

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

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

February 25, 2014

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the Special Board Meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., NJ Transit Mercer, Inc., and NJ Transit Morris, Inc., Board of Directors held on Monday, February 24, 2014.

Sincerely,

Original Signed By

Joyce J. Zuczek  
Acting Board Secretary

Enclosures

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

Minutes of the actions taken at the Open Session of the Special Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Monday, February 24, 2014.

**Present:**

James S. Simpson, Chairman  
Bruce M. Meisel, Vice Chairman  
Regina E. Egea, Governor's Authorities Unit  
Steven Petrecca, Treasurer's Representative  
James C. Finkle, Jr., Board Member  
Raymond W. Greaves, Board Member  
Myron P. Shevell (By Telephone)

Joyce J. Zuczek, Acting Board Secretary  
Warren Hersh, Auditor General  
Penny Bassett Hackett, Acting Assistant Executive Director, Communications & Customer Svc.  
Joyce Gallagher, Vice President & General Manager, Bus Operations  
Kevin O'Connor, Vice President & General Manager, Rail Operations  
Christopher Trucillo, Chief of Police  
Kathleen M. Sharman, Chief Financial Officer & Treasurer  
Steve Santoro, Assistant Executive Director, Capital Planning & Programs  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Lisa-Marie Codrington, Acting Vice President Civil Rights & Diversity Programs  
Carlos Ramirez, Assistant Executive Director, Corporate Affairs  
Michael Gonnella, Deputy Attorney General

Chairman Simpson convened the Open Session at 2:32 p.m. in accordance with the Open Public Meetings Act. Acting Board Secretary Zuczek announced Board Member Shevell was participating in the meeting by telephone and that the Board Meeting was being video recorded.

Chairman Simpson said normally Executive Session would be held at the end of the meeting but he asked for this Executive Session to be at the beginning of the meeting. He said after Executive Session, they would hear public comments, there will be one action item and then some other business.

Chairman Simpson asked for a motion to enter Executive Session to discuss personnel matters. A motion was made by Vice Chairman Bruce M. Meisel, seconded by Board Member James C. Finkle, Jr. and unanimously adopted at approximately 2:33 p.m.

Chairman Simpson, Vice Chairman Meisel, and Board Members Egea, Petrecca, Finkle, and Greaves returned to open session at approximately 2:58 p.m.

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

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

**Neil Ross** said since the Board has not officially performed the act of appointing a new Executive Director, he would hypothetically congratulate the new Executive Director, whoever that may be. Mr. Ross said he has been a passenger of NJ TRANSIT since even before it was NJ TRANSIT. He said during the years he has experienced a few positive things and negative things. Mr. Ross said he would not go into that now but just wanted to remind the Board to keep the fare paying passengers in mind when future business decisions are made. He said fare paying passengers should be treated fairly.

**David Peter Alan** said he was delighted to have an afternoon Board meeting and he hopes the Chairman considers having afternoon meetings in the future. Chairman Simpson said he has good news for Mr. Alan in a little while too. Mr. Alan said great, he is looking forward to it.

Mr. Alan asked whether the new Executive Director designate was present at the meeting. Chairman Simpson said she was there to meet with the Board one last time and she was asked to go back to running the NJ Turnpike Authority. Mr. Alan said it was a shame he would not meet her that day but he is looking forward to meeting her in the near future. He said he would put a statement on the record as if she was present.

Mr. Alan said he is the Chair of the Lackawanna Coalition. Their members are the communities, counties, and municipalities along the Morris & Essex, Montclair-Boonton, and Gladstone Lines and the riders along those lines. They are interested in those lines plus other connecting lines on NJ TRANSIT and elsewhere. Mr. Alan said that will include the Raritan Valley Line next Monday and they are looking forward to that too. He said they are the official representative of their communities of riders and have represented their riders and communities since 1979.

Mr. Alan said they are aware that there will be a Board-level investigation of NJ TRANSIT's performance getting fans to and from the stadium for the Super Bowl game earlier this month. They have submitted a list of questions and concerns to Acting Board Secretary Zuczek for forwarding to the investigating committee for whatever purposes they want to make of it.

Mr. Alan said his purpose was to introduce himself and the organization to the new Executive Director and welcome her to NJ TRANSIT. He has heard good reports about her and that includes people other than Chairman Simpson. As a practicing attorney, Mr. Alan looks forward to seeing NJ TRANSIT managed by a person who also has a legal background. They look forward to meeting with her soon so they can make their concerns known and explore ways they can improve transit for riders.

Mr. Alan said the morale of NJ TRANSIT's riders and employees is about the worst he has seen in almost 30 years on the transit scene. He said that is irrespective of which party is in control of the administration at NJ TRANSIT, in Trenton, or in Washington. Mr. Alan said it has been an ongoing progression but they know new leadership can bring new opportunities.

Mr. Alan said they call for a new culture at NJ TRANSIT, that places less emphasis on just moving trains and buses, and more emphasis on moving people. They call for greater integration between the different modes, and a place for light rail, in terms of management, scheduling connectivity, and fares. They call for fares that will encourage riders to use Hoboken instead of New York Penn Station during peak commuting hours. Mr. Alan said they have called for restoration of off-peak fares for a long time and they agree very strongly with Chairman Simpson and offer their enthusiastic support for the restoration of off-peak fares.

Mr. Alan said they also call for capital projects that will use their money wisely to improve mobility. They believe they need two tunnels open at all times between New Jersey and New York Penn Station. He said they learned on Super Bowl Saturday that with both tunnels open and no track work, they could run a lot of service. Mr. Alan said they again call for the expeditious construction of one more tunnel so that even when there is track work or an emergency, there will still be two tunnels open to take people to and from New York City.

Mr. Alan said they also call for increased transparency, as they have done before, and greater opportunity for the riding public to participate actively in decisions at NJ TRANSIT that affect them. They will have more to say in the future and they look forward to meeting with the new Executive Director soon. On behalf of their members, they wish her well.

Mr. Alan said he knows the new Executive Director is recommended by Chairman Simpson. He said the Coalition looks forward to working with her and continuing their work with Chairman Simpson to improve mobility in their region.

Chairman Simpson said they will see that one of the first meetings Ms. Hakim has is with Mr. Alan's Coalition. Mr. Alan said that is great and they will be delighted.

**Steve Thorpe** said he wanted to personally congratulate Executive Director Hakim on her appointment. He looks forward to seeing what she will do for NJ TRANSIT and has high hopes for her and wishes her all the best.

As an aside, Mr. Thorpe congratulated Chairman Simpson for his comments about the salt boat. Chairman Simpson said they still have a salt shortage and the first barge has not arrived yet, even though it has been two weeks. Mr. Thorpe commended Chairman Simpson for being so aggressive about it. Mr. Thorpe thanked Chairman Simpson for his choice of this appointment and said he is looking forward to good things from Ms. Hakim.

**Orrin Getz** said he attended the Metro North and Long Island Railroad (LIRR) meetings that morning. He brought Chairman Simpson fresh new handouts from those meetings and thought Chairman Simpson could pass them along, after he reviewed them, to the new Executive Director who has Metropolitan Transportation Authority (MTA) experience.

Mr. Getz suggested including some of the information that is on these reports in the materials provided by NJ TRANSIT. This included detailed financial information, detailed information about mean distance between failure by equipment type, the monthly ridership reports and quarterly elevator and escalator reports. He believes it would be worthwhile for the public to see this information.

Mr. Getz said there are major gaps on the Port Jervis Line that really does not give the Port Jervis Commuters the service they need. He said it also causes overcrowded trains further down the line. Mr. Getz said there were people stranded at Delawanna Station because trains had to bypass them.

Mr. Getz said when the schedules are in effect, sometimes trains are cancelled without prior notice. He said Train 1606 on the Pascack Valley Line did not operate on February 13 or 14, 2014. Mr. Getz said on February 13, 2014, Train 1623, which is the 3:57 p.m., and Train 1625,

which is the 4:30 p.m., were cancelled at Hoboken. He said the people on those trains were told to get off the train because the equipment was being sent to Suffern. Mr. Getz said there was no information as to when they would get a next train out and that is wrong.

Mr. Getz said if a storm does occur in the middle of the day, they recommend implementing a Friday schedule on the Pascack Valley Line. He said that allows a train to run in the middle of the day. Mr. Getz said Train 9653 at 2:58 p.m. closes a two hour gap. He said people have to get home early in those snow storms.

Mr. Getz said there is also a problem about the closing of the Hudson River Tunnels for ice patrols by Amtrak. He said it seems to occur without any prior notice. Mr. Getz said it makes it difficult for commuters because they are trying to get out of the city and all of a sudden the trains cannot move because they are single tracking the tunnels and as a result, the commuters miss the connection at Secaucus. He said there has to be better coordination with Amtrak and better notification when there are ice patrols.

Mr. Getz said another problem is on the Pascack Valley Line; they are running the ALP-45 Dual Powered Locomotive. Mr. Getz said these are wonderful locomotives but questions whether they are necessary on the Pascack Valley Line. He believes they would be better used in the Newark Division where they would be more effectively used. Mr. Getz said the other straight diesel locomotives work fine on the Pascack Valley Line. He said the ALP-45's dual powered capability could be more effectively used on the Northeast Corridor.

Mr. Getz said that now they are going to take off-peak service on the Raritan Valley Line and run it into New York Penn Station. He said he spoke to the Long Island Railroad Committee and advised them to get together with NJ TRANSIT and see if through service can be run out to Long Island. Mr. Getz said this is a great opportunity where the two railroads can get together to provide some meaningful through service. He said NJ TRANSIT has the equipment. Mr. Getz said the ALP-45 could do it and thinks it would be a great if NJ TRANSIT can work with them.

Mr. Getz said the Chairman of the Long Island Railroad Committee said he is very interested in doing this. Mr. Getz encouraged NJ TRANSIT to get together with Long Island Railroad to see if they can provide through service from New York Penn Station. Chairman Simpson told Mr. Getz to make sure he goes to the meeting with Ms. Hakim as well, and tell her what he told the Board.

**Suzanne Mack** said she attended the meeting to welcome the new Executive Director but she is not there yet because she is not Executive Director yet. Ms. Mack thanked outgoing Executive Director Weinstein.

Ms. Mack said Executive Director Weinstein's relationship with NJ TRANSIT has been over two decades. She said Executive Director Weinstein was the previous Chairman over a decade ago.

Ms. Mack said there is a lot in the press regarding NJ TRANSIT. Since she attended most of the meetings, she knows the commitment was to have a safe event for the Super Bowl. Ms. Mack thanked NJ TRANSIT staff and executive staff for pulling it off. She said it was an

event with national significance and certainly was done safely. Ms. Mack thinks it is something they should be proud of and thanked the outgoing Executive Director.

**Philip Craig** said the New Jersey Association of Railroad Passengers, of which he is Vice President, commended the Board on its choice of Ronnie Hakim as the new Executive Director of NJ TRANSIT. He said on a personal basis, he has experience working with her at the Metropolitan Transportation Authority Capital Construction Company. Mr. Craig said he has high respect for her professionally.

Mr. Craig said their organization looks forward to working with Ronnie Hakim. Mr. Craig provided Acting Board Secretary Zuczek with a copy of their organization's assessment of "The Weinstein Years at New Jersey Transit" for inclusion in the record. If additional copies are needed by Chairman Simpson or the Board, he would be happy to make them available.

**Joseph Clift** said he too would vote for afternoon sessions. He said his word for the day is "Legacy." He thinks each Board Member would like to think about their personal legacy in advancing NJ TRANSIT over the next four years.

Mr. Clift thinks there are two ways the Board should think about their legacy. One is for the customers, both those that currently exist and those that may exist. He suggested providing the customers greater, affordable, quality mobility. Second, for the taxpayers, he suggested wise spending of money and affordable economic growth and improved quality of life.

Mr. Clift said he thinks the Board is a policy making body for NJ TRANSIT. He said he is not talking about micromanaging, but policy making is critical. Mr. Clift thinks there are three areas to look at that and they are on his handout.

Mr. Clift said the first is to challenge NJ TRANSIT management to make the most of the resources available today. He said that is the employees, the physical plant, the rolling stock, and the financial resources. Mr. Clift said for a long time, he has heard over and over again that Access to the Region's Core (ARC) was cancelled and they cannot do anything because they do not have another tunnel. Mr. Clift said that is negative and there needs to be a change to positive to figure out what can be done with what they have today. He said there are a lot of resources today and they should be looking at what NJ TRANSIT management can do to make things better today, or in the near term, for the riders.

Mr. Clift said that includes fare policy and the fact that NJ TRANSIT is not going to have evening service coming out of New York on the Raritan Valley Line yet. He said if someone goes to a show, they have to change at Newark and if things do not work out right, they have to wait an hour. Mr. Clift said these things should be advanced and NJ TRANSIT should consider how to maximize resources.

Mr. Clift said the second area is basic to NJ TRANSIT's overall work to establish strategic and capital goals. He said there will always be projects that someone wants to do, but they do not fit into getting these strategic advancements completed. Mr. Clift said he is a third tunnel advocate; that is where he thinks the money should go.

Mr. Clift said it is up to the Board to establish policies and strategies to give to the new Executive Director, and her qualified staff, to make those things happen, and to hold them

accountable. Mr. Clift said if they are not given those goals, then it is unclear where things go. He said he has seen a lot of projects in the past few years that do not seem to fit into some type of strategic framework.

Mr. Clift said the third area is really about transparency with the Board. He said they need better comprehensive information. Mr. Clift said he keeps seeing contracts come up when the Board has never been given a project to approve within an overall context. He said that does not make any sense to him.

Mr. Clift said a number of requests have been made in the past by Chairman Simpson, and others, for specific information that is very strategic. Mr. Clift said what does it take to fix up the Northeast Corridor, how much money, and how do you fix it. Mr. Clift said there needs to be a strategic plan for service and then a fleet plan.

Mr. Clift said next Thursday, three days from today, bids are due on 18 Arrow III cars. He said they are listed as scrap material. Mr. Clift said they may be scrap material or they may be the beginnings of a rebuilt fleet. He does not know the answer. Mr. Clift said Port Authority Transit Corporation (PATCO) has just rebuilt 40 and 45 year old equipment. He said it is cost effective and they look brand new. Mr. Clift suggested that prior to approving the sale of that equipment; NJ TRANSIT should have a strategic plan that figures out whether rebuilt Arrows, that are brand new in their operations makes sense.

In closing, Mr. Clift said this is the beginning of establishing a legacy. He said it will be almost four years before there is another change in the Governor's Office. Mr. Clift thinks as an activist Board, NJ TRANSIT's Board can make a difference.

**Action Item:**

Chairman Simpson said they are obviously there for the appointment of a new Executive Director, Ronnie Hakim. He said as Commissioner of Transportation, he recommended Ms. Hakim for the position for several reasons. Chairman Simpson said he has known her for 10 years working with her while he served at the New York Metropolitan Transportation Authority (MTA).

Chairman Simpson said she had over 23 years experience at the New York Metropolitan Transportation Authority, as special counsel to New York Metropolitan Transportation Authority and then later as Executive Vice President and General Counsel for Capital Construction. She was number two for the largest public works capital construction program in the country, which is the New York Metropolitan Transportation Authority. He had an opportunity to work with her more closely when he was the Federal Transit Administrator for President Bush, when they were working on the Eastside Access Project and the Second Avenue Subway Project.

Chairman Simpson said Ms. Hakim is from Livingston, New Jersey. When the Christie Administration began, they needed a new Executive Director for the New Jersey Turnpike Authority and she was recommended to Chairman Simpson. She was hired and has done a tremendous job at the New Jersey Turnpike Authority. She has reduced capital costs, overhead, and operating costs. Ms. Hakim brings a dynamic, workaholic, people person kind of a sense to the organization.

Chairman Simpson said Executive Director Weinstein decided to retire before the Super Bowl, at the end of last year, so they had been looking for a while. He said they knew right away that Ms. Hakim fits the bill extremely well, with her transportation background. She has a lot of hard work to do as Executive Director. NJ TRANSIT moves over 900,000 people per day and the ridership is growing. A concern is how to grow the system and maintain it to be safe, reliable, and cost effective.

Chairman Simpson said when he spoke to Ms. Hakim, he said they have over 900,000 passengers per day and before you know, it will be over one million; NJ TRANSIT has a \$1.6 billion capital program; and there is a Superstorm Sandy rebuilding program. Ms. Hakim has helped NJ TRANSIT with the Superstorm Sandy rebuilding program while she was at the New Jersey Turnpike Authority. She assisted NJ TRANSIT long before she was even considered for the position, just to help because she had experience on the capital side.

Chairman Simpson said one item that is very important to the NJ TRANSIT Board, and has not been lost on this Administration, is increasing Trans-Hudson capacity. There is very little capacity left via rail. They know rail has to be a big part of the solution but they also have to look at buses. Chairman Simpson said buses put more people into Manhattan per day than rail. He said they need to look at increasing buses, which is something he has been asking NJ TRANSIT to do for a while, in coordination with Port Authority of New York and New Jersey. The Port Authority of New York and New Jersey committed to do a study to look at what to do with the existing Port Authority Bus Terminal. Chairman Simpson said ferries are another way to increase service that they found out during 9-11 and also post Superstorm Sandy. It is an effective way to move people. NJ TRANSIT also needs to improve reliability and on-time performance and all of that does not work without a real good strong partnership with Amtrak, which they have.

Chairman Simpson said those are the kinds of things that Ms. Hakim will have to deal with when she arrives at NJ TRANSIT. She has been given a transition book and he knows at the appropriate time, Senior Management will be asked to do a self-assessment. Chairman Simpson said he can help them with that and said Acting Board Secretary Zuczek has a really good self-assessment from the Federal Government. He said Ms. Hakim will implement it, but at some point management will have to do a self-assessment.

Chairman Simpson said NJ TRANSIT's Board is supportive of Ms. Hakim and the rest of Senior Management to do all the things that need to be done to continue to improve, and build on the work of Executive Director Weinstein and NJ TRANSIT's Executive Staff.

Chairman Simpson said the Board had met with Ms. Hakim individually, but they met with her as a group during Executive Session to ask her some additional questions. He said the Board is convinced she can do the job.

Chairman James S. Simpson presented the following Action Item for approval:

**1402-09: APPOINTMENT OF EXECUTIVE DIRECTOR**

Authorization is requested to appoint Veronique ("Ronnie") Hakim as Executive Director of NJ TRANSIT, effective March 1, 2014, at an initial annual salary of \$261,324. The Executive Director will be eligible for up to \$10,000 in incentive

compensation for performance measures to include safety, service reliability, financial performance and other performance measures negotiated with the Chairman of the Board, subject to subsequent approval by the Board of Directors.

The Executive Director will be provided with a motor vehicle and an annual allotment of 25 vacation and 25 sick days as well as the usual and customary benefits available to other non-agreement management personnel and shall be required to pay the usual employee contributions and premiums.

Board Member Myron P. Shevell moved the resolution and Board Member James C. Finkle, Jr. seconded it. Chairman Simpson opened the meeting to discussion by any of the Board Members regarding the item.

Vice Chairman Meisel said he met Ronnie Hakim and knows her reputation. He echoes everything that Chairman Simpson said about her. Vice Chairman Meisel said speaking personally and for the other Members of the Board, they look forward to working with her.

Chairman Simpson said Ms. Hakim knows most of Senior Management at NJ TRANSIT and has worked with them either during her time at the New Jersey Turnpike Authority or during the Superstorm Sandy recovery efforts.

Board Member Greaves wished incoming Executive Director Hakim the best. He had an opportunity to meet her, to let her know they have had a good relationship with labor and NJ TRANSIT's management on the rail, bus and police side, they expect it to continue, and look forward to working with her.

Since there was no further discussion, Chairman Simpson called for a vote approving Item No. 1402-09: Appointment of the Executive Director, and it was unanimously adopted.

### **Other Business**

Chairman Simpson said many of NJ TRANSIT's stakeholders have talked about opening Board Committee Meetings to the public. Chairman Simpson and incoming Executive Director Ronnie Hakim are very familiar with it through their work with the New York Metropolitan Transportation Authority.

Chairman Simpson said before the April Board Meeting, they will open the Customer Service Committee and the Administration Committee meetings to the public. He said they will do that for three months and see how it goes. If all goes well, the Board will have additional meetings open to the public. If they cannot for some reason, such as technical or time doesn't permit, they will let the public know. Chairman Simpson said they do not need to vote on it, but as Chairman, he is directing Acting Board Secretary Zuczek to implement it.

Chairman Simpson said as the Commissioner of Transportation, and Chairman of the New Jersey Turnpike Authority, NJ TRANSIT, and other agencies, reading all the recent articles in the newspapers about snow removal at bus stops, it is a quagmire and they are going to look into it. He said the municipalities own some of it, NJ TRANSIT owns very little of it, and the New

Jersey Department of Transportation owns none of it. Nevertheless, some of the citizens are caught in particularly heavy snow. They have not had this much snow since 2010. Chairman Simpson asked Acting Board Secretary to make sure New Jersey Department of Transportation and NJ TRANSIT meet soon to figure out what they are responsible for and what is missing, with the over 10,000 bus stops, so they can figure out how to get past it and everyone is on the same page.

Chairman Simpson said after Ms. Hakim begins at NJ TRANSIT, one of the first things they need to look at with respect to NJ TRANSIT's fares is off-peak. He said he is told now it is not the money, its a capacity issue. Chairman Simpson said they spent months on it. He said one of the things for Ms. Hakim to look at is whether it is really capacity, and whether they can tailor off-peak to meet the capacity constraints. Chairman Simpson said he is being told as Commissioner of Transportation that if NJ TRANSIT were to go to off-peak fares, there is no way to accommodate all the riders on the train because there are so many riders. He said it is not a simple yes or a simple no, but they are going to work on it. Chairman Simpson said he expects the public members, who attend the Board Meetings monthly, to opine regarding where NJ TRANSIT's consultant might have missed something.

Chairman Simpson said after the Super Bowl, NJ TRANSIT moved a record 33,000 people out of the Super Bowl without an incident, except for delay. The Board is conducting an evaluation to figure out what happened. He said there were a lot of more people and agencies involved with what happened at the Super Bowl than just NJ TRANSIT. Chairman Simpson said they are always striving to improve, so he tasked Vice Chairman Meisel and Board Member Finkle with leading an evaluation of the Super Bowl. They will look at what NJ TRANSIT might have done better or different, and what did or did not happen.

Vice Chairman Meisel said the committee is just getting started but gave an update regarding what the committee has done so far. He said the committee was appointed by Chairman Simpson to evaluate NJ TRANSIT's performance related to Super Bowl 48, held at Met Life Stadium. The committee consists of Board Member Finkle, who serves as Chairman of NJ TRANSIT's Audit Committee and is also an attorney admitted to practice law in the State of New Jersey, and Vice Chairman Meisel is the other person on the committee. He is Chairman of the Capital Planning, Policy, and Privatization Committee and an attorney admitted to practice in both New Jersey and New York.

Vice Chairman Meisel said they have met several times to discuss the evaluation. At the last meeting, they decided it was best to retain former United States District Court Judge Dennis M. Cavanaugh to help them do the evaluation. Former Judge Cavanaugh recently retired on January 31, 2014 from the federal bench and has since joined the law firm McElroy, Deutsch, Mulvaney and Carpenter. He will represent their committee and NJ TRANSIT in this evaluation.

Former Judge Cavanaugh is a graduate of Seton Hall Law School, where he was a law professor for many years. He was a federal magistrate judge from 1993 to 2000, when he was appointed by President Bill Clinton to the United States District Court. He served for the third circuit in Newark until his recent retirement.

Vice Chairman Meisel said the process will go forward with interviews of various individuals, in relation to the preparation for or performance immediately before, during or after the Super Bowl

on February 3, 2014. The interviews will be led by McElroy, Deutsch, Mulvaney and Carpenter with Board Member Finkle and/or Vice Chairman Meisel attending most, if not all, of the interviews either in person or by video conferencing. They will also obtain all necessary background information and review that as preparation for the interviews.

Vice Chairman Meisel said when they conclude this process, the evaluation will go outside of NJ TRANSIT. They hope to interview individuals from the State Police and the NFL, with whom NJ TRANSIT interfaced because it was a very complicated process. There were certain areas where only the NFL controlled, certain areas where only the Police controlled, and certain areas where NJ TRANSIT controlled. Additionally, the Secret Service was involved. This was the first bi-state Super Bowl and as a consequence, it was the first Super Bowl with agencies from different states, and all the difficulties that includes as well. It was also a national security event and that was more apparent going into the Super Bowl than leaving the Super Bowl, but it also led to its complexity. He said it was an extremely complicated event.

Vice Chairman Meisel said he was not personally involved in the oversight of the event, nor was Board Member Finkle, so they are probably two people who are well suited to review it. The objective, as indicated by their choice of counsel, is to have this an impartial evaluation so that they can understand what NJ TRANSIT did well. Vice Chairman Meisel and Board Member Finkle have started looking into it and there were a lot of things that were done well, and they will note that in the report. To the extent that things were not done so well, mediocre or poorly, those will also be reported in the report. The idea is to find out the truth and have the evaluation explain it to assist in the future.

Vice Chairman Meisel said there are a lot of things that went on and he asked everyone to be patient. One of the reasons why they obtained formal counsel is because they are volunteers and there is only so much they can do as volunteers. Vice Chairman said there will be enough attorneys involved in this and this is going to be a professional report. When the interviews are done, they will be thorough.

Vice Chairman Meisel asked for everyone's patience. They will try to complete it as quickly as they can so they can answer these questions sooner than later, and satisfy all valid curiosity by the Board, NJ TRANSIT Management and members of the public.

Board Member Finkle echoed Vice Chairman Meisel's sentiments that they are taking this very seriously and they plan on doing as comprehensive a job as possible. They want to learn from this and point out everything good and bad.

### **Adjournment**

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Vice Chairman Bruce M. Meisel, seconded by Board Member James C. Finkle, Jr. and unanimously adopted. The meeting was adjourned at approximately 3:35 p.m.

**NOTICE OF SPECIAL BOARD OF DIRECTORS' MEETINGS**

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

**FEBRUARY 24, 2014**

**MINUTES**

- **CALL TO ORDER**
- **EXECUTIVE SESSION DISCUSSION: PERSONNEL MATTERS**
- **PUBLIC COMMENTS**

**ACTION ITEM**

**PAGE**

**1402-09: APPOINTMENT OF EXECUTIVE DIRECTOR 46179**

Appointment of Veronique ("Ronnie") Hakim as Executive Director of NJ TRANSIT, effective March 1, 2014, at an initial annual salary of \$261,324, incentive payments approved by the Board of Directors, and benefits.

- **OTHER BUSINESS**
- **ADJOURNMENT**

**EXECUTIVE SESSION AUTHORIZATION**

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

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

**ACTION ITEM**

**ITEM 1402-09: APPOINTMENT OF EXECUTIVE DIRECTOR**

**BENEFITS**

Veronique (“Ronnie”) Hakim possesses the qualifications to meet the requirements of the position of Executive Director and the needs of the agency. As a top transit executive with experience at major transportation agencies in the northeast, she brings a wealth of management experience and is an expert in the implementation of major transportation projects in conjunction with ongoing operations.

Effective March 1, 2014, Ms. Hakim will serve in the position of Executive Director at an initial annual salary of \$261,324. The Executive Director will be eligible for up to \$10,000 in incentive compensation for performance measures to include safety, service reliability, financial performance and other performance measures negotiated with the Chairman of the Board, subject to subsequent approval by the Board of Directors.

The Executive Director will be provided with a motor vehicle for her use as she deems appropriate and an annual allotment of 25 vacation and 25 sick days. Ms. Hakim will be eligible for the usual and customary benefits available to other non-agreement management personnel and shall be required to pay the usual employee contributions and premiums. Employment may be terminated by mutual consent, by the Board for cause on specific grounds, or by either party for no cause on reasonable written notice.

**ACTION**

Appointment of Veronique (“Ronnie”) Hakim as Executive Director of NJ TRANSIT, effective March 1, 2014, at an initial annual salary of \$261,324, incentive payments approved by the Board of Directors, and benefits.

**PURPOSE**

This action will provide for the appointment of the Executive Director at an annual salary with benefits appropriate for a high level executive with exceptional qualifications.

**FISCAL IMPACTS**

**Requested Authorization:** Appointment of Veronique (“Ronnie”) Hakim as Executive Director of NJ TRANSIT, effective March 1, 2014, at an initial annual salary of \$261,324, incentive payments approved by the Board of Directors, and benefits.

**RESOLUTION**

**WHEREAS**, Veronique (“Ronnie”) Hakim possesses the necessary qualifications to meet the requirements of Executive Director and the needs of NJ TRANSIT; and

**WHEREAS**, effective March 1, 2014, Ms. Hakim will serve in the position of Executive Director at an initial annual salary of \$261,324, incentive payments approved by the Board of Directors, and benefits; and

**WHEREAS**, Ms. Hakim will be provided with a motor vehicle and an annual allotment of 25 vacation and 25 sick days; and

**WHEREAS**, Ms. Hakim will be eligible for the usual and customary benefits available to other non-agreement management personnel and shall be required to pay the usual employee contributions and premiums; and

**WHEREAS**, employment may be terminated by mutual consent, by the Board for cause on specific grounds, or by either party for no cause on reasonable written notice;

**NOW, THEREFORE, BE IT RESOLVED** that Veronique (“Ronnie”) Hakim is hereby appointed Executive Director of NJ TRANSIT, effective March 1, 2014, at an initial annual salary of \$261,324, incentive payments approved by the Board of Directors, and benefits.