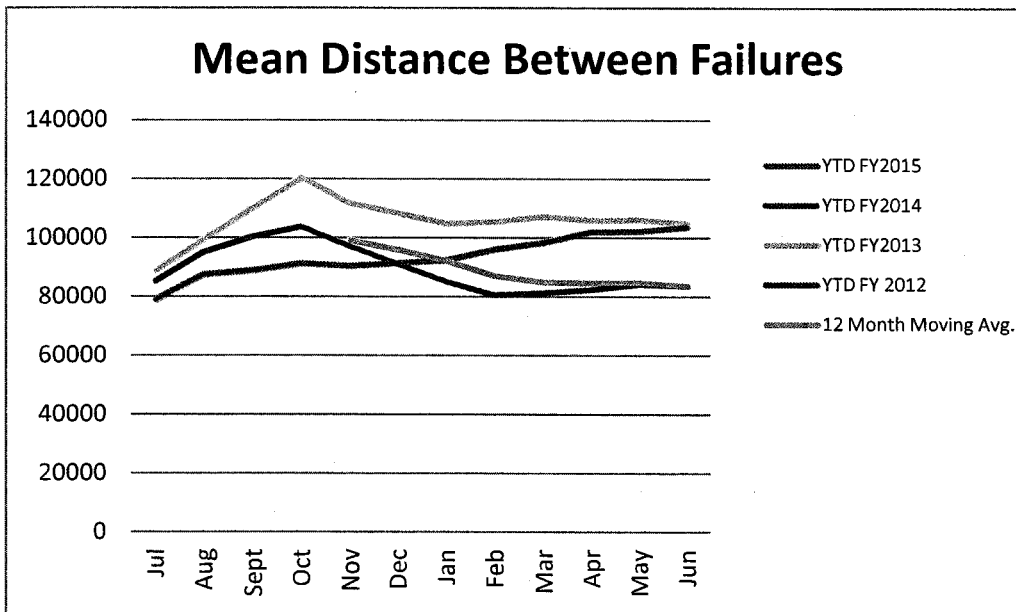
- Delays or cancellations caused by customers (e.g., not showing up at scheduled time for trip on arrival or departure.
- Traffic congestion.
- Road construction/closures.

The 12-month average for Access Link On-Time Performance for September 2012 - August 2014 was 96.0%.

MEAN DISTANCE BETWEEN FAILURES

NJ Transit Rail
Mean Distance Between Failures

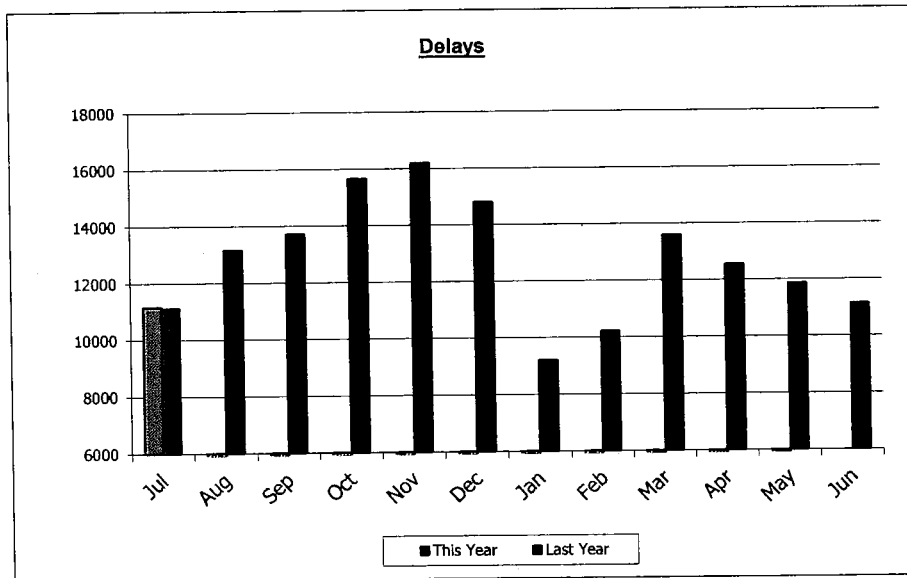
Month	YTD FY2015	YTD FY2014	YTD FY2013	YTD FY 2012	12 Month Moving Avg.
Jul	84508	85097	88,735	78,933	83,750
Aug		95116	99,585	87,525	
Sept		100341	110,530	89,028	
Oct		103813	120,591	91,327	
Nov		97,112	111,758	90,518	99274
Dec		91128	108,579	91,523	96115
Jan		85161	104,917	92,489	92,375
Feb		80639	105,580	96,166	87,218
Mar		81229	107,335	98,412	85,057
Apr		82293	106,048	102,149	84,839
May		84237	106,287	102,237	84,873
Jun		83798	104975	103,748	83,798



Garage Performance Parameters

July 2014

Location	Miles Between In-Service Delays			
	FY2015 Goal	This Month	FY2015 YTD	FY2014 YTD
Fairview	7,500	8,092	8,092	7,574
Greenville	10,000	7,217	7,217	8,073
Market Street	12,500	8,353	8,353	12,363
Meadowlands	11,800	8,251	8,251	7,155
Oradell	15,000	7,648	7,648	10,014
Wayne	14,000	12,777	12,777	9,402
Northern Division	-	8,792	8,792	9,023
Big Tree	9,600	7,887	7,887	11,886
Hilton	10,500	9,633	9,633	15,089
Howell	16,750	17,056	17,056	12,097
Ironbound	9,800	10,343	10,343	8,351
Orange	10,200	9,225	9,225	9,346
Morris	10,500	52,362	52,362	52,581
Central Division	-	11,279	11,424	10,582
Egg Harbor	16,000	15,561	15,561	19,444
Hamilton	24,500	15,958	15,958	20,068
Newton Avenue	14,650	14,052	14,052	14,137
Washington Twp.	15,000	17,813	17,813	15,176
Southern Division	-	15,945	15,945	16,622
Bus Operations	-	17,149	17,149	17,110

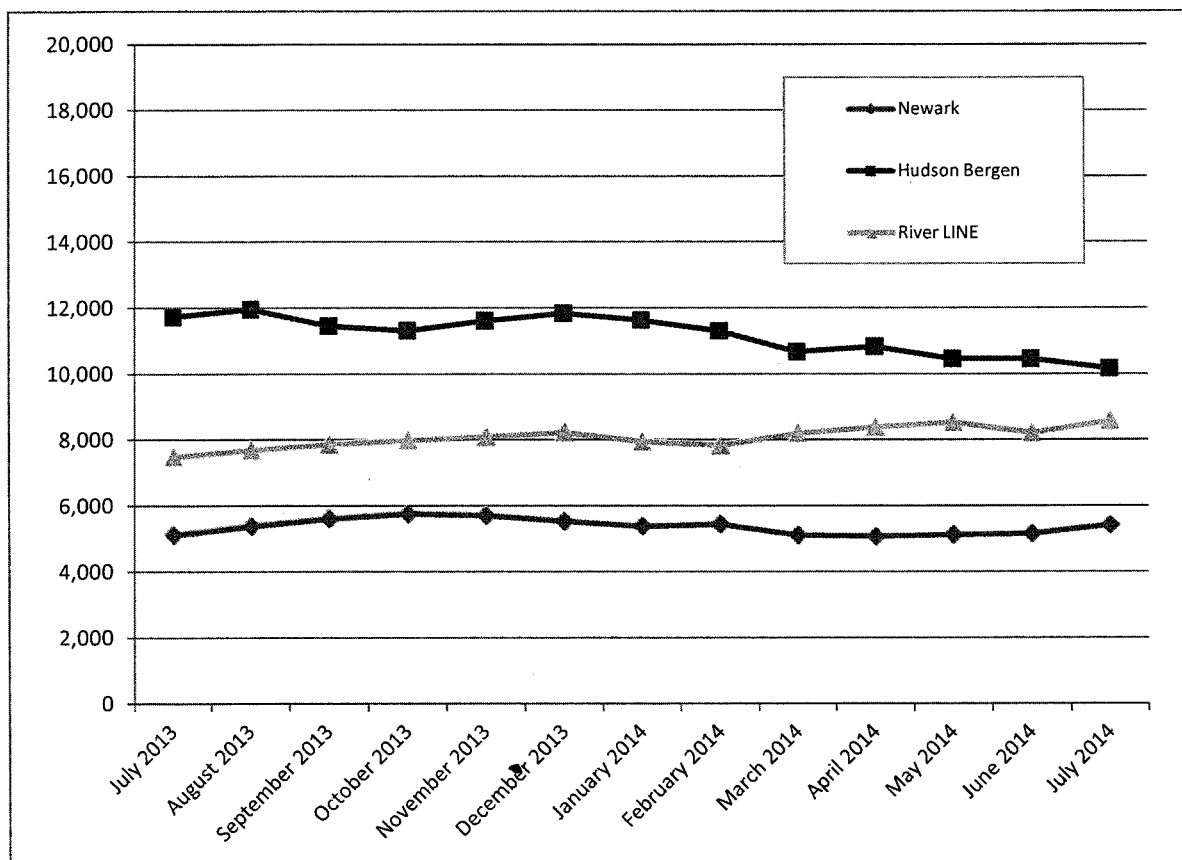


NJ TRANSIT - LIGHT RAIL, July 2014

Miles Between In-Service Delays (Mechanical Failures)

Light Rail System	July 2014 (Current Month)	12 Month Moving Average (Mean)
Newark	7,775	5,436
Hudson Bergen	8,630	10,179
River LINE	12,489	8,588

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



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

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Development DBE/SBE Participation for August 2014

State Funded Contracts

During the month of August 2014, NJ TRANSIT awarded **\$8,908.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0** or **0.0%**.

During the State Fiscal Year **2015** (July 1, 2014 through June 30, 2015) NJ TRANSIT awarded **\$933,858.16** in state funded contracts. Of that total, SBEs received **\$839,499.16** or **89.89%**.

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

Category 1 SBEs received	\$0.00	or 0%
Category 2 SBEs received	\$49,475.00	or 5.35%
Category 3 SBEs received	\$39,835.00	or 4.31%
Category 4 SBEs received	\$750,189.16	or 81.11%
Category 5 SBEs received	\$0.00	or 0%
Category 6 SBEs received	\$0.00	or 0%

FTA Funded Contracts (updated Quarterly – next update will be available October 2014)

During the 3rd Quarter (April 1, 2014 through June 30, 2014) of Federal Fiscal Year 2014 (October 1, 2013 through September 30, 2014), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$699,595.46**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$247,789.01** or **35.42%**.

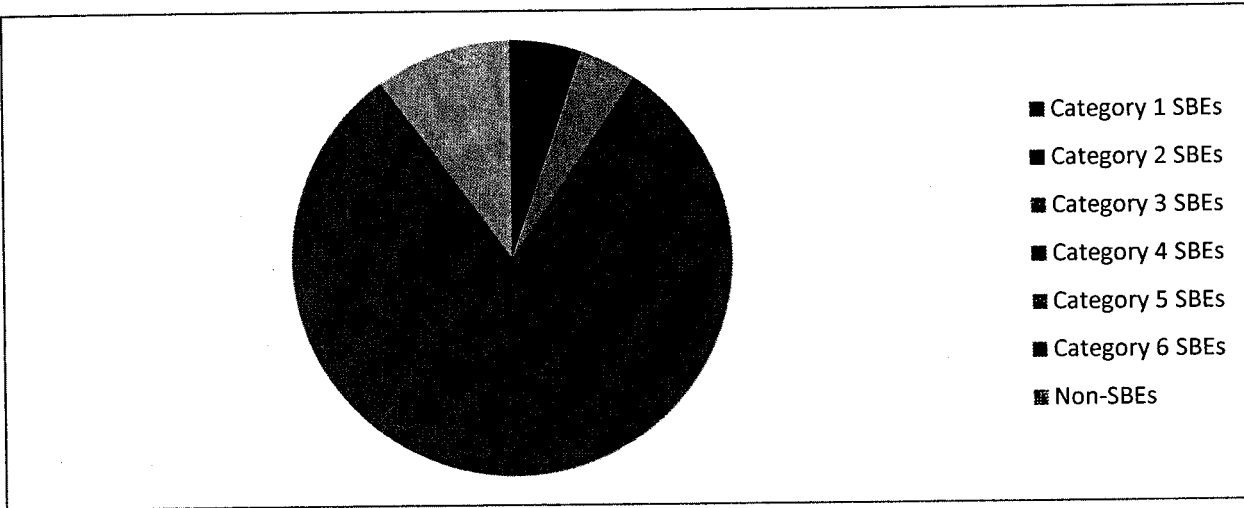
DBE Goal Attainment from October 1, 2013 (FFY 2014) - September 30, 2016 (FFY 2014)*

Contracts awarded	\$26,435,002.25
DBEs received	\$ 4,256,163.94 or 16.10%

*Numbers reflect federal share.

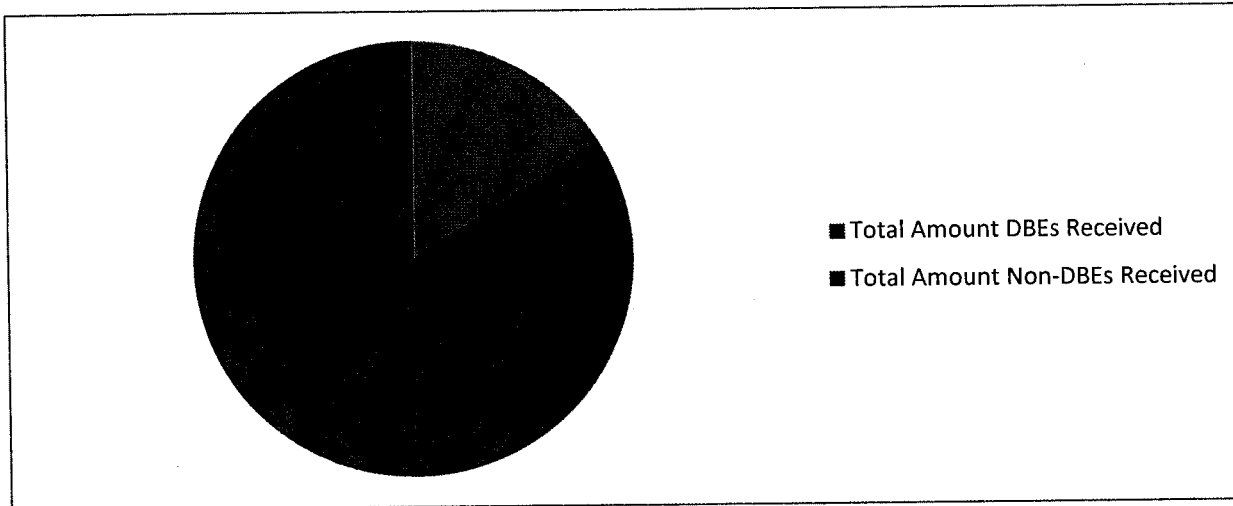
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2014

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$49,475.00	5.30%
<i>Category 3 SBEs</i>	\$39,835.00	4.27%
<i>Category 4 SBEs</i>	\$750,189.16	80.33%
<i>Category 5 SBEs</i>	\$0.00	0.00%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$94,359.00	89.90%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2014-2016

Total Amount DBEs Received	\$4,256,163.94	16.10%
Total Amount Non-DBEs Received	\$22,178,838.30	83.90%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Twenty-nine NJ TRANSIT employees retired in July with careers ranging from 10 to 40 years of service:

1. Carl Herbert – Conductor – Various – 40 years
2. Peter J. Imbesi, Asst. Director Terminals – Lakewood Terminal – 40 years
3. Harry Ritchie, Stationmaster – Hoboken – 37 years
4. Victor L. Acevedo, Bus Operator – Washington Township – 35 years
5. Clifford Raymond, Foreman M of E – Morrisville Yard – 35 years
6. Edward J. Smith, Jr., Sr. Trainmaster – Hoboken Station – 35 years
7. David Cicero, Maintainer Test – South Amboy – 34 years
8. Herman L. Williamson, Bus Operator – Market Street Garage – 34 years
9. Alexander J. Lorenzo, Bus Operator – Wayne Garage – 33 years
10. Laverne C. Sanders, Principal Budget Analyst – Penn Plaza – 32 years
11. Christopher E. Olson, Bus Operator – Wayne Garage – 31 years
12. Easter Jones, Inspector Class “B” – PABT – 28 years
13. John Dembowski, Manager Component – MMC – 27 years
14. Aubrey Raines, Bus Operator – Hilton Garage – 26 years
15. Herman Tulloch, Technician – MMC S&I Yard – 20 years
16. Alfredo Mendoza, Bus Operator – Wayne Garage – 19 years
17. Pierrel L. Nerius, Bus Operator – Hilton Garage – 16 years
18. Ruth J. Vartholom, Bus Operator – Howell Garage – 13 years
19. Nicholas E. Vartholom, Bus Operator – Howell Garage – 12 years
20. William Eichenger, Carman – Morrisville Yard – 11 years
21. Ben Harper, Lead Laborer – MMC Loco Shop – 11 years
22. Sirlena Smith, Bus Operator – Egg Harbor Garage – 11 years
23. Nelson Caro, Electrician – County Yard – 10 years
24. McKinley Cuthbert, Conductor
25. James Gelpke, Locomotive Engineer
26. Norval Hartley, Conductor
27. Vanetta Harvin, Conductor
28. Carl Herbert, Conductor
29. Walter Rozynski, Locomotive Engineer

NJ TRANSIT employees bid farewell after outstanding careers

Twenty-three NJ TRANSIT employees retired in August with careers ranging from 11 to 37 years of service:

1. Marvin L. Isaac, Bus Operator – Hilton Garage – 37 years
2. Daniel P. Smith, Line Engineer – Hoboken Station – 35 years
3. Joseph W. Carregal, Special Mech/Welder – CMF – 33 years
4. Joseph Marcello, Senior Program Manager – Penn Plaza – 32 years
5. Kevin J. Osborn, Depot Master Class – Market Street Garage – 32 years
6. Joyce George, Administrative Assistant – General Office Building – 31 years
7. Warren S. Long, Bus Operator – Hilton Garage – 30 years
8. Karen North, Depot Master – Howell Garage – 30 years
9. Joseph Stanzione, Stock Clerk Garage – Ferry Street – 30 years
10. Michael Berko, Director Rail Infra. Maintenance – Penn Plaza – 28 years
11. Terrence N. Sobers, Director Demand Forecast – Penn Plaza – 25 years
12. David M. Kinsey, Engineer Materials – Port Morris – 23 years
13. Tyrone Blue, Bus Operator – Newton Avenue Garage – 21 years
14. David V. Purguy, Repairman Class “A” – Meadowlands Garage – 20 years
15. Marcellus Coleman, Supervisor Crew Assignment – Hoboken Station – 18 years
16. Jerome Russo, Bus Operator – Washington Township Garage – 16 years
17. Noah Sarkodie, Repairman Class “A” – Hilton Garage – 15 years
18. Michael W. McCormick, Bus Operator – Washington Township Garage – 12 years
19. Hugo Ramirez, Mechanic Class “AG” – CMF – 11 years
20. Thomas Detweiler, Conductor
21. William Gordon, Conductor
22. Jane Harris, Locomotive Engineer
23. Michael Thomas, Conductor

ACTION ITEMS

ITEM 1409-41: SUPERSTORM SANDY DISASTER RECOVERY AND RESILIENCE PROGRAM: AMENDMENTS TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

BENEFITS

The repairs and protective measures critical to restore and maintain safe and reliable public transportation to pre-storm conditions are extensive and are technically complex in nature, requiring the procurement of specialized oversight, engineering and design services, and to supplement NJ TRANSIT staff. NJ TRANSIT staff has developed an overall Superstorm Sandy Disaster Recovery and Resilience Program that identifies specific projects and roles for both agency staff and consultant resources.

The consultants included in this authorization request will continue progressing NJ TRANSIT's Superstorm Sandy Disaster Recovery and Resilience Program by providing technical expertise for the restoration and repair work as well as for the study and design of resiliency projects. The damage assessments have been completed and the designs are underway. These consultants are currently under contract with NJ TRANSIT following the completion of competitive procurement processes and prior approval of the NJ TRANSIT Board of Directors.

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

Staff seeks approval to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Jacobs Engineering, Inc. (NJ TRANSIT Contract No. 13-006B) by \$5,500,000 and with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by \$2,500,000, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$67,400,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

PURPOSE

Authorization of these contract amendments will provide for the continuation of critical services associated with NJ TRANSIT's asset repairs, including technical support for insurance claims. This will provide NJ TRANSIT with the ability to manage and design the various repair and protection projects. A summary of the contract limits is shown in Exhibit A.

The total authorization for the 2012 Task Order Consultants Contract Program will be \$100,650,000: \$33,250,000 for non-Superstorm Sandy tasks, and \$67,400,000 for Superstorm Sandy tasks.

BACKGROUND

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

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

Superstorm Sandy Disaster Recovery and Resilience Program

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

Jacobs Engineering, Inc.

The consultant will continue to provide technical support for insurance claims, and preliminary and final design services for necessary repairs/improvements to make the Meadows Maintenance Complex (MMC) facilities more resilient to future storms as well as design an Emergency Operations Center (EOC) to replace the existing COOP trailer as the primary EOC. Projects include hardening the Rail Operations Center (ROC) and MMC buildings, including improvements to the industrial waste water system pumps, hardening the ROC uninterruptible power supply, protecting the ROC chillers, and updating the electrical power feeds and distribution for buildings at the MMC as well as wayside power.

The Board previously authorized \$3,000,000 for Jacobs Engineering, Inc. for the Superstorm Sandy program (Item 1303-07: \$2,000,000 and Item 1308-37: \$1,000,000). This authorization request is for an additional \$5,500,000, for a total authorization of \$8,500,000, to complete design, estimated to be in Fall 2015. To date Jacobs has received directives totaling \$2,854,500 and has accrued over \$1,800,000 in billable work.

Hoboken Terminal – STV, Inc.

The consultant will continue to provide technical support for insurance claims, and preliminary and final design services for necessary repairs to return Hoboken Terminal facilities to full service and where possible make the Terminal more resilient to future storms. Projects include various components of the Rail Terminal restoration, including the main waiting room, restrooms, vendor spaces, rail operations spaces, boiler and electrical systems, Ferry Terminal restoration, Yard facilities such as the wheel true and car wash, signal power, and yard electrical power systems for wayside, switch heater, and facilities power.

The Board previously authorized \$5,500,000, for STV, Inc. for the Superstorm Sandy program (Item 1303-07: \$2,000,000 and Item 1308-37: \$3,500,000). This authorization request is for an additional \$2,500,000, for a total authorization of \$8,000,000, to complete design, estimated to be in Fall 2015. To date STV has received directives totaling \$3,450,000 and has accrued over \$3,300,000 in billable work.

Office of the State Comptroller approval for these amendments, as required by Executive Order 150, was received on August 22, 2014.

Funding

Funds to be used in these procurements include insurance proceeds, Federal Transit Administration (FTA) and Transportation Trust Fund dollars.

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

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

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

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

FISCAL IMPACTS

Requested Authorizations:

2012 Task Order Consultant	This Authorization	\$ 8,000,000
Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program)	Total Authorization	\$ 67,400,000

Past Authorizations:

2012 Task Order Consultant Contracts Program

October 2012 Item 1210-48	Task Order Consultant Contracts for Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operation & Infrastructure Planning; and Stations, Access & Site Planning
December 2012	Task Order Consultant Contracts for

Item 1212-61	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
Total Previous (Superstorm Sandy Disaster Recovery and Resilience Program)	\$ 59,400,000
Expenditures to Date:	\$ 149,263,814 (for total Superstorm Sandy Disaster Recovery and Resilience Program as of 03/31/14)
Total Project Cost:	Part of Superstorm Sandy Disaster Recovery and Resilience Program
Projected Date of Completion:	December 2018
Capital Program Amount:	\$ 8,000,000
Operating Budget Amount:	\$0

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

PRINTS ID Number: Various

DBE/SBE Goal:
Jacobs Engineering 25% DBE – Architectural/Engineering Services
STV, Inc. 25% DBE – Architectural/Engineering Services

***NJ Build* Amount:** NA

Related/Future Authorizations: Additional consultant services during construction
Construction contracts

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

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

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

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

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

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 Jacobs Engineering, Inc. (NJ TRANSIT Contract No. 13-006B) by \$5,500,000 and with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by \$2,500,000, for a maximum authorization amount for the 2012 Task Order Consultant Contracts Program (Superstorm Sandy Disaster Recovery and Resilience Program) of \$67,400,000, subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the Superstorm Sandy Disaster Recovery and Resilience Program.

**EXHIBIT A
SUMMARY OF REQUESTED AUTHORIZATIONS**

2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

Vendor	Contract No.	Additional Superstorm Sandy Disaster Recovery and Resilience Program Authorizations				Base Program Authorizations	
		Task Limit	Previous Authorizations	This Authorization	Contract Limit	Task Limit	Contract Limit
URS Corporation	13-001C	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 500,000	\$ 1,500,000
BEM Systems, Inc.	13-002B	NA	\$ 4,300,000	\$ 0	\$ 4,300,000	\$ 500,000	\$ 4,000,000
Parsons Brinckerhoff	13-004A	NA	\$ 2,000,000	\$ 0	\$ 2,000,000	\$ 500,000	\$ 3,000,000
Christopher P. Statile	13-005C	NA	\$ 1,250,000	\$ 0	\$ 1,250,000	\$ 400,000	\$ 1,500,000
Gannett Fleming	13-006A	NA	\$ 10,350,000	\$ 0	\$ 10,350,000	\$ 500,000	\$ 3,500,000
Jacobs Engineering	13-006B	NA	\$ 3,000,000	\$ 5,500,000	\$ 8,500,000	\$ 500,000	\$ 3,500,000
STV, Inc.	13-006C	NA	\$ 5,500,000	\$ 2,500,000	\$ 8,000,000	\$ 500,000	\$ 3,500,000
Systra, Inc.	13-006D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 500,000	\$ 3,500,000
HNTB	13-007B	NA	\$ 25,000,000	\$ 0	\$ 25,000,000	\$ 600,000	\$ 2,000,000
TranSystems, Inc.	13-007D	NA	\$ 3,000,000	\$ 0	\$ 3,000,000	\$ 600,000	\$ 2,000,000
Hill International ¹	13-010F	NA	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 600,000	\$ 3,500,000

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

**ITEM 1409-42: APPOINTMENT OF DEPUTY EXECUTIVE DIRECTOR:
NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT)**

BENEFITS

The By-Laws of the New Jersey Transit Corporation (NJ TRANSIT) authorize the Executive Director to appoint a Deputy Executive Director with the concurrence of the Board of Directors.

ACTION (Scorecard: Corporate Accountability)

Authorization is requested to appoint Neil S. Yellin to the position of Deputy Executive Director at an annual salary of \$199,000 together with NJ TRANSIT's standard at-will employee benefits.

PURPOSE

This position requires an experienced, qualified professional with the knowledge and expertise necessary to perform duties as assigned by the Executive Director.

BACKGROUND

Neil S. Yellin has nearly 35 years of public sector leadership experience, 27 of those years in the public transit industry. Mr. Yellin is a leader in policy administration and administrative functions, including human resources, training, contracts, and procurement.

Since 2008, Mr. Yellin has served as a Senior Vice President for Administration/Chief Safety Officer at the Long Island Rail Road where he developed a system of merged procurement and contracting initiatives that resulted in significant cost savings, facilitated the Agency's migration of all human resources and procurement systems from a legacy system to a leading-edge technology platform and also developed an inventory management program that reduced inventory platforms. These initiatives produced significant savings and efficiencies for the Agency.

During Mr. Yellin's distinguished career, he has served as the President of MTA Long Island Bus and Vice President of Policy and Planning for MTA Long Island Bus, as well as holding several key position in New York City's Human Resources Administration.

Requested Authorization: Appointment of Deputy Executive Director

RESOLUTION

WHEREAS, the By-Laws of NJ TRANSIT authorize the Executive Director to appoint a Deputy Executive Director with the concurrence of the Board of Directors; and

WHEREAS, this position requires an experienced, qualified professional with the knowledge and expertise necessary to perform duties as assigned by the Executive Director; and

WHEREAS, Neil S. Yellin has nearly 35 years of public sector leadership experience, 27 of those years in the public transit industry. Mr. Yellin is a leader in policy administration and administrative functions, including human resources, training, contracts, and procurement;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors authorizes the Executive Director to appoint Neil S. Yellin to the position of Deputy Executive Director of NJ TRANSIT at an annual salary of \$199,000, together with NJ TRANSIT's standard at-will employee benefits.

ITEM 1409-43: APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT BUS OPERATIONS, INC., GENERAL MANAGER: NJ TRANSIT MERCER, INC., GENERAL MANAGER: NJ TRANSIT MORRIS, INC.

BENEFITS

The By-Laws of NJ TRANSIT Bus Operations, Inc. direct the appointment of the Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., the By-Laws of NJ TRANSIT Mercer, Inc. direct the appointment of the General Manager of NJ TRANSIT Mercer, Inc., and the By-Laws of NJ TRANSIT Morris, Inc. direct the appointment of the General Manager of NJ TRANSIT Morris, Inc., by the President of each with the concurrence of the Board of Directors

ACTION (Scorecard: Corporate Accountability)

Authorization is requested to appoint Dennis J. Martin to the position of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager of NJ TRANSIT Mercer, Inc., and General Manager of NJ TRANSIT Morris, Inc. at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

PURPOSE

In March 2014, the positions of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager, NJ TRANSIT Mercer, Inc., and General Manager of NJ TRANSIT Morris, Inc. became vacant. These positions requires an experienced, qualified professional with the knowledge and expertise to manage the second largest bus fleet in the nation, serving approximately 65 percent of New Jersey's public transportation customers. Bus Operations produces the highest cost recovery of any major bus operation in the nation.

BACKGROUND

Dennis J. Martin has 30 years of transit industry experience, specifically with NJ TRANSIT. Mr. Martin has a customer-focused approach and proven business leadership ability that will allow him to seamlessly take over as Vice President and General Manager of NJ TRANSIT Bus Operations, General Manager, NJ TRANSIT Mercer, Inc. and General Manager, NJ TRANSIT Morris, Inc.

Mr. Martin is a highly experienced business professional with the demonstrated ability to lead diverse teams of employees to new levels of success across various disciplines and to introduce change in a large organization. He has strong technical and business qualifications with an impressive track record of more than 30 years of hands-on experience in transportation, customer service, call center management, operations planning, scheduling, supervision, terminal operations, revenue security, project management, and emergency response.

As Senior Director of NJ TRANSIT Customer Resources from 2003 to 2011, Mr. Martin directed the development and implementation of corporate-wide customer service strategies including customer relationship management, provision of transit information, training, reward and recognition programs, data collection, issue identification, analysis and reporting. Notably, Mr. Martin successfully implemented a cloud-based customer relationship management system utilizing Salesforce.com. The system has transformed all customer information input channels and provides NJ TRANSIT operations and executive management with a 360° view of the customer experience.

From 1998 to 2003, Mr. Martin served as Director of Terminal Operations for NJ TRANSIT Bus Operations, where he directed bus operations within the Port Authority Bus Terminal, the nation's busiest transportation terminal, and was accountable for bus operations, on-time performance, lease agreements, ticket sales and revenue collection/security (\$70 million annually). During his tenure as Director of Terminal Operations, Mr. Martin led the evacuation coordination of New York City during the August 2003 regional blackout and established temporary operations at the Meadowlands Sports Complex and directed on-street boarding of customers during the Port Authority Bus Terminal shutdown.

Requested Authorization: Appointment of Vice President and General Manager, NJ TRANSIT Bus Operations, Inc. and General Manager, NJ TRANSIT Mercer, Inc., and General Manager, NJ TRANSIT Morris, Inc.

RESOLUTION

WHEREAS, NJ TRANSIT has the second largest bus fleet in the nation, with buses serving approximately 65 percent of New Jersey's public transportation customers; and

WHEREAS, the positions of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc. and General Manager, NJ TRANSIT Mercer, Inc., and General Manager, NJ TRANSIT Morris, Inc. have been vacant since March 2014 ; and

WHEREAS, this action will approve the selection of Dennis J. Martin as Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager of NJ TRANSIT Mercer, Inc. and General Manager of NJ TRANSIT Morris, Inc.; and

WHEREAS, this position requires an experienced, qualified professional with the knowledge and expertise to manage the second largest bus fleet in the nation, with buses serving approximately 65 percent of New Jersey's public transportation customers. Bus Operations produces the highest cost recovery of any major bus operation in the nation; and

WHEREAS, Mr. Martin has 30 years of transit industry experience, specifically with NJ TRANSIT. He has a customer-focused approach and his proven business leadership ability will allow him to seamlessly assume the responsibilities of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager of NJ TRANSIT Mercer Inc., and General Manager of NJ TRANSIT Morris, Inc.;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors authorizes the President to appoint Dennis J. Martin to the position of Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., General Manager of NJ TRANSIT Mercer, Inc., and General Manager of NJ TRANSIT Morris, Inc. at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

ITEM 1409-44: APPOINTMENT OF VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT RAIL OPERATIONS, INC.

BENEFITS

The By-Laws of NJ TRANSIT Rail Operations, Inc. direct the appointment of the Vice President and General Manager of NJ TRANSIT Rail Operations, Inc., with the concurrence of the Board of Directors.

ACTION (Scorecard: Corporate Accountability)

Authorization is requested to appoint Robert M. Lavell to the position of Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. at an annual salary of \$180,000 together with NJ TRANSIT's standard at-will employee benefits.

PURPOSE

The position of Vice President and General Manager of NJ TRANSIT Rail Operations became vacant in March 2014. This position requires an experienced, qualified professional with the knowledge and expertise necessary to manage NJ TRANSIT's complex multi-modal system, with 12 commuter rail lines and 165 stations the third largest in the nation.

BACKGROUND

Robert M. Lavell has over 40 years of industry experience. Mr. Lavell is a career railroad professional with broad experience in operations, equipment, infrastructure and safety. Mr. Lavell's focus throughout his career has been to provide safe, secure and reliable service to customers, leveraging equipment technologies that improve the customer experience.

For the past six years, he has served as Deputy General Manager of Equipment for NJ TRANSIT where he has provided leadership for all aspects of maintenance of equipment, including safety, budget and planning of rail facilities and equipment modifications. Mr. Lavell previously served 30 years with Amtrak, including as Regional Vice President of Equipment Maintenance.

As NJ TRANSIT's Deputy General Manager of Equipment from 2008 to 2013, Mr. Lavell established the agency's first E-Learning program which has enhanced the formal training programs for over 1,400 employees. Mr. Lavell also implemented a component based maintenance program which has increased reliability of NJ TRANSIT's rolling stock by approximately ten percent which is reflected in increased on-time performance. This program reduced material costs by over \$1 million and increased the availability of reliable equipment for customers. In addition, Mr. Lavell implemented NJ TRANSIT's Mean Distance Between Failure Tracking Program for all revenue vehicles. This

program improved NJ TRANSIT's equipment reliability and increased Rail Operations overall on-time performance over the last five years.

Throughout Mr. Lavell's distinguished career, he has served as the Co-Chairperson for the Red Block drug and alcohol intervention program, the New York Division Labor/Management Safety Committee and implemented a Sunnyside Yard Safety Committee that allowed the Division to advance from last place to first place among Northeast Corridor maintenance facilities. This was accomplished by meeting with representatives from all of the unions and working together for one common goal of improving safety. In addition, the Committee conducted weekly safety meetings/walks with employees to discuss safety issues and concerns. The turnaround in Safety was noticed after 30 days, with no FRA reportable injuries. Mr. Lavell is a railroad expert with a diverse skill set and a long career of accomplishments that will enhance NJ TRANSIT's operational excellence and emphasize safety and reliability as the Agency confronts new challenges in the coming years.

Requested Authorization:

Appointment of Vice President and General Manager of NJ TRANSIT Rail Operations, Inc.

RESOLUTION

WHEREAS, the By-Laws of NJ TRANSIT Rail Operations, Inc. authorize the Executive Director/President to appoint the Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. with the concurrence of the Board of Directors; and

WHEREAS, the position of Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. became vacant in March 2014; and

WHEREAS, this position requires an experienced, qualified professional with the knowledge and expertise necessary to manage NJ TRANSIT's complex system with 12 commuter rail lines and 165 stations, the third largest in the nation; and

WHEREAS, Robert M. Lavell is a career railroad professional with more than 40 years of broad experience in operations, equipment, infrastructure and safety;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors authorizes the Executive Director/President to appoint Robert M. Lavell to the position of Vice President and General Manager of NJ TRANSIT Rail Operations, Inc. at an annual salary of \$180,000, together with NJ TRANSIT's standard at-will employee benefits.

EXECUTIVE SESSION AUTHORIZATION

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