June 20, 2017

Dear Governor Christie:


Sincerely,

Original Signed By

Joyce J. Zuczek
Board Secretary

Enclosures

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

**Board Members Present**

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

**Staff Present**

Steven H. Santoro, Executive Director  
Jignasa D. Desai-McCleary, Chief, Procurement & Support Services  
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  
Kevin J. Amberg, Deputy Chief of Police, Administration  
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 & Programs  
Gardner C. Tabon, Chief, Office of System Safety  
Joseph E. Snow, Deputy Attorney General  
Joyce J. Zuczek, Board Secretary

Chairman Hammer convened the Open Session at 9:07 a.m. in accordance with the Open Public Meetings Act.

Chairman Hammer noted NJ TRANSIT has faced challenging days of late and any loss of life was one incident too may. He mentioned the devastating tragedy that occurred the prior week at the Washington Township Bus Garage in Gloucester County. Ryon C. Reynolds was a bus operator for two years and drove routes including one between Philadelphia and Atlantic City. Chairman Hammer asked for a moment of silence in memory of Ryon C. Reynolds, his family, all the employees at the Washington Township Bus Garage and the entire NJ TRANSIT family.

Raji Jacob, 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 Castillo and Greaves were participating by telephone.

Board Secretary Zuczek announced that adequate notice of the regularly scheduled 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 June 9, 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 meetings were being video recorded.

Chairman Hammer asked for a motion to approve the minutes of the May 17, 2017 Board meetings. A motion was made by Board Member James C. Finkle Jr., seconded by Board Member Lisa R. LeBoeuf, and unanimously adopted.

Public Comments on Agenda Action Items

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

Murray Bodin stated he is now against Board Item 1706-23: Fiscal Year 2018 Sole, Single and Limited Source Procurement By Exception Waiver Authorization. Mr. Bodin discussed a recent ruling made by the US Supreme Court in the Lexmark Toner Cartridge case. He said this ruling allows a customer Ownership Rights to Repair an item post-purchase from a manufacturer because it now belongs to them. Mr. Bodin stated due to cost constraints, they should have the right to choose who repairs their products and not be locked into using a Sole, Single and Limited Source Procurement. He believes with all of the market changes in the railroad industry, NJ TRANSIT may no longer be able to utilize the sole, single and limited source procurement. Mr. Bodin stated they should scale back to one-year and see how the industry plays out before agreeing to these terms.

Steven Thorpe discussed Board Item 1706-22: Contracting out Passaic County Local Bus Service. He noted the agenda item showed Community Transportation’s proposal as more than $50 million. Mr. Thorpe suggested looking at community transit to help with these low performing bus routes. He believes community transit could operate cheaper than these private carriers. He believes the procurement process must be very convoluted for NJ TRANSIT to only get this one proposal. Mr. Thorpe would like to know what Proposals B and C were, and feels there should be many more people bidding on this than Community Transportation. He believes anything that could be done to help community transit in operating bus routes like this is a win-win.
Joseph Clift discussed Board Items 1706-17, 1706-19 and 1706-20. Mr. Clift believes NJ TRANSIT is driving a Mack Truck through loopholes since they were supposed to be small dollar amounts. He wants the Treasurer’s Representative to take a look at this because he does not think it is good accounting. Mr. Clift felt that the Contracting Out of Passaic County Local Bus Service should be bid out in two sections instead of one, and go after small and disadvantaged business enterprises to get more bids. He knows the bus industry is not easy, but believes entry into the business does not require a lot of overhead.

Mr. Clift said he has asked several times when the Fiscal Year 2018 Capital Budget will be available for the public to comment on and has not received an answer. He said there are only 16 days left in this month and the budget still is not available and believes this is not acceptable. Mr. Clift said the Department of Transportation usually has the whole budget, including NJ TRANSIT, out by April. Mr. Clift said he understands the Fiscal Year 2018 Operating Budget may not be available, but believes there is no reason for the Fiscal Year 2018 Capital Budget to not be available.

Mr. Clift understands the summer costs were not in the February budget proposal because they did not know it would happen. He said NJ TRANSIT needs to ask the legislature to budget more operating funds for the summer costs because otherwise they will have to cut service or direct capital funds for operating expenses.

Mr. Clift said NJ TRANSIT is behind in making the PRIIA payments to Amtrak and it was not fair to Amtrak to blame them for not maintaining Northeast Corridor infrastructure when NJ TRANSIT hasn’t paid its required payments. He believes NJ TRANSIT should increase its capital budget so they can pay the legally mandated payments.

Mr. Clift believes NJ TRANSIT should have lengthened Platforms 1 and 2 serving Tracks 1 through 4 so it would have been in better shape to handle the upcoming summer problems. He wants NJ TRANSIT to change the Fiscal Year 2018 Capital Budget to provide $10 million to cover the design costs to extend these platforms to the West End Concourse so they do not miss out on the Moynihan Project.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. Ms. Mack stated that last month they had their quarterly meeting with the Board Liaison, Board Member Finkle, and she thanked him for his time and participation. She said it has been a difficult quarter for riders, especially as it relates to unfortunate accidents, scheduling, and fare issues. Ms. Mack also stated the mood of riders has been down because they felt NJ TRANSIT has let them down. She believes the summer would be a great time to catch up on improvements, and she is glad to see Amtrak taking responsibility.
Ms. Mack said that the entire rail system is aging, underfunded, in need of repair, and unfortunately, the convergence of all of this has been impacting riders. Ms. Mack believes that people will forget and put this all behind them once the work is done.

Ms. Mack agreed with Mr. Clift and re-iterated that as an agency and a state they need to come up with a strategic plan to move forward in the next two to three years to make NJ TRANSIT like it once was.

Ms. Mack said their next Advisory Committee Meeting will be in September; however they are scheduled to conduct annual tours of the facilities which have been set-up thanks to Mr. Lavell.

In closing, Ms. Mack said her thoughts are with everyone involved in the Penn Station schedule changes and she hopes all goes well. She also said the Advisory Committee will be around for the summer and she is interested in the budget and providing any assistance she can to the Board.

**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. The Committee also received an update on the feedback from the We Are Listening Customer Forums.

**Board Administration Committee Report**

Board Member Finkle presented the report for the Administration Committee. The Administration Committee discussed the board items for the: Passaic County Local Bus Service; Fiscal Year 2018 Sole, Single, and Limited Source Procurement by Exception Waiver Authorization; Corporate Insurance Program Annual Renewal; and Information Technology Audit Services Agreements. The Committee also 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 NJ TRANSIT Resilience Program board items for the Hoboken Boiler and Terminal Repairs, Observer Highway Switching Station, Substations, and Integrity Oversight Monitoring Services. The Committee also discussed the 2018 Task Order Consultant Contracts Program and Annual Notice of Meetings board items.

**Executive Director’s Monthly Report**

Executive Director Santoro noted as Chairman Hammer mentioned earlier, they tragically lost a member of the NJ TRANSIT team. Ryon Reynolds was a bus operator
out of the Washington Township Garage for two years and so this tragedy impacts all of Ryon’s co-workers and friends. They immediately made NJ TRANSIT’s Employee Assistance Program available to help their co-workers through this difficult time. When they heard about the tragedy, Executive Director Santoro and General Manager/Vice President of Bus Operations Michael Kilcoyne immediately went to the Washington Township Garage where they were able to speak to employees, as well as Ryon’s family. The viewing was scheduled for Friday, June 16, 2017 followed by the funeral on Saturday.

This past Friday, NJ TRANSIT announced their service plan for the July and August Amtrak repair work at Penn Station New York. Given the reality of the track work that Amtrak must repair, NJ TRANSIT’s service planning experts developed a plan with safety as the top priority, while maintaining the travel patterns of 75 percent of NJ TRANSIT’s customers. This plan was created in coordination with the New Jersey Transit Office of Emergency Management, as they do with all of their large scale events, and follows the National Incident Management Systems (NIMS) process to ensure that safety remained the number one goal.

This will not be an ordinary summer of travel for any of NJ TRANSIT’s customers across the system on rail, bus or light rail. They have developed a communication plan which includes a commitment to communicate frequently with customers and stakeholders utilizing social media and the traditional news media. They have established a special section of NJ TRANSIT’s website, www.njtransit.com/theupdate. Customers have been directed to the website.

Prior to July 10, 2017, NJ TRANSIT’s Emergency Operations Center (EOC) will be fully activated. The EOC will have representatives from rail, bus, light rail, police as well as their communications team, social media and customer service. The EOC will be monitoring the entire system in real time, on all modes of transportation.

NJ TRANSIT will have management deployed to key locations to ensure the service is operating as intended. To ensure that customers are getting through the system NJ TRANSIT will deploy employee Ambassadors helping to guide riders. In fact, they would have a number of Ambassadors out that week to answer questions following the release of the plan.

Executive Director Santoro noted they received confirmation that the West End Concourse would open up prior to July 10, 2017, in mid-June, which would help customer egress and access to platforms. More information will be sent so customers are aware of the new paths of travel.

In the lead up to this summer, they were also in the midst of National Safety Month. Executive Director Santoro said it is an appropriate time ahead of these service changes to remind customers and employees of the critical nature of safety.
NJ TRANSIT’s Office of System Safety was conducting a month-long effort to raise the awareness by going to sites, talking with customers and employees, handing out safety tips and spreading the word that safety is the top priority. They have been contacting customers through social media, public address announcements and the FYI customer newsletter, all in an effort to have everyone thinking about safety.

They continue to make great progress on other safety initiatives with the installation of inward and outward facing cameras on their trains. More than 70 percent of NJ TRANSIT’s rail fleet now has the forward facing cameras and more than 60 percent has the inward facing cameras. These camera systems prove to be helpful tools in conducting investigations and raising their level of safety another notch.

As they talk about camera systems, their technology upgrades are not limited to just rail. They are also installing 360-degree camera systems on buses. These cameras allow the bus operator to maintain a view around the bus and to prevent accidents, especially while turning.

They will also be procuring new bus and rail simulators to give NJ TRANSIT’s operators and engineers the best and most comprehensive training that is available. As Executive Director Santoro has said many times before, NJ TRANSIT is hiring, and many of the jobs they are filling are related to safety.

Executive Director Santoro noted they were taking another step toward making NJ TRANSIT’s rail system more resilient to future weather events. The public comment period for the Environmental Assessment of a new Raritan River Bridge begins that day and runs through July 14, 2017. This is a critical step in securing the needed approval to proceed to final engineering on this vital link on the North Jersey Coast Line.

Executive Director Santoro invited all members of the public and stakeholders to review the document, which is available on the website: www.njtransitresilienceprogram.com. Written comments can be submitted through that website, by email or by traditional mail.

The new lift bridge will replace the current swing span, which is more than 100 years old, to provide much stronger resiliency to weather events like Superstorm Sandy which caused heavy damage. As the sole rail link to 17 of the 20 stations on the North Jersey Coast Line, carrying nearly 10,000 customers every day, they cannot take that kind of chance again.

Executive Director Santoro reminded customers to stay vigilant. If they see something, say something. Customers may be focused on new travel patterns and new destinations. There may be more people in certain locations and fewer people in other locations. Customers may be utilizing different modes of transportation.
They cannot stress enough, that if something looks out of place or suspicious, let the professionals know immediately. The New Jersey Transit Police Department is always on patrol and will investigate every tip.

**Action Items**

**1706-17: **NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN BOILER AND TERMINAL REPAIRS: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR CONSTRUCTION ASSISTANCE SERVICES

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1706-17 for approval.

Eric Daleo recommended approval of Item #1706-17, NJ TRANSIT Resilience Program – Hoboken Boiler and Terminal Repairs: Construction Contract Award and Amendment to 2012 Task Order Consultant Contracts Program for Construction Assistance Services. Approval was requested to enter into a contract with DMR Construction Services, Inc., for the construction of the Hoboken Boiler and Terminal Repairs Project in an amount not to exceed $10,354,454.69, plus five percent for contingencies, subject to the availability of funds.

Approval was also requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. by $765,776 for Construction Assistance services and other related services to support the Hoboken Boiler and Terminal Repairs Project and coordination with other Hoboken area projects, for a maximum authorization amount of $8,765,776 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of $114,001,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds.

Board Member Lisa R. LeBoeuf moved the resolution and Board Member Anthony Longo seconded it. It was adopted with Board Member Flora M. Castillo voting against the item.

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**1706-18: **NJ TRANSIT RESILIENCE PROGRAM – OBSERVER HIGHWAY SWITCHING STATION: CONSTRUCTION CONTRACT AWARD

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1706-18 for approval.
Eric Daleo recommended approval of Item #1706-18, NJ TRANSIT Resilience Program – Observer Highway Switching Station: Construction Contract Award. Approval was requested to enter into a contract with DMR Construction, Inc. of Waldwick, NJ, for the construction of the Observer Highway Switching Station project in an amount not to exceed $2,780,741.24, plus five percent for contingencies, subject to the availability of funds.

Board Member James C. Finkle Jr. moved the resolution and Board Member Lisa R. LeBoeuf seconded it. It was adopted with Board Member Flora M. Castillo abstaining from voting.

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1706-19: NJ TRANSIT RESILIENCE PROGRAM – SUBSTATIONS: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1706-19 for approval.

Eric Daleo recommended approval of Item #1706-19, NJ TRANSIT Resilience Program – Substations: Amendment to 2012 Task Order Consultant Contracts Program. Approval was requested to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Gannett Fleming, Inc. by $2,750,000, for a maximum authorization amount of $13,390,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of $116,751,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds.

Board Member Anthony Longo moved the resolution and Board Member James C. Finkle Jr. seconded it. It was adopted with Board Member Flora M. Castillo voting against the item.

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Executive Director Santoro introduced Eric Daleo, Assistant Executive Director, Capital Planning and Programs, who presented Action Item #1706-20 for approval.

Eric Daleo recommended approval of Item #1706-20, Capital Planning and Programs Task Order Consultant Contracts Program: Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operations and Infrastructure Planning; and Stations, Access, Parking, and Site Planning. Approval was requested to enter into contracts with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in five disciplines: Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operations and Infrastructure Planning; and Stations, Access, Parking, and Site Planning. The total value of the 2018 Task Order Consultant Contracts Program, of which these contracts comprise the first package, is $50,000,000. Each contract duration will be five years; the maximum task and contract limits for each discipline are shown in Exhibit B.

Approval was also requested to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program contracts in five disciplines: Architectural/Engineering; Bridge and Railway Engineering; Travel Demand Forecasting; and Transit-Friendly Planning, Land Use and Development for a targeted and limited extension as shown on Exhibit C. The current task limits, contract limits, and overall authorization for this program will remain unchanged.

Board Member Lisa R. LeBoeuf moved the resolution, Board Member Anthony Longo seconded it, and it was unanimously adopted.

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Executive Director Santoro introduced Warren Hersh, Auditor General, who presented Action Item #1706-21 for approval.
Warren Hersh recommended approval of Item #1706-21, NJ TRANSIT Resilience Program: Integrity Oversight Monitoring Services Contracts – Extension of Time. Approval was requested to exercise the first two-year period option to extend contracts with CohnReznick, LLP, Eisner Amper LLP, RSM, LLP (formerly McGladery, LLP), and with Thacher Associates, LLC utilizing the previously approved total authorization amount not to exceed the sum of $15,000,000 as authorized in Board Item 1405-19 dated May 15, 2014 for all approved Work Authorizations that may be issued to these four Consultants during the two-year contract extension period, subject to availability of funds.

Board Member Flora M. Castillo moved the resolution, Board Member Anthony Longo seconded it, and it was unanimously adopted.

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Chairman Hammer noted Board Member Finkle was recused from voting on the next item and Board Member Finkle left the room at approximately 9:41 a.m.

1706-22: CONTRACTING OUT: PASSAIC COUNTY LOCAL BUS SERVICE

Executive Director Santoro introduced Neal Fitzsimmons, Acting Chief, Light Rail and Contract Services, who presented Action Item #1706-22 for approval.

Neal Fitzsimmons recommended approval of Item #1706-22, Contracting Out: Passaic County Local Bus Service. Approval was requested to enter into a contract with Community Transportation, Inc. of Paramus, New Jersey, to operate the Passaic County Local Bus Service, as set forth in Exhibit A for a 36-month contract period from August 27, 2017 through August 29, 2020, at a total cost not to exceed $20,202,815, plus five percent for contingencies.

Approval was also requested to exercise options to extend the contract for two 24-month periods, in accordance with the Request for Proposal and the carrier’s proposal, at a cost not to exceed $14,566,020 the first option period from August 30, 2020 through August 27, 2022 and $15,408,268 for the second option period from August 28, 2022 through August 31, 2024, plus five percent for contingencies.

The combined contract cost with option periods is not to exceed $50,177,103, plus five percent for contingencies.

Board Member Flora M. Castillo moved the resolution and Board Member Anthony Longo seconded it. It was adopted with Board Member Finkle recused from voting.
Board Member Finkle returned to the room at approximately 9:43 a.m.

**1706-23: FISCAL YEAR 2018 SOLE, SINGLE, AND LIMITED SOURCE PROCUREMENT BY EXCEPTION WAIVER AUTHORIZATION**

Executive Director Santoro introduced Jignasa Desai-McCleary, Chief, Procurement and Support Services, who presented Action Item #1706-23 for approval.

Jignasa Desai-McCleary recommended approval of Item #1706-23, Fiscal Year 2018 Sole, Single, and Limited Source Procurement by Exception Waiver Authorization. Approval was requested to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and administrative operations at a cost not to exceed $25,000,000, subject to the availability of funds.

Approval was also requested to enter into sole, single, or limited source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed $27,000,000, subject to the availability of funds.

Approval was also requested to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT's Resilience Program at a cost not to exceed $10,000,000 subject to the availability of funds and FTA approval.

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

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1706-24: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL

Executive Director Santoro introduced Michael Lihvarcik, Chief Financial Officer and Treasurer, who presented Action Item #1706-24 for approval.

Michael Lihvarcik recommended approval of Item #1706-24, Corporate Insurance Program Annual Renewal. Approval was requested to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2017 through June 30, 2018 at an annual cost not to exceed $20,000,000, plus five percent for contingencies, subject to the availability of funds and adoption of the Fiscal Year 2018 Operating Budget.

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

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1706-25: INFORMATION TECHNOLOGY AUDIT SERVICES AGREEMENTS

Executive Director Santoro introduced Warren Hersh, Auditor General, who presented Action Item #1706-25 for approval.

Warren Hersh recommended approval of Item #1706-25, Information Technology Audit Services Agreements. Approval was requested to enter into contracts with Control Solutions International, Inc., Experis US, Inc. and with Protiviti who will perform Information Technology audit services for a three-year term and up to two individual option years at a total cost, for all three contracts, not to exceed $750,000, plus five percent contingency, subject to the availability of funds. The total annual amount for all three contracts will not exceed $150,000, plus five percent contingency, 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.

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1706-26: ANNUAL NOTICE OF MEETINGS

Executive Director Santoro introduced Joyce Zuczek, Board Secretary, who presented Action Item #1706-26 for approval.

Joyce Zuczek recommended approval of Item #1706-26, Annual Notice of Meetings. Approval was requested to adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors’ meetings during Fiscal Year 2018.

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

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Executive Session Authorization

At approximately 9:48 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 Lisa R. LeBoeuf moved the resolution, Board Member James C. Finkle Jr. 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 10:05 a.m.

Public Comments on Other Matters

There were 27 speakers on other matters.

**Murray Bodin** would like to see use of technology like the self-parking car on NJ TRANSIT trains. He thinks it will work everywhere to stop the train, cost less money than Positive Train Control, and could be implemented quickly.

Mr. Bodin stated he would also like to see open rail cars with no separation between cars. He believes this type of train car would allow NJ TRANSIT to transport more passengers, use 12 cars at stations that only accommodate eight cars, and offer better safety to passengers when walking from car to car.
Mr. Bodin wants NJ TRANSIT to stop wasting time on Positive Train Control, which only work in limited areas and will not be effective for years. He believes it is NJ TRANSIT's responsibility to test different things and make the railways better.

David Peter Alan said history was made that morning when Board Member Castillo voted no to two action items. Mr. Alan extended his congratulations to her and said that everyone else should join him in doing so as well. Other than when Chairman Hammer first joined the Board and voted no on a personal injury item, he said this was the first time anyone ever voted no to an action item since April 2003.

Mr. Alan said the Lackawanna Coalition believes this coming summer of schedule changes is a great time for NJ TRANSIT to ingratiate itself with its riding community along the Morris & Essex Line. The Lackawanna Coalition would like to provide a valuable service to their riders and their towns but he said unfortunately this did not happen and NJ TRANSIT lost the opportunity and this sort of thing only comes along rarely. Mr. Alan stated that in July and August NJ TRANSIT will turn back the hands of time with the Morris & Essex Line reverting to 1996 levels of service, when all trains went into Hoboken. He believes their constituents were probably singled out differently for this decision because management thought it was easier for them and harder on the riders the Lackawanna Coalition represents.

Mr. Alan stated while they know of the need for the extensive repairs, Amtrak should have done this work years ago. He believes NJ TRANSIT should have brought the towns along the Morris & Essex Line and the Lackawanna Coalition into this process at the early stages. Mr. Alan said asking for feedback and suggestions on how to make the summer less painful for their riders, both commuter and occasional riders, would have been a good idea. He believes management displayed an attitude of we will let you know when we want you to know. Mr. Alan said NJ TRANSIT was criticized by the Mayors and Officials of several of their towns along the Morris & Essex Line, for not letting them know what was going to happen. He believes this level of secrecy is unacceptable. Mr. Alan said the Lackawanna Coalition is used to being ignored more than their elected officials. He stated that management could have made this summer far less painful for constituents if they would have worked with our constituents and elected officials along the Morris & Essex Line.

Mr. Alan said the Lackawanna Coalition learned from NJ TRANSIT at the Legislative hearing on May 31, 2017 that there will still be a capacity for 15 trains per hour this summer. The Lackawanna Coalition calculated from this information that it will only be necessary to divert trains to Hoboken between 7:00 a.m. and 9:00 a.m. in the morning and 4:30 p.m. through 6:30 p.m. in the afternoon and early evening. Mr., Alan said there is room at Penn Station at other times so midday and evening trains and trains on the shoulder of the peak commuting hours can still go into Penn Station.

Mr. Alan stated the Lackawanna Coalition is still doing what they can to help their constituents, however they still have a lot of unanswered questions. Mr. Alan said he has submitted a document to NJ TRANSIT management requesting answers within two
weeks so the Coalition can furnish their constituents with answers. He said the Coalition called upon NJ TRANSIT to add connection times with the Ferry and PATH including 33rd Street on their schedules and Mr. Alan was assured that this will happen. Mr. Alan said riders have a right to know, especially outside of peak times when PATH is not operating as frequently.

In closing, Mr. Alan stated the Coalition will continue to keep riders informed on what they can do on their website and via the Lackawanna Coalition “RAILGRAM” Newsletter. Mr. Alan does not feel this will be as effective as if he had been able to work closer with NJ TRANSIT management. Mr. Alan’s last comment to NJ TRANSIT was riders really need to know when trains are coming in sooner rather than later with up-to-the-second announcements and boarding.

Joseph Clift said he was glad to see the West End Course is going to be open down to Track 5, however this is a year plus late. He said the Long Island Railroad has had access down to Track 13 for the last 30 years and NJ TRANSIT has not. Mr. Clift said the West End Concourse should be opening on June 15, 2017 and he heard that Governor Cuomo will be there at the opening, but Track 1 through 4 will not be accessible.

Mr. Clift stated he looked at the Long Island Railroad Summer Planning Schedule and it was very robust and they added three morning trains. He believes NJ TRANSIT should add a second train on the Morris & Essex Line getting in the morning. Mr. Clift said NJ TRANSIT has only added one, and second would have been better.

Mr. Clift said the Long Island Railroad is only diverting peak trains. He said on the Morris & Essex Line there were trains in the morning that push NJ TRANSIT over 15 trains an hour, but they are diverting in the current schedule 35 trains, which means (27) trains do not need to be diverted. Mr. Clift said NJ TRANSIT needs to come up with a new schedule to have trains go into Hoboken at peak and New York during off-peak and evenings. He said the Long Island Railroad has done this and NJ TRANSIT could have done this as well.

Mr. Clift said Long Island Railroad added cars to some trains and shifted things around and he thinks NJ TRANSIT could have done this on the Denville West Line. Leaving from Denville East, he said they could either go to the Montclair Branch or the Morris & Essex Line, but right now the quicker train out is the Morris & Essex Line. Mr. Clift said if service had been increased out of Montclair, with longer trains and good connecting times, they could have brought everyone from Denville into Montclair and transferred them there and allowed more people to go in on a reduced number of trains. He said Long Island Railroad has added 36 cars to existing trains going into Penn Station and they have literally taken three 12-car trains and moved capacity to other trains. Mr. Clift thinks NJ TRANSIT should have done this West of Denville.

Mr. Clift said that Long Island Railroad had a robust taskforce effort and they included officials from the counties and cities, and private citizens, and their collective efforts
shows in the improvements they have made during these upcoming summer months. Moving forward Mr. Clift stated NJ TRANSIT needs to include more people, legislative personnel, and the Lackawanna Coalition and NJ-ARP.

Mr. Clift said NJ TRANSIT needs to look at the summer schedules because they show them taking riders into Hoboken with no PATH information, so riders have to figure out how to get back out of Hoboken. This is not right. He said this may be a PATH issue and not NJ TRANSIT, but riders need more information and details and they need it in their hands as quickly as possible.

**Kin Gee** provided an update to JCP&L’s proposal to build a 10-mile long 230,000 volt transmission line from Aberdeen to Red Bank in Monmouth County using NJ TRANSIT’s right-of-way. The formal plenary hearing for JCP&L’s petition before Administrative Law Judge Gail Cookson started on April 4, 2017 and continued through April 12, 2017. The hearing was on a break and would resume on June 14, 2017.

Mr. Gee said Judge Cookson agreed to a site visit and made the tour on Wednesday, June 7, 2017. The tour took about five hours and consisted of 18 stops in the five towns along NJ TRANSIT’s tracks. Judge Cookson selected these 18 stops which included seven private residences where she could enter the backyards so that she could see the homeowner’s perspective on how close the tracks are and where the poles would be.

Mr. Gee urged NJ TRANSIT to say no to JCP&L and not allow them the use the right-of-way.

**Rachel Kanapka** is President of the grassroots group Residents Against Giant Electric. Ms. Kanapka stated the recent primaries took place for the new Governor and she wanted to speak to their views on the JCP&L Project. She said Lieutenant Governor Kim Guadagno could not make a statement at this time because of ethical conflicts since she oversees some of the agencies. Ms. Kanapka said Serena DiMaso who was at a Board Meeting in October 2016 is in the process of arranging a meeting with the Lieutenant Governor, who said she would like to meet with the RAGE group and hear their side of the story. Ms. Kanapka noted the Lieutenant Governor does not know if she can publicly comment on this subject, but she is interested in hearing RAGE’s perspective on the JCP&L Project.

Ms. Kanapka said Phil Murphy, another primary governor candidate, is on RAGE’s side and she read a statement from Mr. Murphy. She said Mr. Murphy joined Congressman Palone and the numerous state local leaders who oppose the JCP&L proposal to run a high voltage power transmission lines across Monmouth County. Ms. Kanaka stated Mr. Murphy’s solution to this was that we must encourage alternative renewable sources of energy that not only would minimize environmental and community impact and damage to private property; but will prove much more resilient in the long run.
Ms. Kanapka stated the Judge taking the tour was a win for RAGE and she said that herself, Kim Gee, and the attorney stopped at 18 places. She specifically referenced the covered bridge near Middletown which was close to NJ TRANSIT’s catenary lines was about 40 feet. Ms. Kanapka noted how narrow this was and the dangers to fall zones near resident’s yards, homes, sheds and the railways. She said these monster poles going up would be a safety risk to customers and riders and NJ TRANSIT workers driving the trains should these poles be hit. Ms. Kanapka pleaded for them to say no to JCP&L.

Janet Berk stated at the last Board meeting she asked them to send a clear message to the riders that their safety and convenience is their top priority by telling JCP&L no to using the right-of-way. She made the same request again. Ms. Berk said NJ TRANSIT riders are frustrated by the delays which will only get worse this summer, and the two year MCRP would extend the delays far longer.

Ms. Berk noted she made an OPRA request for JCP&L documents requesting the occupancy permit and she believes there is enough information to show how difficult this project would be to build. She said they would need to construct it during hours when the trains were operational. Ms. Berk noted the serious risks of downed lines and said trains would be within the fall zone. She believes this project would risk riders safety and increase NJ TRANSIT’s insurance costs. Ms. Berk urged NJ TRANSIT to let riders know they are their top priority by telling JCP&L no now.

Christine Maiorana asked what NJ TRANSIT is waiting for to say no to the Monmouth County Reliability Project. She asked if they have not provided enough information to convince NJ TRANSIT that the project is wrong in so many ways for everyone except the JCP&L executives. Ms. Maiorana said she has been following the Delayed on NJ TRANSIT group stores and asked if NJ TRANSIT wants to make it worse. She said she drove to the meeting because she was afraid she would not make it in time on the train.

Ms. Maiorana said they were considering making improvements on their house including putting in a pool but have been waiting because they do not know what will happen with the project. She assumes NJ TRANSIT is waiting for the monetary offer from JCP&L before it makes a decision. Ms. Maiorana said no amount of money is enough for the horrors to come from the project. She said commuters trust NJ TRANSIT to keep them safe and to get them to work on time. Ms. Maiorana asked whether they want this as their legacy and urged them to say no to the project and end the agony the potential project is causing.

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 R. LeBoeuf, and unanimously adopted. The meeting was adjourned at approximately 10:35 a.m.
NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS’ MEETINGS  

JUNE 14, 2017  
MINUTES  

PAGE  

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

ACTION ITEMS  

1706-17 NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN BOILER AND TERMINAL REPAIRS: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR CONSTRUCTION ASSISTANCE SERVICES  

Authorization to enter into NJ TRANSIT Contract No.17-022X with DMR Construction Services, Inc., for the construction of the Hoboken Boiler and Terminal Repairs Project in an amount not to exceed $10,354,454.69, plus five percent for contingencies, subject to the availability of funds.  

Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by $765,776 for Construction Assistance services and other related services to support the Hoboken Boiler...
and Terminal Repairs Project and coordination with other Hoboken area projects, for a maximum authorization amount of $8,765,776 for this contract (NJ TRANSIT Resilience Program and a maximum authorization amount of $114,001,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

1706-18 NJ TRANSIT RESILIENCE PROGRAM – OBSERVER HIGHWAY SWITCHING STATION: CONSTRUCTION CONTRACT AWARD

Authorization to enter into NJ TRANSIT Contract No. 16-042X with DMR Construction, Inc. of Waldwick, NJ, for the construction of the Observer Highway Switching Station project in an amount not to exceed $2,780,741.24, plus five percent for contingencies, subject to the availability of funds.

1706-19 NJ TRANSIT RESILIENCE PROGRAM – SUBSTATIONS: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

Authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Gannett Fleming, Inc. (NJ TRANSIT Contract No. 13-006A) by $2,750,000, for a maximum authorization amount of $13,390,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of $116,751,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

1706-20 2018 CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS PROGRAM: CORRIDOR PLANNING; ENVIRONMENTAL CONSULTING SERVICES; QUALITATIVE AND QUANTITATIVE RESEARCH; RAIL OPERATIONS AND INFRASTRUCTURE PLANNING; AND STATIONS, ACCESS, PARKING, AND SITE PLANNING

Authorization to enter into NJ TRANSIT Contract Nos. 16-018 through 16-022 with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in five disciplines: Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operations and Infrastructure Planning; and Stations, Access, Parking,
and Site Planning. The total value of the 2018 Task Order Consultant Contracts Program, of which these contracts comprise the first package, is $50,000,000. Each contract will extend for five years; the maximum task and contract limits for each discipline are shown in Exhibit B.

Authorization to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program contracts in five disciplines: Architectural/Engineering; Bridge and Railway Engineering; Travel Demand Forecasting; and Transit-Friendly Planning, Land Use and Development for a targeted and limited extension as shown on Exhibit C. The current task limits, contract limits, and overall authorization for this program will remain unchanged.

1706-21 NJ TRANSIT RESILIENCE PROGRAM: INTEGRITY OVERSIGHT MONITORING SERVICES CONTRACTS – EXTENSION OF TIME

Authorization to exercise the first two-year period option to extend NJ TRANSIT Contract Nos. 14-033A with CohnReznick, LLP, 14-033B with Eisner Amper LLP, 14-033C with RSM, LLP (formerly McGladery, LLP), and 14-033D with Thacher Associates, LLC utilizing the previously approved total authorization amount not to exceed the sum of $15,000,000 (Fifteen Million Dollars) as authorized in Board Item 1405-19 dated May 15, 2014 for all approved Work Authorizations (WAs) that may be issued to these four (4) IOM Consultants during the two-year contract extension period, subject to availability of funds.

1706-22 CONTRACTING OUT- PASSAIC COUNTY LOCAL BUS SERVICE

Authorization to enter into NJ TRANSIT Contract No. 17-001 with Community Transportation, Inc. of Paramus, New Jersey, to operate the Passaic County Local Bus Service, as set forth in Exhibit A for a 36-month contract period from August 27, 2017 through August 29, 2020, at a total cost not to exceed $20,202,815, plus five percent for contingencies.

Authorization to exercise options to extend NJ TRANSIT Contract No. 17-001 for two 24-month periods, in accordance with the Request for Proposal and the carrier’s proposal, at a cost not to exceed $14,566,020 the first option period from August 30, 2020 through August 27, 2022 and $15,408,268 for the second option period from August 28, 2022 through August 31, 2024, plus five percent for contingencies.

The combined contract cost with option periods is not to exceed $ 50,177,103, plus five percent for contingencies.
1706-23 FISCAL YEAR 2018 SOLE, SINGLE, AND LIMITED SOURCE PROCUREMENT BY EXCEPTION WAIVER AUTHORIZATION

Authorization to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and administrative operations at a cost not to exceed $25,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

Authorization to enter into sole, single, or limited source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT’s Information Systems at a total cost not to exceed $27,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

Authorization to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT's Resilience Program at a cost not to exceed $10,000,000 subject to the availability of funds and FTA approval. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

1706-24 CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL

Authorization to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2017 through June 30, 2018 at an annual cost not to exceed $20,000,000, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2018 Operating Budget.

1706-25 INFORMATION TECHNOLOGY AUDIT SERVICES AGREEMENTS

Authorization to enter into NJ TRANSIT Contract Nos. 16-032A with Control Solutions International, Inc. of Woburn, Massachusetts, 16-032B with Experis US, Inc. of Parsippany, New Jersey and 16-032C with Protiviti of New York, New York, who will perform IT audit services for a three-year term and up to two individual option years at a total cost, for all three contracts, not to exceed
$750,000, plus five percent contingency, subject to the availability of funds. The total annual amount for all three contracts will not exceed $150,000, plus five percent contingency, subject to the availability of funds.

1706-26 ANNUAL NOTICE OF MEETINGS

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors' meetings during Fiscal Year 2018.

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

- 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 May 17, 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 May 25, 2017;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the April 4, 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.
It was a very sad day last Tuesday for the NJ TRANSIT family. We tragically lost a member of our NJ TRANSIT team. Ryon Reynolds was a bus operator out of the Washington Township garage for two years and so this tragedy impacts all of Ryon’s co-workers and friends. We immediately made available our Employee Assistance Program (EAP) to help our co-workers through this difficult time.

This past Friday, we announced our service plan for the July and August Amtrak repair work at Penn Station New York. Given the reality of the track work that Amtrak must repair, our service planning experts developed a plan with safety as the top priority, while maintaining the travel patterns of 75-percent of our customers. This plan was created in coordination with the New Jersey Transit Office of Emergency Management, as we do with all of our large scale events, and follows the NIMS process, the National Incident Management Systems, to ensure that safety remained the number one goal.

This will not be an ordinary summer of travel for any of our customers across the system on rail, bus or light rail. We have developed a communication plan which includes a commitment to communicate frequently with our customers and stakeholders utilizing social media and the traditional news media. We have established a special section of our website, njtransit.com/theupdate, which we’ve been directing customers to. Prior to July 10th, our Emergency Operations Center (EOC) will be fully activated. The EOC will have representatives from rail, bus, light rail, police as well as our communications team, social media and customer service. We will have management deployed to key locations to ensure the service is operating as intended and our employee Ambassadors will be out helping to guide riders.

In the lead up to this summer, we are also in the midst of National Safety Month. I think it’s an appropriate time ahead of these service changes to remind customers and employees of the critical nature of safety. Our Office of System Safety is conducting a month-long effort to raise the awareness by getting out to sites, talking with customers and employees and spreading the word that safety is the top priority.

We continue to make great progress on other safety initiatives with the installation of inward and outward facing cameras on our trains. More than 70-percent of our rail fleet now has the forward facing cameras and more than 60-percent has the inward facing cameras. These camera systems prove to be helpful tools in conducting investigations and raising our level of safety another notch. We also are installing 360-degree camera systems on buses. These cameras allow the bus operator to maintain a view around the bus and to prevent accidents, especially while turning. We also will be procuring new bus and rail simulators to give our operators the best and most comprehensive training that is available.

Today, we take another step toward making our rail system more resilient to future weather events. The public comment period for the Environmental Assessment of a new Raritan River Bridge begins today and runs through July 14th. This is a critical step in securing the needed approval to proceed to final engineering on this vital link on the North Jersey Coast Line. I invite all members of the public and stakeholders to review the document, which is available on the website njtransitresilienceprogram.com. Written comments can be submitted through that website, by email or by traditional mail. The new lift bridge will replace the current swing span, which is more than 100 years old, to provide much stronger resiliency to weather events like Superstorm Sandy which caused heavy damage.

I also want to remind customers to stay vigilant. If you “see something, say something”. Customers may be focused on new travel patterns and new destinations. Customers may be utilizing different modes of transportation than they’re used to. We can’t stress enough, that if something looks out of place or suspicious, let the professionals know immediately. The New Jersey Transit Police Department is always on patrol and will investigate every tip.
EXECUTIVE DIRECTOR'S MONTHLY REPORT
JUNE 2017

1. PERFORMANCE MEASURES

2. MEAN DISTANCE BETWEEN FAILURES

3. DBE/MBE PROGRAM

4. EMPLOYEE RECOGNITION
PERFORMANCE MEASURES
NJ TRANSIT
ON-TIME PERFORMANCE
RAIL
JUNE 2015 - MAY 2017

% Trains Reported Within 6 Minutes of Schedule

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
<th># Change</th>
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<tr>
<td>May Comparison</td>
<td>95.6%</td>
<td>86.9%</td>
<td>-8.7%</td>
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<tr>
<td>12-Month Average June 2015- May 2017</td>
<td>94.3%</td>
<td>92.1%</td>
<td>-2.2%</td>
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Analysis:

Rail On-Time Performance was 86.9% for May 2017. Of the 18,525 trains scheduled to operate, 16,096 were on time, while 2,429 trains (or 13.1%) were delayed. Key causes included:

- Amtrak track failure contributed to 129 delays resulting in 80.1% OTP on May 9.
- Amtrak track failure, Amtrak signal failure and Long Island Railroad human error contributed to 135 delays resulting in 78.3% OTP on May 10.
- Amtrak track failure, Amtrak switch failure and NJT diesel failure contributed to 172 delays resulting in 74.3% OTP on May 16.

The 12-month average for Rail On-Time Performance for June 2016 - May 2017 was 92.1%, which has declined by 2.2%.
ON-TIME PERFORMANCE
RAIL

SUMMARY BY TIME PERIOD
MAY 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
MAY 2017

NORTHEAST CORRIDOR

Time Period

NORTH JERSEY COAST LINE

Time Period

MORRIS & ESSEX

Time Period

RARITAN VALLEY LINE

Time Period

MAIN-BERGEN

Time Period

PASCAK VALLEY

Time Period

MONTCLAIR-BCĐTTON

Time Period

ATLANTIC CITY*

Time Period

*NOTE: There is no distinction for the ACL between peak and off-peak service.
NJ TRANSIT
ON-TIME PERFORMANCE
BUS
JUNE 2015 - MAY 2017

% Buses Departing Major Terminals Within 6 Minutes of Schedule

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<thead>
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<th></th>
<th>2015 - 2016</th>
<th>2016 - 2017</th>
<th>% Change</th>
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<tr>
<td>May Comparison</td>
<td>91.1%</td>
<td>89.4%</td>
<td>-1.6%</td>
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<tr>
<th></th>
<th>2015 - 2016</th>
<th>2016 - 2017</th>
<th>% Change</th>
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<tr>
<td>12-Month June 2015 - May 2017</td>
<td>90.6%</td>
<td>90.6%</td>
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Analysis:

Bus On-Time Performance was 89.4% for May 2017. Of the 44,695 monitored departures, 4,720 (or 10.6%) experienced delays. Key causes included:

- Heavy rain and flooding affected performance at Port Authority Bus Terminal and Newark on May 5. A parade forced the closure of Broad Street in Newark on May 11.
- Protest marches in Philadelphia impacted performance at Walter Rand Transportation Center on May 1 and 9.
- Construction on Washington Street in Hoboken, an 18 month project, continues to impact performance at Hoboken.

The 12-month average for Bus On-Time Performance for June 2016 - May 2017 was 90.6%, which was unchanged from the previous year.
ON-TIME PERFORMANCE
BUS

SUMMARY BY TERMINAL
MAY 2017

% Buses Departing Major Terminals On Time

Port Authority Bus Terminal: 88.6%
Newark Penn Station: 86.2%
Atlantic City Bus Terminal: 99.4%
Walter Rand Transportation Center: 80.1%
Hoboken Terminal: 92.0%
NJ TRANSIT
ON-TIME PERFORMANCE
LIGHT RAIL
JUNE 2015 - MAY 2017

% Light Rail Trains Reported On Time

May Comparison

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<tr>
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<tr>
<td>Goal</td>
<td>97.3%</td>
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</tr>
<tr>
<td>2016</td>
<td>98.1%</td>
<td></td>
<td></td>
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<tr>
<td>2017</td>
<td>97.2%</td>
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<td>-0.8%</td>
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12-Month Average Ended May 2016 & May 2017

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<th></th>
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<th>2017</th>
<th># Change</th>
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<tr>
<td></td>
<td>98.0%</td>
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<tr>
<td></td>
<td>97.0%</td>
<td></td>
<td>-1.0%</td>
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Analysis:
Light Rail On-Time Performance systemwide was 97.2% for May 2017.
Of the 26,999 scheduled departures, 744 (or 2.76%) experienced delays.

Key causes included:
• Scheduled construction for NJTPA 14A delayed 218 HBLR trains on May 6.
• Diesel engine fault on a light rail vehicle delayed 6 River LINE trains on May 1.
• Mechanical faults and switch failure delayed 45 Newark Light Rail trains on May 8.

The 12-month average for Light Rail On-Time Performance for June 2016 - May 2017 was 97.01%,
which decreased by 1.0% compared to June 2015 to May 2016.
ON-TIME PERFORMANCE
LIGHT RAIL

SUMMARY BY LINE
MAY 2017

% Light Rail Trains Reported On Time

99.2%
97.2%
95.6%

Hudson-Bergen Light Rail
River LINE
Newark Light Rail
NJ TRANSIT
ON-TIME PERFORMANCE
ACCESS LINK
June 2015 - May 2017

(ADA, PCAs and Companion Ridership)

Goal: 95.5%

June July Aug Sept Oct Nov Dec Jan Feb Mar Apr May

2016 2017 % Change
May Comparison 94.0% 92.7% -1.3%

2016 2017 Difference
May Ridership 133,989 144,195 10,206

2015-2016 2016-2017 % Change
12-Month Average June-May 94.5% 93.3% -1.2%

Analysis:

Access Link On-Time Performance was 92.7% for May 2017. In serving 144,215 total riders, for 131,354 ADA customers trips, 9,623 (or 7.3%) experienced delays.

Key causes include:

* Road closures /construction
* Traffic congestion/ higher due to school graduation ceremonies
* Customer cancellation & No-shows

The 12-month average for Access Link On-Time Performance for June 2016 - May 2017 was 93.3%, which decreased by -1.2%.
MEAN DISTANCE BETWEEN FAILURES
April-17

NJ Transit Rail

Mean Distance Between Failures

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
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</tr>
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<tbody>
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<td>Jul</td>
<td>86,673</td>
<td>69,926</td>
<td>84,508</td>
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<td>Dec</td>
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<td>89,655</td>
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<td>Feb</td>
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<td>82,949</td>
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<td>85,080</td>
<td>81,849</td>
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<td>May</td>
<td>-</td>
<td>87,022</td>
<td>82,566</td>
<td>84,237</td>
<td>-</td>
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<td>Jun</td>
<td>-</td>
<td>85,722</td>
<td>81,704</td>
<td>83,798</td>
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![Mean Distance Between Failures Chart](chart_url)
### Garage Performance Parameters

#### May 2017

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<thead>
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<th>Location</th>
<th>FY2017 Goal</th>
<th>This Month</th>
<th>FY2017 YTD</th>
<th>FY2016 YTD</th>
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<tr>
<td>Fairview</td>
<td>7,000</td>
<td>4,518</td>
<td>5,700</td>
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<td>Greenville</td>
<td>9,900</td>
<td>5,988</td>
<td>6,175</td>
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<td>Meadowlands</td>
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<td>5,969</td>
<td>7,344</td>
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<td>Oradell</td>
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<td>12,281</td>
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<td>6,678</td>
<td>8,541</td>
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<table>
<thead>
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<th>This Month</th>
<th>FY2017 YTD</th>
<th>FY2016 YTD</th>
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<tbody>
<tr>
<td>Big Tree</td>
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<td>Orange</td>
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<td>Morris</td>
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<td>13,477</td>
<td>13,116</td>
<td>13,157</td>
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<table>
<thead>
<tr>
<th>Location</th>
<th>FY2017 Goal</th>
<th>This Month</th>
<th>FY2017 YTD</th>
<th>FY2016 YTD</th>
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<tbody>
<tr>
<td>Egg Harbor</td>
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<td>16,671</td>
<td>15,659</td>
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<td>Hamilton</td>
<td>20,000</td>
<td>14,755</td>
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<td>Newton Avenue</td>
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<td>15,038</td>
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<td>Washington Twp.</td>
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<td>13,288</td>
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<td><strong>Southern Division</strong></td>
<td>-</td>
<td>13,776</td>
<td>14,736</td>
<td>14,777</td>
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| Bus Operations    | -           | 10,015     | 11,358     | 11,788     |

#### Delays

![Bar chart showing delays by month for This Year and Last Year]
NJ TRANSIT - LIGHT RAIL, April 2017
Average Miles Between In Service Failures

<table>
<thead>
<tr>
<th>NJT LIGHT RAIL</th>
<th>MDBSF * April 2017</th>
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<tbody>
<tr>
<td>Newark Light Rail</td>
<td>7,849</td>
</tr>
<tr>
<td>Hudson Bergen</td>
<td>25,543</td>
</tr>
<tr>
<td>River LINE</td>
<td>9,377</td>
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</table>

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 May 2017, NJ TRANSIT awarded $3,809,506.53 in state funded contracts. Of that total, Small Business Enterprises (SBEs) received $780,515.61 or 20.49%.

During the State Fiscal Year 2017 (July 1, 2016 through June 30, 2017) NJ TRANSIT awarded $21,911,096.30* in state funded contracts. Of that total, SBEs received $5,548,536.38 or 25.32%.

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

Category 1 SBEs received $120,000.00 or 0.55%
Category 2 SBEs received $35,000.00 or 0.16%
Category 3 SBEs received $780,515.61 or 3.56%
Category 4 SBEs received $2,379,000.00 or 10.86%
Category 5 SBEs received $1,811,070.77 or 8.27%
Category 6 SBEs received $422,950.00 or 1.93%

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, 2019 (FFY 2017) **
Contracts awarded $4,154,686.25
DBEs received $536,795.00 or 12.92%

*Figure adjusted from previous month’s award.
**Numbers reflect federal share.
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2017

<table>
<thead>
<tr>
<th>Category 1 SBEs</th>
<th>$120,000.00</th>
<th>0.55%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 2 SBEs</td>
<td>$35,000.00</td>
<td>0.16%</td>
</tr>
<tr>
<td>Category 3 SBEs</td>
<td>$780,515.61</td>
<td>3.56%</td>
</tr>
<tr>
<td>Category 4 SBEs</td>
<td>$2,379,000.00</td>
<td>10.86%</td>
</tr>
<tr>
<td>Category 5 SBEs</td>
<td>$1,811,070.77</td>
<td>8.27%</td>
</tr>
<tr>
<td>Category 6 SBEs</td>
<td>$422,950.00</td>
<td>1.93%</td>
</tr>
<tr>
<td>Non-SBEs</td>
<td>$16,362,559.92</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2017-2019

| Total Amount DBEs Received | $536,795.00 | 12.92% |
| Total Amount Non-DBEs Received | $3,617,891.25 | 87.08% |
EMPLOYEE RECOGNITION
NJ TRANSIT employees bid farewell after outstanding careers
Twenty-five NJ TRANSIT employees retired recently with careers ranging 7 to 42 years of service:

1. Arturo Estela, Cleaner – Newark Bus – 16 years
2. Anthony Asante, Operator – Orange – 18 years
3. John Colorado, Operator – Meadowlands – 26 years
4. Richard Daviou, Starter – PABT – 29 years
5. Stephen Girdwood, Repairman A – Greenville – 36 years
6. Philippe Guirand, Operator – Orange – 24 years
7. Michael Rivers, Operator – Oradell – 9 years
8. Derrick Garland, Operator – Orange – 23 years
9. Erickson Manlapid, Operator – Wayne – 18 years
10. Alberto Oruna, Repairman A – Wayne – 16 years
11. Alma Pittman, Operator – Ironbound – 13 years
12. Jose Ruiz, Operator – Wayne – 19 years
13. Maurice Horne, Managing Contract Specialist – Penn Plaza – 29 years
14. David Armstrong, Supervisor Facility Systems – Penn Plaza – 35 years
15. Hope DuBois, Principle Contract Specialist – Penn Plaza – 35 years
16. Thomas Licata, Manager Police Support/Emergency Management – Penn Plaza – 34 years
17. Patrick McGuire, Assistant Superintendent Mechanical – PSNY – 42 years
18. Denise McManus, Manager Rail Revenue Data Collection & Control – GOB – 35 years
19. Linda Primerano, Director Financial & Administrative Systems – Penn Plaza – 32 years
20. Howard Zimmerman, Managing Auditor- Capital – Penn Plaza – 18 years
22. Wanda Beasley, Conductor – Various – 31 years
23. Judy Coleman, Ladies Room Attendant – Newark Penn Station – 18 years
24. Patricia Moran, Assistant Conductor – Various – 7 years
25. Charles Stean, Conductor – Various – 40 years
ACTION ITEMS
ITEM 1706-17: NJ TRANSIT RESILIENCE PROGRAM – HOBOKEN BOILER AND TERMINAL REPAIRS: CONSTRUCTION CONTRACT AWARD AND AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM FOR CONSTRUCTION ASSISTANCE SERVICES

BENEFITS

Hoboken Terminal and Yard is one of NJ TRANSIT’s major terminals and serves approximately 30,000 customers daily from across seven New Jersey counties and New York City. 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 October 29, 2012, Superstorm Sandy’s storm surge caused significant damage to Hoboken Terminal and Yard, including to the Terminal’s building facilities, substations and electrical assets, and key signals and communications equipment. NJ TRANSIT advanced immediate repairs at the Terminal and Yard and is progressing construction of long-term recovery projects to rebuild or replace damaged assets and infrastructure in a resilient manner.

This project will ensure that Hoboken Terminal’s hot water heating system, ferry ticketing suite, and associated electrical assets are in a state of good repair and resilient to future extreme weather events. The new location of the ferry ticketing area will improve customer access to ferry service to and from Hoboken Terminal, and the new location of the boilers will provide heat to some of the public areas of the facility, including the waiting room.

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

Staff seeks authorization to enter into NJ TRANSIT Contract No. 17-022X with DMR Construction Services, Inc., for the construction of the Hoboken Boiler and Terminal Repairs Project in an amount not to exceed $10,354,454.69, plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by $765,776 for Construction Assistance services and other related services to support the Hoboken Boiler and Terminal Repairs Project and coordination with other Hoboken area projects, for a maximum authorization amount of $8,765,776 for this contract (NJ TRANSIT Resilience Program and a maximum authorization amount of $114,001,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.
PURPOSE

Authorization of the construction contract will allow for the construction of long-term repair activities at Hoboken Terminal’s Ferry Ticketing Suite and hot water heating system, and Finger Pier #2. To the extent possible, the constructed assets and infrastructure will be resilient to storm surge associated with potential future extreme weather events.

Authorization of the amendment to the 2012 Capital Planning and Programs Task Order Consultant Contracts Program will allow for construction assistance services for the Hoboken Boiler and Terminal Repairs Project. The Board previously authorized $8,000,000 for STV, Inc. for the NJ TRANSIT Resilience Program (Item 1303-07 – $2,000,000; Item 1308-37 – $3,500,000; and Item 1409-41 – $2,500,000). This authorization request is for an additional $765,776 for Construction Assistance services and other related services for the Hoboken Boiler and Terminal Repairs Project, for a total authorization for STV, Inc. (NJ TRANSIT Contract No. 13-006C) of $8,765,776, as shown in Exhibit A.

BACKGROUND

Hoboken Boiler and Terminal Repairs Project

When completed, the Hoboken Boiler and Terminal Repairs Project will ensure that the building’s hot water heating system, Ferry Ticketing Suite, and associated electrical assets are in a state of good repair and resilient to future extreme weather events.

The Terminal’s hot water heating system, which is currently not usable and reliant on a temporary boiler system, will be replaced with two new hot water boiler plants to be installed on the second floor of the Terminal. The boiler plants will connect to both new and existing piping and feed hot water heating units in the waiting room and other locations. The existing steam boiler plant and all piping and equipment not incorporated in the new hot water heating system will be removed.

At the Ferry Terminal, a new 2,000-square-foot ticketing suite and 800-square-foot employee facility will replace facilities damaged by Superstorm Sandy. Environmental remediation and selective demolition will prepare the areas for rehabilitation and new construction. The new Ferry Ticketing Suite will include three ticket windows, two administrative offices, an employee break room, and other facilities. A masonry block flood wall will be constructed around the ticketing suite and entry doors and ticketing windows will be equipped for installation of flood plank panels for use in the event of an impending extreme weather event. A new employee facility will include men’s and women’s rest rooms, showers, and lockers.

Power to these facilities will come from a repaired Finger Pier #2 electrical distribution hut. Electrical equipment will be replaced and the Pier will be surrounded by a deployable stoplog system to protect the equipment, to the extent possible, from storm surge.
Hoboken Terminal and Yard Repair and Resilience Activities

In the aftermath of Superstorm Sandy, NJ TRANSIT was able to effect immediate repairs to Hoboken Terminal’s main waiting room, vendor spaces, and public restrooms. Last year, NJ TRANSIT began construction to relocate and raise signal equipment to Terminal Tower.

Other repairs to critical infrastructure and assets at Hoboken Terminal and Yard require substantial engineering design in order to minimize operational impacts, to preserve historical visual aspects and physical features of the Terminal building, to comply with modern codes, and to be constructed in a manner resilient to future extreme weather events. Three new substations and other electrical and infrastructure improvements are currently in final engineering and will be advertised for construction in the near future. In addition, NJ TRANSIT is currently progressing preliminary engineering on the Long Slip Fill and Rail Enhancement and NJ TRANSITGRID projects which will enhance the resiliency of the Hoboken Terminal and Yard.

Procurement

On June 8, 2016, an Invitation for Bids was advertised on BID EXPRESS, NJ TRANSIT’s electronic bid system, and in The Star-Ledger and Trenton Times. A Pre-Bid Conference was held on June 22, 2016, at Hoboken Terminal; a site visit followed the Pre-Bid Conference. Bids from six (6) firms were received electronically and opened on August 11, 2016 at NJ TRANSIT Headquarters in Newark. Subsequent to the bid opening, the Invitation for Bids was cancelled due to the following factors: 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 at Hoboken Terminal and into the concourse area. The resulting accident severely damaged various structural components on the course which support the train shed, passenger concourse roof, attached ticketing office, and associated electrical, mechanical, and communication infrastructure. Accordingly, it was determined that the Hoboken Terminal and Yard Repair project needed to be reevaluated, thus creating scope changes. As a result, the contract documents were revised and re-issued for bids.

Office of the State Comptroller approval to advertise the Construction Contract was received on March 6, 2017, as required by Executive Order 150. The NJ TRANSIT Office of Business Diversity assigned a 20 percent Disadvantaged Business Enterprise (DBE) goal for the Construction Contract and a 25 percent DBE goal for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program Architectural/Engineering discipline.

An Invitation for Bid (IFB) for the revised contract scope was advertised on BID EXPRESS, NJ TRANSIT’s electronic bid system, and in The Star-Ledger and The Trenton Times on March 13, 2017. A Pre-Bid Conference was held on March 29, 2017 at NJ TRANSIT’s Hoboken Terminal Waiting Room; a site visit followed the Pre-Bid Conference. Bids were received electronically and opened on May 9, 2017 at NJ TRANSIT Headquarters in Newark.
IFB 17-022X RESULTS

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Price</th>
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<tbody>
<tr>
<td>DMR Construction Services, Inc., Waldwick, NJ</td>
<td>$10,354,454.69</td>
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<tr>
<td>Hall Construction Co., Inc., Howell, NJ</td>
<td>$10,637,000.00</td>
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<tr>
<td>Hall Building Corp., Farmingdale, NJ</td>
<td>$11,028,000.30</td>
</tr>
<tr>
<td>APS Contractors, Paterson, NJ</td>
<td>$11,083,903.40</td>
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DMR Construction Services, Inc. has identified 22.51 percent DBE participation.

Funding

These contracts will be funded through a combination of Federal Transit Administration (FTA) Emergency Relief Program repair and recovery funds and Port Authority of New York and New Jersey (PANYNJ) ferry lease funds.

On February 4, 2013, the U.S. Department of Transportation (USDOT) announced the availability of $2 billion through the FTA’s new Emergency Relief Program to help protect, repair, reconstruct, and replace public transit equipment and facilities that were damaged by Superstorm Sandy. The funds are the first installment of up to $10.9 billion appropriated to the FTA through the Disaster Relief Appropriations Act of 2013, which President Obama signed into law on January 29, 2013. The FTA announced the final allocation of Disaster Relief Appropriations Act funding on July 5, 2016. In total, NJ TRANSIT received $444,822,739 in recovery and rebuilding funding.

The Port Authority of New York and New Jersey (PANYNJ) is contributing $3,900,000 toward the Ferry Terminal improvement element of this project. On July 21, 2016, the Board of Commissioners of the PANYNJ approved its “First Supplement to Lease Agreement with New Jersey Transit” which, in relevant part, “authorize[d] a supplement to amend the existing lease agreement with New Jersey Transit Corporation (NJT) at the Hoboken Ferry Terminal (Terminal) to provide for the relocation of ferry ticketing, operations and crew quarters (Ferry Operations), the reallocation of $2.7 million from amounts currently committed for the acquisition of ferry transportation assets to the relocation work, the allocation of $1.2 million of previously authorized Port Authority funds towards the relocation work.”

Schedule

The construction of the Hoboken Boiler and Terminal Repairs Project is scheduled to commence by Third Quarter 2017. It is anticipated that construction will take approximately 18 months, and is to be completed by the end of 2018.

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

Requested Authorizations:
DMR Construction Services, Inc. $10,354,454.69+ 5% contingency  
Contract No. 17-022X

2012 Task Order Consultant Contracts Program This Authorization $ 765,776 (STV, Inc.)
Total Authorization $ 8,765,776 (STV, Inc.)
(NJ TRANSIT Resilience Program) Total Authorization $ 114,001,126 (Total Program)

Past Authorizations:
DMR Construction Services, Inc. None

2012 Task Order Consultant Contracts Program

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 – $13,000,000

April 2013
Item 1304-12
Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – $8,500,000

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 – $20,300,000

April 2014
Item 1404-15
Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – $17,600,000

September 2014
Superstorm Sandy Disaster Recovery Program
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<td>1410-45</td>
<td>Amendments to 2012 Task Order Consultant Contracts – $290,000</td>
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<td>Superstorm Sandy Disaster Recovery Program</td>
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<td>Item 1412-60</td>
<td>Amendments to 2012 Task Order Consultant Contracts – $2,000,000</td>
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<td>Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – $8,600,000</td>
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<td>1505-10</td>
<td>Rebuild by Design Amendment to 2012 Task Order Consultant Contracts – $8,600,000</td>
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<td>Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts – $11,500,000</td>
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<td>1506-14</td>
<td>Amendment to 2012 Task Order Consultant Contracts – $11,500,000</td>
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<tr>
<td>September 2015</td>
<td>Superstorm Sandy Disaster Recovery Program – RESILIENCE PROGRAM – Amendment to 2012 Task Order Consultant Contracts – $7,045,350</td>
</tr>
<tr>
<td>1509-32</td>
<td>Amendment to 2012 Task Order Consultant Contracts – $7,045,350</td>
</tr>
<tr>
<td>September 2015</td>
<td>Superstorm Sandy Disaster Recovery and Resilience Program – Amendment to 2012 Task Order Consultant Contracts – $11,500,000</td>
</tr>
<tr>
<td>1509-33</td>
<td>Amendment to 2012 Task Order Consultant Contracts – $11,500,000</td>
</tr>
<tr>
<td>November 2015</td>
<td>NJ TRANSIT Resilience Program – Amendment to 2012 Task Order Consultant Contracts – $400,000</td>
</tr>
<tr>
<td>1511-43</td>
<td>2012 Task Order Consultant Contracts – $400,000</td>
</tr>
<tr>
<td>November 2015</td>
<td>Capital Planning and Programs task Order Consultant Contracts: Extension of Time and Increase in Authorizations</td>
</tr>
<tr>
<td>1511-45</td>
<td>Capital Planning and Programs task Order Consultant Contracts: Extension of Time and Increase in Authorizations</td>
</tr>
<tr>
<td>March 2017</td>
<td>NJ TRANSIT Resilience Program – Program</td>
</tr>
<tr>
<td>1703-08</td>
<td>Management: Amendment to 2012 Task Order Consultant Contracts – $4,000,000</td>
</tr>
<tr>
<td>March 2017</td>
<td>NJ TRANSIT Resilience Program – Rebuild by Design: Amendment to 2012 Task Order Consultant Contracts – $500,000</td>
</tr>
<tr>
<td>1703-09</td>
<td>Rebuild by Design: Amendment to 2012 Task Order Consultant Contracts – $500,000</td>
</tr>
<tr>
<td>April 2017</td>
<td>Hoboken Station Repairs: Amendment to 2012 Task Order Consultant Contracts: Task Limit increase</td>
</tr>
<tr>
<td>1704-12</td>
<td>Hoboken Station Repairs: Amendment to 2012 Task Order Consultant Contracts: Task Limit increase</td>
</tr>
<tr>
<td>Total Previous</td>
<td>$113,235,350 (NJ TRANSIT Resilience Program)</td>
</tr>
</tbody>
</table>

Expenditures to Date: $2,350,000 (as of 03/31/17)

Total Project Cost: $19,909,000
Projected Date of Completion: November 2018
Capital Program Amount: $19,909,000
Operating Budget Amount: $0
PRINTS ID Number: NJT00836
NJ Build Amount: NA
Future/Related Authorizations: None
Impact on Subsequent Operating Budgets: $15,000 for pre-storm erection and testing of protective systems (per occurrence)

Anticipated Source of Funds: Federal Transit Administration
Port Authority of New York & New Jersey

DBE/SBE Goal:
DMR Construction Services, Inc. 20% DBE
STV, Inc. 25% DBE
RESOLUTION

WHEREAS, NJ TRANSIT is committed to advancing long-term recovery projects from Superstorm Sandy that allow facilities and equipment to better withstand and recover from extreme weather events; and

WHEREAS, the Hoboken Terminal and Yard was damaged during Superstorm Sandy, including the building’s hot water heating system, Ferry Ticketing Suite, and associated electrical infrastructure; and

WHEREAS, upon completion of a competitive procurement process, it was determined that DMR Construction Services, Inc. submitted the lowest responsive and responsible bid for the Hoboken Boiler and Terminal Repairs Project; 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; and

WHEREAS, STV, Inc. is the designer of record for the Hoboken Boiler and Terminal Repairs Project improvements and construction assistance services and other related services are needed to ensure the improvements are constructed in accordance with the approved design documents;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No.17-022X with DMR Construction Services, Inc., for the construction of the Hoboken Boiler and Terminal Repairs Project in an amount not to exceed $10,354,454.69, 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 increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with STV, Inc. (NJ TRANSIT Contract No. 13-006C) by $765,776 for Construction Assistance services and other related services to support the Hoboken Boiler and Terminal Repairs Project and
coordination with other Hoboken area projects, for a maximum authorization amount of $8,765,776 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of $114,001,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for these contracts previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.
<table>
<thead>
<tr>
<th>Vendor</th>
<th>Contract No.</th>
<th>Additional NJ TRANSIT Resilience Program Authorizations</th>
<th>Base Program Authorizations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Previous Authorizations</td>
<td>This Authorization</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>13-001C</td>
<td>NA</td>
<td>$ 8,045,350</td>
</tr>
<tr>
<td>BEM Systems, Inc.</td>
<td>13-002B</td>
<td>NA</td>
<td>$17,800,000</td>
</tr>
<tr>
<td>Dewberry, Inc.</td>
<td>13-002D</td>
<td>NA</td>
<td>$ 9,100,000</td>
</tr>
<tr>
<td>Parsons Brinckerhoff</td>
<td>13-004A</td>
<td>NA</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Christopher P. Statile</td>
<td>13-005C</td>
<td>NA</td>
<td>$ 1,250,000</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>13-006A</td>
<td>NA</td>
<td>$10,640,000</td>
</tr>
<tr>
<td>Jacobs Engineering</td>
<td>13-006B</td>
<td>NA</td>
<td>$ 8,900,000</td>
</tr>
<tr>
<td>STV, Inc.</td>
<td>13-006C</td>
<td>NA</td>
<td>$ 8,000,000</td>
</tr>
<tr>
<td>Systra, Inc.</td>
<td>13-006D</td>
<td>NA</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>13-007B</td>
<td>NA</td>
<td>$40,500,000</td>
</tr>
<tr>
<td>TranSystems, Inc.</td>
<td>13-007D</td>
<td>NA</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>Hill International(^1)</td>
<td>13-010F</td>
<td>NA</td>
<td>$ 1,000,000</td>
</tr>
</tbody>
</table>

\(^1\) Hill International was previously authorized under NJ TRANSIT Contract No. 09-085A in the amount of $2,000,000 for Project Oversight.
ITEM 1706-18: NJ TRANSIT RESILIENCE PROGRAM – OBSERVER HIGHWAY SWITCHING STATION: CONSTRUCTION CONTRACT AWARD

BENEFITS

Hoboken Terminal and Yard is one of NJ TRANSIT’s major terminals and serves approximately 30,000 travelers daily from across seven New Jersey counties and New York City. The Terminal is an intermodal facility served by nine NJ TRANSIT commuter rail lines, the Hudson-Bergen Light Rail system, Port Authority Trans-Hudson (PATH) rapid transit system, NJ TRANSIT bus service, and NY Waterway ferry services.

On October 29, 2012, the storm surge from Superstorm Sandy caused significant damage to the facilities in the Hoboken Terminal and Yard – including to Terminal building facilities, substations and electrical assets, and key signals and communications equipment. NJ TRANSIT advanced immediate repairs to the Terminal and Yard and is progressing construction of long-term recovery projects to rebuild or replace damaged assets and infrastructure in a resilient manner.

This authorization will advance construction of a resilient substation to replace the existing Observer Highway Switching Station and related catenary power switching controls, which both suffered significant damage during Superstorm Sandy. The new switching station has been designed and situated to be able to provide reliable and resilient electric power to the “Depot” Substation, which in turn powers the rail and ferry terminals and supporting infrastructure, and is being replaced under a separate project. The new catenary switching control facility, known as a Remote Terminal Unit (RTU), will provide resilient control of catenary power for the Hoboken terminal tracks. The new switching station and RTU facilities will be constructed adjacent to the existing facilities, above the predicted future flood elevation for this site. Primary power cables to, and distribution cables from, the switching station and RTU will each be above the applicable flood elevation, making the project fully resilient against future extreme weather events.

NJ TRANSIT customers will benefit from improved power reliability for the rail and ferry terminal facilities; and, improved control of catenary power for the terminal tracks.

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

Staff seeks approval to enter into NJ TRANSIT Contract No. 16-042X with DMR Construction, Inc. of Waldwick, NJ, for the construction of the Observer Highway Switching Station.
Station project in an amount not to exceed $2,780,741.24, plus five percent for contingencies, subject to the availability of funds.

PURPOSE

This construction contract is for the complete replacement of the Observer Highway Switching Station, which is currently situated at an elevation vulnerable to ocean surge flood damage. With completion of the subject project, the constructed assets and infrastructure will be resilient to storm surge associated with potential future extreme weather events.

BACKGROUND

Superstorm Sandy caused substantial, system-wide damage to NJ TRANSIT infrastructure, equipment, and assets. Substations and switching stations were inundated with storm surge. NJ TRANSIT is advancing the permanent repair and replacement of five substations, and working with Public Service Electric & Gas (PSE&G) to further the replacement of a substation in Kearny, New Jersey known as Mason Substation.

The existing Observer Highway Switching Station and adjacent RTU facilities were heavily damaged during Superstorm Sandy. NJ TRANSIT required several months to effect interim repairs to the switching station, which is a primary source of power for the “Depot” Substation facility that powers the rail and ferry terminals and supporting infrastructure; and the RTU equipment, which controls catenary power in portions of the Hoboken Yard. During the time the Observer Highway switching station was out of service, temporary generators were used to provide critical power for critical terminal operations; and catenary switching continues to be done manually.

In parallel with the interim repairs, NJ TRANSIT designed a replacement substation and RTU facility at a much higher elevation, above the future predicted FEMA flood elevation for this site. When completed, the Project will ensure the provision of resilient source of power to both the Rail and Ferry terminal facilities; and restore remote control of capability for catenary power in the yard.
The existing RTU building will be demolished and an elevated platform above NJ TRANSIT’s design flood elevation will be constructed of galvanized metal grating on steel beams supported on a concrete foundation system. The new RTU building will be a prefabricated, temperature controlled, pre-wired building, furnished, with switches and controls for sectionalizing the catenary power system in Hoboken Yard. It will include remote controls capability, a fire alarm and suppression system, and quick connect capability for a portable generator if required. The new switching station will incorporate a new PSE&G service feed and switchgear, and new medium voltage cable will be installed between the new Observer Highway Switching Station and the proposed new Depot Substation, which is also being replaced under a separate project.

Procurement
Office of the State Comptroller approval to advertise the Construction Contract was received on February 21, 2017, as required by Executive Order 150. The NJ TRANSIT Office of Business Development assigned a 13 percent race conscious Disadvantaged Business Enterprise (DBE) goal for the Construction Contract.

An Invitation for Bid (IFB) was advertised on BID EXPRESS, NJ TRANSIT’s electronic bid system, and in The Star-Ledger and The Trenton Times on March 20, 2017. A Pre-Bid Conference was held on April 3, 2017 at NJ TRANSIT’s Headquarters Building in Newark. Bids were received electronically and opened on May 9, 2017 at NJ TRANSIT Headquarters in Newark.

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR Construction Services Inc., Waldwick, NJ</td>
<td>$2,780,741.24</td>
</tr>
<tr>
<td>Railroad Construction Co., Paterson, NJ</td>
<td>$3,396,480.50</td>
</tr>
<tr>
<td>George Harms Construction, Farmingdale, NJ</td>
<td>$4,323,704.90</td>
</tr>
<tr>
<td>NEIE Construction, Denville, NJ</td>
<td>$4,473,900.00</td>
</tr>
</tbody>
</table>

DMR Construction, Inc. has identified 15.8 percent DBE participation.

Funding
This contract will be funded through a combination of insurance proceeds and Transportation Trust Fund (TTF) monies.
**Schedule**

The construction of the Observer Highway Switching Station project is slated to commence by September 2017. It is anticipated that construction will take approximately 15 months, and is to be completed by December 2018.

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

**FISCAL IMPACTS**

<table>
<thead>
<tr>
<th>Requested Authorization:</th>
<th>$2,780,741.24 + 5% contingency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Past Authorizations:</td>
<td>None</td>
</tr>
<tr>
<td>Expenditures to Date:</td>
<td>$ 797,954.80 (as of 04/30/17)</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$ 5,217,000</td>
</tr>
<tr>
<td>Projected Date of Completion:</td>
<td>December 2018</td>
</tr>
<tr>
<td>Capital Program Amount:</td>
<td>$ 5,217,000</td>
</tr>
<tr>
<td>Operating Budget Amount:</td>
<td>$0</td>
</tr>
<tr>
<td>PRINTS ID Number:</td>
<td>NJT00764</td>
</tr>
<tr>
<td>Anticipated Source of Funds:</td>
<td>Insurance Proceeds</td>
</tr>
<tr>
<td></td>
<td>Transportation Trust Fund</td>
</tr>
<tr>
<td>DBE/SBE Goal:</td>
<td>13% DBE</td>
</tr>
<tr>
<td>Future/Related Authorizations:</td>
<td>None</td>
</tr>
<tr>
<td>NJ Build Amount:</td>
<td>$350</td>
</tr>
<tr>
<td>Impact on Subsequent Operating Budgets:</td>
<td>None</td>
</tr>
</tbody>
</table>
RESOLUTION

WHEREAS, NJ TRANSIT is committed to advancing long-term recovery projects from Superstorm Sandy that allow facilities and equipment to better withstand and recover from extreme weather events; and

WHEREAS, the Observer Highway Switching Station and RTU facilities was damaged during Superstorm Sandy, requiring significant and costly repairs immediately after the storm; and

WHEREAS, NJ TRANSIT seeks to replace the existing non-resilient facilities with a fully-resilient asset, and better prepare the Hoboken Terminal for future extreme weather events; and

WHEREAS, upon completion of a competitive procurement process, it was determined that DMR Construction, Inc. submitted the lowest responsive and responsible bid;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to Contract No. 16-042X with DMR Construction, Inc. of Waldwick, NJ, for construction of the Observer Highway Switching Station project in an amount not to exceed $2,780,741.24, plus five percent for contingencies, subject to the availability of funds.
ITEM 1706-19:  NJ TRANSIT RESILIENCE PROGRAM – SUBSTATIONS: AMENDMENT TO 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

BENEFITS

To power electric catenary lines needed to operate electric rail service and to provide power to critical facilities, NJ TRANSIT currently owns, operates, and maintains a network of substations across the State, including general power substations, switching and autotransformer substations, and traction power supply substations.

On October 29, 2012, Superstorm Sandy’s storm surge damaged six of these NJ TRANSIT substations in Hoboken, Kearny, and Bay Head, New Jersey. Brackish, salt water inundated key components and wiring. The electric components of these substations remain particularly vulnerable to the corrosive effects of salt water. Two additional substations, located in Kearny and Maplewood, New Jersey, were not damaged but determined to be in the floodplain and subject to potential future flooding.

To address latent damage and resilience needs, NJ TRANSIT is advancing engineering and design for the replacement of these substations. The new, replacement substations will be constructed above the FEMA Base Flood Elevation and resilient to future extreme weather events. Each of the substations is now in final engineering, with the first construction award – for the replacement of the Observer Highway Switching Station – scheduled for consideration by the NJ TRANSIT Board of Directors in June 2017.

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

Staff seeks authorization to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Gannett Fleming, Inc. (NJ TRANSIT Contract No. 13-006A) by $2,750,000, for a maximum authorization amount of $13,390,000 for this contract (NJ TRANSIT Resilience Program) and a maximum authorization amount of $116,751,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.

PURPOSE

This request for additional authorization allows Staff to issue a change order to NJ TRANSIT Contract No. 13-006A with Gannett Fleming, Inc. under the 2012 Capital Planning and Programs Task Order Consultant Contracts Program. First authorized in March 2013, Gannett Fleming progressed the design of these substations under NJ TRANSIT’s existing Task Order Consultant Contracts Program, which was competitively procured.
A change order is needed for Gannett Fleming to undertake construction assistance activities for replacement substation projects in Bay Head, Hoboken, and Kearny, New Jersey. Contemplated services include providing responses to requests for information, performing shop drawing review and material approvals, preparing and evaluating change order documentation, performing construction inspections and developing the final punch list, and preparing as-built drawings. The change order also increases the value of the design task for work outside of the original design scope, including near-term storm preparation assistance, assistance with the preparation of insurance claim documentation, design changes needed to address additional damages identified as work progressed, coordination of work with the design for other recovery projects (including subsequently issued awards by the Federal Transit Administration), design modifications necessitated by utility company requirements and service availabilities, context sensitivity changes requested by local communities, and other design modifications incurred since Gannett Fleming’s work was first authorized in 2013.

The Board previously authorized $10,640,000 for Gannett Fleming, Inc. for the NJ TRANSIT Resilience Program (Item 1303-07 – $2,000,000; Item 1304-12 – $750,000; Item 1308-37 – $5,000,000; Item 1404-15 – $2,600,000; Item 1410-45 – $290,000). This authorization request is for an additional $2,750,000 for Construction Assistance services for the substations program, for a total authorization for Gannett Fleming, Inc. (NJ TRANSIT Contract No. 13-006A) of $13,390,000, as shown in Exhibit A.

BACKGROUND

NJ TRANSIT Resilience Program

NJ TRANSIT developed an interdisciplinary program utilizing both in-house staff and consulting firms to manage the design and construction of the projects identified as critical to repairing and making more resilient NJ TRANSIT’s infrastructure, including substations, signal and communications systems, and other building and infrastructure resilience measures. The objective of NJ TRANSIT’s Resilience Program is to make the transportation system stronger, more durable, and more reliable, while meeting the needs of its train, bus, and light rail customers now and in the future.

Substations – Gannett Fleming, Inc.

As part of the NJ TRANSIT Resiliency Program, Gannett Fleming, Inc. was authorized to perform preliminary and final design work for improvements to and/or replacement of electrical substation facilities located in Hoboken, Kearny and Bay Head and related catenary control facilities known as Remote Terminal Units (RTU) on the Morris & Essex Lines and the North Jersey Coast Line that were damaged by Superstorm Sandy as well as performing design and construction assistance on separate effort for the replacement of the Gladstone Line catenary poles. This authorization is specifically related to the substation and RTU facilities work.
Gannett Fleming, Inc. has completed or is nearing completion of final design packages for the Observer Highway, Depot, Henderson Street substations in Hoboken; the ROC Unit Substation in Kearny; the Bay Head Substation; and the Observer Highway, Kearny Junction, Rare and Morgan RTU facilities; and, brought the Mason and Building 9 substation facilities in Kearny to the 60 percent design level. NJ TRANSIT is working with Public Service Electric & Gas (PSE&G) to further the replacement of the Mason and Building 9 substation facilities.

The completed final design packages for the Observer Highway, Depot, Henderson Street, ROC and Bay Head substation facilities and the Observer Highway RTU facility have been submitted to the NJ TRANSIT Procurement Department for public bid advertisement.

Funding
This contract will be funded through a combination of funding from the Federal Transit Administration, insurance proceeds, and Transportation Trust Fund (TTF) monies.

On February 4, 2013, the U.S. Department of Transportation (USDOT) announced the availability of $2 billion through the FTA’s Emergency Relief Program to help protect, repair, reconstruct, and replace public transit equipment and facilities that were badly damaged by Superstorm Sandy. The funds were the first installment of up to $10.9 billion appropriated to the FTA through the Disaster Relief Appropriations Act of 2013, which President Obama signed into law on January 29, 2013.

To date, NJ TRANSIT has received funding allocations from FTA in the following amounts:

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency and Other Repair Work Initiated Prior to 01/29/2013</td>
<td>$ 144,416,559</td>
</tr>
<tr>
<td>Recovery and Restoration Projects</td>
<td>$ 197,574,198</td>
</tr>
<tr>
<td>Locally Prioritized Resilience Projects</td>
<td>$ 106,199,045</td>
</tr>
<tr>
<td>Fourth Allocation of Recovery Funds (FR July 5, 2016)</td>
<td>$ 102,831,982</td>
</tr>
<tr>
<td>Total</td>
<td>$ 551,021,784</td>
</tr>
</tbody>
</table>

On November 5, 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:

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NJ TRANSITGRID</td>
<td>$ 409,764,814</td>
</tr>
<tr>
<td>Delco Lead Storage and Inspection Facility</td>
<td>$ 184,493,910</td>
</tr>
<tr>
<td>Hoboken Long Slip Fill and Rail Enhancement</td>
<td>$ 146,548,432</td>
</tr>
<tr>
<td>Raritan River Bridge Replacement</td>
<td>$ 446,312,465</td>
</tr>
<tr>
<td>Signals &amp; Communications Resilience</td>
<td>$ 88,903,190</td>
</tr>
<tr>
<td>Total</td>
<td>$ 1,276,022,811</td>
</tr>
</tbody>
</table>

Office of State Comptroller approval for this contract amendment was received on May 18, 2017, as required under Executive Order 125.
Office of the State Comptroller approval to advertise the Construction Contract was received on February 21, 2017, as required by Executive Order 150.

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

FISCAL IMPACTS

Requested Authorizations:
2012 Task Order Consultant This Authorization $ 2,750,000
Contracts Program (Resilience Total Authorization $ 116,751,126 Program)

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 – $13,000,000

- April 2013
  Item 1304-12 Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – $8,500,000

- 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 – $20,300,000

- April 2014
  Item 1404-15 Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – $17,600,000

- September 2014
  Item 1409-41 Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts – $8,000,000
<table>
<thead>
<tr>
<th>Month</th>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 2014</td>
<td>Item 1410-45</td>
<td>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts</td>
<td>$290,000</td>
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<tr>
<td>December 2014</td>
<td>Item 1412-60</td>
<td>Superstorm Sandy Disaster Recovery Program Amendments to 2012 Task Order Consultant Contracts</td>
<td>$2,000,000</td>
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<tr>
<td>May 2015</td>
<td>Item 1505-10</td>
<td>Superstorm Sandy Disaster Recovery Program – Rebuild by Design Amendment to 2012 Task Order Consultant Contracts</td>
<td>$8,600,000</td>
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<tr>
<td>June 2015</td>
<td>Item 1506-14</td>
<td>Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts</td>
<td>$11,500,000</td>
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<tr>
<td>September 2015</td>
<td>Item 1509-32</td>
<td>Superstorm Sandy Disaster Recovery Program – Amendment to 2012 Task Order Consultant Contracts</td>
<td>$7,045,350</td>
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<tr>
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<td>Item 1509-33</td>
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<td>$11,500,000</td>
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<td>Item 1511-43</td>
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<td></td>
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<td>March 2017</td>
<td>Item 1703-08</td>
<td>NJ TRANSIT Resilience Program – Amendment to 2012 Task Order Consultant Contracts</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>March 2017</td>
<td>Item 1703-09</td>
<td>NJ TRANSIT Resilience Program – Rebuild by Design: Amendment to 2012 Task Order Consultant Contracts</td>
<td>$500,000</td>
</tr>
<tr>
<td>April 2017</td>
<td>Item 1704-12</td>
<td>Hoboken Station Repairs: Amendment to 2012 Task Order Consultant Contracts (Task Limit increase)</td>
<td></td>
</tr>
<tr>
<td>June 2017</td>
<td>Item 1706-XX</td>
<td>NJ TRANSIT Resilience Program – Hoboken Boiler and Terminal Repairs: Amendment to 2012 Task Order Consultant Contracts Program</td>
<td>$765,776</td>
</tr>
</tbody>
</table>

**Total Previous (NJ TRANSIT Resilience Program):** $114,001,126

**Expenditures to Date:** $9,694,730 (Gannett Fleming, Inc. as of 11/30/16)

**Total Project Cost:** Part of NJ TRANSIT Resilience Program
Projected Date of Completion: December 2021 (Resilience Program projects)

Capital Program Amount: Part of NJ TRANSIT Resilience Program

Operating Budget Amount: $0

Anticipated Source of Funds: Federal Transit Administration
Insurance Proceeds
Transportation Trust Fund

PRINTS ID Number: Various

DBE/SBE Goal: 25% DBE

Nj Build Amount: N/A

Related/Future Authorizations: Construction contracts
Construction Management services

Impact on Subsequent Operating Budgets: N/A
RESOLUTION

WHEREAS, NJ TRANSIT serves a vital role in the State’s transportation network and in the State’s economy; and Superstorm Sandy jeopardized the public safety and welfare by obstructing safe transportation in New Jersey, making it difficult or impossible for citizens to obtain the necessities of life, limited access to essential emergency services and restricting restoration of business and commerce vital to the region’s economy; and

WHEREAS, NJ TRANSIT currently owns, operates, and maintains a network of substations across the State that power electric catenary lines needed to operate electric rail service and to provide power to critical facilities;

WHEREAS, on October 29, 2012, Superstorm Sandy damaged six of NJ TRANSIT’s substations, the brackish, salt water inundated key components and wiring of these substations, and the electric components of these substations remain vulnerable to the corrosive effects of salt water;

WHEREAS, NJ TRANSIT is advancing engineering and design for the replacement of all substations, which will be constructed above the FEMA Base Flood Elevation and resilient to future extreme weather events; and each of the substations is now in final engineering; and

WHEREAS, Gannett Fleming, Inc. is currently under contract to NJ TRANSIT following the completion of a competitive procurement process; and

WHEREAS, NJ TRANSIT anticipates a portion of the costs associated with Gannett Fleming, Inc.’s work to be reimbursed from insurance proceeds and the Federal Transit Administration;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to increase the total authorization amount for the 2012 Capital Planning and Programs Task Order Consultant Contracts Program with Gannett Fleming, Inc. (NJ TRANSIT Contract No. 13-006A) by $2,750,000, for a maximum authorization amount of $13,390,000 for this contract (NJ TRANSIT Resilience
Program) and a maximum authorization amount of $116,751,126 for the 2012 Task Order Consultant Contracts Program (NJ TRANSIT Resilience Program), subject to the availability of funds. The maximum task order and contract limits for this contract previously approved for the 2012 Task Order Consultant Contracts Program will not apply to tasks related to the NJ TRANSIT Resilience Program.
### EXHIBIT A

**SUMMARY OF REQUESTED AUTHORIZATIONS**

#### 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM AMENDMENTS

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Contract No.</th>
<th>Additional Superstorm Sandy Disaster Recovery and Resilience Program Authorizations</th>
<th>Base Program Authorizations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Task Limit</td>
<td>Previous Authorizations</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>13-001C</td>
<td>NA</td>
<td>$8,045,350</td>
</tr>
<tr>
<td>BEM Systems Inc.</td>
<td>13-002B</td>
<td>NA</td>
<td>$17,800,000</td>
</tr>
<tr>
<td>Dewberry Inc.</td>
<td>13-002D</td>
<td>NA</td>
<td>$9,100,000</td>
</tr>
<tr>
<td>Parsons Brinckerhoff</td>
<td>13-004A</td>
<td>NA</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Christopher P. Statile</td>
<td>13-005C</td>
<td>NA</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>13-006A</td>
<td>NA</td>
<td>$10,640,000</td>
</tr>
<tr>
<td>Jacobs Engineering</td>
<td>13-006B</td>
<td>NA</td>
<td>$8,900,000</td>
</tr>
<tr>
<td>STV Inc.</td>
<td>13-006C</td>
<td>NA</td>
<td>$8,765,776</td>
</tr>
<tr>
<td>Systra Inc.</td>
<td>13-006D</td>
<td>NA</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>13-007B</td>
<td>NA</td>
<td>$40,500,000</td>
</tr>
<tr>
<td>TranSystems Inc.</td>
<td>13-007D</td>
<td>NA</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Hill International¹</td>
<td>13-010F</td>
<td>NA</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

¹ Hill International was previously authorized under NJ TRANSIT Contract No. 09-085A in the amount of $2,000,000 for Project Oversight.
ITEM 1706-20: 2018 CAPITAL PLANNING AND PROGRAMS TASK ORDER CONSULTANT CONTRACTS PROGRAM: CORRIDOR PLANNING; ENVIRONMENTAL CONSULTING SERVICES; QUALITATIVE AND QUANTITATIVE RESEARCH; RAIL OPERATIONS AND INFRASTRUCTURE PLANNING; AND STATIONS, ACCESS, PARKING, AND SITE PLANNING

BENEFITS

NJ TRANSIT has an on-going need for consultant services in various planning and engineering disciplines. The volume of work increases and decreases in response to needs and available funding and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is rarely cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts, thus minimizing the time and cost needed to initiate and complete work. Contracting with a limited number of consultants also provides a greater measure of control over the work being performed.

NJ TRANSIT assessed its current Task Order Consultant Contracts program, determining that 14 disciplines are required to address NJ TRANSIT’s future needs. These 14 disciplines have been organized into four packages, which will be procured separately. The present item for consideration by the NJ TRANSIT Board of Directors addresses the first (“Package One”) and second (“Package Two”) of the four Task Order Consultant Contract Packages.

ACTION (Scorecard: Corporate Accountability)

Staff seeks authorization to enter into NJ TRANSIT Contract Nos. 16-018 through 16-022 with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in five disciplines: Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operations and Infrastructure Planning; and Stations, Access, Parking, and Site Planning. The total value of the 2018 Task Order Consultant Contracts Program, of which these contracts comprise the first package, is $50,000,000. Each contract will extend for five years; the maximum task and contract limits for each discipline are shown in Exhibit B.

Staff also seeks authorization to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program contracts in five disciplines: Architectural/Engineering; Bridge and Railway Engineering; Travel Demand Forecasting; and TransIT-Friendly Planning, Land Use and Development for a targeted and limited extension as shown on Exhibit C. The current task limits, contract limits, and overall authorization for this program will remain unchanged.
PURPOSE

Authorization of these task order contracts will provide available labor as needed to support NJ TRANSIT’s Capital Program, handle specialized work loads, address critical issues, ensure environmental compliance, and engage specialized engineering and planning expertise not available in-house.

BACKGROUND

History

In 1992 staff requested, and the Board authorized, the first task order contracts for environmental services, architecture and engineering design, and bridge and structural engineering design. The Board authorized subsequent contracts for these services as well as added task order contracts for facility and site planning/conceptual engineering, market research, transit demand modeling and analysis, bus and rail service planning, construction management services, site planning and engineering, transit-friendly general planning, public transit planning, and vertical transportation services.

The following table shows the authorizations for the various task order contracts for the 2012 base program (not including separate authorizations for the NJ TRANSIT Resilience Program, Rebuild by Design, Hoboken Incident, or Super Bowl XLVIII).

### 2012 TASK ORDER CONSULTANT CONTRACTS PROGRAM

<table>
<thead>
<tr>
<th>Contract No.</th>
<th>Discipline</th>
<th>Task Limit</th>
<th>Contract Limit (per firm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13-001</td>
<td>Corridor Planning</td>
<td>$ 500,000</td>
<td>$ 2,250,000</td>
</tr>
<tr>
<td>13-002</td>
<td>Environmental Consulting Services</td>
<td>$ 500,000</td>
<td>$ 6,800,000</td>
</tr>
<tr>
<td>13-003</td>
<td>Qualitative and Quantitative Research</td>
<td>$ 500,000</td>
<td>$ 2,250,000</td>
</tr>
<tr>
<td>13-004</td>
<td>Rail Operations and Infrastructure Planning</td>
<td>$ 500,000</td>
<td>$ 4,500,000</td>
</tr>
<tr>
<td>13-005</td>
<td>Stations, Access &amp; Site Planning</td>
<td>$ 400,000</td>
<td>$ 2,250,000</td>
</tr>
<tr>
<td>13-006</td>
<td>Architectural/Engineering</td>
<td>$ 500,000</td>
<td>$ 5,250,000</td>
</tr>
<tr>
<td>13-007</td>
<td>Bridge and Railway Engineering</td>
<td>$ 600,000</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>13-008</td>
<td>Travel Demand Forecasting</td>
<td>$ 400,000</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>13-009</td>
<td>Community Transportation</td>
<td>$ 350,000</td>
<td>$ 1,500,000</td>
</tr>
<tr>
<td>13-010</td>
<td>Construction Management Services</td>
<td>$ 600,000</td>
<td>$ 5,950,000</td>
</tr>
<tr>
<td>13-011</td>
<td>Transit-Friendly Planning, Land Use &amp; Development</td>
<td>$ 400,000</td>
<td>$ 2,250,000</td>
</tr>
<tr>
<td>13-012</td>
<td>Vertical Transportation</td>
<td>$ 400,000</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>13-040</td>
<td>Access Link</td>
<td>$ 350,000</td>
<td>$ 1,500,000</td>
</tr>
</tbody>
</table>

Total Authorization – All Contracts $ 48,075,000
The first contracts for the 2012 Task Order Consultant Contracts Program were approved in October 2012 (Item 1210-48) with the subsequent contracts approved in December 2012 (Item 1212-61), April 2013 (Item 1304-14) and May 2013 (Item 1305-21). The original 2012 Program envisioned an overall authorization of $32,050,000 and contract duration of three years. Subsequent to the commencement of the 2012 Program, staff resources were diverted to the management and procurement of both design and construction contracts related to recovery and resilience projects resulting from the impact of Superstorm Sandy. Consequently, the initiation of a subsequent Task Order Consultant Contracts Program was delayed. In November 2015, the NJ TRANSIT Board of Directors authorized an extension of time and an increase in overall authorization for the 2012 Program. The contracts included in the 2012 Program were extended, therefore, for an additional 18 months and the overall authorization was increased to $48,075,000.

Justification
The planning, design and engineering effort required to implement NJ TRANSIT's Capital Program can be provided in three ways: in-house forces, traditional competitive procurements (Request for Proposal), and task order contracts.

NJ TRANSIT staff generally is responsible for the design of routine projects such as station rehabilitation work. Traditional competitive procurements are used for planning and engineering projects that are complex, requiring several different disciplines to interact, and that have schedules compatible with the time required for contracting with consultants through this process.

In accordance with Executive Order No. 37 and NJ TRANSIT Procurement Regulations, N.J.A.C. 16:72-1.5, all contracts for the procurement of goods or services that in the aggregate exceed the bid threshold must be awarded through the public bidding process. Every five years the bid threshold is modified by the Governor in consultation with the Department of Treasury. N.J.S.A. 40A:11-3. The last modification became effective January 1, 2011.

Currently, professional services contracts valued at $40,000 or more require the solicitation of offers through a publicly advertised Request for Proposal. The Request for Proposal (RFP) includes a description of the services to be purchased, all significant evaluation factors and their relative importance, and any other relevant information such as schedule dates and deadlines for the completion of the work. Staff prepares a Technical Specification package, which includes pertinent details, a project summary, and a scope of work for inclusion in the RFP. The scope of work describes the technical requirements to be met as well as what services are to be completed for each milestone from inception to completion.

Depending on the complexity of the project, it is not uncommon for the procurement process – from the time staff starts to prepare the scope of work to the actual evaluation of the proposals – to take a year to complete. In addition, professional services contracts valued at $250,000 or more require Board of Directors approval which can add an additional two months to the process. Not only are NJ TRANSIT staff
resources devoted to this effort but the consultants must also devote staff resources responding to the RFP.

The introduction of task order contracts resulted from the recognition that
- it is not practical to staff in-house capabilities to meet maximum needs;
- it is more cost-effective to supplement core staff resources with outside consultants when workloads increase;
- some design tasks require specialized expertise that is not cost-effective to maintain in-house as it is needed only occasionally; and,
- many of the tasks need to be completed on a schedule that is not compatible with the typical competitive procurement process.

Without the task order consultant contracts to supplement in-house forces, implementing the Capital Program would require an increase of in-house design staff as well as Procurement staff. Bidding each assignment separately would delay program implementation; construction industry inflation erodes the purchasing power of the Capital Program, which does not generally increase in proportion to construction industry inflation.

Procurement
In Fall 2015, staff assessed the current Task Order Consultant Contracts Program to determine if the program should be continued. The assessment included a review of whether the disciplines addressed future needs. In addition, staff recommended that the fourteen disciplines be procured as four separate packages to reduce the burden on the consultant community as well as on staff. The four Task Order Consultant Contract packages are:

**Package One**
- Corridor Planning
- Environmental Consulting Services
- Qualitative and Quantitative Research
- Rail Operations and Infrastructure Planning
- Stations, Access, Parking and Site Planning

**Package Two**
- Architectural/Engineering
- Bridge and Railway Engineering
- Travel Demand Forecasting
- Transit-Friendly Planning, Land Use and Development

**Package Three**
- Community Transportation
- Construction Management Services
- Vertical Transportation
- Access Link
Package Four
- Emergency Response/Resilience Planning

Office of State Comptroller approval to advertise the Package One contracts was received on April 7, 2017. The NJ TRANSIT Office of Business Development assigned the following Disadvantaged Business Enterprise (DBE) goals to the contracts included in this first package:

<table>
<thead>
<tr>
<th>Service</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Planning</td>
<td>25%</td>
</tr>
<tr>
<td>Environmental Consulting Services</td>
<td>18%</td>
</tr>
<tr>
<td>Qualitative &amp; Quantitative Research</td>
<td>25%</td>
</tr>
<tr>
<td>Rail Operations &amp; Infrastructure Planning</td>
<td>25%</td>
</tr>
<tr>
<td>Stations, Access, Parking, &amp; Site Planning</td>
<td>23%</td>
</tr>
</tbody>
</table>

A Request for Proposals for the Task Order Consultant Contracts Package One was advertised in The Star-Ledger and The Trenton Times on April 13, 2016 and Pre-Proposal Conferences were held on May 3, 2016. Proposals were received on June 7, 2016 and were evaluated by Technical Evaluation Committees (TECs) assembled with knowledge relevant to each discipline.

At the Pre-Proposal Conferences and in the RFP materials, the interested firms were advised that the Task Order Consultant Program would be advertised as four separate packages. Prime Consultants could submit proposals for more than one discipline. Unlike past Task Order Consultant Contracts Programs, Prime Consultants are no longer limited to the number of contracts that they may be awarded. Firms responding as a Prime Consultant were not allowed to respond as a subconsultant on another team within the same discipline, but were not precluded from responding as a subconsultant on another team within a different discipline.

Firms were also advised of the three future advertisements for proposals. The total authorization for all four packages will be $50,000,000, an increase from previous programs due to the longer contract duration. The contract duration for this program is five years.

Based on the written submissions, firms were short-listed for oral interviews which were held in late July 2016 and early August 2016, and those firms judged most responsive by the TECs were selected for the 2018 Task Order Consultant Contracts Program.
**SELECTION PROCESS**  
(Selection of Firms)

<table>
<thead>
<tr>
<th>Discipline</th>
<th>Proposals Submitted</th>
<th>Oral Interviews</th>
<th>Selected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Planning</td>
<td>7</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Environmental Consulting Services</td>
<td>13</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Qualitative and Quantitative Research</td>
<td>7</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Rail Operations and Infrastructure Planning</td>
<td>5</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Stations, Access and Site Planning</td>
<td>8</td>
<td>5</td>
<td>4</td>
</tr>
</tbody>
</table>

**Scope of Work**

**Corridor Planning**

A key component for the Corridor Planning contracts is the assessment of transit suitability in a variety of local and regional corridors. These assessments will consider land use, demographics, existing travel patterns, local planning and zoning, transit modes, and environmental impacts. The consultant will evaluate the potential to increase ridership and balance demand over several routes/modes through capacity improvements, travel time reductions, and route/schedule modifications.

**Environmental Consulting Services**

The Environmental Consulting Services discipline includes site investigation and remediation tasks; environmental and historic documentation; environmental permitting, compliance and project documentation; underground and aboveground storage tank system compliance, design services, and project documentation; energy and sustainability assessments; and environmental and facility data management.

**Qualitative and Quantitative Research**

The Qualitative and Quantitative Research discipline includes origin and destination surveys; public opinion surveys; advertising effectiveness surveys; attitude and usage surveys; statistical analysis; public opinion polls; focus groups; translation services; online survey programming and hosting; questionnaire development, preparation and printing; and field services for on-board survey administration.

**Rail Operations and Infrastructure Planning**

The Rail Operations and Infrastructure Planning discipline addresses smaller design and study projects in which proposals can be prepared quickly. Two primary topic areas are included within this discipline: Rail Infrastructure Planning and Conceptual Design; and Rail Operations Analysis and System Network Simulation.

**Stations, Access, Parking, and Site Planning**

The Stations, Access, Parking, and Site Planning discipline includes an annual system-wide station access, parking usage and needs assessment; annual aerial photographs of all bus, rail, and light rail project sites; annual parking inventory updates of all private
and public parking resources used by NJ TRANSIT; monitoring and analysis of parking management; audits of the physical conditions of select NJ TRANSIT stations; conceptual planning for site-specific project requests; pedestrian/vehicle/bicycle/shuttle vehicle access assessments; and ADA station improvement program assessments.

Package Two of contracts (Architectural Engineering, Bridge and Railway Engineering, Travel Demand Forecasting, and Transit-Friendly Planning, Land Use and Development disciplines) were advertised in April 2017. Authorization from the NJ TRANSIT Board of Directors is anticipated in November 2017. Since those contracts will begin to expire in October 2017, a limited and targeted extension of the contract term is required to ensure continued use of this program through January 2018, as set forth in Exhibit C.

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

FISCAL IMPACTS

Requested Authorization: $50,000,000 (Total 2018 Program)

Past Authorizations: None

Expenditures to Date: $0

Total Project Cost: $50,000,000 (Total 2018 Program)

Projected Date of Completion: NA

Capital Program Amount: Project dependent

Operating Budget Amount: $0

Anticipated Source of Funds: Federal Transit Administration Transportation Trust Fund

PRINTS ID Number: Project dependent
DBE/SBE Goal:

<table>
<thead>
<tr>
<th>Service</th>
<th>DBE Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Planning Contract No. 16-018</td>
<td>25% DBE</td>
</tr>
<tr>
<td>Environmental Consulting Services Contract No. 16-019</td>
<td>18% DBE</td>
</tr>
<tr>
<td>Qualitative &amp; Quantitative Research Contract No. 16-020</td>
<td>25% DBE</td>
</tr>
<tr>
<td>Rail Operations &amp; Infrastructure Planning Contract No. 16-021</td>
<td>25% DBE</td>
</tr>
<tr>
<td>Stations, Access, Parking, &amp; Site Planning Contract No. 16-022</td>
<td>23% DBE</td>
</tr>
</tbody>
</table>

**NJ Build Amount:** None

**Future Related Authorizations:** Task Order Consultant Contracts Program Packages 2, 3 and 4

**Impacts on Subsequent Operating Budgets:** None
RESOLUTION

WHEREAS, NJ TRANSIT seeks to improve and expand its transportation facilities; and

WHEREAS, NJ TRANSIT has a continuing need for consultant services in the fields of corridor planning; environmental consulting services; qualitative and quantitative research; rail operations and infrastructure planning; and stations, access and site planning; and

WHEREAS, Task Order Consultant Contracts will be used on an as-needed basis to supplement in-house staff; and

WHEREAS, Task Order Consultant Contracts are needed to support NJ TRANSIT's capital program, address critical issues and ensure environmental compliance; and

WHEREAS, Task Order Consultant Contracts will provide specialized expertise which is rarely cost-effective to maintain in-house; and

WHEREAS, following the completion of a competitive procurement process, it was determined that 19 firms submitted the most advantageous proposals for the five disciplines included as Package One;
NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to enter into NJ TRANSIT Contract Nos. 16-018 through 16-022 with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in five disciplines: Corridor Planning; Environmental Consulting Services; Qualitative and Quantitative Research; Rail Operations and Infrastructure Planning; and Stations, Access, Parking, and Site Planning. The total value of the 2018 Task Order Consultant Contracts Program, of which these contracts comprise the first package, will be $50,000,000. Each contract will extend for five years; the maximum task and contract limits are shown in Exhibit B; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to extend the term of the 2012 Capital Planning and Programs Task Order Consultant Contracts Program contracts in five disciplines: Architectural/Engineering; Bridge and Railway Engineering; Travel Demand Forecasting; and Transit-Friendly Planning, Land Use and Development for a targeted and limited extension, as shown on Exhibit C. The current task limits, contract limits, and overall authorization for this program will remain unchanged.
SELECTED FIRMS

CONTRACT NO. 16-018 CORRIDOR PLANNING – 4 FIRMS

16-018A Fitzgerald & Halliday, Inc. (New York, New York)\(^1\) with Foursquare
Integrated Transportation Planning, Inc.; IBI Group; Alan M. Voorhees
Transportation Center at Rutgers University

16-018B AECOM Technical Services, Inc. (New York, New York) with InGroup, Inc.;
Connetics Transportation Group, Inc.; Malick & Scherer, P.C.; TechniQuest
Corporation

16-018C Vanasse Hansen Brustlin (New York, New York) with Louis Berger Group;
Resource Systems Group; HR&A Advisors, Inc.; The Calladium Group;
InGroup, Inc.; KFH Group, Inc.; Sobers Consulting, LLC; Traffic Databank

16-018D Parsons Brinckerhoff (Newark, New Jersey) with Dewberry Engineers,
Inc.; Remington & Vernick Engineers, Inc.; Sam Schwartz Consulting, LLC;
AmerCom Corp.; Jois Construction Management System (JCMS), Inc.;
Connetics Transportation Group, Inc.; InGroup, Inc.; Historic Perspectives,
Inc.

CONTRACT NO. 16-019 – ENVIRONMENTAL CONSULTING SERVICES – 5 FIRMS

16-019A Dewberry Engineers, Inc. (Parsippany, New Jersey) with Dewberry
Consultants, LLC; Dewberry Design-Builders, Inc.; Advanced Drilling, Inc.;
CHA Consulting Group, Inc.; Chemtech Consulting Group, Inc.;
Environmental Management and Design Services, Inc.; Emilcott Associates,
Inc.; Greener by Design, LLC; Hampton-Clarke, Inc.; Hill Environmental
Group, Inc.; Marine Tiger Technologies, Inc.; Parson Brinckerhoff, Inc.; Paul
Carpenter Associates, Inc.; Recovery Environmental Services, Inc.; Rubicon
Environmental Services, LLC; Subsurface Environmental Technologies, LLC;
Summit Drilling, Inc.; TestAmerica Laboratories, Inc.; The Calladium Group,
LLC; TRC Environmental Corporation; Underground Services, Inc.

16-019B AKRF, Inc. (Mount Laurel, New Jersey) with Ramboll Environ; STV
Incorporated; Burns Engineering, Inc. Mondre Energy, Inc., The Calladium
Group; YU & Associates; Fitzgerald & Halliday, Inc.; Amy S. Greene
Environmental Consultants, Inc.; Richard Grubb & Associates, Inc.; Malick &
Scherer, PC; Paul Carpenter Associates, Inc.; BET Consultants; SGS
Accutest, Inc.; Jersey Boring & Drilling Co., Inc.

\(^1\) Fitzgerald & Halliday, Inc. is a certified Disadvantaged Business Enterprise (DBE)
SELECTED FIRMS

16-019C  BEM Systems, Inc. (Chatham, New Jersey) with Amy S. Greene
Environmental Consultants, Inc.; The Calladium Group, LLC; Cambridge
Systematics, Inc.; Concord Engineering Group, Inc.; Gannett Fleming, Inc.;
Greener by Design, LLC; HDR Engineering, Inc.; InGroup Networking, Inc.;
Rubicon Environmental, LLC; Chemtech Consulting Group, Inc.; Hampton-
Clarke, Inc.; Hill Environmental Group, Inc.; Jersey Boring & Drilling Co., Inc.;
Naik Consulting Group, PC; Recovery Environmental Services, Inc.;
Subsurface Environmental Technologies, LLC

16-019D  Arcadis U.S., Inc. (Fair Lawn, New Jersey) with Advanced Drilling, Inc.;
Amy S. Greene Environmental Consultants, Inc.; Burns Engineering, Inc.;
Chemtech Consulting Group, Inc.; Fairfield Maintenance, Inc.; Mondre

16-019E  Roux Associates, Inc. (Logan Township, New Jersey) with ACT
Engineers, Inc.; Advanced Drilling, Inc.; Amy S. Greene Environmental
Consultants, Inc.; AllState Power Vac., Inc.; Arch2, Inc.; Batta Environmental
Associates, Inc.; Becht Engineering BT, Inc.; Chemtech Consulting Group,
Inc.; Distinct Engineering Solutions, Inc.; DPK Consulting, LLC;
Environmental Industrial Services Corporation; Hager-Richter Geoscience,
Inc.; Hampton-Clarke, Inc.; Hill Environmental Group, Inc.; Milestones
Engineering, PC; Mondre Energy, Inc.; Practical Energy Solutions; Radin
Consulting, Inc.; SGS Accutest, Subsurface Environmental Technologies,
LLC; Summit Drilling, Inc.

CONTRACT NO. 16-020 – QUALITATIVE AND QUANTITATIVE RESEARCH – 3 FIRMS

16-020A  ABT SRBI, Inc. (New York, New York) with Taurus Marketing Research;
Eureka Facts, LLC; Alpina Digital; Vanasse Hangen Brustlin (16-020A)

16-020B  WB&A Market Research (Crofton, Maryland) with Eureka Facts;
Foursquare ITP; Taurus Marketing Research; ARG Survey Service (16-020B)

16-020C  Clarion Research (New York, New York) with Taurus Marketing Research;
Ardem Incorporated; CQ Fluency; and Maximum Research (16-020C)

CONTRACT 16-021 – RAIL OPERATIONS AND INFRASTRUCTURE PLANNING – 3 FIRMS

16-021A  HNTB (New York, New York) with Amy S. Greene Environmental
Consultants, Inc.; JCMS, Inc.; Matrix New World Engineering, Inc.; Sowinski
Sullivan Architects, PC; Mott MacDonald, LLC; The Calladium Group; Malick
& Scherer, PC
SELECTED FIRMS

16-021B Parsons Brinckerhoff (Newark, New Jersey) with Dewberry Engineers Inc.; GTS Consultants, Inc.; JCMS, Inc.; Lynn Drobbin & Associates; Malick & Scherer, PC; Sowinski Sullivan Architects, PC


CONTRACT 16-022 – STATIONS, ACCESS, PARKING, & SITE PLANNING – 4 FIRMS

16-022A Stantec Consulting Services Inc. (Mount Laurel, New Jersey) with AmerCom Corporation; Amy S. Greene Environmental Consultants, Inc.; and Richard Grubb & Associates, Inc.

16-022B Dewberry Engineers Inc. (Bloomfield, New Jersey) with WSP/Parsons Brinkerhoff); CHA Consulting, Inc.; Timothy Haahs & Associates, Inc.; AmerCom Corporation; Malick & Scherer, PC; RLS and Associates Robinson Aerial Surveys, Inc.; SM Engineers; Sowinski Sullivan Architects; Dewberry Consultants, LLC; Dewberry Design-Builders, Inc.

16-022C Sam Schwartz Consulting, L.L.C. (Jersey City, New Jersey) with HDR; Amy Greene Environmental Consultants; Richard Grubb & Associates; Skycomp; GEOD

16-022D HNTB Corporation (New York, New York) with Arch2 Inc.; Chance Management Advisors, Inc.; Ideal Data, Inc.; Sowinski Sullivan Architects, PC; Yu & Associates, Inc.; Matrix New World Engineering; Land Surveying and Landscape Architecture, P.C.; New Jersey Innovation Institute; Skycomp, Inc.; SI Engineering, P.C.
<table>
<thead>
<tr>
<th>Contract No.</th>
<th>Discipline</th>
<th>Task Limit</th>
<th>Contract Limit (per firm)</th>
</tr>
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<tbody>
<tr>
<td>16-018</td>
<td>Corridor Planning</td>
<td>$ 500,000</td>
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<td>16-019</td>
<td>Environmental Consulting Services</td>
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<td>16-020</td>
<td>Qualitative and Quantitative Research</td>
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<td>16-021</td>
<td>Rail Operations and Infrastructure Planning</td>
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<td>16-022</td>
<td>Stations, Access and Site Planning</td>
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<td>Task Order Number</td>
<td>Description</td>
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<td>13-006</td>
<td>Architectural/Engineering</td>
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<td>Gannett Fleming, Inc.</td>
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<td>13-006B</td>
<td>Jacobs Engineering Group, Inc.</td>
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<td>13-006C</td>
<td>STV, Inc.</td>
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<td>13-006D</td>
<td>Systra Consulting, Inc.</td>
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<td>13-007</td>
<td>Bridge and Railway Engineering</td>
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<td>$3,000,000</td>
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<td>13-007A</td>
<td>HDR Engineering, Inc.</td>
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<td>13-007B</td>
<td>HNTB Corporation</td>
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<td>13-007C</td>
<td>Parsons Transportation Group, Inc.</td>
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<td>13-007D</td>
<td>TranSystems Corporation</td>
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<td>13-008</td>
<td>Travel Demand Forecasting</td>
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<td>13-008A</td>
<td>AECOM Technical Services, Inc.</td>
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<td>13-008B</td>
<td>URS Corporation</td>
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<tr>
<td>13-008C</td>
<td>Michael Baker, Jr., Inc.</td>
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<td>13-011</td>
<td>Transit-Friendly Planning, Land Use &amp; Development</td>
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<td>$2,250,000</td>
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<td>13-011A</td>
<td>Looney Ricks Kiss</td>
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</tr>
<tr>
<td>13-011B</td>
<td>The RBA Group</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-011C</td>
<td>EE&amp;K, a Perkins Eastman Company</td>
<td></td>
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</tr>
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</table>
ITEM 1706-21:    NJ TRANSIT RESILIENCE PROGRAM: INTEGRITY OVERSIGHT MONITORING SERVICES CONTRACTS – EXTENSION OF TIME

BENEFITS

NJ TRANSIT has to fulfill an ongoing obligation to hire and use independent Integrity Oversight Monitors in connection with Superstorm Sandy long-term recovery and resilience efforts under Federal and State requirements. Since July 15, 2014, NJ TRANSIT’s Internal Audit Department (NJTIAD) has contracted with four (4) Integrity Oversight Monitor (IOM) Consultants to oversee various NJ TRANSIT Resilience Program (NJTRP) projects and their related contracts. The goal of the required oversight is to detect, prevent, and deter potential criminal activity and fraud, waste, and abuse in the current and future NJTRP activities. NJ TRANSIT needs to continue to retain the services of the four (4) IOM Consultants to remain in compliance with the Federal and State requirements.

ACTION (Scorecard: Financial Performance, Corporate Accountability)

Staff seeks authorization to exercise the first two-year period option to extend NJ TRANSIT Contract Nos. 14-033A with CohnReznick, LLP, 14-033B with Eisner Amper LLP, 14-033C with RSM, LLP (formerly McGladery, LLP), and 14-033D with Thacher Associates, LLC utilizing the previously approved total authorization amount not to exceed the sum of $15,000,000 (Fifteen Million Dollars) as authorized in Board Item 1405-19 dated May 15, 2014 for all approved Work Authorizations (WAs) that may be issued to these four (4) IOM Consultants during the two-year contract extension period, subject to availability of funds.

PURPOSE

To continue NJ TRANSIT’s IOM program to further enhance the prevention and detection of fraud, waste, abuse, and potential criminal activity in relation to the NJTRP. Authorization of this contract amendment will provide for an extension of the current contracts with CohnReznick, LLP, Eisner Amper, LLP, RSM, LLP (formerly McGladery, LLP and Thacher Associates, LLC for an additional two-year period and will not increase the current authorization limit. Work Authorizations will continue to be made during the two-year extension term of the contract but may extend beyond that timeframe until each individual Work Authorization is completed.

BACKGROUND

In October 2012, Superstorm Sandy’s storm surge caused extensive damage to NJ TRANSIT’s infrastructure requiring NJ TRANSIT to quickly start up programs to repair and implement a resilience program. NJ TRANSIT has identified resilience projects that will enable the agency to better withstand, and recover from, extreme weather events.
In compliance with Federal and State requirements NJ TRANSIT has established an Integrity Oversight Monitoring program to detect, prevent, and deter potential criminal activity and fraud, waste, and abuse in the current and future NJTRP activities.

NJ TRANSIT continues to retain the services of the IOM Consultants with the goal of achieving the following objectives:

a) Safeguarding NJ TRANSIT assets;
b) Minimizing fraud, waste and abuse;
c) Promoting prevention and detection of fraud waste and abuse;
d) Ensuring Integrity of the procurement process;
e) Providing independent monitoring that reports directly to NJ Treasury on a quarterly basis and directly to the NJ Attorney General and Office of the State Comptroller (OSC) when encountering suspected criminal activity, fraud, waste or abuse;
f) Providing and updating a Fraud, Waste and Abuse Risk Assessment, as needed;

The Integrity Oversight Monitoring of the NJTRP is required by New Jersey State and Federal Requirements as follows:

**Federal Requirements for Oversight Monitoring:**

As articulated in the Federal Register pages 32301 - 32302 (May, 29 2013) “[a]ny recipient receiving over $100 million in Disaster Relief Appropriations Act funds will be required to hire and use independent Integrity Monitors.” It is in essence FTA’s expectation that such Integrity Monitors will review and monitor procedures, procurement process and ongoing work to mitigate identified risks for fraud, waste or abuse that include investigative and forensic reviews. IOMs are also required to report directly to the US DOT OIG when encountering suspected or potentially criminal activity, fraud, waste or abuse (This would be in addition to reporting directly to the New Jersey Attorney General and the OSC.)

**New Jersey Legislation Requiring Oversight Integrity Monitors:**

In accordance with N.J.S.A. 52:15D-2 [A 60], legislation adopted shortly after New Jersey suffered damage from Sandy, the New Jersey Department of the Treasury (NJ Treasury) established a pool of Integrity Oversight Monitors and a program of quarterly reporting.

**Meeting the Requirement of State and Federal Mandates:**

To continue to meet the Federal and State requirements NJ TRANSIT’s IOM program needs to be continued. Since July 15, 2014 substantial efforts have been made by NJ TRANSIT in providing Integrity Oversight Monitors oversight on several NJTRP projects and contracts. Over the next two (2) years, construction will begin on multiple
NJTRP projects and contracts that would require active oversight monitoring. Therefore these contract amendments are in the best interest of NJ TRANSIT.

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

**FISCAL IMPACTS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Authorization Amount:</strong></td>
<td>$0 (Extension of time only)</td>
</tr>
<tr>
<td><strong>Past Authorizations:</strong></td>
<td>Board Item 1405-19 dated May 15, 2014</td>
</tr>
<tr>
<td></td>
<td>Superstorm Sandy Recovery Program: Integrity Oversight Monitoring Services- Competitive Procurement</td>
</tr>
<tr>
<td></td>
<td>$15,000,000 (Fifteen Million)</td>
</tr>
<tr>
<td><strong>Expenditures to Date:</strong></td>
<td>$2,004,793 (Work Authorizations awarded)</td>
</tr>
<tr>
<td><strong>Total Project Cost:</strong></td>
<td>Part of Superstorm Sandy Recovery and Resiliency Program</td>
</tr>
<tr>
<td><strong>Projected Date of Completion:</strong></td>
<td>July 2019 and beyond</td>
</tr>
<tr>
<td><strong>Capital Program Amount:</strong></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Operating Budget Amount:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>PRINTS ID Number:</strong></td>
<td>Work Authorizations</td>
</tr>
<tr>
<td><strong>Anticipated Source of Funds:</strong></td>
<td>Federal Transit Administration and Transportation Trust Fund</td>
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<tr>
<td><strong>DBE/SBE Goal:</strong></td>
<td>10% DBE</td>
</tr>
<tr>
<td><strong>NJ Build Amount:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Future/Related Authorizations:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Impact on Subsequent Operating Budgets:</strong></td>
<td>None</td>
</tr>
</tbody>
</table>
RESOLUTION

WHEREAS, NJ TRANSIT serves a vital role in the State’s transportation network and in the State’s economy; and Superstorm Sandy jeopardized the public safety and welfare by obstructing safe transportation in New Jersey thereby making it difficult or impossible for citizens to obtain the necessities of life, limiting access to essential emergency services and restricting restoration of business and commerce vital to the region’s economy; and

WHEREAS, Superstorm Sandy damaged NJ TRANSIT’s transportation assets requiring continued repair to restore the transportation system to pre-storm conditions and make the system more resilient; and

WHEREAS, State law and federal funding requirements mandate integrity oversight monitoring of contracts for the repair and reconstruction of damaged facilities in a more resilient manner for projects that are federally funded; and

WHEREAS, there is a need to safeguard NJ TRANSIT Assets; and

WHEREAS, there is a further need to minimize fraud, waste and abuse and potential criminal activity, and promote prevention and detection thereof in order to better ensure the integrity of the procurement process; and

WHEREAS, it continues to be in NJ TRANSIT’s best interests and is required by state law or applicable regulations for NJ TRANSIT to secure independent oversight monitoring that reports directly to the New Jersey Department of Treasury on a quarterly basis, and directly to the New Jersey Attorney General and Office of the State Comptroller (OSC) and by federal requirements to U.S. Department of Transportation (USDOT) Office of Inspector General (OIG) when encountering suspected or potentially criminal activity, fraud, waste or abuse; and

WHEREAS, there is a need to maintain an independent Fraud, Waste and Abuse risk assessment to support the allocation of resources; and
WHEREAS, there is a need to continue independent IT, Internal and Construction Auditing of NJ TRANSIT Resiliency Program (NJTRP) Contracts as part of the Integrity Oversight Monitoring Services in keeping with FTA requirements; and

WHEREAS, NJTIAD and the New Jersey Department of Treasury have worked together with the NJ TRANSIT Procurement Department and Accountability Officer in developing the IOM Program in compliance with applicable state law and federal law and Sandy grant requirements as well as a work plan for management of the rendering of Integrity Oversight Monitoring Services; and

WHEREAS, the IOM Consultants included in this amendment request are currently under contract with NJ TRANSIT following the completion of competitive procurement processes;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to extend NJ TRANSIT Contract Nos. 14-033A with CohnReznick LLP, 14-033B with Eisner Amper LLP, 14-033C with RSM US LLP (formerly McGladrey, LLP) and 14-033D with Thacher Associates, LLC respectively, for all approved Work Authorizations (WAs) that may be issued to these four (4) IOM consultants during the Contract’s initial two-year extension term, subject to availability of funds.
ITEM 1706-22: CONTRACTING OUT- PASSAIC COUNTY LOCAL BUS SERVICE

BENEFITS

This contract will provide for the operation of local bus service in Passaic County on Routes 702, 705, 707, 709, 722, 744, 746, 748, and 758. In fiscal year 2016, these nine routes comprising this service served a combined ridership of 1,969,200 annual passenger trips. Continuation of this service is important to our riders and it is consistent with our mission to provide for the operation of a coherent public transportation system in the most efficient and effective manner.

ACTION (Scorecard: Financial Performance, Customer Experience)

Staff seeks authorization to enter into NJ TRANSIT Contract No. 17-001 with Community Transportation, Inc. of Paramus, New Jersey, to operate the Passaic County Local Bus Service, as set forth in Exhibit A for a 36-month contract period from August 27, 2017 through August 29, 2020, at a total cost not to exceed $20,202,815, plus five percent for contingencies.

Staff also seek authorization to exercise options to extend NJ TRANSIT Contract No. 17-001 for two 24-month periods, in accordance with the Request for Proposal and the carrier’s proposal, at a cost not to exceed $14,566,020 the first option period from August 30, 2020 through August 27, 2022 and $15,408,268 for the second option period from August 28, 2022 through August 31, 2024, plus five percent for contingencies.

The combined contract cost with option periods is not to exceed $ 50,177,103, plus five percent for contingencies.

PURPOSE

Authorization will continue the Passaic County Local Bus Service which staff has identified as appropriate service that might be operated more economically by seeking competitive bids for its performance. The carrier will comply with New Jersey’s Conscientious Employee Protection Act.

BACKGROUND

On September 6, 2016, NJ TRANSIT advertised a Request for Proposal (RFP) to request private motorbus carriers to provide bus service in the Passaic County area for an initial contract period of three years and for two 24-month option periods. The RFP required prospective carriers to provide a proposed price for the operation of the service, for the base contract period and both 24-month option periods that may be exercised solely at the discretion of NJ TRANSIT. The Pre-Proposal Conference was held on September 13, 2016 at NJ TRANSIT headquarters.
NJ TRANSIT’s Technical Evaluation Committee reviewed the private carrier proposal received in response to the RFP and a benchmark cost was established by NJ TRANSIT’s Bus Operations for the operation of the service. A minimum score of 75 points on the technical proposal was required for the cost proposal to be considered. Cost proposals for any firms that did not receive the minimum technical score would be returned unopened.

The technical proposals for these routes were reviewed by the Technical Evaluation Committee (TEC) comprised of:

- Finance- Budgets
- Bus Operations- Bus Service Planning
- Light Rail & Contract Services – Private Carrier Affairs

On December 8, 2016, NJ TRANSIT received three responses to the RFP from Community Transportation, Inc., a Coach USA company; Saddle River Trails, Inc. and First Transit, Inc. All proposers met the minimum score of 75 points on the technical proposal and the cost proposals were opened. The cost proposals were also assigned scores with the lowest total cost assigned a score of 100 (out of 100 points) and the second and third place cost was assigned a proportional lower score.

The final scores for the three proposers were as follows:

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>COMMUNITY TRANSPORTATION, INC.</th>
<th>Proposal B</th>
<th>Proposal C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical</td>
<td>95.25</td>
<td>91.50</td>
<td>83.25</td>
</tr>
<tr>
<td>Cost</td>
<td>100.00</td>
<td>98.23</td>
<td>63.38</td>
</tr>
<tr>
<td>Total</td>
<td>195.25</td>
<td>189.73</td>
<td>146.63</td>
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</tbody>
</table>

The competitive procurement process utilized by NJ TRANSIT for contracting bus service provides for a comparison of the private carrier’s fiscal cost proposals to the benchmark cost for the operation of the proposed routes to be contracted by NJ TRANSIT Bus Operations. The Amalgamated Transit Union (ATU) participates in this process to enable NJ TRANSIT Bus Operations to submit its benchmark.

The comparison of cost for operations of the full-size bus routes is presented below:
<table>
<thead>
<tr>
<th>CARRIER</th>
<th>COST PROPOSAL</th>
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</thead>
<tbody>
<tr>
<td>Community Transportation, Inc. Paramus, New Jersey</td>
<td>$50,177,103</td>
</tr>
<tr>
<td>Proposal B</td>
<td>$51,066,040</td>
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<tr>
<td>Proposal C</td>
<td>$68,553,788</td>
</tr>
<tr>
<td>NJ TRANSIT Bus Operation Newark, New Jersey</td>
<td>$96,389,939</td>
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</table>

Upon completion of the competitive procurement process, it was determined that Community Transportation Inc.’s proposal provides the best value and is in the best interest of NJ TRANSIT. In addition, the Community Transportation Inc.’s total proposed cost is less than the NJ TRANSIT benchmark cost developed by NJ TRANSIT’s Bus Operations.

Comparing the final fiscal year (FY17) of the existing contract cost of $6,855,522, to the first fiscal year (FY18) of the new proposed contract cost of $6,445,466, NJ TRANSIT’s annual contract cost for the Passaic County Local Bus Service would decline by $410,056 or six percent over the next fiscal year.

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

**FISCAL IMPACTS**

**Requested Authorization:** $50,177,103 (84 months) plus 5% for contingencies

**Total Project Cost:** $52,685,958

**Projected Date of Completion:** August 31, 2024 for the base contract period plus two 24-month option periods

**Capital Project Amount:** N/A

**Operating Budget Amount:**

- FY18 (10 months) $5,356,959
- FY19 $6,610,829
- FY20 $6,907,451
- FY21 $7,195,602
- FY22 $7,369,934
- FY23 $7,578,495
- FY24 $7,780,022
- FY25 (2 months) $1,377,812
Anticipated Source of Funds: Fiscal Years 2018-2025 Operating Budgets

Prints ID Number: N/A

DBE/SBE Goal: 3% SBE – Category 3

NJ Build Amount: N/A

Related/Future Authorizations: N/A

Impacts on Subsequent Operating Budgets: Provides passenger revenue
RESOLUTION

WHEREAS, staff has determined that it is appropriate to provide local bus service in Passaic County and a Request for Proposal (RFP) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

WHEREAS, NJ TRANSIT’s Selection Committee has reviewed the private carrier proposals received for the operation of the Passaic County Local Bus Service, as well as the NJ TRANSIT Bus Operations benchmark cost for the service; and

WHEREAS, NJ TRANSIT’s Selection Committee determined the proposal from the Community Transportation, Inc. provides the best value and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into NJ TRANSIT Contract No. 17-001 with Community Transportation, for the operation of the Passaic County Local Bus Service for an initial 36-month base contract period at a total cost not to exceed $20,202,815, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budget; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to exercise that options to extend NJ TRANSIT Contract No. 17-001 for the two 24-month periods, in accordance with the Request for Proposal and the carrier’s proposal, at a cost not to exceed $14,566,020 for the first option period and $15,408,268 for the second option period, plus five percent for contingencies, subject to the availability of funds and Board approval of NJ TRANSIT’s operating budgets.
## EXHIBIT A

### PASSAIC COUNTY LOCAL BUS SERVICE

<table>
<thead>
<tr>
<th>Route #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>702</td>
<td>Paterson – Elmwood Park</td>
</tr>
<tr>
<td>705</td>
<td>Passaic – Willowbrook Mall</td>
</tr>
<tr>
<td>707</td>
<td>Paterson - Paramus</td>
</tr>
<tr>
<td>709</td>
<td>Bloomfield – Passaic - Paramus</td>
</tr>
<tr>
<td>722</td>
<td>Paterson – Paramus Park</td>
</tr>
<tr>
<td>744</td>
<td>Passaic – Paterson - Wayne</td>
</tr>
<tr>
<td>746</td>
<td>Paterson – Glen Rock - Ridgewood</td>
</tr>
<tr>
<td>748</td>
<td>Paterson – Wayne – Pompton Lakes</td>
</tr>
<tr>
<td>758</td>
<td>Passaic – Paramus Park Mall</td>
</tr>
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</table>
ITEM 1706-23: FISCAL YEAR 2018 SOLE, SINGLE, AND LIMITED SOURCE PROCUREMENT BY EXCEPTION WAIVER AUTHORIZATION

BENEFITS

This action seeks to maintain NJ TRANSIT operations through its providers where exception to formal competition is warranted. Vendors generally have proprietary control over the manufacture of parts and the design services for NJ TRANSIT equipment and technology. Supplies and services that are available from limited sources are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d) and Executive Order No. 37.

Rail, bus, and light rail rolling stock and equipment are produced by a relatively small number of manufacturers using proprietary designs to meet the particular performance requirements and physical environment of individual transit systems and railroads. The equipment is not mass-produced, but manufactured to order.

The useful life for rolling stock varies by type but can exceed decades (for rail cars) and must be properly maintained. The spare parts, material and technical services needed to maintain the uniquely engineered equipment in many cases are available only from the original equipment manufacturer (OEM), or a successor company with proprietary rights to the original design. Moreover, the use of non OEM components might put warranty agreements at risk.

Similarly, technology vendors have proprietary control over the manufacture of components and the design of services needed to support NJ TRANSIT’s current technology hardware and software.

The specific exceptions being sought here under our regulations are: N.J.A.C. 16:72-1.5(d)8 sole source; 1.5(d)9 primary source provides more favorable terms; 1.5(d)12 standardization; and 1.5(d)14 specialty vehicles and related systems.

Lists of Fiscal Year 2018 limited source vendors appear in Exhibit A1 for Replacement Parts and Services, in Exhibit A2 for Computer Hardware and Software, and in Exhibit A3 for NJ TRANSIT’s Resilience Program. This list includes all limited source vendors that NJ TRANSIT might need to use in the coming fiscal year, regardless of whether they were used in the previous fiscal year. Should a new vendor need to be added to Exhibits A1, A2 or A3 in Fiscal Year 2018 (FY18) as a result of a newly-identified need, staff will notify the Board of additional vendors whose aggregate spend exceeds $250,000 during FY18.

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

Staff requests authorization to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail,
administrative operations at a cost not to exceed $25,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

Staff also seeks authorization to enter into sole, single, or limited source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed $27,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

Staff also seeks authorization to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support NJ TRANSIT's Resilience Program at a cost not to exceed $10,000,000 subject to the availability of funds and FTA approval. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.

The regulations that authorize these procurements by exception, N.J.A.C. 16:72-1.5(d), are as follows:

8. Only one source of supply is available;

9. More favorable terms can be obtained from a primary source of supply;

12. The equipment to be purchased is of a technical nature and the procurement thereof without advertising is necessary in order to assure standardization of equipment and interchangeability of parts in the public interest; and

14. To acquire or overhaul motorbuses, light rail vehicles, rail cars, locomotives, signal systems or fare collection systems.

**PURPOSE**

The areas of procurement that NJ TRANSIT might exercise sole, single or limited source authority, includes but is not limited to, the following:

**Replacement Parts from Original Equipment Manufacturers (OEMs)**
These OEM parts or components are needed to repair and maintain rolling stock and other equipment specifically designed by the OEM manufacturer, where available technical data does not assure that a part or component supplied by another vendor will adequately perform the same function it replaces.
Examples of major vendors include Alstom Transportation, Bombardier, Caterpillar, Electro Motive Diesel (EMD), Knorr Brake Corp., Faiveley/Elcon Transport Group, Kinkisharyo Inc., WABTEC Passenger Transit, NABI, and NeoPart.

**Specialty Services**
Certain apparatus can only be serviced and/or tested by specific vendors. For example, Harsco Track Technologies is the only qualified source to provide Track Laying Machine Services for the automated installation of concrete ties; and Solari Corporation is the only qualified source for the repair of Solari display units.

**Rail Brake Shoes**
NJ TRANSIT operates approximately 1,400 passenger rail cars and locomotives daily. Brake shoes and pads are replaced on all in-service equipment through periodic and daily inspections. Electric and Diesel Locomotive and Multilevel Passenger Car brake shoes and pads are specialized equipment. Based upon Railroad Friction Products past experience and test results, these products meet the required acceptable stop distances, wheel heat generation limits and acceptable shoe and wheel wear tolerances.

**Computer Hardware and Software**
Certain technology vendors have proprietary control over the manufacture of components and the design of services needed for NJ TRANSIT's continued use of technology. The need for NJ TRANSIT to exercise sole and single source authority relates to specific areas of technology, including, but not limited to, the following:

**Software Maintenance/Licensing**
Firms that have authored software and have had it copyright protected typically are the only firms capable of maintaining their software. NJ TRANSIT has signed license agreements that require us to protect the vendor’s software from review by third parties. Each vendor has supplied a letter certifying their sole right to maintain their software. Further, NJ TRANSIT has integrated this software into its business processes which, in these cases, makes moving to alternative software a costly and lengthy undertaking. Software Maintenance will provide for:

- Program maintenance for all software modules including support for solving any software logic errors;
- Software enhancements periodically released by the vendor to provide additional features;
- Telephone assistance for immediate correction of program problems with minimal interruption of end user service; and

**Hardware Maintenance**
Original Equipment Manufacturers (OEMs) are often the only firms capable of providing support to their hardware without voiding warranties. Where equipment is off of warranty
or where NJ TRANSIT has other choices for hardware support, NJ TRANSIT competitively seeks proposals for such support. Hardware Maintenance will provide for:

- Correction of hardware failures either on-site or through remote services;
- Guaranteed response time to minimize end-user downtime;
- High volume spare parts stored locally for quick access and error correction; and
- Hardware upgrades, where necessary, to accommodate technology upgrades.

**Integrated Systems**
NJ TRANSIT has installed a number of systems that have been deployed using an integrator who has customized both hardware and software for the purpose of delivering a specific business solution. This approach is typically employed in specialized fields such as fare collection, security systems, and passenger information systems. In such cases, services to support this customized software are available only through the integrator that developed the product.

**Upgrades to Pre-existing Systems**
NJ TRANSIT has invested in core information systems that have become key elements of our business processes. In most cases, these investments were the result of a competitive process. As additional investments are required to support business change, alternatives are evaluated, and the system is either enhanced or replaced in whole. When it is determined to be financially beneficial to continue to add on to an existing system, enhancements must be implemented with the existing provider.

**Resilience Program**
Superstorm Sandy caused significant damage to a large portion of NJ TRANSIT’s transportation assets, including the signal system at Hoboken Yard, North Jersey Coast Line (Raritan to East Matawan), Meadows interlocking in Kearny and underground portions of Newark Light Rail at Newark Penn Station. For example, at Hoboken Yard portions of the existing signal system are installed in 25 wayside signal cases located at ground level throughout the yard. The equipment controls track circuits and signal lighting providing for the safe routing and assignment of trains to various routes and platforms. Most of this equipment went into service in 1984 and is no longer manufactured and parts are no longer available. As this equipment is upgraded and replaced as a result of NJ TRANSIT’s continued resilience program, spare parts, material and technical services needed to maintain these systems will be available only from the original equipment manufacturer (OEM) with proprietary rights to the original design.

Staff requests authorizations to support repairs, replacement, and improvements to NJ TRANSIT’s transportation infrastructure and rolling stock with qualified firms for the purchase of materials and services necessary to ensure storm preparation and resiliency. The same signal vendors are required so that the signal equipment across
the entire system is uniform to ensure that configuration, compatibility, and maintainability provide fail safety and reliability.

Staff continually seeks, where feasible, to develop specifications and compete these services and supplies. Examples of items that have been removed from prior authorizations include Comet Car brake pads and rotors, nonrevenue vehicle repair services, train servicing and traction motor and gear unit repairs. Staff is also planning on removing American Software, Inc. during this Fiscal Year. However, staff has demonstrated, through numerous unsuccessful competitive efforts, that there are no qualified and responsible commercial alternatives to many suppliers, and since 1987 the Board has annually authorized this item to ensure efficient and continuous provisioning of our operations. All services or supplies purchased on a limited source basis are subject to price or cost analysis to ensure the reasonableness of the prices quoted.

BACKGROUND

The operation and maintenance of NJ TRANSIT Bus, Rail, Light Rail and Support functions require the purchase of OEM parts, maintenance spares, services, modifications, upgrades and other programs, which can only be obtained from sole, single and limited qualified sources.

As such, it has been determined that the vendors listed within this authorization are limited sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.5 and Executive Orders 37 and 125.

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

FISCAL IMPACTS

Requested Authorization:
Replacement Parts $ 25,000,000
Computer Hardware and Software $ 27,000,000
Resilience Program $ 10,000,000

Past Authorizations:
Replacement Parts (Bus, Rail, Light Rail, HQ)
June 2016 $ 25,000,000
June 2015 $ 20,000,000
June 2014 $ 20,000,000
May 2013 $ 20,000,000
May 2012 $ 20,000,000
May 2011 $ 20,000,000
May 2010 $ 18,000,000
May 2009 $ 18,000,000
May 2006 - June 2008 $ 22,000,000 annually
June 1999 - May 2005 $ 20,000,000 annually
May 1998 $ 15,000,000
May 1997 $17,500,000

Computer Hardware and Software
June 2016 $ 22,000,000
June 2015 $ 20,000,000
June 2014 $ 20,000,000
June 2013 $ 20,000,000
June 2010 $ 32,502,595
June 2007 $ 27,763,796
June 2004 $ 28,851,616
June 2001 $ 18,074,616

Resilience Program
June 2016 $ 10,000,000
June 2015 $ 10,000,000
June 2014 $ 10,000,000

Expenditures to Date:
Replacement Parts $21,170,991
Computer Hardware and Software $13,652,232
Resilience Program $0.00

Total Project Cost:
Replacement Parts $ 25,000,000
Computer Hardware and Software $ 27,000,000
Resilience Program $ 10,000,000

Projected Date of Completion: June 30, 2018

Capital Program Amount: TBD
Operating Budget Amount: TBD

Anticipated Source of Funds: FY18 Operating Budget
Capital Budget

PRINTS ID Number: Various

DBE/SBE Goal: Various DBE/SBE Goals

NJ Build Amount: N/A

Related/Future Authorizations: N/A
Impacts on Subsequent Operating Budgets: None
RESOLUTION

WHEREAS, NJ TRANSIT requires maintenance services and supplies to support the operation of various major equipment; and

WHEREAS, NJ TRANSIT requires signal and electrical equipment and parts to restore systems damaged by Superstorm Sandy; and

WHEREAS, it is necessary to obtain these required maintenance items and services from specific sources; and

WHEREAS, various software maintenance contracts and licensing agreements expire this year; and

WHEREAS, these contracts ensure the continued operation of both the hardware and software which support NJ TRANSIT’s business units; and

WHEREAS, these products are being fully utilized throughout the corporation and the demand for services and software upgrades continues; and

WHEREAS, NJ TRANSIT is unaware of other sources for these services; and

WHEREAS, pursuant to N.J.A.C. 16:72(d)8 competitive procurement requirements may be waived in instances where only one source of supply is available; and

WHEREAS, pursuant to N.J.A.C. 16:72(d)9 competitive procurement requirements may be waived when more favorable terms can be obtained from a primary source of supply; and

WHEREAS, pursuant to N.J.A.C. 16:72(d)12 competitive procurement requirements may be waived when technical equipment will assure standardization and interchangeability; and

WHEREAS, pursuant to N.J.A.C. 16:72(d)14 competitive procurement requirements may be waived with specialty vehicles, and signal and fare collection systems;
NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into sole, single, or limited source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed $25,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into sole, single or limited source procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed $27,000,000, subject to the availability of funds. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to enter into sole, single or limited source procurement-by-exception contracts for the purchase of materials and service from approved vendors set forth in Exhibit A3 (subject to adjustments) to support the NJ TRANSIT’s System Resilience Program at a cost not to exceed $10,000,000, subject to the availability of funds FTA approval and all other applicable requirements. The Board will be notified of new firms whose aggregate spend exceeds $250,000 within the fiscal year. This request will cover a 12-month period from July 1, 2017 to June 30, 2018.
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<th>Vendor</th>
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<tr>
<td>123. Schweitzer Engineering Labs</td>
<td>Pullman</td>
<td>WA</td>
</tr>
<tr>
<td>124. Siemens Industry, Inc.</td>
<td>Florham Park</td>
<td>NJ</td>
</tr>
<tr>
<td>125. Simmons Machine Tool Corp.</td>
<td>Albany</td>
<td>NY</td>
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<tr>
<td>126. Simplex Grinnell</td>
<td>Rockaway</td>
<td>NJ</td>
</tr>
<tr>
<td>127. Sixnet LLC</td>
<td>Ballston Lake</td>
<td>NY</td>
</tr>
<tr>
<td>128. Southern Signaling and Communications</td>
<td>Jacksonville</td>
<td>FL</td>
</tr>
<tr>
<td>129. Sperry Rail Service</td>
<td>Danbury</td>
<td>CT</td>
</tr>
<tr>
<td>130. Standard Steel LLC</td>
<td>Burnham</td>
<td>PA</td>
</tr>
<tr>
<td>131. Stavola Construction Materials</td>
<td>Bound Brook</td>
<td>NJ</td>
</tr>
<tr>
<td>132. Technologies LBBA</td>
<td>Quebec</td>
<td>CA</td>
</tr>
<tr>
<td>133. Tessco</td>
<td>Hunt Valley</td>
<td>MD</td>
</tr>
<tr>
<td>134. Tesco / Transportation Equipment Supply</td>
<td>Erie</td>
<td>PA</td>
</tr>
<tr>
<td>135. Transtech of S.C.</td>
<td>Piedmont</td>
<td>SC</td>
</tr>
<tr>
<td>136. Transtechnik Corp USA</td>
<td>Oakland, NJ</td>
<td>NJ</td>
</tr>
<tr>
<td>137. TSS, Inc.</td>
<td>Lakewood Ranch</td>
<td>FL</td>
</tr>
<tr>
<td>138. Turtle &amp; Hughes</td>
<td>Bridgewater</td>
<td>NJ</td>
</tr>
<tr>
<td>139. United Knitting Machine Company, Inc.</td>
<td>Kulpsville</td>
<td>PA</td>
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<tr>
<td>140. Vapor Stone Rail Systems</td>
<td>Plattsburgh</td>
<td>NY</td>
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<tr>
<td>141. Wabtec Global Service Center</td>
<td>Kansas City</td>
<td>MO</td>
</tr>
<tr>
<td>142. Wabtec Passenger Transit</td>
<td>Spartanburg</td>
<td>SC</td>
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<tr>
<td>143. Warner Radiator</td>
<td>Paducah</td>
<td>KY</td>
</tr>
<tr>
<td>144. Westcode, Inc.</td>
<td>Chadds Ford</td>
<td>PA</td>
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<tr>
<td>145. Whiting Corp.</td>
<td>Monee</td>
<td>IL</td>
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<tr>
<td>Vendor</td>
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<tr>
<td>1. Altura</td>
<td>Closter</td>
<td>NJ</td>
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<tr>
<td>2. American Software Inc.</td>
<td>Atlanta</td>
<td>GA</td>
</tr>
<tr>
<td>3. American Tower LLC</td>
<td>Philadelphia</td>
<td>PA</td>
</tr>
<tr>
<td>4. Apollo Video Technology</td>
<td>Bothell</td>
<td>WA</td>
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<tr>
<td>5. Baran Design Associates</td>
<td>Bergenfield</td>
<td>NJ</td>
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<tr>
<td>6. BEM Systems, Inc.</td>
<td>Chatham</td>
<td>NJ</td>
</tr>
<tr>
<td>7. Bentley Systems, Inc.</td>
<td>Exton</td>
<td>PA</td>
</tr>
<tr>
<td>8. Cellgain</td>
<td>Red Bank</td>
<td>NJ</td>
</tr>
<tr>
<td>9. Clever Devices</td>
<td>Woodbury</td>
<td>NY</td>
</tr>
<tr>
<td>10. Computer Associates</td>
<td>Islandia</td>
<td>NY</td>
</tr>
<tr>
<td>11. Crown Castle International</td>
<td>Hourston</td>
<td>TX</td>
</tr>
<tr>
<td>12. Cubic Transportation Systems</td>
<td>Tullahoma</td>
<td>TN</td>
</tr>
<tr>
<td>13. Enghouse</td>
<td>Toronto</td>
<td>CANADA</td>
</tr>
<tr>
<td>14. Fujitsu Network Communications, Inc.</td>
<td>Richardson</td>
<td>TX</td>
</tr>
<tr>
<td>15. Geodecisions</td>
<td>Camp Hill</td>
<td>PA</td>
</tr>
<tr>
<td>16. Giro</td>
<td>Montreal</td>
<td>CANADA</td>
</tr>
<tr>
<td>17. Gough and Associates</td>
<td>Orlando</td>
<td>FL</td>
</tr>
<tr>
<td>18. HERE (formerly Navteq)</td>
<td>Chicago</td>
<td>IL</td>
</tr>
<tr>
<td>19. Hexagon (formerly Intergraph)</td>
<td>Huntsville</td>
<td>AL</td>
</tr>
<tr>
<td>20. Highline Corporation</td>
<td>Toronto</td>
<td>CANADA</td>
</tr>
<tr>
<td>21. HUB Parking Technology USA</td>
<td>Warrandale</td>
<td>PA</td>
</tr>
<tr>
<td>22. Hytera America, Inc.</td>
<td>Miramar</td>
<td>FL</td>
</tr>
<tr>
<td>23. IBM</td>
<td>Piscataway</td>
<td>NJ</td>
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<tr>
<td>24. Intergraph</td>
<td>Madison</td>
<td>AL</td>
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<tr>
<td>26. Kronos</td>
<td>Chelmsford</td>
<td>MA</td>
</tr>
<tr>
<td>27. Lightspeed</td>
<td>Wall</td>
<td>NJ</td>
</tr>
<tr>
<td>28. Luminex</td>
<td>Riverside</td>
<td>CA</td>
</tr>
<tr>
<td>29. Lytx, Inc. (formerly DriveCam)</td>
<td>San Diego</td>
<td>CA</td>
</tr>
<tr>
<td>30. Map Text, Inc.</td>
<td>Princeton</td>
<td>NJ</td>
</tr>
<tr>
<td>31. Marsh Clearsight (formerly CS Stars)</td>
<td>Chicago</td>
<td>IL</td>
</tr>
<tr>
<td>32. Metasource</td>
<td>Bristol</td>
<td>PA</td>
</tr>
<tr>
<td>33. Michael Baker Intl</td>
<td>Newark</td>
<td>NJ</td>
</tr>
<tr>
<td>34. Microsoft</td>
<td>Redmond</td>
<td>WA</td>
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<tr>
<td>35. MIS Sciences</td>
<td>Burbank</td>
<td>CA</td>
</tr>
<tr>
<td>36. Navori</td>
<td>Montreal</td>
<td>CANADA</td>
</tr>
<tr>
<td>37. New Demand</td>
<td>Boonton</td>
<td>NJ</td>
</tr>
<tr>
<td>38. Nokia (formerly Alcatel-Lucent)</td>
<td>Murray Hill</td>
<td>NJ</td>
</tr>
<tr>
<td></td>
<td>Company Name</td>
<td>City</td>
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<tr>
<td>39.</td>
<td>Nuance</td>
<td>Mahwah</td>
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<td>40.</td>
<td>Parkeon</td>
<td>Poole</td>
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<tr>
<td>41.</td>
<td>Penta</td>
<td>New Orleans</td>
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<tr>
<td>42.</td>
<td>Power Technology (UNIMO)</td>
<td>Hackensack</td>
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<tr>
<td>43.</td>
<td>Power Trunk, Inc.</td>
<td>New York</td>
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<td>44.</td>
<td>PS Technology</td>
<td>Bolder</td>
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<td>45.</td>
<td>Qognify, Inc. (formerly Nice Systems)</td>
<td>Paramus</td>
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<tr>
<td>46.</td>
<td>Renaissance Systems, Inc.</td>
<td>Batavia</td>
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<td>47.</td>
<td>Resource System Group, Inc.</td>
<td>White River Jct.</td>
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<tr>
<td>48.</td>
<td>Rockwell Collins (formerly ARINC)</td>
<td>Annapolis</td>
</tr>
<tr>
<td>49.</td>
<td>S&amp;A Systems</td>
<td>Rockwall</td>
</tr>
<tr>
<td>50.</td>
<td>Salesforce.com</td>
<td>San Francisco</td>
</tr>
<tr>
<td>51.</td>
<td>SAP America</td>
<td>Newton Square</td>
</tr>
<tr>
<td>52.</td>
<td>Software AG</td>
<td>Reston</td>
</tr>
<tr>
<td>53.</td>
<td>Solari</td>
<td>Udine</td>
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<tr>
<td>54.</td>
<td>Spruce Technology, Inc.</td>
<td>Clifton</td>
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<td>55.</td>
<td>Trapeze</td>
<td>Scottsdale</td>
</tr>
<tr>
<td>56.</td>
<td>Trapeze Group Rail Limited</td>
<td>York</td>
</tr>
<tr>
<td>Vendor</td>
<td>City</td>
<td>State</td>
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<tr>
<td>1. Alstom</td>
<td>West Henrietta</td>
<td>NY</td>
</tr>
<tr>
<td>2. Ansaldo STS USA</td>
<td>Batesburg</td>
<td>SC</td>
</tr>
<tr>
<td>3. Fabricated Metals</td>
<td>Louisville</td>
<td>KY</td>
</tr>
<tr>
<td>4. G &amp; B Specialties</td>
<td>Berwick</td>
<td>PA</td>
</tr>
<tr>
<td>5. Industrial Machine</td>
<td>Paterson</td>
<td>NJ</td>
</tr>
<tr>
<td>6. Okonite</td>
<td>West Paterson</td>
<td>NJ</td>
</tr>
<tr>
<td>7. SAFT America</td>
<td>Cockeysville</td>
<td>MD</td>
</tr>
<tr>
<td>8. Siemens (Invensys) (Safetran)</td>
<td>Louisville</td>
<td>KY</td>
</tr>
</tbody>
</table>
ITEM 1706-24: CORPORATE INSURANCE PROGRAM ANNUAL RENEWAL

BENEFITS

To maintain a corporate insurance program for NJ TRANSIT that provides Excess Liability, All-Risk Property, Workers’ Compensation, Terrorism, Business Travel Accident, Employment Practices Liability, Directors’ & Officers’ Liability, various Executive Risk, Pollution Legal Liability, Life and Accidental Death & Dismemberment, Long-Term Disability and other coverages as needed and to provide services necessary to administer the program. The renewal of the insurance program will be effective on July 1, 2017.

ACTION (Scorecard: Financial Performance, Corporate Accountability)

Staff seeks authorization to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2017 through June 30, 2018 at an annual cost not to exceed $20,000,000, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2018 Operating Budget.

PURPOSE

To provide adequate financial protection to the Corporation and a strong risk management program throughout the Corporation to protect customers, employees, directors, officers and property against personal injury and damage. The FY2018 Corporate Insurance Program contains the following coverages and limits:

- $350,000,000 Excess Liability Program including third party bus, rail, and light rail liability and FELA coverage with a self-insured retention of $10,000,000 per occurrence.

- $400,000,000 “All Risk” Property Damage Insurance Program with a minimum deductible of $300,000 for non-catastrophic perils, $1,000,000 deductible for losses sustained to rolling stock while in operation and deductibles ranging from $2,500,000 to $5,000,000 for losses resulting from flood, wind and named wind storm.

- $400,000,000 Property Terrorism Program consisting of commercial insurance coverage throughout the entire program and no reliance on the federal Terrorism Risk Insurance Program Reauthorization Act. Coverage included for both certified and non-certified acts of terrorism.

- Statutory Workers’ Compensation and Employer’s Liability Program which includes excess commercial insurance and a comprehensive risk
management/claim handling program that applies to all non-agreement and agreement work-related employee claims (excluding rail employees).

- Participation of NJ TRANSIT’s Captive Insurance Company, ARH III, to provide coverage for FELA, Bus and Rail Third Party Excess Liability, Excess Workers’ Compensation, and Excess Liability Terrorism. In FY2018, the captive insurance company will continue to provide leverage with underwriters and flexibility with both the primary insurance and reinsurance markets.

- $10,000,000 Executive Risk Insurance Program covering Directors’ and Officers’ Liability, Employment Practices Liability, Fiduciary Liability and Crime coverages.

- $5,000,000 Pollution Legal Liability Policy with a $500,000 deductible that covers sudden and unforeseen environmental claims that arise at certain specified locations.

- Business Travel Accident policy covering Board of Directors and affected employees if injured as a result of an accident while traveling on NJ TRANSIT business.

- Term Life coverage (both basic and supplemental) and Accidental Death Benefits are offered to all NJ TRANSIT employees to varying degrees. Basic Term Life coverage is funded by NJ TRANSIT whereas the Supplemental Term coverage is paid for by the individual employee. The dependent life benefit is only available to salaried Non-Agreement employees. Retirees are covered for basic and supplemental Life and AD&D.

- Long Term Disability Benefits are offered to the NJ TRANSIT salaried, non-agreement employees. The benefit consists of 100 percent employee contributions and provides coverage at 60 percent up to a monthly maximum of $7,500.

It is expected that the FY2018 program will continue to maintain a similar structure in terms of coverage levels and deductibles as the FY2017 program. However, staff will continue to evaluate the corporate insurance program throughout the fiscal year and make adjustments that are in NJ TRANSIT’s best financial interests, subject to the authorization granted in this Item.

Throughout its negotiations, staff continues to emphasize NJ TRANSIT’s commitment to the protection of its property and infrastructure through the implementation of its crisis response plans as well as the significant capital repair and replacement projects that are part of NJ TRANSIT’s Resilience Program. Staff also continued to emphasize the agency’s commitment to safety and
security through initiatives led by the Office of System Safety and New Jersey Transit Police Department. However, due to concerns regarding recent bus and rail incidents, as well as the continued threat of terrorism, insurers continue to scrutinize transportation-specific risks and focus on the aggregation of insurance coverage in the Northeast region.

Overall, the various insurance coverages contained in the corporate insurance program provide financial protection to NJ TRANSIT in the event of a catastrophic loss or serious claim arising out of the agency’s operations.

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

**FISCAL IMPACTS**

<table>
<thead>
<tr>
<th>Requested Authorization:</th>
<th>Corporate Insurance Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2018: $20,000,000</td>
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<tr>
<td>plus 5% contingency</td>
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<table>
<thead>
<tr>
<th>Past Authorizations:</th>
<th>Corporate Insurance Program</th>
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<tbody>
<tr>
<td>FY2017: $17,000,000</td>
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<td>plus 5% contingency</td>
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<tr>
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<th>Workers’ Compensation Claims</th>
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<td>Handling Fees &amp; Administration</td>
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<tr>
<td>FY2016 not to exceed</td>
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<tr>
<td>$1,046,399</td>
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<tr>
<td>FY2017 not to exceed</td>
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<td>$1,046,399</td>
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<tr>
<td>FY2018 not to exceed</td>
<td></td>
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<tr>
<td>$1,077,790</td>
<td></td>
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<tr>
<td>FY2019 not to exceed</td>
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<tr>
<td>$1,110,124</td>
<td></td>
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<tr>
<td>FY2020 not to exceed</td>
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<tr>
<td>$1,143,428</td>
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</table>

<p>| Expenditures to Date:   | None                          |
| Total Project Cost:     | N/A                           |
| Projected Date of Completion: | June 30, 2018                |
| Capital Program Amount: | N/A                           |
| Operating Budget Amount:| $20,000,000 plus 5% contingency |
| Anticipated Source of Funds: | FY2018 Operating Budget       |
| Prints ID Number:       | N/A                           |</p>
<table>
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<tr>
<th>DBE/SBE Goal:</th>
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<tbody>
<tr>
<td><em>NJ Build Amount:</em></td>
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<tr>
<td>Related/Future Autorizations:</td>
<td>N/A</td>
</tr>
<tr>
<td>Impacts on Subsequent Operating Budgets:</td>
<td>None</td>
</tr>
</tbody>
</table>
RESOLUTION

WHEREAS, NJ TRANSIT maintains a Corporate Risk Management Insurance Program to protect its customers, employees, directors, officers and property against personal injury and damage in the event of accidents and other casualties; and

WHEREAS, it is in the best interest of NJ TRANSIT and sound fiscal policy to continue to maintain the Corporate Insurance Program; and

WHEREAS, NJ TRANSIT is negotiating the renewal of its Corporate Risk Management Insurance Program and the services necessary to administer the program for FY2018;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to revise and renew the Corporate Insurance Program and to include services necessary to administer the Program for the period July 1, 2017 through June 30, 2018 at an annual cost not to exceed $20,000,000, plus five percent for contingencies, subject to the availability of funds and adoption of the FY2018 Operating Budget.
ITEM: 1706-25: INFORMATION TECHNOLOGY AUDIT SERVICES AGREEMENTS

BENEFITS

NJ TRANSIT’s Internal Audit Plan includes Information Technology (IT) audits based on the annual Company-wide risk assessment process. Certain IT audits require technical expertise not currently available within the NJ TRANSIT Internal Audit Department. Co-sourcing IT audit services allows for the retention of specialized expertise that is not cost-effective to maintain in-house. Additionally, the opportunity and flexibility to use consultants retained by NJ TRANSIT for specific work efforts minimize the time and cost needed to plan, initiate and complete audits. Co-sourcing enhances Internal Audit’s ability to address significant IT governance, risk and control processes timely in response to the changing technology landscape; and, provide resources to further develop the IT capabilities within the Internal Audit Department through knowledge transfer.

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

Staff seeks authorization to enter into NJ TRANSIT Contract Nos. 16-032A with Control Solutions International, Inc. of Woburn, Massachusetts, 16-032B with Experis US, Inc. of Parsippany, New Jersey and 16-032C with Protiviti of New York, New York, who will perform IT audit services for a three-year term and up to two individual option years at a total cost, for all three contracts, not to exceed $750,000, plus five percent contingency, subject to the availability of funds. The total annual amount for all three contracts will not exceed $150,000, plus five percent contingency, subject to the availability of funds.

PURPOSE

Authorization of these contracts will provide the available resources to perform IT audits in Internal Audit’s risk based annual audit plan. These audits may include, but not be limited to pre-implementation reviews, application control reviews, IT risk management, application security, data center operations, change management, IT governance, general IT security, back-up and retention, penetration and vulnerability testing, access management, etc.

BACKGROUND

The NJ TRANSIT Internal Audit Plan includes IT audits based on the annual Company-wide risk assessment process. The need to supplement current NJ TRANSIT Internal Audit Department IT skills was a key recommendation in the external quality assessment review performed on the NJ TRANSIT Internal Audit Department in 2009 which was implemented with the co-sourcing of IT resources in 2010.
Procurement
Requests for Proposals were advertised in the Star Ledger and Trenton Times on August 15, 2016. A pre-proposal conference was held on September 6, 2016, a total of three (3) addenda were issue and proposals were received from six firms on October 20, 2016. A Technical Evaluation Committee reviewed and evaluated the six proposals and selected three firms whose proposals conformed to the Request for Proposal and offered the best value to NJ TRANSIT based on the combined technical and cost proposal scores.

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

FISCAL IMPACTS:

Requested Authorization: $750,000 (Total cost for a three-year term with up to two individual one year options for all three contracts; total of $150,000 for all three contracts per year) + 5% Contingency

Past Authorizations: None

Expenditures to Date: None

Total Project Cost: $750,000

Projected Date of Completion: June 2020 (June 2022 with options)

Capital Program Amount: None

Operating Budget Amount: $750,000 total, $150,000 per year

Anticipated Source of Funds: Operating Budget

PRINTS ID Number: Not applicable

DBE/SBE Goal: 5% SBE

NJ Build Amount: Not applicable

Future/Related Authorizations: None
Impacts on Subsequent Operating Budgets:

- FY18 - $150,000
- FY19 - $150,000
- FY20 - $150,000
- FY21 - $150,000 (option year 1)
- FY22 - $150,000 (option year 2)
RESOLUTION

WHEREAS, NJ TRANSIT’s Internal Audit Plan includes Information Technology (IT) audits based on the annual Company-wide risk assessment process; and

WHEREAS, NJ TRANSIT’s risk-based Internal Audit Plan includes Information Technology (IT) audits requiring specialized technical knowledge to address significant IT risks; and

WHEREAS, NJ TRANSIT’s Internal Audit Department needs to acquire specialized technical resources to complement its capabilities in order to perform the planned IT audits; and

WHEREAS, after a competitive procurement process, it was determined that the proposed firms are technically qualified to perform contracted IT audit services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to award Contracts Nos. 16-032A with Control Solutions International, Inc. of Woburn, Massachusetts, 16-032B with Experis US, Inc. of Parsippany, New Jersey and 16-032C with Protiviti of New York, New York, who will perform IT audit services for a three-year term with up to two individual option years at a total cost, for all three contracts, not to exceed $750,000, plus five percent contingency, subject to the availability of funds. The total annual amount for all three contracts will not exceed $150,000, plus five percent contingency, subject to the availability of funds.
ITEM 1706-26: ANNUAL NOTICE OF MEETINGS

BENEFITS

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

Unless otherwise noted in the annual notice (Exhibit A), or as otherwise modified by the Board during the year in accordance with the Open Public Meetings Law, meetings will be held on the second Wednesday of the month at NJ TRANSIT headquarters in Newark, New Jersey.

ACTION (Scorecard: Corporate Accountability)

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors’ meetings during Fiscal Year 2018.

PURPOSE

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

FISCAL IMPACTS

Requested Authorization: Adopt Annual Notice of Meetings

Past Authorization: June 2016

Expenditures to Date: None

Total Project Cost: None

Projected Date of Completion: June 30, 2018

Capital Program Amount: None

Operating Budget Amount: None
Anticipated Source of Funds: None
PRINTS ID Number: None
DBE/SBE Goal: None
NJ Build Amount: None
Related/Future Authorizations: None
Impacts on Subsequent Operating Budgets: None
RESOLUTION

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

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

WHEREAS, the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc. have regular meetings of the Board of Directors;

WHEREAS, the June meeting serves as the annual meeting;

NOW, THEREFORE, BE IT RESOLVED that the Annual Notice of Meetings, Exhibit A, for all of the Board of Directors’ meetings during Fiscal Year 2018 is adopted; and

BE IT FURTHER RESOLVED that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Law, P.L. 1975, c.231.
ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2018

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

In accordance with the "Open Public Meetings Law," P.L. 1975, c.231, the above organizations will hold regular meetings, open to the public, at 9:00 a.m. on the second Wednesday of the month for the period July 1, 2017 through June 30, 2018, except as noted below.

The June meeting will serve as the annual meeting.

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

The specific dates are as follows:

July 12, 2017
August 9, 2017
September 7, 2017 (1st Thursday)
October 11, 2017
November 8, 2017
December 13, 2017
January 17, 2018 (3rd Wednesday)
February 14, 2018
March 14, 2018
April 10, 2018 (2nd Tuesday)
May 9, 2018 @ 6:00 p.m.
June 13, 2018
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.