

Jon S. Corzine
Governor

Stephen Dilts
Board Chairman

Richard R. Sarles
Executive Director



June 11, 2009

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, June 10, 2009.

I certify that the open session minutes are true and correct.

Sincerely,

A handwritten signature in cursive script that reads "Gwen Watson".

Gwen A. Watson
Board Secretary

Enclosures

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

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, June 10, 2009.

Present:

Stephen Dilts, Chairman
Robert Shane, Governor's Representative
Patrick O'Connor, Treasurer's Representative
Kenneth E. Pringle
Flora Castillo

Richard R. Sarles, Executive Director
Gwen A. Watson, Board Secretary
H. Charles Wedel, Chief Financial Officer & Treasurer
Lynn Bowersox, Assistant Executive Director, Communications & Customer Service
James Gigantino, Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Steve Santoro, Assistant Executive Director, Capital Planning and Programs
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Leotis Sanders, Vice President, Diversity
Warren A. Hersh, Auditor General
Kenneth Worton, Deputy Attorney General

Chairman Stephen Dilts convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Kenneth E. Pringle, seconded by Flora Castillo and unanimously adopted.

Chairman Stephen Dilts reconvened the Open Session at 9:27 a.m. and asked for a motion to adopt the minutes of the May 13, 2009 meeting. A motion was made by Flora Castillo and seconded by Robert Shane and adopted.

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

Mass Transit Tunnel

Executive Director Sarles said it is a very exciting time for NJ TRANSIT and its customers. Monday, June 8, 2009 turned a page on the Mass Transit Tunnel project. After 15 years of planning, designing, analyzing and revising, NJ TRANSIT broke ground on what is the largest construction project in history of NJ TRANSIT and the largest transit project in the United States. Getting shovels in the ground now is especially significant because construction activity creates jobs and stimulates the economy.

Executive Director Sarles thanked the Board and especially Governor Jon Corzine, both in his previous role as New Jersey Senator and now as Governor, and Chairman Dilts

(NJT Board – 06/10/2009)

as well as Senators Frank Lautenberg and Robert Menendez and Federal Transit Administration Administrator Peter Rogoff for their leadership.

Work is already underway on an underpass in North Bergen adjacent to a location where the new tunnels will start to cut through the Palisades on a nearly four-mile path to 34th Street in Manhattan.

Parking

Executive Director Sarles said last month ground was broken on a 500-space parking lot at Edison Station. It will more than double parking capacity at the location where demand outstrips supply and there is a waiting list of 375 commuters. This marks the first NJ TRANSIT rail project to use federal stimulus funds estimated to create 110 jobs and this project is scheduled to be completed by early 2010. Parking availability is essential to build and maintain ridership. With these spaces and a thousand more that opened June 1 at Frank R. Lautenberg Station at Secaucus Junction, there are about 14,500 additional parking spaces available since 2002, bringing the total to about 85,400 systemwide.

Rail Schedule

Executive Director Sarles said customers should look for summer schedule adjustments beginning June 21. Annually, NJ TRANSIT changes weekend North Jersey Coast Line service from bi-hourly to hourly to help folks travel to the Jersey Shore. Coastline customers should also note a couple of adjustments to late night train service between Bayhead and Long Branch. Similar late night changes on the Pascack Valley Line and Main Bergen will take effect in July. He said there will be a few changes made on the Raritan Valley Line and the Northeast Corridor. The most noticeable of these are on the Northeast Corridor. All midday, off peak trains on the Corridor will make local stops.

Executive Director Sarles said while this means less midday express service, NJ TRANSIT will be able to better utilize the Multilevel equipment during off-peak hours and serve more communities. The schedule adjustments continue to match service frequency with ridership demand.

Bus

Executive Director Sarles said there is also news involving bus operations. The Board will consider the purchase and installation of 175 bus shelters throughout the State. The project is being advanced with federal stimulus funding, with construction to start this fall and continuing for three years. This continues NJ TRANSIT's policy to provide shelters at no cost to communities that request them in exchange for their commitment to maintain them. More than 2,500 shelters have been installed since 1981, making bus transportation a more attractive and convenient option for customers.

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Bus Service

Executive Director Sarles said on the bus service side, there are seasonal service changes and other adjustments that will interest customers.

In Asbury Park, the 832 and 837 routes will be adjusted to operate along Ocean Avenue, restoring beachfront service for the first time in 30 years. Bus service will be provided to the boardwalk area and will also benefit rail customers catching the bus from the station to the beach.

NJ TRANSIT has worked cooperatively with the community on this change. The service will be included in the June 27 bus schedules, although the 837 will actually start serving the oceanfront this Saturday.

Executive Director Sarles said in February 2008 a new No. 6 route was introduced to replace the route discontinued by a private carrier that served about 1,000 customers per day between Greenville and Journal Square. At that time, NJ TRANSIT modified the previous private carrier route to enhance customer service, including adding service to Hudson County Plaza.

NJ TRANSIT has now added a new branch of the No. 6 route called the "Lafayette Loop," starting June 29 which will connect the Lafayette neighborhood with a section of Garfield Avenue and the Journal Square area. He said the Loop will enhance access to county government buildings, community health clinics and to Hudson-Bergen Light Rail service at Garfield Avenue and Liberty State Park stations.

Executive Director Sarles said with the June 27 service changes, NJ TRANSIT will provide seasonal Friday early getaway service on seven routes out of New York, and summer shore service is being added to five routes operating between shore destinations and New York, Newark or Philadelphia.

ALP-46A Purchase

Executive Director Sarles said on the agenda for the Board's consideration is an item to purchase nine additional ALP-46A electric locomotives. Exercising this contract option with Bombardier will bring the total purchase to 36 and is more cost effective than rehabilitating the ALP-44s. The locomotives are more powerful than the aging ALP-44s they will replace and will provide more reliability in a growing fleet of Multilevel trains. The ALP-46 can pull a ten-car Multilevel train compared to a maximum of six Multilevels with the ALP-44s. The first of these will be delivered next year with the order fulfilled by mid-2011.

Amalgamated Transit Union

Executive Director Sarles said he is finalizing the fiscal year 2010 budget and will bring it to the Board next month. The Amalgamated Transit Union (ATU), NJ TRANSIT's largest bus union, has agreed to forgo a Fiscal Year 2010 wage increase given the unprecedented economic challenges NJ TRANSIT faces and ratified an agreement that provides a 3.5 percent increase in Fiscal Year 2009 and a wage freeze in Fiscal Year 2010.

Executive Director Sarles thanked John Costa and deeply appreciates the ATU leadership and membership's support shown by ratifying this agreement.

Advisory Committee

Suzanne Mack presented the Advisory Committee report. Ms. Mack thanked everyone who participated in the tunnel groundbreaking ceremony. She pointed out that it was a very different ceremony and the difference was this ceremony was a national event. Many laborers attended the event and it was good to see the men and women who will be doing the actual work. Ms. Mack thanked Governor Corzine for arranging the event along with Chairman Dilts and various legislators. It was very exciting for the Advisory Committee to participate in this event.

Ms. Mack said she admired the labor unions for agreeing to the wage giveback especially in times of a recession.

She is pleased that New Jersey is receiving stimulus money to move transit projects. Ms. Mack said the next meeting in South Jersey is June 26, 2009.

Board Member Kenneth E. Pringle presented the Capital Planning, Policy & Privatization Committee report to the Board. The Committee discussed the purchase of nine additional electric locomotives as well as the purchase and installation of 175 bus shelters. The Committee was also briefed on the Chatham Station exterior renovation that includes roof repair, new canopy lighting and upgrading of the electrical service. The committee was also updated on the status of the American Recovery and Reinvestment Act Projects.

Board Member Patrick O'Connor presented the Administration Committee report to the Board. At this month's meeting, Vice President of Diversity Leo Sanders updated the committee on EEO and Diversity programs, saying a utilization study is underway which will show hiring and turnover trends and succession planning. The Committee reviewed the Risk Management Insurance Renewal item and had presentations on the new Meadowlands Rail Service and on Fiscal Year 2010 service adjustments which will save \$1.5 million.

There were no public comments on agenda items.

Executive Director Sarles presented the following Action Items for approval:

0906-36: ELECTRIC LOCOMOTIVES: PURCHASE OF ADDITIONAL NINE ALP-46A LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

Following a cost-benefit analysis, authorization is requested to purchase nine new ALP-46 electric locomotives to supplement the existing fleet of 29 and replace a portion of the 20 year old ALP-44 fleet. The ALP-46 is able to pull ten Multilevel cars while the ALP-44 could only pull six cars. This equipment will allow for longer consists and more flexibility with fleet allocation and scheduling. This contract option for \$72 million plus five percent for contingencies is with Bombardier Transit Corporation. Authorization is also requested to continue engineering support through an amended contract with STV, Inc. at a cost not to exceed \$280,000 plus five percent for contingencies.

Robert Shane moved the resolution, Patrick O'Connor seconded it and it was unanimously adopted.

0906-37: BUS SHELTER PURCHASE AND INSTALLATION OF 175 UNITS OVER 36 MONTHS

Since 1981, NJ TRANSIT has been providing bus shelters to communities requesting them, and which agree to maintain the shelters. The President's new stimulus package gives NJ TRANSIT an opportunity to purchase 175 new shelters during the next 36 months and provide customers with bad weather protection, seating and easily identifiable bus stops. After a competitive procurement, authorization is requested to purchase these shelters and provide installation from Handi-Hut Inc. at a cost not to exceed \$1,085,573 plus five percent for contingencies.

Flora Castillo moved the resolution, Patrick O'Connor seconded it and it was unanimously adopted.

0906-38: CHATHAM STATION EXTERIOR RENOVATION: CONSTRUCTION CONTRACT AWARD

The Chatham train station was built in 1915 and is a one-story main station building on the east bound platform and a one story shelter on the westbound side. In order to continue to provide a heated waiting room and customer amenities for the 3060 daily passengers, the roof must be replaced on each building, and new exterior lighting must be installed. This rehabilitation project is part of the Governor's stimulus program and

authorization is requested to contract with Cumberland USA Inc. at a cost not to exceed \$988,280 plus five percent for contingencies.

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

0906-39: COMPUTER HARDWARE/SOFTWARE: SOLE SOURCE MAINTENANCE AND LICENSING AGREEMENT RENEWAL

NJ TRANSIT maintains contracts with sole source vendors which have proprietary control over parts, components or services needed for everyday use. In June, 2007 the Board approved three year leases with a number of these vendors and staff is seeking approval now to contract for a one year period with eight additional vendors, which will expire at the same time as the majority of the previously approved contracts. Authorization is requested to contract with eight vendors listed in Exhibit A of the Board agenda for services such as Drive Cam camera systems for buses, a new vehicle and crew scheduling software package for bus, enhancements to the existing Cubic bus fare collection systems, rollout of a new document control software program for the agency and software which will allow us to better track and report on small business development and contract activity. This request also includes upgrades and purchase of hardware and software services from these sole source suppliers. The total cost will not exceed \$1,549,896 plus five percent for contingencies.

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

Executive Director Sarles presented the following Consent Calendar for approval:

0906-40: AMENDED BOARD ITEM NUMBER 0503-9 – EDISON RAIL STATION PARK & RIDE – PROPERTY ACQUISITION – JUDGMENT FOR CONDEMNATION LAWSUIT – CLB PROPERTIES, INC.

Authorization to amend the March 9, 2005 Board Item Number 0503-9 which authorized up to \$669,500 to acquire property from CLB Properties, Inc. known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey. The Board Item will be amended for an additional amount of \$73,566 for a total authorization of \$743,066.

0906-41: ANNUAL NOTICE OF MEETINGS

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2010.

(NJT Board – 06/10/2009)

0906-42: ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2010 and appoint the members of all Board Committees as set forth in Exhibit A.

The Consent Calendar was moved by Kenneth E. Pringle and seconded by Flora Castillo.

There were eight public comments on non-agenda items.

David Peter Alan said the news is bad for transit around the nation and NJ TRANSIT is no exception. Many transit providers are raising fares, cutting service or both. Mr. Alan learned that the new budget from Trenton will entail a cut of approximately \$60 million in NJ TRANSIT's budget. Without a fare increase, there will be significant service reductions.

Many of New Jersey's people, including seniors and persons with disabilities who are dependent on NJ TRANSIT, have seen their mobility curtailed during the past few years. On the Morris & Essex Lines, nearly half of the off-peak rail service has been lost since May 2008. What is left of the weekend service has been rescheduled to add sixty minutes to the travel time to many points on the Newark Division. Other lines have also lost service and the blame goes to the lack of available operating funds.

Mr. Alan said he does not see how there will be enough money on the capital side to fulfill all of management's grandiose plans. The cost of the proposed Access to the Region's Core and Portal Bridge Projects is currently expected to be \$10.8 billion, with \$3 billion needed for the deep-cavern terminal alone, which will still not provide connectivity with Amtrak or allow the Morris & Essex Lines riders to continue to go to the existing Penn Station. Mr. Alan is aware that one of the proposed funding sources for this deep-cavern terminal is \$1.25 billion from toll revenues collected on the Garden State Parkway and New Jersey Turnpike. Mr. Alan mentioned the current edition of the *Railgram* notes that the money is needed far more to support operations than to build the proposed deep cavern.

Mr. Alan said the fact that NJ TRANSIT's management and the Board have arranged for the availability of highway funding for any transit purpose brings with it the obligation to use that money fairly and for the benefit of the riding public. It is unconscionable to build expensive monuments when people who depend on transit have lost mobility. At a time when gasoline prices are expected to rise again and the heightened concerns about automobile congestion and pollution, NJ TRANSIT's first duty to riders is to provide service. That means restoring service on the Morris & Essex Lines and elsewhere that was lost during the past few years and also adding service where people want it, including weekend service on the Montclair-Boonton Line.

Mr. Alan said the financial news from Trenton will be grim. Money is scarce and it is imperative that support from motorists and truckers for transit go first to providing restored and expanded service for transit riders now. Grandiose projects can wait until there is money to pay for them. Subjecting today's riders to reduced mobility when new sources of funding are available to NJ TRANSIT is an act of reckless disregard for transit-dependent riders and a willful denial to such riders of the mobility that NJ TRANSIT is charged with providing.

Jerry Fried, Mayor of Montclair, thanked the Board for all of the work done on the Mass Transit Tunnel project. He said mass transit is the way of the future to move people efficiently and for economic revitalization. With the start of the Mass Transit Tunnel, the whole country will move to a 21st Century transit system.

Mayor Fried requested weekend service on the Montclair-Boonton Line. He proposed hourly service from Montclair State University to Broad Street Newark and said it would not require any new equipment. He said Congressmen, Legislators, Mayors and the business community are strong advocates for the weekend service. Mayor Fried quoted some of the letters from the elected officials. He also said the people in the community want to partner with NJ TRANSIT for this service and want to try to do it together. From the bottom up, there is tremendous support from the business community. Mayor Fried distributed a packet of information to the Board Members in support of the weekend service.

Executive Director Sarles was pleased that the community, which previously did not want weekend service, is now requesting weekend service. He said there are a few things to deal with first, but thinks the idea of diesel service to Hoboken is a good one. He said NJ TRANSIT would be willing to work with Mayor Fried and the community to see what could be done and at what cost. Executive Director Sarles said Bill Duggan and staff will look at the opportunities.

Tom Lonagran, Montclair Business District, stressed the importance and the need for weekend train service on the Midtown Direct Line in Montclair. He said it is not a coincidence that there has been a renaissance in Montclair. The Midtown Direct Line provides a terrific way for people to get to work. Mr. Lonagran said weekend service would be an extra benefit. The business community sees an untapped resource for residents from New York to go to Montclair. He said if weekend service was available, residents of New York could take the service to go to the Montclair art museum or to shop. Mr. Lonagran thanked the Board in advance for its consideration.

Stephanie Phillips, a student at Montclair State University, said many students would welcome weekend service to commute from home to school. She said students come from many areas of the State and if they had could take a train on the weekends, they could take the opportunity to travel to different places. If there was weekend service, students could travel to New York City and fully experience the City's attractions such as shows, museums and internships. Ms. Phillips said more students would attend Montclair State University if train service was offered on the weekends. Since students are not able to have a car on campus, a train station is why students choose Montclair

State University. Ms. Phillips said the students have spoken and she has hundreds of petitions signed for weekend service.

Kevin Allen, a commuter, lives in Montclair and said all of his clients are New York City residents. His work assignments are after 5:00 pm and on weekends which necessitates him commuting after hours and on weekends. This has forced him and his clients to commute by other means to conduct business, which is more expensive than using the train. Weekend service in Montclair would improve productivity for him and his clients and he strongly encouraged this service.

Al Cafiero, Transportation Advisor to Senator Cardinale, said he wrote a letter to Executive Director requesting extra service from Tenafly to the waterfront to go to the July 4 fireworks in Weehawken.

Executive Director Sarles said he will discuss with the communities along the waterfront the best way to provide the service and security and once that is concluded, will make an announcement.

Mr. Cafiero suggested thinking outside of the box since this a big event. Mr. Cafiero suggested a round trip ticket three times the normal fare to cover expenses and said he would like to be involved in the planning.

Zoe Baldwin, New Jersey Advocate, Tri-State Transportation Campaign, thanked everyone for getting the Mass Transit Tunnel done. This project is historic and will boost transportation. Ms. Baldwin said this project will keep the region moving for centuries to come.

Leonard Nix asked if there was a decision on the DMU or light rail in Tenafly. Mr. Nix does not think light rail will work even though a number of politicians want light rail. Mr. Nix said a lot of work needs to be done in Hackensack. A medical building was built next to the Essex Street rail station which is the only station that has parking in town and now its always full due to the medical building. Mr. Nix said there is corruption in Hackensack and Bergen County and will ask for an FBI investigation. Mr. Nix said the New York Susquehanna should be started and done now.

Executive Director Sarles said the decision about DMUs or light rail on the Northern Branch has not been made yet. Public hearings will be held once the Federal Transit Administration gives its approval. The public will have the opportunity at the hearings to provide comments on record.

Since there were no further comments or business, Chairman Dilts called for adjournment and a motion to adjourn was made by Flora Castillo seconded by Kenneth E. Pringle and unanimously adopted. The meeting was adjourned at approximately 10:11 a.m.

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

JUNE 10, 2009

MINUTES

- **EXECUTIVE SESSION AUTHORIZATION** **41109**
- **APPROVAL OF MINUTES OF PREVIOUS MEETINGS** **41110**
- **EXECUTIVE DIRECTOR'S MONTHLY REPORT** **41111**
- **ADVISORY COMMITTEE REPORTS**
- **BOARD COMMITTEE REPORTS**
 - *Capital Planning, Policy & Privatization Committee
 - *Administration Committee
- **PUBLIC COMMENTS ON AGENDA ITEMS**

ACTION ITEMS

- 0906-36 ELECTRIC LOCOMOTIVES: PURCHASE OF ADDITIONAL NINE ALP-46A LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE** **41137**

Authorization to exercise an option under contract (No. 07-035) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of nine ALP-46A Electric Locomotives plus spare parts at a cost not to exceed \$72,000,000 plus five percent for contingencies, for a total contract authorization of \$332,481,450, subject to the availability of funds.

Authorization to amend the contract (No. 05-098) with STV, Incorporated of New York, New York, for additional engineering support through the end of the warranty period at a cost not to exceed \$280,000, plus five percent for contingencies, for a total contract authorization of \$13,646,850, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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0906-37 BUS SHELTER PURCHASE AND INSTALLATION OF 175 UNITS OVER 36 MONTHS 41140

Authorization to contract (No.09-076X) with Handi-Hut, Inc. of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,085,573, plus five percent for contingencies, subject to the availability of funds.

0906-38 CHATHAM STATION EXTERIOR RENOVATION: CONSTRUCTION CONTRACT AWARD 41143

Authorization to contract (No. 09-105X) with Cumberland USA, Inc. of Saddle Brook, New Jersey for repair and replacement of the roof system and upgrading of the electrical system and outside canopy lighting and other customer amenities at the main station building and the shelter building at Chatham Station in the amount of \$988,280 plus five percent for contingencies, subject to the availability of funds.

0906-39 COMPUTER HARDWARE/SOFTWARE: SOLE SOURCE MAINTENANCE AND LICENSING AGREEMENT RENEWAL 41146

Authorization to initiate or renew sole source maintenance and licensing agreements with the companies specified in Exhibit A and for the dollar amounts specified for the hardware and software required to operate NJ TRANSIT's Information Systems at a total cost not to exceed \$1,549,896 for one-year contracts plus five percent for contingencies.

Authorization is also sought to upgrade and purchase hardware/software services from these sole source suppliers at a one-time cost of \$981,000 plus five percent for contingencies.

CONSENT CALENDAR

0906-40 AMENDED BOARD ITEM NUMBER 0503-9 – EDISON RAIL STATION PARK & RIDE – PROPERTY ACQUISITION- JUDGMENT FOR CONDEMNATION LAWSUIT - CLB PROPERTIES, INC. 41151

Authorization to amend the March 9, 2005 Board Item Number 0503-9 which authorized up to \$669,500 to acquire property from CLB Properties, Inc. known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey. The Board Item will be amended for

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
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an additional amount of \$73,566 for a total authorization of \$743,066.

0906-41 ANNUAL NOTICE OF MEETINGS 41154

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2010.

0906-42 ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION 41157

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2010 and appoint the members of all Board Committees as set forth in Exhibit A.

PUBLIC COMMENTS ON NON-AGENDA ITEMS

EXECUTIVE SESSION AUTHORIZATION

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

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

APPROVAL OF MINUTES

WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the May 13, 2009, Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc. and NJ TRANSIT Mercer, Inc. were forwarded to the Governor on May 15, 2009;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the May 13, 2009 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

Stephen Dilts
Board Chairman

Richard R. Sarles
Executive Director

NJ TRANSIT
180 Boyden Avenue
Maplewood, NJ 07040-2494
973-378-6300



TO: BOARD OF DIRECTORS
FROM: RICHARD R. SARLES
DATE: JUNE 10, 2009
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – JUNE 2009

On Monday, June 8, we broke ground on the Mass Transit Tunnel project—the largest construction project in NJ TRANSIT's history, and the largest transit project in the United States. The \$8.7 billion project will double peak train capacity into New York City with two new tracks under the Hudson River and will create a spacious and modern expanded Penn Station terminal. It will ultimately provide a one-seat ride for thousands of additional NJ TRANSIT customers each day and will ensure the mobility that is necessary for our regional economy to stay competitive for the next 100 years.

Getting shovels in the ground now on a project of this magnitude is especially significant because construction activity creates jobs and stimulates the economy. We estimate that the project will create and sustain 6,000 jobs during construction and 44,000 permanent jobs after it is completed. Work is already underway on an underpass in North Bergen adjacent to the location where the new tunnels will start to cut through the Palisades on a nearly four-mile path to 34th Street in Manhattan.

I would like to thank Governor Jon Corzine, and Senators Frank Lautenberg and Robert Menendez, who have been extremely effective in ensuring federal support for the project, as well as the Congressional Delegation and our Board of Directors, especially Chairman Stephen Dilts. I would also like to thank Federal Transit Administrator Peter Rogoff, who at the ground breaking ceremony announced the federal government's commitment to funding the remaining \$3 billion needed to build the tunnel.

In other construction news, last month, we broke ground on the first NJ TRANSIT rail project to use federal stimulus funds—a nearly 500-space parking lot at Edison Station. This parking expansion—slated for completion by early 2010—will more than double parking capacity at a location where demand currently outstrips supply. As you know, parking availability is essential to building and maintaining ridership. Including the spaces at Edison Station—and a thousand more that opened June 1 by a private developer at the Frank R. Lautenberg Station at Secaucus Junction—we have made 14,500 additional parking spaces available since 2002, bringing the systemwide total to about 85,400 spaces.

Today the Board will consider an item for the purchase of nine additional ALP-46A electric locomotives through a contract option with Bombardier, bringing the total purchase to 36. The new locomotives are more powerful than the aging ALP-44s they will replace, providing more reliability in pulling our growing fleet of multilevel vehicles. The first of the ALP-46A locomotives will be delivered next year, with the order fulfilled by mid-2011.

On the bus side, today the Board will consider approval of the purchase and installation of 175 bus shelters throughout the state over a three-year period, with construction starting this fall. As you may know, NJ TRANSIT provides shelters at no cost to communities that request them in exchange for their commitment to maintain them. Since the program's inception in 1981, we have installed more than 2,500 shelters, making bus transportation a more attractive and convenient option for customers. This project is another that is being advanced with federal stimulus funding.

New bus schedules take effect this month, with seasonal service changes and other adjustments that will interest our customers. In Asbury Park, the 832 and 837 routes will be adjusted to operate along Ocean Avenue, restoring beachfront service in the community for the first time in thirty years. The change will be included in new bus schedules effective June 27, with oceanfront service on the 837 beginning June 13. In Jersey City, we have created a new branch of the No. 6 route, called the "Lafayette Loop," which will connect the Lafayette neighborhood with a section of Garfield Avenue and Journal Square starting June 29. We introduced the No. 6 in February 2008 to replace a route discontinued by a private carrier that served about 1,000 customers per day between Greenville and Journal Square. The new branch will further enhance access to county government buildings, as well as to community health clinics and Hudson-Bergen Light Rail service at Garfield Avenue and Liberty State Park stations.

EXECUTIVE DIRECTOR'S MONTHLY REPORT JUNE 2009

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

HIGHLIGHTS

New Jersey breaks ground on nation's largest transit project

Building upon the region's rich legacy of major public transportation assets, Governor Jon S. Corzine, Senators Frank R. Lautenberg and Robert Menendez, FTA Administrator Peter Rogoff and a group of other federal, state and local officials broke ground Monday, June 8, on the Mass Transit Tunnel project, the largest transit public works project in America.

The \$8.7 billion Mass Transit Tunnel (MTT) project, being built in partnership with the Port Authority of New York & New Jersey, is expected to generate and sustain 6,000 jobs through the construction phase of two new rail tunnels under the Hudson River, an expanded New York Penn Station and other key elements, reinvigorating the link between New Jersey and New York and benefiting the regional economy with improved mobility. It is expected to create 44,000 permanent jobs.

U.S. Senators Lautenberg, Menendez and Governor Corzine also announced a major funding agreement with the Obama Administration that enables the initial phases of the project to advance with federal funding support.

The Early Systems Work Agreement (ESWA) provides \$1.35 billion in funding for the early phases of the project, about half of which is from federal sources including the American Recovery and Reinvestment Act (ARRA).

The \$1.35 billion agreement includes a down payment of \$400 million of funding from the Federal Transit Administration (towards a \$3 billion FTA commitment), \$130 million in federal stimulus funds, and \$125 million in Federal Highway congestion mitigation funds.

The Mass Transit Tunnel project will double trans-Hudson River rail capacity by adding two new single-track tunnels – supplementing the existing two tracks that opened for service in 1910 and now are pushed to their functional limits each commuting day – as well as expand New York Penn Station with a new facility specifically designed to meet the high-ridership needs of a modern commuter rail system.

Doubling the number of tracks for trains operating between New Jersey and New York will increase service capacity to 48 trains per hour during peak periods from the current 23 trains. Twice as many passengers will be able to be accommodated, from 46,000 each morning peak period now to 90,000 in the future.

Fifteen years of study starting with 137 project alternatives, numerous public meetings and input in conformance with federal regulations, produced the finished plan. The project has been designed to allow for expansion in Manhattan to the east in the future as conditions and funding permit.

Agreement advances Passaic-Bergen rail project

A project to provide rail service between the Borough of Hawthorne in Passaic County and the City of Hackensack in Bergen County advanced May 13, with the NJ TRANSIT Board of Directors authorizing the agency to enter an agreement with the New York, Susquehanna and Western Railway (NYS&W).

The Board approved a Memorandum of Understanding (MOU) with NYS&W that provides a framework for NJ TRANSIT's plan to construct and operate the Passaic-Bergen line using the NYS&W Main Line right-of-way between Hawthorne and Hackensack.

Passaic-Bergen rail service will serve nine new stations along more than eight miles of the NYS&W's Main Line corridor between Hawthorne and Hackensack. The project's proposed station in Hawthorne is a short walk from the existing Main Line station, making it easy for riders to connect to the wider NJ TRANSIT commuter rail system.

Construction could begin as early as the end of this year and take approximately three years to complete.

NJ TRANSIT approves interior work on Rutherford Station

Also May 13, the NJ TRANSIT Board of Directors approved work to restore the interior of the historic Rutherford Station on the Bergen County Line—a project that will preserve the building as both a transit facility and community landmark.

The Board authorized a \$988,000 contract with Collette Contracting, Inc., of Rutherford, NJ, for construction work to refurbish the interior of the main station building, including the ceiling and floors, windows, doors, wood benches, plaster surfaces, and wood frames and moldings. The project also includes the replacement of exterior windows and doors in the taxi stand building.

Listed on the State and National Registers of Historic Places, Rutherford Station was constructed in 1898 and serves approximately 1,030 customers on a typical weekday.

Construction is expected to begin this summer, with completion anticipated in spring 2010.

CUSTOMER AND COMMUNITY INITIATIVES

NJ TRANSIT's first federal stimulus rail project gets underway

Commuters who have been waiting for a parking space at Edison Station got closer to their goal on May 29, with a groundbreaking ceremony for a project that will more than double parking capacity at the busy Northeast Corridor station and accommodate every customer currently on the waiting list.

The groundbreaking marks the first NJ TRANSIT rail project to make use of American Recovery and Reinvestment Act stimulus funds that will create jobs while improving or expanding New Jersey's statewide public transportation network.

As the result of the hard work of Governor Jon S. Corzine and the state congressional delegation, especially Senators Frank R. Lautenberg and Robert Menendez, New Jersey expects to receive \$17.5 billion in ARRA funds over the next three years, including about \$7.3 billion to residents and businesses in the form of federal tax cuts. Combined with the state's share of another \$240 billion in tax benefits and competitive grants nationwide, the White House expects 100,000 jobs will be created or preserved in New Jersey over two years.

An estimated 121 jobs will be directly or indirectly created by the project.

In April, the NJ TRANSIT Board awarded a \$4.7 million construction contract to Petillo Inc. of Flanders, New Jersey, to build the lot and make other improvements.

The lot, along with new lighting and sidewalks, will be built adjacent to the outbound platform with access from Kilmer Road. A traffic signal will be installed at the intersection of Kilmer Road and the entrance road to the new lot.

The project also includes repaving and reconfiguring one of two existing lots on the inbound side of the tracks to optimize capacity and improve traffic flow, and creating a public space south of the station building.

Current parking capacity at Edison is 362 spaces. After the new lot is opened and the existing lot is reconfigured, the station will feature 816 spaces – more than double the current inventory. There are currently about 370 names on a waiting list for parking at Edison.

NJ TRANSIT will own the new lot and will seek bids for an operator. Park America operates the existing two lots, one of which NJ TRANSIT owns with the other jointly owned by NJ TRANSIT and Edison Township.

The project is expected to be completed in early 2010.

Edison Station is the 13th busiest of the 164 stations and terminals served by NJ TRANSIT, serving nearly 7,000 customers each weekday with direct service to Newark, Secaucus Junction and Penn Station New York, among other destinations.

EMPLOYEE RECOGNITION

NJ TRANSIT Police Present Awards for Excellence

Last month, NJ TRANSIT Police held an award ceremony at Headquarters to recognize employees for their excellence in various areas. The awards ceremony recognized officers and civilians for their heroic actions in 2008. Additionally, three officers were promoted to sergeant and 22 NJ TRANSIT employees were acknowledged for successfully completing the Citizen Police Academy.

The 2008 award recipients follow:

Meritorious Duty Award

- Sergeant Nicholas Capriglione
- Police Officer Salvatore Bivona
- Police Officer Michael Kolesar
- Police Officer Antonio Melendez
- Police Officer Stephen Nicosia

Excellent Police Service Award

- Sergeant Vincent Damato
- Police Officer Salvatore Bivona
- Police Officer Keith DeLuca
- Police Officer Mark Frenzel
- Police Officer Michael Kolesar
- Police Officer Zbigniew Lachowski
- Police Officer Frank Martin
- Police Officer Kevin Ryan
(Essex County Sheriff's Department)
- Police Officer Michael Gonzalez
(Kearny Police Department)

Swearing In (Probationary Police Officers)

- David Aubrey
- William W. Bowdler
- David J. Cox
- Dennis F. Dulmer

Unit Citation Award

- Police Officer John Hennessy
- Police Officer Zbigniew Lachowski

Police Commendation Award

- Sergeant Kristen Bivona
- Detective Marianna Tropeano
- Police Officer Andrew Capriglione
- Police Officer Yakub Masiak
- Police Officer Luis Perez
- Police Officer Christopher Truppa

Life Saving Award

- Police Officer John Sullivan
- Police Officer Vladimir Vaval

Promotions to Sergeant

- Martin D. Rowe
- Allan J. Lee
- Amy L. McKenna

- Hosam M. Hashem
- David E. Osterhoudt
- Brian J. Rea
- Anthony J. Vetrano

In addition, the following employees graduated from the Citizen Police Academy:

Citizen Police Academy Class 08-05 Graduates

- Wikunda Bitariho
- Michael Fisher
- Robert Hersh
- Alexander Lazor
- Jocelyn Long
- Hubert McTague
- James Osborne Jr.
- Dorlena Stinson
- Maritza Thomas
- Valerie Waynick
- Winifred Terry
- Elizabeth Molina-Falcon

Citizen Police Academy Class 09-06 Graduates

- Charlie Boone
- Jacqueline Kanc
- Margaret Carey
- Wilma Montefusco
- Frank Gillespie, Jr.
- Kevin O’Neil
- Christopher Golias
- Matthew Rubenstein
- Emmanuel Jones
- Nancy Yanta

Congratulations to the NJTPD and to the graduates of our Citizen Police Academy.

NJ TRANSIT Bus Operations Department Presents Safety Awards

The 2008 Bus Safety Awards were held May 21 to recognize those individuals who have reached unprecedented levels of success—ten, twenty and thirty years of safe driving. The program also honored locations that have achieved the highest level of safety improvement.

The awards and their recipients follow:

2008 Group Safety Awards

Transportation

- Market Street Garage
- Howell Garage
- Washington Twp. Garage

Maintenance

- Fairview Garage
- Howell Garage
- Hamilton Twp. Garage
- Newton Ave. Garage

Support Group

- Southern Division Body Shop

30 Year Safe Driver Award Recipient

- James Davidson, Washington Township Garage

20 Year Safe Driver Award Recipients

- Charlie Davis, Big Tree Garage
- Sam Idlett, Hilton Garage
- Daryl Carter, Hilton Garage
- William Daniels, Orange Garage
- James Davis, Ironbound Garage
- Gabe Barrentine, Market St. Garage
- Francisco Vides, Meadowlands Garage
- Anthony Pallitto, Wayne Garage
- James Williamson, Wayne Garage
- Samuel Mitchell, Newton Ave. Garage
- Kathleen Lannon, Newton Ave. Garage
- Lawrence Anderson, Washington Twp.
- Scott Davis, Washington Twp. Garage
- James Gordon, Washington Twp.

10 Year Safe Driver Award Recipients

Big Tree Garage

- Elizabeth Ayala
- Errol Harris
- Wanda Curry

Fairview Garage

- Troy Beverett
- Rafael Bofill
- Lester German
- James Graham
- Robert Roman
- Cecilio Richardson
- Dean Taylor

Hamilton Twp. Garage

- Erik Evans

Hilton Garage

- Richard Bogar
- James Brown

- Carlos Clayton
- Luis Fabionar
- Scott Fryer
- Paula McDougald
- Ronald Moore
- Luc Pierrilus
- Jean Rhau
- Eugene Vinson

Howell Garage

- Brenda Aiello
- Jorge Borrego
- Anthony Centrone, Jr.
- Walaa Elsayed

Ironbound Garage

- Clarence Allen
- Harry Fontaine
- Priscilla McIntosh
- Angelina Williams

Market Street Garage

- Roderick Allen
- Denise Hallman
- Carlton Matthews
- Jose Ramos
- Willie Rollins

Meadowlands Garage

- Cathy Callahan
- Carlos Negron
- Wilson Suarez
- Zamira Torres

Newton Ave. Garage

- Elizglie Brown

Oradell Garage

- John Batista
- Louis Kerlew
- Livijo Rancic

Orange Garage

- Robert Ayers, Sr.
- Curtis Davis
- Lawrence Gamble
- Beverly Gray
- Thomas Montgomery
- Abdullah Muhammad
- Stanton Webster

Washington Twp.

- Kenneth Grabert

Wayne Garage

- Luis Candelario
- Ramiro Rodriguez

NJ TRANSIT employees bid farewell after outstanding careers

Nineteen NJ TRANSIT employees retired in May with careers ranging from 11 to 51 years of service:

1. Eleanor Bartsch (Union) Accountant, Penn Plaza – 51 years
2. Bent E. Larsen (Clifton) Director NY Terminal Operations, PABT – 47 years
3. James R. Stierli (Netcong) Director Risk Management, Penn Plaza – 38 years
4. Cynthia B. Carrol (Deptford) Director Strategic Staffing, Southern Division – 31 years
5. Franklin D. Oates (Mapleshade) Mechanic, Newton Avenue – 30 years
6. Michael P. Ciccarella (Barnegat) Inspector B, Howell Garage – 29 years
7. Richard R. Eicke (Perth Amboy) Mechanic A, Ironbound Garage – 29 years
8. Linda Luther-Lynch (Pine Beach) Bus Operator, Howell Garage – 26 years
9. Richard H. Berger (Moorestown) Bus Operator, Newton Avenue – 25 years
10. Gary L. Montgomery (Hackensack) Bus Operator, Oradell Garage – 25 years
11. Lucia A. Mazzoni (Haldon) Cleaner, Fairview Garage – 22 years
12. Richard H. Bogar (Irvington) Bus Operator, Hilton Garage – 19 years
13. Ralph Byrd (Egg Harbor) Bus Operator, Atlantic City – 18 years
14. Jean Manasse (Newark) Bus Operator, Orange Garage – 17 years
15. Raymond W. Massey (Yeadon, PA) Bus Operator, Washington Township – 17 years
16. Veab Taipi (Garfield) Bus Operator, Wayne Garage – 17 years
17. Walter Johnson (Paterson) Depot Master, Wayne Garage – 16 years
18. Barbara J. Danser (Trenton) Regional Supervisor, Southern Division – 14 years
19. Kenneth A. Grabert (W. Berlin) Bus Operator, Washington Township – 11 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$27,451,350 in federal funds were awarded during October through May of FY 09.* Disadvantaged Business Enterprises (DBEs) were awarded \$5,261,758 or 19.2 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$110,988,045 in state-funded contract dollars were awarded during July through May FY 09. ** Of that total, Small Business Enterprises (SBEs) received \$23,796,288 or 21.4 percent. Category 1 SBEs received \$219,768 or 0.2 percent. Category 2 SBEs received \$5,836,016 or 5.3 percent. Category 3 SBEs received \$3,352,214 or 3 percent. Category 4 SBEs received \$579,600 or 0.5 percent. Category 5 SBEs received \$13,808,690 or 12.4 percent. ***

Federal & State Contracts Total

\$138,439,395 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$29,058,046 or 21 percent of federal and state contract dollars was won by DBEs and SBEs.

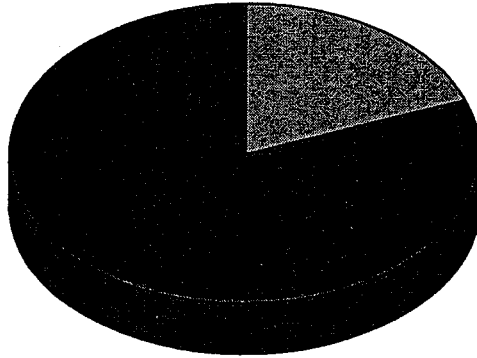
*Fiscal year beginning October 1, 2008

**Fiscal year beginning July 1, 2008

***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

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (THROUGH MAY 09)***

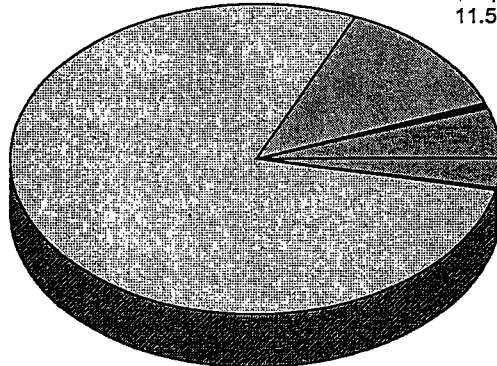
NON-DBE
FEDERAL
\$22,189,592
80.8%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$5,261,758
19.2%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH MAY 09)****

NON-SBE STATE
\$87,191,757
78.6%



SBE-5
\$10,620,442
11.5%

SBE-4
\$579,600
0.5%

SBE-2
\$5,836,016
6.3%

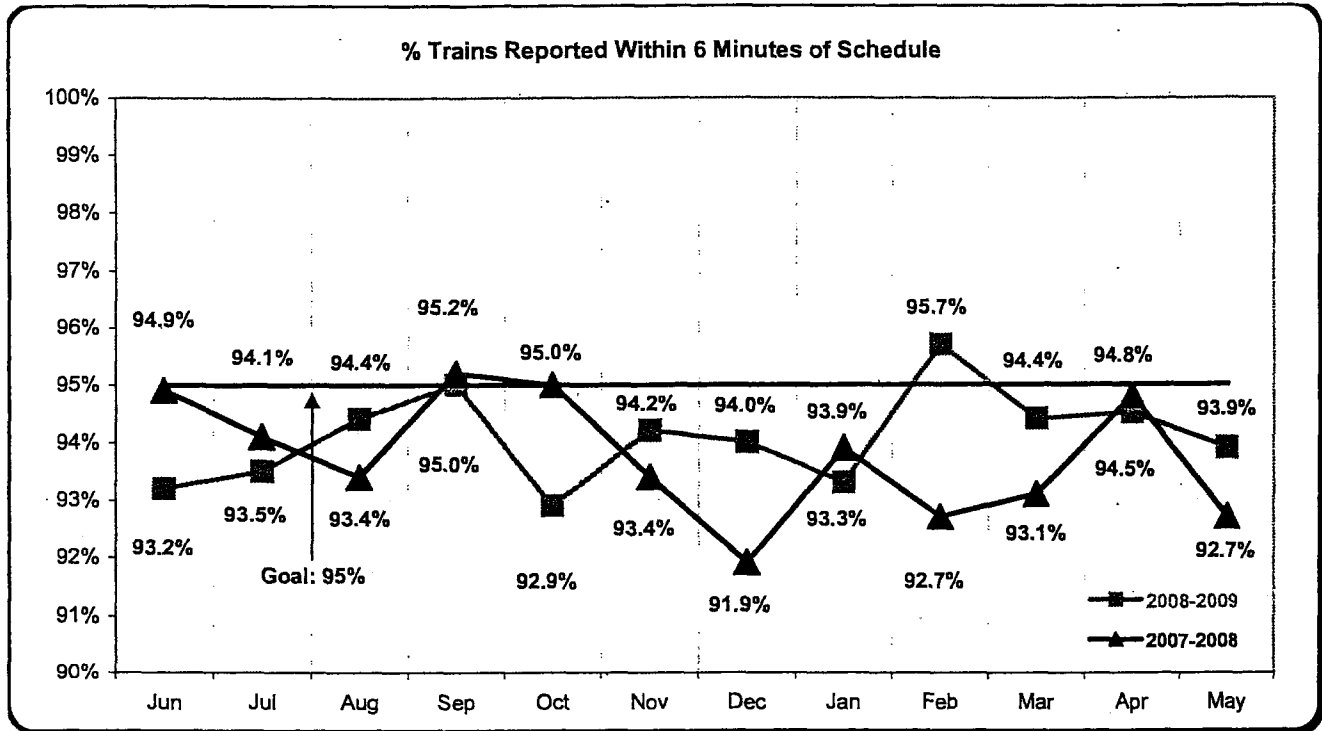
SBE-3
\$3,352,214
3.6%

SBE-1
\$219,768
0.2%

Fiscal Year Beginning October 1, 2008*
Fiscal Year Beginning July 1, 2008**
(This report covers contracts above \$29,000)

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2007 - MAY 2009



May Comparison	2008	2009	# Change
	92.7%	93.9%	1.2%

12-Month Average June - May	2007-2008	2008-2009	# Change
	93.8%	94.1%	0.3%

Analysis:

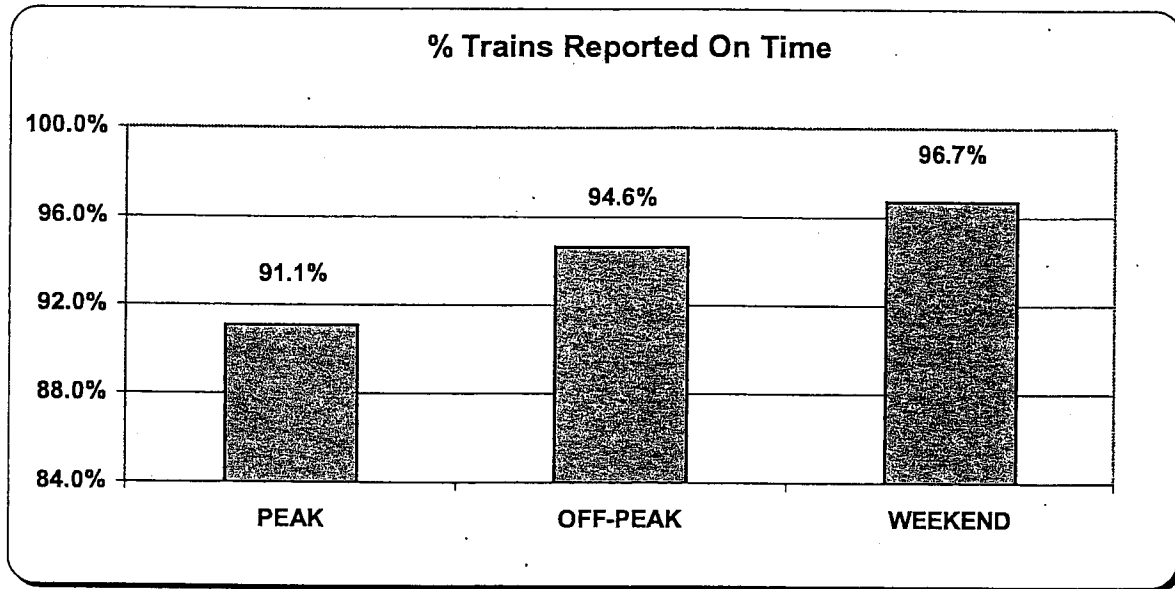
Rail On-Time Performance was 93.9% for May 2009. Of the 18,741 trains that were scheduled to operate, 17,606 were on time, while 1,135 trains (or 6.1%) were delayed. Key causes included:

- NJ TRANSIT train disabled near the tunnel to New York on 5/4.
- Amtrak signal problems in Elizabeth on 5/15.
- Heavy Memorial Day holiday travel on 5/22.

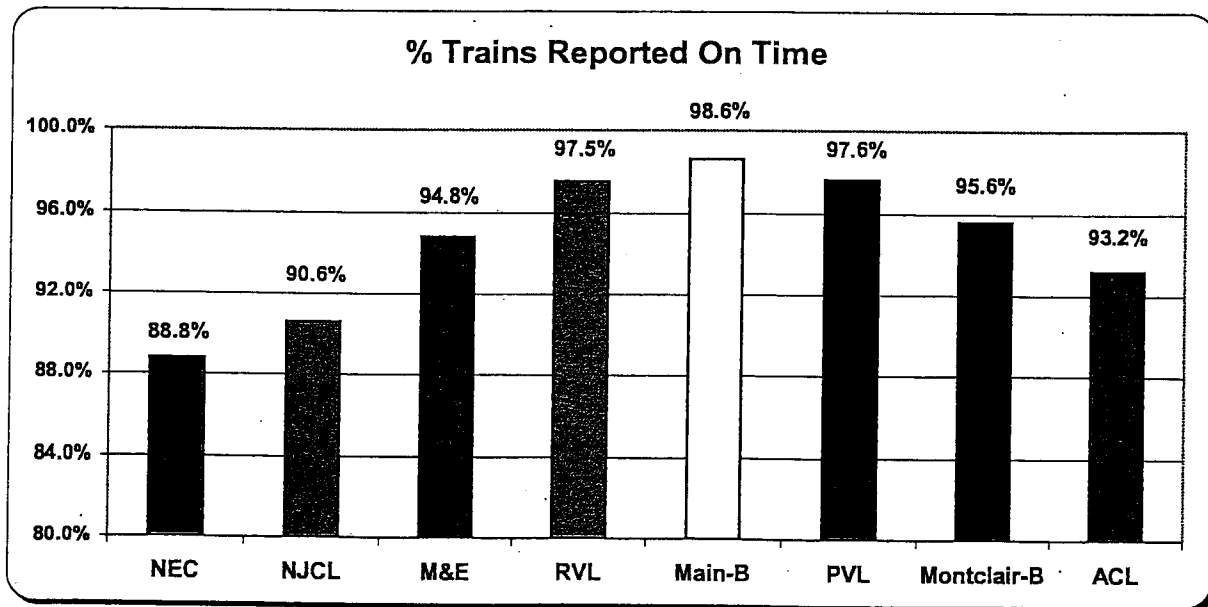
The 12-month average for Rail On-Time Performance for June 2008 - May 2009 was 94.1%.

ON-TIME PERFORMANCE RAIL

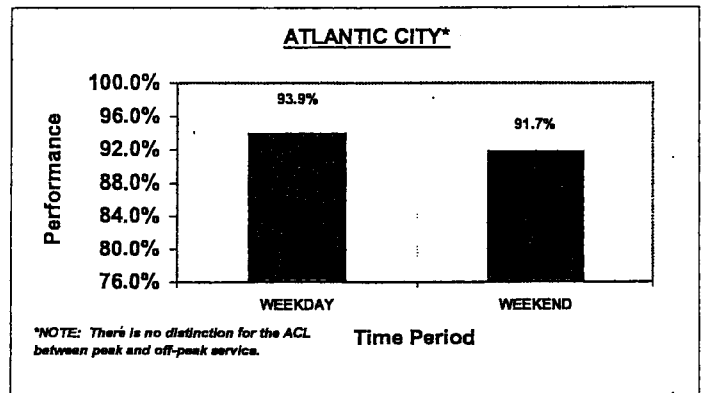
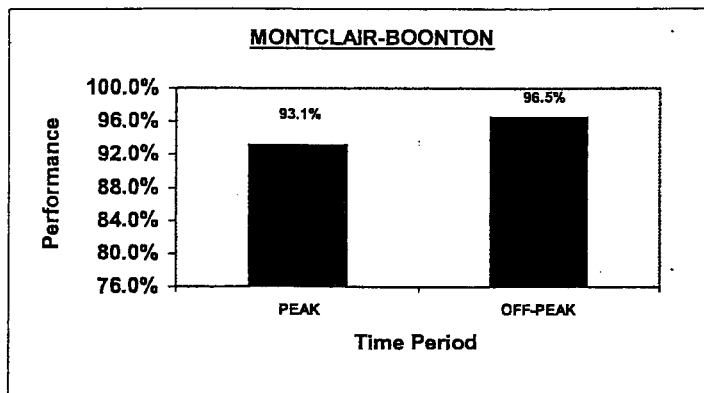
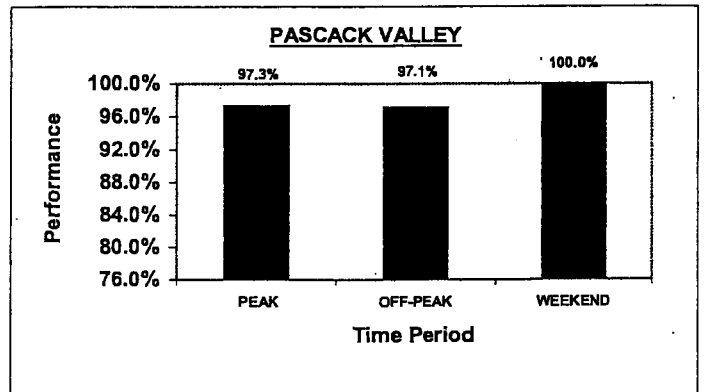
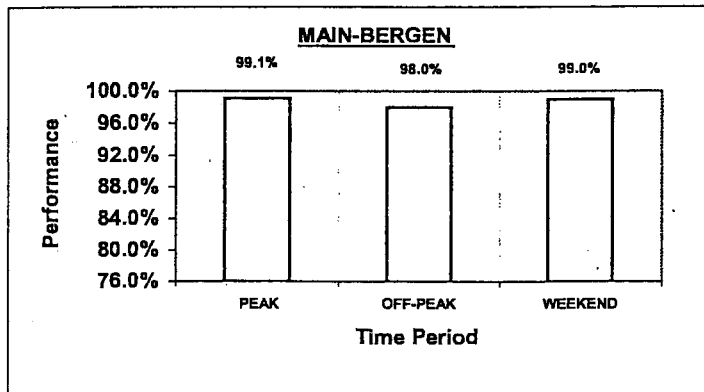
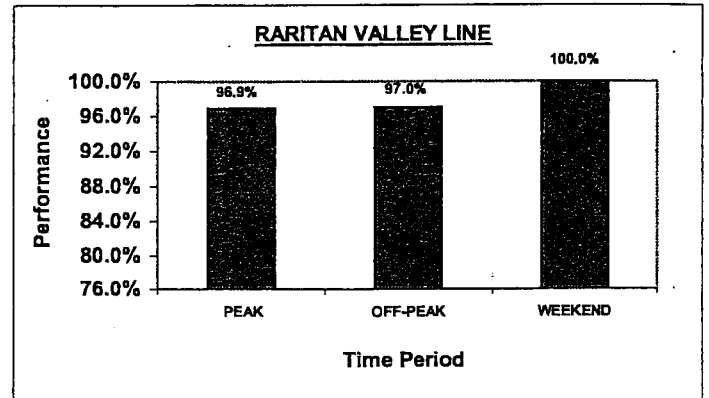
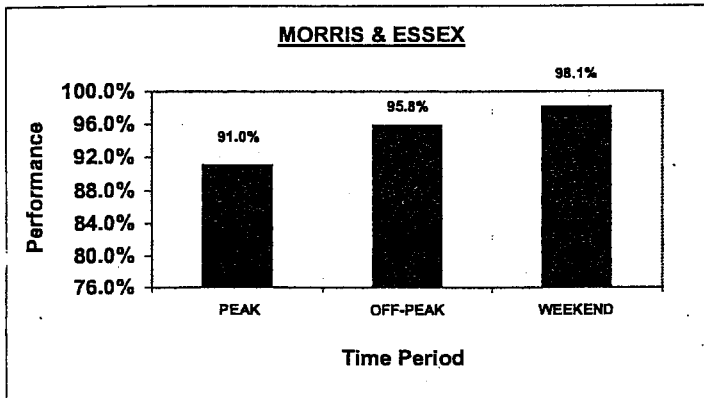
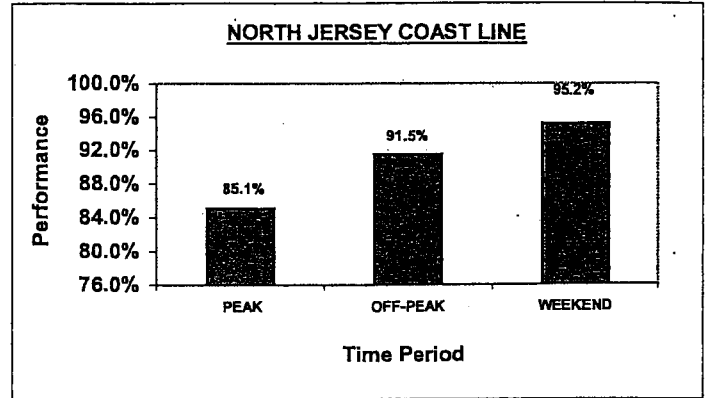
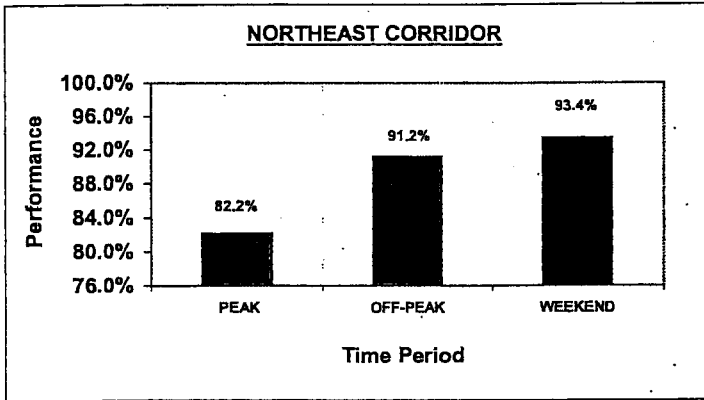
SUMMARY BY TIME PERIOD MAY 2009



SUMMARY BY LINE MAY 2009

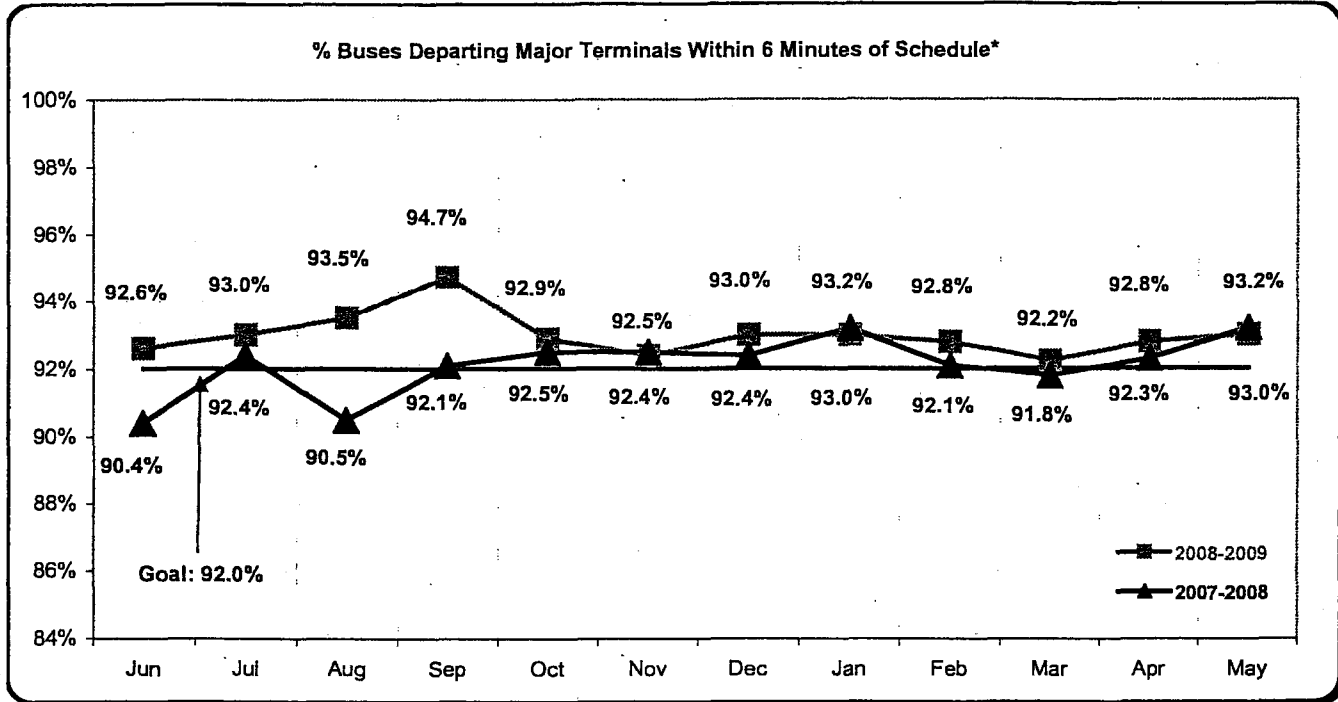


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MAY 2009



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

NJ TRANSIT ON-TIME PERFORMANCE BUS JUNE 2007 - MAY 2009



*Note: Includes the Walter Rand Transportation Center, Atlantic City Bus Terminal, Port Authority Bus Terminal, Newark Penn Station, and, as of July, 2008, Hoboken Terminal.

	2008	2009	% Change
May Comparison	93.2%	93.0%	-0.2%

	2007-2008	2008-2009	% Change
12-Month Average June - May	92.1%	93.0%	0.9%

Analysis:

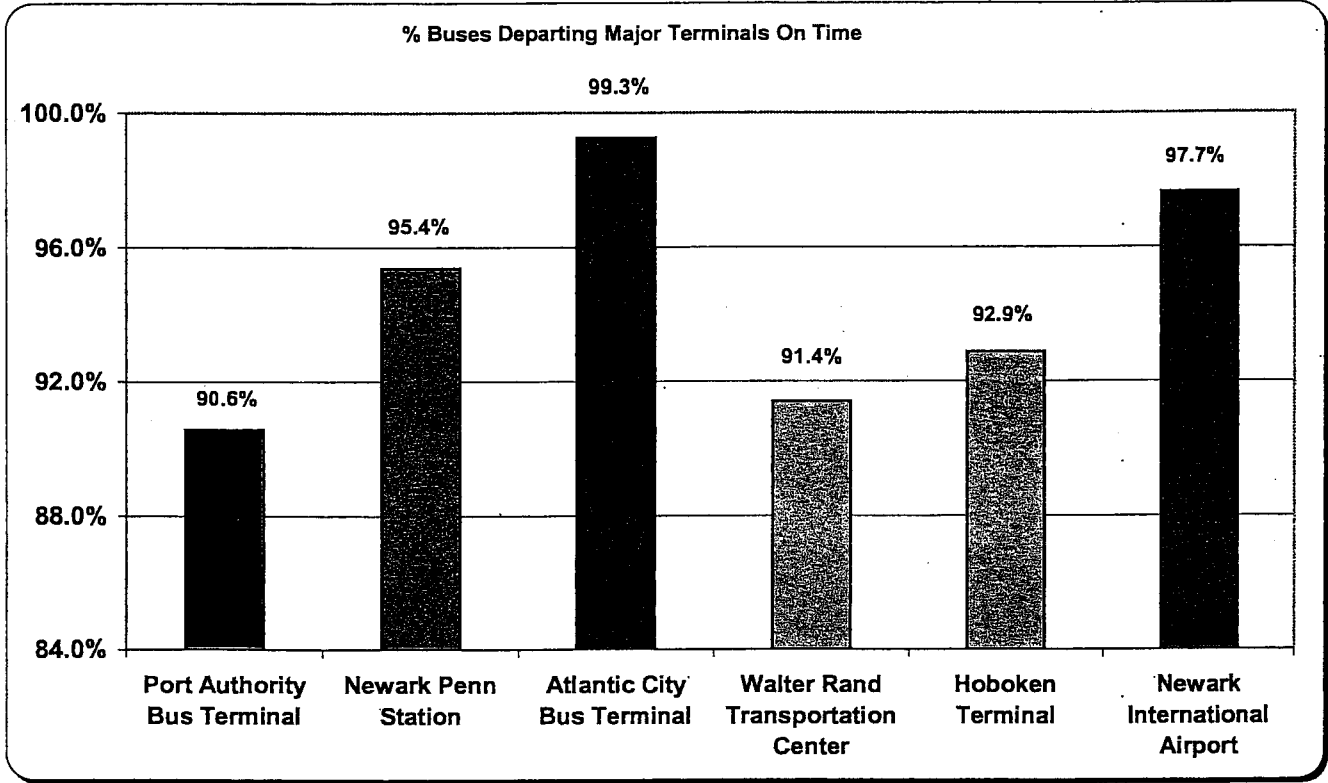
Bus On-Time Performance was 93% for May 2009. Of the 33,906 monitored departures, 2,383 (or 7%) experienced delays. Key causes included:

- Port Authority buses were impacted by traffic conditions on Route 495 (Weehawken) on 5/15.
- Traffic congestion on 5/8, 21 and 22 affected Newark Penn Station buses
- Memorial Day weekend late arrivals and traffic delayed Atlantic City Terminal buses on 5/22.
- Walter Rand Transportation Center buses were affected by a fire in Mount Holly on 5/8.

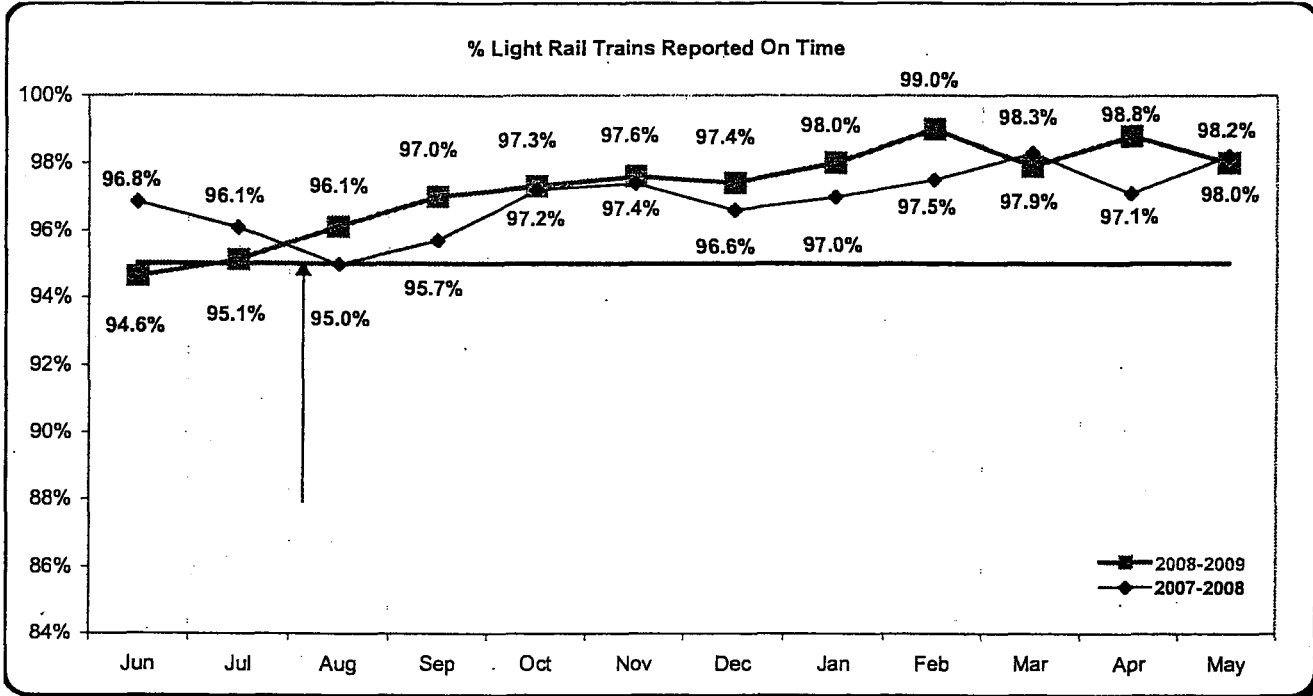
The 12-month average for Bus On-Time Performance for June 2008 - May 2009 was 93%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MAY 2009



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL - SYSTEMWIDE JUNE 2007- MAY 2009



*Note: Starting May 2007

	2008	2009	# Change
May Comparison	98.2%	98.0%	-0.2%

	2007-2008	2008-2009	# Change
12-Month Average June - May	96.9%	97.2%	0.3%

Analysis:

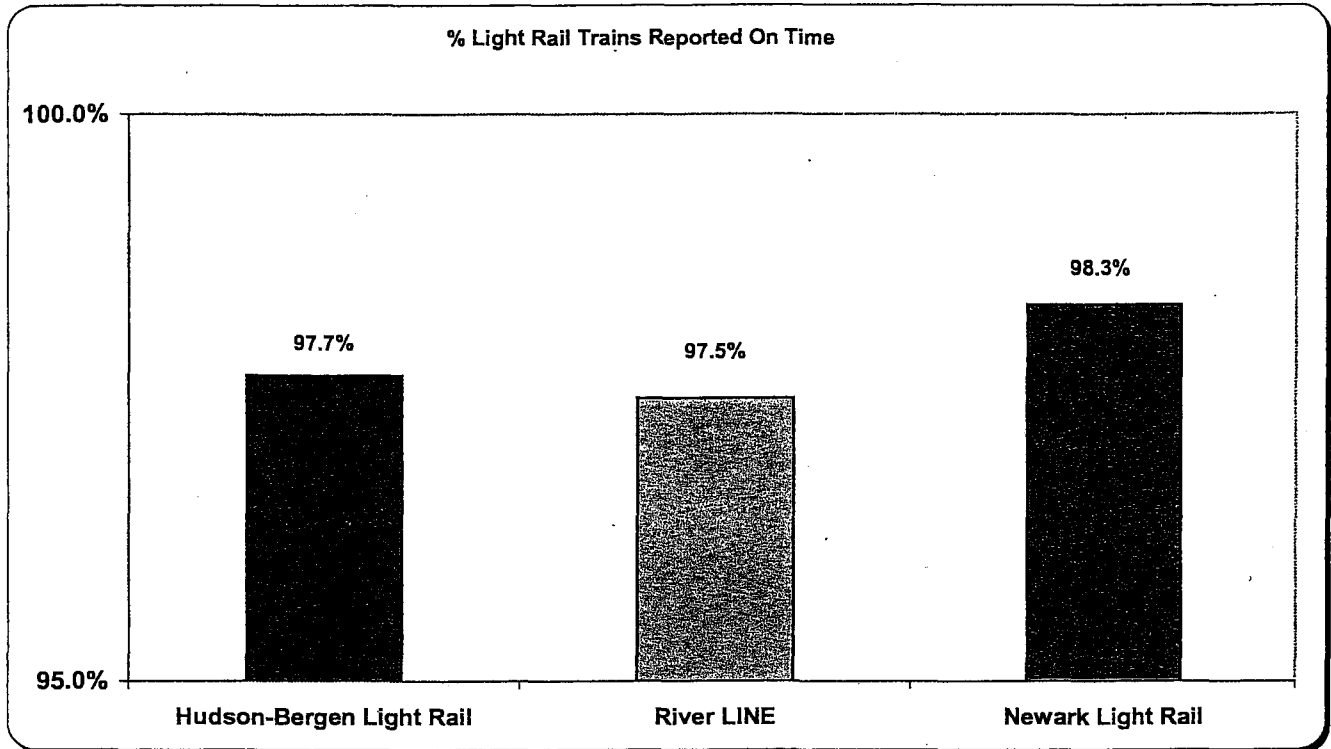
Light Rail On-Time Performance systemwide was 98% for the month of May 2009. Of the 30,670 scheduled trains, 637 (or 2%) experienced delays. Key causes included:

- HBLR overhead wire damage on 5/11.
- River LINE Control Center failure on 5/28.
- Mechanical problems on Newark Light Rail on 5/14.

The 12-month average for Light Rail On-Time Performance for June 2008 - May 2009 was 97.2%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE MAY 2009



ACTION ITEMS

ITEM 0906-36: ELECTRIC LOCOMOTIVES: PURCHASE OF ADDITIONAL NINE ALP-46A LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

BENEFITS

NJ TRANSIT currently operates ALP-44 Electric Locomotives, which are approximately 20 years old and in need of overhaul or replacement. NJ TRANSIT analyzed the cost and benefits of overhauling these locomotives to improve their reliability and performance.

As an alternative to overhauling the ALP-44 Electric Locomotives, NJ TRANSIT has the ability to exercise an option to its existing ALP-46A Electric Locomotive contract for additional electric locomotives. The ALP-46A Electric Locomotive is capable of pulling 10 Multilevel cars in regular service while the ALP-44 Electric Locomotive can pull only six Multilevel cars. Purchasing new locomotives will allow for longer train consists and more flexibility with fleet allocation and scheduling.

PURPOSE

The amendment to the ALP-46A Electric Locomotive Procurement is to exercise the first option for the purchase of nine ALP-46A Electric Locomotives to replace the aging ALP-44 Electric Locomotive.

To support the procurement of the additional nine ALP-46A Electric Locomotives, NJ TRANSIT requires further engineering assistance to ensure a high level of quality from the manufacturer through the production, testing and warranty phases of this program.

ACTION (Capital Program Justification: Capacity)

Staff seeks authorization to exercise an option under contract (No. 07-035) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of nine ALP-46A Electric Locomotives plus spare parts at a cost not to exceed \$72,000,000 plus five percent for contingencies, for a total contract authorization of \$332,481,450, subject to the availability of funds.

Staff also seeks authorization to amend the contract (No. 05-098) with STV, Incorporated of New York, New York, for additional engineering support through the end of the warranty period at a cost not to exceed \$280,000, plus five percent for contingencies, for a total contract authorization of \$13,646,850, subject to the availability of funds.

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

FISCAL IMPACT

Requested Authorization:

Bombardier Transit Corp. This Authorization \$ 72,000,000 + 5% contingency
Total Authorization \$332,481,450

STV, Inc. This Authorization \$ 280,000 + 5% contingency
Total Authorization \$ 13,646,850

Total Project Cost: \$ 75,894,000

Projected Date of Completion: Delivery of final locomotive – May 2011

Anticipated Source of Funds: Transportation Trust Fund

Diversity Goal: Vehicle Manufacturer

***NJ Build* Amount:** None

Related/Future Authorizations: Options for additional vehicles
Engineering assistance for additional vehicles

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, NJ TRANSIT currently operates ALP-44 and ALP-46 Electric Locomotives on its electrified lines; and

WHEREAS, the ALP-44 Electric Locomotives are in need of overhaul or replacement; and

WHEREAS, Bombardier Transit Corporation was previously authorized by the Board (Item No. 0807-48) to design and manufacture Electric Locomotives; and

WHEREAS, STV, Incorporated was previously selected by a competitive procurement process to provide engineering support for the Electric Locomotives;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to exercise an option under contract (No. 07-035) with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of nine ALP-46A Electric Locomotives plus spare parts at a cost not to exceed \$72,000,000 plus five percent for contingencies, for a total contract authorization of \$332,481,450, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to amend the contract (No. 05-098) with STV, Incorporated of New York, New York, for additional engineering support through the end of the warranty period at a cost not to exceed \$280,000, plus five percent for contingencies, for a total contract authorization of \$13,646,850, subject to the availability of funds.

ITEM 0906-37: BUS SHELTER PURCHASE AND INSTALLATION OF 175 UNITS OVER 36 MONTHS

BENEFITS

NJ TRANSIT supplies shelters at no cost to the communities that request them provided they agree to maintain them and accept liability. Over 2,500 bus shelters have been provided to communities since the inception of the program in 1981. Bus shelters provide protection from inclement weather, offer seating, and help identify active bus stops to passengers and operators. Communities have a vested interest in keeping the shelters safe, clean, and functional, making bus transportation more viable and attractive to their residents and local employers.

PURPOSE

The award of this contract will authorize the purchase and installation of 175 bus shelters over a 36 month period throughout the State's bus operating system.

Funding for this project is being provided as part of the American Recovery and Reinvestment Act of 2009 (ARRA) economic stimulus program. NJ TRANSIT estimates that the ARRA funds in this project will generate 11 jobs.

ACTION (Justification: Passenger Facility enhancement)

Staff seeks authorization to contract (No.09-076X) with Handi-Hut, Inc. of Clifton, New Jersey, for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,085,573, 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: \$1,085,573 + contingency

Total Project Cost: \$1,085,573

Projected Date of Completion: October 2012

Anticipated Source of Funds: American Recovery and Reinvestment Act
Federal Transit Administration

Diversity Goal: 15%

Future Related Authorizations: Next Bid Purchase in 36 months

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, NJ TRANSIT has a program for the purchase and installation of bus shelters throughout the State of New Jersey providing shelters to the communities that request them; and

WHEREAS, NJ TRANSIT in the interest of promoting public transportation, conservation of energy, air quality, traffic safety, and for the convenience of the public, endorses the concept of providing bus shelters for bus passengers throughout the State; and

WHEREAS, upon completion of a competitive procurement process, Handi-hut, Inc. of Clifton, New Jersey, was determined to be the most responsive and responsible bidder;

NOW THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No.09-076X) with Handi-hut, Inc. of Clifton, New Jersey for the purchase and installation of new bus shelters throughout the State of New Jersey at a cost not to exceed \$1,085,573, plus five percent for contingencies, subject to the availability of funds.

ITEM 0906-38: CHATHAM STATION EXTERIOR RENOVATION: CONSTRUCTION CONTRACT AWARD

BENEFITS

Chatham Station is located on NJ TRANSIT's Morris-Essex Line in the Township of Chatham, Morris County. The station was constructed in 1915 and consists of a one-story main station building located on the eastbound platform and a one-story shelter building on the westbound platform. The main building, which is open to passengers, is heated. The shelter building is not currently in use but may later be used for community purposes. Chatham Station serves 3,060 average weekday passenger trips.

The roof system and canopy lighting at both buildings are in need of repair and restoration. The rehabilitation of the roof system will prevent deterioration of the buildings, extend the useful life of the facility and provide improved facilities for NJ TRANSIT customers.

PURPOSE

Authorization of this contract will allow for the roof rehabilitation and canopy lighting upgrades for the eastbound and westbound station buildings at Chatham Station on the Morris-Essex Line. The rehabilitation contract will include the replacement of the deteriorated structural roof elements and exterior wood soffits; installation of new roof tiles and new canopy lighting; an upgrade of the electrical service cabinets; installation of new wiring and exterior speakers including those located in the pedestrian tunnel; replacement of the existing gutters and leaders; and restoration of the masonry and concrete surfaces of the station buildings.

This project has been accelerated as part of Governor Corzine's economic stimulus program. NJ TRANSIT estimates that this project will generate 11 jobs.

ACTION (Justification – State of Good Repair)

Staff seeks authorization to contract (No. 09-105X) with Cumberland USA, Inc. of Saddle Brook, New Jersey for repair and replacement of the roof system and upgrading of the electrical system and outside canopy lighting and other customer amenities at the main station building and the shelter building at Chatham Station in the amount of \$988,280 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 Amount: \$988,280 + 5% contingency

Total Project Cost: \$1,700,000

Projected Date of Completion: April 2010

Anticipated Source of Funds: Transportation Trust Fund

Diversity Goal: 23% SBE

***NJ Build* Amount:** \$ 4,941.40

Future/Related Authorizations: None

**Impact on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, the rehabilitation of the roof system at the Chatham Station will both preserve the structural integrity of the buildings and provide improved facilities for NJ TRANSIT customers; and

WHEREAS, the project will include repair of the structural roof members, installation of the roof tiles, soffits and new canopy lighting, upgrading of the electrical service cabinets, replacement of the existing gutters and leaders and restoration of the masonry and concrete surfaces of the station buildings; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Cumberland USA, Inc. was the lowest responsive, responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No. 09-105X) with Cumberland USA, Inc. of Saddle Brook, New Jersey for repair and replacement of the roof system and upgrading of the electrical system and outside canopy lighting and other customer amenities at the main station building and the shelter building at Chatham Station in the amount of \$988,280 plus five percent for contingencies, subject to the availability of funds.

ITEM 0906-39: COMPUTER HARDWARE/SOFTWARE: SOLE SOURCE MAINTENANCE AND LICENSING AGREEMENT RENEWAL

BENEFITS

Materials and services which are available from only one source of supply are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d). These vendors have proprietary control over the manufacture of parts, components and/or services needed for NJ TRANSIT's continued use of their technology.

The need for NJ TRANSIT to exercise sole source authority relates to non-general areas of procurement. NJ TRANSIT uses support agreements from the following vendors to maintain our ability to use and expand products for these business functions:

Bus Video Security - Drive Cam
Bus Schedule Planning – Giro
Bus Operator Payroll – Transched Systems
Fare Collection – Cubic Transportation Systems
Customer Relationship Management Software - New Demand, LLC
Enterprise Document Management - Open Text
Enterprise Document Management – Stellar Systems
Business Diversity Management - BIP Software

PURPOSE

NJ TRANSIT utilizes a variety of computing equipment and software to process information and this equipment and software are necessary for the continued operation of services. The manufacturers of the hardware and software under proposal are the only firms capable of providing licensing and maintenance services for their products. In each case, the firm is the original equipment manufacturer for the software/hardware or has acquired the rights to act as such.

Software Maintenance will provide for:

- Program maintenance for all software modules including support for solving any software logic errors;
- Software enhancements periodically released by the vendor to provide for additional features;
- Telephone assistance for immediate correction of program problems with minimum interruption of end user service; and
- Services including consultation and educational credits associated with the vendors' software.

Hardware Maintenance will provide for:

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

ACTION (Justification: State of Good Repair)

Staff seeks authorization to initiate or renew sole source maintenance and licensing agreements with the companies specified in Exhibit A and for the dollar amounts specified for the hardware and software required to operate NJ TRANSIT's Information Systems at a total cost not to exceed \$1,549,896 for one-year contracts plus five percent for contingencies.

Authorization is also sought to upgrade and purchase hardware/software services from these sole source suppliers at a one-time cost of \$981,000 plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization:	\$1,549,896 plus 5% contingency for a total of \$1,627,391 (One year support contracts) and in addition; \$ 981,000 plus 5% contingency for a total of \$1,030,050 (Hardware/Software purchase and upgrade)
Projected Date of Completion:	June 2010
Anticipated Source of Funds:	FY 2010 Operating Funds
Diversity Goal:	N/A - Sole Source Procurement
Future/Related Authorization:	N/A
Impacts of Subsequent Operating Budgets:	FY 2011 - \$1,676,213 (+3% each subsequent yr)

RESOLUTION

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

WHEREAS, these contracts insure the continued operation of both the computers and software which support NJ TRANSIT's system applications; and

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

WHEREAS, the proposed vendors are the only vendors capable of providing these services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract on a sole source basis with the firms listed in Exhibit A and for the dollar amounts specified for a total contract amount not to exceed \$1,549,896 plus five percent for contingencies for a total amount not to exceed \$1,627,391, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to contract on a sole source basis with the firms listed in Exhibit A and for the dollar amounts specified for upgrades for a total contract amount not to exceed \$981,000 plus five percent for contingencies for a total amount not to exceed \$1,030,050 subject to the availability of funds.

EXHIBIT A

COMPUTER HARDWARE/SOFTWARE: SOLE SOURCE MAINTENANCE AND LICENSING AGREEMENTS RENEWAL

Drive Cam	Bus Video	\$593,800
Giro	Bus Route Scheduling	\$405,000
Transched Systems	Bus Operator Payroll	\$175,286
Cubic Transportation Systems	Software Fare Collection	\$828,355
New Demand	Customer Relationship Management	\$ 50,000
Open Text	Enterprise Content Mgmt	\$150,000
Stellar Systems	Software	\$200,000
	Enterprise Content Mgmt	
	Software	
BIP Software	Business Diversity	\$128,455

CONSENT CALENDAR

ITEM 0906-40: AMENDED BOARD ITEM NUMBER 0503-9 – EDISON RAIL STATION PARK & RIDE – PROPERTY ACQUISITION-JUDGMENT FOR CONDEMNATION LAWSUIT - CLB PROPERTIES, INC.

BENEFITS

This amended item will allow for the total payment of the March 16, 2009 Order for Final Judgment in the amount of \$743,066, inclusive of interest, in the September 2006 condemnation matter entitled *New Jersey Transit Corporation v. CLB Properties, Inc., et al., Docket No. MID-L-7309-06*. The jury verdict in this matter requires NJ TRANSIT to pay \$700,000, plus compounded interest of \$43,066 for a total of \$743,066 for the property.

Acquisition of this property from CLB Properties, Inc., known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey (the "Property"), was required for the construction of the 475 space Edison Rail Station Park and Ride Project.

PURPOSE

Amend the previous Board Item Number 0503-9 dated March 9, 2005 for the additional sum of \$73,566 to allow payment of the March 16, 2009 Order for Final Judgment to acquire the Property from CLB Properties, Inc. for the construction of the 475 space Edison Rail Station Park and Ride Project. The payment of the judgment in the amount \$700,000 plus \$43,066 in interest for a total of \$743,066 will complete NJ TRANSIT's obligation to acquire the Property by Declaration of Taking on November 28, 2006 from CLB Properties, Inc. The original Board Item authorized \$515,000 plus 30 percent contingency for a total authorized amount of \$669,500. This Board Action would authorize the payment of an additional \$73,566 in satisfaction of all amounts due including interest accrued.

ACTION

Staff seeks authorization to amend the March 9, 2005 Board Item Number 0503-9 which authorized up to \$669,500 to acquire property from CLB Properties, Inc. known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey. The Board Item will be amended for an additional amount of \$73,566 for a total authorization of \$743,066.

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

FISCAL IMPACTS:

Requested Authorization:

Staff seeks authorization to amend the March 9, 2005 Board Item Number 0503-9 which authorized up to \$669,500 to acquire property from CLB Properties, Inc. known as Block 3C,

Lot 1A3, Township of Edison, Middlesex County, New Jersey. The Board Item will be amended for an additional amount of \$73,566 for a total authorization of \$743,066

Total Project Cost	\$743,066
Projected Date of Completion:	TBD
Anticipated Source of Funds:	FY05 Transportation Trust Fund
Diversity Goals:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	Additional Parking Revenue Additional Operating Costs

RESOLUTION

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

WHEREAS, Board Item Number 0503-9 dated March 9, 2005, authorized the acquisition of property from CLB Properties, Inc., known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey, for up to \$669,500 for the Edison Rail Station Park and Ride Project; and

WHEREAS, a March 16, 2009 Order for Final Judgment in the condemnation lawsuit of *New Jersey Transit Corporation v. CLB Properties, Inc., et al. Docket No. MID-L-7309-06* in the Superior Court of New Jersey requires NJ TRANSIT to pay \$743,066 inclusive of interest for the acquisition of the property owned by CLB Properties, Inc.; and

WHEREAS, to date NJ TRANSIT deposited \$669,500 with the Superior Court of New Jersey and is ordered to pay a total of \$743,066, which requires an additional \$73,566 payment to the Superior Court of New Jersey;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to amend the March 9, 2005 Board Item Number 0503-9 which authorized up to \$669,500 to acquire property from CLB Properties, Inc. known as Block 3C, Lot 1A3, Township of Edison, Middlesex County, New Jersey. The Board Item will be amended for an additional amount of \$73,566 for a total authorization of \$743,066.

ITEM 0906-41: ANNUAL NOTICE OF MEETINGS

BENEFITS

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

Unless otherwise noted in the annual notice (Exhibit A), or as otherwise modified by the Board during the year in accordance with the Open Public Meetings Law, meetings will be held on the second Wednesday of each month at NJ TRANSIT headquarters in Newark, New Jersey, with the exception of at least two of the meetings during Fiscal Year 2010 that may be held at different locations within the State.

PURPOSE

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

ACTION

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2010.

FISCAL IMPACTS

Requested Authorization:	Adopt Annual Notice of Meetings
Anticipated Source of Funds:	N/A
Projected Date of Completion:	June 30, 2010
Diversity Goal:	N/A

RESOLUTION

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

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

WHEREAS, the By-Laws, as amended, for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., and NJ TRANSIT Mercer, Inc. provide that regular meetings shall be held on the second Wednesday of each month except as otherwise noted in the Annual Notice of Meetings; and

WHEREAS, the June meeting serves as the annual meeting;

NOW, THEREFORE, BE IT RESOLVED that the Annual Notice of Meetings, Exhibit A, is adopted; and

BE IT FURTHER RESOLVED that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Law, P.L. 1975, c.231.

EXHIBIT A

ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2010

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

In accordance with the "Open Public Meetings Law," P.L. 1975, c.231, the above organizations will hold regular meetings, open to the public, at 9:00 a.m. on the second Wednesday of each month for the period July 1, 2009 through June 30, 2010, except as noted below.

The June meeting will serve as the annual meeting.

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

The specific dates are as follows:

July 8, 2009
August 12, 2009
September 9, 2009
October 14, 2009
November 10, 2009 (second Tuesday of the month)
December 9, 2009
January 13, 2010
February 10, 2010
March 10, 2010
April 14, 2010
May 12, 2010
June 9, 2010

ITEM 0906-42: ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION

BENEFITS

NJ TRANSIT and its subsidiaries are governed by its statute, regulations and By-Laws. The New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 provides that the Commissioner of Transportation serve ex officio as Chairman of the New Jersey Transit Corporation Board of Directors, and the Vice Chairman and Board Secretary shall be selected annually, as stated in Article III, Section 2 of the NJ TRANSIT By-Laws.

Article II, Section 11 of the NJ TRANSIT By-Laws establish and structure the membership of the Board Committees so that they shall be composed of a Chairman of the Committee, who shall be appointed by the Chairman of the Board, and up to two additional members who shall be selected by and serve at the pleasure of the Chairman of the Board. Each committee consists of no more than three Board members with, in some cases, an alternate, and meets on a monthly or as-needed basis. The committees' membership is outlined in Exhibit A.

PURPOSE

The effect of this item is to fulfill the statutory and By-Law requirements of the annual designation of the Vice Chairman of the Board and the Secretary to the Board. Appointments are also being made to all Board Committees.

ACTION

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2010 and appoint the members of all Board Committees as set forth in Exhibit A.

FISCAL IMPACTS

Requested Authorization:	Designations of officers, committee membership authorization
Anticipated Source of Funds:	N/A
Projected Date of Completion:	June 30, 2010
Diversity Goal:	N/A

RESOLUTION

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c.150 requires the annual designation by the NJ TRANSIT Board of Directors of a Vice Chairman of the Board and a Secretary to the Board; and

WHEREAS, Article III, Section 2 of the NJ TRANSIT By-Laws also provides that the Board Vice Chairman and Secretary be designated annually, and that the Commissioner of Transportation serve as Chairman; and

WHEREAS, the Chairman of the Board is charged with the selection of Board Committee members and recommendations to the committee membership are proposed in Exhibit A;

NOW, THEREFORE, BE IT RESOLVED that Myron P. Shevell is designated as Vice Chairman of the New Jersey Transit Corporation Board of Directors to serve a term through June 30, 2010 and Gwen A. Watson is designated as Secretary of the Board of Directors to serve a term through June 30, 2010; and

BE IT FURTHER RESOLVED that the membership of the Board Committees is adopted as set forth in Exhibit A.

EXHIBIT A

FISCAL YEAR 2010 BOARD COMMITTEES

Administration Committee

Flora Castillo, Chair
Treasurer's Representative
Governor's Representative

Audit Committee

Kenneth E. Pringle, Chair
Myron P. Shevell
Treasurer's Representative

Capital Planning, Policy and Privatization Committee

Myron P. Shevell, Chair
Kenneth E. Pringle
Susan L. Hayes

Customer Service Committee

Flora Castillo, Chair
Kenneth E. Pringle
Governor's Representative

PUBLIC COMMENTS



Township of Montclair 205 Claremont Avenue Montclair, New Jersey 07042 tel: 973.509.4928 fax: 973.783.8826 www.montclairnjusa.org

Jerry Fried
Mayor

jfried@montclairnjusa.org
June 3, 2009.

Mr. Richard R. Sarles
Executive Director
New Jersey Transit
1 Penn Plaza East
Newark, New Jersey 07105

Dear Mr. Sarles:

As Mayor of Montclair, a public transportation advocate and organizer of other elected officials who feel as I do, I am writing to encourage you to institute weekend service on the Montclair-Boonton line. This important step has been "coming soon" for over a decade and I'd like to tell you that the time for it is right now.

At this point, we're advocating for hourly diesel service between Montclair State University and Broad Street, Newark. This short trip could easily link up with service to New York Penn Station and Hoboken (or even can replace your existing Hoboken shuttle trains) and would be of tremendous economic benefit for workers and other residents along the line. For those going East to West, we will draw visitors to such sites as the Wellmont Theater, the Montclair Art Museum and Montclair State University with its performances and events.

Weekend service would be a tremendous benefit to economies of the municipalities along the line. We have many residents who work on weekends, students who would use the service and others who would love the convenience and cost savings of leaving their cars at home to travel into New York and Newark.

As you know, towns like ours along the Montclair-Boonton line will be crucially important in changing the culture of suburbia from dependence on the automobile to a more sustainable lifestyle that combines mass transit with an emphasis on pedestrian friendliness. By emphasizing transit-centered development around our train stations and along our main thoroughfare we are practicing "smart growth" that feeds on New Jersey Transit rail service. With our new President's focus on building up transportation infrastructure along with other environmental initiatives the winds of change are blowing in our direction. Of course, cities are our most efficient places. But well-designed towns and suburbs must be part of our future as well.

As you know, the Montclair-Boonton line is the only line in New Jersey that doesn't yet have weekend service. Without this important link, most of our residents traveling into the city on weekends will drive in spite of the waste of time and cost. We know the demand is there for weekend workers, students and others going on recreational excursions.

Let us work with you to build the success of this important service. It will help grow Essex County's economy and help put the entire region on a path towards true sustainability.

Sincerely,

A handwritten signature in black ink that reads "Jerry Fried".

Mayor Jerry Fried
jfried@montclairnjusa.org

c.201 463 4708

h. 973 783 7586

FRANK R. LAUTENBERG
NEW JERSEY

COMMITTEES:
APPROPRIATIONS
COMMERCE, SCIENCE, AND
TRANSPORTATION
ENVIRONMENT AND
PUBLIC WORKS.

United States Senate
WASHINGTON, DC 20510

June 10, 2009

Mr. Richard Sarles, Executive Director
New Jersey Transit
One Penn Plaza East, 9th Floor
Newark, NJ 07905-2246

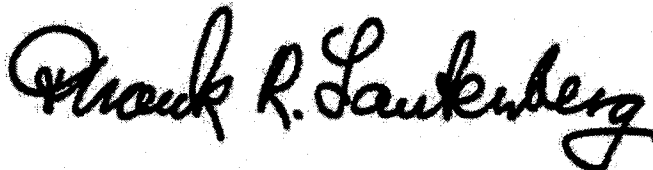
Dear Mr. Sarles:

As you are aware, the Montclair-Boonton line is the only New Jersey Transit line which does not currently offer weekend service. In an effort to reduce traffic in communities served by this line, and offer additional transit opportunities to area residents, I urge you to positively consider requests to institute this service.

The proposal would provide hourly diesel service from Montclair State University to Hoboken on weekends and would connect with Midtown Direct and Morris & Essex service at Newark Broad Street Station in both directions. This service would offer important options for area residents who utilize mass transit for various activities such as work or entertainment and help us meet our goals of getting cars off the road.

Thank you for your consideration of this important matter.

Sincerely,



ROBERT MENENDEZ
NEW JERSEY

COMMITTEES:
BANKING, HOUSING, AND URBAN
AFFAIRS
BUDGET
ENERGY AND NATURAL RESOURCES

United States Senate

WASHINGTON, DC 20510-3004

502 SENATE HART OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-4744

ONE GATEWAY CENTER
11TH FLOOR
NEWARK, NJ 07102
(973) 645-3030

208 WHITE HORSE PIKE
SUITE 18-19
BARRINGTON, NJ 08007
(856) 757-5353

June 8, 2009

The Honorable Stephen Dilts
Commissioner of Transportation and
Chairman of the Board NJ Transit
NJ Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

Dear Commissioner Dilts:

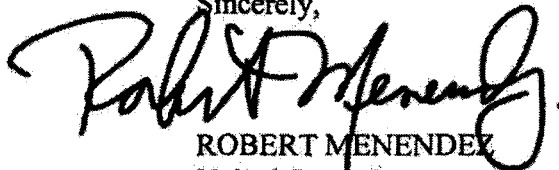
The purpose of this letter is to request that the Board of NJ Transit consider instituting weekend service on the Boonton line as expeditiously as possible. My understanding is that there is large demand for weekend service - and that instituting such service would alleviate the burdens many weekend commuters and others, including students, the elderly, and the non-driving public face in navigating this area for commercial, educational and recreational purposes.

This commuter service has been contemplated for quite some time. It is the sole line in the entire New York Metropolitan area that does not have weekend service. Many monthly ticketholders, especially commuters, have to expend extra funds to travel to their destination despite having paid for monthly tickets. Instituting this service would have a profound positive economic impact on the communities on the Boonton line, bringing visitors from other areas to its cultural institutions, its restaurants, and other local attractions. It would also facilitate travel to the airport and to other rail destinations and would increase property values in these communities, while also reducing pollution.

I am told that the articulated impediment to this service is the need to shut down power because of the work being done on the border of Glen Ridge and Montclair during the weekend period. It has been suggested that temporary diesel service from Montclair State University to Hoboken might be the answer. Whether this would be the solution, or some other solution might be devised, I would ask that the Board consider the request for weekend service for this very important hub in northern New Jersey.

If you should have any questions, please do not hesitate to contact me.

Sincerely,



ROBERT MENENDEZ
United States Senator



MEMBER OF CONGRESS
WASHINGTON, D. C. 20515

DONALD M. PAYNE
TENTH DISTRICT
NEW JERSEY

June 5, 2009

The Honorable Jerry Fried
Mayor
Township of Montclair
205 Claremont Avenue, 2nd Floor
Montclair, New Jersey 07042

Reference: Weekend NJ Transit Service/Boonton Line

Dear Mayor Fried:

I am pleased to express my strong support of your proposal to have weekend diesel service from MSU to Hoboken on an hourly basis during the day on weekends. I know that there have been on-going discussions regarding this project and it certainly deserves to be implemented.

The rationale for the service has been endorsed by the community and many elected officials. We realize that the project simply makes sense for a variety of reasons including but not limited to, safety, access, mobility, the environment and ease. In addition to these noteworthy items, many residents work on the weekend and monthly ticketholders are already paying for the service. Everyone wins with the expansion of service and this plan should move from discussion to action.

Again, I urge New Jersey Transit to move forward with this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Donald M. Payne".

Donald M. Payne
Member of Congress

NEW JERSEY SENATE

41165



COMMITTEES
JUDICIARY
COMMERCE

NIA H. GILL

SENATOR, 34TH DISTRICT

405 BLOOMFIELD AVENUE

MONTCLAIR, N.J. 07042

9731 509-0388

FAX 9731 509-9241

June 3, 2009

Richard R. Sarles, Executive Director
New Jersey Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Sarles:

I have been contacted by Montclair Mayor Jerry Fried regarding weekend rail service to the Montclair Boonton line. It is an issue of great concern to the Montclair community and I agree that it warrants review.

It is our understanding that weekend service along the Montclair Boonton line, previously anticipated by the end of 2008, has been postponed because of continuing Amtrak fire and life safety improvements in the Hudson River tunnels and the DOT reconstruction of the Bloomfield Avenue Bridge. However, a major concern is there is no projected date of completion for the project.

We are aware of the current budgetary constraints of New Jersey Transit given the extraordinary fiscal considerations in the State of New Jersey. However, I believe this service, in fact, will benefit our constituents.

I would appreciate your looking into the issues raised and providing me any information you might have regarding this emergent matter.

Sincerely,

Nia H. Gill
Senator
34th Legislative District

NHG/sm



NEW JERSEY GENERAL ASSEMBLY

SHEILA Y. OLIVER
ASSEMBLYWOMAN, 34TH DISTRICT
ESSEX COUNTY
HALSTED COMMONS
15-33 HALSTED STREET, SUITE 202
EAST ORANGE, NJ 07018
TELEPHONE: (973) 395-1166
FACSIMILE: (973) 395-1724
E-MAIL: AswOliver@njleg.org

COMMITTEES
HUMAN SERVICES
CHAIR
HIGHER EDUCATION
LABOR
DEPUTY SPEAK PRO TEMPORE

June 3, 2009

Mr. Richard R. Sarles
Executive Director
New Jersey Transit
1 Penn Plaza East
Newark, New Jersey 07105

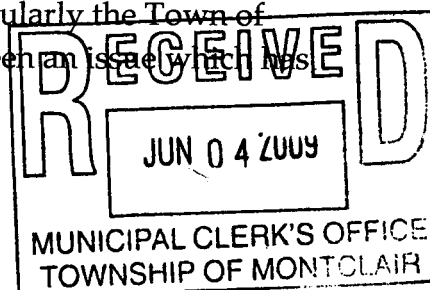
Dear Mr. Sarles:

The 34th Legislative District has certainly been kept alive as a hub of economic, social, cultural and educational life in our State, and New Jersey Transit has long been a contributor to sustaining our District's attractiveness in terms of the public's destination of choice for residency and business.

However, we find ourselves at a critical juncture in terms of the public transportation infrastructure being able to effectuate a desirable quality-of-life for our constituents.

I am besieged by correspondences and calls from constituents urging me, as their legislative representative, to strongly urge NJ Transit to institute a limited form of weekend service on the Boonton line as soon as possible.

For the residents and businesses in the district, particularly the Town of Montclair and the Borough of Glen Ridge, this has been an issue which has languished for well over a decade.



Our local elected officials have been told repeatedly that the inability of NJ Transit to address weekend service is attributable to needed construction on Bloomfield Avenue at the border of Glen Ridge and Montclair, and developing the ability to shut off power on week-ends, so the technical work can be performed.

All of our area elected and appointed officials, institutional and business leaders, area residents and other stakeholders, have been meeting and establishing dialogue so that collectively, we may encourage NJ Transit to more pro-actively work with our geographic sector to make some forward movement on this issue.

Currently, a proposal/recommendation has been made which we seek to present to NJT, which would provide *diesel service* from Montclair State University to Hoboken hourly during the day on weekends.

There currently exists a "shuttle" between Broad Street and Hoboken on weekends, *but*, because of a very long layover, perhaps it may be possible to merely change the final destination from Broad Street to Montclair State University.

Our district, embedded in the center of the County of Essex, contains some of the oldest residential and business corridors in our State. These communities are struggling to address the issue of property tax relief, attracting more ratables, and enhancing their individual communities with the kinds of amenities which will make families want to remain.

As a career transportation professional, I know that I need not convince you of how access to quality public transportation in urban hubs can be transformative, enhancing quality-of-life and keeping communities alive.

I encourage NJ Transit to work with us in making this a reality within our legislative district.

Sincerely,



Assemblywoman Sheila Oliver



NEW JERSEY GENERAL ASSEMBLY

THOMAS P. GIBLIN
ASSEMBLYMAN, 34TH DISTRICT
PART OF ESSEX AND
PASSAIC COUNTIES
1333 BROAD STREET
CLIFTON, NJ 07013
(973) 779-3125
FAX (973) 779-3156

COMMITTEES
HIGHER EDUCATION
TRANSPORTATION
& PUBLIC WORKS

Mr. Richard Sarles
Executive Director
NJ Transit
1 Penn Plaza East
Newark, NJ 07105-2246

Dear Executive Director Sarles,

We are writing to you in support of the effort to provide weekend service on the Boonton line as soon as possible. As you know, weekend service has been suspended for some time due to ongoing work which requires power to be cut off.

However, there is currently a diesel "shuttle" that runs between Broad St., Newark and Hoboken. By extending this service to make its final destination Montclair State University, weekend service can be restored without having to restore power.

It is important to note that weekend service is more than just a convenience. Many of those along the Boonton line don't work a regular Monday through Friday week and need access to New York City and surrounding areas. Allowing this service will allow these individuals to reach their destination safely while simultaneously improving the environment by taking cars off of the street.

In addition, businesses such as the Wellmont Theater in Montclair and NJPAC in Newark would be positively impacted by access via rail; students at Montclair State University and Bloomfield College would have direct access to the Meadowlands and New York City, and teenagers would have a safe way to travel to similar venues.



NEW JERSEY GENERAL ASSEMBLY

THOMAS P. GIBLIN
ASSEMBLYMAN, 34TH DISTRICT
PART OF ESSEX AND
PASSAIC COUNTIES
1333 BROAD STREET
CLIFTON, NJ 07013
(973) 779-3125
FAX (973) 779-3156

COMMITTEES
HIGHER EDUCATION
TRANSPORTATION
& PUBLIC WORKS

While we understand there are serious budgetary constraints right now, we would respectfully ask that you look at this option seriously. So many communities stand to benefit from this service.

Sincerely,

Thomas P. Giblin
Assemblyman, 34th District

Shelia Y. Oliver
Assemblywoman 34th District



OFFICE OF THE COUNTY EXECUTIVE

Hall of Records, Room 405, Newark, New Jersey 07102

973.621.4400 --- 973.621.6343 (Fax)

www.essexcountynj.org

Joseph N. DiVincenzo, Jr.
Essex County Executive

June 4, 2009

Richard Sarles, Executive Director
1 Penn Plaza East
Newark, NJ 07105

Dear Director Sarles,

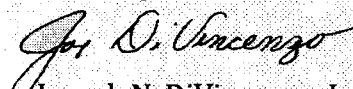
I am writing to support efforts to start up limited weekend service from Montclair to Hoboken from the MSU station. Montclair Mayor Fried has been in contact with elected officials from all levels of government who represent the Township, and we are united in our desire to move forward on this issue.

Weekend Service from Montclair has been promised for many years, and the lack of it puts Montclair, and its commuters, in a negative position, from the lack of ability to get full use of their commuter tickets, to limiting drive-free access to cultural events in Newark, New York or our surrounding communities. Having the service will be of benefit in a plethora of ways – from allowing visitors easy access to the community to visit friends or family, to attend a Montclair event or sample a Township restaurant.

The ongoing delays of weekend and one-stop service must be addressed, for it also impacts the overall value of the Townships real estate – especially when other County towns do have these upgrades.

Thank you for your serious consideration of this matter. Working together, we will continue Putting Essex County First, and improving the NJ Transit Service to Montclair.

Sincerely,


Joseph N. DiVincenzo, Jr.
Essex County Executive

Putting Essex County First

ESSEX COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER

RAYMOND J. McCARTHY
MAYOR

E-MAIL:
mccarthy@bloomfieldwpnj.com



TELEPHONE
973 • 680 • 4077

Fax
973 • 680 • 4040

TOWNSHIP OF BLOOMFIELD

New Jersey 07003-3487

June 5, 2009

To Whom It May Concern:

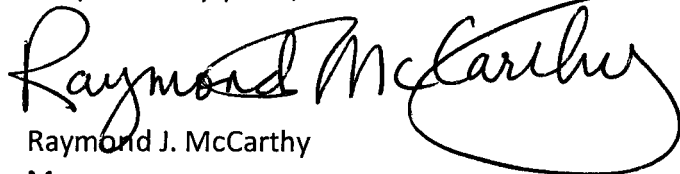
I am writing this letter in support of weekend rail service. As Mayor for the past eight years, there have been a number of requests that have passed my desk, but probably the most often requested is the weekend rail service to and from New York City. This service would be invaluable to the members of this community.

The Township of Bloomfield's downtown is on the verge of a major Redevelopment and was recently awarded the 2009 New Jersey Future Smart Growth Award. What is significant about that is the idea of taking people out of their cars and getting them to take mass transit. Not only is it a luxury for those people who take the train it also makes them responsible in terms of protecting our environment and helping the future generations by reducing their carbon footprint. Weekend rail service into Manhattan is a great motive for people moving into our downtown. This provides the Township of Bloomfield with an area that will be not only attractive to its residents but practical in terms of redeveloping our downtown. The idea of the redevelopment and weekend rail service has been a great factor in winning this prestigious award. The addition of weekend rail service only enhances our popularity among those people who are looking to move to a community which is suburban in nature yet has access to big city flair.

Attached you will find a Resolution recently passed by Mayor and Council in support of weekend rail service. The entire council is in agreement about the benefits that this additional service would provide to better the lives of residents and the community in general.

Thank you for your courtesy and consideration in this matter.

Very sincerely yours,



Raymond J. McCarthy
Mayor

2/2/09
9-13

2009 RESOLUTION - MID-TOWN WEEKEND SERVICES

WHEREAS, the Mayor and Council of the Township of Bloomfield are committed to address the transportation and commuting needs of its residents; and

WHEREAS, many Township residents travel to NYC not only weekdays but also on weekends and holidays; and

WHEREAS, the Township residents would benefit if NJ Transit offered Mid-Town Direct service on weekends and holidays; and

WHEREAS, if Mid-Town Direct service was offered on weekends and holidays Township residents would have alternate means of Commuting to NYC other than driving thus, helping the environment and encouraging the use of public transportation; and

WHEREAS, the Township's Redevelopment Plan will attract even more people to the area that may utilize Mid-Town Direct service; and

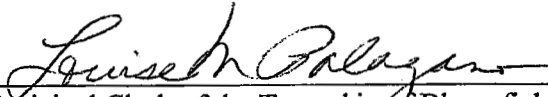
WHEREAS, the Mayor and Council of the Township of Bloomfield strongly urges to New Jersey Transit to provide weekend and holiday to Mid-Town Direct Service from Bloomfield for the benefit of Bloomfield residents; and

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the Township of Bloomfield, County of Essex, State of New Jersey hereby direct the Township Administrator to forward a copy of this resolution to NJ Transit notifying them of the Township's great desire for Mid-Town Direct service on weekends and holidays.

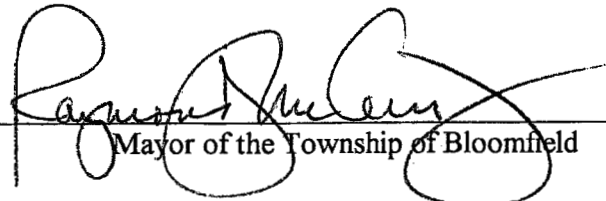
* * *

READ AS TO FORM AND PROCEDURE
ON BASIS OF FACTS SET FORTH
Brian J. Stone
Director of Law - Township Attorney

I hereby certify that the above resolution was duly adopted by the Mayor and Council of the Township of Bloomfield at a meeting of said Township Council held on February 2, 2009.


Municipal Clerk of the Township of Bloomfield

I hereby approve the above resolution


Mayor of the Township of Bloomfield

ROLL CALL VOTE

MAYOR & COUNCIL	YES	NO	ABSTAIN	ABSENT
COUNCILWOMAN MALY	✓			
COUNCILMAN JOANOW	✓			
COUNCILMAN RUANE	✓			
COUNCILWOMAN BARKER	✓			
COUNCILWOMAN SPYCHALA	✓			
COUNCILMAN HAMILTON	✓			
MAYOR McCARTHY	✓			

June 6, 2009

Mr. Richard R. Sarles
Executive Director
New Jersey Transit
1 Penn Plaza East
Newark, New Jersey 07105

Dear Mr. Sarles:

The question "when will weekend train service to New York City be implemented" is one that is frequently asked here in Glen Ridge. For the past number of years all we have been able to say in response has been "soon".

New Jersey Transit's latest explanation for the delay in implementing weekend service to New York City along the Montclair-Boonton line has been the proposed reconstruction of the Bloomfield Avenue bridge over the train line located on the border of Glen Ridge and Montclair and the need to shut-off electrical power on the weekends so the construction can be performed. That project has been delayed due to the objection by a business affected by proposed construction. That delay will no doubt further impact on the advent of weekend train service to the Montclair-Boonton line.

The Mayor and Council of the Borough of Glen Ridge ask for your support for bringing weekend service to the Montclair-Boonton line as soon as possible. This service is long over due and will have a positive impact on the lives and property values of the residents of Glen Ridge. We are told that there currently exists a "shuttle" between Broad Street, Newark and Hoboken on weekends and that, due to a long layover at Broad Street station, it may be possible to adjust the schedule without negative impact to NJT to include stops along the Montclair-Boonton line up to Montclair State University.

We ask that you investigate and support the proposal advanced by Mayor Fried of Montclair and other transit advocates which would provide as an *intermediate step limited* diesel service from Montclair State University to Hoboken. Due to the noise associated with diesel locomotives, we ask that the long-term plan be based on electric service, and that the present plan using diesel locomotives provide a *limited* number of trains to and from Hoboken.

We are ready to work with NJ Transit to make weekend service to Hoboken a reality.

Sincerely yours,

Peter Hughes
Mayor

Township of Little Falls
Passaic County, New Jersey
Office of The Mayor

41175

Michael DeFrancisci
Mayor



Municipal Building
225 Main Street
Little Falls, NJ 07424
Tel No. 973-256-0170
Fax No. 973-890-4501
E-Mail: MDeFrancisci@LFNJ.com

Mr. Richard Sarles
Executive Director
NJ Transit
1 Penn Plaza East
Newark, NJ 07105-2246

Dear Executive Director Sarles,

I am writing to you with regard to the Boonton line. Currently, the weekend service has been suspended and I am asking your support in the effort to provide the weekend service. This is an extremely important issue, as all commuters don't have a regular Monday through Friday work week and will need access on weekends as well. Residents have continuously requested that this service be implemented and are very concerned about same. Please consider supporting this. Thank you.

Very truly yours,

Michael DeFrancisci
Mayor Township of Little Falls



Office of the President
Voice: 973-655-4212
Fax: 973-655-7195
Web: www.montclair.edu

June 4, 2009

The Honorable Jerry Fried
Mayor, Township of Montclair
205 Claremont Ave.
Montclair, NJ 07042

Dear Mayor Fried:

Montclair State University supports weekend service on the Boonton line.

The University provides programs and services to the greater New Jersey New York region seven days a week. Many of our students, faculty, staff and visitors use the weekday train service to and from our campus. Weekend service would provide an opportunity to access the University on weekends and provide transportation alternatives to our residential students.

Sincerely

A handwritten signature in black ink that reads 'Susan A. Cole'. The signature is fluid and cursive, with a large initial 'S'.

Susan A. Cole
President

www.montclaircenter.com

**MONTCLAIR
CENTER**

**BUSINESS
IMPROVEMENT
DISTRICT**

7 North Willow Street | Montclair, NJ 07042
973.509.3820 phone | 973.509.3822 fax
tom@montclaircenter.com



June 8, 2009

Richard Sarles
NJ Transit
One Penn Plaza East
Newark, NJ 07105

Dear Mr. Sarles,

The Midtown Direct rail service established between Montclair and Manhattan along NJ Transit's Boonton Line nearly eight years ago has demonstrated itself to be an invaluable resource for township residents. The service's expediency and affordability immediately made it a practical alternative to riding the bus or driving into NYC for thousands of our township's city-bound commuters each and every weekday. Beyond the commuting benefits, the Midtown Direct line has had some other very positive effects for Montclair, including increasing local home values, mitigating auto emissions, reducing traffic on area roads, and providing added mobility for those unable to drive. However, the lack of weekend train service along this line has prohibited other potential riders, the township and NJ Transit from realizing the full potential of this valuable public transportation amenity.

The Montclair Center business community would undoubtedly reap enormous benefits by initiating limited weekend rail service between NYC and Montclair State University. In addition to accommodating workers and revelers heading into the city for the weekend, such service would likewise offer NYC residents an equally inviting enticement to come out and enjoy the shopping, dining, and cultural offerings of the township's central business district. The Bay Street Station's proximity to Bloomfield Avenue provides the ideal location for weekend rail riders to arrive and depart Montclair Center safely and conveniently. The influx of weekend visitors and increased foot traffic would undoubtedly benefit everyone from the Montclair Art Museum to the Wellmont Theater to the hundreds of independent boutiques and restaurants located throughout the Montclair Mile shopping corridor. As our local economy continues to struggle with a crippling recession and the always formidable competition from regional shopping centers, implementation of weekend rail service in Montclair could not come at a better or more opportune time.

We hope that this recommendation for service is met with NJ Transit's fullest support. On behalf of the entire Montclair Center business community, I would like to thank you in advance for your most serious consideration of this critical request. Please do not hesitate to contact me anytime with questions or for additional information at 973-509-3820.

Respectfully submitted,

Thomas Lonergan
Executive Director
Montclair Center Business Improvement District

(NJT Board - 06/10/2009)

BILL PASCRELL, JR.
8TH DISTRICT, NEW JERSEY

2464 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5751
(202) 225-5782 FAX

ROBERT A. ROE FEDERAL BUILDING
200 FEDERAL PLAZA, SUITE 500
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(973) 523-5152
(973) 523-0637 FAX

<http://pascrell.house.gov>
bill.pascrell@mail.house.gov

41178



Congress of the United States
House of Representatives

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON OVERSIGHT
COMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEE ON BORDER, MARITIME
AND GLOBAL COUNTERTERRORISM
SUBCOMMITTEE ON EMERGENCY COMMUNICATIONS,
PREPAREDNESS, AND RESPONSE
SUBCOMMITTEE ON MANAGEMENT, INVESTIGATIONS
AND OVERSIGHT

June 9, 2009

Mr. Richard Sarles
Executive Director
NJ TRANSIT (NJT)
1 Penn Plaza East
Newark, NJ 07105

Dear Mr. Sarles:

As you know, I am a strong and vociferous proponent of expanding access to mass transportation throughout the Eighth Congressional District. I understand that a coalition has been formed to discuss ways to bring weekend passenger rail service to the Montclair-Boonton Line, the only NJT commuter line without weekend service, and I seek to add my voice in support of their goal.

I am aware that adding additional service has been part of New Jersey Transit's long term intent since the Montclair Connection was conceived. However, now that it has been constructed and operational for several years, is important that NJT actively work towards adding this desired service, which would help relieve congestion on our roadways. Elected officials, stakeholder groups, community activists, and the neighbors of the rail line, all deserve a seat at the table in these discussions, so that we might see if there are interim steps to possibly bring additional service sooner to local residents.

Thank you for your consideration of this request in support of additional weekend service on the Montclair-Boonton Line.

Sincerely,


Bill Pascrell, Jr.
Member of Congress

cc: John Leon