

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

George D. Warrington
Executive Director

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



December 14, 2006

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly 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 Wednesday, December 13, 2006.

Sincerely,

Gwen A. Watson
Board Secretary

Enclosures

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

(NJT BOARD –12/13/2006)

Minutes of the actions taken at the Open Session of the regularly 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 Wednesday, December 13, 2006.

Present:

Myron P. Shevell, Acting Chairman
Patrick W. Parkinson
Kenneth E. Pringle
Flora Castillo
A. Matthew Boxer, Governor's Representative
Robert Smartt, Treasurer's Representative

George D. Warrington, Executive Director
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs
James Gigantino, Acting Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Mark Holmes, Deputy Attorney General
Vincent Soleo, Assistant Executive Director, Procurement & Support Services
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services
Richard Sarles, Assistant Executive Director, Capital Planning and Programs
H. Charles Wedel, Chief Financial Officer & Treasurer
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Jan Walden, Assistant Executive Director, Diversity
Gwen A. Watson, Board Secretary
Robert Guarnieri, Auditor General

Acting Chairman Myron P. Shevell convened the Open Session at 9:05 am in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss litigation matters and contract negotiations. A motion was made by Patrick W. Parkinson, seconded by Flora Castillo and unanimously adopted.

Acting Chairman Myron P. Shevell reconvened the Open Session at 10:05 am and asked for a motion to adopt the minutes of the November 8, 2006 meeting. A motion was made by Kenneth E. Pringle, seconded by A. Matthew Boxer and unanimously adopted.

Executive Director George Warrington highlighted the following from his monthly business report.

Executive Director Warrington said NJ TRANSIT began this week with the inaugural run of NJ TRANSIT's first multilevel train. The train has been well received and NJ TRANSIT looks forward to welcoming more customers aboard as the new equipment is showcased on various Northeast Corridor trains over the next several

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months. As additional cars are delivered early next year, multilevel service to more trains will be expanded including the peak services.

Executive Director Warrington thanked the customers and employees who provided valuable input into the equipment's design and recognized and thanked John Squitieri, the project manager, as well as Richard Sarles and his team for their work on the multilevel program.

Executive Director Warrington said that the multilevels represent a "near- to mid-term" capacity enhancement that will help NJ TRANSIT meet ridership demands as advancements are made to the Access to the Region's Core program with the Trans-Hudson Express Tunnel as its centerpiece. He said there is an item before the Board today that marks another milestone for the project, specifically, awarding a contract for construction management. Adding experienced construction management to the project team at this early juncture enables NJ TRANSIT to test the concepts and designs in the preliminary engineering phase of the work to ensure the constructability of the project, as well as to help ensure that the project remains on schedule and on budget.

Executive Director Warrington said there is another major project before the Board today to reconstruct Metropark Station, which has become the busiest outlying rail station, serving 106 trains and 7,200 customers on a typical day. Constructed on the Northeast Corridor in 1971, the station now serves approximately 4 million NJ TRANSIT and Amtrak customers each year.

Over time, this heavy use has taken its toll on the platforms. Though repairs have been made over the years, the station is at a point where platform replacement is necessary. The project will provide new, lengthened and widened high-level platforms and improved canopies, an expanded and refurbished station building, new staircases and heated shelters, along with other customer amenities. Importantly, the expanded station platforms will be capable of accommodating longer 12-car trains and supporting projected ridership increases as a result of the Access to the Region's Core and other projects. The improvements will provide an enhanced customer experience and will ensure that Metropark Station remains an efficient and modern gateway for commuters in the growing Central New Jersey region. It will also feature new pedestrian connections from Route 27 to the station platforms, making the station more convenient for area residents. In addition, customer communication systems will be upgraded to provide comprehensive train arrival and departure information for both NJ TRANSIT and Amtrak services.

Executive Director Warrington said today is the launch of very important work to improve the overall reach, connectivity, and attractiveness of bus, rail and light rail services in the Greater Newark metropolitan area, a region that includes Newark, most of Essex County, and parts of Elizabeth, Passaic, Bergen and Hudson counties. He said it has been nearly 25 years since a comprehensive network assessment like this was done in the area and much has changed in terms of commuting and travel patterns, transit connections and choices, and economic development in the metropolitan area.

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The purpose of this effort is to take a fresh look at the needs of customers with an eye toward improved connectivity between modes, accessibility to job sites such as the airport and the Port of Newark, and ensuring service routes are properly aligned with where customers live, work, shop and spend their leisure time. Ultimately, the three-year program will yield a comprehensive package of short, medium and long-term recommendations, including new service strategies to increase capacity and improve reliability such as exclusive bus lanes. Executive Director Warrington said he will provide updates as this project moves forward.

Executive Director Warrington said several customers recently indicated that they have faced challenges when using accessible services, as well as those of private carriers. NJ TRANSIT has devoted a substantial amount of time, planning and money to support accessibility through the purchase of new bus equipment, the construction of high level platforms, the installation of elevators, and the improvement of Access Link service.

He said that NJ TRANSIT recently reinforced the importance of responding to all customers and issued advisories to all rail and bus employees that clearly state the policies and operating rules governing their responsibilities to assist people with disabilities traveling on the system.

Executive Director Warrington said in keeping with this commitment and to ensure that NJ TRANSIT is doing everything possible to accommodate all customers in a sensitive and responsive way, he has convened a working group, led by John DelColle and comprised of ADA Task Force members and Transit Advisory Committee members, including Suzanne Mack, with Jim Redeker and Jan Walden serving as the executive management support for the group.

Also, Board Member Flora Castillo has agreed to serve as the Board liaison to the working group and Executive Director Warrington thanked her for her leadership and enthusiastic support for this effort. Executive Director Warrington said he looks forward to reviewing the feedback and recommendations from the working group over the next several months and encouraged them to look for ways to improve any and all aspects of NJ TRANSIT services to support the overall transportation system and said he will provide updates accordingly.

Executive Director Warrington updated the Board on an important program that began earlier this year to deploy automatic electronic defibrillators, or AED's. at key stations and facilities, and on designated police vehicles. Thanks to the leadership of Congressman Albio Sires and Assemblywoman Joan Quigley, NJ TRANSIT installed 70 defibrillators in stations and major facilities across the system, and certified instructors have trained more than 700 employees on their use, along with first aid and CPR training.

He said these employees include personnel from rail and bus operations, customer service and management staff, along with more than 200 police officers. Over the next two years, NJ TRANSIT will continue training employees and install defibrillators on all NJ TRANSIT commuter trains.

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Executive Director Warrington said the program has already had life-saving results. Last week, one of NJ TRANSIT's employees was unconscious and in cardiac arrest at Morrisville Yard. Two of his coworkers, Senior Trainmaster Kevin Beejack and Assistant Superintendent of Mechanical, Al Bucantis reacted immediately to come to the aid of their coworker. In fact, Kevin had just received the AED training only days prior to this incident. Al and Kevin initiated first aid, called for assistance and used the on-site defibrillator to revive the employee and restore his pulse.

NJ TRANSIT is grateful that the employee is recovering thanks to the quick thinking and actions of Kevin and Al. Executive Director Warrington recognized them with a Certificate of Appreciation.

Executive Director Warrington recognized and thanked Director of Organizational Services, Frank Fittipoldi, who has done an excellent job as project manager of the defibrillator deployment and training program.

Acting Chairman Myron P. Shevell, on behalf of the Board, congratulated Kevin Beejack and Al Bucantis for the great job done to save the gentleman's life. He also thanked Frank Fittipoldi for managing the defibrillator deployment and training program.

Suzanne Mack presented the Advisory Committee report to the Board. Ms. Mack said it has been a good week for NJ TRANSIT especially with the successful inauguration of the multilevel cars. She said the Advisory Committee is pleased with the new equipment. Ms. Mack said Assistant Executive Director Lynn Bowersox attended the last Advisory Committee meeting and presented the Marketing Program. Ms. Mack said it was a great presentation and the Committee is pleased that the Creative Services Department is doing some of the marketing work in-house instead of outsourcing.

Ms. Mack said the item, Grant Programs Supporting Coordinated Local Transportation for Senior Citizens and Persons with Disabilities, authorizes the submission of grants and execution of contracts to implement programs for senior citizens, persons with disabilities and rural and economically disadvantaged residents. She said NJ TRANSIT has a long history of advocacy and applauds Executive Director Warrington's efforts to convene a working group on advocacy issues and said John Del Colle is an excellent choice to lead the group.

Ms. Mack said as of January 2007, the Advisory Committee will meet bi-monthly. Ms. Mack wished everyone a Happy Holiday Season.

There were three public comments on agenda items.

Damien Newton, Tri-State Transportation, commented on the item, Greater Newark Bus System Study. He commended NJ TRANSIT for taking a comprehensive look of bus routes in Newark and the surrounding areas. He said the implementation of bus routes are important to communities, especially where people are bus transit dependent.

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Mr. Newton encouraged the study to include a review of bus stop signs and shelters and offered his assistance.

David Peter Alan on behalf of the Lackawanna Coalition commented on item, Access to the Region's Core Construction Management Services: Contract Award. He said it is too early to award a contract for management of the construction of the project because the details of the project are not settled yet nor has an environmental proceeding begun. Mr. Alan said the objective of reaching Grand Central terminal was removed from the Access to the Region's Core proposal and without the extension to serve the East Side, the Lackawanna Coalition and the New Jersey Association of Railroad Passengers object to the plan currently proposed. Mr. Alan said community leaders, especially on the New York side, have not yet endorsed the plan. Mr. Alan said Governor Spitzer will soon take office in New York and it is unfair to force a construction plan on New York without giving their elected leaders a chance to thoroughly evaluate the plan. Mr. Alan urged the Board to refrain from moving ahead with this contract until New York's new leaders have had a full and fair opportunity to review it.

Mr. Alan commented on the item, Greater Newark Bus System Study. He said it is always useful to determine how current service is being utilized and how it can be improved. Transportation in Newark has changed especially since there is a new light rail line running between Newark Penn Station and Newark Broad Street Station. Mr. Alan stressed the objective of the study should be the improvement of mobility, not service cuts. He specifically requested that coordination between bus, rail and light rail be considered in terms of scheduling and fare structure. Mr. Alan also requested that input from the Lackawanna Coalition, New Jersey Association of Railroad Passengers, the Essex County Transportation Advisory Board, the City of Newark and all other affected communities be made part of the record, pertaining both to methodology and to any potential recommendations.

Mr. Alan commented on the item, Selection of Special Counsel, in his individual capacity as a practicing attorney. He said there are many competent attorneys in the State ranging from expensive firms to sole practitioners. He said he is not looking for the work himself, but he knows in the past, NJ TRANSIT hired some of the most expensive firms. Mr. Alan said lawyers who bill at a significantly lower rate could handle the work competently at a considerable savings to NJ TRANSIT's operating budget.

Mr. Alan commented on the item, NJ TRANSIT Grant Programs Supporting Coordinated Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Economically Disadvantaged Residents. Mr. Alan said he is delighted to see this item on the agenda because it will help people have the best mobility possible. Mr. Alan said he looks forward to the pending increase in grants from the Casino Revenue Fund for programs for seniors and people with disabilities.

Al Cafiero, on behalf of Senator Cardinale's office, commented on the item, Access to the Region's Core: Construction Management Services: Contract Award. Mr. Cafiero said if there is a storm surge or Nor'easter, water levels could rise 20 to 30 feet above

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normal levels and would cause flooding in THE Tunnel. Mr. Cafiero said the Draft Environmental Impact Statement does not address the issue of title surges and said it is a critical element to be considered.

Executive Director Warrington presented the following Action Items for approval:

0612-78: ACCESS TO THE REGION'S CORE CONSTRUCTION MANAGEMENT SERVICES: CONTRACT AWARD

During the summer, the Board authorized advancement of the region's most important public transportation project in decades by authorizing a contract to begin Access to the Region's Core preliminary engineering. Authorization is requested to contract with THE CM Consortium, a tri-venture of Tishman, Parsons and ARUP, for construction management during the building process. The firms that compose the consortium have extensive tunnel experience, including The Channel Tunnel Rail Link in Great Britain, the MTA Red Line in LA, the Washington DC Metro system, Dulles Airport, Air Train and Jamaica Station in New York. They have also overseen the only two major tunnel boring machine projects in New York City. NJ TRANSIT is bringing this consortium on now during the early stages of project development, to perform independent technical assistance for project configurations, constructability reviews and to develop cost and schedule estimates to ensure that NJ TRANSIT is ready to begin construction in 2009. This firm will follow the project through to completion. Authorization is requested for this phase of the proposed contract for construction management with THE CM Consortium for \$5 million plus five percent for contingencies.

Patrick W. Parkinson moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0612-79: METROPARK STATION – PLATFORM REPLACEMENT AND STATION EXPANSION: CONSTRUCTION CONTRACT AWARD

Metropark Station on the Northeast Corridor is the system's busiest outlying station with 106 trains and serves more than 7200 passengers each weekday. Constructed in 1971, the station was not designed to accommodate the level of demand and service that NJ TRANSIT and Amtrak carry today. Authorization is requested to award a \$29.8 million package of major reconstruction improvements, led by Anselmi & DeCicco, to overhaul the station and allow longer trains and to provide a more efficient and modern gateway for commuters. Included in the project will be new, longer and wider high level platforms, new canopies, an expanded station building, new staircases, a renovated pedestrian tunnel, climate controlled waiting shelters and new communications systems, lighting and signage. Another important element of the project will be new

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pedestrian connections from Route 27 to the station platform to accommodate local residents. Construction will begin early next year, with completion expected in 2010.

Flora Castillo moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

0612-80: AGREEMENT FOR NEW BERGEN COUNTY LINE STATION AT ENCAP

The Hackensack Meadowlands is an area dotted with former landfill sites that are near major population centers, adjacent to highways and rail lines and are prime areas for compact, transit oriented, mixed use development. One such new project is the EnCap development which will add more than 2000 housing units, commercial space and three new golf courses in Rutherford and East Rutherford. EnCap has approached NJ TRANSIT with a proposal for a new Bergen County Line rail station at no cost to NJ TRANSIT which includes a new center island platform, fully accessible station with pedestrian overpass, two elevators and high level boarding. The new station is initially expected to generate 400 new riders each weekday. Authorization is requested to enter into an agreement with EnCap Golf Holdings LLC in which the developer will construct, operate and maintain the Bergen County Line station for a 20 year period. This is a win-win for NJ TRANSIT, as it increases ridership at no cost to NJ TRANSIT, leverages existing transit infrastructure, shifts the costs from the public to the private sector and will reduce traffic congestion in this already congested corridor. Plans call for construction to begin in late 2007/2008 and be complete by 2009.

Patrick W. Parkinson moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0612-81: GREATER NEWARK BUS SYSTEM STUDY

This item will allow NJ TRANSIT to launch the first sweeping study of the Greater Newark Bus System in more than 20 years. The transit system continues to be the anchor for economic growth in the greater Newark area, with unprecedented growth projected for new office, commercial and residential space, particularly around Newark Penn Station. NJ TRANSIT carries more than a quarter million passengers on a typical weekday on 51 bus routes and operates more than 5000 bus trips. NJ TRANSIT has made major capital investments in this area including the new Newark Light Rail system, providing a gateway to improving regional mobility and reducing traffic congestion to spur economic investment. NJ TRANSIT plans to involve public and private stakeholders and bus customers as it develops strategic plans and implements new and upgraded services to improve the reach, connectivity and attractiveness of the network.

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Authorization is requested to contract with Abrams-Cherwony Associates who are specialists in collecting passenger and operating data to help bring the bus network into alignment with new travel demands. NJ TRANSIT will expand the use of technology and innovations in operations and focus on possible preferential treatments for buses in some key corridors. The cost of the study will be \$1,277,932 plus five percent for contingencies. The final report and recommended service adjustments will be completed over three years, but there are a number of early action items which will be implemented along the way.

Kenneth E. Pringle moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0612-82: SELECTION OF SPECIAL COUNSEL

Given the extensive and complex array of real estate, development and property matters on the NJ TRANSIT agenda, four years ago, the law firm of Hill Wallack was selected by the Attorney General to assist NJ TRANSIT regarding real estate development activities including the Morristown and Hamilton transit oriented development projects as well as ongoing predecessor railroad environmental litigation in South Amboy. Authorization is requested to continue to fund special counsel Hill Wallack for ongoing specialized environmental and real estate work in the amount of \$1,100,000 through the end of next year.

Patrick W. Parkinson moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0612-83: NJ TRANSIT GRANT PROGRAMS SUPPORTING COORDINATED LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

NJ TRANSIT administers grant programs through a number of state funded as well as a variety of federally funded programs. Authorization is requested to submit grants and execute all appropriate contracts to implement those programs which include the Casino Revenue Tax-funded Senior Citizen and Disabled Resident Transportation Assistance Programs, the FTA Section 5311 or non-urbanized transportation services program, the FTA Rural Transit Assistance Program, the FTA Section 5310 Elderly and Disabled Transportation Capital Equipment program and the FTA Section 5316 Jobs Access and Reverse Commute Program. This total package of community based transportation services totals almost \$35 million.

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Flora Castillo moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

Executive Director Warrington presented the following Consent Item for approval:

0612-84: ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE

Authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months, from January 1, 2007 through June 30, 2007, at a total cost not to exceed \$871,047, plus five percent for contingencies.

The Consent Calendar was moved in its entirety by Patrick W. Parkinson, seconded by Kenneth E. Pringle and unanimously adopted.

There were three public comments on non-agenda items.

Rose Heck on behalf of the New Jersey Association of Railroad Passengers acknowledged receipt of a letter from Executive Director Warrington. She thanked Executive Director Warrington for the continuing dialogue on various issues and will schedule a meeting with him before the next Board Meeting. Ms. Heck wished everyone a Happy Holiday Season.

David Peter Alan said he requested specific information on agenda items and was informed that the summaries given to the public at Board Meetings are only available at the time of the meeting and not in advance. Mr. Alan said he prepared his statement knowing only the titles of the agenda items and without the background information that would have enabled him to discuss the items fully. Mr. Alan said when the public comments on an agenda item, they prepare a statement in advance with insufficient information and no opportunity to research the pertinent issues. He said the public has no reasonable opportunity to express an informed opinion and have it considered by the Board before action is taken.

Mr. Alan said the Open Public Meetings Act and the cases interpreting it, strongly favor deliberation and decision making by public bodies in public and not in secret. Mr. Alan said he does not believe the current policy comports with the spirit of the Act and said reform is needed.

Mr. Alan said Executive Director Warrington agreed to meet with him to talk about a means for releasing some pertinent information about Board agenda items to the public in advance of Board meetings. He said in order for any policy concerning board-related information to work effectively, it must benefit the Board, management and the public. It must also give the public adequate notice of the subject matter to be discussed, as well as an opportunity for the Board to consider input from the public before taking an actual vote on the item in question. Mr. Alan said he understands certain items such as pending litigation and personnel matters are customarily discussed in private, but there

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are many issues where thorough consideration of input from the public can materially assist the Board in making wise decisions. Mr. Alan said it is essential that new procedures be established by the Board and management to ensure that the public be given enough information to comment intelligently on issues before the Board.

Al Cafiero on behalf of Senator Cardinale's office commented that NJ TRANSIT plans for two light rail lines from Secaucus to Xanadu and one to the north. Mr. Cafiero invited the Board Members to Tenafly Station to enjoy a dessert.

Acting Chairman Myron P. Shevell, on behalf of the Board and staff, wished everyone a Merry Christmas, Happy Hanukkah, Happy Holidays and a Happy and Healthy New Year.

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

The meeting was adjourned at approximately 10:45 am.

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 NJ TRANSIT BUS OPERATIONS, INC.
 NJ TRANSIT RAIL OPERATIONS, INC.
 NJ TRANSIT MERCER, INC.
 REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING**

DECEMBER 13, 2006

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ACTION ITEMS

0612-78	<p>ACCESS TO THE REGION'S CORE CONSTRUCTION MANAGEMENT SERVICES: CONTRACT AWARD</p> <p>Authorization to contract (No. 06-111) with THE CM Consortium of New York, New York, a joint venture of Tishman Corporation, Parsons Corporation, and ARUP, for construction management services to support preliminary engineering for The Access to the Region's Core project at a cost not to exceed \$5,000,000, plus five percent for contingencies, subject to the availability of funds.</p>	38158
0612-79	<p>METROPARK STATION – PLATFORM REPLACEMENT AND STATION EXPANSION: CONSTRUCTION CONTRACT AWARD</p> <p>Authorization to contract No. 07-016X with Anselmi & DeCicco, Inc., of Maplewood, New Jersey, for construction of high-level platforms and station improvements at Metropark Station in the Township of Woodbridge, New Jersey at a cost not to exceed \$29,767,550 plus five percent for contingencies, subject to the availability of funds.</p>	38161

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0612-80 AGREEMENT FOR NEW BERGEN COUNTY LINE 38164
 STATION AT ENCAP

Authorization to enter into an agreement with EnCap Golf Holdings, LLC of East Rutherford, New Jersey, for construction of a new station on the Bergen County Line in the Boroughs of Rutherford and East Rutherford, by which the developer will design, construct and provide associated construction management and construction assistance services and operate and maintain the station for a period of 20 years, at the developer's cost.

0612-81 GREATER NEWARK BUS SYSTEM STUDY 38167

Authorization to contract (No. 07-003) with Abrams-Cherwony Associates of Philadelphia, Pennsylvania for professional consultation services to initiate work associated on the Greater Newark Bus System Study at a cost not to exceed \$1,277,932, plus five percent for contingencies.

0612-82 SELECTION OF SPECIAL COUNSEL 38170

Authorization to continue to compensate Hill Wallack as special counsel with respect to the aforementioned services, at an amount not to exceed \$1,100,000, subject to the availability of funds.

0612-83 NJ TRANSIT GRANT PROGRAMS SUPPORTING 38173
 COORDINATED LOCAL TRANSPORTATION FOR
 SENIOR CITIZENS, PERSONS WITH DISABILITIES,
 RURAL AND ECONOMICALLY DISADVANTAGED
 RESIDENTS

Authorization to submit grants and execute all appropriate contracts to implement the following programs:

Authorize agreements as necessary to implement the Fiscal Year 2007 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$34,930,000.

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Authorize all grant submittals and the execution of all contracts and agreements with subrecipients as necessary to implement the SFY2007 Section 5311 Program as set forth in Exhibit B up to \$4,550,621 of which \$1,074,269 is the NJ TRANSIT share.

Authorize execution of all contracts and agreements as necessary to implement the annual FTA Rural Transit Assistance Program (FFY2006) up to \$88,500 at no cost to NJ TRANSIT.

Authorize all grant submittals and the execution of all contracts and agreements as necessary to implement the FFY06 Section 5310 Program at a cost not to exceed \$3,957,389 of which \$791,478 is the NJ TRANSIT share. A list of selected recipients is set forth in Exhibit C.

Authorize all grant submittals and the execution of all contracts and agreements as necessary to implement the FTA FY07 Jobs Access and Reverse Commute Program at a cost not to exceed \$7,000,000 of which \$3,500,000 or 50% are federal funds. No NJ TRANSIT match is required in this program.

Authorize all grant submittals and the execution of all contracts and agreements as necessary to implement various federally funded special projects under Congressional earmarks, Section 5307, CMAQ, New Freedom and Transit Village programs under the FFY07 budget at a cost not to exceed \$8,000,000.

Authorize the procurement of all vehicles and related equipment necessary to implement these programs from the various funding described herein at a cost not to exceed \$8,500,000.

CONSENT CALENDAR

0612-84 ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE 38185

Authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months,

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from January 1, 2007 through June 30, 2007, at a total cost not to exceed \$871,047, plus five percent for contingencies.

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 litigation matters and contract negotiations; 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 November 8, 2006 Board meeting 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 November 10, 2006;


NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 8, 2006 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

George D. Warrington
Executive Director



TO: BOARD OF DIRECTORS
 FROM: GEORGE D. WARRINGTON 
 DATE: DECEMBER 13, 2006
 SUBJECT: EXECUTIVE DIRECTOR'S REPORT – DECEMBER 2006

This past Monday marked the inaugural run of our first multilevel train. The train has been well received by more than 1,000 customers, and we look forward to welcoming more customers aboard as the new equipment is cycled on various Northeast Corridor trains over the next several months.

The multilevel vehicles represent a "near- to mid-term" capacity enhancement that will help us to meet ridership demand as we advance the Access to the Region's Core (ARC) program with a new trans-Hudson tunnel as its centerpiece. To that end, an item before the Board today marks another milestone for the project—specifically, awarding a contract for construction management. Adding experienced construction management to the project team will enable us to test the concepts and designs in the preliminary engineering phase of our work to ensure the constructability of the project, as well as to help ensure that the project remains on schedule and on budget.

Also today, we are seeking the Board's approval on a project to renovate Metropark Station, which has become our busiest outlying rail station, serving 106 of our trains and 7,200 customers on a typical weekday. In addition to new, wider and longer high-level platforms, the project will include improved canopies, a refurbished station building, new staircases, heated shelters and other customer amenities. The expanded platforms will be capable of accommodating longer trains and support projected ridership increases as a result of ARC and other projects.

Today the Board will also consider a study to improve the overall connectivity of our bus, rail and light rail services in the Greater Newark metropolitan area, which includes Newark, most of Essex County, parts of Elizabeth, and parts of Passaic, Bergen and Hudson counties. The purpose of this effort is to take a fresh look at the needs of our customers in the metropolitan area with an eye toward improved connectivity between modes, accessibility to job sites and ensuring service routes are properly aligned with where our customers live, work, shop and spend their leisure time. Ultimately, the three-year study will yield a comprehensive package of recommendations, including new service strategies to increase capacity and improve reliability.

As you know, several customers recently indicated that they have faced certain challenges when using our accessible services, as well as those of private carriers. NJ TRANSIT has devoted a substantial amount of time, planning and money to support accessibility through the purchase of new bus equipment, the construction of high-level platforms, the installation of elevators and the improvement of our Access Link service. We have reinforced the importance of responding to all of our customers and issued advisories to all rail and bus employees that clearly state our policies and operating rules governing their responsibilities to assist people with disabilities traveling on the system. In keeping with this commitment, we have convened a working group to ensure that we are doing everything possible to accommodate all of our customers in a sensitive and responsive way. I look forward to reviewing the feedback from the working group over the next several months, and encourage them to look for ways to improve all aspects of our services.

Earlier this year, we began an important program to deploy automatic electronic defibrillators (AED's) at our key stations and facilities, and on designated police vehicles. Thanks to the leadership of Congressman Albio Sires and Assemblywoman Joan Quigley, we have installed 70 defibrillators in stations and major facilities across the system, and certified instructors have trained more than 700 employees on their use, along with first aid and CPR training. The program has already had life-saving results. Last week, one of our employees was unconscious and in cardiac arrest at Morrisville Yard. Two of his coworkers—Senior Trainmaster Kevin Beejack and Assistant Superintendent of Mechanical, Al Bucantis—reacted immediately by initiating first aid, calling for assistance and using the on-site defibrillator to revive the employee and restore his pulse. We are grateful that our coworker is recovering thanks to the quick thinking and actions of Kevin and Al.

On a final note, best wishes to all for a safe and happy holiday season. I would like to again thank our employees who will be spending time away from their own families during the upcoming holidays to keep our system moving and meet our customers' transportation needs.

EXECUTIVE DIRECTOR'S MONTHLY REPORT DECEMBER 2006

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

HIGHLIGHTS

New entrance approved at New York Penn Station

NJ TRANSIT customers who use New York Penn Station will have a more direct and convenient route to their trains as a result of action taken by the NJ TRANSIT Board of Directors on November 8.

The Board awarded an \$11.8 million construction contract for a new station entrance at 7th Avenue and 31st Street that will enable customers to bypass Penn Station's congested main entrance and access the NJ TRANSIT concourse directly from the street. Today, the concourse is used by about 70 percent of NJ TRANSIT customers traveling through New York Penn Station.

The new entrance will be fully accessible with ADA-compliant elevators, escalators and stairs connecting to the NJ TRANSIT concourse, which offers customers waiting areas, restrooms, ticketing and other amenities. The entrance will feature a barrel-vaulted ceiling with exposed, open trusses reminiscent of the original Pennsylvania Station. The contract also includes lighting, signage, train display information and a public address system.

The Board awarded the contract to Yonkers Contracting Co. Inc. of Yonkers, New York. The project's total cost, including design, project administration and permitting is estimated at \$13,750,000, with completion expected in mid-2008.

Future investment plans include a new terminal under 34th Street – between 8th and 6th avenues – as a key component of the Trans-Hudson Express Tunnel project that will double rail capacity between New Jersey and New York.

In April, NJ TRANSIT awarded a contract to lengthen New York Penn Station platforms serving four tracks used by NJ TRANSIT trains, and to link NJ TRANSIT's concourse with another concourse that serves Long Island Rail Road trains on the 8th Avenue side of the station. The project will improve circulation within the station and will offer more and faster vertical access to and from platforms and trains.

Additionally, a plan under discussion calls for creating a NJ TRANSIT terminal in the Farley Post Office Building and linking it with Penn Station on the opposite side of 8th Avenue.

Next round of South Amboy Station improvements approved

On November 8, NJ TRANSIT approved the latest in a series of enhancements to make South Amboy Station a modern transportation hub, awarding contracts for work that will prepare the site for construction of a new center island high-level platform as part of an overall station improvement program.

The completed project will include a new 1,000-foot center island high-level platform and canopy, climate-controlled waiting shelters, an elevator and stairs to provide convenient access to the new pedestrian overpass, a ticket office, restrooms and other customer amenities such as new signage and lighting.

The Board awarded a \$4.2 million contract to Northeast Remsco of Toms River, NJ, to relocate overhead power and signal structures to accommodate the new platform. The work will include construction of new foundations and support poles for the railroad's overhead catenary power system. The Board also awarded a \$140,000 professional services contract to Vollmer Associates of New York City, for construction assistance. A subsequent contract will be advertised for the platform construction.

Construction of the catenary foundations and structures will begin at the end of this year, with completion expected in fall 2007. The overall high-level platform project is expected to be completed in 2009.

South Amboy Station—which serves approximately 1,200 customers on a typical weekday—is one of nine stations along the North Jersey Coast Line to receive high-level platforms as part of NJ TRANSIT's Commuter Rail Accessibility Plan.

The new center island high-level platform will bring the station into compliance with the Americans with Disabilities Act (ADA) and improve the overall safety and functionality of the station. The project follows other recent capital investments aimed at improving pedestrian and customer safety, including the new pedestrian overpass, a new grade crossing at John T. O'Leary Boulevard, and the closure of the Augusta Street grade crossing.

CUSTOMER AND COMMUNITY INITIATIVES

First multilevel train debuts on Northeast Corridor

NJ TRANSIT's first multilevel train debuted December 11 on the Northeast Corridor, culminating four years of planning and design—including extensive input from customers—to offer riders a new level of comfort and convenience.

Following a ceremonial ribbon-cutting, Transportation Commissioner Kris Kolluri welcomed state and local officials, guests and commuters aboard the new multilevel train for an inaugural trip from Trenton Station to New York. The trainset, representing Northeast Corridor Train 3844, departed Trenton at 12 p.m. and made all local stops en route.

The fleet of 234 multilevel rail cars will enable NJ TRANSIT to meet and anticipate ridership demand on its busiest rail lines, while providing an unprecedented level of comfort for customers.

By this spring, Bombardier Transportation is expected to deliver to NJ TRANSIT 18 additional multilevel cars for service. Beginning next fall, multilevel trains will begin operating on the Morris & Essex and North Jersey Coast lines. The manufacturer is expected to deliver all 234 cars by the end of 2008.

A new level of capacity

The multilevel cars offer 15-20 percent more seating capacity than the latest generation of single-level cars, enabling NJ TRANSIT to accommodate more customers using the existing infrastructure.

As the new cars are delivered and tested, the multilevel fleet will be used for additional service and to replace some single-level cars on NJ TRANSIT's busiest rail lines—the Northeast Corridor, North Jersey Coast Line and MidTOWN DIRECT service on the Morris & Essex and Montclair-Boonton lines.

The 234 multilevel car order consists of:

- 86 coach cars (with ADA restrooms) with 132 seats
- 33 cab cars (with ADA restrooms) with 127 seats
- 115 coach cars (without restrooms) with 142 seats

A new level of input

At every phase, customers participated in the design of the new rail cars. A Customer Design Team, composed of 14 NJ TRANSIT commuters from across the system, worked with the manufacturer to provide feedback on interior design, onboard amenities, seat design, and color and fabric selection. Their participation included a September 2003 trip to a Montreal manufacturing plant for a firsthand inspection of a mock-up of the car.

More than any other feature, the cars' seats received considerable attention from the Customer Design Team, which recommended modifications to improve comfort and lumbar support. Their recommendation to make the seat backs stationary yielded more legroom without reducing capacity.

A new level of comfort and convenience

Designed for customers by customers who worked with engineers for the rail cars' manufacturer, the multilevel cars provide 25.27 inches of knee room—a full inch more than Comet V single-level cars—and 2.2 inches more seat width than Comet V seats.

The cars' interior design features large tinted windows, indirect ceiling lighting and soothing blue tones to produce a restful and spacious passenger environment. Each car features an upper and lower seating level, as well as an open, intermediate "mezzanine" level at each end of the car—making the cars truly "multilevel." The mezzanine features plenty of space for customers who opt to stand—complete with padded leaning stations—as well as areas for wheelchairs, carts, strollers and luggage. Fully accessible restrooms are found in this area on more than half of the cars and feature refined finishes and a generous amount of space.

On the upper and lower levels, seats are arranged in a two-by-two configuration—meaning that every seat is either a "window" or an "aisle." This design ensures that all of the car's seats are usable. The two-by-two configuration also results in wider aisles that facilitate passenger boarding and alighting, while making it easier for customers and crewmembers to move about the train. Four doors on each side of the car will further expedite the boarding process.

Each car features high-tech automated public address systems and LED destination screens to keep customers informed. Emergency intercoms are available throughout the car—including a call-for-assistance button in the restrooms—and improved anti-skid flooring is featured in the vestibules and restrooms to prevent slips.

The 68-ton stainless steel cars, which fully conform to all federal safety standards, are capable of being used anywhere on the NJ TRANSIT system and were custom designed to match the profile of the 100-year-old Amtrak-owned Hudson River tunnels. The cars are able to serve both high-level and low-level platform stations.

As the multilevel fleet enters revenue service, NJ TRANSIT will reassign modern Comet IV and V equipment to replace many 34-year-old Comet I-series cars, the oldest in the fleet. Currently, Comet I cars are used on the Main, Bergen County, Pascack Valley, Montclair-Boonton and Morristown lines.

A new level of testing and training

Extensive training of engineers and maintenance personnel has been underway at NJ TRANSIT's Meadows Maintenance Complex since the spring, including classroom and hands-on training. Conductors, assistant conductors and ticket collectors have also received training, including familiarization with the multilevel cars' onboard safety and communication systems.

Every system and component of the new cars has been rigorously tested at the manufacturing plant, at the Transportation Technology Center test track in Pueblo, Colorado and on all electrified segments of the NJ TRANSIT rail system. The 68-ton stainless steel cars meet all federal safety standards.

As they are delivered, each multilevel car will be tested on NJ TRANSIT tracks before entering revenue service.

New multilevel rail cars dedicated to nine New Jersey communities

On November 15, NJ TRANSIT dedicated its first multilevel rail cars to nine communities served by the state's commuter rail system, at a ceremony during the League of Municipalities gathering at the Atlantic City Convention Center. The cars were dedicated in recognition of the strong ties between NJ TRANSIT and the host communities of Trenton, Hamilton, West Windsor, Edison, Rahway, Woodbridge, Elizabeth, Newark and Summit.

Each of the 234 multilevel cars will display a commemorative plaque in honor of a community served by the rail network as they are delivered over the next two years. Representatives from

the first nine communities were on hand to receive ceremonial renderings of the future car plaques that will be dedicated to their municipalities.

NJ TRANSIT gears up for the holidays

This year, NJ TRANSIT is making it easy to enjoy the holidays, with special weekend express rail service, additional bus service to area shopping malls and discounts to dozens of popular holiday destinations.

- On Saturdays and Sundays through January 13, NJ TRANSIT is offering 16 weekend "Holiday Express" trains on the Northeast Corridor and Morris & Essex Lines. The trains shave 10-20 minutes off the local travel time in each direction, making them a great option for NYC visitors.
- On Wednesday, November 22, NJ TRANSIT offered special "early getaway" rail service from New York Penn Station and Hoboken Terminal starting at noon for the benefit of commuters leaving work early. In addition, extra bus service was offered on many routes from the Port Authority Bus Terminal starting at noon.
- On Thanksgiving Day, NJ TRANSIT added 24 trains on the Northeast Corridor, Morris & Essex, Raritan Valley, North Jersey Coast and Port Jervis lines for the benefit of customers traveling to and from the Macy's Thanksgiving Day Parade, as well as those traveling to New Jersey to visit family and friends.
- On Friday, November 24 (one of the busiest shopping days of the year), NJ TRANSIT operated additional New York-bound trains between 10 a.m. and noon on the Northeast Corridor, North Jersey Coast Line and Morris & Essex Lines, as well as special "early getaway" trains from New York Penn Station and Hoboken Terminal starting at noon. Additional bus service was offered on more than a dozen lines to major New Jersey shopping centers, including Elizabeth Center, Garden State Plaza, Jersey Gardens, Livingston Mall, Newport Centre Mall, The Mall at Short Hills, The Mall at Mill Creek, Harmon Meadow, Willowbrook Mall, Woodbridge Center Mall, Cherry Hill Mall, Hamilton Mall, Moorestown Mall, Quaker Bridge Mall and Shore Mall.

- NJ TRANSIT's Family Super Saver Fare, which enables up to two kids (ages 5-11) to travel free with each fare-paying adult, was in effect through the entire Thanksgiving Holiday Weekend from 7 p.m. Wednesday, November 22 until 6 a.m. Monday, November 27.
- NJ TRANSIT has teamed up with Radio City Entertainment to offer customers \$10 off admission to select performances of the *Radio City Christmas Spectacular* featuring the world-famous Rockettes. Customers also may benefit from \$10 savings off select performances of *Dr. Seuss' How The Grinch Stole Christmas: The Musical*. Families may combine these discounts with the NJ TRANSIT Family Supersaver (kids ride free) offer for maximum savings.

NJ TRANSIT offers free parking and two-for-one rides from Ramsey Route 17 Station

On weekends, holidays and Wednesdays, now through January 2, NJ TRANSIT is offering free parking at Ramsey Route 17 Station, along with a two-for-one ride offer to Hoboken or New York—a combined savings of up to \$21.

The two-for-one offer allows one passenger to travel for free when accompanied by another fare-paying adult from Ramsey Route 17 Station to Hoboken Terminal or New York Penn Station. To take advantage of the offer, customers must present a ride-along coupon, which is available for download at www.njtransit.com. Customers traveling to New York Penn Station will need to transfer at Secaucus Junction Station and present the ride-along pass to an attendant when passing through the fare gates. The offer is valid Wednesdays, weekends and holidays, now through January 2, 2007.

To park for free on Wednesdays, weekends and holidays, customers must validate their parking tickets at the pay stations located on levels 1 and 3. Customers are reminded to take their validated ticket with them for use when exiting the parking deck.

EMPLOYEE RECOGNITION

NJ TRANSIT announces Bus Roadeo winners

In October, NJ TRANSIT Bus Operations honored the winners of our annual Bus Roadeo at an awards ceremony at the Ferry Street Training Complex in Newark.

This year, the Southern Division bus operator competition was held on September 29 and 30 at the River LINE Florence Park and Ride, and the Northern and Central Division competition took place on October 3, 5 and 6 at Giants Stadium. As part of the Roadeo, operators must compete on a skills course that consists of 11 individual driving problems or tests—including judgment stop, serpentine, offset street and right and left hand reverse—that must be completed in seven minutes. They are also judged on safe driving practices and smoothness of operation.

The Maintenance Competition was held on October 27 at the Maintenance Training Center on Ferry Street. Maintenance teams must demonstrate the ability to identify—and in some instances repair—planted defects in engines, a bus, an air brake board simulator and an air conditioning module, all within a set time limit. Competitors are also required to take a written quiz.

This year's winners follow:

- **Southern Division:** Daniel Bruey (Egg Harbor Twp. Garage)
- **Northern Division:** Ferminonides Fernandez (Fairview Garage)
- **Central Division:** Edwin Negrón (Big Tree Garage)
- **Maintenance Competition:** Ed Dombrowski, Paul Tivald and Robert Zinkowicz (Ironbound Garage)

All winners will compete in the American Public Transportation Association (APTA) International Bus Roadeo on May 6, 2007 in Nashville, Tennessee.

NJ TRANSIT employees bid farewell after outstanding careers

Eight NJ TRANSIT employees retired in November with careers ranging from 7 to 33 years of service:

1. Benjamin Smith (Neptune City) Penn Plaza Director Tech. Service – 33 years
2. James G. Opdyke (Iselin) Orange Print Shop Pressman – 32 years
3. Brian Koch (Chester, NY) Orange Print Shop Production/Dist. Manager – 30 years

4. Gary S. Moore (Bethlehem, PA) General Office Building Regional Supervisor – 28 years
5. Donald O. Eisele (Great Neck, NY) Penn Plaza Manager Operating Coordinator. – 16 years
6. Marvin E. Johnson (South Orange) Greenville Garage Assistant Supervisor – 14 years
7. Cheryl Robinson-Berry (Philadelphia, PA) Camden Bus Operator – 13 years
8. Jan L. Leviton (East Brunswick) Penn Plaza Sr. Project Engineer – 7 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation**Federally Funded Contracts**

\$125,995 in federal funds was awarded during October thru November of FY 07.* Disadvantaged Business Enterprises (DBEs) did not receive any federal-funded contract dollars during this period from either race conscious or race neutral awards.

State Funded Contracts

\$118,595,649 in state-funded contract dollars was awarded during July thru November FY 07. ** Of that total, Small Business Enterprises (SBEs) received \$8,164,668 or 6.9 percent. Category 1 SBEs received \$4,859,617 or 4.1 percent. Category 2 SBEs received \$1,993,651 or 1.7 percent. Category 4 SBEs received \$1,311,400 or 1.1 percent. ***

Federal & State Contracts Total

\$118,721,644 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$8,164,668 or 6.9 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

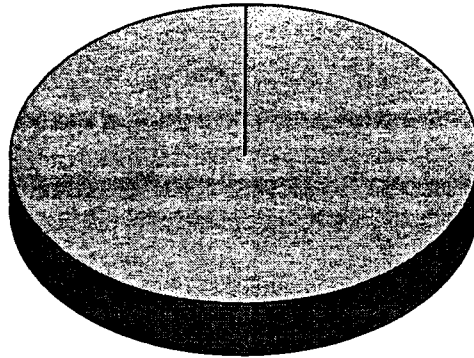
**Fiscal year beginning July 1, 2006

***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 (THRU NOVEMBER 2006)***

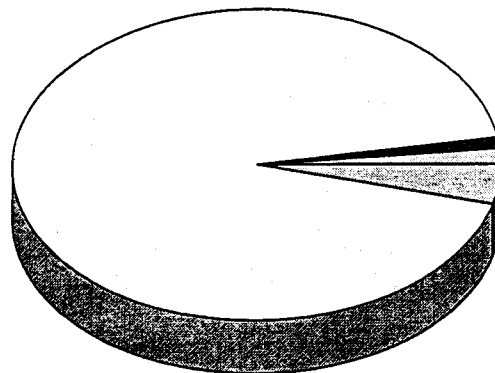
NON-DBE
FEDERAL
\$125,995
100%



DBE RACE
NEUTRAL &
RACE
CONSCIOUS
\$0
0%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THRU NOVEMBER 2006)****

NON-SBE STATE
\$110,430,981
93.1%



SBE-4
\$1,311,400

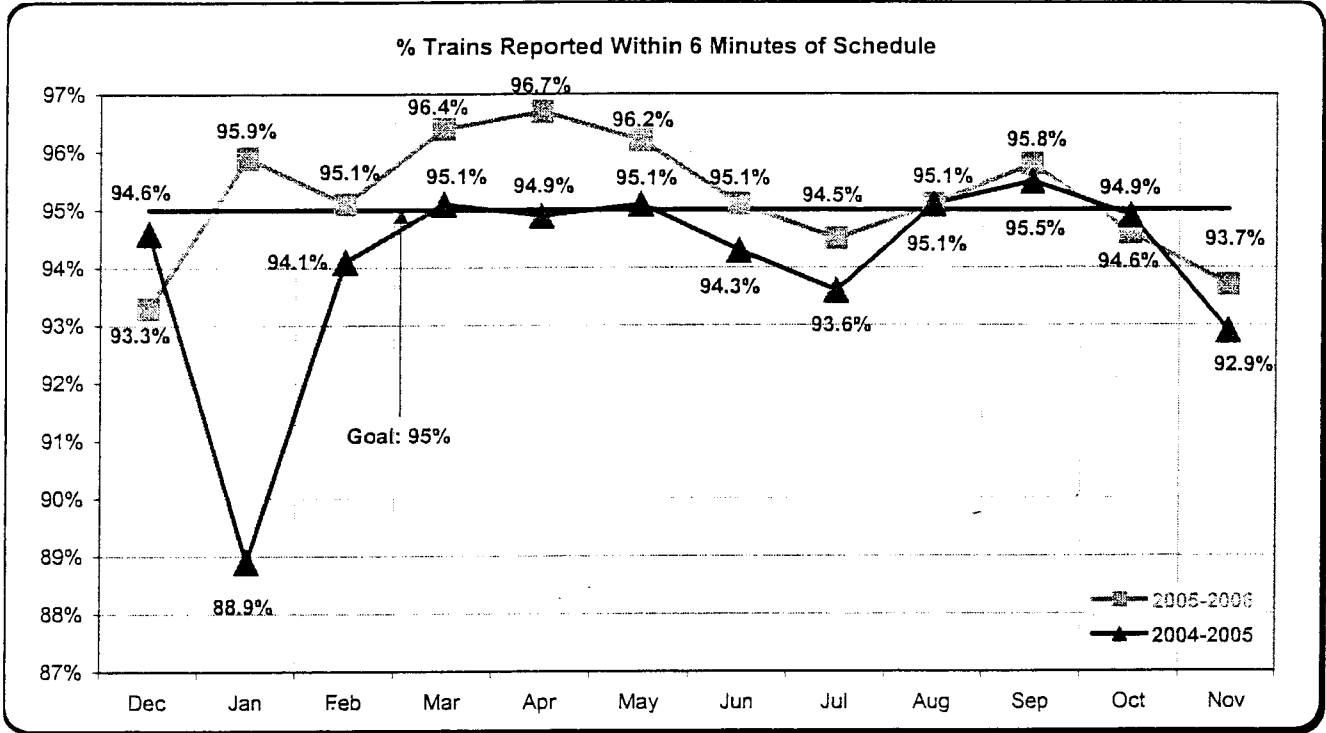
SBE-2
\$1,993,651
1.7%

SBE-1
\$4,859,617
4.1%

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL DECEMBER 2004 - NOVEMBER 2006



	2005	2006	# Change
November Comparison	92.9%	93.7%	0.8%

	2004-2005	2005-2006	# Change
12-Month Average December - November	94.1%	95.2%	1.1%

Analysis:

Rail On-Time Performance for November 2006 was 93.7%. Of the 18,701 trains that were scheduled to operate, 17,520 were on time, while 1,181 trains (or 6.3%) were delayed. Causes of delay included:

A disabled NJ TRANSIT train in the tunnel leading to Penn Station New York on November 2nd;

Heavy rains resulting in high water conditions at Watsessing Avenue on the Montclair Boonton Line on November 8th;

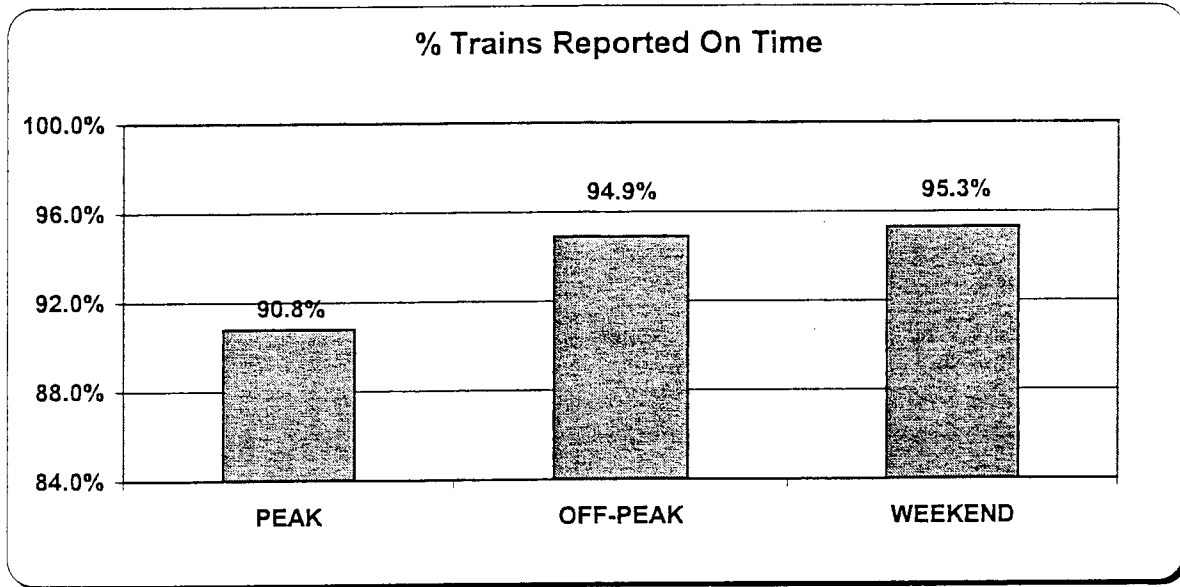
A trespasser incident near Matawan Station on November 13th; and

Heavy holiday traffic on November 22nd.

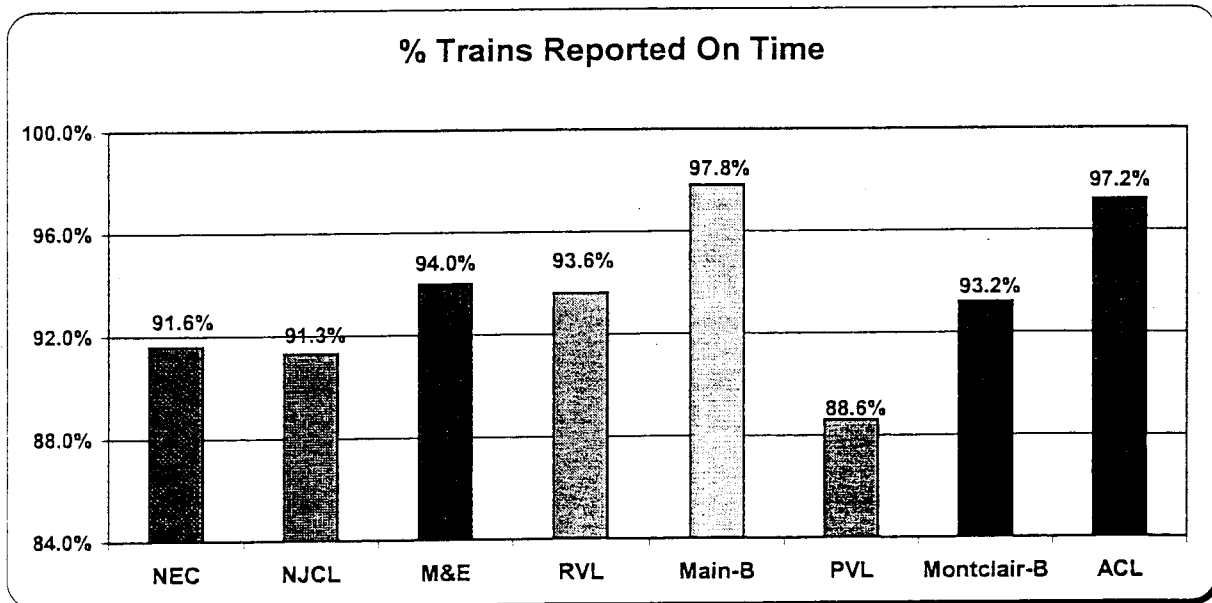
The 12-month average for Rail On-Time Performance systemwide for December 2005 - November 2006 was 95.2%, above the goal of 95.0% as well as the average for the previous 12-month period.

ON-TIME PERFORMANCE RAIL

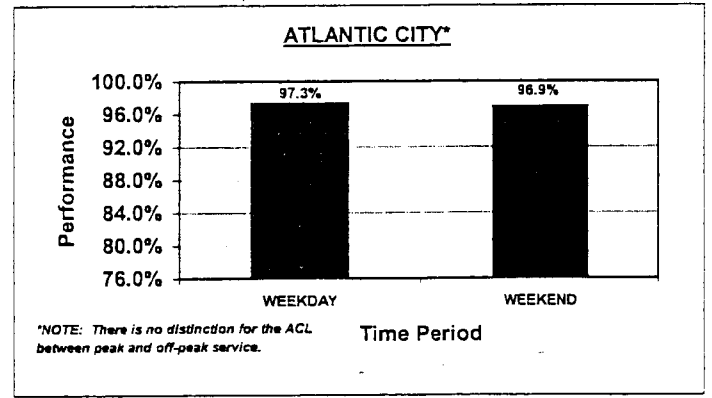
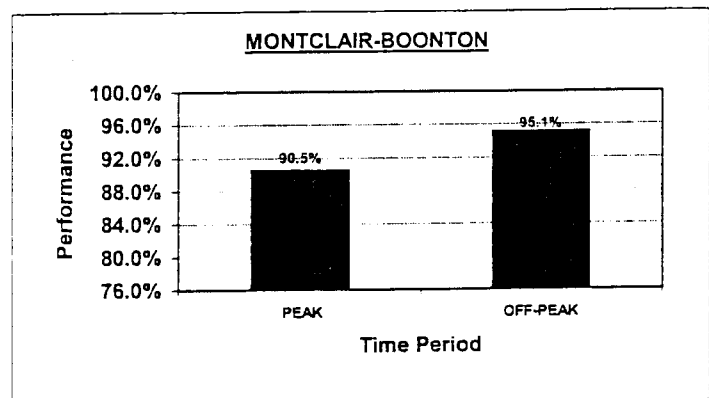
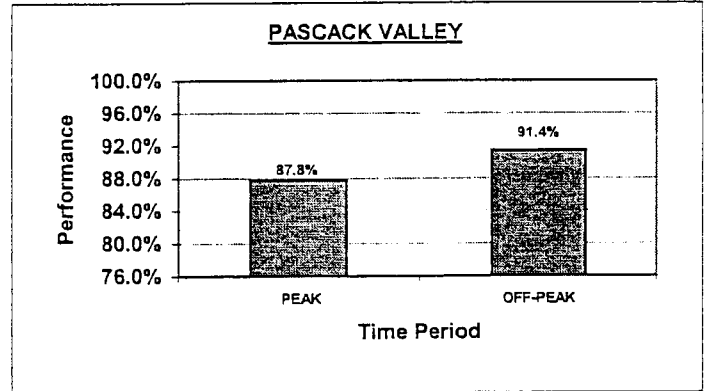
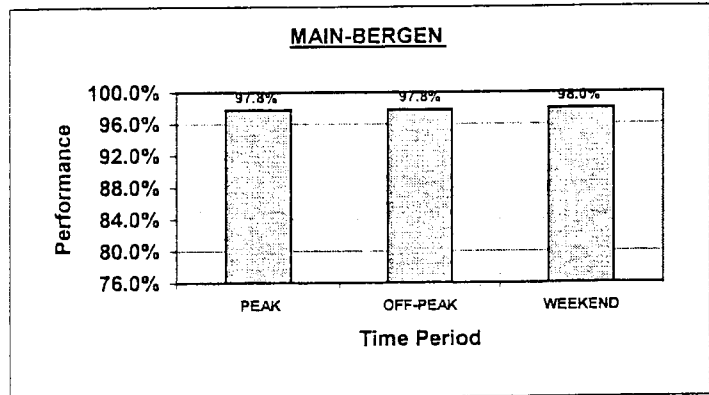
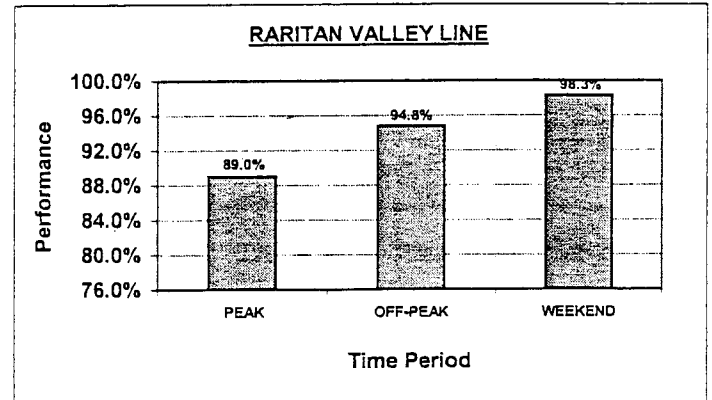
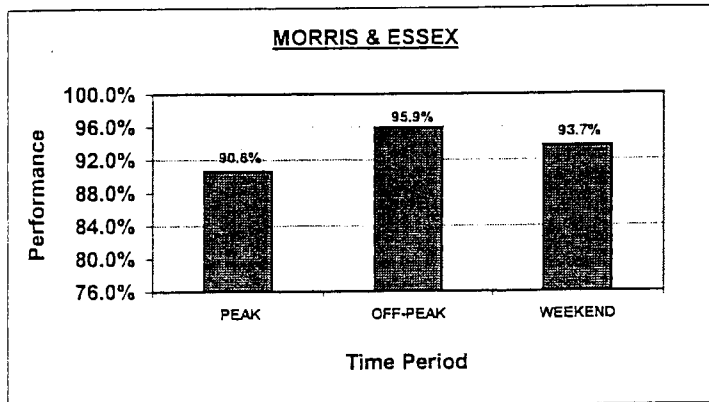
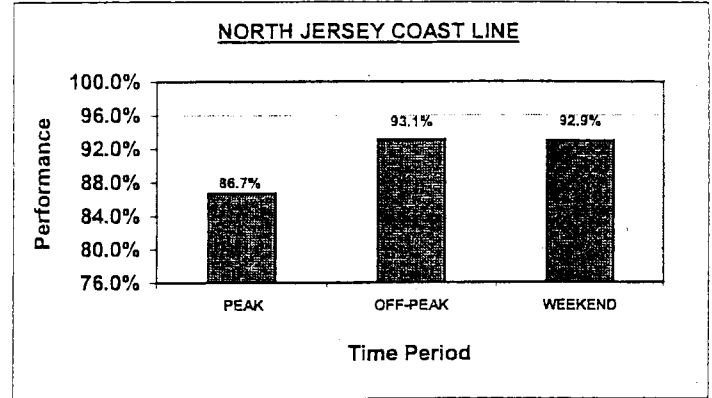
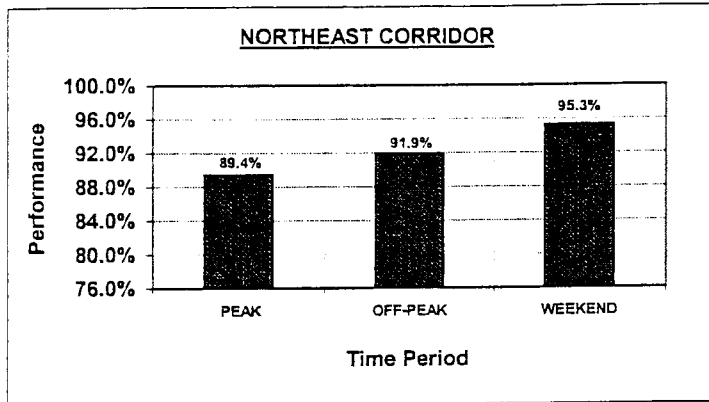
SUMMARY BY TIME PERIOD NOVEMBER 2006



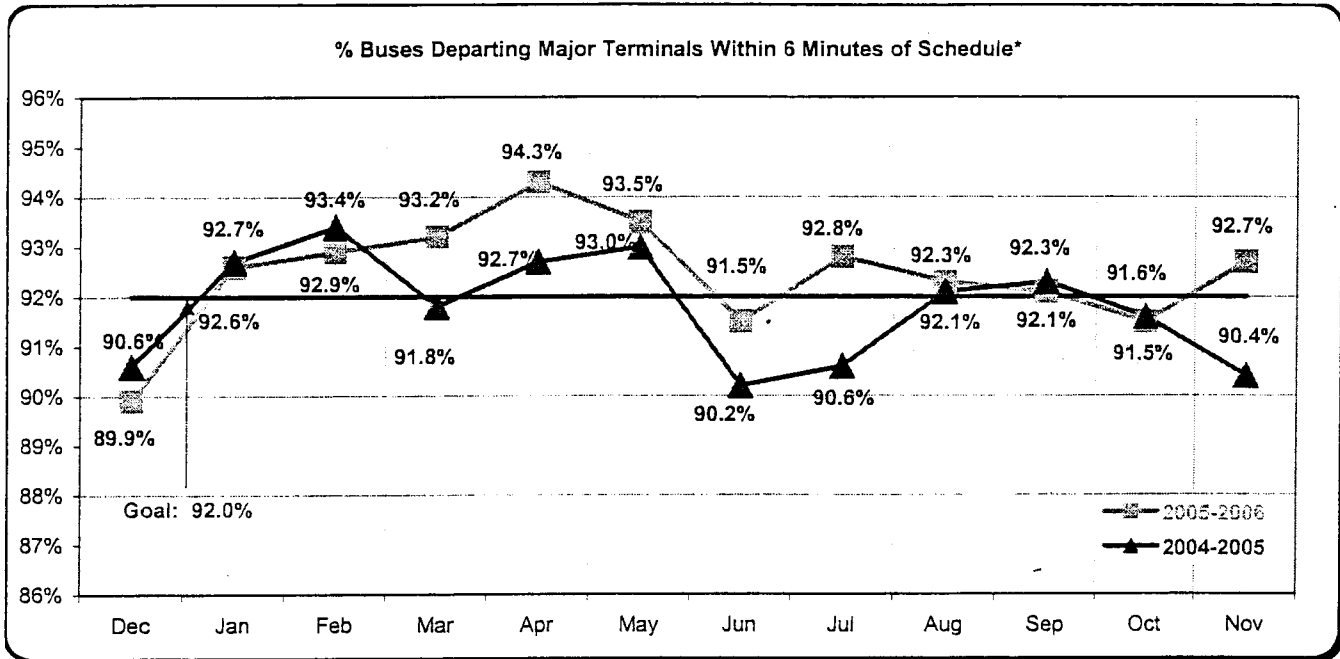
SUMMARY BY LINE NOVEMBER 2006



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2006



NJ TRANSIT ON-TIME PERFORMANCE BUS DECEMBER 2004 - NOVEMBER 2006



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

	2005	2006	# Change
November Comparison	90.4%	92.7%	2.3%

	2004-2005	2005-2006	# Change
12-Month Average December - November	91.8%	92.4%	0.6%

Analysis:

Bus On-Time Performance for November 2006 was 92.7%, above the goal of 92.0%. Of the 29,813 monitored departures, 2,179 (or 7.3%) experienced delays. Key sources of delay included:

Heavy rains and flooding near the Port Authority Bus Terminal on November 8th;

Gridlock on Route 495 in the Eastbound direction near the Port Authority Bus Terminal on November 10th;

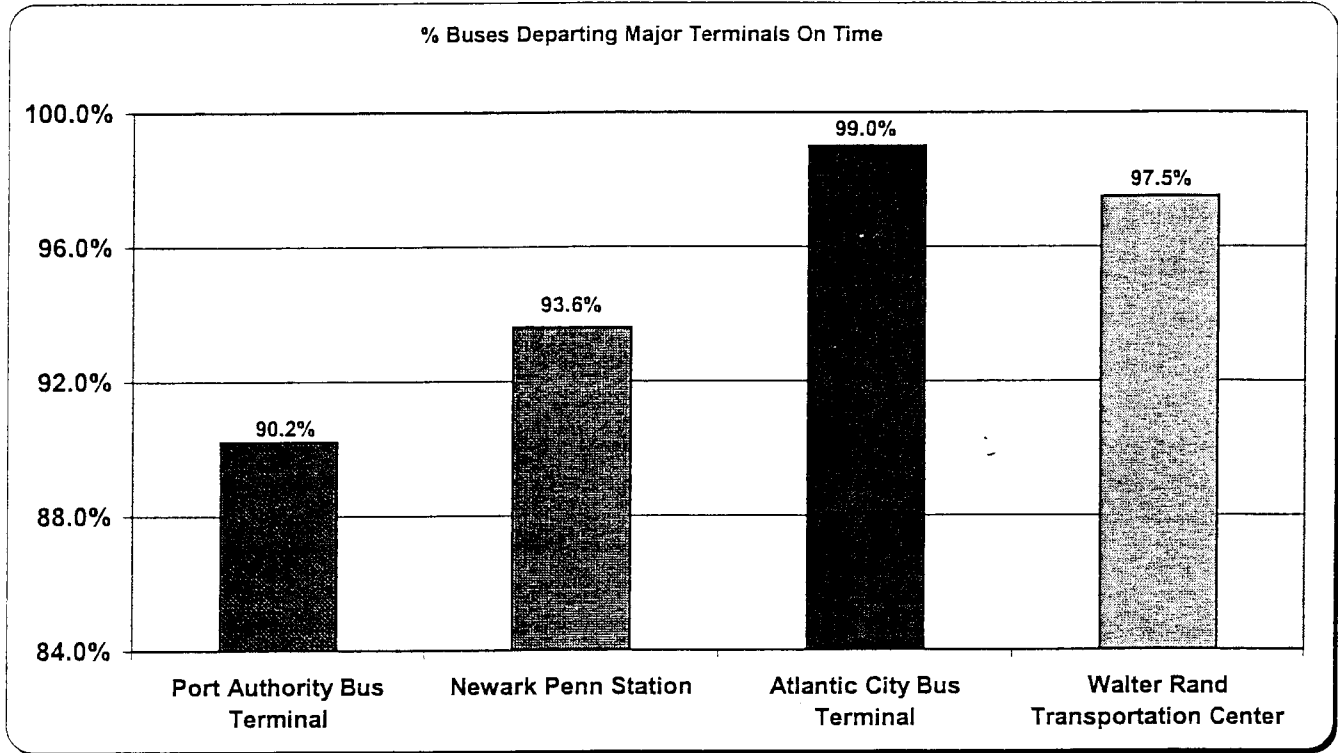
Rain and heavy traffic on Route 676 and in Deptford Township near the Walter Rand Transportation Center on November 13th; and

Increased holiday traffic near the Port Authority Bus Terminal on November 23rd.

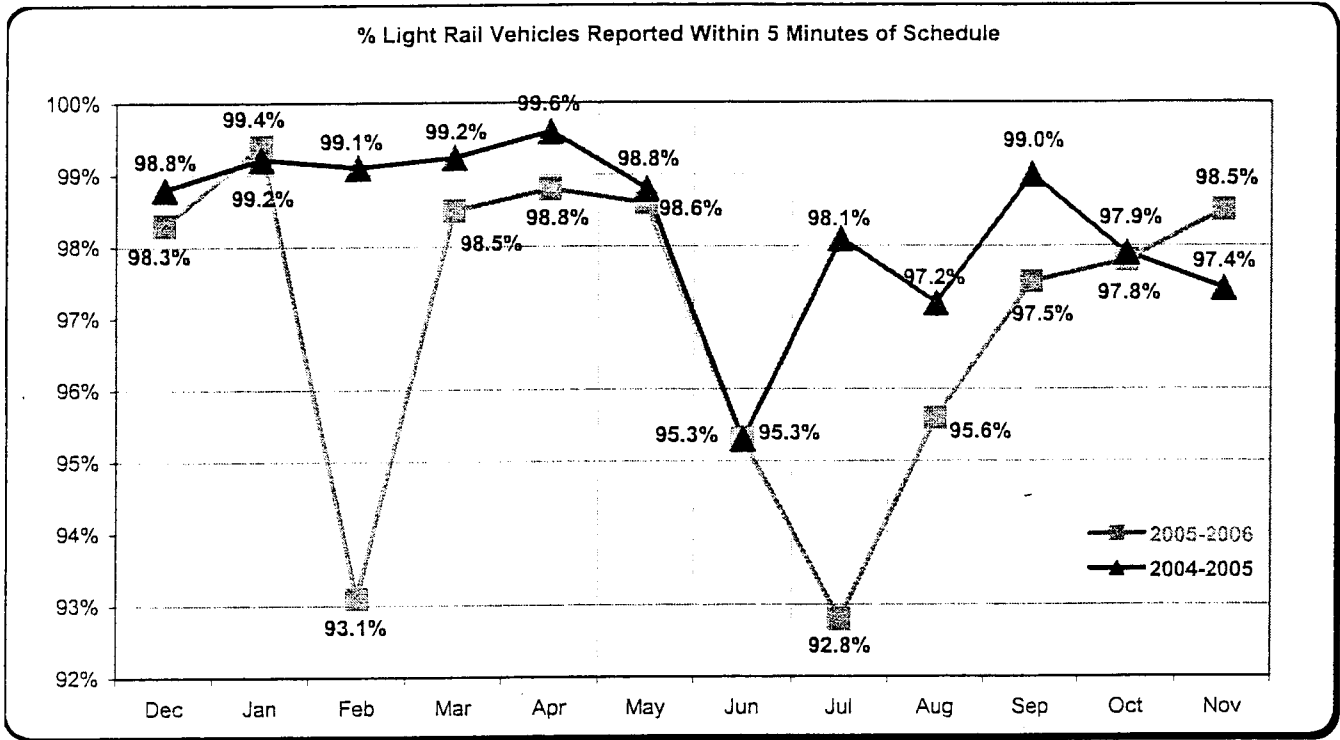
The 12-month average for Bus On-Time Performance for December 2005 - November 2006 was 92.4%, an increase over the performance of the previous 12-month period.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL NOVEMBER 2006



NJ TRANSIT ON-TIME PERFORMANCE HUDSON-BERGEN LIGHT RAIL DECEMBER 2004 - NOVEMBER 2006



	2005	2006	# Change
November Comparison	97.4%	98.5%	1.1%

	2004-2005	2005-2006	# Change
12-Month Average December - November	98.3%	97.0%	-1.3%

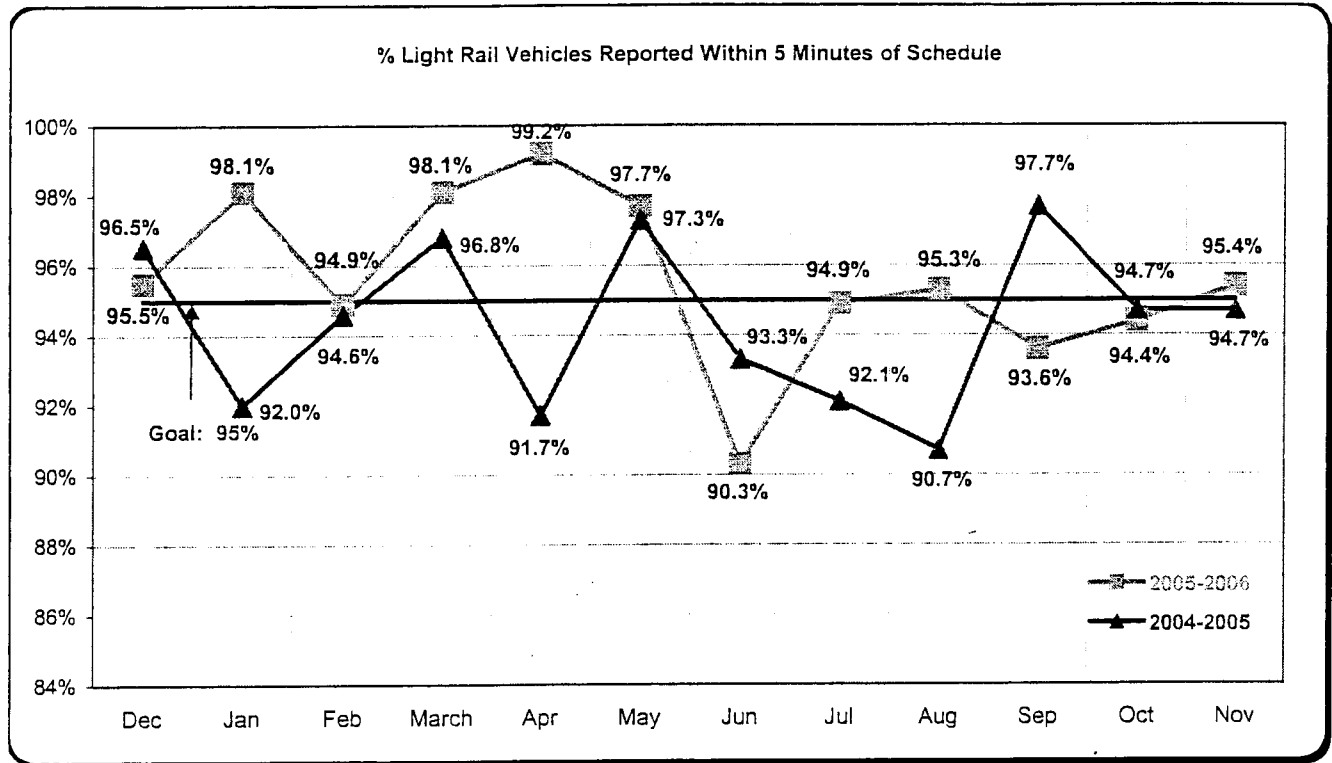
Analysis:

Hudson-Bergen Light Rail (HBLR) On-Time Performance for November 2006 was 98.5%. Of the 16,600 scheduled trips for the month, 250 (or 1.5%) were delayed. Causes of delay included:

- A vehicle malfunction on November 8th;
- Scheduled maintenance on November 11th;
- A loss of signal communications on November 16th; and
- A loss of electrical (PSE&G) power on November 24th.

The 12-month average for HBLR On-Time Performance for December 2005 - November 2006 was 97.0%, 1.3 percentage points below the average of the previous 12-month period.

NJ TRANSIT ON-TIME PERFORMANCE River LINE DECEMBER 2004 - NOVEMBER 2006



	2005	2006	# Change
November Comparison	94.7%	95.4%	0.7%

	2004-2005	2005-2006	# Change
12-Month Average December - November	94.3%	95.6%	1.3%

Analysis:

River LINE On-Time Performance for November 2006 was 95.4%. Of the 2,921 trips scheduled for the month, 135 (or 4.6%) were delayed.

Delays during the month were primarily due to scheduled track work.

The 12-month average for River LINE On-Time Performance for December 2005 - November 2006 was 95.6%, an increase over the performance of the previous 12-month period.

ACTION ITEMS

ITEM 0612-78: ACCESS TO THE REGION'S CORE CONSTRUCTION MANAGEMENT SERVICES: CONTRACT AWARD**BENEFITS**

In August 2006, NJ TRANSIT initiated preliminary engineering for the Access to the Region's Core project, also known as THE Tunnel project. During the ongoing engineering phase of the project, independent technical assistance will be required to assess alternative project configurations, perform constructability reviews, and develop cost and schedule estimates to ensure that the project is ready for construction in 2009. These construction management services are required to ensure that the project design is buildable on the budget and schedule established during the planning phase of the project. Once construction begins, additional construction management services will be required to support the project through its completion.

When completed, The Access to the Region's Core project will open opportunities for direct rail service from the existing commuter rail system to Midtown Manhattan and build upon recent transit investments in New Jersey, including Secaucus Junction, MidTOWN DIRECT and the Montclair Connection. Raritan Valley, Main, Bergen County, and Pascack Valley Line commuters will all enjoy direct, one-seat service to Penn Station New York and the project will provide the capacity to support other rail expansion projects in development.

Beyond the service benefits, The Access to the Region's Core project is poised to become an economic engine for the region. The project will create 6,000 jobs during construction and 44,000 jobs within ten years after the project is completed. New Jersey communities and the region will be the beneficiaries of an expanded transit system that will improve regional mobility, reduce roadway congestion and spur economic investment.

PURPOSE

The Access to the Region's Core project will pass beneath some of the region's most densely populated areas, environmental resources like the Meadowlands and Hudson River waterfront, and major infrastructure like the Northeast Corridor, West Side Highway, and New York City subway lines. The addition of a construction management firm to the project team will ensure that the project design alternative can be implemented efficiently and cost effectively. It is expected that subsequent authorizations will support the retention of the construction management firm through the completion of the project.

ACTION (Justification: Core System Capacity)

Staff seeks authorization to contract (No. 06-111) with THE CM Consortium of New York, New York, a joint venture of Tishman Corporation, Parsons Corporation, and ARUP, for construction management services to support preliminary engineering for

The Access to the Region's Core project at a cost not to exceed \$5,000,000, 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

Requested Authorization: \$5,000,000

Total Project Cost: \$7,200,000,000 (escalated Dollars)

Projected Date of Completion: Complete preliminary engineering – 2008
Complete project – 2016

Anticipated Source of Funds: TTF, CMAQ

Diversity Goal: 25% DBE

Related/Future Authorizations: Final design, property acquisition, construction, construction assistance

RESOLUTION

WHEREAS, NJ TRANSIT seeks to double commuter rail capacity to New York by construction of two new single-track tunnels under the Hudson River, a new 34th Street station connected to Penn Station New York, a rail storage yard in Kearny, New Jersey and signal and track improvements along and adjacent to the Northeast Corridor; and

WHEREAS, the Access to the Region's Core project will open new opportunities for direct and expanded rail service from the existing commuter rail system to Midtown Manhattan and build upon recent transit investments in New Jersey, including Secaucus Junction, MidTOWN DIRECT and Montclair Connection; and

WHEREAS, the addition of a construction management firm to the Access to the Region's Core project team will ensure that the project design alternative developed during preliminary engineering can be constructed efficiently and cost effectively; and

WHEREAS, upon completion of a competitive procurement process, it was determined that THE CM Consortium of New York, New York, a joint venture of Tishman Corporation, Parsons Corporation, and ARUP, submitted the most advantageous proposal that provided the best value to and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No. 06-111) with THE CM Consortium of New York, New York, a joint venture of Tishman Corporation, Parsons Corporation, and ARUP, for construction management services to support preliminary engineering for the Access to the Region's Core project at a cost not to exceed \$5,000,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 0612-79: METROPARK STATION – PLATFORM REPLACEMENT AND STATION EXPANSION: CONSTRUCTION CONTRACT AWARD

BENEFITS

Metropark Station was originally constructed in 1971 to serve Amtrak's Metroliner trains. Today, the station is the busiest outlying station on the NJ TRANSIT rail system and serves 106 trains and more than 7,200 customers daily. After four decades of intense use, the station requires complete reconstruction to serve current and future ridership levels and to meet customer expectations for service quality.

The project will replace and expand the existing high-level platforms and canopies, reconstruct all staircases, expand the station building, and add climate-controlled shelters and other amenities to the platforms at Metropark Station. The project will feature new pedestrian connections from Route 27 to the station platforms, making the station more convenient for area residents. And customer communication systems will be upgraded to provide comprehensive train arrival and departure information for both NJ TRANSIT and Amtrak services. To minimize impacts to customers during construction, temporary platforms will be constructed to maintain current platform lengths during all phases of the project. In January 2007, authorization will be requested to contract with a construction management services company to oversee timely completion of project phases to minimize disruptions to rail service and station customers.

The expanded station will be capable of supporting longer trains and additional customers. This investment will ensure that Metropark Station remains an efficient and modern gateway for New Jersey's rail commuters.

PURPOSE

The existing station is showing signs of aging and frequent repairs are required to keep the station platforms in operation. The project will reconstruct and lengthen the high-level platforms to serve 12-car trains and widen the platforms to accommodate more customers. The new platforms will feature climate-controlled waiting areas and expanded canopies to shelter customers waiting for trains. All stairs to the platforms will be reconstructed or rehabilitated and the under-track pedestrian tunnel will be refurbished. In addition to the platform and pedestrian tunnel improvements, the existing station building will be expanded and refurbished. Finally, the project will upgrade station lighting, signs and customer communications systems.

ACTION (Justification: Customer Service)

Staff seeks authorization to contract No. 07-016X with Anselmi & DeCicco, Inc., of Maplewood, New Jersey, for construction of high-level platforms and station improvements at Metropark Station in the Township of Woodbridge, New Jersey at a cost

not to exceed \$29,767,550 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

Requested Authorization: \$29,767,550 + 5% for contingencies

Total Project Cost: \$49,191,000

Projected Date of Completion: March 2010

Anticipated Source of Funds: TTF

Diversity Goal: DBE 20%

Future Related Authorizations: construction management services

RESOLUTION

WHEREAS, Metropark Station is NJ TRANSIT's busiest outlying station serving 106 trains and 7,200 customers daily; and

WHEREAS, the existing Metropark Station facilities are aging and must be replaced and expanded to meet current and future ridership levels; and

WHEREAS, the proposed project will replace and expand the existing high-level platforms and canopies, reconstruct all staircases, expand the station building, and add climate-controlled shelters and other amenities to the platforms; and

WHEREAS, upon completion of a competitive procurement process, Anselmi & DeCicco, Inc. of Maplewood, New Jersey was determined to be the lowest responsive, responsible bidder;

NOW THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract No. 07-016X with Anselmi & DeCicco, Inc. of Maplewood, New Jersey, for construction of high-level platforms and station improvements at Metropark Station in the Township of Woodbridge, New Jersey at a cost not to exceed \$29,767,550, plus five percent for contingencies, subject to the availability of funds.

ITEM 0612-80: AGREEMENT FOR NEW BERGEN COUNTY LINE STATION AT ENCAP**BENEFITS**

The New Jersey State Development and Redevelopment Plan and principles of smart growth call for returning underused sites to productive economic use with compact, transit-oriented, mixed-use development. NJ TRANSIT supports and encourages these practices by sponsoring planning studies for redevelopment around transit facilities and targeting associated capital investments.

The Meadowlands area is dotted with former landfill sites that are near major population centers and adjacent to highways and rail lines. EnCap Golf Holdings, LLC of East Rutherford, New Jersey has proposed a mixed-use development on the site of two former landfills in Rutherford and East Rutherford. The development known as EnCap will feature three new golf courses, housing, and commercial space anchored by a new rail station on NJ TRANSIT's Bergen County Line between Rutherford and Secaucus Junction stations. The new station will provide residents and employees with access to NJ TRANSIT's rail system. The station is estimated to serve about 400 trips daily.

PURPOSE

This authorization will allow NJ TRANSIT and EnCap Golf Holdings, LLC to enter into an agreement by which a new rail station on the Bergen County Line will be constructed and operated entirely at the developer's cost. The new station will include a center island platform connected to the development site by a pedestrian overpass. Elevators will provide full station accessibility. NJ TRANSIT trains will stop at the station during peak and off-peak periods.

Under terms of the agreement, the developer will be responsible for funding the entire cost of construction and will operate and maintain the station for a period of 20 years at its expense. NJ TRANSIT will provide labor forces for track work and flagging at the developer's cost.

ACTION (Justification: Customer Service)

Staff seeks authorization to enter into an agreement with EnCap Golf Holdings, LLC of East Rutherford, New Jersey, for construction of a new station on the Bergen County Line in the Boroughs of Rutherford and East Rutherford, by which the developer will design, construct and provide associated construction management and construction assistance services and operate and maintain the station for a period of 20 years, at the developer's cost.

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

FISCAL IMPACTS

Requested Authorization:	Authorization to enter into an agreement with EnCap Golf Holdings, LLC of East Rutherford, New Jersey for design, construction, operation, and maintenance of a new station on the Bergen County Line
Total Project Cost:	\$25,000,000 (estimated)
Projected Date of Completion:	June 2009
Anticipated Source of Funds:	Developer contribution
Diversity Goal:	N/A
Related Authorizations	None
Operating Budget Impact	None for 20 years – developer to pay all costs.

RESOLUTION

WHEREAS, the New Jersey State Development and Redevelopment Plan and principles of smart growth call for returning underused sites to productive economic use; and

WHEREAS, EnCap Golf Holdings, LLC of East Rutherford, New Jersey has proposed a mixed-use development and a rail station on the site of two former landfills in Rutherford and East Rutherford; and

WHEREAS, the developer will design and construct the new station at no cost to NJ TRANSIT and operate and maintain the station for a period of 20 years at no cost to NJ TRANSIT; and

WHEREAS, NJ TRANSIT and the developer have agreed to the business terms by which to design, construct, operate and maintain the proposed station;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into an agreement with EnCap Golf Holdings, LLC of East Rutherford, New Jersey, for construction of a new station on the Bergen County Line in the Boroughs of Rutherford and East Rutherford, by which the developer will design, construct and provide associated construction management and construction assistance services and operate and maintain the station for a period of 20 years, at the developer's cost.

ITEM 0612-81: GREATER NEWARK BUS SYSTEM STUDY**BENEFITS**

Today, the greater Newark-Elizabeth area is experiencing growth and redevelopment at unprecedented levels, with more planned for the future. In the area surrounding Newark-Penn Station alone, there is a potential for approximately 3,700,000 square feet of new office, commercial and residential space. NJ TRANSIT continues to be a primary catalyst for economic growth with substantial capital investments such as the recently completed Newark Light Rail – Broad Street Station Extension. Through such investments, the residents of Newark and the regional community are beginning to experience the benefits of a seamless transfer between modes gained from a truly integrated and coordinated public transit network.

It has been over two decades since NJ TRANSIT last completed a comprehensive review of the local and regional bus system in the greater Newark-Elizabeth area. In that time the world has changed. Newark is on the verge of creating a new vision for the future where public transit is considered a gateway to improving regional mobility, a means of reducing traffic congestion and a catalyst for spurring economic investment. A quarter of a million passengers are now carried on a typical weekday on an extensive network of fifty-one bus routes operating more than 5,000 bus trips. Continued ridership growth only demonstrates that immediate action is needed to expand and modernize the NJ TRANSIT bus system.

The Greater Newark Bus System Study is a large-scale comprehensive effort over the next three years to bring the NJ TRANSIT bus network forward into the 21st Century. Public and private stakeholders including bus customers will be empowered as they will be directly involved in the strategic planning, implementation and promotion of new and upgraded services to make the system work for them. Recommendations from the study will achieve key corporate objectives including increased system capacity, enhanced system integration and expanded multi-modal service options, which will ultimately expand ridership and improve the quality of life for area residents.

PURPOSE

This contract will authorize a consultant to initiate work on the Greater Newark Bus System Study. Work on this contract will include the extensive collection of passenger and operating data and the development of innovative bus route and passenger facility proposals to bring the bus network into alignment with new travel demands. There will be extensive focus on recommendations for preferential treatments for buses in key corridors. Expanding use of technology and innovation in day-to-day operations such as “bus hot lanes” and bus rapid transit will be examined and implemented to increase passenger satisfaction while improving overall operating efficiencies.

Throughout the entire study process the consultant will concentrate on opportunities to partner with cities and the development community to advance recommendations for improved bus services and facilities that are in concert with the goals that have been established by area leaders.

ACTION (Justification: Operating Efficiencies, Core System Capacity, Customer Service)

Staff seeks authorization to contract (No. 07-003) with Abrams-Cherwony Associates of Philadelphia, Pennsylvania for professional consultation services to initiate work associated on the Greater Newark Bus System Study at a cost not to exceed \$1,277,932, plus five percent for contingencies.

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

FISCAL IMPACTS:

Requested Authorization: \$1,277,932 + 5% contingency

Total Project Cost: \$1,277,932

Projected Date of Completion: Winter 2009

Anticipated Source of Funds: TTF /FEDERAL (NJTPA)

DBE Goal: 20%

Future Related Authorizations: None

Impacts on Subsequent Operating Budgets:

The implementation of bus service changes recommended for local bus routes operating within Essex, Hudson, Morris, Passaic and Union Counties will impact the future operating budget.

RESOLUTION

WHEREAS, the local bus services provided within the greater Newark/Elizabeth area are a critical component of the transportation infrastructure of the region; and

WHEREAS, NJ TRANSIT seeks to assess the current and future travel needs of the riding public; and

WHEREAS, NJ TRANSIT seeks to engage interested public and private stakeholders in the study process, an extensive public outreach program will be incorporated into the study effort; and

WHEREAS, NJ TRANSIT seeks to modernize the bus network through the implementation of bus service changes to meet the current and future needs of commuters and other travelers to, from and through the downtown areas including reverse commuters; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Abrams-Cherwony Associates of Philadelphia, Pennsylvania submitted the most advantageous proposal that provided the best value to and is in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Abrams-Cherwony Associates of Philadelphia, Pennsylvania for professional consultation services to initiate work associated with the Greater Newark Bus System Study at a cost not to exceed \$1,277,932, plus five percent for contingencies, subject to the availability of funds.

ITEM 0612-82: SELECTION OF SPECIAL COUNSEL

BENEFITS

Engaging outside legal counsel provides flexibility in the assignment of legal services and complements the services provided by the Transportation, Construction and Condemnation Section (TC&C) of the New Jersey Division of Law. The Attorney General makes new assignments through individual retention letters.

The legal services currently provided by Hill Wallack as Special Counsel include:

- Real estate development, property acquisition and condemnation
- Contract matters
- Environmental litigation and counseling

PURPOSE

NJ TRANSIT requires significant and varied legal expertise in support of its day-to-day operations. Hill Wallack as Special Counsel has assisted NJ TRANSIT by providing legal services relating to real estate development activities including the Morristown, and Hamilton transit oriented development projects and the real estate issues associated with the Secaucus Transfer Station development rights. Hill Wallack has also assisted on other real estate matters including property acquisition and condemnation, environmental litigation and claims negotiations, construction contract claims analysis, and other contract matters. Legal services with regard to ongoing environmental litigation relate to a case where NJ TRANSIT has filed to recover environmental remediation costs at South Amboy yard from the successor to the previous owner/operator railroads. Recovery will set a precedent with this successor company for environmental remediation exposure at other rail yards. Certain real estate development activities will also continue with this authorization.

Given the current fiscal budget constraints, it is critical that NJ TRANSIT maximize revenues from its real estate holdings and various transit oriented development opportunities. Hill Wallack's expertise in real estate matters and transactions provides staff significant assistance in achieving this objective.

The Attorney General has designated Hill Wallack as special counsel to NJ TRANSIT for the projects referenced above. This authorization enables the Attorney General in conjunction with NJ TRANSIT to allocate legal service requirements between the Division of Law and special counsel based on the specific expertise required and the availability of experienced staff.

Staff anticipates that several other transit oriented development opportunities will require specialized legal services over the next year including projects at Somerville, Netcong and Cranford. The Attorney General, in conjunction with NJ TRANSIT, will select new counsel as appropriate to handle these matters.

ACTION

Staff seeks authorization to continue to compensate Hill Wallack as special counsel with respect to the aforementioned services, at an amount not to exceed \$1,100,000, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization:	Hill Wallack - \$1,100,000
Total Project Cost:	\$1,100,000
Anticipated Funding Source:	Operating Budget /Capital Program
Projected Date of Completion:	December 2007
DBE Goal:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT requires significant and varied legal expertise in support of its day-to-day operations; and

WHEREAS, the Attorney General has previously designated Hill Wallack as special counsel; and

WHEREAS, NJ TRANSIT would continue to benefit from the use of special counsel to assist in its real estate development activities as well as its environmental claim negotiation and litigation activities and contract matters;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to continue to compensate Hill Wallack as special counsel with respect to the aforementioned services, at an amount not to exceed \$1,100,000, subject to the availability of funds.

ITEM 0612-83: NJ TRANSIT GRANT PROGRAMS SUPPORTING COORDINATED LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

BENEFITS

Board authorization for the grant programs herein described will allow NJ TRANSIT to apply, contract and administer a variety of federal and state grant programs dedicated to the development of coordinated community based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents and economically disadvantaged persons transitioning from welfare as well as special local transportation projects. The services funded through these grants provide non-emergency life enhancing transportation that include but are not limited to demand responsive, modified fixed-route services and community shuttles. NJ TRANSIT requires that grant subrecipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible. NJ TRANSIT also monitors subrecipients for compliance with relevant federal and state laws and regulations.

PURPOSE

NJ TRANSIT Service Planning and Development administers the state funded Senior Citizen and Disabled Resident Transportation Assistance Program, as well as a variety of Federal programs funded under the Federal Transportation Administration (FTA); Elderly and Persons with Disabilities Programs (Section 5310), Non-Urbanized (Rural) Transportation Programs (Section 5311), the Rural Transit Assistance Program (RTAP), the Jobs Access and Reverse Commute Program (JARC) as well as planning efforts under the FTA United We Ride program. In addition, from time to time local shuttle initiatives funded through a variety of federally funded sources including specially dedicated congressional appropriations, Congestion, Mitigation and Air Quality (CMAQ) and Section 5307 and 5309 programs, are applied for and administered by NJ TRANSIT on behalf of designated local providers. These programs assist a variety of private non-profit organizations, counties, various municipalities, county improvement authorities and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, persons with disabilities, and transportation disadvantaged and rural residents. Board authorization is sought to implement these programs for state fiscal year 2007. A description of each Program follows:

The Senior Citizen and Disabled Resident Transportation Assistance Program is funded from the Casino Revenue Tax Fund. Eighty-five percent of the annual appropriation is allocated by formula among the 21 counties for transportation of senior citizens and persons with disabilities. NJ TRANSIT is allocated the remaining 15 percent to provide administrative and compliance oversight, provide technical assistance to the counties, coordinate the program within and among the counties, and develop, provide and maintain those portions of capital improvements that afford accessibility to fixed route and other transit services. Under administrative costs,

technical assistance includes, as necessary, the awarding of grants to counties or the initiation of studies by NJ TRANSIT for planning efforts that foster coordination among counties as well as between counties, local community transportation and public transportation. Also included under planning efforts would be any studies that address statewide efforts to examine coordination of local transportation and human services programs as part of New Jersey's response to the federal United We Ride initiative.

FTA Section 5311 (Non-Urbanized) provides capital, administrative and operating assistance for public transportation services in small urban and rural areas in New Jersey pursuant to a population-based formula. Board approval of the SFY2007 Program will allow 13 Section 5311 Projects to continue operation. Four additional designated rural areas are eligible for funding. The state fiscal year program is shown in Exhibit B.

Through the **Rural Transit Assistance Program (RTAP)**, NJ TRANSIT provides training and technical assistance for all small transit operators receiving federal funds. Private operators under contract to funding recipients are also allowed to participate. The Program is sponsored 100 percent by the FTA under Section 5311 and, together with Casino Revenue Administrative funds, provides a variety of training through the National Transit Institute as well as in-house.

FTA Section 5310 Program (Elderly and Disabled Transportation Capital Equipment) provides Federal funds to States for the purchase of vehicles and related equipment for private non-profit organizations and designated public bodies to provide transit services to senior citizens and persons with disabilities. The Federal funds available under this program can be used to pay up to 80 percent of the cost of vehicles. Since assuming administration of the program in 1979, NJ TRANSIT has purchased over 1,000 vehicles for non-profit organizations and designated coordinated public bodies in all 21 counties.

The FTA Section 5316 JOBS ACCESS AND REVERSE COMMUTE PROGRAM – (JARC) provides funds for operating and capital expenses for transit services that target employment transportation. Through a planning process initiated by the Metropolitan Planning Organizations (MPOs), applications for the FFY07 program will be solicited and reviewed. NJ TRANSIT will then prepare and submit a statewide application to the FTA for funds. A dollar for dollar match is required under this program. Historically match dollars have come from the NJ Department of Human Services as well as local sources.

In addition, in FY07 it is anticipated that various **Local Community Transit Initiatives** will be funded through specially dedicated Congressional appropriations, Sections 5307 and 5309, CMAQ, New Freedom and/or Transit Village projects that will require the purchasing of capital equipment and/or the contracting for operating services for local transportation services.

Projected Date of Completion:

December 31, 2007

Anticipated Source of Funds:

Casino Revenue Funds, FTA'S Section 5307, 5309, 5310, 5311, RTAP, 5316 (JARC), Section 5317 (New Freedom), specially dedicated Congressional appropriations, CMAQ, New Jersey Dept. of Human Services, NJT Operating and Capital Budget

DBE Goals/Participation:

Section 5310: Lowest bidder will be requested to make best reasonable effort. Section 5307, 5311 and Jobs Access – 10% goal.

Related/Future Authorizations:

N/A

RESOLUTION

WHEREAS, the Senior Citizen and Disabled Resident Transportation Assistance Act provides 100 percent State funding for the counties or their designees to provide community based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties and to develop, provide and maintain accessible improvements to fixed route systems; and

WHEREAS, Section 5311 of the Federal Transit Act provides 80 percent of the non-operating assistance and 50 percent of operating assistance, with NJ TRANSIT providing one-half of the local match, to improve public transit services in rural areas; and

WHEREAS, the Federal Transit Administration (FTA) makes available, under Section 5311, additional funding through the Rural Transit Assistance Program (RTAP), which provides 100 percent of the funds for training and technical assistance to Section 5311 and Section 5310 recipients; and

WHEREAS, Section 5310 provides 80 percent of the purchase price, with NJ TRANSIT providing the 20 percent match, for vehicles which are purchased for private non-profit organizations and/or designated public bodies to transport senior and disabled residents; and

WHEREAS, the FTA makes available funds, under Section 5316 – the Jobs Access and Reverse Commute Program (JARC), that provide up to 50% assistance for operating and up to 80% for capital expenses with the match provided by state or local agencies other than NJ TRANSIT for transit services that address the needs of low income and WORKFIRST NJ customers; and

WHEREAS, the FTA makes available funds, under various non-formula grant programs, (specially dedicated Congressional appropriations and CMAQ funds), as well as the formula grant programs of Section 5307, Section 5309, and Section 5317 (New Freedom), that provide capital and/or operating assistance to local community transportation providers up to 50% for operating and up to 80% for capital with various match as needed provided by

state or local agencies other than NJ TRANSIT for capital equipment and/or local transit services that address the needs of community transit services; and

WHEREAS, in order to implement some of these and other community transit programs it will be necessary to purchase a variety of vehicle types in varying quantities is;

NOW, THEREFORE, BE IT RESOLVED that the Fiscal Year (SFY) 2007 Budget of the Senior Citizen and Disabled Resident Transportation Program, as set forth in Exhibit A, is hereby adopted, and the Chairman or Executive Director is hereby authorized to execute, extend or modify contracts to implement the SFY2007 Program subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to submit the federal fiscal year FY06 and FY07 grant applications to the FTA and execute all appropriate agreements, contracts, and take all other steps necessary to implement the SFY2007 Section 5311 set forth in Exhibit B, including the expenditure of funds for the local match, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to submit any grant applications to the FTA, and execute all appropriate agreements, contracts and take all other steps to implement the Rural Transit Assistance Planning training program; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to submit any grant applications, and execute all appropriate agreements, contracts and take all other steps to implement the FTA FFY07 Jobs Access and Reverse Commute Program; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to submit any grant applications, and execute all appropriate agreements, contracts and take all other steps to implement the FTA FFY06/FY07 New Freedom Program as well as specially dedicated Congressional appropriations, Section 5307, 5309 and CMAQ local projects; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to enter into any

contracts to purchase vehicles and related equipment in order to implement any of the programs described herein, at a cost not to exceed \$8,500,000.

EXHIBIT A
PAGE 1 OF 1

**SENIOR CITIZEN AND DISABLED RESIDENT
TRANSPORTATION ASSISTANCE PROGRAM
FY2007**

<u>COUNTIES</u>	<u>FY 2006 ALLOCATION</u>	<u>FY 2007 ALLOCATION</u>
ATLANTIC	\$ 900,195	\$ 915,342
BERGEN	2,609,387	2,653,292
BURLINGTON	1,407,312	1,430,991
CAMDEN	1,652,337	1,680,139
CAPE MAY	583,984	593,810
CUMBERLAND	583,984	593,810
ESSEX	2,513,654	2,555,948
GLOUCESTER	782,587	795,765
HUDSON	1,853,942	1,885,136
HUNTERDON	583,984	593,810
MERCER	1,147,612	1,166,921
MIDDLESEX	2,410,912	2,451,478
MONMOUTH	2,020,327	2,054,321
MORRIS	1,486,213	1,511,220
OCEAN	2,609,387	2,653,292
PASSAIC	1,553,234	1,579,368
SALEM	583,984	593,810
SOMERSET	890,305	905,285
SUSSEX	583,984	593,810
UNION	1,857,882	1,889,142
WARREN	583,984	593,810
TOTAL COUNTIES	29,199,200	29,690,500
NJ TRANSIT	5,152,800	5,239,500
TOTAL	<u>\$34,352,000</u>	<u>\$34,930,000</u>

*100% State funds from the Casino Revenue Tax funds.

EXHIBIT B
PAGE 1 OF 1

**Rural Transportation Assistance
FY 2007 Section 5311 Program**

	FEDERAL	STATE ****	LOCAL ****	TOTAL
<u>NORTHERN REGION</u>				
Morris County*	\$ 155,332	\$ 77,666	\$ 77,666	\$ 310,664
Passaic County (West Milford)	64,276	32,138	32,138	128,552
Sussex County	349,166	174,583	174,583	698,332
Warren County	241,860	115,740	115,740	473,340
<u>CENTRAL REGION</u>				
Hunterdon County	271,412	135,706	135,706	542,824
Mercer County ***	60,843	29,569	29,569	119,981
Middlesex County **	--	--	--	--
Monmouth County	106,198	52,199	52,199	210,596
Ocean County **	--	--	--	--
Somerset County	64,444	28,615	28,615	121,674
<u>SOUTHERN REGION</u>				
Atlantic County	203,730	62,652	62,652	329,034
Burlington County	258,930	98,565	98,565	456,060
Camden County	13,390	6,695	6,695	26,780
Cape May County	78,215	32,316	32,316	142,847
Cumberland County	267,041	126,855	126,855	520,751
Gloucester County	121,823	45,978	45,978	213,779
Salem County ***	145,423	54,992	54,992	255,407
TOTAL	<u>\$2,402,083</u>	<u>\$1,074,269</u>	<u>\$1,074,269</u>	<u>\$4,550,621</u>
<u>Operating</u>	\$2,064,012	\$1,032,008	\$1,032,008	\$4,128,028
<u>Non-Operating (Administration)</u>	\$ 338,071	\$ 42,261	\$ 42,261	\$ 422,593
Total SFY 2006 Program	\$2,402,083	\$1,074,269	\$1,074,269	\$4,550,621

* Morris County service contracted as part of NJ TRANSIT Private Carrier Affairs Program.

** Monmouth and Ocean Counties currently eligible but inactive.

*** Mercer and Salem Counties currently planning service. No service provided at this time.

**** State match provided by NJ TRANSIT, local match provided by local grantee.

EXHIBIT C
PAGE 1 OF 2

SECTION 5310 SELECTED APPLICANTS FOR FY06 GRANT

<u>COUNTY</u>	<u>AGENCY</u>	<u>EQUIPMENT</u>
Atlantic	City of Margate	Extended Van
	Family Services Association	Minibus
	The Arc of Atlantic County	Extended Minibus
Bergen	City of Garfield	Medium Transit Bus
	Township of Washington	Extended Minibus
	Jewish Home of Rockleigh	Minibus
	Spectrum for Living	Minibus
Burlington	Family Services	Extended Van
	Wiley Christian Adult Day Services	Extended Minibus
Cumberland	Easter Seal Society of NJ Inc.	Minibus
	The Training School at Vineland	Van
Essex	Catholic Health and Human Services	Extended Van
	Daughters of Israel, Inc	Extended Minibus
	Newark AIDS Consortium Inc	Extended Minibus
	1 st Cerebral palsy of NJ, Inc.	Minibus
	The First Occupational Center of NJ	Minibus
Gloucester	County of Gloucester	Minibus
	Township of Washington	Van
	ARC of Gloucester	Minibus
	Guardian Programs Adult Medical Day Care	Extended Minibus
	St. John of God Community Services	Van
Hudson	Town of Harrison	Extended Minibus
Hunterdon	County of Hunterdon	Two Extended Minibuses
Mercer	County of Mercer	One Van and One Minibus
	Greater Mercer TMA	Minivan
Middlesex	County of Middlesex	Small Transit Bus
	Borough of Carteret	Medium Transit Bus
	Hartwyck at Oak Tree, Inc. (JFK)	Extended Van
Monmouth	County of Monmouth	Extended Minibus
	Pleasant Valley Adult Day Center Inc	Minibus
	LADACIN Network	Minibus
Morris	Cheshire Home Inc.	Two Extended Minibus
	Five Town Dial-A-Ride, Inc.	Minibus
	Saint Claire's Health System	Minibus
	United Cerebral Palsy of Morris/Somerset	Van
Ocean	County of Ocean	Medium Transit Bus
	Township of Stafford	Minibus
	Long Beach Island Community Center	Extended Minibus
	LADACIN Network	Minibus

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Passaic	County of Passaic	Extended Minibus
	Township of West Milford	Extended Van
Salem	Salem County Board of Chosen Freeholders	Extended Minibus
Somerset	Alternatives Inc and Neighbors Inc.	Minivan
	The ARC of Somerset	Minivan
	County of Somerset	Small Transit Bus
	The Matheny School and Hospital Inc	Extended Minibus
Sussex	County of Sussex	One Minibus and One Extended Minibus
	SCARC, Inc.	Minibus
Union	County of Union	Extended Minibus
	The Arc of Union County	Minibus
	Community Access Unlimited, Inc.	Minivan
Warren	Abilities of Northwest Jersey	Minibus
	Warren County Dept of Human Services	Two Small Transit Buses

CONSENT CALENDAR

ITEM 0612- 84: ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE**BENEFITS**

Atlantic City Rail Line riders rely on connecting shuttle bus service between various hotel and casino locations and the Atlantic City Rail Terminal and Convention Center. The Atlantic City Jitney Association (ACJA) has provided the shuttle service under contract with NJ TRANSIT since July 1998. Continuation of this service is important to Atlantic City Rail Line riders and to the Atlantic City community.

PURPOSE

Authorization will continue operation of the Atlantic City Rail Terminal shuttle service past December 31, 2006 when the current agreement with ACJA expires. The shuttle service meets each arriving and departing train and operates 23 hours per day and 365 days per year. This extension will provide time for staff to complete a competitive procurement process to contract for the operation of the service and to evaluate options for funding the cost of this service.

ACTION (Justification: Cost Efficiencies)

Staff seeks authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months, from January 1, 2007 through June 30, 2007, at a total cost not to exceed \$871,047, plus five percent for contingencies.

FISCAL IMPACTS

Requested Authorization:	\$871,047 (6-month operations), plus 5% for contingencies
Total Project Cost:	N/A
Projected Date of Completion:	June 30, 2007
Anticipated Source of funds:	Fiscal Year 2007 Operating Budget
DBE Goals/Participation:	N/A
Related/Future Authorizations:	N/A
Impact on Subsequent Operation Budgets:	None

RESOLUTION

WHEREAS, the Atlantic City Jitney Association (ACJA) has provided shuttle bus service between various hotel and casino locations in Atlantic City and the Atlantic City Rail Terminal and Convention Center since July 1998; and

WHEREAS, NJ TRANSIT recognizes that the Atlantic City community and Atlantic City Rail Line riders benefit from the rail terminal shuttle service; and

WHEREAS, an extension of the current agreement with ACJA will provide time for staff to complete a competitive procurement to award a contract for providing this service and to evaluate options for funding the cost of the service;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to execute all agreements and to take other actions necessary consistent with this Board action to extend the current contract with the Atlantic City Jitney Association for the operation of the Atlantic City Rail Terminal shuttle service for up to six months, at a cost not to exceed \$871,047, plus five percent for contingencies, subject to the availability of funds.