

Jon S. Corzine  
Governor

Stephen Dilts  
Board Chairman

Richard R. Sarles  
Executive Director



August 13, 2009

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc., Board of Directors held on Wednesday, August 12, 2009.

Sincerely,

A handwritten signature in black ink that reads "Gwen A. Watson". The signature is written in a cursive, flowing style.

Gwen A. Watson  
Board Secretary

Enclosures

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

(NJT Board – 08/12/2009)

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 Wednesday, August 12, 2009.

**Present:**

Stephen Dilts, Chairman  
James A. Carey, Jr., Governor's Representative  
Robert Smartt, Treasurer's Representative  
Susan L. Hayes  
Flora Castillo (By Telephone)

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

Chairman Stephen Dilts convened the Open Session at 9:15 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 Susan L. Hayes, seconded by James A. Carey, Jr. and unanimously adopted.

Chairman Stephen Dilts reconvened the Open Session at 9:35 a.m. and asked for a motion to adopt the minutes of the July 8, 2009 meeting. A motion was made by Susan L. Hayes and seconded by James A. Carey, Jr. and adopted.

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

**Meadowlands Rail Line**

Executive Director Sarles provided an update on the Meadowlands Rail Line which is off to a great start. The new line was a hit with customers on July 26, the first day of service for the Gold Cup soccer event. More than 6,000 soccer fans were carried to the event and more than 8,000 were carried for a rock concert the following Friday. The new service takes pressure off of roadways and makes attending events at the Meadowlands more pleasant by eliminating the hassle and expense of driving and parking. The trains are ready for football fans this Friday night, when the Jets host the St. Louis Rams and again on Monday evening, when the Giants host the Panthers. Service will be provided for all home games in addition to the #351 direct bus service from Port Authority Bus Terminal.

(NJT Board – 08/12/2009)

Executive Director Sarles said he will be meeting with Metro-North Railroad and the Long Island Railroad to announce their schedule for train service to the Meadowlands. Those railroad passengers will come through Penn Station for easy transfer at Frank R. Lautenberg station.

Executive Director Sarles also introduced a new convenient joint-ticketing option for Long Island Railroad customers who will be able to purchase a ticket to the Meadowlands from their Long Island Railroad stations and transfer at Penn Station New York and Secaucus Junction.

Executive Director Sarles was pleased that inter-agency cooperation will enhance regional travel and brings people from New York into New Jersey to spend money attending leisure activities.

### **Stimulus Funds Flow**

Executive Director Sarles said the Federal stimulus funds are now flowing to New Jersey and creating and preserving jobs. NJ TRANSIT expects \$424 million in federal stimulus funds for investments that create jobs now and build assets to benefit customers for years to come. Just two weeks ago, a significant chunk of that total, \$66 million, was sent from Washington D.C. to New Jersey. Consistent with Governor Corzine's directive to move fast on job-creating projects, NJ TRANSIT has gotten a jump on these projects. Executive Director Sarles thanked Governor Corzine's leadership and foresight last fall when NJ TRANSIT and other state agencies assembled lists of shovel-ready projects that helped the Congressional delegation secure the federal stimulus funds that today are helping New Jersey recover from the global economic crisis.

### **Plauderville Station High Level Platform Construction**

Executive Director Sarles said the Board will consider the award of a contract for another federal-stimulus-funded project: construction of high-level platforms and canopies at Plauderville Station in Garfield on the Bergen County Line. This project will make the station accessible for people with disabilities. The boarding area will be relocated closer to the 300-space parking lot for customer convenience. The project includes two high-level platforms, weather-protected waiting areas on both platforms, climate control on the inbound side; ADA-compliant ramps, historic-style lighting and railings, security cameras and audio and visual display systems for arriving and departing train information.

### **Metropark Station**

Executive Director Sarles said as work gets underway at Plauderville, the major reconstruction is finishing up at Metropark Station which is substantially complete on budget and ahead of schedule.

### **DepartureVision**

Executive Director Sarles said in keeping with the ongoing commitment to put the latest technology to work for customers, a public beta test of a new system, which is called "DepartureVision" will soon begin. The system provides a real-time view of train arrival and departure information for customers using mobile devices (e.g. iPhone, Blackberry, etc). The pilot will be conducted over the next 6-8 weeks and will use the departure boards at Secaucus Junction, which is a good test environment because of the large number of customers transferring there. During the beta test, passengers can go to the website (njtransit.com) using a mobile device to view the Secaucus train boards including arrival time, track assignment and train status (on time or delayed).

For example, customers traveling to the Frank R. Lautenberg Station can use their Blackberries to get connecting track information before they arrive at the station. Similarly, the Giants and Jets fans coming from NJ TRANSIT, Metro-North Railroad and the Long Island Railroad will be able to check their Secaucus connections from the stadium. Feedback will be collected over the pilot period and incorporated into the rollout of DepartureVision to more stations in the months ahead.

Meanwhile, NJ TRANSIT is developing technology to enhance real-time information for bus customers and the Executive Director said he will be saying more about that in the future.

Executive Director Sarles thanked two of the Board members for challenging NJ TRANSIT to deliver this enhancement, Ken Pringle, who has been a champion of using technology to enhance the transit experience, and Flora Castillo, who chairs the Customer Service committee and advocates new amenities for riders.

### **Advisory Committee**

Suzanne Mack presented the Advisory Committee report. Ms. Mack said the Advisory Committee did not meet this summer, but she commented on agenda items. Ms. Mack was pleased to see the progress on Garfield Station and was happy that New Jersey is receiving stimulus money to move ahead with capital projects. She was also happy to hear that the Northern Branch will have light rail in the near future which is a great accomplishment for Bergen County. She said the Advisory Committee was updated on federal bills and was pleased to see a companion piece of legislation that would accommodate the transit section.

Chairman Dilts thanked Ms. Mack and the Advisory Committee for all of the good work they do.

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

Robert Drasheff on behalf of Mayor Richard Turner, Township of Weehawken, thanked the Board for the Baldwin Avenue Road Improvement Project. He said this is a complex project with land exchanges among many parties. He said this will improve traffic along

the Hudson River Waterfront. Mr. Drasheff personally thanked Jeff Nadell, Bernadette Gill, John Leon and Martin Gill for expediting this project. Mr. Drasheff said when the project is finished, the Board will be invited to the grand opening.

Thomas J. Duch, City Manager of Garfield, said he was appearing before the Board on behalf of the Town of Garfield and all of its residents and said he is proud of the multi-ethnic, diverse, immigrant community in Garfield. Mr. Duch thanked President Obama, Governor Corzine and the Board of Directors for the Plauderville Rail Station. He said the new station will be a daily reminder of NJ TRANSIT's commitment to improve mass transit options in New Jersey and a reminder of the American Recovery and Reinvestment Act of 2009. Mr. Duch said the purpose of the Act is to stimulate economic recovery and the new Garfield Station will meet that goal; to improve safety, create jobs, comply with the Americans with Disabilities Act and make Garfield a more desirable place to live. Mr. Duch recognized the diligent NJ TRANSIT staff who were eager to work with the City to get the station built. He commended those who were assigned to the project and those who continue to assist with this project. Mr. Duch looks forward to the resolution to award this project and stands ready to assist in the groundbreaking ceremony to celebrate this milestone. Mr. Duch expressed support and thanks to what will be a phenomenal addition to the City.

James T. Raleigh expressed his frustration with the proposed Board agenda. He was prepared to discuss Item No. 0908-55 Risk Management: Insurance Broker Services for the Portal Bridge Capacity Enhancement Project but said when he received the final agenda the description, benefits and purpose were drastically rewritten. Mr. Raleigh alleged that the Board changes the agenda in executive session.

David Peter Alan asked if Item 0908-59, Penn Station lease, will occupy the space that Café 35 currently occupies. He was disappointed about losing an independent retailer. Mr. Alan commented about the interpretative statements in the proposed agenda notice and said the issue is full disclosure in compliance with the Open Public Meetings Act. He said changes to the items are made in executive session and that meaningful comments on items cannot be provided.

Chairman Dilts said the speakers' frustrations are unnecessary since none of the items on the Open Session agenda were changed or discussed in Executive Session. Mr. Alan said that is the public's perception.

Executive Director Sarles presented the following Action Items for approval:

**0908-54: PLAUDERVILLE RAIL STATION PLATFORMS AND CANOPIES: CONSTRUCTION CONTRACT AWARD**

Plauderville Rail Station in the City of Garfield on the Main Bergen Line serves about 740 weekday passenger trips with 300 parking spaces. The President's new American Recovery and Reinvestment Act has provided funding to construct two new high level platforms south of the existing low level platforms for more convenient boarding. A canopy will be constructed on the inbound side, accessible ramps on the platforms,

historic lighting and railings and weather-protected waiting areas on the platforms. Authorization is requested to contract with Anselmi & DeCicco, Inc. for this construction project in an amount not to exceed \$7,855,475 plus five percent for contingencies.

James A. Carey, Jr. moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0908-55: RISK MANAGEMENT: INSURANCE BROKER SERVICES FO THE PORTAL BRIDGE CAPACITY ENHANCEMENT PROJECT**

Authorization is requested for an Owner Controlled Insurance Program for the Portal Bridge Capacity Enhancement Project. NJ TRANSIT has used Owner Controlled Insurance Program coverage on larger construction projects since 1994 and can obtain much broader and higher coverage limits than those contractors could secure. Through the Owner Controlled Insurance Program, NJ TRANSIT will purchase insurance as stipulated in the construction contracts and will pay for the costs directly rather than indirectly by inclusion in contractor bids. Authorization is requested for approval to retain Marsh as broker of record for this project at a cost not to exceed \$6,376,015 plus five percent for contingencies and to retain Willis HRH as broker of record for Builder's Risk coverage at a cost not to exceed \$400,600 plus five percent for contingencies.

Susan L. Hayes moved the resolution, James A. Carey, Jr. seconded it and it was unanimously adopted.

**0908-56: DISPOSAL OF NON-HAZARDOUS CONTAMINATED SOIL: CONTRACT AWARD**

On numerous occasions, maintenance and construction activities generate non-hazardous contaminated soil on properties which must be handled and disposed of according to the New Jersey Department of Environmental Protection standards. Authorization is requested for approval of an on-call, unit priced contract with Interstate Industrial Corporation to provide transportation and disposal of non-hazardous contaminated soil for a two year period at a cost not to exceed \$2,678,250 plus five percent for contingencies.

Robert Smartt moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0908-57: CAPITAL PLANNING AND PROGRAMS – TASK ORDER CONTRACTS**

Task Order Contracts have been a useful tool to meet the need for specialized services in disciplines such as environmental services, architecture and engineering, construction management, bridge and railway engineering, site planning, travel demand forecasting and vehicle

and equipment engineering. Workload increases and decreases depending on needs and available funding is costly and it is impractical to retain specialized expertise in house. Authorization is requested to contract with firms listed as Exhibit A of the Board item in 12 different specialized areas, and the three year contract task and contract limits are shown in Exhibit B. The total amount for all 37 contracts will not exceed \$32,050,000.

Susan L. Hayes recused herself from voting on this item. James A. Carey, Jr. moved the resolution, Robert Smartt seconded it and it was adopted.

**0908-58: SALE AND LONG TERM LEASE OF ADJOINING PROPERTIES ON RAILROAD AVENUE IN PATERSON TO THE CITY OF PATERSON**

Downtown Paterson is in the midst of a residential and commercial development program around the Railroad Avenue area to support the City's new Great Falls Historic District revitalization. There are two NJ TRANSIT-owned properties which have been deemed excess and which will be valuable in the City's efforts. Authorization is requested to sell one 2.29 acre lot for \$1,282,572 and to lease another 1.02 acres for 50 years to the City of Paterson. After the first seven years, if the city does not complete agreed-upon milestones, the lease will terminate and the property will return to NJ TRANSIT. If those milestones are met, a 43 year lease will commence.

Susan L. Hayes moved the resolution, Robert Smartt seconded it and it was unanimously adopted.

**0908-59: NEWARK PENN STATION – ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 0807-54 FOR LEASE OF RETAIL SPACE MAIN WAITING ROOM TO ABP CORPORATION AND TO AUTHORIZE LEASE OF RETAIL SPACE MAIN WAITING ROOM TO SHREE RUSHABH, INC.**

Last summer, the Board authorized a lease for retail space in Newark Penn Station with Au Bon Pain Corporation. In the fall, Au Bon Pain told NJ TRANSIT that, due to current economic conditions, its expansion plans were on hold. Authorization is requested to rescind the previous Board item 0807-54 and lease that space to the next qualified proposer, Shree Rushabh, Inc. who will operate a Dunkin' Donuts/Baskin Robins in the station. The 2700 square foot space will generate almost \$3 million during the 10 year lease.

Robert Smartt moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0908-60: NETWORK CONNECTIVITY PROJECT FOR TICKET VENDING MACHINES (TVMs) – TICKET OFFICE MACHINES (TOMs)**

NJ TRANSIT provides 840 ticket dispensing machines systemwide which account for over \$600 million annually in revenue. About half of that equipment operates today on a 'dial up' connection when a customer uses a credit or debit card. Connections to a network can process five times faster reducing time for the customer and lines at the machines and network connections will help us provide enhanced features such as a previous list of ticket purchases. Authorization is requested for approval of two contracts to perform modifications necessary to build a centralized network presence and pathways between the network and machines. The total contract amount for the two contracts – one with E-Comm Technologies and the other with Atlanticom, Inc. – will not exceed \$3,000,000.

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

Executive Director Sarles presented the following Consent Calendar for approval:

**0908-61: BOMBARDIER CONTRACT TO MODIFY EIGHT MULTILEVEL RAILCARS: CONTRACT AMENDMENT TO AUTHORIZE FINAL CHANGE ORDER**

Authorization to amend the contract (No. 08-057) with Bombardier, Inc. of Bensalem, Pennsylvania, for additional railcar modification support in the amount of \$65,000, for a total contract authorization of \$1,682,000.

**0908-62: WEEHAWKEN PROPERTY TRANSACTIONS FOR THE BALDWIN AVENUE ROAD IMPROVEMENT PROJECT**

Authorization to take all necessary actions to enter into the instruments and transfer and convey the property interests to the Township of Weehawken, as listed in Exhibit A, for the consideration of \$611,000.

The Consent Calendar was moved by James A. Carey, Jr. and seconded by Susan L. Hayes.

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

David Peter Alan on behalf of the Lackawanna Coalition, said during the past few months, the elected leaders of Montclair have called for weekend service on the Montclair-Boonton Line. This is a strong and positive change from the attitude displayed by Montclair in the past. He said it was not met with enthusiasm, but with the old and threadbare excuse that NJ TRANSIT cannot afford to run a few more trains.

Mr. Alan said it is NJ TRANSIT's primary mission to operate rail, bus and light rail service for New Jersey's transit riders. Management pays lip service to the concept of new starts, but many such starts, especially rail, have been in the planning stage for years without moving significantly closer to implementation.

The Lackawanna Coalition compliments management on the expansion of service on the Pascack Valley Line to off-peak hours. Members are also pleased about the new rail starts that have begun to operate in recent years. Yet, they express deep concern that now that Montclair wants weekend rail service, they will be met with negativity and excuses.

Mr. Alan said weekend service between Newark and Hoboken on the Morris & Essex Lines runs only every two hours and that the interval between westbound arrival at Newark and eastbound departure from Newark is scheduled for 71 minutes. Except for a short deadhead move, crews and equipment are idle during that time. The same train set and crew could run hourly shuttle service to Hoboken or could go to Montclair State and back during the time they now sit idle. There is no excuse for having equipment and crews sit idle when they should be providing service.

It is clear that weekend service between Hoboken and Montclair State can be provided every two hours at no extra cost. While this is not an acceptable level of service, it would only require one more train set and crew to run hourly service between Hoboken and Montclair that would connect at Newark with trains between New York and Dover. This is the service pattern that riders deserve. Mr. Alan said management claims that there is no money available to run such a service and until the representatives of the riding public are shown NJ TRANSIT's books in full detail, it would be inappropriate to accept such an excuse.

Mr. Alan said the same management plans to spend \$10.8 billion for the Access to the Region's Core and Portal Bridge projects combined, including \$3 billion just for the proposed deep-cavern terminal far below 34<sup>th</sup> Street. He said \$1.25 billion toward this extravagance is supposed to come from highway toll revenue, which is not limited to capital use. It is time for management to change policy and put the riders first by using a small fraction of this money to fund hourly weekend service on the Montclair-Boonton Line, as well as restoration of the service elsewhere that has been eliminated during the past few years. Mr. Alan said the riders do not need monuments nearly as much as they need trains, buses and light rail now.

Rose Heck thanked Chairman Dilts, Executive Director Sarles and Assistant Executive Director Steve Santoro for their work on light rail. On behalf of the New Jersey Association of Railroad Passengers and the Light Rail Panel, Ms. Heck thanked everyone for moving light rail into Bergen County.

Philip Craig said he joins Ms. Heck in saying thank you to Governor Corzine, Chairman Dilts and NJ TRANSIT staff for the excellent work that resulted in the Governor's decision that light rail be the preferred alternative for the Northern Branch Corridor project. He said it was a long way to get to this point which was sometimes adversarial and sometimes met with interest and cooperation. Mr. Craig noted that ridership will be

(NJT Board – 08/12/2009)

much higher with the light rail alternative rather than the diesel multiple unit vehicles. Mr. Craig said the right decision was made in the perception of passengers and residents of Bergen County and he looks forward to a cooperative arrangement in Bergen County.

Dennis Sandow, Vice President, Long Hill Chamber of Commerce said it was interesting to hear about the success of the July 26 Meadowlands Train service because from their perspective it was a failure. He explained the Gladstone Branch shuts down on weekends during the summer for maintenance work and Lakeland Bus shuttles people to Summit. He said this process is unmonitored and unsupervised. The problem on July 26 was that the Chamber sponsored a bike race in Sterling which means one access route to the station is closed. He explained there is a high access road and a low access road. The buses use the low road which was the one closed for the bike race. Mr. Sandow said no one bothered to check and the buses skipped Sterling all day. People went to Sterling Station and found no buses so they had to drive to the Meadowlands game and arrived late. No bus driver reported the barricades because if anyone asked he would have been told to take the high access road. Neither the Lakeland bus dispatcher or the transit dispatcher called and no field supervisor checked. Mr. Sandow said the customer service office did not do any good.

Chairman Dilts told Mr. Sandow that he has a great town and apologized for the inconvenience. Chairman Dilts said he will assure this miscommunication will not occur in the future.

James T. Raleigh commented on agenda item 0908-55 Risk Management: Insurance Broker Services for the Portal Bridge Project. Mr. Raleigh provided an Amtrak "Northeast Corridor Plan" operational schematic plan. The schematic shows the existing and new connections through (Amtrak) Newark Penn Station to the Hudson River for Amtrak Northeast Corridor with less detail for NJ TRANSIT. The existing Lower Hack three track bridge is shown with the existing Bergen and Morris & Essex/Hoboken connection with its new use for the new NJ TRANSIT layover yard. Mr. Raleigh also suggested that the NJ TRANSIT/Amtrak Access to the Region's Core Memorandum of Understanding discussed the new Track 1 and new Tunnel. Mr. Raleigh said if NJ TRANSIT needs the new center platform and the new tracks as part of the new Tunnel, is there any documentation for the modifications to the north for future track 4 interlock improvements which is already limited in space. Mr. Raleigh said it does not look like good regional planning.

Senator Frank Herbert sponsored the legislation that created NJ TRANSIT in 1979 and attended the Board Meeting to celebrate the agency's 30<sup>th</sup> anniversary. He said NJ TRANSIT was signed into law by Governor Brendan T. Byrne on July 17, 1979 at 2:34 a.m. He said it was a long haul but the bill survived with one vote to spare. Senator Herbert paid tribute to the courageous people who passed the bill. He said the bill passed easily in the Senate but there were a group of private bus carriers who revolted against the creation of NJ TRANSIT for fear that they would be taken over. Some of those private carriers have survived to this day with the help of NJ TRANSIT. NJ TRANSIT has been a good neighbor to them and quieted their fears of takeover.

(NJT Board – 08/12/2009)

Senator Herbert recollected when Assemblyman Carey Edwards said the NJ TRANSIT bill was in trouble and he did not think there were enough votes. Senator Herbert asked for assistance and six Republicans revolted against their own party to vote for NJ TRANSIT.

Senator Herbert said in 30 years, memories of this organization will always remain. He read the names of the six Republicans who defied their leadership and who saved the dream: Clifford W. Snedeker, William Gormley, Anthony M. Villane, Marie Muhler, Walter Kern and W. Carey Edwards. Senator Herbert also paid tribute to Governor Brendan T. Byrne who never wavered in his support, Transportation Commissioner Lou Gambaccini and Jerry Premo, NJ TRANSIT's first Executive Director, and others like Bert Hasbrouck, George Warrington, Amy Rosen and Martin Robins. Senator Herbert said he pays tribute to them all for their courage and vision. Senator Herbert said he is proud of this agency and proud of his role to help create it. Senator Herbert said two of his colleagues lost their bid for re-election in 1979 and voting for NJ TRANSIT was one of the reasons why they lost.

Board Member Robert Smartt said he was there on July 17, 1979 and Senator Herbert's recollection is very accurate about how close the vote was to create NJ TRANSIT. Board Member Smartt recognized Senator Herbert for his leadership, determination and courage and thanked him for his continued advocacy for this agency.

Chairman Dilts said it started that night in 1979 and after years of work, the legacy continues. Chairman Dilts thanked Senator Herbert for making today's Board Meeting very special.

Since there were no further comments or business, Chairman Dilts called for adjournment and a motion to adjourn was made by James A. Carey, Jr. seconded by Robert Smartt and unanimously adopted. The meeting was adjourned at approximately 10:24 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**

**AUGUST 12, 2009**

**MINUTES**

	<b>PAGE</b>
➤ EXECUTIVE SESSION AUTHORIZATION	41395
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	41396
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	41397
➤ ADVISORY COMMITTEE REPORTS	
➤ BOARD COMMITTEE REPORTS	
*Capital Planning, Policy & Privatization Committee	
*Administration Committee	
➤ PUBLIC COMMENTS ON AGENDA ITEMS	

**ACTION ITEMS**

**0908-54: PLAUDERVILLE RAIL STATION PLATFORMS AND CANOPIES: CONSTRUCTION CONTRACT AWARD 41421**

Authorization to enter into a contract (No.09-122X) with Anselmi & DeCicco, Inc. of Maplewood, New Jersey, for the construction of two high-level platforms, waiting area, lighting, ramps and sidewalks in the City of Garfield in an amount not to exceed \$7,855,475 plus five percent for contingencies, subject to the availability of funds.

**0908-55: RISK MANAGEMENT: INSURANCE BROKER SERVICES FOR THE PORTAL BRIDGE CAPACITY ENHANCEMENT PROJECT 41424**

Authorization to retain Marsh as broker of record for the PBCE Project at a cost not to exceed \$6,376,015 plus five percent contingency subject to the availability of funds. Authorization to retain Willis HRH as broker of record for Builder's Risk coverage for the PBCE project in an amount not to exceed \$400,600 plus five percent for contingency subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING  
AUGUST 12, 2009  
MINUTES  
PAGE 2

**0908-56: DISPOSAL OF NON-HAZARDOUS CONTAMINATED SOIL: 41427**  
**CONTRACT AWARD**

Authorization to contract (No. 09-318) with Interstate Industrial Corporation of Little Falls, New Jersey, in the amount of \$2,678,250, plus five percent for contingencies, to provide transportation and disposal of non-hazardous contaminated soil for a period of two years with an additional one-year option, subject to the availability of funds.

**0908-57: CAPITAL PLANNING AND PROGRAMS - TASK ORDER 41429**  
**CONTRACTS**

Authorization to contract (Nos. 09-085 through 09-096) with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in 12 disciplines: Construction Management; Architectural and Engineering Design; Bridge and Railway Engineering Design; Environmental Engineering; Vertical Transportation; Site Planning and Transit Analysis; Stations Access and Parking Planning; Transit Friendly Planning, Land Use and Development; Rail Operations and Infrastructure Planning; Travel Demand Forecasting; Vehicle and Equipment Engineering; and Quantitative and Qualitative Research at a total cost for all 37 contracts not to exceed \$32,050,000 subject to the availability of funds. Each contract will extend for three years and the maximum task and contract limits are shown in Exhibit B.

**0908-58: SALE AND LONG TERM LEASE OF ADJOINING PROPERTIES ON 41438**  
**RAILROAD AVENUE IN PATERSON TO THE CITY OF PATERSON**

Authorization to enter into all necessary agreements and take all necessary actions to sell in fee to the City of Paterson 2.29 acres of property on Railroad Avenue known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1, and Block 6003, Lot 1, on Railroad Avenue, including the bridge structure over Grand Street, in the City of Paterson, County of Passaic, State of New Jersey for \$1,282,572; and to enter into all necessary agreements and take all necessary actions to enter into a 50-year lease with the City of Paterson, of 1.02 acres on Railroad Avenue known as a portion of Block 6212, Lot 1, in the City of Paterson, County of Passaic, State of New Jersey.

NEW JERSEY TRANSIT CORPORATION  
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NJ TRANSIT MERCER, INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING  
AUGUST 12, 2009  
MINUTES  
PAGE 3

- 0908-59: NEWARK PENN STATION – ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 0807-54 FOR LEASE OF RETAIL SPACE MAIN WAITING ROOM TO ABP CORPORATION AND TO AUTHORIZE LEASE OF RETAIL SPACE MAIN WAITING ROOM TO SHREE RUSHABH, INC. 41443**

Authorization to rescind Board Item 0807.54 and enter into a lease with Shree Rushabh, Inc. for the operation of a food service/restaurant concession consisting of approximately 2,700 square feet in the Main Waiting Room at Newark Penn Station for a total of \$2,950,800 in rent over a ten-year period.

- 0908-60: NETWORK CONNECTIVITY PROJECT FOR TICKET VENDING MACHINES (TVMs) – TICKET OFFICE MACHINES (TOMs) 41446**

Authorization to enter into a two-year agreement with Atlanticom, Inc. of Trenton, New Jersey and a two-year agreement with E-Comm Technologies of East Hanover, New Jersey to provide network services to Point-of-Sale Equipment, for a combined total contract amount not to exceed \$3,000,000 subject to the availability of funds.

**CONSENT CALENDAR**

- 0908-61: BOMBARDIER CONTRACT TO MODIFY EIGHT MULTILEVEL RAILCARS: CONTRACT AMENDMENT TO AUTHORIZE FINAL CHANGE ORDER 41450**

Authorization to amend the contract (No. 08-057) with Bombardier, Inc. of Bensalem, Pennsylvania, for additional railcar modification support in the amount of \$65,000, for a total contract authorization of \$1,682,000.

- 0908-62: WEEHAWKEN PROPERTY TRANSACTIONS FOR THE BALDWIN AVENUE ROAD IMPROVEMENT PROJECT 41453**

Authorization to take all necessary actions to enter into the instruments and transfer and convey the property interests to the Township of Weehawken, as listed in Exhibit A, for the consideration of \$611,000.

**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 July 8, 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 July 9, 2009;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the July 8, 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  
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TO: BOARD OF DIRECTORS  
FROM: RICHARD R. SARLES   
DATE: AUGUST 12, 2009  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – AUGUST 2009

Last month marked the start of Meadowlands Rail Line service, which launched on July 26 for the Gold Cup soccer final. The new line has been a hit with customers so far, as we carried more than 6,000 soccer fans to the Gold Cup and served more than 8,000 customers attending a concert at Giants Stadium. By eliminating the hassle and expense of driving and parking, the line makes attending events at the Meadowlands a more pleasant experience, while taking pressure off of roadways. Trains will serve football fans for the first time Friday night, when the Jets host the St. Louis Rams, and again on Monday evening, when the Giants host the Panthers. Rail service will be provided for all home football games this season, in addition to direct bus service from the Port Authority Bus Terminal.

Following today's meeting, I will join Metro-North Railroad and Long Island Rail Road as they announce their schedules for train service to the Meadowlands, with passengers from both railroads coming through New York Penn Station for an easy transfer at Frank R. Lautenberg Station at Secaucus Junction. We will also be introducing a new convenient joint-ticketing option for Long Island Rail Road customers, who will be able to purchase their tickets to the Meadowlands from their LIRR station and use it to transfer at New York and Secaucus. I am pleased that this inter-agency cooperation will enhance regional travel and bring people from New York into New Jersey to spend money attending leisure activities—a helpful boost to the State's economy.

Providing more than just a boost to the economy, federal stimulus funds are now flowing to New Jersey. NJ TRANSIT expects \$424 million in federal stimulus funds for investments that create and preserve jobs now and build assets that will benefit our customers for years to come. Just two weeks ago, a significant portion of that total—\$66 million—was sent from Washington D.C. to New Jersey. Thanks to Governor Corzine's leadership and foresight last fall, NJ TRANSIT and other state agencies assembled lists of shovel-ready projects that helped our congressional delegation secure the federal stimulus funds that today are helping New Jersey recover from the global economic crisis.

Consistent with Governor Corzine's directive to move fast on job-creating projects, we are already moving forward on projects throughout the system, including work that will use stimulus funds to make Plauderville Station—located in Garfield on the Bergen County Line—fully accessible for customers with disabilities. Today the Board will consider a contract for work that includes construction of two high-level platforms, as well as a new heated waiting area on the inbound platform, canopies, lighting, electronic signage, closed-circuit television cameras, ramps and sidewalks. The project will also provide customers with more convenient access to the station from the parking area by relocating the boarding area closer to the existing 300-space parking lot.

Finally, in keeping with our ongoing commitment to put the latest technology to work for customers, I am pleased to announce a public beta test of a new system, "DepartureVision," that provides a real-time view of train arrival and departure information for customers using mobile devices. A pilot will be conducted over the next six to eight weeks—using the departure boards at Secaucus Junction—during which we will collect feedback that will be incorporated into the rollout of the system to more stations in the months ahead. During the beta test, customers can go to njtransit.com using a mobile device to view the Secaucus train boards, including arrival time, track assignment and train status. For example, customers traveling to Secaucus can use their Blackberry to get connecting track information before they arrive at the station. Similarly, Giants and Jets fans using the Meadowlands Rail Line will be able to check their Secaucus connections from the stadium.

I would like to thank two of our Board members for challenging us to deliver this enhancement—Ken Pringle, who has been a champion of using technology to enhance the transit experience, and Flora Castillo, who chairs our Customer Service committee and advocates new amenities for riders.

## **EXECUTIVE DIRECTOR'S MONTHLY REPORT AUGUST 2009**

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

# HIGHLIGHTS

**NJ TRANSIT adopts FY 2010 operating, capital budgets**

On July 8, the NJ TRANSIT Board of Directors approved the operating budget and capital program for fiscal year 2010 that calls for no fare increase for the second year in a row, avoids major service cuts and funds the start of construction of the Mass Transit Tunnel and other important initiatives.

The Board approved a \$1.79 billion operating budget and a \$1.39 billion capital program for the fiscal year that started July 1.

Nearly half of the revenue in the FY10 operating budget comes from fares, with the balance from a combination of commercial revenues, state operating assistance and state and federal reimbursements.

The capital program funds state-of-good-repair investments in transit stations and infrastructure, supports an ongoing fleet modernization program and advances service reliability, safety and capacity-building initiatives.

**Operating Budget**

The operating budget reflects a reduction in state operating assistance of \$62 million to help the state balance its budget. Cost-cutting measures help offset this reduction, including administrative savings of \$22.5 million through planned furloughs, wage freezes and labor contract savings, as well as reduced printing costs and savings through an audit of employee health care benefits.

The operating budget supports new rail service to the Meadowlands sports complex and enhanced bus service along Bloomfield Avenue, with direct service to Newark Liberty International Airport. Service on existing bus, rail and light rail lines will be sustained with no significant changes aside from routine schedule adjustments to put seats where they are most needed to accommodate ridership.

The budget assumes modest revenue growth from increasing ridership. Given the volatility of the economy, revenue projections as well as fuel, utility and other costs will be monitored carefully throughout the fiscal year.

## **Capital Program**

The FY10 capital program supports an ongoing fleet modernization program which includes the continued procurement of more than 1,400 buses, more than 300 multilevel rail vehicles and more than 50 electric and dual-powered locomotives.

The ambitious modernization program has since 2003 replaced about half of NJ TRANSIT's rail car fleet with new passenger cars and will replace about half of all buses over the next several years.

The capital program includes \$193 million to advance the Mass Transit Tunnel project and will also support planning, engineering and construction for a number of projects either under way or under consideration, including the Meadowlands rail spur, the Hudson-Bergen Light Rail Line extension to 8th Street in Bayonne and the Passaic-Bergen Rail project.

The capital program provides \$178 million for state-of-good-repair projects for rail, bus and light rail, including \$41 million to replace track and ties and inspect and replace bridges. A total of \$15 million will advance the Portal Bridge Capacity Enhancement project; \$10 million will fund an ongoing locomotive overhaul program; and \$6 million will fund Meadows Maintenance Complex improvements. A total of \$62 million will support improvements to the bus and light rail systems, including \$44 million toward the purchase of new buses.

The capital program also invests \$34 million in rail station improvements at Metropark, Newark Penn Station, and Ridgewood, Somerville and South Amboy stations, among others.

### **Improvements on the way for Paterson's Broadway Bus Terminal**

Customers who use the Broadway Bus Terminal in the City of Paterson will benefit next year from a renovated facility—equipped with new heating and air conditioning systems and customer communications upgrades—as a result of action taken July 8 by the NJ TRANSIT Board of Directors.

The Board authorized a \$1.4 million contract with John O'Hara Co., Inc., of East Orange, NJ, to refurbish the existing Broadway Bus Terminal building and site, including a new stucco and brick base exterior, new roof, new HVAC system, and repaving and marking of the existing bus lanes.

The project also includes installation of closed-circuit television cameras for enhanced security, directional signage and passenger information display cases, as well as construction of a canopy over the bus lanes for protection from the elements, new lighting, a new public address system and bus departure information screens.

Broadway Bus Terminal serves approximately 1,600 average weekday passenger trips on the 72, 74, 161, 171, 190, 703, 746, and 770 bus lines. Customers use the terminal for travel to and from destinations including Newark, New York, East Rutherford, Haledon, Ridgewood, Pompton Lakes, Wayne and Hackensack.

Constructed in the 1930's, Broadway Bus Terminal underwent renovations in 1940, 1962, and most recently in 1983. Today the terminal consists of a waiting room with customer restrooms and a vendor space, with a curbside bus drop-off location outside, as well as four islands with shelters serving four separate bus lanes.

A 450-square foot addition to the existing 1,120-square foot terminal building will provide storage and technology support spaces as well as a new employee restroom.

Construction is expected to begin this summer and be completed in late spring 2010. The building will remain in service to customers during construction.

### **NJ TRANSIT advances Hoboken Ferry Terminal restoration**

Also on July 8, the NJ TRANSIT Board of Directors took action to advance a project that will return a portion of Hoboken Terminal to its original design, ultimately restoring permanent ferry service to the historic building and creating a new ferry waiting area for customers.

The Board authorized a long-term lease agreement with the Port Authority of New York and New Jersey (PANY&NJ) for use of a portion of the Hoboken Ferry Terminal Building for continued operation of ferry services, sharing of revenue and funding for preservation and rehabilitation of the terminal building.

The Board's approval was the first step toward execution of a final lease agreement, which also had to be approved by the Port Authority's Board of Directors at a meeting scheduled for last month. The lease will enable NJ TRANSIT to advance the Hoboken Ferry Terminal restoration project to its third and final phase.

The terminal and its ferry slips were originally built by the Delaware, Lackawanna and Western Railroad in 1907. Hoboken ferry service was discontinued in 1967 due to declining demand, but was reintroduced in 1989 at a temporary facility at the southern end of the terminal building.

In early 2003, NJ TRANSIT and the Port Authority entered into an agreement to allow for the restoration of the Hoboken Terminal ferry slips and supporting infrastructure, with the goal of returning ferry service to its original location, while protecting and enhancing the historic assets of the terminal.

The project was divided into three phases. The first phase, which began in April 2004 and was completed in September 2005, included repairs to the terminal's substructure and superstructure.

Work on the second phase began in December 2005 and was completed in April 2008, including construction of a 230-foot tall clock tower replica modeled after the original 1907 design by architect Kenneth Murchison. The second phase also included marine construction of five of the original six ferry slips, as well as restoration of the exterior copper facade and lighting on the river side of the terminal, structural repairs, roof repairs and demolition of the finger piers and wooden fenders.

Construction of the ferry boarding area will be completed in the third and final phase, which will include work on the ferry service ticket offices and waiting area, passenger amenities, utilities, ferry barges and gangways. The overall project is expected to be completed in 2011.

At the project's completion, the restoration of ferry service into the original slips will allow for expansion of ferry service and greater flexibility in providing commuter service to Manhattan, as well as improved customer convenience and operational reliability.

Hoboken Terminal currently provides travelers multiple transit options including commuter rail, light rail, PATH and bus service. More than 50,000 people use the terminal daily.

# **CUSTOMER AND COMMUNITY INITIATIVES**

**Governor Corzine and Congressman Rothman announce passenger rail for Bergen County**

On July 18, Governor Jon S. Corzine and Congressman Steve Rothman announced that they are teaming up to deliver passenger rail to Bergen County with an extension of light rail service.

Joined by NJ Senator Loretta Weinberg, Assemblyman Gordon Johnson, Bergen County Executive Dennis McNerney, and Ridgefield Mayor Anthony Suarez, as well as other state and local officials, the announcement came after the conclusion that another long-studied rail technology being advanced by NJ TRANSIT did not offer a practical alternative for Bergen residents in the near term.

Bergen light rail will provide significant environmental benefits, including reduced carbon emissions, taking 8,500 cars off the road each day. The Hudson-Bergen Light Rail system has been a catalyst for economic development and a national light rail transit model with nearly 45,000 passenger trips daily, with a 24th station under construction at 8th Street in Bayonne.

NJ TRANSIT submitted a Draft Environmental Impact Statement (DEIS) to the Federal Transit Administration last year that studied both light rail and re-emerging Diesel Multiple Unit (DMU) types of equipment. However, in the wake of the 2008 financial crisis, the only manufacturer of DMUs that met American safety standards for operating in mixed freight/passenger territory filed for bankruptcy. A global search for another manufacturer that could meet strict Federal Railroad Administration safety requirements led NJ TRANSIT Executive Director Richard Sarles to conclude recently that the possibility of new DMUs rolling off the production line is several years away at best.

FTA's release of the revised Northern Branch DEIS will trigger local public hearings as soon as this fall. The hearings will give communities along the planned service route an opportunity to raise any additional issues that need to be incorporated into NJ TRANSIT's service plan. NJ TRANSIT expects preliminary engineering to begin in 2010.

At full operating capacity, the light rail service is planned to operate from early morning through late evening hours, seven days a week, with trains departing every 6-12 minutes in the peak travel periods. A trip from the northernmost portion of the line will take 21 minutes to Tonelle Avenue, 25 minutes to Port Imperial for ferries to New York, and 37 minutes to Hoboken for PATH and NJ TRANSIT commuter rail connections.

**Governor Corzine launches rail service to the Meadowlands**

Governor Jon S. Corzine inaugurated new rail service to the Meadowlands Sports Complex on July 20, launching an era of travel convenience for the millions of New Jersey residents and visitors who attend year-round events at the Meadowlands.

Dozens of officials and guests, including players from the New York Jets and New York Giants, joined the Governor for the train ride, which originated in Hoboken and finished with a ribbon-cutting ceremony at the new Meadowlands Station.

The new line gives customers statewide rail access to the Meadowlands from 11 of 12 NJ TRANSIT rail lines. Frank R. Lautenberg Station at Secaucus Junction, the new line's only stop between Hoboken and the Meadowlands, provides the connection.

Train service operates frequently, approximately every 10-20 minutes between Frank R. Lautenberg Station at Secaucus Junction and Meadowlands Station, both before and after major events expected to draw 50,000 or more spectators. These events include all Jets and Giants pre-season and regular season home games, major concerts at Giants Stadium, and Gold Cup soccer. NJ TRANSIT will be able to accommodate about 10,000 customers traveling to and from an event on the new rail line.

The line and station are the centerpieces of a \$213 million Meadowlands Railroad and Roadway Improvement Project funded by the Port Authority of New York & New Jersey, the New Jersey Department of Transportation, NJ TRANSIT and the New Jersey Sports and Exposition Authority.

The new line consists of two new tracks, each about 2.5 miles long. Each set of tracks connects to NJ TRANSIT's Pascack Valley Line near the Meadowlands. Service begins about 3.5 hours before a game or event and continues for about two hours after the conclusion of the event.

Starting in September, Connecticut residents will access the new line under a pilot program with Metro-North Railroad. As previously announced, Metro-North crews will operate NJ TRANSIT equipment into New York Penn Station for service to and from 1 p.m. home football games. From New York, NJ TRANSIT crews will operate the trains via Frank R. Lautenberg Station at Secaucus Junction, where football fans will transfer to the Meadowlands trains.

Existing bus service on the 351 line from Port Authority Bus Terminal in New York will continue to operate to all Jets and Giants home games, providing additional transit capacity. For smaller events, trains will not operate to the Meadowlands, but bus shuttles will operate between Secaucus Junction and the Meadowlands.

The new rail line served customers for the first time on Sunday, July 26, when Giants Stadium hosted the Confederation of North, Central American and Caribbean Association Football (CONCACAF) Gold Cup Final championship soccer match. Trains carried more than 6,000 soccer fans to the Gold Cup and served more than 8,000 customers attending a concert at Giants Stadium later that week.

# **EMPLOYEE RECOGNITION**

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

Thirteen NJ TRANSIT employees retired in July with careers ranging from 11 to 39 years of service:

1. Samuel Ellison (Elizabeth) Mechanic "A," Oradell Garage – 39 years
2. Jerome I. Maser (Somerdale) Bus Operator, Washington Township – 31 years
3. Stephen W. Epps (Burlington Township) Bus Operator, Newton Ave. Garage – 28 years
4. Ronald Goy (N. Brunswick) Unit Claims Manager, GOB – 28 years
5. Joseph A. Baals (Galloway) Bus Operator, Egg Harbor – 26 years
6. Anthony Murray (Bradley Beach) Bus Operator, Howell Garage – 26 years
7. Michael Oeckel (Phillipsburg, PA) Maintenance, Ferry Street – 23 years
8. Baari Ismail (Newark) Bus Operator, Fairview Garage – 22 years
9. Rita L. Soden (Bricktown) Sr. Executive Secretary, Penn Plaza – 22 years
10. Charles E. Bensen (New Milford) Bus Cleaner, Oradell Garage – 18 years
11. April Virhuez (Newark) Bus Operator, Ironbound Garage – 15 years
12. Constance Scudder (New Castle, DE) Bus Operator, Howell Garage – 13 years
13. Edward J. Schneider (Yonkers, NY) Assistant Director, CMF – 11 years

# **DBE/MBE PROGRAM**

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

**Federally Funded Contracts**

\$67,421,463 in federal funds were awarded during October through June of FY 09.\* Disadvantaged Business Enterprises (DBEs) were awarded \$13,697,617 or 20.3 percent, which includes both race conscious and race neutral awards.

**State Funded Contracts**

\$3,224,960 in state-funded contract dollars were awarded during July FY 10. \*\* Of that total, Small Business Enterprises (SBEs) received \$2,363,215 or 73.3 percent. Category 1 SBEs received \$0 or 0 percent. Category 2 SBEs received \$0 or 0 percent. Category 3 SBEs received \$0 or 0 percent. Category 4 SBEs received \$0 or 0 percent. Category 5 SBEs received \$2,363,215 or 73.3 percent.\*\*\*

**Federal & State Contracts Total**

\$70,646,423 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$16,060,832 or 22.7 percent of federal and state contract dollars was won by DBEs and SBEs.

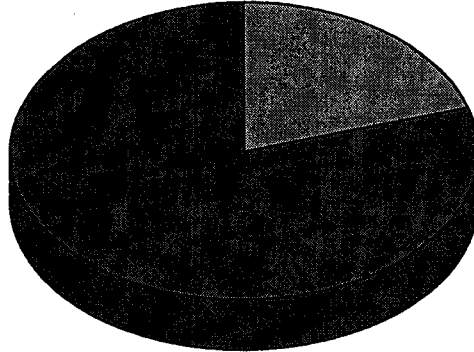
\*Fiscal year beginning October 1, 2008

\*\*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 JULY 09)\***

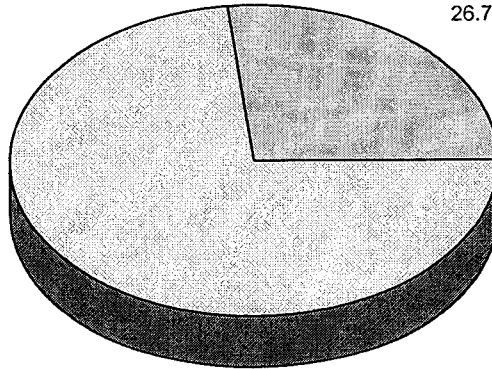
NON-DBE  
FEDERAL  
\$53,723,846  
79.7%



DBE RACE  
NEUTRAL & RACE  
CONSCIOUS  
\$13,697,617  
20.3%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THROUGH JULY 09)\*\***

SBE-5  
\$2,363,215  
73.3%

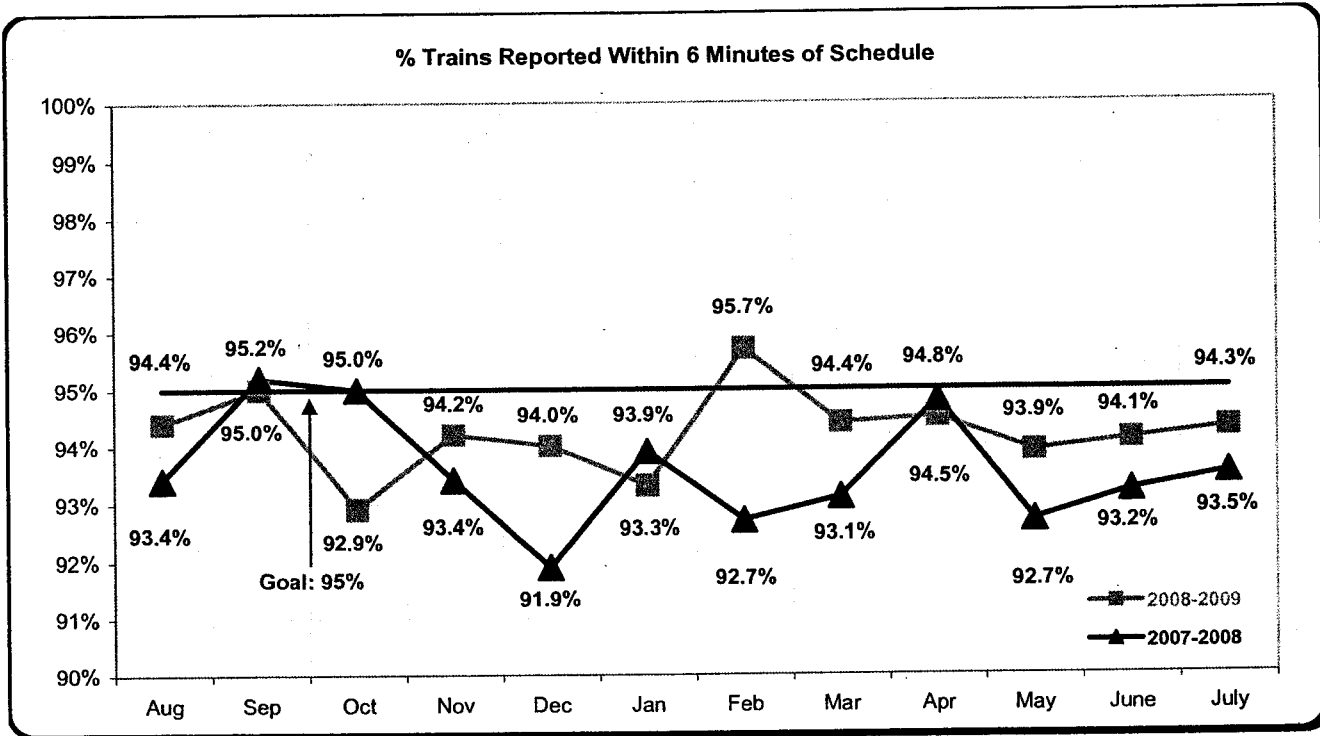


NON-SBE STATE  
\$861,745  
26.7%

**Fiscal Year Beginning October 1, 2008\***  
**Fiscal Year Beginning July 1, 2009\*\***  
(This report covers contracts above \$29,000)

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2007 - JULY 2009



	2008	2009	# Change
July Comparison	93.5%	94.3%	0.8%

	2007-2008	2008-2009	# Change
12-Month Average August - July	93.6%	94.2%	0.7%

### Analysis:

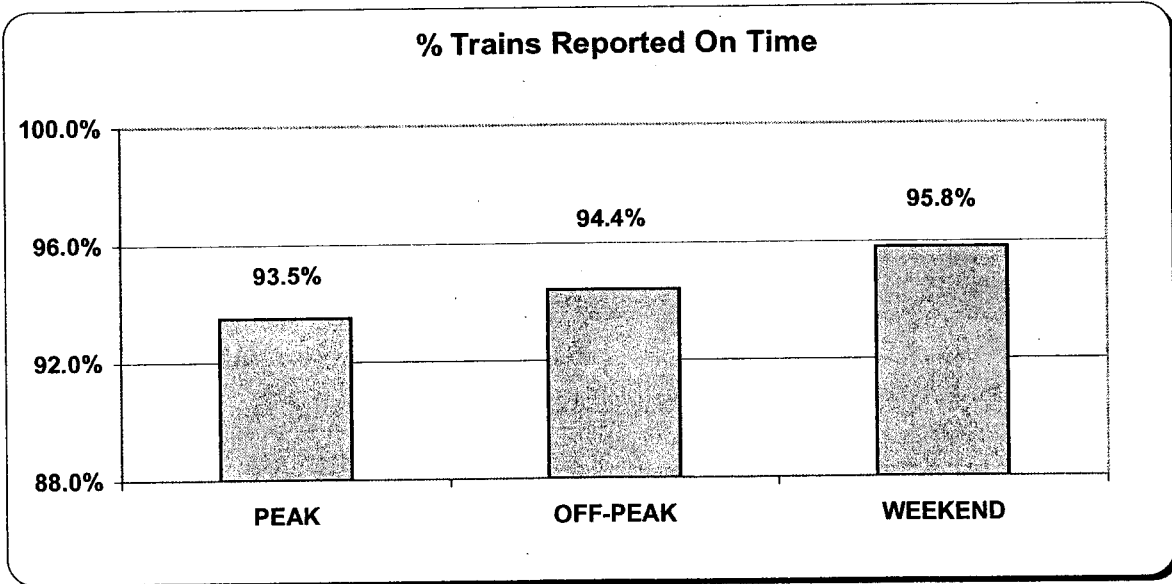
Rail On-Time Performance was 94.3% for July 2009. Of the 19,170 trains that were scheduled to operate, 18,085 were on time, while 1,085 trains (or 5.7%) were delayed. Key causes included:

- An Amtrak train with mechanical problems in the rail yard in Queens, blocking other trains from leaving on 7/24.
- Thunderstorms on 7/29 that caused fallen trees and high water.
- A disabled Amtrak train between Secaucus Junction and Newark Penn Station on 7/31.

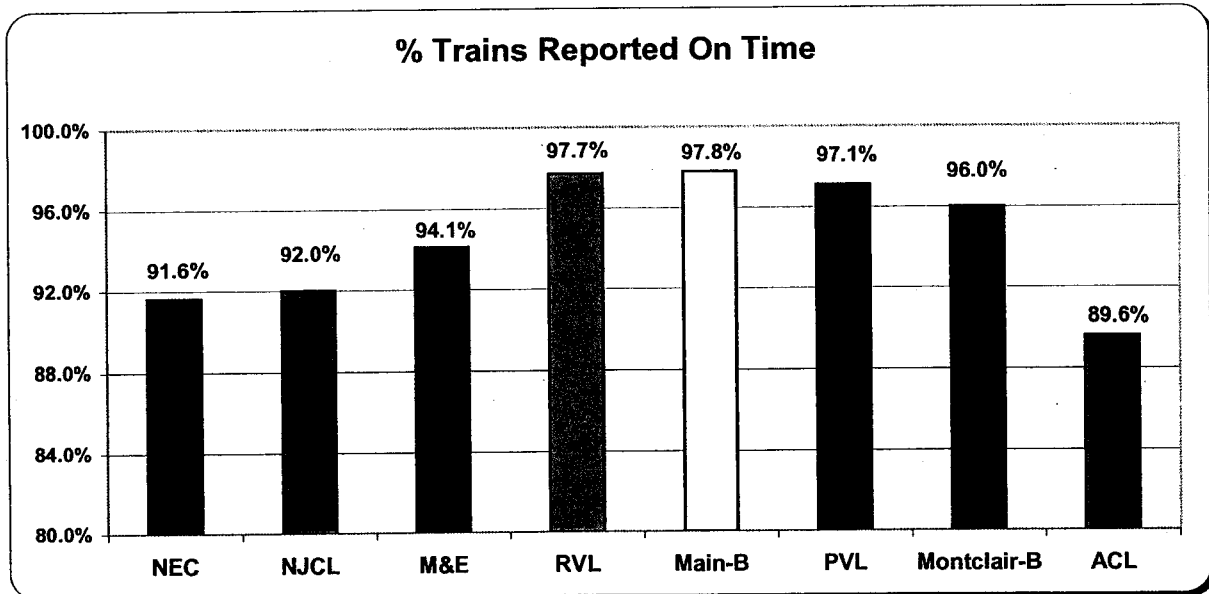
The 12-month average for Rail On-Time Performance for August 2008 - July 2009 was 94.2%.

# ON-TIME PERFORMANCE RAIL

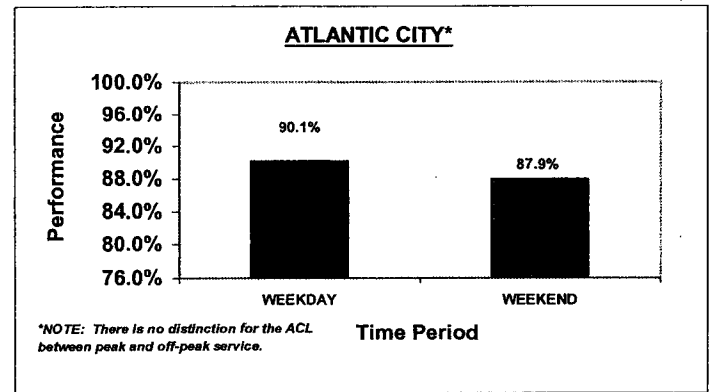
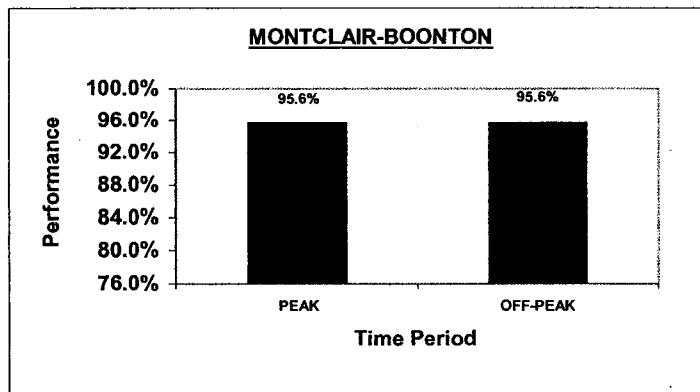
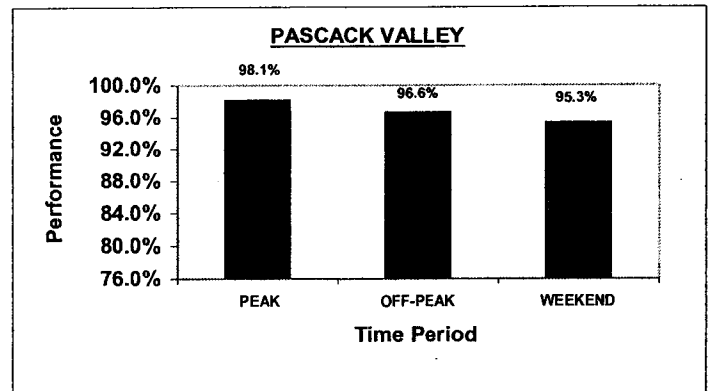
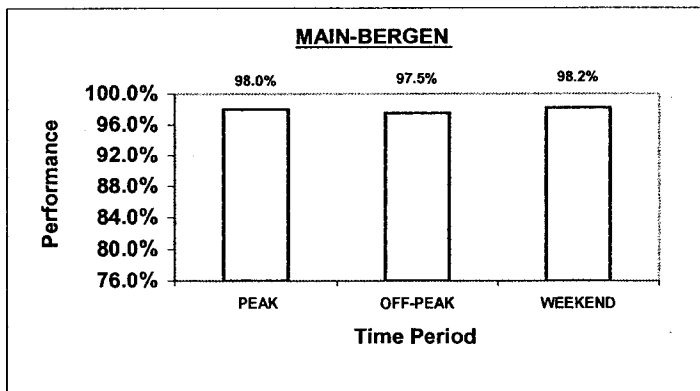
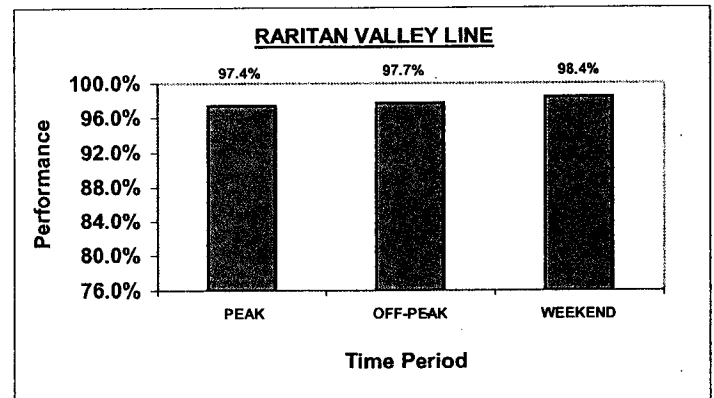
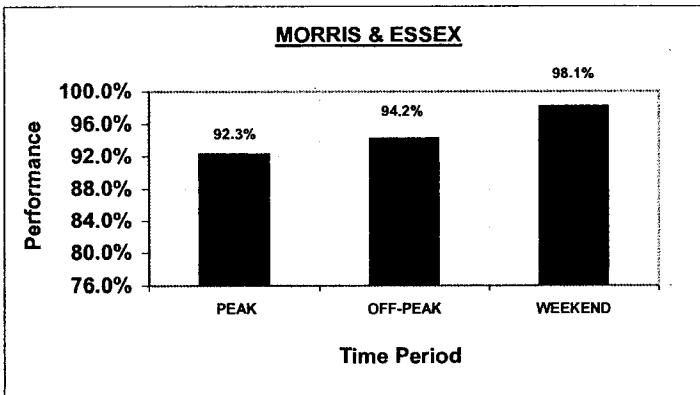
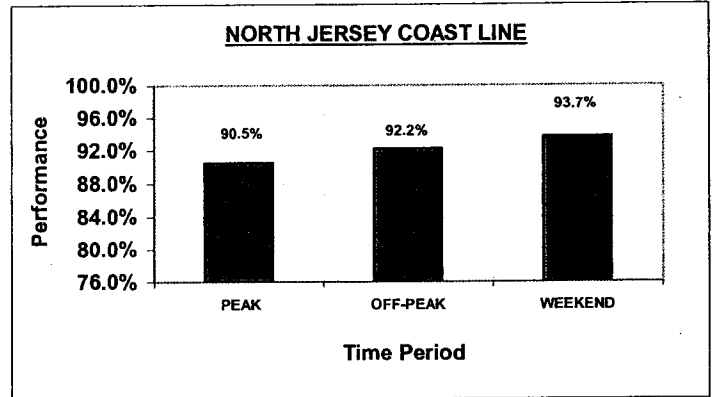
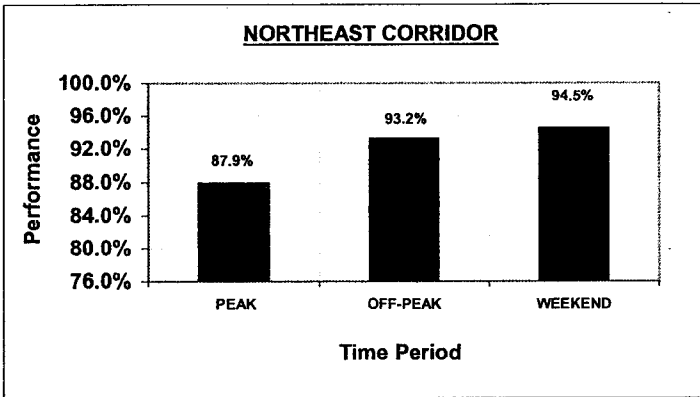
## SUMMARY BY TIME PERIOD JULY 2009



## SUMMARY BY LINE JULY 2009



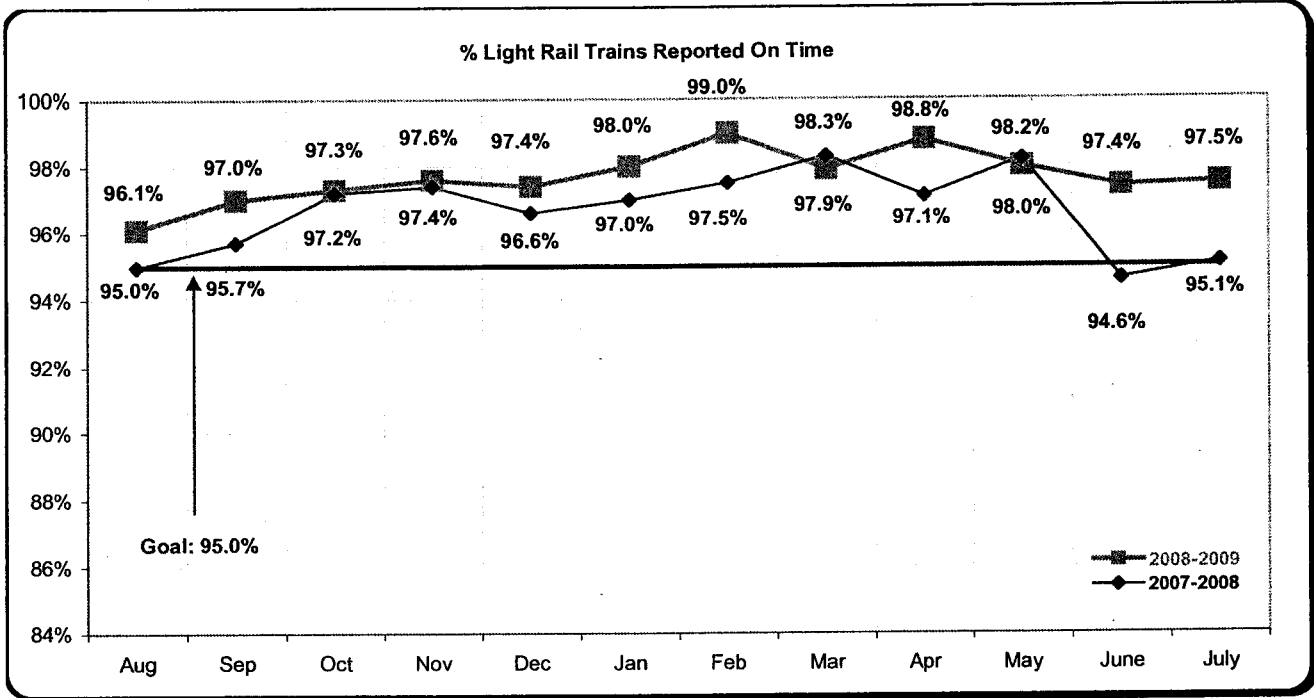
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2009



**NJ TRANSIT  
ON-TIME PERFORMANCE  
BUS  
AUGUST 2007 - JULY 2009**

July 2009 On-Time Performance for Bus will be presented in September.

# NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL - SYSTEMWIDE AUGUST 2007- JULY 2009



\*Note: Starting May 2007

	2008	2009	# Change
July Comparison	95.1%	97.6%	2.5%

	2007-2008	2008-2009	# Change
12-Month Average August - July	96.6%	97.7%	1.1%

### Analysis:

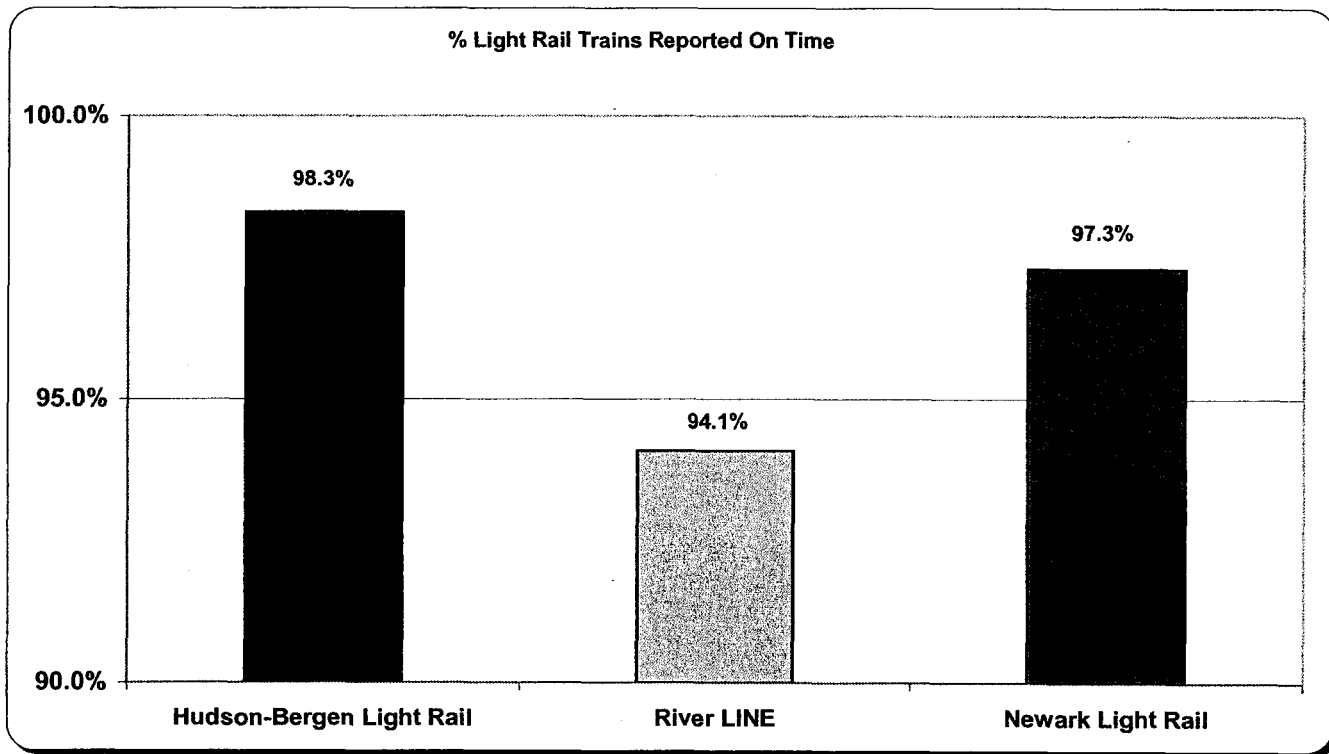
Light Rail On-Time Performance systemwide was 97.6% for the month of July 2009. Of the 32,539 scheduled trains, 796 (or 2.4%) experienced delays. Key causes included:

- Heavy thunderstorms and track flooding impacted HBLR trains on 7/29.
- Traffic on Camden streets from a Susquehanna Bank Center concert affected the River LINE on 7/25.
- Newark Light Rail was delayed by mechanical problems at Orange Street on 7/17.

The 12-month average for Light Rail On-Time Performance for August 2008 - July 2009 was 97.7%.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE JULY 2009



**ACTION ITEMS**

**ITEM 0908-54: PLAUDERVILLE RAIL STATION PLATFORMS AND CANOPIES:  
CONSTRUCTION CONTRACT AWARD****BENEFITS**

NJ TRANSIT is constructing two new high-level platforms south of the existing low-level platforms at the Plauderville Rail Station on the Main-Bergen Line in the City of Garfield. The Plauderville Rail Station serves approximately 740 weekday passenger trips and is served by three parking areas that provide approximately 300 spaces. The new platforms will be adjacent to the main parking area located east of the tracks between Midland Avenue and Outwater Lane and will provide more convenient boarding for commuters.

Funding for this project is being provided as part of the American Recovery and Reinvestment Act of 2009 (ARRA) economic stimulus program.

**PURPOSE**

Authorization of this construction contract will allow the construction of two 450-foot high-level platforms as well as a new radiant-heated waiting area on the inbound platform, canopies on the platforms, lighting, LED signage and CCTV cameras.

**ACTION (Justification: Capacity)**

Staff seeks authorization to enter into a contract (No.09-122X) with Anselmi & DeCicco, Inc. of Maplewood, New Jersey, for the construction of two high-level platforms, waiting area, lighting, ramps and sidewalks in the City of Garfield in an amount not to exceed \$7,855,475 plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS**

**Requested Authorization:** \$ 7,855,475 + 5% contingency

**Total Project Cost:** \$ 16,000,000

**Projected Date of Completion:** March 2011

**Anticipated Source of Funds:** Federal Transit Administration (Stimulus Funding)

**Diversity Goal:** 23% DBE

**NJ Build Amount:** NA

**Future/Related Authorizations:** None

**Impact on Subsequent  
Operating Budgets:** \$200,000 for maintenance of station

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to improve the platforms along the Main/Bergen Line; and

**WHEREAS**, Plauderville Station serves 740 weekday passenger trips and has two grade-level platforms; and

**WHEREAS**, the new high-level platforms will provide customers with more convenient level boarding; and

**WHEREAS**, the work required includes the construction of new inbound and outbound high-level platforms and a heated waiting area on the inbound platform;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into a contract (No.09-122X) with Anselmi & DeCicco, Inc. of Maplewood, New Jersey, for the construction of two high-level platforms, waiting area, lighting, ramps and sidewalks in the City of Garfield in an amount not to exceed \$7,855,475 plus five percent for contingencies, subject to the availability of funds.

**ITEM 0908-55: RISK MANAGEMENT: INSURANCE BROKER SERVICES FOR THE PORTAL BRIDGE CAPACITY ENHANCEMENT PROJECT**

**BENEFITS**

NJ TRANSIT is seeking insurance broker services to assist in the development, implementation and administration of an individual Owner Controlled Insurance Program ("OCIP") for the Portal Bridge Capacity Enhancement Project ("PBCE") and be responsible for the procurement of necessary insurance coverages. Due to the long-term, complex nature of the project, it is recommended that the insurance broker be retained for an initial period of nine years and options for two two-year extensions.

Under the OCIP program, NJ TRANSIT will purchase insurance as stipulated in the construction contracts related to the exposures of the projects for the protection of NJ TRANSIT, its construction manager, contractors, all tiers of subcontractors, and Amtrak. NJ TRANSIT will pay for the cost of the insurance directly rather than paying such costs indirectly by inclusion in contractor bids. Since 1994, NJ TRANSIT has used an OCIP for its larger construction projects and has obtained much broader and higher limits of coverage than could have been provided by contractors. In particular, the program provides limits of insurance for SBE/DBE sub-contractors that would otherwise be unobtainable. Additional benefits of implementing an OCIP that result in cost savings to NJ TRANSIT include an enhanced and coordinated safety program, project-specific coverage, extended completed operations coverage, and more efficient claims handling.

**PURPOSE**

The PBCE project includes the construction of two new bridges over the Hackensack River and additional tracks between Swift Interlocking and Secaucus Junction to increase the capacity of the Northeast Corridor. The estimated cost of this project is between \$1,500,000,000 and \$1,850,000,000.

This approval secures broker services to obtain the insurance coverage required to protect the interests and investments of NJ TRANSIT, its contractors and subcontractors, Amtrak and any other railroad whose interests may be affected. Coverages provided through the OCIP include but are not limited to the following:

- Workers' Compensation/Employers' Liability
- Maritime Liability
- General and Excess Liability
- Builders' Risk
- Environmental Liability
- Railroad Protective Liability
- Terrorism

As a result of a competitive procurement process, staff determined that Marsh offered the proposal that was in the best interest of NJ TRANSIT for the OCIP coverage, with the exception of Builder's Risk. Willis HRH, who was selected as the broker of record for THE Mass Transit Tunnel Project (the Tunnel) on May 2009 through this same RFP process, offered a more competitive proposal to provide Builder's Risk for the PBCE in conjunction with the Tunnel project.

**ACTION (Justification: Safety and Internal Efficiencies)**

Staff seeks authorization to retain Marsh as broker of record for the PBCE Project at a cost not to exceed \$6,376,015 plus five percent contingency subject to the availability of funds. In addition, staff seeks authorization to retain Willis HRH as broker of record for Builder's Risk coverage for the PBCE project in an amount not to exceed \$400,600 plus five percent for contingency subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	The PBCE Project \$6,376,015 + 5% contingency THE Mass Transit Tunnel Project \$400,600 + 5% contingency
<b>Total Project Cost:</b>	Same as above
<b>Projected Date of Completion:</b>	2022
<b>Anticipated Source of Funds:</b>	TTF
<b>Diversity Goal:</b>	20%
<b>Related/Future Authorizations:</b>	N/A
<b>Impacts on Subsequent Operating Budgets:</b>	None

**RESOLUTION**

**WHEREAS** the Portal Bridge Capacity Enhancement Project includes the construction of two new bridges over the Hackensack River and additional tracks between Swift Interlocking and Secaucus Junction; and

**WHEREAS**, due to the long-term nature and complexity of the project, it is in the best interest of NJ TRANSIT to contract for an OCIP for the project which will provide for uniformity of coverage, reduced administrative costs, an enhanced safety program and better control over premiums;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to retain Marsh as broker of record for the PBCE Project at a cost not to exceed \$6,376,015 plus five percent contingency subject to the availability of funds; and

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to retain Willis HRH as broker of record for Builder's Risk coverage for the PBCE Project in an amount not to exceed \$400,600 plus five percent for contingency subject to the availability of funds.

**ITEM 0908-56: DISPOSAL OF NON-HAZARDOUS CONTAMINATED SOIL:  
CONTRACT AWARD**

**BENEFITS**

Infrastructure maintenance work at bus, rail, and light rail facilities sometimes generates non-hazardous contaminated soil which must then be disposed of in compliance with New Jersey Department of Environmental Protection (NJDEP) regulations. The ability to respond quickly when non-hazardous contaminated soil is generated during maintenance activities will minimize delays to infrastructure repair projects and avoid the need to stockpile non-hazardous contaminated soil for extended periods of time while bids for disposal are solicited.

**PURPOSE**

Award of this contract will ensure that NJ TRANSIT is able to transport and dispose of non-hazardous contaminated soil in an expedient manner that meets NJDEP requirements.

**ACTION (Justification: Business Efficiency/Security/Reliability)**

Staff seeks authorization to contract (No. 09-318) with Interstate Industrial Corporation of Little Falls, New Jersey, in the amount of \$2,678,250, plus five percent for contingencies, to provide transportation and disposal of non-hazardous contaminated soil for a period of two years with an additional one-year option, 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:** \$ 2,678,250 + 5% contingency

**Total Project Cost:** \$ 2,812,165

**Projected Date of Completion:** October 2012

**Anticipated Source of Funds:** Transportation Trust Fund

**Diversity Goal:** 25% SBE Category V

**NJ Build Amount:** NA

**Related/Future Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT's routine maintenance and construction projects often generate excess soil which is contaminated and must be properly disposed of; and

**WHEREAS**, disposal of non-hazardous contaminated soil must be conducted in a manner that satisfies regulatory requirements; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Interstate Industrial Corporation was the lowest responsive, responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to contract (No. 09-318) with Interstate Industrial Corporation of Little Falls, New Jersey, in the amount of \$2,678,250, plus five percent for contingencies, to provide transportation and disposal of non-hazardous contaminated soil for a period of two years with an additional one-year option, subject to the availability of funds.

**ITEM 0908-57: CAPITAL PLANNING AND PROGRAMS – TASK ORDER CONTRACTS**

**BENEFITS**

NJ TRANSIT has an on-going need for consultant services in the fields of environmental services, architecture and engineering design, construction management, bridge and railway engineering, vertical transportation engineering, site planning and transit analysis, stations, access and parking planning, rail operations and infrastructure planning, travel demand forecasting, vehicle and equipment engineering, quantitative and qualitative research, and transit-friendly planning, land use and development. The volume of work increases and decreases in response to needs and available funding and, as a result, it is costly and impractical to retain an in-house work force sufficient to meet maximum workloads. Task order contracts also allow retention of specialized expertise that is rarely cost-effective to maintain in-house. Additionally, the availability of task order contracts affords the opportunity to use consultants already pre-qualified for specific work efforts, thus minimizing the time needed to initiate and complete work.

**PURPOSE**

Authorization of these task order contracts will provide available labor as needed to support NJ TRANSIT's Capital Program, handle specialized work loads, address critical issues, ensure environmental compliance, and engage specialized engineering and planning expertise not available in-house.

**ACTION (Justification: Project Dependent)**

Staff seeks authorization to contract (Nos. 09-085 through 09-096) with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in 12 disciplines: Construction Management; Architectural and Engineering Design; Bridge and Railway Engineering Design; Environmental Engineering; Vertical Transportation; Site Planning and Transit Analysis; Stations Access and Parking Planning; Transit Friendly Planning, Land Use and Development; Rail Operations and Infrastructure Planning; Travel Demand Forecasting; Vehicle and Equipment Engineering; and Quantitative and Qualitative Research at a total cost for all 37 contracts not to exceed \$32,050,000 subject to the availability of funds. Each contract will extend for three years and the maximum task and contract limits are shown in Exhibit B.

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

**FISCAL IMPACTS**

**Requested Authorization:** \$ 32,050,000  
(Total – 37 three-year contracts)

**Total Project Cost:** \$ 32,050,000

**Projected Date of Completion:** October 2012

**Anticipated Source of Funds:** Federal Transit Administration  
Transportation Trust Fund

**Diversity Goal:** 25% DBE/SBE Category 3 overall program goal

***NJ Build* Amount:** None

**Future Related Authorizations:** Future TOC Contracts

**Impacts on Subsequent  
Operating Budgets:** None

**RESOLUTION**

**WHEREAS**, NJ TRANSIT seeks to improve and expand its transportation facilities; and

**WHEREAS**, NJ TRANSIT has a continuing need for consultant services in the fields of environmental services; architecture and engineering design; construction management; bridge and railway engineering; vertical transportation engineering; site planning and transit analysis; stations access and parking planning; rail operations and infrastructure planning; travel demand forecasting; vehicle and equipment engineering; quantitative and qualitative research; and transit-friendly planning, land use and development; and

**WHEREAS**, Task Order Contracts will be used on an as-needed basis to supplement in-house staff; and

**WHEREAS**, Task Order Contracts are needed to support NJ TRANSIT's capital program, address critical issues and ensure environmental compliance; and

**WHEREAS**, Task Order Contracts will provide specialized expertise which is rarely cost-effective to maintain in-house; and

**WHEREAS**, following the completion of a competitive procurement process, it was determined that 37 firms submitted the most advantageous proposals for the 12 disciplines;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to contract (Nos. 09-085 through 09-096) with the firms shown in Exhibit A for engineering, research and planning support services on a task order basis in 12 disciplines: Construction Management; Architectural and Engineering Design; Bridge and Railway Engineering Design; Environmental Engineering; Vertical Transportation; Site Planning and Transit Analysis; Stations Access and Parking Planning; Transit Friendly Planning, Land Use and Development; Rail Operations and Infrastructure Planning; Travel Demand Forecasting; Vehicle and Equipment Engineering; and Quantitative and Qualitative Research at a total cost for all

37 contracts not to exceed \$32,050,000, subject to the availability of funds. Each contract will extend for three years and the maximum task and contract limits are shown in Exhibit B.

**SELECTED FIRMS**

**CONTRACT No. 09-085 CONSTRUCTION MANAGEMENT SERVICES – 4 FIRMS**

**Hill International Inc.** with HNTB Corporation; Envision Consultants, LTD; Garg Consulting Services, Inc.; and IH Engineering

**JCMS, Inc.** with PB Americas, Inc.

**KS Engineers, PC** with Urban Engineers, Inc. and The Louis Berger Group, Inc.

**LiRo Program and Construction Management PC** with Systra Consulting; DiGeronimo Architects, PC; and VJ Associates

**CONTRACT No. 09-086 ARCHITECTURE AND ENGINEERING DESIGN SERVICES – 4 FIRMS**

**Gannett Fleming, Inc.** with Sowinski Sullivan Architects; Chu & Gassman; AKRF, Inc.; GEOD Corporation; JCMS, Inc.; SJH Engineering, PC; Systems, Inc.; VMS, Inc.; SA Engineering; and Christopher P. Statile, PA

**Medina Consultants, PC** with AECOM Transportation; DeBiasse & Seminara Architects; Timothy Haahs & Associates, Inc.; Radin Consulting, Inc.; and AWZ Engineering, Inc.

**Parsons Corporation** with DiGeronimo Architects, PC; Oweis Engineering, Inc.; GEOD Corporation; Jois Construction Management Systems, Inc.; and Matrix New World Engineering, Inc.

**STV Incorporated** with Naik Consulting Group, PC; GTS Consultants, Inc.; DeBiasse & Seminara Architects; Intertech Associates, Inc.; Banc3, Inc.; Garg Consulting Services, Inc.; and JCMS, Inc.

**CONTRACT No. 09-087 BRIDGE AND RAILWAY ENGINEERING DESIGN SERVICES – 4 FIRMS**

**AECOM Transportation** with BET Engineering Consultants, Inc.; Halcrow, Inc.; Interfleet Technology, Inc.; Legion America, Inc.; Matrix New World Engineering, Inc.; and Sowinski Sullivan Architects

**HDR Engineering, Inc.** with LTK Engineering Services; AmerCom Corporation; Mueser Rutledge Consulting Engineers; Lynn Drobbin & Associates; and Integrated Strategic Resources, LLC

**Modjeski and Masters, Inc.** with Jacobs Engineering Group, Inc.; AKRF, Inc.; GTS Consultants, Inc.; Churchill, PC; Oweis Engineering, Inc.; Richard Grubb & Associates, Inc.; and Junetta N. Dix Consulting, Inc.

**TranSystems** with PB Americas, Inc.; Brinkerhoff Environmental Services, Inc.; AmerCom Corporation; Churchill, PC; and VJ Associates

**SELECTED FIRMS**

**CONTRACT NO. 09-088 ENVIRONMENTAL ENGINEERING SERVICES – 3 FIRMS**

**Dewberry** with Paul Carpenter Associates, Inc.; Hunter Research, Inc.; Jersey Boring & Drilling Co., Inc.; Chemtech Consulting Group, Inc.; KM Chng Environmental, Inc.; Summit Drilling Company, Inc.; and TestAmerica Laboratories, Inc.

**Hatch-Mott MacDonald** with Amy S. Greene Environmental Consultants, Inc.; Michael Baker Jr., Inc.; Richard Grubb & Associates, Inc.; Ground/Water Treatment & Technology, Inc.; Booz Allen Hamilton, Inc.; Hampton-Clarke, Inc.; Veritech Laboratory; Advanced Drilling, Inc.; and Environmental Probing, Inc.

**Roux Associates, Inc.** with Advanced Drilling, Inc.; Summit Drilling Co., Inc.; Hill Environmental; KS Engineers, PC; Hager-Richter Geoscience; ARCH2, Inc.; Radin Consulting, Inc.; Amy S. Greene Environmental Consultants, Inc.; Chemtech Consulting Group, Inc.; and Hampton-Clarke, Inc.

**CONTRACT NO. 09-089 VERTICAL TRANSPORTATION ENGINEERING – 1 FIRM**

**Vertical Transportation Excellence, A Division of Gannet Fleming, Inc.** with Sowinski Sullivan Architects; Medina Consultants, PC; and Matrix New World Engineering, Inc.

**CONTRACT NO. 09-090 SITE PLANNING AND TRANSIT ANALYSIS – 3 FIRMS**

**Arup Services New York** with Eng-Wong Taub & Associates; HR&A Advisors, Inc.; Yu & Associates, Inc.; Perkins & Will; AKRF, Inc.; Naik Consulting Group, PC; Howard/Stein-Hudson Associates, Inc.; MetroKinetics, Inc.; Mathews Nielsen Landscape Architects, PC.; Stump/Hausman Partnership; Birdsall Engineering; and Strategic Economics

**Christopher P. Statile, PA** with Abrams-Cherwony Group; Amy S. Greene Environmental Consultants; Richard Grubb & Associates, Inc.; and diDomenico & Partners

**The Louis Berger Group, Inc.** with KS Engineers, PC; Ehrenkrantz, Eckstut & Kuhn Architects; Booz Allen Hamilton; Desman, Inc.; Chance Management & Advisors, Inc.; JCMS, Inc.; Qualified Women/Minorities in Construction; Chilton Engineering, Inc.; Naik Consulting Group, PC; ChPlanning, Ltd; and SIMCO Engineering, PC

**SELECTED FIRMS**

**CONTRACT NO. 09-091 STATIONS, ACCESS AND PARKING PLANNING – 3 FIRMS**

**HNTB Corporation** with Amy S. Greene Environmental Consultants, Inc.; Cambridge Systematics, Inc.; Chance Management & Advisors; Fitzgerald & Halliday, Inc.; FXFOWLE Architects, PC; GEOD Corporation; KS Engineers, PC; Michael Baker; Sowinski Sullivan Architects; and Christopher P. Statile, PA

**The RBA Group, Inc.** with AECOM Transportation; BEM Systems, Inc.; Eng-Wong, Taub & Associates; Fitzgerald & Halliday, Inc.; GEOD Corporation; Naik Consulting Group, PC; RPA; Systra Consulting; and VJ Associates

**Walker Parking Consultants** with Eng-Wong, Taub & Associates; GEOD Corporation; Howard/Stein Hudson Associates, Inc.; JCMS, Inc.; PB Americas, Inc.; and Sowinski Sullivan Architects

**CONTRACT NO. 09-092 TRANSIT-FRIENDLY PLANNING, LAND USE AND DEVELOPMENT – 3 FIRMS**

**Ehrenkrantz Eckstut & Kuhn Architects** with The Louis Berger Group, Inc.; Clarke Caton Hintz; Hamilton, Rabinowitz & Alschuler, Inc.; Real Estate Solutions Group; Timothy Haahs & Associates, Inc., and VJ Associates

**Looney Ricks Kiss** with 4Ward Planning, LLC; Eng-Wong, Taub & Associates; Timothy Haahs & Associates, Inc.; and Vanasse Hangin Brustlin, Inc.

**Regional Plan Association** with the Alan M. Voorhees Transportation Center at Rutgers University; Reichman Frankle, Inc.; The Williams Group; Excel Environmental Resources, Inc.; The RBA Group, Inc.; Arup; Sokol, Behot & Fiorenzo; and Level G, LLC

**CONTRACT NO. 09-093 RAIL OPERATIONS AND INFRASTRUCTURE PLANNING – 3 FIRMS**

**Booz Allen Hamilton** with DiGeronimo Architects, PC; Fitzgerald & Halliday Inc.; HNTB Corporation; KS Engineers, PC; and Radin Consulting, Inc.

**LTK Engineering Services** with Envision Consultants; LTD; Jacobs Engineering Group, Inc.; Malick & Scherer, PC; and Sowinski Sullivan Architects

**Parsons Brinckerhoff** with Systra Consulting; Sowinski Sullivan Architects; Integrated Strategic Resources, LLC; Malick & Scherer, PC; TranSystems; and Howard/Stein-Hudson Associates, Inc.

**SELECTED FIRMS**

**CONTRACT NO. 09-094 TRAVEL DEMAND FORECASTING – 3 FIRMS**

**AECOM Transportation** with Eng-Wong, Taub & Associates; Legion America, Inc.; Resource Systems Group; and Systra Mobility, Inc.

**Michael Baker Jr., Inc.** with Systra Mobility, Inc.; Resource Systems Group, Inc.; Stump/Hausman Partnership; and PTV America, Inc.

**URS Corporation** with Eng-Wong, Taub & Associates; Gallop Corp.; KS Engineers, PC; Nelson Nygaard; Paragon Associates, P.C.; PlanSmart NJ; and Resource Systems Group, Inc.

**CONTRACT NO. 09-095 VEHICLE AND EQUIPMENT ENGINEERING – 3 FIRMS**

**Interfleet Technology Inc.** in association with DCM Inc; Parsons Brinckerhoff; and Virginkar & Associates Inc.

**LTK Engineering Services** in association with Envision Consultants, LTD; Transit Resource Center; and Virginkar & Associates Inc.

**STV Incorporated** in association with Envision Consultants, LTD; First Transit, Inc.; and Virginkar & Associates Inc.

**CONTRACT NO. 09-096 QUALITATIVE AND QUANTITATIVE RESEARCH – 3 FIRMS**

**ICF Macro** with Taurus Market Research

**Resource Systems Group, Inc.** with Management Interventions, Inc.; Marketing Information Systems International, Inc.; Suburban Marketing Research; Eng-Wong, Taub & Associates; Howard/Stein-Hudson Associates, Inc.; and Abt SRBI, Inc.

**TechnoMetrica, Inc.** with Marketing Systems International, Inc.; CPRResearch Group, Inc.; and UNITEMP

## CONTRACT AND TASK LIMITS

Contract No.	Discipline	Task Limit Amount	Contract Limit Amount
09-085	Construction Management	\$ 600,000	\$ 5,500,000
09-086	Architectural/Engineering	\$ 500,000	\$ 5,000,000
09-087	Bridge and Railway Engineering	\$ 450,000	\$ 3,000,000
09-088	Environmental Engineering	\$ 450,000	\$ 5,000,000
09-089	Vertical Transportation	\$ 350,000	\$ 3,000,000
09-090	Site Planning and Transit Analysis	\$ 350,000	\$ 4,500,000
09-091	Stations, Access and Parking Planning	\$ 350,000	\$ 3,000,000
09-092	Transit-Friendly Planning, Land Use and Development	\$ 400,000	\$ 3,000,000
09-093	Rail Operations and Infrastructure Planning	\$ 500,000	\$ 4,000,000
09-094	Travel Demand Forecasting	\$ 350,000	\$ 4,000,000
09-095	Vehicle and Equipment Engineering	\$ 350,000	\$ 3,000,000
09-096	Qualitative and Quantitative Research	\$ 500,000	\$ 3,000,000

**ITEM 0908-58: SALE AND LONG-TERM LEASE OF ADJOINING PROPERTIES ON RAILROAD AVENUE IN PATERSON TO THE CITY OF PATERSON**

**BENEFITS**

This transaction consists of the sale of one property on Railroad Avenue in Paterson and the long-term ground leasing of an adjacent property.

The sale of NJ TRANSIT'S vacant property ("Sale Property") on Railroad Avenue in Paterson to the City of Paterson ("City") will provide NJ TRANSIT with \$1,282,572 in non-farebox revenue.

The 50-year lease to the City of property adjoining the Sale Property ("Lease Property") which includes the Express Building, a 15,600 sft. concrete storage structure built under the elevated railroad embankment and adjacent to the elevated Main Line Paterson Station, will provide NJ TRANSIT additional non-farebox revenue. The lease will allow the City to construct, operate and maintain a Community Hospitality Center which will include a NJ TRANSIT passenger waiting area on the Lease Property embankment, and to develop the Express Building into retail areas. NJ TRANSIT will share equally in any net revenue resulting from the City's sublease of the premises for retail development. NJ TRANSIT will be relieved of the cost of insuring, securing and maintaining both the Sale and Lease properties.

**PURPOSE**

NJ TRANSIT has been requested to the sell to the City for development the Sale Property, 2.29 acres adjacent to NJ TRANSIT's Main Line and Railroad Avenue formally known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1 and Block 6003, Lot 1, on Railroad Avenue, including the bridge structure over Grand Street in the City of Paterson, County of Passaic, New Jersey. The Sale Property is located in an area that has been re-zoned as a redevelopment area and the sale will allow the City to advance the development of the property. This sale supports the City's revitalization efforts recently fortified with the passage of legislation designating the Great Falls Historic District as the newest addition to the National Park System. NJ TRANSIT staff determined that the Sale Property is excess property and has no current or future transportation purpose.

In addition, the City has requested a 50-year lease of the 1.02 acre Lease Property containing the Express Building structure adjacent to NJ TRANSIT's Main Line and the elevated Paterson Station. The Lease Property, which adjoins the Sale Property on Railroad Avenue, is formally known as a portion of Block 6212, Lot 1, in the City of Paterson, County of Passaic, New Jersey. NJ TRANSIT staff has deemed the Lease Property excess for the 50-year lease.

The City's plans envision future residential development on the Sale Property in conjunction with commercial development on the Lease Property to include a Hospitality Center with a NJ TRANSIT passenger waiting area. The City will construct, operate and maintain all development on the Lease Property with NJ TRANSIT to share equally in the net revenue.

**ACTION (Justification: Business Efficiencies)**

Staff seeks authorization to enter into all necessary agreements and take all necessary actions to sell in fee to the City of Paterson 2.29 acres of property on Railroad Avenue known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1, and Block 6003, Lot 1, on Railroad Avenue, including the bridge structure over Grand Street, in the City of Paterson, County of Passaic, State of New Jersey for \$1,282,572; and to enter into all necessary agreements and take all necessary actions to enter into a 50-year lease with the City of Paterson, of 1.02 acres on Railroad Avenue known as a portion of Block 6212, Lot 1, in the City of Paterson, County of Passaic, State of New Jersey.

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

**FISCAL IMPACTS**

**Requested Authorization:** Staff seeks authorization to enter into all necessary agreements and take all necessary actions to sell in fee to the City of Paterson 2.29 acres of property on Railroad Avenue known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1, and Block 6003, Lot 1, on Railroad Avenue, including the bridge structure over Grand Street in the City of Paterson, County of Passaic, State of New Jersey for \$1,282,572; and to enter into all necessary agreements and take all necessary actions to enter into a 50-year lease with the City of Paterson, of 1.02 acres on Railroad Avenue known as a portion of Block 6212, Lot 1, in the City of Paterson, County of Passaic, State of New Jersey.

<b>Total Project cost:</b>	N/A
<b>Projected Date of Completion:</b>	Fall 2009
<b>Anticipated Source of Funds:</b>	N/A

**Diversity Goal:** N/A  
**Future/Related Authorization:** N/A

**Impacts on Subsequent  
Operating Budgets:** \$1,282,572 - from Sale Property 2009  
Annual revenue - Lease Property-TBD

**RESOLUTION**

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

**WHEREAS**, NJ TRANSIT actively seeks to identify excess property with no current or future transportation use with the intention of selling such property to produce non-farebox revenue for NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT has determined that it has no current or future use for the Sale Property known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1 and Block 6003, Lot 1, on Railroad Avenue, in the City of Paterson, County of Passaic, State of New Jersey and has declared the property excess and available for sale; and

**WHEREAS**, The City of Paterson seeks to purchase the Sale Property for commercial development; and

**WHEREAS**, Selling the Sale Property will provide NJ TRANSIT with \$1,282,572 in non-farebox revenue; and

**WHEREAS**, the City of Paterson seeks a 50-year lease of the Lease Property known as a portion of Block 6212, Lot 1, in the City of Paterson, State of New Jersey to construct, operate and maintain a Hospitality Center with a NJ TRANSIT passenger waiting area, and engage in commercial development; and

**WHEREAS**, NJ TRANSIT will share equally in any net revenue resulting from the development of the Lease Property providing NJ TRANSIT additional non-farebox revenue and the property has been excessed for lease;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to enter into all necessary agreements and take all necessary actions to sell in fee to the City of Paterson 2.29 acres of property on Railroad Avenue known as a portion of Block 6106, Lot 1, portion of Block 6013, Lot 1, and Block 6003, Lot 1, on Railroad Avenue, including the bridge structure over Grand Street, in the City of Paterson, County of Passaic, State of New Jersey for \$1,282,572; and to enter into all necessary agreements and take all necessary actions to enter into a 50-year lease with the City of Paterson, of 1.02 acres on Railroad Avenue known as a portion of Block 6212, Lot 1, in the City of Paterson, County of Passaic, State of New Jersey.

**ITEM 0908-59: NEWARK PENN STATION - ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 0807-54 FOR LEASE OF RETAIL SPACE MAIN WAITING ROOM TO ABP CORPORATION AND TO AUTHORIZE LEASE OF RETAIL SPACE MAIN WAITING ROOM TO SHREE RUSHABH, INC.**

### **BENEFITS**

This Board action rescinds the previous Board Item (No.0807-54) for the lease of retail space in the Newark Penn Station (NPS) Main Waiting Room to ABP Corporation and authorizes the lease of the same retail space in the NPS Main Waiting Room to Shree Rushabh, Inc. NJ TRANSIT will receive \$1,375,200 in rent over the primary five-year lease period and an additional \$1,575,600 in rent over the five-year renewal option period for a total of \$2,950,800 in potential rent over the ten-year period for the operation of a Dunkin Donuts and Baskin Robbins in the NPS Main Waiting Room. This lease will provide non-farebox revenue to NJ TRANSIT and a recognized brand food service encompassing breakfast, lunch, dinner and snack items to NJ TRANSIT customers utilizing the Newark Penn Station.

### **PURPOSE**

This authorization provides for the lease of approximately 2,700 square feet within the NPS Main Waiting Room for the operation of a food service/restaurant concession to the Shree Rushabh, Inc. After winning the retail lease bid, ABP Corporation d/b/a Au Bon Pain notified NJ TRANSIT that it was canceling its bid on the NPS Main Waiting Room due to current economic conditions. The second highest scored proposer, Shree Rushabh, Inc., has been selected as the tenant for the operation of a Dunkin Donuts and Baskin Robbins in the NPS Main Waiting Room. The lease period is for five years with a five-year renewal option.

### **ACTION**

Staff seeks authorization to rescind Board Item 0807.54 and enter into a lease with Shree Rushabh, Inc. for the operation of a food service/restaurant concession consisting of approximately 2,700 square feet in the Main Waiting Room at Newark Penn Station for a total of \$2,950,800 in rent over a ten-year period as follows:

#### Five-Year Base Period:

Year 1	\$264,000
Year 2	\$264,000
Year 3	\$279,600
Year 4	\$279,600
Year 5	\$288,000
Total	\$1,375,200

Five-Year Renewal Option Period:

Year 1	\$296,400
Year 2	\$312,000
Year 3	\$312,000
Year 4	\$327,600
Year 5	\$327,600
Total	\$1,575,600

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

**FISCAL IMPACTS**

**Requested Authorization:**

Staff seeks authorization to rescind Board Item 0807.54 and enter into a lease with Shree Rushabh, Inc. for the operation of a food service/restaurant concession consisting of approximately 2,700 square feet in the Main Waiting Room at Newark Penn Station for a total of \$2,950,800 in rent over a ten-year period as follows:

Five-Year Base Period:

Year 1	\$264,000
Year 2	\$264,000
Year 3	\$279,600
Year 4	\$279,600
Year 5	\$288,000
Total	\$1,375,200

Five-Year Renewal Option Period:

Year 1	\$296,400
Year 2	\$312,000
Year 3	\$312,000
Year 4	\$327,600
Year 5	\$327,600
Total	\$1,575,600

**Total Project Cost:**

N/A

**Projected Date of Completion:**

Leases to be executed by October, 2009

**Anticipated Source of Funds:**

N/A

**Diversity Goal:** N/A

**Related Authorizations:** N/A

**Impacts of Subsequent Operating Budgets:** Minimum base rent of \$264,000 annually for ten years.

**RESOLUTION**

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

**WHEREAS**, NJ TRANSIT controls the Newark Penn Station; and

**WHEREAS**, ABP Corporation d/b/a Au Bon Pain notified NJ TRANSIT that it was canceling its bid on the NPS Main Waiting Room due to current economic conditions; and

**WHEREAS**, the second highest proposer, Shree Rushabh, Inc., has been selected as the tenant for the operation of a food service/restaurant concession consisting of approximately 2,700 square feet in the Main Waiting Room at Newark Penn Station;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to rescind Board Item 0807.54 and enter into a lease with Shree Rushabh, Inc. for the operation of a food service/restaurant concession consisting of approximately 2,700 square feet in the Main Waiting Room at Newark Penn Station for a total of \$2,950,800 in rent over a ten-year period as follows:

Five-Year Base Period:

Year 1	\$264,000
Year 2	\$264,000
Year 3	\$279,600
Year 4	\$279,600
Year 5	\$288,000
Total	\$1,375,200

Five-Year Renewal Option Period:

Year 1	\$296,400
Year 2	\$312,000
Year 3	\$312,000
Year 4	\$327,600
Year 5	\$327,600
Total	\$1,575,600

**ITEM 0908-60: NETWORK CONNECTIVITY PROJECT FOR TICKET VENDING MACHINES (TVMs) - TICKET OFFICE MACHINES (TOMs)**

**BENEFITS**

In support of NJ TRANSIT's objective to improve customer service, staff is recommending that all TVMs and TOMs be connected to the corporate network.

Approximately half of the ticket sales equipment operates today on a slower "dial-up" mode when a customer uses a credit or debit card. Once connected to the network, a point-of-sale credit/debit card transaction will be processed as much as five times faster resulting in the customer obtaining their ticket faster and lines cycling quicker. In addition, connecting point-of-sale devices to the network will assist NJ TRANSIT to provide enhanced features such as previous list of ticket purchases for customers.

NJ TRANSIT has 840 point-of-sale devices which provide ticketing solutions to the customers which account for approximately \$600,000,000 annually in sales. Construction services are required at various stations and terminals to provide network connectivity for point-of-sale equipment. Due to the geographical dispersion of the system and the need to increase transactional speed, staff recommends contracting with more than one firm to provide these services.

**PURPOSE**

NJ TRANSIT requires contractors to perform construction work at existing and proposed TVM and TOM locations to build a centralized network presence and physical pathways between that network presence and actual machine locations at that site. Contractors, in conjunction with force-account labor, need to provide trenching, concrete, electrical service, air conditioning, conduits and network cabling to interface to NJ TRANSIT-owned or telephone company network facilities.

The end result is a faster, more reliable network for Point-Of-Sale devices as well as a technology platform capable of providing connections for other, non point-of-sale applications.

Once completed, the corporate network connection is also available to staff at the location for access to operational systems and traditional applications such as e-mail and office.

Staff is recommending that NJ TRANSIT contract with two firms to supply necessary services to complete the network connections in 24 months.

**ACTION (Justification: Customer Service)**

Staff seeks authorization to enter into a two-year agreement with Atlanticom, Inc. of Trenton, New Jersey and a two-year agreement with E-Comm Technologies of East Hanover, New Jersey to provide network services to Point-of-Sale Equipment, for a combined total contract amount not to exceed \$3,000,000 subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$3,000,000
<b>Projected Date of Completion:</b>	September 2011
<b>Anticipated Source of Funds:</b>	TTF funds
<b>DBE Goal:</b>	15%
<b>Future/Related Authorization:</b>	N/A
<b>Impacts of Subsequent Operating Budgets:</b>	FY 11 - \$700,000 (+3% each subsequent yr)

## RESOLUTION

**WHEREAS**, NJ TRANSIT will have a total of 840 ticketing devices at 180 Bus, Rail and Light Rail locations; and

**WHEREAS**, these ticketing machines are responsible for \$600,000,000 in revenue sales on an annual basis; and

**WHEREAS**, the new TVMs require a dedicated network connection to provide increased reliability and faster transaction speed for a more enhanced customer experience; and

**WHEREAS**, construction services are required at locations to provide network connectivity for the new TVMs and TOMs; and

**WHEREAS**, due to the geographical dispersion the work, difference in station types (large, small), and aggressive implementation schedule an award to multiple firms is desired; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Atlanticom, Inc. of Trenton, New Jersey and E-Comm Technologies of East Hanover, New Jersey were the lowest responsive, responsible bidders;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into a two-year agreement with Atlanticom, Inc. of Trenton, New Jersey and a two-year agreement with E-Comm Technologies of East Hanover, New Jersey to provide network services to Point-of-Sale Equipment, for a combined total contract amount not to exceed \$3,000,000 subject to the availability of funds.

# CONSENT CALENDAR

**ITEM 0908-61: BOMBARDIER CONTRACT TO MODIFY EIGHT MULTILEVEL RAILCARS: CONTRACT AMENDMENT TO AUTHORIZE FINAL CHANGE ORDER**

**BENEFITS**

NJ TRANSIT'S final change order to its contract with Bombardier, Inc. to perform modifications on eight Multilevel rail cars originally purchased by NJ TRANSIT and then sold to Atlantic City Express Service, LLC for its use in the New York - Atlantic City Demonstration Rail Service, will close out the multilevel railcar modification contract. As of June 2009, NJ TRANSIT's costs for this contract with Bombardier, Inc. have been fully funded by Atlantic City Express Service, LLC. Funding for the change order has already been received from Atlantic City Express Service, LLC.

**PURPOSE**

On December 14, 2006, NJ TRANSIT entered into an agreement with Atlantic City Express Service, LLC and the Casino Reinvestment Development Authority to initiate a three-year demonstration express rail service on weekends only between Atlantic City, New Jersey, and Penn Station New York, with an additional stop in New Jersey. To operate this service, Atlantic City Express Service, LLC, purchased from NJ TRANSIT eight Multilevel cars manufactured by Bombardier, Inc. As part of the agreement with NJ TRANSIT, Atlantic City Express Service, LLC owns the cars and is responsible for the cost of any modifications to these eight cars to make them better suited for this demonstration service.

On March 12, 2008, the NJ TRANSIT Board of Directors approved a procurement-by-exception contract with Bombardier, Inc. to perform modifications on the Multilevel railcars specified by Atlantic City Express Service, LLC, in an amount not to exceed \$1,540,000 plus five percent for contingencies, for a total contract authorization of \$1,617,000. During the course of the modification work, additional support from Bombardier, Inc. was required to complete the project.

Authorization of this contract amendment will allow NJ TRANSIT to pass on Atlantic City Express, LLC's payment for the additional support to Bombardier, Inc., and close out the NJ TRANSIT/Bombardier, Inc. contract.

**ACTION (Capital Program Justification – Business Efficiencies)**

Staff seeks authorization to amend the contract (No. 08-057) with Bombardier, Inc. of Bensalem, Pennsylvania, for additional railcar modification support in the amount of \$65,000, for a total contract authorization of \$1,682,000.



**RESOLUTION**

**WHEREAS**, on December 14, 2006, Atlantic City Express Service, LLC, the Casino Reinvestment Development Authority and NJ TRANSIT entered into an agreement for a three-year demonstration rail service between Penn Station New York and Atlantic City, New Jersey; and

**WHEREAS**, to operate this service Atlantic City Express Service, LLC., purchased from NJ TRANSIT eight Multilevel cars manufactured by Bombardier, Inc, and as part of the agreement with NJ TRANSIT, Atlantic City Express Service, LLC, owns the cars and is responsible for the cost of any modifications to these eight cars to make them better suited for this demonstration service; and

**WHEREAS**, NJ TRANSIT and Atlantic City Express Service, LLC have agreed that it is in the interest of both parties to have NJ TRANSIT contract directly with Bombardier, the original manufacturer for this modification work, and Atlantic City Express Service, LLC has agreed to pay all of NJ TRANSIT'S costs pursuant to its contract with Bombardier;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to amend the contract (No. 08-057) with Bombardier, Inc. of Bensalem, Pennsylvania, for additional railcar modification support at a cost not to exceed \$65,000, for a total contract authorization of \$1,682,000, subject to the availability of funds.

**ITEM 0908-62: WEEHAWKEN PROPERTY TRANSACTIONS FOR THE  
BALDWIN AVENUE ROAD IMPROVEMENT PROJECT**

**BENEFITS**

This item concerns property transactions with the Township of Weehawken (Weehawken) as part of a cooperative effort to facilitate the Baldwin Avenue Road Improvement Project (Project). The Project will enhance safety and provide much needed capacity for existing and anticipated future traffic on Baldwin Avenue and Port Imperial/ Harbor Boulevards, which routes are served by NJ TRANSIT's Hudson Bergen Port Imperial/ Lincoln Harbor Stations. The property transactions will provide NJ TRANSIT with a total of \$611,000 in non-farebox revenue. The project will improve access to Light Rail stations and foster increased ridership.

The property transactions with Weehawken are summarized in Exhibit A.

**PURPOSE**

The Project is the next step in an accessible waterfront in southeastern portion of Weehawken, New Jersey. This is an important regional project that is the recent recipient of \$1 million in Federal Highway Administration economic stimulus funding. The Project proposes to widen, realign and reconstruct Baldwin Avenue from its existing intersection at Boulevard East where NJ TRANSIT's daily bus storage lot is located to the relocated intersection further south with Port Imperial/Harbor Boulevards and Waterfront Terrace which leads to the HBLR light rail station. This project is a part of a cooperative and concerted effort between Weehawken, NJ TRANSIT, Port Authority (PA) and two private developers (Hartz and Roseland Developers). The project will also improve drainage in this area which is prone to heavy flooding. In order to construct the project, Weehawken will require property from several adjacent landowners including Hartz, PA, and NJ TRANSIT.

NJ TRANSIT is agreeable to facilitate the Project by entering into the transactions in Exhibit A with Weehawken as follows:

- Transfer in fee Parcel 1 for use as a public road. NJ TRANSIT's acquisition of the property was state funded and its sale was approved as excess.
- Ninety-nine year lease of:
  1. Parcel 4B and 4C for use as a road.
  2. Parcel PAE4A, 12,649 sq ft for secured joint parking use by Weehawken and PA employees. NJ TRANSIT will receive the \$296,000 appraised market value.

These properties are federally funded and approval for lease is pending with the Federal Transportation Administration (FTA).

- Access easement: of Parcel PAE1A on NJ TRANSIT's East Boulevard/ Baldwin Avenue property for PA access under the Helix. NJ TRANSIT will receive compensation for the loss of five bus parking spaces for the market value of \$315,000, to offset additional operating costs. NJ TRANSIT's acquisition of the property was state funded and its sale was approved as excess.

**ACTION (Justification: Business Efficiencies)**

Staff seeks authorization to take all necessary actions to enter into the instruments and transfer and convey the property interests to the Township of Weehawken, as listed in Exhibit A, for the consideration of \$611,000.

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

**FISCAL IMPACTS**

**Requested Authorization:** Authorize the Chairman or Executive Director to take all necessary actions to enter into the instruments and transfer and convey the property interests to the Township of Weehawken, as listed in Exhibit A, for the consideration of \$611,000.

**Total Project Cost:** N/A

**Projected Date of Completion:** September 2009

**Anticipated Source of Funds:** N/A

**Diversity Goal:** N/A

**Related Authorization:** None

**Operating Budget Impact:** \$315,000 to offset annual deadhead costs for the loss of five buses spaces at daily storage lot.

**Capital Budget Impact:** \$296,000 in non-farebox revenue will go to Capital Programs, since properties were purchased with federal capital funds.

**RESOLUTION**

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

**WHEREAS**, NJ TRANSIT actively seeks to identify excess property with the intention of selling such property to produce non-farebox revenue for NJ TRANSIT; and

**WHEREAS**, as part of a cooperative and concerted effort between Weehawken, NJ TRANSIT, PA, Hartz and Roseland Developers, NJ TRANSIT has been requested to facilitate the Baldwin Avenue Roadway Improvement Project by entering into the property transactions that are the subject of this Board action; and

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to take all necessary actions to enter into the instruments and transfer and convey the property interest to the Township of Weehawken, as listed in Exhibit A, for the consideration of \$611,000.

**EXHIBIT A****WEEHAWKEN PROPERTY TRANSACTIONS FOR THE BALDWIN AVENUE  
ROAD IMPROVEMENT PROJECT**

<b>Parcel</b>	<b>Block/Lot</b>	<b>Type of Transaction</b>	<b>Area (sf)</b>	<b>Appraised Amount</b>
1	Portion of Block 34.01, Lot 1	Fee Weehawken-road/sidewalk to	2,472	Nominal
PAE1A	Portion of Block 34.01, Lot 1	Easement to Weehawken-Access	1,290	\$ 315,000
4B	Portion of Block 34.03, Lot 6	99 year lease to Weehawken-road/sidewalk	9,938	Nominal
4C	Portions of Block 36.04, Lot 2.01 and Block 36.05, Lot 6	99 year lease to Weehawken-road/sidewalk	14,473	Nominal
PAE4A	Portion of Block 34.03, Lot 6	99 year lease to Weehawken-parking lot	12,649	\$ 296,000
	<b>Total</b>			<b>\$ 611,000</b>