

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

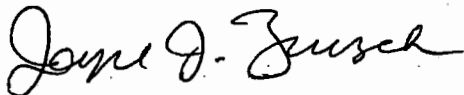
**N TRANSIT**  
One Penn Plaza East  
Newark, NJ 07105-2246  
973-491-7000

June 13, 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 re-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 Monday, June 11, 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 re-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 Monday, June 11, 2012.

**Present:**

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

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  
Joseph Kelly, Deputy 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  
Carlos Ramirez, Assistant Executive Director, Corporate Affairs  
Warren Hersh, Auditor General  
Kenneth Worton, Deputy Attorney General

Chairman Simpson convened the Open Session at 9:09 a.m. in accordance with the Open Public Meetings Act.

Chairman Simpson asked for a motion to adopt the minutes of the May 9, 2012 meetings. A motion was made by Board Member James C. Finkle, Jr., seconded by Board Member Flora M. Castillo, and unanimously adopted.

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

There were 13 public comments. Acting Board Secretary Zuczek announced public comments will be limited to five minutes in order to give everyone an opportunity to be heard.

**James Raleigh** stated that he had never before seen a proposal like the one for the Frank R. Lautenberg Station. He said if NJ TRANSIT believes that the Governor will veto this proposal, it should assume the necessary responsibilities so that it will not be vetoed. He said that he was concerned about the costs of the project and how the improvements will fit into the plan in the long range. Mr. Raleigh stated that the Super Bowl is only a two- week event and that he has not yet seen a serious study of alternate

uses if the station improvements are not made. He said that unlike Bamboozle and the recent events, the Super Bowl is in one location and that the use of PATH and ferry services should be encouraged.

Mr. Raleigh said that the legislature will vote on the budget by the end of June, and it may choose to change the construction program and add more money to work with Amtrak. He said that should the legislature choose to change the program, the Governor would not issue a veto. Mr. Raleigh said that if the legislature chooses not to change the program that the Board has a responsibility, fiducially, to see how the money will be used.

Mr. Raleigh ended his public comments with an audio clip from radio station 101.5.

**Joseph Clift** said that he has attended several meetings and has noticed a procedural problem. He stated that there are three items that have been affected by this and he asks that the Board withhold action on these items until a policy has been set. Mr. Clift said that the Board votes on contracts, but never on the projects or the reasons for the projects with a programmatic effort. He said that money is being spent on things that are not important to the core process.

Mr. Clift said that there is a need to spend money to fix the Corridor, but that compared to six years ago, NJ TRANSIT is spending two-thirds less with Amtrak on the Corridor budget.

He said that with respect to today, the first issue is the Frank Lautenberg Station which is an \$8,000,000 project. Mr. Clift said that NJ TRANSIT never approved the project, but instead approved a \$2,000,000 contract last month for wetland mitigation purposes and are now being asked to approve an open item today for the compacting process. He stated that the timeframe is so short that the Board is being asked to approve a contract that does not exist yet. He said he questions that NJ TRANSIT has to spend \$8,000,000 at Secaucus. Mr. Clift stated that there are bus bays that could be changed to provide more service and that in instances where there are special events, commuters can walk one and a half minutes under the Parkway into the parking lot and buses can be loaded there. He said that this type of investment is not needed for the rest of the year.

Mr. Clift said that the second item there is an issue with is the Davenport Avenue Station. He said that a \$5,000,000 contract was approved three months ago for the Bloomfield Avenue Station, which was a \$10,000,000 project overall. Mr. Clift said that the Board was never asked to approve an overall concept and that the real effort is to make a two-car operation at this system, which he believes should be run at the station. He said that when a station platform is improved it also has to be made Americans with Disabilities Act (ADA) accessible increasing the costs of the improvement. Mr. Clift said that he understands that NJ TRANSIT wants to improve, but it is the failure of a policy process that he is pointing out.

Regarding the item, Locally Preferred Alternative on Bus Rapid Transit, Mr. Clift said the Board is being asked to approve an alternative which will cost \$33,000 per additional daily commuter, most of whom will be diverted from other transit and \$88,000

per daily commuter diverted from auto use in 2035. Mr. Clift said that the Board has never set a threshold and that sometimes no goal is the option. He said that until policy is set, he does not see how the Board can approve these items.

**David Peter Alan** said that he had two personal comments involving the Senior Citizen and Disabled Resident Transportation Advisory Committee. He said that he appreciated the opportunity to report to the Board, but that he was concerned Senior Citizen Advisory Committee was not consulted about the agenda item which featured ADA related work at the Davenport Avenue Station.

Mr. Alan, as Chair of the Lackawanna Coalition, said the Coalition would like to see more transparency on items like Davenport Avenue. He said that there is a concern that the lengthening of platforms will herald a reduction in service as the line is not fully utilized and that service reduction is the primary purpose for the project.

Mr. Alan said that the Coalition has concerns about the bicycle proposal. He said that the Coalition passed a resolution that called for persons with bicycles to be allowed to board at low-level platform stations. Mr. Alan said that the overall policy must be presented to the public. He said that the Coalition objected to the proposal as the weekend cycling in New York City would essentially be eliminated under the proposed weekend restrictions.

He said that the poor condition of the Northeast Corridor is a concern. Mr. Alan said that NJ TRANSIT has been called upon to pay Amtrak \$77.5 million for Fiscal Year 2013 for investments to improvements to outdated signals, electrical systems, and other infrastructure needs to bring the railroad into a modern state of good repair. He said that without the increase, the Northeast Corridor will continue to produce poor on-time performance that will plague most NJ TRANSIT riders. Mr. Alan said that the Northeast Corridor is used by 80 percent of NJ TRANSIT riders for at least some of their trip and that 90 percent of riders into New York City are NJ TRANSIT riders.

Mr. Alan said that the Lackawanna Coalition objected to the elimination of the bus lines in the Newark-Bloomfield area. He said that the savings are minimal and the impact on riders is negative. Mr. Alan stated that the announcement was misleading as the word "optimization" led members of the public to believe that the service would be enhanced and not cut.

He said that the Coalition continues to call for the meetings of the North and South Jersey Transportation Advisory Committees to be opened to non-members as required by the By-Laws. Mr. Alan said that whether or not the committees adopted the By-Laws, the committees have no authority to defy specific Board policy. He said that the exclusion of non-members violates the Board policy and that it is not difficult to give notice to the public and to welcome them at the meetings. Mr. Alan said that the Permanent Citizens' Advisory Committee of the MTA does so and that the NJ TRANSIT Board has to set a clear policy in favor of public participation.

**Janna Chernetz** said that Tri-State is concerned about the funding for transportation in New Jersey. Ms. Chernetz said that this carries over to NJ TRANSIT such as the bus service cuts that were forced due the lack of funding. She said that there are 3,200

riders that will have to change their commute. Ms. Chernetz said that some commuters will be inconvenienced and some will have longer routes and that there are over 90 people who are left with no alternatives.

She said that Tri-State supports the expansion of the bicycle policy and hopes that this is the first step in opening NJ TRANSIT towards recreational riders and those who do not keep a traditional work schedule. Ms. Chernetz said that she hopes that NJ TRANSIT continues to look towards making itself more accessible to bicycle riders because this policy does not address peak hours and hopes that NJ TRANSIT will open itself to allow bicycles on all trains during all hours at all platforms. She acknowledged the committees and the bicycle advocates, but questioned the Board about the restrictions imposed on the weekends.

**Bill Ruddick**, Executive Director of Backyard Bike Tours, hosts a bike event in Morristown. Last year the event welcomed 1,000 cyclists and this year he expected 2,500. Mr. Ruddick said that one of the big draws is to have cyclists come from New York City and enjoy the sites in New Jersey. He said that based on his cycling experience, New Jersey has some of the best cycling in North America. Mr. Ruddick said that Backyard Bike Tours has a grant to help them attract cyclists from other areas. He thanked everyone for the policy as he has already promoted the event in New York City and that the biggest complaint he receives from the bike clubs is that the riders would love to come to New Jersey, but that they do not have cars and that they cannot ride out to Morris County and points west. Mr. Ruddick said that being able to take the train in, ride the 100 miles out and back, and then be able to ride the train back into New York is a huge benefit to the bike community and New Jersey as a whole.

**Philip Craig** said that he is from Montclair and is the Director of the New Jersey Association of Railroad Passengers. He urged the Board to approve the item for the Davenport Avenue Station to become Americans with Disabilities Act compliant. Mr. Craig said that this is an important step and as funds become available, the remaining stations should become accessible as there is an absolute need.

Mr. Craig said that with respect to the lengthening of the platform, this becomes a matter of operational policy set by the Board and carried out by management. He said that the operation of a two-car service does not automatically mean service cuts. Mr. Craig said that two-car subway trains could be run during peak hours to reduce the number of standees which is significant. He recalled when weekend service was every ten minutes and now only runs every twenty-five minutes on Sunday. Mr. Craig said that operating funds are an issue, but so is having revenue and serving the public.

He said that in March he urged the Board to approve modifications for Americans with Disabilities Act compliance to the Bloomfield Avenue Station and to re-open the closed entrances, both on the north side and south side. Mr. Craig said that this was done for the safety of the commuters, but that times have changed and that surveillance systems are being installed. He urged the Board to revisit this as the public is forced to cross a busy thoroughfare putting pedestrians at risk when they would be much better off crossing under the Bloomfield Avenue. Capital Planning & Programs Assistant Executive Director Santoro advised that the entrances will be opened.

**Orrin Getz** said that he is a regular passenger on the Pascack Valley Line. He said that there is a fourteen mile single track stretch between Hackensack, New Jersey and Nanuet, New York that includes ten stations along the track. Mr. Getz said that this situation was due to a Memorandum of Understanding between NJ TRANSIT and nine Bergen County municipalities, eight of those are along the Pascack Raritan Valley from River Edge to Montvale. The purpose of the Memorandum of Understanding was to resolve a lawsuit brought by the nine communities against NJ TRANSIT to stop the project to build all of the sidings that allowed off peak and weekend service and as a result of the Memorandum, the Vale siding in Park Ridge and the GOLF siding in Oradell were never built. Mr. Getz said that the off peak and weekend service has now been operating for over four years so that impact of the communities along the line is well known and the impact of not having the sidings is also well known. He said that the critical issue is not having the GOLF siding in Oradell. Mr. Getz feels that a priority must be set to work with the municipalities to get an agreement that will allow for the construction of the siding as it is critical in improving service.

Mr. Getz said that there was an issue in obtaining information from Orange and Rockland Utilities about power failures as a result of the storms last year. Mr. Getz presented an NJ TRANSIT flyer at a rate increase hearing as an example of how NJ TRANSIT uses all sorts of media to communicate with people including wireless devices. Mr. Getz saw a newspaper article that said Orange and Rockland Utilities are considering using these applications and said that NJ TRANSIT has set the bar.

**Andrew Besold** said that he began the original petition in September to re-examine the clarified bicycle policy. He thanked the Chairman and the Board for their quick action. Mr. Besold thought that it would be a long drawn out ordeal and was happy to see that it was not. He said that the restrictions to weekend access was unacceptable and would personally impact him as he works as an instructor in New York on the weekends and needs to take the bicycle with him in order to teach the class. Mr. Besold said that cyclists enjoy the unrestricted access to trains on the weekends. This is something that he would continue fighting for and would have to start another petition. Mr. Besold said that although much has been done, there is still much more to be done to make NJ TRANSIT bicycle friendly.

Mr. Besold said that bicycle parking is a problem. He has a folding bicycle, which by law, he can always bring on board an NJ TRANSIT train. Mr. Besold said that in many other stations parking is handled with a special cage that one would need a permit or key to get into and only with that key would someone have access to the cage. He said that this was done in Boston and has been widely successful. Mr. Besold also mentioned the concept of a bike station. He said that Hoboken would be a great station to implement this and there is an extreme demand for bicycle parking there as well as in New Brunswick.

Mr. Besold said that onboard bicycle amenities for the train could be better. He said that the RiverLine has some of the best on board bicycle amenities to be found in the United States. Mr. Besold said that amenities such as those are standard in many northern European train services. He said that in Germany there is always a means to secure your bike inside the train and that it is not considered a luxury option, but an absolute standard amenity.

Mr. Besold said another way to improve service and passengers is to have brochures on hand promoting bicycle tourism like what is being done in Germany. He said that there are tens of thousands of New Yorkers who live car free and are a captive audience. He also advised that cyclists are advocates for keeping transportation funding in the budget.

**Jack May**, Vice President of the New Jersey Association of Railroad Passengers, was very pleased to hear that the additional entrances on Bloomfield Avenue are going to be opened. Mr. May said that he had made suggestions with respect to the Newark City Subway operation and asked for a response.

**Gary Kazin**, Lackawanna Coalition, spoke with respect to the bike issue. He did not see any requests calling for input from the public, nor a press release. He did not see an email advising that this may affect his trip as he does when there are platform closings. Mr. Kazin said he cannot take his bike on the train on the weekend even within New Jersey from where he boards in Denver to Morristown, Madison, Summit or even to Newark. He cannot even connect to Port Jervis, Trenton or even to go to the coast in the summer. Mr. Kazin said that this is better than before as he can now board the train from a station that does not have a high level platform, but that he will not be able to get anything done if he has to board at 1:00 p.m. He said that the weekend restrictions are insane.

Mr. Kazin said that customers with bicycles may be asked to deboard the train if a customer with a disability requires the accessible area. He asked how this would be handled and whether a new ticket would have to be purchased or if a crew member would issue something that would not require an additional fare. Mr. Kazin asked about boarding trains with bicycles during restricted times when trains are not full. He said that this must be looked to see not only what the New York Riders need, but also what New Jersey riders need and where they are going to and where they can go.

Mr. Kazin said that a distinction must be made between major holidays and minor holidays such as Martin Luther King Day, Labor Day, or even President's Day where many people are still working, but the trains are on a Saturday schedule. If he were to go away for the weekend and take his bicycle with him, he would not be able to return with his bicycle during the week. Mr. Kazin advised that NJ TRANSIT has to think of the trip in both directions.

**Gary Johnson** said that he has been living car free for nine and a half years because he rides transit and his bicycle. He said that the combination of transit and bicycle allows him to get to more destinations. Mr. Johnson said that he has visited over fifty train stations and has ridden on more than thirty bus lines throughout the years. He uses transportation to commute, shop, visit friends and family, run errands. Mr. Johnson advised that his bicycle is his vehicle.

He said that two policies have to be changed immediately. The cyclists need to be able to board at all stations, not just stations with high level platforms. He said that when he goes to the doctor he takes the train into the station and then bikes to the doctor's office

four miles away. Mr. Johnson said that he would not be able to go to his doctor's appointments if the station had been a low-level platform.

Mr. Johnson said that the policy that bans bicycles on trains during holidays and now some weekend hours has to be eliminated. He said that NJ TRANSIT does not and should not close down the parking lots during holidays to prevent people from driving to the station, but that non-drivers are discriminated against when they want to bring their bikes onboard to ride the last several miles of their trip. Mr. Johnson said that he has had to turn down several invitations from family and friends because he cannot bring his bike onboard a train during holiday travel periods. He said that bikes are allowed on all New York City subway trains twenty-four hours a day 365 days a year, but New Jersey residents who live car free cannot visit their relatives on holidays because of this policy.

Mr. Johnson said that he would like to take some steps to help NJ TRANSIT form a desperately needed bicycle advisory committee. He said that he knows many people that use bicycles to commute, many of which live car free.

**James Vance** said that he is a bicycle rider residing in Hoboken. He said that the policy does not allow him to board trains at low level-platforms and has basically cut him off from going anywhere in New Jersey with his bicycle. Mr. Vance said that he commutes by bicycle and does not require the train to commute, but that he is also a recreational bicyclist. Mr. Vance understands that this rule about taking bicycles on trains has a lot to do with safety, but that it is a lot safer for him to take the train to central New Jersey and ride his bicycle for recreation than it is for him to travel along River Road. He hopes that NJ TRANSIT would look into changing this policy.

**Vincent Elardi** said that he came to speak about the train station in Elizabeth, New Jersey. He says that Elizabeth is his home town and asked that one or all of the Board Members go with him to Elizabeth so that they can witness exactly what he was speaking about. He said that the negligence is staggering.

Chairman Simpson asked Mr. Elardi to provide an example of the problem. Mr. Elardi said that the Elizabeth Station has giant concrete flower boxes that are filled with four-foot tall weeds growing there. He asked for a representative to go with him to the station to see the how the station is neglected.

### **Board Member Comments**

Chairman Simpson asked the Board Members for their comments. Board Member Shevell said that NJ TRANSIT spent a fortune not too many years ago at the Elizabeth Station and it is hard to believe that the condition of the station has deteriorated so badly. Board Member Shevell said that he would be more than glad to call the Mayor. Mr. Elardi said that he did not ask for a call to the Mayor and asked that a representative of NJ TRANSIT go with him to the station. Board Member Shevell said that he would like a meeting with the Mayor's office to have them go out to the station and report back to NJ TRANSIT because the Mayor's office would be interested in this matter.

Chairman Simpson said that NJ TRANSIT takes pride in all of its stations and will look into this matter. Chairman Simpson asked if there were capital projects planned for the Elizabeth Station. Mr. Santoro stated that there is approximately \$20,000,000 programmed to upgrade the station and have used the \$20,000,000 as leverage for a federal grant application that has been submitted to the government for a total grant request of \$53,000,000. Board Member Shevell stated that a huge amount of money was spent about four or five years ago. Mr. Santoro said that \$2,500,000 was spent on an interim basis at the station and that NJ TRANSIT is looking at a larger rehabilitation at the station. Chairman Simpson requested that the station manager look into this as soon as possible.

Chairman Simpson asked Deputy Chief Kelly to advise Police Chief Trucillo that the two young officers assisting at Princeton Junction as a result of the huge delays on the Northeast Corridor were very helpful. He had a discussion with the two officers who had commented that Scorecard results would be impacted due to the delays and the fact that the commuters had to deboard on track two, instead of track one, walk across an active track and up a makeshift set of stairs. Chairman Simpson said that it is nice to know that those on the frontlines are thinking about Scorecard and that even though it was not a police issue the officers were concerned about the Scorecard ratings. He said that it says a lot about the leadership of Executive Director Weinstein and those seated around the table.

Chairman Simpson acknowledged that Northeast Corridor improvements are being done.

### **Advisory Committee Report**

Suzanne Mack presented the Advisory Committee report. Chairman Simpson thanked Ms. Mack for her hard work on the bicycle policy.

Suzanne Mack of the North Jersey Transit Advisory Committee said that receiving a request from the Board and reporting back to the Board within three months to be adopted on is a testament of a lot of hard work by people not only by the committee, and also the importance of the issue.

Ms. Mack believed that there would be a lot of internal review that would need to be done that would make the cyclists miss the height of the biking season so she was pleased when Executive Director Weinstein told the Advisory Committee that it was ready. The Advisory Committee hopes that the Board will look into the weekend service as it seems that a lot of comments were received.

Ms. Mack said that the committee reviewed the service reductions and enhancements that will be presented to the public at an information session and hearings. Only two of the eight routes presented do not have alternative transit service and that she knows that J.D. Dominico from Hudson TMA was present and that other people will be appearing at both hearings and asked that if it is a route that does not have alternative service, if it could be looked at a little more closely. Ms. Mack said that one route serves the post office in Kearny located in Hudson County. The route is the only bus route to the post office and that she knows that the ridership seems to be low, but that

maybe it should be in the next service reduction so that people can figure out a way for those individuals to get to work.

Ms. Mack said the Committee went line-by-line through the proposed By-Law amendments and adopted them to the point that they will be going to South Jersey for review and will be discussed further at the July meeting.

### **Senior Citizen and Disabled Resident Transportation Advisory Committee Report**

Maryann Mason, Vice-Chairperson of the NJ TRANSIT Senior Citizen and Disabled Resident Transportation Advisory Committee, spoke on behalf of Chairman Sam Podietz. She said the Committee is often referred to as the Special Services Transportation Committee. Ms. Mason thanked the NJ TRANSIT Board of Director's, Commissioner Simpson and Executive Director Weinstein for the opportunity to address the Board.

In December 2011, Ms. Mason updated the Board on the history of the committee and the current status of the funding and programs. The counties in the State of New Jersey depend on Casino Revenue funding for a large portion of their transportation budgets. The Casino Revenue funding, along with various federal programs and other funds that the counties dedicate to transportation, ensures that counties are able to provide robust transportation services for senior citizens, people with disabilities, and other transit-dependent populations. NJ TRANSIT administers the casino revenue program and various federal grants that fund these local programs and has been a key player in the development of these services.

A part of the mission of the county programs supported by the Casino Revenue fund is to provide transportation that is coordinated and supports NJ TRANSIT's main line services. Ms. Mason said that NJ TRANSIT has adopted Scorecard goals that are helping to guide the agency toward more efficient and more customer-friendly service. The county services that complement and provide feeder services to main line service help NJ TRANSIT accomplish those goals. For example, while NJ TRANSIT has excellent bus, rail and light rail service throughout the State, there are some areas where transit-dependent people live that may be too far from a bus route for them to conveniently use it. NJ TRANSIT's Access Link service is also excellent, and the committee is pleased to know that customers give Access Link service consistently high ratings on Scorecard surveys, but Access Link only provides service within three-quarters of a mile of bus routes.

Ms. Mason said that is where county services, supported through the Casino Revenue fund, come in to fill the gaps. Counties use their demand response service to pick people up where they are and take them to where they need to go. Sometimes that means connecting to an NJ TRANSIT route, and sometimes that means bringing people close to their final destination.

Ms. Mason said the funding of the Casino Revenue program is for transportation as well as the federal programs that also support these important county services. She said the total funding allocation for the Casino Revenue program had dropped approximately 30 percent since 2008. For Fiscal Year 2013, the anticipated drop in Casino funding

compared to Fiscal Year 2012 is approximately 9.9 percent. While this is not good news for county transportation providers and the customers who rely on their services, there is a ray of hope.

On May 22, 2012, Assembly Bill 2922 was introduced in the Legislature by Assemblyman Troy Singleton. This bill would gradually increase the portion of the Casino Revenue Fund that is dedicated to transportation. Currently 8.5 percent of the Casino Revenue fund is dedicated to transportation. This bill would increase the annual appropriation requirement gradually until it reaches a maximum of 12 percent. In addition, the bill would establish a floor on funding for the Casino Revenue transportation program, so that once the 12 percent level is fully implemented, declines in casino revenue would not cause declines in funding. The Citizens Advisory Committee believes this bill is critical to the stability of New Jersey's community transportation programs.

In addition to the funding the counties receive from the Casino Revenue fund, NJ TRANSIT receives some funding that enables critical capital investments to be made that improve accessibility to NJ TRANSIT's system for people with disabilities. This funding is also impacted by the declines in revenue in the Casino Revenue fund. The enactment of this legislation to stabilize the Casino Revenue-supported transportation programs is critical for a number of reasons.

In the months ahead, the Committee would like to come back to the Board and discuss the efforts going on around the state to improve community transportation services. The Committee is also working on ways that NJ TRANSIT and community transportation providers can work together to meet the growing need for service in the future, and the Committee will report back on those efforts.

Ms. Mason thanked the Board of Directors and said they will continue to work with Executive Director Weinstein and NJ TRANSIT staff to develop substantive proposals to maintain these needed services.

### **Board Administration Committee Report**

Board Member Regina Egea presented the Administration Committee report to the Board. The Administration Committee discussed the facility improvements at the Frank R. Lautenberg Station and the expansion of the bus berths to provide for enhanced bus service and capacity. In order to accomplish this project, it is necessary to stabilize the soil in the existing wetlands.

In addition, the Committee discussed the transit alternatives analysis for Routes 55/42/676 and the need to adopt a locally preferred alternative which is a Bus Rapid Transit System that provides faster, more efficient service than an ordinary bus line by making improvements to existing infrastructure, vehicles and scheduling.

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

Vice Chairman Bruce Meisel presented the Capital Planning, Policy & Privatization report to the Board. The Capital Planning, Policy and Privatization Committee

discussed the critical need to purchase, install and integrate a new bus activity retrieval system for fare collection and reporting activities.

In addition, the Committee discussed the upgrades to the Newark Light Rail Davenport Avenue Station which will make this station accessible for all customers in accordance with the Americans with Disabilities Act.

The Committee also reviewed items that will restore two undergrade bridges to a state-of-good repair.

Board Member Shevell asked for a report on what can be done to reduce the traffic in the Lincoln Tunnel during the late afternoon and early evening hours. He said it is a horrendous traffic situation for the buses. He said NJ TRANSIT should look into the large amount of buses in the tunnel where the lines go as far back as the Turnpike entrance starting at about 3:00 p.m. until about 8:00 p.m. Board Member Shevell requested a status report because the buses are idling and wasting fuel, time, and energy.

Executive Director Weinstein said that he had numerous discussions on this matter and that there are no easy answers. As Board Member Shevell suggested, staff moved the buses from where they would be parked on 40th Street and returned to the tunnel which was about a 40 to 45 minute trip because left turns cannot be made onto numerous streets. Executive Director Weinstein said that it is frankly a challenging situation and that he has video footage that shows the efforts made. Executive Director Weinstein said that a lot of time and effort has been spent to attempt to alleviate the problem. Executive Director Weinstein said that NJ TRANSIT is currently looking into possibly doing street drop-offs in Manhattan as proposed by Chairman Simpson at last month's meeting in an attempt to alleviate the problem that NJ TRANSIT customers face on a daily basis at the Port Authority Bus Terminal.

Board Member Shevell said that most of the buses that are going through the tunnel at that time are empty. Mr. Weinstein said that the ones that are empty need to return to the terminal to pick up customers and that is where the challenge lies. Board Member Shevell said that the buses sit in the Tunnel for 45 minutes to an hour and then move slowly.

Chairman Simpson said that Executive Director Weinstein suggested that NJ TRANSIT meet with the Department of Transportation and the Port Authority's bus division to discuss how to alleviate this issue. Chairman Simpson and Executive Director Weinstein will invite Board Member Shevell to attend the meeting and will keep him informed.

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

Executive Director Weinstein presented his monthly business report:

### **Scorecard Third Quarter Performance Indicators**

Executive Director Weinstein said the third quarter Scorecard performance results are in and are posted on njtransit.com. Year to date, of the 28 metrics that were measure on the Scorecard, ten are at or above goal set by the corporation; nine have shown improvement over the last quarter; and nine highlight areas where NJ TRANSIT needs to sharpen its focus.

In meeting customer expectations, on-time performance by rail and light rail continue to surpass goals and the customer response team is responding to customer's inquiries in less than the 2.5 day goal.

Demonstrating corporate and financial accountability, goals are being met for rail revenue per hour, light rail customers per trip, and small business compliance for state contracts. The budget is balanced, and pension obligations are being met. Most important to customers, NJ TRANSIT will fulfill its commitment to hold fares at current levels.

Led by improving customer satisfaction scores, progress is also being made in bus and Access Link on-time performance, call center efficiency, disadvantaged business compliance in federal contracting, and in areas of customer safety and security.

### **Bamboozle/Electric Daisy**

Last month, over the weekend of May 18, 19 and 20, 2012, NJ TRANSIT served tens of thousands of rail and bus customers heading to numerous major events in New Jersey, the Bamboozle Music Festival in Asbury Park, the Electric Daisy Carnival at MetLife Stadium, the Rangers/Devils Eastern Conference Finals at the Prudential Center, in addition to large-scale public events taking place in Camden, Holmdel and New York City.

NJ TRANSIT planned for this event for some time, but the convergence of these high-profile events in the same weekend resulted in additional preparations needed to meet the expected heavy customer travel and ensure a seamless experience for customers.

Employees worked behind the scenes to add train service, provide a shuttle bus operation and upgrade Ticket Vending Machines. The Press Office worked to convey critical information to the media and customers, while NJ TRANSIT Police increased coverage across the system. The employee volunteers, an effort measured on the Scorecard covered more than 200 customer ambassador shifts at Secaucus Junction, Meadowlands Rail Station, Asbury Park Station and other locations.

On Saturday and Sunday combined, NJ TRANSIT provided nearly 217,000 rail passenger trips, marking the second highest weekend on record. Systemwide ridership for the weekend totaled 764,000 passenger trips, NJ TRANSIT's fourth highest on record.

Executive Director Weinstein thanked all of the dedicated employees who supported this monumental task and made for a very successful weekend.

### **Customer Surveys**

Executive Director Weinstein said it is time for NJ TRANSIT to put out a call to action for customers, encouraging them to participate in the quarterly customer surveys as part of Scorecard.

The fourth quarter survey went live on njtransit.com on June 8, 2012 and will remain active until June 29, 2012. Executive Director Weinstein encouraged customers to let NJ TRANSIT know about their experiences riding the system, which will help NJ TRANSIT to zero in on the areas most important to them.

To encourage participation, NJ TRANSIT began the survey outreach efforts today, with employee volunteers taking shifts at key locations across the system to hand out business cards with the link to the survey printed on them. Survey information will be distributed on board rail, light rail and Access Link vehicles.

Executive Director Weinstein said there are plans to conduct another round of “We’re Listening” forums later this month to give riders the opportunity to speak directly with NJ TRANSIT general managers of operations and senior staff, enabling them to ask questions face-to-face and offer feedback on their commuting experiences. These dates are currently being finalized for forums at Port Authority Bus Terminal, New York Penn Station and Hoboken Terminal.

### **On-Time Performance**

Executive Director Weinstein said surveys and forums show how important on-time performance is to customers.

Rail Operations is continuing the trend of strong on-time performance that has been seen over the past six months.

Following record and near-record figures every month since December, NJ TRANSIT achieved a new record in April with an on-time performance of 97.6 percent for rail, and concluded May with a strong performance at 96.4 percent.

The year-to-date on-time performance for Rail is now 95.7 percent, exceeding our Fiscal Year 2012 Scorecard goal of 94.7 percent.

### **Bus Optimization**

Executive Director Weinstein said on May 14, 2012, NJ TRANSIT released the proposed Bus Service Optimization proposal, designed to streamline NJ TRANSIT bus services through enhanced efficiency and an improved customer experience.

NJ TRANSIT’s service adjustments will ensure that NJ TRANSIT can use its limited resources to provide the best service to the most customers. Optimization also fulfills

the call for government to provide smarter, more efficient services at less cost to customers and the taxpayers.

Optimization will move the needle on the Scorecard metrics of bus customers per trip, bus revenue per hour, farebox recovery and subsidy per customer.

As a result of this approach, NJ TRANSIT forecasts more than \$3 million in annual savings, which will be utilized to help keep fares stable.

Through the proposal's focus on meeting customer demand and better serving the communities where NJ TRANSIT operates more than \$1 million in savings will immediately be reinvested to enhance bus service within the City of Newark, as well as along the key corridor between Newark, Newark Airport and Elizabeth, a major corridor for jobs.

On June 12, 2012, NJ TRANSIT will conduct an information session in the Board Room at NJ TRANSIT Headquarters to give members of the public the opportunity to learn more about the Bus Service Optimization proposal. The information session will be held from 11:00 a.m. until 2:00 p.m.

NJ TRANSIT will also conduct two public hearings on the proposal, the first will be in the Board Room at NJ TRANSIT Headquarters from 5:00 p.m. to 8:00 p.m. On June 13, 2012, the second public hearing will be held on Wednesday at the Wayne Municipal Complex, also from 5:00 p.m. to 8:00 p.m.

Executive Director Weinstein invited members of the public to offer their feedback by attending one of the public hearings or visiting [www.njtransit.com](http://www.njtransit.com).

All of the testimony provided during these hearings, as well as written testimony submitted during the comment period which ends on June 13, 2012 at 11:59 PM, will be carefully considered prior to a final vote by the board.

### **Safety Day**

Executive Director Weinstein highlighted the news conference that he and Chairman Simpson participated in on Friday, along with members of the New Jersey Safety at Railroad Crossings Leadership Oversight Committee.

As part of the Safety Day, NJ TRANSIT held news conferences in Camden and at Radburn-Fair Lawn to highlight the latest in a series of safety initiatives to reduce fatalities along the State's rail network.

Among the initiatives outlined as part of the "E-cubed" approach—engineering, enforcement and education, NJ TRANSIT unveiled two new powerful public service announcements that urge citizens to stay off the tracks.

The new Public Service Announcements feature NJ TRANSIT engineers, a conductor and police officers who have been involved with and responded to railroad fatalities, as well as testimonials from the lone survivor of a rail incident and a father whose son was

fatally injured. All promote the same message: "Make the right choice. Stay off the tracks."

It is a critical message, one the Committee elected not to sugarcoat in the hopes that by speaking honestly and directly about this topic, the message will ultimately save lives.

The new Public Service Announcements began airing this weekend on broadcast and cable stations in the New York and Philadelphia markets. The Public Service Announcements were shown to the Board of Directors and members of the public.

### **Board Presentation**

Executive Director Weinstein said at last month's meeting, members of NJ TRANSIT's team demonstrated how NJ TRANSIT is moving the Scorecard needle and he is continuing that tradition.

Executive Director Weinstein said Gene McManus is NJ TRANSIT's Director of Point of Sale and Fare Collection System and plays a critical role in the efforts to embrace the latest in technology and enhance the customer experience.

Executive Director Weinstein invited Mr. McManus to the podium for a brief presentation.

Mr. McManus said NJ TRANSIT continues to look for ways to put technology to work for customers to improve the overall Customer Experience, which is one of the areas of focus of the Scorecard initiative.

NJ TRANSIT has been working to stay at the forefront of emerging technology to provide customers with a seamless experience across the system, from the way they access travel information to the way they purchase tickets.

NJ TRANSIT has a number of initiatives underway to make it even easier and more convenient to use NJ TRANSIT, which helps us to retain the existing customers as well as attract new ones.

Google Wallet - Last fall, NJ TRANSIT became the first transit agency to partner with Google Wallet to test Near Field Communication mobile payments. Google Wallet is a free mobile app that allows customers to use their smartphones to tap and pay for transportation tickets at select locations by storing a virtual version of their credit cards on their phones. Customers simply wave their phone in front of a sensor to make their payment, eliminating the need to juggle cash or credit cards.

NJ TRANSIT customers can currently use Google Wallet to purchase transportation tickets at New York Penn Station and Port Authority Bus Terminal ticket vending machines and ticket windows, at Newark Liberty International Airport Rail Station, and on board selected bus routes.

By partnering with Google Wallet, NJ TRANSIT is in a better position for the growing market of mobile wallets and open payments.

Bank Note Recycler Technology - Mr. McManus said another area NJ TRANSIT has been looking to streamline for customers is their experience using Ticket Vending Machines. Earlier this year, NJ TRANSIT successfully piloted new Bank Note Recycler (BNR) in Ticket Vending Machines at New York Penn Station, Port Authority Bus Terminal and Exchange Place. Mr. McManus believes the BNR technology will improve the transaction process for customers, while reducing cash handling costs for the agency.

NJ TRANSIT conducted “We’re Listening” forums and heard that customers dislike receiving large amounts of one dollar coins as change. BNR technology allows the machines to dispense change in the form of paper bills, ones, fives, tens and twenties, instead of coins. It also allows NJ TRANSIT to offer customers the ability to receive cash back from Ticket Vending Machines when using bank debit cards.

The technology not only boosts customer satisfaction, but it reduces the amount of service intervals required to keep the Ticket Vending Machine replenished with coins and bill notes.

NJ TRANSIT found that BNR is fully compatible with all of the internal Ticket Vending Machine components and back office accounting systems, and in the long term, subject to the availability of funds, NJ TRANSIT would aim to ultimately equip the entire fleet of Ticket Vending Machines with this technology.

Ticket Vending Machine Multi-Pay Option - Mr. McManus said another improvement made to the Ticket Vending Machines is the implementation of multi-payment functionality. This enables customers to use combined payment types such as pre-tax commuter benefits, credit and debit cards, and cash to complete their transactions. Previously customers could only conduct these types of transactions at ticket offices. With the implementation of the multi-payment functionality, customers now benefit from the convenience of being able to perform this transaction at any Ticket Vending Machine systemwide. NJ TRANSIT is also working on additional innovations that will enhance the customer experience.

### **Bike Policy**

Executive Director Weinstein said last month, Chairman Simpson called for a quick resolution to ongoing questions regarding NJ TRANSIT’s bicycle policy. Under the Chairman’s leadership, the Bicycle Policy Committee included Suzanne Mack from the North Jersey Advisory Committee who had been asked to review the policy and develop recommendations after hearing a number of concerns from cyclists. Executive Director Weinstein personally thanked Ms. Mack for her service.

Executive Director Weinstein said the recommendations were reviewed internally. Chairman Simpson discussed NJ TRANSIT’s new, proposed bicycle policy, which will allow customers with a bicycle to board from any station, whether from high-level or low-level platforms.

**Action Items:**

Executive Director Weinstein presented the following Action Items for approval:

**1206-22: FRANK R. LAUTENBERG STATION INTERMODAL FACILITY IMPROVEMENTS: SOIL STABILIZATION CONTRACT**

The Frank R. Lautenberg Station intermodal facility improvements project includes the expansion of the bus berths from 4 to 14. This will improve the efficiency, capacity, and safety of the facility for routine bus operations, emergency situations and provide for regional contingency planning. In addition, it will increase the bus capacity needed to carry visitors for special events, such as the Super Bowl in 2014.

The property on which the improvements will be built is a wetlands, and it requires soil stabilization to provide a firm base. In order to maintain the schedule to begin this work in August 2012, authorization is requested to enter into a contract with the lowest responsive, responsible bidder for the soil stabilization element of the Frank R. Lautenberg Station Intermodal Facility Improvements Project, at a cost not to exceed the budgeted amount, subject to the availability of funds.

Vice Chairman Bruce M. Meisel moved the resolution, Board Member James C. Finkle, Jr. seconded it, and it was unanimously adopted.

**1206-23: CONTRACT (NO. 012-55) WITH CUBIC TRANSPORTATION SYSTEMS FOR THE PURCHASE, INSTALLATION, AND INTEGRATION OF A NEW BUS ACTIVITY RETRIEVAL SYSTEM (BARS), FOR NJ TRANSIT AND CERTAIN PRIVATE CARRIERS, AND PURCHASE OF 75 CUBIC FAREBOXES**

The procurement of the Bus Activity Retrieval System and associated security equipment is essential for continued fare collection and reporting activities. The existing equipment and systems were purchased in the late 1980's and the applications are no longer produced or supported by the manufacturers.

Authorization is requested to enter into a sole or single source Procurement-by-Exception contract with Cubic Transportation Systems for the purpose of maintaining the hardware and software system, to install the Bus Activity Retrieval System and purchase 75 fareboxes at a total cost not to exceed \$5,756,908, plus five percent for contingencies, subject to the availability of funds.

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

**1206-24: NEWARK LIGHT RAIL DAVENPORT AVENUE STATION UPGRADES: CONSTRUCTION CONTRACT AWARD**

The Newark Light Rail Davenport Avenue Station serves approximately 1000 average weekday customer trips. This project will provide station accessibility for all customers, in accordance with the Americans with Disabilities Act. The work includes upgrading the station lighting and CCTV cameras and extending the platform which will allow a two-car consist to stop at the station.

Authorization is requested to enter into a contract with DMR Construction Services Inc. for the construction of the Newark Light Rail Davenport Avenue Station Upgrades project, at a cost not to exceed \$1,999,717, plus five percent for contingencies, subject to the availability of funds.

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

**1206-25: STEEL REPAIR AND MACHINERY UPGRADE OF UNDERGRADE BRIDGE 30.43 OVER SHARK RIVER, TOWNSHIP OF BELMAR, MONMOUTH COUNTY: CONSTRUCTION CONTRACT AWARD**

NJ TRANSIT owns, operates and maintains the Shark Drawbridge on the North Jersey Coast Line. The structural elements of this moveable bridge are subject to recurring forces and stresses each time the bridge is opened and closed.

In order to maintain the bridge in a state-of-good-repair, authorization is requested to enter into a contract with IEW Construction Group Inc. to perform steel repairs and machinery upgrades to the Shark Drawbridge at a cost not to exceed \$1,535,800, plus five percent for contingencies, subject to the availability of funds.

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

**1206-26: NJ TRANSIT BIKE ABOARD PROGRAM**

NJ TRANSIT supports and encourages bicycle access to its terminals, facilities and services by providing accommodations for customers using bicycles.

Approval is requested to authorize staff to adopt and implement the new Bike Aboard Program that will allow bicycles to be brought onboard trains at all stations subject to certain limitations during busy travel periods or for public safety.

Board Member Regina M. Egea moved the resolution with an amendment to Exhibit A, Bike Aboard Program. The amended sentence is "On

Weekends: Bicycles are not permitted on inbound trains to New York between 9 a.m. and 12 p.m. Bicycles are not permitted on outbound trains from New York between 5 p.m. and 8 p.m. Board Member Bruce M. Meisel seconded the motion, and it was unanimously adopted.

Executive Director Weinstein presented the following Consent Calendar for approval:

**1206-27: ROUTES 55/42/676 TRANSIT ALTERNATIVES ANALYSIS: ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE**

Adopt the Routes 55/42/676 Transit Alternatives Analysis Locally Preferred Alternative (LPA) set forth in Exhibit A.

Authorization to submit the Routes 55/42/676 Transit Alternatives Analysis Locally Preferred Alternative to the Board of Directors of the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO), for adoption and inclusion in the regional Long Range Plan.

**1206-28: DESIGN, ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE ON THE RARITAN VALLEY LINE OVER ROOSEVELT AVENUE, CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY**

Authorization to enter into a Contract No. 11-070 with HNTB Corporation of New York, New York to provide design, engineering and construction assistance for the replacement of undergrade bridge over Roosevelt Avenue in the City of Plainfield on the Raritan Valley Line at MP 22.85, at a negotiated fee not to exceed \$468,563, plus five percent for contingencies, subject to the availability of funds.

**1206-29: ANNUAL NOTICE OF MEETINGS**

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2013.

**1206-30: ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION**

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2013 and appoint the members of all Board Committees as set forth in Exhibit A.

The Consent Calendar was moved in its entirety by Board Member Myron P. Shevell, seconded by Board Member James C. Finkle, Jr., and unanimously adopted.

Chairman Simpson noted the new Board Committee Membership assignments and said that ensures that each public member of the Board, those non-governmental members, each Chair a committee and that each public member serves on two committees. He

also clarified that Board Member Flora Castillo will now be the new Chair of the Customer Service Committee and this committee now becomes more important because the Scorecard and Safety and Security are included in the Customer Service Committee.

Board Member Castillo thanked Chairman Simpson for his confidence and she is delighted to serve on the Customer Service Committee. She looks forward to partnering with both employees and riders to make sure that NJ TRANSIT delivers on his expectations.

Chairman Simpson concluded the open session agenda items at approximately 10:55 a.m. and requested a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Board Member Bruce M. Meisel, seconded by Board Member Regina M. Egea, and unanimously adopted.

Chairman Simpson, Vice Chairman Meisel and Board Members Egea, Castillo, Finkle and Petrecca returned to open session at approximately 11:10 a.m.

### **Adjournment**

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Board Member Flora M. Castillo, seconded by Board Member James C. Finkle, Jr., and unanimously adopted. The meeting was adjourned at approximately 11:12 a.m.

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

JUNE 11, 2012

MINUTES

PAGE

- CALL TO ORDER -
- APPROVAL OF MINUTES OF PREVIOUS MEETINGS 44449
- PUBLIC COMMENTS ON AGENDA ITEMS AND OTHER MATTERS -
- BOARD MEMBER COMMENTS -
- ADVISORY COMMITTEE REPORT -
- SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT -
- BOARD COMMITTEE REPORTS -
  - \*Administration Committee
  - \*Capital Planning, Policy & Privatization Committee
- EXECUTIVE DIRECTOR'S MONTHLY REPORT 44450

ACTION ITEMS

- 1206-22 FRANK R. LAUTENBERG STATION INTERMODAL FACILITY IMPROVEMENTS: SOIL STABILIZATION CONTRACT 44466

Authorization to enter into Contract No. 12-051X with the lowest responsive responsible bidder for the soil stabilization element of the Frank R. Lautenberg Station Intermodal Facility Improvements Project, at a cost not to exceed the budgeted amount, subject to the availability of funds.

- 1206-23 CONTRACT (NO. 012-55) WITH CUBIC TRANSPORTATION SYSTEMS FOR THE PURCHASE, INSTALLATION, AND INTEGRATION OF A NEW BUS ACTIVITY RETRIEVAL SYSTEM (BARS), FOR NJ TRANSIT AND CERTAIN PRIVATE CARRIERS, AND PURCHASE OF 75 CUBIC FAREBOXES 44471

Authorization to enter into sole or single source Procurement-by-Exception contract for the purpose of maintaining hardware and software system from the approved vendor to support NJ TRANSIT's Information Systems with Cubic Transportation Systems of San Diego, California to install the Bus Activity Retrieval System and purchase 75 fareboxes at a total cost not to exceed \$5,756,908, plus five percent for contingencies, subject to the availability of funds.

**1206-24 NEWARK LIGHT RAIL DAVENPORT AVENUE STATION UPGRADES: 44475**  
**CONSTRUCTION CONTRACT AWARD**

Authorization to enter into Contract No. 12-036X with DMR Construction Services Inc. of Waldwick, New Jersey, for the construction of the Newark Light Rail Davenport Avenue Station Upgrades project, at a cost not to exceed \$1,999,717, plus five percent for contingencies, subject to the availability of funds.

**1206-25 STEEL REPAIR AND MACHINERY UPGRADE OF UNDERGRADE BRIDGE 44479**  
**30.43 OVER SHARK RIVER, TOWNSHIP OF BELMAR, MONMOUTH**  
**COUNTY: CONSTRUCTION CONTRACT AWARD**

Authorization to enter into Contract No. 12-027X with IEW Construction Group Inc., of Trenton, New Jersey, to perform steel repairs and machinery upgrades to the Shark Drawbridge over Big Shark River on NJ TRANSIT's North Jersey Coast Line, in the Township of Belmar, Monmouth County at a cost not to exceed \$1,535,800, plus five percent for contingencies, subject to the availability of funds.

**1206-26 NJ TRANSIT BIKE ABOARD PROGRAM 44483**

Authorization to adopt and implement the new Bike Aboard Program that will allow bicycles to be brought onboard trains at all stations subject to certain limitations during busy travel periods or for public safety.

**CONSENT CALENDAR**

**1206-27 ROUTES 55/42/676 TRANSIT ALTERNATIVES ANALYSIS: ADOPTION OF 44489**  
**THE LOCALLY PREFERRED ALTERNATIVE**

Authorization to adopt the Routes 55/42/676 Transit Alternatives Analysis Locally Preferred Alternative (LPA) set forth in Exhibit A.

Authorization to submit the Routes 55/42/676 Transit Alternatives Analysis Locally Preferred Alternative to the Board of Directors of the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO), for adoption and inclusion in the regional Long Range Plan.

**1206-28 DESIGN, ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE ON THE RARITAN VALLEY LINE OVER ROOSEVELT AVENUE, CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY 44507**

Authorization to enter into a Contract No. 11-070 with HNTB Corporation of New York, New York to provide design, engineering and construction assistance for the replacement of undergrade bridge over Roosevelt Avenue in the City of Plainfield on the Raritan Valley Line at MP 22.85, at a negotiated fee not to exceed \$468,563, plus five percent for contingencies, subject to the availability of funds.

**1206-29 ANNUAL NOTICE OF MEETINGS 44511**

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2013.

**1206-30 ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION 44515**

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2013 and appoint the members of all Board Committees as set forth in Exhibit A.

- **EXECUTIVE SESSION AUTHORIZATION 44519**
- **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 May 9, 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 May 11, 2012;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the May 9, 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

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

**TO:** BOARD OF DIRECTORS  
**FROM:** JAMES W. WEINSTEIN   
**DATE:** JUNE 11, 2012  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT – JUNE 2012

Last month, over the weekend of May 18, 19 and 20, NJ TRANSIT served tens of thousands of rail and bus customers heading to numerous major events in New Jersey—the Bamboozle Music Festival in Asbury Park, the Electric Daisy Carnival at MetLife Stadium, the Rangers/Devils Eastern Conference Finals at the Prudential Center and other large-scale public events taking place in Camden, Holmdel and New York City. The convergence of these high-profile events in the same weekend resulted in extensive planning by NJ TRANSIT staff to meet the expected heavy customer travel and ensure a seamless experience for customers.

Employees worked behind the scenes to add train service, provide a shuttle bus operation and upgrade Ticket Vending Machines, while NJ TRANSIT Police increased coverage across the system and employee volunteers covered more than 200 customer ambassador shifts at various locations. On Saturday and Sunday combined, we provided nearly 217,000 rail passenger trips, marking our second highest weekend on record. Systemwide ridership for the weekend totaled 764,000 passenger trips—NJ TRANSIT's fourth highest on record. I would like to thank all of our dedicated employees who supported this monumental task and made for a very successful weekend.

On May 14, NJ TRANSIT released our Bus Service Optimization proposal, designed to optimize NJ TRANSIT bus operations through enhanced efficiency and an improved customer experience, while keeping faith with New Jersey taxpayers. Optimization is an important outgrowth of NJ TRANSIT's *Scorecard* initiative that will ultimately keep fares stable for the 450,000 customers who utilize our system every weekday. As a result of this approach, NJ TRANSIT forecasts more than \$3 million in annual savings, more than \$1 million of which will immediately be reinvested to enhance bus service within the City of Newark, as well as along the key corridor between Newark, Newark Airport and Elizabeth. We invite members of the public to offer their feedback on the proposal by attending one of the public hearings scheduled for this week or visiting [njtransit.com](http://njtransit.com). We will carefully consider all comments before making a final decision.

On Friday, June 8, we held "Safety Day" press conferences in Camden and at Radburn-Fair Lawn Station with Commissioner James Simpson to highlight the latest in a series of safety initiatives recommended by the NJ Safety at Railroad Crossings Leadership Oversight Committee to reduce fatalities along the State's rail network. Among the initiatives we outlined as part of our "E-cubed" approach—engineering, enforcement and education—we unveiled two new powerful public service announcements that urge citizens to stay off the tracks. The new PSAs feature NJ TRANSIT engineers, a conductor and police officers who have been involved with and responded to railroad fatalities, as well as testimonials from the lone survivor of a rail incident and a father whose son was fatally injured. All promote the same message: "Make the right choice. Stay off the tracks." It is a critical message, one the Committee elected not to sugarcoat in the hopes that by speaking honestly and directly about this topic, our message will ultimately save lives. The new PSAs began airing this weekend on broadcast and cable stations in the New York and Philadelphia markets.

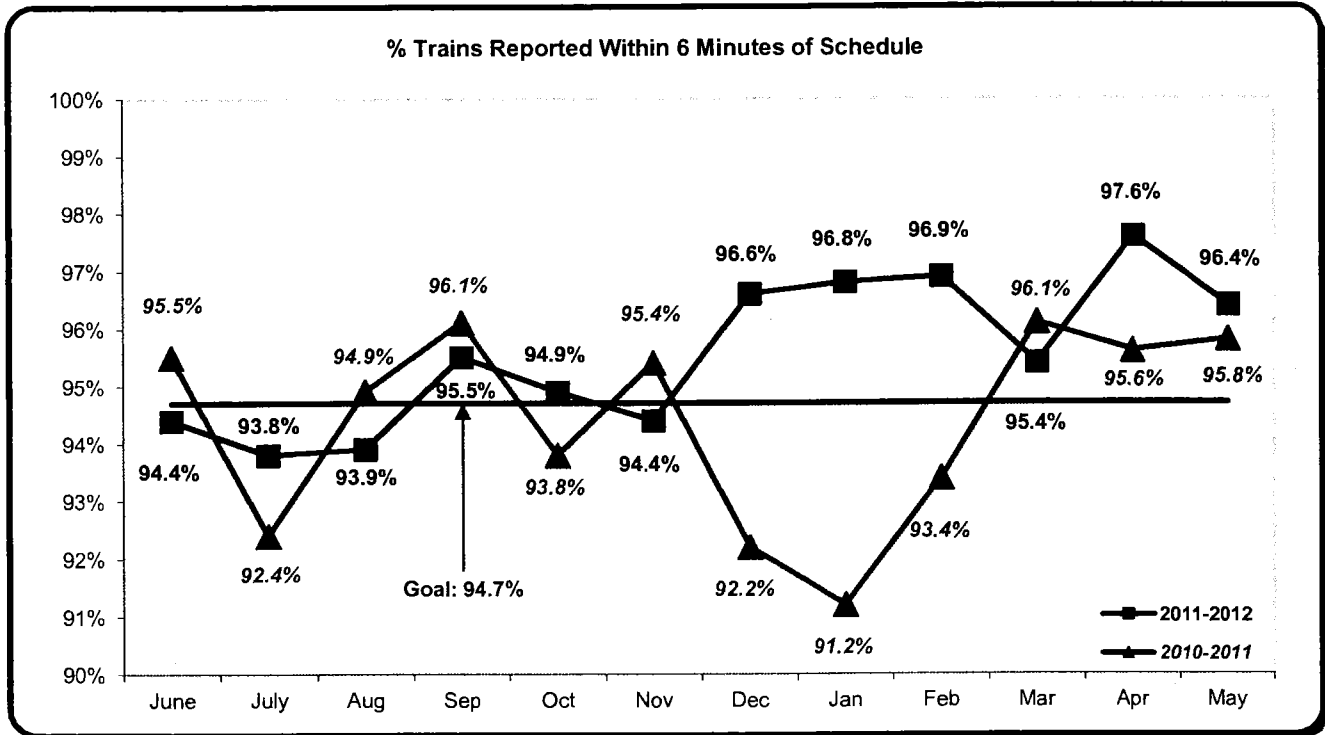
Lastly, we are again putting out a call to action for our customers, encouraging them to participate in our quarterly customer surveys as part of *Scorecard*. The fourth quarter survey went live on [njtransit.com](http://njtransit.com) on June 8 and will remain active until June 29. We encourage our customers to let us know about their experiences riding our system, which will help us to zero in on the areas we most need to improve.

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

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

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2010 - MAY 2012



	2011	2012	# Change
<b>May Comparison</b>	95.8%	96.4%	0.6%

	2010-2011	2011-2012	# Change
<b>12-Month Average June - May</b>	94.4%	95.6%	1.2%

**Analysis:**

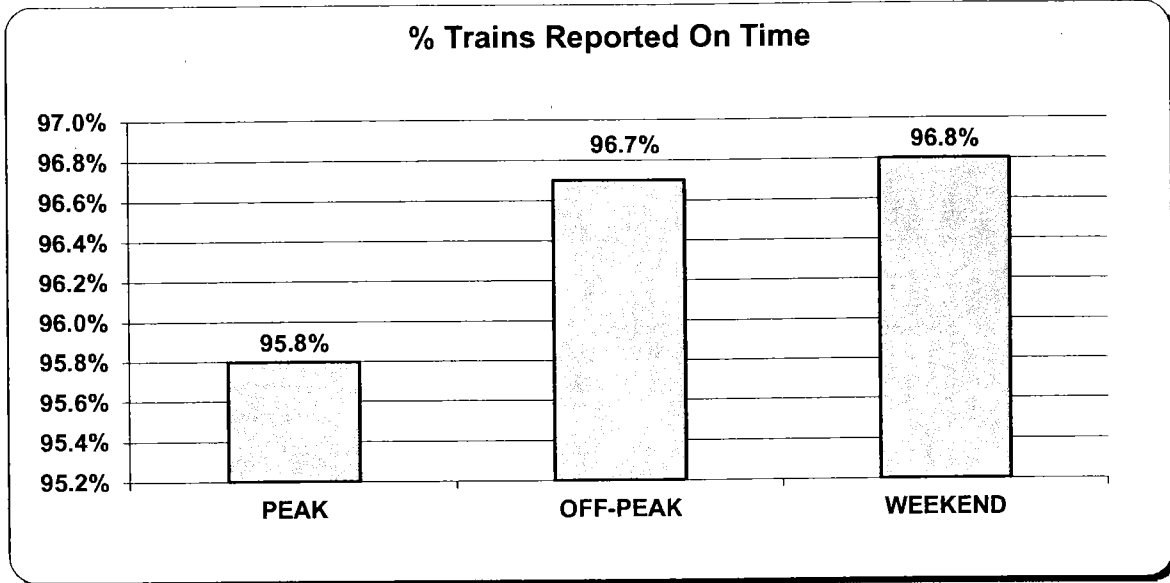
Rail On-Time Performance was 96.4% for May 2012. Of the 18,772 trains scheduled to operate, 18,103 were on time, while 669 trains (or 3.6%) were delayed. Key causes included:

- NJ TRANSIT locomotive failure on May 1.
- NJ TRANSIT downed wire due to vandalism on May 25.
- Amtrak equipment failure on May 26.

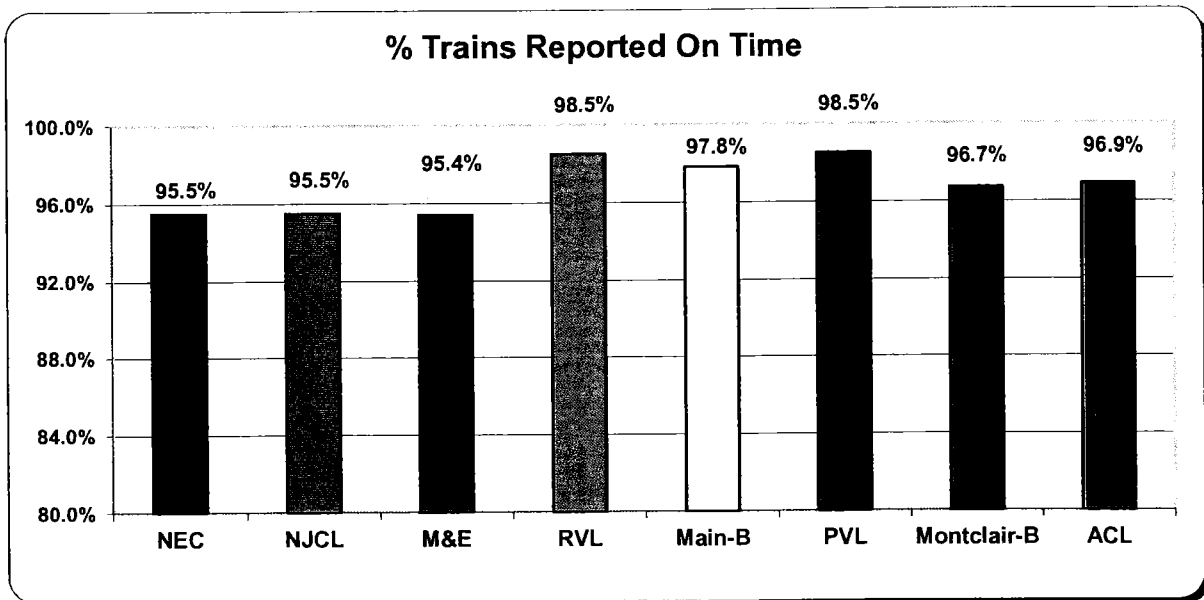
The 12-month average for Rail On-Time Performance for June 2011 - May 2012 was 95.6%.

# ON-TIME PERFORMANCE RAIL

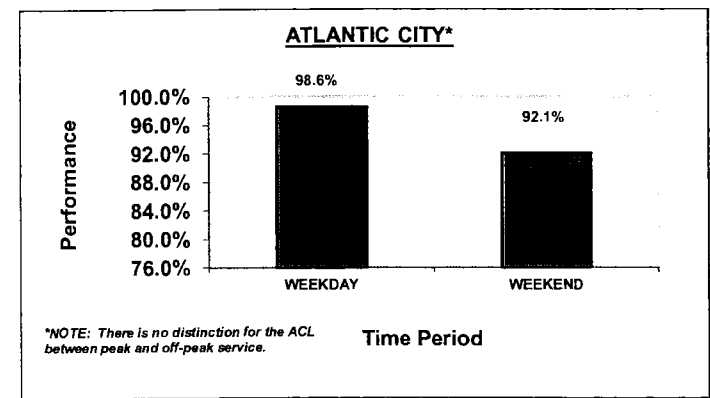
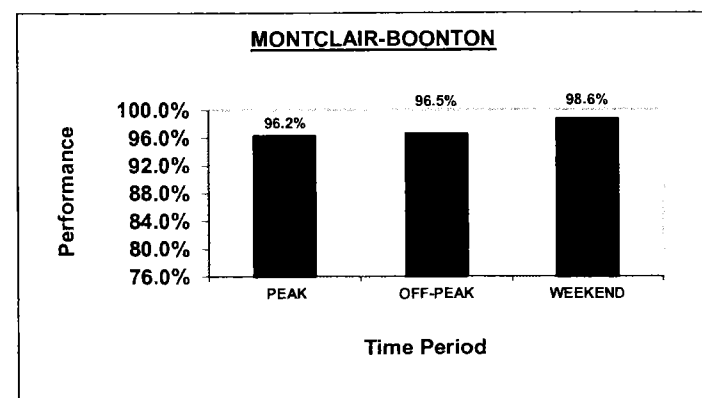
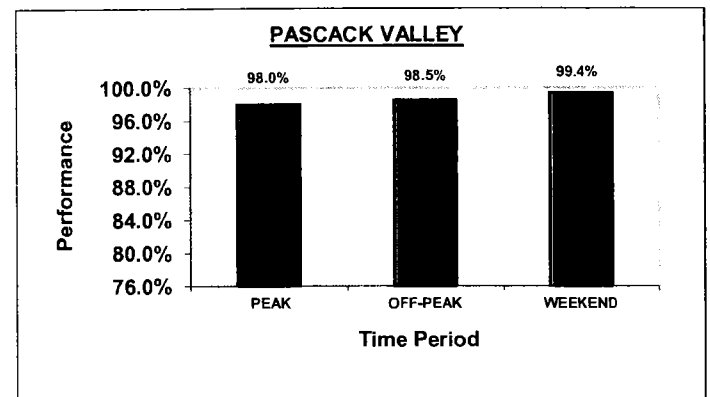
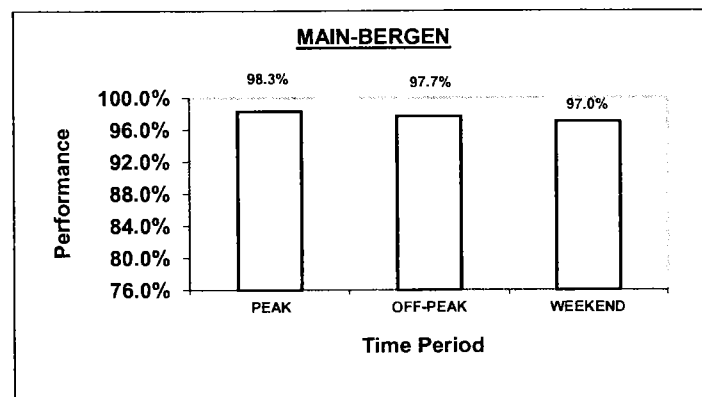
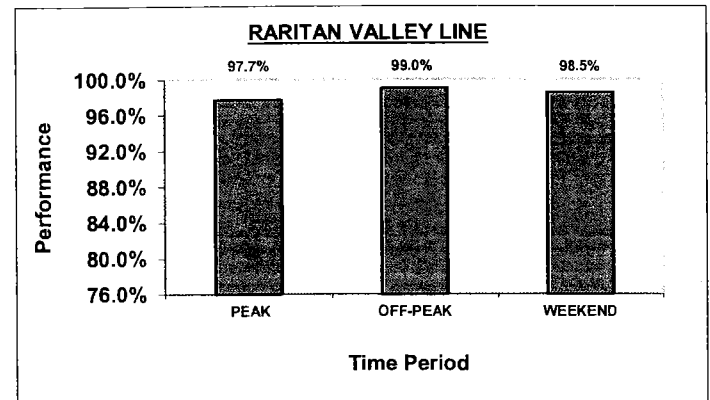
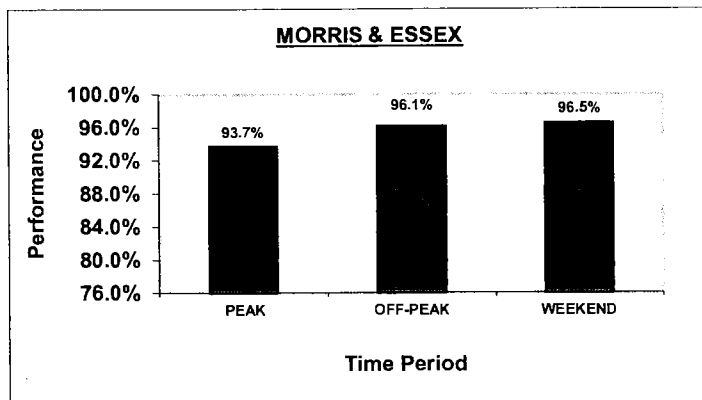
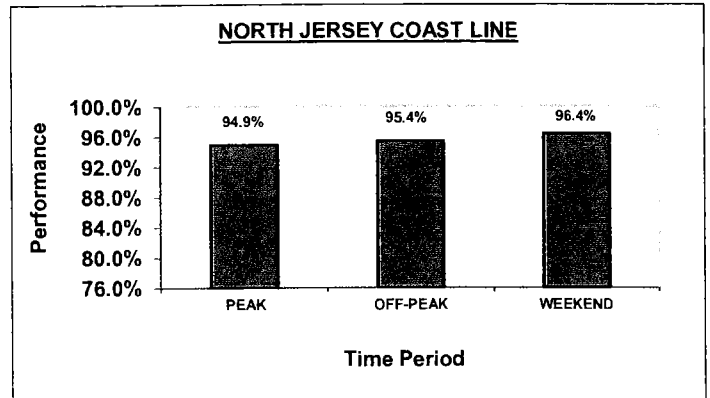
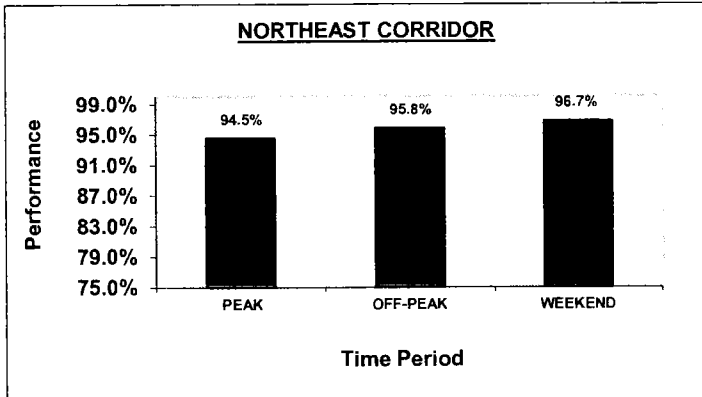
## SUMMARY BY TIME PERIOD MAY 2012



## SUMMARY BY LINE MAY 2012



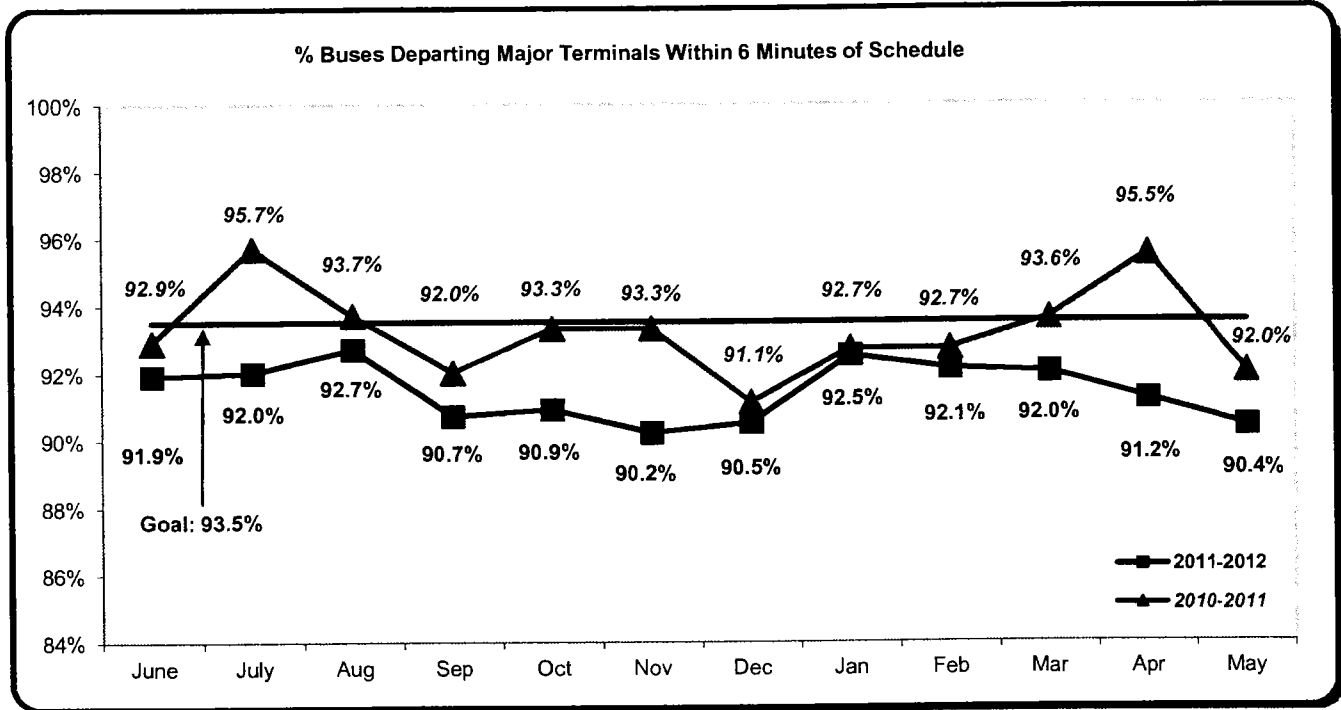
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MAY 2012



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

Time Period

# NJ TRANSIT ON-TIME PERFORMANCE BUS JUNE 2010 - MAY 2012



	2011	2012	% Change
May Comparison	92.0%	90.4%	-1.6%

	2010-2011	2011-2012	% Change
12-Month Average June - May	93.2%	91.4%	-1.8%

**Analysis:**

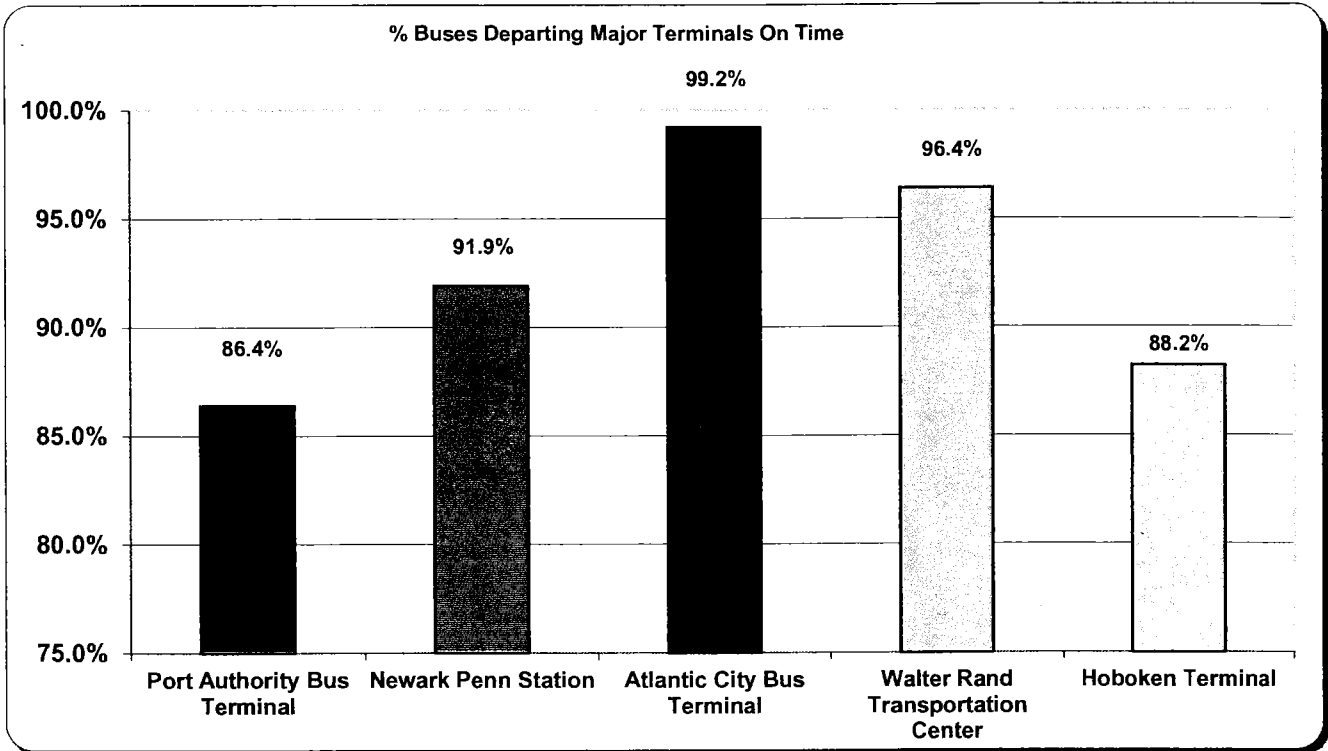
Bus On-Time Performance was 90.4% for May 2012. Of the 39,230 monitored departures, 3,770 (or 9.6%) experienced delays. Key causes included:

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

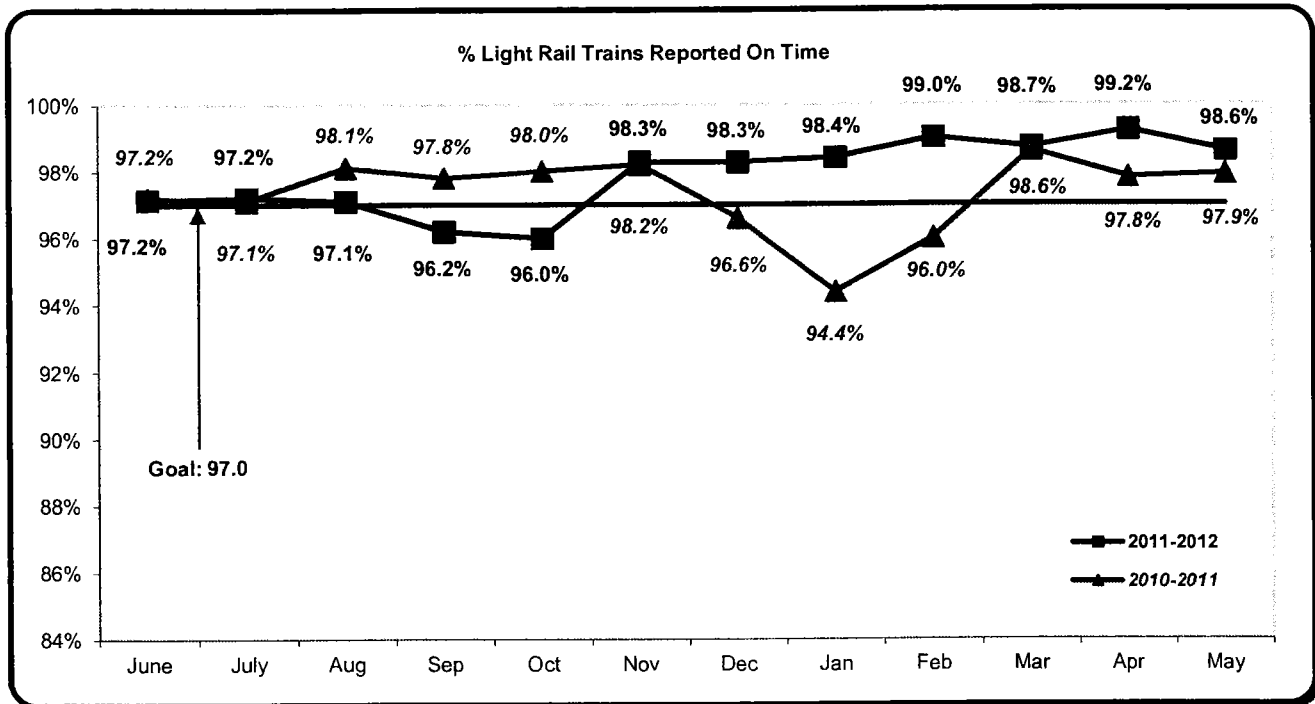
The 12-month average for Bus On-Time Performance for June 2011 - May 2012 was 91.4%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL MAY 2012



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL - SYSTEMWIDE JUNE 2010 - MAY 2012



\*Note: Starting May 2007

	2011	2012	# Change
May Comparison	97.9%	98.6%	0.7%

	2010-2011	2011-2012	# Change
12-Month Average June - May	97.3%	97.8%	0.5%

### Analysis:

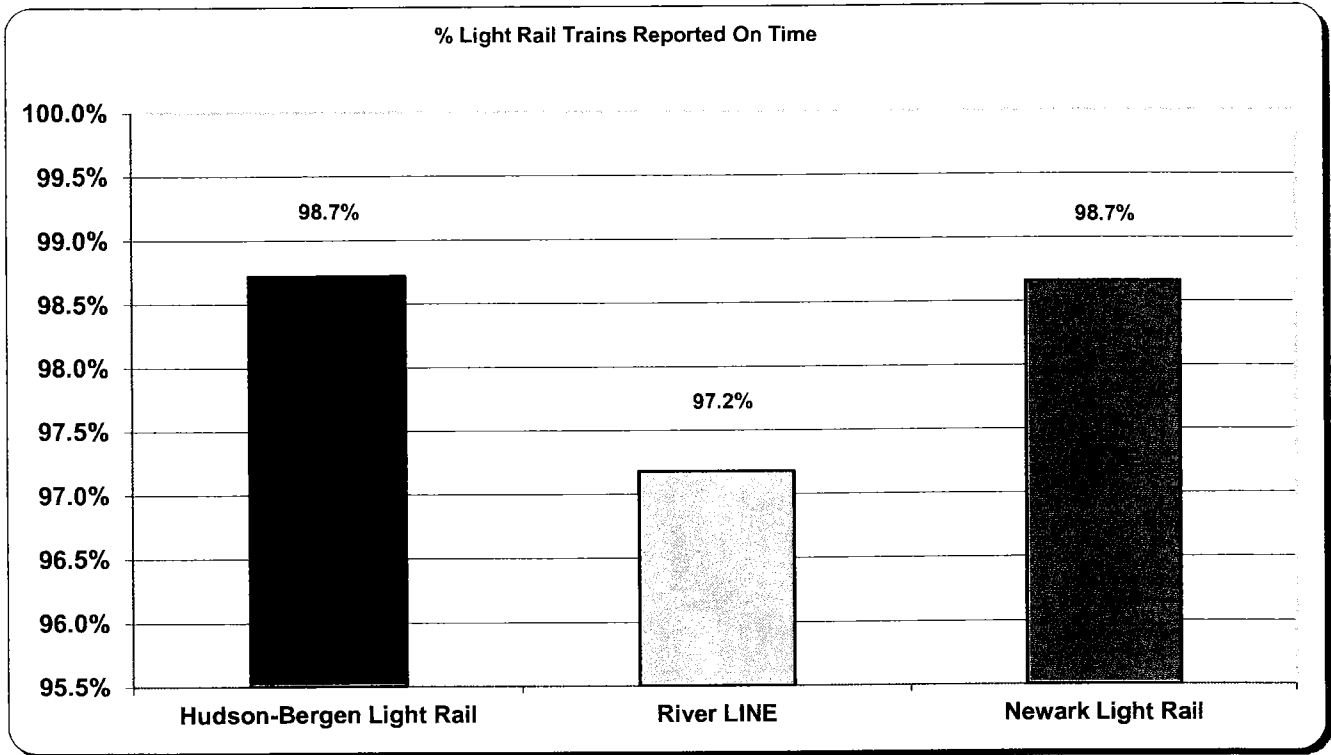
Light Rail On-Time Performance systemwide was 98.6% for the month of May 2012. Of the 25,693 scheduled trains, 371 (or 1.4%) experienced delays. Key causes included:

- Auto accident delaying Newark Light Rail trains on May 1.
- Signal and switch problems affecting Hudson-Bergen Light Rail trains on May 4.
- Concert traffic in Camden affecting River Line trains on May 28.

The 12-month average for Light Rail On-Time Performance for June 2011 - May 2012 was 97.8%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE MAY 2012



# **DBE/MBE PROGRAM**

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

**Federally Funded Contracts**

NJ TRANSIT awarded \$35,256,182.74 in federal funds October through April FY 12.\* Disadvantaged Business Enterprises (DBEs) received \$1,884,132.65 or 5.34 percent in federal-funded contract dollars during this period from either race conscious and race neutral awards.

**DBE Goal Attainment FY 2011 to Date April 30, 2012 9.28%**

Contracts awarded \$270,565,910.00  
DBEs Received \$25,124,905.30

**\$3,391,500.00 Federal dollars was awarded on 1/25/12 and DBE's received 829,894.00, which was not included in the January ED's report because it was not recorded until April 2012.**

**State Funded Contracts**

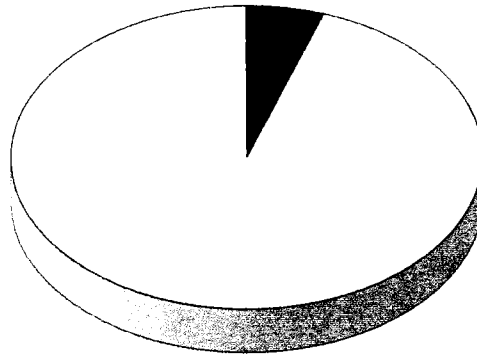
NJ TRANSIT awarded \$51,802,489.53 in state-funded contract dollars July through April FY 12. \*\* Of that total, Small Business Enterprises (SBEs) received \$11,354,229.29 or 21.91 percent. Category 1 SBEs received \$92,400.00 or 0.17 percent. Category 2 SBEs received \$125,000.00 or 0.24 percent. Category 3 SBEs received \$4,923,047.40 or 9.50 percent. Category 4 SBEs received \$1,299,847.88 or 2.50 percent. Category 5 SBEs received \$3,545,934.01 or 6.84 percent. Category 6 SBEs received \$1,368,000.00 or 2.64 percent. \*\*\*

**Federal & State Contracts Total**

NJ TRANSIT awarded \$13,830,347.00 in federal and state contract dollars during May reporting period. Of that total, \$1,537,774.00 or 11.11 percent of federal and state contract dollars were won by DBEs and SBEs.

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

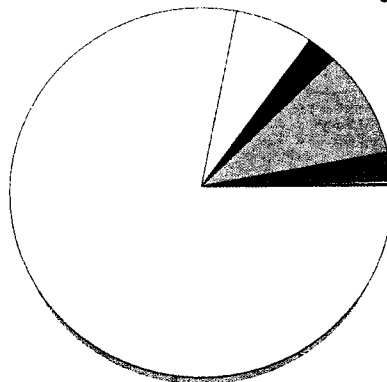
NON-DBE  
FEDERAL  
\$33,372,050.09  
94.66%



DBE RACE  
NEUTRAL & RACE  
CONSCIOUS  
\$1,884,132.65  
5.34%

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

NON-SBE STATE  
\$40,601,760.24  
78.09%



SBE-5  
\$3,545,934.  
6.84 %

SBE-4  
\$1,299,847.88  
2.50%

SBE-1  
\$92,400.00  
0.17%

SBE-2  
\$125,000.00  
0.24%

SBE-3  
\$4,923,047.40  
9.50%

SBE-6  
\$1,368,000.  
2.64%

**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-two NJ TRANSIT employees retired in May with careers ranging from 12 to 44 years of service:

1. Chris D. Young (Sicklerville) Depot Master, Egg Harbor Garage – 44 years
2. Harry M. Woodruff (Yardley, PA) Senior Hearing Officer-Rail, Hoboken – 35 years
3. Jose R. Arias (West New York) Bus Operator, Meadowlands Garage – 33 years
4. Mario Colombrito (Lyndhurst) Supervisor, Newark Bus Complex – 32 years
5. Wendell V. Monah (Brooklyn, NY) Mechanic "A," CMF – 32 years
6. Anthony Stango (Brick) Repairman "A," Fairview Garage – 32 years
7. Richard LaSota (Edison) Mechanic "A," CMF – 31 years
8. Armnart Panich (Lakewood) Maintenance "A," Howell Garage – 29 years
9. Stephanie Jennings (Willingboro) Inspector "A," Howell Garage – 25 years
10. Barrett McCallum (Aberdeen) Foreman Garage II, Big Tree Garage – 25 years
11. Sylvia R. Alston (East Orange) Cleaner, Fairview Garage – 23 years
12. Joseph Stehnacs (Hazlet) Serviceman, Howell Garage – 22 years
13. William Acevedo (Paterson) Bus Operator, Market Street Garage – 20 years
14. Beverly Glenn (Rahway) Bus Operator, Hilton Garage – 20 years
15. Dhirubai D. Patel (Iselin) Bus Operator, Ironbound Garage – 20 years
16. Anthony E. Williams (Newark) Bus Operator, Hilton Garage – 19 years
17. Donald A. Darrohn, Jr. (Roseto, PA) Stock Clerk Garage, Wayne Garage – 18 years
18. Richard L. Potter (Williamstown) Bus Operator, Washington Twp. Garage – 18 years
19. Raymond F. Dowd (Bushkill, PA) Foreman Garage II, Oradell Garage – 15 years
20. Willie Frazier, Jr. (Elizabeth) Bus Operator, Meadowlands Garage – 15 years
21. Edison Vega (Elizabeth) Bus Operator, Ironbound Garage – 14 years
22. Joseph E. Pilla (Jersey City) Customer Relation Specialist, Penn Plaza – 12 years

# **ACTION ITEMS**

**ITEM 1206-22: FRANK R. LAUTENBERG STATION INTERMODAL FACILITY IMPROVEMENTS: SOIL STABILIZATION CONTRACT**

**BENEFITS**

The vehicular ground transportation at the Frank R. Lautenberg Station currently consists of four curbside bus berths that were built during the construction of the station in 2003. As part of New Jersey's overall transportation infrastructure, the station is served by five NJ TRANSIT intrastate and interstate bus routes (Nos. 2, 78, 124, 129, 329), one local community bus shuttle, two corporate bus shuttles, three inter-city/inter-regional bus routes and five to ten private corporate shuttle operators.

The expansion of the existing four curbside berths to 14 curbside berths will improve the efficiency and capacity of the ground transportation facility for NJ TRANSIT buses, regional carrier buses and local bus shuttles. In addition, capacity for special events, emergency situations and regional contingency planning will be greatly increased.

As an integral component of the transportation network in northern New Jersey, the Frank R. Lautenberg Station Intermodal Facility improvements project will increase bus capacity needed to carry visitors to MetLife Stadium, host of Super Bowl XLVIII in February 2014. The current project schedule provides for the improvements to be completed in early January 2014 in advance of the activities planned in the two weeks leading up to the Super Bowl game on Sunday, February 2, 2014.

The construction of the additional bus berths is anticipated to take approximately eight months to complete, with Notice to Proceed scheduled for May 2013. However, the property on which the improvements will be built is a wetlands and filling with stabilized soil is required to provide a firm base. The design provides for filling of this property to begin in August 2012 to allow sufficient time for the fill to compact and stabilize.

The Invitation to Bid (IFB) process will take approximately eight weeks from advertisement. Additionally, the Board Meeting schedule, including time for the Governor's Veto Period, necessitates a period of approximately two months from advertisement to Notice to Proceed. To adhere to the schedule to begin the soil stabilization work in August 2012, the advertisement would need to have been published in early May 2012.

Federal funds are being utilized for this project which requires the completion of the National Environmental Policy Act (NEPA) documentation prior to the IFB advertisement. The issuance of a Categorical Exclusion by the FTA is contingent on sign-off from the Delaware Nation, indicating that the project has no archaeological resource impacts. This sign-off has not yet been received, delaying the issuance of the Categorical Exclusion.

The criticality of meeting the final completion date of January 2014 warrants Board approval of a contract for the soil stabilization in advance of receiving the actual bids.

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

Staff seeks authorization to enter into Contract No. 12-051X with the lowest responsive responsible bidder for the soil stabilization element of the Frank R. Lautenberg Station Intermodal Facility Improvements Project, at a cost not to exceed the budgeted amount, subject to the availability of funds.

## **PURPOSE**

This initial construction contract will ensure that the underlying soft soils are consolidated for the site work which is scheduled to begin in mid 2013. The soil improvements are required to prepare the underlying existing layers within the marsh area to support the pavement and surface facility improvements.

## **BACKGROUND**

### History

The Frank R. Lautenberg Station opened to customers on August 4, 2003 and serves as an interconnecting node for all NJ TRANSIT commuter rail lines serving Northern New Jersey. The station permits rail customers to transfer between the Main, Bergen County, Pascack Valley, and Port Jervis Lines and the Northeast Corridor. As part of the rail station, four curbside bus berths were constructed along the South Road at the Frank R. Lautenberg Station to serve NJ TRANSIT buses and shuttle transports.

The proposed expansion of the vehicular ground transportation facility with 14 sawtooth berths around an island configuration will improve the efficiency, capacity, and safety of the facility for routine operations, special events, emergency situations, and provide for regional contingency planning.

### Project Justification

The proposed project has been sized to accommodate routine day-to-day operations, as well as to provide the flexibility for ground transportation operators to respond to special event and contingency situations. The 14 modified sawtooth berths included in the project will more efficiently process the existing ground transportation services as defined below:

#### *Routine Operations*

- NJ TRANSIT fixed route intrastate and interstate bus routes
- One (1) Local community shuttle
- Two (2) TMA corporate shuttles
- Three (3) inter-city/inter-regional routes
- Five to ten (5-10) private corporate/residential/hotel shuttle operations

### *Special Events*

Special event service is required to support operation of the Meadowlands Sports Complex (MetLife Stadium, IZODCenter). This may occur on weekends or weekdays, depending on the event. In the case of these events, plans could be implemented for more intense use of the sawtooth berths. Mega events such as Super Bowl XLVIII and the Formula 1 Grand Prix are currently scheduled. The project has been sized to balance transportation needs with environmental impacts and cost.

### *Emergency Situations/Regional Contingency Planning*

NJ TRANSIT has been a leading participant in trans-Hudson evacuation planning, large-scale effort involving multiple law enforcement agencies, first responders, transit agencies and others. This planning effort includes consideration of situations when various components of the trans-Hudson transportation system are shut down.

Frank R. Lautenberg Station is used to divert NJ TRANSIT and Private Bus Carrier interstate commuter bus routes from New York City (generally, the Port Authority Bus Terminal) when operations via Interstate Route 495 and the Lincoln Tunnel are compromised due to an accident on approach roads, inside the Lincoln Tunnel or in New York. In these situations, as with special event services, the proposed project would further accommodate existing services in the most efficient manner possible with a larger facility. Again, the facility has been sized with consideration of these situations in mind, balanced with environmental and cost implications.

In addition to highway closures, planning has also occurred to consider shut down of the North River rail tunnels between New York and New Jersey. In such a case, Frank R. Lautenberg Station may be used to provide bus access across the river, and feed rail service within New Jersey.

More broadly, Frank R. Lautenberg Station is the critical staging/operating location to support the evacuation of New York City in the event of a national or regional emergency that may or may not require use of the NJ TRANSIT rail and Amtrak rail assets.

### *Future Operations*

Although future ground transportation operations at Frank R. Lautenberg Station are not known at this time, the proposed project has been sized to plan for potential future activity levels. This activity could include new local/intrastate NJ TRANSIT bus routes planned to support NJ TRANSIT rail and NJ TRANSIT light rail networks, and to respond to growth associated with facilities such as the Meadowlands Sports Complex.

In addition, current planning contemplates improved ground transportation options in surrounding communities and counties. This may result in up to three future Bus Rapid Transit or Bus Rapid Transit-like routes that would be required for interregional mobility needs (Hudson-Hudson, Hudson-Essex, Hudson-Passaic, Hudson-Bergen County market segments).

Project Description

The proposed expansion of the ground transportation facility requires significant site improvements including storm drainage, backfilling, soil stabilization, erosion and sedimentation controls, fencing and gates. The soil stabilization element of the project requires the filling of approximately 2.13 acres of wetlands. Staff and the engineering design consultant evaluated methods for stabilizing the soil and determined that a method including the dynamic replacement of the peat layer with rock fill materials, preloading and the installation of drainage structures is the most efficient and effective method. This contract is for that soil stabilization element.

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

**FISCAL IMPACTS**

**Requested Authorization:** Not to Exceed the Budgeted Amount

**Total Project Cost:** \$ 7,770,000

**Projected Date of Completion:** December 2013

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

**DBE/SBE Goal:** 15% DBE

***NJ Build* Amount:** None

**Related Future Authorizations:** Construction Contract

**Impacts on Subsequent  
Operating Budgets:** None for Soil Stabilization

**RESOLUTION**

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

**WHEREAS**, Frank R. Lautenberg Station is a major transfer location between NJ TRANSIT Rail services and NJ TRANSIT Bus services; and

**WHEREAS**, the project will expand the existing four curbside berths to 14 curbside berths to provide for enhanced bus service and capacity for special events and emergency situations; and

**WHEREAS**, the improvements to the Frank R. Lautenberg Intermodal Facility will enhance customer ability to transfer between the NJ TRANSIT Rail and NJ TRANSIT Bus lines; and

**WHEREAS**, stabilizing the soil in 2.13 acres of existing wetlands is required to build the project in a way that fully provides for the intended benefits;

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the Chairman or Executive Director is authorized to enter into Contract No. 12-051X with the lowest responsive responsible bidder for the soil stabilization element of the Frank R. Lautenberg Station Intermodal Facility Improvements Project, at a cost not to exceed the budgeted amount, subject to the availability of funds.

**ITEM 1206-23: CONTRACT (NO. 012-55) WITH CUBIC TRANSPORTATION SYSTEMS FOR THE PURCHASE, INSTALLATION, AND INTEGRATION OF A NEW BUS ACTIVITY RETRIEVAL SYSTEM (BARS), FOR NJ TRANSIT AND CERTAIN PRIVATE CARRIERS, AND PURCHASE OF 75 CUBIC FAREBOXES**

**BENEFITS**

Replacement of this critical bus fare and passenger data collection application system is necessary for maintaining a “state-of-good-repair.” The procurement of the Bus Activity Retrieval System (BARS) and associated security equipment installation is essential for continued uninterrupted fare collection and reporting activities. The benefits received from this procurement will result in the following:

- Secure operating systems, data communications protocols with firewalls and Microsoft support.
- Decommission of obsolete unsupportable technologies and batch oriented equipment.
- Expanded usage of existing NJ TRANSIT communications infrastructure.
- Leverage previous procured TGX Garage Depot client server.
- Provide state-of-the-art backup and disaster recovery procedures.
- Direct data compatibility with supporting legacy accounting systems.
- Use of flexible server-hosted Data Base with up-to-date instant query and reporting tools.
- Delivery of enhanced statistical analytics.
- Malleable exportable data formats.
- Avoidance of Bus service interruption of daily vaulting procedures.

In 2011, Bus Operations converted selected full service routes to exact fare line by using existing Cubic model 1030 farebox inventory. Staff seeks to restore support inventory to pre-installation quantities:

- Replenishment of support inventories.

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

Staff seeks authorization to enter into sole or single source Procurement-by-Exception contract for the purpose of maintaining hardware and software system from the approved vendor to support NJ TRANSIT’s Information Systems with Cubic Transportation Systems of San Diego, California to install the Bus Activity Retrieval System and purchase 75 fareboxes at a total cost not to exceed \$5,756,908, plus five percent for contingencies, subject to the availability of funds.

## **PURPOSE**

Staff seeks authorization to replace antiquated Cubic proprietary programs and their associated hardware with a centralized server-based Bus Activity Retrieval System (BARS) that will interface to NJ TRANSIT's legacy Revenue Accounting and Statistical Systems (RASS) to ensure continued financial performance.

The proprietary Cubic Garage Computer System (GCS) software that runs under the Microsoft Windows3 operating system has reached the end of its useful life after 25 years. Microsoft no longer provides security patches or antivirus support. Corporate accountability requires NJ TRANSIT to replace the garage reporting systems and the antiquated data transmission protocols. This system feeds NJ TRANSIT's legacy accounting systems. In order to provide direct compatibility for continued bus service to our passengers and collect fares, NJ TRANSIT and Cubic have developed a Statement of Work for a secure system-wide replacement program.

In addition, the purchase of an additional 75 Cubic Model 1030 fareboxes are required for the replenishment of production support inventories used in the recent conversion of full service to exact fare costs.

## **BACKGROUND**

Historically, Cubic Transportation Systems has been the prime contractor with Wayfarer Transit Systems, Limited (today known as Parkeon) as a subcontractor. In the late 1980s, NJ TRANSIT asked these two vendors to join together to provide a workable and compatible solution to our Bus fare collection requirements. The transactions from these devices are fed through a Cubic application at the garage level to NJ TRANSIT Revenue systems residing on a mainframe computer platform.

NJ TRANSIT contracts with Cubic Transportation Systems to provide maintenance and software support of data collection systems for the processing of bus revenue and passenger statistics for NJ TRANSIT and certain contracted carriers. The existing program consists of fareboxes, fare registers/readers, cashbox receiver vaults, garage depot computers (GDC), garage reporting and data transmission equipment along with software on various personal computers for revenue and accounting reports housed in the Maplewood Revenue Accounting area.

In November 2005, the Board approved a pilot for Phase 1 testing of upgrades to the fare registers and to replace aging and obsolete fare collection equipment with software adaptations to ensure total compatibility with current financial systems and Bus Operations procedures. This pilot test was successfully completed on a limited number of buses at one garage location as a proof of concept prior to submitting a request to the Board for approval for Phase 2, a company-wide replacement of this equipment.

In 2007, following the Board's approval of Phase 2, installations at 20 NJ TRANSIT locations and five Contract Carrier locations were completed in 2011. In Phase 3 of this

program, obsolescence mandates the replacement of the existing Cubic Garage Computer System (GCS) software. The application currently in production has over-reached its end-of-life cycle as Microsoft no longer supports the Windows 3.1 operating system. In addition, this equipment continues to require increasingly hard-to-procure archaic floppy disk drives as a procedural backup medium for these several operational and vaulting reconciliation reporting systems.

Following Board approval and Notice To Proceed, NJ TRANSIT staff, in conjunction with Cubic Transportation Systems, will complete the detailed design review phase for Bus Activity Retrieval System, the replacement to the aging data collection and reporting system. It is estimated that Cubic will develop and install the Bus Activity Retrieval System application on or before the second quarter of 2015.

Because many integral interfaces between the Cubic and Parkeon equipment currently exist and will continue to exist under the new systems, Cubic Transportation Systems is deemed the only viable applications developer for this project and a sole source award to this firm is therefore justified.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Cubic Transportation Systems \$ 5,756,908 + 5% for contingencies
<b>Total Project Cost:</b>	\$ 26,835,847
<b>Project Date of Completion:</b>	June 30, 2015
<b>Anticipated Source of Funds:</b>	FY2013, 2014, 2014 Capital (TTF) Budgets
<b>DBE/SBE Goal:</b>	None
<b><i>NJ Build</i> Amount:</b>	None
<b>Related/Future Authorizations:</b>	TBD
<b>Impacts on Subsequent Operating Budgets:</b>	TBD

## RESOLUTION

**WHEREAS**, NJ TRANSIT contracts with Cubic Transportation Systems to provide continuing hardware, software, and staffing support for customer ticketing systems and fare collection systems; and

**WHEREAS**, the existing equipment and systems were purchased from 1986 through 1989 and applications components and operating systems are no longer produced or supported by the manufacturers inclusive Windows 3.1 personal computers; and

**WHEREAS**, NJ TRANSIT and Cubic Transportation Systems have successfully completed installation of new fare registers and garage computer equipment in operation on existing routes and requests of the Board authorization for the development and implementation of a new fare and passenger data collection and reporting system to be compatible with existing legacy accounting systems on or before the second quarter of 2015; and

**WHEREAS**, NJ TRANSIT and Cubic Transportation Systems have negotiated a fair and reasonable price request authorization to purchase a new Bus Activity Retrieval System (BARS) and 75 Cubic Model 1030 fareboxes for production support inventories;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into sole or single source Procurement-by-Exception contract for the purpose of maintaining hardware and software system from the approved vendor to support NJ TRANSIT's Information Systems with Cubic Transportation Systems of San Diego, California to install the Bus Activity Retrieval System and purchase 75 fareboxes at a total cost not to exceed \$5,756,908, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1206-24: NEWARK LIGHT RAIL DAVENPORT AVENUE STATION UPGRADES: CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

The Newark Light Rail Davenport Avenue Station currently consists of two 125-foot-long low-level side platforms in an open cut. The station serves approximately 1000 average weekday customer trips.

The Newark Light Rail Davenport Avenue Station Upgrades Project will make this station accessible for all customers, in accordance with the Americans with Disabilities Act (ADA). Additionally, the project will enhance customer convenience, safety and security with the installation of a new passenger shelter on each platform, upgraded lighting and CCTV.

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

To minimize inconvenience to customers, temporary wooden platforms will be constructed to allow customer access to either platform during 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 a number of different mediums, including seat drops and electronic media sources such as NJ TRANSIT's website (njtransit.com), as well as through NJ TRANSIT Alerts and *My Light Rail*. The adjacent Bloomfield Avenue Station and Davenport Avenue Station 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.

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

Staff seeks authorization to enter into Contract No. 12-036X with DMR Construction Services Inc. of Waldwick, New Jersey, for the construction of the Newark Light Rail Davenport Avenue Station Upgrades project, at a cost not to exceed \$1,999,717, 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 and installing an ADA-compliant ramp to the inbound platform and a pedestrian grade crossing for safe movement across the track between platforms. The work also includes upgrading the station lighting and CCTV cameras. An additional seven CCTV cameras will be installed in the station, increasing the number of cameras from twelve to nineteen, to ensure 'blanket' coverage of the station and the entry and exit points. Station platforms will be extended to 200 feet to accommodate two-car consists and additional capacity.

## **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 currently not accessible to mobility-impaired customers. In March 2012, the NJ TRANSIT Board of Directors authorized a construction contract for ADA improvements at Bloomfield Avenue Station.

In order to increase capacity on the Newark Light Rail system, two-car consists would be utilized. To accommodate two-car consists throughout the system, minor platform work would be needed at the Norfolk Street, Warren Street and Park Avenue stations. 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.

### Project Justification

The Davenport Avenue Station is a light rail station used primarily by local residents, and also serves as a walking path between Branch Brook Park and Davenport Avenue. Once the construction is completed, residents will be better able to access Branch Brook Park. In addition, upgrading Davenport Avenue to an accessible station expands the population to which the Newark Light Rail is now available. And, as a result, enables additional mobility-impaired customers the opportunity to access NJ TRANSIT's bus and commuter rail systems. The improvements at Davenport Avenue and Bloomfield Avenue demonstrate NJ TRANSIT's commitment to increasing accessibility to all of its systems – and for all of its customers.

### Procurement

The E-Bid Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, on March 7, 2012 and in local newspapers on March 9, 2012. A Pre-Bid Conference was held on March 21, 2012, at the Newark Light Rail Vehicle Base Facility; a site visit to the Davenport Avenue Station followed the Pre-Bid Conference. Bids were received electronically and opened on April 13, 2012 at 2:00 p.m.

The Office of Business Development assigned a 10 percent SBE, Category 6 goal for this project. DMR Construction Services Inc. is a certified Small Business Enterprise (SBE). The Engineer's Estimate for this scope of work is \$1,760,414.

**E-BID 12-03X RESULTS**

<b>Company</b>	<b>Total Bid Price</b>
<b>DMR Construction Services Inc. (SBE) Waldwick, New Jersey</b>	<b>\$ 1,999,717.00</b>
J-Track, LLC College Point, New York	\$ 2,152,080.00
John O'Hara Company, Inc. East Orange, New Jersey	\$ 2,154,799.20
H&G Contractors, Inc. Ridgewood, New Jersey	\$ 2,181,950.00
Railroad Construction Company Paterson, New Jersey	\$ 2,193,347.00

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

**FISCAL IMPACTS**

**Requested Authorization:** \$ 1,999,717 + 5% contingency

**Total Project Cost:** \$ 3,225,000

**Projected Date of Completion:** January 2013

**Anticipated Source of Funds:** Transportation Trust Fund

**DBE/SBE Goal:** 10% SBE, Category 6

**NJ Build Amount:** \$ 10,000

**Related Future Authorizations:** None

**Impacts on Subsequent Operating Budgets:** None

## RESOLUTION

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

**WHEREAS**, the Newark Light Rail Davenport Avenue Station Upgrades project includes raising and extending two 125-foot-long platforms; installing a pedestrian grade crossing and a new passenger shelter on each platform; upgrading the station lighting; and reconfiguring the CCTV system to enhance customer safety; and

**WHEREAS**, the Newark Light Rail Davenport Avenue Station Upgrades project will provide an additional means for the mobility-impaired to access the Light Rail and from there connect with the entire NJ TRANSIT system; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into Contract No. 12-036X with DMR Construction Services Inc. of Waldwick, New Jersey, for the construction of the Newark Light Rail Davenport Avenue Station Upgrades project, at a cost not to exceed \$1,999,717, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1206-25: STEEL REPAIR AND MACHINERY UPGRADE OF UNDERGRADE BRIDGE 30.43 OVER SHARK RIVER, TOWNSHIP OF BELMAR, MONMOUTH COUNTY: CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

NJ TRANSIT owns, operates and maintains the Shark Bascule Drawbridge over Big Shark River on the North Jersey Coast Line at mile post 30.43. The steel repairs and machinery upgrades will restore the structural and mechanical elements of the drawbridge to a state of good repair. The work includes replacement of a motor, brakes, and stand-by drive machinery and integration with an already installed state-of-the-art drive control system. These improvements will ensure compliance with current safety, security, and reliability codes and standards and keep the bridge in good working order to ensure safe and reliable train service for approximately 14,000 daily customers on the North Jersey Coast Line.

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

Staff seeks authorization to enter into Contract No. 12-027X with IEW Construction Group Inc., of Trenton, New Jersey, to perform steel repairs and machinery upgrades to the Shark Drawbridge over Big Shark River on NJ TRANSIT's North Jersey Coast Line, in the Township of Belmar, Monmouth County at a cost not to exceed \$1,535,800, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

The Shark Drawbridge must open and close on command to accommodate NJ TRANSIT trains and marine traffic on the Shark River. The structural elements of this bridge as with other moveable bridges are subject to recurring forces and stresses each time the bridge is opened and closed. Further, the machinery on the bridge which facilitates the opening and closing of the bridge has not been replaced since the bridge was constructed almost a century ago. The package of structural and machinery upgrades to the bridge will restore the bridge to a state-of-good-repair.

The original procurement process for this project selected HDR Company of Newark to perform engineering and design work and staff is seeking authorization for construction of the same project.

## **BACKGROUND**

### History

A multiyear capital program is underway to renovate NJ TRANSIT's aging moveable bridges. Rehabilitation work on the HX, Newark, Morgan, Lower Hackensack, and Brielle drawbridges, with control systems capable of operation from the Rail Operations Center have been completed to date. Work is currently underway on Upper Hackensack and Shark drawbridges which are fully funded. Two other drawbridges, Atlantic City Drawbridge and Oceanport Drawbridge are not funded at this time, but will eventually need to be upgraded.

### Project Justification

The Shark Drawbridge was installed in the early 1900's and all of the drive system components such as drive motor, brakes, back-up drive system, and the steel framing for supporting the machinery housing are original. The steel framing to support the machinery housing is corroded and the span drive motor, brakes, and back-up drive system are worn and require replacement. No spare parts are available to affect in-kind repairs. Any breakdown of the equipment will impact the operational reliability of the drawbridge.

Previously completed Phase 1 of the project included design work to replace the control panel with a state-of-the-art PLC control panel designed by HNTB Consulting Company. The equipment was installed by NJ TRANSIT personnel.

Under the second phase of work, the Shark Drawbridge design work was completed by HDR Engineering Inc Company. A construction contractor will carry out the installation work as follows:

- Repair and replace the steel structure for supporting the machinery house
- Replace the drive motor and brakes
- Replace the hydraulic backup system with auxiliary electrical system

Procurement

The E-Bid Invitation for Bid was advertised on BID EXPRESS, NJ TRANSIT's electronic bid system, along with local newspapers on November 15, 2011. A pre-bid conference was held on November 29, 2011 at NJ TRANSIT's headquarters in Newark, New Jersey. A site visit to the Shark Drawbridge followed the pre-bid conference. Bids were received electronically and opened on February 7, 2012 at 2:00 PM.

The office of Business Development assigned a 15 percent SBE, Category 6 goal for this project. The Engineer's Estimate for this scope of work is \$1,460,000.

**E – BID 12 - 027X RESULTS**

<b>Company</b>	<b>Total Bid Price</b>
IEW Construction Group Inc. Trenton, NJ	\$ 1,535,800.00
*Kiewit Infrastructure Co. Wood Cliff Lake, NJ	\$ 2,346,000.00

\* Rejected as non-responsive due to lack of proper bid security

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

**FISCAL IMPACTS**

<b>Requested Contract Authorization:</b>	\$ 1,535,800 + 5% contingency
<b>Total Project Cost:</b>	\$ 6,485,000
<b>Projected Date of Completion:</b>	June 2013
<b>Anticipated Source of Funds:</b>	TTF
<b>DBE/SBE Goal:</b>	15% SBE, Category 6
<b><i>NJ Build</i> Amount:</b>	\$ 7,679
<b>Related Future Authorization:</b>	None
<b>Impacts on Subsequent Operating Budgets:</b>	None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT owns and maintains the railroad bridge on its North Jersey Coast Line at Milepost 30.43 over Big Shark River in Belmar, Monmouth County; and

**WHEREAS**, the Shark Drawbridge was constructed in the early 1900's and the structural components and much of the machinery on the bridge are original; and

**WHEREAS**, Structural repairs and machinery upgrades will extend the useful life of the bridge and ensure compliance with current safety, security, and reliability codes and standards; and

**WHEREAS**, these improvements will also ensure continued safe and reliable train service for approximately 14,000 daily customers on the North Jersey Coast Line; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into Contract No. 12-027X with IEW Construction Group Inc., Trenton, New Jersey to perform steel repairs and machinery upgrades to the Shark Drawbridge over Big Shark River on NJ TRANSIT's North Jersey Coast Line, in the Township of Belmar, Monmouth County at a cost not to exceed \$1,535,800, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1206-26: NJ TRANSIT BIKE ABOARD PROGRAM**

**BENEFITS**

NJ TRANSIT trains transport more than 285,000 customers every day across the state. These customers choose to travel by train for many reasons including ease of access to train stations in their community and the proximity of their final destination to a train station. Nearly one in every two customers reach their community train station by a means other than driving and parking. Some of these customers utilize bicycles to reach their local train station.

NJ TRANSIT recognizes that bicycles are an important, environmentally-friendly mode of transportation that provides a healthful alternative for customers. Additionally, for those customers who do not own a car, the bicycle provides a vital link between the transit system and their homes and places of employment. With these benefits in mind, NJ TRANSIT supports and encourages bicycle access to its terminals, facilities and services by providing accommodations for customers using bicycles to the greatest extent possible.

The new Bike Aboard Program (Exhibit A) allows customers to bring their bicycles onboard trains on all lines at all train stations with some exceptions during periods of heavy travel such as peak periods, holidays or when a train crew member has concerns about public safety. The new policy does not require preregistration or permits and there is no additional charge for bringing the bicycles onboard the train. The new policy will take effect on July 1, 2012.

**ACTION (Scorecard: Customer Experience)**

Staff is authorized to adopt and implement the new Bike Aboard Program that will allow bicycles to be brought onboard trains at all stations subject to certain limitations during busy travel periods or for public safety.

**PURPOSE**

The new Bike Aboard Program allows collapsible bicycles on all NJ TRANSIT trains at all times. The new policy allows standard-frame bicycles on the Atlantic City Line at all times and on other rail lines at all times with some exceptions. On weekdays, bicycles are not permitted onboard certain peak period trains to and from Hoboken, Newark or New York. On weekends, bicycles are permitted on all rail lines except for trains destined to arrive and depart from New York during certain hours. Finally, bicycles may not be brought onboard trains on the following holidays or the business day before the following holidays: New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving, Sunday after Thanksgiving and Christmas Day. Bicycles are not permitted on the day before Rosh Hashanah and Yom Kippur, but are permitted on the

holidays themselves. Trains are often very crowded on these dates and the bicycles would create capacity and public safety concerns.

While the new policy makes many accommodations for customers with bicycles, customers should always follow direction from the train crews, authorized personnel, police, local authorities and fire officials.

The new policy does not require pre-registration or permits and there is no additional charge for bringing the bicycles onboard the train. The new policy will take effect on July 1, 2012.

## **BACKGROUND**

Standard-frame bicycles were first permitted on the Atlantic City Line in April 1990. Permits and reservations were required. Collapsible bicycles were permitted on all lines at that time. In August 1992, the bicycle policy was expanded to include a pilot program on the North Jersey Coast Line. The policy allowed two standard-frame bicycles during off-peak hours in accessible areas of Comet equipment, which had larger accessible areas than Arrow rail cars. Permits were required.

Prior to beginning the pilot program, NJ TRANSIT reviewed the bicycle policies of other regional railroads and met with bicycle advocates, operations, safety and front line employees to expand the program and improve bicycle access for customers. After a successful pilot, the program was expanded to include the Northeast Corridor, Raritan Valley, Main & Bergen County and Port Jervis lines. In subsequent years, modifications were made to the program to provide more flexibility for customers with bicycles, including eliminating the need for a permit.

In February 2012, Commissioner Simpson and Executive Director Weinstein asked the North and South Jersey Transit Advisory Committees to re-examine the policy and recommend possible changes to address customer feedback and comments from the bicycling community. The advisory committees, with the participation of NJ TRANSIT employees and bicycling advocates, recommended several changes to the policy, the most important of which was reinstating bicycle access from **all** stations regardless of whether the station had a low-level or high-level boarding platform. The new Bike Aboard Program incorporates most recommendations by the working group with some changes for public safety and ease of communication to customers.

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Authorization to adopt and implement the new Bike Aboard Program
<b>Total Project Cost:</b>	N/A
<b>Projected Date of Completion:</b>	July 1, 2012
<b>Anticipated Source of Funds:</b>	N/A
<b>DBE/SBE Goal:</b>	N/A
<b><i>NJ Build</i> Amount:</b>	N/A
<b>Related/Future Authorizations:</b>	None
<b>Impact on Subsequent Operating Budgets:</b>	None

## RESOLUTION

**WHEREAS**, NJ TRANSIT trains transport more than 285,000 customers every day across the state and customers choose to travel by train for many reasons including ease of access to train stations in their community and the proximity of their final destination to a train station; and

**WHEREAS**, NJ TRANSIT recognizes that bicycles are an important, environmentally-friendly mode of transportation that provides a healthful alternative for customers, diminishes the need to build expensive new parking lots, and provides a vital transportation link for customers who do not own cars; and

**WHEREAS**, the North and South Jersey Transit Advisory Committees with the participation of NJ TRANSIT employees and bicycling advocates re-examined the Bike Aboard Program and recommended possible changes to address customer feedback and comments from the bicycling community; and

**WHEREAS**, the new Bike Aboard Program allows customers to bring their bicycles onboard trains on all lines at all train stations with some exceptions;

**NOW, THEREFORE, BE IT RESOLVED** that staff is authorized to adopt and implement the new Bike Aboard Program that will allow bicycles to be brought onboard trains at all stations subject to certain limitations during busy travel periods or for public safety.

**AMENDED  
EXHIBIT A****BIKE ABOARD PROGRAM**

NJ TRANSIT supports and encourages bicycle access to its terminals, facilities and services by providing accommodations for customers using bicycles to the greatest extent possible. There is no extra charge for bicycles brought aboard NJ TRANSIT vehicles, access is allowed from all station platforms, and permits are not required.

**Bicycles on Trains**

- Collapsible bicycles are accommodated on all NJ TRANSIT trains at all times.
- Standard-frame bicycles are permitted on the Atlantic City Line at all times and on other rail lines at all times with the following exceptions:
  - On weekdays – Bicycles are not permitted on inbound trains that end in Hoboken, Newark or New York between 6 a.m. and 10 a.m. Bicycles are not permitted on outbound trains that originate in Hoboken, Newark or New York between 4 p.m. and 8 p.m. These trains are indicated by a Q in public timetables.
  - On weekends – Bicycles are not permitted on inbound trains to New York between 9 a.m. and 12 p.m. Bicycles are not permitted on outbound trains from New York between 5 p.m. and 8 p.m.
  - On the following holidays as well as the business day before these holidays – New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving, Sunday after Thanksgiving and Christmas Day. Bicycles are not permitted on the day before Rosh Hashanah and Yom Kippur, but are permitted on the holidays themselves.
  - Other times – Bicycles are not permitted on substitute bus service during rail service outages.

**Know Before You Ride**

- Walk with your bicycle on platforms and in station buildings. For safety reasons, please do not bring bicycles on escalators. Use an elevator instead if one is available.
- Allow other customers to exit and enter the train before boarding or detraining with a bicycle. Customers with bicycles must be able to lift their bicycle up and down stairs while boarding and detraining rail cars.
- Secure your bicycle with tiedowns in the accessible area of the rail car as shown on the diagram at that location. Customers must hold and steady a bicycle that is not secured by tiedowns.
- Only two bicycles can be accommodated at a time in each single level car. Multilevel cars can accommodate up to eight bicycles. If space is not available, customers with bicycles must wait for the next available train. Senior citizens and persons with disabilities have priority over the accessible area. Customers with bicycles may need to detrain and wait for the next available train if a person with disabilities requires the accessible area.
- Please remain with your bicycle and follow all direction from train crew members to ensure your safety and the safety of your fellow passengers.

**Other Restrictions**

- Train crews may limit bicycles onboard trains when trains are crowded or when they believe it creates an unsafe situation.
- Cyclists under 16 must be accompanied by a parent or legal guardian.
- Tandem and motorized bicycles are not allowed on the train.
- Customers failing to abide by the safety requirements and outlined restrictions, or the direction of NJ TRANSIT officials, are subject to removal from the system.

**Liability**

Customers with bicycles assume all liability for any damage or injury to persons or property resulting from, or in connection with, the carriage of the bicycle on NJ TRANSIT trains, or at or near any facility used in connection with NJ TRANSIT rail services.

**Emergencies**

Customers with bicycles must follow direction from the train crew, authorized personnel, police, local authorities and/or fire officials. If an emergency should occur, customers may be required to leave their bicycles onboard. Bicycles are not permitted on substitute bus service.

# **CONSENT CALENDAR**

**ITEM 1206-27: ROUTES 55/42/676 TRANSIT ALTERNATIVES ANALYSIS:  
ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE****BENEFITS**

Adoption of the Locally Preferred Alternative (LPA) from the *Routes 55/42/676 Transit Alternatives Analysis* will allow NJ TRANSIT to advance a new Bus Rapid Transit (BRT) System in Gloucester and Camden Counties. The service proposed in the Locally Preferred Alternative would provide a new high-quality Bus Rapid Transit service to Downtown Camden and Center City Philadelphia for residents of Gloucester and Camden Counties. The service would also serve customers in Camden and Philadelphia traveling to points in New Jersey, such as the Camden County Community College in Blackwood. The 23-mile main line would start at the Avandale Park/Ride in Winslow Township and travel on the Atlantic City Expressway, Routes 42, 76, and 676 to Camden and Philadelphia. A branch of the service would serve a new Park/Ride in Gloucester County, traveling along Route 55 before joining the main line at the merge of Routes 55 and 42.

The Locally Preferred Alternative is a Bus Rapid Transit System that provides faster, more efficient service than an ordinary bus line by making improvements to existing infrastructure, vehicles and scheduling. The Locally Preferred Alternative includes three major park/rides, providing approximately 1,800 new parking spaces, and express service to the Walter Rand Transportation Center in Camden, and new stops in Center City Philadelphia. The Locally Preferred Alternative also includes plans for shoulder-based bus lanes, 26 low-floor vehicles, new stations at each stop, real-time bus arrivals information, off-board fare collection, and traffic signal priority technology at signalized intersections in Camden and Philadelphia. The Locally Preferred Alternative will extend further west into Philadelphia than current bus service and is anticipated to attract approximately 6,400 daily customer trips.

**ACTION (Scorecard: Customer Experience)**

Staff requests that the NJ TRANSIT Board of Directors adopt the *Routes 55/42/676 Transit Alternatives Analysis* Locally Preferred Alternative (LPA) set forth in Exhibit A.

Staff also seeks authorization to submit the *Routes 55/42/676 Transit Alternatives Analysis* Locally Preferred Alternative to the Board of Directors of the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO), for adoption and inclusion in the regional Long Range Plan.

**PURPOSE**

The adoption of the Locally Preferred Alternative follows a federally-prescribed Alternatives Analysis (AA) process. In advancing the Alternatives Analysis, NJ TRANSIT has worked closely with the Federal Transit Administration (FTA), and a Technical Advisory Committee (TAC) of local agencies, elected officials and the public-

at-large. The primary goal of the *Routes 55/42/676 Transit Alternatives Analysis* was to identify transit service enhancements for the study corridor that improved mobility options for travel to/from Center City Philadelphia, the City of Camden and other activity centers in the study area. The Alternatives Analysis evaluated nine alternatives including Commuter Rail, Light Rail, Bus Rapid Transit and Transportation Systems Management to improve transit service in the corridor. The selected Locally Preferred Alternative was determined to be the most cost-effective, best addresses the stated goals and objectives of the Alternatives Analysis, and is supported by the Technical Advisory Committee, elected officials and the public-at-large.

Once the Locally Preferred Alternative is adopted by the NJ TRANSIT Board of Directors, staff will then seek an amendment to the Delaware Valley Regional Planning Commission Long-Range Plan. That action will permit staff to develop an application for Federal funding through the Federal Transit Administration to implement all or select portions of the Locally Preferred Alternative.

## **BACKGROUND**

### History

The need for transit service improvements in the Routes 42/55/676 corridor was initially identified during the *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis* conducted by the Delaware Valley Regional Planning Commission and concluded in Fall 2009. The Preferred Alternative of that study was light rail transit service (LRT) from the Town of Glassboro, Gloucester County, to the City of Camden, Camden County, which is now being advanced by the Delaware Valley Regional Planning Commission as the "Glassboro-Camden Line". The Delaware Valley Regional Planning Commission Study also identified a need for improved bus service in the Routes 55/42/676 corridor and a conceptual plan for Bus Rapid Transit was prepared, which provided the foundation for the *Routes 42/55/676 Alternatives Analysis*.

In November 2009, the NJ TRANSIT Board of Directors authorized the award of a contract to AECOM USA Inc. for consulting services in support of the *Gloucester/Camden Bus Rapid Transit Alternatives Analysis*. The study area encompassed communities within Camden and Gloucester Counties along NJ Route 55, NJ Route 42, the Atlantic City Expressway, and Interstates 76 and 676, including the City of Camden and Center City Philadelphia.

The development and evaluation included the participation of the public, elected officials and interested parties. A Technical Advisory Committee (TAC) was established to facilitate coordination with interested stakeholders, including representatives of local and state agencies. A set of project goals were developed to evaluate alternatives:

- Enhance mobility options in the study corridor;
- Minimize environmental impacts; and
- Stimulate and support economic growth.

The evaluation process considered physical design and operating plans, costs, benefits, operational effects, and the potential environmental impacts for a range of alternatives that would address the transportation needs of the corridor.

### Public Outreach

The Technical Advisory Committee (TAC) met four times over the course of the study and included the following agencies and local government entities: Camden County, Gloucester County, City of Philadelphia, City of Camden, Delaware River Port Authority (DRPA), Port Authority Transit Corporation (PATCO), South Jersey Transportation Authority (SJTA), New Jersey Department of Transportation (NJDOT), Cross County Connections Transportation Management Association (TMA), Delaware Valley Regional Planning Commission (DVRPC), NJ TRANSIT's South Jersey Transit Advisory Committee and the Federal Transit Administration (FTA) - Regions 2 & 3.

Outreach to elected officials and the public-at-large was accomplished via project open house meetings that were advertised in local newspaper, through the project web site, project Facebook page and with email blasts to the project mailing list. A total of three open houses were held as the project advanced to share information, answer questions and receive comments on the project.

### Alternatives Considered

The alternatives that were developed and evaluated for this corridor ranged from the most capital intensive – PATCO-like Commuter Rail – to much less costly bus-based and Bus Rapid Transit alternatives. In addition, a Transportation Systems Management (TSM) Alternative was also included as required by the Federal Transit Administration Alternatives Analysis process. The Commuter Rail alternative was eliminated due to the costs, physical impacts, and potential ridership. Light Rail was eliminated given the significant environmental and community impacts as well as the overall investment cost for the service. Consequently, the Alternatives Analysis focused on several Bus Rapid Transit alternatives as the most likely solution for the corridor.

As a result of further refinement, two Bus Rapid Transit alternatives were advanced to detailed evaluation:

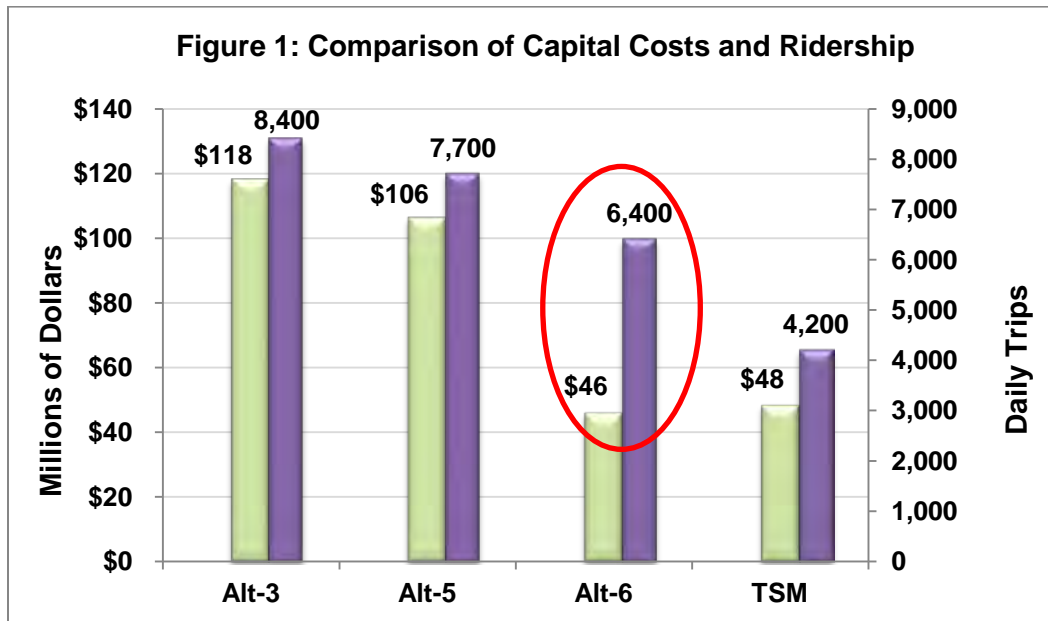
Alternative 3      Bus Rapid Transit service from Avandale to Philadelphia via the Atlantic City Expressway and Route 42 Freeway and from Avandale to Philadelphia via Route 42 Arterial and Freeway

Alternative 5      Bus Rapid Transit service from Avandale to Philadelphia via the Atlantic City Expressway and Route 42 Freeway and from Delsea Drive to Philadelphia via Route 55

During the detailed evaluation a third alternative (Alternative 6) was developed to reduce infrastructure costs while still serving the corridor's needs. Utilizing the same route as Alternative 5, this alternative reduced the length of shoulder bus guideway as well as the number and size of park/rides and stations.

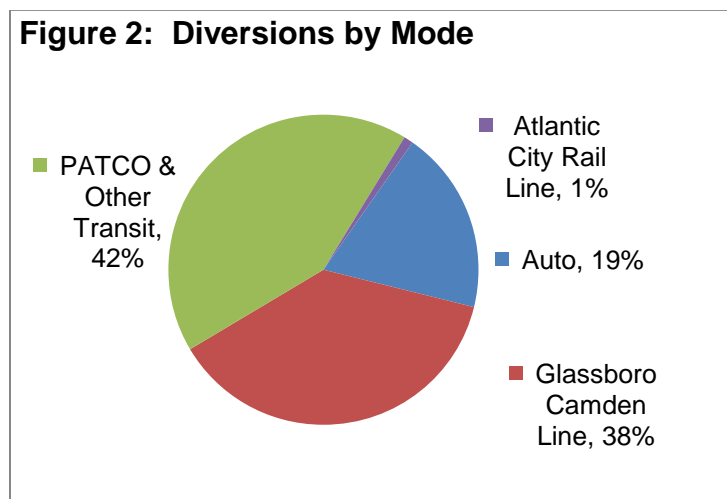
Capital Cost and Ridership

Figure 1 compares the capital costs (rolling stock, highway infrastructure, park/rides, stations, and technology) with the estimated daily ridership for each alternative. As shown, Alternative 6 has the lowest capital cost (\$46 million) while attracting a level of ridership (6,400 customer trips per day) that is significantly higher than the Transportation Systems Management Alternative.



Diversions by Mode

Under Alternative 6, the total number of daily bus trips (Bus Rapid Transit & existing bus routes) in the study corridor increases significantly. By 2035, the total number of daily bus trips in the corridor increases from approximately 3,600 in the “no build” scenario to approximately 9,100 trips. This includes diversions from other modes as shown in Figure 2.



Recommended Alternative

Alternative 6 is recommended as the Locally Preferred Alternative based on a comparative evaluation of Bus Rapid Transit alternatives with respect to physical, operating, social, economic, and environmental criteria. The Locally Preferred Alternative strategically addresses the needs of the corridor. The proposed shoulder-based bus lanes can be constructed almost entirely within the existing highway right-of-way. The Locally Preferred Alternative improves service to Downtown Camden and expands NJ TRANSIT service in Center City Philadelphia, and is consistent with statewide "Smart Growth" policies. Alternative 6 was presented to the Technical Advisory Committee and the public, and was endorsed by both groups.

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

**FISCAL IMPACTS**

**Requested Authorization:** Adoption of the Routes 55/42/676 Transit Alternatives Analysis - Locally Preferred Alternative

**Total Project Cost:** TBD

**Projected Date of Completion:** June 2012 (Alternatives Analysis)

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

**DBE/SBE Goal:** None

***NJ Build* Amount:** None

**Related/Future Authorizations:** Environmental Documentation and Preliminary Engineering  
Final Engineering and Design  
Construction  
Construction Management  
Construction Assistance

**Impacts on Subsequent Operating Budgets:** None

## RESOLUTION

**WHEREAS**, the Delaware River Port Authority identified the Routes 55/42/676 travel corridor as an area in need of improved transit service in their 2009 *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis* report; and

**WHEREAS**, in January 2010 NJ TRANSIT initiated the *Routes 55/42/676 Transit Alternatives Analysis* study in cooperation with the Federal Transit Administration to identify the most effective transit option for the Route 55/42/676 travel corridor; and

**WHEREAS**, NJ TRANSIT evaluated nine transit alternatives in the corridor, including Commuter Rail, Light Rail, Bus Rapid Transit, and Transit Systems Management; and

**WHEREAS**, at the conclusion of the Alternatives Analysis NJ TRANSIT selected Alternative 6, a Bus Rapid Transit alternative, as the most effective alternative for meeting the study's goals and objectives; and

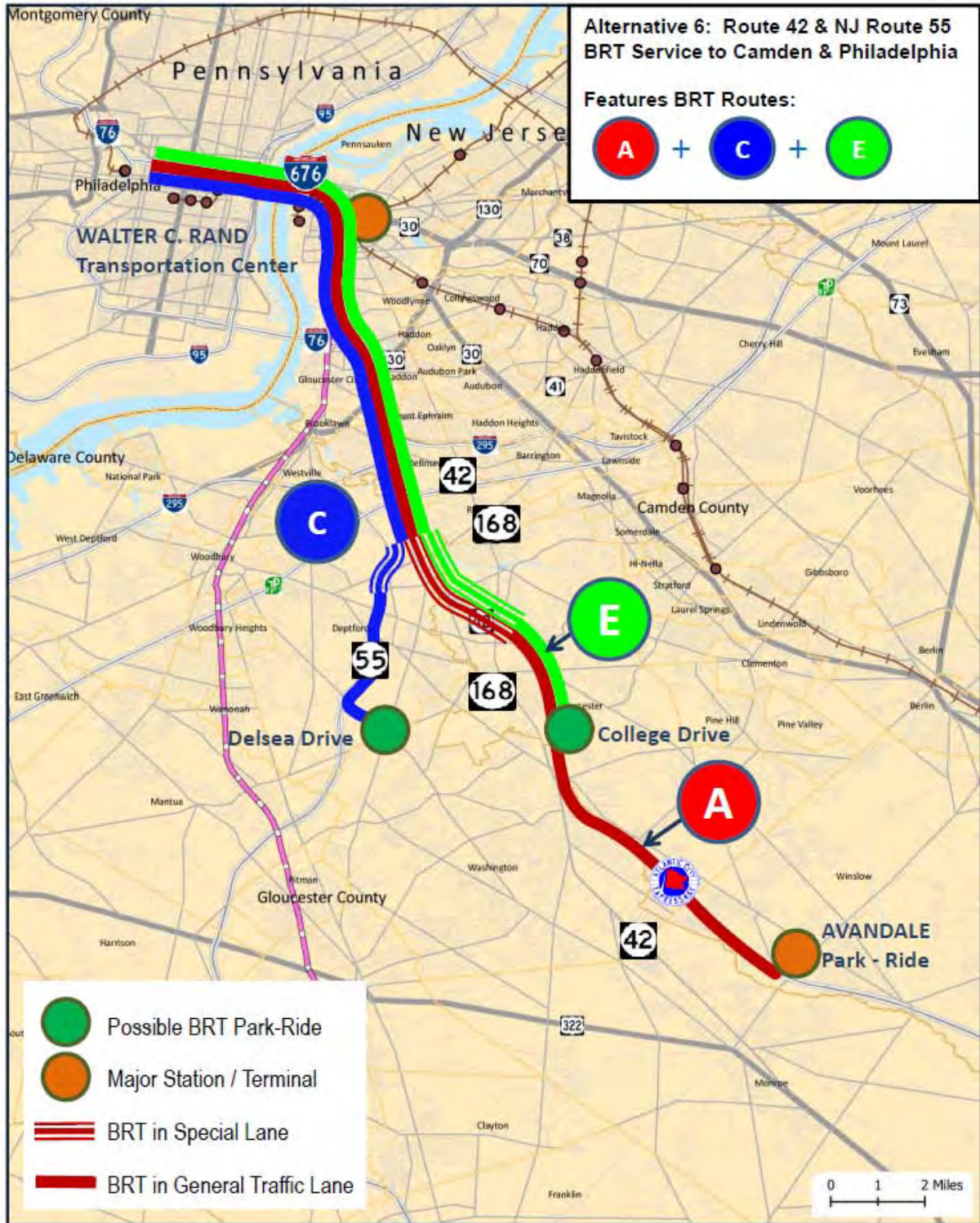
**WHEREAS**, the selection of Alternative 6 was presented to the Technical Advisory Committee and at the final public open house as the most effective alternative, which they endorsed; and

**WHEREAS**, NJ TRANSIT staff recommends that Alternative 6 be endorsed by the NJ TRANSIT Board of Directors as the Locally Preferred Alternative so it can be amended into the Long Range Plan for the Delaware Valley Regional Planning Commission and qualify for FTA funding;

**NOW, THEREFORE BE IT RESOLVED**, that the NJ TRANSIT Board of Directors adopts the *Routes 55/42/676 Transit Alternatives Analysis* Locally Preferred Alternative (LPA) set forth in Exhibit A; and

**BE IT FURTHER RESOLVED**, that the Chairman or Executive Director is hereby authorized to submit the *Routes 55/42/676 Transit Alternatives Analysis* Locally Preferred Alternative to the Board of Directors of the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO), for adoption and inclusion in the regional Long Range Plan.

### ROUTE 55/42/676 TRANSIT ALTERNATIVES ANALYSIS LOCALLY PREFERRED ALTERNATIVE





## **ROUTES 55 / 42 / 676 BUS RAPID TRANSIT**

### **LOCALLY PREFERRED ALTERNATIVE**

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**April, 2012**

**EXHIBIT A****1 INTRODUCTION**

The need for transit service improvements in the Routes 42/55/676 corridor was identified during the “Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis”<sup>1</sup>, conducted by the Delaware River Port Authority (DRPA) that concluded in the fall of 2009. That work identified and evaluated five options for improving transit in the area south and east of the City of Camden. The preferred alternative was light rail transit (LRT) service from the Town of Glassboro, Gloucester County, to the City of Camden, Camden County, and is now being advanced by DRPA as the “Glassboro-Camden Line”. The study also identified a need for Bus Rapid Transit (BRT) on portions of the Atlantic City Expressway (ACE), NJ Routes 42 and 55 and Interstates 76 and 676. That concept provided the foundation for an Alternatives Analysis for transit improvements in the Routes 55 /42/ 676 corridor.

As a result, New Jersey Transit Corporation (NJ TRANSIT) as the Project Sponsor has studied alternative transit services to address the need for improved transit mobility in the corridor by expanding and extending transit service, increasing transit speeds and service frequencies through capital and operating improvements, and expanding access through additional park-ride facilities. NJ TRANSIT may apply for federal funds administered by the Federal Transit Administration (FTA).

**2 THE ROUTES 55/42/676 ALTERNATIVES ANALYSIS**

The Routes 55/42/676 Alternatives Analysis was initiated in February, 2010. The Study Area is shown in Figure 1, and encompasses communities within Camden County and Gloucester County, New Jersey, primarily along and near NJ Route 55, NJ Route 42 and the Atlantic City Expressway (ACE); communities along and near Interstates 76 and 676 including the City of Camden; and, within Philadelphia, the Center City and University City areas. The evaluation process considered physical design and operating plans, costs, benefits, operational effects, and potential environmental impacts for a range of alternatives that could address the transportation and mobility needs of the corridor.

The evaluation of alternatives and recommendation of the LPA included participation of the public, elected officials and interested parties. A Technical Advisory Committee (TAC) was established to

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<sup>1</sup> Southern New Jersey to Philadelphia mass Transit Expansion Alternative Analysis Study, Final Report, October 2009, Delaware River Port Authority, prepared by STV Incorporated.

**EXHIBIT A**

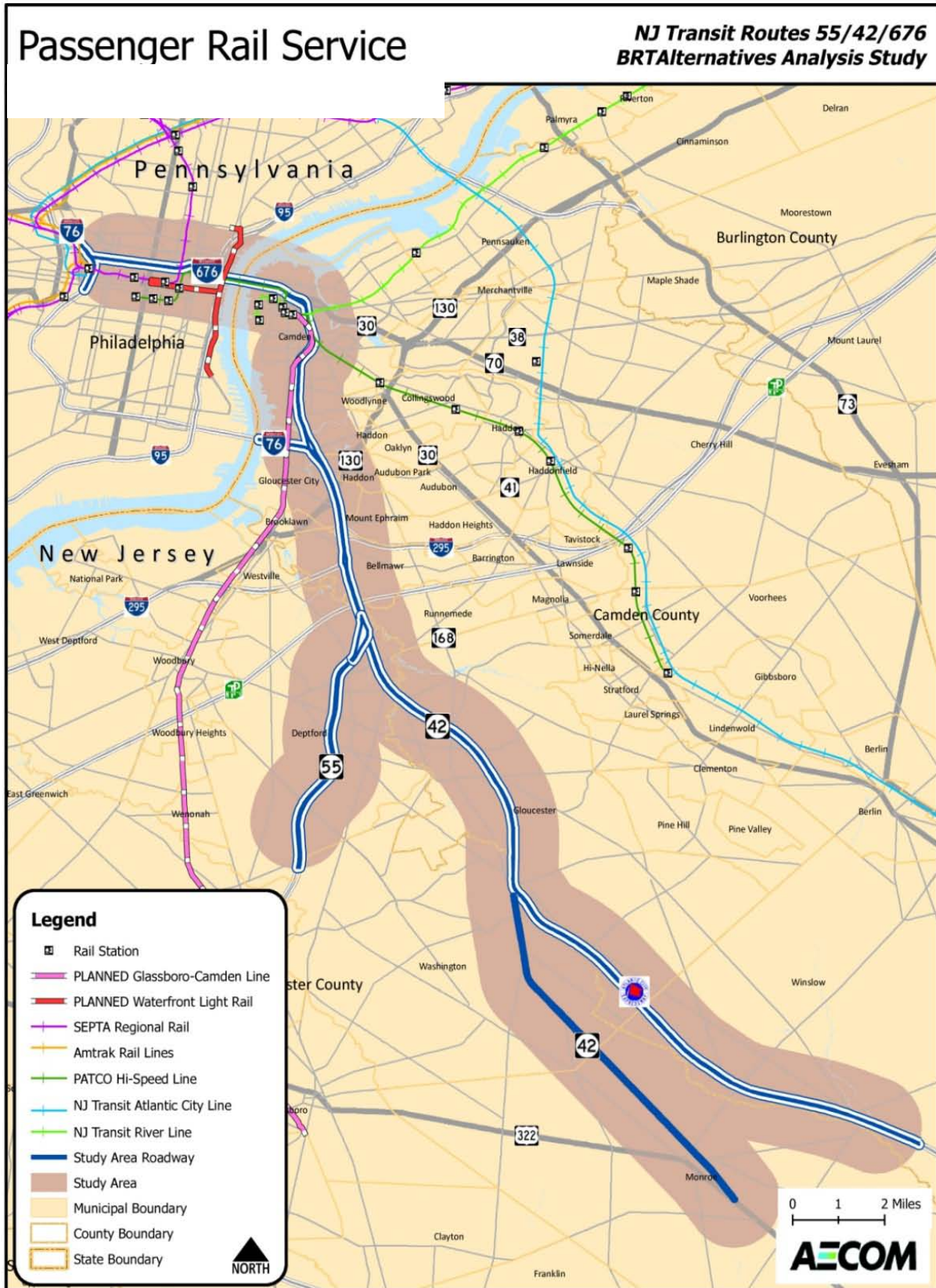


Figure 1: Study Area Map

**Study Area**

EXHIBIT A

facilitate coordination with interested stakeholders, including representatives of relevant city, county and state agencies. Four TAC meetings and three public open houses were held during the AA. Each phase of the process was described during these meetings and open houses, and input was solicited and incorporated into the evaluation. A project web site was established to disseminate information and receive public input.

The purpose of the AA was to identify the alternative that best met the goals established for the Analysis, and to select and advance that alternative as the LPA. The goals and objectives of the AA were to:

- **Enhance mobility options for travel to/from the Routes 55/42/676 corridor to/from Center City and University City, Philadelphia and the City of Camden, and to/from other activity centers in the study area.**

Objectives:

- Provide attractive, competitive and reliable bus transit alternatives to congested highway travel.
  - Increase bus transit speeds in the corridor.
  - Improve the image, value and awareness of bus transit.
  - Reduce reliance on single-occupant-vehicle (SOV) travel.
  - Seek cost-effective solutions that attract new riders to the bus transit system in addition to better serving current bus riders.
  - Improve access to the bus system.
  - Provide improved access to jobs and other opportunities for transit dependent travelers.
  - Increase accessibility to major activity centers for all users (residents, employees, students, visitors and shoppers).
  - Mitigate the rate of growth in regional traffic congestion.
  - Make accommodations for bus transit improvements in highway projects.
- **Minimize environmental impacts.**

Objectives:

- Maximize the possible use of existing transportation right-of-way (ROW).
  - .Improve regional air quality.
  - Reduce energy consumption.
  - Avoid adverse effects to farmland, historic, archaeological and natural resources.
  - Minimize adverse impacts on existing neighborhoods and communities.
- **Stimulate and support economic growth.**

Objectives:

- Support state, regional and community smart growth initiatives and policies including the New Jersey State Development and Redevelopment Plan.

**EXHIBIT A**

- Encourage sustainable development and land use patterns, including transit-oriented development.
- Plan development and redevelopment in concert with transportation investments.

These goals and objectives were presented at an initial TAC meeting and at an initial public open house.

**Long List of Alternatives**

The alternatives that were developed and evaluated for this corridor ranged from the most capital intensive – PATCO-like commuter rail – to much less costly bus-based and Bus Rapid Transit (BRT) alternatives. The AA built upon prior studies conducted by the Delaware River Port Authority (DRPA), specifically the “Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis”. That study evaluated the feasibility and effectiveness of commuter rail in the Routes 55/42/676 corridor. It was found that the costs, physical impacts, and potential ridership were such that commuter rail would not be an appropriate alternative for the corridor. In addition an analysis of light rail options was conducted during the AA. It was concluded that light rail would not be an appropriate technology for the setting of this corridor, given the significant environmental and community impacts as well as the overall investment cost for the service. Consequently the AA focused on Bus Rapid Transit (BRT) alternatives as the most likely solution for the corridor.

An initial “Long List” of alternatives was developed that included a Transportation Systems Management (TSM) Alternative, as required by the FTA AA process. Other alternatives included a variety of BRT operating plans and routes, highway and park-ride support infrastructure, and attendant technologies that would provide advanced BRT service from the vicinity of the Avandale Park-Ride, located at the interchange of the Atlantic City Expressway (ACE) with Williamstown Road in Winslow Township, to Downtown Camden and Center City Philadelphia; and from the vicinity of the interchange of NJ Route 55 with Delsea Drive (NJ Route 47) in Deptford Township to Downtown Camden and Center City Philadelphia. The Long List of Alternatives was presented at a TAC meeting and at a public open house.

**Short List of Alternatives**

The refined Long List was narrowed based on the ability of each alternative to meet the project’s goals. If an alternative did not at least partially meet all three project goals, it was eliminated from consideration. This analysis narrowed the range of options: From an initial 22 park-ride sites a total of nine were advanced, at locations along the Atlantic City Expressway, the NJ Route 42 Freeway, the arterial segment of NJ Route 42, and along NJ Route 55. Alternative BRT services were defined to link the identified park-ride sites to Downtown Camden and Center City Philadelphia. Supporting highway infrastructure was focused on shoulder-based bus guideway along the NJ Route 42 Freeway and NJ Route 55. Bus-on-shoulder operations were limited to northbound during the morning peak period only.

EXHIBIT A

An intermediate list of five Short-List Alternatives was developed, consisting of the following combinations of BRT service, park-ride locations and supporting highway corridors:

- Alternative 1: BRT service from Avandale to Philadelphia via ACE and Route 42 Freeway
- Alternative 2: BRT service from Avandale to Philadelphia via ACE and Route 42 Freeway and from Avandale to Philadelphia via Route 42 Arterial and Freeway
- Alternative 3 BRT service from Avandale to Philadelphia via ACE and Route 42 Freeway and from Avandale to Philadelphia via Route 42 Arterial and Freeway;  
BRT service from Delsea Drive to Philadelphia via Route 55
- Alternative 4 BRT service from Avandale to Philadelphia via Route 42 Arterial and Freeway
- Alternative 5 BRT service from Avandale to Philadelphia via ACE and Route 42 Freeway and from Delsea Drive to Philadelphia via Route 55

Further evaluation of these alternatives was based on preliminary draft ridership estimates that were prepared using a travel forecast model. The objective of this winnowing was to reduce the number of alternatives that would be advanced to detailed evaluation from five to two. Several key observations were made:

- Alternative 3 contained the full set of BRT component corridors, including use of the ACE/NJ Route 42 Freeway, the NJ Route 42 Arterial, and NJ Route 55. It also attracted the most riders.
- Comparing Alternatives 2 and 3, the ridership on NJ Route 42 Arterial and the ACE / NJ Route 42 Freeway were similar, but adding Route 55 service (Alternate 3) added a significant number of riders. This was similar to the number of Route 55 riders in Alternative 5, indicating that Route 55 ridership levels are not strongly related to the amount of service on the NJ Route 42 Freeway or Arterial. BRT Service on Route 55 is an important component.
- Comparing Alternatives 1 and 2 indicated that service on both the NJ Route 42 Arterial and the NJ Route 42 Freeway together yields essentially the same ridership as would service on the NJ Route 42 Freeway alone. Riders using the Arterial service can shift to the Freeway service.
- Alternative 5 would attract the second highest ridership even though it does not include the NJ Route 42 Arterial service.

Based on this assessment it was concluded that Alternative 3 (service on the ACE/NJ Route 42 Freeway, NJ Route 42 Arterial, and NJ Route 55); and Alternative 5 (NJ Route 42 Freeway and NJ Route 55) should be advanced to detailed evaluation.

As the detailed evaluation of these Short-List Alternatives proceeded, an additional alternative was developed that was a subset of Alternatives 3 and 5. Identified as "Alternative 6", this third short-list alternative was designed to have lower infrastructure costs while still serving the corridor's needs.

**EXHIBIT A**

Seeking to reduce capital investment while minimizing impacts on ridership, it involved shortening the length of shoulder bus guideway, and reducing the number and size of park-rides and stations.

As with the Long List, the Short List included, per the FTA AA process requirements, a Transportation System Management (TSM) option that would attempt to meet the same goals as the above Alternatives but with minimal capital investment in infrastructure. The resulting short list of alternatives was presented at a TAC meeting and public open house.

**Selection of the Locally Preferred Alternative**

Each of the Short List Alternatives was evaluated in detail, considering its consistency with the project's goals and with the objectives established for each goal (see above). The alternatives were compared to identify the alternative that best met each of the goals and objectives.

**Alternative 3: NJ Route 42 Freeway and Arterial, NJ Route 55**

Alternative 3 was the most extensive of the BRT alternatives. It featured four coordinated BRT bus routes, seven new or expanded park-rides, and a shoulder bus guideway on the northbound NJ Route 42, from the vicinity of the College Drive interchange to just south of the junction of NJ Route 42 with NJ Route 55. Reflecting this service extent, Alternative 3 was estimated to attract the highest ridership of the alternatives, but also at the highest capital and operating cost..

**Alternative 5: NJ Route 42 Freeway and NJ Route 55**

Alternative 5 was a subset of Alternative 3: The arterial service that was proposed in Alternative 3 was dropped in this Alternative, and in exchange BRT service along the Atlantic City Expressway and NJ Route 42 was strengthened with more frequent service. Also, in Alternative 3 BRT service was proposed to originate at a northern park-ride (Leaf Avenue). This service variation was dropped in Alternative 5 due to low ridership levels that did not justify the cost of providing the service. The capital and operating costs of this alternative were not as high as Alternative 3, but like Alternative 3 were still high relative the number of projected riders.

**Alternative 6: Modified NJ Route 42 Freeway and NJ Route 55**

While Alternatives 3 and 5 provided high quality BRT service to the Routes 55/42/676 corridor, assessment of the alternatives' performance relative to anticipated funding sources led to a desire to develop and test an alternative with lower infrastructure costs that could still serve the corridor's

**EXHIBIT A**

mobility needs. As a result Alternative 6 features a shortened shoulder bus guideway (to about three miles), elimination and reduction in size of park-rides and carefully targeted BRT service adjustments.

**TSM Alternative**

The TSM Alternative represents the best that can be done to improve mobility without a substantial investment in new infrastructure, such as no substantial investment in running ways. It does include enhancements to existing bus service, and also includes new or expanded park-ride facilities to insure access to the transit system is consistent with that offered by the Build alternatives. The TSM alternative as defined resulted in costs that were substantially lower than the other alternatives, but estimated ridership levels were substantially lower as well. The TSM alternative does not address the mobility goals of the project as well as do the other alternatives.

Figure 2 compares the capital costs (for rolling stock, highway infrastructure, park-rides and stations and technology) of each alternative with the estimated daily ridership for each alternative. It is clear from this diagram that Alternative 6 has the lowest capital cost (\$46 million) while attracting a level of

ridership (6,400 persons per day) that is comparable to the more costly alternatives. Alternative 6 also attracts substantially more riders than the TSM Alternative, and at lower cost.

Based on the findings of the evaluation, Alternative 6 was recommended as the Locally Preferred Alternative.

**Figure 2: Comparison of Capital Costs and Ridership**



The results of this analysis were presented to the TAC and at a public open house. Local support was offered by both the public and TAC members. The project team believes that, given the extensive public outreach during the entire AA process, all issues of concern to the public have been aired and addressed as appropriate.

EXHIBIT A

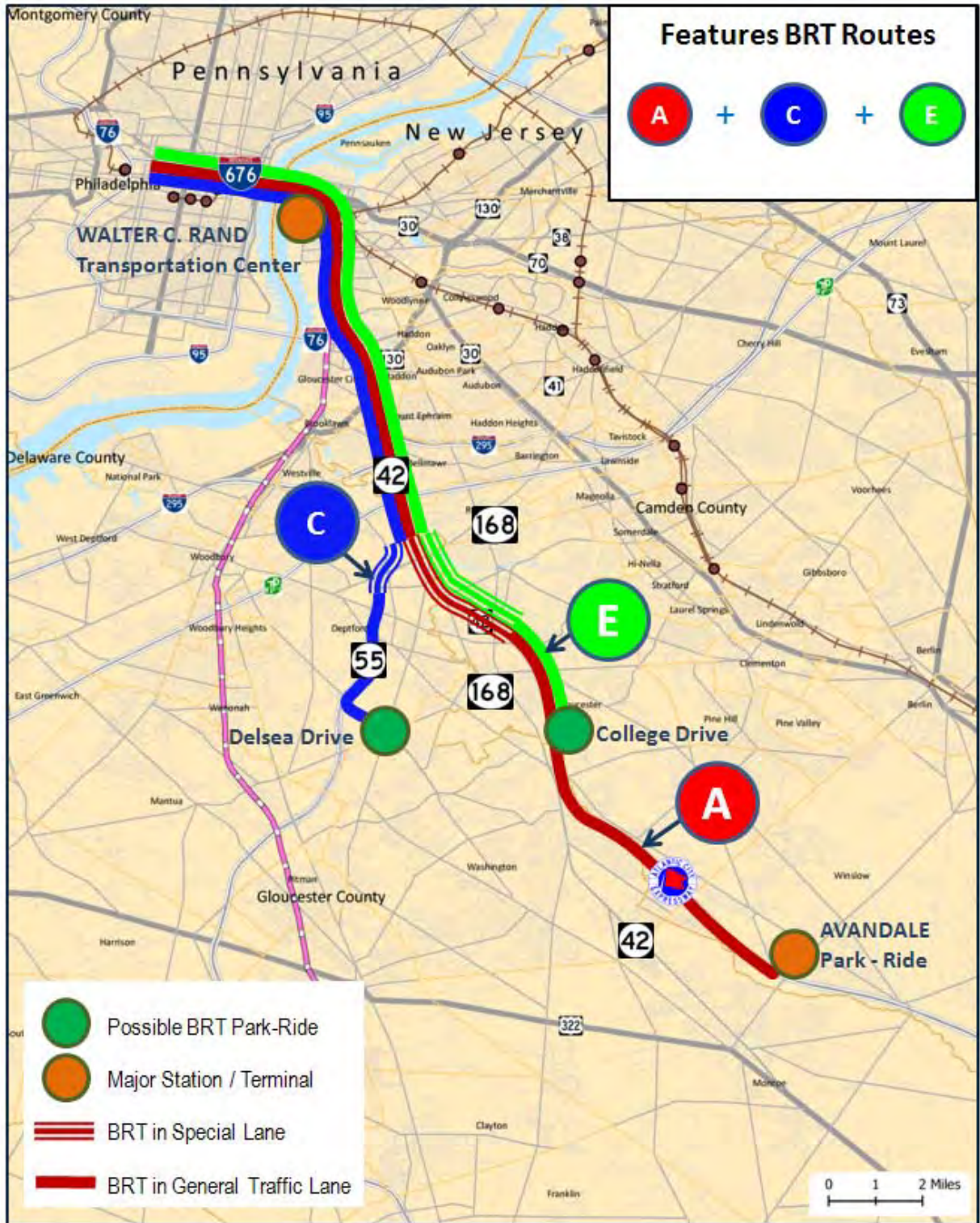
**THE LOCALLY PREFERRED ALTERNATIVE**

Key features of the Locally Preferred Alternative include (See Figure 3):

- **Park-ride and highway infrastructure**
  - Expanded Avandale park-ride, and new park-rides at College Drive and Delsea Drive, with 1800± new parking spaces
  - A three-mile section of improved shoulder guideway for buses on NJ Route 42 northbound
  - Transit Signal Priority (TSP) in Downtown Camden and Center City Philadelphia
  
- **Bus Rapid Transit (BRT) elements**
  - Off-board fare collection and “Next Bus” displays
  - Enhanced shelters and stops at New Jersey park-rides and in Center City, Philadelphia
  - Purchase of additional BRT-type buses
  - Use of branding to provide a BRT identity
  
- **BRT Service Plan**
  - Peak hour service frequency will be 10-15 minutes or better, depending on location
  - Existing NJTRANSIT Route 551 will remain in place, stopping at Avandale and Camden

Preliminary estimates of the capital costs of the LPA, including roadway infrastructure, parking lots / stations and rolling stock, were approximately \$46.4 million. The annual operating and maintenance (O&M) cost was preliminarily estimated to be about \$6.1 million for the BRT vehicles and park-rides / stations. Revenue offsets are not included in this amount.

**EXHIBIT A**



**Figure 3: The Locally Preferred Alternative**

EXHIBIT A

Project funding is anticipated to come from a variety of sources. The AA described in this report was performed consistent with FTA regulations, and NJ TRANSIT may apply to the FTA for funding. Additional funds may be generated from other public and private sources. Other discretionary grant programs, local or State provision of matching funds, and opportunities for private participation will be investigated.

Selection of the LPA was based on a comparative evaluation of Bus Rapid Transit alternatives with respect to physical, operating, social, economic and environmental criteria. Positive features of the LPA included:

- The LPA strategically addresses the greatest needs in the corridor: The limited supply of existing park-ride spaces will be augmented by 1,800± new spaces. The proposed shoulder guideway on NJ Route 42 will allow buses to bypass slowed or stopped traffic in the most congested sections of the corridor.
- Roadway infrastructure improvements can be constructed almost entirely within the existing right-of-way of NJ Route 42. Park-ride construction will require acquisition of new right-of-way.
- The LPA is consistent with statewide “Smart Growth” policies and programs. Park-rides and stations are located in areas that are also planned for development, thereby enhancing the transportation – land use connection at the critical nodes.
- Improved service to Downtown Camden and to Center City Philadelphia will be provided from the NJ Route 42 and NJ Route 55 corridors, increasing the opportunities for more convenient connections to areas of Philadelphia not currently directly served by NJ TRANSIT.

**ITEM 1206-28: DESIGN, ENGINEERING AND CONSTRUCTION ASSISTANCE FOR THE REPLACEMENT OF UNDERGRADE BRIDGE ON THE RARITAN VALLEY LINE OVER ROOSEVELT AVENUE, CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY**

**BENEFITS**

NJ TRANSIT owns and maintains the undergrade bridge on the Raritan Valley Line over Roosevelt Avenue, in the City of Plainfield, New Jersey. Replacement of the bridge's superstructure and repairs of its substructures will restore the bridge to a state-of-good-repair. The rehabilitation will ensure a continued safe and reliable service for the nearly 12,000 daily customers on the Raritan Valley Line, and fulfill NJ TRANSIT's long-term commitment to the City of Plainfield to rehabilitate or replace all 13 railroad bridges in the City. With the completion of this project, NJ TRANSIT will have rehabilitated or replaced eleven of these bridges.

**ACTION (Scorecard: Safety and Security, Corporate Accountability)**

Staff seeks authorization to enter into a Contract No. 11-070 with HNTB Corporation of New York, New York to provide design, engineering and construction assistance for the replacement of undergrade bridge over Roosevelt Avenue in the City of Plainfield on the Raritan Valley Line at MP 22.85, at a negotiated fee not to exceed \$468,563, plus five percent for contingencies, subject to the availability of funds.

**PURPOSE**

The railroad undergrade bridge over Roosevelt Avenue in the City of Plainfield, is in need of repair. The overall condition of the bridge has deteriorated over the years. Water intrusion damaged its abutments and caused heavy corrosion of structural steel members. This project will replace the bridge, repair the masonry abutments, and increase the current substandard vertical clearance, which are necessary to ensure the continued safe and reliable operation of train service.

**BACKGROUND**

History

In 1873-75, the Central Railroad of New Jersey started to eliminate the large amount of grade crossings located in the City of Plainfield, NJ on their main line (now known as NJ TRANSIT's Raritan Valley Line) by elevating the railroad grade and constructing bridges over the streets. Around 1906 the Central Railroad of New Jersey started replacing the wooden bridges originally constructed in 1873-1875 with steel bridges. The Roosevelt Avenue bridge was one of those bridges, which was constructed in 1907.

Project Justification

Based on NJ TRANSIT's periodic bridge inspections, these bridges were rated in "poor" condition. Due to the number of bridges that needed rehabilitation and their close proximity to each other, NJ TRANSIT decided to prioritize their repair. These bridges were all constructed during the 1906-1907 timeframe and are all in need of repair. This is the eleventh of the thirteen bridges to be rehabilitated, to date seven bridges have been completed, two are in design and one is currently under construction. The rehabilitation will maintain public safety and provide reliable operation of train service.

Procurement

The Request for Proposal (RFP) for Design, Engineering and Construction Assistance for the Replacement of Undergrade Bridge on the Raritan Valley Line, M.P. 22.85, over Roosevelt Avenue, City of Plainfield, Union County, New Jersey was advertised on September 27, 2011 in local newspapers. On November 18, 2011, twelve proposals were received from prospective engineering firms. These proposals were distributed to the Technical Evaluation Committee (TEC), comprised of representatives from Rail Operations Infrastructure Engineering and Capital Planning & Programs Construction Management Departments, for evaluation. This evaluation established a shortlist of three firms based on their technical expertise. Each of the shortlisted firms were then asked to make oral presentations during the week of January 16, 2012, after which the TEC reevaluated the scores of the firms for overall technical qualifications. NJ TRANSIT then entered into negotiations with the highest ranked technically qualified firm.

The Office of Business development assigned a 25% SBE, Category 6 goal for the RFP. The Engineer's Estimate for this work is \$588,926.

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

**FISCAL IMPACT**

<b>Requested Contract Authorization:</b>	\$ 468,563 + 5% contingency
<b>Total Project Cost:</b>	\$ 5,100,000
<b>Projected Date of Completion:</b>	August 2013 (Design)
<b>Anticipated Source of Funds:</b>	Transportation Trust Fund
<b>DBE/SBE Goal:</b>	25% SBE
<b><i>NJ Build</i> Amount:</b>	None

**Related/Future Authorizations:**

Construction Contract

**Impacts on Subsequent  
Operating Budgets:**

None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT owns and maintains the undergrade railroad bridge spanning Roosevelt Avenue in the City of Plainfield on the Raritan Valley Line at MP 22.85; and

**WHEREAS**, the replacement of the bridge's superstructure and restoration of the substructure will bring the bridge to a state-of-good-repair to ensure the long-term safety and reliable operation of train service for the nearly 12,000 daily customers on the Raritan Valley Line; and

**WHEREAS**, following a competitive procurement process HNTB Corporation was identified as the top ranked firm at the best value and is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into a Contract No. 11-070 with HNTB Corporation of New York, New York to provide design, engineering and construction assistance for the replacement of undergrade bridge over Roosevelt Avenue in the City of Plainfield on the Raritan Valley Line at MP 22.85, at a negotiated fee not to exceed \$468,563, plus five percent for contingencies, subject to the availability of funds.

**ITEM 1206-29:**

**ANNUAL NOTICE OF MEETINGS**

**BENEFITS**

The By-Laws, as amended, for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. state that the regular meetings of the Board of Directors be held on the second Wednesday of each month. A list of the meetings' schedule is approved at the June meeting each year. The Annual Notice of Meetings is then transmitted to newspapers, filed with the Secretary of State, posted at NJ TRANSIT headquarters and mailed to any person who requests it.

Unless otherwise noted in the annual notice (Exhibit A), or as otherwise modified by the Board during the year in accordance with the Open Public Meetings Law, meetings will be held on the second Wednesday of each month at NJ TRANSIT headquarters in Newark, New Jersey, with the exception of at least two of the meetings during Fiscal Year 2013 that may be held at different locations within the State.

**ACTION (Scorecard: Corporate Accountability)**

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2013.

**PURPOSE**

The Open Public Meetings Law, P.L. 1975, c.231 requires that the public be given adequate notice of meetings of public bodies. Section 13 specifically provides that at least once each year, within seven days following the annual organization or reorganization meeting, a public body must provide adequate notice of the schedule of regular meetings to be held during the succeeding year. The schedule must contain the location, to the extent known, the time and the date of each meeting.

**FISCAL IMPACTS**

**Requested Authorization:** Adopt Annual Notice of Meetings

**Total Project Cost:** None

**Projected Date of Completion:** June 30, 2013

**Anticipated Source of Funds:** None

**DBE/SBE Goal:** None

**NJ Build Amount:** None

**Related/Future Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** None

## RESOLUTION

**WHEREAS**, pursuant to the Open Public Meetings Law, P.L. 1975, c.231, an annual notice of regular meetings of the Board of Directors must be disseminated; and

**WHEREAS**, the Annual Notice of Meetings must be prominently posted in one public place reserved for announcements of this type, transmitted to newspapers, filed with the Secretary of State, and mailed to any person who requests it; and

**WHEREAS**, the By-Laws, as amended, for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc. provide that regular meetings shall be held on the second Wednesday of each month except as otherwise noted in the Annual Notice of Meetings; and

**WHEREAS**, the June meeting serves as the annual meeting;

**NOW, THEREFORE, BE IT RESOLVED** that the Annual Notice of Meetings, Exhibit A, for all of the Board of Directors' meetings during Fiscal Year 2013 is adopted; and

**BE IT FURTHER RESOLVED** that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Law, P.L. 1975, c.231.

**EXHIBIT A**

**ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2013**

**NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.**

In accordance with the "Open Public Meetings Law," P.L. 1975, c.231, the above organizations will hold regular meetings, open to the public, at 9:00 a.m. on the second Wednesday of each month for the period July 1, 2012 through June 30, 2013, except as noted below.

The June meeting will serve as the annual meeting.

Unless otherwise indicated, meetings will be held at NJ TRANSIT's corporate headquarters in Newark, New Jersey. The meetings will convene at 9:00 a.m. in the Board Room at NJ TRANSIT's Headquarters, One Penn Plaza East, Ninth Floor, Newark, New Jersey.

The specific dates are as follows:

July 11, 2012  
August 8, 2012  
September 12, 2012  
October 10, 2012  
November 14, 2012  
December 12, 2012  
January 9, 2013  
February 13, 2013  
March 13, 2013  
April 10, 2013  
May 8, 2013  
June 12, 2013

**ITEM 1206-30: ANNUAL DESIGNATION AND BOARD COMMITTEE MEMBERSHIP SELECTION**

**BENEFITS**

NJ TRANSIT and its subsidiaries are governed by its statute, regulations and By-Laws. The New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 provides that the Commissioner of Transportation serve ex officio as Chairman of the New Jersey Transit Corporation Board of Directors, and the Vice Chairman shall be selected annually, as stated in Article III, Section 2 of the NJ TRANSIT By-Laws.

Article II, Section 11 of the NJ TRANSIT By-Laws establish and structure the membership of the Board Committees so that they shall be composed of a Chairman of the Committee, who shall be appointed by the Chairman of the Board, and up to two additional members who shall be selected by and serve at the pleasure of the Chairman of the Board. Each committee consists of no more than three Board members with, in some cases, an alternate, and meets on a monthly or as-needed basis. The committees' membership is outlined in Exhibit A.

**ACTION (Scorecard: Corporate Accountability)**

Approval of this item will designate Bruce M. Meisel to serve as Vice Chairman of the Board of Directors through June 2013 and appoint the members of all Board Committees as set forth in Exhibit A.

**PURPOSE**

The effect of this item is to fulfill the statutory and By-Law requirements of the annual designation of the Vice Chairman of the Board. Appointments are also being made to all Board Committees.

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Designation of officer, committee membership authorization
<b>Total Project Cost:</b>	None
<b>Projected Date of Completion:</b>	June 30, 2013
<b>Anticipated Source of Funds:</b>	None
<b>DBE/SBE Goal:</b>	None
<b><i>NJ Build</i> Amount:</b>	None

**Related/Future Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, the New Jersey Public Transportation Act of 1979, P.L. 1979, c.150 requires the annual designation by the NJ TRANSIT Board of Directors of a Vice Chairman of the Board; and

**WHEREAS**, Article III, Section 2 of the NJ TRANSIT By-Laws also provides that the Board Vice Chairman be designated annually, and that the Commissioner of Transportation serve as Chairman; and

**WHEREAS**, the Chairman of the Board is charged with the selection of Board Committee members and recommendations to the committee membership are proposed in Exhibit A;

**NOW, THEREFORE, BE IT RESOLVED** that Bruce M. Meisel is designated as Vice Chairman of the New Jersey Transit Corporation Board of Directors to serve a term through June 30, 2013; and

**BE IT FURTHER RESOLVED** that the membership of the Board Committees is adopted as set forth in Exhibit A.

**EXHIBIT A**

**FISCAL YEAR 2013 BOARD COMMITTEES**

**Administration Committee**

Myron P. Shevell, Chair  
James C. Finkle Jr.  
Treasurer's Representative

**Capital Planning, Policy and Privatization Committee**

Bruce M. Meisel, Chair  
Flora M. Castillo  
Governor's Representative

**Audit Committee**

James C. Finkle Jr., Chair  
Bruce M. Meisel  
Treasurer's Representative

**Customer Service Committee**  
**(Includes Scorecard and Safety & Security)**

Flora M. Castillo, Chair  
James C. Finkle Jr.  
Myron P. Shevell

**EXECUTIVE SESSION AUTHORIZATION**

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

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