

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

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

November 10, 2017

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the rescheduled 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 Monday, November 6, 2017.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the rescheduled 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 Monday, November 6, 2017.

Board Members Present

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

Staff Present

Steven H. Santoro, Executive Director
Amy B. Herbold, Deputy Executive Director
Michael P. Kilcoyne, Vice President & General Manager, Bus Operations
Robert Lavell, Vice President & General Manager, Rail Operations
Neal A. Fitzsimmons, Acting Chief, Light Rail and Contract Services
Christopher Trucillo, Chief of Police
Warren A. Hersh, Auditor General
Christine C. Baker, Chief Compliance Officer
Michael J. Lihvarcik, Interim Chief Financial Officer & Treasurer
Michael K. Slack, Chief Information Officer
Anthony M. Grieco, Acting Asst. Executive Director, Communications & Customer Service
Eric R. Daleo, Assistant Executive Director, Capital Planning & Programs
Gardner C. Tabon, Chief, Office of System Safety
Joseph E. Snow, Deputy Attorney General
Joyce J. Zuczek, Board Secretary

Chairman Hammer convened the Open Session at 9:10 a.m. in accordance with the Open Public Meetings Act. Trena Turner, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek conducted a Roll Call and noted Board Member Castillo was participating by telephone.

Board Secretary Zuczek announced that adequate notice of the rescheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc. NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on October 30, 2017 with the Secretary of State. These notices were sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT

headquarters, and sent to each individual, agency and organization that requested such notice. Board Secretary Zuczek announced that the Board meetings were being video recorded.

Chairman Hammer asked for a motion to approve the minutes of the October 11, 2017 Board meetings. A motion was made by Board Member James C. Finkle Jr., seconded by Board Member Mary K. Maples and unanimously adopted.

Public Comments on Agenda Action Items

There was one speaker on agenda action items. Board Secretary Zuczek announced public comments would be limited to five minutes.

Stephen Thorpe commented on Agenda Action Item 1711-51 and asked that NJ TRANSIT provide a comparison of the prior year's spending for this action item. Mr. Thorpe thanked NJ TRANSIT for spending money on this item because it gives mobility to the senior and disabled population. He said he has been asking for a continued funding stream for this for a long time. Mr. Thorpe hopes NJ TRANSIT will continue to fund mobility projects for seniors.

Executive Session Authorization

At approximately 9:14 a.m., Chairman Hammer requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege, including but not limited to, the Personal Injury Claim of Shambra Rollins.

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

Return to Open Session

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Members Castillo and Greaves, returned to open session at approximately 10:07 a.m.

Action Items

1711-51: COMMUNITY MOBILITY AND LOCAL PROGRAMS: PURCHASE OF VARIOUS CUTAWAY MINIBUSES AND MOBILITY ACCESS VEHICLES (MAV)

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1711-51 for approval.

Eric Daleo recommended approval of Item #1711-51, Community Mobility and Local Programs: Purchase of Various Cutaway Minibuses and Mobility Access Vehicles (MAV). Approval was requested to enter into a contract with Alliance Bus Group for the purchase of three Type A Vans and 16 Type B Extended Vans (Category 1); 25 Type F Minibuses (Category 2); and, 33 Type J Minibuses (Category 3) plus optional materials in an amount not to exceed \$4,804,765.00, plus five percent for contingencies, subject to the availability of funds.

Authorization was also requested to enter into a contract with Wolfington Body Company, Inc. for the purchase of five Cutaway Extended Minibuses Low Floor (Category 4); and seven Mobility Access Vehicles (Category 5) plus optional materials in an amount not to exceed \$871,065.00, plus five percent for contingencies, subject to the availability of funds.

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

Roll Call Vote:

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

Board Member Castillo rejoined the meetings by telephone.

1711-52: PERSONAL INJURY CLAIM OF SHAMBRA ROLLINS

Executive Director Santoro introduced Michael Lihvarcik, Interim Chief Financial Officer and Treasurer, who presented Action Item #1711-52 for approval.

Michael Lihvarcik recommended approval of Item #1711-52, Personal Injury Claim of Shambra Rollins. Approval was requested to settle the claim of the Estate of Shambra Rollins through the estate’s attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution, Board Member Mary K. Maples seconded it, and it was unanimously adopted.

Roll Call Vote:

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

Board Customer Service Committee Report

Board Member Finkle presented the report for the Customer Service Committee. The Customer Service Committee received a Customer Service Update and a report on the Social Media Dashboard. The report on the Social Media Dashboard included examples of improvements implemented into NJ TRANSIT's social media strategy to more proactively communicate with customers. Additionally, the Committee received a My Tix Update and a report regarding the Access Link ADA Paratransit Program.

Board Administration Committee Report

Board Member Finkle presented the report for the Administration Committee. The Administration Committee received a Corporate Insurance Renewal Update and a Financial Update.

Board Capital Planning, Policy, and Privatization Committee Report

Chairman Hammer presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board item for the Community Mobility and Local Programs Minibuses and Mobility Access Vehicles Purchase.

Executive Director's Monthly Report

Executive Director Santoro said just over a week ago, they passed the fifth anniversary of Superstorm Sandy and the devastating impacts it had across the transit system. He had the honor of unveiling a plaque at Hoboken Terminal last week dedicated to the hard working men and women of NJ TRANSIT whose efforts enabled them to recover from that destruction in the immediate days and weeks that followed but also in their long term recovery continuing to this day. They only have to look as far back as the past few months to know that the threat of extreme weather still exists.

Executive Director Santoro said the good news was that during the past five years they have not been sitting idle. They have been actively working to make the transit system more resilient both in the short term and in the long term. They want to take precautions so that they never again feel the devastating impacts they saw during Sandy. He said he was happy to say they've learned some lessons and taking action.

NJ TRANSIT's Sandy Resiliency Program has been up and running for several years and includes several major projects. One of those projects is a new \$500 million Raritan River Drawbridge, which recently cleared all federal environmental approvals. On October 13, 2017, the Federal Transit Administration issued a Finding of No Significant Impact for the replacement bridge allowing the project to advance to the final design process. River Draw was severely damaged by Sandy and was not designed to withstand seismic loads or the lateral forces due to ocean surges. This replacement bridge will be built to

withstand those forces from the wind and the ocean and maintain a critical connection to the Jersey Shore for nearly 10,000 NJ TRANSIT customers daily.

Executive Director Santoro said they also continue to move forward with a first-of-its-kind “microgrid” to generate power to a core segment of their rail system. It’s a \$500-million project they call TransitGrid. Other resiliency projects include a \$300-million investment in improving their ability to shelter equipment from the storm by moving forward with the Delco Lead storage and inspection facility project.

In addition, the Hoboken Long Slip project will allow NJ TRANSIT to operate train service longer and recover more quickly from storm events at Hoboken. The project will fill a 2,000-foot former barge canal to eliminate it as a conduit for flood water. The canal will be filled to an elevation above the Federal Emergency Management Agency (FEMA) base flood elevation. Six new tracks will be constructed on the filled area to serve three high-level ADA-accessible boarding platforms.

NJ TRANSIT’s Sandy Resilience Program is all about putting them in the best possible position when dealing with a worst case scenario.

Executive Director Santoro said not only are they improving the infrastructure but it’s also his goal to continue to find new ways to improve the customer experience during severe weather events, when service may be suspended or only operating on a limited basis. Beginning with rail schedules, he is working with their planners and with customer advocates on creating “severe weather schedules” with two levels of service depending on the severity of the weather event.

In the event of a significant weather event on a weekday, NJ TRANSIT may operate a limited schedule which will be designated as “Severe Weather Schedule – Level 1”, or “Severe Weather Schedule Level 2.” This decision, as well as the decision on which schedule will operate (Level 1 or Level 2), would be communicated in advance via the NJ TRANSIT website and mobile app, social media, My Transit Alerts and news outlets.

These schedules will be available year-round in a printable PDF format on njtransit.com. They will also have limited printed quantities available at select rail stations, terminals and Customer Service Offices. They will continue to look for the best ways to more effectively communicate a change in regular weekday service that results from a significant weather event or other emergency, that is both easy to understand and provides adequate advance notice.

In addition to those efforts, they also are advancing plans to improve mechanical reliability in rail operations. They received proposals and are currently evaluating them for an overhaul of their existing PL42 locomotives. They are also advancing efforts to purchase 17 new dual powered ALP45 locomotives to replace the aging fleet of GP40’s. That item will be coming to the Board’s attention in the near future.

On October 30, 2017, they issued a Request for Proposals (RFP) to procure 113 new multilevel rail cars. The RFP will have several options for multi-level rail car configurations that will allow NJ TRANSIT to continue replacing older single level cars.

These efforts will help drive down the age of NJ TRANSIT's locomotive fleet and improve the mean distance between failures. In addition, the multi-levels have been extremely popular with customers and will add customer capacity and comfort to NJ TRANSIT's rail fleet.

They have been preparing customers for a large Amtrak signal project near Newark Penn Station on Friday night and through the rest of the weekend. Amtrak will be configuring the signal system to be operated remotely at Amtrak's dispatching facility in New York. That will replace the local operator system which is currently in place. To facilitate this work – signals east and west of Newark Penn Station will have to be taken out of service beginning at 9 p.m. Friday night.

NJ TRANSIT has been advising customers that trains through this area may be subject to up to 60-minute delays starting Friday night and lasting through the weekend. In addition, Amtrak will be maximizing this work period by also performing track work where the Raritan Valley Line joins the Northeast Corridor. This track work will require substitute busing on the Raritan Valley Line Friday night in both directions between Cranford and Newark Penn Station and all day Saturday and Sunday in both directions between Union and Newark Penn Station.

They have already sent out a vast array of messages to customers, including those attending sporting events and concerts that weekend, alerting them to allow plenty of extra time to arrive at their destinations. NJ TRANSIT's messaging has been posted on social media, their website, in the press, on seat drops, station posters as well as through MyTransit alerts, station and on-board announcements.

NJ TRANSIT's Emergency Operations Center (EOC) will be activated to monitor the situation and respond accordingly. They urge all customers who will be traveling by rail that weekend to plan accordingly.

NJ TRANSIT takes great pride in its strength through diversity so Diversity Awareness Month in October was reason to celebrate. It was a time to embrace both the similarities and differences of all employees and customers. To recognize those achievements, they held a number of different programs throughout the month with thoughtful panel discussions.

NJ TRANSIT partnered with the New Jersey chapter of COMTO and our Office of Civil Rights and Diversity to offer these programs. They included a program which discussed how different departments and initiatives relate to diversity. A second program featured half a dozen employees who shared their experiences as immigrants or children of immigrants and adjusting to life in America. Both of these programs allowed for critical

thinking about ways that diversity serves as their key asset. Moving forward they intend to continue these types of discussion opportunities as we focus on diversity year-round.

On November 11, 2017, the nation will honor those who gave so much of themselves, the men and women who served this country. NJ TRANSIT is proud to count veterans among the ranks of employees. These special men and women have served the country and now proudly serve the people of New Jersey. Executive Director Santoro asked all veterans who are employees of NJ TRANSIT, along with any member of the public who is also a veteran, to stand.

Executive Director Santoro said NJ TRANSIT salutes them and the other NJ TRANSIT veterans who couldn't be there for all they do each and every day. He reminded all veterans that as a token of their appreciation, NJ TRANSIT offers all active and retired members of the armed services reduced fares everyday throughout the year on all buses, trains and light rail services. On behalf of NJ TRANSIT, Executive Director Santoro recognized the veterans for their service and sacrifice on behalf of this nation and invited everyone to join him in offering them a round of applause.

Executive Director Santoro said they were once again taking part in the Leadership Exchange and Development program or LEAD. He had the opportunity to join the heads of several other transit agencies to speak at the kick-off a few weeks back at MTA Headquarters in New York and introduce NJ TRANSIT's program participants. He was pleased to say that next April, NJ TRANSIT will be hosting this program.

Selected NJ TRANSIT candidates receive a broad perspective on multimodal transit systems and how effective leadership makes them all work efficiently. The format of the program, where candidates visit various agencies over an 18-month period and meet with top executives at each, presents invaluable opportunities for development, both personal and professional.

For this program NJ TRANSIT's three candidates are Gerard Bocchino from Light Rail, Jeremy Colangelo-Bryan from Planning, and Anthony Grieco from Communications and Customer Service. Executive Director Santoro is confident that all three candidates for this year's class will benefit greatly from this experience as they prepare to become transit industry leaders for the next generation.

Executive Director Santoro announced Deputy Executive Director Amy Herbold would be leaving at the end of the week. He personally thanked her for her and said she provided invaluable service to NJ TRANSIT. Executive Director Santoro said she was a great asset to him in dealing with the day-to-day challenges and opportunities they encounter every day. He read and presented an Expression of Appreciation and wished her continued success and happiness.

Board Member Finkle left the meetings.

Board Member Castillo thanked Amy Herbold for her outstanding leadership during the time she served as Deputy Executive Director and a female in the second highest position in the organization. She said Amy Herbold was a very refreshing part of the leadership team and in the short time she was there accomplished so much on behalf of customers and employees. Board Member Castillo said she was very appreciative of Amy Herbold's leadership, professionalism, and the compassion she exuded as she dealt with the unique opportunities NJ TRANSIT exposed her to and called upon her to deal with. She thanked Amy Herbold for her service and said she was pleased to be part of the team that worked with her.

Public Comments on Other Matters

There were 18 speakers on other matters. Board Secretary Zuczek reminded the speakers that two speakers from each group would have five minutes each to speak and all other speakers from the group would have two minutes each.

John Costa, International Vice President of the Amalgamated Transit Union (ATU) and a former NJ TRANSIT employee who started in 1981, spoke on behalf of the ATU regarding an issue involving better workstations for buses. He believes NJ TRANSIT has spoken to Board Member Greaves and NJ TRANSIT ATU locals on this issue. They have major concerns with the design of NJ TRANSIT buses. The ATU has started a national campaign with all locals going to agencies asking them to join in. NJ TRANSIT is one of the biggest agencies and he said the big agencies are the ones who set the course on how the buses are designed.

Mr. Costa stated the ATU would like to see buses designed like the buses in Europe where blind spots are eliminated. He said the ATU has proven that there are blind spots, the work stations aren't safe, and they have no protection on the NJ TRANSIT buses. Mr. Costa stated although they worked hard and were the first to get protection shields for their buses, they need better ones. He said they need better work stations for bus operators and a better bus for the public.

Mr. Costa asked NJ TRANSIT to join him and the ATU in moving forward this campaign to design a better bus and do what NJ TRANSIT does best. Mr. Costa stated when he worked for NJ TRANSIT one of the bus operators was shot down in South Jersey and at the time there was no legislation on protecting bus operators. Mr. Costa said he, Amalgamated Transit Union, NJ TRANSIT, NJ TRANSIT Police Department and many others went to the politicians and passed one of the first assault bills for bus operators. Mr. Costa said these laws put more protection in place for assaulted bus operators, and it later was expanded to rail and school buses.

Mr. Costa asked NJ TRANSIT to take the lead in the industry going forward in designing a better workstation and a safer bus for New Jersey and throughout the country.

Orlando Riley, Vice Chairman of the Amalgamated Transit Union (ATU) and Joint State Council, said he represents thousands of NJ TRANSIT bus operators, mechanics and

clerical workers throughout New Jersey. Mr. Riley said the he is concerned with two issues, one being the poor design of the NJ TRANSIT buses which are killing passengers and putting their members and pedestrians in harm's way.

Mr. Riley said although the ATU has worked with NJ TRANSIT on addressing the workstation, protection shields and assault issues, the bus manufacturers should be held accountable as well. Mr. Riley said NJ TRANSIT and other agencies should join forces to stop the manufacturers from making these outdated and flawed bus designs. The manufacturers should be designing buses so that the drivers can clearly see around pillars on both the left and front side of the bus.

Mr. Riley said ridership for customers and the bus operators has changed drastically over the years. He said riders have become more violent towards bus operators and passengers, with little or no consequences for their actions. Mr. Riley said bus operators are spit on, punched and stabbed on a regular basis. He said NJ TRANSIT has worked with the ATU on this before but, so much more must and can be done by. Mr. Riley said no one should have to come to work in fear of being assaulted. He believes it is the ATU and NJ TRANSIT's responsibility to provide a safe working environment for all ATU members. In closing, he said this was a national campaign spearheaded by ATU International with similar proposals and resolutions happening all across the United States and Canada. Mr. Riley asked NJ TRANSIT to please join in this effort to provide a safe and healthy work station for the ATU members.

Sharyn Vitello, Vice President for the Amalgamated Transit Union Local 824 (ATU), said NJ TRANSIT bus operators were angry and demanding major safety changes for buses that are endangering the health, safety and lives of bus drivers, riders, pedestrians and motorists. She said throughout New Jersey transit workers have been represented by the ATU and they have passed resolutions calling on NJ TRANSIT to fix bus operator work stations, and the preventable accidents and driver injuries that plague NJ TRANSIT.

Ms. Vitello stated that assaults, verbal abuse, and spitting on bus operators were on the rise. She said most transit buses have unsafe wide window pillar designs and hazardous eye level mirrors which create large blind spots that lead to tragedy when drivers don't see pedestrians crossing in front of them. Ms. Vitello said bus drivers must also deal with unsafe air quality caused by the inadequate air filters and ventilation systems that expose them to diesel fumes and infectious agents, which has led to the doubling of COPD among operators. She said poor bus seating and ergonomic design has caused debilitating back pain and chronic health conditions for bus operators more than the rest of the population.

Ms. Vitello said vicious attacks on bus operators, dangerous blind spots, unsafe air quality, ergonomically poor seating and primitive steering end control is endangering bus drivers and everyone on their streets. She said the buses that being used in Europe address all of these problems and it is time for NJ TRANSIT, manufacturers,

and elected officials to adopt these well-established solutions, and make their buses safer for everyone.

Martin Heraghty, President of Amalgamated Transit Union Local 824 of Howell, New Jersey, stated he represents over 500 members and he was there to protect their well-being. He said all of the issues that have been raised concerns him deeply. He would like to recognize that in the past the Union along with NJ TRANSIT have solved many issues, but there is still a lot more they can do.

Mr. Heraghty stated he agrees with Mr. Riley and that the manufacturers should be held accountable for their designs prior to them being made. He believes this would then improve the conditions of drivers and in return would produce a safer trip for the riding public. Mr. Heraghty said NJ TRANSIT should have their employees, who spend eight hours a day and have years of experience operating the bus, weigh in on the design of the bus. He suggested getting together the engineers, bus drivers and MCI manufacturers prior to the designing of a bus and believes it would be a win-win for everyone. Mr. Heraghty believes the solution before spending millions and millions of dollars on buses being ordered can be having the ATU bus operators have some input into what needs to be done.

Earle Martin, Vice President of Amalgamated Transit Union Local 823, said he was assaulted on June 6, 2016 as he was approaching the bus. He was hit in the face and felt they needed better security doors that would cover them completely and not just partially.

Kenneth Rice, President of Amalgamated Transit Union Local 540 Trenton New Jersey, stated he was there to discuss the work related injuries that have reached an all-time high. Mr. Rice said he was one of the operators who sustained injuries that have required him to get two rotator cuff surgeries due to the design of the bus. He said if they had buses designed like the European buses, employees would not be suffering from these types of injuries.

Mr. Rice stated the repairs to the buses and the cost of injuries would cheaper if we had the European type buses. He asked NJ TRANSIT to look into these bus designs because they will limit the repetitive motion that they make to operate the buses. Mr. Rice said he was now looking at a third surgery for repair to his rotator cuff and he must make a living for his family and cannot continue to go through this, so he requested they consider replacing their buses with the European design.

Stephen Thorpe asked for two benches on each side of the Millburn Station. He said NJ TRANSIT maintains the station and the benches would provide seating for the passengers waiting at the station.

Randy Glucksman, Metro North Railroad Commuter Council Chair and MTA Board Member representing the Metro North commuters, said he would like to thank NJ TRANSIT employees for working hard and striving to make the best of things in spite

of the little funding they get. He said they have a fiduciary duty to get more funding for the agency and it is a topic he has spoken about before.

Mr. Glucksman said he remembers the good old days when NJ TRANSIT was a star among the transit agencies, but unfortunately that is now not the case. He said they have lacked on their fiduciary duties of getting adequate funding. If Board Members remain on the Board after the election, Mr. Glucksman hopes they will make a better effort.

Mr. Glucksman said that things are done so differently on the other side of Hudson. He hopes NJ TRANSIT workers will have better funding and tools in the future to do what needs to be done because customers and constituents deserve it.

Board Member Greaves rejoined the meetings.

Orrin Getz, said he gave Chairman Hammer a book that is given out at every Metro North and Long Island Railroad committee meeting and did this to point out the comprehensive information that is in it. He said this book was given out to the Board Members and the public so they could see what was really going on. On page 55, Mr. Getz said there was a detailed status report on the installation of Positive Train Control which was critical to NJ TRANSIT, Metro North and LIRR. He complained that they were not getting any status from NJ TRANSIT.

Mr. Getz also referenced page 78 and how Metro North and LIRR are looking into building new M-9 Multiple Unit Cars, so that every car on the train in the electric territory will be powered. He said this was a difference in philosophy than that of NJ TRANSIT because they could use their locomotive hauled train. Mr. Getz said it would seem that the multiple unit trains would be more reliable because they don't have a single point of failure and can perform better and this was something NJ TRANSIT should look into.

Mr. Getz said on page 151 and 201 the mean distance between failure on the Metro North and LIRR is listed itemizing what equipment they have and how well it is performing. He said this allows a better idea of what is going on with the railroad and what equipment is performing properly and what is breaking down.

Mr. Getz said NJ TRANSIT ridership was down and while the price of gas was an issue, he said NJ TRANSIT equipment reliability was also. He questioned what NJ TRANSIT would do to improve equipment reliability, asked whether there was a backlog at the Meadows Maintenance Complex and what would be done to clear it.

Mr. Getz said the time NJ TRANSIT takes to train engineers was much longer than Long Island Railroad and Metro North. He believes it is critical that NJ TRANSIT looks into what can be done to speed up the training process and recruit more engineers so there are an adequate number to run the railroad.

Tim Sevener, a resident of Mount Tabor and member of NJ-ARP, discussed rethinknyc.org's transformative ideas for the Gateway Project. He suggested checking out their detailed proposal to modify the Gateway Project. Mr. Sevener believes NJ TRANSIT's mistake is focusing on New York Penn Station at the expense of regional destinations. He said only 9 percent go to Manhattan, while others go to other counties, Long Island, and upstate New York.

Mr. Sevener said a regional hub approach would cost the same money. He said the #7 subway should be extended to Secaucus using a short tunnel and a new bus terminal should be built at Secaucus. Mr. Sevener said instead of a terminal station, New York Penn Station should be a through running regional hub to other destinations outside Manhattan. He suggested resurrecting Jeff Warsh's 2020 plan. Mr. Sevener thinks the money for Gateway should be for creating regional transit.

Mr. Sevener said New Jersey has the potential to lead green transit in the country. He predicted gas would go up again and riders will scramble back to the trains like they did in 2008. Mr. Sevener believes NJ TRANSIT should invest now while fuel costs are low since use of fossil fuel will be required for building the tunnels and projects.

Sally Gellert is a resident of Woodcliff Lake, New Jersey and lives on the Pascack Valley Line. She complained about the rescheduled meeting noting she blocks out the second Wednesday of the month. She said it is difficult to move her schedule around with a week's notice and also likes evening meetings.

Kin Gee, spoke on behalf of RAGE to provide and update on JCP&L's proposal to build a 230,000-volt transmission line from Aberdeen to Red Bank in Monmouth County, using NJ TRANSIT's right of way. Mr. Gee said next Monday all parties will have filed their response briefs and the record for the legal proceedings will be closed. He said after almost a year and a half of opposition, the fate of the project would be in the hands of Judge Cookson and the Board of Public Utilities (BPU), and this was a major milestone.

Mr. Gee said RAGE held a press conference last Monday and presented highlights. He said at the hearing, JCP&L stated the only reason for the transmission line was due to a reliability contingency called P7. Mr. Gee said during the hearing, they discovered JCP&L started a route study for the project almost a year before JCP&L was notified about the P7 contingency. He said the JCP&L technical and detailed engineer plans were provided to NJ TRANSIT long before the route study was concluded and it did not prepare plans for any other routes.

Mr. Gee said the route study was a pretext and a sham. He said JCP&L had a legal obligation to consider all alternatives and it tried to claim it fulfilled that obligation through the route study. Mr. Gee said JCP&L did not consider any alternatives other than this transmission line.

Mr. Gee said RAGE's electrical expert presented a viable solution consisting of the installation of two electrical devices and the upgrade of conductors on 11 existing lines at the cost of \$30 million. He said this was \$80 million cheaper than JCP&L's proposal, without any detrimental effects. Mr. Gee said during cross examination JCP&L's electrical expert reluctantly admitted RAGE's solution was a complete solution to the P7 contingency issue.

Mr. Gee said when before and after photos of a home shown with and without monopoles, JCP&L's real estate expert testified at the hearing that the house would sell for the same value, but later admitted that concerns over dangers of EMF could make homes with monopoles harder to sell. He said RAGE witness Dr. Carpenter presented an exhibit that showed recent studies, finding minimal or no public health risks from EMF, were commissioned or funded by the utility industry. Mr. Gee said studies which confirm public health risks from EMF were conducted by researchers that were paid by governments or otherwise independent of utility bias.

Mr. Gee said a number of elected officials attended the press conference including Congressman Frank Pallone and members of both houses of the New Jersey Legislature. He said after RAGE's presentation, New Jersey Senator Jennifer Beck called for the BPU to investigate JCP&L. Mr. Gee quoted Senator Beck stating, "I think there should be punitive measures taken against them if indeed they conclude as we heard today that they have misrepresented and lied about the project" and "frankly, if the Board of Public Utilities is unwilling to conduct an investigation then I will call the Attorney General to do so."

Mr. Gee said there was a Town Hall in Monmouth County last week, where gubernatorial candidate Phil Murphy addressed JCP&L's transmission line project and commented, that while he favors job creation under the transmission project, the communities' case against the project was compelling. Mr. Gee said the business case for MCRP was not compelling and that is why he issued his statement against the project back in January. He said Mr. Murphy stated they need alternatives that help to help create jobs that are not detrimental to communities. Mr. Gee said that is exactly what the RAGE solution is.

Mr. Gee said JCP&L filed the need for the transmission project under a pretext and has made a number of misrepresentations. He said JCP&L's request is for a non-railroad use of NJ TRANSIT's right-of-way and this is not core to NJ TRANSIT's mission of providing safe, reliable and convenient transportation service. Mr. Gee said the project is not in the public interest and urged NJ TRANSIT again to say no to JCP&L and not allow them the use of their right-of-way.

Jamie Bland said she is a Chapter Leader under the National Action Network of Reverend Al Sharpton and was in support of Mr. Graddy. She said she was speaking on behalf of the community of Paterson, New Jersey. Ms. Bland said Mr. Graddy is an executive business man, a leader and a sponsor to many organizations. She said they have a problem and NJ TRANSIT should too with the way Mr. Graddy was railroaded out of his business in Atlantic City, New Jersey and still had to pay for his rent for two consecutive years. Ms. Bland said she doesn't think that NJ TRANSIT knows how hard it

is to own a business and to upkeep it. She said Mr. Graddy's pride and dignity was on the line but he still had to continue to take care of his business, although NJ TRANSIT had railroaded him out.

Ms. Bland said they do not understand the reasoning for NJ TRANSIT putting him out of his business other than he is black man. She said Mr. Graddy won the bids and did everything that he was supposed to do. Ms. Bland said Mr. Graddy took loans out to help rebuild his restaurant at NJ TRANSIT Atlantic City location, but to be humiliated was terrible.

Ms. Bland said she was asking on behalf of the National Action Network and the City of Paterson for NJ TRANSIT to re-evaluate this situation, because they know what's right and what is wrong. She thinks it is terrible to strip someone mentally and physically and damage their lives for the sake of discrimination and money. Ms. Bland said they want justice for Mr. Graddy and if there is no justice they will have to take further measures.

Princess Reaves spoke on behalf of Russell Graddy. She said she was there yet again honoring and protecting Mr. Graddy. Ms. Reaves said they have been there before the Board on several occasions and have provided the history and activities of all the Mr. Graddy has done for the community from South Jersey to North Jersey. She believes it is rather shameful that all in the room listen to their speeches and concerns yet don't make any efforts to come to some type of resolution.

Ms. Reaves said she put them on notice at the last Board meeting, and stated that she is a Field Director for the National Action Network and second in command in her chapter. She said she told them that her assignment was to bring back the details, comments and remarks to her organization, and looking at each and every one sitting there showing the least concern for a man that has given so much to NJ TRANSIT. Ms. Reaves stated she was asking for fairness, and would like to take back a very good report to her organization. She said her meeting would be taking place after the election, there was going to be some big changes, and tomorrow some from the NJ TRANSIT organization would be out of a job.

Linda Gallashow said she was there on behalf of the Passaic County Civic League. She said they deal with poverty, homelessness and public violations involving large corporations and organizations serving the public. Ms. Gallashow was there to address the situation with Mr. Graddy. She said he is well known in Paterson, a City of 160,000 people, has been an attribute to their city, and is well known for the services he gives.

Ms. Gallashow said Mr. Graddy occupied a restaurant in Atlantic City in 1991 in NJ TRANSIT's station and was a very successful business owner. She said they have followed Mr. Graddy's success and he has always given back to Paterson. Ms. Gallashow said they think this is very unfair to Mr. Graddy that he has to continue attending the meetings because he has received no justice or settlement equal to what he has put out. She asked how many times Mr. Graddy has to keep attending the meetings

to have them act on something that is fair and just for the work he has done and the loss he has suffered.

Ms. Gallashow said in looking at Mr. Graddy's financial records, he has operated a flourishing business at NJ TRANSIT's Atlantic City Station. She said Mr. Graddy moved out without argument and waited for the reconstruction of the station hoping to move back in. Ms. Gallashow said that never happened although he continued to pay rent and amass a large amount of debt with no resolution. She said they are contemplating in Paterson on whether there needs to be a boycott. Ms. Gallashow said Passaic County recently did one for a local newspaper company and were very successful in closing it down. She said don't let it get to that.

Bernard Hill said he supports Mr. Graddy and asked the Board to take into consideration all of the good he has done for people. He said Mr. Graddy is a great man and not a young man but they have seen young things at heart that he has done that were bold and significant for people. Mr. Hill said Mr. Graddy's business should not suffer any longer and NJ TRANSIT should come up with a resolution and justice should be at hand by now. He said he has been visiting the Board meetings many other times and he thinks it time for they go back to the people who make the decisions. Mr. Hill said he stands with Mr. Graddy for all of his great accomplishments, not the ones he was stripped of. He said if anyone were in the same situation they would want justice served so he asked the Board to step forward and be bold and let justice fall before Mr. Graddy.

Janet McDaniel said the Board has heard her speak before and she has given history lessons on the suffering many have encountered. She said he has talked about injustice and tried to impress that while they individually may not be the ones who cast that injustice, the institutional systems they live under and see more and more every day. Ms. McDaniel said she thinks the Board has heard some of what they've said and expressed her appreciation for listening.

Ms. McDaniel said she wanted to leave everyone with a few of her favorite quotes from Dr. Martin Luther King Jr. She noted he stated the measure of character of a man or woman is not where he or she stands in times of comfort, but rather where he or she stands in controversy. Ms. McDaniel said this may feel controversial not sitting on the Board when injustice befell Mr. Graddy, but it was in their hands today. She asked for fairness and for them to try to walk in Mr. Graddy's shoes. She reminded them peace is not just the absence of tension but the presence of justice. Ms. McDaniel said they were asking for justice because injustice anywhere is a threat to justice everywhere.

Russell Graddy said he has been attending these Board meetings for a year and there has not been much progress. He said it should be clear in the minds of the Board and NJ TRANSIT what has been done. Mr. Graddy asked why the injustice towards him was so great. He said he had a meeting with Mr. Snow and Mr. Wyckoff last week and out of this meeting nothing was achieved and they made an offer that was ridiculous.

Mr. Graddy said that after this meeting he took some time to look back at his records and that it is unconscionable the extent that NJ TRANSIT went to destroy a successful African American man's business. He said he paid for over two years after NJ TRANSIT made a promise to maintain the integrity of his business and NJ TRANSIT locked him out. Mr. Graddy said he still owed EDA \$200,000 at the time he was locked out. He said he does not owe the state one dime now and this demonstrates the success of his business.

Mr. Graddy said he operated a business of 15 employees, plus his family, very successfully. He said NJ TRANSIT made him a promise that if he gave his keys and let NJ TRANSIT destroy his beautiful restaurant he spent over \$1 million on and store his equipment, NJ TRANSIT would put him back in the facility. Mr. Graddy said his lawyers told him to go along with this idea and that NJ TRANSIT was going to do the right thing, and he did that.

Mr. Graddy said the agreement that was made between the NJ TRANSIT lawyers and his was to get \$1.8 million and the minute before the agreement was signed, someone by the name of Suzanne Silverman, from the New Jersey Attorney General's Office said she did not agree with this settlement. He asked why and said he was a good tenant, paid my rent and ran a first class restaurant.

Mr. Graddy said he cannot come up with any reason for taking his restaurant out of that station other than him being an African American man and NJ TRANSIT couldn't stand the growth of an African American man's business on their property. He said he has been attending to these meetings pleading to for fairness and justice.

Mr. Graddy said the offer NJ TRANSIT made him is ridiculous and he doesn't believe they can't do what they want to do, because they can. He said the property in Atlantic City that he was put out of has stayed empty for six years and NJ TRANSIT lost out on all the rent he would have been paying. Mr. Graddy said they didn't do it for economic reasons and it was because he was an African American man. He said he told Mr. Snow and Mr. Wyckoff last week as an African American he was not going to accept this because it was unfair and unjust and they must have justice.

Board Member Greaves questioned the status of the matter and why it was not resolved.

Adjournment

Since there were no further comments or business, Chairman Hammer called for adjournment and a motion to adjourn was made by Board Member Mary K. Maples, seconded by Board Member James C. Finkle Jr., and unanimously adopted. The meetings were adjourned at approximately 11:15 a.m.

**NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
RESCHEDULED BOARD OF DIRECTORS' MEETINGS**

NOVEMBER 6, 2017

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	51560
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-

EXECUTIVE SESSION AUTHORIZATION: Discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to, the Personal Injury Claim of Shambra Rollins. **51561**

ACTION ITEMS

1711-51	COMMUNITY MOBILITY AND LOCAL PROGRAMS: PURCHASE OF VARIOUS CUTAWAY MINIBUSES AND MOBILITY ACCESS VEHICLES (MAV)	51563
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Authorization to enter into NJ TRANSIT Contract No. 17-036A with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of three Type A Vans and 16 Type B Extended Vans (Category 1); 25 Type F Minibuses (Category 2); and, 33 Type J Minibuses (Category 3) plus optional materials in an amount not to exceed \$4,804,765.00, plus five percent for contingencies, for a total authorization of \$5,045,003.25, subject to the availability of funds.

Authorization to enter into NJ TRANSIT Contract No. 17-036B with Wolfington Body Company, Inc. of Mt. Holly, New Jersey, for the purchase of five Cutaway Extended Minibuses Low Floor (Category 4); and, seven MAV Vehicles (Category 5) plus optional materials in an amount not to exceed \$871,065.00, plus five percent for contingencies, for a total authorization of \$914,618.25, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
RESCHEDULED BOARD OF DIRECTORS' MEETINGS
NOVEMBER 6, 2017
MINUTES
PAGE 2

1711-52 PERSONAL INJURY CLAIM OF SHAMBRA ROLLINS

51572

Authorization to settle the claim of the Estate of Shambra Rollins through the estate's attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

- **SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT DECEMBER 2017)** -

- **BOARD COMMITTEE REPORTS** -
 - *Customer Service Committee
 - *Administration Committee
 - *Capital Planning, Policy and Privatization Committee

- **EXECUTIVE DIRECTOR'S MONTHLY REPORT** **51574**

- **PUBLIC COMMENTS ON OTHER MATTERS** -

- **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 October 11, 2017 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on October 17, 2017;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the October 11, 2017 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

EXECUTIVE SESSION AUTHORIZATION

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

ACTION ITEMS

ITEM 1711-51: COMMUNITY MOBILITY AND LOCAL PROGRAMS: PURCHASE OF VARIOUS CUTAWAY MINIBUSES AND MOBILITY ACCESS VEHICLES (MAV)

BENEFITS

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

Vehicles purchased under this procurement will benefit a variety of programs. Vehicles purchased with funding from the Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program will be used to benefit senior citizens and persons with disabilities throughout New Jersey. In addition, local transit services will benefit from the purchase of vehicles under the Congestion Mitigation and Air Quality (CMAQ) Program. Transportation Trust Fund monies are used for NJ TRANSIT's match of Section 5310 funds.

ACTION (Scorecard: Customer Experience, Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 17-036A with Alliance Bus Group of Carlstadt, New Jersey, for the purchase of three Type A Vans and 16 Type B Extended Vans (Category 1); 25 Type F Minibuses (Category 2); and, 33 Type J Minibuses (Category 3) plus optional materials in an amount not to exceed \$4,804,765.00, plus five percent for contingencies, for a total authorization of \$5,045,003.25, subject to the availability of funds.

Staff also seeks authorization to enter into NJ TRANSIT Contract No. 17-036B with Wolfington Body Company, Inc. of Mt. Holly, New Jersey, for the purchase of five Cutaway Extended Minibuses Low Floor (Category 4); and, seven MAV Vehicles (Category 5) plus optional materials in an amount not to exceed \$871,065.00, plus five percent for contingencies, for a total authorization of \$914,618.25, subject to the availability of funds.

PURPOSE

Authorization of these contracts will provide vans and cutaway minibuses to be used by private non-profit organizations and designated public bodies to provide transit services to senior citizens and persons with disabilities, low income, and the general public statewide.

BACKGROUND

History

Federal funds were made available during the past two years for the purchase of vehicles to be allocated to sub-recipients under the programs described above. NJ TRANSIT has allocated the funds to sub-recipients in accordance with the program purposes and worked with sub-recipients to determine appropriate vehicle types. NJ TRANSIT developed specifications for the vehicles.

Selection Process for Section 5310 and CMAQ

Under these two programs, federal funding is made available annually and a competitive grant process is undertaken. The Section 5310 application process for sub-recipients is directly administered by NJ TRANSIT with input from other groups and organizations, including Metropolitan Planning Organizations (MPOs), during the review and selection process. The federal Congestion-Air Quality Mitigation (CMAQ) program applicants are solicited directly by MPOs, and upon determination of successful applicants by the MPOs, NJ TRANSIT then submits the federal grant and administers the program. Both the Section 5310 program for senior and disabled transportation programs and CMAQ can be used for operating or capital expenses. This Board item only reflects capital requests for vehicles contained in approved grants.

Procurement

The NJ TRANSIT Office of Business Development has assigned a Transit Vehicle Manufacturer goal for this procurement. The Federal Transit Administration requires that each Transit Vehicle Manufacturer, as a condition of authorization to bid on Transit Vehicle procurements utilizing Federal Transit Administration funds, establish a Disadvantaged Business Enterprise (DBE) Program including overall goals which is then submitted to the Federal Transit Administration for approval.

An Invitation for Bid (IFB) was advertised in *The Star-Ledger* and *The Trenton Times* on June 27, 2017. A Pre-Bid Conference was held on July 11, 2017. Bids were opened on September 7, 2017 at 2:00 p.m. at NJ TRANSIT's Newark Headquarters. The prices submitted by each bidder included the "Bid Price" which consists of the specified number of vehicles as well as an "Optional Materials Price" which consists of options for different equipment, such as seating materials, bike racks and destination signs, itemized for each type of vehicle. The "Bid Price" is the basis for the contract award.

IFB 15-025 RESULTS

Category 1 – Type A Van (3 Vehicles) and Type B Extended Van (16 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	BID AMOUNT
Alliance Bus Group Carlstadt, New Jersey	\$1,045,100.00	\$43,655.00	\$1,088,755.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$1,049,923.00	\$8,751.50	\$1,058,674.50
Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales Trenton, New Jersey	\$1,077,854.00	\$24,609.00	\$1,102,463.00

Category 2 – Type F Minibus (25 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	BID AMOUNT
Alliance Bus Group Carlstadt, New Jersey	\$1,392,100.00	\$112,930.00	\$1,505,030.00
Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales Trenton, New Jersey	\$1,510,972.00	\$110,130.00	\$1,621,102.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$1,610,588.00	\$108,452.00	\$1,719,040.00
Shepard Brothers Canandaigua, New York	\$1,688,355.00	\$99,470.00	\$1,787,825.00

Category 3 – Type J Extended Minibus (32 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	BID AMOUNT
Alliance Bus Group Carlstadt, New Jersey	\$1,944,625.00	\$266,355.00	\$2,210,980.00
Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales Trenton, New Jersey	\$2,106,828.00	\$250,903.00	\$2,357,731.00
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$2,239,138.00	\$248,966.00	\$2,488,104.00
Shepard Brothers Canandaigua, New York	\$2,366,846.00	\$272,470.00	\$2,639,316.00

Category 4 – Cutaway Extended Minibuses Low Floor with Accessibility Ramp (5 Vehicles)

COMPANY	BID PRICE	MATERIALS OPTIONS PRICE	BID AMOUNT
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$501,020.00	\$57,525.00	\$558,545.00
Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales Trenton, New Jersey	\$562,804.00	\$90,585.00	\$653,389.00
Alliance Bus Group Carlstadt, New Jersey	\$576,500.00	\$64,550.00	\$641,050.00

Category 5 – MAV Vehicles (7 Vehicles)

COMPANY	BID AMOUNT
Wolfington Body Company, Inc. Mt. Holly, New Jersey	\$312,520.00
Rohrer Enterprises, Inc. DBA/Rohrer Bus Sales Trenton, New Jersey	\$351,498.00

Options for Additional Vehicles

The IFB documents for the vehicles included the provision for NJ TRANSIT to amend the quantity of vehicles by up to 50 percent within 180 days of contract notice to proceed. Additional Board authorization will be requested for the purchase of any additional vehicles under these options.

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

FISCAL IMPACTS**Requested Authorization:**

Alliance Bus Group \$ 4,804,765.00 + 5% contingency
Contract No. 17-036A
Category 1, 2 and 3

Wolfington Body Company, Inc. \$ 871,065.00 + 5% contingency
Contract No. 17-036B
Category 4 and 5

Past Authorizations: None

Expenditures to Date: None

Total Project Cost: \$ 5,959,621.50

RESOLUTION

WHEREAS, the State of New Jersey has applied for and funded local transit services throughout the state through a variety of Federal Transit Administration (FTA) grant programs; and

WHEREAS, funding is available to purchase vehicles for local transportation programs under FTA Section 5310 and CMAQ; and

WHEREAS, upon completion of a competitive procurement process, Alliance Bus Group, Inc. was determined to be the lowest responsive responsible bidder for the Category 1 Type A Vans and Type B Extended Vans; the Category 2 Type F Minibuses; and, the Category 3 Type J Extended Minibuses; and

WHEREAS, upon completion of a competitive procurement process, Wolfington Body Company, Inc. was determined to be the lowest responsive responsible bidder for the Category 4 Type Cutaway Extended Minibuses Low Floor with Accessibility Ramp; and, the Category 5 MAV Vehicles;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-036A with Alliance Bus Group, Inc. of Carlstadt, New Jersey, for the purchase of three Type A Vans and 16 Type B Extended Vans (Category 1); 25 Type F Minibuses (Category 2); and, 33 Type J Extended Minibuses (Category 3) plus optional materials in an amount not to exceed \$4,804,765.00, plus five percent for contingencies, for a total authorization of \$5,045,003.25, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-036B with Wolfington Body Company, Inc. of Mt. Holly, New Jersey, for the purchase of five Cutaway Extended Minibuses Low Floor (Category 4); and, seven MAV Vehicles (Category 5) plus optional materials in an amount not to exceed \$871,065.00, plus five percent for contingencies, for a total authorization of \$914,618.25, subject to the availability of funds.

RECIPIENTS OF VEHICLES

Category 1 Type A Van

County	Agency	Quantity	Funding
TO BE DETERMINED	TO BE DETERMINED	1	TBD
GLOUCESTER	St. John of God Community Services	1	S5310
SOMERSET	Alternatives, Inc.	1	S5310
Category 1 Type A Van – Total		3	

Category 1 Type B Extended Van

County	Agency	Quantity	Funding
ATLANTIC	Margate City	1	S5310
CAMDEN	Camden S.C.U.C.S. – Burlington	2	S5310
CAMDEN	SCUCS Inc.	2	S5310
CUMBERLAND	PAFACOM, Inc.	1	S5310
MERCER	Community Options	1	S5310
MIDDLESEX	New Jersey Institute for Disabilities	1	S5310
MORRIS	Morris County Special Transportation	1	S5310
MORRIS	Pequannock Senior Citizen Housing	1	S5310
SALEM	Salem County	1	S5310
UNION	Union County Paratransit	3	S5310
TO BE DETERMINED	TO BE DETERMINED	1	TBD
WARREN	Abilities of Northwest Jersey	1	S5310
Category 1 Type B Van – Total		16	

Category 2 Type F Minibus Rear Lift

County	Agency	Quantity	Funding
BERGEN	Township of Mahwah	1	S5310
CAMDEN	Wiley Christian Adult Day Services, Inc.	1	S5310
CAMDEN	SCUCS Inc.	1	S5310
HUDSON	Hudson County TRANSCEND	5	S5310
MONMOUTH	LADACIN Network	1	S5310
MORRIS	Morris County Special Transportation	1	S5310
OCEAN	Ocean County Transportation	4	S5310
PASSAIC	Passaic County	1	S5310
SOMERSET	Midland School	1	S5310
UNION	Arc of Union	1	S5310
UNION	Township of Cranford	1	S5310
Category 2 Type F Minibus Rear Lift – Total		18	

EXHIBIT A
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Category 2 Type F Minibus Front Lift

County	Agency	Quantity	Funding
CAMDEN	SCUCS Inc.	1	CMAQ Flex S5310
TO BE DETERMINED	TO BE DETERMINED	1	TBD
GLOUCESTER	Gloucester County Special Transportation	1	S5310
GLOUCESTER	St. John of God Community Services	1	S5310
MERCER	Mercer County T.R.A.D.E.	1	CMAQ Flex S5310
MIDDLESEX	JFK Hartwyck Adult Day Care	1	S5310
SUSSEX	Sussex County Dept. of Social Services	1	S5310
Category 2 Type F Minibus Front Lift – Total		7	

Category 3 Type J Extended Minibus Rear Lift

County	Agency	Quantity	Funding
ATLANTIC	Atlantic County Transportation	2	S5310
ESSEX	Catholic Charities of the Archdiocese of Newark	1	S5310
GLOUCESTER	Gloucester County Special Transportation	2	S5310
GLOUCESTER	Gloucester County Special Transportation	2	CMAQ Flex S5310
TO BE DETERMINED	TO BE DETERMINED	1	TBD
HUDSON	Township of North Bergen	1	S5310
HUNTERDON	Hunterdon County Human Services	2	CMAQ
MERCER	Arc of Mercer, Inc.	1	S5310
OCEAN	Ocean County Transportation	1	S5310
SOMERSET	Matheny Medical & Educational Center	1	S5310
SOMERSET	Somerset County Transportation	3	CMAQ
UNION	Cerebral Palsy League	1	S5310
UNION	Union County Paratransit	1	CMAQ
WARREN	Warren County/Human Services	4	CMAQ
Category 3 Type J Extended Minibus Rear Lift – Total		23	

EXHIBIT A
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Category 3 Type J Extended Minibus Front Lift

County	Agency	Quantity	Funding
ATLANTIC	Atlantic County Transportation	1	S5310
CAPE MAY	Cape May County Transportation	1	S5310
CUMBERLAND	Cumberland County CATS	2	S5310
HUNTERDON	Hunterdon County Human Services	1	S5310
MIDDLESEX	Middlesex County Department of Transportation	2	S5310
OCEAN	Township of Brick	1	S5310
SALEM	Mid-Atlantic States Career and Education Center	1	S5310
WARREN	Warren County/Human Services	1	S5310
Category 3 Type J Extended Minibus Front Lift – Total		10	

Category 4 – Cutaway Extended Minibuses Low Floor with Accessibility Ramp (5 Vehicles)

County	Agency	Quantity	Funding
MERCER	Arc of Mercer, Inc.	1	S5310
MONMOUTH	Monmouth County Transportation	3	S5310
SOMERSET	Somerset County Transportation	1	S5310
Category 4 Cutaway Extended Minibuses Low Floor – Total		5	

Category 5 MAV Vehicles

County	Agency	Quantity	Funding
CAMDEN	Arc of Camden County	1	S5310
ESSEX	The New Jersey Transit Corporation	3	S5310
MIDDLESEX	Neighbours, Inc.	1	S5310
SUSSEX	SCARC, Inc.	1	S5310
SUSSEX	Sussex County Dept. of Social Services	1	S5310
Category 5 MAV Vehicles – Total		7	

The above list of sub-recipients are subject to change due to a variety of issues including compliance or an agency's ability to continue with the programs.

ITEM 1711-52: PERSONAL INJURY CLAIM OF SHAMBRA ROLLINS

BENEFITS

It is the opinion of NJ TRANSIT and defense counsel, in recognition of the totality of the circumstances including the death that resulted, to settle the claim of the Estate of Shambra Rollins.

ACTION

Staff seeks authorization to settle the claim of the Estate of Shambra Rollins through the estate's attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

PURPOSE

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

FISCAL IMPACTS

Requested Authorization:	Request authorization to settle the Death Claim of the Estate of Shambra Rollins
Projected Date of Completion:	FY 2018
Anticipated Source of Funds:	FY 2018 Operating Budget
Diversity Goals/Participation:	Not applicable. No goods or services to be procured.

RESOLUTION

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

WHEREAS, the Estate of Shambra Rollins has presented a claim with a probable settlement cost greater than \$500,000; and

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

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

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



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

TO: BOARD OF DIRECTORS
FROM: STEVEN H. SANTORO 
DATE: SEPTEMBER 7, 2017
SUBJECT: EXECUTIVE DIRECTOR'S REPORT - SEPTEMBER 2017

When I was appointed to Executive Director 10 months ago, I was already familiar with the professionalism of the men and women at NJ TRANSIT. We are a corporation of more than 11,000 dedicated and diverse employees who serve our customers each and every day. We move nearly one million customers trips each weekday and more the 270 million trips per year, an incredible undertaking in one of the most densely populated regions of the nation.

Each and every NJ TRANSIT employee is counted on in some way, from frontline employees who work directly with customers or those that serve an important behind-the-scenes role to support the organization and our services. Many of our employees have been working both missions in the past two months, balancing their time between ambassador assignments during the Amtrak outage while still completing their regular work requirements, and for that I am extremely thankful and proud. Like any organization, there are always ways that we can improve. But there is also so much for us to be proud of. This is a company that, by the very public nature of its 24-7 business, cannot and should not hide from its imperfections.

We have, however, accomplished much towards the mission of providing our customers with safe, reliable service every day. I can assure you and the Board that employees are working to ensure our long-term success, giving us the greatest opportunity for lasting stability. Improvements to the way we operate don't occur overnight, and I have been open about the work that needs to be done. But, I assure you on behalf of the men and women who dedicate themselves to serve the people of NJ TRANSIT, we have a collective commitment to safety and reliability. We remain dedicated to delivering a quality transportation experience for all who use our system. That dedication is shown by accomplishments and progress that -- while not publicly recognized -- is integral to the bus, rail, light rail and Access Link paratransit service we provide to customers across the state, every day.

Our customers have told us that getting clear, up-to-the minute information is crucial for them. We have stepped up to that challenge, greatly increasing and enhancing our communications, using traditional media, social and other new media, and of course, good old face-to-face interaction. Nowhere were those efforts clearer than this summer, during Amtrak's Penn Station New York repair work, and our special summer service schedule.

The summer initiative included the development of an Internet microsite, service alerts and advisories, customer notices at stations, onboard and station announcements, press releases, information sessions with senior staff and an extensive ambassador program that trained and deployed nearly 630 ambassadors to assist customers traveling through stations and terminals. As this summer demonstrated, one of NJ TRANSIT's fastest growing customer communications platforms is social media. Facebook, Twitter, Instagram and YouTube are used to provide critical service information and promote NJ TRANSIT services.

NJ TRANSIT also sends service alerts to cell phones, mobile devices and personal computers during service disruptions for customers who sign up for this service, so they can know before they go, and plan accordingly. Alerts also appear on the mobile app marquee or when customers are using the train schedule or trip planning feature within the app.

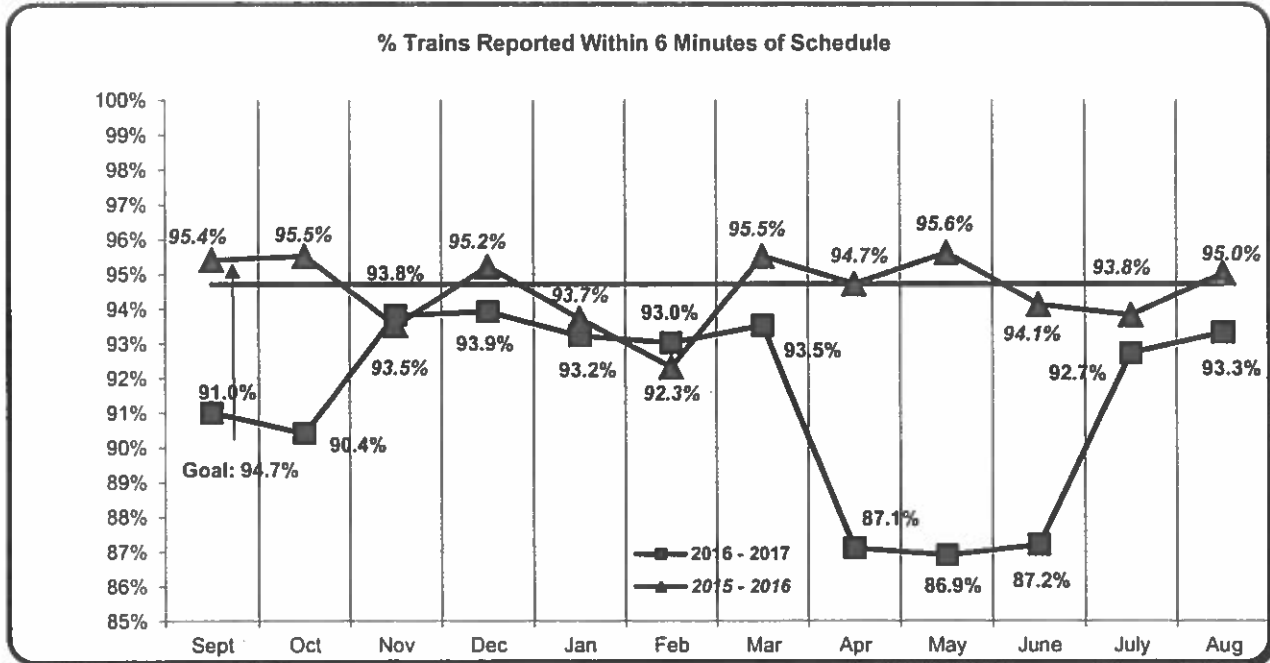
Despite all the advances in technology, personal, one-on-one communication is still vital. That was true for the summer schedule, when we provided additional bus service, as well as partnered with private bus carriers, PATH and NY Waterway to increase trans-Hudson capacity during the project. Additionally, employee ambassadors helped customers find the best transit alternatives for their trips. And it is true all year round, during special events and service disruptions. Delivering a high quality transportation experience for our customers is a coordinated effort that relies heavily upon talent, progress, dedication and partnerships.

EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 2017

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2015 - AUGUST 2017



	2016	2017	# Change
August Comparison	95.0%	93.3%	-1.7%

	2015-2016	2016-2017	# Change
12-Month Average Setpember 2015- August 2017	94.5%	91.3%	-3.2%

Analysis:

Rail On-Time Performance was 93.3% for August 2017. Of the 18,866 trains scheduled to operate, 17,604 were on time, while 1,262 trains (or 6.7%) were delayed. Key causes included:

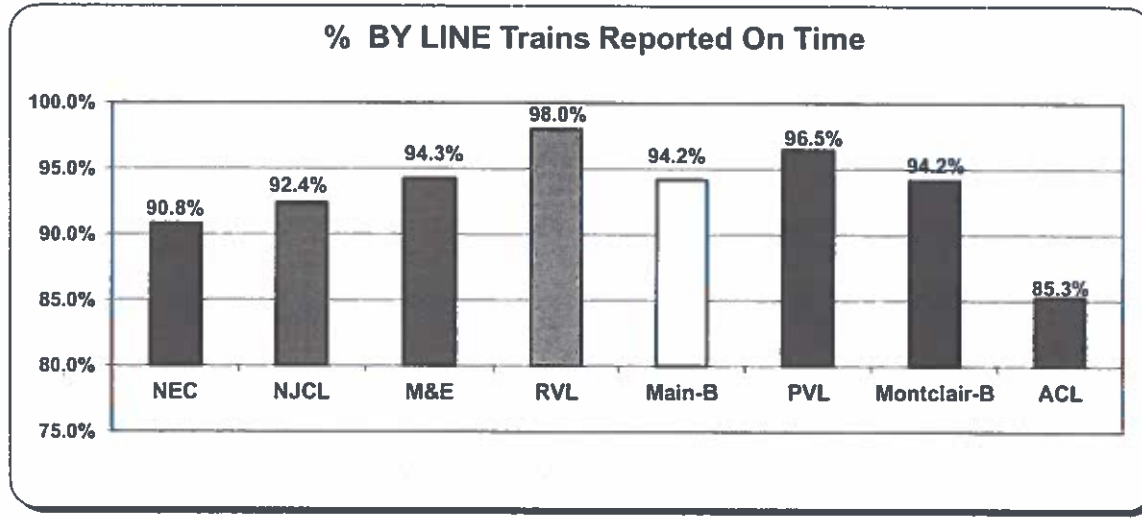
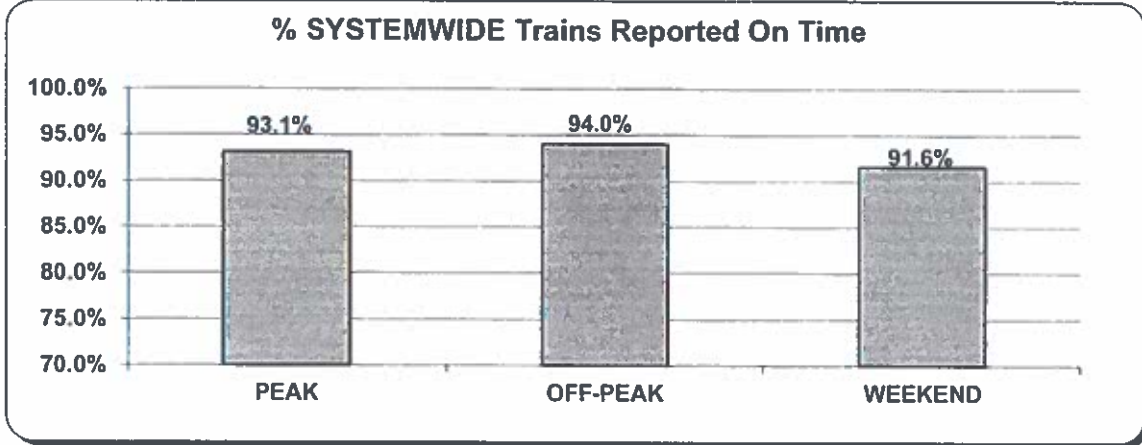
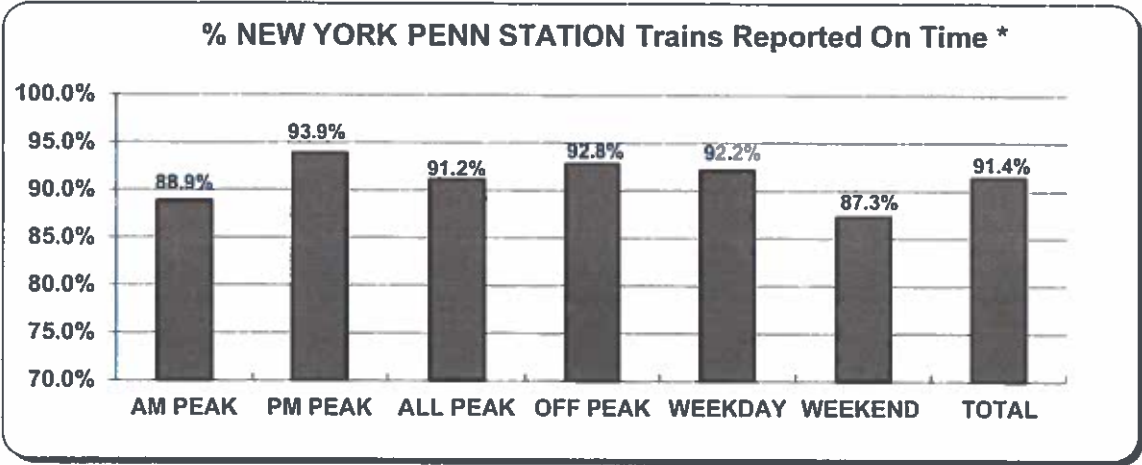
- NJT and Amtrak weather issues, NJT equipment failure, Amtrak signal failure, crew shortages and Amtrak programmed maintenance work contributed to 72 delays resulting in 88.0% OTP on August 18.
- NJT crew shortage, Amtrak programmed maintenance and Amtrak police activity contributed to 57 delays resulting in 82.6% OTP on August 20.
- NJT equipment failure and crew shortages contributed to 53 delays resulting in 88.3% OTP on August 21.

The 12-month average for Rail On-Time Performance September 2016 - August 2017 was 91.3%, which has declined by 3.2%.

ON-TIME PERFORMANCE RAIL

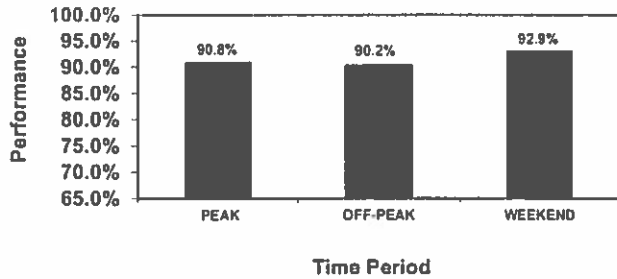
SUMMARY BY TIME PERIOD AUGUST 2017

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

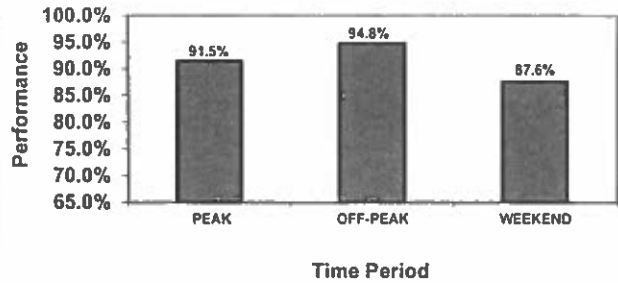


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2017

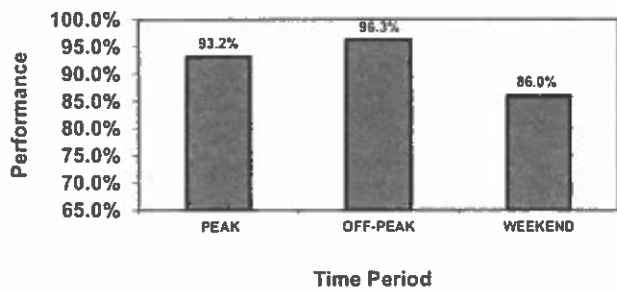
NORTHEAST CORRIDOR



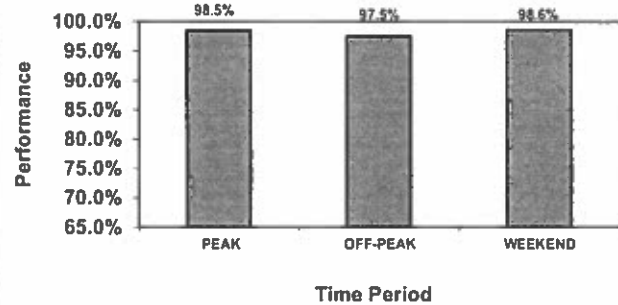
NORTH JERSEY COAST LINE



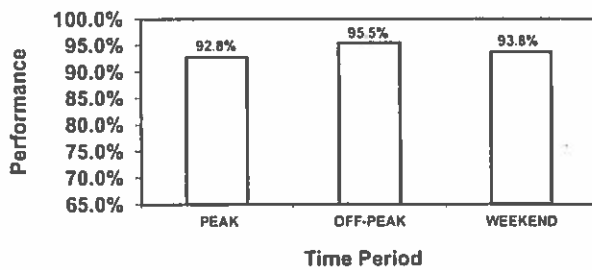
MORRIS & ESSEX



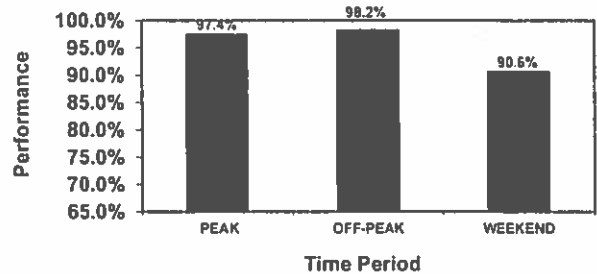
RARITAN VALLEY LINE



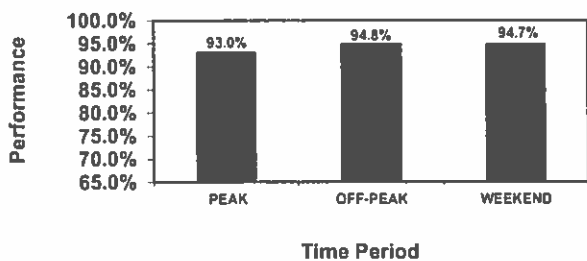
MAIN-BERGEN



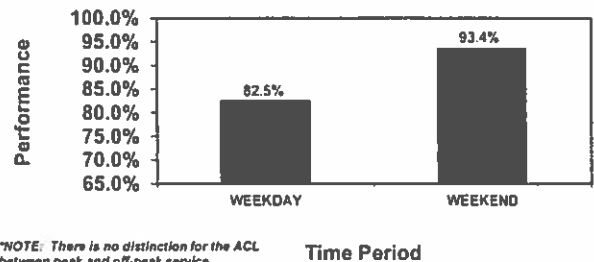
PASCACK VALLEY



MONTCLAIR-BOONTON



ATLANTIC CITY*

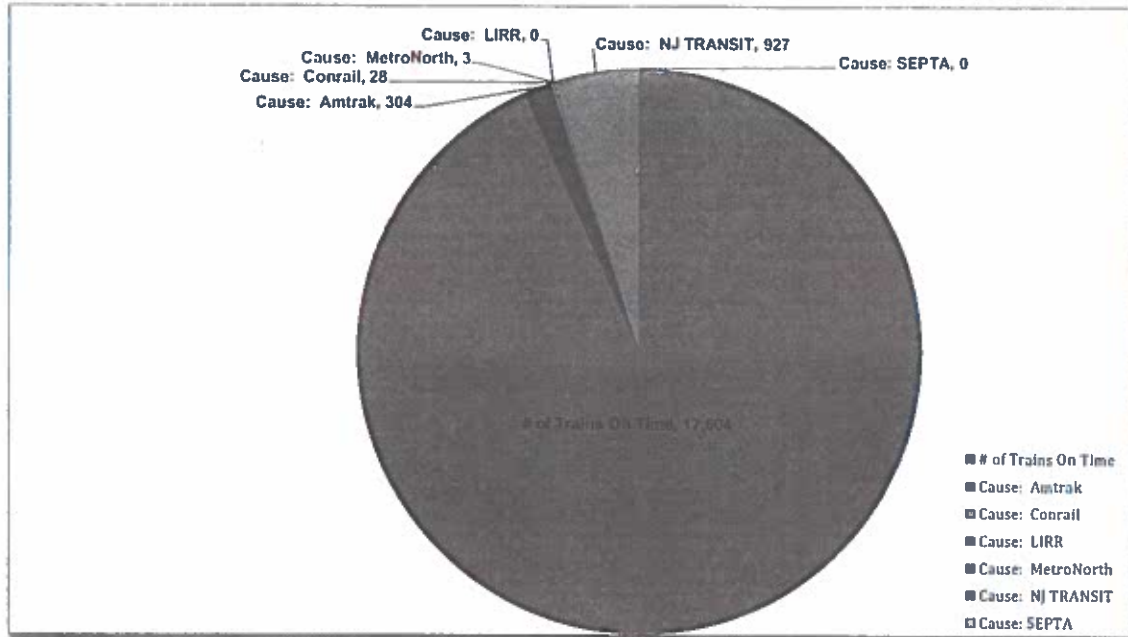


*NOTE: There is no distinction for the ACL between peak and off-peak service.

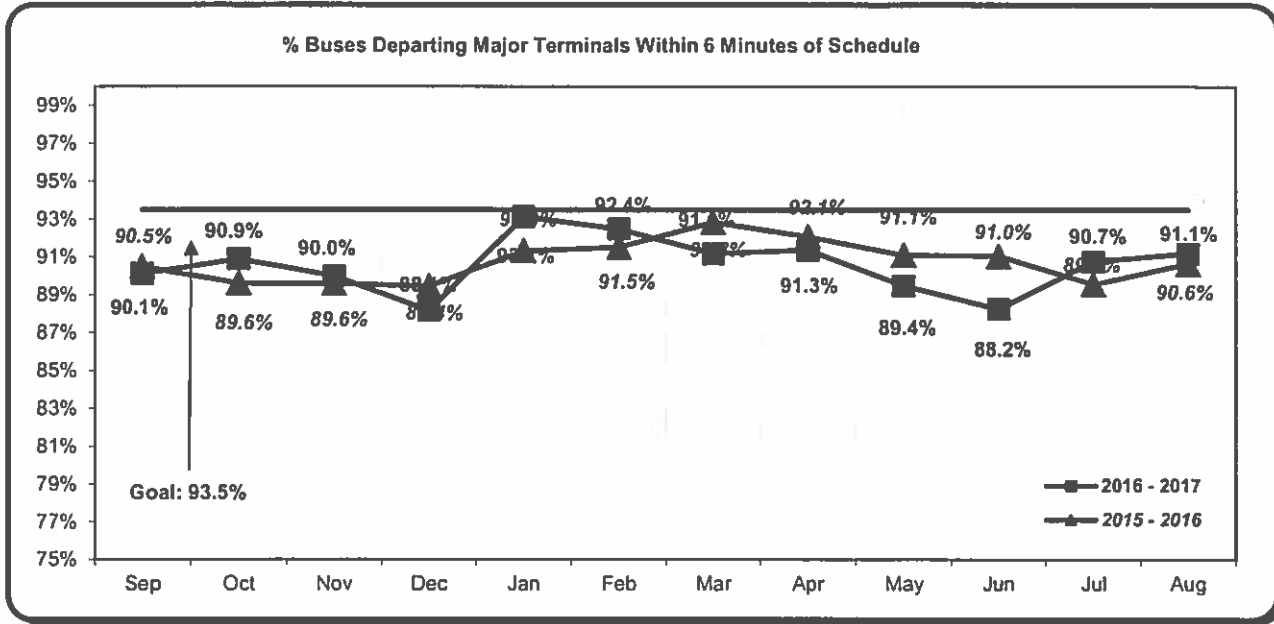
NJ TRANSIT Performance - August, 2017

Late NJ TRANSIT Trains

# of Trains On		Cause: Amtrak	Cause: Conrail	Cause: LIRR	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: SEPTA
# of Trains On Time	17,604	304	28	0	3	927	0
# of Late Trains	1,262	1.61%	0.15%	0.00%	0.02%	4.91%	0.00%
Total # of Trains	18,866						
Percentage On Time	93.3%						



NJ TRANSIT ON-TIME PERFORMANCE BUS SEPTEMBER 2015 - AUGUST 2017



August Comparison	2015 - 2016	2016 - 2017	% Change
	90.6%	91.1%	0.5%

12-Month September 2015 - August 2017	2015 - 2016	2016 - 2017	% Change
	90.7%	90.5%	-0.2%

Analysis:

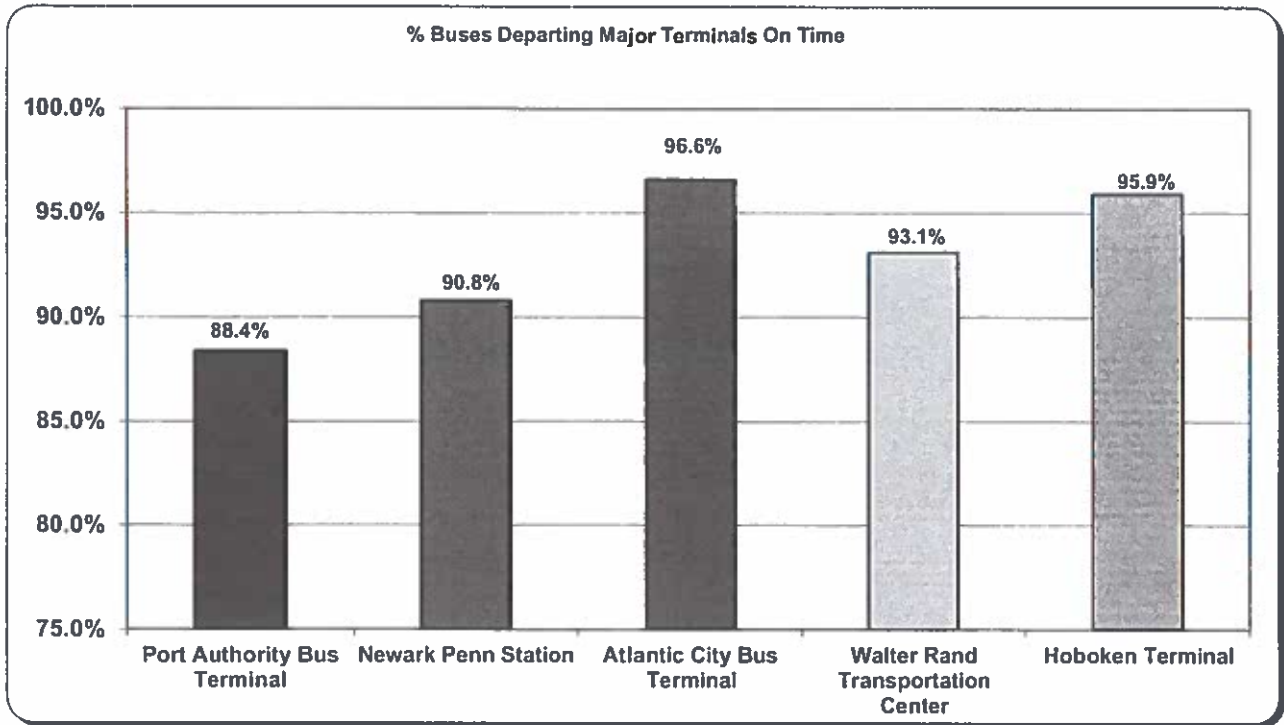
Bus On-Time Performance was 91.1% for August 2017. Of the 49,912 monitored departures 4,420 (or 8.9%) experienced delays. Key causes included:

- At Port Authority Bus Terminal on August 2, disabled vehicles in the tunnel resulted in late arrivals. Heavy Friday traffic resulted in buses arriving late on August 4 and 11. An accident on Route 495 caused delays on August 25 and 29.
- In Newark, police activity, road construction and fire activity caused delays on August 10, 11 and 25.
- Construction on Washington Street, continues to impact performance at Hoboken. The project is scheduled to continue until mid-2018.

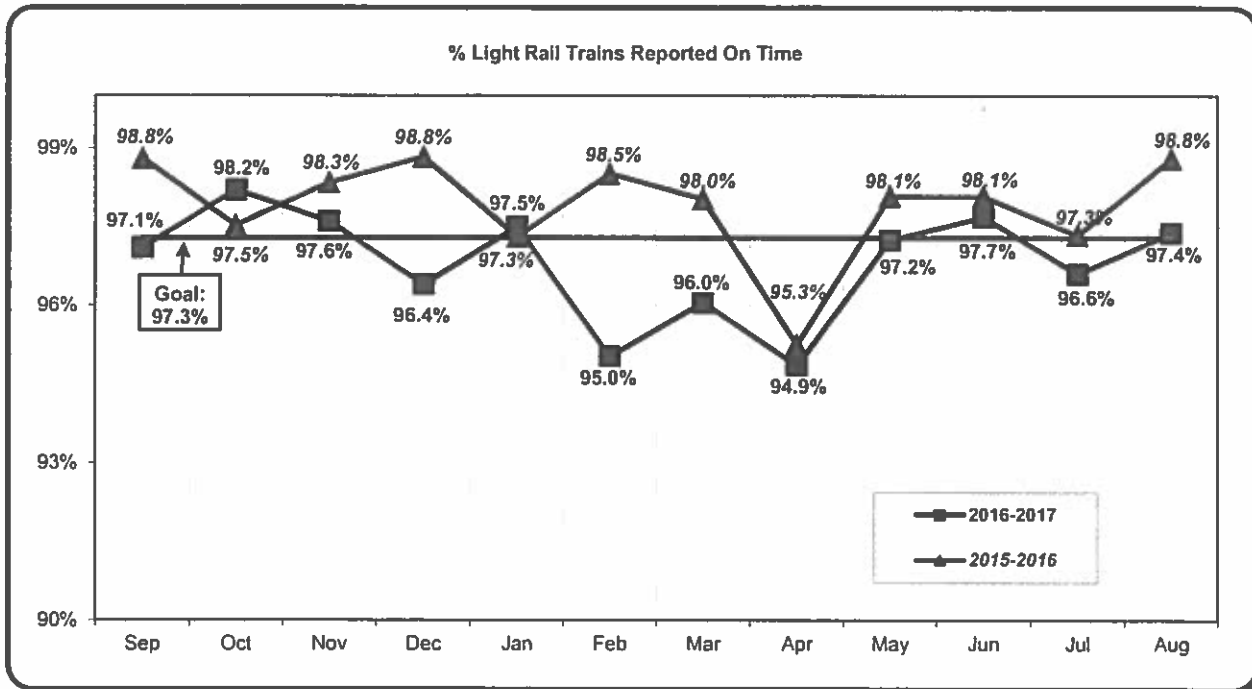
The 12-month average for Bus On-Time Performance for August 2015 - July 2017 was 90.5%, which was down by 0.2% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL AUGUST 2017



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL SEPTEMBER 2015 - AUGUST 2017



	2016	2017	# Change
August Comparison	98.8%	97.4%	-1.4%

	2016	2017	# Change
12-Month Average Ended Aug 2016 & Aug 2017	97.9%	96.8%	-1.1%

Analysis:

Light Rail On-Time Performance systemwide was 97.4% for the month of August 2017. Of the 28,885 scheduled departures, 756 (or 2.6%) experienced delays.

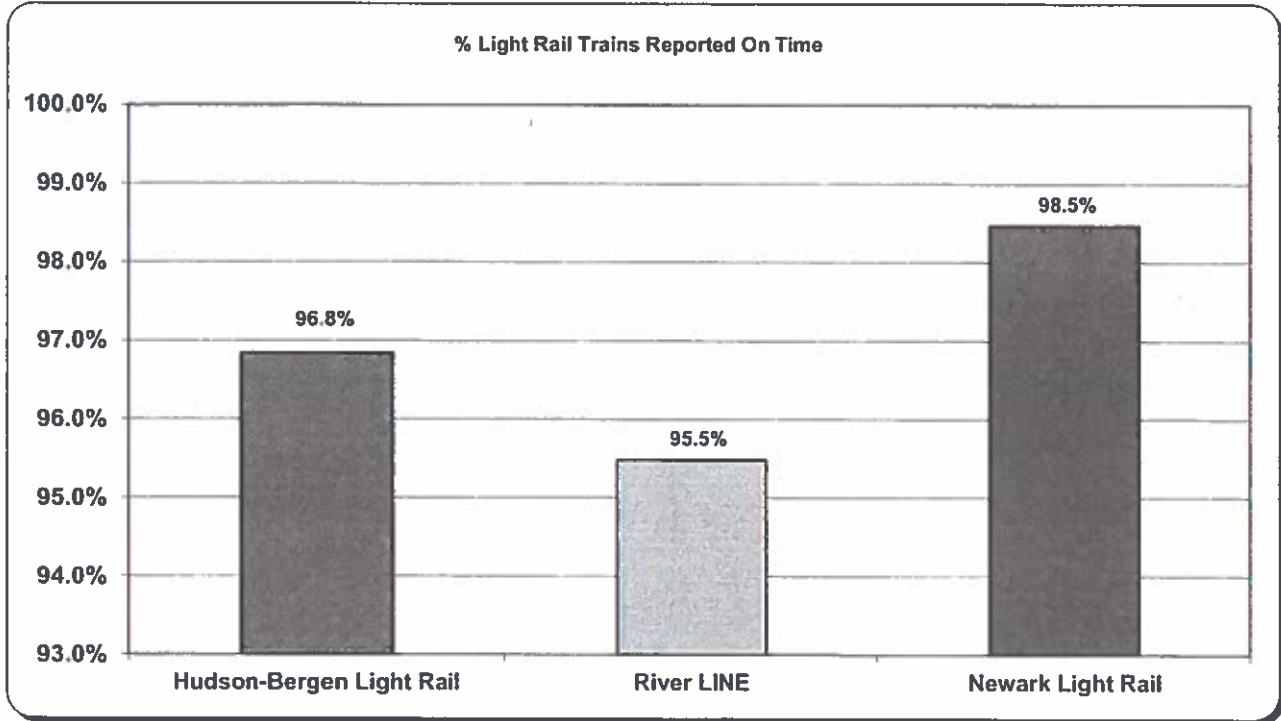
Key causes included:

- Gas leak in downtown Jersey City delayed 70 Hudson-Bergen Light Rail trains on August 31.
- A light rail vehicle generator fault delayed 9 River LINE trains on August 9.
- Switch problem at Branch Brook Park delayed 16 Newark Light Rail trains on August 24.

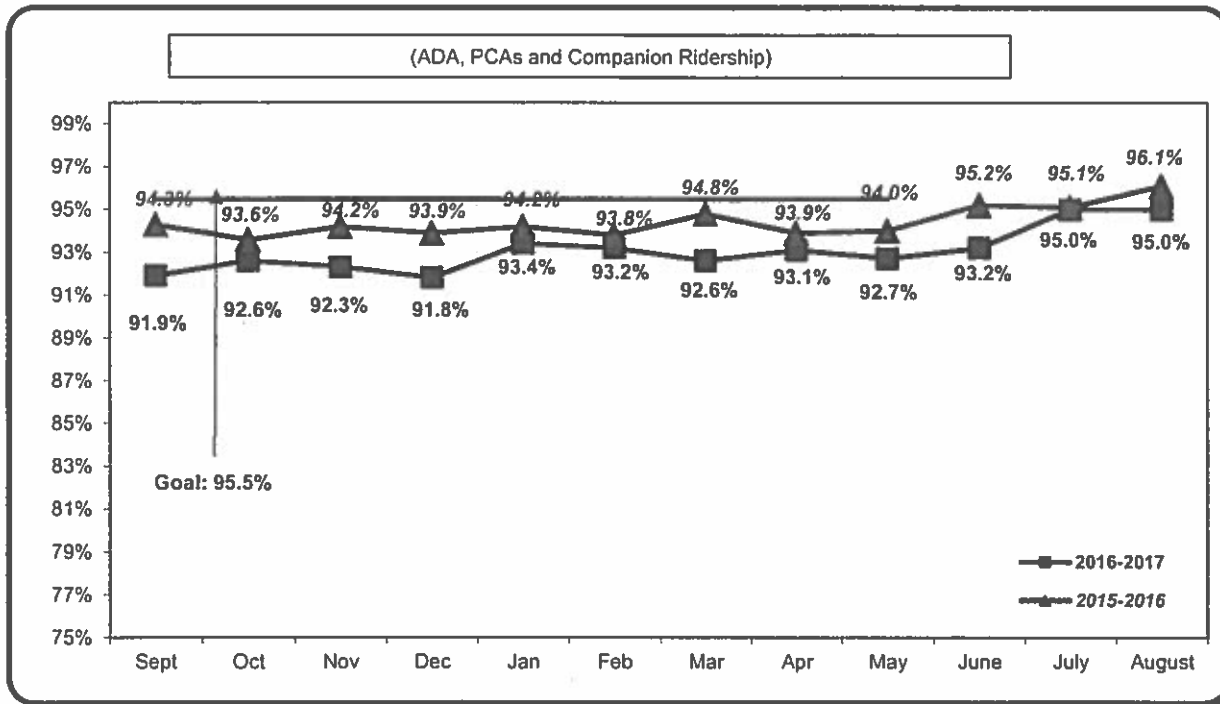
The 12-month average for Light Rail On-Time Performance for July 2016 - June 2017 was 96.9%, which decreased by 1.0% compared to July 2015 to June 2016.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE AUGUST 2017



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK September 2015 - August 2017



	2016	2017	% Change
August Comparison	96.1%	95.0%	-1.1%

	2016	2017	Difference
August Ridership	132,670	137,948	5,278

	2015-2016	2016-2017	% Change
12-Month Average September-August	94.3%	93.7%	-0.6%

Analysis:

Access Link On-Time Performance was 95.0% for August, 2017. In serving 137,948 total riders, for 123,866 ADA customers trips, 6,202 (or 5.0%) experienced delays.

Key causes include:

- * Traffic congestion due to construction
- * Customer cancellation & No-shows
- * Road closure / Summer month events

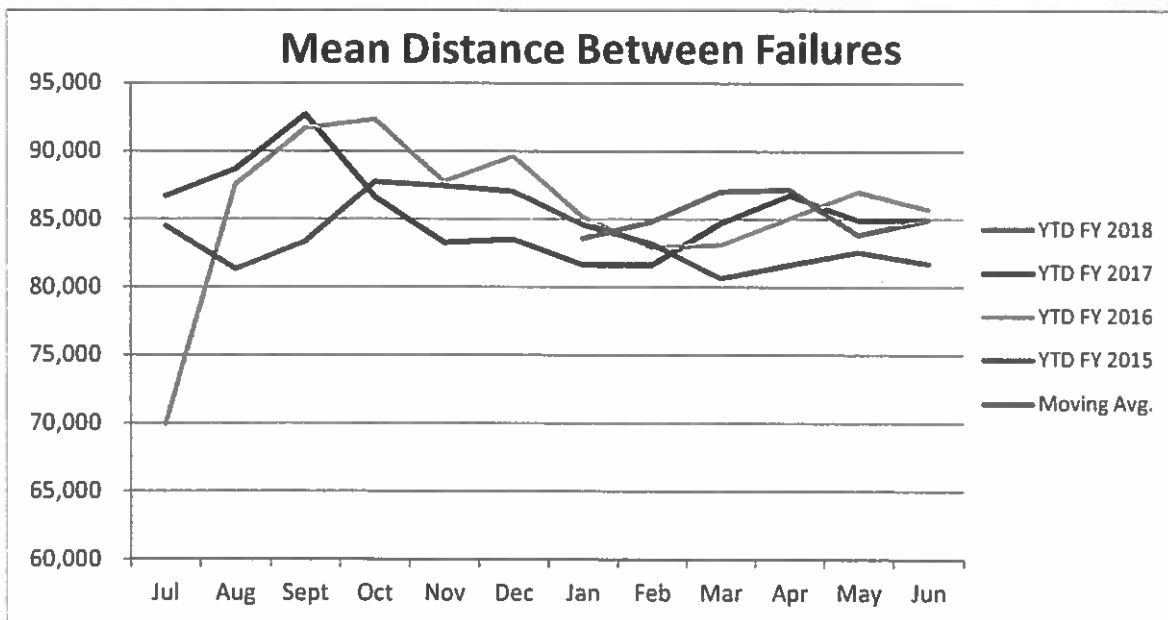
The 12-month average for Access Link On-Time Performance for September 2015 - August 2017 was 93.7%, which decreased by 0.6%.

MEAN DISTANCE BETWEEN FAILURES

July 2017

NJ TRANSIT Rail Operations
Mean Distance Between Failures

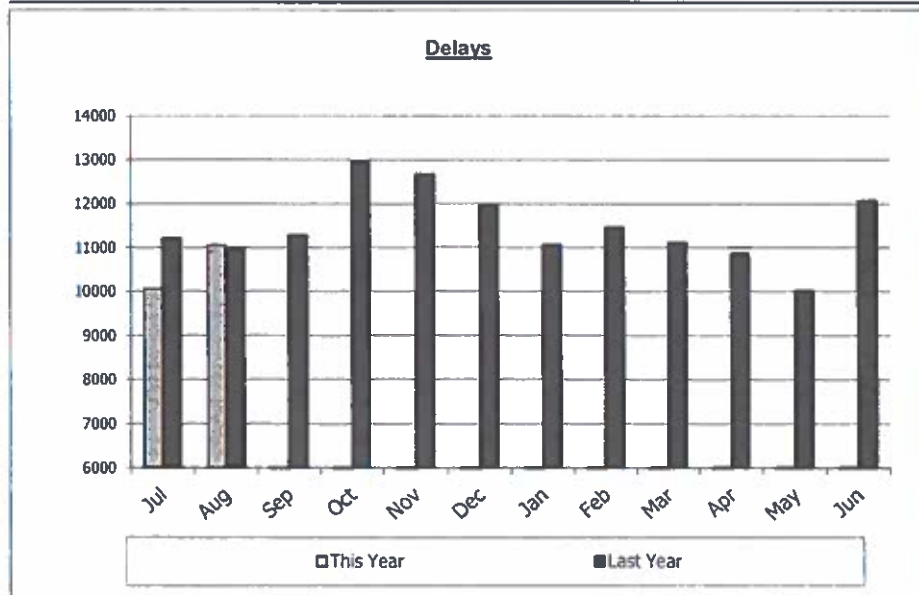
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	76,674	86,683	69,926	84,508	84,069
Aug	-	88,680	87,565	81,319	-
Sept	-	92,705	91,669	83,368	-
Oct	-	86,626	92,329	87,750	-
Nov	-	83,272	87,756	87,434	-
Dec	-	83,501	89,655	87,042	-
Jan	-	81,633	85,167	84,607	83,609
Feb	-	81,639	82,949	83,179	84,826
Mar	-	84,715	83,112	80,659	87,026
Apr	-	86,771	85,060	81,649	87,172
May	-	84,920	87,022	82,566	83,826
Jun	-	84,936	85,722	81,704	84,936



Garage Performance Parameters

August 2017

Location	Miles Between In-Service Delays			
	FY2018 Goal	This Month	FY2018 YTD	FY2017 YTD
Fairview	7,000	6,992	5,978	6,073
Greenville	9,900	5,762	4,657	5,596
Market Street	9,500	9,312	8,480	9,085
Meadowlands	11,500	6,526	6,623	7,360
Oradell	13,500	10,044	9,098	8,818
Wayne	12,500	11,770	10,976	11,419
Northern Division	-	8,639	7,948	8,402
Big Tree	8,800	6,760	6,892	10,020
Hilton	10,200	8,181	8,575	10,687
Howell	16,750	27,599	31,026	31,045
Ironbound	9,600	11,391	10,759	9,478
Orange	9,250	9,163	8,162	9,421
Morris	10,500	50,574	48,793	48,653
Central Division	-	12,177	11,963	12,875
Egg Harbor	16,500	14,009	15,259	14,731
Hamilton	20,000	17,078	11,960	19,042
Newton Avenue	15,700	18,195	17,100	12,390
Washington Twp.	14,500	11,998	11,982	13,019
Southern Division	-	14,144	13,809	14,018
Bus Operations	-	11,049	10,541	11,095

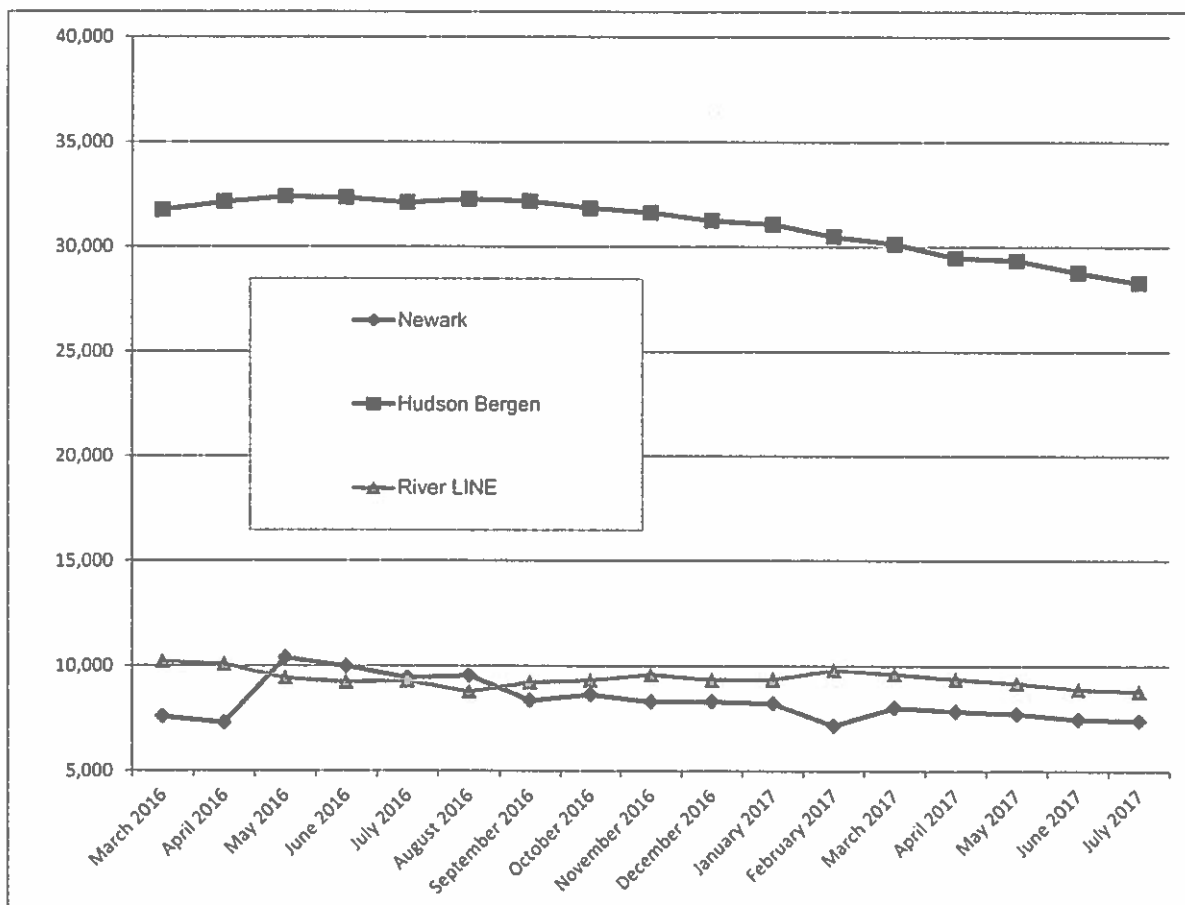


NJ TRANSIT - LIGHT RAIL, July 2017

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * July 2017
Newark Light Rail	7,399
Hudson Bergen	28,268
River LINE	8,806

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



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

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

DBE/SBE PROGRAM

State Funded Contracts

During the month of August 2017, NJ TRANSIT awarded **\$0.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0.00%**.

During the State Fiscal Year **2018** (July 1, 2017 through June 30, 2018) NJ TRANSIT awarded **\$0.00** in state funded contracts. Of that total, SBEs received **\$0.00** or **0.00%**.

SBE Goal Attainment from July 1, 2017 through June 30, 2018 (FY 2018)

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$0.00	or 0.00%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$0.00	or 0.00%
Category 6 SBEs received	\$0.00	or 0.00%

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

During the 3rd Quarter (April 1, 2017 – June 30, 2017) of Federal Fiscal Year 2017 (October 1, 2016 through September 30, 2017), the FTA funded share of NJ TRANSIT’s federal contracts awarded was **\$0.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00** or **0.00%**.

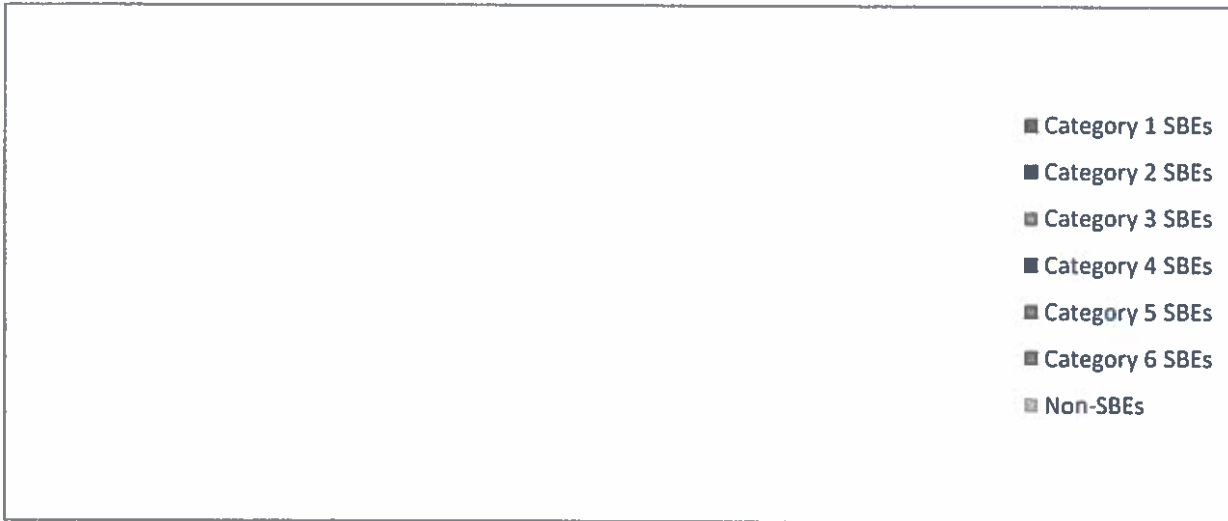
DBE Goal Attainment from October 1, 2016 (FFY 2016) - September 30, 2017 (FFY 2017) **

Contracts awarded	\$4,154,686.25
DBEs received	\$ 536,795.00 or 12.92%

****Numbers reflect federal share.**

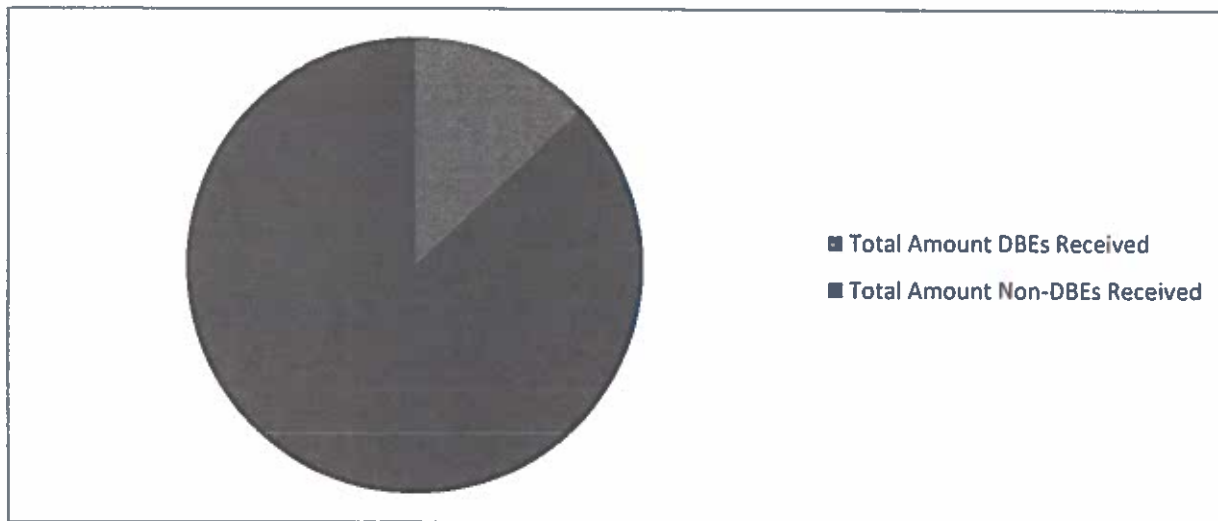
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2017

<i>Category 1 SBEs</i>	\$0.00	#DIV/0!
<i>Category 2 SBEs</i>	\$0.00	#DIV/0!
<i>Category 3 SBEs</i>	\$0.00	#DIV/0!
<i>Category 4 SBEs</i>	\$0.00	#DIV/0!
<i>Category 5 SBEs</i>	\$0.00	#DIV/0!
<i>Category 6 SBEs</i>	\$0.00	#DIV/0!
<i>Non-SBEs</i>	\$0.00	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2017-2019

Total Amount DBEs Received	\$536,795.00	12.92%
Total Amount Non-DBEs Received	\$3,617,891.25	87.08%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Twenty-four NJ TRANSIT employees retired recently with careers ranging from 9 to 39 years of service:

1. Kathleen Gould, Operator – Washington Township – 9 years
2. David Knox, Operator – Wayne – 22 years
3. Rafael Membrides, Operator – Ironbound – 9 years
4. Eglan Nelms, Operator – Howell – 16 years
5. Errol Rivers, Operator – Oradell – 29 years
6. Joseph Ryan, Operator – Howell – 16 years
7. Jerome Singleton, Repairman A – Big Tree – 12 years
8. Shrenik Upadhyay, Depot Clerk A – Market Street – 15 years
9. Mary Flatley, Senior Input Clerk – GOB – 30 years
10. Joseph Muller, Depot Master – Greenville – 32 years
11. Vincent Plummer, Repairman A – Hilton – 29 years
12. Mansoorul Rana, Operator – Orange – 10 years
13. Lesley Sutton, Depot Master – Big Tree – 23 years
14. Felix Tillman, Operator – Ironbound – 24 years
15. Ramon Turley, Operator – Ironbound – 26 years
16. Raymond Hinkle, Serviceman – Washington Township – 14 years
17. Eddy Lafontant, Operator – Meadowlands – 24 years
18. Gabriel Valderrama, Operator – Meadowlands – 10 years
19. Robert Green, Assistant Director, Shops – Newark Bus – 17 years
20. Rigobert Jean, Principle Accountant – Penn Plaza – 35 years
21. Nicholas Valente, Programmer – Penn Plaza – 26 years
22. Kim Dobson, Senior Accountant – Penn Plaza – 39 years
23. George Hillias, Superintendent Shops, Southern Division – Washington Township – 39 years
24. George Wiseman, Assistant Manager – Morrisville – 29 years