

Jon S. Corzine  
Governor

Kris Kolluri, Esq.  
Board Chairman

Richard R. Sarles  
Executive Director

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



May 18, 2007

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the re-scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc. Board of Directors held on Thursday, May 17, 2007.

Sincerely,

A handwritten signature in cursive script that reads "Gwen A. Watson" with a date "2007" written at the end.

Gwen A. Watson  
Board Secretary

Enclosures

Honorable Jon S. Corzine  
Governor, State of New Jersey  
State House  
Trenton, NJ 08625

(NJT BOARD –05/17/2007)

Minutes of the actions taken at the Open Session of the re-scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Thursday, May 17, 2007.

**Present:**

Kris Kolluri, Esq., Chairman  
Myron P. Shevell, Vice Chairman  
A. Matthew Boxer, Governor's Representative  
Patrick O'Connor, Treasurer's Representative  
Kenneth E. Pringle  
Flora Castillo  
Susan L. Hayes

Richard R. Sarles, Executive Director  
Penny Bassett-Hackett, Acting Assistant Executive Director, Corporate Commun. & External Affairs  
James Gigantino, Acting Vice President & General Manager, Bus Operations  
William Duggan, Vice President & General Manager, Rail Operations  
Kenneth Worton, Deputy Attorney General  
Vincent Soleo, Assistant Executive Director, Procurement & Support Services  
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services  
Steve Santoro, Assistant Executive Director, Capital Planning and Programs  
William McManimon, Acting Chief Financial Officer & Treasurer  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
Jan Walden, Assistant Executive Director, Diversity  
Gwen A. Watson, Board Secretary

Chairman Kris Kolluri convened the Open Session at 1:40 pm in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Myron P. Shevell, seconded by Kenneth Pringle and unanimously adopted.

Chairman Kris Kolluri reconvened the Open Session at 2:25 pm and asked for a motion to adopt the minutes of the April 18, 2007 meeting. A motion was made by Flora Castillo, seconded by Kenneth E. Pringle and unanimously adopted.

Chairman Kolluri congratulated Susan Hayes on her appointment to the NJ TRANSIT Board of Directors. He said Ms. Hayes has 30 years experience in the construction industry. Chairman Kolluri administered the oath of office to Ms. Hayes and she was sworn in as a new Board Member.

Executive Director Richard R. Sarles highlighted the following from his monthly business report.

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Executive Director Sarles officially welcomed the newest Board Member, Susan Hayes. He said he was very pleased to have her join the Board and appreciates the insights and guidance she has already shared.

Executive Director Sarles said NJ TRANSIT is experiencing record ridership levels across the system, and recently recorded the highest second quarter in history, with ridership up 5.7 percent system-wide compared to a year ago. Ridership growth this fiscal year has averaged more than 170,000 new passenger trips each week. Based on preliminary data for this year, NJ TRANSIT expects to serve 250 million passenger trips, outpacing last year's record of 241 million passenger trips. Ridership is growing on all modes with increases of 24 percent for light rail services; nearly 6 percent on passenger rail; and about 1 1/2 percent for bus. Executive Director Sarles said these trends highlight the critical importance of capacity expansion initiatives, in particular Access to the Region's Core.

Executive Director Sarles acknowledged Governor Corzine's leadership and said NJ TRANSIT is making important progress with another \$1 billion in funds committed to the Access to the Region's Core project, raising the local share to \$3.5 billion dollars. There is no doubt that the historic flexing of highway funds for transit and the current level of funding commitment sends a powerful message to Washington about NJ TRANSIT's intent to build this project. Executive Director Sarles thanked Commissioner Kolluri, for his extraordinary support, and also publicly recognized the North Jersey Transportation Planning Authority Board which voted unanimously on this action Monday.

Executive Director Sarles highlighted three good news items for light rail customers.

First, on the River LINE, beginning May 27, 2007, recently completed signal upgrades will enable NJ TRANSIT to launch a new seven day a week late-night service to the Route 73/Pennsauken Station and Park/Ride. Offering more than 450 free parking spaces conveniently located near several major highways, Route 73/Pennsauken Station provides a new travel option for customers visiting Camden's waterfront attractions and for second-shift employees at Cooper University Hospital as well as the Philadelphia workforce traveling to or from work. This new service comes as NJ TRANSIT begins gearing up for the summer with the launch of a number of discounts and promotions for riders to local attractions along the Waterfront, including the Battleship New Jersey, the Adventure Aquarium, and Campbell's Field, home to the Camden Riversharks baseball team. This new late night service makes the River LINE an even more convenient travel option.

Second, NJ TRANSIT will also introduce earlier River LINE service to Trenton from several stations along the line between Camden and Riverside. Beginning on Tuesday, May 29, 2007, a new 5:53 a.m. train will depart the Walter Rand Transportation Center enroute to Trenton, enabling customers to make connections to Northeast Corridor trains before 7:00 am and arrive in Newark or New York before 8:00 am.

Third, for Newark Light Rail customers, NJ TRANSIT will be making a schedule adjustment on Saturday, June 9, 2007 that will improve the frequency and convenience

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of service for many customers, especially on the one-mile extension between Penn Station and Broad Street Station. On both Saturdays and Sundays, NJ TRANSIT will operate Newark Light Rail on a consistent 15-minute service schedule, resulting in more frequent early-morning and late-evening service for all customers. NJ TRANSIT will also introduce “thru service,” enabling weekend customers to travel between the system's main line and the new extension to Broad Street without changing trains at Penn Station. This new 15-minute schedule will double existing service level on the extension, providing new connection opportunities for Morris & Essex Line customers and better access to destinations in Downtown Newark.

Executive Director Sarles said there are several programs to engage young people in transit, which have been spearheaded by Board Member Flora Castillo. He said thanks to her leadership in attracting young people to the Transit Academy and summer internship programs, one student intern has created a unique outreach program for college students, the Protégé Program.

The Protégé Program challenged students from area colleges to develop marketing campaigns to educate their fellow students about NJ TRANSIT's services and the Student Pass Program.

Executive Director Sarles said NJ TRANSIT received some terrific entries from young marketers at Rutgers Camden, Rutgers Newark, and Kean University. Executive Director Sarles recognized the winners of the Protégé Program from William Paterson University and said their work will be used in future campus outreach efforts.

Executive Director Sarles congratulated the winners: Erik Olsen, Osvaldo Santana, Tanya Micic, Jennifer Zicker, and Michael Zbijewski.

Executive Director Sarles also recognized and thanked Jon Jones who created the program. In addition to his work with NJ TRANSIT, Jon is a senior at Rutgers Newark and is also a tutor in Newark Mayor Booker's mentoring program. This summer Jon will attend a program at Oxford University.

Suzanne Mack presented the Advisory Committee report to the Board. Ms. Mack said she is very happy to attend and is joined by John Delle Colle of Bergen County and William Wright of Union County. Ms. Mack welcomed Board Member Hayes and said she is pleased to see another woman on the Board. Ms. Mack thanked Board Member Pringle for inviting the Joint Transit Advisory Committee to Belmar and said he has done a phenomenal job with transit villages. Ms. Mack also thanked her sister agency, the North Jersey Transportation Planning Authority, with its work on Access to the Region's Core. Ms. Mack said the Accessibility Committee finished its report and she looks forward to its implementation.

Flora Castillo presented the Administration Committee report to the Board. Ms. Castillo said the Committee discussed the item pertaining to the purchase of replacement parts and service from sole/single source vendors and ensured that the item complies fully with Executive Order 37. The Committee discussed in detail the types of services and materials purchased in this sole source request and Ms. Castillo noted that about 36

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percent of the spending of this type of omnibus procurement is going to Small Business Enterprise. Ms. Castillo said the Committee was briefed on the rollout of the new multi-level rail cars and this week NJ TRANSIT increased the multi-level rail car from an 8 car train to an 11 car train. She said the Committee is pleased that it is running well in both peak and off-peak service and continues to be well received by customers.

Myron P. Shevell presented the Capital Planning, Policy and Privatization Committee report to the Board. Mr. Shevell said the Committee discussed repairs to the Big Shark River Drawbridge and also the annual program of bridge inspections. NJ TRANSIT maintains 612 undergrade bridges, 537 of which are on operating rail lines. The Committee commended staff on their work to ensure bridge safety with in-depth structural inspections and load ratings, which is not only safety critical, but also important to maintaining state-of-good repair and service quality. The Committee was briefed on the "Lease of Warehouse Space" item and Mr. Shevell acknowledged that staff pursued a very competitive rate for that space and he thanked Vincent Soleo and Charles Wedel for being responsive to the Committee's concerns.

There was one public comment on agenda items.

Margarite Petrillo commented on the item Newark Penn Station: Market Street South Concourse Improvements. Ms. Petrillo asked if the improvements include a walkway and Executive Director Sarles replied that the improvements will modernize the existing rail platform access stairways, create a separate enclosed bus customer waiting area, and develop well lit glass vestibules and pathways at the street level as well as expanded information systems, but it does not include a walkway.

Executive Director Sarles presented the following Action Items for approval:

**0705-28: BLOOMFIELD STATION SHELTER BUILDING REHABILITATION: CONSTRUCTION CONTRACT AWARD**

The inbound shelter building and platform at Bloomfield Rail Station on the Montclair Boonton Line sustained fire damage in the early 1990's and although it was stabilized, it needs rehabilitation now in order to preserve it for years to come. Authorization is requested to approval a contract with Watertrol, Inc. for \$1,332,500 plus five percent for contingencies. The station serves more than 900 daily customers and the rehabilitation will include space for a retail vendor, installation of new windows and floor tiles, new lighting, seating, heating and air conditioning in the waiting area, repair of the concrete platform and canopy and new roof tiles.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

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**0705-29: PURCHASE OF OVERHAULED LOCOMOTIVES FOR ATLANTIC CITY EXPRESS SERVICE**

NJ TRANSIT has agreed to operate a demonstration rail service from New York to Atlantic City, jointly sponsored by Caesar's, Harrahs and The Borgata, as well as the Casino Reinvestment Development Authority, known as CRDA. Operation of the three-year pilot, which will begin by the end of this year, requires four diesel locomotives that are certified to run in the North River Tunnels under the Hudson and in New York Penn Station as well. Amtrak has such locomotives and is willing to sell and overhaul the equipment to NJ TRANSIT's required standards. Although NJ TRANSIT has no funding obligation for this weekend service, the agency will share in the cost of the locomotives since they will be used in general revenue service by NJ TRANSIT during the week. Authorization is requested to enter into an agreement with Amtrak to purchase four locomotives which Amtrak will overhaul for a total cost not to exceed \$9,660,000.

Myron P. Shevell recused himself from voting on this item. Flora Castillo moved the resolution, Susan L. Hayes seconded it and it was adopted.

**0705-30: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS, AND RATINGS**

NJ TRANSIT maintains 612 undergrade railroad bridges, 537 of which are on operating rail lines. Maintaining bridge infrastructure in a state-of-good repair is a key component to service reliability and ensuring the safety of our passengers and the general public. Bridges are inspected on an annual basis by in-house forces. However, regular in-depth structural inspection and load ratings provide the basis for a repair and replacement program. Authorization for three separate contracts is requested for inspection of 108 bridges in this cycle with Polytran Engineering Association for \$443,525, Michael Baker Jr. Inc. for \$559,685, and Charles H. Sells, Inc. for \$828,898, for a total cost of \$1,832,108 plus five percent for contingencies.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

**0705-31: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)**

For the last 11 years, NJ TRANSIT has contracted with sole and single source vendors for materials or services needed to repair and maintain rolling stock equipment designed by the original equipment manufacturer, and other specialized services and testing related to NJ TRANSIT operations. For the most part, these vendors have proprietary control over

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the manufacture and parts needed for repairs. Included are replacement parts from original equipment manufacturers, rail testing by induction and ultrasound, repair of Solari display units and rail rolling stock brake shoes. Authorization is requested for sole or single source, procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A to support Bus, Rail, Light Rail and Headquarters operations at a cost not to exceed \$22,000,000. This request will cover a 12-month period.

Myron P. Shevell, Kenneth E. Pringle and Susan L. Hayes recused themselves from voting on this item. Flora Castillo moved the resolution, Patrick O' Connor seconded it and it was adopted.

**0705-32: LEASE OF WAREHOUSE SPACE – NEWARK**

Following an extensive search, approximately 50,000 sq. ft. of warehouse space for lease has been identified at 397 Ferry Street in Newark. The space is ready for immediate occupancy. During the past five years, NJ TRANSIT's overhaul of its rail rolling stock and acquisition of new rail revenue fleets have expanded the inventory of parts. The arrival of multi-level coaches will bring a rapid growth in capital components and maintenance materials and existing storage facilities are at capacity. Authorization is requested to approve a lease with RAR Development Associates, Newark, New Jersey at a cost not to exceed \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost not to exceed \$1,050,000 through the end of the three-year lease term and to exercise the options to renew for two sequential three-year periods at a CPI-adjusted rent.

Myron P. Shevell recused himself from voting on this item. Kenneth E. Pringle moved the resolution, Flora Castillo seconded it and it was adopted.

**0705-33: NEWARK PENN STATION: MARKET STREET SOUTH CONCOURSE IMPROVEMENTS – GENERAL CONSTRUCTION CONTRACT AWARD**

The October opening of the Prudential Arena in Newark will draw new and current customers to NJ TRANSIT's bus and rail transportation facilities along the Market Street area of Newark Penn Station. Authorization is requested to contract with Hall Construction for \$1,222,000 plus five percent contingencies to transform that area into a more functional and inviting street level station entrance by replacing current fencing and gates with a new enclosed concourse, well lit glass vestibules and pathways, and new lighting and information systems. A separate, enclosed bus customer area will also be constructed. All of these new amenities will

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afford our customers expanded convenience, and an improved transit experience.

Kenneth E. Pringle moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

Executive Director Sarles presented the following Consent Item for approval:

**0705-34: REPLACEMENT OF THE TIMBER TRESTLE APPROACH SPANS AND THE THROUGH-GIRDER SPAN OF THE BIG SHARK RIVER DRAWBRIDGE – AMENDMENT TO CONTRACT – PHASE III CONSTRUCTION SUPPORT SERVICES**

Authorization to amend Professional Services Contract 06-005 with HNTB Corporation of New York to perform Phase III – Construction support Services to assist during bid and construction activities for replacement of the timber trestle approach spans and the steel through-girder flanking span of the Big Shark River Drawbridge, at a cost of \$220,208 plus five percent for contingencies, subject to the availability of funds

Kenneth E. Pringle recused himself from voting on this item. The Consent Calendar was moved in its entirety by Myron P. Shevell, seconded by Flora Castillo and adopted.

There were four public comments on non-agenda items.

Margarite Petrillo said she filed OPRA requests and did not receive a reply. She said OPRA requests should be sent to the Law Department. She received letters and continues to receive letters from Joyce Zuczek. Ms. Petrillo said she requested that one of the two male OPRA Officers handle her requests. Ms. Petrillo asked Chairman Kolluri to look into it.

Ms. Petrillo said her bus pass was stolen and requests a refund. She completed a form at Penn Station but has not received a refund. Chairman Kolluri said Board Secretary Watson will look into it.

Ms. Petrillo said one of her OPRA requests was for a list of buses, routes and drivers and she has not received the list. Chairman Kolluri said this would be looked into.

Ms. Petrillo asked for a contract that was approved at last month's board meeting regarding the MCI cruiser buses and Mr. Santoro said the contract has not been executed. Chairman Kolluri said Ms. Petrillo can receive a copy of the contract when it is executed.

Ms. Petrillo said one of her OPRA requests asked for bus and rail inspection reports and she asked Jim Gigantino if he knew about it. Mr. Gigantino said he was not aware of inspection reports but said there is a security service that evaluates the quality of service being provided and asked Ms. Petrillo if that is what she meant. Ms. Petrillo said she would like to inspect those reports and Mr. Gigantino said she can inspect

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them but there are thousands of pages. Ms. Petrillo asked how many bus drivers have been fired as a result of those reports and Mr. Gigantino said he did not know.

Ms. Petrillo said she asked for a list of 1500 bus employees and did not receive it. Chairman Kolluri told Ms. Petrillo that all of her pending OPRA requests will be reviewed by the OPRA Compliance Officer and she will be provided with a status on each.

Ms. Petrillo asked if any new buses have been ordered for the Newark area and Chairman Kolluri said yes. Ms. Petrillo said the current buses have no air conditioning and do not keep to schedule. She said the bus drivers are dangerous and violent. Chairman Kolluri said the bus drivers are thoroughly screened before they are hired.

William Wright commented about the recent court decision in the DeCamp Bus case. He said the private bus carriers have a niche market that they cannot handle and they don't want anyone else to have it. He said the court decision opens the door to address this issue and hopes that a decision is made to reinstitute train service that we used to have around the State.

Al Cafiero said he was glad to see a Bergen County representative on the Board since more rail service is needed in Bergen County than any other place. Mr. Cafiero said politicians and developers should be kept at arm's length with regard to NJ TRANSIT projects and hopes the Board becomes more involved in the screening of that process.

Joseph Keenan commented on the safety of passengers at Newark Penn Station and Grove Street Station. He said he is not sure a safety issue exists but requested information on the number of incidents that occurred at the stations that impacted the safety of passengers. Chairman Kolluri asked Chief Bober to speak to Mr. Keenan to address his concerns.

Since there were no further comments or business, the Chairman called for adjournment and a motion to adjourn was made by Myron P. Shevell, seconded by Flora Castillo and unanimously adopted.

The meeting was adjourned at approximately 3:05 pm.

**NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS, INC.  
 NJ TRANSIT RAIL OPERATIONS, INC.  
 NJ TRANSIT MERCER, INC.  
 RE-SCHEDULED BOARD OF DIRECTORS MEETING**

**MAY 17, 2007**

**MINUTES**

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**ACTION ITEMS**

0705-28	BLOOMFIELD STATION SHELTER BUILDING REHABILITATION: CONSTRUCTION CONTRACT AWARD	38772
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Authorization to contract (No. 07-059X) with Watertrol, Inc. of Cranford, New Jersey for rehabilitation of the inbound shelter building and platforms at Bloomfield Station in the amount of \$1,332,500, plus five percent for contingencies, subject to the availability of funds.

0705-29	PURCHASE OF OVERHAULED LOCOMOTIVES FOR ATLANTIC CITY EXPRESS SERVICE	38774
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Authorization to enter into an agreement with Amtrak for the purchase of four overhauled P-40 diesel locomotives for demonstration express rail service between Penn Station New York and Atlantic City, and for general revenue service at other times, and associated spare parts, at a cost not to exceed \$9,660,000, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS INC.  
NJ TRANSIT RAIL OPERATIONS INC.  
NJ TRANSIT MERCER INC.  
RE-SCHEDULED BOARD OF DIRECTORS MEETING  
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- 0705-30 UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS, AND RATINGS 38777

Authorization to enter into three separate contracts with Polytran Engineering Assoc. of East Orange, New Jersey (No. 07-043A); Michael Baker Jr. Inc. of Princeton, New Jersey (No. 07-043B); and Chas. H. Sells, Inc. of Newark, New Jersey (No. 07-043C), to perform in-depth structural inspections, evaluations, and load ratings of 108 undergrade bridges, at costs not to exceed \$443,525, \$559,685 and \$828,898 respectively, for a total cost of \$1,832,108 plus five percent for contingencies, subject to the availability of funds.

- 0705-31 SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS) 38780

Authorization to award sole or single source, procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail and Headquarters operations at a cost not to exceed \$22,000,000. This request will cover a 12-month period. All items or services purchased on a sole/single source basis will be subject to price or cost analysis to ensure the reasonableness of the prices quoted.

- 0705-32 LEASE OF WAREHOUSE SPACE – NEWARK 38784

Authorization to lease approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, New Jersey from RAR Development Associates, Newark, New Jersey at a cost not to exceed \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost not to exceed \$1,050,000 through the end of the three-year lease term and exercise the options to renew for two sequential three-year periods at a CPI-adjusted rent.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS INC.  
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- 0705-33      NEWARK PENN STATION: MARKET STREET SOUTH      38787  
CONCOURSE IMPROVEMENTS – GENERAL  
CONSTRUCTION CONTRACT AWARD

Authorization to contract (No. 07-099X) with Hall Construction of Howell, New Jersey, for the construction of Market Street South Concourse improvements at Newark Penn Station at a cost not to exceed \$1,222,000, plus five percent for contingencies, subject to the availability of funds.

#### CONSENT CALENDAR

- 0705-34      REPLACEMENT OF THE TIMBER TRESTLE APPROACH      38790  
SPANS AND THE THROUGH-GIRDER SPAN OF THE BIG  
SHARK RIVER DRAWBRIDGE – AMENDMENT TO  
CONTRACT - PHASE III CONSTRUCTION SUPPORT  
SERVICES

Authorization to amend Professional Services Contract 06-005 with HNTB Corporation of NY, to perform Phase III - Construction Support Services to assist during bid and construction activities for replacement of the timber trestle approach spans and the steel through-girder flanking span of the Big Shark River Drawbridge, at a cost of \$220,208 plus five percent for contingencies, subject to the availability of funds.

#### PUBLIC COMMENTS ON NON-AGENDA ITEMS

**EXECUTIVE SESSION AUTHORIZATION**

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

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

### **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. and NJ TRANSIT Mercer, 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 April 18, 2007 Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc. and NJ TRANSIT Mercer, Inc. were forwarded to the Governor on April 20, 2007;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the April 18, 2007 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors' meetings are hereby approved.


Jon S. Corzine  
Governor

Kris Kolluri, Esq.  
Board Chairman

Richard R. Sarles  
Executive Director

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



**TO:** BOARD OF DIRECTORS  
**FROM:** RICHARD R. SARLES   
**DATE:** MAY 17, 2007  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT – MAY 2007

Thanks to Governor Corzine's leadership, Access to the Region's Core (ARC) took another major step forward, with the commitment of an additional \$1 billion to the project. On Monday, the North Jersey Transportation Planning Authority unanimously voted to flex highway funds for transit. The historic move raises the local share to \$3.5 billion, sending a powerful message to Washington about our intent to build a new trans-Hudson tunnel. I want to thank Commissioner Kolluri for his extraordinary support, and recognize the NJTPA for their action.

As we near the end of our fiscal year, NJ TRANSIT continues to experience record ridership levels across the system, recording the highest second quarter in our history, with ridership up 5.7 percent systemwide compared to a year ago. Based on preliminary data, we expect to serve 250 million passenger trips this year, outpacing last year's record of 241 million passenger trips.

In the coming weeks, we will implement three service improvements for our light rail customers. First, on the River LINE, beginning May 27, customers will be able to enjoy a later night of dining and entertainment with our new seven-day-a-week late-night service to the Route 73/Pennsauken Station and Park/Ride. Recently completed signal upgrades will allow River LINE trains to depart Camden as late as midnight, seven days a week. This improvement will also enhance the commute for people working second shifts. Second, we will also introduce earlier River LINE service to Trenton from several stations along the line between Camden and Riverside.

And third, for Newark Light Rail customers, beginning Saturday, June 9, we will make a schedule adjustment that will improve the frequency and convenience of our weekend service—especially on the one-mile extension between Penn Station and Broad Street Station. On both Saturdays and Sundays, we will operate Newark Light Rail on a 15-minute service schedule, resulting in more frequent early-morning and late-evening service for all customers taking advantage of the recreation, entertainment and shopping opportunities in Newark, as well as for those making connections to our Hoboken Division service at Broad Street Station. In addition, the new schedule doubles our existing service levels on the extension and introduces "thru service," enabling weekend customers to travel between the system's main line and the new extension to Broad Street without changing trains at Penn Station.

As you know, we have several programs to engage young people in transit, which have been spearheaded by Board member Flora Castillo. Thanks to her leadership in attracting young people to our Transit Academy and summer internship programs, one of our own student interns has created a unique outreach program for college students—the Protégé Program. This program challenged students from area colleges to develop marketing campaigns that educated their fellow students about NJ TRANSIT's services and our Student Pass Program.

We congratulate the program winners from William Paterson University, whose work will be used in our future campus outreach efforts. I also want to recognize the creator of the Protégé Program, Jonathan Jones, who developed this innovative approach during his internship with our Marketing Department.

Finally, I would like to take this opportunity to officially welcome our newest Board member, Susan L. Hayes. Susan brings with her a strong background in both the public and private sectors, and we all look forward to working with her.

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## **EXECUTIVE DIRECTOR'S MONTHLY REPORT MAY 2007**

- 1. HIGHLIGHTS**
- 2. CUSTOMER AND COMMUNITY INITIATIVES**
- 3. EMPLOYEE RECOGNITION**
- 4. DBE/MBE PROGRAM**
- 5. PERFORMANCE MEASURES**

# HIGHLIGHTS

### **New Jersey commits another billion dollars to build trans-Hudson passenger rail tunnel**

New Jersey has committed to increasing its funding commitment for a new trans-Hudson passenger rail tunnel by a billion dollars over the next decade—raising the state's total investment in the Access to the Regions Core (ARC) project to \$1.5 billion.

On Monday, May 14, the North Jersey Transportation Planning Authority (NJTPA) Board of Trustees voted unanimously in favor of Governor Corzine's plan to exchange federal highway dollars for transit, raising the local share in the ARC project to \$3.5 billion.

The Governor's plan to commit a billion dollars in federal highway funds represents the largest flexing of such dollars for a public transit project in the state's history. Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the previous transportation authorization acts have provided states with the ability to "flex" traditional highway funds to transit projects.

CMAQ program funds are regarded by the Federal Transit Administration as part of the local "match" which enables the project to rate very positively in the federal process in which ARC competes for national funding.

Additional funding for the project would begin in 2008 and continue over 10 years, including \$50 million in 2008 and 2009, \$75 million in 2010 and 2011, \$100 million in 2012 and 2013, then \$150 million in years 2014–2016, and \$100 million in 2017.

NJ TRANSIT recently completed public hearings which garnered a broad regional consensus for the project and the need for congestion relief. Preliminary engineering is currently underway along with the Final Environmental Impact statement (FEIS). Next steps in the federal process are to complete the FEIS, obtain a record of decision, then a full funding grant agreement in 2008.

The ARC program includes two new single-track railroad tunnels between New Jersey and New York, additional Penn Station capacity under 34th Street in Manhattan, and signal and track improvements along and adjacent to the Northeast Corridor.

The project will allow for the introduction of one-seat rail service to New York on the Main, Bergen County, Pascack Valley and Raritan Valley lines, the Montclair Boonton line west of

Montclair, North Jersey Coast Line south to Bay Head, as well as the Morristown Line west of Dover. It will also create the capacity for future rail extensions. The project includes expanded station capacity for New York Penn Station under 34th Street, with underground connections to several New York City subway lines.

### **NJ TRANSIT Board approves FY 2008 budget and fare plan**

On Wednesday, April 18, the NJ TRANSIT Board of Directors approved its Fiscal Year 2008 (FY08) budget, which will make 16 additional trains eligible for discounted travel on weekday mornings and increase the flexibility for travel between Hoboken and Newark division rail lines when a new fare plan takes effect June 1, 2007.

In addition, the Newark Airport Rail Station access fee will no longer be charged for child fares, resulting in a savings of \$22 for a family of four. Many of these changes reflect customer feedback that was incorporated into the final FY08 fare plan.

### **Customer feedback results in changes**

To maximize public input, NJ TRANSIT held 13 public hearings and information sessions throughout the state and in New York City between February 28 and March 8, attended by a total of 190 members of the public – 125 offered comments for the record. In all, NJ TRANSIT received 2,155 individual comments including website submissions, public hearing written testimonies and letters on the proposed fare plan, as well as on policy issues and services.

Based on this customer input, NJ TRANSIT modified the final plan to incorporate the following changes:

- **Review of airport access issues:** NJ TRANSIT has convened a working group, including the Port Authority of NY & NJ, the MTA, and the City of Newark to review airport access issues including transit services to the airport, and bus and rail ticketing and pricing, including from New York Penn Station.
- **Expanded off-peak travel:** Responding to issues of capacity and affordability, the morning peak period will begin a half-hour later, at 7 a.m., effective June 1 (currently trains arriving at the final terminal from 6:30 a.m. to 9:30 a.m. are considered peak). This change provides customers the option of using discounted off-peak round-trip tickets on 16 additional trains and encourages travel on earlier morning trains when more capacity is available.

- **Increased travel flexibility:** Rail one-way tickets purchased for transfer between the Hoboken and Newark division rail lines "via Secaucus" will be valid for use on the Newark Light Rail at no additional cost, enabling customers to take advantage of the new one-mile connection between Newark Broad Street and Newark Penn stations with a single ticket.
- **Customer advocate:** NJ TRANSIT has appointed a customer advocate reporting directly to the executive director, to identify customer service improvements across all modes.

Under the plan, fares will increase an average of 9.6 percent. The new NJ TRANSIT fares compare favorably to other transit agencies in the region and around the country. A one-zone bus trip at \$1.35 is lower than a similar trip in New York, Philadelphia and more than a dozen other markets.

Among the highlights of the fare plan:

- Local bus, Newark Light Rail, River LINE, Access Link and Bus Contract Carrier base (one-zone) fares will increase 8 percent, from \$1.25 to \$1.35. Monthly fares, which have not changed since 2002, will increase 9.9 percent.
- Interstate and intra-commuter bus fares will increase an average of 9.9 percent.
- Rail fares will increase an average of 9.9 percent.
- Hudson-Bergen Light Rail (HBLR) fares will increase by 9.9 percent, with the base fare changing from \$1.75 to \$1.90. HBLR monthly fares have not increased since 2002.
- The 351 New York-Meadowlands Sports Complex bus route fares purchased on board will increase from \$5.00 to \$6.00. Fares purchased at ticket windows or ticket vending machines will increase from \$4.50 to \$5.00.
- The Ozone Pass program fare will change from \$1.25 to \$1.35.

The FY08 operating budget includes expenses of \$1.587 billion and revenues of \$1.527 billion, for a net unfunded operating need of \$60 million. It assumes level funding from the state of about \$300 million. The fare plan will generate the needed revenue over 13 months.

### **Passaic-Bergen rail plan advances**

The plan to provide a new passenger rail service link between downtown Hackensack and the Main Line Station in Hawthorne moved ahead on April 18, with the NJ TRANSIT Board of Directors approving funds for the project's final design.

The project will introduce FRA-compliant Diesel Multiple Unit (DMU) technology into the NJ TRANSIT fleet of rail equipment and will provide new passenger service along more than eight miles of existing freight track.

The amendment approved by the Board authorizes the expenditure of \$5.7 million to fund final design, creation of an operating plan and preparation of bid documents. The Passaic County Board of Freeholders also has pledged their financial support of the project.

Customers will be served by up to nine stations along the alignment and will be able to make convenient transfers between Main Line and Passaic-Bergen trains in Hawthorne, as well as NJ TRANSIT buses that serve Hawthorne Station.

The Passaic-Bergen line will provide a walk-on connection to the Main Line and offers the possibility for future connections to the Bergen County and Pascack Valley commuter rail lines.

Project elements include a park & ride facility and up to nine stations, with construction expected to start in 2008 and be completed in 2010. The \$156 million project will be funded through federal and state sources. The FRA has approved a grant for the vehicles.

# **CUSTOMER AND COMMUNITY INITIATIVES**

### **Construction begins on a new Metropark Station**

On April 23, 2007, New Jersey Transportation Commissioner Kris Kolluri and NJ TRANSIT Executive Director Richard Sarles broke ground on a \$47 million project to rebuild Metropark Station on the Northeast Corridor.

Originally designed as a suburban stop for Amtrak Metroliner trains, Metropark became New Jersey's first "park and ride" station when it opened on November 11, 1971. The station quickly became a model of a "regional interceptor," a station located near a major highway, providing adequate parking and convenient train options for rail travelers. Today, Metropark is the busiest outlying (non-terminal) station in the NJ TRANSIT commuter rail network, accommodating four million passenger trips each year—14,200 NJ TRANSIT customers and 1,000 Amtrak customers each weekday.

Over the next three years, NJ TRANSIT will rebuild the station to accommodate higher ridership. The project scope includes new wider and longer covered platforms to accommodate trains up to 12-cars long, new climate-controlled shelters for customer comfort, an expanded station building and new public address and train information systems.

Work on the platforms, station building and other components will be conducted in phases to allow the station to remain open to minimize inconvenience to customers. Crews will be deployed along tracks to keep workers safe at the station, where 106 NJ TRANSIT trains and another 47 Amtrak trains stop or pass through each weekday. Project elements include:

- New longer, wider platforms able to accommodate 12-car trains
- Heated and air-conditioned platform shelters
- Expanded station building with a second vendor space and larger waiting room
- New pedestrian link from Route 27 to the westbound station platform to provide safer, more convenient access for area residents
- New canopies extended farther along each platform
- New enclosed stairways, new elevators and refurbished pedestrian tunnel
- New customer public address system, LCD train information system and lighting
- New sidewalks and landscaping

The project, which is expected to be completed in early 2010, is funded with state and federal sources.

The Metropark project is the second major NJ TRANSIT capital investment in Woodbridge Township in as many years. A \$23 million rehabilitation project at Woodbridge Station on the North Jersey Coast Line was launched in the fall of 2005 and completed this spring. Together, the projects represent a \$70 million investment, benefiting nearly 9,000 NJ TRANSIT customers.

### **Students get real-world lesson on railroad safety**

About 300 Belmar Elementary School students boarded a train on the North Jersey Coast Line on Monday, May 14, for an educational ride to reinforce railroad safety. The educational train ride was part of Operation Lifesaver, a national program used by NJ TRANSIT to prevent railroad accidents. NJ TRANSIT Board Member and Belmar Mayor Ken Pringle and Rail Safety Division outreach coordinator Betsy Stern joined the students for their safety lesson.

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# **EMPLOYEE RECOGNITION**

### Emergency Response Team honors outstanding members

On May 4, 2007, the Emergency Response Team recognized the efforts of its most outstanding members at an "ERT SuperStars" reception in the Board Room. Employees from a cross-section of NJ TRANSIT departments received awards for their participation in recent ERT call outs, particularly during last month's severe weather that impacted service across our system.

Three employees received Distinguished Service Awards for their efforts and dedication to the ERT program and for consistently being the top responders to call outs: **Andrew Mathisen** of Policy, Technology & Customer Service; **Michael Doherty** of Internal Audit; and **Teresa Russo** of Procurement & Support Services.

The other "ERT SuperStars" who received Outstanding Service Awards are:

Charles Awodiya	Tyanna Hawkins	Charles Oliver
Katrina Bartley	Bob Hayes	Juliette Overby
Fred Bauer	Min Herring	Sam Pagan
Jonathan Benjamin	Grace Introna	Helen Parsons
Steve Capone	Daniel Isiwele	Robert Pegg
Frank Chan	Raji Jacob	Myrtle Phipps
Michael Clappsy	Steve Jurow	Laura Pomeisl
Amador Claudio	Louis Kern	Ray Pye
Peter Dacorte	Renatto Linares	Billy Quick
William Diedwardo	Hasely Logan	Michael Rosenthal
Michael Doherty	John Malley	Harold Sanders
Michael Ferrarelli	Larry Marchak	Fred Shandler
Tracy Finnie	Rick Mariani	Chad Smith
Richard Fisher	Hopeline Marrero	Howard Sperling
Tywon Foster	Jerry McMillan	Nick Valente
Stephanie Gadegbeku	Carmine Melillo	Cassandra White Robinson
Anthony Gonzalez	Ken Miller	William Wilburn
Dionna Gould	Mojdeh Moayyed	Ken Williams

### NJ TRANSIT police arrest suspect in Camden

On April 25, NJ TRANSIT police made a major arrest at the Walter Rand Transportation Center. Special commendation goes to **Detective William Sweeney** and **Officer Osvaldo Acevedo**,

whose keen observation and attention to detail led to the apprehension and arrest of a suspect wanted for murder in Vineland.

Also playing vital roles in the investigation were two of our Homeland Security initiatives—technology that enabled us to verify that the suspect traveled by bus from Vineland to Camden, significantly aiding in the investigation and its quick closure.

### **NJ TRANSIT employee saves a life**

On Wednesday evening, May 9, Charles Michels—a repairman at NJ TRANSIT's Hamilton Maintenance Garage—saved the life of a 23-month-old boy who stopped breathing after falling and striking his head at a local baseball field in Hamilton.

Charles happened to be sitting nearby watching a ball game at the time of the incident. Upon seeing the toddler sprawled out on the ground, he immediately sprang to action to offer his assistance, first assessing the boy's vital signs and then performing rescue breathing until the toddler could breathe again on his own.

An NJ TRANSIT employee of 14 years, Charles also serves as a volunteer firefighter for Hamilton Township's White Horse Fire Co. and has previously trained as an emergency medical technician.

### **NJ TRANSIT employees bid farewell after outstanding careers**

Nine NJ TRANSIT employees retired in April with careers ranging from 19 to 38 years of service:

1. Walter G. Haldeman (Atco) Washington Township Bus Operator – 38 years
2. Jonathan Falkowski (Linden) MMC Principal Project Manager – 31 years
3. Michael Brown (Easton, PA) Ironbound Garage Bus Operator – 29 years
4. Ramon A. Aleman (Manfield) Meadowlands Garage Bus Operator – 26 years
5. Lorraine Jones (Newark) City Subway Bus Operator – 26 years
6. Celestine Knight (Bushkill) Oradell Garage Bus Operator – 25 years
7. Clarence Colclough (Aberdeen) Maplewood Regional Supervisor – 23 years
8. Willie Torian (Pleasantville) Egg Harbor Township Bus Operator – 22 years
9. Luis Perez (Richfield) Meadowlands Garage Bus Operator – 19 years

# **DBE/MBE PROGRAM**

## NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

### Federally Funded Contracts

\$16,921,721 in federal funds was awarded during October through April of FY 07.\* Disadvantaged Business Enterprises (DBEs) were awarded \$3,766,496 or 22.3 percent, which includes both race conscious and race neutral awards.

### State Funded Contracts

\$200,059,706 in state-funded contract dollars was awarded during July through April FY 07. \*\* Of that total, Small Business Enterprises (SBEs) received \$30,583,068 or 15.3 percent. Category 1 SBEs received \$14,795,197 or 7.4 percent. Category 2 SBEs received \$922,344 or 0.5 percent. Category 3 SBEs received \$743,046 or 0.4 percent. Category 4 SBEs received \$2,832,146 or 1.4 percent. Category 5 SBEs received \$11,290,335 or 5.6 percent \*\*\*

### Federal & State Contracts Total

\$216,981,427 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$34,349,564 or 15.8 percent of federal and state contract dollars was won by DBEs and SBEs.

### Hudson-Bergen Light Rail Transit System Project

Of \$1,433,024,411 in contract dollars awarded for the Hudson-Bergen Light Rail Transit System project\*\*\*\*, \$180,729,496 or 12.6 percent has been received by DBEs. Of the \$180,729,496, 6 percent or \$86,823,647 has been won by Women Business Enterprises (WBEs) who are classified as DBEs.

\*Fiscal year beginning October 1, 2006

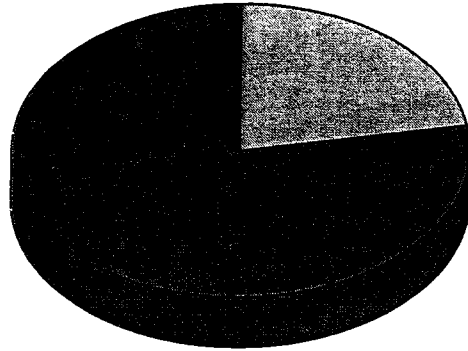
\*\*Fiscal year beginning July 1, 2006

\*\*\*Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000

\*\*\*\*This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through April 2005.

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (THROUGH APRIL 07)\***

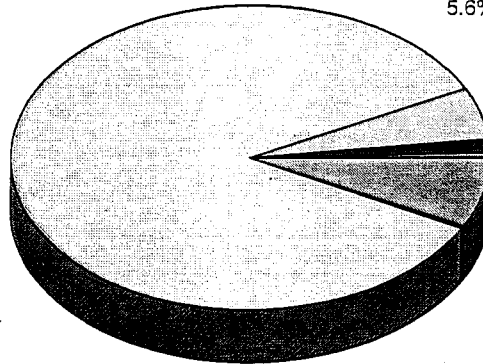
NON-DBE  
FEDERAL  
\$13,155,225  
77.7%



DBE RACE  
NEUTRAL &  
RACE  
CONSCIOUS  
\$3,766,496  
22.3%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THROUGH APRIL 07)\*\***

NON-SBE STATE  
\$169,476,638  
84.7%



SBE-5  
\$11,290,335  
5.6%

SBE-4  
\$2,832,146  
1.4%

SBE-2  
\$922,344  
0.5%

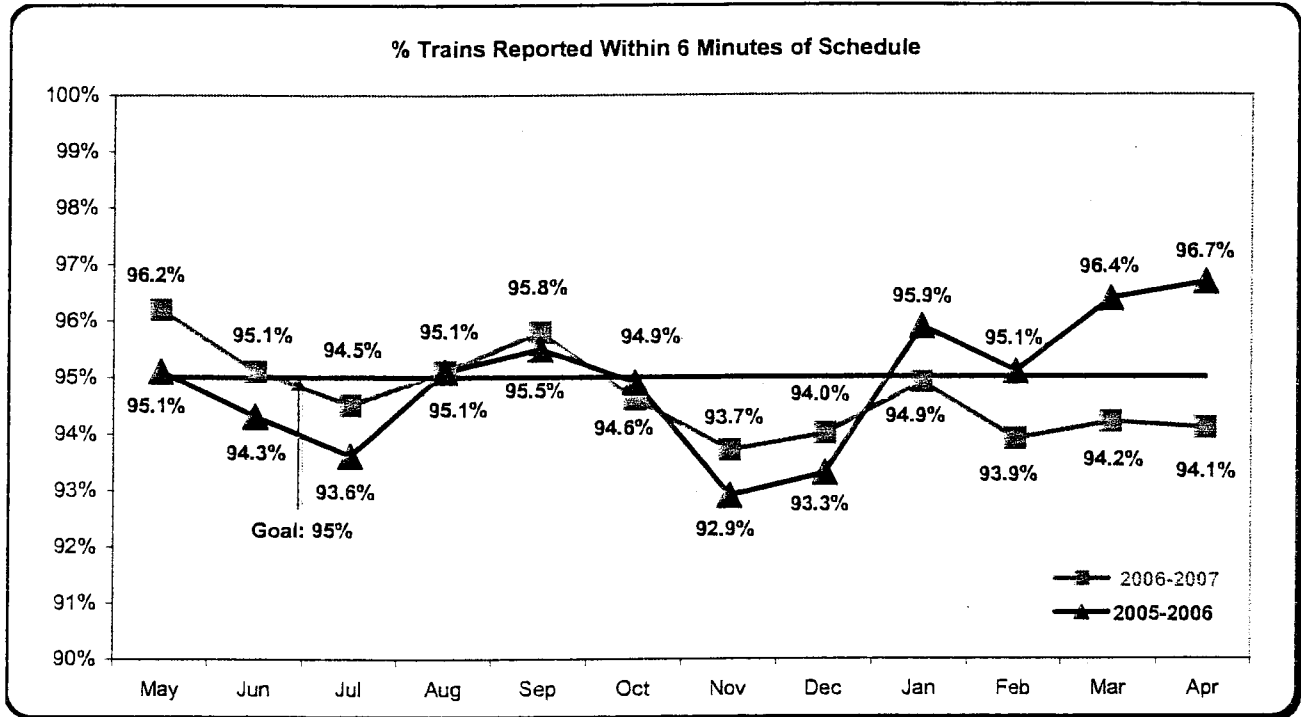
SBE-1  
\$14,795,197  
7.4%

SBE-3  
\$734,046  
0.4%

Fiscal Year Beginning October 1, 2006\*  
Fiscal Year Beginning July 1, 2006\*\*

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL MAY 2005 - APRIL 2007



	2005-2006	2006-2007	# Change
<b>April Comparison</b>	96.7%	94.1%	-2.6%

	2005-2006	2006-2007	# Change
<b>12-Month Average May - April</b>	94.9%	94.7%	-0.2%

**Analysis:**

Rail On-Time Performance for April 2007 was 94.1%. Of the 18,680 trains that were scheduled to operate, 17,580 were on time, while 1,100 trains (or 5.9%) were delayed. The primary reason for delays during the month was a major storm that went through the Northeast Region, resulting in flooding and other weather-related conditions on April 15th and 16th. Other causes of delay included:

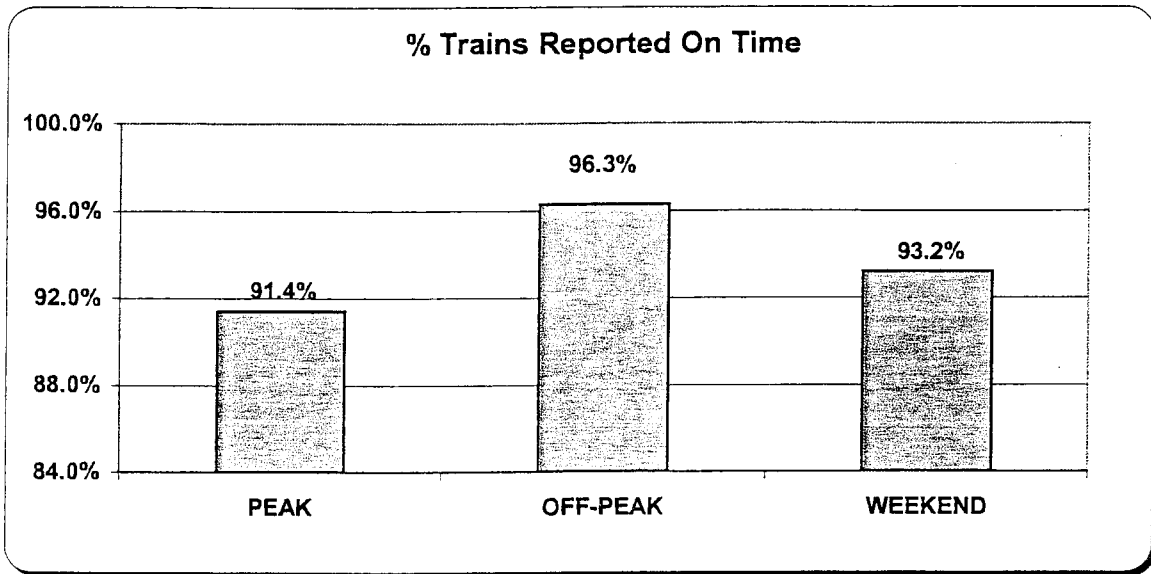
An electric locomotive failure of a train approaching Penn Station New York and a water main break near Watsessing Station on the Montclair-Boonton Line on April 5th;

Multiple brush fires near the Northeast Corridor and a locomotive failure in the tunnel leading to Penn Station New York on April 23rd.

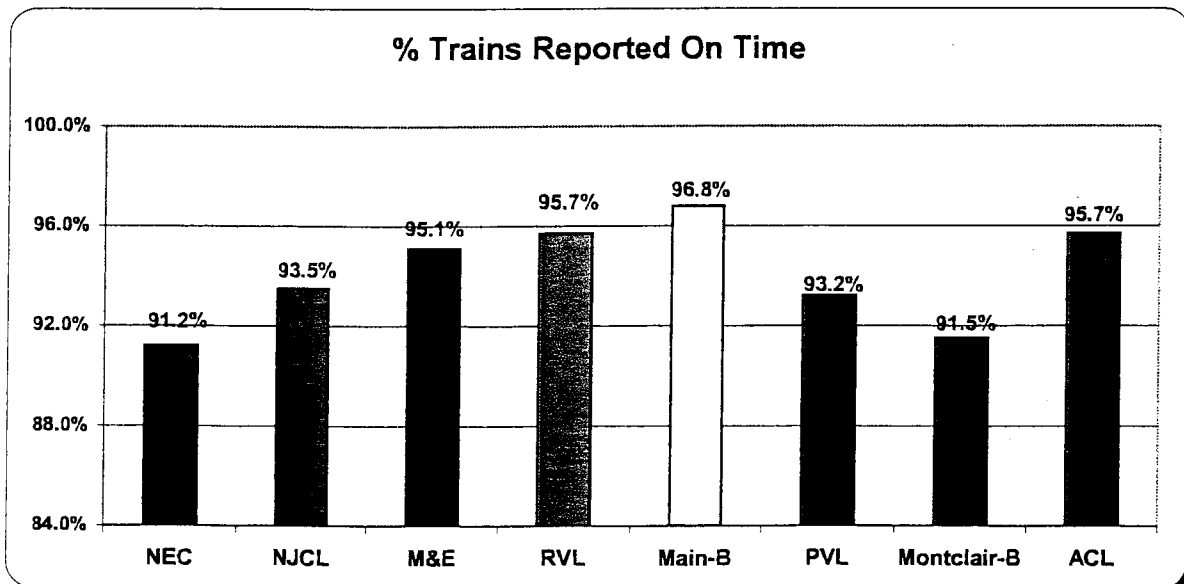
The 12-month average for Rail On-Time Performance systemwide for May 2006 - April 2007 was 94.7%.

# ON-TIME PERFORMANCE RAIL

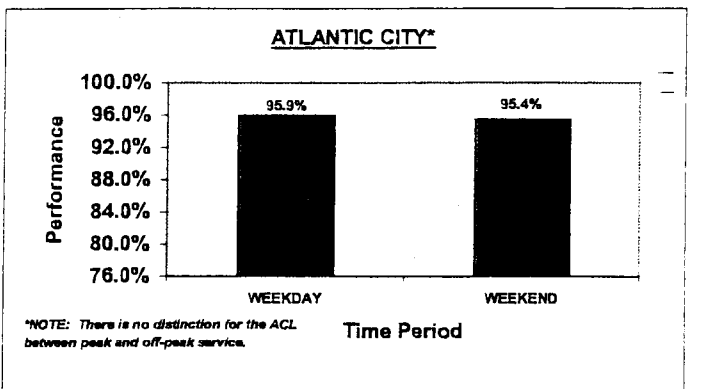
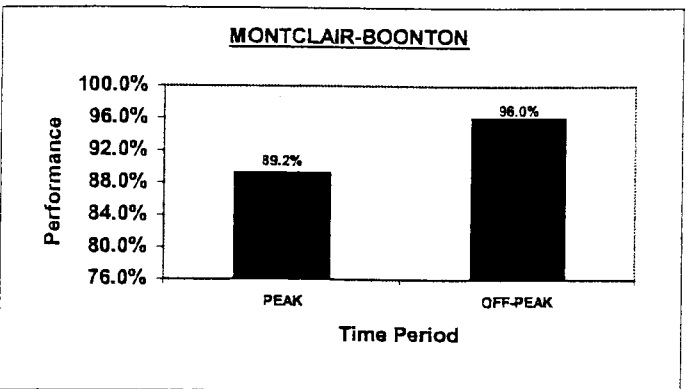
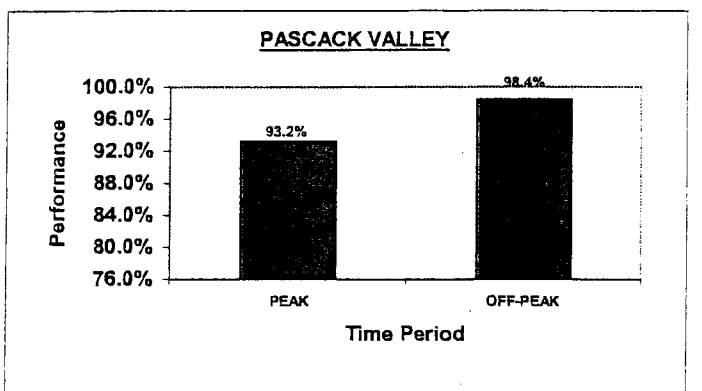
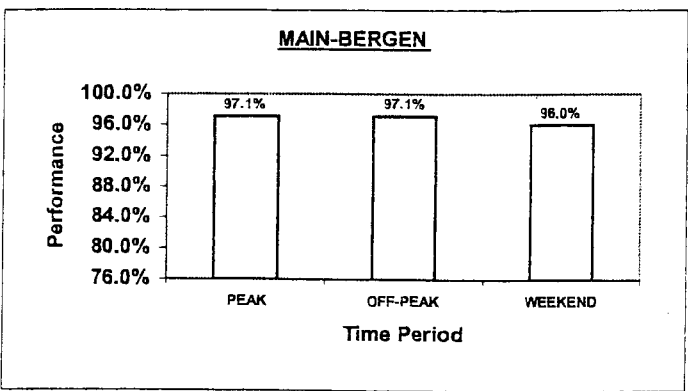
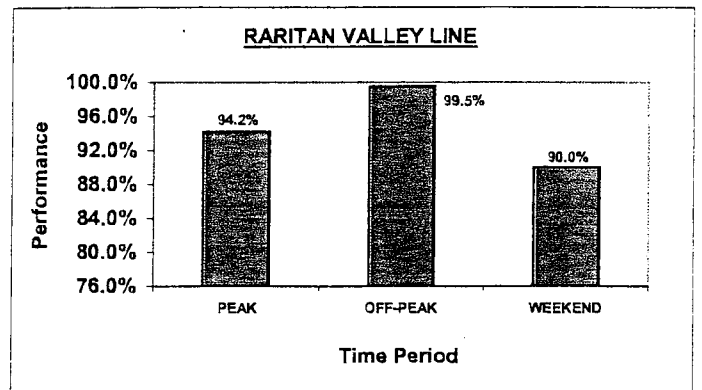
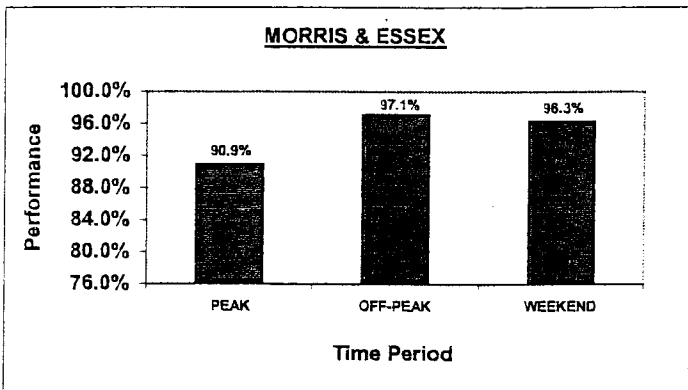
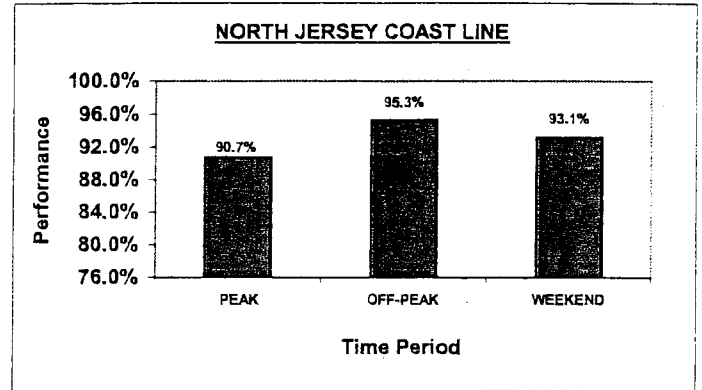
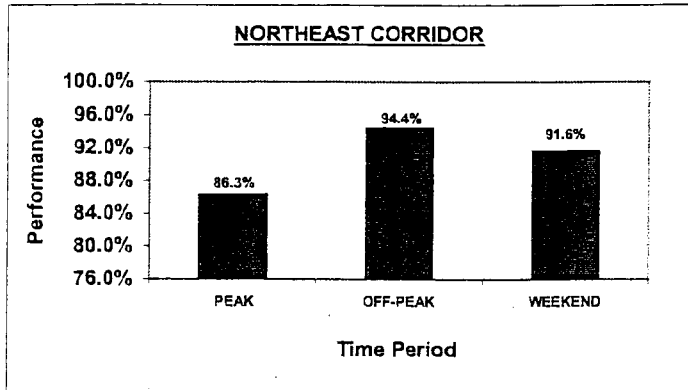
## SUMMARY BY TIME PERIOD APRIL 2007



## SUMMARY BY LINE APRIL 2007

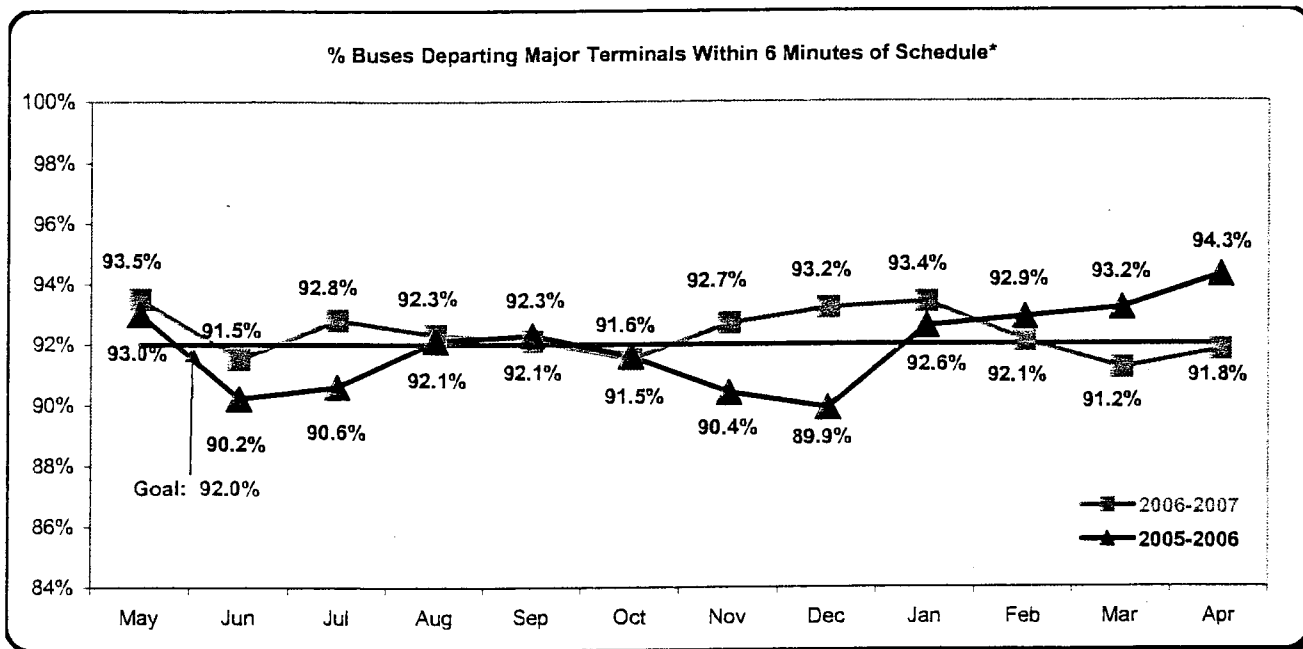


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL 2007



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

# NJ TRANSIT ON-TIME PERFORMANCE BUS MAY 2005 - APRIL 2007



\*Note: Includes the Walter Rand Transportation Center, Atlantic City Bus Terminal, Port Authority Bus Terminal and Newark Penn Station

	2005-2006	2006-2007	# Change
April Comparison	94.3%	91.8%	-2.5%

	2005-2006	2006-2007	# Change
12-Month Average May - April	91.9%	92.3%	0.4%

**Analysis:**

Bus On-Time Performance for April 2007 was 91.8%. Of the 30,080 monitored departures, 2,459 (or 8.2%) experienced delays. Key sources of delay included:

Heavy traffic near the Port Authority Bus Terminal on April 3rd;

The repaving of Broad Street near the Walter Rand Transportation Center on April 13th;

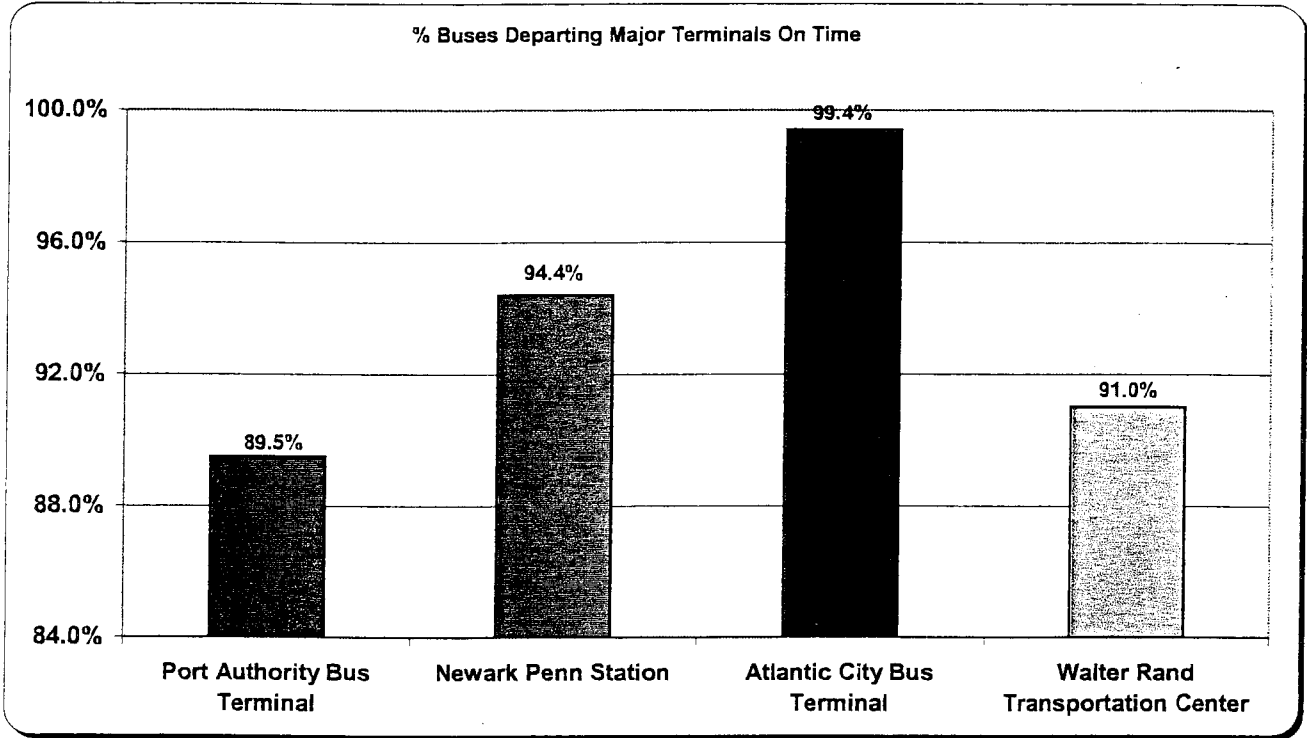
A rain storm resulting in major flooding throughout the state on April 16th; and

Heavy traffic near the Walter Rand Transportation Center on April 18th.

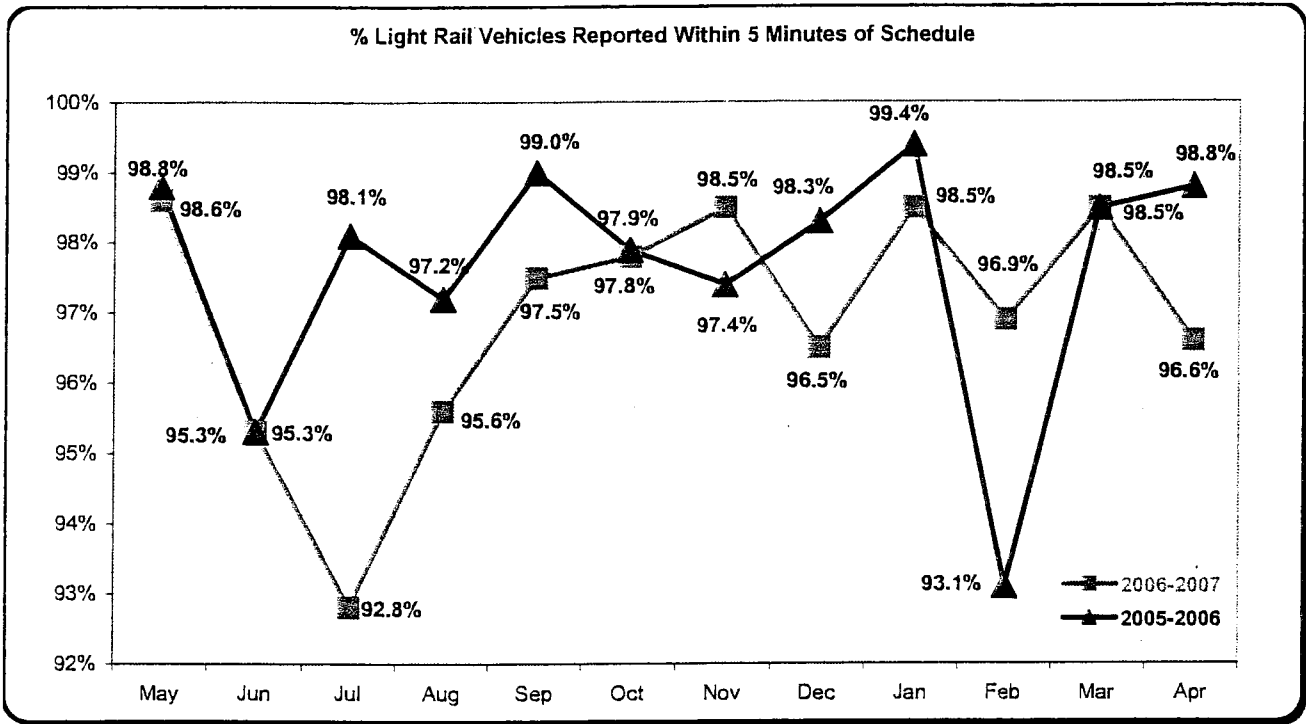
The 12-month average for Bus On-Time Performance for May 2006 - April 2007 was 92.3%, an increase over the performance of the previous 12-month period.

# ON-TIME PEFORMANCE BUS

## SUMMARY BY TERMINAL APRIL 2007



# NJ TRANSIT ON-TIME PERFORMANCE HUDSON-BERGEN LIGHT RAIL MAY 2005 - APRIL 2007



	2005-2006	2006-2007	# Change
April Comparison	98.8%	96.6%	-2.2%

	2005-2006	2006-2007	# Change
12-Month Average May - April	97.7%	96.9%	-0.8

**Analysis:**

Hudson-Bergen Light Rail (HBLR) On-Time Performance for April 2007 was 96.6%. Of the 17,100 scheduled trips for the month, 590 (or 3.4%) were delayed. Causes of delay included:

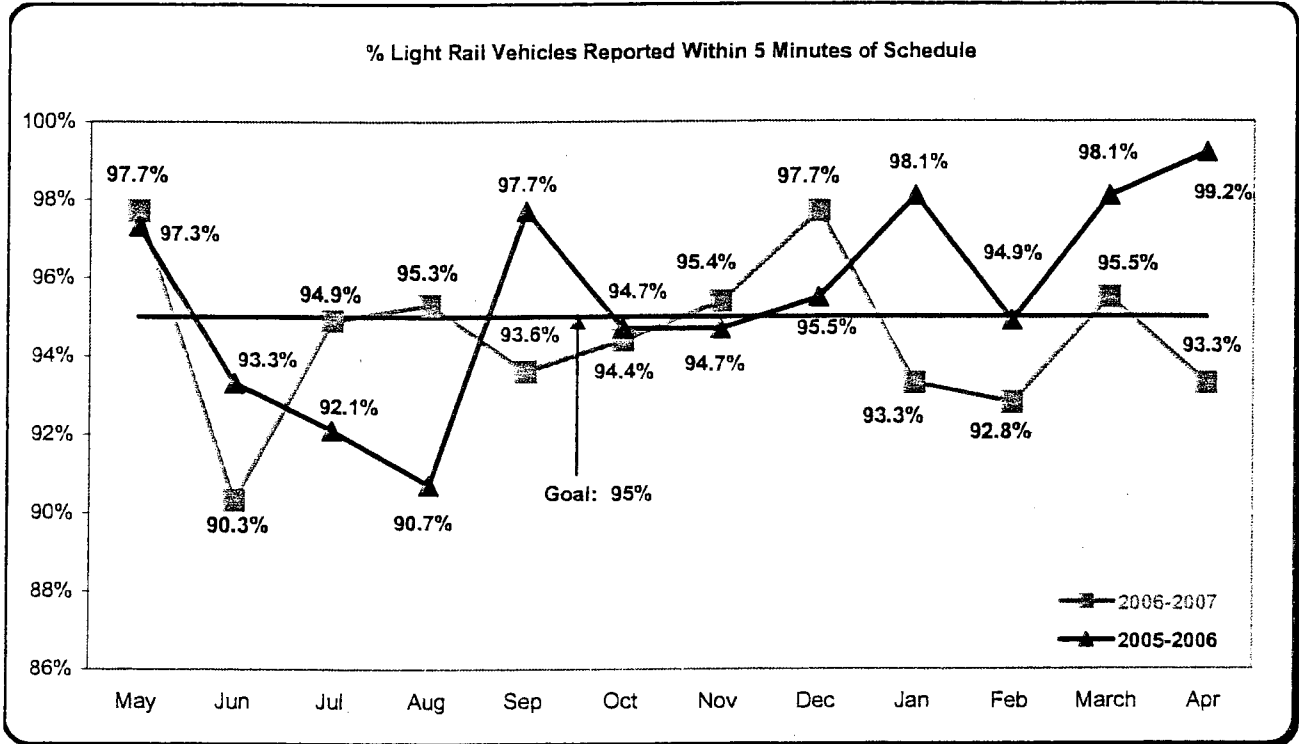
An accident involving a Light Rail vehicle and a tractor trailer on April 9th;

Programmed maintenance activities on April 14th and 28th; and

Weather- related delays due to a Nor'easter on April 15th.

The 12-month average for HBLR On-Time Performance for May 2006 - April 2007 was 96.9%, slightly below the average of the previous 12-month period.

# NJ TRANSIT ON-TIME PERFORMANCE River LINE MAY 2005 - APRIL 2007



	2005-2006	2006-2007	# Change
April Comparison	99.2%	93.3%	-5.9%

	2005-2006	2006-2007	# Change
12-Month Average May - April	95.5%	94.5%	-1.0%

**Analysis:**

River LINE On-Time Performance for April 2007 was 93.3%. Of the 2,921 scheduled trips for the month, 196 (or 6.7%) were delayed. The primary cause of delay during the month was inclement weather from the April 15th Nor'easter.

The 12-month average for HBLR On-Time Performance for May 2006 - April 2007 was 94.5%, a 1.0% decrease from the average of the previous 12-month period.

# **ACTION ITEMS**

**ITEM 0705-28: BLOOMFIELD STATION SHELTER BUILDING REHABILITATION:  
CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

Bloomfield Station is located in the heart of the city's business district and serves 900 customers each weekday. The rehabilitation of the inbound shelter building and restoration of the boarding platforms will allow the shelter building to reopen to customers. The project will restore and maintain the historic character of the building and will include an interior space for a retail vendor. The project supports Bloomfield Township's redevelopment efforts by restoring the station as a vital gateway to its business district.

**PURPOSE**

Authorization of this contract will allow for the rehabilitation of the inbound shelter building and repairs to the platforms at Bloomfield Station on the Montclair-Boonton Line. The construction contract will include installation of new windows and floor tiles, new lighting, seating, heating and air conditioning in the waiting area, repair and staining of the concrete platform and canopy, strengthening of roof supports and installation of new roof tiles.

**ACTION (Justification: Customer Service)**

Staff seeks authorization to contract (No. 07-059X) with Watertrol, Inc. of Cranford, New Jersey for rehabilitation of the inbound shelter building and platforms at Bloomfield Station in the amount of \$1,332,500, plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS:**

**Requested Authorization:** \$1,332,500 + 5% contingency

**Total Project Cost:** \$2,035,000

**Projected Date of Completion:** July 2008

**Anticipated Source of Funds:** Federal/State

**Diversity Goal:** DBE 25%

**Future/Related Authorizations:** None

**Impact on Subsequent  
Operating Budgets:** \$60,000

## RESOLUTION

**WHEREAS**, Bloomfield Station is located in the heart of the city's business district and serves 900 customers each weekday; and

**WHEREAS**, the rehabilitation of the inbound shelter building and platforms at Bloomfield Station will provide a climate controlled waiting area for customers; and

**WHEREAS**, the construction contract will include installation of new windows and floor tiles, new lighting, seating, heating and air conditioning in the waiting area, repair and staining of the concrete platform and canopy, strengthening of roof supports and installation of new roof tiles; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Watertrol, Inc. of Cranford, New Jersey was the lowest responsive, responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to contract (No. 07-059X) with Watertrol, Inc. of Cranford, New Jersey for the rehabilitation of the inbound shelter building and platforms at Bloomfield Station in the amount of \$1,332,500, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0705-29: PURCHASE OF OVERHAULED LOCOMOTIVES FOR ATLANTIC CITY EXPRESS SERVICE****BENEFITS**

In June 2006, the NJ TRANSIT Board of Directors authorized an agreement with Ceasar's, Harrah's and The Borgata (together known as Atlantic City Express Service, LLC; "ACES"), and the Casino Reinvestment Development Authority (CRDA) to implement a three-year demonstration rail service between Penn Station New York and Atlantic City. The service requires that NJ TRANSIT acquire additional diesel locomotives that are certified to operate in the North River Tunnels under the Hudson River and in Penn Station, New York. Amtrak maintains a fleet of such locomotives, and is willing to sell four of them to NJ TRANSIT. Purchase of these locomotives will allow NJ TRANSIT to support the schedule for the demonstration service to which the parties committed upon executing the agreement.

The agreement provides funding for the demonstration service including \$4,500,000 from the CRDA for the purchase of the locomotives. NJ TRANSIT will share the cost of the locomotives, as they also will be used in general revenue service during weekdays, and will only be required for the demonstration service during weekends. NJ TRANSIT has no funding obligation for the demonstration service, but will serve as the operator of the rail service.

**PURPOSE**

This authorization will allow NJ TRANSIT to purchase from Amtrak four overhauled P-40 diesel locomotives for use in demonstration rail service between Penn Station and Atlantic City and in general revenue service at other times.

Amtrak will overhaul four locomotives in its P-40 fleet and deliver them to NJ TRANSIT for break-in operation and compatibility testing, prior to being placed in revenue service. The agreement will provide NJ TRANSIT with warranties for all overhaul parts, for periods specified by General Electric, the manufacturer of the overhaul kits. Amtrak will also supply a starter kit of spare parts for the newly overhauled locomotives.

**ACTION (Justification: Customer Service)**

Staff seeks authorization to enter into an agreement with Amtrak for the purchase of four overhauled P-40 diesel locomotives for demonstration express rail service between Penn Station New York and Atlantic City, and for general revenue service at other times, and associated spare parts, at a cost not to exceed \$9,660,000, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Authorization to purchase from Amtrak four overhauled P-40 locomotives for \$9,660,000
<b>Total Project Cost:</b>	\$9,660,000
<b>Projected Date of Completion:</b>	October 2007
<b>Anticipated Source of Funds:</b>	CRDA, TTF
<b>Diversity Goals:</b>	N/A
<b>Related Authorizations</b>	None

## RESOLUTION

**WHEREAS**, NJ TRANSIT, the Atlantic City Express Service LLC ("ACES"), and the Casino Reinvestment Development Authority (CRDA) have agreed to terms for the sharing of costs and operation of a 3-year demonstration of a weekend high-speed train, with an option for an additional 3 year extension, and operating between Penn Station New York and Atlantic City; and

**WHEREAS**, Amtrak can and will overhaul and supply to NJ TRANSIT four P-40 locomotives that can be used to operate the service, together with the purchase of necessary spare parts and associated warranties; and

**WHEREAS**, CRDA has agreed to fund \$4,500,000 of the cost of these locomotives, with NJ TRANSIT funding the balance;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into an agreement with Amtrak for the purchase of four overhauled P-40 diesel locomotives for demonstration express rail service between Penn Station New York and Atlantic City, and for general revenue service at other times, and associated spare parts, at a cost not to exceed \$9,660,000, subject to the availability of funds.

**ITEM 0705-30: UNDERGRADE RAILROAD BRIDGES: ENGINEERING SERVICES TO PERFORM IN-DEPTH INSPECTIONS, EVALUATIONS, AND RATINGS**

**BENEFITS**

Inspections, evaluations, and ratings of our undergrade railroad bridges provide crucial information to the Capital Bridge Repair and Painting Programs. Maintaining our bridge infrastructure in a state-of-good repair is a key component to service reliability and ensuring the safety of our passengers and the general public. NJ TRANSIT is responsible for maintaining 612 rail-carrying (undergrade) bridges.

**PURPOSE**

NJ TRANSIT is responsible for maintaining a safe and reliable bridge infrastructure throughout its system. Bridges are inspected on an annual basis by in-house staff; however; in-depth structural inspections and load-ratings are critical elements of the infrastructure maintenance program. The results of the inspections provide NJ TRANSIT with the basis for developing a repair and replacement program. These contracts will provide in-depth structural inspections, evaluations, and load-ratings for 108 undergrade railroad bridges. Detail inspections of this sort allow for periodic condition assessment, monitoring degrees of deterioration, optimization of maintenance effort, and prioritization for capital improvements. These inspections are a necessary step in our maintenance program and will allow NJ TRANSIT to achieve maximum return on its investments.

**ACTION (Capital Program Justification: State of Good Repair)**

Staff seeks authorization to enter into three separate contracts with Polytran Engineering Assoc. of East Orange, New Jersey (No. 07-043A); Michael Baker Jr. Inc. of Princeton, New Jersey (No. 07-043B); and Chas. H. Sells, Inc. of Newark, New Jersey (No. 07-043C), to perform in-depth structural inspections, evaluations, and load ratings of 108 undergrade bridges, at costs not to exceed \$443,525, \$559,685 and \$828,898 respectively, for a total cost of \$1,832,108 plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$ 1,832,108 plus 5% contingencies
	\$ 443,525 (Contract No. 07-043A)
	\$ 559,685 (Contract No. 07-043B)
	\$ 828,898 (Contract No. 07-043C)

<b>Total Project Cost:</b>	(continuing project)
<b>Projected Date of Completion:</b>	June 2008
<b>Anticipated Source of Funds:</b>	TTF-05/06
<b>SBE Goal:</b>	1 of 3 contracts SBE Set Aside
<b>Future/Related Authorizations:</b>	None

## RESOLUTION

**WHEREAS**, NJ TRANSIT is responsible for maintaining 612 rail-carrying (undergrade) bridges; and

**WHEREAS**, the evaluation of all undergrade bridges is required to ensure service reliability and safe train operations; and

**WHEREAS**, the bridge inspections are the basis for capital bridge repair and painting programs; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Polytran Engineering Associates, P.C., Michael Baker, Jr. Inc., and Chas. H. Sells, Inc. submitted the most advantageous proposal that provided the best value and were in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to award separate contracts to Polytran Engineering Associates, P.C. of East Orange, New Jersey; Michael Baker Jr., Inc. of Princeton, New Jersey; and Chas. H. Sells, Inc. of Newark, New Jersey to perform in-depth structural inspections, evaluations, and load ratings of 108 undergrade bridges, at costs not to exceed \$443,525; \$559,685 and \$828,898 respectively, for a total cost of \$1,832,108 plus five percent for contingencies, subject to the availability of funds.

**ITEM 0705-31: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)**

**BENEFITS**

Materials and services which are available from only one source of supply are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d) and for the most part the vendors have proprietary control over the manufacture of parts and components needed for NJ TRANSIT equipment.

The need for NJ TRANSIT to exercise sole and single source authority relates to non-general areas of procurement. Specific areas include, but are not limited to, the following:

**Replacement Parts from Original Equipment Manufacturers (OEMs)**

These parts or components are needed to repair and maintain rolling stock 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.

Anticipated major sole source vendors include Bombardier Transportation, Rail Systems Inc. (EMD), ALSTOM Transportation, WABCO, MCI Service Parts, Kinkisharyo, NeoPlan and Prevost-Nova Bus.

**Sole Supplier Services**

Certain structural components and equipment can only be serviced and/or tested by sole/single source vendors. For example: Sperry Rail Services is the only industry recognized source capable of simultaneously testing rail by induction and ultrasound methods; Harsco Track Technologies is the only known source to provide Track Laying Machine Services for the installation of concrete ties; and, Systems America Inc. is the only qualified source for the repair of Solari display units.

**Rail Rolling Stock Brake Shoes**

NJ TRANSIT operates approximately 1,111 passenger rail cars and locomotives daily. Brake shoes are replaced on all in-service equipment approximately every 20 days depending on service demands and equipment cycling. The brake shoes are specialized equipment and are available from one source of supply. Based upon past experience and test results, these products alone have met the required acceptable stop distances, wheel heat generation and acceptable shoe and wheel wear.

## **Additional Bus, Rail and Light Rail Requirements**

Over the past years, the Board has authorized sole/single approved source contracts for various materials and services. In each of the previous authorizations, the funding was predicated upon the anticipated volume of sole source purchases. Staff has developed, where feasible, specifications for several of the major components requiring heavy duty electrical repairs and other items such as passenger car brake pads, non-revenue vehicle repair services, train servicing, traction motor and gear unit repairs, etc.

A list of the sole/single source vendors is set forth in Exhibit A. The list is not inclusive but represents the best compilation of suppliers known to be in this category. Exhibit A may be revised by additions or deletions as needs change such as the delivery of new or rehabilitated equipment, extension of existing projects or services, warranty requirements, etc. Any new firms added to Exhibit A in Fiscal Year 2008 will be limited to a total of \$250,000. For amounts in excess of \$250,000, additional Board authorization shall be requested.

### **PURPOSE**

The operation and maintenance of NJ TRANSIT Bus, Rail, Light Rail and Headquarters requires the purchase of maintenance spares, services, modifications, upgrades and other programs, which can only be obtained from approved sole and single sources.

It has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37.

### **ACTION (Justification: State of Good Repair)**

Staff requests authorization to award sole or single source, procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail and Headquarters operations at a cost not to exceed \$22,000,000. This request will cover a 12-month period. All items or services purchased on a sole/single source basis will be subject to price or cost analysis to ensure the reasonableness of the prices quoted.

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

### **FISCAL IMPACTS:**

**Requested Authorization:** \$22,000,000

<b>Total Project Cost:</b>	\$22,000,000
<b>Projected Date of Completion:</b>	June 30, 2008
<b>Anticipated Source of Funds:</b>	FY2008 Operating Budget Capital Budgets
<b>Diversity Goal:</b>	N/A
<b>Related Authorization:</b>	N/A

## RESOLUTION

**WHEREAS**, NJ TRANSIT requires maintenance items and services to support the operation of various structural components; and

**WHEREAS**, it is necessary to obtain these required maintenance items and services from sole or single sources; and

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

**WHEREAS**, it has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to award sole/single source, procurement-by-exception contracts for the purchase of parts and services from approved sole/single source vendors set forth in Exhibit A (subject to adjustments), at a total cost not to exceed \$22,000,000 for the period July 1, 2007 to June 30, 2008, subject to the availability of funds.

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT  
FY2008

EXHIBIT A

VENDOR NAME	CITY	ST	NJ	SBE/DBE	
<b>NJ TRANSIT RAIL</b>					
ABB c/o Burgoyne Sales	Edison	NJ	X		OEM circuit breakers & parts
ABB Power T&D(Transfrms)	St Louis	MO			OEM Transformers
ABM-American Building Maint	New York	NY			PSNY/AMTRAK maintenance
Accu-Weather	State College	PA			Weather forecasts
ADT Security Systems	Princeton	NJ	X		Security System maintenance
Almex Div-Metric Group	Lyndhurst	NJ	X		Fare table editing service
Alstom Signaling (GRS)	Rochester	NY			OEM switch machines and parts equipment
Alstom Transport Service NA	Lisle	IL			OEM car parts
AMTRAK	Phialdelphia	PA			PSNY voice circuits
Anchor Brake Shoe Co	Park Ridge	IL			OEM Brake shoes
Anixter Inc	Cranbury	NJ	X		Nicevision cameras
AREVA T&D, Inc.	Bethlehem	PA			Protective relays
Atlantic Import & Export	Branchburg	NJ	X		PL42AC disc brake pads
AVO Multiamp Corp./Megger	Dallas	TX			Electrical testing equipment
ABB Control Inc.	Wichita Falls	TX			OEM contactors
Amcrete Products	Newburgh	NY			Light pole foundations
Bodycote Materials Testing	Mississauga	ON			Materials testing
Blue Tree Wireless Data	Lachine	QE			GPS tech support
Bombardier Inc/Aftermarket	Kingston	ONT			OEM loco & car parts
Bombardier/Daimler-Chrys	Pittsburgh	PA			OEM loco & car parts
Better Engineering	Baltimore	MD			Aqueous part cleaning system
Carbone of America	Boonton	NJ	X		OEM carbon brusues
Century Petroleum	Farmingdale	NY			Speciality lubricants
CMI-Promex	Pedricktown	NJ	X	SBE	Soecial trackwork- railroad bridges
Columbus Steel Castings	Columbus	OH			OEM railroad car couplers
Concord Communications	Marlboro	MA			Ehealth network
CR Quality Services Inc	Gap	PA			Cross tie & timber inspections
Cubic Transp Systems	Tullahoma	TN			OEM farebox supplier
Cummins Metropower	Newark	NJ	X	MBE	OEM generator maintenance
Cummins Power Systems	Bristol	PA			OEM emergency generator maintenance
Cleveland Price	Trafford	PA			OEM switchgear
Dapco Technologies	Ridgefield	CT			Rail testing
Design Dimensions	Austin	TX		SBE	Schedule display cases
Digital Printing Systems	Azusa	CA			Ticket stock
Dossert Corp.	Waterbury	CT			OEM catenary parts
Eastern Sheet Metal	Roselle	NJ	X		Customized metal platforms
Electrocube, Inc.	Monrovia	CA			OEM capacitors
EB Rebosio S.R.L.	Greensburg	PA			OEM phase break insulators
Faiveley Rail	Exton	PA			OEM battery chargers
Ferraz Shawmut Inc	Newburyport	MA			OEM ground box assembly parts
GE Ion Track	Wilmington	MA			OEM itemizer and vapor trace units
GE Transp Global Signals	Hingham	MA			Data recorder modules
Gar-Ren Tool & Machine Co	Prospect Park	PA			Fabricate radius rods
General Electric Energy	Philadelphia	PA			OEM current transformers
Globalstar LLC	San Jose	CA			Qualcomm satellite phones
Globe Ticket & Label	Warminster	PA			Ticket stock
Globe Transportation Graphics	Baltimore	MD			Approved graphics
Gough & Associates, Inc	Orlando	FL			LED signs
Graham White Sales Corp.	Salem	VA			OEM equipment parts
Harris Corporation	Mason	OH			Comm Dept access servers
Hi Tran Corporation	Flemington	NJ	X		OEM equipment parts
Honeywell, Inc	Marlton	NJ	X		OEM fire alarm maintenance
Hudson Machine Works	Brewster	NY		SBE	Fabircate misc car & loco parts
HARSCO Track Technologies	Cayce-W. Columi	SC			OEM equipment parts
Hirail Corporation	Lisbon	IA			Railroad crossing material
Henkels & McKoy	York	PA			OEM equipment parts

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT  
FY2008

EXHIBIT A

Imtech	Denville	NJ	X		T & D power dispatcher overview system
Inter Swiss Ltd.	Chicago	IL			Train dispatch system
Ingersoll-Rand Air Center	Aston	PA			OEM air compressor maintenance
Ingersoll-Rand Air Center	Edison	NJ	X		OEM air compressor maintenance
Infiltek	Mississauga	ONT			OEM equipment parts
Jack's Products/JPC Specialiti	Philadelphia	PA			Huck tools & equipment
Jala Equipment Co	Ft Lauderdale	FL			Vehicle wash repairs
JMA Rail Products	Carol Stream	IL			ALP 44 high phosphorous brake shoes
Johnson Controls Inc	Union	NJ	X		Access control system
J T. Nelson Company	Louisville	KY			OEM equipment parts
Kim Hotstart Mfg. Co.	Spokane	WA			OEM equipment parts
Knorr Brake Corp/NYAB	Westminster	MD			ALP46 sintered brake pads
Kupittec Corp	Branford	CT		SBE	Insulators-catenary
Liebert Global	Westerville	OH			UPS (power) maintenance
Lift-A-Loft Corporation	Muncie	IN			Fall protect system
Linovation	Ronkonkoma	NY			OEM equipment parts-radios
LTK Engineering Services, Inc.	Ambler	PA			Equipment engineering assistance
Matrix Railway Corp	West Babylon	NY			ARROW3 battery charger
Megger	Dallas	TX			Electrical testing equipment
Microphor Inc	Willits	CA		SBE	OEM railcar toilets & parts
Modern Track Machinery	Elgin	IL			OEM equipment parts
Moore Wallace NA	Edison	NJ	X		OEM equipment parts
Motion Industries	Elizabeth	NJ	X		OEM equipment parts
National Railway Supply	Savannah	GA			OEM equipment parts
NJC Enterprises	Little Egg Harbor	NJ			Facility maintenance
1CX New Heights Corporation	Marietta	GA			Elevating tower
On Site Energy Co.	Hillside	NJ			OEM equipment parts
Orgo-Thermit Inc	Lakehurst	NJ	X		Specialized track welding equipment & supplies
Online Ink Ltd.	Washington Twp	NJ	X		OEM equipment parts-capacitors
PACS Industries Inc	Great Neck	NY			OEM equipment parts-traction breakers
Pandrol USA	Bridgeport	NJ	X	SBE	Specialized track fastener system
Plasser American	Chesapeake	VA			OEM equipment parts
Portec RMP	Pittsburgh	PA			OEM wayside lubricators for NCS loop
PTMW	Topeka	KS			Encapsulators for C & S bungalows
Quantum Engineering Inc	Orange Park	FL			OEM equipment parts-displays
Rail Products International	Columbus	OH			ARROW III T/M REPAIR AND CONSULTING
Rail Systems Inc	Houma	LA			OEM parts car & loco
Railroad Friction Prod	Laurinburg	NC			OEM brake shoes & parts-PL42AC
Rails Company	Maplewood	NJ	X	SBE	OEM switch heaters & parts
Reading Equipment & Dist	Bowmansville	PA			OEM reversing gear box-Non rev bus shop
RAM Motors & Controls	Harrisburg	PA			OEM equipment parts
S.A.R. Automotive Equipmt	Collingswood	NJ	X	SBE	OEM equipment parts
Safetran Systems	Louisville	KY			OEM grade crossing equipment
SAFT Nife Inc	Cockeysville	MD			OEM batteries
Siemens Building Tech.	Pine Brook	NJ	X		OEM B.A.S. service & maintenance
Simmons Machine Tool Corp.	Albany	NY			OEM machine parts-wheel truing
Skycomp Corporation	Columbia	MD			Aerial photography-system survey
Smith Systems Inc	Brevard	NC			OEM equipment parts-speed sensors
Southern Technologies Corp	Chattanooga	TN			OEM equipment parts
Sperry Rail Service	Danbury	CT			Rail defect service
Stavoia Construction Materials	Bound Brook	NJ	X	SBE	Railcar loaded stone ballast-only stone vendor with rail a
Stillwell-Hansen	Edison	NJ	X		Leibert a/c maintenence
Systra Consulting	Lebanon	NH			Consultant services
S.D. Myers, Inc.	Tallmadge	OH			OEM equipment parts
Simplex Grinnell	Rockaway	NJ			Fire suppression system
Supply Chain Integration	Camden	NJ	X		OEM equipment parts
Swiger Coil Systems	Cleveland	OH			OEM roller bearing armature
Snyder Equipment Company	Nixa	MO			OEM equipment parts
Technologies LBBA	Quebec	CA			OEM equipment part repairs
Tessco Technologies	Hunt Valley	MD			OEM C & S batteries & accessories
ThyssenKrupp Elevator	Cranford	NJ	X		OEM equipment parts

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT  
FY2008

EXHIBIT A

Trans-Lite	Milford	CT			OEM light fixtures & parts MMC
Transit Systems Inc.	Plainville	CT			OEM equipment parts
Transmatic Inc	Wilmington	NC			vacuum system maintenance
Transportation Technology	Yonkers	NY			OEM equipment parts
Transtech of SC	Piedmont	SC			ALP44&46 pantograph assemblies
Transtech Corp USA	Mahwah	NJ	X		OEM equipment parts-cab heater assemblies
Turtle & Hughes	Bridgewater	NJ	X		OEM distributor-ground brush assemblies
Union Switch & Signal	Batesburg	SC			Software for automatic speed enforcement transponders
United Knitting Machine	Kulpsville	PA		SBE	ARROW3 pantograph & accessories
Univeristy of Minnesota	Minneapolis	MN			Disparity study-diversity group
Vapor Rail (CANADA)	St. Laurent	ONT			OEM equipment parts
Vericom Computers	Rogers	MN			OEM equipment parts
WABCO Passenger Transit	Spartanburg	SC			OEM braking system parts & software
Wabtec/Stone Air	Plattsburg	NY		SBE	HVAC control system parts-COMET2
Whitehurst & Associates	Cockeysville,	MD			AMTRAK agreement negotiations
Whiting Corp.	Monee	IL			Approved supplier for rebuilding of shop equipment
Western Cullen Hayes	Chicago	IL			OEM equipment parts-C & S
<b>NJ TRANSIT BUS</b>					
Atlantic Detroit Diesel	Lodi	NJ	X		OEM equipment parts
Bergen Auto Upholstery	So Hackensack	NJ	X	SBE	OEM equipment parts
Clever Devices	Syosset	NY			OEM equipment parts
Cubic Transp Systems	New York	NY			BUS-approved farebox supplier
Cummins Metropower	Newark	NJ	X	MBE	OEM generator maintenance
Dialight	Farmingdale	NJ	X		OEM equipment parts
Digital Printing Systems	Azusa	CA			Ticket stock
Foley	Piscataway	NJ	X		OEM equipment parts
GE Transp Global Signals	Hingham	MA			OEM equipment parts
Gough & Associates	Orlando	FL			OEM equipment parts
Ingersoll-Rand Air Center	Aston	PA			OEM equipment parts
Ingersoll-Rand Air Center	Edison	NJ	X		OEM equipment parts
Jala Equipment Co	Ft Lauderdale	FL			OEM equipment parts-eq. washing systems
Johnson & Towers	Mt Laurel	NJ	X		OEM equipment parts
Jasper Engines & Trans	Jasper	IN			OEM equipment parts
Laird Plastics	Brooklyn	NY		SBE	OEM equipment parts
Liebert Global	Westerville	OH			Preventive maint sealed batteries
Lift-U-inc.	Escalon	CA			OEM equipment parts-shop equipment
Lincoln Service & Equipment	Durham	CT			OEM portable rider on litter collector
MCI Service Parts	Schaumburg	IL			OEM equipment parts
Neopart	Honeybrook	PA			OEM equipment parts
P C Industries, LLC	Afton	NY			OEM equipment parts
Penn Machine Company	Carnegie	PA			LRV approved parts fabricator
Precision Transmission	Colmar	PA		SBE	OEM equipment parts
Prevost-Novabus Parts	Elgin	IL			OEM equipment parts
Ross Equipment Inc.	Elizabeth	NJ			BUS-NOVA & MET-clutch fan distributor
RAM Motors & Controls	Camp Hill	PA	X	SBE	OEM equipment parts
S.A.R. Automotive Equipt	Collingswood	NJ	X	SBE	OEM equipment parts
Warner Radiator	Paducah	KY			OEM ALP46 radiator repairs
Wayfarer Transit Systems	Elizabeth	NJ	X		OEM equipment parts

**ITEM 0705-32: LEASE OF WAREHOUSE SPACE - NEWARK****BENEFITS**

The lease of approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, from RAR Development Associates, a New Jersey Partnership at 57 Freeman Street, Newark, will accommodate NJ TRANSIT Rail Operations' need for expanded rail-parts storage and provide storage space for Headquarters' Organizational Services. Rail fleet overhauls and the addition of new rail fleets have strained NJ TRANSIT's existing part-storage facilities beyond capacity.

Expansion of warehouse facilities owned by NJ TRANSIT is not possible and the condition of the 22,000-square-foot warehouse space in Kearny that NJ TRANSIT currently leases prohibits vertical stacking and storing without a costly capital investment. By contrast, the proposed lease space is ready for immediate fitout to accommodate such operational economies and is well-located, high-quality warehouse space that will improve operational efficiencies.

**PURPOSE**

Authorization will allow the lease of approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, from RAR Development Associates, 57 Freeman Street, Newark, at a cost of up to \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost of up to \$1,050,000 through the end of the three-year lease term and the option to renew for two sequential three-year periods at a CPI-adjusted rent.

**ACTION (Justification: Capacity, Customer Service Improvements, Business Efficiencies)**

Staff seeks authorization to lease approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, New Jersey from RAR Development Associates, Newark, New Jersey at a cost not to exceed \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost not to exceed \$1,050,000 through the end of the three-year lease term and exercise the options to renew for two sequential three-year periods at a CPI-adjusted rent.

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

## FISCAL IMPACTS

<b>Requested Authorization:</b>	Lease of approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, from RAR Development Associates, 57 Freeman Street, Newark, at a cost of up to \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost of up to \$1,050,000 through the end of the three-year lease term and the option to renew for two sequential three-year periods at a CPI-adjusted rent.
<b>Total Project Cost:</b>	\$335,000 annually
<b>Projected Date of Completion:</b>	July 1, 2007 through June 30, 2010 (lease term of three years)
<b>Anticipated Source of Funds:</b>	Operating budget
<b>Diversity Goal:</b>	NA
<b>Related/Future Authorizations:</b>	None anticipated

## RESOLUTION

**WHEREAS**, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase and sell, or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

**WHEREAS**, NJ TRANSIT seeks to improve operational efficiencies in the storage of an expanding inventory of parts and equipment needed for its Rail Operations' and Headquarters' Organization Services staffs; and

**WHEREAS**, NJ TRANSIT has identified property suitable for such storage, which is well-located, high-quality warehouse space ready for immediate fitout for NJ TRANSIT's needs;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to lease approximately 50,000 square feet of warehouse space at 397 Ferry Street, Newark, New Jersey from RAR Development Associates, Newark, New Jersey at a cost not to exceed \$350,000 annually from July 1, 2007, through June 30, 2010 at a total cost not to exceed \$1,050,000 through the end of the three-year lease term and exercise the options to renew for two sequential three-year periods at a CPI-adjusted rent.

**ITEM 0705-33: NEWARK PENN STATION: MARKET STREET SOUTH CONCOURSE IMPROVEMENTS – GENERAL CONSTRUCTION CONTRACT AWARD**

**BENEFITS:**

NJ TRANSIT is improving and expanding the bus and rail transportation facilities along Market Street below the station viaduct in preparation for increased customer activity associated with the opening of the new Prudential Arena this fall.

The proposed improvements will modernize the existing rail platform access stairways, create a separate enclosed bus customer waiting area, and develop well lit glass vestibules and pathways at the street level for customers traveling to and from station platforms including expanded information systems. All the new amenities will afford our customers expanded convenience and an improved transit experience.

**PURPOSE:**

Authorization of this contract will allow the construction of all Market Street South Concourse improvements at Newark Penn Station in preparation for the opening of the new Prudential Arena this October.

**ACTION: (Justification – Customer Service)**

Staff seeks authorization to contract (No. 07-099X) with Hall Construction of Howell, New Jersey, for the construction of the Market Street South Concourse improvements at Newark Penn Station at a cost not to exceed \$1,222,000, plus five percent for contingencies, subject to the availability of funds.

**FISCAL IMPACTS:**

<b>Requested Authorization:</b>	\$1,222,000 + 5% Contingency	Construction
<b>Total Project Cost:</b>	\$5,400,000	
<b>Projected Date of Completion:</b>	October 2007	
<b>Anticipated Source of Funds:</b>	100% TTF	
<b>Diversity Goal:</b>	20% (SBE)	
<b>Future Related Authorizations:</b>	None	
<b>Impacts on Subsequent Operating Budgets:</b>	\$100,000 per year	

## RESOLUTION

**WHEREAS**, NJ TRANSIT seeks to improve and expand its bus and rail transportation facilities along Market Street below the station viaduct in preparation for increased customer activity associated with the opening of the new Prudential Arena this fall; and

**WHEREAS**, the proposed improvements will modernize the existing rail platform access stairways, create a separate enclosed bus customer waiting area, and develop well lit glass vestibules and pathways for customers traveling to and from all station platforms including expanded information systems; and

**WHEREAS**, all the new amenities will afford our customers expanded convenience and an improved transit experience; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Hall Construction of Howell, New Jersey was the lowest responsive, responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to contract (No. 07-099X) with Hall Construction of Howell, New Jersey, for the construction of Market Street South Concourse improvements at Newark Penn Station at a cost not to exceed \$1,222,000, plus five percent for contingencies, subject to the availability of funds.

# **CONSENT CALENDAR**

**ITEM 0705-34: REPLACEMENT OF THE TIMBER TRESTLE APPROACH SPANS AND THE THROUGH-GIRDER SPAN OF THE BIG SHARK RIVER DRAWBRIDGE – AMENDMENT TO CONTRACT - PHASE III CONSTRUCTION SUPPORT SERVICES**

**BENEFITS**

The Big Shark River Drawbridge was built in 1921 and serves 43 daily trains carrying approximately 1,500 daily passengers. The replacement of the timber trestle approach spans and the steel through-girder flanking span of the Big Shark River railroad drawbridge on the North Jersey Coast Line in Belmar and Avon-by-the-Sea, New Jersey, is necessary to meet “state-of-good-repair” initiatives and to ensure the continued service life of the Big Shark River Drawbridge crossing for many years to come.

**PURPOSE**

This authorization is for the award of the third phase of this three-phase project. Phase I - Preliminary Engineering, authorized in November 2005 has been completed. Phase II - Final Design of plans and specifications was authorized in September 2006 and has also been completed. Phase III- Construction Support Services are required to assist during and subsequent to the construction contract procurement process and the construction contract activities for the replacement of the timber structure.

Staff is now requesting additional authorization to award Phase III – Construction Support Services in preparation to solicit construction bids.

**ACTION (Justification: State of Good Repair)**

Staff seeks authorization to amend Professional Services Contract #06-005 with HNTB Corporation of NY, to perform Phase III- Construction Support Services to assist during bid and construction activities for replacement of the timber trestle approach spans and the steel through-girder flanking span of the Big Shark River Drawbridge, at a cost of \$220,208 plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACT**

<b>Requested Contract Authorization: (Phase III only)</b>	\$ 220,208 +5% contingency
<b>Total Estimated Design Cost for all 3 phases:</b>	\$ 1,090,000 +5% contingency
<b>Projected Date of Completion - Phase III:</b>	June 2009

**Anticipated Source of Funds:** State 2005-2006

**Diversity Goal:** SBE - 25%

**Future/Related Authorization:** None

## RESOLUTION

**WHEREAS**, NJ TRANSIT owns and maintains the Big Shark River Drawbridge on its North Jersey Coast Line over the Big Shark River, Belmar and Avon-by-the-Sea, New Jersey; and

**WHEREAS**, replacement of timber trestle spans and the steel through-girder flanking span of this bridge approach is needed to meet "state-of-good-repair" initiatives and modern standards of safety and functionality; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that HNTB Corporation submitted the most advantageous proposal and was awarded Phase I – Preliminary Design services; and Phase II – Final design of plans and specifications; and

**WHEREAS**, Phase I – Preliminary Design Services and Phase II – Final Design are now completed; and

**WHEREAS**, Phase III- Construction Support Service is required to assist during and subsequent to the construction contract procurement process and construction;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend Professional Services Contract #06-005 with HNTB Corporation of NY, to perform Phase III–Construction Support Services for replacement of the timber trestle approach spans and the steel through-girder flanking span of the Big Shark River Drawbridge, at a cost of \$220,208, plus five percent for contingencies, subject to the availability of funds.