

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

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

April 11, 2017

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the rescheduled meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Tuesday, April 4, 2017.

Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the rescheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Tuesday, April 4, 2017.

Board Members Present

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

Staff Present

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

Chairman Hammer convened the Open Session at 9:16 a.m. in accordance with the Open Public Meetings Act. Kemmery Kendrick, Office of System Safety, provided a Public Safety Announcement. The Pledge of Allegiance to the Flag was conducted. Board Secretary Zuczek conducted a Roll Call and noted Board Members Petrecca, Castillo and Greaves were participating by telephone.

Board Secretary Zuczek announced that adequate notice of the rescheduled meetings of the Board of Directors of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations Inc., NJ TRANSIT Bus Operations, Inc. NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc. was provided in accordance with the Open Public Meetings Act, Chapter 231, P.L 1975, and the meetings were occurring concurrently. Notices were filed on March 29, 2017 with the Secretary of State. These notices were mailed to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, and sent to each individual, agency and organization that requested such

notice. Board Secretary Zuczek announced that the Board Meeting was being video recorded.

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

Public Comments on Agenda Action Items

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

Steve Thorpe, Vice Chair of the Lackawanna Coalition, noted David Peter Alan was away so he was speaking for him and would summarize his written statement. Mr. Thorpe said they were concerned the repairs to Hoboken Terminal would take three years from the date of the accident. He noted back in 1928 it took the Lackawanna Railroad, the predecessor of the Morris & Essex Line, three years to build the Lackawanna Cutoff, which amounted to a \$10 million expenditure with a length of 28.45 miles.

Mr. Thorpe said they continue to commend NJ TRANSIT for bringing most of Hoboken Terminal back to operations so quickly after the accident in September. They believe NJ TRANSIT's management recognizes the importance of Hoboken Terminal as a transit hub. He said they are puzzled and concerned it will take more than three years from the date of that accident to bring the last two tracks back to operation. Mr. Thorpe said their constituents now have a highly inconvenient transfer to PATH trains, and they object to them suffering through this for three years.

Mr. Thorpe said when the accident occurred in New York Penn Station last week, Hoboken was full of people trying to squeeze through the passageway to get to Tracks 1 through 4. He noted it was difficult because people were coming from the other way. Mr. Thorpe said three years seems like an inordinate amount of time since the project doesn't seem to require strong expertise in railroad construction and is a project about a canopy attached to a building. He noted he was a layman and said he was curious why it was going to take that long.

Mr. Thorpe said since 2006, there have been significant cuts to Hoboken service on the Morris & Essex, Montclair-Boonton, and Gladstone Lines. He said there was once hourly weekend service to Hoboken on the Morris & Essex Line and half hourly Morris & Essex service to and from Hoboken on weekdays. Mr. Thorpe said they never see additions to Hoboken service, only cuts. That is why they find it difficult to see any need for the Long Slip project, which would add more tracks to a terminal that is underutilized, with no prospect of better service. Mr. Thorpe said before NJ TRANSIT approves such a large expenditure for Hoboken, it is imperative that they at least restore service on all lines to the level they had in 2005, plus hourly service on the Montclair-Boonton Line seven days a week. He said when they asked NJ TRANSIT management about this, they were told there was no money to add any service.

Mr. Thorpe said if resiliency, in the event of another storm like Sandy is the goal, there were better ways to accomplish it. Even if Hoboken Terminal were fully utilized, they believe the proposed project would not benefit the riders. They believe it would place new tracks further from PATH trains and from downtown Hoboken, which makes it more likely that riders will miss their trains coming from PATH, because of the longer walk to the new tracks. Mr. Thorpe said they do not see how this project can be built without inconveniencing light rail riders as well. He said they have called for measures that will relieve capacity constraints at Penn Station, including new fares that will make it less expensive to commute to Manhattan through Hoboken and on PATH, rather than to Penn Station.

Mr. Thorpe said they call for the money that would be spent on the projects on the agenda to be spent on tunnels into Penn Station instead. They believe NJ TRANSIT needs to spend its scarce capital funds on projects that improve mobility for its riders. Mr. Thorpe said the one project that provides more mobility and operational flexibility than any other is to build new tunnels into Penn Station. He said that would increase station capacity and they cannot afford to wait for Amtrak's Gateway project to build tunnels. Mr. Thorpe believes it is time for NJ TRANSIT to step up to the plate and take the lead on financing and building new tunnels into Penn Station. He said every other capital project on the list pales in importance compared to new tunnels. Mr. Thorpe said they all know where the money should be spent and it was up to NJ TRANSIT to spend it there.

Murray Bodin discussed the Hoboken station repairs, saying it was an accident that did not have to happen. He said 10 years ago NJ TRANSIT went to Positive Train Control and in the 10 years since then, they have autonomous vehicles that are not connected to a computer. Mr. Bodin said Positive Train Control will not cover every inch of track. He believes using the autonomous technology would save millions or billions of dollars that could be used somewhere else. He believes the Positive Train Control project is no longer valid and should be stopped.

Orrin Getz discussed the Hoboken station repairs board item. He said it was important to restore service to Tracks 5 and 6 at Hoboken Station. Mr. Getz said he does not see a specific contract to move ahead with that project and this should have already been done. He believes NJ TRANSIT needs to get away from having separate contracts for the design and build. Mr. Getz said New York has had a lot of success with design-build contracts and NJ TRANSIT should do more of those so these projects can move quickly to be completed.

Mr. Getz said Hoboken Station has to be fully restored with all the tracks working properly and NJ TRANSIT should have a contract already ready to go so those tracks can be repaired. He also believes all the bumper blocks in Hoboken Station need to be replaced. Mr. Getz said they are almost 100 years old and are totally ineffective.

Mr. Getz discussed Board Item 1704-13, stating NJ TRANSIT must use the money to first bring the railroad back to a state of good repair. He noted the train doors did not work on his train that day. Mr. Getz said items for safety are necessary but items for system enhancement should come after making sure the entire railroad system is in a state of good repair and safe.

Mr. Getz noted there was dynamic dialogue at the Metro-North Committee meetings and that was not present at NJ TRANSIT's Board meetings. He believes that kind of dialogue should occur in front of the public.

Board Secretary Zuczek noted Board Member Longo was present so Board Member Petrecca could disconnect from the telephone. Board Member Petrecca discontinued participation in the meetings.

Jack May resides in Montclair, New Jersey and represents the Association of Railroad Passengers. He discussed the \$140 million appropriation. They are very pleased that funds were allocated for systems expansion, specifically the Environmental Impact Statement for the Camden-Glassboro Light Rail Line and continuing work on the Environmental Impact Statement and Preliminary Engineering for Hudson-Bergen Light Rail Extension to Route 440 in Jersey City, and best of all, continued progress on the Northern extension. While they do not know how the construction work will be funded, they believe it is a very important project that was brought back by Rose Heck and their organization. They are glad it has been adopted as policy by NJ TRANSIT and urged a yes vote on the agenda item.

Joseph Clift hopes there is a speedy recovery from the derailment the prior day. He said it would be better if it had happened on a Friday instead of a Monday. Mr. Clift provided a handout and asked the Board not to approve the contract to repair Hoboken. He said there would be 36 months between the derailment and completion if it is on schedule, and if they are not on schedule, it would be longer. Mr. Clift believes this is not fancy work, nor highly technical. He said 11 of the 15 tracks detour through the terminal up through the plaza on the north side and back around to Hoboken. Mr. Clift believes three quarters of riders are inconvenienced.

Mr. Clift said there would be a wall/construction area facing everyone, reminding them of the accident for three years, and he thinks from a corporate perspective NJ TRANSIT would not want to do that. He said a two-step design and build contract with eight months between completion of the design and construction is because of the procurement process in between. Mr. Clift believes a design-build contract is perfect for this. He suggested if NJ TRANSIT wants to stay with the four design groups already in the Task Order Consultant Contracts, to tell them to find builders and bid it back out. Mr. Clift said to let them tell NJ TRANSIT what it takes and save those eight months.

Mr. Clift noted projects in New York City that put financial penalties or incentives per day on the projects so they were completed sooner. He suggested putting penalties and incentives on NJ TRANSIT's projects to complete them sooner.

Mr. Clift said the Long Slip Rail Enhancement project does not include any rail enhancement. He said they were adding six tracks to a station that is over capacity so the capacity is not needed. Mr. Clift believes the capacity is needed at Penn Station New York. He said everyone would be walking an additional 150 feet to reach the PATH, Hoboken, and the Ferry Terminal. He does not believe it makes any sense to build this from a rail operations point of view. Mr. Clift asked them not to start on the design work

and look at putting most of this money in a new tunnel, improvements at Penn Station New York, and track in between.

Mr. Clift believes if there was another tunnel, they would not be in the condition they are and would not be constrained as much. He does not think it makes sense to spend money at that location. Mr. Clift said if they have to deal with flooding, they could use levy walls like in New Orleans, instead of spending \$2 million. He wants them to go back to figure out how to do it cheaper and put the rest of the money into a tunnel.

Mr. Clift discussed the capital program board item. He said no one has explained how they will get the \$95 million for the Positive Train Control cost overruns. Mr. Clift thinks two-thirds of this money will go to this. He said the projects listed make sense but are not as high priority as under the river and Penn Station New York. Mr. Clift said to approve the board item but ask staff to go back and create a list that reflects reality, including \$95 million for Positive Train Control and the rest of the things that really count.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She said she and the other Advisory Committee Members will attend the TransAction Conference in Atlantic City and appreciated the Board meeting being moved since the next day is the major day, and the day of their Committee meeting. Ms. Mack said they would go through the budget at their meeting and Al Tillotson would be joining them to go through it. In anticipation of that, many of the members have gone through the federal budget and the \$400 million of the State Transportation Trust Fund projects. She noted the importance of seeing the overall picture because bridges carry buses and the roads need to be improved so they can run the transit system on them.

Ms. Mack said their last committee meeting dealt with Cyber Security and Michael Slack provided a fascinating breakdown of the behind the scenes work at NJ TRANSIT to deal with threats. They didn't know prior just how much work was being done. She noted in the past the Police have spoken to them about terrorism. They have been thinking about projects like the Monmouth County Resilience Project and the whole issue of terrorist targets so they hope that is analyzed by NJ TRANSIT's staff as they move forward.

Ms. Mack said she represents Hudson on the Committee so she was pleased to see the Board was taking action on Hoboken. In light of the derailment the day before, she thinks they need to look at Hoboken as not only NJ TRANSIT's but also Port Authority of New York and New Jersey's because they are each other's redundancy during disruptions and crises. Ms. Mack said the public comments raised a very important question about the time it will take to complete the improvements. She doesn't think they will delay the item but suggested there may be room within the contract to provide a different delivery schedule. Ms. Mack thinks all of the concerns mentioned are legitimate and should be listened to.

Ms. Mack said their other presentation was on the Northern Branch. She has always regretted that they have not reached Bergen in 20 years and believes that is something that must be done. Ms. Mack said they just got there and had positive movement and the

federal budget has put that project back into jeopardy. She said they all need to go back to their legislators and say they need a sensible program where the state and federal budgets support NJ TRANSIT if they are going to progress in the future. Ms. Mack said to let them know if there is anything they can work on for NJ TRANSIT.

Board Customer Service Committee Report

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

Board Administration Committee Report

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

Board Capital Planning, Policy, and Privatization Committee Report

Chairman Hammer presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy and Privatization Committee discussed the board items for the Design, Construction Assistance and Bid Phase services for the Hoboken Station Repairs project and the Preliminary and Final Design services for the Long Slip Canal Fill and Rail Enhancement Resilience project.

Executive Director's Monthly Report

Executive Director Santoro said at approximately 9:00 a.m. on Monday, April 3, 2017, three cars in the middle of Northeast Corridor train #3926 derailed at a slow rate of speed while going into Penn Station New York. Of the approximately 1,200 customers on board, they were notified of five minor injuries, including one crew member. NJ TRANSIT rail operations personnel and first responders, along with Amtrak personnel, immediately went to the scene and assisted customers exiting the train. Executive Director Santoro said NJ TRANSIT is actively investigating the cause of this incident, along with Amtrak and Federal officials, and he would keep them posted as details become available.

Meanwhile, on Friday, March 24, 2017 at approximately 9:00 a.m., an Amtrak Acela train in New York also experienced a slow speed derailment as it was departing Penn Station New York. This was on a different track, but in the same general area, as the incident on April 3, 2017. The Amtrak derailment occurred as an NJ TRANSIT Montclair-Boonton Line train was pulling into the station. As a result, the Amtrak train scraped the side of the NJ TRANSIT train. Several NJ TRANSIT customers and crew members reported minor injuries and two of our rail cars sustained damage. While the injuries reported were minor, Executive Director Santoro hopes everyone is feeling better and thanked all of their customers for their patience.

In both instances, April 3, 2017 and the one of March 24, 2017, Executive Director Santoro wanted to recognize all of NJ TRANSIT's employees who were on the scene to ensure their customers safely exited the train and to the employees who worked on restoring service as quickly as possible. Given the location of these incidents, and the physical constraints of the tracks and infrastructure at the station, this was no easy feat.

Contingency rail schedules had to be created and crews and equipment had to be repositioned, all while conditions were changing by the minute. Their primary focus was to minimize the customer impact. In both cases, they completed those efforts and activated all of their communications channels to alert customers as soon as they could advising them of what to expect. Within hours in each case, they were again able to operate trains out of New York Penn Station.

One of the items for consideration on the agenda was the additional Fiscal Year 2017 Transportation Trust Fund Appropriations Governor Christie and the state Legislature recently approved. The \$140 million will be used for technology, safety and transit enhancements across NJ TRANSIT's system. The examples include equipping more than 2,500 new and existing buses with cameras to provide operators with 360-degree views and help eliminate blind spots. The money will also help expand the capabilities of the MyTix mobile ticketing application and advance efforts to expand it across their transit system.

One such expansion project Executive Director Santoro touched on briefly last month was extending the Hudson-Bergen Light Rail into Bergen County. The Supplemental Draft Environmental Impact Statement or SDEIS has been printed in the Federal Register and is available for public review and comment. The SDEIS documents the social, economic and environmental impacts associated with the project. This is a critical step in advancing this key project to bring additional transportation options to the northeast portion of the state. The plan would have the light rail extend from its current terminus of Tonnelle Avenue up to Englewood Hospital and Medical Center with several station stops in between.

NJ TRANSIT will be holding two public hearings on the SDEIS on April 24, 2017 at the Crowne Plaza Hotel in Englewood. The first session will be from 3:00 p.m. to 5:00 p.m. and the second hearing will extend from 7:00 p.m. until 9:00 p.m. Both sessions will include a formal presentation, an open house with displays and information and the ability for the public to comment on the findings of the SDEIS.

For those who cannot attend the hearings, they can submit their comments in writing. The address where can send those comments to can be found on the project website at northernbranchcorridor.com. The website is also where the SDEIS can be downloaded. The document is also available for review at public libraries in the study corridor. Comments must be submitted in writing by May 23, 2017. They encourage all residents and NJ TRANSIT customers to share their thoughts as they work together to move this important project forward.

As Executive Director Santoro has said before, NJ TRANSIT is hiring. As part of that commitment, he was pleased last week to enter the company into a great new partnership

with the U.S. Army. It is called the Partnership for Youth Success, and it introduces soldiers, who have completed their service, to hundreds of companies across the country. Not only do these soldiers get a chance to showcase their valuable leadership and technical skills to potential employers, but it gives NJ TRANSIT a nationwide pool of talented and dedicated individuals to possibly fill key positions.

They held a signing ceremony in Secaucus Junction last week to formalize this agreement with the Army. Executive Director Santoro thanked all of the veterans at NJ TRANSIT for all that they do, and said he looks forward to this new partnership.

Action Items

1704-12: HOBOKEN STATION REPAIRS: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1704-12 for approval.

Eric Daleo recommended approval of Item #1704-12, Hoboken Station Repairs: Amendment to 2012 Task Order Consultant Contracts. Approval was requested to increase the task limit authorization for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. of New York, New York (NJ TRANSIT Contract No. 13-006C), currently set at \$500,000, to \$1,600,000 for the Hoboken Station Repairs Project task only, subject to the availability of funds. The current contract limit of \$5,250,000 and overall program authorization of \$48,075,000 will remain unchanged.

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

Roll Call Vote:

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

1704-13: AMENDED BOARD ITEM 1610-51: FISCAL YEAR 2017 CAPITAL PROGRAM

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1704-13 for approval.

Eric Daleo recommended approval of Item #1704-13, Amended Board Item 1610-51: Fiscal Year 2017 Capital Program. Approval was requested to amend Board Item Number 1610-51: NJ TRANSIT FY2017 Capital Program to increase the total amount authorized for the Transportation Trust Fund for Fiscal Year 2017 by \$140,000,000 from \$582,500,000 to \$722,500,000, for a total Capital Program authorization of \$1.823 billion.

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

Roll Call Vote:

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

Executive Session Authorization

At approximately 9:53 a.m., Chairman Hammer requested a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege.

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

Board Secretary Zuczek conducted a Roll Call as Board Members returned to Open Session. All Board Members, except Board Members Castillo and Greaves, returned to open session at approximately 10:51 a.m.

1704-14: NJ TRANSIT RESILIENCE PROGRAM – LONG SLIP CANAL FILL AND RAIL ENHANCEMENT: CONSULTANT CONTRACT AWARD FOR PHASE 2 PRELIMINARY AND FINAL DESIGN SERVICES AND PURCHASE OF ENVIRONMENTAL MITIGATION CREDITS

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1704-14 for approval.

Eric Daleo recommended approval of Item #1704-14, NJ TRANSIT Resilience Program – Long Slip Canal Fill and Rail Enhancement: Consultant Contract Award for Phase 2 Preliminary and Final Design Services and Purchase of Environmental Mitigation Credits. Approval was requested to enter into NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide Preliminary and Final Design consultant services for the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$8,424,520, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to purchase wetlands credits and riparian land credits to support the Long Slip Canal Fill and Rail Enhancement Project, in the amount discussed in Executive Session, subject to the availability of funds.

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

Roll Call Vote:

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

Public Comments on Other Matters

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

Chairman Hammer noted there were a couple groups that return at almost every meeting and noted there were speakers representing RAGE and Russell Graddy. He explained that, in the interest of time, two speakers for each group would have five minutes each to speak and any additional speakers for those groups would have one minute each to speak.

Kin Gee provided an update on JCP&L's proposal to use NJ TRANSIT's right-of-way to build a 10-mile long, 230,000-volt transmission line from Aberdeen to Red Bank. He noted the proposal was before Administrative Law Judge Gail Cookson. Mr. Gee said they have been following the formal expert testimony during the last couple months. He noted that included testimony by the New Jersey Department of Rate Counsel that there are cheaper, viable, alternatives available for this particular project.

Mr. Gee said it was the first day of the hearing before Judge Cookson, which is why Rachel Kanapka was not at NJ TRANSIT's meetings. He noted the hearing will go through next week and then the judge has 45 days to make a decision that will go back to the Board of Public Utilities. Mr. Gee noted a number of public officials were against the project.

Mr. Gee said the second public hearing ordered by Judge Cookson occurred on March 29, 2017. He said it started at 5:30 pm and lasted until 11:00 pm, with many residents in opposition still not having a chance to speak. Mr. Gee said more than 3,000 residents attended this hearing. He contrasted this with the attendance at another JCP&L project for Oceanview, where there were four people in attendance. Mr. Gee said the reason for so many residents speaking regarding this project was because the proposal was highly unusual. He reiterated his past comments about the size of the monopoles compared to the right of way and the distance to residents' property.

Mr. Gee noted there were two derailments over the past week and it was fortunate they were low speed and relatively minor. He said these incidents can and will happen and said to imagine what would happen to one of these high voltage monopoles near schools and the nightmare scenario. He said there was a reason there was supposed to be a minimum 150 feet width. Mr. Gee said this type of project was not meant to be built in the narrow right of way that was built for railroad operations, not transmission lines. He said the project is not in the public interest and asked they not let the ill-conceived project to become NJ TRANSIT's liability.

Patrick O Hagan is a resident of Middletown. He seconded the remarks by Mr. Gee in opposition of the Monmouth County Reliability Project. Mr. O Hagan reminded NJ TRANSIT of the strong opposition of the project by commuters and residents from the five towns where the project is proposed to go through. He urged NJ TRANSIT not to grant use of their right of way to JCP&L for the project.

Steve Thorpe discussed some concerns that were not on the agenda. Mr. Thorpe said the derailment on April 3, 2017 necessitated him almost completely altering his prepared statement. He noted there were two derailments within 10 days, on Friday, March 24, 2017 and Monday, April 3, 2017, which impacted their riders.

Mr. Thorpe noted on March 24, 2017, Amtrak derailed and sideswiped an NJ TRANSIT train causing service to be disrupted for hours. He asked what NJ TRANSIT and riders were getting for the 2012 PRIIA money. Mr. Thorpe noted the tracks were owned and operated by Amtrak. Since there were two derailments, he questioned what Amtrak was doing for NJ TRANSIT other than disrupting service.

Mr. Thorpe said Amtrak is the landlord and NJ TRANSIT is the tenant. He has serious concerns regarding the physical conditions at New York Penn Station. Mr. Thorpe suggested NJ TRANSIT conduct an independent investigation into the causes of the two incidents and once they do, to find a solution. Mr. Thorpe said Amtrak may not have the money to fix it and NJ TRANSIT as tenant should.

Mr. Thorpe said the Morris & Essex Line and Montclair-Boonton were diverted to Hoboken, which was a good disaster plan. He said riders cannot wait 30 months for repairs to be completed in Hoboken Terminal. Mr. Thorpe believes they need more service to Hoboken than is currently offered.

Mr. Thorpe said the snowstorm on March 14, 2017 was a difficult storm for all providers and NJ TRANSIT's determination to run some service was commendable. He said NJ TRANSIT was able to get their riders home that day under less than ideal circumstances. Mr. Thorpe said the worst conditions were exasperated by a tree falling on the Morris & Essex Line. He noted this was not NJ TRANSIT's fault.

Mr. Thorpe believes March 15, 2017 was different. He said NJ TRANSIT did not anticipate the demand and overcrowded trains and hot tempers ensued. Mr. Thorpe said Metro-North and Long Island Railroad ran much of their schedules that day but NJ TRANSIT ran enhanced weekend schedule that is normally operated on holidays like Martin Luther King Day and Presidents Day. He said people were counting on NJ TRANSIT to get them to work and several riders expressed their displeasure on social media.

Mr. Thorpe requested that timetables in the future indicate which trains runs on severe weather days. He suggested creating a schedule that will work. He noted Amtrak has an "S" on their Keystone Line trains that they run on storm days and MARC uses an "R" for trains that run on storm days. Mr. Thorpe said this way the public has it printed in front of them in their hand so they know what trains are running when told which letter schedule is running. He said there was a lot of confusion regarding what service runs on an enhanced schedule day.

Murray Bodin said the administration in Washington D.C. has said outdated rules must go and to get a new rule, they must get rid of two old ones. He said they will not continue to give NJ TRANSIT money if they continue to do things the way they have

always done and that are outdated. Mr. Bodin said there are hundreds of light rail intersections controlled by traffic lights. He doesn't understand why the heavier railroad cars are controlled by flashing red lights instead of traffic lights. He believes the reason is because 75 years ago they did not have traffic lights, and there are two different sets of lights because the heavy rail lights were never changed.

Mr. Bodin believes until NJ TRANSIT changes, they will be recognized in Washington D.C. as not spending money wisely. He believes there are accidents because people do not understand flashing red lights. Mr. Bodin said people are used to traffic lights and the flashing red lights are useless.

Mr. Bodin said until NJ TRANSIT begins to understand the need to upgrade lights at railroad crossings, he would not expect any money for Gateway Tunnel because they know what is going on. He believes to run a good transit agency, NJ TRANSIT needs to change to traffic lights. Mr. Bodin said NJ TRANSIT is already doing it and there is no reason to use the old system. He believes NJ TRANSIT must show they understand change and get rid of old things that are no longer useful to get Gateway.

Randy Glucksman asked what the schedule department was thinking. He voiced concern about the schedules relating to the two derailments and the incident in September. Mr. Glucksman said the platform in Secaucus that morning was jammed and they were lucky their train coincided with a westbound train so they were able to make the meeting. He thinks the "S" schedules are a great idea.

Mr. Glucksman believes the design-build idea is a great thing. He noted the MTA approved a project that includes incentives to complete it in 15 months, and daily penalties if they do not.

Mr. Glucksman said the alerts the prior day kept them well informed and the staff is doing an outstanding job. He asked whether the Board gets out and rides the trains to experience the conditions and see the impact for commuters.

Jack May believes the rail service was insufficient on March 15, 2017, one day after a massive snowstorm. He said it appears NJ TRANSIT took note of the situation, saw that its lines would be passable by the following morning, and decided to run augmented weekend service. Mr. May said that was commendable and he salutes NJ TRANSIT and its employees for working hard to ensure its most critical users were served one way or another. However, he said it was insufficient as many of NJ TRANSIT's riders in the Montclair area who were finally able to reach their station had no trains.

Mr. May said NJ TRANSIT was warned about this issue three years ago after massive storms in January and February 2014. He said he spoke at the following Board meeting and presented the arguments he was making that day. Mr. May said he followed it up with a letter to then Executive Director Hakim, who had just started the job, indicating how disappointed he was but hopeful that would change under her leadership. He said he has redistributed that letter to the Board.

Mr. May read excerpts from the letter. He commented then on having real snow schedules in the future instead of holiday time tables during weather emergencies. Mr. May said he wrote about having real snow schedules instead of holiday time tables. He said it is easy to take a schedule designed for minor holidays like Martin Luther King Day and Presidents Day and call it a snow emergency schedule. However, he said on three days during the past winter, in January and February, they had large overnight snowstorms and difficult rush hour conditions, but by noon or 1:00 pm, the road and rail were substantially clear.

Mr. May said he is sure these schedules work well for critical workers who have to be at their jobs in the morning, but they did not for those who use the railroad during weekday off-peak hours. He said all the lines, except Montclair-Boonton, had adequate off-peak service. Mr. May noted the holiday time table has no inbound service scheduled after the morning rush for certain stations in the Montclair where he resides. He said he was not asking NJ TRANSIT to change service patterns in the middle of a snow day, but he was asking NJ TRANSIT to create real snow day schedules for Montclair-Boonton Line so passengers can have similar treatment to all other NJ TRANSIT customers, in such emergencies.

Mr. May noted his letter had stated his hopes that NJ TRANSIT would take his suggestions seriously and create a snow emergency schedule for at least Montclair-Boonton Line, where it was needed most. He said he must have made an impression because less than a month later, Executive Director Hakim told him the problem would never happen again and that same day it was echoed by Tom Morgan and Bob Lavell, who was just promoted. Mr. May said during the winters of 2014 and 2015, service was never interrupted and he was happy. However, he said last month what they had been promised did not occur and the commuters in Montclair had no inbound service to New York City after 9:00 a.m. Mr. May said all other lines had regular off-peak service, including the Morris & Essex Line, which had hourly service, while Montclair had none.

Orrin Getz, Vice Chairman of the Metro-North Rail Commuter Council, expressed concern about the problems that occurred the prior day in clearing the derailment and in New York. He believes NJ TRANSIT should have worked faster with Amtrak and NTSB to clear it and get the trains back into service. Mr. Getz said NJ TRANSIT should have been providing up to the minute status on what was going on. He said they just found out the derailed train was actually cleared the prior day.

Mr. Getz believes using a weekend holiday schedule on the North Jersey Coast Line and Northeast Corridor was inadequate. He said the crowding in Secaucus that morning to get on trains into New York Penn Station was terrible. Mr. Getz said a woman on their train to Newark had been stranded in Secaucus for an hour because she could not get on the train to New York Penn Station, so she backtracked to Newark to take the PATH to the World Trade Center. He believes this is intolerable and there has to be a better system and better schedules.

Mr. Getz said at his last meeting prior Board Member Meisel said that they should go ahead with the sidings on the Pascack Valley Line. Mr. Getz believes these are critical for Rockland County and NJ TRANSIT should go back to the 9 communities that

brought the original lawsuit to block the Vale Siding and Golf Siding, find out if there are any concerns and renegotiate. Mr. Getz said Rockland County Executive Ed Day strongly supports these projects and they could push MTA to provide its fair share of funding towards these projects. He said they need the service on the Pascack Valley Line so they can continue north into Bergen and Rockland Counties in the beginning of the workday. Mr. Getz said the first train north is 10:00 a.m. and is inadequate so they need NJ TRANSIT to put together preliminary cost estimates for the sidings and work with Metro-North to get the funding to move the projects ahead.

Joseph Clift noted in his handout for the non-agenda items, the inbound and outbound schedule, and pointed to the area that Jack May was saying was missing. He said looking at the number of trains on a weekday versus enhanced weekend schedules in the peak hour, the best NJ TRANSIT is doing is 50 percent, and on the Northeast Corridor it is only 45 percent. Mr. Clift said if they have anywhere near normal mid-week demand, with people who do not want to drive in snow, there is double the number of people as NJ TRANSIT has capacity for. Mr. Clift commended Executive Director Santoro because he saw in his report that they are going to work on this. He would like the schedule somewhere in the middle between weekday and holiday service levels, with a letter on the top noting it.

Mr. Clift wants the Board to look into opening the passageway in the West End Concourse. He believes it has been functionally finished for a year. Mr. Clift said the Long Island Railroad's portion has been accessible during peak hours during construction.

Mr. Clift discussed the capital program. He said he touched on it when discussing the Long Slip item. Mr. Clift said the \$95 million of overrun on Positive Train Control will have to be paid by someone. He said the \$140 million has to come out of the capital program and if they are doing it right and put in \$95 million for the overrun, \$95 million has to be taken out. Mr. Clift said it would be nice if the politicians let NJ TRANSIT do a fair presentation of the capital program to the public. He believes NJ TRANSIT is capable of that but not had the opportunity to do it.

Mr. Clift said NJ TRANSIT needs to spend money on a new tunnel. He thinks only one tunnel is needed and improvements at New York Penn Station so they can run more trains and have reliability if one tunnel is shut down. Mr. Clift said this is far more important and all the other options pale in comparison. He said there is not strategic perspective to the capital program and he does not think it is NJ TRANSIT's fault, but a fault of the process that needs to be corrected.

Stan Matthews said he represents Russell Graddy in a matter from 14 years ago that they have spoken about before. He said they held a press conference there the prior day to inform the public of where they were in that discussion. Mr. Matthews said there was an offer to settle the dispute. They are not satisfied that the offer was serious because it did not include the return on Mr. Graddy's investment. Mr. Matthews said the investment is not in dispute and no judge or court has ruled that he was not entitled to the return on his investment. He said Mr. Graddy will speak briefly and then Mr. Matthews will outline what he thinks is a fair conclusion of the matter.

Russell Graddy said he has been before the Board several times, trying to outline what happened. He said he has asked that they investigate what happened and he is sure by now they have all the facts. Mr. Graddy said he spent over \$1 million in NJ TRANSIT's property in Atlantic City in 1997. He said he spent that money because NJ TRANSIT promised to give him 20 years to recoup his investment fixing up the property. Mr. Graddy said he spent all his savings to put in a state of the art restaurant.

Mr. Graddy said after seven years, NJ TRANSIT decided to move the bus station again. He said NJ TRANSIT promised if he gave up his space and his keys and gave permission to move his equipment out, they promised to relocate him to a new space. Mr. Graddy said he gave his keys to the Atlantic City Bus Station Manager and NJ TRANSIT reneged on the promise. He said he went to court and the arbitrators said NJ TRANSIT should give Mr. Graddy \$1.3 million but NJ TRANSIT rejected it. Mr. Graddy thinks someone should ask why. He said the first offer would not cost NJ TRANSIT anything.

Mr. Graddy said he had a good record of paying his rent, operated a first class restaurant and NJ TRANSIT rejected the settlement. He said NJ TRANSIT offered \$183,000. Mr. Graddy said that was ridiculous because he still owed \$200,000 on his previous investment. He said it was obvious they were trying to destroy him. Mr. Graddy said he thinks NJ TRANSIT is hanging its hat on the \$183,000 offer. He said he rejected that and it was unfair. Mr. Graddy said NJ TRANSIT did not give him the 20 years to obtain his return on his investment. He said he was mentally, physically, and economically destroyed. Mr. Graddy asked them to restore him to where he was when he was destroyed.

Stan Matthews said they realize no one currently on the Board or the current Executive Director served at NJ TRANSIT in 2002. He said he was raised in a household where his sister or elder cousin, sometimes made a mess in the kitchen and when his mom came home, she would not ask who made the mess, but would say whoever was present in the house had the obligation to clean it up. Mr. Matthews said he believes this Board has the obligation to clean up a wrong that a previous board created.

Mr. Matthews noted the recent offer. He also noted the pledge of allegiance that morning and said the operative clause was "one nation under God with liberty and justice for all." Mr. Matthews said justice includes Russell Graddy. He said the offer they received contended Mr. Graddy's property that was put into storage in Atlantic City was never in the possession of NJ TRANSIT so NJ TRANSIT was not responsible for returning the property. Mr. Matthews said they disagree with that. He said anyone knows the lease is the governing relationship between a landlord and tenant. Mr. Matthews believes the lease should govern this situation. He said the lease was with NJ TRANSIT and it was NJ TRANSIT's idea for him to relocate.

Mr. Matthews said they have three memos from Suzanne Silverman from the Attorney General's Office representing NJ TRANSIT. He paraphrased one of them that said she was writing on behalf of NJ TRANSIT regarding the lack of progress by Atlantic City Souvenirs and Snacks in moving forward with its relocation of its business to the new bus terminal. Mr. Matthews said the letter continued stating that NJ TRANSIT relocated its bus

operations to the new terminal on October 4, 2004, however, Mr. Graddy had not concluded his negotiations with ACA regarding the fit out and Mr. Graddy had known about his need to relocate to the new terminal for more than one year.

Mr. Matthews said Russell Graddy moved because of NJ TRANSIT's idea and he turned his keys over to NJ TRANSIT's Bus Operations Manager, not ACA. He said Mr. Graddy should not need to pursue a third party he had no relationship with. Mr. Matthews said NJ TRANSIT, like any other landlord, should return his investment and the offer should approximate the value of what he invested.

Mr. Matthews said they have been in communications with the Attorney General's Office and the Chief of Staff, and Executive Director Santoro has met with him once. He thanked Executive Director Santoro for opening the door to a conversation. Mr. Matthews said no court ruled Mr. Graddy was not entitled to his investment or his property. He said no one would want to be told by their landlord that someone else has your property and to go after them. Mr. Matthews said they believe the Board has the power to recommend the Executive Director meet with counsel and review the investment Mr. Graddy made and return it to him. He said if they do not, they will continue to share with the public, the continuing quest for Mr. Graddy obtaining what he invested.

Adjournment

Since there were no further comments or business, Chairman Hammer called for adjournment and a motion to adjourn was made by Board Member James C. Finkle, Jr., seconded by Board Member Lisa LeBoeuf, and unanimously adopted. The meeting was adjourned at approximately 11:33 a.m.

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

APRIL 4, 2017

MINUTES

	PAGE
➤ CALL TO ORDER	-
➤ SAFETY ANNOUNCEMENT	-
➤ PLEDGE OF ALLEGIANCE TO THE FLAG	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	50651
➤ PUBLIC COMMENTS ON AGENDA ACTION ITEMS ONLY	-
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT (NEXT SCHEDULED REPORT JUNE 2017)	-
➤ BOARD COMMITTEE REPORTS	-
*Customer Service Committee	
*Administration Committee	
*Capital Planning, Policy and Privatization Committee	
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	50652

ACTION ITEMS

1704-12 HOBOKEN STATION REPAIRS: AMENDMENT TO 2012 TASK ORDER 50673 CONSULTANT CONTRACTS

Authorization to increase the task limit authorization for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. of New York, New York (NJ TRANSIT Contract No. 13-006C), currently set at \$500,000, to \$1,600,000 for the Hoboken Station Repairs Project task only, subject to the availability of funds. The current contract limit of \$5,250,000 and overall program authorization of \$48,075,000 will remain unchanged.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
RESCHEDULED BOARD OF DIRECTORS' MEETINGS
APRIL 4, 2017
MINUTES
PAGE 2

1704-13 AMENDED BOARD ITEM 1610-51: FISCAL YEAR 2017 CAPITAL PROGRAM 50678

Authorization to amend Board Item Number 1610-51: NJ TRANSIT FY2017 Capital Program to increase the total amount authorized for the Transportation Trust Fund for Fiscal Year 2017 by \$140,000,000 from \$582,500,000 to \$722,500,000, for a total Capital Program authorization of \$1.823 billion.

EXECUTIVE SESSION AUTHORIZATION: Discuss personnel matters, contract negotiations, the status of pending and anticipated litigation and matters falling within the attorney-client privilege. **50682**

1704-14 NJ TRANSIT RESILIENCE PROGRAM – LONG SLIP CANAL FILL AND RAIL ENHANCEMENT: CONSULTANT CONTRACT AWARD FOR PHASE 2 PRELIMINARY AND FINAL DESIGN SERVICES AND PURCHASE OF ENVIRONMENTAL MITIGATION CREDITS 50683

Authorization to enter into NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide Preliminary and Final Design consultant services for the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$8,424,520, plus five percent for contingencies, subject to the availability of funds.

Authorization to purchase wetlands credits and riparian land credits to support the Long Slip Canal Fill and Rail Enhancement Project, in the amount discussed in Executive Session, subject to the availability of funds.

- **PUBLIC COMMENTS ON OTHER MATTERS**
- **ADJOURNMENT**

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the March 8, 2017 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on March 13, 2017;

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

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



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

TO: BOARD OF DIRECTORS
 FROM: STEVEN H. SANTORO 
 DATE: APRIL 4, 2017
 SUBJECT: EXECUTIVE DIRECTOR'S REPORT – APRIL 2017

Yesterday morning, Northeast Corridor train #3926 experienced a slow-speed derailment while pulling in to Track 9 at New York's Penn Station. Of the approximately 12-hundred customers on board, we were notified of a few minor injuries. We are actively investigating the cause of this incident.

On Friday March 24th at approximately 9 a.m., an Amtrak Acela train departing Penn Station New York experienced a slow-speed derailment as an NJ TRANSIT Montclair-Boonton Line train was pulling in to the station. As a result, a few NJ TRANSIT customers and crew members reported minor injuries and two of our rail cars sustained damage. We are working cooperatively with Amtrak and federal officials as the investigation continues into this incident. I want to recognize all of our employees who were on the scene, in both incidents, to ensure our customers safely exited the trains and to our employees who worked on restoring service as quickly as possible to minimize impact to our customers – which was no easy feat. Contingency rail schedules had to be created, crews and equipment had to be positioned, all while conditions were changing by the minute.

An item on today's agenda is the additional Transportation Trust Fund money Governor Christie and state Legislature recently approved. The \$140-million will be used for technology, safety and transit enhancements across our system. Some examples include equipping more than 25-hundred new and existing buses with cameras to provide operators with 360-degree views, help us increase the capabilities of the MyTix mobile ticketing application, and advance efforts to expand our transit system.

One such expansion project is extending the Hudson-Bergen Light Rail into Bergen County. The Supplemental Draft Environmental Impact Statement (SDEIS) has been printed in the Federal Register and is available for public review and comment. The plan would have the light rail extend from its current terminus of Tonelle Ave. up to Englewood Hospital and Medical Center with several station stops in between. We will be holding two public hearings on the SDEIS on April 24th at the Crowne Plaza Hotel in Englewood. The first session will be from 3 p.m. to 5 p.m. and the second hearing will extend from 7 p.m. until 9 p.m. Both sessions will include a formal presentation, an open house with displays and information and the ability for the public to comment on the findings of the SDEIS. For those who cannot attend the hearings, they can submit their comments in writing. The address where the public can send those comments to can be found on the project website at NorthernBranchCorridor.com. The website is also where you can download the SDEIS. The document is also available for review at public libraries in the study corridor. Comments must be submitted in writing by May 23rd. We encourage all residents and NJ TRANSIT customers to share their thoughts as we work together to move this important project forward.

On March 14th, Mother Nature delivered us another round of winter weather. With forecasted snow totals of up to two feet in some areas, we decided for safety reasons to suspend all bus service that day and reduce rail and light rail service. We didn't get as much snow as was predicted, but we took no chances with the safety of our customers and employees. Moving forward for next winter, we plan to come up with pre-set snow schedules for our rail operations to implement to address some of the issues our customers told us they had with the President's Day schedule – which on some lines does not have service to the outer most areas. We will come up with various weather-related schedules to give us a plan for running the most amount of service while also giving customers an expectation of what service will be available.

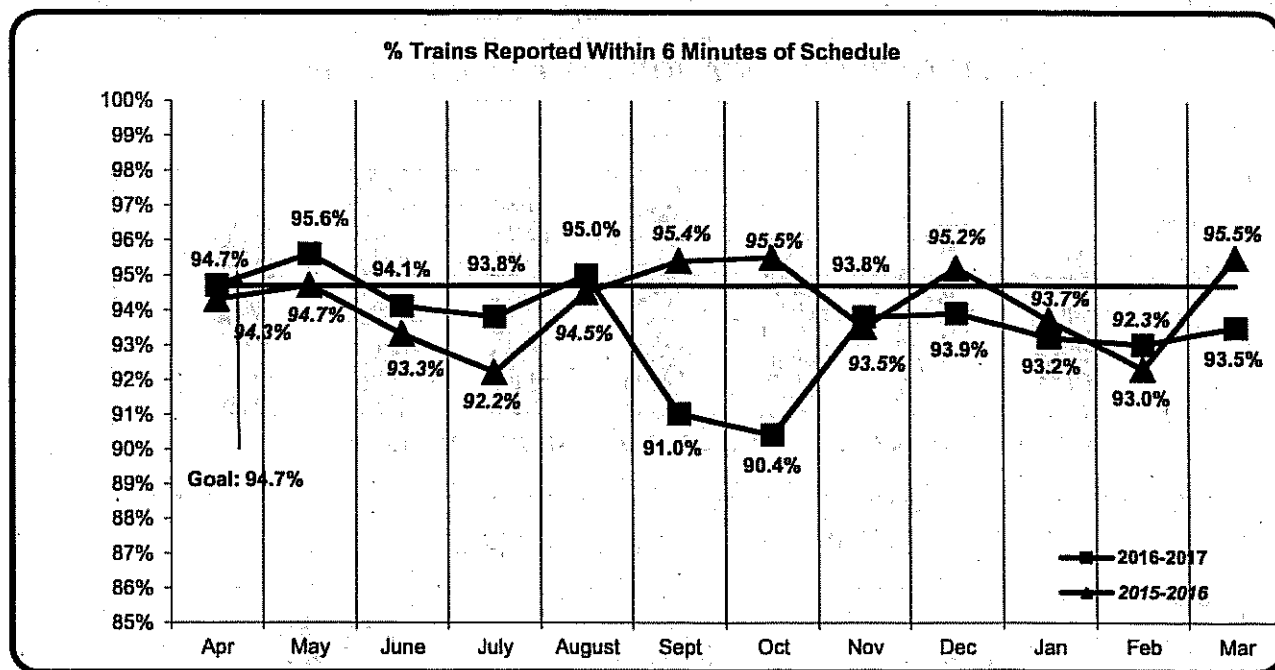
Last week NJ TRANSIT entered into a great new partnership with the U.S. Army. It is called the Partnership for Youth Success, and it introduces soldiers, who have completed their service, to hundreds of companies across the country like NJ TRANSIT. These soldiers get a chance to showcase their valuable leadership and technical skills to potential employers while providing NJ TRANSIT with a nationwide pool of talented and dedicated individuals to possibly fill key positions. I look forward to this new partnership.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 2017

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

PERFORMANCE MEASURES

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



	2016	2017	# Change
March Comparison	95.5%	93.5%	-2.0%

	2015-2016	2016-2017	# Change
12-Month Average Apr. 2015- Mar. 2017	94.2%	93.5%	-0.7%

Analysis:

Rail On-Time Performance was 93.5% for March 2017. Of the 18,398 trains scheduled to operate, 17,204 were on time, while 1,194 trains (or 6.5%) were delayed. Key causes included:

- NJT trackside interference, Amtrak switch failure (weather), NJT personnel shortage and NJT switch failure (weather) contributed to 50 delays resulting in 82.5% OTP on March 14.
- NJT weather related incidents contributed to 106 delays resulting in 71.3% OTP on March 15.
- Amtrak derailment contributed to 244 delays resulting in 64.0% OTP on March 24.

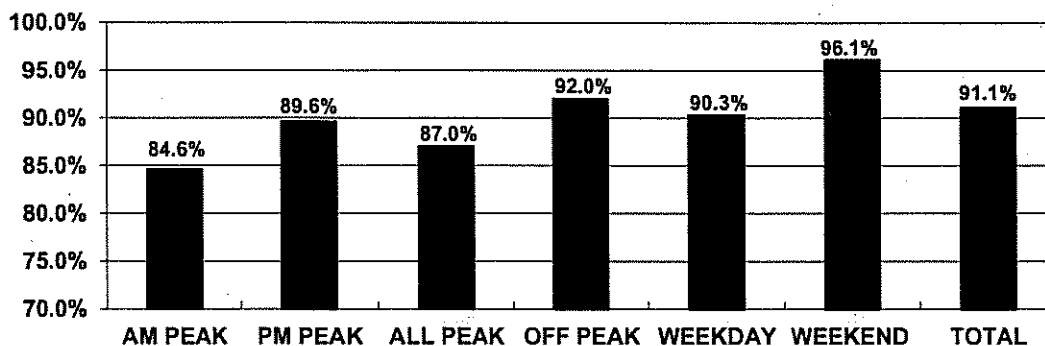
The 12-month average for Rail On-Time Performance for April 2016 - March 2017 was 93.5%, which has declined by 0.7%.

ON-TIME PERFORMANCE RAIL

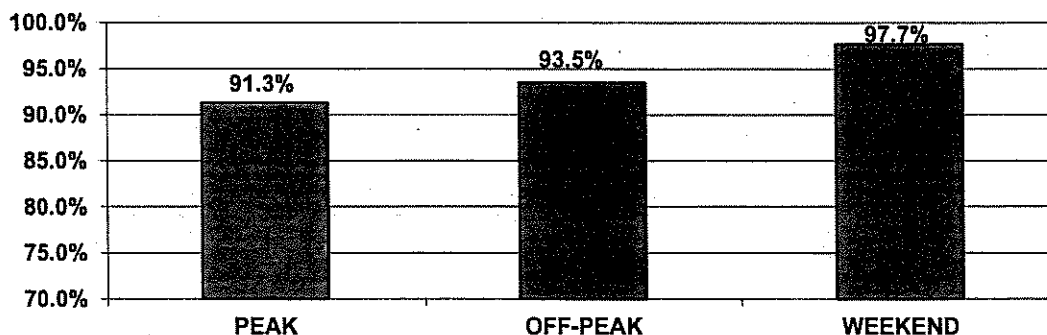
SUMMARY BY TIME PERIOD MARCH 2017

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

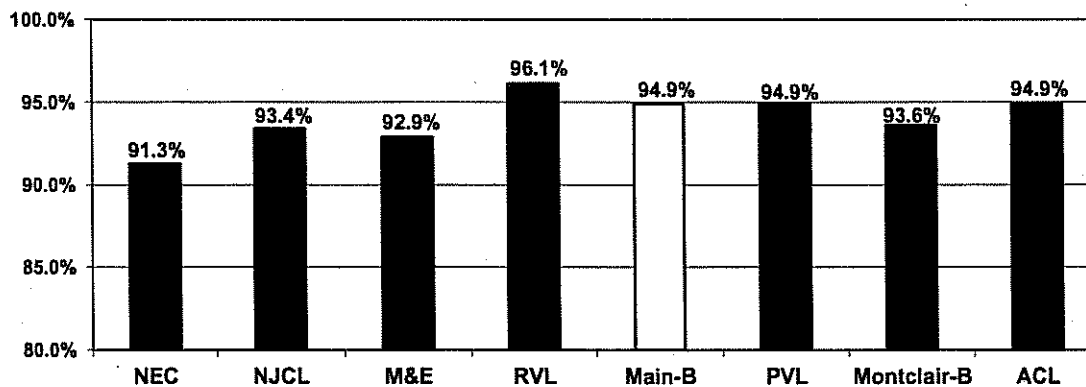
% NEW YORK PENN STATION Trains Reported On Time *



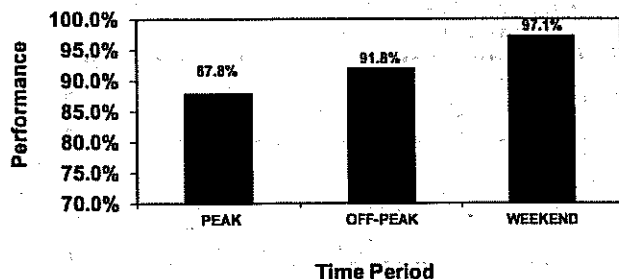
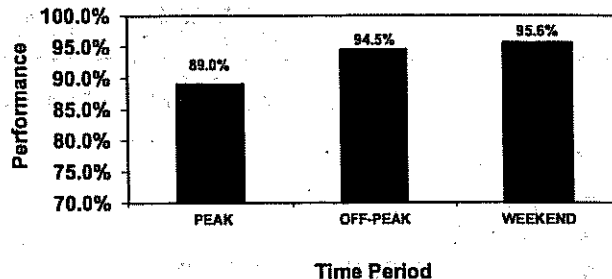
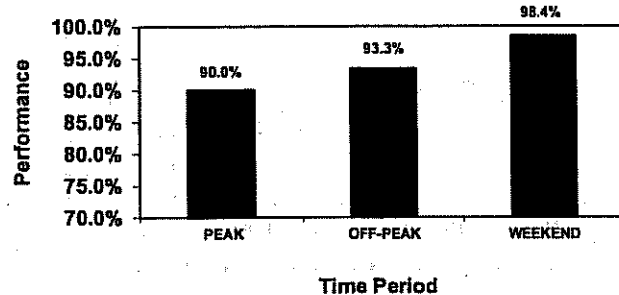
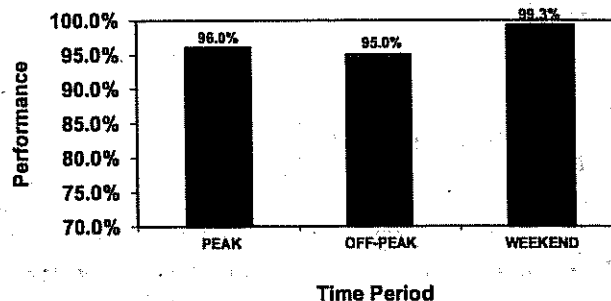
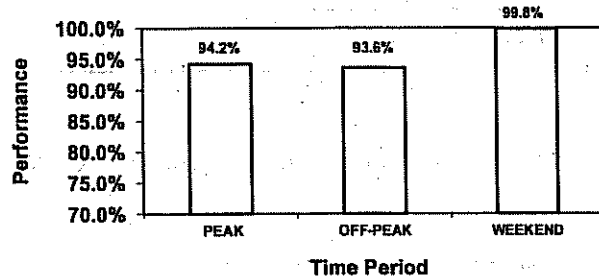
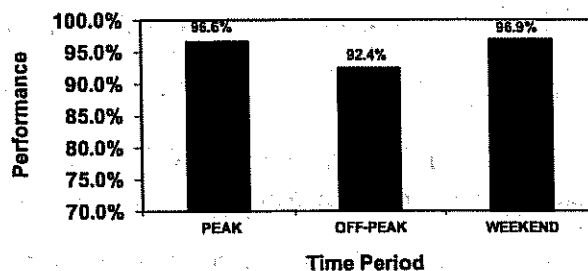
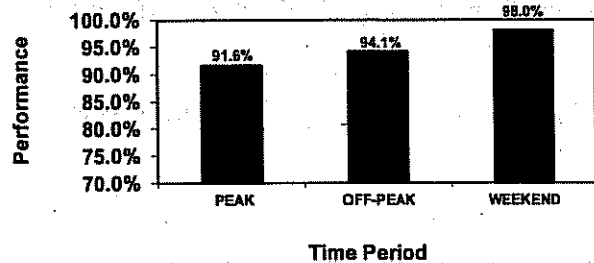
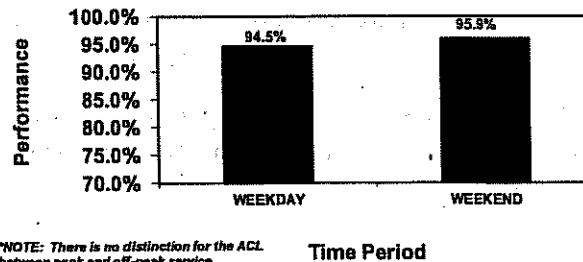
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



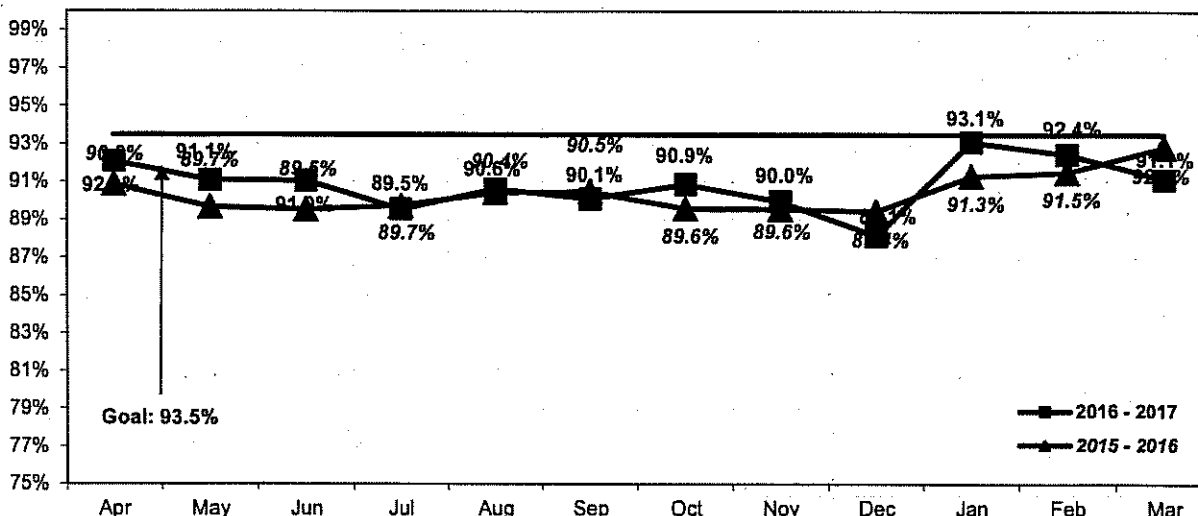
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2017

NORTHEAST CORRIDORNORTH JERSEY COAST LINEMORRIS & ESSEXRARITAN VALLEY LINEMAIN-BERGENPASCACK VALLEYMONTCLAIR-BOONTONATLANTIC CITY*

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

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

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2015 - 2016	2016 - 2017	% Change
March Comparison	92.8%	91.1%	-1.7%

	2015 - 2016	2016 - 2017	% Change
12-Month April 2015 - March 2017	90.4%	90.8%	0.4%

Analysis:

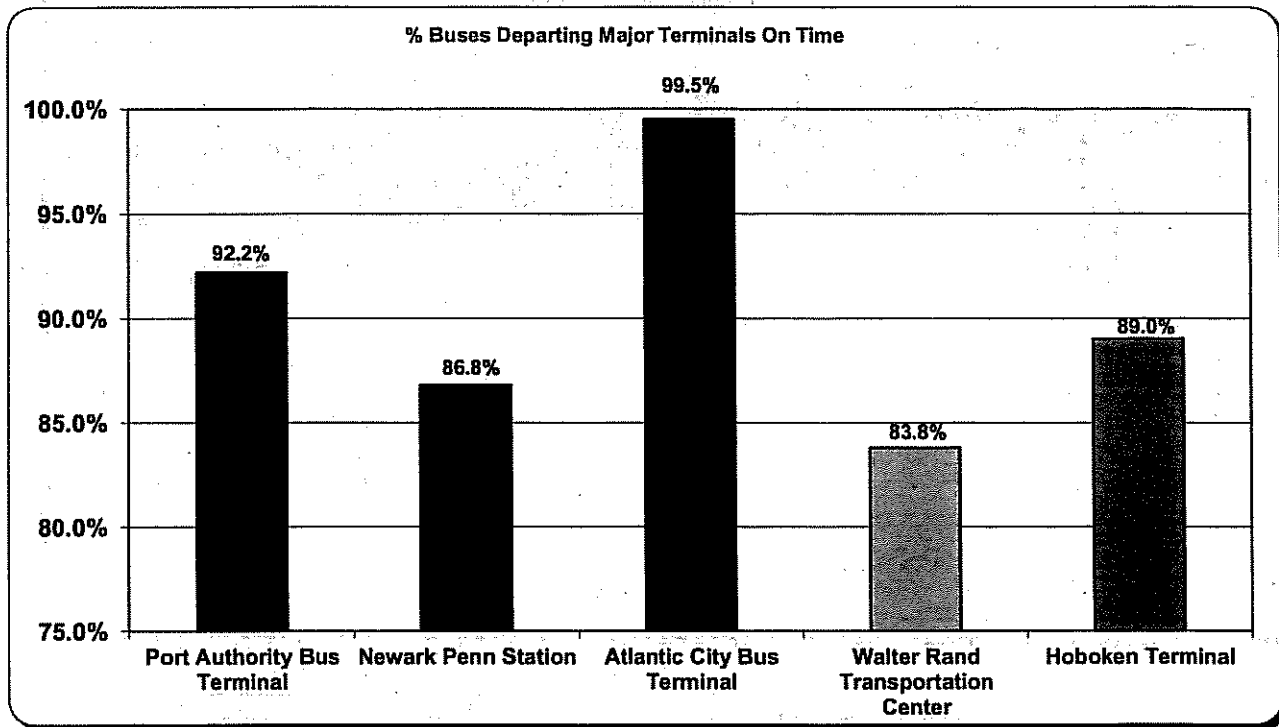
Bus On-Time Performance was 91.1% for March 2017. Of the 44,913 monitored departures, 3,986 (or 8.9%) experienced delays. Key causes included:

- High volume due to cross honoring caused by Amtrak and NJT rail outages affected performance at Newark and Hoboken on March 24 and March 27.
- A protest in Philadelphia affected performance on March 8.
- Construction on Washington Street in Hoboken, an 18-month project, affected performance at Hoboken throughout the month.

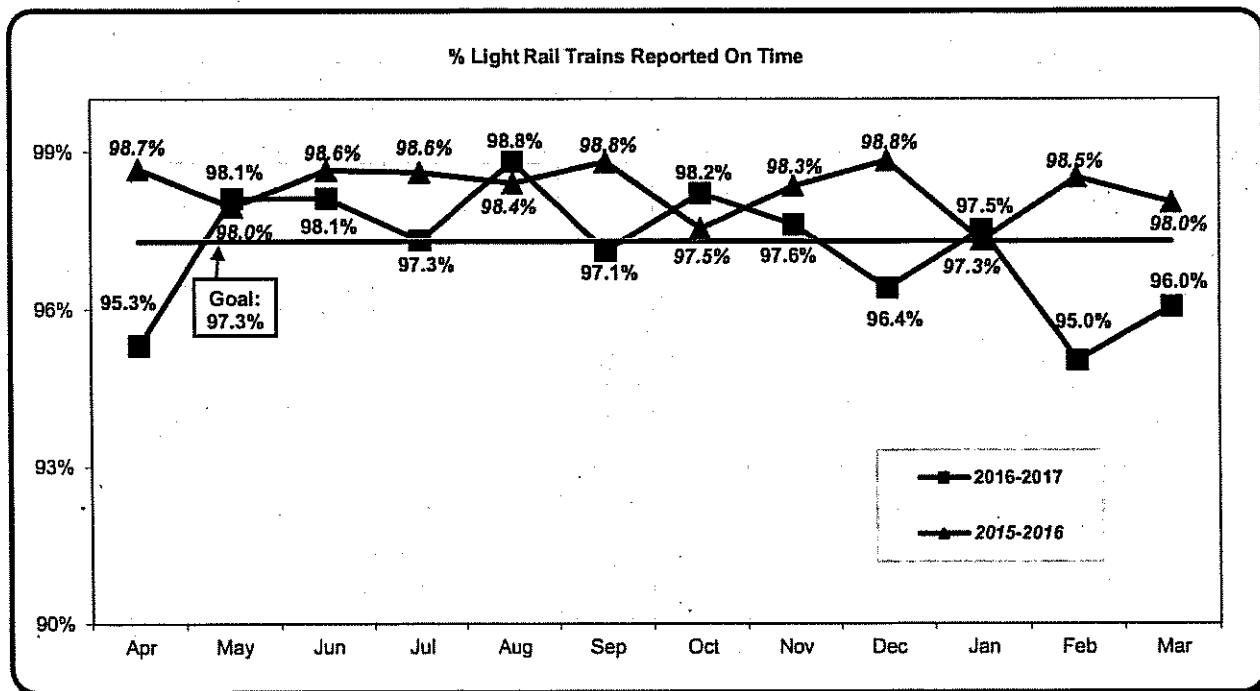
The 12-month average for Bus On-Time Performance for April 2016 - March 2017 was 90.8%, which was an increase of 0.4% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2017



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



	2016	2017	# Change
March Comparison	98.0%	96.0%	-2.0%

	2016	2017	# Change
12-Month Average Ended Mar. 2016 & Mar. 2017	98.3%	97.1%	-1.2%

Analysis:

Light Rail On-Time Performance systemwide was 98.80% for the month of March 2017. Of the 27,169 scheduled departures, 1,074 (or 3.9%) experienced delays.

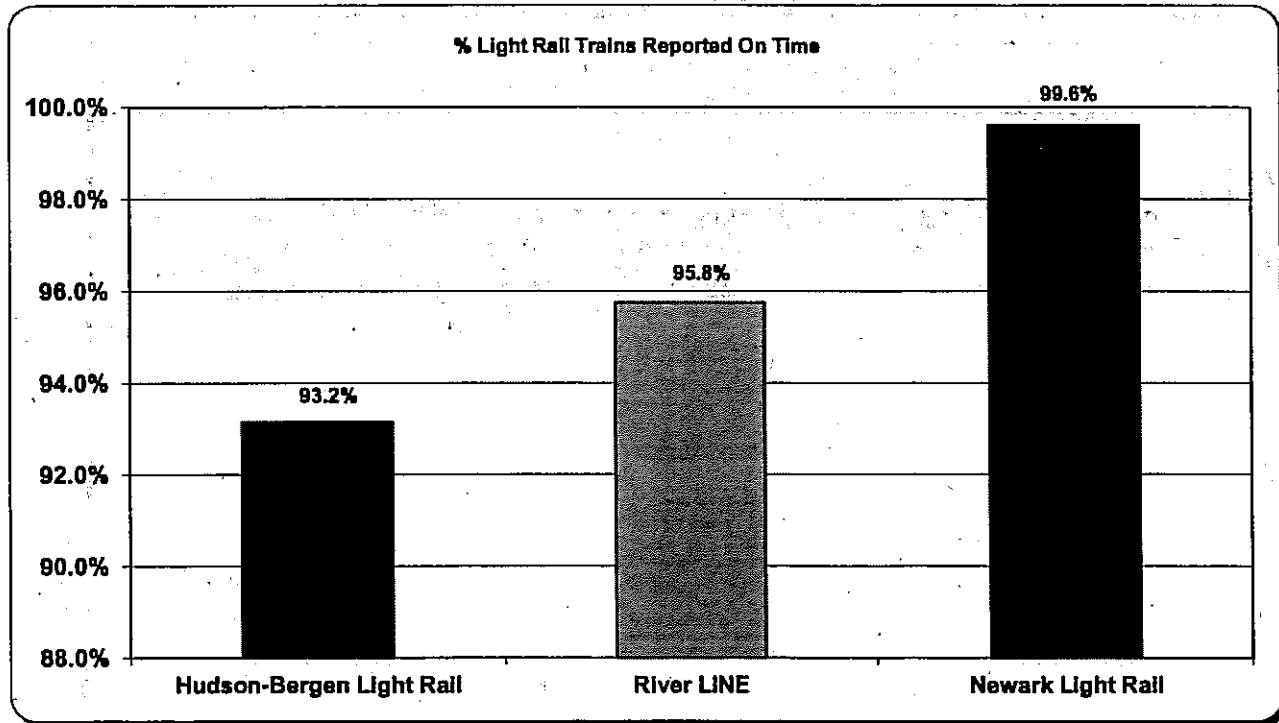
Key causes included:

- Scheduled construction north of Liberty State Park station delayed 143 HBLR trains on March 11.
- Signal equipment malfunction delayed 16 River LINE trains on March 20.
- A switch failure at Broad Interlocking delayed 9 Newark Light Rail trains on March 31.

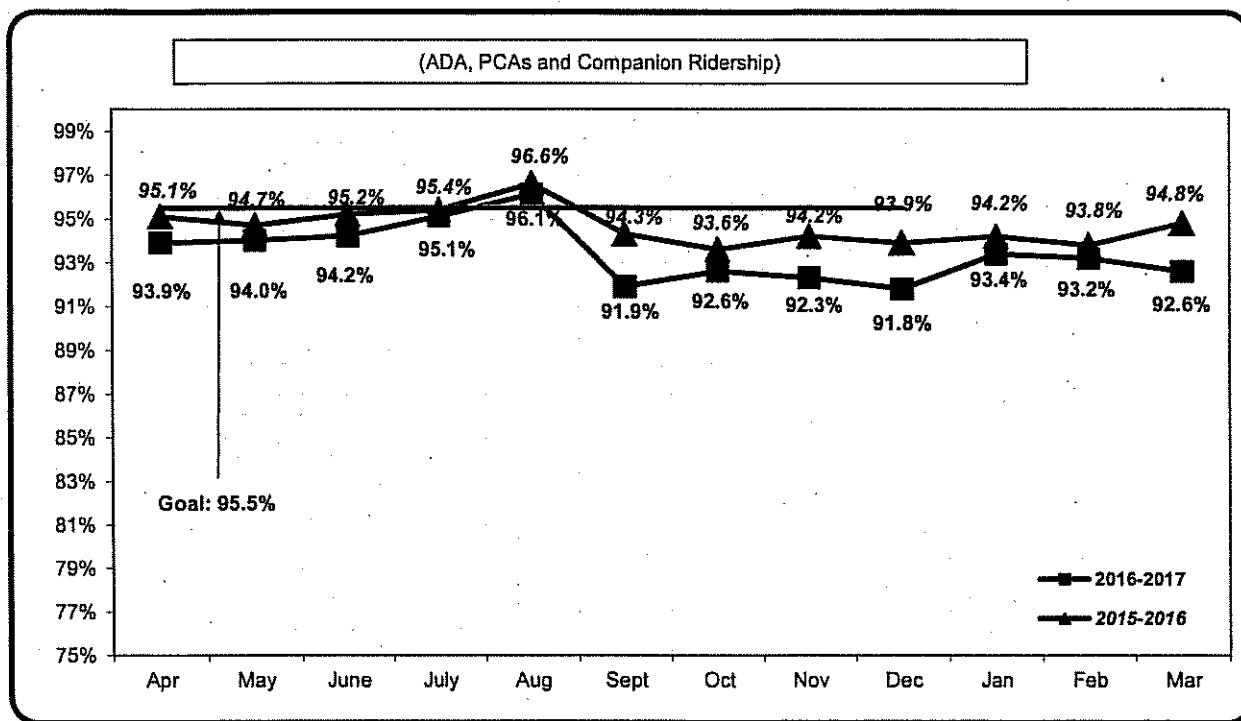
The 12-month average for Light Rail On-Time Performance for April 2016 - March 2017 was 97.12%, which decreased by 1.2% compared to April 2015 to March 2016.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE MARCH 2017



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



	2016	2017	% Change
March Comparison	94.8%	92.6%	-2.2%

	2016	2017	Difference
March Ridership	139,627	137,701	-1,926

	2015-2016	2016-2017	% Change
12-Month Average April-March	94.7%	93.4%	-1.3%

Analysis:

Access Link On-Time Performance was 92.6% for March 2017. In serving 137,701 total riders, for 126,161 ADA customers trips, 9,389 (or 7.4%) experienced delays.

Key causes include:

- * Service disruptions and suspensions were higher due to inclement weather (Snow on March 10 and Winter Storm Stella on March 14).
- * Road closures/construction caused service delays.

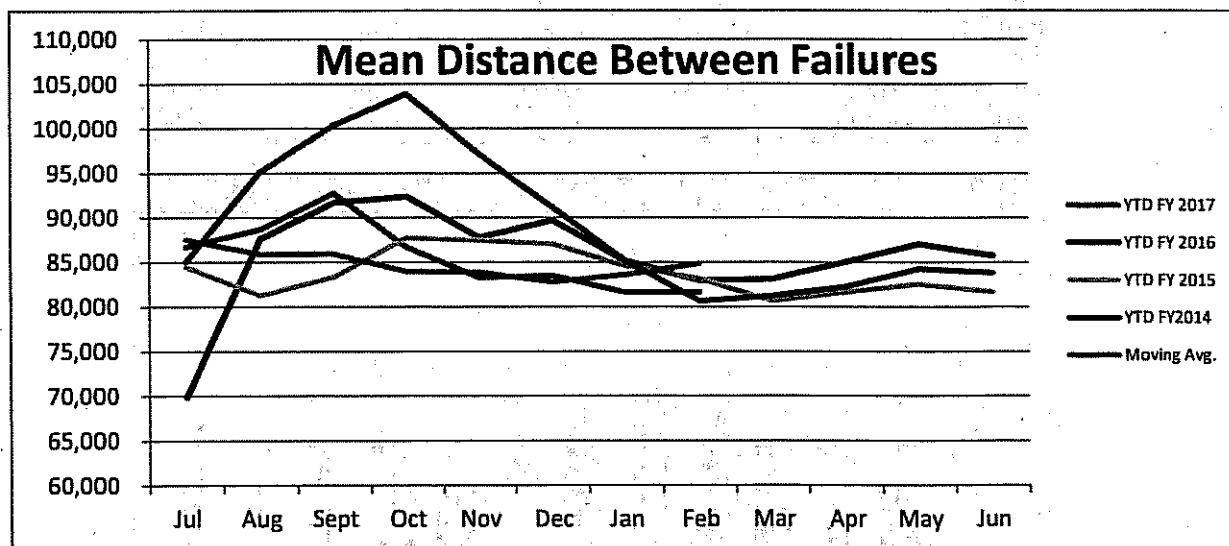
The 12-month average for Access Link On-Time Performance for March 2016 - February 2017 was 93.4%, which decreased by -1.3%.

MEAN DISTANCE BETWEEN FAILURES

February-17

NJ Transit Rail
Mean Distance Between Failures

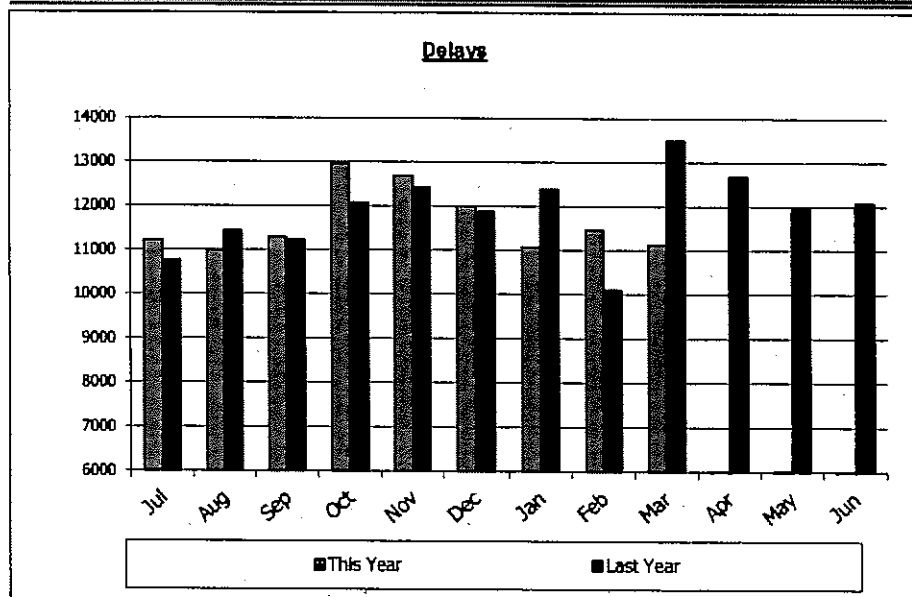
Month	YTD FY2017	YTD FY2016	YTD FY2015	YTD FY2014	12 Month Moving Avg.
Jul	86,683	69,926	84,508	85,097	87,513
Aug	88,680	87,565	81,319	95,116	85,898
Sept	92,705	91,669	83,368	100,341	85,954
Oct	86,626	92,329	87,750	103,813	83,937
Nov	83,272	87,756	87,434	97,112	83,870
Dec	83,501	89,655	87,042	91,128	82,753
Jan	81,633	85,167	84,607	85,161	83,609
Feb	81,639	82,949	83,179	80,639	84,826
Mar	-	83,112	80,659	81,229	-
Apr	-	85,060	81,649	82,293	-
May	-	87,022	82,566	84,237	-
Jun	-	85,722	81,704	83,798	-



Garage Performance Parameters**March 2017**

Location	Miles Between In-Service Delays			
	FY2017 Goal	This Month	FY2017 YTD	FY2016 YTD
Fairview	7,000	4,127	5,933	6,316
Greenville	9,900	5,641	6,223	7,037
Market Street	9,500	6,646	8,602	8,273
Meadowlands	11,500	6,214	7,526	8,200
Oradell	13,500	8,679	10,200	10,792
Wayne	12,500	12,851	12,848	11,778
Northern Division	-	7,457	8,922	9,156
Big Tree	9,600	16,574	9,819	7,909
Hilton	10,500	9,060	10,027	11,191
Howell	16,750	37,883	35,021	33,650
Ironbound	9,800	11,712	10,360	10,612
Orange	10,200	10,405	9,206	8,802
Morris	10,500	48,149	47,329	42,907
Central Division	-	14,534	13,140	13,011
Egg Harbor	16,500	12,548	15,365	14,384
Hamilton	20,000	23,404	18,035	24,232
Newton Avenue	15,700	14,663	13,862	14,432
Washington Twp.	14,500	19,924	13,652	13,301
Southern Division	-	15,878	14,736	14,742

Bus Operations	11,121	11,591	11,680
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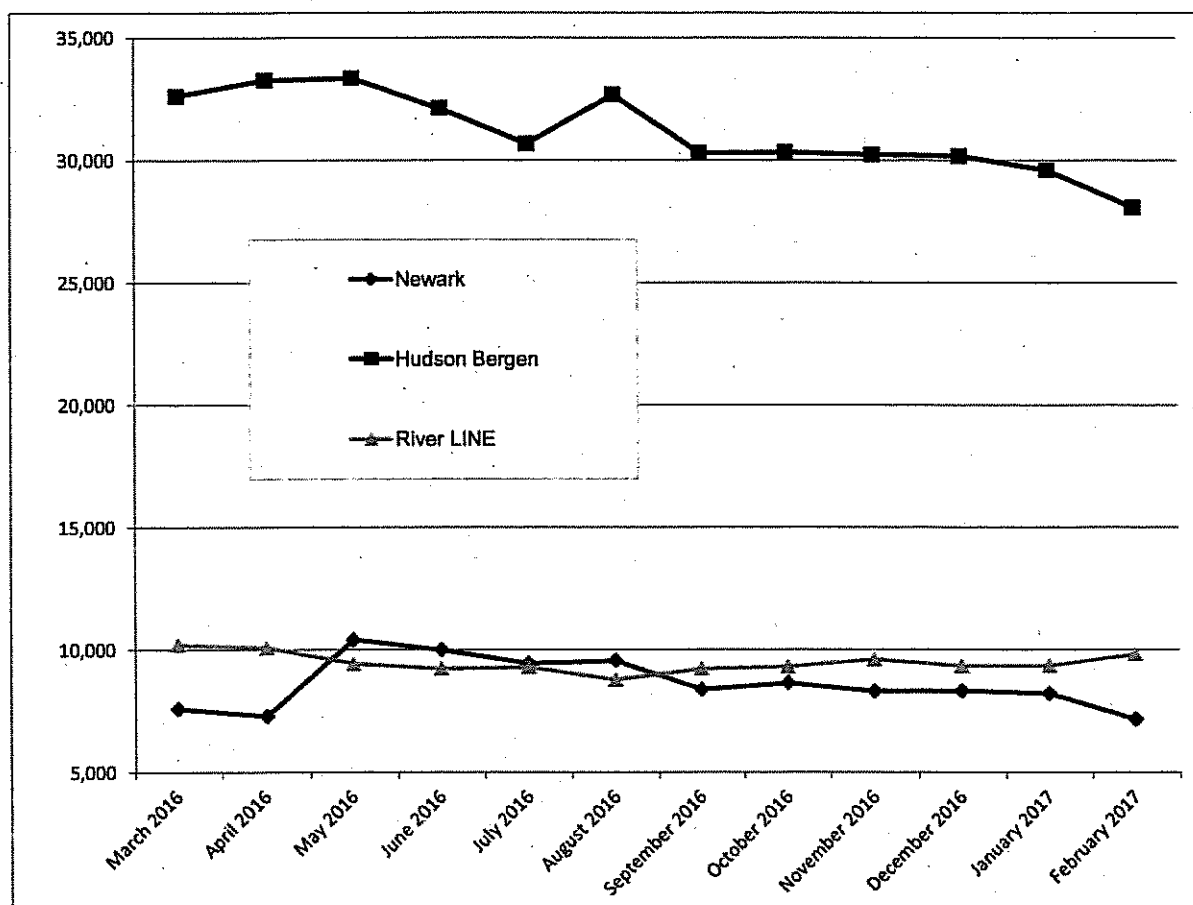


NJ TRANSIT - LIGHT RAIL, February 2017

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * February 2017
Newark Light Rail	7,164
Hudson Bergen	28,081
River LINE	9,829

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



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

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

DBE/SBE PROGRAM

State Funded Contracts

During the month of March 2017, NJ TRANSIT awarded **\$2,855,000.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$490,500.00** or **17.18%**.

During the State Fiscal Year **2017** (July 1, 2016 through June 30, 2017) NJ TRANSIT awarded **\$17,931,372.77** in state funded contracts. Of that total, SBEs received **\$4,768,020.77** or **26.59%**.

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

Category 1 SBEs received	\$120,000.00	or 0.67%
Category 2 SBEs received	\$35,000.00	or 0.20%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$2,379,000.00	or 13.27%
Category 5 SBEs received	\$1,811,070.77	or 10.10%
Category 6 SBEs received	\$422,950.00	or 2.36%

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

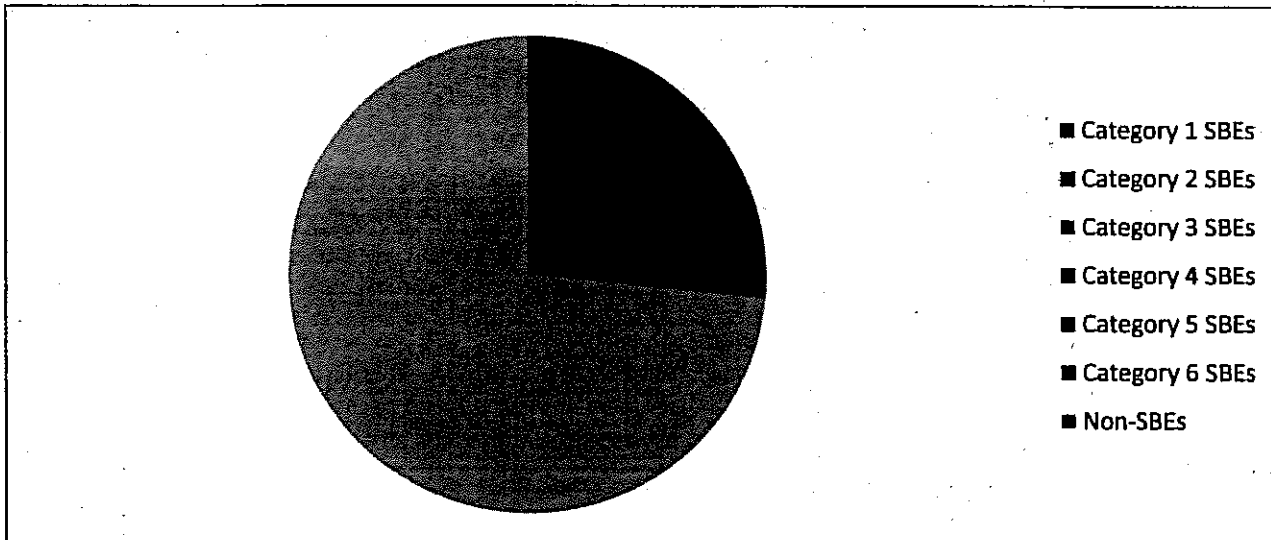
During the 2nd Quarter (January 1, 2017 – March 31, 2017) of Federal Fiscal Year 2017 (October 1, 2016 through September 30, 2017), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$2,667,312.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$509,445.00** or **19.09%**.

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

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

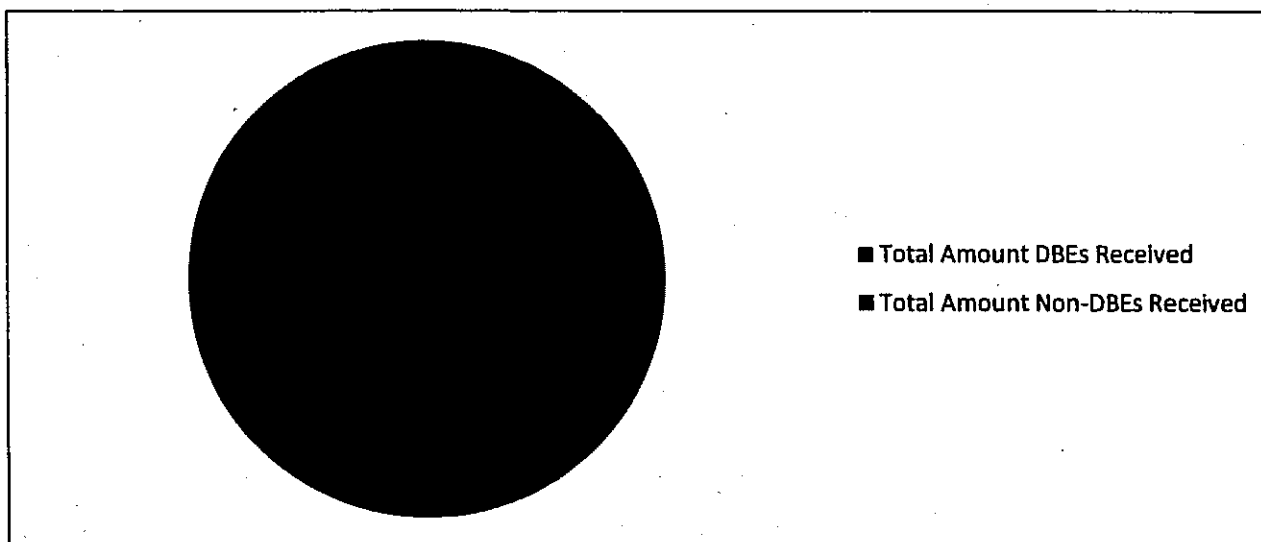
***Numbers reflect federal share.*

<i>Category 1 SBEs</i>	\$120,000.00	0.67%
<i>Category 2 SBEs</i>	\$35,000.00	0.20%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$2,379,000.00	13.27%
<i>Category 5 SBEs</i>	\$1,811,070.77	10.10%
<i>Category 6 SBEs</i>	\$422,950.00	2.36%
<i>Non-SBEs</i>	\$13,163,352.00	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2017-2019

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



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Thirty NJ TRANSIT employees retired recently with careers ranging from 10 to 38 years of service:

1. Ebenezer Cofie, Serviceman – Bloomfield – 10 years
2. Harry Fontaine, Operator – Ironbound – 24 years
3. Lou Etta Huffin, Operator – Market Street – 11 years
4. Ephraim Morales, Operator – Washington Township – 38 years
5. Miguel Rodriguez, Operator – Newton Avenue – 14 years
6. Yolanda Adams, Operator – Orange – 27 years
7. Leslie Ainsworth, Operator – Ironbound – 29 years
8. Marion Brown, Operator – Hamilton – 30 years
9. Oswaldo Cordero, Operator – Meadowlands – 25 years
10. Donald Freeman, Operator – Wayne – 22 years
11. Joseph Johnson, Operator – Newton Avenue – 30 years
12. Jeffrey Maget, Operator – Wayne – 37 years
13. Eifrain Maldonado, Mechanic A – Market Street – 33 years
14. Antonio Mendes, Communication Technician – Newark Bus – 29 years
15. Otto Monroy-Lorenzana, Repairman A – Market Street – 25 years
16. Cynthia Muhammad, Light Rail Operator – Bloomfield – 30 years
17. Rodrigo Navarro, Operator – Meadowlands – 38 years
18. Isora Rocano, Operator – Oradell – 25 years
19. Sarah Smith, Operator – Newton Avenue – 33 years
20. Stephen Swierczynski, Stock Clerk Garage – Washington Township – 34 years
21. Ricardo Taira, Special Mechanic Welder – Newark – 35 years
22. Edwin Tirado, Operator – Washington Township – 31 years
23. Alan Allen, Operator – Hamilton – 18 years
24. Barbara Gordon, Operator – Orange – 18 years
25. Sybil Grimmond, Paralegal A – Penn Plaza – 15 years
26. Robert Dolci, Director Quality Assurance – Ferry Street – 33 years
27. Ray Fearon, Chief Road Foreman – Newark Penn – 33 years
28. Joao Pereira, Facilities Superintendent – Ferry Street – 31 years
29. Ronnie Siriani, General Manager Access Link – Penn Plaza – 21 years
30. Natale Tripodi, Manager Rules – Hoboken – 31 years

ACTION ITEMS

ITEM 1704-12: HOBOKEN STATION REPAIRS: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS**BENEFITS**

Hoboken Terminal and Yard is one of NJ TRANSIT's busiest terminals and serves approximately 30,000 customers daily. The Terminal is an intermodal facility served by nine NJ TRANSIT commuter rail lines, the Hudson-Bergen Light Rail, Port Authority Trans-Hudson (PATH) rapid transit system, NJ TRANSIT bus service, and NY Waterway ferry services.

On September 29, 2016, an NJ TRANSIT commuter train was involved in an accident in which the train continued past the Track 5 bumper block and into the concourse area. The resulting accident severely damaged various structural components on the concourse which support the train shed, passenger concourse roof, attached ticketing office, and associated electrical, mechanical and communication infrastructure. While NJ TRANSIT is currently undertaking interim repairs, this project includes the design of the repairs needed to completely restore the area.

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

Staff seeks authorization to increase the task limit authorization for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. of New York, New York (NJ TRANSIT Contract No. 13-006C), currently set at \$500,000, to \$1,600,000 for the Hoboken Station Repairs Project task only, subject to the availability of funds. The current contract limit of \$5,250,000 and overall program authorization of \$48,075,000 will remain unchanged.

PURPOSE

Authorization of this amendment to the 2012 Capital Planning and Programs Task Order Consultant Contracts Program will allow for design, construction assistance and bid phase services for the Hoboken Station Repairs Project. Using a Task Order Consultant for repairs provides for an expedited procurement of design services expertise thus minimizing the schedule for completion of the repairs at Hoboken Terminal.

BACKGROUND

In the aftermath of the September 2016 incident, NJ TRANSIT focused on completing immediate repairs to Hoboken Terminal's train concourse to restore active rail service at the facility. NJ TRANSIT also continues to explore other short-term repairs that provide additional function for customers and operations. However, long-term additional repairs to critical infrastructure and assets are required to restore the concourse. The engineering design will need to minimize operational impacts, preserve historical visual aspects and physical features of the Terminal building, and comply with current building codes.

Procurement

Under the 2012 Task Order Consultant Contracts Program, NJ TRANSIT retained the services of four consulting firms to provide architectural/engineering design services (NJ TRANSIT Contract No. 13-006). The contracts with the consulting firms state that "NJ TRANSIT may assign work directly to a particular firm or use a competitive selection process to distribute assignments." For the Hoboken Station Repairs Project staff determined that a competitive selection process would be used for this assignment.

On December 14, 2016, NJ TRANSIT's Procurement Department issued a letter request to the four consulting firms to submit technical and cost proposals by February 2, 2017. A site visit was scheduled on January 5, 2017. The Technical Evaluation Committee (TEC), comprised of staff from Capital Planning & Programs Project Management and Rail Operations Infrastructure Engineering, evaluated the proposals and selected STV, Inc. as the highest-ranked proposer. Upon the selection, STV, Inc.'s cost proposal was opened; NJ TRANSIT and STV, Inc. staff met and negotiated the final cost included in this authorization.

Schedule

The design of the Hoboken Station Repairs Project is slated to commence by the Second Quarter 2017. It is anticipated that design will take approximately nine months with completion by First Quarter 2018. Construction is anticipated to commence by Fourth Quarter 2018 and be completed by Third Quarter 2019.

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

FISCAL IMPACTS**Requested Authorizations:**

Hoboken Station Repairs	\$1,600,000 Task Limit
Task Limit	

Past Authorizations:

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

April 2013 Item 1304-12	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
April 2013 Item 1304-14	Task Order Consultant Contracts for Construction Management
May 2013 Item 1305-21	Task Order Consultant Contracts for Community Transportation; Transit-Friendly Planning, Land Use and Development ; Vertical Transportation; and Access Link
May 2013 Item 1305-22	Super Bowl 48 Amendment to 2012 Task Order Consultant Contract
August 2013 Item 1308-37	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
April 2014 Item 1404-15	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
September 2014 Item 1409-41	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
October 2014 Item 1410-45	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
December 2014 Item 1412-60	Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts
May 2015 Item 1505-10	Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts
June 2015 Item 1506-14	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts
September 2015 Item 1509-32	Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts
September 2015 Item 1509-33	Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts
November 2015 Item 1511-43	NJ TRANSIT Resilience Program – Amendment to 2012 Task Order Consultant Contracts
November 2015 Item 1511-45	Capital Planning and Programs Task Order Consultant Contracts: Extension of Time and Increase in Authorizations – \$16,025,000
March 2017 Item 1703-08	NJ TRANSIT Resilience Program – Program Management Amendment to 2012 Task Order Consultant Contracts

March 2017
Item 1703-09

NJ TRANSIT Resilience Program – Resilience By Design
Amendment to 2012 Task Order Consultant Contracts

**Total Previous
(Base Program)**

\$ 48,075,000

Expenditures to Date: \$0 (Hoboken Station Repairs only)

Total Project Cost: \$ 12,500,000

Projected Date of Completion: March 2018 (Design Services)

Capital Program Amount: \$ 12,500,000

Operating Budget Amount: \$ 0

PRINTS ID Number: NJT01203

Anticipated Source of Funds: Transportation Trust Fund
Insurance Proceeds

DBE/SBE Goal: 25% DBE

***NJ Build* Amount:** NA

Future/Related Authorizations: Construction
Construction Management

**Impact on Subsequent
Operating Budgets:** \$0

RESOLUTION

WHEREAS, the Hoboken Terminal was damaged during a rail accident that occurred on September 29, 2016, including damages to the facilities train shed, passenger concourse roof, ticketing office and associated electrical, mechanical and communication infrastructure; and

WHEREAS, NJ TRANSIT is committed to repairing Hoboken Terminal to its pre-accident conditions to restore Hoboken Terminal to a fully functional and operating facility; and

WHEREAS, STV, Inc. is currently under contract with NJ TRANSIT following the completion of a competitive procurement process for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to increase the task limit authorization for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. of New York, New York (NJ TRANSIT Contract No. 13-006C), currently set at \$500,000, to \$1,600,000 for the Hoboken Station Repairs Project task only, subject to the availability of funds. The current contract limit of \$5,250,000 and overall program authorization of \$48,075,000 will remain unchanged.

ITEM 1704-13: AMENDED BOARD ITEM 1610-51: FISCAL YEAR 2017 CAPITAL PROGRAM**BENEFITS**

This amendment will allow NJ TRANSIT to administer the Capital Program at the authorized level for Fiscal Year 2017 of \$1.823 billion for continued investment in the state's transit infrastructure in order to improve the overall state-of-good-repair of the system, improve reliability, safety, and resiliency, and augment the customer service experience. On March 27, 2017, Governor Chris Christie signed legislation appropriating an additional \$140,000,000 from the Transportation Trust Fund to NJ TRANSIT, increasing the total amount authorized for the NJ TRANSIT Capital Program from \$582,500,000 to \$722,500,000. This additional funding will be used for Safety, Technology and Transit Enhancement Projects.

ACTION (Scorecard: Corporate Accountability, Customer Experience, Safety & Security, Financial Performance, Employee Excellence)

Staff seeks authorization to amend Board Item Number 1610-51: NJ TRANSIT FY2017 Capital Program to increase the total amount authorized for the Transportation Trust Fund for Fiscal Year 2017 by \$140,000,000 from \$582,500,000 to \$722,500,000, for a total Capital Program authorization of \$1.823 billion.

PURPOSE

This amendment to the previous Board Item Number 1610-51 dated October 26, 2016 for the additional sum of \$140,000,000 will allow NJ TRANSIT to provide additional funding to various technology, safety, and transit enhancement projects. The original Board Item authorized a total of \$1.683 billion for the Fiscal Year 2017 Capital Program, consistent with the anticipated funding level for this program.

BACKGROUND

On March 27, 2017, Governor Chris Christie signed legislation appropriating an additional \$140,000,000 from the Transportation Trust Fund to NJ TRANSIT. The additional appropriation will be used for technology, safety, and transit enhancement projects, as follows:

Rail Infrastructure Improvements**\$ 11.3 million**

Hoboken Train Washer

Repair train washer facility and equipment

Rail Car Cameras

Safety improvements

Bus/Light Rail Improvements

Bus Camera Safety Program

\$ 62.7 million

Equip more than 2,500 new and existing buses with cameras to provide operator with 360-degree view and eliminate blind spots

Bus Data Automation and Security Technology

System-wide enhanced technological capabilities on buses for service planning, GIS location and engine management systems

Bus Training Simulators

Replacement of training simulators at the Ferry Street (Newark) and Walter Rand Transportation Center (Camden) facilities

Hudson-Bergen Light Rail Route 440 Extension

Preliminary Engineering and Final Design

Walter Rand Transportation Center Improvements

Concept Development

System-Wide Improvements

Mobile Fare Validation Devices

\$ 6.0 million

Handheld devices to validate and inspect paper and electronic tickets

MyTix

Enhancements to NJ TRANSIT's mobile ticketing application to increase functionality, including intermodal ticketing, service, schedules and fare structures

NiceVision Expansion

Camera system expansion to support safety and security needs at bus garages and rail stations

Police Command Vehicle

Mobile command and control center to support emergency response

System Expansion

Glassboro-Camden Light Rail

\$ 60.0 million

Completion of Environmental Impact Statement

Hudson-Bergen Light Rail Northern Branch Extension

Completion of Environmental Impact Statement and Preliminary Engineering

North Brunswick Station

Advance development of a new Transit-Oriented Development (TOD) station along the Northeast Corridor

FISCAL IMPACTS

Requested Authorization: Amend Board Item Number 1610-51 to include additional funding of \$140 million for the Fiscal Year 2017 Capital Program

Past Authorizations:
Item 1610-51 \$1.683 billion
October 2016

Expenditures to Date: NA

Total Project Cost: \$1.823 billion

Projected Date of Completion: NA

Capital Program Amount: \$1.823 billion

Operating Budget Amount: NA

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund
Other Capital Sources

PRINTS ID Number: Various

DBE/SBE Goal: Project Dependent

***NJ Build* Amount:** Project Dependent

Related/Future Authorizations: NA

**Impacts on Subsequent
Operating Budgets:** Project Dependent

RESOLUTION

WHEREAS, each year NJ TRANSIT's Board of Directors adopts a Capital Program for the upcoming year to enable staff to take the actions necessary to seek and secure capital funding for priority projects; and

WHEREAS, on October 26, 2016, NJ TRANSIT's Board of Directors approved the Fiscal Year 2017 Capital Program in the amount of \$1.683 billion, addressing the needs of existing transit riders by ensuring system reliability and safety through state-of-good-repair investments; addressing system capacity demands; and investing in planned system expansion; and

WHEREAS, on March 27, 2017, Governor Chris Christie signed legislation allocating an additional \$140 million from the Transportation Trust Fund to NJ TRANSIT for Fiscal Year 2017;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors amends Board Item Number 1610-51: NJ TRANSIT FY2017 Capital Program to increase the total amount authorized for the Transportation Trust Fund for Fiscal Year 2017 by \$140,000,000 from \$582,500,000 to \$722,500,000, for a total Capital Program authorization of \$1.823 billion.

EXECUTIVE SESSION AUTHORIZATION

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

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

ITEM 1704-14: NJ TRANSIT RESILIENCE PROGRAM – LONG SLIP CANAL FILL AND RAIL ENHANCEMENT: CONSULTANT CONTRACT AWARD FOR PHASE 2 PRELIMINARY AND FINAL DESIGN SERVICES AND PURCHASE OF ENVIRONMENTAL MITIGATION CREDITS

BENEFITS

The Long Slip Canal Fill and Rail Enhancement project involves the filling of the Long Slip and the construction of new tracks on the filled area to serve ADA-accessible, high-



level boarding platforms as well as the construction of a passenger/rail personnel facility. The elevated position of these tracks and platforms will improve commuter rail service to and from Hoboken Yard in advance of and immediately after a storm or other event, will allow for supplemental service to and from Hoboken Terminal during service disruptions elsewhere on the system, and will enable more efficient train operations under normal operating conditions.

The filling of Long Slip will provide ancillary benefits of additional surge protection of Yard equipment and infrastructure and reduce the potential of lesser storm surges that occur on a more frequent basis.

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

Staff seeks authorization to enter into NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide Preliminary and Final Design consultant services for the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$8,424,520, plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to purchase wetlands credits and riparian land credits to support the Long Slip Canal Fill and Rail Enhancement Project, in the amount discussed in Executive Session, subject to the availability of funds.

PURPOSE

The Long Slip Fill and Rail Enhancement project has two phases: Phase 1 includes the extension of the Jersey City combined sewer outlet and filling of the Slip proper and

Phase 2 includes constructing the rail interlockings, approach span, six new tracks and three boarding platforms, and a station and crew quarters structure atop the fill.

The authorization of the design services contract will allow completion of the preliminary and final design of Phase 2 of the Long Slip Fill and Rail Enhancement project. Under prior actions, preliminary and final design for Phase 1 of the project were authorized; final design of Phase 1 is underway.

The authorization of the environmental mitigation credits purchases will allow NJ TRANSIT to purchase compensatory open water wetlands mitigation credits and riparian lands mitigation credits to replace resources impacted by the project. Since these credits can be purchased only from specific banks designated by the NJ Department of Environmental Protection (NJDEP) their availability is limited. Purchasing these credits in advance of the actual construction will avoid schedule delays and potential additional costs that might accrue should such credits be unavailable when mitigation agreements with regulatory agencies are executed at the conclusion of final design.

BACKGROUND

Hoboken Yard and the City of Hoboken suffered significant storm-surge from Superstorm Sandy on October 30, 2012, due in part to the speed with which wind-driven Hudson River water was able to travel up the Long Slip and enter the Yard, leading to more rapid and possibly deeper flooding than would have occurred had Long Slip not existed. NJ TRANSIT required several weeks to clean and repair the Yard and reinstate revenue commuter rail service.

Funding

On December 26, 2014, FTA announced its award of a total of \$1.27 billion to NJ TRANSIT in additional funding through a 13-state competition for five resilience projects, as follows:

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

The Federal Transit Administration issued a Finding of No Significant Impact under the National Environmental Policy Act (NEPA) on October 20, 2016.

Schedule

Phase 1 Final Design is scheduled to be complete by December 2017. Phase 2 Final Design is scheduled to be complete by August 2018.

Procurement

Phase 2 Preliminary and Final Design Services

Office of the State Comptroller approval for advertisement of the design services contract was received on March 17, 2016. The NJ TRANSIT Office of Business Development assigned a 23 percent Disadvantaged Business Enterprise (DBE) Race Conscious goal to this contract.

The Request for Proposals (RFP) was advertised in *The Star-Ledger* and *The Trenton Times* on April 5, 2016. A Pre-Proposal Conference was held on April 19, 2016 at NJ TRANSIT Headquarters. Proposals were received on May 17, 2016 from the following teams:

- **AECOM USA, Inc.** with Jacobs Engineering Group; JCMS Inc.; Naik Consulting Group; Sowinski Sullivan Architects; VJ Associates; Yu & Associates; and InGroup Consulting
- **STV** with Matrix New World; JCMS Inc.; GTS Consulting; Yu & Associates; Jersey Boring & Drilling Company; and Faithful and Gould.

A Technical Evaluation Committee (TEC), comprised of staff from Capital Planning & Programs Project Management and Rail Operations Infrastructure Engineering, evaluated the proposals. Oral presentations were held on June 21 and 22, 2016.

Environmental Mitigation Credits

Environmental mitigation credits will be purchased from a New Jersey Department of Environmental Protection-approved mitigation bank serving the appropriate Watershed Management Area.

Wetlands Credits are considered intangible property required to satisfy compensatory mitigation associated with U.S. Army Corps of Engineers and NJDEP permit requirements, as compensation for unavoidable impacts to wetlands, streams, or other aquatic resources. Wetlands Credits are only available from Wetlands "Banks" with a service area that includes the permit applicant's project, and where wetlands have been established or enhanced in accordance with U.S. Environmental Protection Agency (USEPA) and U.S. Army Corps of Engineers' regulations. Each bank has a formal agreement that identifies the number of credits available for sale and requires the use of ecological assessment techniques to certify that those credits provide the required ecological functions.

Scope of Work

Phase 2 Preliminary and Final Design Services

The Technical Proposals for the Phase 2 design addressed the scope of work for two stages:

Stage I – Preliminary Design

Stage I includes preliminary design of the track and station/platform project elements and includes foundation and retaining wall designs prepared under the Phase 1 design.

Stage II – Preparation of Final Plans, Specifications, and Cost Estimates

Phase II includes the development of complete plans, specifications, and cost estimates as well as all other permits and construction documents for the track and station/platform project elements.

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

FISCAL IMPACTS

Requested Authorization:

AECOM USA, Inc.	This Authorization	\$ 8,424,520	+ 5% contingency
	Total Authorization	\$ 8,845,746	

Environmental Mitigation Credits Amount Discussed in Executive Session

Past Authorizations: None

Expenditures to Date: \$ 4,598,700 (as of 02/28/17)

Total Project Cost: \$ 195,397,910

Capital Program Amount: \$ 195,397,910

Operating Budget Amount: \$0

Projected Date of Completion: August 2018 (Phase 2 Preliminary & Final Design)

Anticipated Source of Funds: Federal Transit Administration
Transportation Trust Fund

PRINTS ID Number: NJT01043

DBE/SBE Goal: 23% DBE

NJ Build Amount: NA

Related/Future Authorizations: Construction
Construction Management
Construction Assistance

**Impact on Subsequent
Operating Budgets:**

None

RESOLUTION

WHEREAS, the Long Slip Fill and Rail Enhancement Project will support the operation of commuter rail services to/from Hoboken Yard in anticipation of an extreme weather event and speed recovery following such a weather event; and

WHEREAS, the Federal Transit Administration selected the Long Slip Canal Fill and Rail Enhancement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

WHEREAS, upon completion of a competitive procurement process, it was determined that the consultant team led by AECOM USA, Inc. submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

WHEREAS, the procurement of wetlands mitigation credits and riparian land credits are required by the environmental permitting agencies for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 16-006 with AECOM USA, Inc. of New York, New York, to provide design and engineering consultant services for Phase 2 of the Long Slip Canal Fill and Rail Enhancement Project at a cost not to exceed \$8,424,520, plus five percent for contingencies, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to purchase wetlands credits and riparian land credits to support the Long Slip Canal Fill and Rail Enhancement Project, in the amount discussed in Executive Session, subject to the availability of funds.