

**NJ TRANSIT BOARD MEETING  
MINUTES  
OPEN SESSION  
03/14/2012**

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

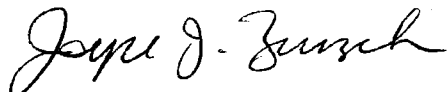
**NJ TRANSIT**  
One Penn Plaza East  
Newark, NJ 07105-2246  
973-491-7000

March 19, 2012

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Wednesday, March 14, 2012.

Sincerely,



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, March 14, 2012.

**Present:**

James S. Simpson, Chairman  
Bruce M. Meisel, Vice Chairman  
Johanna Jones, Governor's Representative  
Steve Petrecca, Treasurer's Representative  
James C. Finkle Jr.  
Myron Shevell

James Weinstein, Executive Director  
Joyce J. Zuczek, Acting Board Secretary  
Penny Bassett Hackett, Acting Assistant Executive Director, Communications & Customer Service  
Joyce Gallagher, Vice President & General Manager, Bus Operations  
Kevin O'Connor, Vice President & General Manager, Rail Operations  
Christopher Trucillo, Chief of Police  
Michael Lihvarcik, Acting Chief Financial Officer & Treasurer  
Steve Santoro, Assistant Executive Director, Capital Planning & Programs  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Leotis Sanders, Vice President, Office of Civil Rights and Diversity Programs  
Warren Hersh, Auditor General  
Kenneth Worton, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:13 a.m. in accordance with the Open Public Meetings Act.

Chairman Simpson asked for a moment of silence in recognition of the passing of Congressman Donald Payne, a good friend of NJ TRANSIT. Chairman Simpson mentioned Congressman Payne often took time out of his very busy schedule to participate in a number of milestone events over the years. He said Congressman Payne's support of NJ TRANSIT also helped to expand public transportation in the state, particularly in his native Newark where many of his constituents and NJ TRANSIT's customers rely on NJ TRANSIT day in and day out. Chairman Simpson said Congressman Payne will be missed and offered NJ TRANSIT, NJDOT, and all the other transportation agencies' thoughts and prayers to the Congressman's family.

Chairman Simpson asked for a motion to adopt the minutes of the February 8, 2012 meetings. A motion was made by Board Member Shevell, seconded by Board member Jones and adopted.

**Public Comments on Agenda Items and Other Matters**

There were nine 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.

**George Wheeler** said he represents Harris Corporation in the bus radio system matter before the Board. He requested an additional few minutes in return for withdrawing one of their speakers on the matter.

Chairman Simpson and Board Member Shevell noted their recusal from Bus Radio System Replacement Contract Award Board Item 1203-09.

Vice Chairman Meisel clarified that instead of ten minutes for two speakers, Harris Corporation was requesting seven minutes for one speaker and granted the additional time.

Mr. Wheeler introduced himself as the FCC regulatory counsel to Harris Corporation and said he handles matters related to the laws, regulations and practices of the Federal Communications Commission. He said the FCC is once again about to become very involved in an NJ TRANSIT project and Harris Corporation would like to suggest ways to make this a positive experience.

Mr. Wheeler said the Board had before it a request from NJ TRANSIT staff for authorization to enter into a contract for a new \$30 million bus radio system with Alcatel-Lucent. He said Alcatel-Lucent partnered with the U.S. subsidiary of a Spanish manufacturer and proposes to sell to NJ TRANSIT system equipment with a technology new to the United States, called TETRA technology. Mr. Wheeler said the radio system project is on a tight time schedule and must be completed by the end of 2013 to avoid significant financial penalties that could be assessed against NJ TRANSIT beginning in January 2014.

Mr. Wheeler said beside the authorization question, the other questions before the Board are concerns about the serious regulatory risks that could impose severe delays to the project completion and ultimately result in major unplanned changes to the project.

Mr. Wheeler said the regulatory risks are that the FCC currently prohibits the use of all types of TETRA equipment on public safety pool frequencies, the type of frequencies NJ TRANSIT plans to use for its bus radio system. He said in April 2011 the FCC stated that it expressly prohibited the use of TETRA equipment in portions of the 800 MHz band occupied by public safety licensees. Mr. Wheeler said this FCC statement, and his discussions with FCC staff, confirm the significant regulatory hurdles that could cause the FCC not to license TETRA use on public safety spectrum, during its TETRA rulemaking proceeding, while the FCC decides whether to make this prohibition against TETRA use permanent. He said there can be no assurance either now or in the future that the FCC will license use of TETRA technologies for the TETRA equipment specified in the Alcatel proposal.

Mr. Wheeler said the FCC rulemaking relates to the FCC's concern about both interoperability and interference issues. He said this boils down to considering whether TETRA technology should be permitted on public safety pool frequencies under its rules. Mr. Wheeler said the FCC is well aware that TETRA technology is incompatible with and cannot interoperate with Project 25 technology, the universal technology public safety licensees everywhere collectively have spent billions to implement. He said the FCC, Congress, and the Department of Homeland Security have all emphasized the importance of interoperability for public safety communications, and every public safety organization that filed comments with the FCC in the TETRA rulemaking proceeding urged the FCC to prohibit all types of TETRA use, regardless of power level, in the public safety bands. Mr. Wheeler said in addition to the interoperability issue, the FCC is very concerned about interference issues and disruption of operations of one system to another. He said the typical TETRA system architecture can cause significant interference to public radio networks.

Mr. Wheeler said given the major importance of both the interoperability and interference issues, it is easy to see why the FCC would be unwilling to jeopardize public safety network operations while its TETRA rulemaking remains pending and why it is increasingly likely that the FCC will decide to adopt a permanent ban on the use of TETRA technology on public safety spectrum. Mr. Wheeler said the TETRA equipment provider for the NJ TRANSIT project now contends that none of the FCC's current TETRA prohibitions will apply to its reduced power TETRA equipment. He said Harris Corporation disagrees. Mr. Wheeler said the clearest way to resolve this issue is to ask the FCC to confirm whether its ban extends to such reduced power TETRA operations.

Mr. Wheeler said Harris Corporation believes authorization of the contract without definitive specific written guidance from the FCC to NJ TRANSIT on the use of TETRA technology creates a significant and unacceptable risk for all and exposes NJ TRANSIT to huge time delays, financial penalties and possibly a total system redesign. He said the Board should, at a minimum, defer any vote on the authorization proposal to allow time for NJ TRANSIT to consult with the FCC to obtain written determination regarding the ability of NJ TRANSIT to obtain licenses for TETRA technologies on its public safety pool frequencies and regarding the obligation NJ TRANSIT assumes as a public safety licensee to comply with the rules adopted in the FCC's TETRA rulemaking should NJ TRANSIT choose to award a contract for TETRA technology while that rulemaking remains undecided. Mr. Wheeler said a \$30 million project deserves this level of knowledge and certainty. He thanked the Board for the time to speak and said he would entertain any questions they may have.

Vice Chairman Meisel thanked Mr. Wheeler for his comments and turned the meeting back to Chairman Simpson.

**Murray Bodin** said the first sentence of Executive Director Weinstein's report stated "this week, the issue of NJ TRANSIT Rail on time performance has been in the spotlight." Mr. Bodin explained that he had the report on his cell phone and the agenda for the meeting on his tablet. Mr. Bodin said the paper copies given out for the board meeting should be the last paper copies distributed. Mr. Bodin said he understand that not everyone uses an iPad or tablet but then the materials should be printed to order for

those individuals that require paper. He suggested a printer be put out in the reception area to print the materials upon demand.

Mr. Bodin said the world is changing. He said he had an issue about the symbolism of wearing a uniform and pointed out that Chief Christopher Trucillo was wearing a suit. Mr. Bodin said this is symbolic of the change that needs to happen. He said until the Board changes, the rest won't change. Mr. Bodin said it is the responsibility of the Board to change and lead the rest.

Mr. Bodin said he knows the back story behind what Governor Chris Christie spoke about on television a few weeks ago and the Governor Christie was accurate. Mr. Bodin said Governor Christie explained it the way it needs to be explained for the next generation and pointed to Governor Christie as an example of change. Mr. Bodin said the world and the rules are changing. He said it is a time when we need jobs and to use money more effectively. Mr. Bodin said money should not be wasted and infrastructure needs to be built to create more jobs because without the correct infrastructure the jobs will go elsewhere.

**Orrin Getz** said he lives in Orange Rockland County but he uses the Pascack Valley Line quite often. Mr. Getz said he is following up on a comment Vice Chairman Meisel made in response to Mr. Getz's comments at the last meeting regarding improving service on the Pascack Valley Line. Mr. Getz said the issue was about making train 9653 operate on April 6<sup>th</sup>, Good Friday, which is also the day before the evening before Passover and Tuesday, September 25<sup>th</sup>, the eve of Yom Kippur. Mr. Getz said the discussion was also about making train 9653 permanent because there is a two hour gap in the middle of the afternoon rush hour which needs to be filled, and adding train 1600 because there is no way to get into Manhattan by 7:00 on the Pascack Valley Line. Mr. Getz said he proposed these issues at the Metro North committee meeting on February 27<sup>th</sup> and asked the President to look into it and he said he would. Mr. Getz said he thinks this is an opportunity for NJ TRANSIT and Metro North to get together to see what can be done to make those schedule improvements on the Pascack Valley Line.

Mr. Getz said a very important thing is happening on Sunday. He said there is another St. Patrick's Day Parade in Rockland County. Mr. Getz said he believes this is the second largest St. Patrick's Day Parade. He said this is a great opportunity to get passengers to use the Pascack Valley Line on weekends. Mr. Getz said you can ride the Pascack Valley Line to go see the Parade. He said these are some of the things that can be done to promote weekend service on Pascack Valley Line.

Mr. Getz said the issue on the Northeast Corridor has been well documented in an article in the Wall Street Journal and the Executive Director's report outlines it. He said it is a political issue and he thinks a public affairs presentation needs to be done to get the public behind the effort to press Washington to get the funding needed for NJ TRANSIT, Long Island Railroad, and Amtrak. Mr. Getz said the number of delays along the Northeast Corridor for failed infrastructure is unacceptable and the commuters are expressing it in NJ TRANSIT's scorecard reports. He said if NJ TRANSIT has more reliable service, the scores will go up.

Mr. Getz said it is time to take another look at the Memorandum of Understanding which stopped the building of the GOLF Siding on the Pascack Valley Line. He said there has been weekend service on the Pascack Valley Line for several years and a lot of the fears of some of the communities that were supposed to result as a byproduct of starting weekend service had not happened. Mr. Getz said he thinks some of the communities including the community of Emerson may be interested in changing that. He said he thinks it is time to go back to the communities and reevaluate the issue and possibly put in the GOLF Siding and get the communities behind it. Mr. Getz said the GOLF Siding would eliminate the huge restriction on the Pascack Valley Line where there is 14 miles of single track railroad with ten stations, the control points have already been installed, and that would be a great way of improving service on that line. Mr. Getz said he understands Metro North would still be able to obligate its funds for it so he thinks it is time to reevaluate the Memorandum of Understanding and see if the GOLF Siding on the Pascack Valley Line can go ahead.

**David Peter Alan** said he had one brief comment on an agenda item before he turned to his remarks on behalf of the Lackawanna Coalition. He said he did not have enough information to comment in depth on the proposed expenditures but he is concerned that the ADA related item was not referred to SCDRTAC, the Senior Citizens and Disabled Residents Transportation Advisory Committee. Mr. Alan said he was not speaking for SCDRTAC but as a member and he urged the Board and management to include SCDRTAC review on ADA related board items in the future. He said that is why the committee was formed years ago.

Mr. Alan said the Lackawanna Coalition continues to advocate for improved mobility and improvements that bring the railroad, particularly the Northeast Corridor Line, up to a modern state of good repair. He said in their comments to NJDOT on the State Rail Plan, they requested an upgrade for the line between New York and Trenton, including conversion to 60 Hz power. Mr. Alan said they recommended schedules and fare policies that would encourage riders to use off-peak trains or Hoboken trains to conserve Penn Station capacity in New York. He said they also recommended a new single-track Hudson tunnel as part of a long-term plan to improve trans-Hudson capacity. Mr. Alan said he was submitting as an exhibit, the plan developed by Joe Cliff and Jim Raleigh.

Mr. Alan said he submitted and distributed copies of the Railgram which included an article complimenting NJ TRANSIT's Board on the steps taken to improve transparency and public participation. He said they still consider it imperative to press for more transparency and citizen participation at NJ TRANSIT. He said he personally began the initiative and the Lackawanna Coalition now supports the initiative. Mr. Alan said they continue to request sufficient time to address all issues at board meetings, since it is the only opportunity they have to do so, and they also call for public attendance and participation at Board committee meetings, so their voices can be heard before the Board deliberates on issues, including those raised by management.

Mr. Alan said they also consider it imperative for non-members to have an opportunity to attend and comment at meetings of the North Jersey and South Jersey Advisory Committee, as they currently do at SCDRTAC. He said at last month's board meeting, he read the pertinent parts of the By-Laws of those two advisory committees into the

record and North Jersey Advisory Committee Chair Suzanne Mack acknowledged that the North Jersey Transportation Advisory Committee had recently held a meeting. Mr. Alan said he received no notice of such a meeting and he knows of no other non-members who did. He said if the public was not notified of the meeting, it constitutes a violation of the Committee's By-Laws, as well as the spirit of the Governor's call for transparency, and that violation was committed knowingly.

Mr. Alan said he was not so interested in knowing why the provision was violated as being assured that such violations will not occur again in the future. He said he was not so interested in criticizing anyone as in making sure that he and any other members of the public have the access to all of the transportation advisory committees that they should have and currently have at SCDRTAC.

Mr. Alan asked for assurance that the public will be notified of the next meeting of all of NJ TRANSIT's advisory committees through the NJ TRANSIT website and any other reasonable means. Mr. Alan said the public right to access and compliance with by-laws is an important issue and asked for assurances that his request would be implemented. Chairman Simpson suggested discussing the matter with Mr. Alan after the board meeting and he agreed.

**James T. Raleigh** said he signed in as President of Friends of Monmouth. He said he provided his prepared comments with four items he planned to comment on but he would be changing his comments because he was trying to be brief and reflect on what was already said and presented. Mr. Raleigh said he wanted to comment about the Bus Radio System. He said he thinks this was an example where the types of discussions that have probably already been discussed by the Board Administration Committee and Board Capital Planning, Policy and Privatization Committee should have been discussed in a smaller group than the Board meeting.

Mr. Raleigh said he used to work for Bell Laboratories and his pension comes from Lucent so he may have a conflict of interest in speaking. He said he does not find anything in the item that says information about problems will be provided from the bus to the maintenance staff. Mr. Raleigh said he believes a radio system not only for emergencies will be more useful if it assists maintenance and operations in the long term. He said yesterday there was a major transformer fire in Boston and the buses were rearranged in a hurry to evacuate a major area. Mr. Raleigh said he would like to see more details earlier about the radio system and how it benefits New Jersey and particularly in emergency situations.

Mr. Raleigh said being a rider on the North Jersey Coast Line he was interested in the ADA board item. He said he would like to see the long term plans for upgrading all rail stations for ADA. Mr. Raleigh said he was particularly interested in Perth Amboy, which is a low-level platform and, as discussed at the last meeting, has concerns related to bikes. He said he would like to know when high level platforms will be provided.

Mr. Raleigh said the third item he wanted to talk about was the NEC problem. He said other people already mentioned more reliable service. Mr. Raleigh said the best way to get more customers was not only more reliable service but also more frequent weekend service. He said when Governor Christie cancelled the ARC project, the Governor

instructed Commissioner Simpson and Executive Director Weinstein to work on improving the Northeast Corridor by working with Amtrak, New York and New York City. Mr. Raleigh said he thinks the ball is in NJ TRANSIT's court and he is waiting to hear more information.

Mr. Raleigh said he testified yesterday at the Senate Budget Hearing about the chaos at Monmouth Battlefield State with the silos at the Department of Environmental Protection (NJDEP). He said there were even bigger problems in the silos between NJDEP and the Department of Transportation, and their new Rail Plan and the lack of connections and planning for the Monmouth Ocean Line to bring Ocean County commuters through Freehold to Matawan as the most direct route to New York.

**Joseph Clift** said he was on the 8:25 a.m. train 3827 that morning. He said the eastern most car, which was by the bottom of the escalator, was closed. Mr. Clift said only having one car closed was wonderful because there was usually two to three closed. However, he said attention should be paid to where the closed car is located and it should be oriented to the public because of situations when the public is running for the train, they have to run down three cars.

Mr. Clift said the whole commentary regarding the Bus Radio System board item seems to fit in a committee structure where details can really be discussed when there is time. He said he doesn't believe there was enough time in the board meeting, so he thinks having a committee meeting open to the public would help that.

Mr. Clift said at the bottom of his handout, he listed specific questions regarding the three board items that he believed would be worth answering before a vote was taken. He said they were minor.

Mr. Clift also complimented the staff for the vast improvement in the procurement information in the final public agenda package. He said he appreciated it, and it was on its way towards better transparency. He said the item listed the losing bidders and more information, and it was appreciated.

Chairman Simpson told Mr. Clift that it was provided in response to Mr. Clift's request. Mr. Clift thanked Chairman Simpson.

Mr. Clift said he wanted to talk about two items that have been discussed before. He said changing NJ TRANSIT's investment strategy is the Board's prerogative and is especially important to the Chair and the Vice Chair who chairs the Capital Planning, Policy and Privatization Committee.

Mr. Clift said his first point was to increase the spending by New Jersey on the Northeast Corridor over whatever it was before and \$40 million was what he's seen but he doesn't know the right number. He recommended budgeting \$50 million in Fiscal Year 2013 capital funds for the Northeast Corridor infrastructure improvements. Mr. Clift said the additional funding would still be within the \$1.2 billion budget for NJ TRANSIT presented in the Governor's Proposed Budget. Mr. Clift said that so far, that type of strategy has not been a New Jersey orientation. He said the conversation constantly was about wishing the federal government would provide more money for the

Amtrak infrastructure but Mr. Clift believes more than 90 percent of the passengers north of Trenton on the corridor are not passengers on Amtrak but are New Jersey state passengers on NJ TRANSIT. Mr. Clift said Amtrak is broke and has had trouble covering the cost above the rail. He said NJ TRANSIT is what he would call a rent controlled tenant on the corridor and has a good deal but unfortunately that good deal did not get NJ TRANSIT improvements to the infrastructure. Mr. Clift said he leaves the specific improvements to the experts but he believes the 60 hertz question would really help NJ TRANSIT operations and should be addressed.

Mr. Clift said the second item is to put \$19 million in the fiscal '13 budget. He said this was the amount New Jersey agreed to pay back to the FTA for federal money given to NJ TRANSIT for the ARC. Mr. Clift said \$95 million over 5 years works out to \$19 million per year. He said he believes if NJ TRANSIT restarted planning on Hudson improvements, in a way that was some form of resurrecting ARC, the money would not need to be given back. He said Amtrak is looking at \$13 billion to build a high-speed rail corridor, they are not concerned about NJ TRANSIT's regional customer but rather their concern is the 200 mph type customer, and New Jersey needs to take the lead in the corridor. He said he was not talking about everything; he was talking about a third tunnel. Mr. Clift said the strategy is a reorientation of existing resources, not additional resources. He said if New Jersey does not invest in the corridor, the type of cascading events with the tunnels or the wires will continue.

Chairman Simpson said Mr. Clift's comments were right on target. He said he knows he speaks for the Board as well as the Executive Director that they are concerned about the issues with service on the Northeast Corridor. Chairman Simpson said they are going to work with Amtrak and the U.S. Department of Transportation to address the Northeast Corridor infrastructure issues. Chairman Simpson said this is similar to what happens with roads, whether it is a city road, country road, or state road, taxpayers don't care; all they want is a fast, reliable way to get to work. Chairman Simpson said if the reliability cannot be given, they are going to move out of the state.

Chairman Simpson said regarding the FTA money, he believes as the former FTA Administrator that there is a statute that prohibits the FTA from giving money to Amtrak, but they will look into whether something can be done to help improve the corridor through other ways such as a special project.

Chairman Simpson said the Board appreciated members of the public like Joe Clift, David Peter Alan, and James Raleigh informing the Board and asked them to keep the commentary going.

Mr. Clift said when he worked for the Long Island Railroad they paid Amtrak to get control so he believes if NJ TRANSIT invested extra money beyond the rent stabilized requirements, NJ TRANSIT may have the opportunity to gain some control that it does not have currently. He said it would be nice not to sit in Secaucus and watch Acela trains go by and know the NJ TRANSIT train has to wait.

Chairman Simpson said they are going to focus on the Northeast Corridor issues.

**Andrew Besold** said he was going to read from the NJ TRANSIT bike program rules as published online March 2009. He said it stated, "Cyclists or segway users must allow other passengers to exit and enter the vehicle before boarding with a bicycle or segway. Cyclists or segway users must be able to lift their bikes or segways up and down stairs while boarding any train rail cars." Mr. Besold said he was at the September board meeting in Hoboken when he first brought up the issue of bicyclists no longer being able to board or detrain at low-level platform stations. He said at that time he was told the new rules prohibiting bikes from detraining and boarding at low-level platform stations was a clarification. Mr. Besold said to him, it was clearly a change in policy. He said he was sorry he did not attend the board meeting last month when it was discussed.

Mr. Besold apologized to Chairman Simpson for filling his email box with nearly 300 petition letters by cyclists upset by the change in rules. Mr. Besold said he and Chairman Simpson have heard about people who lost their jobs because they were not able to take their bikes on the train so they could bike two miles to their jobs, and they could not ride their bikes the five to six miles to the next ADA accessible station. He said he studied the issue in depth and believes there is an amicable solution that would benefit cyclists and people who board the train with heavy luggage. Mr. Besold said before the new rules took effect, he had to walk his bike through multilevel cars to get to the door that would open, and it was not easy. He said he was sure it would be difficult for people with luggage as well. Mr. Besold suggested figuring out a way where they could board at just one or two doors at low-level platform stations and said he wanted to find a solution that is amicable to all.

Mr. Besold said in his research, he could not find another transit agency in the United States that has a rule limiting bicycles at low-level platform stations. He said he was aware there was a legal issue where someone got hurt, but he would like to help work to reach a solution that avoids those types of problems. He said he heard a judge used to take his bike to Hunterdon County to a correctional facility but had to start driving because he could no longer take his bike on the train. Mr. Besold said he would like to find a solution.

Mr. Besold said he would also like to work more closely with events. He said the New Jersey Gran Fondo will be in September in Morristown and will bring 2,000 or more cyclists. Mr. Besold said it would be nice to attract cyclists to NJ TRANSIT. He said he believes it would be a mutually beneficial situation for all to introduce people to NJ TRANSIT and the beautiful New Jersey countryside, to help people realize they do not need a car to visit, and that NJ TRANSIT provides a great service.

Chairman Simpson said he was hoping Suzanne Mack would be present because she is on NJ TRANSIT's Advisory Committee and she was asked to look into the issue and get back to the Board. Chairman Simpson asked Mr. Besold to obtain Suzanne Mack's contact information from Anthony Attanasio. Chairman Simpson said they are also concerned and want to make sure they are doing the right thing for all of their riders. He said the Board was not ready to opine but they are looking into the issue.

**Philip Craig** said he is the Director of the New Jersey Association of Railroad Passengers (NJ-ARP) and would speak on agenda and non-agenda items. Mr. Craig said NJ-ARP supports in principle the agenda item for modifying the Newark City

Subway Bloomfield Avenue Station for ADA accessibility. However, Mr. Craig said NJ-ARP suggests that the work should include bringing the station into compliance with national fire protection association code 130 which he said applies to rail transit stations that are either constructed or substantially modified. Mr. Craig said NJ TRANSIT should reopen the northbound entrance to the southbound platform on the north side of Bloomfield Avenue, and the outbound platform southern entrance, that were closed in the 1980s in an ill-advised attempt to minimize costs. He said this causes passengers who need to cross Bloomfield Avenue to cross on the surface where they are exposed to motor vehicle traffic hazards. Mr. Craig said with the widespread illegal use of cell phones by drivers, it is even more important to bring the station into compliance with the current fire and pedestrian safety codes.

Mr. Craig then went on to discuss non-agenda matters. He said on November 10, 2010, he advised the Board that NJ-ARP supported the decision made by Governor Chris Christie to cancel the ARC project. He stated that they believed the ARC project had deteriorated over time into a compromised endeavor that failed to meet its original objectives and ultimately was recognized as being something that New Jersey's taxpayers could not afford. Mr. Craig said in the past few months, the Commissioner, who was no longer restricted by recusal, was able to express his own views, which were very much in agreement with the points made repeatedly by NJ-ARP before the Board for several years prior to termination of the ARC project. He said they applaud the Commissioner's forthrightness on the subject.

Mr. Craig said notwithstanding their support for the Governor's decision, he also expressed their concern that the legacy of the ARC project continued to lead to the expenditure of state obligated funds that should be avoided as well. He said they specifically questioned the wisdom of the decision made by the Board on July 14, 2010 to award a contract in excess of \$83 million for the purchase of ten dual mode locomotives in addition to 26 previously ordered. Mr. Craig said in questioning what they considered to be an imprudent expenditure of public funds, especially during a period of financial stringency, their goal was to eliminate an avoidable demand upon the State of New Jersey's beleaguered Transportation Trust Fund. He said if such funds were on hand, they believed they would have been better spent on extending the Lackawanna Cutoff project to Blairstown or beginning the extension of the Hudson Bergen Light Rail system along the Northern Branch.

Mr. Craig said the justification given by NJ TRANSIT's staff to the Board for purchase of the dual mode locomotives was that they would enable trains operating in non-electrified territory to run through the Trans-Hudson express/Mass Transit Tunnel to the proposed ARC project station under 34<sup>th</sup> Street, as well as through the existing Amtrak owned tunnels leading to New York's Pennsylvania Station.

Mr. Craig said, as he pointed out on November 10, 2010, the 26 dual mode locomotives on order under the base contract would have been more than adequate to allow selected trains to provide one-seat rides to and from New York's Penn Station on the Bay Head to Long Branch portion of the North Jersey Coast Line, on the Hackettstown to Little Falls portion of the Montclair-Boonton Line, and perhaps even on the Raritan Valley Line as well. He said, at the time, NJ-ARP asked where the additional dual mode locomotives, costing more than \$83.1 million, ordered at a cost double that of

conventional diesel-electric locomotives, would be used in light of the cancellation of the ARC project.

Mr. Craig said for reasons best known to those who were members of the Board at that time, its decision was not to cancel the optional order for the ten additional dual mode locomotives. He said almost a year and a half had passed since then. Mr. Craig said they recognize that the train has left the station in as much as the locomotives are under construction. He said their current question was what NJ TRANSIT's plan is, railroad by railroad line, for using the locomotives. Mr. Craig said the New Jersey Association of Railroad Passengers would appreciate receiving an answer in writing.

**Jack May** introduced himself as the Vice President of the New Jersey Association of Railroad Passengers. He said it seems very unlikely that New Jersey Transit will be funding any large projects in the near term. Mr. May said they are told that NJ TRANSIT is short of money, and must watch every penny. He said with that in mind, the New Jersey Association of Railroad Passengers studied various aspects of NJ TRANSIT's operation with respect to achieving higher ridership and revenues without any increase in costs.

Mr. May said with regard to light rail, he wanted to discuss two initiatives that could be favorable to both NJ TRANSIT and its stakeholders. Mr. May said one was the Newark Light Rail Underground Fare. He said it currently is a reduced fare program for short-distance riders of the former Newark City Subway, between Penn Station and Warren Street. Mr. May said the reason for the program was, and still is, to attract riders to NJ TRANSIT connecting services at Penn Station Newark, by allowing passengers to continue their rides to downtown stations in Newark, conveniently near where they work or go to school.

Mr. May said when first instituted it was called the Downtown Fare but soon after the Broad Street Branch was completed, many of its riders pointed out that despite being downtown, the reduced fare did not apply to Broad Street riders. He said instead of correcting that oversight and including the new line in the low fare program, NJ TRANSIT took the easy way out and changed the name to Underground Fare to indicate it only applied to stations that were part of the original Newark City Subway.

Mr. May said ridership on the Broad Street Branch has been very disappointing in contrast to all the other light rail lines which are outstanding successes. He said when the branch was inaugurated, rush hour headways operated every ten minutes (using three cars) and off-peak frequency was every 15 minutes (using 2 cars). Mr. May said with most of the trips attracting few passengers, eventually service on the line was reduced to every 15 minutes in rush hours and every 30 minutes off-peak, cutting out the need for one car and operator, but increasing the average wait time for potential riders to seven and one half minutes in rush hours (50% longer than before) and to 15 minutes off-peak (double before). He said be that as it may, it certainly did reduce NJ TRANSIT's costs.

Mr. May said they are suggesting that NJ TRANSIT institute a demonstration project where the "Underground Fare" becomes the Downtown Fare again and it is applied to the Broad Street Branch which it never was before. He said they believe that if

publicized, the lower fare will attract additional riders, perhaps enough to offset the reduced revenue from the lower fares. Mr. May said if they are wrong, the amount of revenue loss will still be small anyway since the fare box receipts are very little on that line as it is. He said if ridership increases significantly, NJ TRANSIT and its passengers will both benefit greatly. He said for NJ TRANSIT, the benefit will be increased revenue with no additional costs, and for riders the benefit will be the ability to patronize a convenient service at low cost, thereby helping to fulfill NJ TRANSIT's mission of carrying passengers. Mr. May said in other words, they suggest NJ TRANSIT find out if the lost revenue from lowering the fare can be made up by attracting more fare paying riders in a relatively risk free manner.

Mr. May said they also suggest elimination of parking fees on weekends on both the Hudson-Bergen and Newark light rail lines. He said their research indicated that the pay parking lots on both of the lines are vastly underutilized on weekends. Mr. May said while the permit portion of the lots have autos, the pay portion of each of them are bereft of vehicles. He said the actual money collected on weekends is very low.

Mr. May said they propose another demonstration project that would eliminate the fee for parking at light rail stations on weekends. Mr. May said there could be lost revenue if it does not attract more riders, but that would be very small considering how few currently pay to park on weekends. He said on the other hand, if ridership blossoms because non-permit riders can park for free and close to the stations in the lots, there would be a gain in revenue as more fares would be collected, again at no additional operational costs. Mr. May said in fact cost may actually go down, as there will be no need to check that those that parked have actually paid.

Mr. May said NJ-ARP urges NJ TRANSIT to seriously consider the suggestions. He said, to have any chance of succeeding, the programs must be advertised so the public knows about them. He said failure to do that would doom them from the start. Mr. May said they feel there will be very little downside for NJ TRANSIT to inaugurate the experimental programs and if they don't work they could be discontinued. He asked for NJ TRANSIT to let them know.

### **Board Member Comments**

Chairman Simpson asked the Board Members if they had any comments as a result of the public speakers comments.

Chairman Simpson's first comment was with respect to the delays on the Northeast Corridor. He said last summer there were unprecedented delays due to the impact of the heat on catenary wires and the electrical systems and he thinks it is imperative that Executive Director Jim Weinstein and the executive leadership of NJ TRANSIT meet and discuss with the Capital Planning, Policy & Privatization (CP3) Committee and Vice Chairman Meisel to discuss what capital expenditures would be necessary, regardless of who will pay it, to bring the Northeast Corridor up to NJ TRANSIT's specifications to stop the delays. Chairman Simpson requested that they meet as expeditiously as possible with Chairman of the CP3 Committee Mike Shevell and Vice Chairman Bruce Meisel. Chairman Simpson and Executive Director Jim Weinstein will further follow-up by meeting with U.S. Department of Transportation Secretary LaHood and Amtrak

President Joe Boardman. Chairman Simpson said there is a Northeast Corridor project with money but he is not sure if that will solve the problem. He said there is a lot of merit with NJ TRANSIT taking a hard look at their busiest line and the delays cannot continue or they will get worse.

Chairman Simpson said he would also like the CP3 Committee to explain to the public at the next board meeting why NJ TRANSIT needs the additional ten dual power diesel locomotives and the plan for them line by line.

Chairman Simpson asked if there were any other discussions.

Board Member Shevell asked about the progress of Amtrak's rail installation project and whether it is part of the cause of the delays. Executive Director Weinstein said there is ongoing work on the Northeast Corridor especially during the off-peak hours on outside tracks. Chairman Simpson mentioned the concrete ties had to be replaced because there were flaws and that is one part. Chairman Simpson and Executive Director Weinstein explained that there is also a larger infrastructure issue that causes catenary wire, equipment and electrical problems.

### **Advisory Committee Report**

Chairman Simpson said since Suzanne Mack was not able to attend there was no advisory committee report. He said he was hoping to hear about the bike policy but someone will contact her and find out the status.

Executive Director Weinstein advised the Board that the Advisory Committee did meet and started the work of addressing the issue of the bike policy as requested by Chairman Simpson.

### **Board Administration Committee Report**

Board Member Steve Petrecca presented the Administration Committee report to the Board. The Committee discussed the replacement of the bus radio communications system. Once implemented, NJ TRANSIT will have a mission-critical radio communications system that will deliver advanced on-board services to operators and riders for many years and will also satisfy the requirements of the Federal Communications Commission mandate to reband its existing operating frequencies.

The Committee also discussed the software update for the Computerized Crew Management System. The software update is to comply with federal laws and improve crew management practices.

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

Vice Chairman Meisel presented the Capital Planning, Policy & Privatization report to the Board. The Committee discussed the importance of replacing a Bus Radio System that is 25 years old. As indicated, there are some time issues related to this. This mandatory project will improve safety and security for customers and operations personnel.

The Committee also discussed the Newark Light Rail Bloomfield Avenue Station contract award. This station will be made fully accessible for all customers in compliance with the Americans with Disabilities Act.

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

Executive Director Weinstein commented on the Northeast Corridor discussion by saying he heard the direction given and assured the Board that NJ TRANSIT will be responsive. He said there is no one more frustrated with the challenges on the Northeast Corridor than the men and women who work at NJ TRANSIT and those who run the service every day.

Executive Director Weinstein said NJ TRANSIT provided 80 million trips to people in New Jersey during the last calendar year. He said more than 95% of the trips were on time so 76 million of the 80 million trips were on time trips. Executive Director Weinstein said NJ TRANSIT has real challenges on the Northeast Corridor and has been meeting with Amtrak on a regular basis but the answer is money. He said there is a half a billion dollar program going on by Amtrak between Trenton and New Brunswick. Executive Director Weinstein said NJ TRANSIT is looking into some improvements in the Jersey Avenue area, in the midline loop area, that he thinks will help. He said the improvements will be brought before the Board.

Executive Director Weinstein said NJ TRANSIT constantly gets the analogy of being a rent controlled client. He said NJ TRANSIT invests on an annual basis not \$40 million, but \$100 million. Executive Director Weinstein said New Jersey pays a larger share of its costs on the Northeast Corridor than any other state and more than all the other states combined. He said Joe Clift is correct that it was a mistake that unlike LIRR who put up \$50 million some years ago and got an ownership, New Jersey did not do that. He said it is unfortunate and New Jersey lives with the results of that every day. Executive Director Weinstein said NJ TRANSIT understands the significance of this and he looks forward to working with the Vice Chairman and the Chairman to come up with solutions to the Northeast Corridor problems.

Executive Director Weinstein said from Governor Christie on down, a commitment was made to keep fares stable. Executive Director Weinstein made it clear there are no fare increases on the horizon and the commitment to keep fares stable has not changed.

Executive Director James Weinstein highlighted the following from his monthly business report.

### **SOCIAL MEDIA UPDATE**

Executive Director Weinstein said when people are late they get frustrated if they do not know what is going on. Executive Director Weinstein said, on almost a monthly basis since he has been executive director, he has talked about technology improvements. He said in managing commuters' expectations regarding what happened and whether the service will be rerouted or delayed, NJ TRANSIT relies on social media such as Twitter, YouTube and Facebook. Executive Director Weinstein said the use of social

media has been getting a great response and pays dividends because it allows NJ TRANSIT to communicate with its passengers. He explained that this about a commitment to making sure NJ TRANSIT is doing everything it can to help people get through delays.

### **GOOGLE TRANSLATE**

Executive Director Weinstein said NJ TRANSIT incorporated Google Translate into its website, enabling njtransit.com to be instantly translated into any of nine languages, simply by clicking on "Translate This Site" in the lower right hand corner of the page.

He said in a state whose strength is diversity and multiple languages are being spoken on the system every day that is a tremendous step forward.

### **SCHEDULE CHANGES**

Executive Director Weinstein advised that NJ TRANSIT regularly reviews and make changes to bus and rail schedules about four times a year, to take a look at any changes in ridership, make seasonal adjustments, and to best match service with demand to make the most efficient use of the resources. He reminded NJ TRANSIT's customers that new rail timetables take effect on April 1<sup>st</sup>, and new bus timetables take effect on April 7<sup>th</sup>. Executive Director Weinstein encouraged customers to review the new timetables which will be issued shortly and be available online. He advised Murray Bodin the schedules will be available not only in paper but electronically as well.

Executive Director Weinstein said that concludes his report. He said he will address some of the other issues in terms of procurement at those portions of the meeting. Executive Director Weinstein turned the program back over to the Chairman to begin the Women's History Month celebration.

### **WOMEN'S HISTORY MONTH / SAFETY PRESENTATION**

Chairman Simpson complimented Jim Weinstein saying the NJ TRANSIT frontline employees are always dressed very well and proper in their uniforms. He said the uniforms always look sharp and he's noticed a marked improvement in the way people have been dressed in their uniforms. He said the ties are tighter and the clothes even look more pressed. He said he was not sure if it was a result of the scorecard but he wanted to let people know that matters to people and it shows. Chairman Simpson said it is the frontline people who make or break an organization. He said during his commute that morning on the Dinky and the Main Line, everyone he saw working on the frontline looked great dressed in their uniforms and asked Executive Director Weinstein to let folks know and asked that they keep up the good work.

Chairman Simpson said as the father of three daughters, he was honored to make remarks about Women's History Month and Safety and Security. Chairman Simpson said he was pleased that the board meeting was the first of many at which presentations will be made on initiatives, programs and achievements of the agency.

Chairman Simpson said as everyone knows, they have been leading an effort that gives top priority to promoting safety and saving lives. He likes to say and used to say at the

MTA for years that safety is no accident and by challenging NJ TRANSIT to look at its systemwide safety and security in light of tragic events that have taken place lately in respect to many of the citizens of the State of New Jersey, this is really very important.

Chairman Simpson said as NJ TRANSIT reevaluates how it protects riders, employees and communities, they thought that it was fitting that some of the people directly involved in this effort be highlighted. And, as March is Women's History Month, he'd like to focus on the women at NJ TRANSIT who are engaged in safety and security. With that, Chairman Simpson introduced Sergeant Cindy Garcia, the first female officer to lead NJ TRANSIT's K-9 Unit and Captain Laura Hester, who is currently the highest ranked female officer at NJ TRANSIT.

Sergeant Garcia said she was honored to speak at the meeting. She said she is in charge of the NJ TRANSIT Police K9 Unit. She said there are currently 14 handlers and 15 dogs who detect explosives and narcotics. Sergeant Garcia explained their major focus is counterterrorism and crime prevention in NJ TRANSIT's major stations, bus terminals and light rail facilities. She said they try to maintain a very high visibility and presence, so commuters and employees feel safe, while they are out there performing their detection duties. Sergeant Garcia gave a demonstration on how she and her K9 partner Sampson work. Sergeant Garcia explained that during the demonstration Sampson detected eight ounces of an explosive that was very thin and fit in a small area. She said he can detect minute amounts and explained that is what they do on a day to day basis.

Captain Hester said it was an honor to speak on behalf of women's safety and security. She said as a police officer at NJ TRANSIT for 18 years and police captain for six years, maintaining safety and security have been and continues to be an important priority at NJ TRANSIT. She said her command includes Atlantic City, Trenton and Camden, and covers ten counties. She said she spends time interacting with local police chiefs, county executives and other state and federal professionals such as the FBI and DEA. Captain Hester said these partnerships provide additional layers of protection for NJ TRANSIT's critical infrastructure, transportation systems, and commuters. She said the partnerships also allow training together so that when needed their objective is quickly met. She said some of their shared training includes behavioral assessment, active shooter training, and joint counterterrorism training. Captain Hester said they also share resources such as crime trends and intelligence. She said their high standards and continued training and practice help keep the system safe. Captain Hester reminded everyone if they see something, say something.

Chairman Simpson thanked Sergeant Garcia and Captain Hester. He said next, were two women who drive home safety messages to our most important stakeholders: our children. Chairman Simpson said anyone who has raised kids knows that simply telling them what is right just isn't enough. As the specialists who run NJ TRANSIT's School Safety Program, Grace Introna and Barbara Lazzaro face that challenge every time they walk into a classroom and they do that repeatedly; in fact a combined 300 times per year as they educate our children on the critical issue of rail safety. Chairman Simpson said it was his pleasure to turn the floor over to Grace and Barbara so they could explain how they do it.

Barbara Lazzaro said it was an honor to be at the meeting to talk about the programs they present to the schools and children throughout the state. She explained that there are two components to NJ TRANSIT's safety education programs: the "Safety Rules!" program and the "Driver Education and Safety" program. Ms. Lazzaro said both programs are free to all public, private and charter schools throughout the state. She said they are designed to empower young people to make safe choices to eliminate injuries and fatalities. She explained that Grace Introna covers the northern part of the state and she covers the southern part of the state.

Ms. Lazzaro explained that they do many things to promote the programs. She said some of the outreach methods include the NJ TRANSIT website, statewide mailings, and personal contacts. Ms. Lazzaro said they also have a strong presence in the community base in many municipalities throughout the state. Additionally, she said they have a presence at statewide teachers' conventions and other statewide conferences. She said they are in direct contact with thousands of teachers, school board members, and civic leaders so they know about the programs that NJ TRANSIT offers free of charge throughout the state. Ms. Lazzaro said they also offer a special patch program to youth community groups such as girl scouts, boy scouts and 4-H clubs. She said they encourage them to participate in the program and once they do they are awarded a special patch that can be displayed on their uniform.

Ms. Lazzaro said she was going to talk about the "Safety Rules!" program and then Ms. Introna will talk about the "Driver Education and Safety" program. Ms. Lazzaro said the "Safety Rules!" program is geared towards students in grades Pre-Kindergarten through grade 12. She said it is an educational and engaging program that offers age appropriate videos and presentations. Ms. Lazzaro said students learn about trespassing, safe behavior, the need for caution, stopping distances, all about signs and signals, and many other critical safety messages during their presentations. She said presentations to older students may include firsthand accounts from NJ TRANSIT train engineers and NJ TRANSIT police officers so they can learn and understand the serious consequences of dangerous behavior.

Grace Introna said the "Driver Education and Safety" program was launched in 2009. She said the purpose was to educate young drivers, grades 10 through 12, on signs, signals and concepts of rail track and bus safety, safety regulations, and tips and potential hazards of driving near tracks and through grade crossings and roadways used by buses. Ms. Introna said when the program was launched, NJ TRANSIT became the first statewide transit agency to offer this type of complimentary program that augments current driver education curriculums.

Ms. Introna said NJ TRANSIT's "Driver Education and Safety" program consists of a lesson plan, PowerPoint, student reference guide, quiz and answer sheet, videos, and public service announcements, some of which are sponsored by Operation Lifesaver. She said the program is administered in classroom settings or through train the trainer sessions that Ms. Lazzaro and Ms. Introna conduct. Ms. Introna said at the end, students who receive the program are given lanyards and palm cards to remind them of the safety tips learned.

Ms. Introna said they have partnered with the National Safety Council Teen Safe Driving NJ Coalition to further promote the program. In addition the program was the winner of the 2010 Communitas Award, presented to organizations that unselfishly give their resources to benefit their community. Ms. Introna said the program is also the recipient of the 2010 Rutgers Center for Advanced Infrastructure Transportation, Safety Excellence Award, annual recognition of innovative and effective traffic safety campaigns. She said the program has been launched to over 756 public, private, and charter schools throughout New Jersey and they replenish the program yearly upon the school's request.

Ms. Introna said NJ TRANSIT's safety education programs combined reach over 250 schools annually and tens of thousands of students. She thanked Commissioner Simpson and Executive Director Weinstein for implementing a range of initiatives designed for quick implementation to promote safety, reduce accidental deaths along NJ TRANSIT's tracks and for their endorsement of NJ TRANSIT's engineering, enforcement and education action plans.

Chairman Simpson thanked Ms. Lazzaro and Ms. Introna and said their work every day saves lives. Chairman Simpson said in addition to the women just seen who work directly on our safety and security, there are many other professional women at NJ TRANSIT who make significant contributions to this effort. He said he was proud to highlight them. He said he always says there are two jobs in public transportation; either serving the riding public or serving the people who serve the public. He said everyone else is there to support the frontline employees.

Chairman Simpson thanked the frontline employees for their efforts and asked the following employees to stand up: Tracy Mayers, a railroad conductor, Joyce Morris, a bus operator, Sybil Brown-Outing, an Access Link driver, and Yolanda Candelario, a light rail operator. Chairman Simpson said in addition to working day in and day out on the front lines, each of the women possesses an outstanding record and has undergone safety training, which makes them even more valuable assets. He said he would like to recognize them for their hard work and many contributions to NJ TRANSIT.

Chairman Simpson said customers can be assured that professional, capable and well trained employees like these are on board and ready to manage any situation that may arise on a train, bus, or light rail vehicle. He said the women were representative of what's taking place throughout the agency. He said it is wonderful to see.

Chairman Simpson said there are a number of other important safety and security initiatives underway that he wanted to highlight, including several new rail safety public service announcements currently in development that will be designed to reach targeted, at-risk audiences. He said NJ TRANSIT is also looking at a new on-board poster campaign for rail, bus and light rail that will help riders quickly identify exactly which vehicle they are on. Chairman Simpson said if someone observes suspicious activity or an incident in progress, they can communicate accurate locational information to authorities, which will greatly improve response time and its effectiveness.

Chairman Simpson said safety and security is paramount at NJ TRANSIT, and he was happy to be able to provide an update on such important developments and initiatives,

while at the same time honoring Women's History Month by highlighting some of the women at NJ TRANSIT whose work supports this critical area.

Chairman Simpson asked Sheila McKoy, NJ TRANSIT's Transit Arts Director to join him and all the women recognized during the Women's History Month program at the podium.

Sheila McKoy presented a painting created and donated by Artist Latasha Delaney, a long time resident of Newark who earned a Bachelor of Arts degree in Art Illustrations from New Jersey City University. She explained that Ms. Delaney, who was present at the meeting, attempted to represent the women at NJ TRANSIT in a painting where the physical features of women of all ethnicities come together to create a multi-faceted woman. Ms. McKoy said NJ TRANSIT would like to dedicate the painting to all of the women at NJ TRANSIT in honor of Women's History Month. She said the painting would be on display in the lobby for the month of March.

Chairman Simpson announced there would not be executive session at the end of the board meeting.

Executive Director Weinstein presented the following Action Items for approval:

**1203-09: BUS RADIO SYSTEM REPLACEMENT CONTRACT AWARD (No. 11-018)**

Vice Chairman Meisel noted he would Chair the meeting for this item because Chairman Simpson was recused from the item. He also noted Board Member Shevell was recused.

Executive Director Weinstein explained that through the implementation of this replacement of an aging 25 year old radio system, NJ TRANSIT will be assured it has a mission-critical radio communications system that will deliver advanced on-board services to operators and riders and enable NJ TRANSIT to meet the requirements of the Federal Communications Commission mandate to reband its existing operating frequencies.

In addition to providing mission-critical computer-aided dispatch voice communications between NJ TRANSIT dispatchers and vehicles, the system will also provide a data pipeline, through integration with the Smart Bus program, which will be used to pass real-time location information from NJ TRANSIT buses. This mandatory project will result in improved customer satisfaction as well as improved safety and security for both customers and operations personnel. It will also address a Federal Communications Commission requirement to reband NJ TRANSIT's operating radio frequencies to reduce potential interference.

Authorization is requested, as the result of a competitive Request for Proposal (RFP) procurement process, to enter into a contract (No. 11-018) with Alcatel-Lucent USA, Inc. of Murray Hill, New Jersey, for a new Bus

Radio System, at a total cost not to exceed \$32,515,000, plus five percent for contingencies, subject to the availability of funds.

Executive Director Weinstein explained the cost is more than \$9 million less than the next lowest bid. He explained that NJ TRANSIT has FCC counsel who has and continues to advise on these complex matters and this has been looked at very closely.

Vice Chairman Meisel asked whether some of the issues presented by Mr. Wheeler were raised with FCC counsel and Executive Director Weinstein confirmed that they have. Executive Director Weinstein explained that there are complex matters involved and NJ TRANSIT engaged FCC counsel who understands those complexities.

Vice Chairman Meisel said there is a protest process underway which they respect and asked if the Board votes to approve the board item that no contract will be signed until that process is completed. Executive Director Weinstein confirmed that is how it will be handled. Vice Chairman Meisel said with those provisos, he would ask the Board for a motion.

Board Member Petrecca moved the resolution and Board Member Finkle seconded it.

Vice Chairman Meisel asked Acting Board Secretary Zuczek to take a roll call vote. Acting Board Secretary Zuczek took a roll call vote, Board Members Petrecca, Jones, Meisel and Finkle adopted the resolution, and Acting Board Secretary Zuczek noted there was a quorum vote.

Vice Chairman Meisel turned the meeting back over to Chairman Simpson who turned the meeting over to Executive Director Weinstein.

**1203-10: NEWARK LIGHT RAIL BLOOMFIELD AVENUE STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD**

The Newark Light Rail Bloomfield Avenue Station Improvements project will make this station fully accessible for all customers, in compliance with the Americans with Disabilities Act (ADA). Additionally, the project will provide an improved customer communication system and will enhance customer safety and security with the installation of upgraded lighting and closed-circuit television (CCTV).

Authorization is requested to contract (No. 11-039X) with DMR Construction of Waldwick, New Jersey, for the construction of the Newark Light Rail Bloomfield Avenue Station ADA Improvements project at a cost not to exceed \$5,198,453.40, plus five percent for contingencies, subject to the availability of funds.

Board Member Shevell moved the resolution and Vice Chairman Meisel seconded it.

Chairman Simpson asked about the public comments about fire protection code 130. He asked whether the closures mentioned were because of safety and security reasons or cost concerns. Executive Director Weinstein asked Assistant Executive Director Steve Santoro to comment about the Chairman's questions. Mr. Santoro started out by stating that the design of the station meets all codes. He said the stairway closures were discussed in terms of security. Mr. Santoro said staff will revisit the issue and if the contract needs to be changed to reopen the stairway, it can be done, but that would not preclude the board from authorizing the resolution.

Vice Chairman Meisel asked if what Mr. Santoro was essentially saying was while getting started on the project, staff was going to take a look into the issue, in light of what the speaker said, and see what makes sense. Mr. Santoro confirmed that and Vice Chairman Meisel said he thought that was fair. In response to Chairman Simpson trying to confirm the agreement, Mr. Santoro said from a code perspective, the station is in compliance but from the opening the stairways perspective, staff will take a look at whether opening them would cause security concerns.

Chairman Simpson said they will leave it to Mr. Santoro's department to determine what is in the best interest of NJ TRANSIT and asked that he report back to the Board at the next meeting. The resolution was unanimously adopted.

**1203-11:      **COMPUTERIZED CREW MANAGEMENT SYSTEM (CCMS) –  
SOFTWARE UPDATE TO COMPLY WITH FEDERAL HOURS OF  
SERVICE LAW****

In 2011, the Federal Railroad Administration (FRA) implemented changes to Hours of Service rules that will go into full effect for conductors and engineers on passenger trains on April 15, 2012. The key provisions of the new rules include limitations on the time an employee may remain on duty without rest and limitations on consecutive days of work. Additionally, the rule changes require NJ TRANSIT to submit certain employee work schedules for scientific study to determine schedule-specific risks of fatigue and also to take steps to mitigate fatigue for crews on-duty during overnight hours. These overnight assignments have a more restrictive limitation as to performing duties, hours worked, and mandatory rest periods and relief days.

The software modifications will ensure NJ TRANSIT is compliant with Federal law and create new opportunities to monitor and improve crew management practices.

Authorization is requested to amend contract (No. 29774) with PS Technology, Inc. of Boulder, Colorado to modify the Crew Caller Management System to comply with Federal Railroad Administration regulations and provide for other software upgrades at a cost not to exceed \$959,000, plus five percent for contingencies, for a total contract authorization of \$2,410,793, subject to the availability of funds.

Board Member Shevell moved the resolution, Board Member Finkle seconded it and it was unanimously adopted.

### **Adjournment**

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member Shevell, seconded by Board Member Jones and unanimously adopted. The meeting was adjourned at approximately 10:43 a.m.

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

MARCH 14, 2012

MINUTES	PAGE
➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	44114
➤ PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS	-
➤ BOARD MEMBER COMMENTS	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT JUNE 2012)	-
➤ BOARD COMMITTEE REPORTS	-
*Administration Committee	
*Capital Planning, Policy & Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	44115

**ACTION ITEMS**

**1203-09 BUS RADIO SYSTEM REPLACEMENT CONTRACT AWARD (NO. 11-018) 44131**

Authorization, as the result of a competitive Request for Proposal (RFP) procurement process, to enter into a contract (No. 11-018) with Alcatel-Lucent USA, Inc. of Murray Hill, New Jersey, for a new Bus Radio System, at a total cost not to exceed \$32,515,000, plus five percent for contingencies, subject to the availability of funds.

**1203-10 NEWARK LIGHT RAIL BLOOMFIELD AVENUE STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD 44136**

Authorization to contract (No. 11-039X) with DMR Construction of Waldwick, New Jersey, for the construction of the Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act (ADA) Improvements project at a cost not to exceed \$5,198,453.40, plus five percent for contingencies, 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.  
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS  
MARCH 14, 2012  
MINUTES  
PAGE 2

**1203-11    COMPUTERIZED CREW MANAGEMENT SYSTEM (CCMS) –SOFTWARE    44141**  
**UPDATE TO COMPLY WITH FEDERAL HOURS OF SERVICE LAW**

Authorization to amend contract (No. 29774) with PS Technology, Inc. of Boulder, Colorado to modify the Crew Caller Management System to comply with Federal Railroad Administration regulations and provide for other software upgrades at a cost not to exceed \$959,000 plus five percent for contingencies, for a total contract authorization of \$2,410,793, subject to the availability of funds.

➤ **ADJOURNMENT**

### **APPROVAL OF MINUTES**

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

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the February 8, 2012 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on February 13, 2012;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the February 8, 2012 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

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

TO: BOARD OF DIRECTORS  
FROM: JAMES W. WEINSTEIN  
DATE: MARCH 14, 2012  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MARCH 2012

This week, the issue of NJ TRANSIT rail on-time performance has been in the spotlight. I am pleased to report that overall, rail on-time performance has been excellent, particularly over the past three months. In December, rail on-time performance was 96.6 percent, a record for that month, and in January and February, we reached near records at 96.8 percent and 96.9 percent, respectively. Looking to last year, we are reminded of numerous incidents beyond NJ TRANSIT's control, including a brutal winter, an earthquake, a hurricane, and an unusual October snowstorm. Yet, in spite of this, NJ TRANSIT rail achieved its highest on-time performance in five years, transporting more than 80 million customers, with a calendar year on-time performance rate of nearly 95 percent. However, from the perspective of our customers, we are well aware that we are only as good as their last commute. And, some of those commutes have been delayed due to problems on the Northeast Corridor—a critical 60-mile stretch out of the total 1,000-plus miles passenger rail lines in New Jersey. In fact, nearly 80 percent of NJ TRANSIT customers utilize the Northeast Corridor for at least a portion of their daily commute.

Unfortunately, the Northeast Corridor has been underfunded by Congress for decades, with the last major investment taking place in 1976, when the federal government invested billions of dollars into the infrastructure through the Northeast Corridor Improvement Program. While we are engaged with and communicate with Amtrak at every level, our financial help has not been able to bring the Corridor into the same state of good repair that NJ TRANSIT has achieved on the 900-plus miles of rail line that we fully control and maintain. The delays that have arisen from aging Northeast Corridor infrastructure are more than just frustrating for our customers—they carry a very real financial cost. I would suggest that cost is the opportunity cost of Congress failing to invest in the Corridor. But if Congress will increase its investment, that could become the return on that investment—one that will boost the quality of life for New Jerseyans and provide real economic benefits. Our goal is to do everything we can to keep our customers on the move and in the know, and most importantly, to raise our system on-time performance by bringing the Northeast Corridor into the 21st century. To do that, we need Congress' help to move the needle.

One year ago this month, I first announced our Scorecard initiative to provide the public with a measurement of how the corporation is performing—an initiative that has been, and will continue to be, a driving force for NJ TRANSIT to “move the needle” and improve customer satisfaction. As you know, the Scorecard incorporates data gathered from quarterly customer surveys, and this week, we concluded the fourth round of the survey, which ran from February 21 through March 12. Our team conducted extensive outreach to encourage customer participation, with ambassadors taking shifts at locations across the system to distribute information about the surveys. Special thanks to all of the employees who volunteered to provide assistance in this important effort.

We also conducted another round of “We're Listening” forums for customers over the last couple of weeks, to give our riders the opportunity to speak directly with NJ TRANSIT general managers of operations and senior level staff, enabling them to ask questions face to face and offer feedback on their commuting experiences. We held three forums, two in the evening at New York Penn Station and Hoboken Terminal on February 29 and March 8, respectively, and one in the morning at the Port Authority Bus Terminal on March 6. These forums not only provide us with invaluable feedback, they also give us the opportunity to further demonstrate to our customers that we are here, we are listening and we are frankly making changes based on their feedback. I will report back with the results from the latest customer survey in the next quarter.

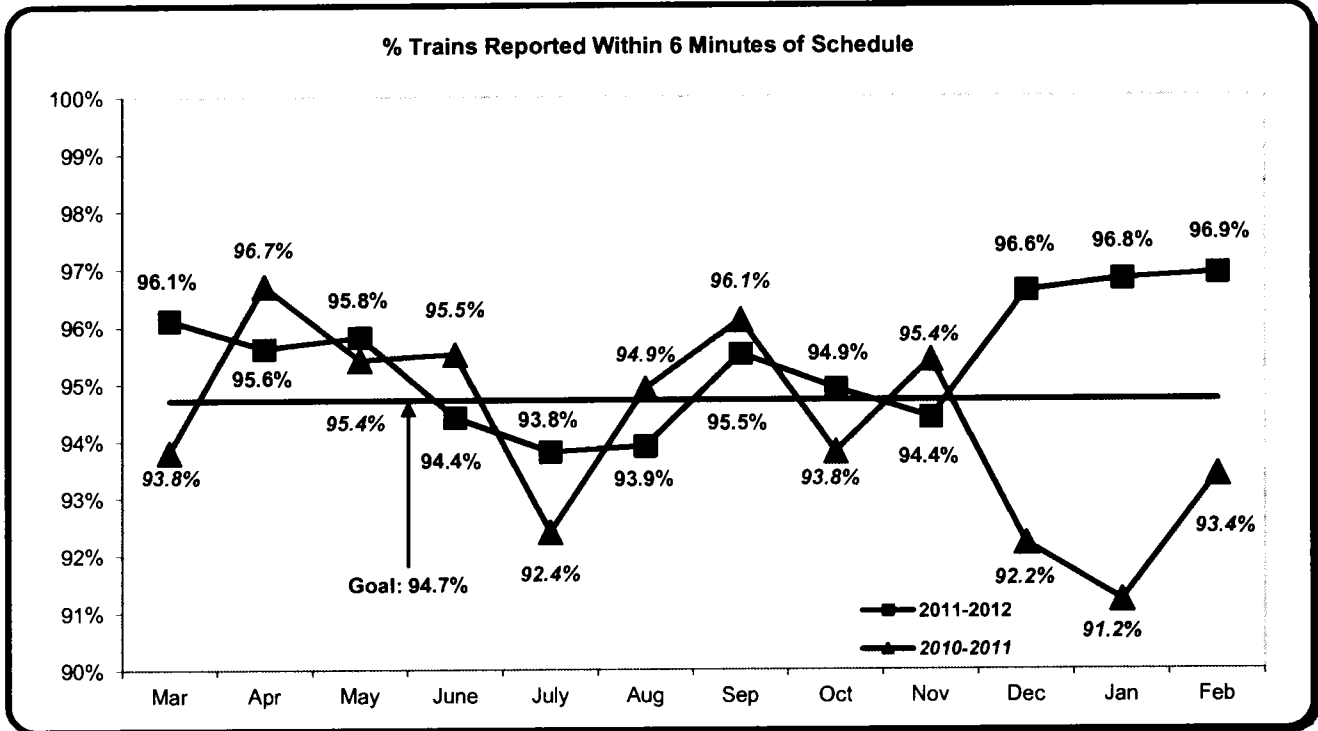
Finally, this month marks the first of many Board meetings at which we will make presentations on initiatives, programs and achievements of the agency. And, in honor of Women's History Month, today we are highlighting the women at NJ TRANSIT who are engaged in our safety and security, some of whom work directly on these initiatives, while others indirectly make significant contributions to this effort. Today's presentation works three-fold: to underscore that safety and security is paramount at this agency, to provide an update on such important developments and initiatives, and to honor Women's History Month by highlighting the women at NJ TRANSIT whose work supports this critical area.

# **EXECUTIVE DIRECTOR'S MONTHLY REPORT MARCH 2012**

- 1. PERFORMANCE MEASURES**
- 2. DBE/MBE PROGRAM**
- 3. EMPLOYEE RECOGNITION**

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL MARCH 2010 - FEBRUARY 2012



	2011	2012	# Change
<b>February Comparison</b>	93.4%	96.9%	3.5%

	2010-2011	2011-2012	# Change
<b>12-Month Average March - February</b>	94.2%	95.4%	1.2%

### Analysis:

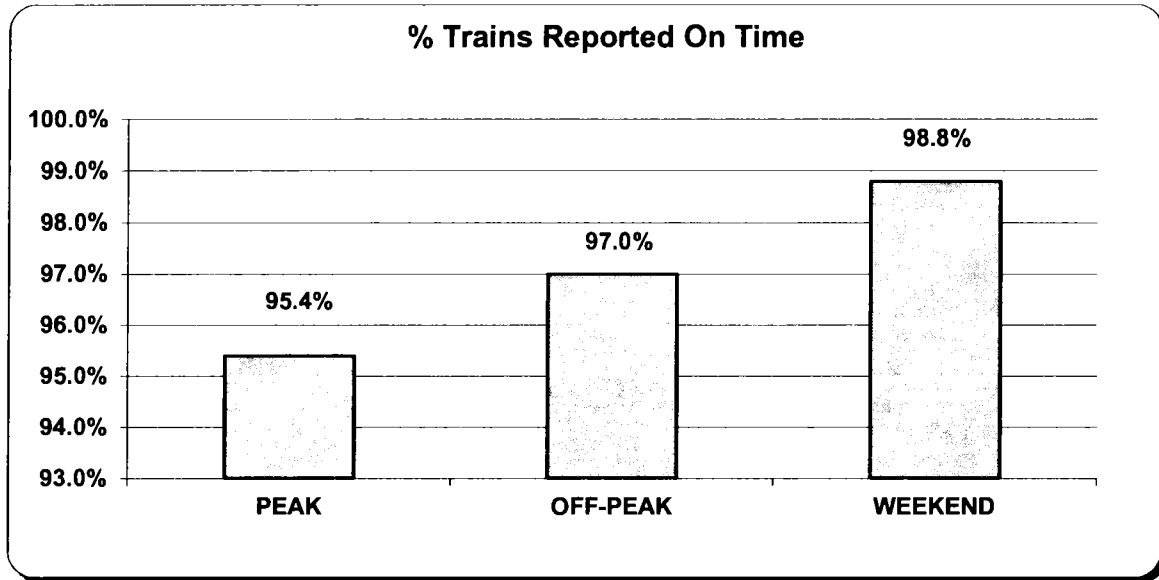
Rail On-Time Performance was 96.9% for February 2012. Of the 17,743 trains scheduled to operate, 17,193 were on time, while 550 trains (or 3.1%) were delayed. Key causes included:

- NJ TRANSIT mechanical problems on February 8.
- Amtrak track problems and scheduled maintenance as well as Portal Bridge opening on February 28.

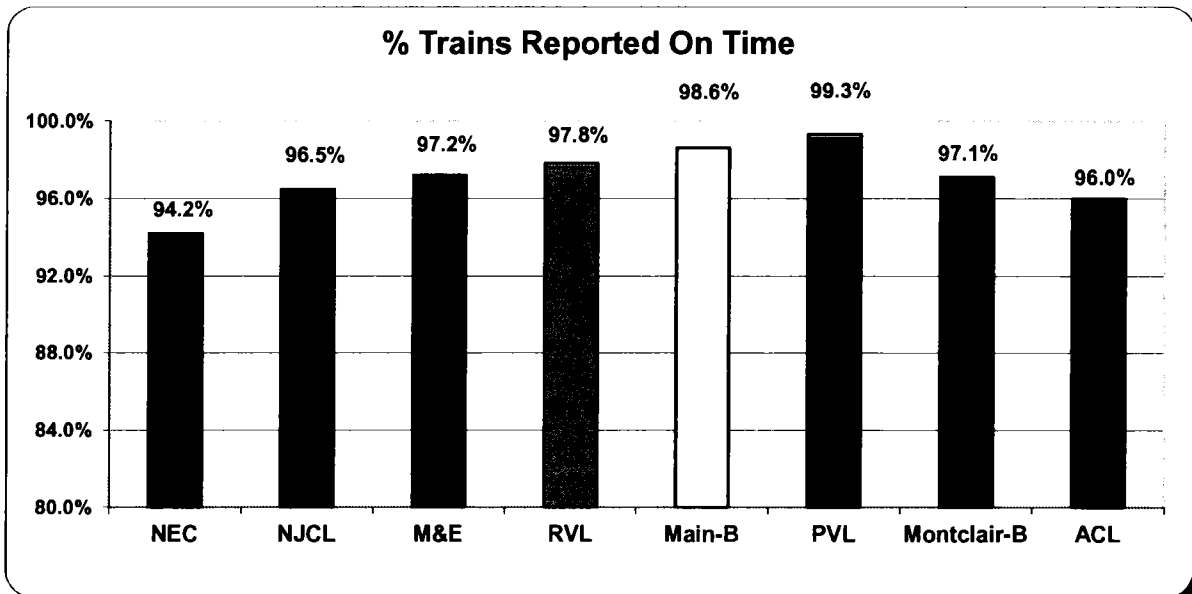
The 12-month average for Rail On-Time Performance for March 2011 - February 2012 was 95.4%.

# ON-TIME PERFORMANCE RAIL

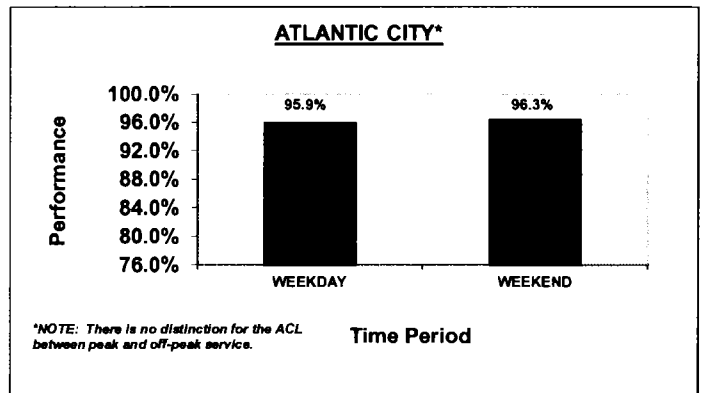
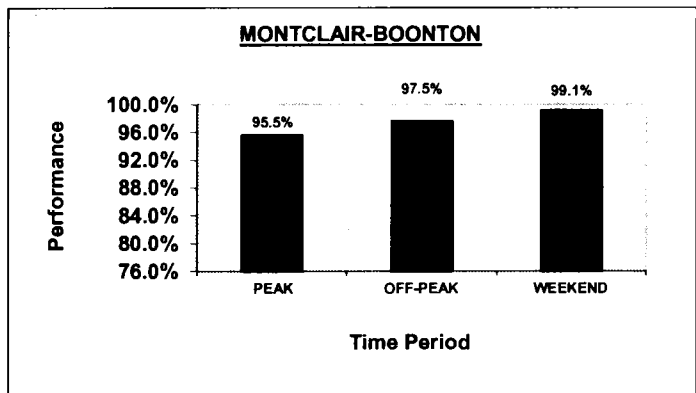
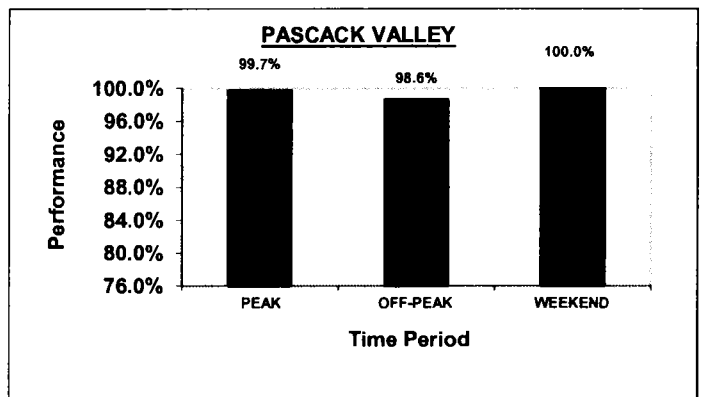
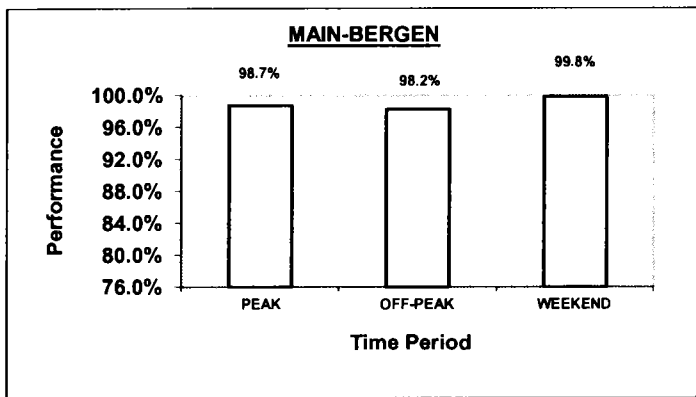
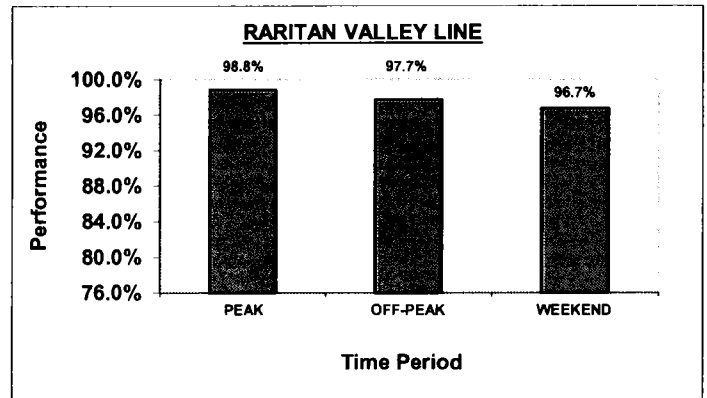
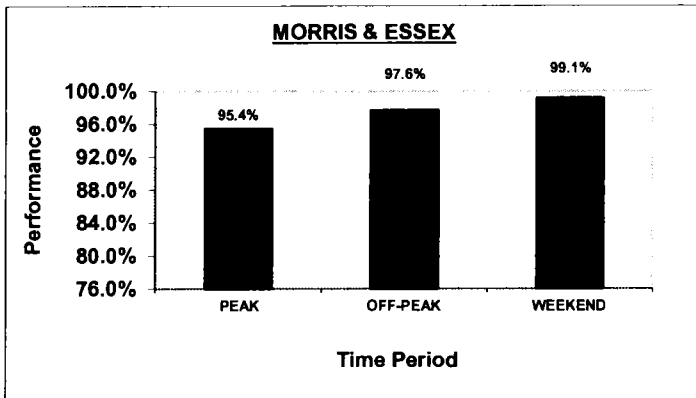
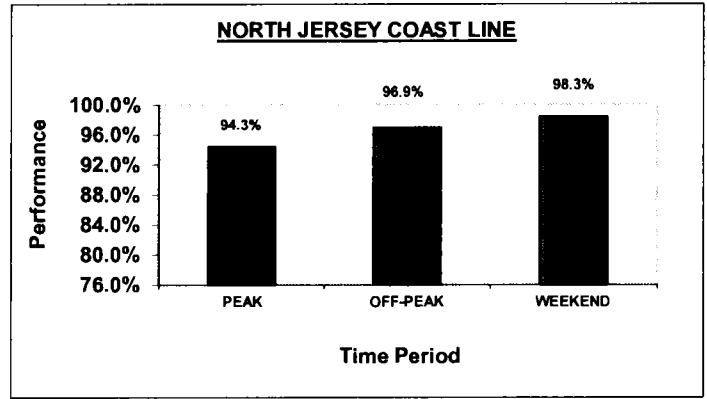
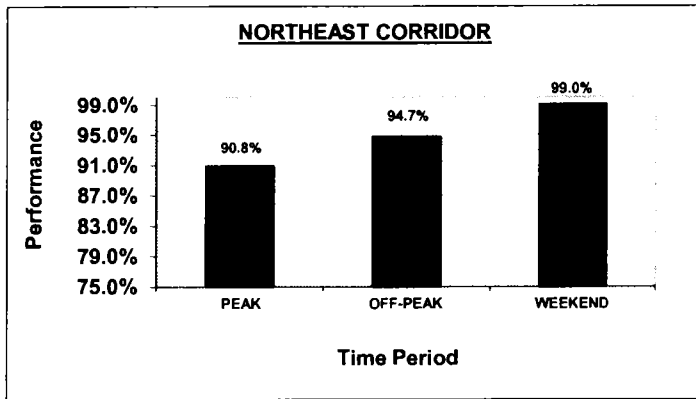
## SUMMARY BY TIME PERIOD FEBRUARY 2012



## SUMMARY BY LINE FEBRUARY 2012

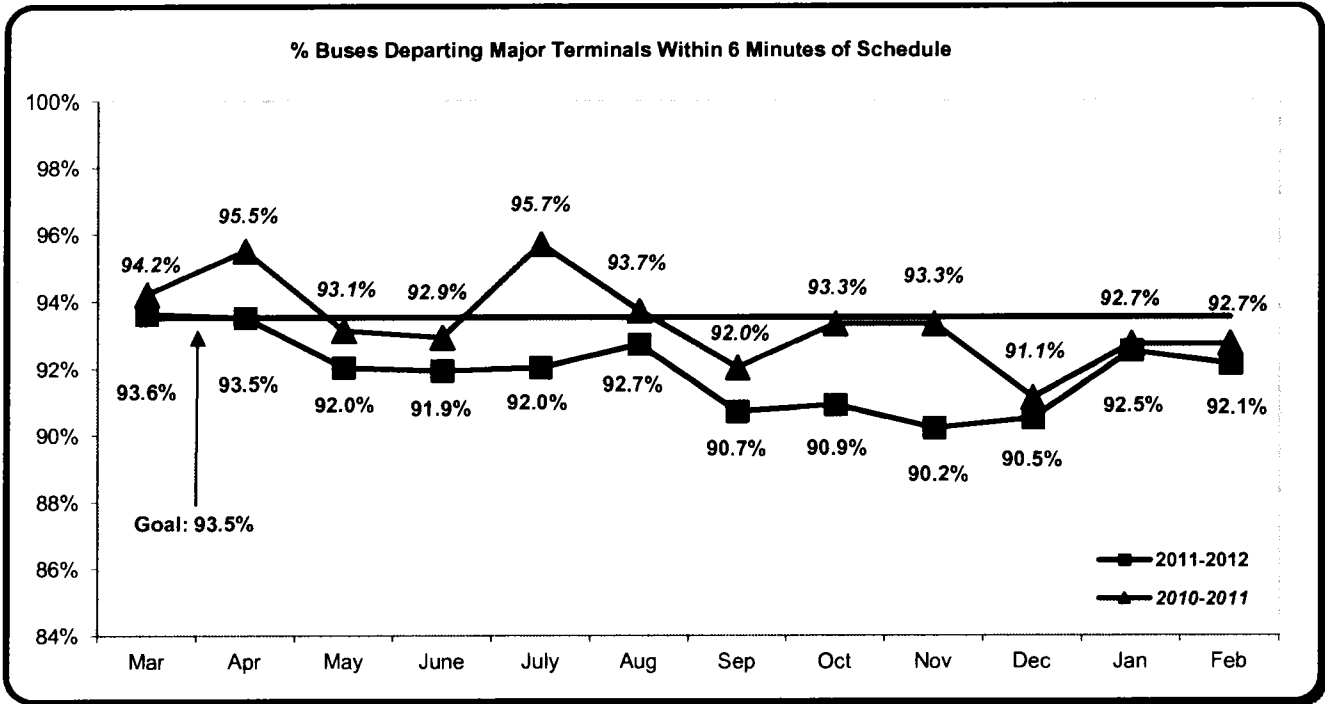


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY 2012



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

# NJ TRANSIT ON-TIME PERFORMANCE BUS MARCH 2010 - FEBRUARY 2012



	2011	2012	% Change
February Comparison	92.7%	92.1%	-0.6%

	2010-2011	2011-2012	% Change
12-Month Average March - February	93.4%	91.9%	-1.5%

**Analysis:**

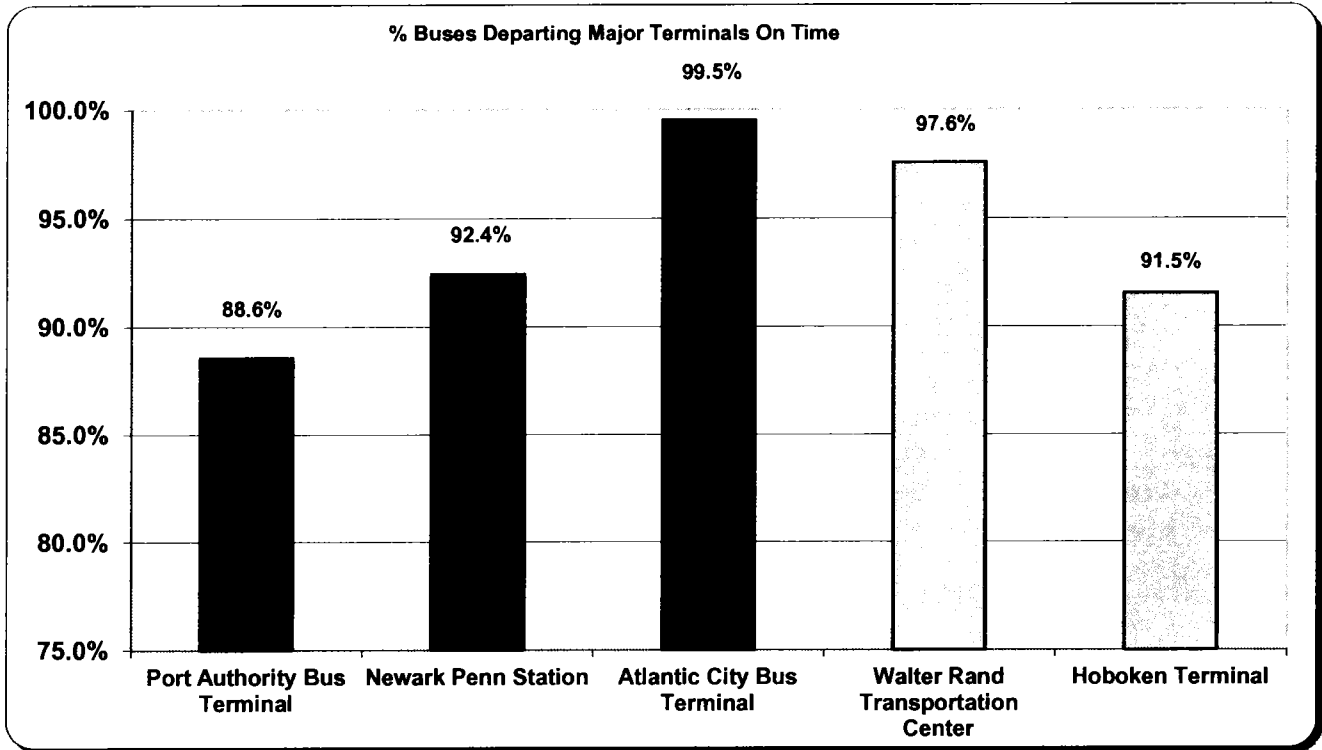
Bus On-Time Performance was 92.1% for February 2012. Of the 35,699 monitored departures, 2,837 (or 7.9%) experienced delays. Key causes included:

- Construction on an entrance ramp delaying Port Authority buses during the month of February.

The 12-month average for Bus On-Time Performance for March 2011 - February 2012 was 91.9%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL FEBRUARY 2012

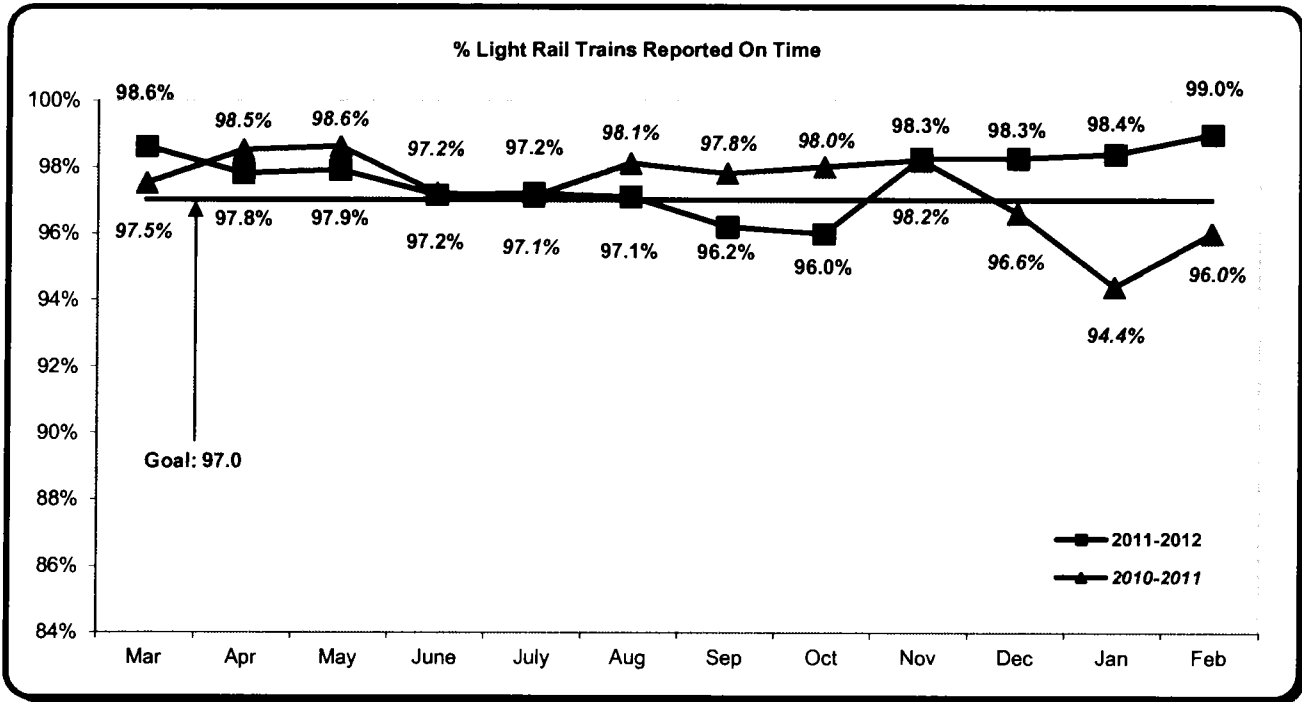


# NJ TRANSIT

## ON-TIME PERFORMANCE

### LIGHT RAIL - SYSTEMWIDE

### MARCH 2010 - FEBRUARY 2012



\*Note: Starting May 2007

	2011	2012	# Change
February Comparison	96.0%	99.0%	3.0%

	2010-2011	2011-2012	# Change
12-Month Average March - February	97.3%	97.7%	0.4%

**Analysis:**

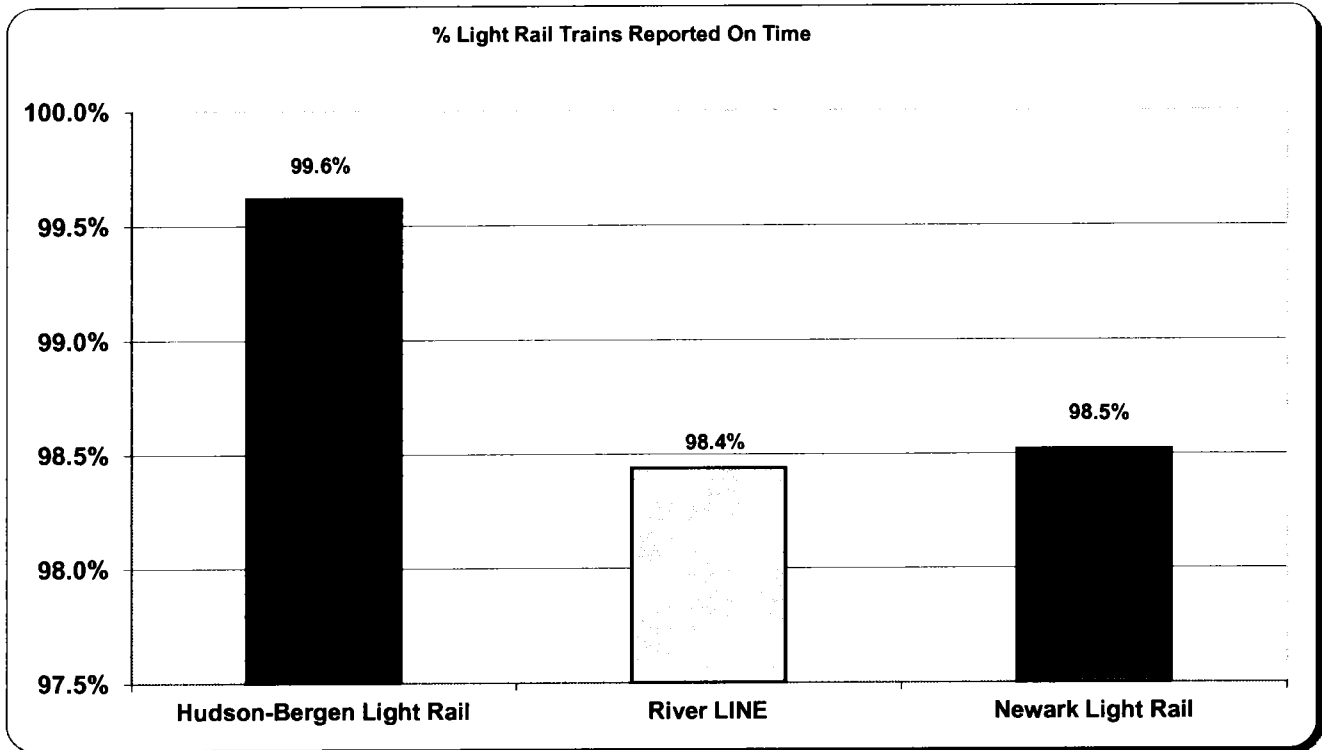
Light Rail On-Time Performance systemwide was 99.0% for the month of February 2012. Of the 24,936 scheduled trains, 233 (or 1%) experienced delays. Key causes included:

- Track obstruction delaying HBLR trains on February 4.
- Equipment problems impacting River Line service on February 21.
- Equipment failure affecting Newark Light Rail trains on February 28.

The 12-month average for Light Rail On-Time Performance for March 2011 - February 2012 was 97.7%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE FEBRUARY 2012



# **DBE/MBE PROGRAM**

**NJ TRANSIT – Office of Business Development DBE/SBE Participation**

**Federally Funded Contracts**

NJ TRANSIT awarded \$29,375,492.71 in federal funds October through February FY 12.\* Disadvantaged Business Enterprises (DBEs) received \$499,858.65 or 1.7 percent in federal-funded contract dollars during this period from either race conscious and race neutral awards.

**DBE Goal Attainment FY 2011\*\*\*\* to Date 9.88%**

Contracts awarded \$235,078,337.23  
DBEs Received \$23,240,772.65

**State Funded Contracts**

NJ TRANSIT awarded \$34,353,204.65 in state-funded contract dollars July through February FY 12. \*\* Of that total, Small Business Enterprises (SBEs) received \$7,807,451.41 or 22.73 percent. Category 1 SBEs received \$0 or 0 percent. Category 2 SBEs received \$0 or 0 percent. Category 3 SBEs received \$4,792,247.40 or 13.95 percent. Category 4 SBEs received \$0 or 0 percent. Category 5 SBEs received \$1,647,204.01 or 4.79 percent. Category 6 SBEs received \$1,368,000.00 or 3.98 percent. \*\*\*

**Federal & State Contracts Total**

NJ TRANSIT awarded \$25,000.00 in federal and state contract dollars during March reporting period. Of that total, \$0 or 0 percent of federal and state contract dollars were won by DBEs and SBEs.

\*Federal Fiscal year 2012 beginning October 1, 2011

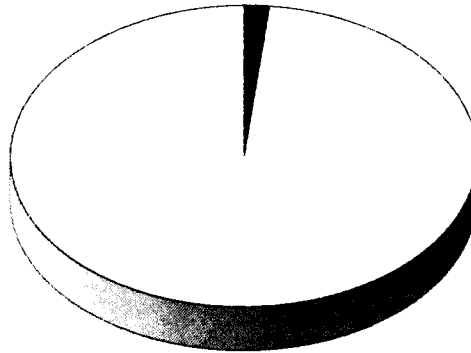
\*\*State Fiscal year beginning July 1, 2012

\*\*\*Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000, Cat 6 (construction)-Up to \$33.5 million

\*\*\*\*DBE Triennial Goal Attainment Federal Fiscal year October 1, 2010 to Date February 31, 2012

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (THROUGH FEBRUARY FY12)\***

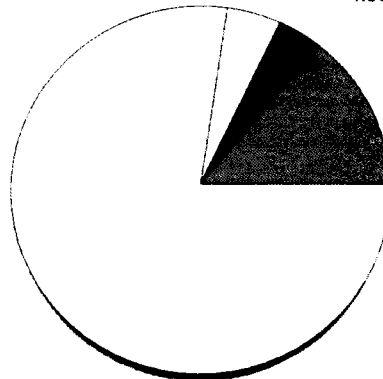
NON-DBE  
FEDERAL  
\$28,875,634.06  
98.30%



DBE RACE  
NEUTRAL & RACE  
CONSCIOUS  
\$499,858.65  
1.70%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THROUGH FEBRUARY FY12) \*\***

NON-SBE STATE  
\$27,451,517.24  
77.27%



SBE-5  
\$1,647,204.  
4.80 %

SBE-4  
\$0  
0%

SBE-1  
\$0  
0%

SBE-2  
\$0  
0%

SBE-3  
\$4,792,247.40  
13.95%

SBE-6  
\$1,368,000.  
3.98%

**Federal Fiscal Year 2012 Beginning October 1, 2011\***  
**State Fiscal Year Beginning July 1, 2012\*\***  
(This report covers contracts above \$29,000)

# **EMPLOYEE RECOGNITION**

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

Twenty-five NJ TRANSIT employees retired in February with careers ranging from 10 to 36 years of service:

1. Angelo L. Aquino (Bergenfield) Bus Operator, Meadowlands Garage – 36 years
2. Salvatore Dellanno (Flanders) Special Maintenance Staff, Ferry Street – 33 years
3. Geraldine Dumas (Newark) Bus Operator, Hilton Garage – 32 years
4. Thomas A. Gromadski (Sewaren) Mechanic "A," Doremus Avenue – 32 years
5. James E. Harris (Colonia) Bus Operator, Big Tree Garage – 32 years
6. Robert P. Koska (Piscataway) Dir. Local Programs and Minibus Supt. – 31 years
7. Ronald J. Parlacoski (Perth Amboy) Mechanic "A," Doremus Avenue – 31 years
8. Wallace Sparks (Teaneck) Bus Operator, Oradell Garage – 31 years
9. Samuel Davis (Hillside) Repairman "A," Howell Garage – 30 years
10. Kevin G. McDonough (Fair Haven) Special Maintenance Staff, Ferry Street – 30 years
11. Diane Mitchell (Totowa) Bus Operator, Oradell Garage – 30 years
12. Robert C. Smyth (Edison) Mechanic "A," CMF – 30 years
13. Mark V. Brennan, Jr. (Middletown) Tech Specialist, Penn Plaza – 29 years
14. Richard Revilla (Fairless Hill, PA) Forman Garage II, Washington Township – 28 years
15. Vicki D. Edmonds (East Orange) Bus Operator, Orange Garage – 27 years
16. Doang D. Pham (Belleville) Mechanic "A," CMF – 27 years
17. Albert C. Tiano (Bayonne) Special Maintenance Staff, Ferry Street – 26 years
18. Vanessa Bolden (East Orange) Depot Master "A," Bloomfield VBF – 25 years
19. Sally Stocker (Morris Plains) Principal Service Planner, Penn Plaza – 25 years
20. Gracias Mimy (Irvington) Bus Operator, Hilton Garage – 22 years
21. Bernard Taboso (Jersey City) Bus Operator, Greenville Garage – 20 years
22. Larry Hendricks (Englewood) Bus Operator, Market Street Garage – 18 years
23. Charlie S. Thomas (Irvington) Bus Operator, Ironbound Garage – 18 years
24. Angel Roman (Paterson) Bus Operator, Market Street Garage – 11 years
25. Churchill I. Dike (Newark) Bus Operator, Orange Garage – 10 years

# **ACTION ITEMS**

**ITEM 1203-09: BUS RADIO SYSTEM REPLACEMENT CONTRACT AWARD  
(NO. 11-018)**

**BENEFITS**

This mandatory project will result in improved customer satisfaction as well as improved safety and security for both customers and operations personnel. It will also address a Federal Communications Commission requirement to reband NJ TRANSIT's operating radio frequencies to reduce potential interference.

This project will install new radio infrastructure in existing communications facilities thus replacing a radio communications system that is 25 years old and one that can no longer be expanded to meet NJ TRANSIT's requirements for advanced data communications. The project will also replace land mobile radio units in revenue buses - both NJ TRANSIT owned and operated as well as those of contract and subsidized operators, non-revenue vehicles, and light rail. In addition to providing mission-critical computer-aided dispatch voice communications between NJ TRANSIT dispatchers and vehicles, the system will also provide a data pipeline, through integration with the Smart Bus program, which will be used to pass real-time location information from NJ TRANSIT buses.

Through the implementation of this replacement radio system, NJ TRANSIT will be assured it has a mission-critical radio communications system that will deliver advanced on-board services to operators and riders for years to come and enable NJ TRANSIT to meet the requirements of the Federal Communications Commission mandate to reband its existing operating frequencies.

**ACTION (Scorecard: Safety and Security, Customer Experience)**

Staff seeks authorization, as the result of a competitive Request for Proposal procurement process, to enter into a contract (No. 11-018) with Alcatel-Lucent USA, Inc. of Murray Hill, New Jersey, for a new Bus Radio System, at a total cost not to exceed \$32,515,000, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

This contract award, the result of a competitive procurement process, will procure the necessary land mobile radios and supportive infrastructure to include associated hardware, software, spares, and services to deploy a replacement land mobile radio system for voice and data critical to bus operations and customer safety and satisfaction. The new system will also be the conduit for providing real-time position information from NJ TRANSIT's SmartBus technology for the benefit of NJ TRANSIT customers, bus operations personnel, and NJ TRANSIT Police for security needs.

The new system will also correct existing system coverage gaps along certain routes to improve coverage for all system users through the expansion of radio site locations. These changes will also provide additional voice and data capacity.

## **BACKGROUND**

### History

NJ TRANSIT relies on a legacy land mobile radio communications system used by Bus Operations, NJ TRANSIT Police, Light Rail, Non-Revenue Operations, and a variety of private bus operators throughout the State. The system was installed in 1985 at an approximate cost of \$80,000,000. The system has since been discontinued by the manufacturer and can no longer support the advanced data communications needs of NJ TRANSIT. The bus radio system is a mission-critical system necessary for bus operations service supervision, incident response and customer safety. Given the age of the equipment and the inability to grow to meet present advanced technology needs, the system must be replaced. Replacing the system will also fulfill NJ TRANSIT's requirement to reband its existing operating frequencies.

### Project Justification

Over 4,000 users currently rely on NJ TRANSIT's bus radio system for a variety of mission-critical and routine operations requirements. The current system mainly supports voice with extremely limited bandwidth to service data needs. As the current system is no longer supported and cannot meet NJ TRANSIT's growing data needs, it must be replaced with a modern data-centric communications system for voice and data.

NJ TRANSIT has allocated funding from the Transportation Trust Fund to fund a replacement radio system. Specifications were developed that reflected the business needs that must be supported by the replacement bus radio system and these specifications were included in requirements that were issued in a competitive Request for Proposal to prospective bidders.

Procurement

A Request for Proposal was advertised in local newspapers as well as directly mailed to approximately 16 potential vendors on June 14, 2011. Ultimately, over 70 requests for copies of the Request for Proposal document were serviced by NJ TRANSIT. A well-attended pre-proposal conference was held on June 30, 2011, and site visits to inspect certain NJ TRANSIT locations was held on July 14, 2011. Proposals were received physically and electronically, and opened on September 22, 2011. Oral presentations were held on November 18, 2011. Based upon the result of the proposal submissions, technical review by a six-member Technical Evaluation Committee, and oral presentations, two firms were considered to be in the competitive range for award and were chosen to present best and final offers. Best and Final Offers were received on January 9, 2012. Best and Final Offers were resubmitted based upon further discussions with the firms.

As a result of technical and cost evaluations, Alcatel-Lucent USA, Inc., of Murray Hill, New Jersey, was determined to offer the most advantageous and responsive proposal to NJ TRANSIT and therefore has been selected for contract award.

**RFP 11-018 RESULTS**

Alcatel-Lucent USA, Inc.	\$32,514,729.43
Harris Corporation	\$41,730,031.63

The Office of Business Development assigned a zero percent Small Business Enterprise goal for this project due to the specialized design and integration requirements of this project.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$32,515,000 plus 5% Contingency
<b>Total Project Cost:</b>	\$36,843,644
<b>Projected Date of Completion:</b>	March 2014
<b>Anticipated Source of Funds:</b>	TTF – 100%
<b>DBE/SBE Goal:</b>	None. Specialized skills requirement.
<b>NJ Build Amount:</b>	None
<b>Related/Future Authorizations:</b>	None
<b>Impacts on Subsequent Operating Budgets:</b>	\$250,000 – FY2017 (FY14-FY16 included in procurement) and beyond to maintain software licenses and hardware support in a physically expanded system (relative to existing system) that will provide much needed voice and data enhancements.

## RESOLUTION

**WHEREAS**, NJ TRANSIT's existing Bus radio system is outdated and can no longer meet the needs of NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT needs to migrate to a new radio system for voice and data that will support NJ TRANSIT's and the public's need for the coming years and fulfill the Federal Communications Commission mandate to reband its operating frequencies; and

**WHEREAS**, Alcatel-Lucent USA, Inc. was determined to offer the most advantageous and responsive proposal to NJ TRANSIT through a competitive Request for Proposal procurement process;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into a contract (No. 11-018) with Alcatel-Lucent USA, Inc. of Murray Hill, New Jersey, for a new Bus Radio System, at a total cost not to exceed \$32,515,000, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1203-10: NEWARK LIGHT RAIL BLOOMFIELD AVENUE STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS: CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

The Newark Light Rail Bloomfield Avenue Station currently consists of two 170-foot-long low-level side platforms in an open cut. The station serves approximately 2700 average weekday customer trips and is a major intermodal transfer point with NJ TRANSIT Bus Lines 11 (Newark-Willowbrook), 28 (Newark-Willowbrook), go28 (Bloomfield-Newark-Newark Liberty International Airport), 29 (Bloomfield Avenue), and 72 (Paterson-Bloomfield-Newark). Approximately 20 percent of the average weekday customer trips (540 customer trips) transfer from/to these bus routes.

The Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act Improvements project will make this station fully accessible for all customers, in compliance with the Americans with Disabilities Act. Additionally, the project will provide an improved customer communication system and will enhance customer safety and security with the installation of upgraded lighting and closed-circuit television (CCTV).

The extension of the platforms will allow for stopping a two-car consist at the station.

To minimize inconvenience to customers, the phasing of the project will allow customers to access half of each platform, while the other half of the platform is under construction. At times, the construction will require single-track service during off-peak periods. Service outages, if necessary, will occur only after the peak periods and on weekends. Customers will be advised of service changes through seat drops and electronic media (NJ TRANSIT Website, NJ TRANSIT Alerts, My Light Rail).

**ACTION (Scorecard: Customer Experience, Safety and Security)**

Staff seeks authorization to contract (No. 11-039X) with DMR Construction of Waldwick, New Jersey, for the construction of the Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act Improvements project at a cost not to exceed \$5,198,453.40, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

This contract includes raising both the inbound and outbound platforms to provide level boarding for mobility-impaired customers; installing one elevator on each platform; and installing a pedestrian grade crossing between the inbound and outbound platforms in case one elevator is out of service. The work also includes upgrading the station lighting; installing 28 speakers for the customer communication system; and installing 12 CCTV cameras and two double-sided video messaging signs which will be connected to the Operations Control Center. The completion of the Newark Light Rail

Supervisory Control and Data Acquisition (SCADA) system later this year will enable the video messaging signs to display the information being broadcast over the public address system. Street-level canopies will be erected over the stairs and elevators to shield customers from the weather, and the platforms will be extended to 200 feet to accommodate two-car consists.

## **BACKGROUND**

### History

The Newark City Subway (now known as the Newark Light Rail) opened for passenger service in May 1935 on the bed of the Morris Canal, between Warren Street and Heller Parkway. The southern extension to Pennsylvania Station opened in June 1937 and the northern extension from Heller Parkway to Franklin Street (Branch Brook Park) was completed in 1940. The line was extended north in 2001 to Grove Street in the City of Bloomfield. Of the 17 Newark Light Rail stations, six stations (Davenport Avenue, Bloomfield Avenue, Park Avenue, Norfolk Street, Warren Street/NJIT, and Military Park) are not accessible to mobility-impaired customers.

In order to increase capacity on the Newark Light Rail system, two-car consists would be required. To accommodate two-car consists throughout the system, minor platform work would be needed at the Norfolk Street, Warren Street and Park Avenue stations. A platform extension, similar to that for the Bloomfield Avenue station, would be required at Davenport Avenue. Due to the current track/switch configuration at the Branch Brook Park station, a new outbound platform would be needed to provide sufficient platform length for a two-car consist.

The New Jersey Transportation Heritage Museum has requested that the out-of-service rectifiers that are still located at the Bloomfield Avenue Station be donated to the Museum for use in a light rail exhibit which features the PCC subway cars formerly used on the system. The rectifiers converted alternating current (AC) to direct current (DC). NJ TRANSIT is currently working with the Museum and PSE&G to facilitate the donation of the equipment.

### Project Justification

The three highest ridership Newark Light Rail stations that are currently not accessible have an average weekday ridership of 2900 customer trips. With approximately 2700 customer trips per weekday and a high number of bus transfers, Bloomfield Avenue station had been selected as a high-priority station for improvement. The projects demonstrate NJ TRANSIT's commitment to increasing accessibility to all of its systems. These two projects are scheduled to be under construction at the same time in order to take advantage of the same track outages, thus minimizing impacts on customers.

This Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act Improvements project has been included in the Capital Program for the past four years and has been highlighted to the construction industry.

Procurement

The E-Bid Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, on December 13, 2011 and in local newspapers on December 15, 2011. A Pre-Bid Conference was held on January 4, 2012, at the Newark Light Rail Vehicle Base Facility; a site visit to the Bloomfield Avenue Station followed the Pre-Bid Conference. Bids were received electronically and opened on January 31, 2012 at 2:00 p.m.

The Office of Business Development assigned a 21 percent Small Business Enterprise, Category 5 goal for this project. DMR Construction is a certified Small Business Enterprise. The Engineer's Estimate for this scope of work is \$6,250,000.

**E-BID 11-039X RESULTS**

<b>Company</b>	<b>Total Bid Price</b>
<b>DMR Construction Waldwick, New Jersey</b>	<b>\$ 5,198,453.40</b>
Railroad Construction Company Paterson, New Jersey	\$ 5,445,070.06
Hall Construction, Inc. Howell, New Jersey	\$ 5,555,000.00
Terminal Construction Corporation Wood-Ridge, New Jersey	\$ 5,945,000.00
Northeast Remsco Construction Farmingdale, New Jersey	\$ 6,384,051.60
H&G Contractors Ridgewood, New Jersey	\$ 6,875,008.60

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

**FISCAL IMPACTS**

**Requested Authorization:** \$ 5,198,453.40 + 5% contingency

**Total Project Cost:** \$ 9,665,000

**Projected Date of Completion:** October 2013

**Anticipated Source of Funds:** Casino Revenue Development Authority  
Transportation Trust Fund

**DBE/SBE Goal:** 21% SBE, Category 5

***NJ Build* Amount:** \$ 25,993

**Related Future Authorizations:** None

**Impacts on Subsequent Operating Budgets:** \$ 10,000 annually for maintenance and repair

## RESOLUTION

**WHEREAS**, NJ TRANSIT seeks to enhance the accessibility of its facilities; and

**WHEREAS**, Bloomfield Avenue Station is a major transfer location between the Newark Light Rail and NJ TRANSIT Bus Services; and

**WHEREAS**, the project includes raising and extending two 170-foot-long platforms; installing elevators on both platforms; installing a pedestrian grade crossing; installing canopies over the stairs and elevators at street level; and upgrading the lighting, customer communication and CCTV systems; and

**WHEREAS**, the Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act Improvements will enhance customer ability to transfer between the Newark Light Rail and NJ TRANSIT bus lines; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that DMR Construction was the lowest responsive responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to contract (No. 11-039X) with DMR Construction of Waldwick, New Jersey, for the construction of the Newark Light Rail Bloomfield Avenue Station Americans with Disabilities Act Improvements project at a cost not to exceed \$5,198,453.40, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1203-11: COMPUTERIZED CREW MANAGEMENT SYSTEM (CCMS) – SOFTWARE UPDATE TO COMPLY WITH FEDERAL HOURS OF SERVICE LAW**

**BENEFITS**

NJ TRANSIT uses the Computerized Crew Management System to monitor the work assignments of more than 1,400 conductors and locomotive engineers and administer payroll for these employees. Each employee has a unique daily work assignment that may also vary by day of the week.

Crew callers use the Computerized Crew Management System to ensure that all trains and work sites have proper staffing and coverage for vacations, sick leave, and special assignments on test trains or railroad project sites. The system also provides reporting functions and recommendations to optimize the productivity of all train service employees.

The software modifications will ensure NJ TRANSIT is compliant with Federal law and create new opportunities to monitor and improve crew management practices.

**ACTION (Scoreboard: Corporate Accountability)**

Staff seeks authorization to amend contract (No. 29774) with PS Technology, Inc. of Boulder, Colorado to modify the Crew Caller Management System to comply with Federal Railroad Administration regulations and provide for other software upgrades at a cost not to exceed \$959,000 plus five percent for contingencies, for a total contract authorization of \$2,410,793, subject to the availability of funds.

**PURPOSE**

In 2011, the Federal Railroad Administration implemented changes to Hours of Service rules that will go into full effect for conductors and engineers on passenger trains on April 15, 2012. The key provisions of the new rules include limitations on the time an employee may remain on duty without rest and limitations on consecutive days of work. Additionally, the rule changes require NJ TRANSIT to submit certain employee work schedules for scientific study to determine schedule-specific risks of fatigue and also to take steps to mitigate fatigue for crews on-duty during overnight hours. These overnight assignments have a more restrictive limitation as to performing duties, hours worked, and mandatory rest periods and relief days.

NJ TRANSIT's Computerized Crew Management System, which is supported by PS Technology, is a propriety system used by other railroads in the region. In order to ensure compliance with the Federal Railroad Administration Hours of Service rules, NJ TRANSIT must implement certain software modifications to the Computerized Crew Management System by April 2012. These changes will ensure that NJ TRANSIT's crew callers contact only conductors and engineers who are eligible to report to work under the Hours of Service rules.

Other software modifications will allow crews to file timecards via a new web portal, allow managers to monitor compliance and key performance indicators via a new dashboard, and reduce manual data entry and unnecessary paperwork by developing new software interfaces with other systems.

## **BACKGROUND**

### History

NJ TRANSIT signed a perpetual license agreement for a crew dispatching system in 1986 with the Denver and Rio Grande Western Railroad Company. PS Technology is formerly a subsidiary of the Denver and Rio Grande Western Railroad Company and is authorized to support the license agreement.

NJ TRANSIT crew dispatchers began using an electronic crew management system in 1988 to call train and engine service personnel for duty. The system was later upgraded to allow crew work assignments to be transferred to the payroll system reducing, but not eliminating the need for manual data entry. Seven payroll clerk positions were eliminated as a result.

In 1999, the last major system update moved the system from a main frame system to a Windows client/server based system. In 2008, the United States Congress passed the Rail Safety Improvement Act which required the Federal Railroad Administration to establish more restrictive regulations governing when and how long employees may work or be called to report to work. The Federal Railroad Administration promulgated these Hours of Service regulations in August 2011 and recent appeals to the regulations were concluded in January 2012. NJ TRANSIT's Computerized Crew Management System must now be modified to ensure compliance with these regulations.

### Procurement

NJ TRANSIT received previous Board Authorization to enter into a Procurement-By-Exception contract (No. 29774) with PS Technology, Inc. The contract includes a provision for royalty payments to NJ TRANSIT for the sale of the system to other properties. NJ TRANSIT retains a 33 percent equity share in the System with the remaining 67 percent equity share being retained by PS Technology. To date, NJ TRANSIT has received \$165,000 from PS Technology, Inc. for the sale of the system to Metra and Metro North Railroad. An additional payment is anticipated from the recent sale of the system to Long Island Rail Road.

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

## **FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$959,000 + 5% for contingencies for a total contract authorization of \$2,410,793
<b>Total Project Cost:</b>	\$959,000 for proposed software modifications

<b>Projected Date of Completion:</b>	Hours of service modifications - April 2012 Other software modifications - January 2014 Completion of project - May 2014
<b>Anticipated Source of Funds:</b>	TTF
<b>DBE/SBE Goal:</b>	N/A
<b>NJ Build Amount:</b>	N/A
<b>Related/Future Authorizations:</b>	Future software upgrades and enhancements to support federal mandates and labor contract changes as needed
<b>Impacts on Subsequent Operating Budgets:</b>	\$60,000 per year Covered under the Annual IT Maintenance Contract

## RESOLUTION

**WHEREAS**, the Federal Railroad Administration implemented changes to Hours of Service rules that will go into full effect for conductors and engineers on passenger trains on April 15, 2012; and

**WHEREAS**, the key provisions of the new rules include limitations on the time an employee may remain on duty without rest and limitations on consecutive days of work; and

**WHEREAS**, NJ TRANSIT uses the Computerized Crew Management System to monitor the work assignments of more than 1,400 conductors and locomotive engineers and administer payroll for these employees; and

**WHEREAS**, NJ TRANSIT also uses the Computerized Crew Management System to ensure that all trains and work sites have proper staffing and coverage for vacations, sick leave, and special assignments on test trains or railroad project sites; and

**WHEREAS**, NJ TRANSIT must implement certain software modifications to the Computerized Crew Management System by April 2012 to comply with the Federal Railroad Administration rule changes; and

**WHEREAS**, NJ TRANSIT received board authorization to enter into a Procurement-By-Exception contract (No. 29774) with PS Technology, Inc., which included a provision for royalty payments to NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT's Computerized Crew Management System is proprietary software developed by PS Technology, Inc.;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend contract (No. 29774) with PS Technology, Inc. of Boulder, Colorado to modify the Crew Caller Management System to comply with Federal Railroad Administration regulations and provide for other software upgrades at a cost not to exceed \$959,000, plus five percent for contingencies, for a total contract authorization of \$2,410,793, subject to the availability of funds.