

Richard J. Codey
Acting Governor

Jack Lettiere
Board Chairman

George D. Warrington
Executive Director

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



February 15, 2005

Dear Governor Codey:

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, February 9, 2005.

Sincerely,

Gwen A. Watson
Board Secretary

Enclosures

Honorable Richard J. Codey
Acting 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), 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, February 9, 2005.

Present:

Jack Lettiere, Chairman
Verice Mason, Governor's Representative
John L. McGoldrick
Patrick W. Parkinson
Flora Castillo

George D. Warrington, Executive Director
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs
James Gigantino, Acting Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Mark Holmes, Deputy Attorney General
Frank J. Hopper, Assistant Executive Director, Procurement & Support Services
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services
Richard Sarles, Assistant Executive Director, Capital Planning and Programs
H. Charles Wedel, Chief Financial Officer & Controller
Gwen A. Watson, Board Secretary
Robert Guarnieri, Auditor General

Chairman Jack Lettiere convened the Open Session at 9:15 am in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss litigation matters. A motion was made by John McGoldrick, seconded by Patrick W. Parkinson and unanimously adopted.

Chairman Jack Lettiere reconvened the Open Session at 10:35 am and asked for a motion to adopt the minutes of the January 19, 2005 meeting. A motion was made by Flora Castillo, seconded by Patrick W. Parkinson and unanimously adopted.

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

Executive Director Warrington said the results of an economic impact study of the Trans-Hudson Express Tunnel project, also known as the Access to the Region's Core project, includes substantial railroad and yard expansions in New Jersey, a new underground rail station in New York, and a new two-track tunnel under the Hudson River.

He said Economics Research Associates is a prestigious international firm that advises governments about urban planning economics and development policy. Using sophisticated computer modeling techniques, their work locally with the Port Authority of

New York and New Jersey and with the City of New York, along with work they have done for the United States and foreign governments, includes studying the economic impacts of projects such as the Sears Tower, the World Cup, and Taiwan High Speed Rail. He said their private sector clients include multi-national corporations such as Walt Disney, Exxon, and Mitsubishi

Executive Director Warrington said their analysis confirmed that the Access to the Region's Core project would have substantial benefits for New York and New Jersey by generating significant construction and permanent jobs, personal income and tax revenues for both sides of the Hudson River.

Executive Director Warrington also said the analysis shows that, during the construction period, approximately 4,000 construction and construction-related jobs will be created in New Jersey and New York, evenly divided, each year. Those construction jobs will generate more than \$260 million a year in personal income also evenly divided between the States. NJ TRANSIT expects to begin early action items in the spring of 2007. He said that Bergen, Essex, Hudson, and Passaic counties account for 74 percent of the total New Jersey jobs created, 60 percent of the Gross Regional Product and almost 50 percent of the new personal income. During that same period, New Jersey and New York will each experience an annual increase of nearly a quarter billion dollars in Gross Regional Product.

Executive Director Warrington said that once THE Tunnel opens, the region as a whole will see new jobs growing to 44,000 within 10 years of opening, approximately 16,000 in New Jersey and 28,000 in New York, above and beyond what would occur if the tunnel were not built. The projected combined additional tax benefits for New Jersey and New York will be \$47 million annually upon full opening, growing to about \$480 million annually within 10 years. Executive Director Warrington said the report found that THE Tunnel would have a significant, generational impact with substantial economic benefits for New Jersey and New York. Executive Director Warrington said an item on today's Board agenda widens the scope to advance work on the project including performing geotechnical borings and aerial photographs in advance of the preliminary engineering; conducting an analysis of pedestrian flows at Penn Station and the proposed 34th Street Station; and starting conceptual design and environmental analysis of additional yard and track alignment in Hudson County.

Executive Director Warrington updated the Board on a transit oriented development project that NJ TRANSIT has been working on with Hamilton Township. He said NJ TRANSIT would issue a Request for Proposals (RFP) seeking proposals for the development of a 30-acre mixed-use area adjacent to the station in Hamilton. He said Hamilton Station has become one of NJ TRANSIT's busiest stations since it opened in 1999. In fact, ridership has climbed to nearly 3,400 trips a day.

Executive Director Warrington said the community approached NJ TRANSIT in 2001 about partnering to develop a vision plan for this site. He said the station is in close

proximity to major highways, including Route 295 and Route 1, coupled with area real estate opportunities.

Executive Director Warrington said that one year later, those discussions led to the release of the Hamilton Township Station Area Vision plan, a collaboration utilizing planning expertise that NJ TRANSIT contributed to help the community realize its conceptual design for a transit-friendly development of more than 250 acres at and around the station.

He said the key features of the vision plan include a walkable village-scale environment with mixed-use streets, and a public transit common area right at the transit front door, which allows users full use of public transportation. In addition, this project is a classic model of smart development around a vital commuter rail station.

Executive Director Warrington said that, along with the parking deck, NJ TRANSIT is moving forward with Hamilton to accommodate a growing number of commuters. He said NJ TRANSIT is very excited about the power and potential of this development for the community.

Executive Director Warrington thanked Mayor Gilmore for his leadership and foresight as NJ TRANSIT moves forward with this process.

Executive Director Warrington gave an update on the HX Drawbridge which spans the Hackensack River and carries Bergen County and Pascack Valley Line trains. He said in December 2004 the bridge was taken out of service for river traffic after NJ TRANSIT found that two of the hinges that open and close the bridge were damaged and needed replacing. Executive Director Warrington said that while train traffic continued to operate, NJ TRANSIT could not open the bridge for river traffic. Before the repairs could begin, NJ TRANSIT had to special order the machining of the new hinges from Alabama, which took about three weeks. NJ TRANSIT was scheduled to begin the repairs the weekend of the snowstorm and, for obvious safety reasons, that work was postponed. Executive Director Warrington reported that NJ TRANSIT was able to do the repairs on the weekend and around the clock during the week with very little impact to rail service. He said that last week the repairs were completed and the bridge was opened for river traffic Saturday morning.

Executive Director Warrington thanked Amarada Hess, Moran Towing and Spectra Serv, which operates a barge for the Bergen County Sewage Authority, and the United States Coast Guard for their forbearance during this period.

Executive Director Warrington recognized Glenn Sullivan of the Rail Engineering Department and his team for working night and day in very cold temperatures to get the bridge back in full working order.

Executive Director Warrington reminded everyone that the public hearings on the Fiscal Year 2006 fare proposal begin Tuesday, February 15, 2005 in Passaic and Trenton.

He said 13 public hearings/information sessions would be held over a 10-day period in locations across the State, which includes one in New York at the Port Authority Bus Terminal. He encouraged customers to attend so that NJ TRANSIT can incorporate their suggestions into the final proposal, which is expected to be presented to the Board in April 2005.

Suzanne Mack reported for the North Jersey Transit Advisory Committee. Ms. Mack said she was very impressed with THE Tunnel (Access to the Region's Core) presentation. Ms. Mack commended the Board of Directors with their efforts to move forward with this project. She said this project is a result of good planning work and, when complete, will double commuter rail capacity. She said it is a wise Corporate decision to advance this project. Ms. Mack said the Committee supports the renewal of the Transportation Trust Fund. Ms. Mack said she recognizes there are transportation funding issues but also recognizes the transit investment for THE Tunnel project. Ms. Mack congratulated the Board for recognizing this very important project. Ms. Mack said the Committee will meet later in the month regarding the fare increase issue and she said she would be back with some suggestions.

There was one public comment on agenda items. Al Cafiero, Senator Cardinale's Office, objected to the fact that Access to the Region's Core project goes to Penn Station rather than Grand Central Station.

Executive Director Warrington presented the following Action Items for approval:

0502-4: **ACCESS TO THE REGION'S CORE - DRAFT ENVIRONMENTAL
IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT**

This item continues the advancement of the Access to the Region's Core (ARC) project at a rapid pace. The project's federally required Draft Environmental Impact Statement is being finalized and will be complete this summer, and work to define the project's effectiveness is well underway. Approval is requested to amend the contract with Transit Link Consultants to formally define project benefits and costs in accordance with Federal Transit Administration (FTA) criteria, to perform geotechnical borings, and aerial photography to support formal engineering, to assess pedestrian flows at Penn Station New York and the proposed 34th Street Station, and to undertake conceptual design and environmental work for additional yard and track alignments in the Meadowlands area. The cost of the contract amendment will not exceed \$2.5 million plus five percent for contingencies.

John McGoldrick moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

0502-5: SUBSTRUCTURE REHABILITATION OF THE RARITAN RIVER DRAWBRIDGE ON THE NORTH JERSEY COAST LINE

The Raritan River Drawbridge on the North Jersey Coast Line in Middlesex County is owned and operated by NJ TRANSIT. Approval is requested to rehabilitate the substructure of that bridge in order to extend its useful life for many years to come. The timber grillage will be encased, the concrete renewed, repairs will be made to the nose cap and joints and pier cracks will be patched. The selected contractor is Trevcon Construction Co. and the cost will not exceed \$1,569,000 plus five percent for contingencies.

Flora Castillo moved the resolution, Verice Mason seconded it and it was unanimously adopted.

0502-6: AMENDMENT OF BOARD ITEM 0412-76 HUDSON-BERGEN LIGHT RAIL – REVISION TO TOTAL CONTRACT AUTHORIZATION

In December of 2004, the Board approved an item authorizing funding for additional tasks for consultants for the Hudson Bergen Light Rail system. Contained therein was a request for BEM Systems, Inc. for environmental work. The total request for all consultant contracts was correct, but approval is requested to correct the authorization amount specific to BEM in that item to \$31,474,926.

Flora Castillo moved the resolution, Verice Mason seconded it and it was unanimously adopted.

Executive Director Warrington presented the following Consent Item for approval:

0502-7: NEWARK CITY SUBWAY BROAD STREET EXTENSION CONTRACT 7 – TUNNEL AND STATION EMERGENCY VENTILATION IMPROVEMENTS: CONSTRUCTION CONTRACT AMENDMENT

Authorization to amend the contract (No. 03-078) by adding the installation for the outbound track walkway conduit duct bank with Daidone Electric of Newark, NJ for the construction of the Newark City Subway Broad Street Extension Tunnel and Station Emergency Ventilation Improvements at a cost not to exceed \$588,000, plus five percent for contingencies for a total contract amount of \$20,881,350.

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

The following public comments were heard on non-agenda items:

David Peter Alan, on behalf of the Lackawanna Coalition, thanked Executive Director Warrington and management for attending the special meeting of the Lackawanna Coalition. He said the Coalition appreciated the opportunity for meaningful dialogue that will benefit the riders.

Mr. Alan also objected to the proposed fare increase plan because it is unfair to single out transit riders to make additional contributions and because certain provisions of the plan are burdensome and counterproductive. Mr. Alan said NJ TRANSIT is in need of money. He said the State's Motor Fuels Tax has not been increased since 1988; yet NJ TRANSIT fares have gone up twice since then and now riders are being asked to pay a third time. Mr. Alan said it is a double standard that can only make highway congestion worse. He said building highways would not relieve congestion; only frequent NJ TRANSIT rail service at reasonable fares will. Mr. Alan said the Coalition strongly opposes the proposal to increase off-peak rail fares upwards of 32 percent.

Mr. Alan also suggested that NJ TRANSIT take the lead to fight for secure and sufficient funding for the capital and operating sides of transit.

Mr. Alan said in December 2004 he thanked the Board for not implementing the plan to require Hoboken ticket holders on the Morris & Essex Lines to pay a full fare from Newark as a step-up fare to go to New York. He said less than three months later, the proposal is back on the table. He said the riders should not be forced to pay for the same mileage twice and asked for the proposal to be withdrawn.

Dan O'Connell, United Transportation Union, said a dedicated source of funding is needed for NJ TRANSIT. He said he understands the economics of the State and the country, but transportation funding is essential. Mr. O'Connell said he supports the renewal of funding on the Federal level as well as the renewal of the Transportation Trust Fund on the State level. He said without a dedicated funding source, NJ TRANSIT would not be able to progress projects. Further, he is supportive of THE Tunnel project.

Albert L. Papp, Jr., New Jersey Association of Railroad Passengers, expressed disappointment with the substance, structure and timing of NJ TRANSIT's proposed fare increase. He said NJ TRANSIT has approximately a \$60 million budget gap and is proposing to close it by raising rail fares by 13.3 percent for peak period rail passengers and 32.2 percent for off-peak riders. Mr. Papp said the Association commends NJ TRANSIT for not suggesting service cuts.

Mr. Papp said State government has ignored the root causes of the current transportation crisis. He said the real cause of the crisis is that the funding mechanism for both capital and operating is broken and needs to be fixed quickly.

Mr. Papp expressed concern about the Transportation Trust Fund. He said it would be at a point where all revenues collected from that assessment will be needed to service existing debt outstanding and there will be no capacity to bond. He said that means that no new capital will be available for road and rail infrastructure improvements. Mr. Papp commended Assemblyman John Wisniewski, Chairman of the Assembly Transportation Committee, for his request to increase the State's motor fuels tax to permit the Transportation Trust Fund to continue.

Mr. Papp reiterated a call for a stable, secure and substantial funding mechanism that deals only with the operational requirements of the State's mass transit services providers, principally NJ TRANSIT.

Mr. Papp also suggested that an operational mechanism might be to raise tolls on the Turnpike and transfer some of that revenue to NJ TRANSIT. In addition, nuisance taxes on alcohol and tobacco could also be sourced for possible revenue contributions to NJ TRANSIT.

Mr. Papp also questioned the rationale to provide a 32 to 34 percent increase in off-peak rail fares and urged that the existing off-peak 25 percent round trip fare discount from the regular trip price be maintained.

Mr. Papp also requested NJ TRANSIT to re-examine the change in terminal fee as it is unfair.

Mr. Papp said the Association supports the Lackawanna Coalition's proposal to standardize all Hoboken Division fares on Newark rather than on Hoboken.

Mr. Papp strongly urged NJ TRANSIT management to reassess the current fare proposal and work with the Legislature to revitalize the Transportation Trust Fund and devise a permanent funding mechanism to moderate NJ TRANSIT's operational funding shortfall.

Albert Cafierro, Senator Cardinale's Office, commented on the proposal to run diesel multiple units (DMUs) instead of light rail on the Northern Line to Tenafly. He said passengers would have to change trains in North Bergen. Mr. Cafierro said that NJ TRANSIT proposed building a new DMU station for transferring passengers at ground level in North Bergen, west of the Tonnelle Avenue station and the Conrail tracks. He said that means after leaving the DMU vehicle, riders would need to climb stairs or use an escalator. Mr. Papp suggested extending the light rail one mile north from Tonnelle Avenue to the 69th Street Station that would have both vehicles accessible across one platform at ground level.

Chairman Lettiere encouraged the public to attend the public hearings and to provide their comments on the Fiscal Year 2006 fare proposal. Chairman Lettiere said the Board is interested to hear what the public has to say on the proposal. Chairman

Lettiere said \$75,000 in federal funding has been lost and he urged the public to speak to their Congressional representatives on this issue.

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

The meeting was adjourned at approximately 11:30 am.

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

FEBRUARY 9, 2005

MINUTES

	PAGE
▶ EXECUTIVE SESSION AUTHORIZATION	35929
▶ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	35930
▶ EXECUTIVE DIRECTOR'S MONTHLY REPORT	35922
▶ ADVISORY COMMITTEE REPORTS	35922
▶ PUBLIC COMMENTS ON AGENDA ITEMS	

ACTION ITEMS

0502-4: ACCESS TO THE REGION'S CORE - DRAFT ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT	35953
---	-------

Authorization to amend the contract (No. 03-118) with Transit Link Consultants of Bloomfield, NJ for additional tasks to complete the Access to the Region's Core DEIS, gather geotechnical data, assist in evaluation of the project's effectiveness, and assist in preparation of the project management plan at a cost not to exceed \$2,500,000, plus five percent for contingencies, for a total contract authorization of \$7,770,000.

0502-5: SUBSTRUCTURE REHABILITATION OF THE RARITAN RIVER DRAWBRIDGE ON THE NORTH JERSEY COAST LINE	35956
--	-------

Authorization to contract (No. 05-030) with Trevcon Construction Co., Inc. of Liberty Corner, NJ, to perform the substructure rehabilitation of the Raritan River Bridge at Milepost 0.39, on NJ TRANSIT's North Jersey Coast Line, in Middlesex County, at a cost not to exceed \$1,569,000, plus five percent for contingencies.

- 0502-6: AMENDMENT OF BOARD ITEM 0412-76 HUDSON-BERGEN LIGHT RAIL – REVISION TO TOTAL CONTRACT AUTHORIZATION 35958

Authorization to amend Board Item 0412-76 to revise the total contract authorization amount for Contract No. 91CJ0035 with BEM Systems, Inc., Chatham, NJ, to \$31,474,926. This authorization corrects the previously misstated total amount of \$29,374,105 in the original Board Item.

CONSENT CALENDAR

- 0502-7: NEWARK CITY SUBWAY BROAD STREET EXTENSION CONTRACT 7 – TUNNEL AND STATION EMERGENCY VENTILATION IMPROVEMENTS: CONSTRUCTION CONTRACT AMENDMENT 35961

Authorization to amend the contract (No. 03-078) by adding the installation for the outbound track walkway conduit duct bank with Daidone Electric of Newark, NJ for the construction of the Newark City Subway Broad Street Extension Tunnel and Station Emergency Ventilation Improvements at a cost not to exceed \$588,000, plus five percent for contingencies for a total contract amount of \$20,881,350.

- PUBLIC COMMENTS ON NON-AGENDA ITEMS 35924

(NJT BOARD – 2/9/05)

EXECUTIVE SESSION AUTHORIZATION

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

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of litigation 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 January 19, 2005 Board meeting of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations Inc., NJ TRANSIT Rail Operations Inc. and NJ TRANSIT Mercer Inc. were forwarded to the Governor on January 25, 2005;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the January 19, 2005 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.

EXECUTIVE DIRECTOR'S REPORT


THIS REPORT WILL BE PRESENTED SEPARATELY

Richard J. Codey
Acting Governor

Jack Lettiere
Board Chairman

George D. Warrington
Executive Director



TO: BOARD OF DIRECTORS
FROM: GEORGE D. WARRINGTON 
DATE: FEBRUARY 9, 2005
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – FEBRUARY

Today, we are releasing a report that outlines the economic benefits of the Trans-Hudson Express (THE) Tunnel, also known as the Access to the Region's Core project. Written by Economics Research Associates, an internationally known firm that advises governments about urban planning, economics and development, the report confirms that building the new rail tunnel under the Hudson River will produce tens of thousands of new jobs—during the construction period and beyond—and dramatically increase Gross Regional Product and real personal income in both New Jersey and New York.

Specifically, once THE Tunnel opens, the region as a whole will gain new jobs—growing to approximately 44,000 within 10 years—from increased regional competitiveness as businesses relocate or expand from the quality of life improvements, better commuter access, transportation cost-savings, and lower regional housing cost that result from the project. Approximately 16,000 of these jobs will be created in New Jersey and 28,000 in New York. The regional GRP is projected to increase by \$10 billion in 2004 dollars, and the total personal income benefit for the states is nearly \$4 billion in 2004 dollars.

I would like to update the Board on the transit-oriented development adjacent to our station in Hamilton Township, which is now the ninth busiest in the state. We have been involved in this project since 2001, working with Mayor Gilmore and his staff on a Vision Plan that will maximize the use of the site—incorporating residential, commercial and retail components—and bolster Hamilton's position as 'New Jersey's Shining Star. We are very excited about the power and potential of this development for the community and for our customers.

I am pleased to report that repairs have been completed to the 93-year-old HX Drawbridge, which carries the Bergen County and Pascack Valley lines over the Hackensack River, and that we can now open the bridge for river traffic. Since December, we were unable to open the bridge due to hinges that were in need of replacement. Repairs could proceed only upon the arrival of newly machined parts from Alabama, and were pushed back an additional week by the blizzard. Last week, the repairs were completed and the bridge was opened for river traffic Saturday morning. Amerada Hess, Moran Towing, Spectra Serv and the U.S. Coast Guard deserve our thanks for their forbearance during the repair process.

As we all know, February is Black History Month, and NJ TRANSIT is proud to partner with Irvington High School to recognize nine outstanding students in the areas of leadership, citizenship and entrepreneurialism. Nominated by the people who know them best—their teachers, counselors and administrators—the students will be honored at a ceremony later this month.

Finally, I would like to congratulate the twelve NJ TRANSIT police and fare enforcement officers who were sworn in last week, as well as the seven officers who were promoted. The entire NJ TRANSIT community salutes your commitment and honors your sacrifice as we work to keep our transit system safe and secure.

EXECUTIVE DIRECTOR'S MONTHLY REPORT

I. HIGHLIGHTS

NJ TRANSIT's Top Stories

II. CUSTOMER AND COMMUNITY INITIATIVES

Customer and Community Projects

III. EMPLOYEE RECOGNITION

NJ TRANSIT Employees Recognized

IV. DBE/MBE PROGRAM

A review of DBE and MBE Programs

V. PERFORMANCE MEASURES

NJ TRANSIT's Operational Performance During the Past Month

HIGHLIGHTS

(NJT BOARD – 2/9/05)

Fare hearings to begin over a two week period in February

During January's Board of Directors meeting, NJ TRANSIT outlined its FY06 preliminary budget, that included a proposed average fare increase of nearly 15 percent to cover the cost of new and expanded services, as well as inflation, and spiraling fuel and security expenses.

The proposal will be discussed at public hearings over a two-week period beginning next week before a final fare plan is presented to the Board in April.

Under the proposal, interstate bus and rail fares would increase an average of 13 percent (ticket prices vary depending on the distance traveled), but feeder fares would be eliminated for monthly pass riders who make bus or light rail connections. Another new pass feature would enable commuters to use their passes to travel on any mode for any trip of equal or lesser value at no additional cost.

There would be no increase in fares for commuters who buy monthly passes for local bus, subway and light rail services. One-way (one zone) local bus, Newark City Subway, and River LINE tickets would increase from \$1.10 to \$1.25. Hudson-Bergen Light Rail fares, which were excluded from 2002 fare increases, would go from \$1.50 to \$1.75.

NJ TRANSIT's fare proposal includes:

Commuter benefits

- No increase on intrastate bus, subway and light rail monthly commuter passes. As a result, more than one in three local bus, subway and light rail passengers will experience no fare increase.
- Improved interconnectivity of NJ TRANSIT services by offering weekly and monthly ticket holders the ability to connect to any mode at no extra charge, eliminating feeder fares for 1.1 million trips annually.
- Additional flexibility for customers by making weekly and monthly passes good on any mode, all day, every day as long as the trip is of equal or lesser fare value (and with a simple step up fare if the cost of the trip is more than the value of the ticket), enabling customers to take a train in the morning and a bus home in the evening at no additional charge.

(NJT BOARD – 2/9/05)

Public comment encouraged

To ensure an inclusive public comment process, hearings and information sessions will exceed what is statutorily required. Beginning February 15th, 13 hearings will be conducted around the State including a Saturday information session for commuters unable to attend evening hearings. The hearings are also spread out over two weeks to maximize opportunities for attendance. NJ TRANSIT will accept public comments on the fare proposal in writing on its website, at customer service offices at major stations, and through the mail. The schedule of hearings is:

- **Tuesday, February 15**, Passaic County Administration Building, Paterson and NJ Department of Environmental Protection, Trenton.
- **Wednesday, February 16**, Camden City Hall and Wiley Publishing, Hoboken.
- **Thursday, February 17**, NJ TRANSIT Headquarters, Newark and Somerset County Administration Building, Somerville.
- **Tuesday, February 22**, Summit City Hall and Monmouth County Library, Manalapan.
- **Wednesday, February 23**, Atlantic City Convention Center, the Port Authority Bus Terminal, New York City (informational session).
- **Thursday, February 24**, Bergen County Board of Freeholders Public Meeting Room, Hackensack and Toms River Park & Ride.
- **Saturday, February 26**, Edward J. Bloustein School, New Brunswick (informational session).

250 new parking spaces open at Plauderville Train Station

The New Year brought new additions for Bergen County Line customers using the Plauderville Station – 250 additions to be exact. In January, NJ TRANSIT opened a new park-and-ride lot, located at Outwater Lane and Midland Avenue, near Plauderville Station in Garfield, adding 250 free parking spaces for customers who use the station.

“Commuter parking has become a commodity throughout the NJ TRANSIT system, especially in Bergen County where more customers are using Secaucus Junction to reach New York,” said NJ TRANSIT’s Executive Director George D. Warrington.

“We’ve been anxiously awaiting the opening of this park-and-ride, which will provide relief for people frustrated with searching for parking spaces on the streets,” said Garfield Mayor Frank J.

(NJT BOARD - 2/9/05)

Caladriello. "It will also encourage more residents to use the train station without worrying about parking, and with Secaucus Junction, they now have the opportunity to get to New York quicker."

In addition to the 250 new parking spaces, the park-and-ride also includes pedestrian walkways, lighting, drainage improvements and curbing. The project cost \$1.1 million.

CUSTOMER AND COMMUNITY INITIATIVES

(NJT BOARD – 2/9/05)

NJ TRANSIT partners with Irvington High School to celebrate Black History Month

NJ TRANSIT will celebrate Black History Month by honoring Irvington High School students who show exceptional leadership, entrepreneurial and citizenship skills. The staff at Irvington High School will nominate the students who they believe have shown exceptional leadership skills. Once the nominations have been entered, an independent panel of judges will select the winners.

The goal of the program is to honor young people who have acquired leadership skills, worked to strengthen their values, created a sense of community, promote cross-cultural awareness or started a business, all in an effort to create a productive future in their lives and the community.

Categories in which the students can be nominated include:

- *Whitney M. Young Citizenship Award* – As executive director of the National Urban League (1961–1971) Young focused on gaining equality for blacks in business and politics and improving opportunities for the urban poor.
- *Oprah Winfrey Entrepreneur Award* – Oprah Winfrey was the first black female to become a billionaire.
- *Dr. Martin Luther King, Jr. Leadership Award* – Martin Luther King was a great leader to African Americans in his life long fight for civil rights through non-violent protests.

EMPLOYEE RECOGNITION

(NJT BOARD – 2/9/05)

NJ TRANSIT Police celebrates promotions, new officers

NJ TRANSIT Police promoted seven future leaders last week and swore in 12 police and fare enforcement officers in front of family and friends at our Newark headquarters.

At the event, NJ TRANSIT Police Chief Joseph Bober reminded everyone that his department has the vital responsibility of protecting our region against terrorism. "The peace and the freedom we once took for granted is now the responsibility of every law enforcement officer to protect," Chief Bober said. "This is the charge of every current and future police officer here at the NJ TRANSIT Police Department – and it will never be taken lightly."

To the newest members of the department, Chief Bober stressed that policing should be delivered with consistency, Constitutionality and compassion. To the officers receiving promotions, he offered some wisdom: "The success of any team depends on how well each member is able to stay focused on the goals and how much determination exists to reach them."

The promotions included:

- **Captain Joseph D. Kelly III:** As the present Chief of Staff of the Police Department, Captain Kelly is responsible for all duties as directed by the Chief of Police as well as the daily supervision of the Department's K-9 Explosive Detection Unit and the Department's newly created JUSTICE Team. In addition, Captain Kelly will continue instructing on a regular basis and remain a faculty member of several police academies around the State.
- **Captain Nicholas J. Lucarelli:** As the present Officer In Command (OIC) of the Policy and Special Operations Unit, Captain Lucarelli is responsible for special police operations of all NJ TRANSIT facilities statewide, as well as the formulation of all department policies and procedures. As a Lieutenant, Captain Lucarelli performed in a variety of assignments, including Command Executive Officer, Policy Lieutenant and Coordinator of Special Operations.
- **Captain Kevin J. Amberg:** As OIC of the Atlantic City Command, Captain Amberg is responsible for police operations of all NJ TRANSIT facilities and equipment south of Burlington City, NJ. In 2002, Amberg began his second tour of duty in Atlantic City as the Command Executive Officer and later in the year was Officer in Charge of the Command.

(NJT BOARD – 2/9/05)

- **Detective Laquan Hudson:** As a police officer, Detective Hudson was initially assigned to uniformed patrol and later to plainclothes patrol where he focused on theft, pick-pockets, robbery, narcotics trafficking and quality-of-life investigations. As a plainclothes officer, Detective Hudson participated in approximately 300 felony arrests.
- **Sergeant Samuel E. Wike III:** As the present supervisor of the K-9 Unit, Sgt. Wike is responsible for daily supervision of all NJ TRANSIT K-9 teams and resources and is the handler of his partner, Sanders. Sgt. Wike also regularly instructs new and veteran police officers on responses to explosive and terrorist- related policing.
- **Sergeant Lenorris Arnold:** Sergeant Arnold was hired by the NJ TRANSIT Police Department in July 1997 and attended the John H. Stamler Police Academy. Sgt. Arnold has worked as a patrol officer and has worked in the Anti- Crime unit and plain-clothes details at Newark Penn Station. He has received several letters of commendation.
- **Sergeant John P. Kozak:** Currently, Sgt. Kozak is assigned to Newark Penn Station where he serves as a North Region I patrol supervisor. Sgt. Kozak has worked as a patrol officer in a variety of NJ TRANSIT Police commands including Camden, Newark, Communications, Long Branch and the training unit. He has also served as a firearms instructor and Field Training Officer.

The following police officers were sworn in:

- Derek Mussari
- David Soden
- Elaine P. Donnadio
- Brian Kelly
- Randy Morales
- Kevin VanDyk

The following fare enforcement officers were sworn in:

- Catey A. Caramiello
- Carlton Edwards
- Aaron James
- Alexandre Vincent
- Ray Kilroy
- Christopher Burns

(NJ BOARD – 2/9/05)

NJ TRANSIT employees bid farewell after outstanding careers

Twelve NJ TRANSIT employees retired in January after careers ranging from seven years to 48 years of service with the Corporation and its predecessor companies.

The senior member of the retiree group is John Martel of Port Jervis, N.Y., with 48 years of service. Martel was a train conductor. Other retirees include:

- Conductor John Vannest of Eatontown (41 years)
- CAM Barry Jones of Levittown, PA (40 years)
- Conductor James Shuffler of Levittown, PA (40 years)
- Conductor Charles Cellini of Chatham (37 years)
- Conductor James Nemeth of South Amboy (37 years)
- Assistant Terminal Director Michael Yackovetsky of Newfoundland (34 years)
- Oradell Garage Business Agent/President Local 825 Muhsin Y. Rasuul of Scotch Plains (33 years)
- Machinist Tech. Bienvenido Pimentel of Jersey City (30 years)
- Division Engineer Jon Kristinsson of Middletown (30 years)
- Summit Station Assistant Supervisor Suzanne E. Woodard of Burlington (27 years)
- Machinist Welder Hernan Alban of Jersey City (7 years)

DBE / MBE PROGRAM

(NJT BOARD – 2/9/05)

Small Business Development Programs DBE/WBE Participation

Federally Funded Contracts

\$14,964,416 in federal funds was awarded in October thru January of Fiscal Year 2005*. Disadvantaged Business Enterprises (DBEs) were awarded \$2,025,582 or 13.5 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$36,896,866 in state-funded contract dollars was awarded during July through January FY 05**, of that total, Small Business Enterprises (SBEs) received \$7,125,202 or 19.3 percent. Category 1 SBEs received \$4,789,403 or 13 percent. Category 2 SBEs received \$672,250 or 1.8 percent. Category 3 SBEs received \$113,354 or 0.3 percent. Category 4 SBEs received \$1,550,195 or 4.2 percent***.

Federal & State Contracts Total

Of \$51,861,282 in federal and state contract dollars awarded by NJ TRANSIT (federal and state fiscal years combined), \$2,025,582 or 13.5 percent of federal contract dollars was won by DBEs. Small Business Enterprises received \$7,125,202 or 19.3 percent of state contract dollars. \$9,150,784 was won by DBEs and SBEs.

Hudson-Bergen Light Rail Transit System Project

Of \$1,436,917,532 in contract dollars awarded for the Hudson-Bergen Light Rail Transit System project****, \$168,641,876 or 11.7 percent has been received by DBEs. Of the \$168,641,876, six percent or \$80,979,896 has been won by Women Business Enterprises (WBEs) who are classified as DBEs.

Fiscal year beginning October 1, 2004

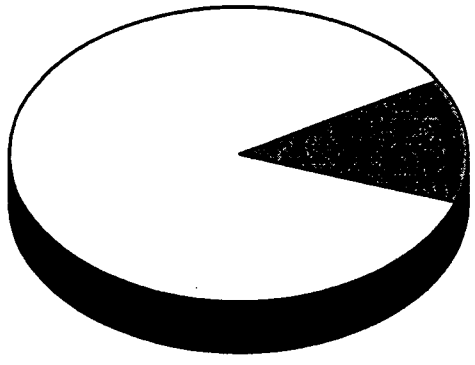
**Fiscal year beginning July 1, 2004

***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*

****This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through November 2004

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (THRU JANUARY 2005)**

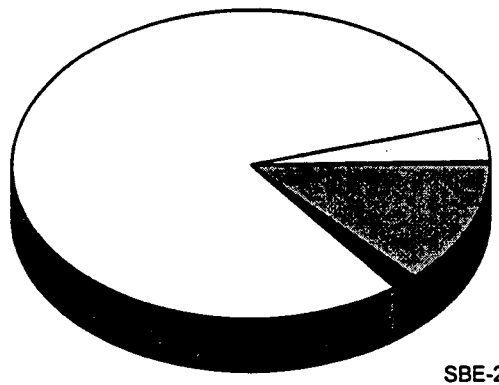
NON-DBE
FEDERAL
12,938,834
86.5%



DBE RACE
NEUTRAL &
RACE
CONSCIOUS
2,025,582
13.5%

**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THRU JANUARY 2005)**

NON-SBE STATE
29,771,664
80.7%



SBE-4
1,550,195
4.2%

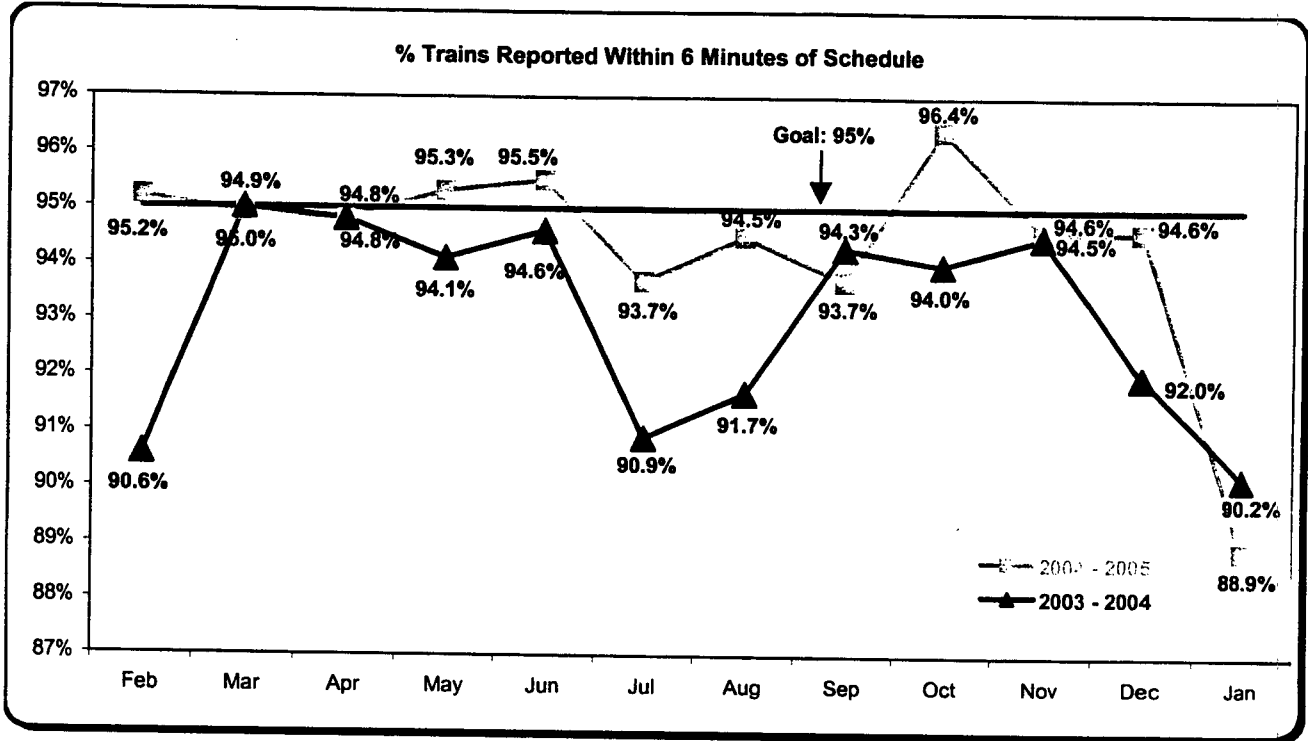
SBE-3
113,354
0.3%

SBE-1
4,789,403
13%

SBE-2
672,250
1.8%

PERFORMANCE MEASURES

ON TIME PERFORMANCE RAIL FEBRUARY 2003 - JANUARY 2005



	2004	2005	# Change
January Comparison	90.2%	88.9%	-1.3%

	2003 - 2004	2004 - 2005	# Change
12-Month Average February - January	93.1%	94.3%	1.2%

Analysis:

While the first half of the month was above average with rail on-time-performance at 95.7%, severe weather conditions impacted operations in the second half of the month, reducing performance to 88.9%. The blizzard on January 22nd and 23rd, and sustained, extreme temperatures affected infrastructure and equipment on both NJ TRANSIT and Amtrak's Northeast Corridor. In an effort to reduce the number of delays for frozen doors, center doors are not used during snow storms, which, combined with slower customer boarding, delays trains. In addition, Amtrak's snow program restrictions limited train routes and necessitated the rerouting of MidTOWN DIRECT trains to Hoboken. NJ TRANSIT's weather-related equipment and infrastructure delays were minimized by advanced preparations and a quick response to mechanical issues such as frozen doors. A total of 399 trains were delayed over 7 days for weather-related causes.

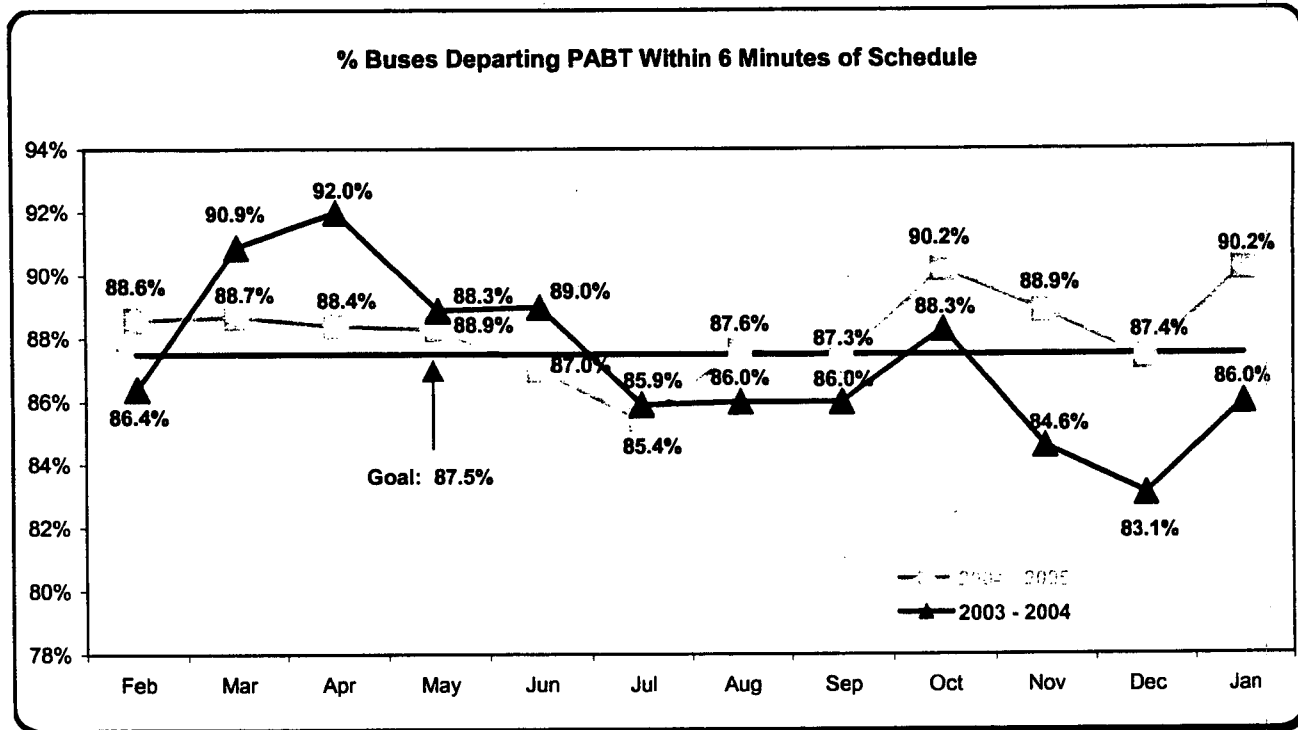
During the same period, trains traveling the Northeast Corridor encountered a series of infrastructure failures, many of which took place during the peak periods. For example, on Friday, January 28th: overhead wires failed at two separate locations during the morning peak; a signal failure occurred between Princeton Junction and New Brunswick; a switch failed just outside of Secaucus Junction; and overhead wires failed in New York during the evening peak. During January, 527 trains were delayed, canceled or annulled as a result of failures on the Northeast Corridor infrastructure.

NJ TRANSIT

ON TIME PERFORMANCE

BUS - PABT DEPARTURES

FEBRUARY 2003 - JANUARY 2005



	2004	2005	# Change
January Comparison	86.0%	90.2%	4.2%

	2003 - 2004	2004 - 2005	# Change
12-Month Average February - January	87.3%	88.2%	0.9%

Analysis:

Bus On Time Performance for January 2005 was 90.2%, well above the 86.0% rate of January 2004. Of the 20,202 PABT PM peak departures, 1,974 (or 9.8%) experienced delays. Significant sources of delay included:

A minor accident at the terminal in conjunction with congestion on January 12th;

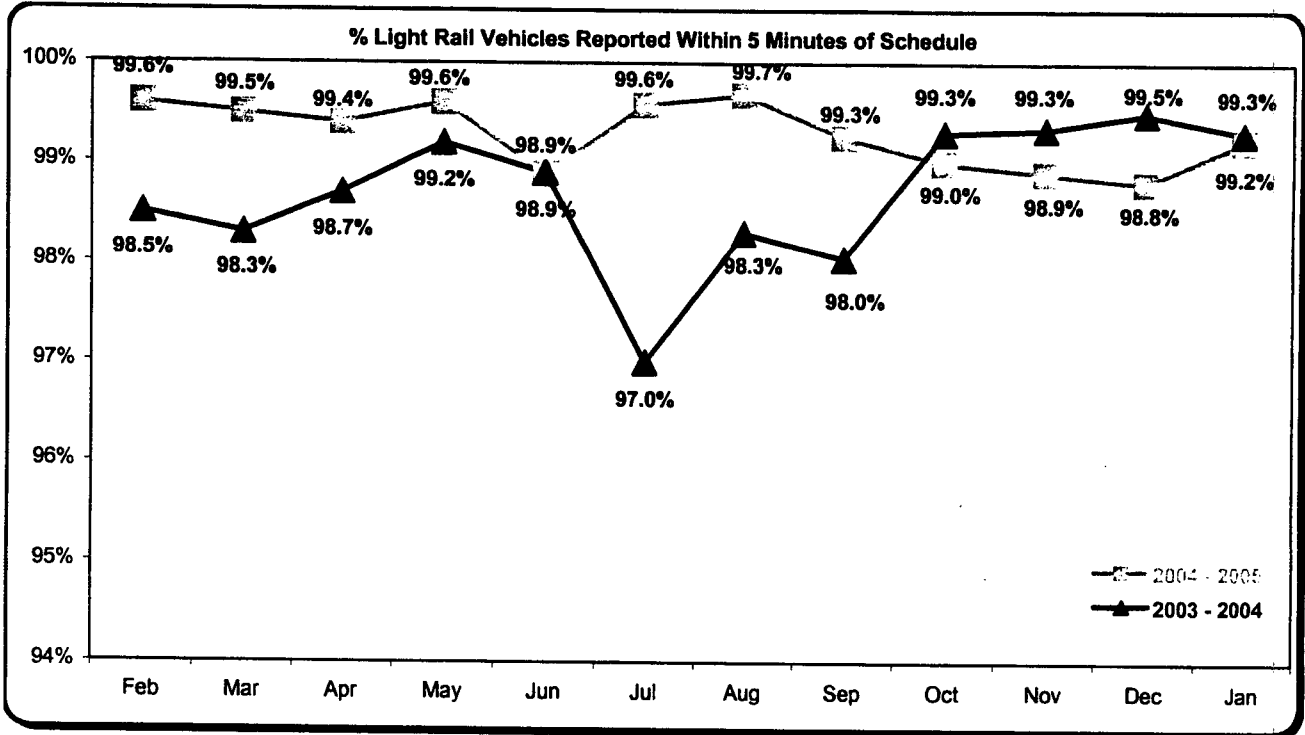
Modified service in observance of the Martin Luther King, Jr. holiday on January 17th;

Congestion on Route 495 East on January 18th; and

Gridlock conditions at the terminal caused by late opening of the Lincoln Tunnel's center tube on January 24th.

The 12-month average for Bus On Time Performance for February 2004 - January 2005 was 88.2%, 0.9 of a percentage point above the average for the previous 12-month period.

NJ TRANSIT ON TIME PERFORMANCE HUDSON BERGEN LIGHT RAIL FEBRUARY 2003 - JANUARY 2005



	2004	2005	# Change
January Comparison	99.3%	99.2%	-0.1%

	2003 - 2004	2004 - 2005	# Change
12-Month Average February - January	98.7%	99.3%	0.6%

Analysis:

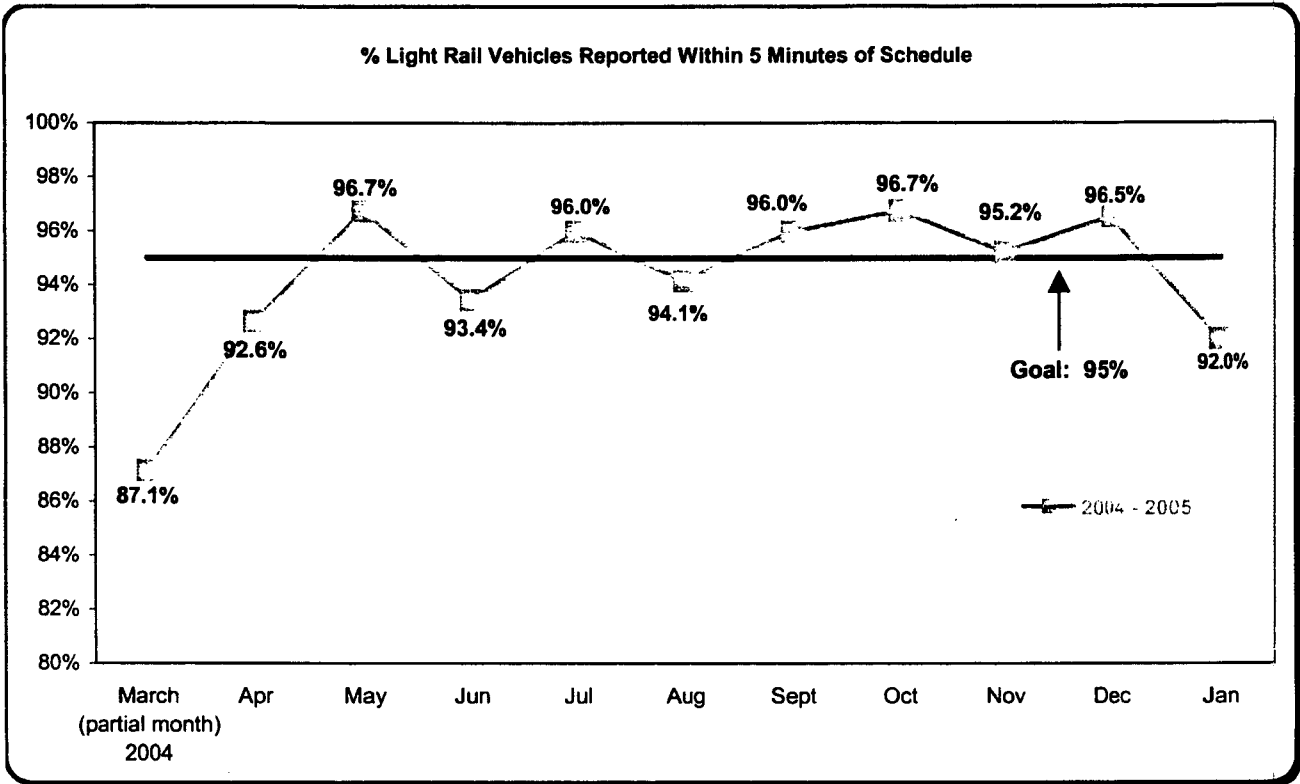
Hudson Bergen Light Rail (HBLR) On Time Performance for January 2005 was 99.2%, just below the 99.3% rate of January 2004. Of the 16,376 scheduled trips, 127 (or 0.8%) were delayed. Significant sources of delay included:

Equipment failure on January 4th; and

The severe snow storm on January 23rd.

The 12-month average for HBLR On Time Performance for February 2004 - January 2005 was 99.3%, 0.6 of a percentage point above the average for the previous 12-month period.

NJ TRANSIT ON TIME PERFORMANCE River LINE MARCH 2004 - JANUARY 2005



2004 - 2005		# Change
December	January	
96.5%	92.0%	-4.5%

OTP Monthly Comparison

OTP - Year To Date 94.6%

Analysis:

The River LINE's On Time Performance for January 2005 was 92.0%, 4.5 percentage points below the 96.5% level for December 2004. Of the 2,969 trips scheduled for the month, 238 trip delays were reported. The majority of the delays were due to the severe winter weather late in the month. Prior to the snow storm on January 22nd, On Time Performance was 96.6%. Major sources of delay included:

- Flooding in downtown Camden on January 14th;
- A vehicle collision with a deer on January 20th;
- Storm-related impacts on January 22nd, 23rd and 27th; and
- Equipment and signal malfunctions on January 25th.

Year-to-date On Time Performance for River LINE is 94.6%, near the goal of 95.0%.

ACTION ITEMS

Total Project Cost:	\$5,000,000,000 (Through final implementation)
Projected Date Of Completion:	July 2005 (DEIS), December 2005 (FTA report)
Anticipated Source Of Funds:	FTA
DBE Goal:	25%
Related/Future Authorization:	Authorization will be sought in late 2005 to complete the Final Environmental Impact Statement
Impacts Of Subsequent Operating Budgets:	TBD

RESOLUTION

WHEREAS, NJ TRANSIT seeks to expand the capacity and reliability of rail service to midtown Manhattan to meet public demand; and

WHEREAS, NJ TRANSIT has previously authorized \$4.9 million for a contract with Transit Link Consultants to prepare the Draft Environmental Impact Statement (DEIS) for the Access to the Region's Core project; and

WHEREAS, NJ TRANSIT must take additional steps to advance the project prior to completion of the Federal Transit Administration's New Starts Application and the start of preliminary engineering;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the existing contract with Transit Link Consultants of Bloomfield, NJ for additional tasks to complete the Access to the Region's Core DEIS, gather geotechnical data, assist in evaluation of the project's effectiveness, and assist in preparation of the project management plan at a cost not to exceed \$2,500,000, plus five percent for contingencies, for a total contract authorization of \$7,770,000, subject to the availability of funds.

ITEM 0502-5: SUBSTRUCTURE REHABILITATION OF THE RARITAN RIVER DRAWBRIDGE ON THE NORTH JERSEY COAST LINE

BENEFITS

NJ TRANSIT owns and maintains the moveable railroad bridge on its North Jersey Coast Line at Milepost 0.39 over the Raritan River in Middlesex County. Rehabilitation of the substructure of the Raritan River Drawbridge will restore it to a "state-of-good-repair," ensure continued public safety, and maintain reliable commuter services.

PURPOSE

The main purpose of this project is to ensure the continued soundness of the drawbridge's substructure. Scope of work includes encasement of timber grillage, renewal of the delaminated concrete, repairs of the Pier 29 nose cap, repointing masonry joints, and patching cracks in the piers. Rehabilitation is necessary to eliminate or reduce the possibility of bridge-related incidents that have interrupted train operations.

ACTION (Justification: State-of-Good Repair)

Staff seeks authorization to contract (No. 05-030) with Trevcon Construction Co., Inc. of Liberty Corner, NJ, to perform the substructure rehabilitation of the Raritan River Bridge at Milepost 0.39, on NJ TRANSIT's North Jersey Coast Line, in Middlesex County, at a cost not to exceed \$1,569,000, plus five percent for contingencies.

FISCAL IMPACTS

Requested Authorization:	\$1,569,000 + 5% contingency
Total Project Cost:	\$3,000,000
Projected Date of Completion:	December 15, 2005
Anticipated Source of Funds:	FY 2005 TTF
DBE Goal:	10%
Related/Future Authorization:	None

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the moveable railroad bridge on its North Jersey Coast Line at Milepost 0.39 over the Raritan River in Middlesex County; and

WHEREAS, encasement of the exposed timber grillage with new concrete will ensure resistance to marine borers and prevent further undermining of piers; and

WHEREAS, rehabilitation of the piers, including repairs to Pier 29's nose cap, pointing masonry joints, and renewal of all soft concrete sections will maintain the pier's structural soundness; increasing reliability, and continued safety of railroad operations; and

WHEREAS, following a competitive procurement process, Trevcon Construction Co., Inc. submitted the lowest responsive bid;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Trevcon Construction Co., Inc. of Liberty Corner, NJ, to perform the substructure rehabilitation of NJ TRANSIT's Raritan River Bridge in Middlesex County, at a cost not to exceed \$1,569,000, plus five percent for contingencies, subject to the availability of funds.

(NJT BOARD – 2/9/05)

ITEM 0502-6: AMENDMENT OF BOARD ITEM 0412-76 HUDSON-BERGEN LIGHT RAIL – REVISION TO TOTAL CONTRACT AUTHORIZATION**PURPOSE**

Authorization of the proposed amendment to Board Item 0412-76 will revise the previously misstated total contract authorization for BEM Systems, Inc., related to the Hudson-Bergen Light Rail MOS-2 and MOS-3 segment for environmental consultant services.

ACTION (Capital Program Justification: New System Expansion)

Staff seeks authorization to amend Board Item 0412-76 to revise the total contract authorization amount for Contract No. 91CJ0035 with BEM Systems, Inc., Chatham, NJ, to \$31,474,926. This authorization corrects the previously misstated total amount of \$29,374,105 in the original Board Item.

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

FISCAL IMPACT

Requested Authorization:	BEM Increase	\$ 2,205,550 + 10% contingency
	BEM Total Authorization	\$31,474,926

Total Project Cost:	MOS-1	\$ 992,139,596
	MOS-2	\$1,215,400,000
	MOS-3	TBD

Projected Date of Completion:	MOS-1	2002
	MOS-2	2005
	MOS-3	TBD

Anticipated Source of Funds: FTA Grants and Transportation Trust Fund
FTA Full Funding Grant Agreement
Grant Anticipation Notes
Economic Development Agency Bonds

DBE Goal: A/E Services - 30%

Related/Future Authorizations: Additional Annual Authorizations for BEM Systems, Inc.

Impacts on Subsequent Operating Budgets: N/A

RESOLUTION

WHEREAS, NJ TRANSIT contracted with BEM Systems, Inc. to provide environmental consultant services for disposal of contaminated and regulated waste for Hudson-Bergen Light Rail and the Northern Branch to Tenafly; and

WHEREAS, Board Item 0412-76 authorized the amendment of Contract No. 91CJ0035 with BEM Systems, Inc., Chatham, NJ, for environmental services, but misstated the total contract authorization;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend Board Item 0412-76 to fund the environmental services contract with BEM Systems, Inc., Chatham, NJ in support of the Hudson-Bergen Light Rail project in the amount of \$2,205,550 plus 10 percent for contingencies, for a total contract authorization of \$31,474,926, subject to the availability of funds.

CONSENT CALENDAR

**ITEM 0502-7: NEWARK CITY SUBWAY BROAD STREET EXTENSION
CONTRACT 7 – TUNNEL AND STATION EMERGENCY
VENTILATION IMPROVEMENTS: CONSTRUCTION CONTRACT
AMENDMENT**

BENEFITS

NJ TRANSIT has contracted with Daidone Electric to improve passenger, employee and emergency service worker safety by the installation of an emergency ventilation system in the existing Newark City Subway (NCS) tunnel and new tunnel for the Newark Rail Link MOS-1. The proposed installation of an electrical duct bank on the existing outbound track concrete walkway will satisfy these safety objectives and maintain sufficient safety clearances between personnel and moving light rail vehicles.

PURPOSE

The proposed construction contract amendment will provide for the installation of 14 new 1500' long conduits encased in a concrete electrical duct bank on top of the existing outbound track walkway that supplies the power distribution for the tunnel ventilation substations.

The proposed outbound walkway duct bank will reroute 14 surface mounted conduits from the inbound track to the outbound track walkway due to physical constraints of the tunnel structure.

ACTION (Capital Program Justification: New System Extension)

Staff seeks authorization to amend the contract (No. 03-078) by adding the installation for the outbound track walkway conduit duct bank with Daidone Electric of Newark, NJ for the construction of the Newark City Subway Broad Street Extension Tunnel and Station Emergency Ventilation Improvements at a cost not to exceed \$588,000, plus five percent for contingencies for a total contract amount of \$20,881,350.

FISCAL IMPACTS

Requested Authorization:	\$588,000 + 5% contingency (Amendment) \$20,881,350 (Total Contract)
Total Authorized	\$150,569,910
Total Project Cost:	\$225,000,000
Projected Date of Completion:	June 2006
Anticipated Source of Funds:	TTF

(NJT BOARD – 2/9/05)

DBE Goal: 18%

Related/Future Authorizations: None anticipated at this time.

**Impacts on Subsequent
Operating Budgets:**

Analysis conducted as part of the business plan development process, performed in 2004 indicates that the NCS-BSE will generate an operating cost of \$1.6 million in annual Newark City Subway Operating Costs. Ridership and revenue projections for the first year of operation are expected to generate \$0.7 million in new revenue

RESOLUTION

WHEREAS, NJ TRANSIT has contracted with Daidone Electric to improve passenger, employee and emergency service worker safety by installation of an emergency ventilation system in the existing subway tunnel and new tunnel for the Newark Rail Link MOS-1; and,

WHEREAS, this amendment will construct a new concrete encased electrical walkway duct bank that provides power distribution for the tunnel ventilation system; and,

WHEREAS, the new walkway duct bank will maintain the light rail vehicle dynamic envelope and provide safety clearance along the tracks in the Newark City Subway tunnel;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the contract (No. 03-078) by adding the installation for the outbound track walkway conduit duct bank with Daidone Electric of Newark, NJ for the construction of the Newark City Subway Broad Street Extension Tunnel and Station Emergency Ventilation Improvements at a cost not to exceed \$588,000, plus five percent for contingencies, for total contract amount of \$20,881,350.