

Jon S. Corzine  
Governor

Kris Kolluri, Esq.  
Board Chairman

Richard R. Sarles  
Executive Director

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



September 11, 2007

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the re-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 Monday, September 10, 2007.

Sincerely,

Gwen A. Watson  
Board Secretary

Enclosures

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

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Minutes of the actions taken at the Open Session of the rescheduled 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 Monday, September 10, 2007.

**Present:**

Kris Kolluri, Esq., Chairman  
Myron P. Shevell, Vice Chairman  
A. Matthew Boxer, Governor's Representative  
Kenneth E. Pringle  
Susan L. Hayes

Richard R. Sarles, Executive Director  
Gwen A. Watson, Board Secretary  
Warren A. Hersh, Acting Auditor General  
Penny Bassett-Hackett, Acting Assistant Executive Director, Corporate Communications & External Affairs  
James Gigantino, Vice President & General Manager, Bus Operations  
William Duggan, Vice President & General Manager, Rail Operations  
Mala Narayanan, Deputy Attorney General  
Kenneth Worton, Deputy Attorney General  
Vincent Soleo, Assistant Executive Director, Procurement & Support Services  
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services  
Steve Santoro, Assistant Executive Director, Capital Planning and Programs  
H. Charles Wedel, Chief Financial Officer & Treasurer  
Joseph Allen, Acting Assistant Executive Director, Human Resources  
Jan Walden, Assistant Executive Director, Diversity

Chairman Kris Kolluri convened the Open Session at 9:00 am accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Myron P. Shevell, seconded by Susan L. Hayes and unanimously adopted.

Chairman Kris Kolluri reconvened the Open Session at 9:40 am and asked for a motion to adopt the minutes of the July 11, 2007 meeting. A motion was made by Myron P. Shevell, seconded by Susan L. Hayes and unanimously adopted.

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

The preliminary Fiscal Year 2007 ridership was reported in July 2007 and the final report is now complete. There were record setting passenger volumes during both the fourth quarter and overall for the fiscal year. During the fourth quarter, systemwide ridership was up four percent from a year ago and weekday ridership averaged 890,000 passenger trips, the highest quarterly figure in NJ TRANSIT history.

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Executive Director Sarles said a record 251 million passengers were served. On bus, average weekday ridership increased to 535,000 trips, the highest ever and, on rail, the average weekday numbers increased to 268,000 trips, also the highest ever. Light rail increased 22.3 percent to 62,000 average weekday trips

Executive Director Sarles said other highlights include: Ramsey Route 17 ridership is up nearly 30 percent, Secaucus Junction ridership is up more than 17 percent, Montclair State University ridership is up about 29 percent and Hamilton Station ridership is up 26 percent due to a new parking deck. He said the gains stem from positive economic conditions, continued high gas prices and new services.

Executive Director Sarles said capacity trends are continuing. Weekend ridership is up 10.8 percent on Saturdays for the fourth quarter. This includes an additional 4,600 trips on the Northeast Corridor alone on an average Saturday. During Labor Day weekend alone, 300 more rail cars full of passengers were served than the same weekend a year ago. With commuters returning to work this week, average ridership on peak period trains is up more than 6 percent with select trains experiencing higher growth.

The Prudential Center opens on October 25, 2007 with a full slate of events including Bon Jovi and New Jersey Devils games on 15 of the first 17 nights. NJ TRANSIT will be ready for the opening of the arena which presents an opportunity to look at ways to enhance late evening rail service for the benefit of all customers

Executive Director Sarles said the Market Street stairways will reopen in mid-October, providing direct access between platforms and the best pedestrian route to the arena. Other enhancements include new lighting, wayfinding signs and improved in-station maps and kiosk displays. A new section of the NJ TRANSIT website was created to provide clearer information on how to get to major destinations throughout the system, including the Prudential Center, NJ PAC, the Meadowlands, Atlantic City and Broadway. For the arena opening, additional police, management and customer service staff will be available.

Executive Director Sarles discussed airport access. As a result of feedback from the fare public hearings, he created a task force in April 2007. The task force is composed of NJ TRANSIT, the Port Authority, the Metropolitan Transit Authority and the City of Newark. NJ TRANSIT is delivering on the commitment to improve access and capacity to Newark Liberty International Airport. There is more service on the #62 bus, including new late night and weekend trips to serve airport workers. A dedicated supervisor is at the airport during the late night shift and protocols have been set up with Continental Airlines so that the airline contacts NJ TRANSIT if it is experiencing major airline delays. This allows NJ TRANSIT to make adjustments to service to accommodate workers who have to stay later. He said there is more service on select #107 trips which serves the Port Authority Bus Terminal and the airport. The Port Authority waived the access fee charged at the fare gates for NJ TRANSIT monthly rail pass holders as part of a one year pilot program, which saves customers \$40.00 a month. This makes buying a

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monthly rail pass a more attractive option and would relieve capacity on the #62 line. A rail pass from Newark Penn Station is \$60.00 and a bus pass from Newark Penn Station is \$49.00. Buying a rail pass gives customers maximum flexibility because they can use it on the bus, as well. Newark Liberty Airport Rail Station's weekday ridership is up 14.2 percent for the fourth quarter and there are gains in excess of 10 percent from Penn Station New York, Newark, Princeton Junction, New Brunswick and Hamilton stations.

Executive Director Sarles introduced the new Customer Advocate, Sandy Check. Sandy brings more than 20 years of experience at NJ TRANSIT in communications and customer service. She previously served as Chief of Operations Communications.

Suzanne Mack presented the Advisory Committee report to the Board. Ms. Mack thanked Board Member Pringle for hosting the June meeting of the North and South Jersey Advisory Committees in Belmar and said they had good discussions on various topics. Ms. Mack said it was nice to hear about the free rides for college students during the week of September 17 to 23, 2007 and said this could be the start of a new customer base. She said the Advisory Committees offered their assistance to advocate for more transit funding. Ms. Mack said the Advisory Committees are interested in the new buildings at Madison Square Garden and the revitalization in the New York area. She said the Committees' focus will be to obtain information about interconnectivity to promote and market for ridership in that area.

Board Member A. Matthew Boxer presented the Administration Committee report to the Board. In addition to discussing agenda items at the August 31, 2007 meeting, the Administration Committee focused on the Fiscal Year 2008 budget. He said the Executive Director has undertaken a review of NJ TRANSIT's business practices and has challenged staff to look for savings on the operating side as well as ways to operate more efficiently. Board Member Boxer was pleased that this process has begun and looks forward to hearing more on these issues. The Committee was also briefed on both bus and rail schedule changes. Many of these changes have clear customer benefits from as far south as Cape May and Atlantic City, to as far north as Essex, Hudson and Bergen counties. As part of these changes, NJ TRANSIT added even more service to Newark Liberty International Airport to benefit customers, particularly airport workers. He said Executive Director Sarles' re-emphasis on bus service is paying dividends and bus customers are benefiting.

Board Member Boxer said the Committee is pleased to work with the new customer advocate and knows she will be working closely with the Executive Director on a number of concerns including courtesy issues. As more riders rely on transit in the peak periods, courtesy among passengers is a growing "quality of commuting life" issue. Staff briefed the Committee on a number of actions planned for the fall to improve the commuter experience.

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Board Member Myron P. Shevell presented the Capital Planning, Policy & Privatization (CP3) report to the Board. He said the CP3 Committee met on August 30, 2007 and discussed agenda items and other initiatives.

On agenda items, the Committee spent a good deal of time on the escalator and elevator contract. Overall, the Committee stressed the need for a high level of oversight when it comes to the efficient operation of existing systems and the ones planned in the future.

The Committee also heard about the plans to support the opening of the Prudential Center. Public transportation will play a key role in getting people to the arena and other recreational and entertainment venues around Newark.

There were two public comments on agenda items.

David Peter Alan said the interpretative statements on the Board agenda notice have significantly improved and he appreciates the specific and detailed information regarding Board agenda items. The level of detail enabled him to ask a question which was answered the next day and thanked Board office staff for their promptness. Mr. Alan said he will recommend to APTA that the interpretative statements in the Board agenda notice for today's meeting be a model of appropriate public disclosure for transit boards throughout the nation.

Mr. Alan said there are several items on today's Board agenda that will benefit riders. He supports Item 0709-58 Central New Jersey/Raritan Valley Study. He said the Lackawanna Coalition would like to see Phillipsburg service on the Washington Secondary.

Mr. Alan said he approves of Item 0709-59: Wheel Truing Facility at Hoboken Terminal. He said an improvement in maintenance capacity will also improve the utility of Hoboken as a terminal.

Mr. Alan supports Item 0709-65: Access Link Vehicle Purchase. As a member of the Senior Citizens and Disabled Resident Transportation Advisory Committee, he appreciates the need to accommodate riders with disabilities. Mr. Alan said he hopes that Access Link will someday be combined with accessible scheduled transit to deliver a dramatic improvement in mobility for riders with disabilities.

Mr. Alan complimented Chief Financial Officer Charles Wedel on negotiating another cross border lease.

Mr. Alan said the proposed agreement with Norfolk Southern Corporation deserves mention because if the agreement avoids the necessity for light rail vehicles to travel over Norfolk Southern track to reach the Vehicle Base Facility, it will produce a useful result. He said it eliminates an expensive lease for a short stretch of track, thereby saving money.

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Peter Palmer, Somerset County, supports Item 0709-58 Central New Jersey/Raritan Valley Study. The potential extension of rail service on the Raritan Valley Line is an important element. Mr. Palmer applauds the efforts to move this concept forward and study the problems of I-78 Corridor.

Executive Director Sarles presented the following Action Items for approval:

**0709-56: WATSESSING TRAIN STATION CANOPY RESTORATION: CONSTRUCTION CONTRACT AWARD**

Watsessing Train Station, constructed in 1912, is located in Bloomfield on NJ TRANSIT's Montclair-Boonton Line. The station serves 200 customers each weekday. The station platforms, canopies and retaining walls are in need of repair. This state of good repair effort will restore and preserve the station's historic character while providing improved facilities for customers. Authorization is requested to contract with Watertrol, Inc. for restoration of the inbound and outbound station canopies and platforms, including new platform lighting and anti-graffiti concrete coating, at Watsessing Train Station in an amount not to exceed \$1,725,979, plus five percent for contingencies.

Kenneth E. Pringle moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0709-57: ELEVATOR AND ESCALATOR CONSULTANT TASK ORDER CONTRACT**

NJ TRANSIT's 115 elevators and 60 escalators must be serviced on a regular basis to ensure efficient passenger movement and that accessibility requirements are met. This equipment, when used for high-traffic transportation purposes, requires quick and specialized expertise in the field of elevator and escalator engineering, testing and inspection. In order to ensure that escalators already in service, as well as future equipment, is properly designed, constructed and maintained, Approval for three task order contracts is requested for engineering assistance on an as-needed basis with Gannett-Fleming, Inc./Vertical Transportation Excellence, United Elevator Consultants Service, Inc. and Sterling Elevator Consultants for elevator and escalator engineering, testing and inspection services. The total cost across all three contracts will not exceed \$5,000,000, subject to the availability of funds. Each contract will extend over three years and shall be limited to a maximum value of \$2.5 million. The task limit will be \$350,000, subject to the availability of funds.

Susan L. Hayes moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

Vice Chairman Shevell said there were very detailed discussions regarding the elevator and escalator consultant task order contract. He said it is of the utmost importance that elevators and escalators are safe, reliable and accessible. It is critical that the selected vendors provide service on a moment's notice. NJ TRANSIT takes this contract very seriously and Vice Chairman Shevell said it will be monitored regularly.

**0709-58: CENTRAL NEW JERSEY/RARITAN VALLEY TRANSIT STUDY**

In an effort to eliminate high vehicle congestion in the 1-78 Corridor through non-highway means, a preliminary study was initiated last year by the North Jersey Transportation Planning Authority to determine travel markets, define the potential for transit service and facility enhancements and identify highway improvements. Two federal grants have been awarded to NJ TRANSIT for the next phase of the study, totaling \$1.8 million, for conceptual design of bus and rail facilities and an evaluation of new transit options, particularly those to extend Raritan Valley service as far west as Phillipsburg. Authorization is requested to contract with Systra Consulting, Inc. for planning and conceptual design services for the Central New Jersey/Raritan Valley Study at a cost not to exceed \$1,185,972, plus five percent for contingencies.

Myron P. Shevell moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0709-59: WHEEL TRUING FACILITY AT HOBOKEN TERMINAL: CONSTRUCTION CONTRACT AWARD, CONTRACT AMENDMENTS FOR CONSTRUCTION ASSISTANCE & CONSTRUCTION MANAGEMENT SERVICES**

A new wheel truing facility at Hoboken Rail Yard will permit NJ TRANSIT to maintain the rail fleet's state-of-good-repair by constructing a facility to house a state-of-the-art machine that can reshape wheels on all types of heavy rail equipment in order to maintain optimum performance. The facility will be weather protected with a new, more efficient track configuration and will eliminate the need for deadhead train moves to other maintenance facilities. Relative to this facility construction, Authorization of several contracts is requested, including a contract with Hall Construction for a total of \$12,677,000 plus five percent for contingencies, authorization to amend the professional services contract with STV, Inc. to provide additional design services for final design and to provide construction assistance services during construction in an amount not to exceed \$879,020, plus five percent for contingencies and authorization to amend a contract with Tishman Construction, Inc. to

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provide construction management services during construction in an amount not to exceed \$1,190,037, plus five percent for contingencies.

Myron P. Shevell moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0709-60: HOBOKEN TERMINAL – LONG SLIP PEDESTRIAN BRIDGE: CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR CONSTRUCTION ASSISTANCE**

In an effort to create a direct path to NJ TRANSIT's light rail, commuter rail and to PATH service, authorization is requested to contract for the design and construction of a pedestrian walkway bridge spanning Long Slip Canal, adjacent to the Hudson Bergen Light Rail station. This bridge will carry pedestrian traffic from the nearby Newport section of Jersey City to Hoboken Terminal and will be a continuation of NJ TRANSIT's portion of the Hudson Waterfront Walkway. It will also connect to a future walkway south of the property. Authorization is requested to contract with Simpson & Brown, Inc. for the construction of the Hoboken Terminal Long Slip Pedestrian Bridge, in an amount not to exceed \$6,446,310, plus five percent for contingencies and authorization to amend an existing design-build-operate-maintain professional services contract with Twenty-First Century Rail Corporation for construction management assistance in an amount not to exceed \$290,000, plus five percent for contingencies.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

**0709-61: NEWARK BROAD STREET STATION: AMENDMENT TO FINAL DESIGN AND CONSTRUCTION ASSISTANCE CONTRACT**

The \$76 million project to construct capacity and Americans with Disabilities Act (ADA) improvements at Newark Broad Street Station is well underway. The project scope includes improved train capacity, expanded platform boarding access, a new center island high level platform and shelters, a new eastbound high level platform, bridge, elevator and stairway improvements as well as barrier-free access to the station. This will bring this facility into full compliance with ADA requirements. Unforeseen bridge and field conditions and revisions to equipment layouts and wiring necessitate a request for authorization to fund additional design services with the construction assistance contractor, Systra Consulting, Inc. at a cost not to exceed \$360,000, plus five percent for contingencies.

Myron P. Shevell moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

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**0709-62: INFORMATION TECHNOLOGY CONSULTING SERVICES**

Since the early 1990's, NJ TRANSIT has utilized "skills on demand" task orders to supplement the agency's technology program. These specialized skills allow the agency to implement technology faster, assist on new projects, adopt new technology and augment existing resources to support infrastructure. During the past year, task orders have been let to support the newly implemented bus payroll and maintenance systems, existing payroll support, design of new radio systems as well as passenger communications. Approval is requested to contract with Booz Allen Hamilton, Citadel Information Systems, Data Industries, Edwards & Kelcey, Raj Consultants; RCC Consultants and Telcordia Technologies for the second year of a three year contract limited by the second year's cost not to exceed \$2, 500,000.

Kenneth E. Pringle moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

**0709-63: CONTINUITY OF OPERATIONS VEHICLE**

During any major regional transportation disruption, NJ TRANSIT requires the ability to communicate and control operations from a remote location in concert with other emergency and police personnel. The US Department of Homeland Security will fund a new Continuity of Operations Vehicle equipped with HVAC and electrical systems, satellite, telephone and radio communications, video communications and interior workspace. The vehicle will have 20 data ports to accommodate computers with access to the NJ TRANSIT network and will offer a safe, mobile environment during emergencies. Authorization is requested to contract with Bickford Broadcast Vehicles for integration services and systems to develop a Continuity of Operations Vehicle in an amount not to exceed \$1,035,837, plus five percent for contingencies.

Myron P. Shevell moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

**0709-64: CROSS BORDER LEASES: MCI BUSES**

NJ TRANSIT is purchasing 67 MCI buses with New Jersey Certificates of Participation, or COPS financing, making the purchase eligible for leveraged leasing and a benefit of \$750,000 for the agency. Approval is requested to negotiate with the Royal Bank of Scotland as equity in a United Kingdom lease on approximately \$33,000,000 of MCI buses. Authorization is requested for the Chairman, Executive Director, the Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to close the lease, including the payment of all legal

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and other fees, and up to \$250,000 to indemnify other parties should a transaction fail to close.

Kenneth E. Pringle moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

**0709-65: ACCESS LINK VEHICLE PURCHASE CONTRACT MODIFICATION TO AMEND PREVIOUS BOARD AUTHORIZATION NO. 0704-24**

Following a competitive procurement process in 2005, American Bus and Coach LLC was selected to provide 184 minibuses during a four year contract period. In February 2007, after providing only a portion of the vehicles ordered, American Bus and Coach LLC informed NJ TRANSIT that it was unable to supply additional minibuses. In April 2007, an amended contract authorization was provided for Transit Plus, Inc. to supply 79 minibuses. Three months later, Transit Plus, Inc. informed NJ TRANSIT that it was unable to provide the vehicles for this contract.

Authorization is requested to redirect a portion of the previously authorized funding to contract with Shepard Brothers, Inc. for the purchase of 68 Chevrolet diesel minibuses and 16 Ford diesel minibuses, per a New York state contract, at a cost not to exceed \$4,879,320, plus five percent for contingencies. This purchase will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the Americans with Disabilities Act (ADA) paratransit service to residents and visitors.

Kenneth E. Pringle moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

Executive Director Sarles presented the following Consent Items for approval:

**0709-66: APPROVAL OF GROUND LEASE AND ASSOCIATED DOCUMENTS WITH NOTCHWOOD, LLC TO FACILITATE DEVELOPMENT AT THE UPPER MONTCLAIR STATION AREA**

Authorization for NJ TRANSIT to enter into a ground lease and other agreements and take all other actions as required with Notchwood, LLC to plan, design, construct, lease, operate, manage and maintain the proposed restaurant/station development for the referenced property (a portion of Block 2601, Lot 11). The project will consist of an approximate 2,800 square foot restaurant with interior/exterior waiting areas for rail passengers. The lease term will be for 10 years, with three additional five-year option periods. NJ TRANSIT will receive ground rent with annual increases. All rights, title and interest in the project, including ownership of the improvement to be constructed by Notchwood, LLC, will vest with NJ TRANSIT upon lease termination/expiration.

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**0709-67: NEWARK CITY SUBWAY: ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 9806-70 FOR PURCHASE OF ORANGE INDUSTRIAL TRACK AND TO AUTHORIZE NJ TRANSIT'S SALE OF THE SEVERED PORTION OF THE BERGEN COUNTY LINE TO NORFOLK SOUTHERN AND ACQUISITION OF A PORTION OF THE ORANGE INDUSTRIAL TRACK FROM NORFOLK SOUTHERN**

Authorization for the Chairman or Executive Director to take all necessary actions to transfer the severed portion of the Bergen County Line from Milepost 4.02 to 4.98, known as Block 20, portion of Lot 2, Town of Secaucus, Hudson County, New Jersey to Norfolk Southern Corporation and to acquire the Orange Industrial Track from Milepost 8.616 to milepost 9.905, known as Block 792-Lot 20, Block 800-Lot 20, Block 803-Lot 50, Block 806-Lot 70, Block 849.01-Lot 30, City of Newark; Block 202-Lot 1, Township of Belleville; Block 64-Lot 1, Block 361-Lot 20, Block 391-Lot 80, Township of Bloomfield, Essex County, New Jersey from Norfolk Southern Corporation for continued access to the Newark City Subway Vehicle Base Facility.

The Consent Calendar was moved in its entirety by Myron P. Shevell, seconded by Kenneth E. Pringle and unanimously adopted.

There were two public comments on non-agenda items.

Michael Lattif, Councilman, Tenafly, commented on an editorial in the Press Journal and Bergen News entitled "NJ TRANSIT Left out of Urban Transit Plan". He said as part of a federal program, New York City was selected to receive over \$350 million to fight traffic gridlock, a portion of which would go toward Mayor Bloomberg's congestion pricing plan. Mr. Lattif's asked what role NJ TRANSIT plays in the congestion pricing plan and what impact there will be on Bergen and Hudson county commuters who go into New York City. Mr. Lattif said it does not appear that NJ TRANSIT is represented in the discussions on the congestion pricing plan.

Chairman Kolluri said Governor Corzine has addressed this issue and said NJ TRANSIT does not have a formal role in the discussions. The Port Authority of New York and New Jersey, a bi-state agency, has a seat on the Congestion Pricing Task Force. Chairman Kolluri said Governor Corzine also has concerns about how the congestion pricing plan will impact New Jersey residents. Mayor Bloomberg had made a commitment to allocate \$3 billion for the Access to the Region's Core project which is an important part of the investment. Chairman Kolluri said there are concerns about the financial impact of congestion pricing and said NJ TRANSIT is in discussions with Mayor Bloomberg's office and will continue to do so. In the meantime, NJ TRANSIT's role is through the Port Authority of New York and New Jersey.

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Michael Lattif thanked Chairman Kolluri for his comments and said the average citizen wants to know what congestion pricing means and the expectation is that means nothing good. Mr. Lattif asked if Governor Corzine and NJ TRANSIT can open up broader communication on this issue to alleviate the concerns of the residents of Bergen and Hudson counties.

Board Member Hayes thanked Councilman Lattif for taking the time to appear at the Board Meeting to present his concerns and comments on the congestion pricing plan.

Al Cafiero commented on the implementation of the congestion pricing plan by New York City and said it will have a great and immediate impact on commuters from New Jersey. Mr. Cafiero said there is not enough bus and train capacity to carry the estimated 15,000 people who would be forced from their autos when congestion pricing becomes a reality.

Mr. Cafiero said NJ TRANSIT cannot wait for the completion of THE Tunnel because an operational plan will be needed in three or four years. The possibility of congestion pricing was not included in the Access to the Region's Core study so there would be strong likelihood that THE Tunnel will not have adequate capacity to handle the growth rate of traffic by the time it is completed.

Mr. Cafiero emphasized that New Jersey needs to develop alternatives for the immediate future and one alternative is ferries. He said NJ TRANSIT should develop a "Comprehensive Hudson Ferry Plan" with integrated routes and a subsidized bus feeder system in Manhattan.

Mr. Cafiero said NJ TRANSIT should demand a fair share of congestion pricing funds to be used not only to expand and subsidize ferry services but to provide new rail connections to the ferries. He said in New York, ferry service should be expanded by adding more terminals about 10 to 20 blocks apart and in New Jersey, it is more a matter of access, by allowing Ferry Buses to use the express bus lane to reach boats at Lincoln Harbor and installing an express bus lane at the Holland Tunnel.

Since there were no further comments or business, the Chairman called for adjournment and a motion to adjourn was made by Myron P. Shevell, seconded by Kenneth E. Pringle and unanimously adopted.

The meeting was adjourned at approximately 10:30 am.

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

**SEPTEMBER 10, 2007**

**MINUTES**

- |   |   |       |
|---|---|-------|
| ➤ | EXECUTIVE SESSION AUTHORIZATION                               | 39094 |
| ➤ | APPROVAL OF MINUTES OF PREVIOUS MEETINGS                      | 39095 |
| ➤ | EXECUTIVE DIRECTOR'S MONTHLY REPORT                           | 39096 |
| ➤ | ADVISORY COMMITTEE REPORTS                                    | -     |
| ➤ | BOARD COMMITTEE REPORTS                                       | -     |
| ➤ | BOARD ADMINISTRATION COMMITTEE                                | -     |
| ➤ | BOARD CAPITAL PLANNING, POLICY AND<br>PRIVATIZATION COMMITTEE | -     |
| ➤ | PUBLIC COMMENTS ON AGENDA ITEMS                               | -     |

**ACTION ITEMS**

0709-56	WATSESSING TRAIN STATION CANOPY RESTORATION: CONSTRUCTION CONTRACT AWARD	39135
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Authorization to contract (No. 07-097XR) with Watertrol, Inc. of Cranford, New Jersey, for the restoration of the station canopies and platforms at Watsessing Train Station in an amount not to exceed \$1,725,979, plus five percent for contingencies, subject to the availability of funds.

0709-57	ELEVATOR AND ESCALATOR CONSULTANT TASK ORDER CONTRACT	39138
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Authorization to contract (No. 07-109) with Gannett-Fleming, Inc./Vertical Transportation Excellence of South Plainfield, New Jersey; United Elevator Consultants Service, Inc. of New York, New York; and Sterling Elevator Consultants, LLC of Simsbury, Connecticut for elevator and escalator engineering, testing and inspection services, at a total cost across all three contracts not to exceed \$5,000,000, subject to the availability of funds. Each

NEW JERSEY TRANSIT CORPORATION  
 NJ TRANSIT BUS OPERATIONS INC.  
 NJ TRANSIT RAIL OPERATIONS INC.  
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contract will extend over three years and shall be limited to a maximum value of \$2,500,000. The task limit will be \$350,000, subject to the availability of funds.

0709-58      CENTRAL NEW JERSEY/RARITAN VALLEY TRANSIT      39141  
 STUDY

Authorization to contract (No.07-102) with Systra Consulting, Inc. of Little Falls, New Jersey, for planning and conceptual design services for the Central New Jersey/Raritan Valley Transit Study at a cost not to exceed \$1,185,972, plus five percent for contingencies, subject to the availability of funds.

0709-59      WHEEL TRUING FACILITY AT HOBOKEN TERMINAL:      39144  
 CONSTRUCTION CONTRACT AWARD, CONTRACT  
 AMENDMENTS FOR CONSTRUCTION ASSISTANCE &  
 CONSTRUCTION MANAGEMENT SERVICES

Authorization to contract (No.08-003X) with Hall Construction of Howell, New Jersey for construction of a new Wheel Truing Facility at Hoboken Rail Yard in an amount not to exceed \$12,677,000, plus five percent for contingencies, subject to the availability of funds; and

Authorization to amend the professional services contract (No. 94CA035) with STV, Inc. of New York, New York, to provide additional design services related to the final design, and to provide construction assistance services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$879,020, plus five percent for contingencies, for a total contract authorization of \$25,144,401, subject to the availability of funds; and

Authorization to amend the Construction Management Services contract (No.97CM022) with Tishman Construction, Inc., of Newark, New Jersey, to provide construction management services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$1,190,037, plus five percent for contingencies, for a total contract authorization of \$10,882,510, subject to the availability of funds.

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 NJ TRANSIT BUS OPERATIONS INC.  
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- 0709-60 HOBOKEN TERMINAL – LONG SLIP PEDESTRIAN BRIDGE: CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR CONSTRUCTION ASSISTANCE 39148

Authorization to contract (No. 07-123X) with Simpson & Brown, Inc. of West Cranford, New Jersey for the construction of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$6,446,310, plus five percent for contingencies, subject to the availability of funds; and

Authorization to amend the existing design-build-operate-maintain professional services contract (96CT001) with Twenty-First Century Rail Corporation of Jersey City, New Jersey, for construction assistance in support of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$290,000, plus five percent for contingencies, for a total contract authorization of \$2,594,047,922, subject to the availability of funds.

- 0709-61 NEWARK BROAD STREET STATION: AMENDMENT TO FINAL DESIGN AND CONSTRUCTION ASSISTANCE CONTRACT 39151

Authorization to fund additional design services within the Phase III (Construction Assistance) professional services contract (No. 02-101) with Systra Consulting, Inc. of Bloomfield, New Jersey, for Construction Assistance in support of the Newark Broad Street Station Americans with Disabilities Act and Capacity Improvements project at a cost not to exceed \$360,000, plus five percent for contingencies, for a total contract authorization of \$5,568,150, subject to the availability of funds.

- 0709-62 INFORMATION TECHNOLOGY CONSULTING SERVICES 39154

Authorization to contract (No. 05-109) for professional services to supplement staffing within NJ TRANSIT's Information Services Department with Booz Allen Hamilton of Newark, New Jersey; Citadel Information Systems of

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 NJ TRANSIT BUS OPERATIONS INC.  
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East Brunswick, New Jersey; Comsys of Somerset, New Jersey; Data Industries of New York, New York; Edwards & Kelcey of Morristown, New Jersey; Raj Consultants of Iselin, New Jersey; RCC Consultants of Woodbridge, New Jersey and Telcordia Technologies of Red Bank, New Jersey for the second year of a three year contract limited by the second year's cost not to exceed \$2,500,000, subject to the availability of funds.

0709-63 CONTINUITY OF OPERATIONS VEHICLE 39157

Authorization to contract (No. 07-045) with Bickford Broadcast Vehicles of Chantilly, Virginia for integration services and systems to create a continuity of operations vehicle in an amount not to exceed \$1,035,837, plus five percent for contingencies, subject to the availability of funds.

0709-64 CROSS-BORDER LEASES: MCI BUSES 39161

Authorization to negotiate with the Royal Bank of Scotland as equity in a United Kingdom lease of MCI buses and authorization for the Chairman, Executive Director, the Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to close the lease, including the payment of all legal and other fees, and up to \$250,000 to indemnify other parties should a transaction fail to close.

0709-65 ACCESS LINK VEHICLE PURCHASE CONTRACT MODIFICATION TO AMEND PREVIOUS BOARD AUTHORIZATION NO. 0704-24 39163

Authorization to redirect a portion of the previously authorized funding for Contract 05-072 to contract with Shepard Brothers, Inc. of Canandaigua, New York for the purchase of 68 Chevrolet diesel minibuses and 16 Ford diesel minibuses, per New York state contract, at a cost not to exceed \$4,879,320, plus five percent for contingencies, subject to the availability of funds.

## CONSENT CALENDAR

- 0709-66 APPROVAL OF GROUND LEASE AND ASSOCIATED DOCUMENTS WITH NOTCHWOOD, LLC TO FACILITATE DEVELOPMENT AT THE UPPER MONTCLAIR STATION AREA 39167

Authorization for NJ TRANSIT to enter into a ground lease and other agreements and take all other actions as required with Notchwood, LLC to plan, design, construct, lease, operate, manage and maintain the proposed restaurant/station development for the referenced property (a portion of Block 2601, Lot 11). The project will consist of an approximate 2,800 square foot restaurant with interior/exterior waiting areas for rail passengers. The lease term will be for 10 years, with three additional five-year option periods. NJ TRANSIT will receive ground rent with annual increases. All rights, title and interest in the project, including ownership of the improvement to be constructed by Notchwood, LLC, will vest with NJ TRANSIT upon lease termination/expiration.

- 0709-67 NEWARK CITY SUBWAY: ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 9806-70 FOR PURCHASE OF ORANGE INDUSTRIAL TRACK AND TO AUTHORIZE NJ TRANSIT'S SALE OF THE SEVERED PORTION OF THE BERGEN COUNTY LINE TO NORFOLK SOUTHERN AND ACQUISITION OF A PORTION OF THE ORANGE INDUSTRIAL TRACK FROM NORFOLK SOUTHERN 39171

Authorization for the Chairman or Executive Director to take all necessary actions to transfer the severed portion of the Bergen County Line from Milepost 4.02 to 4.98, known as Block 20, portion of Lot 2, Town of Secaucus, Hudson County, New Jersey to Norfolk Southern Corporation and to acquire the Orange Industrial Track from Milepost 8.616 to milepost 9.905, known as Block 792-Lot 20, Block 800-Lot 20, Block 803-Lot 50, Block 806-Lot 70, Block 849.01-Lot 30, City of Newark; Block 202-Lot 1, Township of Belleville; Block 64-Lot 1, Block 361-Lot 20, Block 391-Lot 80, Township of Bloomfield,

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Essex County, New Jersey from Norfolk Southern Corporation for continued access to the Newark City Subway Vehicle Base Facility.

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 11, 2007 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 12, 2007;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the July 11, 2007 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors' meetings are hereby approved.

Jon S. Corzine  
Governor

Kris Kolluri, Esq.  
Board Chairman

Richard R. Sarles  
Executive Director



**TO:** BOARD OF DIRECTORS  
**FROM:** RICHARD R. SARLES *Richard R. Sarles*  
**DATE:** SEPTEMBER 10, 2007  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT – SEPTEMBER 2007

In July, we reported our preliminary Fiscal Year 2007 (FY07) ridership, which showed a fourth consecutive year of systemwide ridership growth. Our final ridership results for the fiscal year confirmed this growth with a 4.1 percent increase, a record-high 251 million trips on our bus, rail and light rail services. The gains stem generally from positive economic conditions in the region and are sustained by higher fuel prices and new NJ TRANSIT services and system improvements.

We carried record-setting passenger volumes during both the fourth quarter (April 1 through June 30) and FY07 as a whole. Weekday ridership for the fiscal year averaged 865,000 trips across the system, while average weekday trips in the fourth quarter reached 890,000 passenger trips—the highest quarterly figure in NJ TRANSIT history.

As part of our efforts to keep pace with this growing ridership demand, we continue to roll out multilevel vehicles to add capacity on existing trains, with more than 30 cars now on the property. On the bus side, we are working with the Port Authority of New York and New Jersey to increase capacity at the Port Authority Bus Terminal, and we are studying bus ridership in both the Greater Newark area and northwestern New Jersey counties to align resources with trends. In the meantime, we will continue to adjust service where possible to accommodate growth.

Next month, we will enhance service on both the Pascack Valley and Raritan Valley lines, thanks to the completion of their respective "passing sidings" projects. Effective with the October 28 rail timetable change, we will introduce off-peak and weekend service on the Pascack Valley Line, fulfilling our commitment to making it a full-service line. With 121 new trains per week nearly doubling the level of service, the line will provide commuters with greater flexibility and will open up the line for leisure travel. On the Raritan Valley Line, we will enhance service between Raritan and High Bridge, with eight new weekday trains added with completion of the White House Passing Track project.

This month, I am pleased to provide an update on a task force created back in April to review Newark Liberty International Airport access issues. Already, we are delivering on our commitment to improve transit access and capacity to the airport, with more service on the No. 62 bus route, including new late-night and weekend trips, as well as more service on select No. 107 trips. We have also dedicated a supervisor at the airport during late night hours to improve service, and we established protocols with Continental Airlines enabling them to contact us if they are experiencing major delays so that we can adjust service to accommodate workers who have to stay late.

In addition, as of September 1, the Port Authority has agreed to waive the access fee charged at the airport station fare gates for monthly rail pass holders, saving customers \$40 per month and making the rail pass a more attractive option. This is a one-year pilot program that will be reevaluated next year.

Finally, last month I selected Sandra Check as our new Customer Advocate. Sandy brings to this position more than 20 years of experience at NJ TRANSIT with a background in communications and customer service positions. Most recently, she served as Chief of Operations Communications, which includes among its responsibilities the My Transit alert system that sends information to customers' pagers, cell phones and PDAs. During her tenure at NJ TRANSIT, she has also developed and implemented customer-focused initiatives such as the "Customer First" program. We look forward to the new ideas and recommendations that Sandy will bring to the table as Customer Advocate.

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# **EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 2007**

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

# HIGHLIGHTS

## **NJ TRANSIT adopts FY08 capital, operating budgets**

After posting a fourth consecutive year of record ridership growth, NJ TRANSIT adopted a budget on July 11 that supports more service while keeping core system cost growth constrained to inflationary levels.

At its regular monthly meeting, the Board of Directors approved a FY 08 \$1.3 billion capital budget and a \$1.6 billion operating budget.

The operating budget includes a contribution from the state of nearly \$300 million, about the same amount as last year. Another \$464 million in federal and state reimbursements help support the operating budget, which covers the daily expenses of operating the statewide system, fuel, electricity, insurance and other costs.

The capital budget directs \$283 million to state-of-good-repair projects for bus, rail and light rail systems, including \$47 million toward the purchase of 1,171 new buses; and \$100 million to advance the Access to the Region's Core project.

### **Capital Program Highlights**

- \$100 million for ARC and funding for planning, engineering or construction of many expansion projects under consideration, including the Northern Branch, Hudson-Bergen Light Rail extension, South Jersey/PATCO extension, Passaic-Bergen Rail project, MOM and Lackawanna Cutoff.
- \$85 million for track and bridge improvements, including replacing 13 miles of NJ TRANSIT's 536 miles of track and replacing 53,000 main line track ties.
- \$82 million in bus and light rail infrastructure and equipment, including \$47 million toward the purchase of 1,171 new buses, \$7 million for bus on-board fare-collection improvements and \$2 million for Newark Light Rail infrastructure improvements.
- \$57 million for rail station improvements including 31st Street New York Penn Station, Trenton Station and Metropark Station.
- \$22 million for the Portal Bridge replacement project.
- \$3 million for additional parking at South Amboy Station and Edison Station Park & Ride.

The capital budget is primarily funded by the New Jersey Transportation Trust Fund (\$625 million), federal sources (\$399 million), federal Congestion Management Air Quality and Surface Transportation Program funds (\$126 million) and other targeted federal support (\$86 million).

### **Operating Budget Highlights**

- Supports an additional 200,000 rail car miles – including, for example, new mid-day and weekend service on the Pascack Valley Line – as well as 18,000 additional light rail miles, 40,000 additional bus hours with new trips on 25 routes, and nearly a million new miles of Access Link service for people with disabilities.
- Purchased Transportation (\$165 million) includes additional funding for Access Link services and for the Elderly & Handicapped Reduced Fare and Private Carrier Bus Card programs.
- Fuel, Power, Material and Supplies (\$240 million) includes additional funding for increased bus and rail services.

The operating budget is primarily funded by passenger and other revenues (\$825 million), state and federal reimbursements (\$464 million) and state operating assistance (\$298 million).

### **NJ TRANSIT to implement express bus lane in downtown Newark**

Thousands of bus commuters will benefit from an improved commute, thanks to a project approved July 11 by the NJ TRANSIT Board of Directors to create an express bus lane along a portion of Raymond Boulevard in downtown Newark during the busy evening rush hour.

The Board awarded a \$1.2 million contract to Daidone Electric, Incorporated, of Newark, to create an express bus lane on Raymond Boulevard between Raymond Plaza East and McCarter Highway, using new traffic signal synchronization, changeable message signs and pavement striping.

The express bus lane will operate weekdays during the evening peak period, improving bus circulation outside of Newark Penn Station and reducing delays to bus trips caused by vehicular traffic.

More than 130 buses operate each weekday from Newark Penn Station along Raymond Boulevard during evening peak hours, serving approximately 3,000 customers.

The project will include installation of new pavement and striping, traffic lights, sidewalks, crosswalks and changeable message signs, as well as removal of sidewalks, medians, pavement, crosswalk pavers and planters where needed. In addition to improving the commute for bus customers, the project will also enhance pedestrian safety and convenience.

The routes that will benefit from the express bus lane include:

- 5 Kinney
- 21 Newark-West Orange
- 29 Bloomfield Ave.
- 39 Chancellor Ave.-Kearny Ave.
- 62 Newark-Woodbridge-Perth Amboy
- 67 Toms River-Lakewood-Newark
- 70 Newark-Livingston
- 71 Newark-West Caldwell
- 72 Newark-Paterson
- 73 Newark-Livingston Mall
- 75 Newark-Butler
- 76 Newark-Hackensack
- 78 Newark-Secaucus
- 44 Tremont (Coach USA)

Construction on the project will begin this fall, with completion expected in 2008.

### **NJ TRANSIT advances Portal Bridge replacement project**

On July 11, the NJ TRANSIT Board of Directors approved funding for the final phase of environmental work regarding Portal Bridge, a nearly 100-year-old span that carries Northeast Corridor train traffic over the Hackensack River just west of Secaucus Junction.

This action authorizes completion of the Final Environmental Impact Study (FEIS), coordinating the Portal Bridge project with the Access to the Region's Core project, which features a new two-track tunnel under the Hudson River being built over the next decade.

The new Portal Bridge crossing will need to accommodate increased peak-period train traffic. The existing two-track span, which was placed into service in 1910, now operates near capacity during peak periods, carrying 23 trains per hour in the peak direction.

The new crossing is being designed to reduce the number of times it will need to be opened and to reduce the time needed to complete an open-and-close sequence. The existing swing bridge

pivots open to permit marine traffic to pass, forcing Northeast Corridor Line, North Jersey Coast Line and MidTOWN DIRECT trains to wait.

The board amended the DEIS contract with AKRF Inc. and authorized the firm to prepare the FEIS, for a total authorization of \$5.3 million.

NJ TRANSIT will continue to advance the project in partnership with Amtrak, owner of the existing bridge, the Federal Railroad Administration and the Federal Transit Administration.

### **NJ TRANSIT advances project to extend Hudson-Bergen Light Rail to 8<sup>th</sup> Street in Bayonne**

NJ TRANSIT's plans to extend Hudson-Bergen Light Rail service farther into Bayonne advanced July 11, with the Board of Directors authorizing the acquisition of all property necessary to construct a one-mile extension of the track alignment and a new station at 8th Street.

In September 2006, the Board authorized the work needed to advertise a design/build contract, including completion of preliminary design work on the track alignment and the new station, as well as environmental work and other tasks associated with preparation of the design/build package.

With the design work well underway, the project will extend the light rail system from its current southern terminus at 22nd Street to a new station at 8th Street.

From the elevated 22nd Street Station, the light rail tracks will be extended south, hugging the existing Conrail right-of-way along Avenue E. A viaduct will carry light rail vehicles over local streets to an elevated platform at the new 8th Street Station, which will feature an elevator and stairs between street and platform levels.

As a result of community meetings, the station will be located on the east side of Avenue C and on the south side of 8th Street, with architecture reminiscent of the old Central Railroad of New Jersey (CNJ) station that once stood near the site.

NJ TRANSIT expects to have the property rights secured this fall. Construction is expected to start in 2008, with completion in late 2009.

### **NJ TRANSIT Board approves North Hackensack parking expansion**

Commuters looking for parking at North Hackensack Station will soon find nearly twice as many spaces to choose from as a result of a project approved on July 11 by the NJ TRANSIT Board of Directors.

NJ TRANSIT will nearly double parking capacity at the station with construction of a new 143-space surface lot on the east side of the tracks. The second lot will bring the total number of available parking spaces to 291.

The station, served by trains on the Pascack Valley Line, is expected to see an increase in ridership when NJ TRANSIT introduces bi-directional, off-peak and weekend rail service next month. NJ TRANSIT is nearing completion of four "passing tracks" along the single-track railroad to allow trains to operate in both directions at the same time. Currently, all Pascack Valley trains operate to Hoboken in the morning and from Hoboken in the afternoon and evening.

Tilcon New York Inc. of Wharton, NJ will build the new parking expansion under a \$1.6 million contract. Construction is scheduled to begin this month, with completion expected in mid-2008.

### **NJ TRANSIT gives 69<sup>th</sup> Street Bridge improvements project 'green light'**

With approval from the NJ TRANSIT Board of Directors on July 11, final design for improvements to the 69<sup>th</sup> Street Bridge and Roadway in North Bergen, NJ, will begin. Changes made will better facilitate traffic and ensure greater expediency and efficiency of railroad and vehicular traffic on and around the 69<sup>th</sup> Street Bridge area.

Completion of the grade separation at 69<sup>th</sup> Street will help with the flow of both railroad movements and vehicular traffic across as many as eight tracks. This translates to lesser disruptions in automobile traffic, and a safer, more reliable corridor for rail service.

The 69<sup>th</sup> Street Bridge and Roadway Improvements project will separate the intersection of 69<sup>th</sup> Street from an existing, six-track freight railroad corridor and the future Northern Branch passenger rail system. In addition to a new roadway bridge, the project also includes related improvements on portions of 69<sup>th</sup> Street, West Side Avenue and Anpesil Drive.

As part of the project, NJ TRANSIT will construct temporary bypass roads; rebuild parts of the 69<sup>th</sup> Street Bridge and retaining wall; reconstruct roadways curbs, sidewalks and driveways within the project limits; restructure a roadway storm drainage system; reposition a sanitary sewer line; install traffic signs at two intersections; and restore areas impacted by construction activities.

The project is expected to be completed by 2011.

### **James J. Gigantino named Vice President and General Manager of NJ TRANSIT Bus Operations**

The NJ TRANSIT Board of Directors appointed James J. Gigantino as the Vice President and General Manager of NJ TRANSIT Bus Operations at its regularly scheduled meeting on July 11, 2007.

Mr. Gigantino has served as NJ TRANSIT's Acting Vice President and General Manager of Bus Operations since March 2003, overseeing operations for a fleet of more than 2,100 buses, which serve an average of 530,000 customers on a typical weekday. In his official role, he has also assumed responsibility of service planning for the agency's 240 bus routes.

In 1988, Mr. Gigantino joined NJ TRANSIT as the head of the Bus Safety department, and later advanced to Deputy General Manager of Technical Training and Safety. In that position, he was responsible for all operational, mechanical and management training and safety initiatives.

Mr. Gigantino received the Innovations in Training Award from the National Transit Institute in 1995 for his work on computer-based training and simulation. He was promoted in 1996 to NJ TRANSIT's Deputy General Manager of Transportation and was responsible for all bus transportation activities statewide, including depot operations, terminals and park-rides, control center operations and service supervision.

As part of NJ TRANSIT's Senior Bus Leadership team, Mr. Gigantino coordinated the start-up of new garages in Jersey City, Wayne and Egg Harbor Township, as well as the Atlantic City Bus Terminal and Route 23 Park-Ride. He also coordinated the closure and consolidation of service from obsolete garages in Wildwood and Warwick.

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A lifetime resident of New Jersey, Mr. Gigantino earned an Associate in Arts degree from Union County College, and a Bachelor of Science in Management Science from Kean University.

# **CUSTOMER AND COMMUNITY INITIATIVES**

### **Pascack Valley Line customers to get improved service this fall**

Pascack Valley Line customers will benefit from 121 new trains per week, including bi-directional, off-peak and weekend rail service for the first time—as a result of new “passing sidings” constructed along the single-track line.

Starting October 28, NJ TRANSIT will offer 15 new weekday trains—eight inbound to Secaucus and Hoboken and seven outbound—nearly doubling the level of service on the line. Of the additional weekday trains, one inbound and two outbound will operate in the evening, including a late-night train, with the remainder of the new service offered midday.

Also for the first time, customers will benefit from weekend service, with 23 trains operating on Saturdays and 23 on Sundays—11 inbound to Hoboken and 12 outbound each day.

The service improvements are made possible by three “passing sidings” constructed along the alignment in Hasbrouck Heights and Hackensack, NJ and Nanuet, NY. The passing sidings enable trains operating in opposite directions to pass one another on a short stretch of double track.

In December 2004, the NJ TRANSIT Board of Directors approved construction of the Pascack Valley Line passing sidings to provide enhanced rail service. Construction on the project began in spring 2005.

Currently, all trains on the Pascack Valley Line—which serves approximately 7,700 trips on a typical weekday between Hoboken Terminal and Spring Valley, NY—must operate on a single track, limiting service to one direction. Metro-North provides operating support for service to the three stations in New York: Pearl River, Nanuet and Spring Valley.

### **Bus service adjustments for Fall 2007**

NJ TRANSIT adjusted bus routes on September 1, adding trips on a number of lines to meet demand and extending some routes to better link customers to employment, shopping and recreation destinations.

The changes included the continued expansion of service to Newark Liberty International Airport, with trips added to the No. 62 bus route between Newark Penn Station and the airport, as well as south of the airport to and from Rahway. In addition, selected No. 107 trips to and

from New York, Irvington and South Orange now operate via Union City and the north area of Newark Liberty International Airport on weekdays.

### **NJ TRANSIT creates bus and rail interconnectivity at A.C. Rail Terminal**

NJ TRANSIT launched intermodal service at the Atlantic City Rail Terminal on September 1, to better serve customers whose trips include bus and rail components and to provide convenient bus service to the Atlantic City Convention Center, located at the rail terminal.

The No. 552 bus, which provides service to popular coastal destinations including Wildwood and Cape May, now originates and concludes trips at the rail terminal instead of at the Atlantic City Bus Terminal, which is located three blocks away. All trips continue to serve the bus terminal.

Upon arrival at the Atlantic City Rail Terminal, rail customers may step aboard a No. 552 cruiser-style bus to their shore destination. The 552 also serves the Crest Haven County Complex in Middle Township, Cape May Court House, the Lions Senior Center in Wildwood, Rio Grande, Villas and Cape May.

Coastal residents may now benefit from a direct bus connection to events at the Atlantic City Convention Center. The 552 also serves the Ocean View Park & Ride, located along the Garden State Parkway. The facility offers residents the convenience of parking there and completing their trip to Atlantic City with a comfortable, hassle-free ride aboard the bus.

### **NJ TRANSIT co-hosts forum on loans for small businesses**

NJ TRANSIT and the Regional Alliance for Small Contractors hosted a forum for small business owners who are seeking to obtain contracts or sub-contracts on NJ TRANSIT projects.

The forum provided an opportunity for small business owners to meet with bankers who are participating in the outreach program and to learn about financing packages designed to meet their needs. Business owners were also able to meet NJ TRANSIT Office of Business Diversity and Regional Alliance officials.

The event was held on July 24 at the Washington Square Conference Center at the IDT Building in Newark.

Representatives from Banco Popular, City National Bank, First Bank Americano, PNC Bank, Provident Bank and the Greater Newark Business Consortium attended.

**Monthly access fee waived at Newark Liberty International Airport**

Effective September 1, the \$40 access fee is waived on NJ TRANSIT monthly rail passes to and from Newark Liberty International Airport Rail Station. The elimination of the access fee is a pilot program for one year and will be reevaluated after that time.

# **EMPLOYEE RECOGNITION**

### **NJ TRANSIT appoints new Customer Advocate**

Last month, **Sandra Check** was selected as NJ TRANSIT's new Customer Advocate. Sandy brings to this position more than 20 years of experience at NJ TRANSIT and a varied background in communications and customer service-oriented positions.

Most recently, as the first Chief of Operations Communications, she managed a new NJ TRANSIT division that successfully established a direct line of communication with front line rail and customer service employees, enabling us to more effectively provide real-time service information to our customers. Prior to that, she led our Customer Service and Transit Information departments as Senior Director, during which time she developed and implemented customer-focused initiatives such as the "Customer First" program.

### **NJ TRANSIT Police Department welcomes new member**

The NJ TRANSIT Police Department is pleased to welcome a new member to the force. Recruit **Mathew Dischler** graduated from the Burlington County Police Academy on August 23.

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

Sixty-eight NJ TRANSIT employees retired in July with careers ranging from 7 to 53 years of service:

1. Virginia A. Thomas (Linden) General Office Building Group Head – 43 years
2. James Gourdine (East Orange) GOB Director Services Supervisor – 41 years
3. Patricia M. Clifton (Union) General Office Building Group Head – 38 years
4. Robert Martinelli (North Arlington) Penn Plaza Manager Intra Structural – 37 years
5. William Thomas (Fair Lawn) Wayne Garage Maintenance – 37 years
6. Elbert W. Jones (Newark, DE) Ironbound Garage Bus Operator – 36 years
7. James L. Montgomery (Newark) Market Street Garage Depot Clerk – 35 years
8. Robert Kalczuk (Hamburg) Ironbound Garage Bus Operator – 33 years
9. John Loblein (Toms River) MMC Assistant Manager Locomotive – 33 years
10. James Morehouse (Fairview) PABT Station Starter – 33 years
11. Anthony M. Collins (Williamstown) Hilton Garage Inspector – 32 years
12. Donald Marks (Morris Plains) Howell Garage Full-Time Union Official – 32 years
13. Raymond J. Frank (Lincroft) PSNY Asst. Superintendent Mechanic Dept. – 31 years
14. Stephen H. Morgan (Sicklerville) Washington Township Mechanic "A" – 31 years

15. Ronald J. Cavett (Clayton, DE) Washington Township Depot Master Claims – 30 years
16. Douglas J. Filson (Audubon) Washington Township Bus Operator – 30 years
17. George R. Gardner (West Milford) Oradell Garage Bus Operator – 30 years
18. Harry E. Maskell (Little Egg Harbor) Howell Garage Bus Operator – 30 years
19. John F. Considine (West Orange) PABT Station Starter – 29 years
20. Miguel Cruz (Jersey City) Greenville Garage Bus Operator – 29 years
21. Robert B. Zinkowicz (Union) Ironbound Garage Repairman "A" – 29 years
22. Carole Duffy (Wanaque) Penn Plaza Manager Sales & Employee Services – 28 years
23. Randolph E. Ferebee (Edison) Ironbound Garage Bus Operator – 28 years
24. Kathy Roberts-Burke (Willingboro) Principal Business Dev. Specialist – 28 years
25. Deborah J. Sloane (Newark) Penn Plaza Supervisor Collection & Audit – 28 years
26. Louis Wright (Hillside) Ferry Street Instructor – 28 years
27. Robert Gray (Paterson) Wayne Garage Bus Operator – 27 years
28. Francis J. Karol, Jr. (Manahawkin) Newton Avenue Bus Operator – 27 years
29. Darrell E. Thomas (Burlington) Newton Avenue Bus Operator – 27 years
30. Donald Boose (Irvington) Hilton Garage Bus Operator – 26 years
31. James J. Farrell (Westville) Newton Avenue Depot Master – 26 years
32. James D. Karr (Mt. Laurel) Southern Division Unit Claims Manager – 26 years
33. Robert E. Kay (Waterford Wks) Egg Harbor Repairman – 26 years
34. Maria King (Hackettstown) General Office Building Sr. Audit Clerk – 26 years
35. Lloyd S. Stephenson (Paterson) Big Tree Garage Bus Operator – 26 years
36. James J. Allen (Pine Hill) Atlantic City Mechanic – 25 years
37. Thomas J. Carrieri, Jr. (Egg Harbor Township) Egg Harbor Bus Operator – 25 years
38. Julius Douglas (Newark) Oradell Garage Bus Operator – 25 years
39. Jose M. Ferreira (Keamy) Central Maintenance Facility Maintenance – 25 years
40. Cheryl E. D'Amico (Williamstown) Washington Township Bus Operator – 24 years
41. Michael P. Haines (Brick) Howell Garage Bus Operator – 24 years
42. Luis Valle (Passaic) Wayne Garage Bus Operator – 24 years
43. Paul J. Beyers, Sr. (Blackwood) Washington Township Cleaner/Custodian – 23 years
44. Shirley Briggs ((Plainfield) Oradell Garage Bus Operator – 23 years
45. George J. Buzinky (Clifton) Wayne Garage Bus Operator – 23 years
46. Raymond Edwards (South Toms River) Howell Garage Ticket Agent – 23 years
47. David P. Giordano (Toms River) Howell Garage Repairman "A" – 23 years
48. John T. Grogan (Barnegat) Egg Harbor Bus Operator – 23 years
49. Carol Heerwagen (Warren) General Office Building Sr. Accounting Clerk – 23 years
50. Carmen Linares (Phillipsburg) Hilton Garage Bus Operator – 23 years

51. Sybil R. Monroe (Sicklerville) Atlantic City Terminal Inspector Class "B" – 23 years
52. Roberto A. Panfili (Saddle Brook) Market Street Garage Bus Operator – 23 years
53. Juanita Villafane (Linden) Ironbound Garage Cleaner – 23 years
54. Bertha Grant (Farmingdale) Howell Garage Bus Operator – 22 years
55. Carrol Dunkley (Cape May Court House) Egg Harbor Bus Operator – 22 years
56. Charles E. Scully (Barnegat) Atlantic City Bus Operator – 21 years
57. Hope E. Gordon (Irvington) Hilton Garage Bus Operator – 20 years
58. Feliciano Soriano (Wayne) Penn Plaza Operation Analyst – 20 years
59. Henry Fernandez (Teaneck) MMC Management General Forman – 19 years
60. Charles T. Prehm (Fairless Hill, PA) Penn Plaza DGM Equipment Rail – 19 years
61. Daniel G. Hyp (Howell) Safety Specialist – 18 years
62. William W. Laird (Langhorne, PA) Central Maint. Facility Stockroom Clerk – 14 years
63. William L. Robinson (Wenonah) Washington Township Repairman "A" – 13 years
64. Marco A. Sanchez (Patterson) Market Street Garage Mechanic – 13 years
65. David R. Landreth (Lake Hopatcong) Central Stores Store Room Specialist – 12 years
66. Wen Chao Li (Robbinsville) Penn Plaza Sr. System Anal. Program – 10 years
67. Robert E. Forchion (Williamstown) Egg Harbor Repairman "A" – 10 years
68. Helen Kirsch (Berkeley Heights) Penn Plaza Regional Program Admin. – 7 years

Eighty-nine NJ TRANSIT employees retired in August with careers ranging from 12 to 39 years of service:

1. Charles J. Baumiester (Edgewater Park) Newton Avenue Garage Instructor – 39 years
2. Joseph Caprello (Jersey City) Greenville Garage Cleaner – 39 years
3. Alan B. Frumholt (Oradell) Oradell Garage Repairman "A" – 39 years
4. Carmella L. Gordon (Avenel) GOB Asst. Group Head Payroll – 38 years
5. Daniel D. Moynihan (West Orange) Ironbound Garage Bus Operator – 38 years
6. Michael Tillman (Glen Rock) Penn Plaza Safety Reporting – 35 years
7. James Belknap (Howell) Howell Garage Bus Operator – 34 years
8. Joseph W. Dannenhauer (Woodbury) Washington Township Garage Serviceman – 34 years
9. Antonio DeSousa (Toms River) Central Maintenance Facility Mechanic – 34 years
10. Peter Miraldo (Colonia) Central Maintenance Facility Mechanic "A" – 34 years
11. Edward W. Newlin (Gloucester) Newton Avenue Garage Bus Operator – 34 years
12. Hasan Sayer (Bloomfield) Wayne Garage Foreman 1 – 34 years
13. Lorenzo R. Solimine (Rockaway) Orange Garage Repairman – 34 years

14. Gregory J. Vogler (Maplewood) Penn Plaza Asst. Director of Project Control – 34 years
15. Paul J. Wlostowski (Bethlehem, PA) Penn Plaza Sr. Purchasing Agent – 33 years
16. Willie E. Crudup (East Orange) Market Street Garage Stock Clerk – 32 years
17. Michael DiSalvo, Jr. (Toms River) Howell Garage Repairman "A" – 32 years
18. India Stamper (East Orange) Meadowlands Garage Cleaner – 32 years
19. John N. Tracy (Jackson) Howell Garage Bus Operator – 32 years
20. Peter Fotta, Jr. (Linden) Ironbound Garage Repairman "A" – 31 years
21. Robert J. Jennings (Toms River) Howell Garage Mechanic "A" – 31 years
22. Kenneth Brown (Linden) Hilton Garage Bus Operator – 30 years
23. Michael Brown (Blackwood) Washington Township Garage Depot Master – 30 years
24. J. D. Dickson (Paterson) Wayne Garage Bus Operator – 30 years
25. Richard Foster (Warwick, NY) Wayne Garage Stock Clerk – 30 years
26. Drew W. Freeman (Irvington) Orange Garage Bus Operator – 30 years
27. Zedikiah McMullen (Newark) Oradell Garage Bus Operator – 30 years
28. Alfredo R. Rodrigues (Elizabeth) General Office Building Cleaner Leadman – 30 years
29. Mark L. Thomas (Willingboro) Newton Avenue Bus Operator – 30 years
30. Thomas Ulbrich (River Edge) Oradell Garage Bus Operator – 30 years
31. Joseph H. Battista (Hamilton Square) Hamilton Garage Bus Operator – 29 years
32. Walter M. Beadling (Egg Harbor Twp.) Egg Harbor Garage Serviceperson – 29 years
33. Charles G. Hiller (Marlton) Washington Township Garage Bus Operator – 29 years
34. Andrew Kozak (Hamilton Square) Orange Garage Mechanic – 29 years
35. Jose L. Lassale (Paterson) Bus Operator – 29 years
36. Harold Monico (Warwick, NY) Wayne Garage Bus Operator – 29 years
37. James A. Mooney (Lakewood) Central Maintenance Facility Mechanic – 29 years
38. Michael Panico (Burlington) Newton Avenue Garage Bus Operator – 29 years
39. Pasquale Russomanno (Lakewood) PABT Station Starter – 29 years
40. Deborah Bostic (Elizabeth) Ironbound Garage Depot Master – 28 years
41. H. Lee Dale (Eastampton) Washington Township Garage Bus Operator – 28 years
42. Francisco Gonzalez (Bergenfield) PABT Dispatcher – 28 years
43. Giuseppe Grandioso (West Milford) Wayne Garage Bus Operator – 28 years
44. George C. Morgan (North Brunswick) Orange Garage Bus Operator – 28 years
45. James P. Nash (Maple Shade) Newton Avenue Garage Bus Operator – 28 years
46. Donald R. Braxton (Delair) Newton Avenue Garage Bus Operator – 27 years
47. Robert W. Buggelli (Waretown) Howell Garage Bus Operator – 27 years
48. Juan Fernandez (New Milford) Oradell Garage Bus Operator – 27 years
49. Jose E. Gonzalez (North Bergen) Meadowlands Garage Bus Operator – 27 years

50. Percy L. Kauffman, Jr. (Edgewater Park) Newton Avenue Mechanic Class "A" – 27 years
51. Ilija Pavlovich (Hopatcong) Market Street Garage Bus Operator – 27 years
52. Johnnie Shim (Orange) Big Tree Garage Bus Operator – 27 years
53. Raymond Thomas (Paterson) Market Street Garage Bus Operator – 27 years
54. Porfidio A. Velez (Paterson) Wayne Garage Bus Operator – 27 years
55. Jose Calisto (Elizabeth) Doremus Avenue Garage Mechanic – 26 years
56. Esteban Coulote (Nutley) Big Tree Garage Bus Operator – 26 years
57. Isaac Fulton, Jr. (Newark) Big Tree Garage Bus Operator – 26 years
58. Janet E. McFarlane (Budd Lake) Hilton Garage Bus Operator – 26 years
59. Molege Mentor (Newark) Hilton Garage Bus Operator – 26 years
60. Pauline Pearce (Tobyhana, PA) Wayne Garage Bus Operator – 26 years
61. Silvestre Rosado (Paterson) Wayne Garage Bus Operator – 26 years
62. John E. Shinn (Pennsauken) WRTC Camden Starter –26 years
63. Noble Walton (Paterson) Big Tree Garage Bus Operator – 26 years
64. Joseph Blount (Irvington) Hilton Garage Bus Operator – 25 years
65. Richard Cherry (Irvington) Ironbound Garage Bus Operator – 25 years
66. Joseph F. Crotty, III (Union) Ironbound Garage Bus Operator – 25 years
67. Antonio G. Gomes (Elizabeth) Central Maintenance Facility Welder – 25 years
68. William V. Smith (Pennsauken) Newton Avenue Garage Bus Operator – 25 years
69. James F. Lambert (Oradell) Oradell Garage Bus Operator – 24 years
70. Louis R. Reyes (Garfield) Fairview Garage Bus Operator – 24 years
71. Mary F. Spencer (Woodbury) Washington Township Garage Bus Operator –24 years
72. Donaton Alfonse (Brick) Bus Operator – 23 years
73. Juan A. Ayala (Linden) Big Tree Garage Bus Operator – 23 years
74. Juergen V. Schubert (West Orange) Hilton Garage Bus Operator – 23 years
75. William T. Gilbert (Pleasantville) Egg Harbor Twp. Garage Clerk Dist./Gar. – 22 years
76. Carmelo Archo (Newark) Hilton Garage Bus Operator – 20 years
77. Raymond F. Cappy (Williamstown) Washington Twp. Garage Bus Operator – 20 years
78. Jackson Woolard (Newark) City Subway Bus Operator – 20 years
79. Roland D. Burch (Garfield) Wayne Garage Bus Operator – 19 years
80. Luis A. Fernandez (Union City) Meadowlands Garage Bus Operator – 19 years
81. Richard Harris (Medford) Newton Avenue Garage Bus Operator – 19 years
82. Carlos A. Orellana (Union City) Meadowlands Garage Repairman – 19 years
83. Carolyn I. Royster (East Orange) Orange Garage Stock Clerk – 19 years
84. Lillie Holeman (Newark) Hilton Garage Depot Clerk "B" – 18 years
85. Levon Ingram (Linden) Hilton Garage Bus Operator – 18 years

- 
86. Robert Guamieri (Metuchen) Penn Plaza Auditor General – 15 years
  87. Leonard Jones (Teaneck) Oradell Garage Bus Operator – 15 years
  88. William J. Sims (Bellmar) Newton Avenue Garage Bus Operator – 14 years
  89. Dorothy L. Jenkins (Jersey City) Greenville Garage Cleaner – 12 years

# **DBE/MBE PROGRAM**

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

### **Federally Funded Contracts**

\$18,254,223 in federal funds was awarded during October through August of FY 07.\* Disadvantaged Business Enterprises (DBEs) were awarded \$4,097,622 or 22.4 percent, which includes both race conscious and race neutral awards.

### **State Funded Contracts**

\$108,962,052 in state-funded contract dollars was awarded during July through August FY 08. \*\* Of that total, Small Business Enterprises (SBEs) received \$3,829,579 or 3.5 percent. Category 1 SBEs received \$0.00 or 0.0 percent. Category 2 SBEs received \$943,724 or 0.9 percent. Category 3 SBEs received \$185,400 or 0.2 percent. Category 4 SBEs received \$0.00 or 0.0 percent. Category 5 SBEs received \$2,700,455 or 2.4 percent \*\*\*

### **Federal & State Contracts Total**

\$127,216,275 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$7,927,201 or 6.2 percent of federal and state contract dollars was won by DBEs and SBEs.

### **Hudson-Bergen Light Rail Transit System Project**

Of \$1,433,024,411 in contract dollars awarded for the Hudson-Bergen Light Rail Transit System project\*\*\*\*, \$180,729,496 or 12.6 percent has been received by DBEs. Of the \$180,729,496, 6 percent or \$86,823,647 has been won by Women Business Enterprises (WBEs) who are classified as DBEs.

\*Fiscal year beginning October 1, 2006

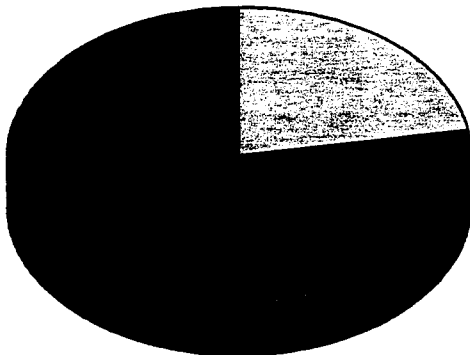
\*\*Fiscal year beginning July 1, 2007

\*\*\*Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000

\*\*\*\*This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through April 2005.

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (THROUGH AUGUST 07)\***

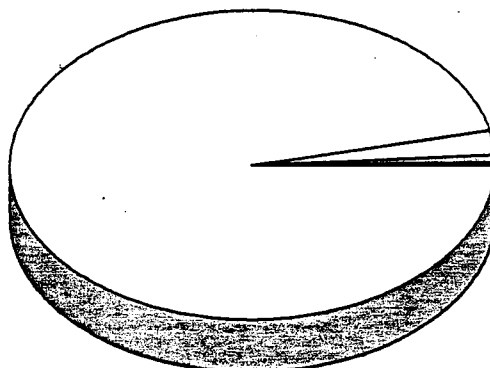
NON-DBE  
FEDERAL  
\$14,156,601  
77.6%



DBE RACE  
NEUTRAL &  
RACE  
CONSCIOUS  
\$4,097,622  
22.4%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THROUGH AUGUST 07)\*\***

NON-SBE STATE  
\$105,132,473  
96.5%



SBE-5  
\$2,700,455  
2.4%

SBE-2  
\$943,724  
0.9%

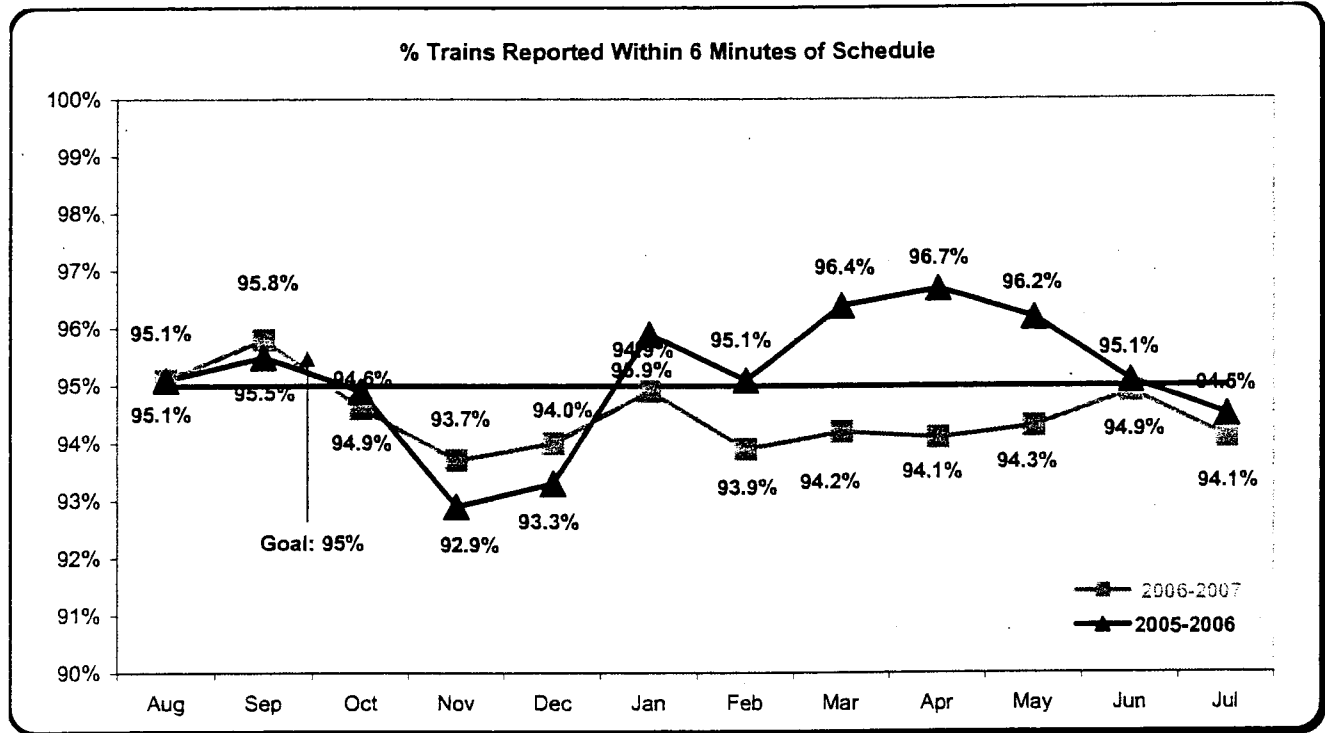
SBE-3  
\$185,400  
0.2%

**Fiscal Year Beginning October 1, 2006\***  
**Fiscal Year Beginning July 1, 2007\*\***

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# **PERFORMANCE MEASURES**

# NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2005 - JULY 2007



	2005-2006	2006-2007	# Change
<b>July Comparison</b>	94.5%	94.1%	-0.4%

	2005-2006	2006-2007	# Change
<b>12-Month Average August-July</b>	95.1%	94.5%	-0.6%

**Analysis:**

Rail On-Time Performance for July 2007 was 94.1%, below the goal of 95.0%. Of the 18,990 trains that were scheduled to operate, 17,876 were on time, while 1,114 trains (or 5.9%) were delayed. Key causes of delay included:

Amtrak switch failures between Penn Station New York and Secaucus on July 9th and July 13th;

Mechanical problems on both Amtrak and NJ TRANSIT trains on several days of the month;

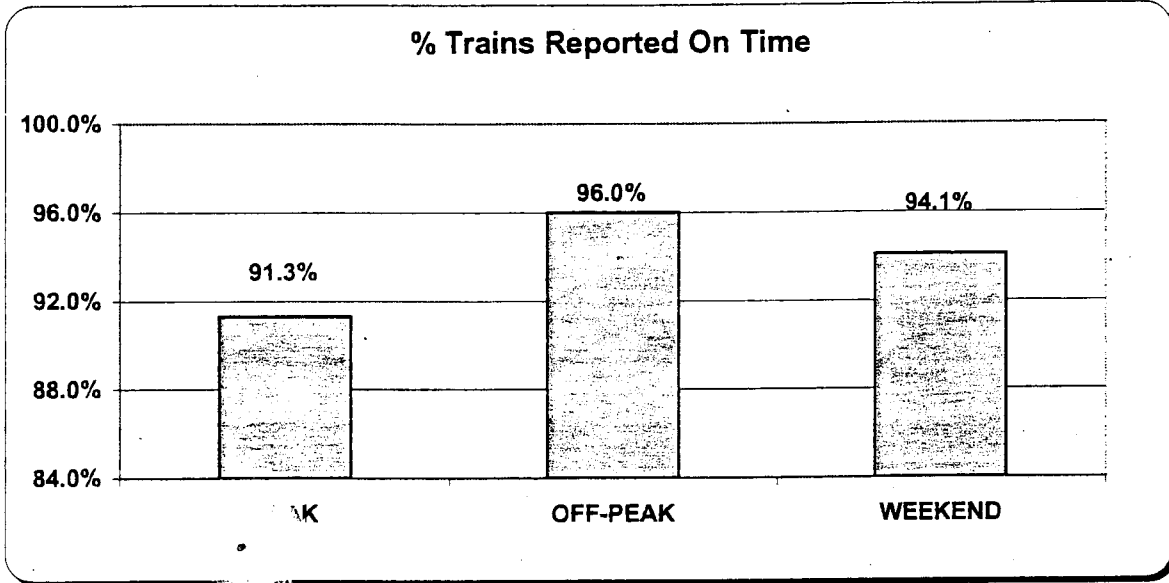
An Amtrak dispatching error on July 27th; and

Inclement weather on July 23rd and 29th.

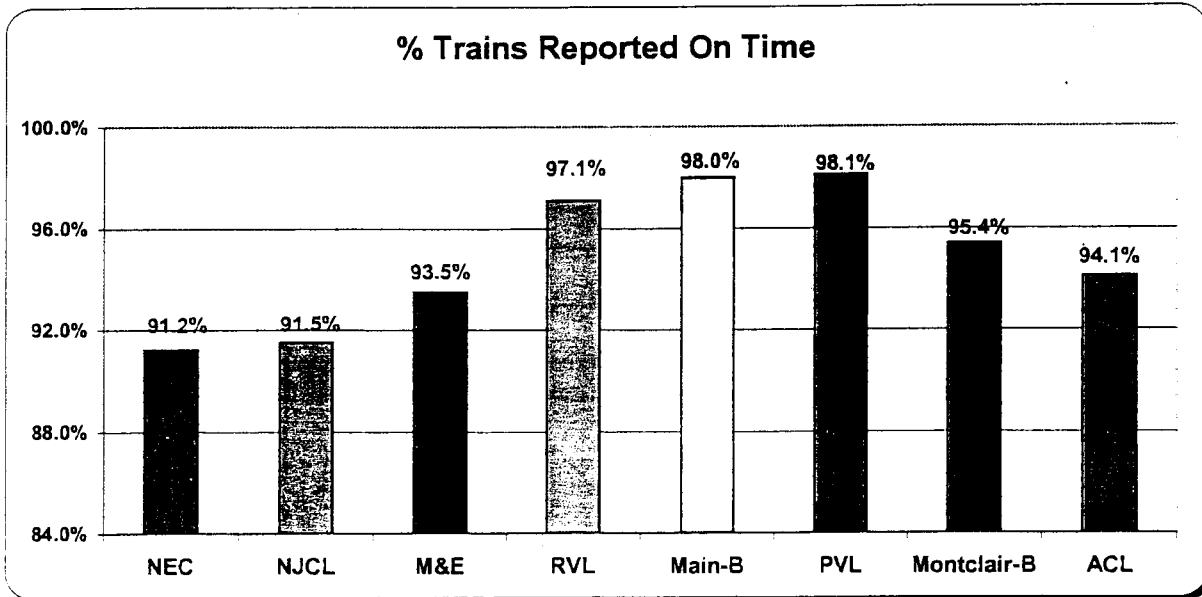
The 12-month average for Rail On-Time Performance systemwide for August 2006 - July 2007 was 94.5%.

# ON-TIME PERFORMANCE RAIL

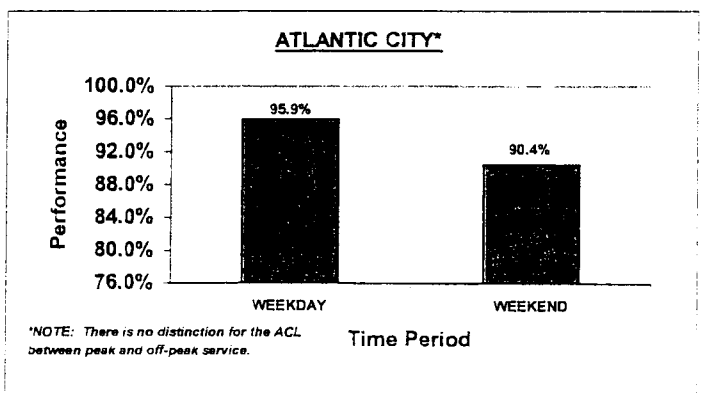
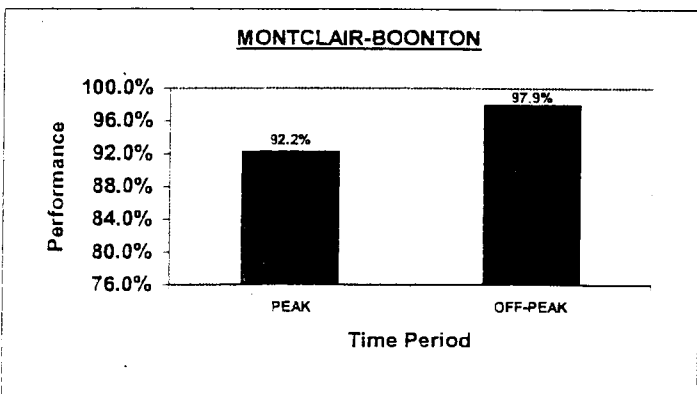
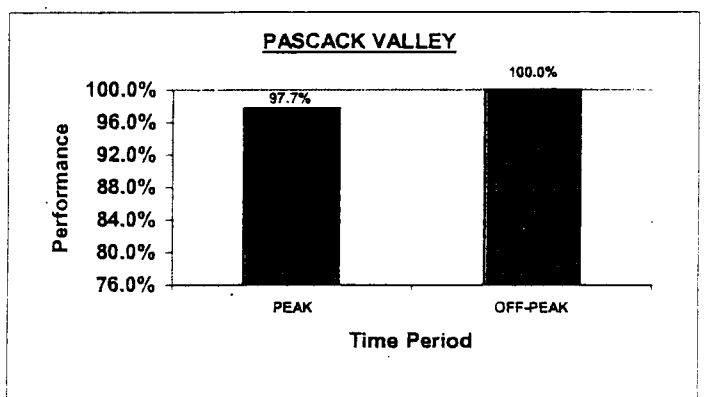
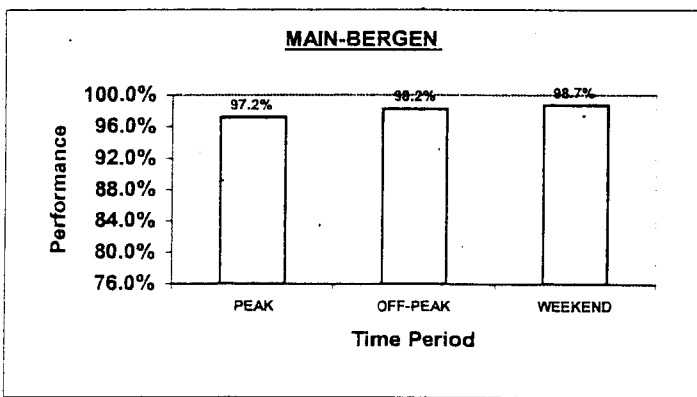
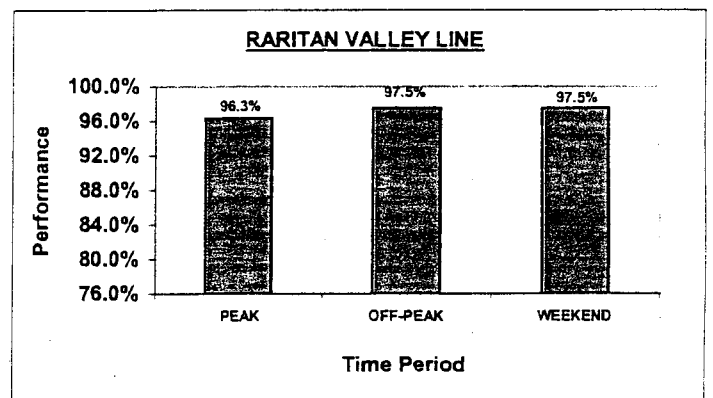
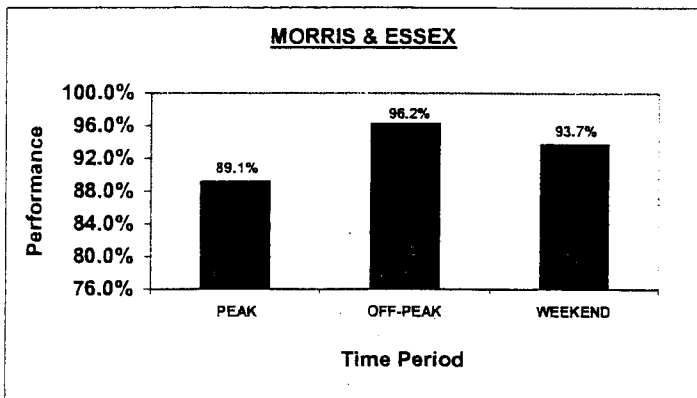
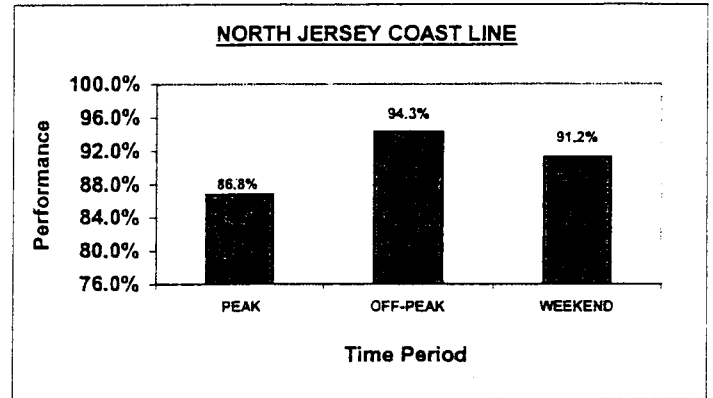
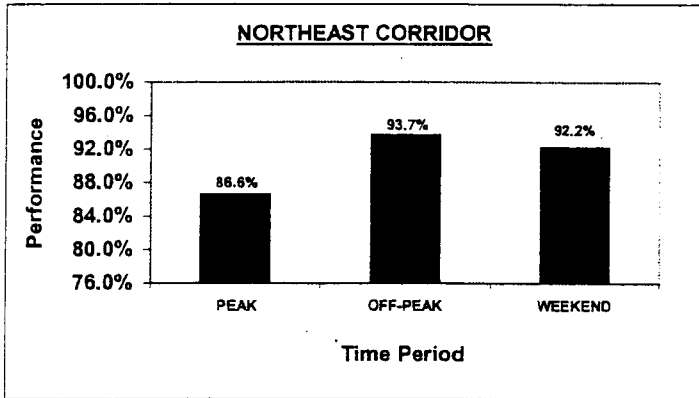
## SUMMARY BY TIME PERIOD JULY 2007



## SUMMARY BY LINE JULY 2007

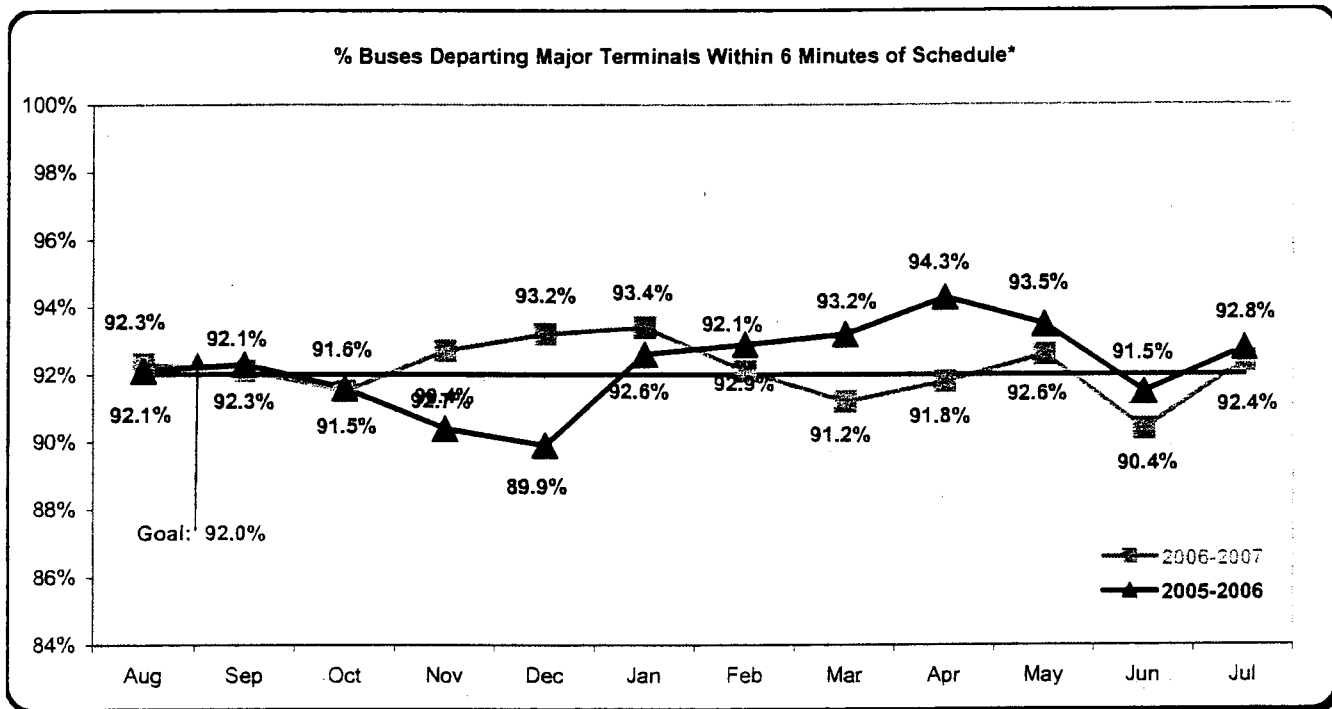


# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2007



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

# NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2005 - JULY 2007



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

	2005-2006	2006-2007	# Change
<b>July Comparison</b>	92.8%	92.4%	-0.4%

	2005-2006	2006-2007	# Change
<b>12-Month Average August-July</b>	92.3%	92.1%	-0.2%

### Analysis:

Bus On-Time Performance for July 2007 was 92.4%, exceeding the goal of 92%. Of the 30,887 monitored departures, 2,359 (or 7.6%) experienced delays. Sources of delay included:

Heavy traffic before, during, and after the July 4th holiday;

A breakdown on the unloading platform in the Port Authority Bus Terminal on July 10th;

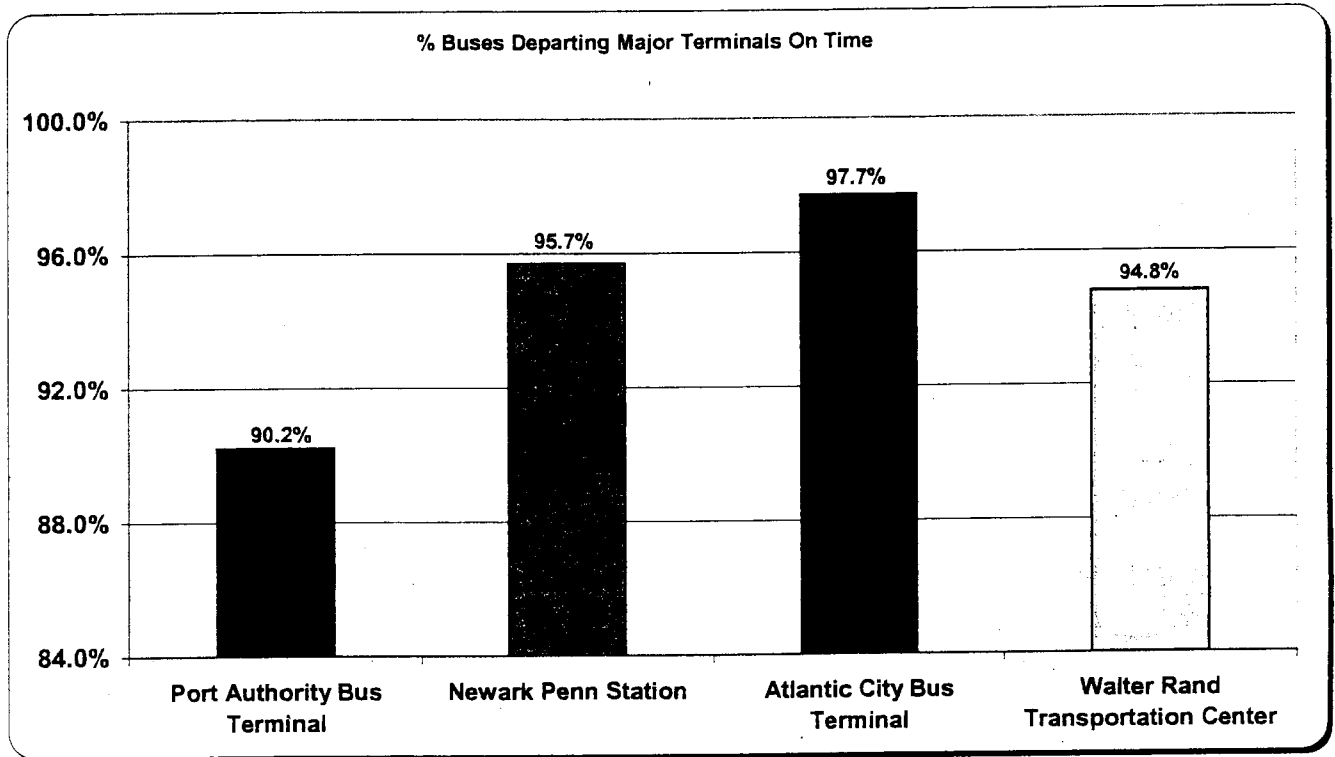
Heavy rain on several days of the month; and

Detours in Philadelphia during President Bush's visit on July 26th.

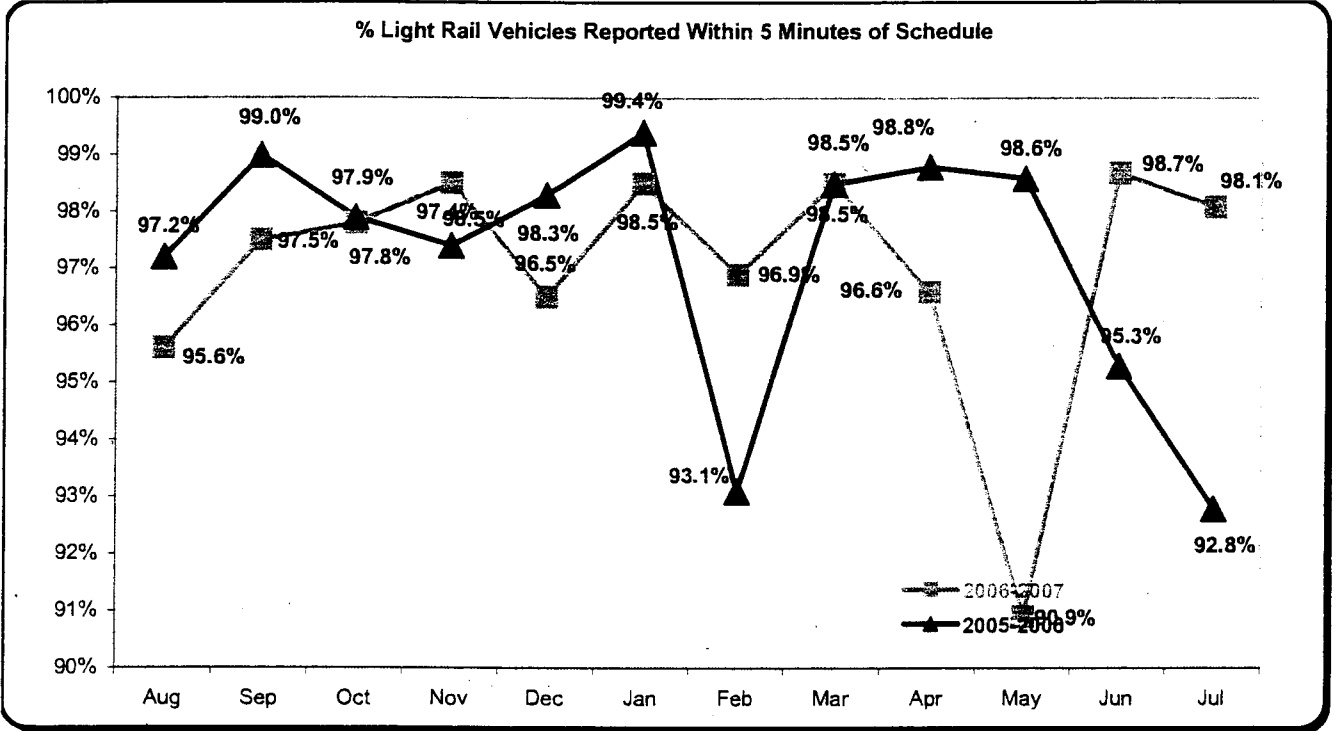
The 12-month average for Bus On-Time Performance for August 2006-July 2007 was 92.1%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL JULY 2007



# NJ TRANSIT ON-TIME PERFORMANCE HUDSON-BERGEN LIGHT RAIL AUGUST 2005 - JULY 2007



	2005-2006	2006-2007	# Change
July Comparison	92.8%	98.1%	5.3%

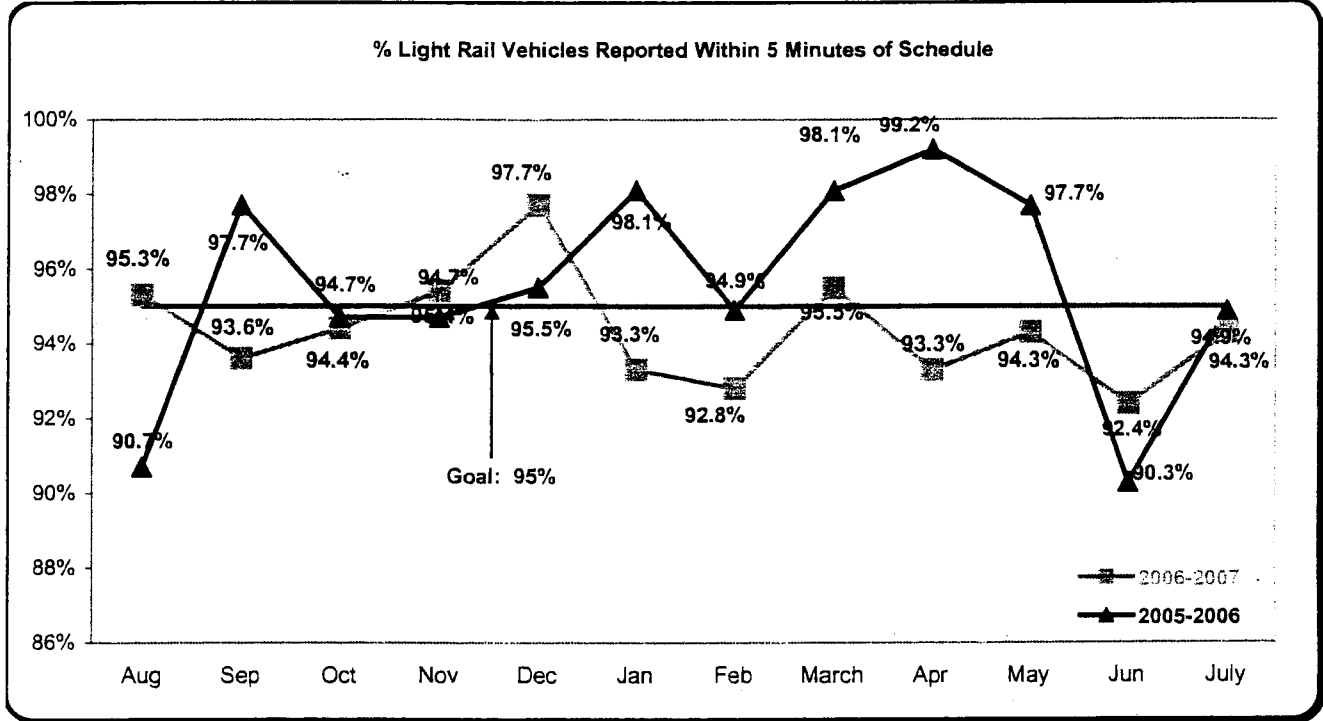
	2005-2006	2006-2007	# Change
12-Month Average August-July	81.5%	97.0%	15.5%

**Analysis:**

Hudson-Bergen Light Rail (HBLR) On-Time Performance for July 2007 was 98.1%. Of the 17,241 scheduled trips for the month, 337 (or 1.9%) were delayed, primarily due to programmed maintenance.

The 12-month average for HBLR On-Time Performance for August 2006-July 2007 was 97.0%, well above the average of the previous 12-month period.

# NJ TRANSIT ON-TIME PERFORMANCE River LINE AUGUST 2005 - JULY 2007



	2005-2006	2006-2007	# Change
July Comparison	94.9%	94.3%	-0.6%

	2005-2006	2006-2007	# Change
12-Month Average August-July	95.5%	94.4%	-1.1%

**Analysis:**

River LINE On-Time Performance for July 2007 was 94.3%. Of the 3,121 scheduled trips for the month, 178 (or 5.7%) were delayed. Key causes of delay included:

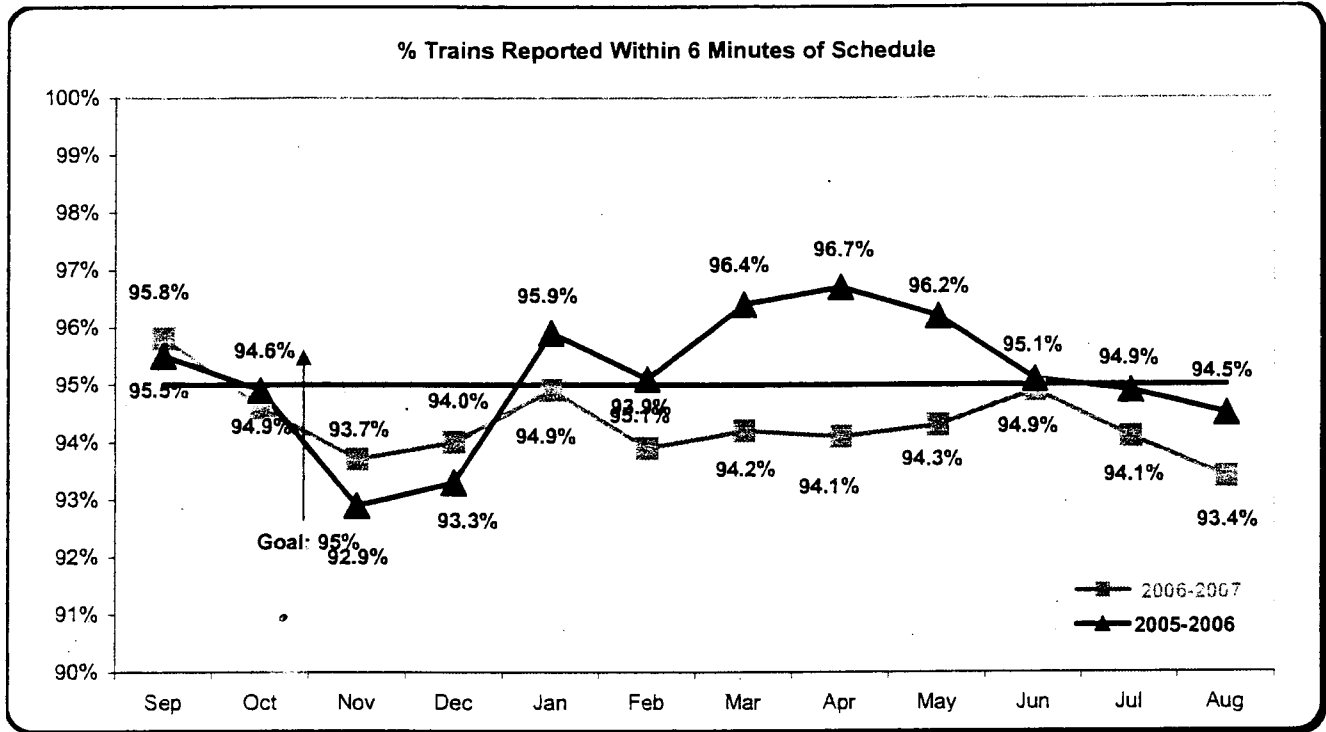
Investigation of a suspicious package on July 3rd;

Signal problems due to heavy storms on July 11th and 27th; and

Auto traffic congestion in Camden on July 20th.

The 12-month average for River LINE On-Time Performance for August-July 2007 was 94.4%, below the average of the previous 12-month period.

# NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2005 - AUGUST 2007



August Comparison	2005-2006	2006-2007	# Change
	94.5%	93.4%	-1.1%

12-Month Average September-August	2005-2006	2006-2007	# Change
	95.1%	94.3%	-0.6%

**Analysis:**

Rail On-Time Performance for August 2007 was 93.4%, below the goal of 95.0%. Of the 19,773 trains that were scheduled to operate, 18,471 were on time, while 1,302 trains (or 6.6%) were delayed. Key causes of delay included:

Mechanical problems on particular trains on August 2nd and 13th;

A signal failure in the tunnel to Penn Station New York due to flooding on August 7th;

Slow passenger boarding due to flooding from a storm on August 8th;

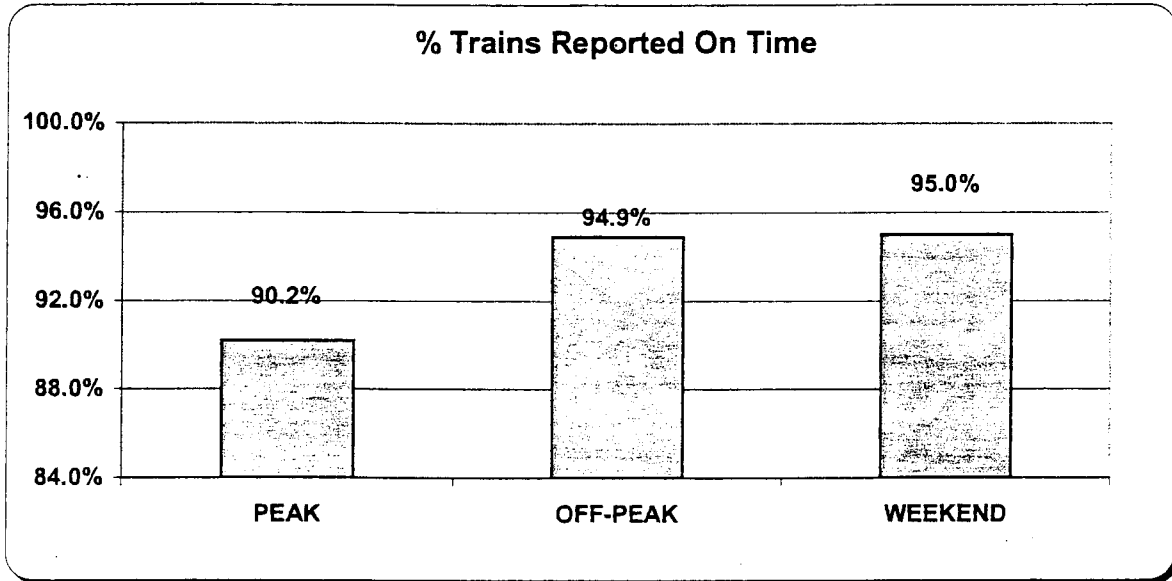
The opening of the Portal Bridge at the start of the morning rush hour on August 29th; and

An Amtrak track outage on August 30th.

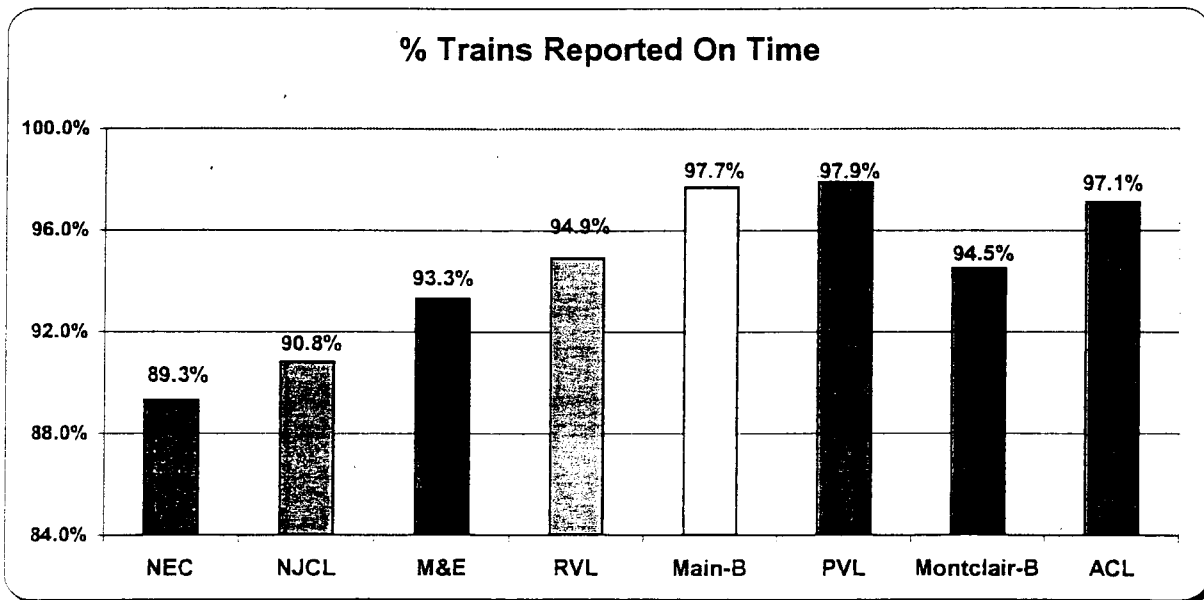
The 12-month average for Rail On-time-performance for September 2006-August 2007 was 94.3%.

# ON-TIME PERFORMANCE RAIL

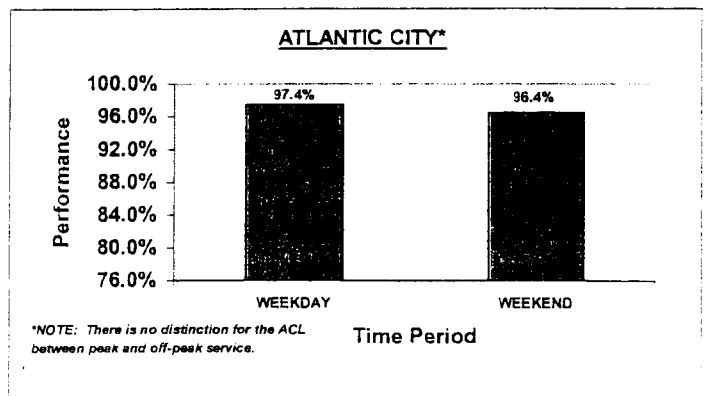
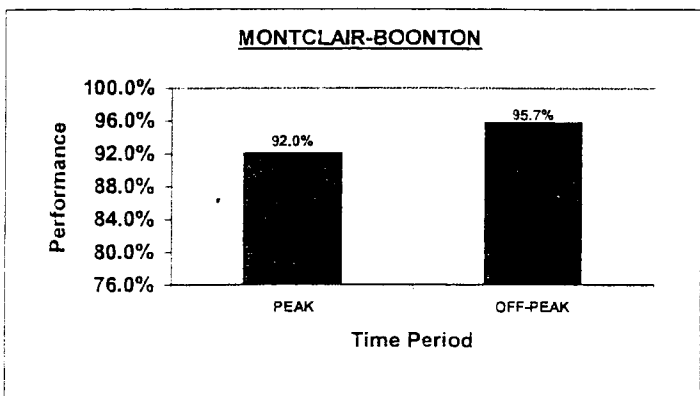
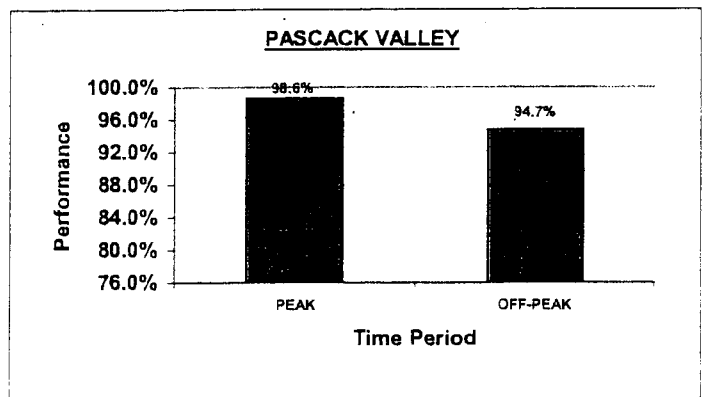
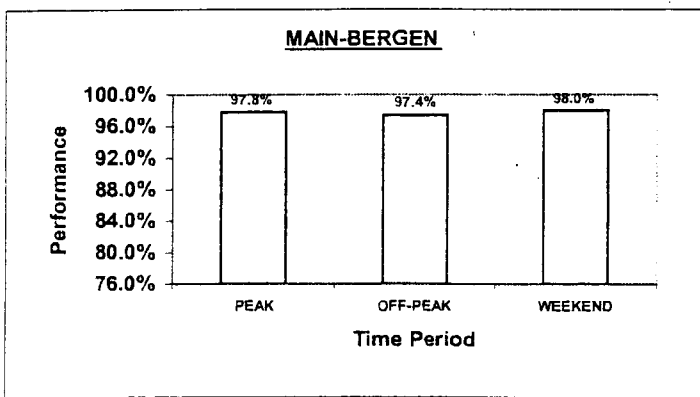
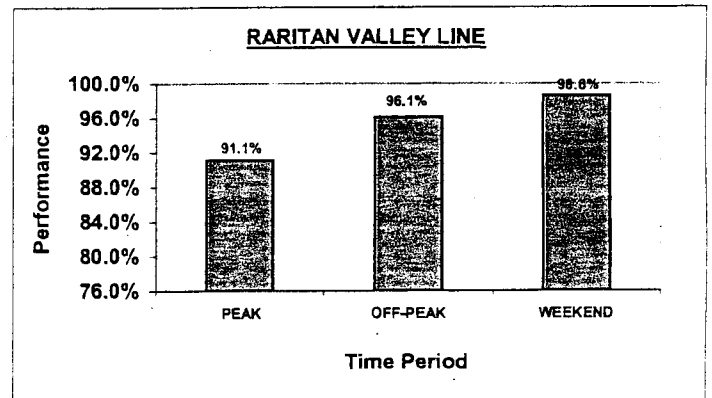
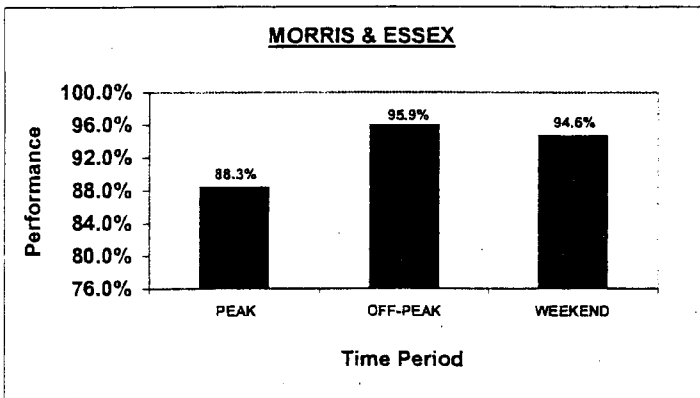
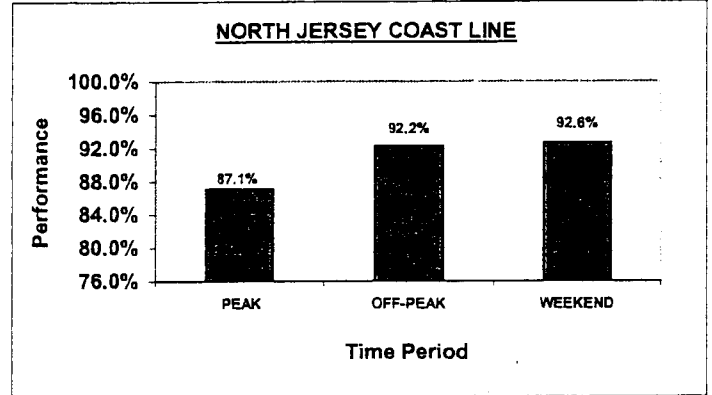
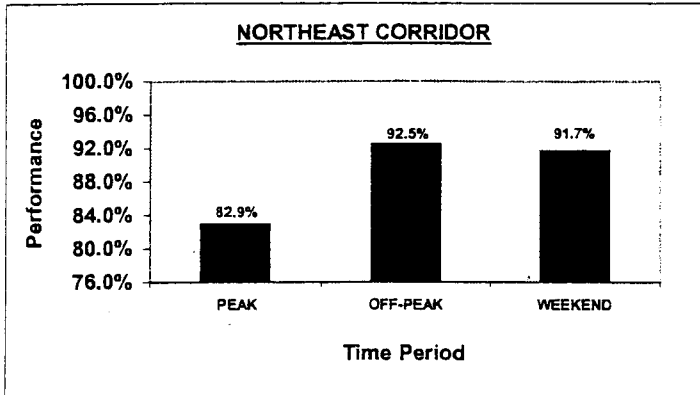
## SUMMARY BY TIME PERIOD AUGUST 2007



## SUMMARY BY LINE AUGUST 2007



# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2007

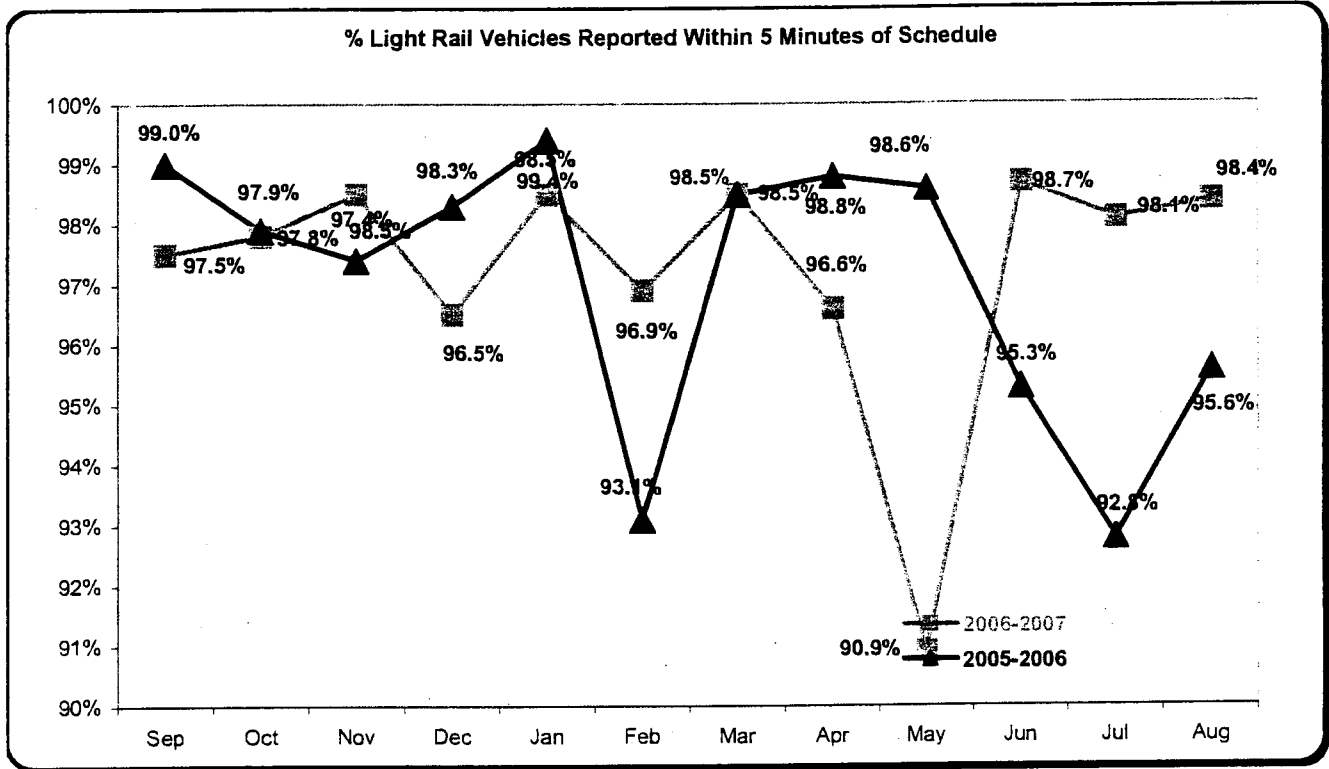


\*NOTE: There is no distinction for the ACL between peak and off-peak service.

**NJ TRANSIT  
ON-TIME PERFORMANCE  
BUS  
SEPTEMBER 2005 - AUGUST 2007**

August 2007 On-Time Performance for Bus will be presented in October.

# NJ TRANSIT ON-TIME PERFORMANCE HUDSON-BERGEN LIGHT RAIL SEPTEMBER 2005 - AUGUST 2007



	2005-2006	2006-2007	# Change
<b>August Comparison</b>	95.6%	98.4%	2.8%

	2005-2006	2006-2007	# Change
<b>12-Month Average September-August</b>	97.1%	97.2%	0.1%

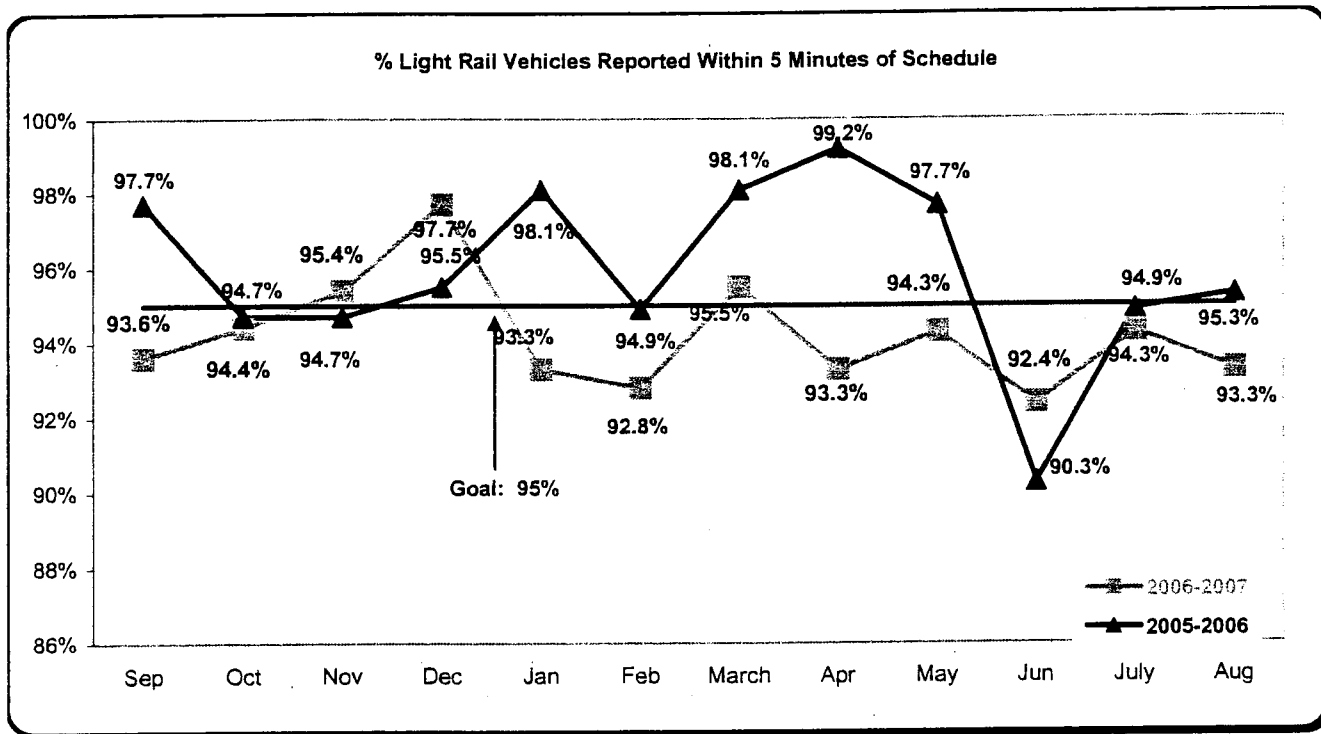
**Analysis:**

Hudson-Bergen Light Rail (HBLR) On-Time Performance for August 2007 was 98.4%. Of the 17,893 scheduled trips for the month, 284 (or 1.6%) were delayed. Key causes of delay included:

- A gas main leak at Marin Boulevard on August 2nd;
- Programmed maintenance on August 4th and 25th;
- A pedestrian accident at the 9th Street-Congress Street Station on August 6th;
- Weather-related flooding and signal problems on August 8th; and
- An automobile stuck on the tracks in Jersey City on August 19th.

The 12-month average for HBLR On-Time Performance for September 2006-August 2007 was 97.2%.

# NJ TRANSIT ON-TIME PERFORMANCE River LINE SEPTEMBER 2005 - AUGUST 2007



	2005-2006	2006-2007	# Change
<b>August Comparison</b>	95.3%	93.3%	-2.0%

	2005-2006	2006-2007	# Change
<b>12-Month Average September-August</b>	95.9%	94.2%	-1.7%

**Analysis:**

River LINE On-Time Performance for August 2007 was 93.3%, below the goal of 95.0%. Of the 3,189 scheduled trips for the month, 213 (or 6.7%) were delayed. Key causes of delay included:

Heavy passenger volume for a concert in Camden on August 3rd;

Traffic congestion on the Camden city streets on August 7th and 17th;

A collision with a pick-up truck making an illegal left turn in Burlington on August 14th; and

Switch and signal failures on August 16th and 29th.

The 12-month average for River LINE On-Time Performance for September-August 2007 was 94.2%.

# **ACTION ITEMS**

**ITEM 0709-56: WATSESSING TRAIN STATION CANOPY RESTORATION:  
CONSTRUCTION CONTRACT AWARD**

**BENEFITS**

Watsessing Train Station is located on NJ TRANSIT's Montclair-Boonton Line in the Township of Bloomfield, Essex County, New Jersey. This station is eligible to be listed on the National Register of Historic Places. The station complex was constructed in 1912 and consists of a one-story brick station building at the street level with side concrete platforms and concrete canopies at the track level. The platforms, canopies, and retaining walls are in need of restoration.

Watsessing Train Station serves 200 customers each weekday. The rehabilitation of the platforms, canopies, and other station components is a component of the state of good repair program and will provide improved facilities for customers and preserve the station's historic character. The project also supports Bloomfield Township's redevelopment efforts by restoring the station as a vital gateway to the business district and residential community.

**PURPOSE**

Authorization of this contract will allow for the rehabilitation of the inbound and outbound canopy and station area at Watsessing Train Station on the Montclair-Boonton Line. The rehabilitation contract will include platform and canopy concrete repairs, new roof tiles and a roof drainage system at each canopy, metal fence repair and replacement at the street level, new platform lighting, anti-graffiti concrete surface coating, and minor stairwell repairs with additional lighting.

**ACTION (Justification – State of Good Repair)**

Staff seeks authorization to contract (No. 07-097XR) with Watertrol, Inc. of Cranford, New Jersey, for the restoration of the station canopies and platforms at Watsessing Train Station in an amount not to exceed \$1,725,979, plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS:**

**Requested Amount:** \$ 1,725,979 + 5%

**Total Project Cost:** \$ 2,712,000

**Projected Date of Completion:** October 2008

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

**Diversity Goal:** 20% SBE

**Future/Related Authorizations:** None

**Impact on Subsequent  
Operating Budgets:** None

## RESOLUTION

**WHEREAS**, Watsessing Train Station is located in the Township of Bloomfield and serves 200 customers each weekday; and

**WHEREAS**, the restoration of the station canopies and platforms at Watsessing Train Station will provide improved facilities for customers and preserve the historic character of the station; and

**WHEREAS**, the construction contract will include platform and canopy concrete repairs, new roof tiles and a roof drainage system at each canopy, metal fence repair and replacement at the street level, new platform lighting, anti-graffiti concrete surface coating, and minor stairwell repairs with additional lighting; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Watertrol, Inc. of Cranford, New Jersey was the lowest responsive, responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to contract (No. 07-097XR) with Watertrol, Inc. of Cranford, New Jersey, for the restoration of the station canopies and platforms at Watsessing Train Station in an amount not to exceed \$1,725,979, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0709-57: ELEVATOR AND ESCALATOR CONSULTANT  
TASK ORDER CONTRACT****BENEFITS**

NJ TRANSIT has identified an ongoing need for consultant services in the field of elevator and escalator engineering, testing and inspection services to ensure the proper design, construction, installation and/or warranty repair/maintenance of elevators and escalators at various passenger facilities. The volume of work in this highly specialized field has increased significantly over the past few years as NJ TRANSIT expands the availability of vertical transportation systems to meet State and Federal accessibility requirements and to generally improve the flow of passenger traffic at rail, light rail and bus facilities.

**PURPOSE**

NJ TRANSIT operates over 115 elevators and 60 escalators at our commuter rail, light rail and bus stations, terminals and shops/garages; and at our administrative buildings, with more equipment being added annually to meet accessibility needs. This equipment is critical to maintaining efficient passenger movement for the general public and providing access to our facilities for the disabled community. As equipment technology has advanced, the design, construction, operation, maintenance and repair of these devices has become highly specialized, especially those in operation in a transit environment.

This task order contract would allow retention of specialized expertise to support NJ TRANSIT's capital program, handle short-term and specialized work loads, address critical issues, ensure compliance with State and Federal accessibility requirements, and provide special engineering expertise not available in-house. Work would include design document preparation; review of consultant/contractor plans, proposals and estimates; shop drawing review; specialized construction inspection; equipment acceptance testing; warranty assurance inspections; diagnostic and condition assessment of equipment in service; evaluation of repair costs and needs; and audit of service contract maintenance work.

**ACTION (Justification: Project Dependent)**

Staff seeks authorization to contract (No. 07-109) with Gannett-Fleming, Inc./Vertical Transportation Excellence of South Plainfield, New Jersey; United Elevator Consultants Service, Inc. of New York, New York; and Sterling Elevator Consultants, LLC of Simsbury, Connecticut for elevator and escalator engineering, testing and inspection services, at a total cost across all three contracts not to exceed \$5,000,000, subject to the availability of funds. Each contract will extend over three years and shall be limited to a maximum value of \$2,500,000. The task limit will be \$350,000, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$5,000,000 (Total - 3 three year contracts)
<b>Total Project Cost:</b>	\$5,000,000
<b>Projected Date of Completion:</b>	October 2010
<b>Anticipated Source of Funds:</b>	Federal Transit Administration Transportation Trust Fund Operating
<b>Diversity Goal:</b>	Race neutral
<b>Future Related Authorizations:</b>	Future Task Order Consultant Contracts
<b>Impacts on Subsequent Operating Budgets:</b>	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 field of elevator and escalator engineering, testing and inspection; and

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

**WHEREAS**, Task Order Consultants' services are needed to support NJ TRANSIT's capital program, address critical issues, and ensure compliance with State and Federal accessibility requirements; and

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

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Gannett-Fleming, Inc./Vertical Transportation Excellence of South Plainfield, New Jersey; United Elevator Consultants Service, Inc. of New York, New York; and Sterling Elevator Consultants, LLC of Simsbury, Connecticut submitted proposals that provide the best value and are in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to contract (No. 07-109) with Gannett-Fleming, Inc./Vertical Transportation Excellence of South Plainfield, New Jersey; United Elevator Consultants Service, Inc. of New York, New York; and Sterling Elevator Consultants, LLC of Simsbury, Connecticut for elevator and escalator engineering, testing and inspection services, at a total cost across all three contracts not to exceed \$5,000,000, subject to the availability of funds. Each contract will extend over three years and shall be limited to a maximum value of \$2,500,000. The task limit will be \$350,000, subject to the availability of funds.

**ITEM 0709-58: CENTRAL NEW JERSEY/RARITAN VALLEY TRANSIT STUDY**

**BENEFITS**

This project will define recommendations for improving access to and from facilities for rail and bus transit in central New Jersey, primarily along the corridor containing the existing and former segments of the Raritan Valley Line and Interstate 78 (I-78). Among the goals of the recommendations will be increased use of public transit and provision of an alternative to the region's increasing roadway congestion.

**PURPOSE**

The North Jersey Transportation Planning Authority is presently concluding a preliminary study of transit improvements in the I-78 corridor. This study will continue the previous effort, advancing some study recommendations with more detailed analysis and introducing evaluation of new transit service options, using federal grants that have been earmarked and received for those purposes. Among the specific items to be evaluated and advanced to conceptual design will be creation of new or expanded multi-modal park and ride facilities and the potential extension of rail service. This work will be funded primarily by federal funds specifically allocated for this corridor.

**ACTION (Justification: Customer Service Improvements)**

Staff seeks authorization to contract (No. 07-102) with Systra Consulting, Inc. of Little Falls, New Jersey, for planning and conceptual design services for the Central New Jersey/Raritan Valley Transit Study at a cost not to exceed \$1,185,972, 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**

<b>Requested Amount:</b>	\$1,185,972 + 5%
<b>Total Project Cost:</b>	\$1,768,800 for all related planning work.
<b>Projected Date of Completion:</b>	December 2008
<b>Anticipated Source of Funds:</b>	Federal Transit Administration – National Planning and Research Program (Section 5314) and Bus and Bus Facility Allocation Funds (Section 5309)
<b>Diversity Goal:</b>	20% DBE

**Related/Future Authorizations:**      None

**Impacts on Subsequent  
Operating Budgets:**      \$0

## RESOLUTION

**WHEREAS**, the North Jersey Transportation Planning Authority is conducting a study of ways to improve transit facilities and services along the Interstate 78 corridor; and

**WHEREAS**, a follow-up study has been planned to advance some of the North Jersey Transportation Planning Authority study recommendations into advanced analysis and conceptual design and to investigate transit service expansion options for the study corridor; and

**WHEREAS**, federal grants have been allocated to conduct this follow-up study; and

**WHEREAS**, upon completion of a competitive procurement process it was determined that Systra Consulting, Inc. of Little Falls, New Jersey submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to contract (No. 07-102) with Systra Consulting, Inc. of Little Falls, New Jersey, for planning and conceptual design services for the Central New Jersey/Raritan Valley Transit Study at a cost not to exceed \$1,185,972, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0709-59: WHEEL TRUING FACILITY AT HOBOKEN TERMINAL:  
CONSTRUCTION CONTRACT AWARD, CONTRACT AMENDMENTS  
FOR CONSTRUCTION ASSISTANCE & CONSTRUCTION  
MANAGEMENT SERVICES**

**BENEFITS**

A new wheel truing facility at Hoboken rail yard will permit NJ TRANSIT to better maintain its rail fleet, enhancing reliability and efficiency, speeding service, and improving ride quality. The existing facility houses a 53-year old machine in a small structure exposed to weather and poorly situated relative to terminal operations. Due to its age, the existing machine is frequently out of service. The new facility will house a modern machine that can reshape wheels on all types of NJ TRANSIT heavy rail equipment to maintain optimum performance. Construction of this new wheel truing facility is a component of the on-going state of good repair program.

**PURPOSE**

Authorization of this contract will allow for the construction of a new wheel truing facility located slightly north of the existing wheel truing facility at Hoboken Yard and with an improved track configuration. The design and construction sequence permits operation of the existing Wheel Truing machine until the new one can be accepted and placed in service.

Staff seeks further to amend the Hoboken General Design contract to provide additional design services related to final design and Construction Assistance services during construction of the new Wheel Truing Facility at Hoboken Yard.

Staff seeks also to amend the Construction Management contract for Hoboken Yard projects, to provide Construction Management services during construction of the new Wheel Truing Facility at Hoboken Rail yard.

**ACTION (Justification: Service Reliability and State of Good Repair)**

Staff seeks authorization to contract (No. 08-003X) with Hall Construction of Howell, New Jersey for construction of a new Wheel Truing Facility at Hoboken Rail Yard in an amount not to exceed \$12,677,000, plus five percent for contingencies, subject to the availability of funds.

Staff seeks further authorization to amend the professional services contract (No. 94CA035) with STV, Inc. of New York, New York, to provide additional design services related to the final design, and to provide construction assistance services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$879,020, plus five percent for contingencies, for a total contract authorization of \$25,144,401, subject to the availability of funds.

Additionally, staff seeks authorization to amend the Construction Management Services contract (No. 97CM022) with Tishman Construction, Inc., of Newark, New Jersey, to provide construction management services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$1,190,037, plus five percent for contingencies, for a total contract authorization of \$10,882,510, subject to the availability of funds.

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

**FISCAL IMPACTS:**

**Requested Amount:**

Hall Construction	This Authorization	\$ 2,677,000 + 5%
STV, Inc.	This Authorization	\$ 879,020 + 5%
	Total Authorization	\$ 25,144,401
Tishman Construction, Inc.	This Authorization	\$ 1,190,037 + 5%
	Total Authorization	\$ 10,882,510

**Total Project Cost:** \$ 24,700,000

**Projected Date of Completion:** November 2009

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

**Diversity Goal:**

General Construction:	20%
STV, Inc.:	20%
Tishman:	20%

**Future/Related Authorizations:** Purchase of Wheel Truing Machine (authorized September 2006-Item 0609-58)

**Impact on Subsequent Operating Budgets:** \$10,000 per year utility costs

## RESOLUTION

**WHEREAS**, replacement of the overage wheel truing facility at Hoboken Yard with a new modern machine housed in a new enclosure will provide servicing capacity to support NJ TRANSIT's growing commuter rail fleet and enable NJ TRANSIT to better maintain service reliability and efficiency; and

**WHEREAS**, NJ TRANSIT has a general design contract with STV, Inc. for design and construction assistance for various projects at Hoboken Yard and Terminals, and requests authorization to extend this contract to provide such services in support of construction of a new wheel truing facility at Hoboken Yard; and

**WHEREAS**, NJ TRANSIT has a general construction management contract with Tishman Construction, Inc. for construction management services for various projects at Hoboken Yard and Terminals, and requests authorization to extend this contract to provide such services in support of construction of a new wheel truing facility at Hoboken Yard; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Hall Construction of Howell, New Jersey was the lowest responsive, responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to contract (No. 08-003X) with Hall Construction of Howell, New Jersey, for construction of a new Wheel Truing Facility at Hoboken Rail Yard in an amount not to exceed \$12,677,000, plus five percent for contingencies, subject to the availability of funds; and

**BE IT FURTHER RESOLVED**, that the Chairman or Executive Director is authorized to amend the professional services contract (No. 94CA035) with STV, Inc. of New York, New York, to provide additional design services related to the final design, and to provide Construction Assistance services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$879,020, plus five percent for contingencies, for a total contract authorization of \$25,144,401, subject to the availability of funds; and

**BE IT FURTHER RESOLVED**, that the Chairman or Executive Director is authorized to amend the Construction Management Services contract (No. 97CM022) with Tishman Construction, Inc. of Newark, New Jersey, to provide Construction Management services during construction of the new Wheel Truing Facility at Hoboken Yard in an amount not to exceed \$1,190,037, plus five percent for contingencies, for a total contract authorization of \$10,882,510, subject to the availability of funds.

**ITEM 0709-60: HOBOKEN TERMINAL – LONG SLIP PEDESTRIAN BRIDGE:  
CONSTRUCTION CONTRACT AWARD AND CONTRACT  
AMENDMENT FOR CONSTRUCTION ASSISTANCE**

**BENEFITS**

This project involves the design and construction of a pedestrian walkway bridge spanning Long Slip Canal adjacent to the Hudson Bergen Light Rail station at Hoboken Terminal. This pedestrian bridge is part of the State's Hudson River Waterfront Walkway, a contiguous 18.5-mile long public waterfront corridor between the George Washington Bridge and the Bayonne Bridge. The pedestrian bridge will provide a critical link between the Hoboken Terminal complex and Jersey City, creating a direct path to the light rail, commuter rail, and PATH.

**PURPOSE**

Authorization of this contract will allow for the construction of the Long Slip Pedestrian Bridge. The scope of work includes furnishing and installing a new steel sheet piling bulkhead, a relieving platform, a pile-supported pedestrian bridge spanning the east end of Long Slip Canal, and a new pedestrian walkway including concrete pavers, curbs, railing, lighting and other architectural features required for passage to and from Hoboken Terminal.

Authorization of the amendment to the Hudson-Bergen Light Rail Design-Build-Operate-Maintain (IDBOM) contract will allow for construction assistance services for the Long Slip Pedestrian Bridge. Construction Assistance includes services during the bid process such as preparing responses to bidder questions on the design, and during the construction process such as shop drawing and material submittal review and approval, responding to design-related questions, and evaluating requests for approval of alternate products and methods. The Hudson-Bergen Light Rail DBOM contractor completed the preliminary and final engineering for the Long Slip Pedestrian Bridge.

**ACTION (Justification: Customer Service Improvements)**

Staff seeks authorization to contract (No. 07-123X) with Simpson & Brown, Inc. of West Cranford, New Jersey for the construction of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$6,446,310, plus five percent for contingencies, subject to the availability of funds; and

Staff also seeks authorization to amend the existing design-build-operate-maintain professional services contract (96CT001) with Twenty-First Century Rail Corporation of Jersey City, New Jersey, for construction assistance in support of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$290,000, plus five percent for contingencies, for a total contract authorization of \$2,594,047,922, subject to the availability of funds.

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

**FISCAL IMPACTS:**

**Requested Amount:**

Simpson & Brown, Inc.	This Authorization	\$ 6,446,310 + 5%
TFCRC	This Authorization	\$ 290,000 + 5%
	Total Authorization	\$2,594,047,922

**Total Project Cost:** \$ 8,880,000

**Projected Date of Completion:** April 2009

**Anticipated Source of Funds:** Federal Transit Administration

<b>Diversity Goal:</b>	Construction	20%
	TFCRC	30%

**Future/Related Authorizations:** None

<b>Impact on Subsequent Operating Budget:</b>	Hoboken Terminal Complex General Maintenance Program – lighting and snow removal
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## RESOLUTION

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

**WHEREAS**, the Long Slip Pedestrian Bridge will carry pedestrian traffic from Jersey City to Hoboken Terminal, creating a direct path to the Light Rail, commuter rail and PATH; and

**WHEREAS**, construction of the Long Slip Pedestrian Bridge includes concrete pavers, curbs, railing lighting and all other architectural features which will make passage to and from Hoboken Terminal a quick and pleasant experience; and

**WHEREAS**, NJ TRANSIT has a Design-Build-Operate-Maintain contract with Twenty-First Century Rail Corporation and wishes to extend this contract to provide Construction Assistance services in support of construction of the Long Slip Pedestrian Bridge; and

**WHEREAS**, following a competitive procurement process, Simpson & Brown, Inc. of West Cranford, New Jersey submitted the lowest responsive bid for the construction of the Hoboken Terminal – Long Slip Pedestrian Bridge;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into a contract (No. 07-123X) with Simpson & Brown, Inc. of West Cranford, New Jersey for the construction of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$6,446,310, plus five percent for contingencies, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chairman or Executive Director is authorized to amend the existing design-build-operate-maintain professional services contract (No. 96CT001) with Twenty-First Century Rail Corporation of Jersey City, New Jersey, for construction assistance in support of the Hoboken Terminal Long Slip Pedestrian Bridge in an amount not to exceed \$290,000, plus five percent for contingencies, for a total contract authorization of \$2,594,047,922, subject to the availability of funds.

**HOBOKEN TERMINAL – LONG SLIP PEDESTRIAN BRIDGE: CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT FOR CONSTRUCTION ASSISTANCE**

**Background:** This project involves the design and construction of a pedestrian walkway bridge spanning Long Slip Canal adjacent to Hoboken Terminal. The bridge is needed in order to complete the Hudson Waterfront Walkway which links Jersey City through Hoboken and beyond to Weehawken. This bridge will connect to a waterfront walkway being planned for the adjacent property to the south. The bridge will carry pedestrian traffic from the nearby Newport Development to Hoboken Terminal and support ridership on the Light Rail, commuter rail and PATH.

The Long Slip Pedestrian Bridge will connect to a temporary walkway that the LeFrak Organization has committed to construct, and will eventually connect to a permanent walkway that LeFrak will construct upon completion of the Newport Development.

**Total Project Cost:** \$8,880,000

**Current Status:** Ready to award construction contract.

**Current Issues:** DCA approvals are required. The plans and specifications are at DCA for review and final release should be secured in time for construction.

**Next Major Milestone:** Start construction      October, 2007

**Project Benefits :**

- Creates a new pedestrian walkway that links the Newport area of Jersey City with Hoboken Terminal
- Completes the Waterfront Walkway on NJ TRANSIT property in the vicinity of Hoboken Terminal
- Aesthetic improvements to the Light Rail Station area

**Alternatives to the Project:** Leaving a gap in the Waterfront Walkway between Hoboken Terminal and Jersey City.

**Impact of Not Proceeding with the Project:** The Waterfront Walkway will not be completed south of Hoboken Terminal and will not allow for pedestrian traffic to and from the Terminal.

**HOBOKEN TERMINAL – LONG SLIP PEDESTRIAN BRIDGE: CONSTRUCTION  
CONTRACT AWARD AND CONTRACT AMENDMENT FOR CONSTRUCTION  
ASSISTANCE**

**PROCUREMENT INFORMATION**

**IFB NO.:** 07-123X

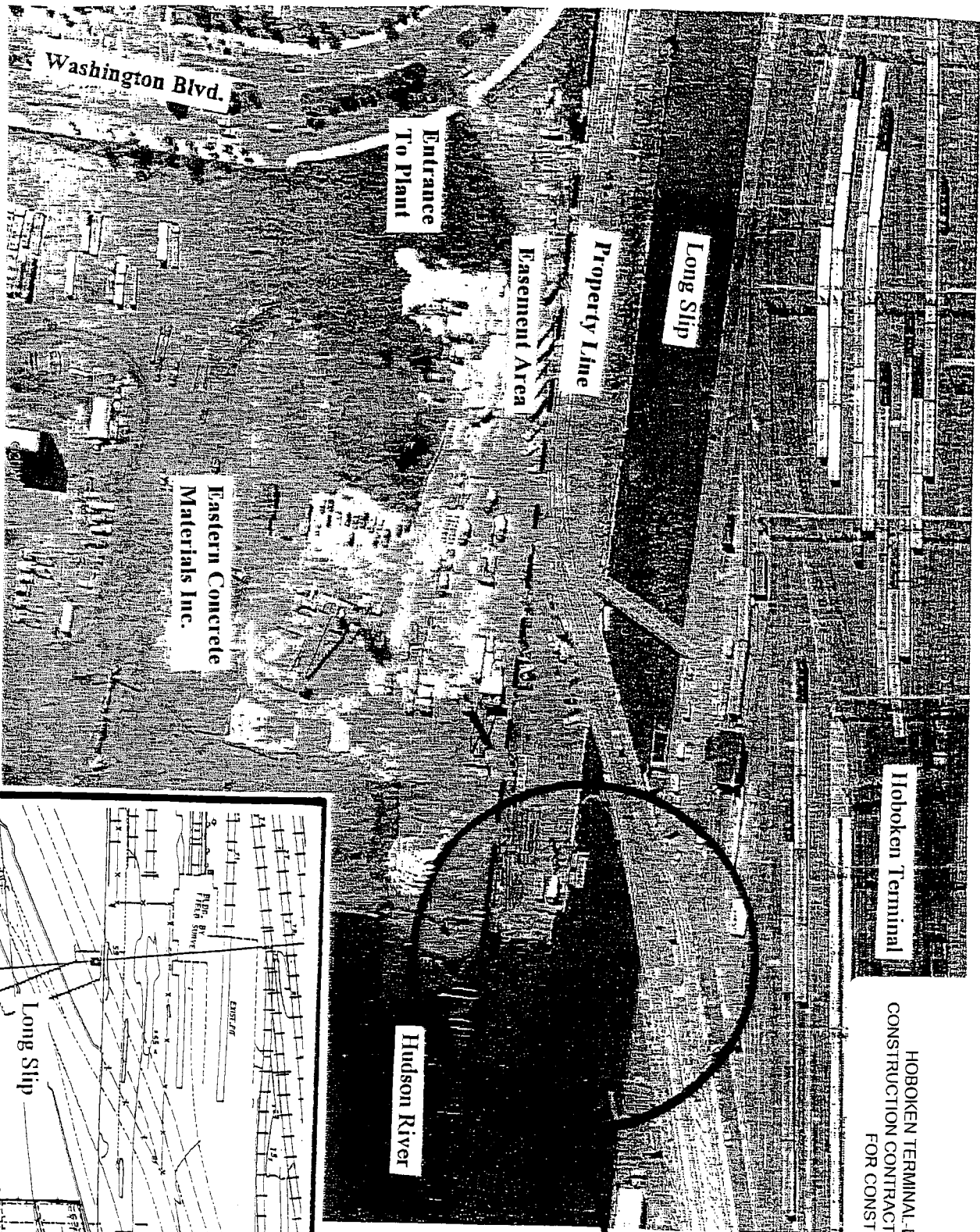
**DIVERSITY GOAL:** 21%

**BID OPENING DATE:** August 23, 2007

**BID RESPONSES:**

<b>COMPANY</b>	<b>TOTAL BID PRICE</b>
Simpson & Brown, Inc. Cranford, NJ	\$6,446,310
J. H. Reid General Contractor South Plainfield, NJ	\$7,183,397
Spearin, Preston & Burrows, Inc. College Point, NY	\$7,264,750
Trevcon Construction Company, Inc. Liberty Corner, NJ	\$7,461,920
Crossing Construction Company Washington Crossing, PA	\$8,128,881
Anselmi & DeCicco, Inc. Maplewood, NJ	\$8,167,012
George Harms Construction Co., Inc. Farmingdale, NJ	\$8,933,176.97
Ferreira Construction Company, Inc. Branchburg, NJ	\$9,860,456

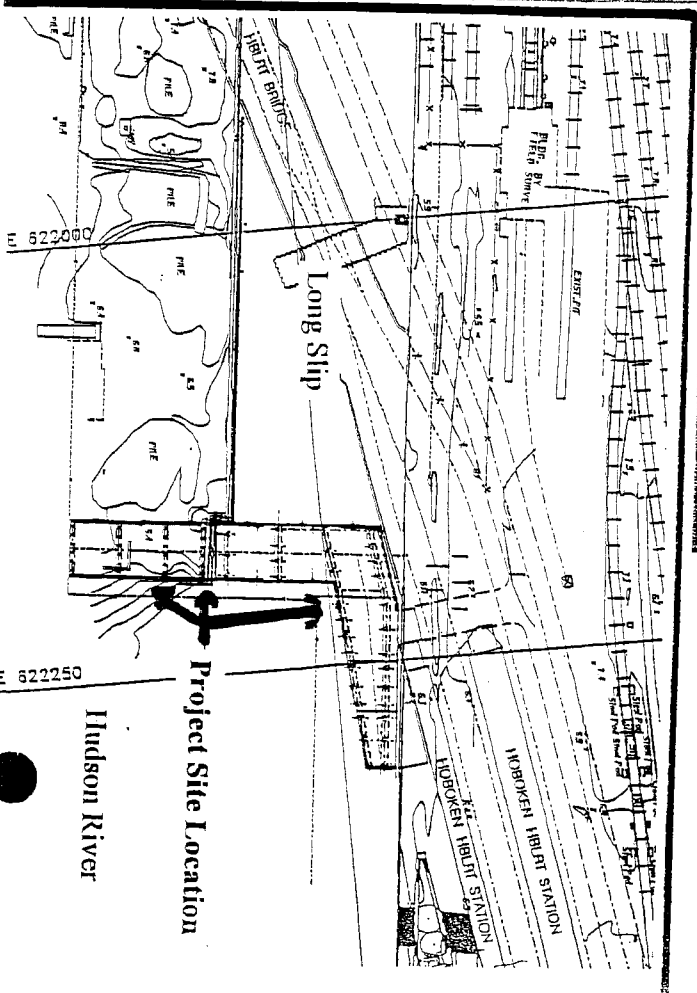
HOBOKEN TERMINAL LONG SLIP PEDESTRIAN BRIDGE:  
CONSTRUCTION CONTRACT AWARD AND CONTRACT AMENDMENT  
FOR CONSTRUCTION ASSISTANCE



WORK AREA

EXHIBIT "A"

Location Plan  
Long Slip Pedestrian Bridge  
May, 2007



Hudson River

Project Site Location

**ITEM 0709-61: NEWARK BROAD STREET STATION: AMENDMENT TO FINAL DESIGN AND CONSTRUCTION ASSISTANCE CONTRACT**

**BENEFITS**

The accessibility improvements to NJ TRANSIT's Broad Street Station will provide barrier-free access to the station and bring this facility into full compliance with the Americans with Disabilities Act. The installation of full length, high-level platforms will also provide boarding access to trains on all three tracks improving operating capacity of the lines serving the station.

**PURPOSE**

Authorization of this amendment will allow for incorporating additional design features to improve the operation of the Broad Street Station including: an enclosure around the east stairway up to the island platform, evaluation and resolution of unforeseen bridge and field conditions, aesthetic improvements to platform level station office areas, and provision of air conditioning for the waiting room shelters on the island platform. Construction assistance will support staff responses to design-related questions and evaluation of alternative products and methods for these additional features.

**ACTION (Capital Program Justification – Capacity Improvement)**

Staff seeks authorization to fund additional design services within the Phase III (Construction Assistance) professional services contract (No. 02-101) with Systra Consulting, Inc. of Bloomfield, New Jersey, for Construction Assistance in support of the Newark Broad Street Station Americans with Disabilities Act and Capacity Improvements project at a cost not to exceed \$360,000, plus five percent for contingencies, for a total contract authorization of \$5,568,150, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	This Authorization	\$ 360,000	+ 5%
	Total Authorization	\$ 5,568,150	

**Total Project Cost:** \$ 76,221,000

**Projected Date of Completion:** March 2008

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

**DBE Goal (Race Conscious):** 15.5% (Design)

**Future Related Authorizations:** None

**Impacts on Subsequent  
Operating Budgets:** \$ 0

## RESOLUTION

**WHEREAS**, NJ TRANSIT seeks to improve the accessibility of its transportation facilities and expand operational capacity of its rail line; and

**WHEREAS**, the proposed accessibility improvements will provide barrier-free access to the station and bring this facility into full compliance with the Americans with Disabilities Act (ADA); and

**WHEREAS**, the proposed full length, high-level platforms will improve platform access from all three tracks and expand operating capacity on the Morristown Line; and

**WHEREAS**, it is necessary to perform additional design within the Final Design and Construction Assistance Services contract to complete the project;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to fund additional design services within the Phase III (Construction Assistance) professional services contract (No. 02-101) with Systra Consulting, Inc. of Bloomfield, New Jersey, for Construction Assistance in support of the Newark Broad Street Station Americans with Disabilities Act and Capacity Improvements project at a cost not to exceed \$360,000, plus five percent for contingencies, for a total contract authorization of \$5,568,150, subject to the availability of funds.

**ITEM 0709-62: INFORMATION TECHNOLOGY CONSULTING SERVICES****BENEFITS**

It is NJ TRANSIT's objective to use technology to increase operating efficiencies and management control, by utilizing professional services to support future critical technology initiatives. NJ TRANSIT's technology plan can be implemented faster by supplementing project teams with additional technical resources. By providing knowledgeable resources, projects can be implemented more efficiently and where applicable, supported by internal staff in a timely manner. In addition, outside services will assist in training internal staff on adopting newer technology.

**PURPOSE**

NJ TRANSIT's Technology Advisory Council sets priorities for technology projects and updates the corporation's technology plans. This planning includes financial, administrative, transportation, safety/security, customer service and infrastructure projects whose completion typically requires additional professional services.

Professional services are used to supplement internal resources and to assist in the adoption of new technology as appropriate. Selected firms supply resources to one or more of the following skill categories: Systems Analysis & Programming, Desktop Support, Telecommunications, Wireless Radio Projects and Passenger Communication Systems.

The Board authorized contracts with professional services firms for the first year of the contract in CY 2006. Staff is now seeking approval for the second year of the contract. The projected cost for the second year is \$2,500,000.

**ACTION ( JUSTIFICATION: Operating Efficiencies)**

Staff seeks authorization to contract (No. 05-109) for professional services to supplement staffing within NJ TRANSIT's Information Services Department with Booz Allen Hamilton of Newark, New Jersey; Citadel Information Systems of East Brunswick, New Jersey; Comsys of Somerset, New Jersey; Data Industries of New York, New York; Edwards & Kelcey of Morristown, New Jersey; Raj Consultants of Iselin, New Jersey; RCC Consultants of Woodbridge, New Jersey and Telcordia Technologies of Red Bank, New Jersey for the second year of a three year contract limited by the second year's cost not to exceed \$2,500,000, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$2,500,000
<b>Total Project Cost:</b>	First Year - \$3,442,968
	Second Year- <u>\$2,396,577</u>
	Total : \$5,839,545
<b>Projected Date of Completion:</b>	Aug 2009
<b>Anticipated Source of Funds:</b>	Outyear Operating and Transportation Trust Funding
<b>Diversity Goal:</b>	20% SBE
<b>Impacts on Subsequent Operating Budgets:</b>	None

## RESOLUTION

**WHEREAS**, the Technology Advisory Council has assembled critical business requirements for a technology plan; and

**WHEREAS**, outside professional services are recommended to assist in implementing these projects; and

**WHEREAS**, outside professional services are used to supplement internal resources and specialized expertise may be called upon to assist in NJ TRANSIT's adoption of newer technology; and

**WHEREAS**, staff have estimated project resource requirements for three years; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Booz Allen Hamilton, Citadel Information Systems, Comsys, Data Industries, Edwards & Kelcey, Raj Consultants, RCC Consultants and Telcordia Technologies submitted the most advantageous proposals that provide the best value to NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to contract (No. 05-109) for professional services to supplement staffing within NJ TRANSIT's Information Services Department with Booz Allen Hamilton of Newark, New Jersey; Citadel Information Systems of East Brunswick, New Jersey; Comsys of Somerset, New Jersey; Data Industries of New York, New York; Edwards & Kelcey of Morristown, New Jersey; Raj Consultants of Iselin, New Jersey; RCC Consultants of Woodbridge, New Jersey and Telcordia Technologies of Red Bank, New Jersey for the second year of a three year contract limited by the second year's cost not to exceed \$2,500,000, subject to the availability of funds.

**ITEM 0709-63: CONTINUITY OF OPERATIONS VEHICLE****BENEFITS**

It is NJ TRANSIT's objective to use technology to improve passenger/employee safety and maintain continued operations, by purchasing integration services and systems to create a vehicle to improve NJ TRANSIT's communications during events that disrupt normal operations.

A continuity of operations vehicle will provide NJ TRANSIT with the capability of establishing a remote operations and communications capability anywhere in the region in the event of an emergency or in support of major planned events. Due to the significant resources that can be directed and controlled from the vehicle during an emergency, Homeland Security has recognized this as a priority investment, and the project will be paid for completely with Homeland Security Funds.

**PURPOSE**

This project will deliver a new 53-foot trailer that has 674 square feet of usable space that will have the following necessary systems:

- ◆ HVAC System, Electrical System, Lighting
- ◆ Satellite Communications
- ◆ Radio Communications
- ◆ Telephone Communications
- ◆ Data Network
- ◆ Video Communications
- ◆ Interior outfitting of trailer space

Using a satellite link, the mobile vehicle improves NJ TRANSIT's communications capabilities during critical events. Past history has shown that traditional communications paths such as cell phones, land based telephone lines and data lines do not provide reliable service during regional emergencies and events at locations that are not wired for communications restrict the ability to effectively communicate.

This vehicle will have eight complete workstations and twenty data ports that can accommodate computers with access to the NJ TRANSIT network by employees depending upon the nature of the emergency. With this capacity the vehicle will offer a safe mobile environment that will provide an alternate work site for a specific event such as flooding, power outages and other unpredicted occurrences. Further, it will also serve to support planned events, where NJ TRANSIT does not have an existing infrastructure.

The vehicle will also provide support for continuity of operations close to the scene of an emergency for:

- ◆ Communication and Intelligence
- ◆ Command and Control
- ◆ Coordination and Documentation
- ◆ interoperable communications between NJ TRANSIT and its Federal, State and Local mutual aid partners
- ◆ Emergency Management recovery requirements identified by UASI.

The project will be funded by Homeland Security grants.

**ACTION (Justification: Improved Passenger/Employee Safety and Continuity of Operations)**

Staff seeks authorization to contract (No. 07-045) with Bickford Broadcast Vehicles of Chantilly, Virginia for integration services and systems to create a continuity of operations vehicle in an amount not to exceed \$1,035,837, plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$1,035,837 plus five percent for contingencies
<b>Projected Date of Completion:</b>	June 2008
<b>Anticipated Source of Funds:</b>	Grant (Radios) (HTR 4100) Grant (Available) (FZK 5000) Grant (Available) (HWR 4100) Grant (Available) (HWV 4100)
<b>Diversity Goal:</b>	N/A
<b>Future/Related Authorization:</b>	N/A

**Impacts of Subsequent**

N/A

**Operating Budgets:**

FY09 \$103,584 Reoccurring Maintenance

## RESOLUTION

**WHEREAS**, NJ TRANSIT depends upon communications to coordinate activities of NJ TRANSIT personnel and our customers during emergencies and special events; and

**WHEREAS**, improved communications impact the safety of employees and passengers; and

**WHEREAS**, the NJ TRANSIT Police Department requires mobile communications to effectively manage incidents which may occur throughout the State of New Jersey; and

**WHEREAS**, upon completion of the competitive procurement process, it was determined that Bickford Broadcast Vehicles of Chantilly, Virginia submitted the most advantageous proposal that provided the best value and is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to contract (No. 07-045) with Bickford Broadcast Vehicles of Chantilly, Virginia for integration services and systems to create a continuity of operations vehicle in an amount not to exceed \$1,035,837, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0709-64: CROSS-BORDER LEASES: MCI BUSES**

**BENEFITS**

NJ TRANSIT seeks to extend its leveraged lease program by entering into a United Kingdom lease on approximately \$33,000,000 of MCI buses generating a benefit of approximately \$750,000 for 67 MCI buses.

**PURPOSE**

The Board of Directors had previously approved a lease with the Royal Bank of Scotland for buses, which was closed in November 2006. These MCI buses are being financed with New Jersey Certificates of Participation. As no federal funds are involved, this equipment is eligible for inclusion in a cross-border lease.

Both domestic and foreign special counsel will be required to close these leases. The Attorney General's Office has selected the firm of Gibbons Del Deo to represent NJ TRANSIT. As most of the documents are in place from the 2006 transaction, NJ TRANSIT will be able to keep legal expenses to a minimum.

**ACTION (Justification: Business Efficiencies)**

Staff seeks authorization to negotiate with the Royal Bank of Scotland as equity in a United Kingdom lease of MCI buses and authorization for the Chairman, Executive Director, the Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to close the lease, including the payment of all legal and other fees, and up to \$250,000 to indemnify other parties should a transaction fail to close.

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

**FISCAL IMPACTS**

**Requested Authorization:** Enter into cross-border leases on approximately \$33,000,000 of MCI buses.

**Diversity Goal:** N/A

**Projected Date of Completion:** Lease to be closed in FY 2008.

## RESOLUTION

**WHEREAS**, NJ TRANSIT is purchasing 67 MCI buses with New Jersey Certificates of Participation; and

**WHEREAS**, this equipment is eligible for cross-border leasing as no federal funds are involved; and

**WHEREAS**, the Royal Bank of Scotland was selected after a competitive process in 2006 to cross-border buses;

**WHEREAS**, Gibbons Del Deo has been selected by the Attorney General's Office as special counsel;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to negotiate with the Royal Bank of Scotland as equity in a United Kingdom lease of MCI buses and authorization for the Chairman, Executive Director, the Chief Financial Officer and Treasurer, the Secretary or their designees to take all actions necessary to close the lease, including the payment of all legal and other fees, and up to \$250,000 to indemnify other parties should a transaction fail to close.

**ITEM 0709-65: ACCESS LINK VEHICLE PURCHASE CONTRACT  
MODIFICATION TO AMEND PREVIOUS BOARD  
AUTHORIZATION NO. 0704-24**

**BENEFITS**

This Board item will amend a previous Board authorization for Access Link vehicle purchases that will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the Americans with Disabilities Act (ADA) paratransit service to residents and visitors. It will enable people with disabilities, who are unable to use NJ TRANSIT's fixed route local bus service, to become more independent, productive and increase their community participation. Approval of this amended contract authorization will continue support of NJ TRANSIT's initiatives in the critical area of serving customers.

**PURPOSE**

Following a competitive procurement process in 2005, American Bus and Coach LLC was selected to provide 184 minibuses during a four-year contract period in an amount not to exceed \$9,994,888, plus five percent for contingencies. In 2005, 32 minibuses were purchased, and in 2007, 19 minibuses were ordered. In February 2007, subsequent to a manufacturing stoppage by the Ford Motor Company, American Bus and Coach LLC informed NJ TRANSIT that they will be unable to supply more than 5 additional minibuses for the foreseeable future. In April 2007, amended contract authorization was provided for Transit Plus, Inc., of Atlantic Beach, FL, to supply 79 Chevrolet diesel minibuses at an approximate cost of \$4,680,993. In July, 2007, Transit Plus, Inc. informed NJ TRANSIT that they will be unable to provide vehicles for this contract.

Access Link has a critical vehicle shortage due to the need to replace and retire 89 minibuses during 2007 that have or will have driven more than 250,000 miles. Staff has identified that Shepard Brothers, Inc. of Canandaigua, New York, can supply 68 Chevrolet diesel minibuses and 16 Ford diesel minibuses to meet this immediate vehicle replacement need in 2007, at an approximate cost of \$4,879,320.

**ACTION (Justification: Mandate)**

Staff seeks authorization to redirect a portion of the previously authorized funding for Contract 05-072 to contract with Shepard Brothers, Inc. of Canandaigua, New York for the purchase of 68 Chevrolet diesel minibuses and 16 Ford diesel minibuses, per New York state contract, at a cost not to exceed \$4,879,320, plus five percent for contingencies, subject to the availability of funds.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Not to exceed \$4,879,320 + 5% contingency
<b>Total Project Cost:</b>	Not to exceed \$9,994,888 + 5% contingency
<b>Projected Date of Completion:</b>	Project is ongoing.
<b>Anticipated Source of Funds:</b>	Transportation Trust Fund
<b>Diversity Goal:</b>	5%
<b>Related/Future Authorization:</b>	Purchase of minibuses anticipated later in FY08.

## RESOLUTION

**WHEREAS**, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities; and

**WHEREAS**, Access Link must purchase new vehicles to replace and expand the current fleet to meet current and future demands, and

**WHEREAS**, the requirement to provide Access Link service is an ongoing requirement of the Federal Government that must be provided continuously without interruption; and

**WHEREAS**, upon completion of an IFB procurement process, American Bus and Coach LLC., Trenton, NJ was determined to be the most responsive bidder, but was unable to supply the full order of vehicles needed in 2007 due to a Ford Motor Company manufacturing stoppage; and

**WHEREAS**, Transit Plus, Inc., of Atlantic Beach, FL was determined to be the most qualified vendor, but was unable to provide vehicles according to the specifications of NJ TRANSIT's contract;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to redirect a portion of the previously authorized funding for Contract 05-072 to contract with Shepard Brothers, Inc. of Canandaigua, New York for the purchase of 68 Chevrolet diesel minibuses and 16 Ford diesel minibuses, per New York state contract, at a cost not to exceed \$4,879,320, plus five percent for contingencies, subject to the availability of funds.

# **CONSENT CALENDAR**

**ITEM 0709-66: APPROVAL OF GROUND LEASE AND ASSOCIATED DOCUMENTS WITH NOTCHWOOD, LLC TO FACILITATE DEVELOPMENT AT THE UPPER MONTCLAIR STATION AREA**

**BENEFITS**

This development on NJ TRANSIT owned property at Upper Montclair Station will provide a replacement station building for passenger/restaurant/commercial use including an improved waiting area and commercial amenities for rail passengers. The project will also enhance the station area, maximize NJ TRANSIT's economic return on the property, and stimulate economic development in the Township of Montclair.

**PURPOSE**

The Station, which was originally built in 1892, was extensively damaged by fire on February 5, 2006. Before the fire, the Upper Montclair Station consisted of a one-story, wood frame station with a ticket office, waiting area, rest rooms, small restaurant area and attached open canopy. The Township of Montclair, the Montclair Historic Preservation Commission, the Upper Montclair Train Station Committee and the Montclair Historical Society all expressed a desire for an appropriate new station to be constructed. On February 2, 2007, NJ TRANSIT issued a Request for Proposal ("RFP") to seek a developer/tenant to enter into a lease to utilize a portion of NJ TRANSIT's property at the Upper Montclair Train Station for the purpose of developing a replacement station building for restaurant/commercial use and a passenger waiting area. In June 2007, after a competitive RFP process, a technical evaluation committee consisting of representatives from NJ TRANSIT, the Township of Montclair and the Montclair Township Historic Preservation Commission selected a proposal submitted by Notchwood, LLC (the "Developer"), a real-estate development firm experienced in commercial development to plan, design, construct, lease, operate, manage and maintain the restaurant/station improvement and waiting areas on the site. Improved waiting area accommodations and amenities for rail passengers are to be incorporated into the project.

Under the terms of the proposed Ground Lease, the Developer will plan, design, construct, lease, operate, manage and maintain, the development which will consist of an approximate 2,800 square foot restaurant/station with interior/exterior waiting areas for NJ TRANSIT commuters.

The basic terms of the Ground Lease are as follows:

- The Developer will plan, design, construct, lease, operate, manage and maintain the restaurant/station development and waiting areas at the Upper Montclair Station and will obtain all regulatory, local and zoning approvals and permits required to implement the development at the Upper Montclair Station;

- The value of the improvement is estimated at \$850,000;
- NJ TRANSIT will contribute up to \$287,000 of insurance proceeds toward the construction of the replacement building, after deducting the cost of demolition of the remains of the previous station building;
- The lease term will be 10 years with three additional five-year option periods. As compensation for the planned restaurant/station development on NJ TRANSIT property, NJ TRANSIT will receive a ground rent with annual increases during the term of the lease. If exercised, the base rent within the three additional five-year option periods will be based on the highest rental amount paid during the previous period plus a CPI adjustment;
- NJ TRANSIT will receive an annual rent beginning at \$30,000 and totaling over \$500,000 for the initial 10 year lease term with CPI increases during the option periods.
- Milestones – Within 90 days from NJ TRANSIT and SHPO's final approval of plans, the Developer must file for a Building Permit. Within 90 days from receipt of the Building Permit, the Developer must start construction which must be completed within 12 months.

**ACTION (Justification: Business Efficiencies, Cost Effectiveness, and Economic Benefit)**

Staff seeks authorization for NJ TRANSIT to enter into a ground lease and other agreements and take all other actions as required with Notchwood, LLC to plan, design, construct, lease, operate, manage and maintain the proposed restaurant/station development for the referenced property (a portion of Block 2601, Lot 11). The project will consist of an approximate 2,800 square foot restaurant with interior/exterior waiting areas for rail passengers. The lease term will be for 10 years, with three additional five-year option periods. NJ TRANSIT will receive ground rent with annual increases. All rights, title and interest in the project, including ownership of the improvement to be constructed by Notchwood, LLC, will vest with NJ TRANSIT upon lease termination/expiration.

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

**FISCAL IMPACTS**

**Requested Authorization:** Enter into a ground lease and related documents.

**Total Project Cost:** \$0

**Projected Date of Completion:** Fall 2008

**Anticipated Source of Funds:** Private/Insurance Proceeds

**Diversity Goal:** 20%

**Related/Future Authorizations:** N/A

**Impacts on Subsequent Operating Budgets:** NJ TRANSIT will receive ground rent with annual increases. All rights, title and interest in the project will vest with NJ TRANSIT upon lease termination/expiration.

## 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 is the owner of a property located at the corner of Bellevue Avenue and North Mountain Avenue on the commuter parking lot at the Upper Montclair Station Stop in the Township of Montclair; and

**WHEREAS**, the original station building was extensively damaged by fire on February 5, 2006; and

**WHEREAS**, the proposed project is expected to result in increased activity in the vicinity of the rail station, providing new economic benefits to the community; and

**WHEREAS**, NJ TRANSIT staff, after a competitive RFP process, has negotiated the terms of a ground lease which will result in financial benefit to NJ TRANSIT in exchange for the ground leasing of said property to the Developer;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to enter into a ground lease and other agreements and take all other actions as required with Notchwood, LLC to plan, design, construct, lease, operate, manage and maintain the proposed restaurant/station development for the referenced property (a portion of Block 2601, Lot 11). The project will consist of an approximate 2,800 square foot restaurant with interior/exterior waiting areas for rail passengers. The lease term will be for 10 years, with three additional five-year option periods. NJ TRANSIT will receive ground rent with annual increases. All rights, title and interest in the project, including ownership of the improvement to be constructed by Notchwood, LLC, will vest with NJ TRANSIT upon lease termination/expiration.

**ITEM 0709-67: NEWARK CITY SUBWAY: ACTION TO RESCIND PREVIOUS BOARD RESOLUTION NO. 9806-70 FOR PURCHASE OF ORANGE INDUSTRIAL TRACK AND TO AUTHORIZE NJ TRANSIT'S SALE OF THE SEVERED PORTION OF THE BERGEN COUNTY LINE TO NORFOLK SOUTHERN AND ACQUISITION OF A PORTION OF THE ORANGE INDUSTRIAL TRACK FROM NORFOLK SOUTHERN**

**BENEFITS**

This Board action rescinds the previous Board Item (No. 9806-70) for the purchase of a section of the Orange Industrial Track from Conrail and authorizes the transfer of a portion of the severed Bergen County Line (BCL) in Secaucus to Norfolk Southern Corporation (NS) to provide non-monetary consideration for the acquisition of the referenced Orange Industrial Track property from NS in Newark, Belleville and Bloomfield. The Orange Industrial Track acquisition provides access to the Vehicle Base Facility (VBF) which services the light rail cars on the Newark City Subway (NCS) Extension. The transfer will relieve NJ TRANSIT's obligation of annual lease payments to NS in the amount of \$225,000. This acquisition provides NJ TRANSIT with one hundred percent control of the Newark City Subway alignment.

**PURPOSE**

The transfer of the severed portion of the Bergen County Line (from Milepost 4.02 to 4.980, consisting of 12.32 acres, 0.95 miles long in the Town of Secaucus, County of Hudson, New Jersey) to NS provides NJ TRANSIT the ability to acquire the Orange Industrial Track (from Mileposts 8.616 to 9.905 consisting of 11.86 acres, 1.3 miles long from the cut off point of the Boonton Line to the easterly line of Bloomfield Avenue, in the Townships of Belleville, Bloomfield and the City of Newark) to ensure continued access into the Newark City Subway VBF. Since 1999 Norfolk Southern (NS) Railway Company leased a portion of the Orange Industrial Track to NJ TRANSIT in order to provide a connection from the existing Newark City Subway to the Vehicle Base Facility. NS will continue to maintain the portion of the Orange Industrial Track that it is currently using exclusively from the Boonton Line cut-off point to Franklin Avenue in accordance with the Trackage Rights Agreement. The severed portion of the Bergen County Line that NJ TRANSIT will convey is the remaining portion of that line resulting from the Main-Bergen Connection project located north of New County Road, east of Seaview Drive and west of Metro Way and south of Meadowlands Parkway. This portion of BCL was used for rail passenger service prior to the opening of the Secaucus Transfer station. NJ TRANSIT has no current or future plans for the use of this right of way.

**ACTION (Justification: Business Efficiencies, System Expansion)**

Staff recommends that the Board authorize the Chairman or Executive Director to take all necessary actions to transfer the severed portion of the Bergen County Line from Milepost

4.02 to 4.98, known as Block 20, portion of Lot 2, Town of Secaucus, Hudson County, New Jersey to Norfolk Southern Corporation and to acquire the Orange Industrial Track from Milepost 8.616 to milepost 9.905, known as Block 792-Lot 20, Block 800-Lot 20, Block 803-Lot 50, Block 806-Lot 70, Block 849.01-Lot 30, City of Newark; Block 202-Lot 1, Township of Belleville; Block 64-Lot 1, Block 361-Lot 20, Block 391-Lot 80, Township of Bloomfield, Essex County, New Jersey from Norfolk Southern Corporation for continued access to the Newark City Subway Vehicle Base Facility.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Authorize the Chairman or Executive Director to take all necessary actions to transfer the severed portion of the Bergen County Line as noted above to Norfolk Southern Corporation and to acquire the Orange Industrial Track as noted above from Norfolk Southern Corporation for continued access to the Newark City Subway Vehicle Base Facility.
<b>Total Project Cost:</b>	N/A
<b>Projected Date of Completion:</b>	November 1, 2007
<b>Anticipated Source of Funds:</b>	N/A
<b>Diversity Goal:</b>	N/A
<b>Future/Related Authorizations:</b>	N/A
<b>Impacts on Subsequent Operating Budgets:</b>	Elimination of \$225,000 annual rent payment for use of Orange Industrial Track.

## 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**, in 1999 Norfolk Southern (NS) Railway Company leased a portion of the Orange Industrial Track to NJ TRANSIT in order to provide a connection from the existing Newark City Subway to the Vehicle Base Facility; and

**WHEREAS**, acquisition of a portion of the Orange Industrial Track will ensure continued connectivity between the original Newark City Subway and the access to the Vehicle Base Facility, which services the light rail cars on the Newark City Subway (NCS) and eliminate an annual rent payment of \$225,000; and

**WHEREAS**, the sale of the severed portion of the Bergen County Line will provide the non-monetary consideration for the acquisition of property from NS known as a portion of the Orange Industrial Track; and

**WHEREAS**, NJ TRANSIT has no current use or future plans for the severed portion of the Bergen County Line;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to take all necessary actions to transfer the severed portion of the Bergen County Line from Milepost 4.02 to 4.98, known as Block 20, portion of Lot 2, Town of Secaucus, Hudson County, New Jersey to Norfolk Southern Corporation and to acquire the Orange Industrial Track from Milepost 8.616 to milepost 9.905, known as Block 792-Lot 20, Block 800-Lot 20, Block 803-Lot 50, Block 806-Lot 70, Block 849.01-Lot 30, City of Newark; Block 202-Lot 1, Township of Belleville; Block 64-Lot 1, Block 361-Lot 20, Block 391-Lot 80, Township of Bloomfield, Essex County, New Jersey from Norfolk Southern Corporation for continued access to the Newark City Subway Vehicle Base Facility.