

**NJ TRANSIT BOARD MINUTES
OPEN SESSION
11/11/09**

Jon S. Corzine
Governor

Stephen Dilts
Board Chairman

Richard R. Sarles
Executive Director

NTRANSIT
One Penn Plaza East
Newark, New Jersey 07105-2248
973-481-7000



November 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 Tuesday, November 10, 2009.

Sincerely,

A handwritten signature in black ink, appearing to read "Gwen A. Watson", with a long, sweeping horizontal stroke at the end.

Gwen A. Watson
Board Secretary

Enclosures

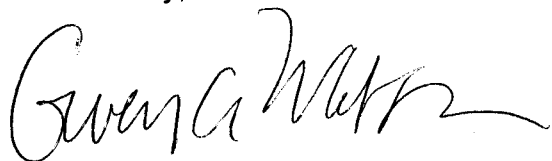
Honorable Jon S. Corzine
Governor, State of New Jersey
State House
Trenton, NJ 08625

November 11, 2009

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Gwen A. Watson
Board Secretary

Enclosures

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

(NJT Board – 11/10/2009)

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 Tuesday, November 10, 2009.

Present:

Stephen Dilts, Chairman
Myron P. Shevell, Vice Chairman
James A. Carey, Jr., Governor's Representative
Patrick O' Connor, Treasurer's Representative
Flora Castillo
Kenneth E. Pringle

Richard R. Sarles, Executive Director
Gwen A. Watson, Board Secretary
Lynn Bowersox, Assistant Executive Director, Communications & Customer Service
James Gigantino, Vice President & General Manager, Bus Operations
Kevin O'Connor, Acting Vice President & General Manager, Rail Operations
Kim Vaccari, Chief Financial Officer & Treasurer
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 9:25 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 Myron P. Shevell, seconded by Kenneth E. Pringle and unanimously adopted.

Chairman Dilts reconvened the Open Session at 9:55 a.m. and asked for a motion to adopt the minutes of the October 14, 2009 meeting. A motion was made by Kenneth E. Pringle and seconded by Flora Castillo and adopted.

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

New York City Yankees Parade

Executive Director Sarles was pleased to report that thousands of New York Yankees fans chose NJ TRANSIT as their way to the parade last Friday. There were about 22,000 people and 44,000 additional passenger trips. The regular, robust peak-period inbound service helped the fans get into New York, and NJ TRANSIT added six mid-day train departures, two each on the Northeast Corridor, North Jersey Coast Line and Morris & Essex Lines to get people home. NJ TRANSIT's redesigned website gave customers complete itineraries and details on the New York City subway, PATH and SEPTA connection.

Holiday Travel Tips

Executive Director Sarles said with the holiday season approaching, it is a good time to remind everyone that NJ TRANSIT is a great way to avoid traffic and parking hassles and get around to shop, enjoy a night out or visit family and friends. The season brings some very heavy travel days as well as cold weather, so it is also a good time to remind customers of a few tips for safe and enjoyable trips. Avoid long lines and buy round-trip tickets in advance if planning trips on busiest travel days and give yourself extra time to get to the station during inclement weather.

Rail Service Changes

Executive Director Sarles said the new rail timetables went into effect Sunday. Train schedule adjustments are made several times a year to meet customer and operational needs. Among the highlights is a new weekend service on the Montclair-Boonton Line. The service operates between Bay Street Station in Montclair and Hoboken Terminal, with convenient connecting Midtown Direct service at Newark Broad Street Station.

Raritan Valley Line customers now have an additional weekday evening train from Plainfield to Newark, and on weekend evenings from Raritan to Newark.

Executive Director Sarles said in an effort to help customers whose commutes go against the flow, NJ TRANSIT added trips to the reverse-peak service on several lines. Customers on the Northeast Corridor, North Jersey Coast Line and Morris & Essex Lines now have several additional reverse-peak trips each weekday, westbound in the mornings and eastbound in the evenings. The Main/Bergen County customers have an additional morning reverse-peak trip, from Hoboken to Waldwick.

Executive Director Sarles said customers should check the new timetables for these changes and minor departure adjustments.

Gladstone Yard Noise Abatement

Executive Director Sarles said one of the items for the board's consideration today is the Gladstone Rail Yard Ground Air and Power construction contract. In keeping with efforts to be good neighbors, NJ TRANSIT is requesting that the Board authorize a contract for a compressed air and electrical power system that will allow NJ TRANSIT to shut down the engines on layovers at the yard. The contract will be awarded to the lowest responsive, responsible bidder. This culminates a long process to reduce noise coming from two electric locomotives that lay over at the yard for roughly 12 hours each night. The project is expected to be completed in late 2010.

Rail Safety

Executive Director Sarles said safety of the men and women who work on and near the railroad tracks is paramount. NJ TRANSIT has a good safety record and he was pleased to announce a new effort to make it even better. Following Amtrak's best-practice model, NJ TRANSIT will be among the first commuter railroads in the country to adopt the safety Congress model which will bolster the safety training for

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approximately 310 engineering employees who are qualified to perform duties as Roadway Worker Employee in Charge. A curriculum is being developed now for classes that will start in January or February. Classes will be interactive, with employees analyzing and discussing real-life situations that have occurred. The classes will also review key elements of safety training, including Roadway Worker Protection rules, how different jobs or conditions require different levels of protection and proper ways to fill out and interpret Job Briefing Forms. Other railroads are employing the same type of interactive training, and NJ TRANSIT thinks it will help keep employees focused on working smart and safe at all times.

Advisory Committee

Suzanne Mack presented the Advisory Committee report. Ms. Mack said the next Committee meeting will be in December and will be a joint North and South Jersey Advisory Committee meeting to be held in Trenton. Ms. Mack invited all of the Board members to attend and said the agenda will include issues for 2010, especially the Transportation Trust Fund.

Board Member Kenneth E. Pringle presented the Capital Planning, Policy and Privatization Committee report to the Board. The Committee reviewed the need for infrastructure improvements at Gladstone Rail Yard which will eliminate the need to run the locomotives continuously in order to maintain airbrake pressure, and will allow locomotive shutdown while maintaining climate controlled conditions in the coaches.

The Committee heard from Bill Duggan about the new condition based maintenance program for the rail fleet which produces a more customized maintenance program for each locomotive and eliminates the need for an overhaul of the entire fleet. This new type of maintenance program will extend the useful life of the fleet eight or 10 more years.

Board Member Flora Castillo presented the Administration Committee report to the Board. The Committee discussed the purchase of 40 minibuses for the Atlantic City Jitney Association which provides shuttle service between the Atlantic City Rail Terminal and casino locations in Atlantic City. The current minibus fleet has reached its useful life. The Jitney Association members are the only operators authorized by Atlantic City to provide this service. Funding for up to 40 vehicles is being provided through the American Recovery and Reinvestment Act of 2009. Also, Vice President of Diversity Leo Sanders provided the Committee with an EEO update and discussed the DBE Agency Goal of 23.79 percent.

There were no public comments on agenda items.

Executive Director Sarles presented the following Action Items for approval:

**0911-81: GLADSTONE RAIL YARD GROUND AIR AND POWER:
CONSTRUCTION CONTRACT AWARD**

The Gladstone Rail Yard consists of four storage tracks and one main track and is used as a layover yard for Hoboken Division trains.

Authorization is requested to approve infrastructure improvements to the yard which include a new compressed-air distribution system, a 700 square foot compressor building, a 3200 amp electrical substation and provision for future automated locomotive sanding and expansion of ground air and power to an additional yard track. This will eliminate the need to continuously run locomotives in order to maintain airbrake pressure on layover trains and will also allow locomotive shutdown while keeping the coaches climate controlled. This will substantially reduce the noise levels associated with yard operations. Authorization is requested to approve a contract with the lowest responsive and responsible bidder to construct the substation, compressor building and yard improvements providing ground air and power at a cost not to exceed the budgeted amount.

Kenneth E. Pringle moved to amend the Resolution to state at a cost not to exceed \$1,778,850 plus five percent for contingencies, Myron P. Shevell seconded it and it was unanimously adopted.

0911-82: RARITAN RIVER DRAWBRIDGE FENDER SYSTEM REPAIR

The Raritan River Drawbridge, located between Perth Amboy and South Amboy on the Coast Line, requires repairs to sections of the fender system damaged by marine traffic. Authorization is requested to approve a contract with PKR-Mark III, Inc. to perform these repairs at a cost not to exceed \$1,574,000 plus five percent for contingencies.

Myron P. Shevell moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0911-83: CONDITIONED-BASED MAINTENANCE PROGRAM: CONTRACT AMENDMENT FOR EXTENDED TECHNICAL SUPPORT

Last year, the Board approved a contract with Alstom Transportation Inc. to develop a technical specification for the overhaul of the FP40 and F40 locomotives. A portion of that contract was to develop and implement a formal "condition based maintenance" program for the entire fleet. This new maintenance technique, a customized program for maintenance of each locomotive targeting specific components to be repaired and which were more limited in scope than a complete overhaul, led NJ TRANSIT to conclude that it would not pursue an overhaul. Rather, NJ TRANSIT wants to extend the new maintenance program for another year in order to gather further information and prepare a Request for Proposals for a three year program. Condition based maintenance provides a substantial reduction in cost and allows NJ TRANSIT to perform the work at the Meadows Maintenance Complex with NJ TRANSIT's own workforce. It will extend the useful life of the locomotives by an additional six to eight years. Authorization is requested to approve a one year contract amendment with Alstom at a cost not to exceed \$3.4 million plus five percent for contingencies.

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

0911-84: ATLANTIC CITY JITNEY ASSOCIATION: VEHICLE PURCHASE AND AGREEMENTS GOVERNING UTILIZATION OF THE VEHICLES

Authorization is requested to approve a contract with Jersey Shore Bus Sales/Starcraft Division of Forest River, Inc. to purchase up to 40 minibuses for the Atlantic City Jitney Association at a cost not to exceed \$2,116,680 plus five percent for contingencies. These vehicles will replace a portion of the fleet that are more than 10 years old and which are used on regular route service in Atlantic City, and owned by the Jitney Association. Authorization is also requested to enter into an agreement with the Jitney Association and individual jitney franchise owners governing the sale and utilization of the vehicles.

James A. Carey, Jr. moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

There were two public comments on non-agenda items. Board Secretary Watson announced a three minute time limit for speakers.

Jack May, member of the Light Rail panel of the New Jersey Association of Railroad Passengers said he spoke on a number of occasions about the restoration of passenger service on the Northern Branch. Mr. May is also a resident of Montclair and a member of the Township's Public Transportation Advisory Committee. Mr. May said he is speaking as a New Jersey resident and user of NJ TRANSIT's rail service on the Montclair-Boonton Line. Mr. May expressed his appreciation and that of many others in the Montclair community to NJ TRANSIT's Board, Chairman Stephen Dilts and Executive Director Richard Sarles for the inauguration of weekend rail service on the line to Bay Street. He also expressed gratitude to other political leaders including Montclair Mayor Jerry Fried and the other mayors of the communities served and Essex County Executive Joseph DeVincenzo, State Senators, Assemblymen, Congressmen and United States Senators who all petitioned NJ TRANSIT to begin this service.

Mr. May said the service was inaugurated two days ago and a small ceremony was held at Bay Street. Considering it was a Sunday and many residents of Montclair and the surrounding communities were not yet aware of the new service, a surprisingly large number of passengers attended. Mr. May and Mr. Craig rode the trains and observed for most of the day, starting with the first inbound train at 7:05 a.m. and he estimated that approximately 700 passengers rode the train west of Newark. The 11:05 a.m. train, right after the ceremony, had the highest patronage with 129 aboard and 81 transferring to Midtown Direct service to take them to New York City. On the outbound side, the heaviest train was the 4:46 p.m. arrival in Montclair, with 76 passengers riding. He said this is excellent news and bodes well for a very successful operation with Saturday service, usually busier than Sundays, starting this weekend.

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Mr. May said it should have been a red letter day for both NJ TRANSIT and residents along the line, but it was not due to a number of lapses in NJ TRANSIT operations. The first two trains operated from track 1 along the outbound platform at Bay Street instead of the normal inbound one. Passengers had to rush up the stairs, over the tracks and hurry down again to the other platform to board the train. In addition, the train was held at the interlocking signal at Roseville Avenue Junction for about five minutes and the Midtown Direct train rushed past. By the time the train arrived in Newark, the connection for New York City had departed. The 20 or so passengers did not know that so rather than being able to continue on to Hoboken to ride a PATH train to Midtown Manhattan, they had to wait almost an hour for the next Midtown Direct train. Many people were irate and some said they would not ride NJ TRANSIT again. Employees escorted some people to the bus that substituted for weekend light rail service, which allowed those passengers to get to Penn Station, Newark for a slightly earlier New York connection. Unfortunately, two hours later the second train did the exact same thing, but the crew knew it was going to happen and the New York passengers were advised to ride to Hoboken and take PATH. Only one got off at Newark as he decided to give up and return to Montclair.

Mr. May said some passengers called NJ TRANSIT to complain and the result was that an NJ TRANSIT trainmaster rode the next outbound train and indicated he would take care of the problems. The train arriving in Montclair was on the correct platform but on the return trip, there was still a glitch. The Hoboken train was put on track 1 and the New York train on track 2 meaning that 81 passengers had to walk down the stairs, go under the tracks and then walk up again.

The good news is the trainmaster took care of the problem and for the rest of the day, the eastbound service ran perfectly. Mr. May said it was clear that there was either a breakdown in communications or the management of the Operating Department never informed the dispatchers. Mr. May said a concerted effort is needed to run the service the way it is supposed to operate. The residents did their job by riding; NJ TRANSIT must do its job by performing.

Executive Director Sarles acknowledged the initial operational problems and apologized.

Philip G. Craig, resident of Montclair and frequent rider of the Montclair-Boonton Line, is also a member of the Light Rail Panel of the New Jersey Association of Railroad Passengers and has spoken in the past concerning the Northern Branch Corridor Project.

Mr. Craig spoke about the weekend train service inaugurated on the Montclair-Boonton Line and he joined Mr. May in expressing appreciation and thanks to the Board and elected officials for this service.

Mr. Craig rode six round trips between Bay Street, Montclair and Hoboken counting the number of passengers on and off at each station, including those transferring to and from Midtown Direct trains at Newark Broad Street. He provided ridership data on eight of the ten westbound trains and seven of the nine eastbound trains.

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The good news is that 367 eastbound passengers and 231 westbound passengers a total of 598 were carried on those 15 trains. He believes there were approximately 100 additional riders on the four trips not covered.

The bad news is that NJ TRANSIT did not look good leaving many unhappy riders on the first day of the weekend service. Mr. Craig said the glitches were outlined by Mr. May and said there is an applicable axiom "proper planning prevents poor performance". He said there was planning but the execution fell apart. The dispatcher had not been briefed beforehand about what was expected of him. Mr. Craig suggested a train schedule that would not conflict with other train movements. Mr. Craig complimented the trainmaster for solving an unpleasant situation.

Chairman Dilts suggested that both Mr. Craig and Mr. May work with Rail Operations on this matter.

Mr. Craig requested that NJ TRANSIT consider extending the weekend service to Montclair State University, serving six additional stations in Montclair and Little Falls, where there is much greater ridership potential. Mr. Craig suggested that this be taken into account as NJ TRANSIT prepares the budget for Fiscal Year 2011.

Since there were no further comments or business, Chairman Dilts called for adjournment and a motion to adjourn was made by Myron P. Shevell seconded by Flora Castillo and unanimously adopted. The meeting was adjourned at approximately 10:20 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

NOVEMBER 10, 2009

MINUTES

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ACTION ITEMS

0911-81: GLADSTONE RAIL YARD GROUND AIR AND POWER: 41750
CONSTRUCTION CONTRACT AWARD (AMENDED)

Authorization to enter into a contract (No. 10-023X) with the lowest responsive, responsible bidder for the construction of a substation, compressor building, and yard improvements providing ground air and power to the Gladstone Rail Yard, at the budgeted amount at a cost not to exceed \$1,778,850, plus five percent contingencies, subject to the availability of funds.

0911-82: RARITAN RIVER DRAWBRIDGE FENDER SYSTEM REPAIR 41753

Authorization to contract with PKR-Mark III, Inc. of Newtown, Pennsylvania to perform the construction repairs to the timber fender system of the River Drawbridge, at a cost not to exceed \$1,574,000, plus five percent for contingencies.

0911-83: CONDITIONED-BASED MAINTENANCE PROGRAM: CONTRACT 41755
AMENDMENT FOR EXTENDED TECHNICAL SUPPORT

Authorization to amend contract (No. 08-615) with Alstom Transportation Inc. TLS of Naperville, IL to extend technical assistance services related to the Condition-Based Maintenance program to the entire diesel locomotive fleet. Additional authorization in the amount of \$3,400,000, plus five percent contingency for a total contract authorization of \$6,900,000.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING
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0911-84: ATLANTIC CITY JITNEY ASSOCIATION: VEHICLE PURCHASE AND AGREEMENTS GOVERNING UTILIZATION OF THE VEHICLES 41758

Authorization to contract (No. 10-009) with Jersey Shore Bus Sales/Starcraft Division of Forest River, Inc. of Elkhart, Indiana, for the purchase of up to 40 minibuses in an amount not to exceed 2,116,680, plus five percent for contingencies, subject to the availability of funds.

Authorization to enter into a master Equipment Sale and Maintenance Agreement between NJ TRANSIT and the Atlantic City Jitney Association and to enter into the appropriate Agreements/Letter Amendments with the Atlantic City Jitney Association and individual jitney franchise owners governing the sale and utilization of the vehicles.

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 October 14, 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 October 16, 2009;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the October 14, 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
One Penn Plaza East
Newark, New Jersey 07105-2248
973-491-7000



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

This month, new rail timetables took effect systemwide on Sunday, November 8. As you know, we make adjustments several times a year to meet customer and operational needs. Among the highlights, we began weekend trains on the Montclair-Boonton Line with a start-up demonstration rail service between Bay Street Station in Montclair and Hoboken Terminal, with convenient connecting Midtown Direct service at Newark Broad Street Station. On the Raritan Valley Line, we are providing an additional weekday evening train from Plainfield to Newark, and on weekend evenings from Raritan to Newark. In an effort to help customers whose commutes go against the flow, we have added several reverse-peak trips on the Northeast Corridor, North Jersey Coast Line and Morris & Essex Lines, as well as an additional morning reverse-peak trip from Hoboken to Waldwick on the Main/Bergen County Line. We are reminding customers to check new timetables for these changes and other minor adjustments.

Last Friday, approximately 22,000 New York Yankees fans chose NJ TRANSIT as their way to travel to the World Series victory parade. Our regular peak-period inbound service helped the fans get into New York, and we added six midday train departures—two each on the Northeast Corridor, North Jersey Coast and Morris & Essex lines—to get them home. The redesigned njtransit.com provided customers with complete itineraries, including details on the NYC subway and PATH connections they might have needed.

With the holiday season approaching, now is a good time to remind everyone that NJ TRANSIT is a great way to avoid the hassles of traffic and parking as people travel more frequently to shop, enjoy an evening out, and visit family and friends. The holiday season brings with it some very heavy travel days as well as cold weather, so it is also a good time to remind customers of a few holiday travel tips to ensure safe, enjoyable trips. For example, customers can avoid long lines by purchasing round-trip tickets in advance if they are planning trips on the busiest travel days. Also, customers are reminded to allow extra travel time to get to their stations during inclement weather.

Today the Board will consider a construction contract for a compressed air and electrical power system at Gladstone Rail Yard, located in the Borough of Peapack-Gladstone. In keeping with our efforts to be a good neighbor, these infrastructure improvements will reduce the noise levels associated with yard operations to address the concerns of nearby residents. The ground air and power system will eliminate the need to continuously run locomotives to maintain airbrake pressure, culminating a long process to reduce the amount of sound coming from two electric locomotives that lay over at the yard for approximately 12 hours each night. The project is expected to be completed by the end of 2010.

Finally, with the safety of our customers and the men and women who work on and near our railroad tracks being paramount, I am pleased to announce a new effort to maintain and improve NJ TRANSIT's good safety record. Following Amtrak's best-practice model, NJ TRANSIT will be among the first commuter railroads in the country to adopt the Safety Congress model. We are bolstering our safety training for approximately 310 rail engineering employees who are qualified to perform duties as Roadway Worker Employee in Charge, with curriculum in development now for classes that all of these employees will take beginning early next year. The classes will be interactive, with employees analyzing and discussing real-life situations that have occurred on our property, and will also review key elements of our safety training. We think this will help keep our employees focused on working smart and safe at all times.

EXECUTIVE DIRECTOR'S MONTHLY REPORT NOVEMBER 2009

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

HIGHLIGHTS

NJ TRANSIT launches new 'Go Bus 28' service in Newark and Bloomfield

NJ TRANSIT launched the second phase of enhanced "Go Bus" service when Go Bus 28 began operating Saturday, October 17, providing a faster, more convenient trip between Bloomfield, downtown Newark and Newark Liberty International Airport.

Go Bus serves as a model for heavily-traveled corridors and paves the way for Bus Rapid Transit (BRT) in the state, providing a platform to add features associated with BRT systems.

Funding for the new Go Bus 28 shelters was provided through the American Recovery and Reinvestment Act (ARRA).

Go Bus 28 links residential areas in Bloomfield and Newark with major employment centers in downtown Newark and at Newark Liberty International Airport, providing direct service to the airport for employees and travelers, with stops at every terminal and nearby work locations.

Serving the 12.1-mile corridor between Bloomfield Station and Newark Liberty International Airport, Go Bus 28 offers frequent service nearly 24 hours a day. Buses depart every 10 minutes during peak hours and 15 minutes off-peak from 3:30 a.m. to 2 a.m. daily.

Go Bus 28 operates two service branches in downtown Newark—one via Central Avenue serving University Heights (NJIT and Rutgers) and the other via Broad Street serving Newark Broad Street Station.

In April 2008, NJ TRANSIT launched "Go Bus 25"—along Springfield Avenue between Irvington Bus Terminal and Newark Penn Station—as the first phase of Go Bus. Designed by and for customers, enhanced Go Bus service features a unique identity, easily identifiable bus stops and upgraded onboard amenities.

Using a dedicated fleet of 15 new suburban style buses, Go Bus 28 features onboard enhancements for added customer comfort such as high back seating, individual lighting and air conditioning controls, a luggage storage area, overhead racks, hand straps, and on-board audio and visual bus stop announcements. Each bus is clearly marked with the Go Bus logo and identifying color scheme.

With 25 fixed "super stops" to speed the trip and signal priority along Bloomfield Avenue to reduce waiting time at red lights, Go Bus 28 provides a faster trip compared to the Nos. 11, 28,

29 and 72 along Bloomfield Avenue and the No. 62 to Newark Liberty International Airport. By eliminating the need to transfer between routes, Go Bus 28 service provides a one-seat ride to the airport, as well as a connection to existing bus service to the port areas of Elizabeth and Newark.

Enhanced bus stops feature colorful, easily identifiable shelters, improved lighting, seating and passenger information displays.

Go Bus 28 stops are located at:

- Bloomfield Train Station
- Watsessing Park / Bloomfield Municipal Center
- Grove Street
- 11th – 12th Streets / Columbus Hospital
- Bloomfield Avenue Light Rail Station / Branch Brook Park
- Clifton Avenue

Via Broad Street Station:

- Summer Avenue
- Broad Street Station / Riverfront Stadium
- Washington Park / Newark Public Library
- Military Park / NJPAC

Via University Heights:

- Colonnade Apts. / Sacred Heart Cathedral
- Norfolk Street
- Lock Street / NJIT
- University Avenue / Rutgers-Newark
- Park Place – Military Park / NJPAC

- Market Street / Prudential Center
- Court – Walnut Streets / Newark City Hall – Federal Courts and Offices
- Lincoln Park / Newark Symphony Hall
- Terminal C / Continental Arrivals and Departures
- Terminal B / International Arrivals and Departures
- Terminal A / Domestic Arrivals and Departures
- Building 95

- Conrad Road
- Airis Drive
- North Area Transit Center

The one-way fare for Go Bus 28 is \$1.35 for one zone and \$2.15 for two zones.

Pennsauken Transit Center construction begins

NJ TRANSIT Executive Director Richard Sarles joined U.S. Senator Robert Menendez, Congressman Rob Andrews and other officials October 19, to break ground on a project that will offer convenience and new travel options to South Jersey rail customers by directly linking the River Line with the Atlantic City Rail Line (ACRL).

The \$40 million Pennsauken Transit Center, accelerated with American Recovery and Reinvestment Act (ARRA) funding, will create or sustain hundreds of jobs and will for the first time provide thousands of customers with direct transfers and access to all stations on both lines.

The transit center will be built in two phases along Derosse Avenue where the ACRL crosses above River Line tracks.

Upon project completion at the end of 2012, Atlantic City Rail Line customers will have direct access to the River Line, with connections in Camden to PATCO rail and NJ TRANSIT bus service to Philadelphia, and in Trenton to NJ TRANSIT Northeast Corridor service to New York.

River Line customers will have direct access to Atlantic City, Philadelphia and all intermediate ACRL stations.

The ground breaking represented the start of the first phase of the project, a \$2.1 million contract awarded to Northeast Remsco Coast, Inc., of Farmingdale NJ, with ARORA and Associates, PC, of Lawrenceville, NJ providing design services under the contract.

Phase I covers River Line elements of the project, including construction of a 200-foot platform with 60-foot canopy for customers boarding light rail trains. The contract also includes

installation of infrastructure and conduit for communications, security and ticket vending machines, grading, drainage, lighting and public art.

In Phase II, two 300-foot-long, high-level platforms will be built on either side of the ACRL tracks. Stairs and two elevators will be constructed to provide access to customers with disabilities.

The second phase also includes construction of a 280-space parking lot, installation of passenger communications, ticket vending machines as well as resurfacing, curbing and lighting improvements to Derosse Avenue.

The transit center will be operational upon completion of Phase II, which will be built under a construction contract awarded in early 2011.

NJ TRANSIT approves work to restore Morristown Station

Also October 14, the NJ TRANSIT Board of Directors approved work to restore the interior and exterior of the historic Morristown Station on the Morris & Essex Lines—a project that will preserve the building as both a transit facility and community landmark.

The Board authorized a \$2.5 million contract with John O'Hara Company of East Orange, to restore the interior and exterior of the main station building and surrounding areas. The restoration project complements transit-oriented development recently completed next to the train station. The Highlands at Morristown Station, completed under the state's Transit Village program, marked its grand opening in September 2009.

The project will also include restoration of exterior windows and door frames of the outbound shelter building, concrete platform and pedestrian tunnel repairs, painting of steel canopies, installation of historic-style light fixtures and an upgrade to the drainage system.

Listed on the State and National Registers of Historic Places, Morristown Station was constructed in 1914 and serves approximately 2,200 customers on a typical weekday.

In 2003, NJ TRANSIT performed accessibility improvements at Morristown Station that included construction of mini-high level platforms with canopies and lighting, elevators, and upgrades to the main station building restrooms to make them ADA-accessible. In addition, NJ TRANSIT

restored the roof systems on both the main station building and the outbound shelter building in 2006.

Construction for the new restoration work is expected to begin by the end of this year, with completion anticipated in spring 2011.

NJ TRANSIT launches innovative new website, expands DepartureVision™

On October 14, NJ TRANSIT Executive Director Richard Sarles announced the launch of the next generation of njtransit.com, revealing a complete makeover of the Corporation's website. The redesigned site features a new, streamlined look and improved functionality that will make it easier than ever for customers to access information.

The new site also includes an expansion of the popular "DepartureVision" feature, which enables customers to view train departure screens on their computer or mobile device. The feature is now available at most NJ TRANSIT rail stations.

With a cleaner layout and better organization, the new njtransit.com provides customers with more direct information that requires fewer clicks to access. The website introduces several new customer tools—from a Homepage Trip Planner to At-A-Glance Service Status—along with a more modern visual style. It also makes use of emerging technology to deliver new features, including real time train departures via DepartureVision™ and use of Google Maps to illustrate transit trips.

The pages most heavily used by customers—including the schedules and station information pages—feature design improvements that enable riders to view more information on a single page, reducing the need to click back and forth between pages.

New look, new tools

Beyond its new look, the njtransit.com homepage also boasts several features to make it easier for customers to get the information they need:

- **Homepage Trip Planner:** Now customers can enter their travel information right from the homepage to begin planning their trip! In addition, the improved Trip Planner presents three itineraries instead of just one and integrates Google Maps to provide a

graphic representation of the trip. It has also been adjusted to provide better results with fewer “error” messages.

- **At-A-Glance Service Status:** Customers can view service status for all rail, light rail and bus lines from the home page with a color-coded chart that displays “On Time” status or provides a link to “View Alert.”
- **Breaking News Bar:** In the event of a service disruption, customers can access vital travel information directly from the top of the homepage.
- **Graphic Marquee:** Current events and important service highlights will continue to be displayed prominently in the center of the homepage.

DepartureVision goes systemwide

In August, NJ TRANSIT announced a public beta test of DepartureVision, a new NJ TRANSIT service that displays train departure boards on mobile devices, such as iPhones, Blackberries or web-enabled cell phones. The beta test took place over a period of about eight weeks, using train departure boards at Frank R. Lautenberg Station at Secaucus Junction.

After collecting feedback from customers during the pilot period, DepartureVision (beta) is available at most train stations, allowing customers to view actual train departure screens—including arrival time, track assignment and train status. In addition to being available via the mobile website, Real-Time Departure Information can also be viewed on the standard version of njtransit.com from the Station Information page.

Improvements to popular pages

The schedule pages—the most popular on the site—have been redesigned to provide all information on a single page, enabling customers to access “Station to Station” trip results and current and upcoming PDF timetables. For returning customers, “recent trips” are also displayed for faster searching.

The new Station Information page also features a design that condenses several pages of information into one, requiring fewer clicks to access details about parking, ticketing and bike racks, as well as directions and a map. It also includes links to Real-Time Departure Information and the Trip Planner.

In recent years, NJ TRANSIT has implemented a series of web enhancements to improve the flow of information to and from customers, including RSS feeds for train, bus and light rail status; a computerized Lost and Found system; Google Transit integration, a mobile website and mobile "Contact Us" feature for web-enabled mobile devices.

The website receives more than 1.2 million "absolute unique" visitors per month, and between 60,000 and 80,000 visits on a typical weekday.

NJ TRANSIT approves purchase of vehicles for local transportation programs

The NJ TRANSIT Board of Directors on October 14 approved the purchase of 65 vehicles—including minibuses and heavy-duty buses—that will be used to provide critical transportation services to senior citizens and residents with disabilities in rural and small urban areas throughout the state. Funding for more than half of the vehicles is being provided through the American Recovery and Reinvestment Act (ARRA).

NJ TRANSIT invited eligible counties to submit requests for vehicles through the program. In all, the new vehicles will be distributed to organizations in 16 counties.

The Board authorized two separate contracts for the purchase of the vehicles:

- \$1.5 million contract with Starcraft Division of Forest River/Jersey Shore Bus Sales of Toms River, for the purchase of 26 minibuses.
- \$4.3 million contract with American Bus of Trenton, for the purchase of 10 hybrid minibuses and 22 heavy-duty cutaway buses, with an option for an additional seven buses.

The following organizations will receive new vehicles:

- County of Atlantic – 13 vehicles
- County of Burlington – 10 vehicles
- South Jersey Transportation Authority – 2 vehicles
- Senior Citizen United Community Services – 3 vehicle
- Cumberland Area Transit System – 2 vehicles
- Gloucester County Division of Transportation – 2 vehicles

- County of Hunterdon – 4 vehicles
- Mercer County TRADE – 2 vehicles
- County of Middlesex – 3 vehicle
- Monmouth County Division of Transportation – 2 vehicles
- Morris Area Paratransit System – 1 vehicle
- County of Ocean – 2 vehicle
- Township of West Milford – 2 vehicles
- County of Salem – 3 vehicles
- County of Somerset – 5 vehicles
- County of Sussex Skylands Ride – 3 vehicles
- County of Warren – 6 vehicles

Funding for 37 vehicles is being provided through the American Recovery and Reinvestment Act (ARRA), with additional funding in some counties being provided through other federal grant programs, including Section 5309, 5310 and Congestion Mitigation and Air Quality (CMAQ).

CUSTOMER AND COMMUNITY INITIATIVES

NJ TRANSIT promotes safety lessons for high school driver education classes

In recognition of National Teen Driver Safety Awareness Week, which was held the week of October 18 through 24, NJ TRANSIT promoted its Driver Education Safety Program, encouraging New Jersey schools to obtain the agency's free curriculum package for use in high school classrooms.

In an effort to help teen drivers operate vehicles in a safe manner near railroad crossings, light rail lines and buses, NJ TRANSIT has made available two class periods of multimedia instructional content to nearly 700 public, private and charter schools throughout the state.

The lesson plans, developed in partnership with Operation Lifesaver and the New Jersey Division of Highway Traffic Safety and approved by the state Department of Education, have been given to driver education teachers to supplement existing curricula. The lessons were piloted last year at eight high schools, where teachers, administrators and students provided valuable feedback.

Among the critical safety lessons emphasized in PowerPoint and DVD formats are:

- Never stop on tracks. If gates begin to lower, continue crossing to completely clear the tracks.
- Never go around lowered crossing gates. They indicate a train is approaching.
- Before you start to operate a vehicle over a railroad crossing, be certain you have enough room on the opposite side to completely cross the tracks.
- The law requires you to yield to transit buses that are re-entering the flow of traffic after making a stop.

To request the curriculum package or to learn more about the program, educators may contact a NJ TRANSIT Safety Education Specialist at (973) 491-8297 or DriverEd@njtransit.com

NJ TRANSIT adds trains for Yankees ticker-tape parade

NJ TRANSIT added extra trains Friday, November 6 to accommodate Yankees fans returning from the World Series victory ticker-tape parade along the Canyon of Heroes in Lower Manhattan. Six additional trains operated from New York Penn Station between 1:30 p.m. and 2:30 p.m. on the Northeast Corridor, North Jersey Coast Line and Morris & Essex lines.

EMPLOYEE RECOGNITION

Bus and Light Rail employees recognized for distinguished service

The Distinguished Service Award ceremony for bus and light rail was held on Thursday, October 8 at the Ferry Street facilities, recognizing employees who went above and beyond their job descriptions, demonstrating problem solving skills, teamwork, leadership qualities and more.

This year's recipients were nominated by their fellow employees, and between a screening committee and selection committee, 41 employees (from over 500 employees nominated for consideration) were chosen for this year's distinguished service awards.

Below are this year's recipients:

Central Division

<u>Nominee</u>	<u>Work Location</u>	<u>Title</u>
Bennett, Denine	Ironbound Garage	Operator
Daniels, Kathy	Central Division	Admin. Assistant
Gilligan, Bob	Howell Garage	Supervisor
Jefferson, Judy	Lakewood Terminal	Ticket Agent
Kandil, Adel	Howell Garage	Operator
Maher, Patrick W	Howell Garage	Operator
Mcbeth, Samuel	Ironbound Garage	Operator
Meyers, Pete	Howell Garage	Maintenance Man A
Moyer, John	Howell Garage	Operator
Smith, Derrick	Hilton Garage	Operator
Smith, Thirkell	Ironbound Garage	Operator
Williams, Nancy	Hilton Garage	Operator

Northern Division

Bailey, Garfield	Meadowlands Garage	Operator
Bennett, Enoch	Fairview Garage	Operator
Burney, Tommie	Oradell Garage	Operator
Byrd, Evon	Greenville Garage	Depot Master
Doscher, Neil	Meadowlands Garage	Asst. Supervisor

Figueroa, Santos
Hunter, Holiday

Meadowlands Garage
Oradell Garage

Operator
Depot Master

Southern Division

Boyd Sr., Cordell
Butterfield, Joe
Epps, Rodney
King, R Victoria
Locust, Ruth
Michaels, Shawn
Noel Jr., Willie
Young, Chriss

Newton Ave Garage
Hamilton Garage
Egg Harbor Garage
Hamilton Garage
Newton Ave Garage
Hamilton Garage
Egg Harbor Garage
Egg Harbor Garage

Operator
Assistant Garage Supervisor
Operator
Operator
Operator
Operator
Operator
Depot Master

Support

Bristol, Orin
Candelario, Yolanda
Desilva, Ricardo
Fisher, Rich
Husain, Anwar
Jimenez, Angel
Munczenski, Michael
Purnell, Terri
Rubenstein, Fred
Sanders, Harold
Sellmeyer, Robert
Sowah, Richmond
Tomlinson, Jay
Yegorov, Pavel

Light Rail
Light Rail
Cent Maint Facility
Service Supervision
Light Rail
Operational Training
Technical Training
PABT
Service Supervision
Service Supervision
Cent Maint Facility
Cent Maint Facility
Service Planning -Penn
Cent Maint Facility

Light Rail Technician
Operator
Mechanic A
Regional Supervisor
Light Rail Technician
Chief Training Instructor
Sr. Tech. Training Specialist
Admin. Assistant
Chief Reg. Supervisor
Regional Supervisor
Special Mechanic H
Mechanic A
Sr. Sch. Maker
Mechanic A

NJ TRANSIT employees bid farewell after outstanding careers

Twelve NJ TRANSIT employees retired in October with careers ranging from 16 to 34 years of service:

1. John K. Clark (Atlantic Highlands) Program Manager, Penn Plaza – 34 years
2. Leon Werb (Philadelphia, PA) Manager LR, Penn Plaza – 34 years
3. Lloyd J. Weise (Sayreville) Bus Operator, Howell Garage – 31 years
4. Anthony J. LaForgia (Dover) Line Engineer Structures, Hoboken – 30 years
5. George H. Seidl (Trenton) Serviceman, Hamilton Garage – 27 years
6. Bienvenido Duarte (Jackson) Bus Operator, Howell Garage – 26 years
7. Filomeno A. Acuna (West Orange) Technical Specialist, MMC – 22 years
8. Peter Taddeo (Little Silver) Director of Contracts, Penn Plaza – 22 years
9. Linda Williams (Paterson) Depot Master C, Oradell Garage – 21 years
10. Walter H. Archambo, Jr. (Sewell) Bus Operator, Newton Avenue Garage – 19 years
11. Rubiela Carrillo (Paterson) Bus Operator, Wayne Garage – 17 years
12. Wardell Strickland (Orange) Bus Operator, City Subway – 16 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$244,032 in federal funds were awarded during October of FY 10.* Disadvantaged Business Enterprises (DBEs) were awarded \$61,008 or 25 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$13,232,839 in state-funded contract dollars were awarded during July through September FY 10. ** Of that total, Small Business Enterprises (SBEs) received \$4,697,719 or 35.5 percent. Category 1 SBEs received \$703,750 or 5.3 percent. Category 2 SBEs received \$261,250 or 2.0 percent. Category 3 SBEs received \$202,584 or 1.5 percent. Category 4 SBEs received \$0 or 0 percent. Category 5 SBEs received \$3,530,135 or 26.7 percent.***

Federal & State Contracts Total

\$13,476,871 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$4,758,727 or 36 percent of federal and state contract dollars was won by DBEs and SBEs.

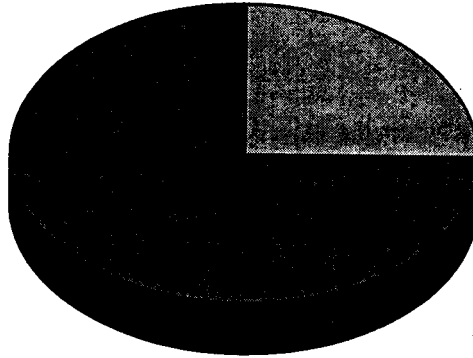
*Fiscal year beginning October 1, 2009

**Fiscal year beginning July 1, 2009

***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, Cat 6 (construction)-Up to \$33.5 million

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (THROUGH OCTOBER FY10)***

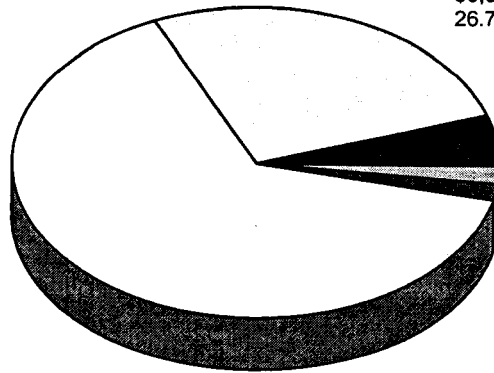
NON-DBE
FEDERAL
\$183,024
75%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$61,008
25%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH SEPTEMBER FY10)****

NON-SBE STATE
\$8,535,120
64.5%



SBE-5
\$3,530,135
26.7%

SBE-1
\$703,750
5.3%

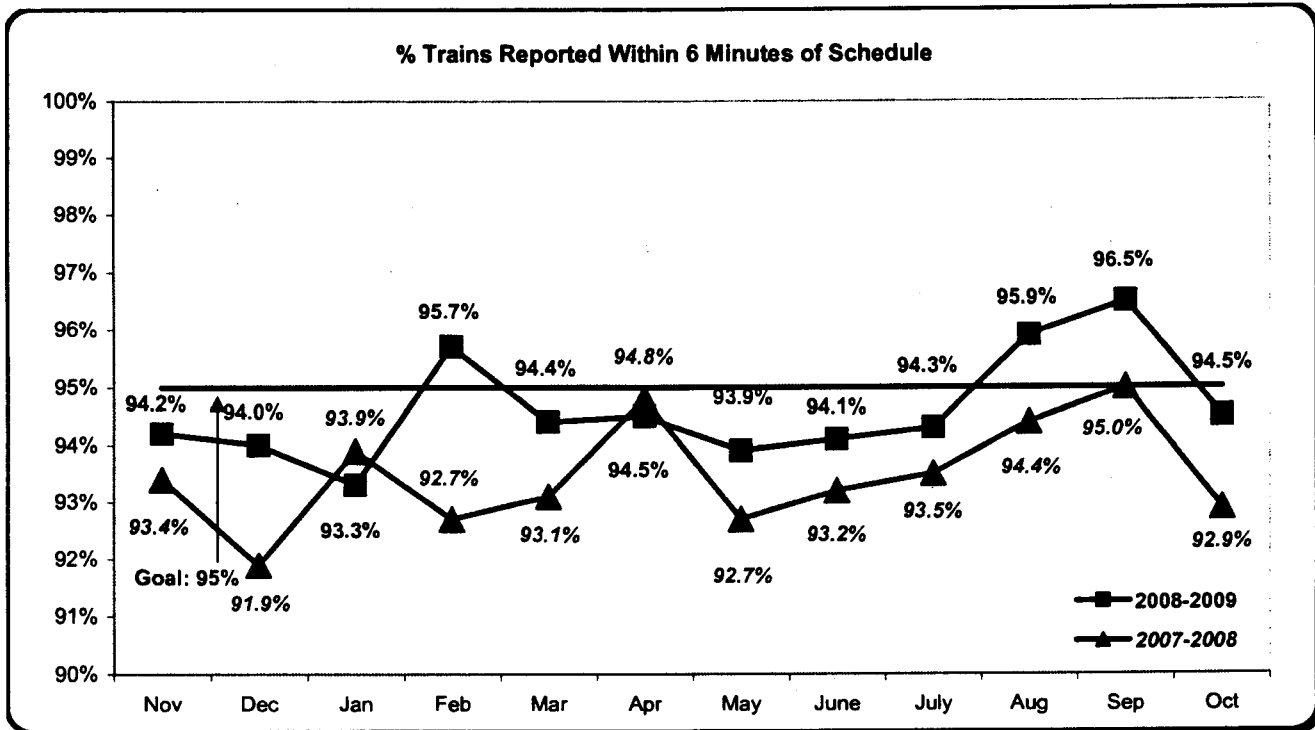
SBE-2
\$261,250
2%

SBE-3
\$202,584
1.5%

Fiscal Year Beginning October 1, 2009*
Fiscal Year Beginning July 1, 2009**
(This report covers contracts above \$29,000)

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL NOVEMBER 2007 - OCTOBER 2009



	2008	2009	# Change
October Comparison	92.9%	94.5%	1.6%

	2007-2008	2008-2009	# Change
12-Month Average November - October	93.5%	94.6%	1.1%

Analysis:

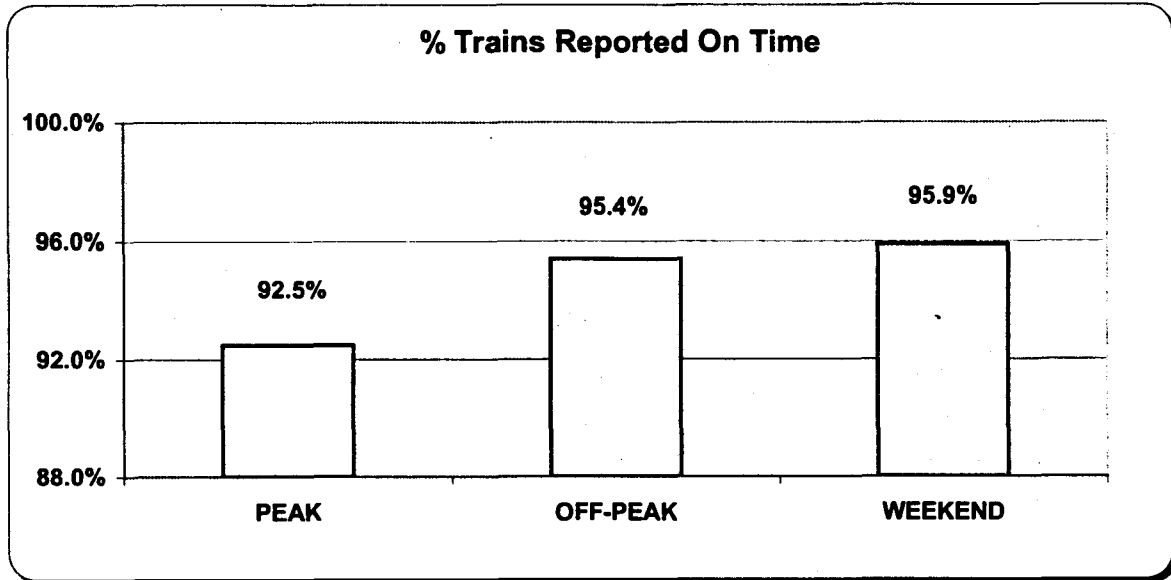
Rail On-Time Performance was 94.5% for October 2009. Of the 19,187 trains that were scheduled to operate, 18,140 were on time, while 1047 trains (or 5.5%) were delayed. Key causes included:

- Slippery rail conditions throughout the month.
- A trespasser in the tunnel leading to Penn Station New York held trains on October 8.
- A track failure on the Northeast Corridor near Portal Bridge on October 23.
- Loss of signal power on Amtrak on October 24.

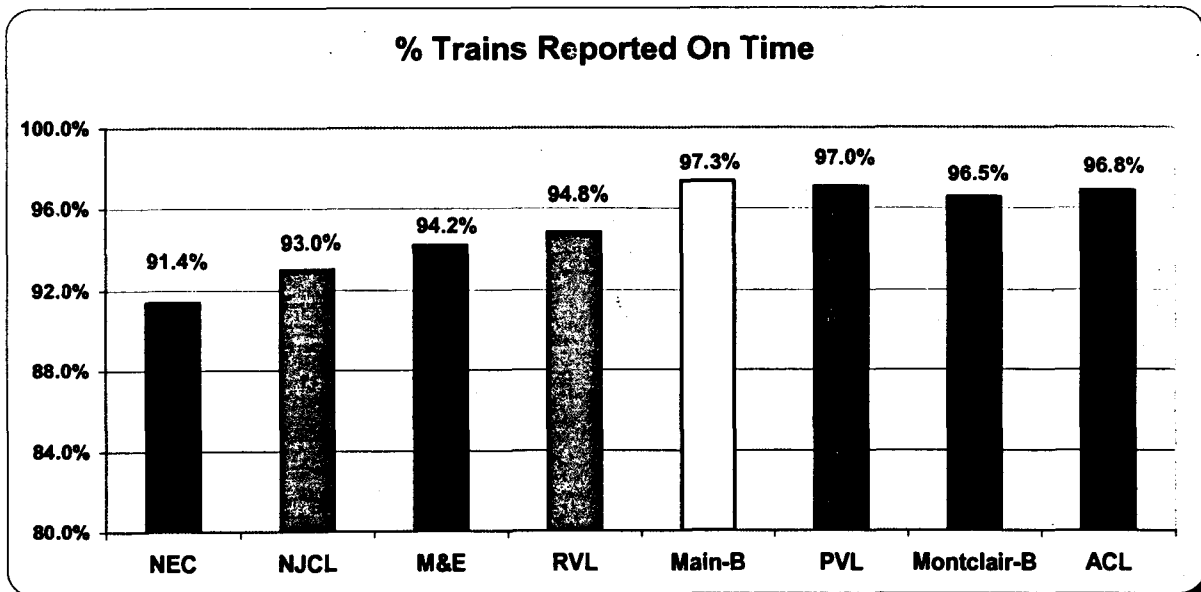
The 12-month average for Rail On-Time Performance for November 2008 - October 2009 was 94.6%.

ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD OCTOBER 2009

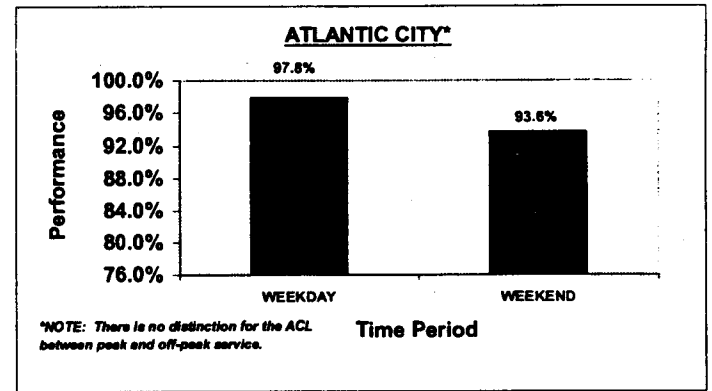
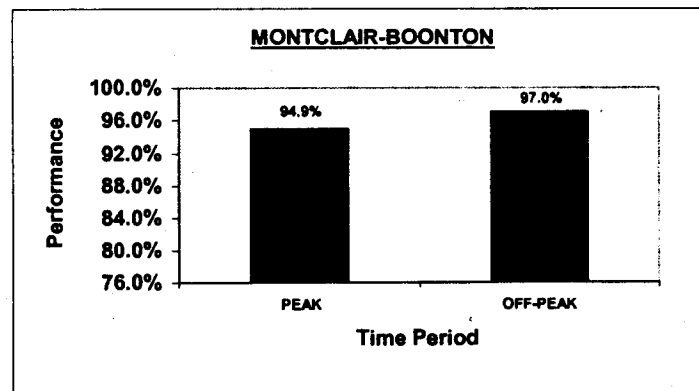
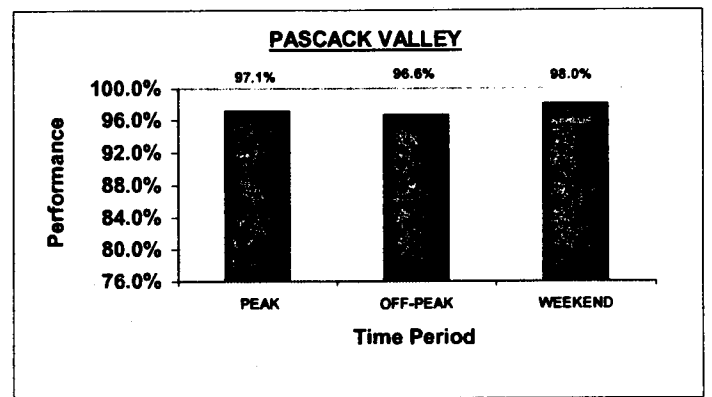
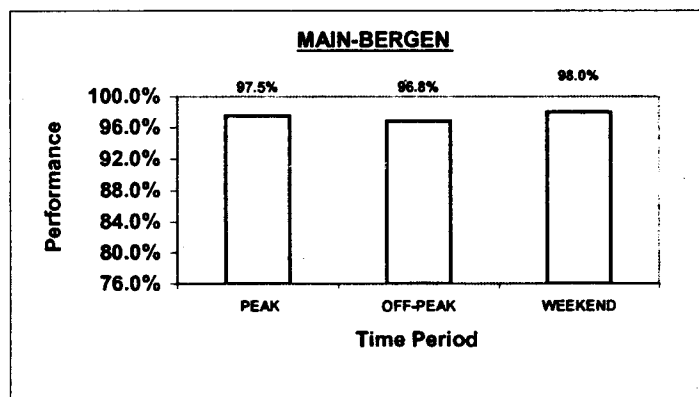
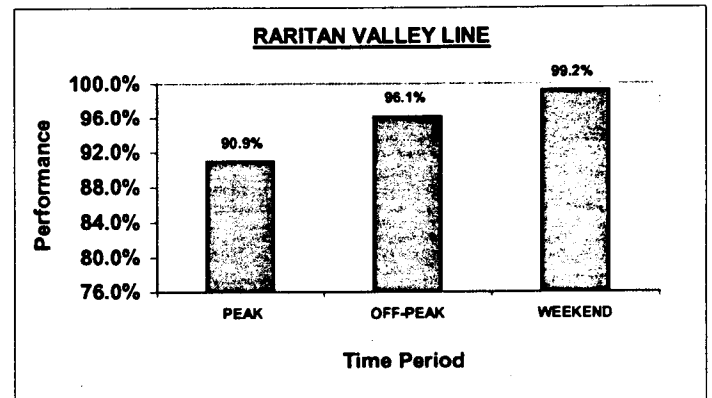
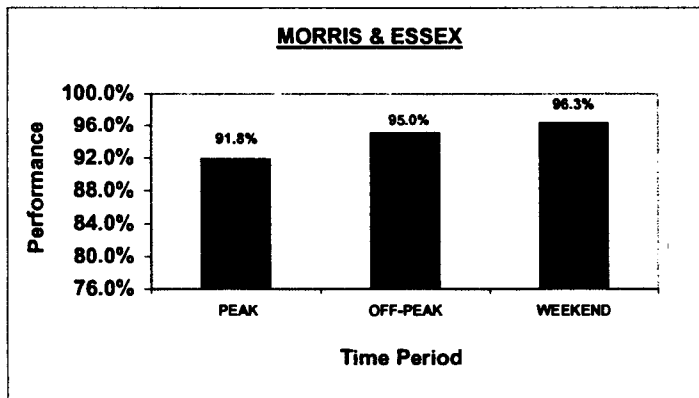
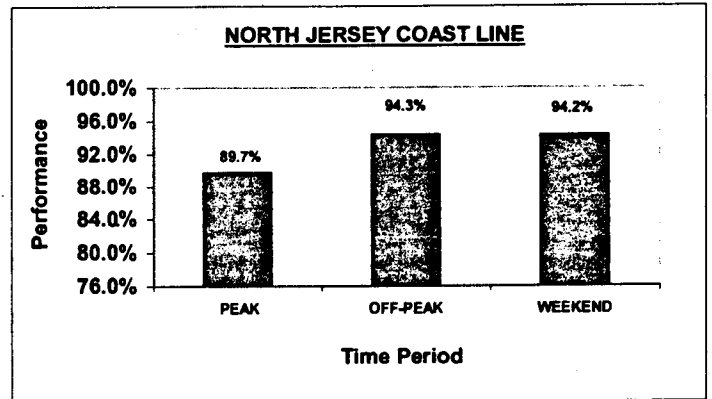
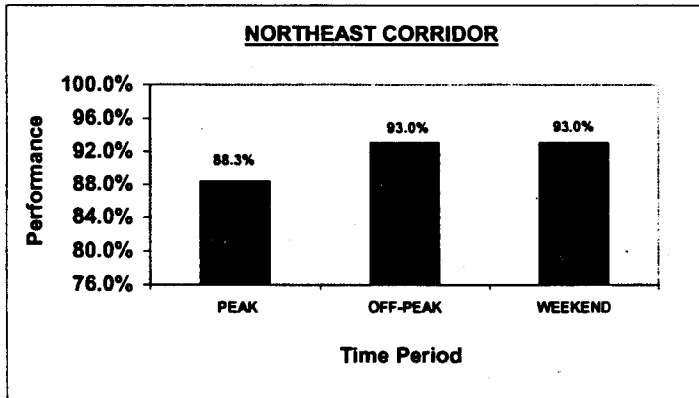


SUMMARY BY LINE OCTOBER 2009

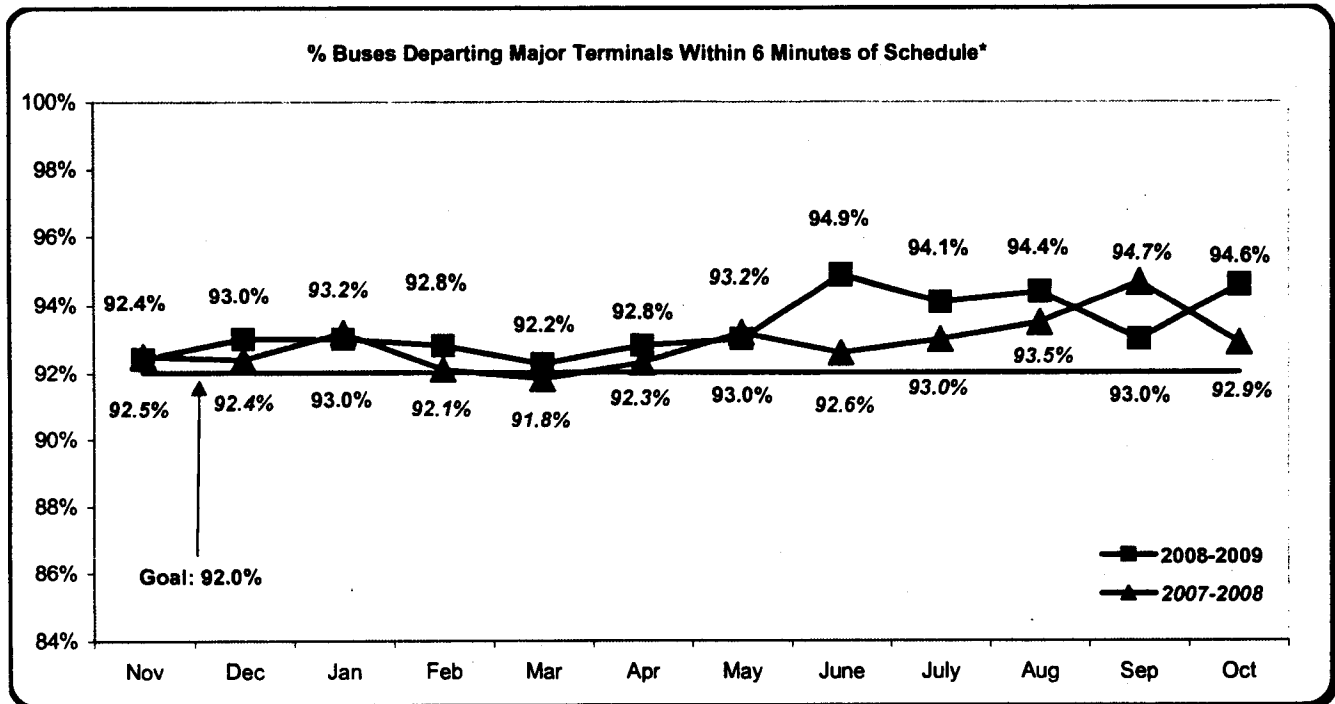


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD OCTOBER 2009

41744



NJ TRANSIT ON-TIME PERFORMANCE BUS NOVEMBER 2007 - OCTOBER 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
October Comparison	92.9%	94.6%	1.7%

	2007-2008	2008-2009	% Change
12-Month Average November - October	92.9%	93.4%	0.5%

Analysis:

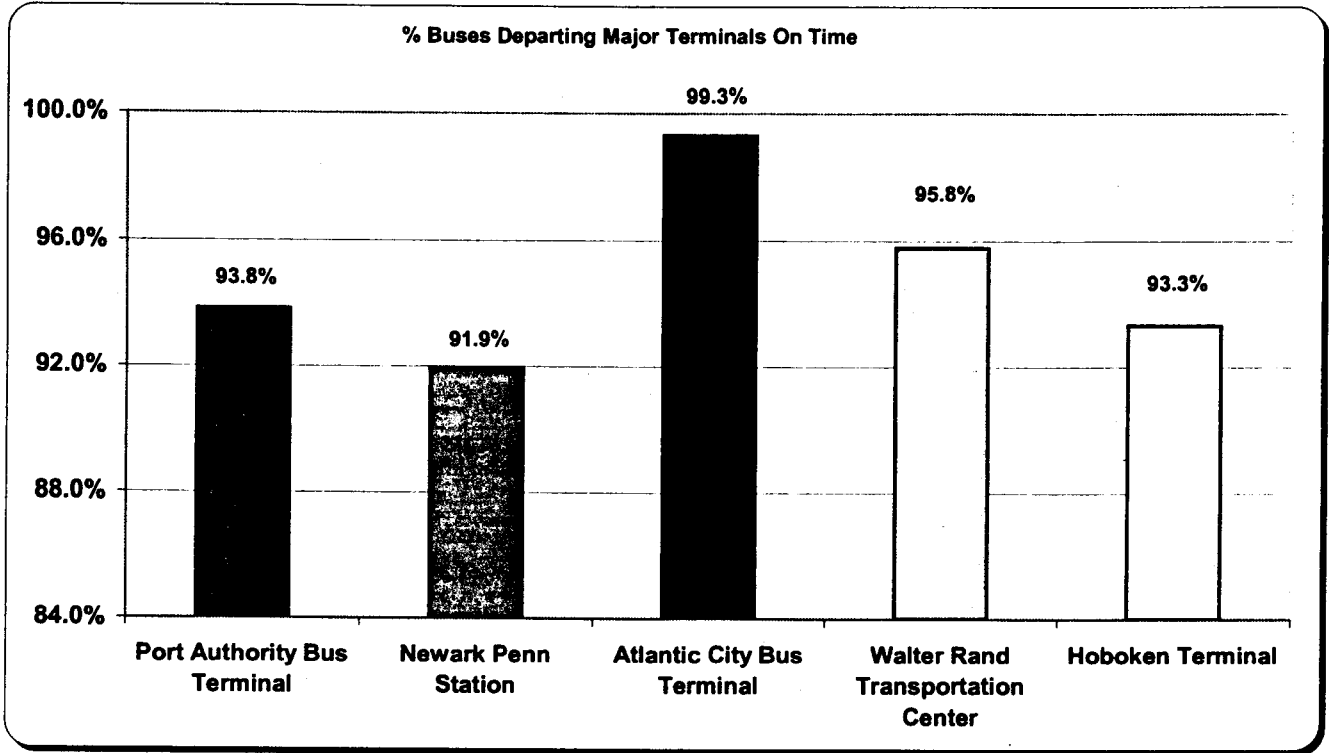
Bus On-Time Performance was 94.6% for October 2009. Of the 36,034 monitored departures, 1,939 (or 5.4%) experienced delays. Key causes included:

- A disabled truck in the Lincoln Tunnel during rush hour affected Port Authority buses on October 2.
- Newark Penn Station buses were impacted by weather conditions on October 16.
- Heavy traffic on Routes 38 in Moorestown and 47 in Deptford, and on the Ben Franklin Bridge delayed Walter Rand Transit Center buses on October 14
- Hoboken buses were affected by paving on Observer Highway on October 5.

The 12-month average for Bus On-Time Performance for November 2008 - October 2009 was 93.4%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL OCTOBER 2009

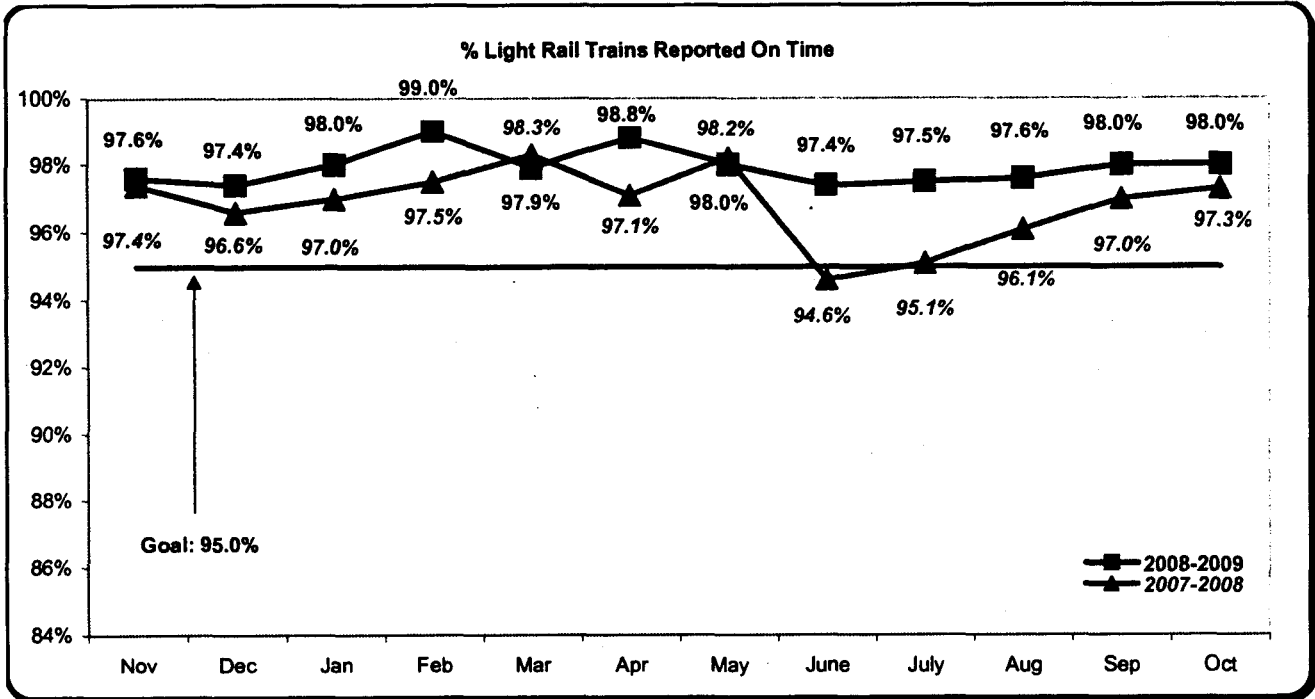


NJ TRANSIT

ON-TIME PERFORMANCE

LIGHT RAIL - SYSTEMWIDE

NOVEMBER 2007- OCTOBER 2009



*Note: Starting May 2007

	2008	2009	# Change
October Comparison	97.3%	98.1%	0.8%

	2007-2008	2008-2009	# Change
12-Month Average November - October	96.8%	97.9%	1.1%

Analysis:

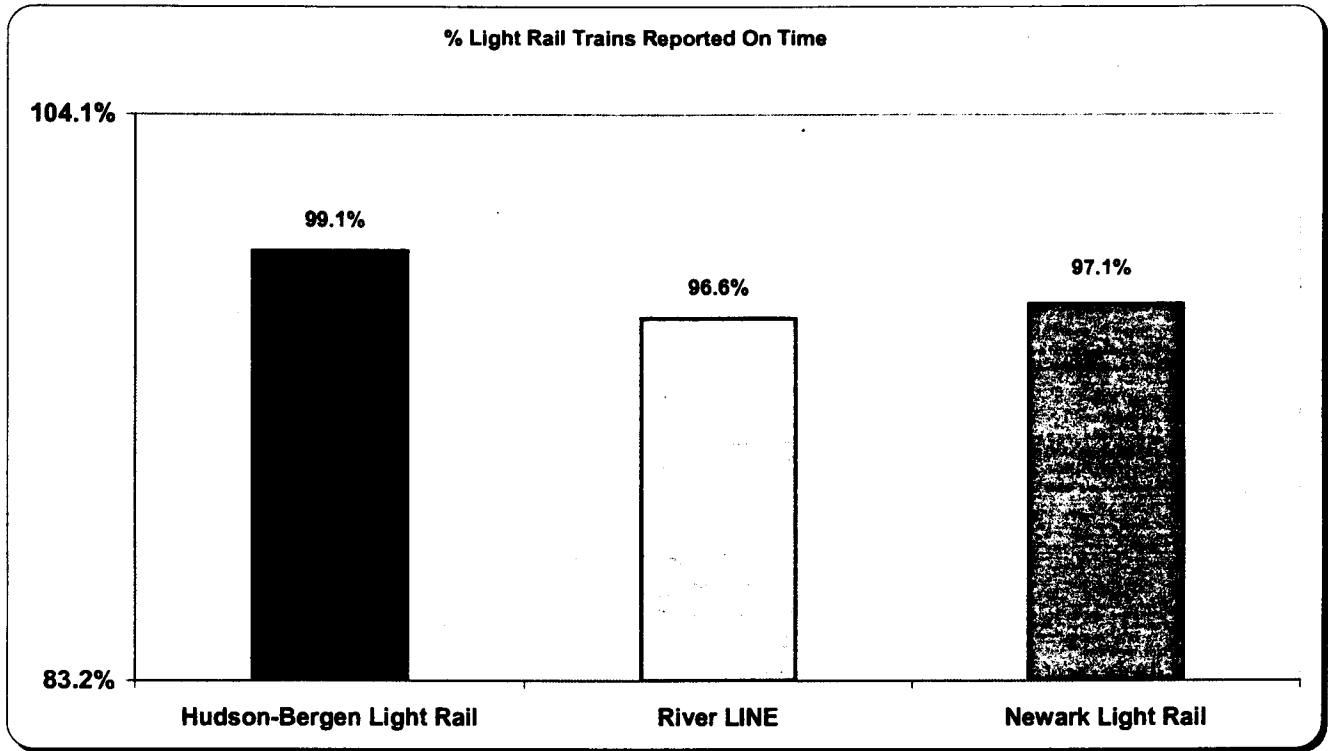
Light Rail On-Time Performance systemwide was 98.1% for the month of October 2009. Of the 31,648 scheduled trains, 599 (or 1.9%) experienced delays. Key causes included:

- HBLR trains delayed by equipment failure on October 7.
- River LINE service was affected by flooding in Camden on October 24.
- Scheduled track outages for construction on Newark Light Rail on October 24 and 25 affected service.

The 12-month average for Light Rail On-Time Performance for November 2008 - October 2009 was 97.9%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE OCTOBER 2009



ACTION ITEM

**ITEM 0911-81: GLADSTONE RAIL YARD GROUND AIR AND POWER:
CONSTRUCTION CONTRACT AWARD (AMENDED)**

BENEFITS

The Gladstone Rail Yard is located adjacent to the Gladstone Station on NJ TRANSIT's Gladstone Branch in the Borough of Peapack-Gladstone. The Rail Yard consists of four storage tracks and a main track.

The construction of a compressed-air distribution system will eliminate the need to continuously run locomotives for the purpose of maintaining airbrake pressure on layover trains. These infrastructure improvements will reduce the noise levels associated with yard operations.

The construction of a substation and underground electrical distribution system will provide three-phase power in the Rail Yard that will allow locomotive shutdown while maintaining climate-controlled conditions in the coaches. The station will remain open during the construction.

PURPOSE

Authorization of this contract will allow for the construction of a compressed-air distribution system, a 700-square foot compressor building, a new 3200-ampere electrical substation, underground conduit ductbanks for train layover power for two of the four storage tracks, and provisions for future automated locomotive sanding plus expansion of ground air and power to an additional yard track.

ACTION

Staff seeks authorization to enter into a contract (No. 10-023X) with the lowest responsive, responsible bidder for the construction of a substation, compressor building, and yard improvements providing ground air and power to the Gladstone Rail Yard, at the budgeted amount at a cost not to exceed \$1,778,850, plus five percent 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: Budgeted Amount

Total Project Cost: \$ 3,234,000

Projected Date of Completion: August 2010

Diversity Goal: 23% SBE

***NJ Build* Amount:** \$ 8,891

Related/Future Authorizations: None

**Impacts on Subsequent
Operating Budgets:** \$ 69,000 annually

(AMENDED)RESOLUTION

WHEREAS, the compressed-air distribution system and compressor building will eliminate the need to run locomotives continuously for the purpose of maintaining airbrake pressure on layover trains; and

WHEREAS, the new substation and electrical distribution system are required to support the power requirements of the new compressor building and power requirements of the layover trains in the yard; and

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a contract (No. 10-023X), with the lowest responsive, responsible bidder for the construction of a substation, compressor building, and yard improvements providing ground air and power to the Gladstone Rail Yard, at the budgeted amount at a cost not to exceed \$1,778,850, plus five percent contingencies, subject to the availability of funds.

ITEM 0911-82: RARITAN RIVER DRAWBRIDGE FENDER SYSTEM REPAIR

BENEFITS

The Raritan River Drawbridge was built in 1906 and carries two (2) tracks of the North Jersey Coast Line over the Raritan River between Perth Amboy and South Amboy, NJ. Repairs to sections of the timber fender system of the Raritan River Draw railroad are necessary to maintain "state-of-good-repair initiatives and to ensure continued protection of the bridge from marine traffic.

PURPOSE

This authorization is for the award of a construction contract to effect repairs to sections of the timber fender system previously damaged by marine traffic.

ACTION (Justification: State of Good Repair)

Staff seeks authorization to contract with PKR-Mark III, Inc. of Newtown, Pennsylvania to perform the construction repairs to the timber fender system of the River Drawbridge, at a cost not to exceed \$1,574,000, plus five percent for contingencies.

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

FISCAL IMPACT

Requested Authorization:	\$ 1,574,000 + 5% contingency
Total Project Cost:	\$ 1,600,000
Projected Date of Completion:	September 2010
Anticipated Source of Funds:	Third Party
Diversity Goal:	15% (Category 5)
Future/Related Authorizations:	None
Impact on Future Operating Budgets:	None

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the Raritan River Drawbridge on its North Jersey Coast Line over the Raritan River, Perth Amboy and South Amboy, New Jersey; and

WHEREAS, the Raritan River Drawbridge timber fender system has sustained damage from marine traffic; and

WHEREAS, repairs to the timber fender system of this bridge are needed to maintain "state-of-good-repair" initiatives and protect the bridge; and

WHEREAS, following the completion of a competitive procurement process, it was determined that PKR-Mark III, Inc. of Newtown, Pennsylvania was the lowest responsive, responsible bidder for the Raritan River Drawbridge Fender System repair project.

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with PKR-Mark III, Inc. of Newtown, Pennsylvania to perform repairs to the timber fender system of the Raritan River Drawbridge, at a cost not to exceed \$1,574,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 0911-83: CONDITION-BASED MAINTENANCE PROGRAM: CONTRACT AMENDMENT FOR EXTENDED TECHNICAL SUPPORT

BENEFITS

NJ TRANSIT'S rail rolling stock maintenance program is designed to maintain the rail fleet in a state-of-good-repair for service reliability, customer comfort and to provide capacity for existing and new services.

In April 2008, the Board gave approval to enter into a contract with Alstom Transportation Inc. Train Line Services (TLS), Naperville, Illinois to provide services to NJ TRANSIT for developing a technical specification for the overhaul of GP-40 and F-40 series locomotives and to develop and implement a formal Condition-Based Maintenance (CBM) program for the entire diesel locomotive fleet, which includes the Alstom Manufactured PL42AC. Alstom Train Life Services (TLS) specializes in the maintenance of diesel locomotives and has successfully demonstrated on other railroads their ability to improve diesel locomotive availability and reliability utilizing the concept of condition-based maintenance.

Alstom/TLS performed a teardown and re-build of two NJ TRANSIT locomotives in order to ascertain the condition of the diesel fleet. As a result of this activity, it was determined that complete overhauls of the diesel fleet are not necessary and that by using data obtained through CBM, a customized enhanced maintenance program can be developed for each locomotive which is much more limited in scope than a complete overhaul as it targets specific components highlighted by the CBM analysis as needing repair or replacement. Two key benefits are realized here: substantial reduction in cost and the ability to perform the work at the Meadows Maintenance Complex with the NJ TRANSIT workforce. This program is expected to extend the useful life of the locomotives by an additional six to eight years.

PURPOSE

NJ TRANSIT's current diesel locomotive fleet consists of 105 PL42AC, GP-40 and F-40 series locomotives. In support of the rail rolling stock maintenance program, overhauling GP-40 and F-40 series locomotives has been budgeted in the current capital program. The majority of the GP-40 and F-40 locomotives were manufactured by EMD and placed into service more than 20 years ago; the PL42AC locomotives were manufactured by Alstom Transportation Inc. and placed into service in 2005.

This contract amendment authorizes Alstom Transportation Inc. to extend support services for a period of one year in order to give NJ TRANSIT staff the necessary time to prepare a Request for Proposal for a three-year Condition-Based Maintenance program, while allowing the current program to continue uninterrupted.

The contract extension will facilitate expanding the CBM program to additional Rail maintenance locations (Hoboken and Raritan) and will provide additional analysis and gather a collection of critical data specific to the locomotive fleets required to develop and implement a customized enhanced maintenance program.

ACTION (Capital Program Justification): State of Good Repair and Capacity

Staff seeks authorization to amend contract (No. 08-615) with Alstom Transportation Inc. TLS of Naperville, IL to extend technical assistance services related to the Condition-Based Maintenance program to the entire diesel locomotive fleet. Additional authorization in the amount of \$3,400,000 + 5% contingency for a total contract authorization of \$6,900,000

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

FISCAL IMPACT

Requested Authorization: \$3,400,000 + 5%

Total Project Cost:

\$ 3,500,000	Original Authorization
\$ 3,400,000	Requested Authorization
\$11,240,000	Future Authorization
\$18,140,000	Total

Projected Date of Completion: December 2010

Anticipated Source of Funds: Transportation Trust Fund

Diversity Goal: NA

Related/Future Authorizations: \$11,240,000

Impact on Subsequent Operating Budgets: NA

RESOLUTION

WHEREAS, NJ TRANSIT currently operates 105 diesel locomotives; and

WHEREAS, the rehabilitation of the diesel locomotive rail fleet is necessary to maintain operational reliability and availability to provide capacity for existing and new services; and

WHEREAS, staff requires technical assistance to continue the Condition-Based Maintenance program;

WHEREAS, NJ TRANSIT will benefit from the implementation of a long-term Condition-Based Maintenance program; and

WHEREAS, NJ TRANSIT staff requires this one-year period to develop a Request for Proposal for implementation of a three-year Condition-Based Maintenance program and material services agreement; and

WHEREAS, Alstom Transportation Inc., Train Line Services (TLS) has demonstrated competency and expertise in the first phase of the Condition-Based Maintenance program and has been determined to be capable of continuing its support services;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the Contract (No. 08-615) with Alstom Transportation Inc. TLS of Naperville, Illinois to continue technical assistance related to the Condition-Based Maintenance program for a period of one-year in the amount of \$3,400,000, plus five percent contingency, for a total contract authorization to \$6,900,000, subject to the availability of funds.

ITEM 0911-84: ATLANTIC CITY JITNEY ASSOCIATION: VEHICLE PURCHASE CONTRACT

BENEFITS

The Atlantic City Jitney Association (ACJA) is an association of owners/operators of minibus service, providing service 24 hours a day on three fixed routes and daytime service on a fourth fixed route. The ACJA schedules service, ensures service quality, and performs other functions that benefit the ACJA at-large. ACJA members are the only operators authorized by Atlantic City to provide this service. The ACJA also operates the Atlantic City Rail Service Shuttle under contract to NJ TRANSIT, providing shuttle service between the NJ TRANSIT Atlantic City Rail Terminal and all the casino locations in Atlantic City.

The current ACJA minibus fleet has exceeded its useful life. The ACJA has determined that it will replace a portion of the fleet with an updated version of the vehicle that it currently operates.

Funding for up to 40 vehicles under this contract is being provided through the American Recovery and Reinvestment Act of 2009 (ARRA).

PURPOSE

The purchase of up to 40 cutaway minibuses with lifts is necessary to retire outdated jitneys now operated by the ACJA. Authorization of this contract will ensure that the ACJA continues to provide the fixed-route transportation services that are an integral part of the Atlantic City local transportation system and complement NJ TRANSIT's local bus services.

The bid documents for the vehicles included an option for additional vehicles to be exercised by NJ TRANSIT within 180 days of contract notice to proceed. The options would allow the purchase of up to 60 additional minibuses.

ACTION (Justification: Improve Customer Service)

Staff seeks authorization to contract (No. 10-009) with Jersey Shore Bus Sales/Starcraft Division of Forest River, Inc. of Elkhart, Indiana, for the purchase of up to 40 minibuses in an amount not to exceed 2,116,680, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization: \$ 2,116,680 + 5% contingency

Total Project Cost: \$ 2,250,000

Projected Date of Completion: 2011

Anticipated Source of Funds: Federal Transit Administration (ARRA)

Diversity Goal: Transit Vehicle Manufacturer

***NJ BUILD* Amount:** None

**Impacts on Subsequent
Operating Budgets:** None

Related/Future Authorizations: Exercise option for additional vehicles

RESOLUTION

WHEREAS, the Atlantic City Jitney Association (ACJA) provides fixed-route transportation services that are an integral part of the Atlantic City local transportation system and complement NJ TRANSIT's local bus services; and

WHEREAS, the current ACJA minibus fleet consists of 190 1997/1998 Chevy Champion minibuses that have exceeded their useful life threshold; and

WHEREAS, upon completion of a competitive procurement process, Jersey Shore Bus Sales/Starcraft Division of Forest River, Inc. was determined to be the lowest responsive, responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No. 10-009) with Jersey Shore Bus Sales/Starcraft Division of Forest River, Inc. of Elkhart, Indiana, for the purchase of up to 40 minibuses in an amount not to exceed 2,116,680, plus five percent for contingencies, subject to the availability of funds.