

City of Hoboken

Prepared: 2010.03.21

**Existing Meter Income Assessment**

<b>INCOME</b>		<b>Conservative</b>	<b>Market</b>	<b>Aggressive</b>	<b>Ideal</b>
Rentable Spaces	(a)	964	964	964	964
Rentable Days / Month	(b)	24	24	24	24
Total Rentable Spaces/ Month		23,136	23,136	23,136	23,136
Occupancy %	(c)	70%	85%	90%	95%
Net Rentable Spaces/Month		16,195	19,666	20,822	21,979
Avg Mins/Car/Space (mins)	(d)	60	60	60	60
Number of Turns/Day	(d)	12	12	12	12
Cost/Hr		\$1.00	\$1.00	\$1.00	\$1.00
Cost/Min		\$0.017	\$0.017	\$0.017	\$0.017
Daily Income/Space		\$12.00	\$12.00	\$12.00	\$12.00
Monthly Income		\$194,342	\$235,987	\$249,869	\$263,750
Maintenance Losses		14%	29%	33%	5%
Adj Monthly Income		\$167,134	\$167,551	\$167,412	\$250,563
Annual Income		\$2,005,614	\$2,010,611	\$2,008,945	\$3,006,755
<b>EXPENSES</b>					
Monthly Maintenance Parts/Service	(e)	\$450	\$450	\$450	\$450
Annual Maintenance Expense	(h)	\$5,400	\$5,400	\$5,400	\$5,400
<b>Net Annual Income</b>	(f)(g)	<b>\$2,000,214</b>	<b>\$2,005,211</b>	<b>\$2,003,545</b>	<b>\$3,001,355</b>

Notes:

- (a) Based on current City-Wide Infrastructure
- (b) All city meters operate 6 out of the 7 days per week.
- (c) Adding a vacancy factor to the model to be conservative; however, in Hoboken, most meters are near 100% occupancy
- (d) Estimate of daily parking space use
- (e) Estimate cost for maintenance of batteries, canisters, and other parts and services
- (f) Based on FY 2009 revenue collected for all meters city wide of approx. \$2M
- (g) Ideal scenario assumes a targeted occupancy rate of 95% and minimal maintenance losses of 5%
- (h) Does not include salaries of maintenance and collections personnel

City of Hoboken

Prepared: 2010.03.17

**Multi-Space Meter Cost/Benefit Analysis - 10 Units**

	YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>INCOME</b>				
Available Transient Spaces (a)	100	100	100	100
Transient Days Per Month (b)	26.0	26.0	26.0	26.0
Total Transient Spaces/Month	2600	2600	2600	2600
Occupancy Rate ( c )	90%	90%	90%	90%
Net Transient Spaces/Day	90	90	90	90
Net Transient Spaces/Month	2340	2340	2340	2340
Average Ticket Price	\$2.00	\$2.00	\$2.00	\$2.00
# Turns per Space (d)	6	6	6	6
Daily Income/Space	\$10.80	\$10.80	\$10.80	\$10.80
Daily Income/Site	\$972.00	\$972.00	\$972.00	\$972.00
Monthly Income	\$25,272	\$25,272	\$25,272	\$25,272
Net Monthly Income	\$25,272	\$25,272	\$25,272	\$25,272
<b>Annual Income</b>	<b>\$303,264.00</b>	<b>\$303,264.00</b>	<b>\$303,264.00</b>	<b>\$303,264.00</b>
<b>Cumulative Income</b>		<b>\$606,528.00</b>	<b>\$909,792.00</b>	<b>\$1,213,056.00</b>
<b>EXPENSE</b>				
Parking Equipment	\$83,000			
Conversion & Acceptance	\$10,000			
Required Site Work	\$500			
Communications Fee (g)	\$8,100	\$8,100	\$8,100	\$8,100
Enforcement/Collections/Maintenance (h)	\$24,960	\$25,700	\$26,480	\$27,270
Equipment Maintenance	\$-	\$9,500	\$9,500	\$9,500
<b>Annual Cost</b>	<b>\$126,560</b>	<b>\$43,300</b>	<b>\$44,080</b>	<b>\$44,870</b>
<b>Cumulative Cost</b>		<b>\$169,860.00</b>	<b>\$213,940.00</b>	<b>\$258,810.00</b>
<b>Net Income/Loss</b>	<b>\$176,704.00</b>	<b>\$259,964.00</b>	<b>\$259,184.00</b>	<b>\$258,394.00</b>
<b>Cumulative Income/Loss</b>		<b>\$436,668.00</b>	<b>\$695,852.00</b>	<b>\$954,246.00</b>

- (a) - Available Parking Spaces
- (b) - Parking facilities operate 6 out of 7 days per week
- (c) - Adding a vacancy factor indicative of probable actual occupancy by transient parkers
- (d) - Estimate of daily usage of each parking space
- (g) - Monthly fees for credit card processing, reporting and alarm monitoring
- (h) - Factors in 3% annual wage increase

**R.O.I. (TOTAL REVENUE)= 7.0 Months**

**R.O.I. (INCREASED REVENUE) = 17.1 Months**

Projected Total Annual Revenue	\$303,264.00
Previous Annual Revenue	\$180,000.00
Projected Revenue Increase	<b>\$123,264.00</b>

**\*Represents @40% Increase in Revenue over single meter heads**

**Multi-Space Meter Cost/Benefit Analysis – 130 Units**

	YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>INCOME</b>				
Available Transient Spaces (a)	964	964	964	964
Transient Days Per Month (b)	26.0	26.0	26.0	26.0
Total Transient Spaces/Month	25064	25064	25064	25064
Occupancy Rate ( c )	88%	88%	88%	88%
Net Transient Spaces/Day	848.32	848.32	848.32	848.32
Net Transient Spaces/Month	22056	22056	22056	22056
Average Ticket Price	\$2.00	\$2.00	\$2.00	\$2.00
# Turns per Space (d)	6	6	6	6
Daily Income/Space	\$10.56	\$10.56	\$10.56	\$10.56
Daily Income/Site	\$8,958.26	\$8,958.26	\$8,958.26	\$8,958.26
Monthly Income	\$232,915	\$232,915	\$232,915	\$232,915
Net Monthly Income	\$232,915	\$232,915	\$232,915	\$232,915
<b>Annual Income</b>	<b>\$2,794,976.87</b>	<b>\$2,794,976.87</b>	<b>\$2,794,976.87</b>	<b>\$2,794,976.87</b>
<b>Cumulative Income</b>		<b>\$5,589,953.74</b>	<b>\$8,384,930.61</b>	<b>\$11,179,907.48</b>
<b>EXPENSE</b>				
Parking Equipment	\$1,600,000			
Conversion & Acceptance	\$10,000			
Required Site Work	\$500			
Communications Fee (g)	\$8,100	\$8,100	\$8,100	\$8,100
Enforcement/Collections/Maintenance (h)	\$24,960	\$25,700	\$26,480	\$27,270
Equipment Maintenance	\$-	\$9,500	\$9,500	\$9,500
<b>Annual Cost</b>	<b>\$1,643,560</b>	<b>\$43,300</b>	<b>\$44,080</b>	<b>\$44,870</b>
<b>Cumulative Cost</b>		<b>\$1,686,860.00</b>	<b>\$1,730,940.00</b>	<b>\$1,775,810.00</b>
<b>Net Income/Loss</b>	<b>\$1,151,416.87</b>	<b>\$2,751,676.87</b>	<b>\$2,750,896.87</b>	<b>\$2,750,106.87</b>
<b>Cumulative Income/Loss</b>		<b>\$3,903,093.74</b>	<b>\$6,653,990.61</b>	<b>\$9,404,097.48</b>

- (a) - Available Parking Spaces
- (b) - Parking facilities operate 6 out of 7 days per week
- (c) - Adding a vacancy factor indicative of probable actual occupancy by transient parkers
- (d) - Estimate of daily usage of each parking space
- (g) - Monthly fees for credit card processing, reporting and alarm monitoring
- (h) - Factors in 3% annual wage increase

**R.O.I. (TOTAL REVENUE)= 7.0 Months**

**R.O.I. (INCREASED REVENUE) = 17.1 Months**

Projected Total Annual Revenue	\$2,794,976.87
Previous Annual Revenue	\$1,980,358.00
Projected Revenue Increase	<b>\$814,618.87</b>

**\*Represents 40% Increase in Revenue over single meter heads**

**From:** Alysia Smickley [mailto:asmickley@hobokennj.org]  
**Sent:** Monday, March 28, 2011 4:35 PM  
**To:** 'Dawn Zimmer'; 'Daniel Bryan'  
**Subject:** FW: City of Hoboken - Notice of RFP's

Please see the State Comptroller's response below. I believe this should relieve any outstanding concern.

Alysia M. Proko-Smickley, Esq  
Office of Corporation Counsel  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030  
Tel: 201-420-2057  
Fax: 201-792-1858

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**From:** Fanikos, Asteris (Ted) [mailto:Asteris.Fanikos@OSC.state.nj.us]  
**Sent:** Monday, March 28, 2011 4:27 PM  
**To:** 'Alysia Smickley'  
**Subject:** RE: City of Hoboken - Notice of RFP's

March 28, 2011

Dear Ms. Proko-Smickley:

Yes. City of Hoboken may proceed with auditor position, subject to one year limit.

Very truly yours,

Asteris "Ted" Fanikos  
Staff Attorney  
Office of State Comptroller  
20 West State Street, PO Box 024  
Trenton, NJ 08625  
(609) 633-2679  
[Ted.Fanikos@osc.state.nj.us](mailto:Ted.Fanikos@osc.state.nj.us)

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**From:** Alysia Smickley [mailto:asmickley@hobokennj.org]  
**Sent:** Monday, March 28, 2011 4:10 PM  
**To:** Fanikos, Asteris (Ted)  
**Subject:** RE: City of Hoboken - Notice of RFP's

Mr. Fanikos,

Thank you for your prompt attention to this matter. Based on your email may I assume the City can move forward with evaluating and awarding a contract for the auditor position, subject to a one year limit, without any options to extend, on any contract executed between the City and the successful service provider. Please advise at your convenience.

Alysia M. Proko-Smickley, Esq  
Office of Corporation Counsel  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030  
Tel: 201-420-2057  
Fax: 201-792-1858

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**From:** Fanikos, Asteris (Ted) [mailto:Asteris.Fanikos@OSC.state.nj.us]  
**Sent:** Tuesday, March 22, 2011 9:54 AM  
**To:** 'asmickley@hobokennj.org'  
**Subject:** RE: City of Hoboken - Notice of RFP's

March 22, 2011

Alysia M. Proko-Smickley, Esq  
Office of Corporation Counsel  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030

Re: City of Hoboken  
Notice of RFPs - auditor, software services, redevelopment attorney,  
engineer, and waterfront attorney  
OSC File Nos. 99 - 103

Dear Ms. Smickley:

Please be advised that the Office of the State Comptroller ("OSC") has reviewed the procurement process related to the above referenced matters and determined that but for one issue, that the RFPs are in compliance with applicable public contracting laws, rules and regulations. The RFP provided for the auditor position correctly provides that the "initial contract shall be for a period of one (1) year from execution of the contract." However, it also provides that the "City shall have the option for two (2), two (2) year renewals."

Pursuant to N.J.S.A. 40A:11-15, "contracts for professional services ... shall be awarded for a period not to exceed 12 consecutive months." Accordingly, please be cognizant of this issue as these matters proceed.

Once the contracts have been awarded, kindly send me (via email as attachments if possible):

- a copy of the winning proposals;
- a copy of any evaluation sheets (for each proposal reviewed) as completed by members of an evaluation team;
- the award recommendations; and
- the contract term sheets.

If you have any questions, please do not hesitate to contact me. Thank you for consideration.

Very truly yours,

Asteris "Ted" Fanikos  
Staff Attorney  
Office of State Comptroller  
20 West State Street, PO Box 024  
Trenton, NJ 08625  
(609) 633-2679  
[Ted.Fanikos@osc.state.nj.us](mailto:Ted.Fanikos@osc.state.nj.us)

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not review, transmit, copy, convert, use, disseminate or distribute the information in this e-mail or any attachments. Instead, please delete this transmission and notify the Office of the State Comptroller immediately by phone at (609) 984-2888

**From:** Alysia Smickley [mailto:asmickley@hobokennj.org]  
**Sent:** Thursday, March 10, 2011 1:43 PM  
**To:** Contracts, Office of the State Comptroller  
**Cc:** Donnelly, Dorothy; 'Arch Liston'  
**Subject:** City of Hoboken - Notice of RFP's

Attached are several RFP/RFQs which the City had pending at the time Mr. Liston received the letter from the State Comptroller. The City needs to move forward with awarding each of these contracts as soon as possible to prevent lapses in professional service contractors for the municipality. Please advise if we may move forward with executing each of these contracts despite the fact the RFP/RFQs were not approved by your office prior to the City publishing the notices, obtaining submissions, and evaluating the proposals. Thank you.

Alysia M. Proko-Smickley, Esq  
Office of Corporation Counsel  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030  
Tel: 201-420-2057  
Fax: 201-792-1858

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State of New Jersey

DEPARTMENT OF HEALTH AND SENIOR SERVICES  
CONSUMER, ENVIRONMENTAL AND OCCUPATIONAL HEALTH SERVICE  
PO BOX 369  
TRENTON, N.J. 08625-0369

CHRIS CHRISTIE  
Governor

[www.nj.gov/health](http://www.nj.gov/health)

KIM GUADAGNO  
Lt. Governor

POONAM ALAIGH, MD, MSHCPM, FACP  
Commissioner

April 1, 2011

Arch Liston, Business Administrator  
City of Hoboken  
94 Washington Street  
Hoboken, NJ 07030

Dear Mr. Liston:

Enclosed is the final report of the New Jersey Department of Health and Senior Services, Public Employees Occupational Safety and Health (PEOSH) Program's inspection of the City of Hoboken, Hoboken City Hall, 94 Washington Street, case number 314947383. Potential violations of the New Jersey PEOSH Act (N.J.S.A. 34:6A-25 et seq.) were observed during the course of this inspection and have been forwarded to the New Jersey Department of Labor and Workforce Development for possible enforcement action. The potential violations are described in the attached report.

Once you receive the Order to Comply from the New Jersey Department of Labor and Workforce Development, your staff should send a copy of the documentation required to indicate abatement of the citation within the allotted time frame. **All correspondence should be addressed to Michael Boucher at the above address.**

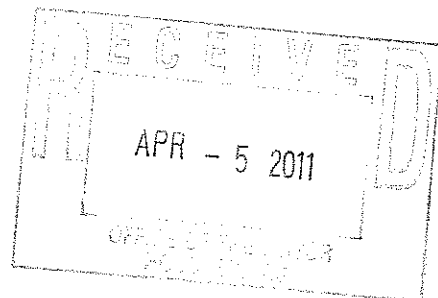
If there are any questions concerning this inspection, please do not hesitate to have your staff contact Mr. Boucher at (609) 984-1863.

Sincerely,

Eric Beckhusen  
Program Manager  
PEOSH Program

Attachment

c: Complainant  
Howard Black, NJDLWD  
Diane Nieves, HMEA  
Jennifer Maier, Director of Environmental Services  
Dawn Zimmer, Mayor



## ***Industrial Hygiene Inspection Report***

**EMPLOYER:** City of Hoboken

**SITE INSPECTED:** Hoboken City Hall  
94 Washington Street  
Hoboken, NJ 07030

**INSPECTION DATE:** March 10, 2011

**INSPECTION NUMBER:** 314947383

**INSPECTOR:** Michael Boucher, MS  
Research Scientist II

New Jersey Department of Health and Senior Services  
Public Employees Occupational Safety & Health Program

### **SCOPE OF INSPECTION:**

This inspection was conducted in response to an employee complaint made to the Public Employees Occupational Safety and Health (PEOSH) Program. Compliance with the following PEOSH Standards was evaluated:

Indoor Air Quality Standard (N.J.A.C 12:100-13)  
Sanitation Standard (29 CFR 1910.141)  
General Industry Asbestos Standard (29 CFR 1910.1001)

As part of our inspection protocols, compliance with the PEOSH Hazard Communication Standard (N.J.A.C. 12:100-7) and the Occupational Injury and Illness Reporting Regulations (29 CFR 1904) was also evaluated.

### **FINDINGS:**

A walkthrough inspection was conducted in response to an employee complaint regarding bug/insect bites, mice droppings, potential mold beneath the kitchen sink, and poor air quality in the Parking Utility Offices.

During the inspection of the Parking Utility Offices, in the basement level of the building, many insect traps were observed throughout the facility. Some traps had captured pests. All employees that were questioned complained about the bug/insect issues that continue to impact the offices, although pest management practices have been implemented. A cell phone video of the termite infestations that happen on a reoccurring basis was provided by an employee to PEOSH for review.

No mice droppings were observed during the inspection; however, a rodent hole was

observed behind the toilet in the basement men's bathroom. Additionally, no mold was identified below the kitchen sink in the Parking Utility Offices.

In order to address the air quality portion of the complaint, air sampling for indoor air quality was conducted using a TSI Q-trak Plus. The full results of the sampling are outlined in the Area Indoor Air Sampling Results Table included in Appendix A. In response to other complaints, discovered during employee interviews, indoor air sampling was performed on each floor of the City Hall building. Out of these areas, none had carbon dioxide concentration above the 1,000 parts per million action level.

During the site inspection, asbestos containing pipe wrap insulation was observed in the Clerk's Office. At the base of the vertical pipe, the asbestos containing pipe insulation had been physically damaged. Members of the maintenance staff were unaware that asbestos containing materials are present in the building and awareness training has not been provided.

The following potential violations were noted during the walkthrough and have been forwarded to the NJ Department of Labor and Workforce Development for compliance action.

#### **POTENTIAL VIOLATIONS:**

1s **29 CFR 1910.1001(j)(2)(i):** (Serious) Building and facility owners did not determine the presence, location and quantity of asbestos containing material (ACM) and/or presumed asbestos containing material (PACM) at the work site. The employer and building and facility owners did not exercise due diligence in complying with these requirements to inform employers and employees about the presence and location of ACM and PACM.

Records were not available for review concerning the presence, location and quantity of asbestos containing materials (ACM) and presumed asbestos containing materials (PACM) for the building. Asbestos containing pipe insulation observed in the Clerks Office had been damaged at floor level during routine maintenance.

***Proposed Abatement Date: 60 Days***

2s **29 CFR 1910.1001(j)(7)(iv):** (Serious) The employer did not provide to all employees who perform housekeeping work in areas where ACM and/or PACM is present, an asbestos awareness training course covering the health effects of asbestos; and/or locations of ACM and/or PACM in the building; and/or recognition of damage or deterioration of ACM and/or PACM; and/or requirements in 29 CFR 1910.1001 relating to housekeeping; and/or proper response to all fiber release episodes

The employer did not conduct asbestos hazard awareness training for employees responsible for sweeping the floor of areas which may contain ACM and/or PACM. Asbestos containing pipe insulation observed in the Clerk's Office had been damaged at floor level during routine maintenance.

***Proposed Abatement Date: 60 Days***

- 1o **29 CFR 1910.141(a)(5):** (Other than serious) A continuing and effective extermination program was not instituted where rodents, insects or other vermin were detected.

While the employer has implemented pest control procedures in the basement Parking Utility Offices, the efforts has been ineffective in preventing periodic swarms of subterranean termites from continuing to infest the offices.

***Proposed Abatement Date: 365 Days***

- 2o **29 CFR 1910.141(a)(5):** (Other than serious) The employer did not ensure that the enclosed building was maintained in a manner to prevent the entrance and harborage of rodents, insects, and other vermin.

An opening in the basement men's bathroom allows rodents to access and nest within the building.

***Proposed Abatement Date: 15 Days***

- 3o **N.J.A.C. 12:100-13.3(a)(8):** (Other than serious) The employer did not have a written Indoor Air Quality plan describing how it will achieve compliance with the minimum elements required of N.J.A.C. 12:100-13.

A written Indoor Air Quality plan was not available for review at the time of inspection.

***Proposed Abatement Date: 15 Days***

- 4o **N.J.A.C. 12:100-13.4(d):** (Other than serious) The employer did not remove visible microbial contamination in ductwork, humidifiers, other heating, ventilation and air conditioning (HVAC) and building system components or on building surfaces, such as carpeting and ceiling tiles.

Visible microbial contamination was observed on a ceiling tile in the basement records office.

***Proposed Abatement Date: 15 Days***

- 5o **N.J.A.C. 12:100-13(C):** (Other than serious) Records required to be maintained by this section were not available to inspectors, upon request, for examination and copying.

Maintenance records for the HVAC system were not available during the inspection.

***Proposed Abatement Date: 15 Days***

**RECOMMENDATION:**

1. The employer should implement the requirements as detailed in the PEOSH asbestos standards. If asbestos abatement activities are to be implemented, then all provisions of the PEOSH Asbestos Standards must be followed.

Prior to conducting appropriate response actions with respect to asbestos hazards, please contact the Department of Labor and Workforce Development, Office of Asbestos Control and Licensing, at 609-633-2159. Their staff is available to answer questions and provide you with information on such issues as authorized asbestos safety control monitors, and licensed asbestos contractors.

**APPENDIX:**

A. Area Indoor Air Sampling Results Table

## Appendix A

### Area Indoor Air Sampling Results Table Hoboken City Hall Hoboken, NJ

Sampling Date: March 10, 2011

Direct Reading Instrument  
TSI Q-Trak Plus, S/N 7565X1022009

Instrument Operator:  
Michael Boucher

Accuracy of Meter: Carbon Dioxide (CO<sub>2</sub>): +/- (3% of reading + 50ppm) @25°C  
Temperature: +/- 1 °F of reading  
Relative Humidity (%RH): +/- 3%RH  
Carbon Monoxide (CO): +/- 3% of reading or 3ppm, whichever is greater

Location	Time	CO <sub>2</sub> <sup>(1)</sup>	Temp <sup>(2)</sup>	% RH <sup>(3)</sup>	CO <sup>(4)</sup>
Parking Utility Offices	1315	650	76.6	33.1	ND <sup>(5)</sup>
Basement	1330	733	78.5	32.3	0.1
3 <sup>rd</sup> Floor	1415	570	73.4	37.2	ND
2 <sup>nd</sup> Floor	1440	775	78.0	32.0	0.4
1 <sup>st</sup> Floor	1500	526	77.0	33.9	0.3
Outside	1530	420	71.0	34.3	0.2
<i>Windows could be opened for natural ventilation</i>					

<sup>(1)</sup> N.J.A.C. 12:100-13.3(a)(3) states that when the carbon dioxide (CO<sub>2</sub>) level exceeds 1000 parts per million (ppm) the employer shall check to make sure the HVAC system is operating as it should. If it is not, the employer shall take necessary steps as outlined in N.J.A.C. 12:100-13.3(a)(1).

<sup>(2)</sup> N.J.A.C. 12:100-13.3(a)4, has set a temperature range of 68 to 79 °F for office buildings. When temperatures are outside of this range the employer shall check to make sure that the HVAC system is operating as it should. If it is not, the employer shall take necessary steps as outlined in N.J.A.C. 12:100-13.3(a)1.

<sup>(3)</sup> American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) recommends R.H. (relative humidity) levels of 30 to 60 %

<sup>(4)</sup> 29 CFR 1910.1000, Table Z-1 sets a permissible exposure limit (PEL) of 50 ppm for CO. The National Institute of Occupational Safety and Health (NIOSH) recommends an 8-hour time-weighted average of less than 35 ppm.

<sup>(5)</sup> Not Detected (ND) at a concentration greater than the instrument detection limit of 1 ppm.

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

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

March 22, 2011

The Honorable Dawn Zimmer  
Mayor  
City of Hoboken  
94 Washington Street  
Hoboken, NJ 07030

Dear Mayor Zimmer:

Congratulations on your recent selection and engagement of Wallace Roberts Todd as Redevelopment Planner for the Hoboken Terminal and Yard property. As both a major stakeholder in the community and owner of the property, NJ TRANSIT looks forward to working with The City of Hoboken and its Redevelopment Team to conceptualize a rezoning for our property. We believe this is a unique and exciting opportunity to create a world-class transit oriented development ("TOD") that will well serve the needs of both the City and NJ TRANSIT.

NJ TRANSIT has a long history of working collaboratively with communities to advance TOD opportunities and we are eager to begin the redevelopment planning process for the Hoboken Terminal and Yard starting with our Phase I project, One Hudson Place.

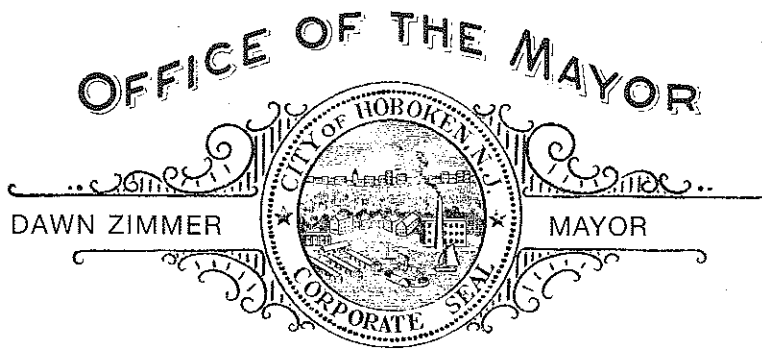
We propose that the City's Redevelopment Team meet with NJ TRANSIT and our Development Partner LCOR in early April to discuss our mutual objectives in an informal setting. We would also like to invite the City's Redevelopment Team to the offices of our planner, Skidmore Owings and Merrill, for an orientation to our property and to review the public responses and other materials from our two public meetings on the Phase I, One Hudson Place project. This meeting, more technical in nature, will allow us to share our information and site constraints with the Redevelopment Planner as they begin their process.

We are confident a collaborative redevelopment process will result in an economically feasible and sustainable plan for the Hoboken Terminal and Yard property that will be mutually beneficial for both the City of Hoboken and NJ TRANSIT.

Sincerely,

  
Kim Vaccari  
Chief Financial Officer & Treasurer

cc: Hoboken City Council Members  
John Leon, Government & Community Relations, NJ TRANSIT  
Jeff Nadell, Real Estate, NJ TRANSIT  
Kurt Eichler, LCOR



CITY HALL  
HOBOKEN, NEW JERSEY

3/24/2010

TO: John Leon, Senior Director, NJ Transit  
FR: Mayor Dawn Zimmer  
RE: Hoboken's West Side Bus Lines

Dear Mr. Leon:

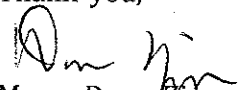
As you know, thousands of Hoboken residents rely on the 126 NJ Transit bus route from Hoboken to the Port Authority Bus Terminal every morning. Unfortunately, for many residents in the Northwest section of Hoboken, expediently boarding a bus during peak times has proved to be a near impossibility since the buses are frequently at capacity once they reach the northern end of Hoboken. Our City needs additional service in the form of added buses or an additional bus route west of Clinton Street.

The 2010 Census states Hoboken's population at 50,000, up from 38,000 in 2000. The number of new residents using the 126 bus route in the mornings has clearly overwhelmed the current system. Not only are the lives of countless residents inconvenienced every day, but the long queues provide a disincentive for residents to rely on mass transit and lead a car-free lifestyle. Additional service for these residents could also increase NJ Transit's revenues in this area.

Our transportation engineer has recently conducted an analysis of queues and wait times at peak periods throughout Hoboken. The study is attached via email, and will be mailed to your office. The findings clearly show what one can see by simply walking down the street: queues for the 126 bus line are too long throughout Hoboken. Further uptown, as many as five buses can go by without having room to allow a single rider to board. This study shows lines up to 52 riders long at peak periods.

Due to an increased population and in order to ease the crowded mornings for thousands of commuters, I ask that NJ Transit either considerably increase the number of buses in the mornings or consider adding an additional rush hour route west of Clinton Street. The northwestern section of Hoboken experienced significant development, and the western edge is currently going through the redevelopment process, which will mean more demand and even longer lines. In light of this, the 2010 Census numbers and the current queuing problems, I hope we can work together to provide the residents of Hoboken with a long-term solution.

Thank you,

  
Mayor Dawn Zimmer

# Analysis of NJ Transit's 126 Bus Route During Peak AM Period Clinton St/Willow Ave Corridor, Hoboken



## I. Introduction/Background

The Willow Avenue/Clinton St corridor is currently one of the busiest NJ Transit bus routes in Hoboken. On weekdays it is common to have passengers queued by the dozens at several route 126 bus stops along the corridor, especially during morning peak periods when commuters are bound for the Port Authority Bus Terminal in Midtown Manhattan. Despite short headways on the 126 averaging between 2-5 minutes between 7:00am and 9:00am on Clinton Street (the northbound segment of the 126), buses are often full or overcrowded. This often results in buses skipping stops and/or uncomfortable riding conditions.

## II. Description of Corridor

Willow Avenue and Clinton Street generally function as a north-south one-way couplet for NJ Transit's 126 bus route that travels between Hoboken Terminal in Hoboken and the Port Authority Bus Terminal in Manhattan. The general flow of commuters along this route is from Hoboken to Manhattan during morning peak periods and then from Manhattan to Hoboken during evening peak periods. Clinton Street (Manhattan-bound segment) handles the dominant amount of route 126's morning peak period ridership, where passengers can board at stops between 1st Street and 2nd Street, 3rd Street, 6th Street, 9th Street, and 11th Street. Additionally, passengers can board the 126's last stop in Hoboken on Willow Avenue between 14th St and 15th St after the 126 turns onto Willow Avenue en route to the Lincoln Tunnel.

## III. Ridership Study

To better understand how the Willow Avenue/Clinton Street corridor's ridership overcrowding problem it is necessary to perform an analysis of bus stop queuing, wait times, and available on-board capacity at key stops along the 126's northbound segment during morning peak periods. The best stops along the corridor to study are Clinton Street at 6th Street and Willow Avenue between 14th Street and 15th Street.

a. **Clinton Street at 6th Street;** this stop is at the approximate midpoint of the 126's Manhattan-bound segment as it runs through Hoboken. As a result, the 126 has already picked up passengers at three stops, so this is a good first point to analyze queuing, average wait times, and estimate available on-board capacity.

b. **Willow Avenue at 14th Street;** this is the final northbound stop for the 126 in Hoboken before making its way toward the Lincoln Tunnel and the Port Authority Bus Terminal in Manhattan. Studying this bus stop will allow planners to compare data from the Clinton Street/6th Street stop at the 126's northbound midpoint and the 126's last stop in Hoboken.

c. **Methodology;** NJ Transit 126 bus stops at Clinton Street & 6th Street and Willow Ave & 14th Street in Hoboken were surveyed on the morning of March 24, 2011. The Clinton Street/6th Street stop was surveyed first, between 7:45am and 8:15am, and then the Willow Avenue/14th Street stop was surveyed between 8:15am and 8:55am. Head counts were used to tally the number of commuters queued at each bus stop and quick counts were used to determine how full each arriving bus was. Additionally, a sampling of commuters' addresses were taken to help analyze where the commuters were coming from.

## **Most Compelling Findings**

- There is significant AM peak period ridership demand along the Clinton St/Willow Ave corridor
- Bus overcrowding is a major issue during AM peak periods at 126 bus stops north of 6th Street
- There is a high degree of dissatisfaction with commuters using 126 bus stops north of 6th Street on the Clinton St/Willow Ave corridor
- The last stop in Hoboken for the Manhattan-bound 126 (Willow Ave/14th St) suffers the most from bus overcrowding on the Manhattan-bound 126 route. This is because high ridership demand throughout the rest of the corridor fills buses to capacity prior to the Willow Ave/14th Street stop, forcing full buses to skip this stop repeatedly during AM peak periods.

## **Recommendations**

- NJ Transit should consider skip-stop or express bus service during AM peak periods on the Clinton Street/Willow Avenue 126 corridor. To improve operational efficiency the skip-stop and/or express bus service should focus on accommodating bus stops north of 6th St and Clinton Street
- NJ Transit should consider adding peak period bus service to and from Manhattan along the west side of Hoboken. Peak period ridership demand to and from Manhattan has increased significantly over the last decade on the west side of Hoboken due to thousands of new residential units being constructed. Population growth is expected to further increase as multiple redevelopment zones on Hoboken's west side add hundreds or perhaps thousands of new residential housing units in the coming years. Adding peak period service to the Madison St/Jefferson St corridor would help ease crowding on the Clinton St/Willow Ave 126 bus corridor and provide more convenient commuter service to Manhattan in the morning and from Manhattan in the evening.

## NJ Transit Bus Route 126 Study (Clinton Street/Willow Avenue - Hoboken)

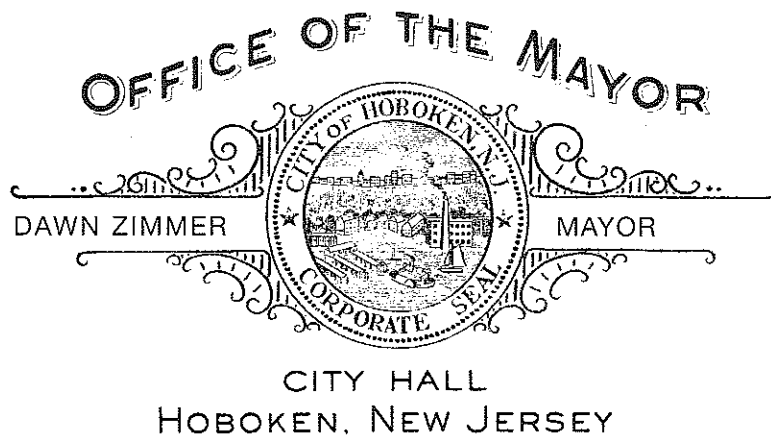
<b>Manhattan-bound NJ Transit #126 Bus Stop, Clinton St and 6th Street (7:45am-8:15am)*</b>					
Arrival Time	Did bus skip stop?	Line Size	How full was bus?	Could everyone board?	Sampling of Riders' Addresses**
7:46 AM	no	23	full	yes	5th St and Jefferson St
7:46 AM	no		mostly full	yes	6th St and Grand St
7:48 AM	no	8	half full	yes	8th St and Madison St
7:50 AM	no	15	mostly empty	yes	6th St and Jefferson St
7:52 AM	no	5	mostly empty	yes	5th St and Jefferson St
7:53 AM	no	2	mostly empty	yes	6th St and Willow Ave
7:57 AM	no	30	mostly empty	yes	5th St and Grand St
7:57 AM	no		mostly empty	yes	5th St and Adams St
8:01 AM	no	17	mostly empty	yes	5th St and Park Ave
8:04 AM	no	5	mostly empty	yes	
8:08 AM	no	23	half full	yes	

<b>Manhattan-bound NJ Transit #126 Bus Stop, Willow Ave and 14th St (8:15am-8:55am)*</b>					
Arrival Time	Did bus skip stop?	Line Size	How full was bus?	Could everyone board?	Sampling of Riders' Addresses**
8:16 AM	no	13	mostly full	yes	12th St and Park Ave
8:18 AM	no	2	mostly full	yes	12th St and Grand St
8:19 AM	no	7	mostly full	yes	11th St and Adams St
8:21 AM	no	5	mostly full	yes	12th St and Grand St
8:23 AM	no	0	mostly full	n/a	13th St and Clinton St
8:23 AM	no		mostly full	n/a	13th St and Park Ave
8:23 AM	no	3	mostly full	yes	13th St and Grand St
8:26 AM	no	2	mostly full	yes	13th St and Grand St
8:28 AM	no	3	mostly full	yes	15th St and Park Ave
8:28 AM	no	0	mostly empty	n/a	12th St and Grand St
8:29 AM	no	0	mostly full	n/a	15th St and Park Ave
8:34 AM	no	31	mostly full	yes	11th St and Adams St
8:34 AM	no		mostly full	yes	14th St and Grand St
8:38 AM	yes	52	at capacity	no	12th St and Willow Ave
8:39 AM	yes		at capacity	no	12th St and Adams St
8:45 AM	yes		at capacity	no	13th St and Clinton St
8:46 AM	yes		at capacity	no	12th St and Adams St
8:48 AM	yes		at capacity	no	13th St And Clinton St
8:50 AM	no		mostly full	yes	11th St and Adams St
8:50 AM	no		mostly full		
8:50 AM	no	mostly full			
8:52 AM	yes	14	at capacity	no	
8:53 AM	yes	16	at capacity	no	

\*Study was performed on March 24, 2011

\*\*Due to several factors, not all riders in line could be surveyed for their addresses. Therefore, a sampling addresses was obtained instead.

- = bunching/multiple buses arriving at the same time
- = buses skipped stop due to full buses



March 16, 2011

William J. Fenimore  
Product Manager  
Outdoor Lighting  
PSE&G  
80 Park Place T-18  
Newark, NJ 07102

Dear Mr. Fenimore:

I want to first thank you for taking the time to meet with me last week regarding the light poles in Hoboken that have missing or damaged plates and pose an electrical shock risk. As you know, we have recently had several instances of dogs in our town being shocked by these poles. I am extremely concerned that pets and children continue to be at risk of similar accidents, which is why it is of utmost importance that these poles are repaired immediately.

We provided a list of poles in need of repair on February 27, which I am attaching to this letter. During our follow up meeting, you stated that it is PSE&G policy to make repairs for broken lights within three days, although it does take longer for other issues. While I appreciate that you are exploring different options for a locking mechanism of the plate and that these may be more involved repairs than usual, this situation must be addressed more expeditiously. I am requesting that you provide us with your action plan as well as a timeline of when all repairs will be made.

Finally, I am including a list of all recently requested light repairs made by our Environmental Services Department. It simply takes far too long to complete these requests. For public safety reasons, the response time must improve dramatically.

Thank you for your attention to these matters.

Sincerely,

Mayor Dawn Zimmer