

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

Richard R. Sarles
Executive Director

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



April 20, 2007

Dear Governor Cody:

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 Wednesday, April 18, 2007.

Sincerely,

Gwen A. Watson
Board Secretary

Enclosures

Honorable Richard J. Cody
Acting Governor, State of New Jersey
State House
Trenton, NJ 08625

(NJT BOARD –04/18/2007)

Minutes of the actions taken at the Open Session of the re-scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, April 18, 2007.

Present:

Kris Kolluri, Esq., Chairman (By Phone)
Myron P. Shevell, Vice Chairman
A. Matthew Boxer, Governor's Representative
Patrick O'Connor, Treasurer's Representative
Kenneth E. Pringle
Flora Castillo

Richard R. Sarles, Executive Director
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs
James Gigantino, Acting Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
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
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Jan Walden, Assistant Executive Director, Diversity
Gwen A. Watson, Board Secretary
Robert Guarnieri, Auditor General

Vice Chairman Myron P. Shevell convened the Open Session at 9:08 am in accordance with the Open Public Meetings Act.

Vice Chairman Shevell expressed his deepest sympathy and condolences to those families affected by the tragedy at Virginia Tech University. Vice Chairman Shevell remembered the local victims, Michael LaPorte, Julia Pryde and Michael Pohle and said he hopes and prays their families have the strength to deal with this tragic situation.

Vice Chairman Shevell also expressed best wishes for Governor Corzine who is convalescing in a Camden hospital after a car accident last week. Vice Chairman Shevell said it is an honor and pleasure to work with Governor Corzine, who is one of the hardest working Governors he has ever met and wished him a speedy recovery.

Vice Chairman Shevell expressed concern for those individuals affected by the recent Nor'easter which caused major flooding throughout the State. He said many people lost their homes in this powerful storm.

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Vice Chairman Myron P. Shevell asked for a motion to adopt the minutes of the March 15, 2007 and April 2, 2007 meetings. A motion was made by Flora Castillo, seconded by Kenneth E. Pringle and unanimously adopted.

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

Executive Director Sarles said this is his first Board meeting as NJ TRANSIT's Executive Director and thanked the Board for the opportunity.

Executive Director Sarles highlighted a couple of the agenda items and updated the Board on the Fiscal Year 2008 budget and fare proposal.

He said completing final design of the Passaic-Bergen rail service is a significant step forward to introducing rail service from Hawthorne through to Hackensack. Authorization is requested to amend a contract with Transit Link to complete the design work, and finalize environmental reviews, as well as create an operating plan that will make the cross county project compatible with the New York, Susquehanna & Western (NYS&W) freight rail service.

This project is a good example of leveraging existing infrastructure to provide new commuter service in a region that is seeking alternatives to roadway congestion. Hackensack to Hawthorne is the first increment toward east/west service on the NYS&W.

Executive Director Sarles thanked Congressman Bill Pascrell for his unwavering support and leadership on this initiative.

There is Board agenda item to advance the engineering for Northern Branch rail service between Bergen and Hudson counties. Approval is requested to enable NJ TRANSIT to include an alternatives analysis of both diesel multiple unit and light rail service in the Draft Environmental Impact Statement process.

NJ TRANSIT is also seeking to advance the preliminary engineering of those activities that are common to both mode alternatives under consideration, which allows more detailed information on functions like station and parking locations, signal system configurations and yards.

NJ TRANSIT has heard from a number of advocates about their service preferences, listened intently to their comments and has developed a very comprehensive public process to ensure that everyone has access to the facts that will inform the final decision. As part of the public process, NJ TRANSIT is convening a community liaison group that will provide input on the concepts developed by NJ TRANSIT which ultimately will be part of the Draft Environmental Impact Statement document. Taking this step today advances NJ TRANSIT's commitment to a thorough and open process.

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Executive Director Sarles said management presented a proposed Fiscal Year 2008 budget and fare plan to the Board in February and gave an overview of that presentation (copy attached).

The operating budget for Fiscal Year 2008 includes expenses of \$1.587B and revenues of \$1.527B, for a net unfunded operating need of \$60M. This budget includes basic inflationary growth of \$45 million, in addition to the costs associated with new and expanded services, as well as extraordinary costs for contract bus and Access Link services and security.

While the Fiscal Year 2007 budget assumed savings of \$30 million in business improvements including commercial revenue as well as health and pension benefit savings, headcount reduction through attrition, and other administrative expense reductions, Executive Director Sarles emphasized that NJ TRANSIT is continuing to look for additional opportunities both to reduce costs and to grow commercial revenues and will report those to the Board as specific actions are identified. The budget also assumes level funding from the State of about \$300 million.

To address the outstanding need of \$60M, management has proposed a systemwide average fare increase of 9.6 percent. This plan would move the price of a one-zone bus ticket from \$1.25 to \$1.35 which compares favorably to ticket prices in the region and elsewhere in the country. The proposed rail fare adjustments will make our cost per passenger mile 33 cents, which compares favorably to 46 cents on Metro-North Rail Road, 42 cents on SEPTA, and 49 cents on the Long Island Rail Road. NJ TRANSIT held thirteen public hearings and information sessions from February 28 through March 8, 2007 to present the proposal for public comment. A total of 125 people offered comments for the record at those hearings. Combined with website submissions, written testimonies and letters, NJ TRANSIT received 2,155 individual comments.

The general themes in the feedback received from the public included affordability of transit services, the pace of fare adjustments, the need for a long-term, stable funding source to support operations, and the need for certain customer service improvements. NJ TRANSIT also heard from many participants that there is great demand for more frequent service and service to more destinations throughout the State.

After reviewing the transcripts of the hearings and information sessions, all of the correspondence, and the hearing officers' reports, NJ TRANSIT modified certain aspects of the proposal and will seek Board approval of the final fare policy recommendation.

Responding to issues of affordability and seat capacity on peak trains and the need to encourage off-peak travel rather than peak, NJ TRANSIT recommends modifying the morning peak period (currently trains arriving at the final terminal from 6:30 a.m. to 9:30 a.m.) to begin a half-hour later at 7:00 a.m. beginning on June 1, 2007.

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This change makes 16 trains more available to riders traveling on a discounted off-peak ticket, and encourages travel on earlier trains when more capacity is available. Executive Director Sarles thanked Board Member Pringle for this recommendation.

NJ TRANSIT also heard from customers about the ability to use their inter-branch rail ticket to transfer between rail lines using the Newark Light Rail Line instead of transferring at Secaucus or having to purchase a separate Newark Light Rail ticket.

NJ TRANSIT's final proposal includes an interchangeability enhancement that allows customers traveling between Hoboken and Newark divisions who purchase a "via Secaucus" ticket to use that ticket on the Newark Light Rail at no additional cost.

NJ TRANSIT heard from a number of people about transit service to Newark International Airport. Executive Director Sarles convened a working group, under the leadership of Jim Redeker, to review airport access issues including transit services to the airport as well as distribution systems to airport facilities, and bus and rail ticketing and pricing and including pricing from New York Penn Station.

The Port Authority, the Metropolitan Transit Authority (MTA) and the City of Newark have agreed to participate in the working group and Executive Director Sarles thanked them for their support as NJ TRANSIT looks regionally at how to best serve airport customers.

Executive Director Sarles also thanked the Port Authority for its support of eliminating the child access fee to Newark Airport.

Finally, to ensure that customers have a continuing voice beyond this public hearing process, Executive Director Sarles has designated Rick Mariani to serve as the new Customer Advocate. Mr. Mariani will work directly with Executive Director Sarles to identify improvements to service delivery for bus, light rail and rail customers across the system.

Executive Director Sarles said the final fare plan includes a systemwide average increase of 9.6 percent, to take effect on June 1, 2007. It permits NJ TRANSIT to add services including more multi-level rail coaches to provide more seats for customers, expanded mid-day service on the Raritan Valley Line west of Raritan, and on the Pascack Valley Line. In addition, it maintains the current level of operation and maintenance by overcoming the corrosive effects of inflation on service and infrastructure.

Executive Director Sarles said Chairman Kolluri and the Board have expressed a commitment to looking at innovative ways to fund both inflationary costs for core services and the additional costs associated with new transit services coming online over the next decade.

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In addition to ongoing cost-containment efforts, these solutions will be critical to keeping transit affordable and to ensuring the continued balance in cost-sharing for services among everyone who benefits from an efficient transit system.

Ron Monaco presented the Advisory Committee report to the Board and extended best wishes to Executive Director Sarles on his new appointment and said he looks forward to working with him in the future. Mr. Monaco said the North and South Jersey Advisory Committees held a joint meeting on April 12, 2007 in Atlantic City. Board Member Pringle attended and Mr. Monaco was pleased that he is an active and supportive Board Member. Mr. Monaco said Al Tillotson gave a presentation on the background and methodology of the fare increase proposal.

There were four public comments on the fare proposal agenda item.

William Wright congratulated Richard Sarles on his appointment as the new Executive Director. Mr. Wright said the fare increase is the Legislature's fault. He said the Governor went out on a limb to continue the Transportation Trust Fund but the Legislature has not supported transit and has not raised the gas tax to provide a dedicated funding source for transit. Mr. Wright said this is the fifth fare increase for NJ TRANSIT but the gas tax remains stagnant. He said this must be corrected and offered his services to resolve this issue.

Damien Newton, on behalf of the Tri-State Transportation Campaign, congratulated Richard Sarles and said he was happy to see a familiar face and looks forward to working with him. Mr. Newton thanked the Board and staff for reducing the fare impacts in some areas and was happy to see the use of the inter-branch rail ticket to transfer between rail lines using the Newark Light Rail Line instead of transferring at Secaucus.

Mr. Newton said the issue of the fare increase rests with the Legislature. He said it would have cost \$9 million to spare a fare increase for 30 percent of all NJ TRANSIT riders. He said no one in Trenton was interested in doing that. Mr. Newton said this is the third fare increase in five years and the Legislature needs to fund transit. Mr. Newton said the Legislature has to get serious about transit funding or NJ TRANSIT will have no choice but to raise fares every year.

Mr. Newton thanked everyone for their work on the recommended modifications to the fare proposal and beseeched the Legislature to find a solution to a dedicated source of transit funding.

Denise Wolferman, a commuter who travels from Metropark Station to New York City, expressed her objection to the fare increase. She said NJ TRANSIT needs to educate the passengers about the reasons for a fare increase. If there is a need for dedicated transit funding, commuters should be told and they could ask their Legislators for assistance. Ms. Wolferman complained about overcrowding of trains, no seats, late trains and poor customer service assistance. She said Metropark Station is unsafe and nothing will be done until a tragedy happens. She said when trains are late or if there

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are service disruptions and it is NJ TRANSIT's fault, refunds are in order. She reiterated that NJ TRANSIT needs to educate passengers.

Executive Director Sarles said with regard to Metropark Station, a reconstruction of that station will begin shortly with new platforms and heated and air-conditioned waiting areas. As he mentioned earlier, part of the need for a fare increase is for increased services and more multi-level vehicles on the rail lines. Executive Director Sarles said steps are being taken to work with commuters and suggested Ms. Wolferman meet with Rick Mariani, Customer Advocate to further address her concerns.

Vice Chairman Shevell thanked Ms. Wolferman and said her comments are taken very seriously. He said NJ TRANSIT will do everything they can to make the commute better for her and other passengers.

David Peter Alan, on behalf of the Lackawanna Coalition, supports the expansion of rail service in the Bergen County area, both on the Susquehanna Line and the Northern Line and said he defers to his colleagues at the New Jersey Association of Railroad Passengers concerning the best way to deliver these important service improvements. He appreciates the need for new buses especially the new paratransit vehicles.

Mr. Alan said the Lackawanna Coalition and the New Jersey Association of Railroad Passengers opposes the current fare increase proposal because it is unfair and counterproductive to force transit riders alone to make a greater contribution to costs while motorists and truckers have not seen an increase in the gas tax since 1988. Mr. Alan asked the Board to restore the 25 percent discount for off peak rail fares that was in effect until July 2005 but said it would be a courageous act to defer consideration of any fare increase until the new Executive Director and his management team can thoroughly reconsider and review it.

Mr. Alan reiterated the nature of the objections to the fare increase proposal and said he has stated them since the January board meeting, through the hearings and in the Spring issue of *Railgram* which was distributed at the meeting (copy attached). He asked the Board to refrain from increasing fares.

Board Member Pringle commented on the fare increase. He said NJ TRANSIT is the largest transit system in the country without a stable source of funding. He said it is remarkable that the number of people who attended the hearings asked for more service and at the same time asked for better service. He said the issue is a fare increase and commuters are being asked to pay for more than inflationary costs. Passengers are being asked to subsidize expanded or new services. Board Member Pringle said a fare policy should be adopted that spells out when it is appropriate to raise fares, what should be considered and other sources of funding. Other states have dedicated funding sources for their mass transit system. He said it does not take courage to vote no for a fare increase but it takes courage to vote yes to impose an increase in the gas tax. He is disappointed that he has to vote on a fare increase because there are a lack of options.

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Since there were no further comments on the fare proposal, Executive Director Sarles presented the following Action Item for approval:

0704-20: AUTHORIZATION FOR FARE PRICING AND POLICY PROPOSAL

NJ TRANSIT conducted 13 public hearings and information sessions throughout the State and New York City between February 28 and March 8, 2007 to receive public comments on the preliminary Fiscal Year 2008 budget and fare proposal. A total of 190 people attended the hearings and information sessions and 125 persons offered comments for the record. A total of 2,155 individual comments were received including website submissions and public hearing testimonies and letters. After reviewing all of the transcripts, correspondence and hearing officers' reports, Executive Director Sarles recommended the following modifications: 1) Modify the start of the morning peak period from 6:30 am to 7:00 am; 2) Allow customers traveling between Hoboken and Newark divisions who purchase a Secaucus ticket to use that ticket on the Newark Light Rail at no additional cost; and 3) Convene a working group to include the Port Authority of New York and New Jersey, the Metropolitan Transit Authority and the City of Newark to review Newark International Airport access issues, including transit services to the airport as well as distribution systems to airport facilities, bus and rail ticketing and pricing. The conclusions of the working group would be reported to the Board. Authorization is requested to implement the fare proposal averaging 9.6 percent with the modifications as outlined.

Chairman Kris Kolluri moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

At this point, Chairman Kolluri left the meeting.

There were eight public comments on other agenda items.

Mark Rabson, on behalf of the Paterson AM Rotary, endorsed the Passaic-Bergen rail service and said it will link riders to employment opportunities, permit seamless transfers to the Main Line, Pascack Valley Line and the Hudson Bergen Light Rail Transit System as well as the Secaucus Station and New York City destinations. Mr. Rabson said it will also promote redevelopment of underutilized and vacant properties along the commuter line rights of way resulting in the growth of property values and ratables in Passaic County. He said it will encourage additional businesses to locate in the communities along the line and offer additional services to local residents. Mr. Rabson urged the Board of Directors to proceed with the design, development and implementation of this important transportation enhancement for Passaic County. Mr. Rabson provided a letter of support from Joseph Orlando, President and CEO of Barnert Hospital for the Passaic-Bergen rail service.

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Jamie Dykes, on behalf of the Paterson Chamber of Commerce, voiced his support for the Passaic-Bergen commuter line. He said this line will link riders to employment opportunities, provide seamless transfers and reduce dependence on automobiles which will alleviate traffic congestion. The Passaic-Bergen line will promote redevelopment of property growth, property values and ratables in the State.

Elease Evans, Passaic County Freeholder Director, supports the Passaic-Bergen Rail Service and said this been an ongoing project since 2003. She thanked Congressman Pascrell for his support on this project. Ms. Evans said the first phase of this project will provide service between Hawthorne and Hackensack and will provide seamless transfers. This service will support the redevelopment of underutilized properties along its route and provide job opportunities for the residents of Passaic and Bergen counties.

Gloria Martini, North Jersey Regional Chamber of Commerce, expressed strong support for the Passaic-Bergen rail service. She said it is a catalyst for redevelopment of underutilized and vacant properties. Ms. Martini said it will provide additional service for residents and she endorses this transportation service for Passaic and Bergen counties.

John Murrin, Mayor, Borough of Pompton Lakes, said mass transit is important and he supports the Passaic-Bergen rail line. Mayor Murrin said the Passaic-Bergen line should be extended into Pompton Lakes and he read a resolution from the Borough Council.

The Passaic County presentation of the Passaic-Bergen Rail Service was distributed at the Board Meeting (copy attached).

Margarite Petrillo commented on the item Purchase of 67 Cruiser Buses. She asked when will the buses arrive and how many seats they have. Mr. Santoro replied the buses will arrive by September 2007 and will have 59 seats. Ms. Petrillo said four years ago the Board approved the purchase of 70 natural gas buses, but she does not see any of them on the routes. Mr. Gigantino said the buses operate on Route 9, Lakewood to New York and in Bergen and Passaic counties. Ms. Petrillo said she filed an OPRA request for this information and Mr. Gigantino said she would be receiving the material shortly.

Al Cafiero, on behalf of Senator Cardinale's office, thanked the Board for listing the Northern Branch Rail Service item on the agenda.

Rose Heck congratulated Executive Director Sarles and Assistant Executive Director Santoro in their new positions. She said they both have outstanding communication and listening skills and they are truly appreciated. Ms. Heck thanked former Executive Director Warrington for allowing the open dialogue with the Association of Rail Passengers and the Light Rail Panel. She said the Association welcomes new members. Ms. Heck thanked the Board for the agenda item, Northern Branch Rail Service that includes an analysis of the two modes, diesel multiple unit rail service and

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an extension of the Hudson-Bergen Light Rail service, temporally separated with freight service.

Ms. Heck suggested that NJ TRANSIT coordinate a group outreach program to State legislators and the New Jersey Congressional delegation to increase national awareness for public transportation nationwide.

0704-21: PASSAIC-BERGEN RAIL SERVICE: CONTRACT AMENDMENT FOR FINAL ENGINEERING

In response to the transportation needs of the Passaic-Bergen county area, the Passaic-Bergen Rail Service will provide service between Hawthorne and Hackensack, serving up to nine new stations along the New York, Susquehanna & Western Railway Main Line Corridor. The proposed rail service will offer new public transit options with a direct transfer to NJ TRANSIT's Main Line and will also support economic investment in the communities along its route. The new service will demonstrate the use of diesel-multiple unit rail cars that will allow the vehicles to share the railroad right-of-way with freight trains. Future expansion of this service will connect commuters with jobs in Manhattan and along the Hudson River Waterfront and will introduce rail service to an area of the State that is only served by highways. This project is the first increment toward a more comprehensive plan to expand rail service in the region. Authorization is requested to amend the contract with Transit Link Consultants, a joint venture of Parsons Brinckerhoff, and SYSTRA Consulting for final design and bid document preparation for the Passaic-Bergen Rail Service project between Hawthorne and Hackensack at a cost not to exceed \$5,700,000 plus five percent for contingencies.

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

Board Member Pringle said the Passaic-Bergen Rail Service is an important project and he appreciated the public comments he heard today. He said early estimates suggest that only 10 to 12 percent of the cost of operating the line will be covered by its riders. With no other way to raise money, the agency would have to raise fares to cover the new costs. Board Member Pringle suggested seeking input and support from State, county and local municipalities in order to close the gap on the operating side.

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0704-22: NORTHERN BRANCH RAIL SERVICE: ENVIRONMENTAL IMPACT ANALYSIS CONSULTANT CONTRACT AMENDMENT AND PRELIMINARY ENGINEERING CONSULTANT CONTRACT AWARD

The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads as well as provide a public transit alternative to eastern Bergen County residents who work in New York City and the Hudson County Waterfront. Authorization is requested to amend the contract with Edwards & Kelcey for preparation of the Draft Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$950,000 plus five percent for contingencies. In addition, Executive Director Sarles requested authorization to award a contract to Gannett Fleming/HNTB, a joint venture partnership, for limited preliminary engineering of the Northern Branch Rail Service project at a cost not to exceed \$3,000,000 plus five percent for contingencies.

A. Matthew Boxer moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

Board Member Pringle said the ridership projections should be taken into account as part of the Draft Environmental Impact Statement and those issues should be taken into consideration when expanding service.

0704-23: PURCHASE OF 67 CRUISER BUSES

NJ TRANSIT recently completed an evaluation of its bus fleet to determine its ability to serve ridership and meet daily service demands throughout the State. To ensure consistency and compatibility with the current fleet of cruiser buses, authorization is requested to enter into a procurement-by-exception contract with Motor Coach Industries for the purchase of up to 67 new cruiser buses at a cost not to exceed \$32,946,467 plus five percent contingencies. It has been determined that Motor Coach Industries is the only vendor capable of complying with the contract performance requirements. This action, in addition to providing fleet compatibility, will avoid extra costs in the areas of operator and maintenance training and parts inventory.

Patrick O'Connor moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

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0704-24: ACCESS LINK VEHICLE PURCHASE CONTRACT MODIFICATION TO
AMEND PREVIOUS BOARD AUTHORIZATION NO. 0509-79

Following a competitive procurement process in September 2005, the Board awarded a contract to American Bus and Coach to provide 184 minibuses during a four year contract period to support the Access Link service. In February 2007, subsequent to a manufacturing stoppage by the Ford Motor Company, American Bus and Coach informed NJ TRANSIT that they will not be able to supply more than five additional minibuses. Due to Access Link's critical vehicle shortage and the need to replace 99 minibuses during 2007, authorization is requested to redirect a portion of the previously authorized funding and to contract with Transit Plus, Inc. for the purchase of 79 minibuses per a Florida state contract at a cost not to exceed \$4,680,993 plus five percent for contingencies.

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

0704-25: GLADSTONE LINE CATENARY POLE REPLACEMENT
CONSTRUCTION CONTRACT AWARD

Today, nearly 3,300 customers use the Gladstone Branch service each weekday. Electric power for the Gladstone Branch trains is provided by overhead catenary wires supported by wood poles. The existing wooden support poles were installed about 25 years ago and some have deteriorated and need to be replaced. Authorization is requested to contract with Case Foundation Company for the procurement and installation of 143 steel catenary support poles and foundations along the Gladstone Branch in an amount not to exceed \$11,992,900 plus five percent for contingencies. The poles will be installed on concrete foundations and the design life is expected to be about 80 years. The work requires extended track outages in order to install the foundations and poles and the project will be constructed in two phases to minimize disruptions to service and customers.

Kenneth E. Pringle moved the resolution, Patrick O'Connor seconded it and it was unanimously adopted.

0704-26: TRACK LAYING MACHINE SERVICE

Infrastructure track rehabilitation is a basic requirement of railroad operations. A track laying machine service would provide the equipment to replace wooden ties with concrete ties over a large area of NJ TRANSIT territory. The use of this equipment is the most safe, efficient and cost effective means for installing concrete ties. The use of concrete ties

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provides track stability, less frequent track maintenance and a smoother train ride. Authorization is requested to amend the contract with Harsco Track Technologies for the lease of tie rack cars and the services of a track laying machine at a cost not to exceed \$2,260,488 in 2007 and \$1,583,205 in 2008 plus five percent for contingencies.

A. Matthew Boxer moved the resolution, Kenneth E. Pringle seconded it and it was unanimously adopted.

Executive Director Sarles presented the following Consent Item for approval:

0704-27: ADDITIONAL INVESTMENT MANAGERS FOR COMPANY OPERATING FUNDS

Authorization to contract (No. 07-049) with the following companies to provide investment opportunities.

American Beacon Advisors, Inc.
Commerce Asset Management
Evergreen Investment Management Company, LLC
Mellon Financial Markets, LLC
Morgan Stanley
Smith, Graham & Company Investment Advisors, L.P
Wells Fargo Institutional Brokerage and Sales

The Consent Calendar was moved in its entirety by Flora Castillo, seconded by Kenneth E. Pringle and unanimously adopted.

There was one public comment on non-agenda items.

David Peter Alan welcomed and congratulated Executive Director Sarles to his new position and wished him success in his new endeavors. Mr. Alan said he has met with Executive Director Sarles on several occasions and looks forward to a continuation of that dialogue. He hopes the new Executive Director will improve service on the Morris & Essex and Montclair-Boonton Lines.

Mr. Alan said it is time to move forward vigorously on the Cutoff Project to provide service west of Dover and as far as Scranton and it is time to electrify the Montclair-Boonton between Montclair and Denville. Mr. Alan suggested that it is time to upgrade signals between Summit and Baker Interlocking in Morristown to allow full operation in both directions. Concerning levels of service, he suggested weekend service on the Montclair-Boonton line, improved service on that line west of Montclair, later service on weekends on the Morris & Essex Lines and restoration of the service to and from Hoboken that was eliminated last summer.

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Mr. Alan commented that there is new leadership on both sides of the Hudson River, Richard Sarles at NJ TRANSIT and Lee Sander at New York's Metropolitan Transit Authority (MTA). He said this is a time for new transit starts both in New Jersey and the rest of the nation.

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

The meeting was adjourned at approximately 10:25 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**

APRIL 18, 2007

MINUTES

- | | | |
|---|--|-------|
| ➤ | APPROVAL OF MINUTES OF PREVIOUS MEETINGS | 38590 |
| ➤ | EXECUTIVE DIRECTOR'S MONTHLY REPORT | 38591 |
| ➤ | ADVISORY COMMITTEE REPORTS | -- |
| ➤ | PUBLIC COMMENTS ON AGENDA ITEMS | -- |

ACTION ITEMS

- | | | |
|---------|--|-------|
| 0704-20 | AUTHORIZATION FOR FARE PRICING AND POLICY PROPOSAL | 38613 |
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Authorization to take all actions necessary to implement the fare pricing and policy change proposals set forth in this item and related exhibits.

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| 0704-21 | PASSAIC-BERGEN RAIL SERVICE: CONTRACT AMENDMENT FOR FINAL ENGINEERING | 38681 |
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Authorization to amend the contract (05-117) with Transit Link Consultants of Bloomfield, New Jersey, a joint venture of Parsons Brinckerhoff of Newark, New Jersey, and SYSTRA Consulting of Bloomfield, New Jersey, for professional services for final design and bid document preparation for the Passaic-Bergen Rail Service project between Hawthorne and Hackensack at a cost not to exceed \$5,700,000, plus five percent for contingencies, for a total contract authorization of \$11,760,000, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
 NJ TRANSIT BUS OPERATIONS INC.
 NJ TRANSIT RAIL OPERATIONS INC.
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- 0704-22 NORTHERN BRANCH RAIL SERVICE: 38684
 ENVIRONMENTAL IMPACT ANALYSIS CONSULTANT
 CONTRACT AMENDMENT AND PRELIMINARY
 ENGINEERING CONSULTANT CONTRACT AWARD

Authorization to amend the contract (No. 95CRO62) with Edwards & Kelcey, Inc. of Morristown, New Jersey, for preparation of the Draft Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$950,000, plus five percent for contingencies, for a total contract authorization of \$7,315,782, subject to the availability of funds; and

Authorization to award a contract (No. 07-005) to Gannett Fleming/HNTB, a Joint Venture Partnership, of Newark, New Jersey, for limited preliminary engineering of the Northern Branch Rail Service project, at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$3,150,000, subject to the availability of funds.

- 0704-23 PURCHASE OF 67 CRUISER BUSES 38687

Authorization to enter into a Procurement-by-Exception contract with Motor Coach Industries, Inc. of Schaumburg, Illinois for the purchase of up to 67 new cruiser buses at a cost not to exceed \$32,946,467, plus five percent for contingencies, subject to the availability of funds.

- 0704-24 ACCESS LINK VEHICLE PURCHASE CONTRACT 38690
 MODIFICATION TO AMEND PREVIOUS BOARD
 AUTHORIZATION NO. 0509-79

Authorization to contract with Transit Plus, Inc. of Atlantic Beach, FL for the purchase of 79 Chevrolet diesel-powered minibuses, per Florida state contract, at a cost not to exceed \$4,680,993, plus five percent for contingencies.

NEW JERSEY TRANSIT CORPORATION
 NJ TRANSIT BUS OPERATIONS INC.
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0704-25 GLADSTONE LINE CATENARY POLE REPLACEMENT: 38693
 CONSTRUCTION CONTRACT AWARD

Authorization to contract (07-053X) with Case Foundation Company of Broomall, Pennsylvania for procurement and installation of 143 steel catenary support poles and foundations along the Gladstone Branch of the Morris & Essex Lines in the amount of \$11,992,900, plus five percent for contingencies, subject to the availability of funds.

0704-26 TRACK LAYING MACHINE SERVICE 38696

Authorization to amend Contract No. 06-609 with Harsco Track Technologies of West Columbia, South Carolina for the lease of tie rack cars and the services of a track laying machine with associated labor to install new concrete ties, remove and dispose of existing wooden ties, and install new CWR or reinstall existing rail at a cost of \$2,260,488 in 2007 and \$1,583,205 in 2008 for a total cost not to exceed \$3,843,693 plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

0704-27 ADDITIONAL INVESTMENT MANAGERS FOR 38700
 COMPANY OPERATING FUNDS

Authorization to contract (No. 07-049) with the following companies to provide investment opportunities:

American Beacon Advisors, Inc.
 Commerce Asset Management
 Evergreen Investment Management Company, LLC
 Mellon Financial Markets, LLC
 Morgan Stanley
 Smith, Graham & Company Investment Advisors, L.P.
 Wells Fargo Institutional Brokerage and Sales

PUBLIC COMMENTS ON NON-AGENDA ITEMS

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 March 15, 2007 and April 2, 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 March 16, 2007 and April 2, 2007 respectively;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 15, 2007 and the April 2, 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

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

TO: BOARD OF DIRECTORS
FROM: RICHARD R. SARLES 
DATE: APRIL 18, 2007
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – APRIL 2007

Today marks my first regular Board meeting as NJ TRANSIT's Executive Director. I would again like to thank the Board for the opportunity to serve and look forward to working with all of you and our employees to make NJ TRANSIT the preferred choice for travel in New Jersey.

This month, we seek the Board's approval of the Fiscal Year 2008 budget and fare proposal that was first presented in January. As you know, we held 13 public hearings and information sessions from February 28 through March 8 to present the proposal for public comment. A total of 125 people offered comments for the record at those hearings. Combined with website submissions, written testimonies and letters, we received 2,155 individual comments.

After reviewing the transcripts of the hearings and information sessions, all of the correspondence, and the hearing officers' reports, we incorporated valuable customer feedback into our final fare policy recommendation, which modifies certain aspects of the proposal.

Also on today's agenda is an item to advance the engineering for Northern Branch rail service between Bergen and Hudson counties. The action enables us to include an alternatives analysis of both diesel multiple unit (DMU) and light rail service in the Draft Environmental Impact Statement process. We are also seeking to advance the preliminary engineering of the activities that are common to both mode alternatives under consideration. This allows us to provide more detailed information on functions like station and parking locations, signal system configurations and yards.

As you know, we have heard from a number of advocates about their service preferences for the Northern Branch. We have listened intently to their comments and have developed a very comprehensive public process to ensure that everyone has access to the facts that will inform our final decision.

The Board will also consider an item that will enable us to complete final design work and finalize environmental review for Passaic-Bergen rail service—a significant step forward to introducing rail service from Hawthorne through to Hackensack. This project is a good example of leveraging existing infrastructure to provide new commuter service in a region that is seeking alternatives to roadway congestion. I want to thank Congressman Bill Pascrell for his unwavering support and leadership on this initiative.

Lastly, I would like to thank the NJ TRANSIT employees who worked around the clock to prepare for and respond to this weekend's severe weather. Bus operations worked through the early morning hours on Sunday to evacuate buses from Oradell Garage, the site of severe flooding, and were successful in relocating the garage's entire fleet of 209 buses to a temporary staging location for the Monday morning commute.

Access Link service operated in its usual service areas without interruption. Of the 1800 trips safely delivered, only one passenger could not be transported due to local police street closures as a result of severe flooding.

NJ TRANSIT rail crews worked through the night on Monday as floodwaters receded, and were able to restore rail service on all lines affected by the storm, including the Pascack Valley, Raritan Valley and Montclair-Boonton lines.

Light rail operations instituted system wide inspections to monitor for high water conditions on each of our three rail lines. Maintenance personnel were on standby to ensure a quick response to emergency situations such as downed trees.

Thanks to staff efforts, we were able to effectively communicate with our customers while we worked to maintain and restore service in the face of extreme weather conditions.

EXECUTIVE DIRECTOR'S MONTHLY REPORT APRIL 2007

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

HIGHLIGHTS

NJ TRANSIT kicks off customer input phase of Newark Bus Study

On March 23, NJ TRANSIT began gathering customer feedback via surveys to support the Greater Newark Bus System Study. As part of the study, a passenger origin and destination survey and an operational riding check will be conducted through late May on selected NJ TRANSIT bus routes and on the Newark Light Rail system serving Newark and the surrounding communities.

In December, the NJ TRANSIT Board of Directors awarded a \$1.28 million contract that launched a three-year study to improve bus, rail and light rail services in the Greater Newark metropolitan area. The study region includes Newark, Elizabeth and parts of Essex, Union, Passaic, Bergen and Hudson counties. The area is served by 47 NJ TRANSIT bus routes and four routes served by Coach USA.

Abrams-Cherwony Associates is partnering with Urbitran and Howard-Stein-Hudson to conduct the study, which began in January. In March, the consultant began conducting on-board passenger surveys to define ridership and usage. This spring, the consultant will also hold community outreach programs in each of four geographical areas to get input from customers, employers, elected officials and the general public.

During the customer input phase of the study, NJ TRANSIT customers will be handed a survey card to fill out upon boarding by a private survey agent and may return it back to the survey agent onboard or mail it to NJ TRANSIT.

Surveying will take place mostly during weekday peak periods, with some also occurring during off-peak periods and weekends. The survey work began on bus routes 1, 13, 25, 27, 37, 70, 107 and 108.

An early focus of the study will be recommendations for improving connectivity of NJ TRANSIT rail, light rail and bus service in core areas of Newark, including areas near Newark Penn Station, Newark Broad Street Station and the intersection of Market and Broad streets.

Ultimately, the consultant will submit a comprehensive package of short- medium- and long-term recommendations for each of the four geographic areas, including new service strategies, such as exclusive bus lanes, to increase capacity and improve reliability.

The areas include:

- Downtown Newark
- Elizabeth (excluding Port Elizabeth) and Hillside
- Port Newark, Port Elizabeth and Newark Liberty International Airport (including the industrial section of Newark's Ironbound area)
- Orange, East Orange, Irvington and the section of Newark west of the Garden State Parkway

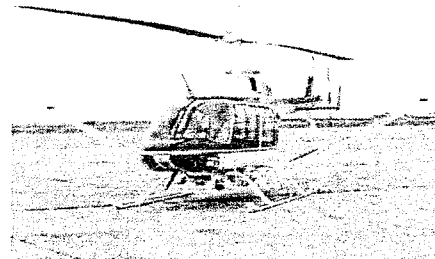
The recommendations will consist of detailed route proposals that address the needs of commuters and other travelers, including reverse commuters, in downtown and outlying areas.

The last time such a sweeping study of the region's bus routes was performed was in 1982.

NJ TRANSIT to conduct aerial survey of rail lines

NJ TRANSIT will continue a technology initiative to enhance rail system security and training for front-line employees, help speed emergency response capabilities and aid in the creation of system maps, building on work begun in 2003.

Beginning Friday, April 20, and continuing for approximately two weeks, NJ TRANSIT will conduct aerial survey work along its railroad lines in northern and central New Jersey using unique LiDAR (Light Detection And Ranging) technology. The survey—performed by a specially equipped helicopter with antennas extending from its sides—will allow NJ TRANSIT to update maps of critical areas of the rail infrastructure.



NJ TRANSIT is advising residents who live near NJ TRANSIT rail lines that the unusual looking helicopter will be flying at a low level—approximately 300 feet above the tracks—to perform its work.

The helicopter uses LiDAR technology—a Global Position System (GPS)-controlled laser scan that creates a three-dimensional image of NJ TRANSIT's rail rights-of-way—and will collect 3-D scan data, aerial photography and video footage. A digitized electronic map, along with the

photography and video, will be integrated into NJ TRANSIT's Geographic Information System (GIS), which is used to support planning, training and operations.

Weather permitting, the work will be performed over a two-week period beginning April 20, in the following order:

- Morristown Line
- Montclair-Boonton Line
- Gladstone Branch
- Raritan Valley Line
- Northeast Corridor (Morrisville, PA – NJ – Long Island City)
- North Jersey Coast Line
- Main Line/Bergen County Line (to Harriman, NY)
- Pascack Valley Line (to Spring Valley, NY)

The aerial survey work will be conducted by John Chance Land Surveys, Inc. of Lafayette, LA. John Chance has performed similar work along more than 2,000 miles of railroad corridor around the United States.

CUSTOMER AND COMMUNITY INITIATIVES

Spring rail and bus timetables in effect

NJ TRANSIT recently made minor adjustments to rail and bus schedules as part of a scheduled system-wide timetable change. New bus schedules took effect March 31; new rail schedules took effect April 1. Customers were able to review new timetables available at customer service offices, online at www.njtransit.com or by calling 1-800-772-2222.

On the bus side, NJ TRANSIT continues to respond to changes in ridership demand and better serve customer needs by making adjustments to routes throughout the state. In addition, weekday service to Six Flags Great Adventure on the 307 and 308 lines began when the park opened on Monday, April 2, with weekend service to the park on the 318 line starting on Saturday, April 7.

On the rail side, minor adjustments have been made across the system to improve connections and on-time performance. Service change highlights include:

- **Northeast Corridor:** To provide better spacing between trains and improved service for local customers, train times were changed on trains 3814 and 3704 for station stops between Trenton and Jersey Avenue. Customers between New Brunswick and New York are unaffected by this change.
- **North Jersey Coast Line:** Weekend/holiday service to Monmouth Park will begin on Saturday, May 12. Only weekend trains will only make stops at the Monmouth Park station until Friday, June 1, when daily service begins.
- **Morris & Essex Lines:** Trains 344 and 339 were extended from Summit to Murray Hill and be renumbered as 466 and 467, respectively.
- **Pascack Valley Line:** Train 1610 added a stop at Westwood at 7:19 a.m., closing a 37-minute gap in service.

EMPLOYEE RECOGNITION

Jan Walden named NJAWBO's Woman Mentor of the Year

On Wednesday, March 28, the New Jersey Association of Women Business Owners (NJAWBO) presented **Jan Walden**, Assistant Executive Director of the Office of Diversity Programs, with the Woman Mentor of the Year award during their Salute to Women Leaders event in honor of Women's History Month.

"I am honored to be named Woman Mentor of the Year by NJAWBO, an organization we have developed an ongoing relationship with as a resource for connecting with women in business," said Jan. "For me, this award represents the work NJ TRANSIT and the Office of Diversity Programs have done to open up opportunities for women and minority-owned businesses."

NJAWBO, the oldest statewide women business owners' organization in the United States, aims to support business ownership by women by providing the tools needed to develop and grow their enterprises. As Woman Mentor of the Year, Jan was selected based on her leadership in the area of business diversity and her efforts in encouraging growth within the women-owned business community.

NJ TRANSIT employees bid farewell after outstanding careers

Nine NJ TRANSIT employees retired in March with careers ranging from ten to 29 years of service:

1. Gerard Nelson (Lyndhurst) Wayne Garage Bus Operator – 29 years
2. Gary Niec (Union) Ferry Street Chief Instructor – 27 years
3. Shirley Knapp (Parlin) Greenville Garage Depot Master – 25 years
4. Evelio Irizarry (Middle Granville, NY) Oradell Garage Serviceman – 23 years
5. Ann C. Webb (Belleville) Oradell Garage Depot Clerk "A" – 23 years
6. Trajan Lulevski (Hopatcong) Wayne Garage Serviceman – 17 years
7. Melvin E. Anthony (Edgewater Park) Washington Township Bus Operator – 13 years
8. Paul G. Campanella (Toms River) GOB Regional Supervisor – 11 years
9. James Carmichael (Sicklerville) Newton Avenue Bus Operator – 10 years

DBE/MBE PROGRAM

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

\$16,388,496 in federal funds was awarded during October through March of FY 07.* Disadvantaged Business Enterprises (DBEs) were awarded \$3,233,271 or 19.7 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$175,279,378 in state-funded contract dollars was awarded during July through March FY 07. ** Of that total, Small Business Enterprises (SBEs) received \$22,632,887 or 12.9 percent. Category 1 SBEs received \$7,046,816 or 4 percent. Category 2 SBEs received \$922,344 or 0.5 percent. Category 3 SBEs received \$743,046 or 0.4 percent. Category 4 SBEs received \$2,639,346 or 1.5 percent. Category 5 SBEs received \$11,290,335 or 6.5 percent ***

Federal & State Contracts Total

\$191,667,874 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$19,226,795 or 10 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.

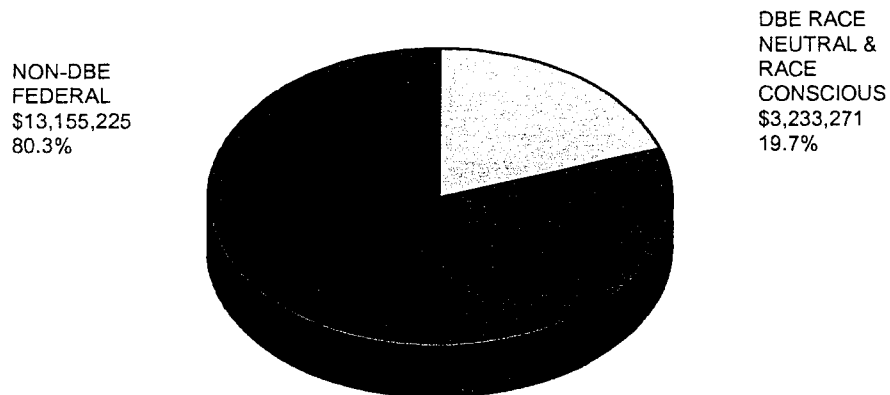
*Fiscal year beginning October 1, 2006

**Fiscal year beginning July 1, 2006

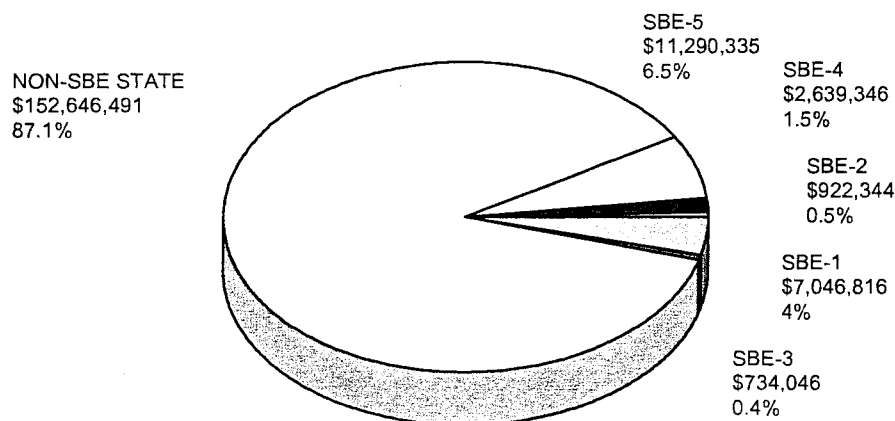
***Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000

****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 MARCH 07)***



**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH MARCH 07)****

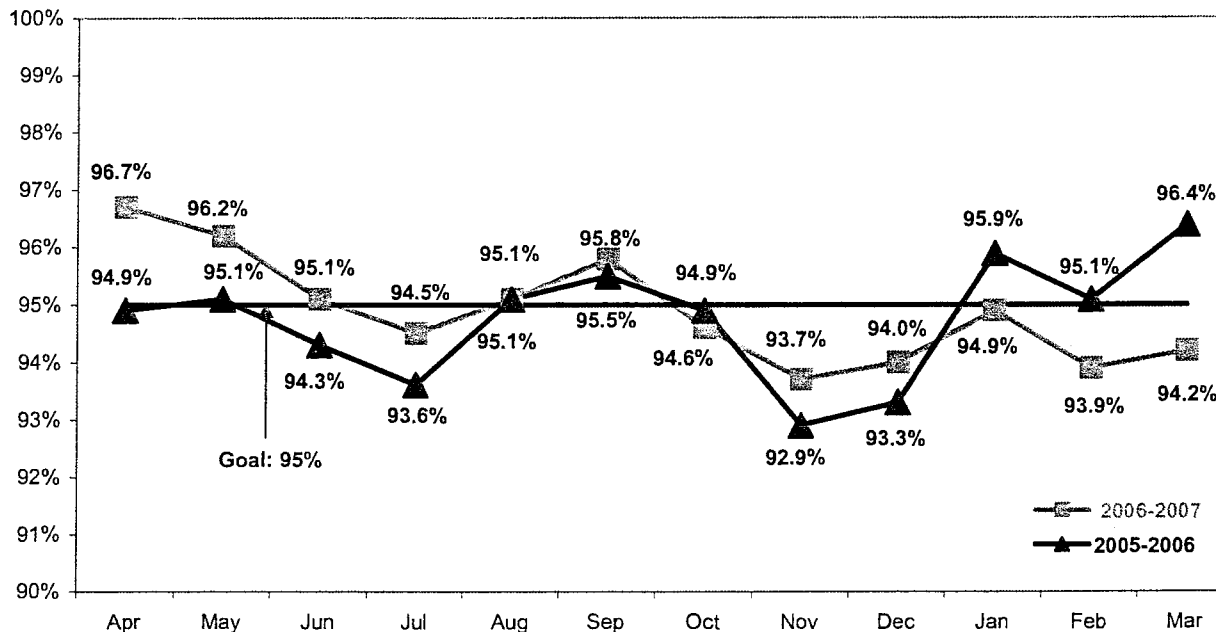


Fiscal Year Beginning October 1, 2006*
Fiscal Year Beginning July 1, 2006**
(DOES NOT INCLUDE SMALL PURCHASES)

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL APRIL 2005 - MARCH 2007

% Trains Reported Within 6 Minutes of Schedule



	2005-2006	2006-2007	# Change
March Comparison	96.4%	94.2%	-2.2%

	2005-2006	2006-2007	# Change
12-Month Average April - March	94.8%	94.9%	0.1%

Analysis:

Rail On-Time Performance for March 2007 was 94.2%. Of the 19,319 trains that were scheduled to operate, 18,189 were on time, while 1,130 trains (or 5.8%) were delayed. Causes of delay included:

A disabled Amtrak train at Secaucus Junction on March 9th;

Inclement weather in the region due to a winter storm on March 16th;

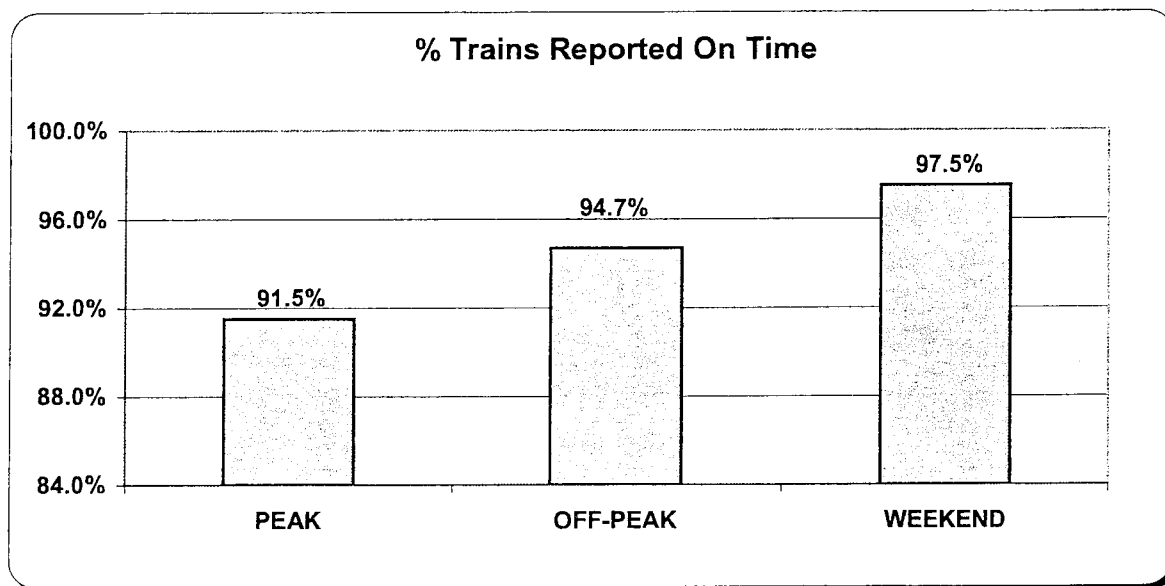
Frozen Amtrak switches near Newark Penn Station on March 17th; and

A disabled NJ TRANSIT train at New Brunswick and a smoke condition reported by Amtrak in one of the tunnels leading from Sunnyside Yard to Penn Station New York on March 23rd.

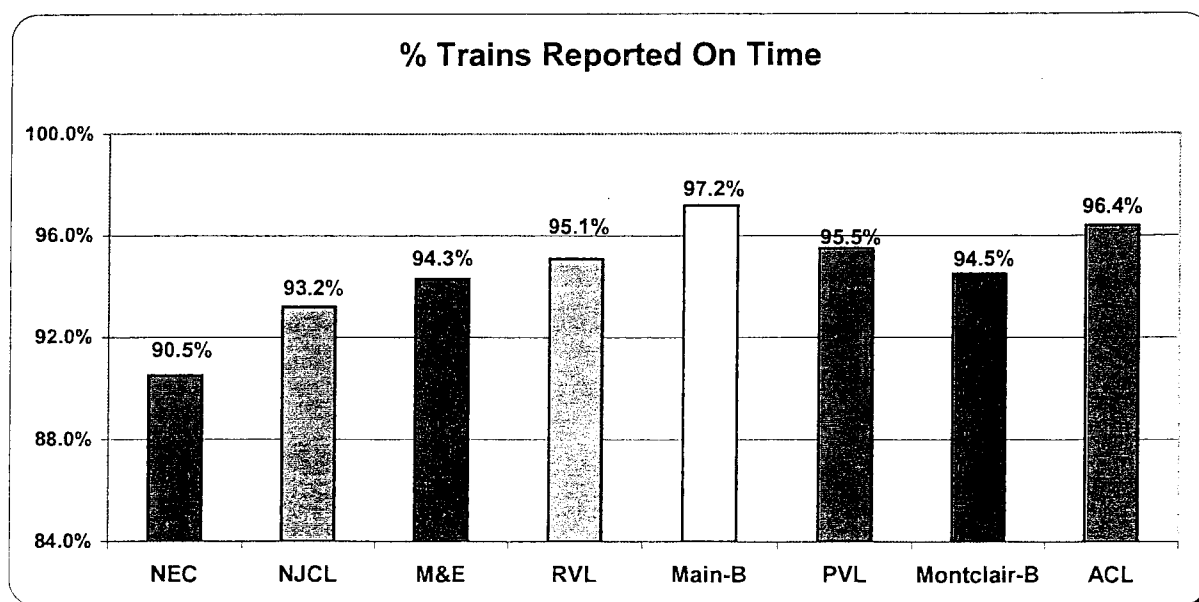
The 12-month average for Rail On-Time Performance systemwide for April 2006 - March 2007 was 94.9%, an increase over the previous 12-month period.

ON-TIME PERFORMANCE RAIL

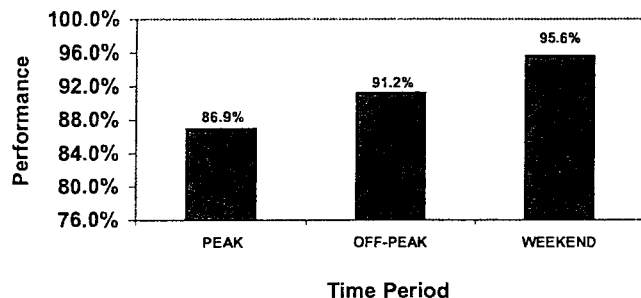
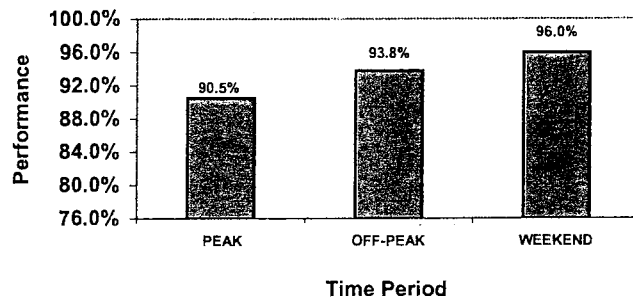
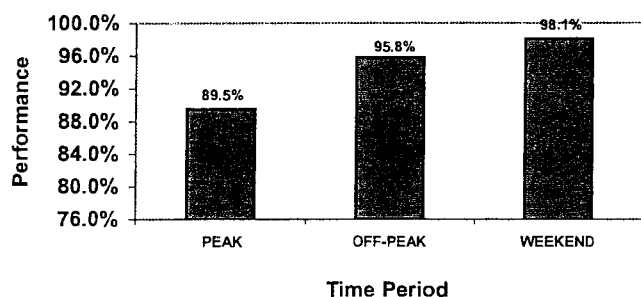
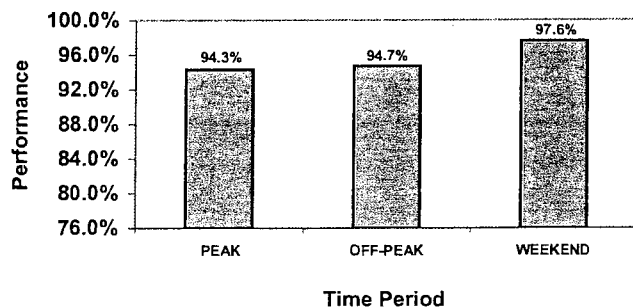
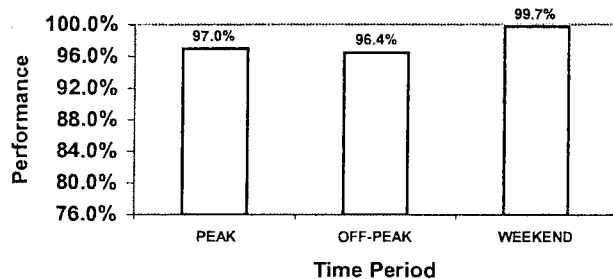
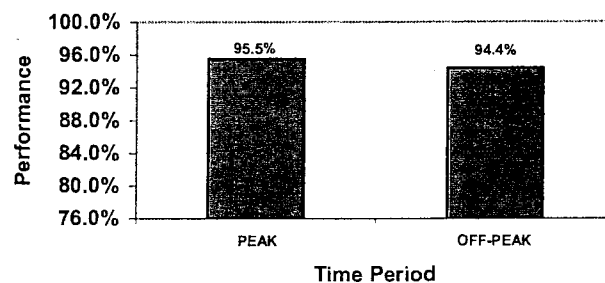
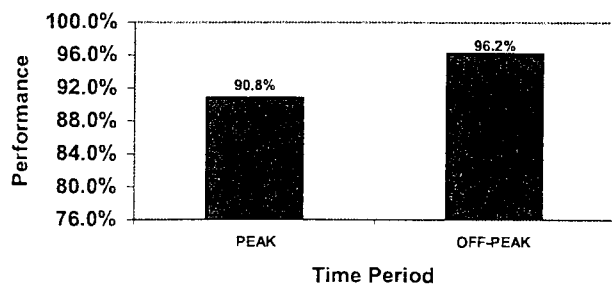
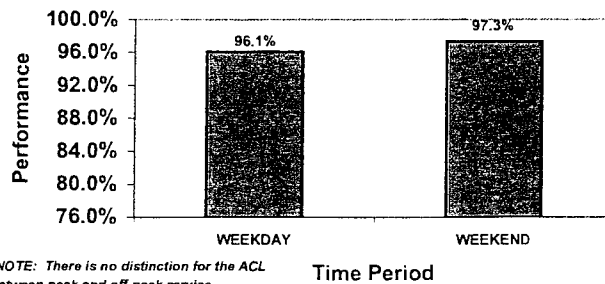
SUMMARY BY TIME PERIOD MARCH 2007



SUMMARY BY LINE MARCH 2007

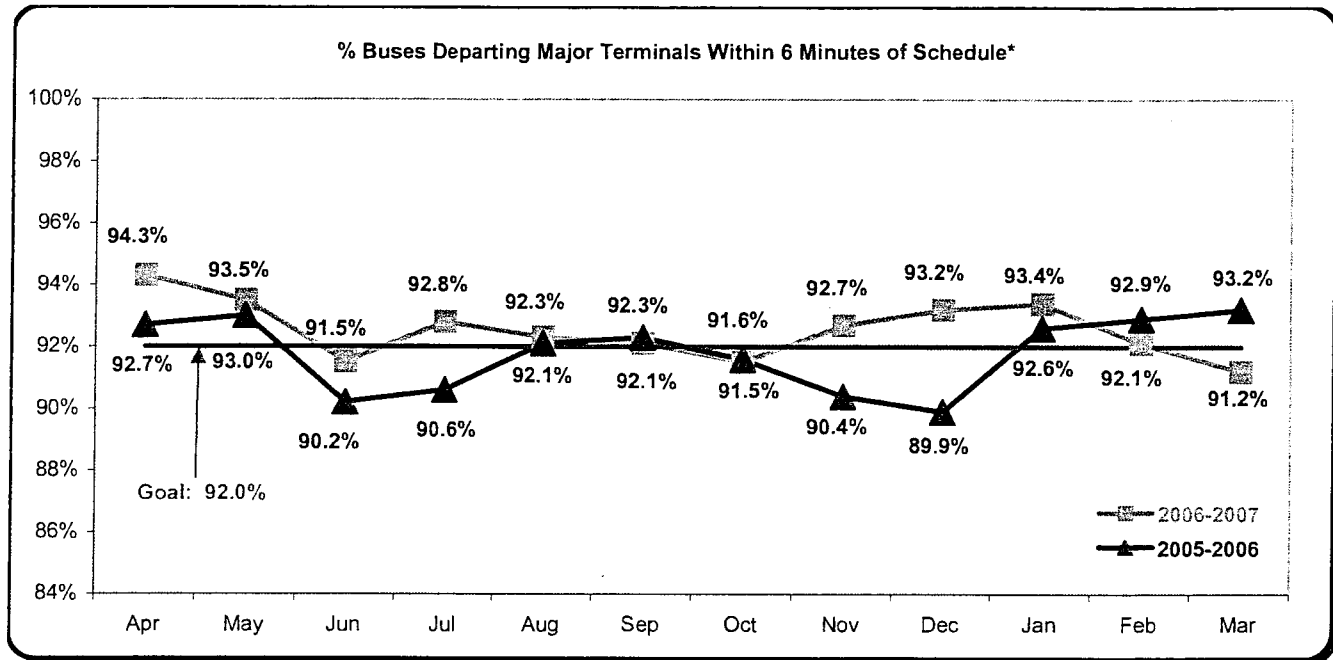


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2007

NORTHEAST CORRIDORNORTH JERSEY COAST LINEMORRIS & ESSEXRARITAN VALLEY LINEMAIN-BERGENPASCACK VALLEYMONTCLAIR-BOONTONATLANTIC CITY*

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

ON-TIME PERFORMANCE BUS APRIL 2005 - MARCH 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
March Comparison	93.2%	91.2%	-2.0%

	2005-2006	2006-2007	# Change
12-Month Average April - March	91.8%	92.6%	0.8%

Analysis:

Bus On-Time Performance for March 2007 was 91.2%. Of the 31,578 monitored departures, 2,795 (or 8.8%) experienced delays. Key sources of delay included:

Gridlock conditions on Route 495 in the Eastbound direction near the Port Authority Bus Terminal on March 1st;

Inclement weather and an accident on the Ben Franklin Bridge near the Walter Rand Transportation Center on March 7th;

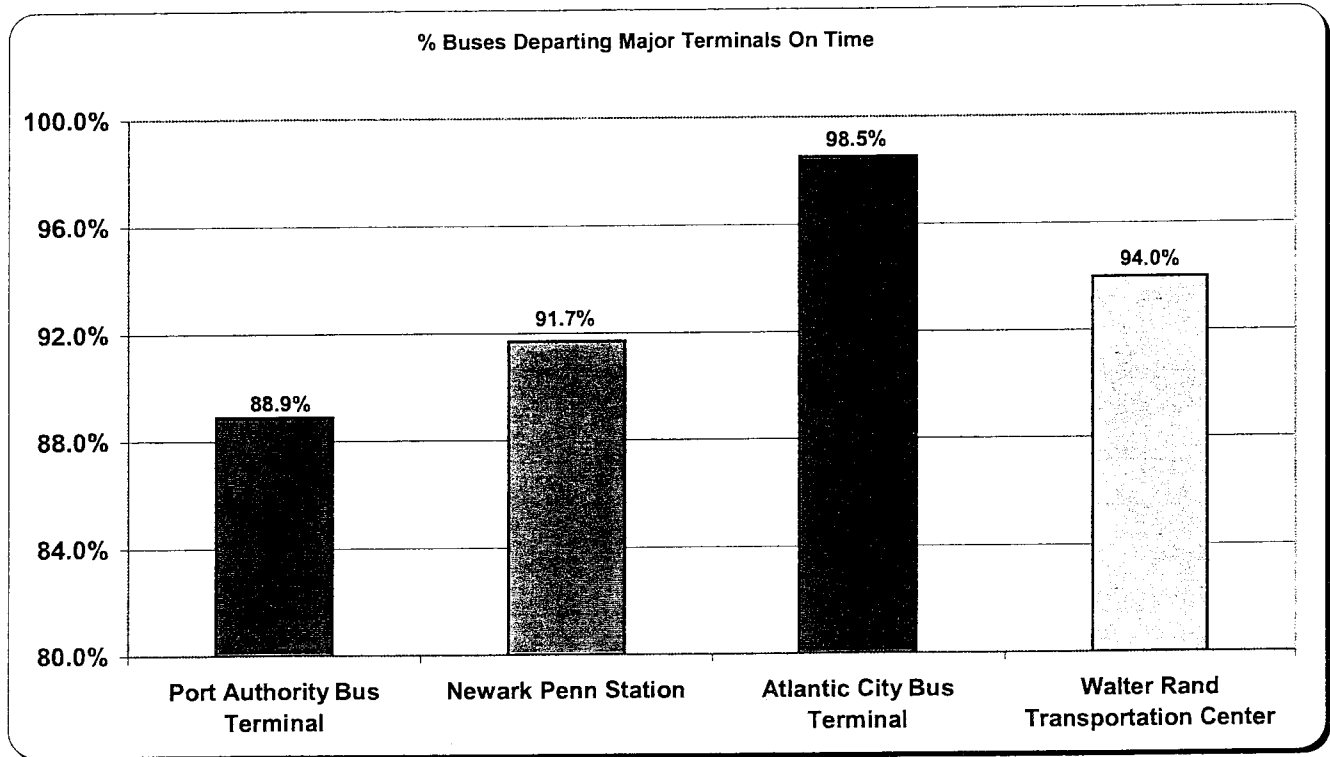
A fire at the Port Authority Bus Terminal on March 12th; and

Inclement weather throughout the state on March 16th.

The 12-month average for Bus On-Time Performance for April 2006 - March 2007 was 92.6%, an increase over the performance of the previous 12-month period.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL MARCH 2007

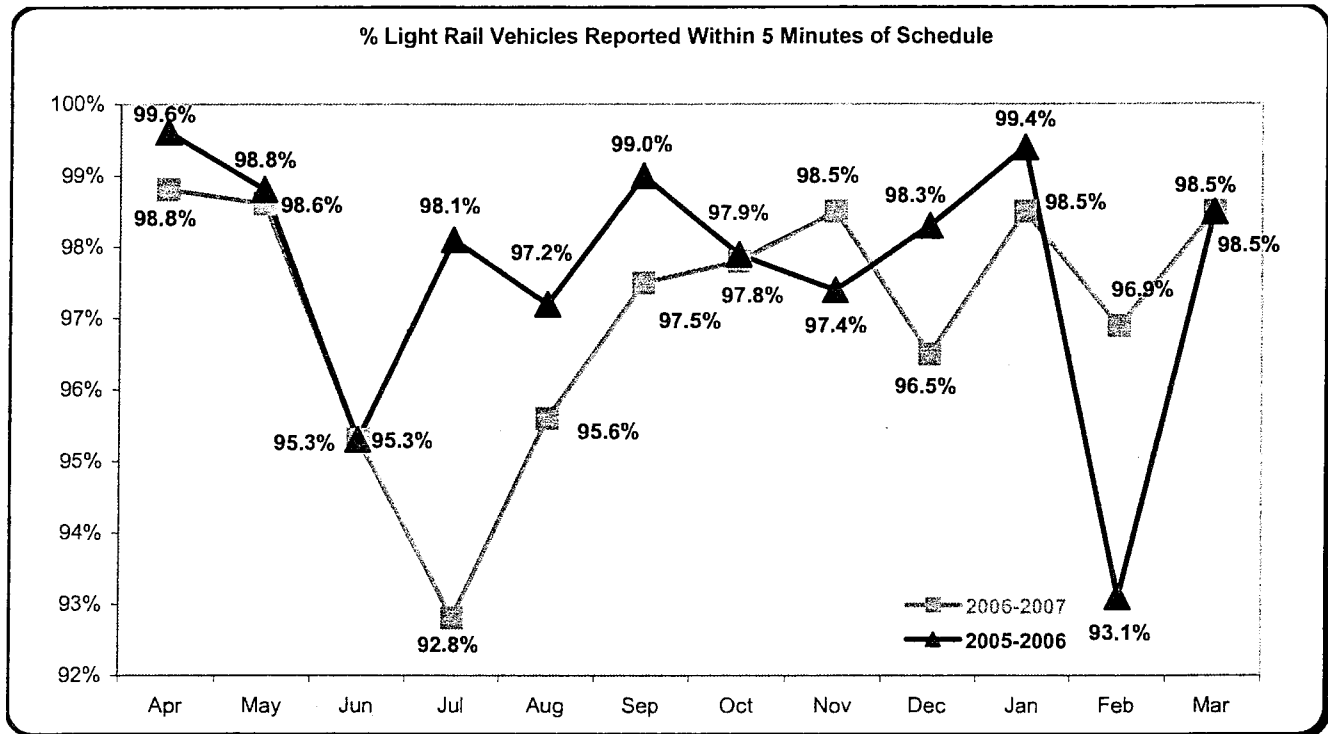


NJ TRANSIT

ON-TIME PERFORMANCE

HUDSON-BERGEN LIGHT RAIL

APRIL 2005 - MARCH 2007



	2005-2006	2006-2007	# Change
March Comparison	98.5%	98.5%	0.0%

	2005-2006	2006-2007	# Change
12-Month Average April - March	97.7%	97.1%	-0.6%

Analysis:

Hudson-Bergen Light Rail (HBLR) On-Time Performance for March 2007 was 98.5%. Of the 17,719 scheduled trips for the month, 266 (or 1.5%) were delayed. Causes of delay included:

A loss of communications on March 2nd;

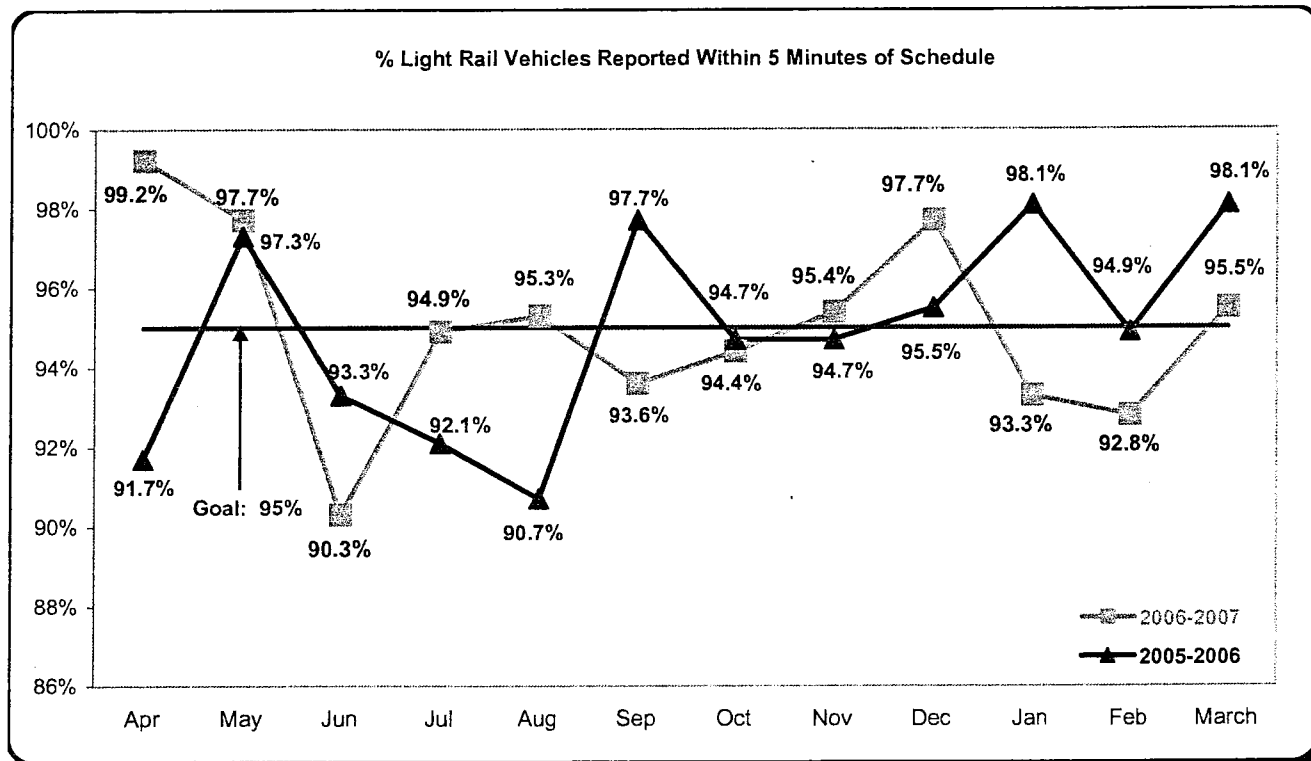
Vehicle malfunctions on March 13th;

A switch failure on March 15th; and

Inclement weather on March 16th.

The 12-month average for HBLR On-Time Performance for April 2006 - March 2007 was 97.1%, slightly below the average of the previous 12-month period.

NJ TRANSIT ON-TIME PERFORMANCE River LINE APRIL 2005 - MARCH 2007



	2005-2006	2006-2007	# Change
March Comparison	98.1%	95.5%	-2.6%

	2005-2006	2006-2007	# Change
12-Month Average April - March	94.9%	95.0%	0.1%

Analysis:

River LINE On-Time Performance for March 2007 was 95.5%. Of the 3,032 scheduled trips for the month, 137 (or 4.5%) were delayed. Causes of delay included:

Inclement weather and signal problems due to heavy rains on March 2nd;

A winter storm on March 16th; and

A vehicle malfunction on March 27th.

The 12-month average for HBLR On-Time Performance for April 2006 - March 2007 was 95.0%, an increase over the average of the previous 12-month period.

ACTION ITEMS

ITEM 0704-20: AUTHORIZATION FOR FARE PRICING AND POLICY PROPOSAL

BENEFITS

At the February 13, 2007 Board meeting, NJ TRANSIT staff presented its preliminary Fiscal Year 2008 Budget that included a fare pricing and policy proposal (Exhibit 1).

Fare Proposal

- 1) A systemwide average increase of 9.6 percent effective June 1, 2007.
- 2) A series of pricing and policy changes:
 - Rail fares would increase an average of 9.9 percent.
 - Interstate and Intra-Commuter bus fares would increase an average of 9.9 percent.
 - Local bus, Newark Light Rail, River LINE, Access Link and Bus Contract Carrier fares would increase 9.9 percent, with the base one-zone fare changing from \$1.25 to \$1.35, or 8.0 percent.
 - Hudson-Bergen Light Rail would increase by 9.9 percent with the base fare changing from \$1.75 to \$1.90.
 - The #351 New York-Meadowlands Sports Complex fares purchased on-board would increase from \$5.00 to \$6.00. Fares purchased at ticket windows or ticket vending machines would increase from \$4.50 to \$5.00
 - The Newark Airport Rail Station access fee would no longer be collected on Child fares.
 - The Ozone Pass program fare would change from \$1.25 to \$1.35.
 - Standard Bus adult one-way fares would increase a minimum of \$.10 per ride; standard Rail adult one-way fares would increase a minimum of \$.25 per ride.
 - Other fare changes would not exceed 12 percent.
 - Changes on certain Senior Citizen, People with Disabilities and Children fares would be deferred and implemented in future fare changes, so as not to exceed 12 percent in this fare changes.

Acting on the proposal, 13 public hearings and information sessions throughout the state and New York City were held to receive public comments on the proposed fare changes. Public input was also sought through letters and e-mails from the public. A special notice was also distributed on all NJ TRANSIT buses, trains and light rail vehicles.

The public hearings and information sessions were held beginning on February 28, 2007 and ending on March 8, 2007 (Exhibit 2). A total of 190 people attended the hearings and information sessions and 125 persons offered comments for the record. The hearing officers' reports are set forth in Exhibit 3. Transcripts of the hearings were prepared and distributed to the Board of Directors and to staff. We received a total of 2,155 individual comments including website submissions, public hearing written testimonies and letters. Approximately one-third of the issues related directly to the fare increase or funding of NJ TRANSIT operations. The remaining issues related to service, operating performance, equipment and facilities and customer service. The comments included:

674 (31%)	Fare Increase Proposal
444 (21%)	Service
437 (20%)	Equipment & Facilities
235 (11%)	Operating Performance
114 (5%)	Customer Service
74 (3%)	Communication
59 (3%)	Discounts & Charges
39 (2%)	Budget (Public Hearings Only)
79 (4%)	Other

After reviewing all of the public comments, several general themes emerged, including: affordability of transit services, the pace of fare adjustments, the need for a long-term, stable funding source to support operations, demand for more frequent service and service to more destinations, and the need for customer service improvements.

After reviewing the transcripts of the hearings and information sessions, all of the correspondence, and the hearing officers' reports, staff seeks Board approval of a final fare increase and fare policy recommendation.

Final Fare Recommendation

The Budget and Fare proposal is based on a comprehensive assessment of all projected revenues and expenses, including an unfunded operating need of \$60 million for FY08. As the state's operating support is proposed at the FY 07 level, a fare adjustment is necessary to avoid service reductions. Therefore, management recommends the implementation of the fare proposal averaging 9.6%, with the following modifications:

- Responding to issues of capacity and affordability, the recommendation provides incentives for off-peak travel. NJ TRANSIT will modify the morning peak period (currently trains arriving at the terminal from 6:30 a.m. to 9:30 a.m.) to begin at 7:00 a.m. This change affords customers an option of utilizing discounted off-peak round-trip tickets by shifting to trains in the early portion of the morning peak, where there is more available seat capacity.
- Riders requested the ability to use their inter-branch rail one-way ticket to transfer between rail lines using the Newark Light Rail Line instead of transferring

at Secaucus or having to purchase a separate Newark Light Rail ticket. NJ TRANSIT will modify one-way commuter rail tickets purchased to make connecting trips via Secaucus to be able to use these tickets on the Newark Light Rail at no additional cost.

- In addition, a number of issues were raised by customers associated with service to Newark International Airport. Management will convene a working group to include the Port Authority of New York and New Jersey and the MTA to review airport access issues including transit services to the airport as well as distribution systems to airport facilities, bus and rail ticketing and pricing, and report its conclusions to the Board of Directors.

Overall, these actions result in an average systemwide fare increase of 9.6 percent that will generate \$60 million for the period June 1, 2007 through June 30, 2008. The fare changes will be implemented on June 1, 2007.

A listing of existing and recommended fares is found in Exhibit 4.

PURPOSE

In February 2007, NJ TRANSIT outlined its Fiscal Year 2008 preliminary budget, including a proposed average fare increase of 9.6 percent to cover the cost of inflation for core services, new and expanded services, and extraordinary cost growth. The preliminary budget identified an unfunded operating need of \$60 million and a recommendation for consideration of a fare adjustment as an action of last resort.

NJ TRANSIT held thirteen public hearings and information sessions throughout the State and New York City between February 28 and March 8, 2007 for the purpose of presenting the preliminary Fiscal Year 2008 Budget and Fare Proposal. NJ TRANSIT welcomed public recommendations regarding the proposal and has, accordingly, incorporated recommendations to the fare plan as well as other management initiatives.

Staff is seeking Board approval of this fare plan, to take effect on June 1, 2007.

- Rail fares would increase an average of 9.9 percent.
- Rail morning peak trains will be those arriving at terminals between 7 a.m. and 9:30 a.m.
- Rail inter-branch one-way tickets purchased for transfers via Secaucus will be eligible to transfer via the Newark Light Rail system at no additional cost.
- Interstate and Intra-Commuter bus fares would increase an average of 9.9 percent.
- Local bus, Newark Light Rail, River LINE, Access Link and Bus Contract Carrier fares would increase 9.9 percent, with the base one-zone fare changing from \$1.25 to \$1.35 or 8.0 percent.

- Hudson-Bergen Light Rail would increase by 9.9 percent with the base fare changing from \$1.75 to \$1.90.
- The #351 New York-Meadowlands Sports Complex fares purchased on-board would increase from \$5.00 to \$6.00. Fares purchased at ticket windows or ticket vending machines would increase from \$4.50 to \$5.00
- The Newark Airport Rail Station access fee would no longer be collected on Child fares.
- The Ozone Pass program fare would change from \$1.25 to \$1.35.
- Standard Bus adult one-way fares would increase a minimum of \$.10 per ride; standard Rail adult one-way fares would increase a minimum of \$.25 per ride.
- Other fare changes would not exceed 12 percent.
- Changes on certain Senior Citizen, People with Disabilities and Children fares would be deferred and implemented in future fare changes, so as not to exceed 12 percent in this fare changes.

ACTION

Staff seeks authorization to take all actions necessary to implement the fare pricing and policy change proposals set forth in this item and related exhibits.

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

FISCAL IMPACTS

Requested Authorization:	Fare increase averaging 9.6 percent, to be effective June 1, 2007
Total Project Cost:	N/A
Projected Date of Completion:	N/A
Anticipated Source of Funds:	N/A
DBE Goal:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	\$55,400,000 annual revenue

RESOLUTION

WHEREAS, NJ TRANSIT proposed a preliminary Fiscal Year 2008 Budget and Fare Increase program on February 13, 2007; and

WHEREAS, NJ TRANSIT authorized the holding of public hearings and information sessions on a Fiscal Year 2008 preliminary budget gap of a \$60,000,000 and a proposed 9.6 percent average fare increase; and

WHEREAS, NJ TRANSIT requested letters and e-mails and held 13 public hearings and information sessions throughout New Jersey and New York City between February 28 and March 8, 2007; and

WHEREAS, the hearing officers have submitted their reports which summarizes the public input; and

WHEREAS, as a result a review of the correspondence and public hearings, staff has modified the originally proposed fare increase and has recommended the changes set forth in this Board item;

NOW, THEREFORE, BE IT RESOLVED that the recommended fare proposal with an average increase of 9.6 percent is adopted for implementation on June 1, 2007; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to take whatever actions are necessary to implement these proposed fare increases.

EXHIBIT 1

NJ TRANSIT

Fiscal Year 2008 Budget and Fare Proposal

FY 2008 Budget Considerations

- Basic inflation-driven costs
- New & expanded services
- Costs growing at rate above inflation
- Non-recurring FY07 revenue opportunities limited
- State Operating Assistance at FY07 level
- Capital transfer frozen

Basic 3% Inflation

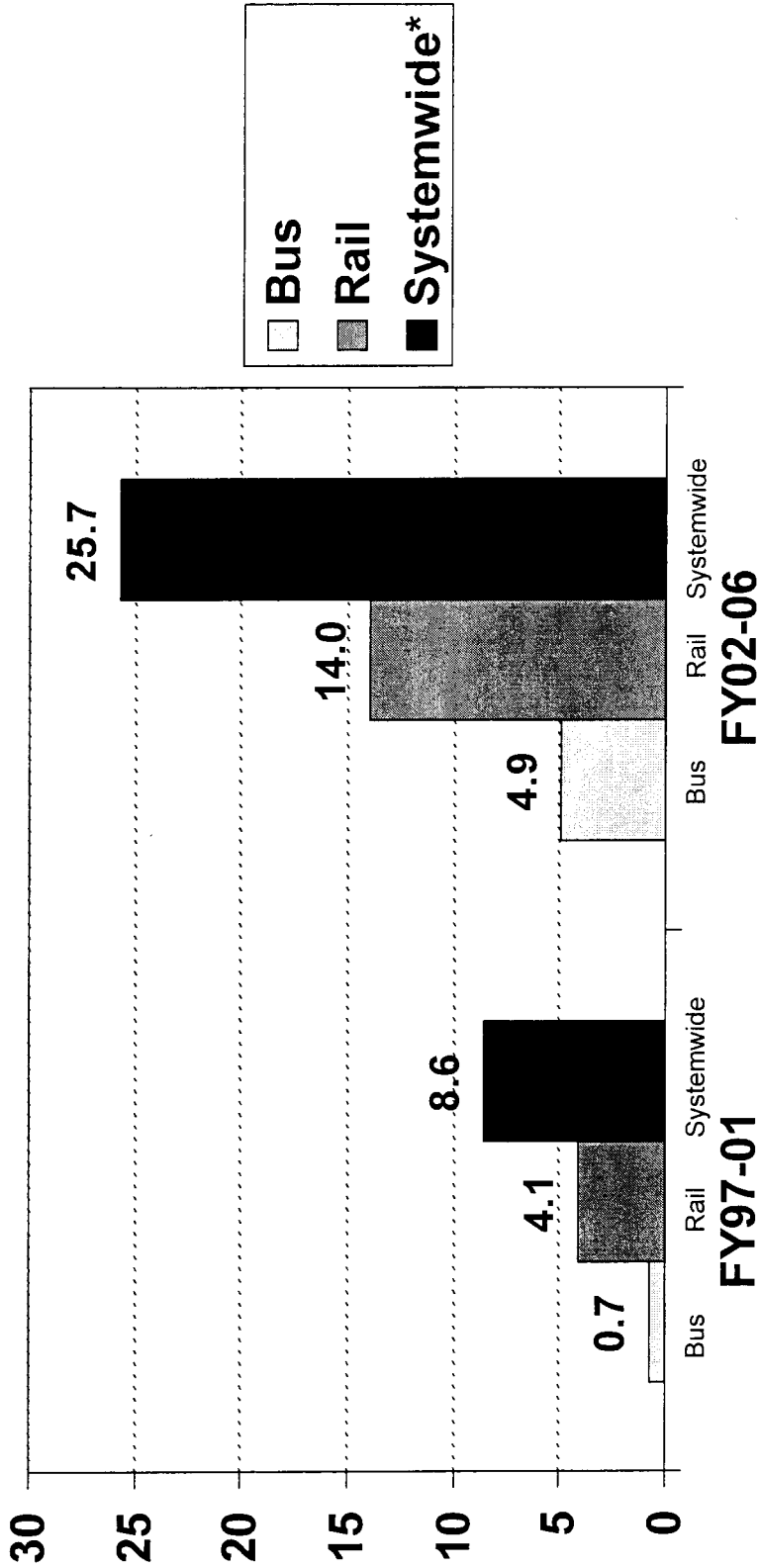
- \$45.0 million on budget of \$1.5 billion
- \$27.8 million – Base labor and fringe
- \$17.2 million – Non-labor costs

New & Expanded Services

- Service growth/system expansion needs of \$17 million
- Maintain 147 MLVs/ 30,000 rail seats
- 200,000 more rail car miles
- New rail stations at Mt Arlington, Trenton, Newark Broad Street
- Parking added at Edison, North Hackensack, Montclair and Wayne
- Bus service increase of 40,000 hours
- River Line service growth of 11 daily trips

Systemwide Service Levels between FY02-06 Increased 3 Times the Growth of the Previous 5 Years

Total growth in millions, annual revenue vehicle/car miles of service



* Systemwide includes Light Rail and Access Link (as well as Rail and Bus)

Extraordinary Costs

(exceeding 3%)

- Contract Bus/Access Link Contracts - \$3.1 million
- Insurance Premiums - \$1.4 million
- Security Services - \$1.1 million
- Natural gas, electricity and electric propulsion - \$0.7 million

Revenue Sources Not Available

- State operating assistance increased for FY07, assumed flat for FY08
- Federal moratorium severely limits leveraged lease transactions
- Sales of excess property generated one-time, non-recurring revenues in FY07

Cost Reduction

- While NJT will continue to identify business efficiencies, \$75 million in costs have been eliminated over last 5 years, limiting future opportunities for savings
- Service reductions not an option given current and projected demand increases

Bottom line Analysis

- Expenses of \$1.587 billion
- Revenues of \$1.527 billion
- Net Operating Need of about \$60 million

Fare Increase History

• 1980	11.0%
• 1981	22.0%
• 1982	17.5%
• 1983	9.0%
• 1986	10.6%
• 1988	9.0%
• 1989	12.5%
• 1990	9.0%
• 2002	10.0%
• 2005	11.5%

Capital Transfer

- Through the 1990's, the operating budget was balanced using funds from the capital program
- More than \$3 billion in capital transferred to support operations
- Capital transfer remains frozen for the fourth consecutive year

Fare Proposal

- Increases fare box recovery from 43 to 47 cents per dollar of operating cost
- June 1 change yields about \$60 million
- System wide average increase of 9.6% below '05 increase of 11.5%
- Local bus one-zone fares go up from \$1.25 to \$1.35, substantially under regional average
- Adjusts intrastate bus and light rail monthly passes, which were not subject to 2005 increase

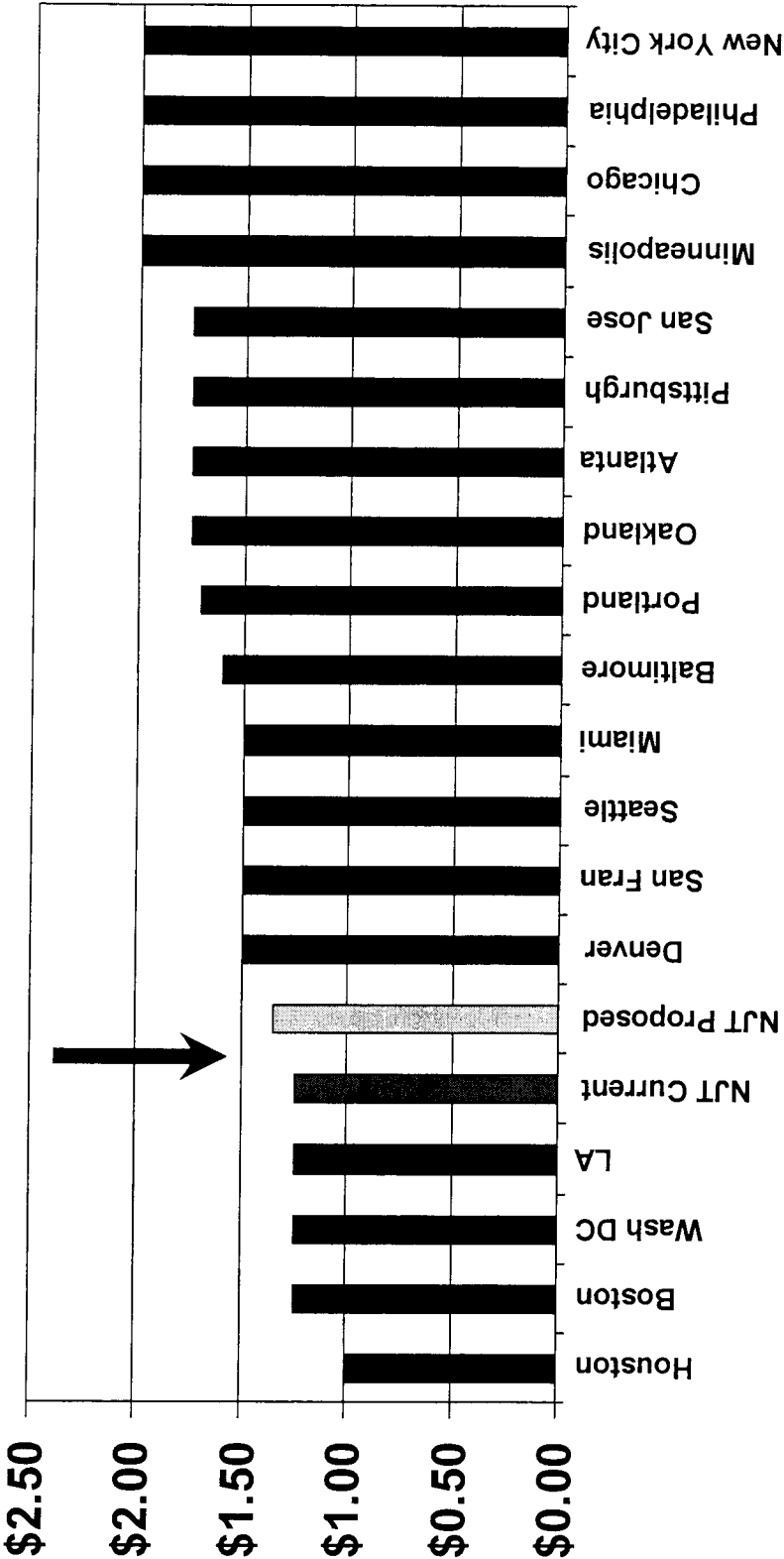
Fare Proposal

- Preserves off-peak, roundtrip discount at current level (15%)
- Preserves special Newark “downtown travel” discount fare
- Preserves current interchangeability features encouraging intermodal travel
- Eliminates child access fees for travel to Newark Airport

Average Fare Increase Summary

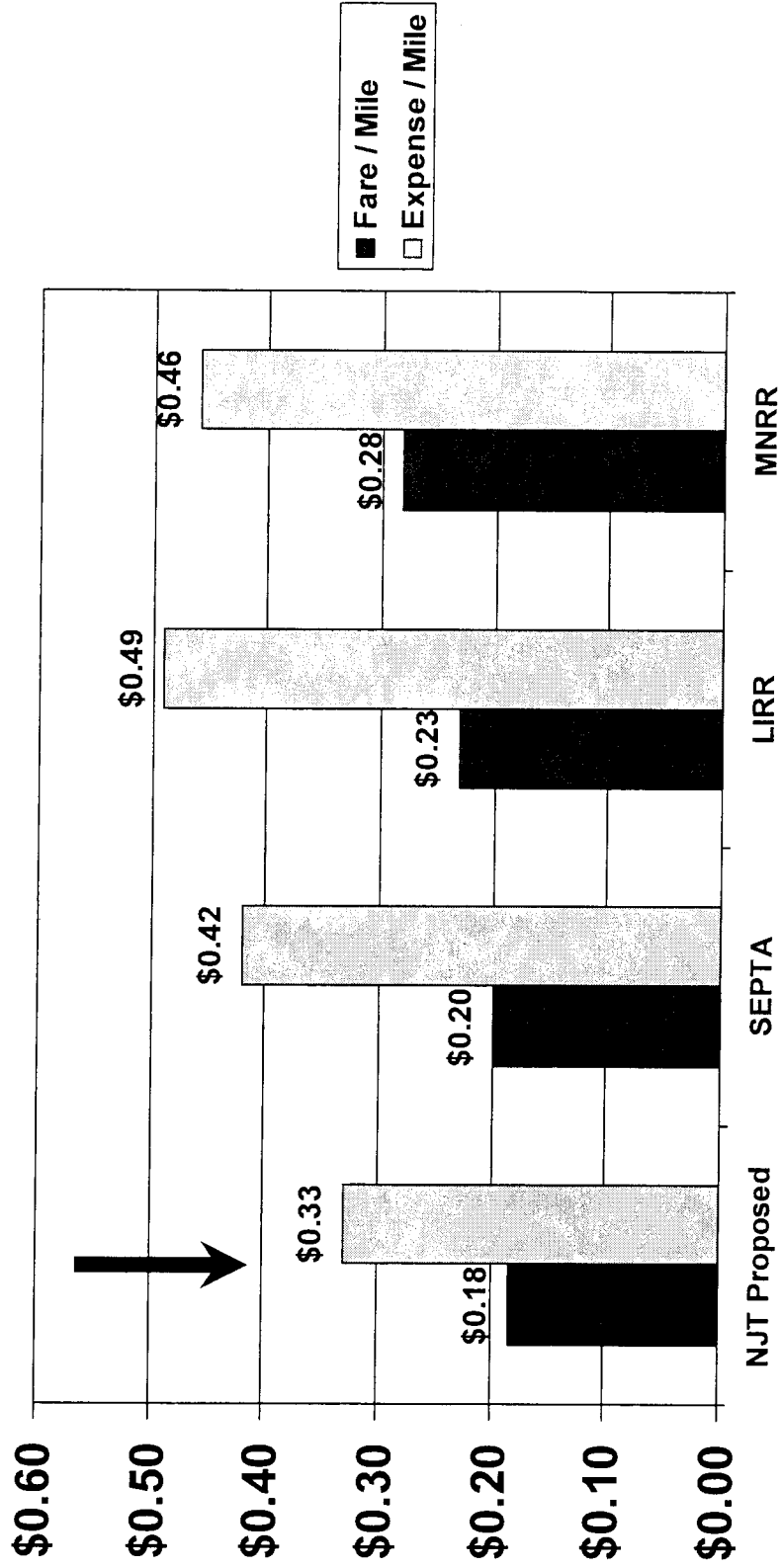
	Rail	Interstate	Local Bus	City Subway	River LINE	HBLR
Single Ride & Round Trip	9.9%	9.9%	8.0% \$1.35 one zone	8.0% \$1.35 one zone	8.0% \$1.35 one zone	8.6% \$1.90 Oneway
			9.9% other zones	8.3% \$0.65 Downtown Fare		
Monthly Pass & Multi-Ride	9.9%	9.9%	8.9% \$49 one zone North	8.9% \$49 one zone	9.8% \$45 one zone	9.4% \$58 Monthly Pass
			9.8% \$45 one zone south			
Summary			9.9% other zones			
	9.6% Average			\$60 M 13-month Yield		

Urban Bus Fare, Single Ride



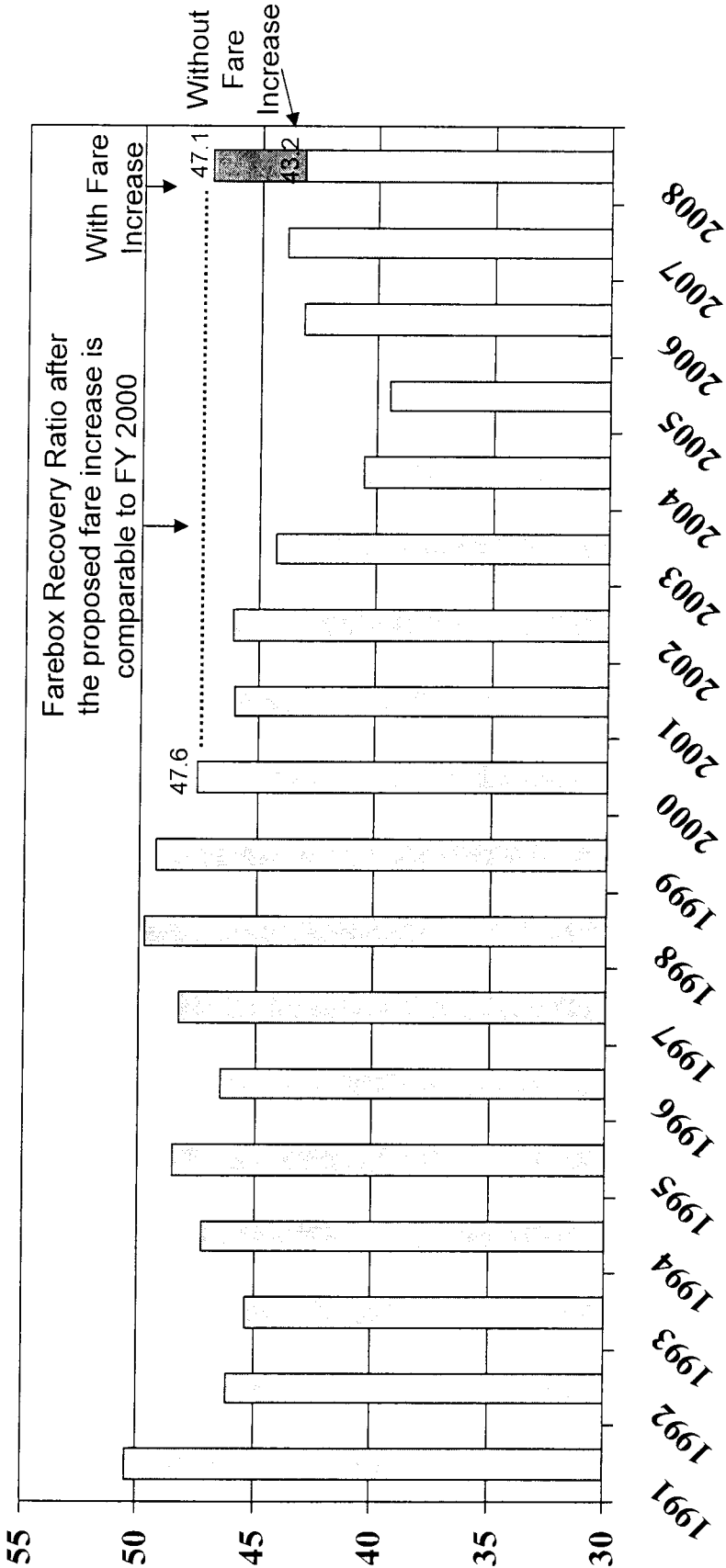
Rail Fares & Rail Operating Costs

Average Per Passenger Mile Traveled

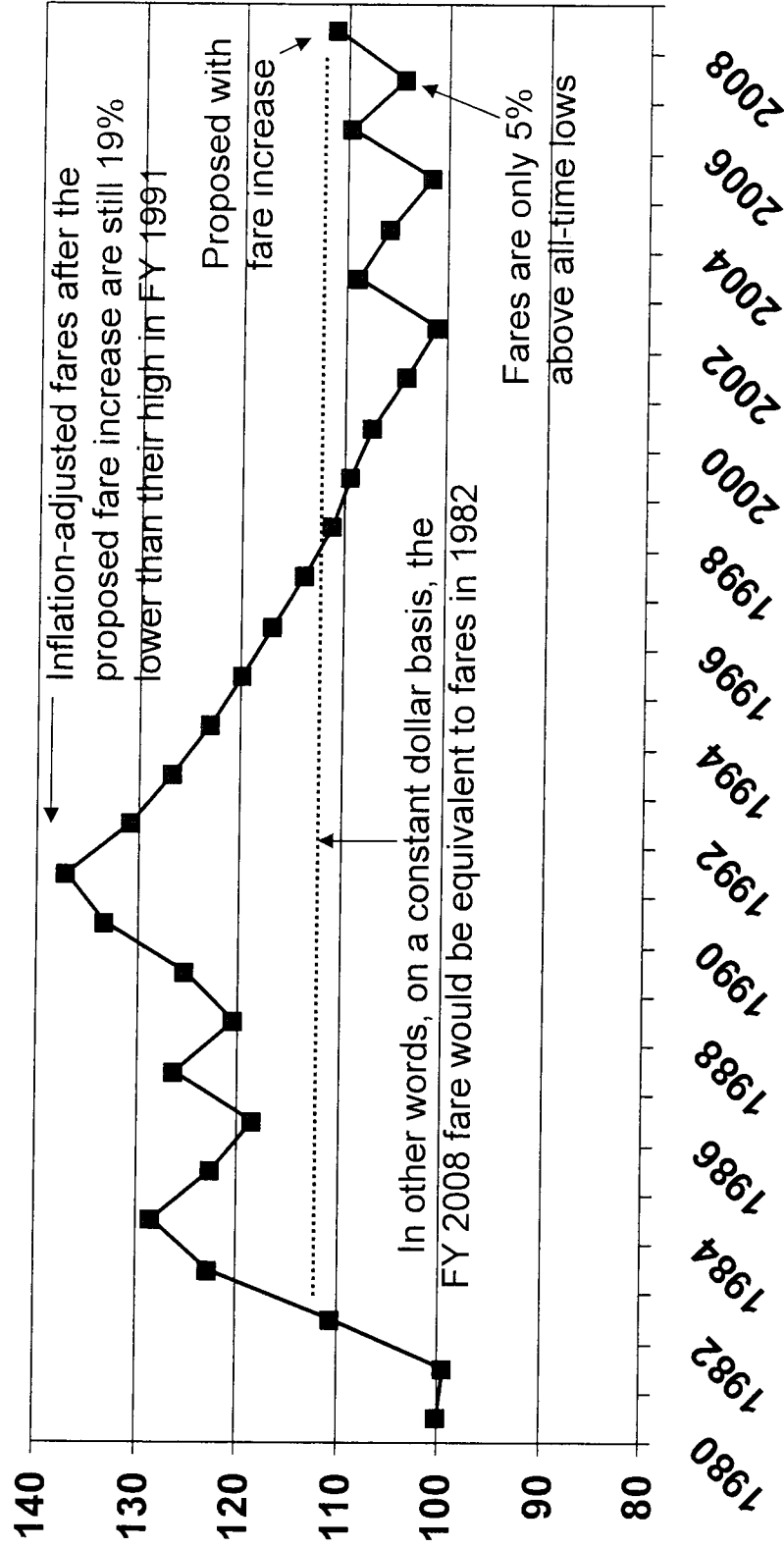


Farebox Recovery Ratios

FY 1991 - 2008



NJ TRANSIT Fares in Constant Dollars



Fare Hearings

- Feb 28 – Hoboken, Camden
- Mar 1 – Paterson, Somerville, Summit
- Mar 3 – New Brunswick
- Mar 6 – Trenton, Atlantic City, NYC
- Mar 7 – Newark, Manalapan
- Mar 8 – Hackensack, Toms River

Summary

- NJT requires about \$60 million for FY08 operations
- June 1 fare change would address that need while keeping fare box recovery below 50%
- Proposal preserves existing discounts and interchangeability features

NJ TRANSIT PUBLIC HEARING NOTICE

PROPOSED BUS, RAIL, NEWARK CITY SUBWAY, HUDSON-BERGEN LIGHT RAIL, RIVER LINE, ACCESS LINK, BUS CONTRACT CARRIERS FARE POLICY AND FARE CHANGE PROPOSAL

The implementation of this fare change proposal would result in a 9.6 percent systemwide average increase.

Local Bus, Newark City Subway, River LINE, Access Link and Bus Contract Carriers

Effective June 1, 2007 local bus, Newark City Subway, River LINE, Access Link and Bus Contract Carriers' fares would increase 9.9 percent, subject to rounding. The base one-zone ride would change from \$1.25 to \$1.35 and the base one-zone pass from \$45 to \$49 in northern New Jersey and from \$41 to \$45 in southern New Jersey.

Interstate and Intra-Commuter Bus

Effective June 1, 2007 interstate and intra-commuter bus fares would increase 9.9 percent, subject to rounding.

Rail

Effective June 1, 2007 rail fares would increase 9.9 percent, subject to rounding.

Hudson-Bergen Light Rail

Effective June 1, 2007 Hudson-Bergen Light Rail fares would increase 9.9 percent, subject to rounding. The base fare would change from \$1.75 to \$1.90 and the base pass from \$53 to \$58.

Other Proposed Changes

- #351 New York-Meadowlands Sports Complex fares purchased on-board would change from \$5.00 to \$6.00. Fares purchased at ticket windows and ticket vending machines would change from \$4.50 to \$5.00.
- The Newark Airport Rail Station access fee would no longer be collected on Child fares.
- The Ozone Pass program fare would change from \$1.25 to \$1.35.
- Standard Bus adult one way fares would increase a minimum \$0.10 per ride; standard Rail adult one way fares would increase a minimum \$0.25 per ride.
- Other fare changes would not exceed 12 percent.
- Changes on certain Senior Citizens, People With Disabilities and Children fares would be deferred and implemented in future fare changes, so as not to exceed 12 percent in this fare change.

Public hearings will be held as authorized by N.J.S.A. 27:25-8(d). Public hearings and customer informational sessions will be held at the locations and times listed below.

Written comments for the record may be sent to Public Hearing Office-Fare Proposal Comments, NJ TRANSIT, One Penn Plaza East, Newark, NJ 07105 or on NJ TRANSIT's website, www.njtransit.com for receipt no later than **midnight, March 8, 2007**.

Upon request to NJ TRANSIT at Public Hearing Office-Fare Proposal Comments, One Penn Plaza East, Newark, NJ 07105, a description of the proposals under consideration will be furnished. These documents are available on NJ TRANSIT's website www.njtransit.com and will also be available for inspection and comment at the public hearing sites on the evening of the hearings and will also be available at the additional informational sessions.

Individuals requesting sign language interpreters should contact the Public Hearing Office at 973-491-7453 **by February 20, 2007**.

Please be advised and assured that no final decisions have been made. The public's views on the proposals as expressed at the hearings will be presented to the NJ TRANSIT Board of Directors prior to a final decision in these matters.

PUBLIC HEARING LOCATIONS:

February 28, 2007 – 5:30 PM to 8:30 PM

Hoboken City Hall
Council Chambers
94 Washington Street
Hoboken, New Jersey

Rutgers, The State University of New Jersey
Camden Campus Center
Multi-Purpose Room
326 Penn Street (At Third & Penn Streets)
Camden, New Jersey

March 1, 2007 – 5:30 PM to 8:30 PM

Passaic County Administration Building
Freeholders' Board Room
401 Grand Street
Paterson, New Jersey

Somerset County Administration Building
Freeholders' Chambers
20 Grove Street
Somerville, New Jersey

Summit City Hall
Council Chambers
512 Springfield Avenue
Summit, New Jersey

March 6, 2007 – 5:30 PM to 8:30 PM

NJ Department of Environmental
Protection
Public Hearing Room, 1st Floor
401 East State Street
Trenton, New Jersey

Atlantic City Convention Center
Meeting Room 301
One Miss America Way
Atlantic City, New Jersey

March 7, 2007 – 5:30 PM to 8:30 PM

NJ TRANSIT
Board Room
One Penn Plaza East
Newark, New Jersey

Monmouth County Library
Meeting Rooms 1 & 2
125 Symmes Drive
Manalapan, New Jersey

March 8, 2007 – 5:30 PM to 8:30 PM

Bergen County Freeholders
Public Meeting Room
One Bergen County Plaza
Hackensack, New Jersey

Toms River Park & Ride
Lobby
400 Highland Parkway South
Toms River, New Jersey

ADDITIONAL INFORMATIONAL SESSIONS:

March 3, 2007 – 1:00 PM to 4:00 PM

Rutgers, The State University of New Jersey
Edward J. Bloustein School
Of Planning and Public Policy
Alan M. Voorhees Transportation Center
Special Events Forum
33 Livingston Avenue
New Brunswick, New Jersey

March 6, 2007 – 5:30 PM to 8:30 PM

Port Authority Bus Terminal
Times Square Hall – 2nd Floor
625 Eighth Avenue
New York, New York



800-772-2222
www.njtransit.com

**Hearing Officer's Report
Public Hearing – February 28, 2007
Hoboken City Hall
Hoboken, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 PM and lasted until 8:30 PM. A total of 12 people attended the hearing and spoke for the record.

Organizations represented

Tri-State Coalition - Damien Newton spoke out against the fare increase, cited as the third increase since 2002. Cited the need to change state policies which unfairly impact transit users while motorists have not faced any increase in gas tax. Called on state to address the long term financial issues.

Lackawanna Coalition - David Peter Allen cited alleged errors in the July 2005 increase, where off peak and occasional riders paid a larger % increase in fees. He also strongly protested the summer of 2006 service reduction of half of the M&E weekend rail service.

NJ Association of Railroad Passengers - Doug Bowen said that this was the wrong time for a fare increase, and transit riders in the state are being unfairly punished. He urged the state to conduct a 'best practice' review of NJ TRANSIT to identify savings and efficiencies, and called on the state legislature to identify a stable source of funding. He said NJT should simplify the fare structure, and not focus solely on the 'one-seat ride to Manhattan' market.

Geoff Schadler of the NJT Police, PBA President, cited wasteful spending within NJ TRANSIT, mismanagement, awarding of political jobs, and harassment of employees.

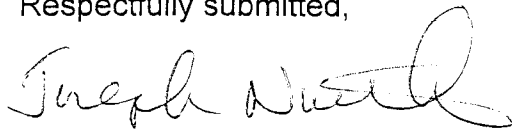
The following is a summary of other issues raised by 8 NJT riders:

- Commuter rail service is becoming less efficient
- Newark Penn Station environment needs to be cleaned up (homeless, vagrants, etc.)
- There needs to be parallel increases in the state gas tax.
- Expand NLR 'Newark Downtown' fare discount to include new extension stations.
- Include NLR within the commuter rail one-way tickets (i.e. Chatham to Elizabeth)
- Eliminate parking fees to generate more weekend use on HBLR.
- Unreliable bus service in Union City
- Improve Customer Service (refresher training for staff)
- Management visits to stations, encourage customer feedback.
- Be more specific with announcements of service problems on Rail

- Respond to customer emails
- Concerned about passenger egress with rollout of double-deckers at Penn Station NY.
- 'Bloated' crew size on weekend commuter rail service
- NJT is 6 or 7 years behind the times with new double-deckers
- Lost money with opening of Secaucus Junction
- Hoboken weekend bus service is infrequent and needs coordination (spread over hour)
- Kneeling buses don't work well enough and cited problem with platform/train gaps

Hearing was adjourned at 8:30 PM.

Respectfully submitted,


Joseph North
Hearing Officer

3/22/07

**Hearing Officer's Report
Public hearing – February 28, 2007
Rutgers, The State University of New Jersey
Camden Campus Center - Multi-Purpose Room
Camden, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 pm and closed at 8:30 pm. There were a total of approximately 24 members of the public in attendance. There were 8 individuals who spoke for the record; 2 of whom spoke twice for a total of 10 speakers. Representatives of NJ TRANSIT's Customer Resources, Rail, Bus, Service Planning, Community and Government Affairs and Access Link units were also in attendance. Alan Maiman made the presentation and we opened the floor for speakers. At least two news crews were present. Most attendees arrived before or in the first hour of the meeting. We did the presentation twice about one hour apart and took 2 breaks during the evening.

The first speaker, Larry Geltzer, is a bus commuter from South Jersey. The essence of his comments was non support of a fair increase because, everything goes to North Jersey and while the bus service in South Jersey remains expensive, unsafe, late, overcrowded and inconvenient.

The second speaker was Kevin Wild, a user of multiple services. He would support an increase if our trains and buses were not late, dirty, overcrowded, staffed with unresponsive poorly trained employees, cold, plagued by garbled or non-existent announcements, and did not take so long to get from place to place. He was complimentary of his ride to Camden on the RiverLine.

The third speaker was James Blackwell, a RiverLine rider. He was very complimentary of the RiverLine service that he uses to commute from his home in Burlington to the tavern he owns across from the Tweeter center. He stated the RiverLine is clean, convenient, on time, secure and has polite "fare takers". His concern was the expense of the higher fares he and his employees will have to pay from incomes that do not go up by anywhere near 9%. He also asked for later runs on the RiverLine so his customers and patrons of events at Tweeter do not feel so rushed to make the last train.

The fourth speaker Tony Desantis of the Delaware Valley Association of Rail Passengers read a statement that was given to the court reporter to be entered into the record. His concerns were with the amount of the increase, e.g., more than the annual raise in the CPI or "labor cost". He also expressed that fare increase are like a tax on transit users when there is no similar tax on drivers via an increase in the gas tax. Finally he wants us to look at the way we do the RT Excursion moving away from round trip to one way off peak discount. He feels the current RT fare and travel window discourages people from using an off peak train if the other part of their journey can not be completed during the RT excursion window.

Our fifth speaker was Rich Headley, another RiverLine passenger. Mr. Headey was very complimentary of the RiverLine but felt raising fares is especially hard on minorities and low income travelers.

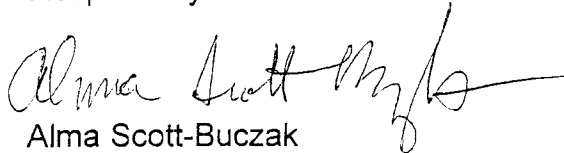
Kevin Wild spoke again and expressed concerns about the necessity of projects like THE Tunnel, the Lehigh Valley line, and the DMU service planned for Bergen. He suggested the money would better be spent on buses

Our sixth speaker was James Ciaccarelli of the New Jersey Association of Rail Passengers. He also stated the fare increase is really a tax hike for transit riders without a similar hike via the gas tax for drivers. He suggested Governor Corzine appoint a panel of transportation experts to look at the business practices of NJ TRANSIT. He also suggested raising the gas tax, and simplifying the overly complicated fare system.

Larry Geltzer spoke again but there were no additional comments of substance.

The final speaker was Larry Gould, a RiverLine passenger. He stated all transit should be free if the Governor really wants New jersey to be a green state, and expressed concerns over the fare enforcement practices on the RiverLine with a suggestion that there be a way to validate on the train.

Respectfully submitted

A handwritten signature in black ink, appearing to read "Alma Scott-Buczak", with a long horizontal flourish extending to the right.

Alma Scott-Buczak
Hearing Officer

**Hearing Officer's Report
Public Hearing - March 1, 2007
Passaic County Administration Building
Paterson, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 5 people attended and three people spoke for the record. One of the speakers, a member of the New Jersey Association of Railroad Passengers, spoke as a private individual. No public officials or press attended.

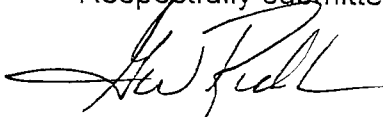
The comments that were offered included the following themes and suggestions:

1. All other efforts to produce cost economies or increase revenue should be explored before a fare increase is considered. This includes:
 - Service frequency increases on selected routes could produce more riders and revenue.
 - Better maintenance practices would allow faster service and reduce costs.
 - Greater enforcement of fares and quality of life issues by drivers and Transit Police would raise revenues and improve service.
 - The integration of NJT Police into the New Jersey State Police would produce cost economies.
 - Reduced consists during off-peak hours would reduce costs.
 - The Proof of Payment System in a limited fashion should be considered on rail routes as a way to address the inability to collect fares.
2. Service and performance issues reduce the attractiveness of NJ TRANSIT. This includes issues such as:
 - Drivers (especially those on contract routes) need better training in fares, customer service, and use of accessibility devices such as the "Speak Easy" system.
 - Staff, such as customer service, is not properly trained and unable to perform their job duties effectively limiting the ability to properly provide transit information.
3. An overall review of the fare structure should be undertaken. This would produce the opportunity to address issues such as:
 - Encourage off peak and reverse commutation similar to what has been done by the Metro North Railroad.
 - Eliminate the fare disparities between bus and rail.

4. Establish a predictable stable source of dedicated state revenue. NJ TRANSIT should encourage the public to stress the importance and need for this action with their state legislators.

The primary themes indicate concerns that strategies to reduce the size of the proposed increase have not been fully explored nor have discernable efforts been made to insure a quality service which is easy to use.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Glenn W. Ridsdale", written over a horizontal line.

Glenn W. Ridsdale
Hearing Officer

Hearing Officer's Report
Public Hearing – March 1, 2007
Somerset County Administration Building
Somerville, NJ
Re: Proposed Fare Policy and Fare Change

The public hearing opened at 5:30 p.m. and closed at 8:30 p.m. A total of eight (8) people attended the hearing, and six (6) people spoke for the record.

There was one speaker from the Raritan Valley Rail Coalition and one speaker from the Committee for Better Transit. A third speaker was a rail transit consultant. These three speakers read from written statements that were entered into the record by the court reporter. The theme of each of these speakers was a call for dedicated funding for transit and an increase in the gasoline tax dedicated to transit.

Other issues/comments raised included:

NJ TRANSIT should provide additional discounts to households purchasing more than one monthly transit pass.

NJ TRANSIT should consider offering a one-way discounted off-peak ticket so passengers have more travel flexibility.

Seniors 62 and older should not be allowed to travel in the peak period with their reduced fare tickets.

Fare increases should be tied to the rate of inflation or the cost of living index.

The Governor should appoint an independent panel of transit experts to conduct a best practices review of NJ TRANSIT.

Money could be saved through the reduction of overtime expenses.

An evaluation of the ridership on new or newly expanded services should be conducted.

The NJ TRANSIT police should be transferred to the New Jersey State Police.

The NJ TRANSIT fare structure and fare collection systems should be simplified.

Comments on paying for services and facilities that customers may never enjoy, with the specific reference being the multi-level vehicles.

Discussed cleanliness and comfort of rail vehicles and on-time performance.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sandra J. Check", with a long horizontal flourish extending to the right.

Sandra J. Check
Hearing Officer

**Hearing Officer's Report
Public Hearing – Thursday March 1, 2007
Summit City Hall
Summit, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 pm and lasted until 8:30 pm. A total of 10 people attended and 7 individuals spoke for the record.

The first speaker was the Chairman of the Lackawanna Coalition, an independent organization representing the Morris and Essex lines riders. He objected to the fare increase and suggested a fare hike be postponed until a more rational fare structure is implemented. He stated that while riders going to Hoboken from Newark pay one fare, riders on the Morris and Essex lines pay a higher fare for the same mileage. He also said the 25 percent fare increase in off-peak hours is unfair to off-peak riders and does not encourage people to take trains at off-peak hours. He stated that service has not improved since the last time fares were raised. He also commented that while there are more trains on the Main-Bergen Lines, especially on weekends, on the Morris and Essex line the level of service on the MidTOWN DIRECT to Penn Station has remained constant.

The next speaker was a resident of Ramsey in Bergen County. He stated his commute consists of five trains daily, that the trains were crowded and many times he had to stand during his commute. He also stated the trains on the Bergen/Main Line are more than 40 years old with nonfunctioning doors. He cited statistics from an article in the Bergen Record about delays doubling on the Main, Bergen & Pascack Valley Lines. He stated that buses have passed him on many occasions. He said that he would be in favor of a 25 percent increase if service were improved. He commented that train announcements on the older trains were many times inaudible.

The New Jersey Chapter Coordinator for the National Motorists Association was the next speaker. He had supported the fare increase two years ago and was there to support it again. He commended NJT for conducting the hearings and for the way they were making efforts to accommodate people to get their input. He thanked NJT for the opportunity to voice his perspective.

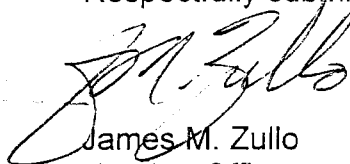
The next speaker was with the New Jersey Association of Railroad Passengers. He said that NJT fares are already the second highest in the nation and said no adjustment in revenue should take place until 1) Gov. Corzine appointed an independent panel to review the Transit agency, 2) NJT & other Transit operators in the State work with state wide advocacy groups to lobby the Legislature for a permanent fix to the transportation crisis, 3) a simplification of the fare structure

and collection system is put into effect. He said his organization would be willing to meet with the Board to assist with the points he stated.

A Councilman from Summit was the next speaker. He said he is a lifelong railroad commuter although recently retired. He was one of the founding members of the Lackawanna Coalition and an advocate for rail passengers most of his life. He stated the 10 percent increase would pose hardship for his constituents. He asked if the bi-level cars could be timed to arrive for the MidTOWN DIRECT service at the same time as the price increase occurs. He spoke about massive improvement the Summit station received 2 years ago in connection with the PGA Golf Tournament and said the message boards then installed now remain blank. He would like them reactivated.

The last speaker spoke at 8:00 pm and wanted to comment on the state of the trains. She said when she boards the train in Summit for Hoboken in the morning, there are no seats and is forced to stand in the aisle. She commented that she would like the double-decker trains to go to Hoboken.

Respectfully submitted,



James M. Zullo
Hearing Officer

**Hearing Officer's Report
Information Session – March 3, 2007
Edward Bloustein School of Planning & Public Policy
New Brunswick, NJ
Re: Proposed Fare Policy and Fare Change**

The information session opened at 1:00 pm and lasted until 4:00 pm. A total of 8 individuals attended and 5 spoke for the record.

The first speaker was a commuter from Edison who while she predominantly used rail service she did, at times, use buses. She made a comparison with the fare on New York subways to NJT stating that one-zone bus fare in New York can go from World Trade Center to eastern Queens while a one-zone fare in New Jersey is extremely limited. She suggested NJT use a per-trip fare for bus and rail as opposed to distance-based fare stating this would be better for NJT than separate fares. She also said that many times tickets are not collected and this results in lost revenue for NJT and said maybe a farebox might be another way for NJT to get revenue. Another suggestion was more advertising revenue.

Another attendee asked if any of the documents were posted on the website and was told the fare proposal is posted. He was also informed he could enter comments on the public record using the website.

Another attendee asked if the disabled fare would be increased and was told the senior and disabled fare is protected at this time and would not be going up. She then asked if the fare would take effect in July and was told it was to go in effect June 1st.

Another speaker asked a question regarding farebox recovery ratio. He was informed that of all the money it costs to operate NJT, 43 percent comes from fares.

The last speaker was a resident of Moorestown, Burlington County. He said the daily fare increases were actually too little and should be higher. He said that monthly fees should be frozen at the current monthly pass levels as encouragement for people to use mass transportation on a regular basis. He also suggested an overhaul of personnel and proof that all vehicles, rail, bus and light rail be serviced and adequately maintained. He suggested a system be put in place to address this issue before fare increases go into effect. He also said more supervision is needed, at least at Newton Avenue Bus Garage, to make sure each vehicle is adequately cleaned and said written notification of when, where and by whom the rail cars and buses were cleaned should be implemented. Another suggestion was of installing a transfer-only station where the Atlantic City line crosses over the RiverLINE. Also that modifications be

made to link NJT buses and Bur-Link (shuttle service) in such places as shopping malls and transportation connections.

The hearing was concluded at 4:00 pm.

Respectfully submitted,



James M. Zullo
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 6, 2007
NJ Department of Environmental Protection
Trenton, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:40 PM and closed at 8:30 PM. A total of 13 people attended the hearing and 7 people spoke for the record.

Mr. Bruce Bentz: representing the NJ Developmental Disability Council (Edison, NJ) commented that the fares for disabled riders should not increase. He rides on the trains. He hopes that the fare increase will provide for modifications to the new double-decker trains. He experienced problems getting his wheelchair through the door of that train and believes that there is insufficient room for an electric wheelchair to be placed near the door.

Mr. Brian Weeks: He takes the train to Trenton for work. He believes that raising transit fares will increase greenhouse gases and be in opposition to the position stated by the Governor on this issue. Transportation is a major source of greenhouse gases and auto use should be discouraged. He suggested that things that pollute be taxed while transit fares should be cut to promote use. He also suggested that buses should use bio-diesel fuels that wouldn't smell so bad. The fare increase may be counter-productive in his opinion.

Mr. Mark Herzberg: He is a resident of Metuchen and rides the Northeast Corridor trains. He believes that with record ridership, there should be less pressure to raise fares. He asked NJT to look at congestion pricing with different peak and off-peak fares to spread out ridership. He also suggested evening out the fares between traditional rail and the light rail, such as the River LINE, where the fare is much lower for a similar distance ride. He asked that NJT consider raising the gas tax to raise funds for capital and operating expenses and work with legislators.

Mr. Anthony Washington: He is a train commuter. He sees mismanagement in certain construction projects (he submitted a written statement for the record). He noted that we heat outside air, for example, during construction projects. He stated that NJT needs to work on management and money is used. He also noted that the conductor's union should come to a contract agreement with NJ TRANSIT.

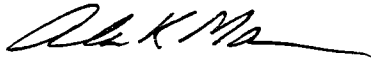
Ms. Barbara Mayo: She has used Access Link for many years and she stated that she has had nothing but good service and good drivers. She believes that if the fare goes up, it is worth it. Others have different comments, but this is her feeling. She stated that she hopes that the fare doesn't go too high.

Mr. Fred Gropper: Rides Northeast Corridor train; he hasn't seen any improvement in quality since the last fare increase, in fact, service is worse. Will the trains be on time

and will he get to ride on a double-decker train? Conductors should be more responsive to riders on issues such as loss of heat on trains. Conductors can make the ride more pleasant by curbing loud cell phone, talk, and I-Pod use by customers. If the ride was improved, there would be more ridership and less of a need for a fare increase.

Mr. John Doe: Question about items in presentation, such as propulsion power and utilities. There should be no need to state names or sign in for the record. He asked how benefit cost reductions are being implemented. Mr. McManimon gave a brief response, highlighting the proposal. He complemented the proposal for being clear. He asked if there is a correlation between the quality of service and the price of service. He tried to ride a local bus today and waited in the cold for one hour. He found out that the bus stop where he waited had been discontinued but the sign/shelter remained in place. The driver then asked him to leave the bus at the end of the line when he was lost and wanted to go back in the other direction, refused to give his name, and used a cell phone while driving.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Alan K. Maiman", with a long horizontal flourish extending to the right.

Alan K. Maiman
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 6, 2007
Atlantic City Convention Center
Atlantic City, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 12 people attended the hearing and 10 individuals spoke for the record.

There was a speaker who represented the New Jersey Association of Railroad Passengers who presented the NJARP's position that no adjustment in revenue collected from the transit rider should be considered until the following takes place: Governor Corzine appoints an independent panel of experts to conduct a "best practices" review of NJ Transit; NJ Transit and other transit operators in the State must work closely with statewide advocacy groups to lobby the Legislature for a permanent fix to the annual transportation funding crisis; and, any fare increase should be accompanied by the simplification of the fare structure and collection system.

Two speakers represented the ARC of Atlantic County. They objected to the fare increase because disabled Access Link users, such as they, cannot afford to pay higher prices because they are on low, fixed incomes. One of these speakers complained about an Access Link experience in which she and her companion missed an Access Link connection because they missed a preceding connecting train. The Access Link driver did not wait for them when they were not on the scheduled train. She believes that the driver should have waited. She also believes that, if there has to be a fare increase for Access Link users, there should be an Access Link discounted pass. The other speaker believes that NJ Transit should change its policy with respect to Access Link driver's helping disabled riders with manual wheelchairs. She recounted that her motorized wheel chair broke, and she had to use a manual one, and the driver would not assist her.

One speaker, who uses Access Link, stated that, if fares have to be raised, it should be easier for disabled individuals to use mass transit. All rail stations should be made accessible and service should be good. He stated that most Access Link riders don't get the pay increases that other people get and that if they do, that additional money goes to doctors and to buy food, etc., not to pay higher transit fares.

There were three bus customers at the hearing. They had the following suggestions/comments:

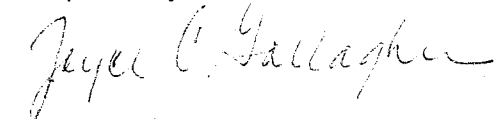
- 1 Provide more service on the 551 Route
- 1 Reduce fares
- 1 Restore service that was eliminated on the 316 Route
- 2 Convert deadhead trips on the 406 to live trips
- 1 Route the 406 through Pine Hill

- 1 Discontinue the practice of deadheading trips. Always have trips run live to pick up additional riders and revenue
- 1 Increase the running time between Avandale and Cape May
- 1 Restore the Intra-Camden fare
- 1 Replace the small buses used on the 501, 504 and 505 with larger buses to eliminate overcrowding on those routes.

One speaker, an NJT Rail rider, stated that NJ Transit has no concern for it's Philadelphia ridership base and requested service from Philadelphia to South Jersey cultural institutions and the resumption of bus service from Broad and Snyder in Philadelphia to New Jersey.

One speaker represented the South Jersey Ridership For a Better Transportation Future (SJRFBTf). He requested better transit service in South Jersey, especially in Cumberland, Cape May and Atlantic counties. He said that NJ Transit should provide better support to Tony Macrie and his Cape May Seashore Line in Cape May County. He objected to fare increases every two years and stated that NJ Transit doesn't want to fight for stable/dedicated funding. He also suggested that the Avandale Park-Ride should be made into a full service bus terminal with user amenities, TVMs, etc. and that the hours of operation of the Wildwood and Ocean City terminals should be increased.

Respectfully submitted,



Joyce C. Gallagher
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 7, 2007
Newark, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 50 people attended and 27 people spoke for the record.

Elected Officials:

There was one elected official who attended the hearing and spoke for the record. Assemblyman and Mayor Mims Hackett Jr. (27th District) spoke on behalf of people of his district. He urged to find additional non-fare box revenue sources and internal savings to avoid having to raise the fares.

Organizations:

There were three speakers representing organizations. Damion Newtown spoke on behalf of the Tri-state Transportation Campaign and Abbott Gorin spoke on behalf of the Lackawanna Coalition. Albert L. Papp spoke on behalf of the New Jersey Association of Railroad passengers. The theme for each of these speakers was dedicated funding.

There were 27 speakers, the following is a list of issues raised:

Actual complaint against increasing fares	14
Customer Service not getting answers to problems	7
On-time performance	6
Fare increase bad environmental policy	5
State not providing stable funding source	5
Overcrowding on trains and buses	5
ORT discounts on rail not good enough	5
Discourteous bus operators	5
Poor bus/rail/LRT headways	5
Bus and rail service not well-coordinated	4
Fare enforcement policies on LRT	4
Poor rail station hours (building open)	3
Want cost/performance audit of employees	3
Want better enforcement of passenger rules	3
Railcars in bad shape	3
Employees use cell phones on board	3
Complaint: employees allowed to ride system free	2
Door problems on trains	2

People standing in train vestibules	2
Trains, buses pass waiting passengers	2
Bus tickets not cross-honored like rail	2
Hoboken weekend service cuts	2
Presentation handouts not at Paterson Hearing	1
Insufficient Newark Airport bus service	1
NJ TRANSIT employees' political involvement	1
Parking fees at stations	1
Poor rail station maintenance	1
Bus external PA systems not used	1
Wording in presentation	1
ARC-little off-peak ridership growth projected	1
Good Customer Service staff at Newark PS	1
Service slower today than in past	1
Want senior discount limited to off-peak	1
Disclaimer in timetables (re: lateness)	1
Wants customer forums reinstated	1
Not enough info published re: need for fare increase	1
Praising bus operators	1
Bus operators apply brakes too hard	1
Cleanliness of buses	1
Location of hearings	1
Insurance costs questioned	1
Platforms, trains not treated for snow	1
Restrooms on trains dirty	1
TVMs won't accept TransitChek and Credit Card	1
Hearing officers not board members	1
No Gladstone Branch reverse peak service	1

Respectfully submitted,



Lynn Bowersox
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 7, 2007
Monmouth County Library
Manalapan, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 PM and lasted until 8:30 PM. A total of 5 people attended the hearing and spoke for the record.

Elected officials

State Senator Ellen Karcher, 12th District, appeared and spoke on the record. Senator Karcher estimated the increased cost to her constituents to be as much as \$500 a year, and she asked that they get value for the increase (more seats, on time service, better customer service). She called for three actions – 1) an independent audit to confirm that this increase is needed, 2) proof that this increase won't simply drive people back to their cars, and 3) if the increase happens, she needs to know that the service will be improved. Finally, Senator Karcher said she will continue to work towards the goal of identifying a stable funding source.

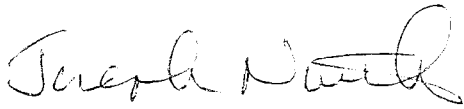
The following is a summary of other issues raised by 4 NJT riders:

- Off peak rail rider uses service 150 times a year - should not be considered an 'occasional' user. Deserves discounts like monthly pass holders.
- The decision to have a straight 'across the board' increase against all riders is wrong. It has more impact for higher fare customers.
- Public sector should squeeze their budget like the private sector does.
- Last time, fair increase was actually 24% for off peak users.
- NJT has wasted money on stupid studies (i.e., Amtrak takeover)
- Unfair that Monmouth County riders have to pay for River LINE costs
- Cut overhead within NJ TRANSIT.
- Improve attitude of front line rail personnel in dealing with customers
- Level of service on buses is declining and fare increase is unwarranted
- With ridership at an all time high shouldn't increased revenue offset need for fare hike?
- Establish a free transfer between NJT Bus and PATH (like MTA on Staten Island)
- Have a coordinated relationship between NJT and Academy (Wall Street) which doesn't offer late night buses
- Eliminate seat drops with information on the trains

- 1-800-TIPS line doesn't work right
- Six year delay/stall on MOM study is embarrassing.
- With a 1.5B budget, why can't NJT find $\frac{1}{2}$ % (60M) to cover this increase?

Hearing was adjourned at 8:30 PM.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Joseph North".

Joseph North
Hearing Officer

3/22/07

**Hearing Officer's Report
Information Session – March 6, 2007
Port Authority Bus Terminal – Times Square Hall
New York, NY
Re: Proposed Fare Policy and Fare Change**

The information session opened at 5:30 PM and closed at 8:30 PM. The FY2008 budget and fare presentation and the initial public submission of comments was completed by 6:00 PM. Periodically the group reconvened as members of the public made their way into the room. A total of 9 people attended the information session, 6 attendees spoke for the record and an additional 3 members of the public attended but did not speak.

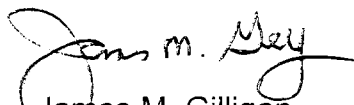
One speaker spoke on behalf of The Committee for Better Transit. This speaker centered his comments on bus service, specifically asking that bus routes throughout the system be examined for their effectiveness. This speaker also recommended NJT produce additional service information guides for customers. He was appreciative of the opportunity to voice concerns regarding service.

For the five other public speakers, their comments were with regard to existing bus or rail service. They had the following comments/suggestions:

- Four comments on overcrowding of existing services, specifically:
 - Two comments on peak period bus overcrowding and buses bypassing customers waiting for service along Boulevard East in West New York.
 - One comment on overcrowding and scheduling of MidTOWN DIRECT rail service from South Orange station.
 - One comment on overcrowding on the AM peak 113 express bus from Cranford, and on days when the Raritan Valley Line experiences service delays, the institution of the rail pass cross-honoring on the bus system causes a side-effect of overcrowding on parallel bus services.
- One comment on bus services in Bergen County, specifically:
 - Concern that NJ TRANSIT buses charge for transfers while other private bus operators do not.
 - Concern over \$1.25 fare offered from Fort Lee to New York while customers from other nearby municipalities pay significantly more.
 - Concern over a lack of service north of Oradell on the 165 route during off-peak periods.
 - Concern over lack of bus service to Pascack Valley Hospital.
 - Concern over bus schedule effective dates.

There was general mention by speakers of poor on-time performance during PM peak periods on the interstate bus system. Most speakers felt that on-time performance problems were inevitable given the traffic conditions in and around the New York area.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "James M. Gilligan". The signature is stylized with a large, looping initial "J" and a trailing flourish.

James M. Gilligan
Hearing Officer

**Hearing Officer Report
Public Hearing – March 8, 2007
Bergen County Freeholders Public Meeting Room
Hackensack, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 PM and ended at 8:30 PM, with numerous recesses after all speakers had been accommodated until new speakers arrived. A total of ten (10) people spoke, with an additional 7 persons in attendance but not speaking (including 3 members of the press).

There was one speaker for the Tri-State Transportation Campaign, who stressed the need for other alternatives to be found for funding NJ TRANSIT besides fare revenues. He also stressed a desire to see the one-zone local bus fare increase eliminated, particularly in the Newark area.

Multiple speakers raised concerns of:

- Opposition to the fare increase in general (6 speakers)
- No comparable increase in gas tax (4 speakers)
- Poor service in eastern Bergen County (4 speakers)
- Overcrowding (2 speakers)
- Secaucus Junction too large and expensive a facility (2 speakers)
- Dirty trains and buses (2 speakers)
- Delays (2 speakers)
- Secaucus Junction fare collection system (2 speakers)

Other issues raised by speakers (but not by more than one) included:

- Newark Airport fares higher than bus for adults
- New fares make private bus and van service more affordable in some markets
- Third fare increase in 7 years
- Wants LRT on Northern Branch rather than DMU
- Paterson-Hackensack Light Rail Project too political
- Politically-affiliated persons working at NJ TRANSIT
- Desire for one-zone local bus fare hike to be eliminated
- Praise for Multi-Level Vehicles
- Other cities have lower fares
- Other political solutions are needed
- Opposition to parking fees at stations
- Poor Newark City Subway/Light Rail headways

- ORT discounts not substantial enough
- Broken seats, lights on buses
- Lines at and condition of Port Authority Bus Terminal

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Richard Sarles", written in a cursive style.

Richard Sarles
Hearing Officer

**Hearing Officer's Report
Public Hearing – March 8, 2007
Toms River Park & Ride
Toms River, NJ
Re: Proposed Fare Policy and Fare Change**

The public hearing opened at 5:30 p.m. and lasted until 8:30 p.m. A total of 17 people attended the hearing and 17 individuals spoke for the record.

One bus customer, whose could not wait for the hearing, asked to have his comments noted. He stated that he believed that a fare increase was inevitable. He requested the addition of two express trips on the 319 Route from the Port Authority Bus Terminal to Toms River: one at 4:30 p.m. and another at 4:45 p.m.

One speaker represented the Township of Toms River Council. This same speaker also submitted a written statement. In his comments, and in his statement, this speaker questioned the need for a 20% increase in fares in two years. He asked why the monthly passes on the Hudson Bergen Light Rail and the Camden Light Rail had not been increased in 2005. He stated that, if there is to be a fare increase, it should be shared equally among all ridership, not spread unevenly. He asked if there is any State subsidy to the Camden Light Rail line and, if so, why?

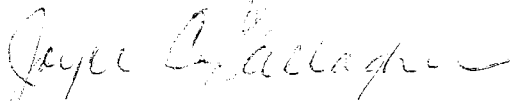
One speaker represented the New Jersey Association of Railroad Passengers (NJARP). He stated that he is not a transit user, but is an advocate for public transportation. He commented that it is impossible to be a rail passenger from Ocean County as there is no rail service in Ocean County and he referenced the Monmouth-Ocean-Middlesex rail study. He stated that New Jersey has no proper way to replenish the Transportation Trust Fund (TTF) and that the Legislature must contribute to the solution – including the possibility of using the gasoline tax to ensure revenue for the TTF. He also stated that our fare structure is antiquated and that Governor Corzine should appoint a panel of experts to review NJ Transit.

There were fifteen (15) bus customers who spoke. They had the following comments/suggestions:

- 14 The proposed fare increase is too much too soon after the increase in 2005
- 1 If fares have to be raised, service should be expanded to areas not now served by NJ Transit.
- 4 Provide more service on the 67, 139, 319 and 559 Routes. Add late night service (after midnight) on the 319.
- 2 Provide more service between Toms River and Newark and institute service between Toms River and Jersey City. Have 319 Route buses that leave New York with seats stop in Newark to pick up riders waiting in Newark.

- 1 Family members of NJ Transit employees are riding for free and this should stop
- 1 Handicapped riders should pay full fare and seats should not be removed from buses to accommodate them.
- 1 Fare zones should be smaller, each larger zone should have an incrementally higher fare and no two zones should have the same fare. Why are zones 17, 18 and 19 all the same fare?
- 2 Senior citizens fill up the 319 buses on matinee days and regular riders cannot get seats.
- 1 The parking fee at the Toms River Park/Ride has increased from \$1/day to \$2/day and this is added to the fare increase.
- 1 Bus tickets should be valid for 30 days instead of 20 days
- 1 The increase in fares would be justified if the standard of cleanliness on buses improved
- 1 There should be bathrooms on any bus that is used for trips of more than 1 ½ hours
- 1 Buses are poorly maintained – windshield wipers don't work; shock absorbers are shot

Respectfully submitted,



Joyce C. Gallagher
Hearing Officer

NJ TRANSIT
FY2008 Budget and Fare Proposal
Website, Written Testimony, and Correspondence

Website

A total of 556 website submissions were received through www.NJTRANSIT.com.

Written Testimony

24 pieces of written testimony were received during the public hearings.

The majority of elected officials and advocacy groups raised concerns regarding a stable source of funding for transit. Individuals focused on service, equipment, customer service, and fare issues.

Letters

A combination of 28 hard copy, and e-mailed letters were submitted.

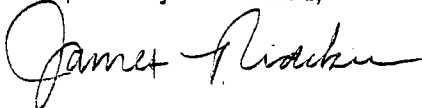
A total of 608 submissions were received which enumerated a total of 1793 individual issues.

Approximately 33% of the comments focused on the fare proposal. The majority of comments related to equipment, facilities, service and operating performance.

These comments include:

593	(33%)	Fare Proposal
398	(22%)	Equipment & Facilities
367	(20%)	General Service
211	(12%)	Operating Performance
86	(5%)	Customer Service
66	(4%)	Communication
38	(2%)	Discounts & Charges
34	(2%)	Other
1793		Total

Respectfully Submitted,



James Redeker

Detailed comments summary:

Fare Proposal	
Fares	593
Total	593

Equipment and Facilities	
Vehicle Interior Condition	123
Equipment Reliability	79
Multilevel	59
Facility/Station Condition	59
Parking	49
Door Problems	19
Ticket Purchase	6
Accessibility	4
Total	398

Service	
Overcrowding	170
Scheduled Service	163
Not Collecting Tickets	23
Closing / Opening Doors	11
Total	367

Operating Performance	
Trip - Delayed	190
Trip - Annulled / Cancelled	11
Trip - Early Departure	6
Bypassed Commuter / Station	4
Total	211

Customer Service	
Inappropriate Behavior	46
Employee Performance	33
Careless Driving	4
Employee Cell Phone Use	2
Unfamiliar with Routes / Stops	1
Total	86

Communication	
Announcements - Station	30
Announcements - On Board	21
Web/Technology Issue	15
Total	66

Discounts & Charges	
Cross-Honoring	2
Off-Peak Round Trip Ticket	28
Surcharge / Fare Enforcement	8
Total	38

Other	
Service Safety	15
Passenger Conduct	7
Refund Request	7
Marketing	3
Policy Enforcement	2
Total	34

LOCAL BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP W/ TRANSFER		TEN TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.25	1.35	0.60	0.65		45.00	49.00	8.50	9.25	12.00	13.25	NA	NA	1
2	1.95	2.15	0.90	1.00		59.00	65.00	13.00	14.25	16.50	18.25	NA	NA	2
3	2.40	2.65	1.10	1.20		70.00	77.00	16.25	18.00			20.50	22.50	3
4	2.90	3.20	1.30	1.45		76.00	84.00	19.50	21.50			25.50	28.00	4
5	3.15	3.45	1.40	1.55		84.00	92.00					29.00	32.00	5
6	3.65	4.00	1.65	1.80		95.00	104.00					32.50	35.50	6
7	3.95	4.35	1.80	2.00		105.00	115.00					36.50	40.00	7
8	4.35	4.80	1.95	2.15		116.00	127.00					39.00	43.00	8
9	4.75	5.20	2.15	2.35		125.00	137.00					43.00	47.50	9
10	5.15	5.65	2.30	2.55		136.00	149.00					46.00	50.50	10
11	5.50	6.05	2.50	2.75		145.00	159.00					50.00	55.00	11
12	5.85	6.45	2.60	2.90		155.00	170.00					52.00	57.00	12
13	6.30	6.90	2.85	3.15		166.00	182.00					56.50	62.00	13
14	6.70	7.35	3.00	3.30		177.00	195.00					60.00	66.00	14
15	7.00	7.70	3.15	3.45		186.00	204.00					63.50	70.00	15
16	7.40	8.15	3.35	3.70		197.00	217.00					67.00	73.50	16
17	7.80	8.55	3.50	3.85		206.00	226.00					70.50	77.50	17
18	8.15	8.95	3.65	4.05		217.00	238.00					73.50	81.00	18
19	8.60	9.45	3.85	4.25								77.00	84.50	19
20	8.90	9.80	4.00	4.40								80.50	88.50	20
21	9.35	10.30	4.20	4.65								84.50	93.00	21
22	9.75	10.70	4.40	4.85								87.00	95.50	22
23	10.10	11.10	4.55	5.00								91.00	100.00	23
24	10.55	11.60	4.75	5.20										24
25	10.95	12.05	4.95	5.45										25
26	11.25	12.35	5.05	5.55										26
27	11.65	12.80	5.25	5.75										27
28	12.00	13.20	5.40	5.95										28
29	12.45	13.70	5.60	6.15										29
30	12.80	14.05	5.75	6.30										30
31	13.20	14.50	5.95	6.55										31
32	13.55	14.90	6.10	6.70										32
33	13.95	15.35	6.30	6.90										33
34	14.30	15.70	6.45	7.10										34
35	14.75	16.20	6.65	7.30										35
36	15.00	16.50	6.75	7.45										36
37	15.45	17.00	6.95	7.65										37
38	15.75	17.30	7.10	7.80										38

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zne + Transfer	1.85	2.00	0.90	0.95
2 Zne + Transfer	2.55	2.80	1.20	1.30

INTERSTATE BUS, NEW YORK

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	1.25	1.35	0.60	0.65					NA	NA	NA	NA
2	2.30	2.55	1.05	1.15					71.00	78.00	19.00	21.00
3	3.10	3.40	1.40	1.55					99.00	109.00	28.00	31.00
4	4.00	4.40	1.80	2.00					111.00	122.00	31.50	34.50
5	4.75	5.25	2.15	2.35					133.00	146.00	37.50	41.00
6	5.50	6.00	2.50	2.75					157.00	173.00	44.50	49.00
7	6.50	7.25	3.00	3.25					167.00	184.00	47.50	52.00
8	7.25	8.00	3.25	3.50					178.00	196.00	50.50	55.50
9	8.00	8.75	3.50	3.90					188.00	207.00	53.00	58.50
10	8.75	9.50	4.00	4.25					202.00	222.00	57.50	63.00
11	9.25	10.25	4.25	4.50					218.00	239.00	62.00	68.00
12	10.00	11.00	4.50	5.00					236.00	259.00	67.00	73.50
13	10.75	11.75	4.75	5.25					252.00	277.00	72.00	79.00
14	11.25	12.25	5.00	5.50					267.00	293.00	77.50	85.00
15	12.00	13.25	5.50	6.00					282.00	309.00	82.00	90.00
16	12.75	14.00	5.75	6.25					299.00	329.00	86.50	95.00
17	13.25	14.50	6.00	6.50					314.00	345.00	91.00	100.00
18	14.00	15.50	6.25	7.00					331.00	364.00	96.00	105.50
19	14.50	16.00	6.50	7.25					331.00	364.00	100.00	110.00
20	15.25	16.75	6.75	7.50					331.00	364.00	104.50	115.00
21	16.00	17.50	7.25	8.00					331.00	364.00	109.00	120.00
22	16.75	18.50	7.50	8.25					331.00	364.00	114.00	125.50
23	17.25	19.00	7.75	8.50					331.00	364.00	118.00	129.50
24	20.50	22.50	9.25	10.25	37.00	41.00	16.50	18.00				
25	21.50	23.75	9.75	10.75	38.00	42.00	17.00	19.00				
26	22.25	24.50	10.00	11.00	40.00	44.00	18.00	20.00				
27	22.75	25.00	10.25	11.25	41.00	45.00	18.50	20.50				
28	23.50	25.75	10.50	11.50	43.00	47.00	19.50	21.50				
29	24.25	26.75	11.00	12.00	44.00	48.00	20.00	22.00				
30	25.25	27.75	11.25	12.50	45.00	49.00	20.50	22.50				
31	26.00	28.50	11.75	12.75	46.00	51.00	21.00	23.00				
32	26.75	29.50	12.00	13.25	48.00	53.00	21.50	24.00				
33	27.50	30.25	12.50	13.50	49.00	54.00	22.00	24.50				
34	28.25	31.00	12.75	14.00	51.00	56.00	23.00	25.50				
35	29.00	32.00	13.00	14.25	53.00	58.00	24.00	26.50				
36	30.00	33.00	13.50	14.75	54.00	59.00	24.50	27.00				
37	30.75	33.75	13.75	15.25	55.00	60.00	25.00	27.50				
38	31.50	34.50	14.25	15.50	57.00	63.00	25.50	28.50				
39	32.25	35.50	14.50	16.00	58.00	64.00	26.00	29.00				

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INTRA-COMMUTER BUS, NORTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zones
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
6	4.75	5.25	2.10	2.35					122.00	134.00	35.50	39.00	6
7	5.25	5.75	2.40	2.65					140.00	154.00	40.00	44.00	7
8	6.00	6.50	2.75	3.00					156.00	171.00	45.50	50.00	8
9	6.75	7.50	3.00	3.35					173.00	190.00	50.00	55.00	9
10	7.25	8.00	3.25	3.60					191.00	210.00	55.50	61.00	10
11	8.00	8.75	3.50	3.90					208.00	229.00	60.00	66.00	11
12	8.50	9.25	3.75	4.20					224.00	246.00	64.50	71.00	12
13	9.25	10.25	4.25	4.75					240.00	264.00	68.50	75.50	13
14	9.75	10.75	4.50	5.00					255.00	280.00	73.50	81.00	14
15	10.50	11.50	4.75	5.25					270.00	297.00	78.00	85.50	15
16	11.00	12.00	5.00	5.50					287.00	315.00	83.00	91.00	16
17	11.50	12.75	5.25	5.75					299.00	329.00	87.00	95.50	17
18	12.00	13.25	5.50	6.00					299.00	329.00	90.50	99.50	18
19	12.50	13.75	5.75	6.25					299.00	329.00	95.00	104.50	19
20	13.25	14.50	6.00	6.50					299.00	329.00	98.50	108.50	20
21	13.75	15.00	6.25	6.75					299.00	329.00	103.00	113.00	21
22	16.75	18.50	7.50	8.25	30.00	33.00	13.50	15.00					22
23	17.25	19.00	7.75	8.50	31.00	34.00	14.00	15.50					23
24	18.00	19.75	8.00	8.75	32.00	35.00	14.50	16.00					24
25	18.75	20.50	8.50	9.25	34.00	37.00	15.50	17.00					25
26	19.25	21.25	8.75	9.50	35.00	38.00	16.00	17.50					26
27	20.00	22.00	9.00	10.00	36.00	40.00	16.00	17.50					27
28	20.50	22.50	9.25	10.25	37.00	41.00	16.50	18.00					28
29	21.25	23.25	9.50	10.50	38.00	42.00	17.00	19.00					29
30	22.00	24.25	9.75	10.75	40.00	44.00	18.00	20.00					30
31	22.50	24.75	10.25	11.25	41.00	45.00	18.50	20.50					31
32	23.25	25.50	10.50	11.50	42.00	46.00	19.00	21.00					32
33	24.00	26.50	10.75	11.75	43.00	47.00	19.50	21.50					33
34	24.50	27.00	11.00	12.00	44.00	48.00	20.00	22.00					34
35	25.25	27.75	11.50	12.50	45.00	49.00	20.50	22.50					35
36	26.00	28.50	11.75	13.00	46.00	51.00	20.50	22.50					36
37	26.50	29.00	12.00	13.00	48.00	53.00	21.50	24.00					37
38	27.25	30.00	12.25	13.50	49.00	54.00	22.00	24.50					38

LOCAL BUS, SOUTH JERSEY

Zones	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL TEN TRIP		SCHOOL TEN TRIP W/ TRANSFER		TEN TRIP		Zones
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.25	1.35	0.60	0.65		41.00	45.00	8.50	9.25	12.00	13.25	NA	NA	1
2	1.75	1.90	0.80	0.85		54.00	59.00	12.00	13.25	15.50	17.25	NA	NA	2
3	2.10	2.30	0.95	1.05		63.00	69.00	14.25	15.75			18.50	20.50	3
4	2.55	2.80	1.15	1.25		68.00	75.00	17.25	19.00			23.00	25.50	4
5	2.90	3.20	1.30	1.45		76.00	84.00					25.50	28.00	5
6	3.25	3.55	1.45	1.60		86.00	95.00					29.50	32.50	6
7	3.65	4.00	1.65	1.80		95.00	104.00					32.50	35.50	7
8	3.90	4.30	1.75	1.95		105.00	115.00					35.50	39.00	8
9	4.30	4.75	1.95	2.15		113.00	124.00					38.50	42.50	9
10	4.70	5.15	2.10	2.30		123.00	135.00					42.00	46.00	10
11	5.00	5.50	2.25	2.50		132.00	145.00					45.00	49.50	11
12	5.35	5.90	2.40	2.65		141.00	155.00					47.50	52.00	12
13	5.65	6.20	2.55	2.80		151.00	166.00					51.00	56.00	13
14	6.05	6.65	2.70	3.00		161.00	177.00					54.50	60.00	14
15	6.35	7.00	2.85	3.15		168.00	185.00					57.00	62.50	15
16	6.75	7.40	3.05	3.35		178.00	196.00					60.50	66.50	16
17	7.00	7.70	3.15	3.45		187.00	206.00					63.50	70.00	17
18	7.40	8.15	3.35	3.65		197.00	217.00					67.00	73.50	18
19	7.80	8.55	3.50	3.85								69.50	76.50	19
20	8.10	8.90	3.65	4.00								73.00	80.00	20
21	8.50	9.35	3.85	4.20								76.00	83.50	21
22	8.80	9.65	3.95	4.35								79.50	87.50	22
23	9.20	10.10	4.15	4.55								82.00	90.00	23
24	9.50	10.45	4.30	4.70										24

Zones	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
1 Zone + Transfer	1.80	1.95	0.85	0.90
2 Zone + Transfer	2.30	2.50	1.05	1.10

INTERSTATE BUS, PHILADELPHIA

Zone	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	1.30	1.45	0.60	0.65					NA	NA	NA	NA	1
2	2.05	2.25	0.90	1.00					64.00	70.00	17.50	19.00	2
3	2.80	3.10	1.25	1.40					89.00	98.00	24.50	27.00	3
4	3.55	3.90	1.60	1.75					100.00	110.00	28.50	31.50	4
5	4.25	4.65	1.95	2.15					121.00	133.00	34.00	37.50	5
6	5.00	5.50	2.25	2.50					143.00	157.00	40.50	44.50	6
7	5.75	6.25	2.50	2.75					164.00	180.00	46.00	50.50	7
8	6.50	7.25	3.00	3.25					176.00	193.00	50.00	55.00	8
9	7.25	8.00	3.25	3.50					188.00	207.00	53.00	58.50	9
10	7.75	8.50	3.50	3.75					202.00	222.00	57.50	63.00	10
11	9.50	10.50	4.25	4.75	16.00	17.00	7.00	7.50	218.00	239.00	62.00	68.00	11
12	10.00	11.00	4.50	5.00	18.00	20.00	8.00	8.50	236.00	259.00	67.00	73.50	12
13	10.75	11.75	4.75	5.25	20.00	22.00	9.00	10.00	252.00	277.00	72.00	79.00	13
14	11.50	12.75	5.00	5.50	21.00	23.00	9.50	10.50	267.00	293.00	77.50	85.00	14
15	12.00	13.25	5.50	6.00	22.00	24.00	10.00	11.00	282.00	309.00	82.00	90.00	15
16	12.75	14.00	5.75	6.25	23.00	25.00	10.50	11.50	299.00	329.00	86.50	95.00	16
17	13.50	14.75	6.00	6.50	24.00	26.00	11.00	12.00	314.00	345.00	91.00	100.00	17
18	14.25	15.75	6.50	7.25	25.00	27.00	11.50	12.50	331.00	364.00	96.00	105.50	18
19	15.00	16.50	6.75	7.50	27.00	30.00	12.00	13.00	331.00	364.00	100.00	110.00	19
20	15.75	17.25	7.00	7.75	29.00	32.00	13.00	14.50	331.00	364.00	104.50	115.00	20
21	16.50	18.25	7.50	8.25	30.00	33.00	13.50	15.00	331.00	364.00	109.00	120.00	21

OTHER BUS & LIGHT RAIL FARES

320 LINCOLN TUNNEL PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING / RT PACKAGE		REDUCED PACKAGE		MONTHLY PASS		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Secaucus	2.85	3.15	1.30	1.40					99.00	109.00	Secaucus
Park Ride Lot	2.20	2.40	1.00	1.10	7.50	8.25	5.00	5.50			Park Ride Lot

321 VINCE LOMBARDI PARK RIDE

	ONEWAY ADULT		ONEWAY REDUCED		PARKING / RT PACKAGE		REDUCED PACKAGE		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Park Ride Lot	2.75	3.00	1.25	1.35	7.00	7.75	4.00	4.25	Park Ride Lot

308 GREAT ADVENTURE

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
New York	14.00	15.00	6.50	7.00	25.00	27.00	11.50	12.50	New York
Newark	11.00	12.00	5.00	5.50	19.00	21.00	8.50	9.50	Newark

137 SEASIDE PARK

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Seaside	1.25	1.35	0.60	0.65					Seaside
Toms River	2.40	2.65	1.10	1.20					Toms River
Newark	12.00	13.00	5.50	6.00	22.00	24.00	10.00	11.00	Newark
Jersey City	13.00	14.00	5.75	6.25	23.00	25.00	10.50	11.50	Jersey City
Union City	13.00	14.00	5.75	6.25	24.00	26.00	11.00	12.00	Union City
New York	18.00	20.00	8.00	8.75	33.00	36.00	15.00	16.00	New York

BUS TRANSFER

	ADULT		REDUCED			STUDENT		
	Current	Proposed	Current	Proposed		Current	Proposed	
North	0.60	0.65	0.30	0.30		0.35	0.40	North
South	0.55	0.60	0.25	0.25		0.35	0.40	South

319 NEW YORK-ATLANTIC CITY

	ROUND TRIP		
	Current	Proposed	
New York	28.00	31.00	New York
Jersey City	28.00	31.00	Jersey City
Newark	28.00	31.00	Newark

551 PHILADELPHIA-ATLANTIC CITY

	ROUND TRIP		
	Current	Proposed	
Philadelphia	14.00	15.00	Philadelphia

7 NEWARK CITY SUBWAY

	ONEWAY ADULT		
	Current	Proposed	
Downtown	0.60	0.65	Downtown

BERGEN COMMUNITY COLLEGE

	ONEWAY ADULT	
	Current	Proposed
Campus	0.60	0.65

Campus

966 CONVENT STATION EMPLOYEE SHUTTLE

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS	
	Current	Proposed	Current	Proposed	Current	Proposed
Shuttle	0.60	0.65	0.30	0.30	22.00	24.00

Shuttle

976 LAWRENCE- WEST WINDSOR- PRINCETON JCT

	ONEWAY ADULT		ONEWAY REDUCED	
	Current	Proposed	Current	Proposed
Shuttle	0.60	0.65	0.30	0.30

Shuttle

137-317 FORT DIX-McGUIRE AFB CONTINUING TRIP

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	13.25	14.50	6.00	6.50	24.00	26.00	11.00	12.00	314.00	345.00	91.00	100.00
Newark	8.00	8.75	3.50	3.90								

New York
Newark

351 MEADOWLANDS SPORTS COMPLEX

	ONEWAY ADULT		ONEWAY REDUCED		ROUND TRIP		RT REDUCED	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
New York	4.50	5.00	2.00	2.20	9.00	10.00	4.00	4.40
On-Board	5.00	6.00						

New York
On-Board

801-802-803-804-805 Metropark Loops

	ONEWAY ADULT	
	Current	Proposed
Base Fare	1.25	1.35

Base Fare

JOINT TICKETING WEEHAWKEN FERRY- only NJT portion shown

	ONEWAY ADULT		ROUND TRIP		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1 zone	1.25	1.35	2.50	2.70	34.00	37.00	11.50	12.50
2 zone	1.95	2.15	3.90	4.30	47.00	52.00	16.00	17.50

1 zone
2 zone

HUDSON BERGEN LIGHT RAIL

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
HBLR	1.75	1.90	0.85	0.95	53.00	58.00	13.25	14.50	15.00	16.25

HBLR

RIVER LINE

	ONEWAY ADULT		ONEWAY REDUCED		MONTHLY PASS		SCHOOL TEN TRIP		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Zone										
1	1.25	1.35	0.60	0.65	41.00	45.00	8.50	9.25	12.50	13.50
1 Plus Transfer	1.80	1.95	0.85	0.90						
Phila CT	2.05	2.25	0.90	1.00	64.00	70.00			17.50	19.00

Zone
1
1 Plus Transfer
Phila CT

INTERSTATE RAIL

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	85.00	93.00	64.00	70.00	26.00	28.50	30.00	32.50	1
2	3.75	4.00	1.75	1.75	6.25	7.00	3.00	3.25	101.00	111.00	76.00	83.00	31.00	34.00	37.50	40.00	2
3	4.00	4.25	1.75	1.75	7.00	7.75	3.50	3.25	114.00	125.00	86.00	94.00	34.50	38.00	40.00	42.50	3
4	4.50	5.00	2.00	2.00	7.50	8.25	3.75	3.75	123.00	135.00	92.00	101.00	37.50	41.00	45.00	50.00	4
5	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	140.00	154.00	105.00	116.00	43.00	47.50	50.00	55.00	5
6	5.25	5.75	2.50	2.75	9.00	9.75	4.50	5.00	151.00	166.00	113.00	125.00	46.00	50.50	52.50	57.50	6
7	6.00	6.50	2.75	3.00	10.25	11.25	5.25	5.75	169.00	186.00	127.00	140.00	51.50	56.50	60.00	65.00	7
8	6.50	7.00	3.00	3.25	11.00	12.25	5.50	6.00	180.00	198.00	135.00	149.00	55.00	60.50	65.00	70.00	8
9	7.00	7.50	3.25	3.50	12.00	13.00	6.00	6.50	198.00	218.00	149.00	164.00	60.00	66.00	70.00	75.00	9
10	7.25	8.00	3.25	3.50	12.50	13.75	6.25	6.75	207.00	227.00	155.00	170.00	62.50	68.50	72.50	80.00	10
11	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50	11
12	8.50	9.25	3.75	4.00	14.25	15.75	7.25	7.75	235.00	259.00	176.00	194.00	71.50	78.50	85.00	92.50	12
13	9.00	9.75	4.00	4.25	15.50	17.00	7.75	8.25	254.00	279.00	191.00	209.00	77.50	85.00	90.00	97.50	13
14	9.50	10.50	4.25	4.75	16.00	17.75	8.00	8.75	263.00	289.00	197.00	217.00	80.00	88.00	95.00	105.00	14
15	10.00	11.00	4.50	5.00	17.00	18.75	8.50	9.25	280.00	309.00	210.00	232.00	85.00	93.50	100.00	110.00	15
16	10.25	11.25	4.75	5.25	17.50	19.25	8.75	9.50	291.00	320.00	218.00	240.00	88.50	97.50	102.50	112.50	16
17	10.50	11.50	4.75	5.25	18.00	19.75	9.00	9.75	297.00	326.00	223.00	245.00	90.00	99.00	105.00	115.00	17
18	10.75	11.75	4.75	5.25	18.25	20.00	9.25	10.00	301.00	331.00	226.00	248.00	92.00	101.00	107.50	117.50	18
19	10.75	11.75	4.75	5.25	18.25	20.00	9.25	10.00	301.00	331.00	226.00	248.00	92.00	101.00	107.50	117.50	19
20	11.00	12.00	5.00	5.50	18.75	20.50	9.25	10.25	309.00	340.00	232.00	255.00	94.00	103.50	110.00	120.00	20
21	11.00	12.00	5.00	5.50	18.75	20.50	9.25	10.25	309.00	340.00	232.00	255.00	94.00	103.50	110.00	120.00	21
22	11.50	12.50	5.25	5.75	19.50	21.50	9.75	10.75	320.00	352.00	240.00	264.00	97.50	107.00	115.00	125.00	22
23	11.50	12.50	5.25	5.75	19.50	21.50	9.75	10.75	320.00	352.00	240.00	264.00	97.50	107.00	115.00	125.00	23
Princeton	12.00	13.25	5.50	6.00	20.25	22.50	10.00	11.00	333.00	366.00	250.00	276.00	101.50	111.50	120.00	132.50	Princeton
Newark Penn	3.75	4.00	1.75	1.75	6.25	7.00	3.00	3.25	101.00	111.00	76.00	83.00	31.00	34.00	37.50	40.00	Newark Penn

INTRASTATE RAIL TO NEWARK PENN (Newark Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
5	2.00	2.25	1.00	1.00	3.25	3.50	1.75	1.75	55.00	60.00	41.00	45.00	17.00	18.50	20.00	22.50	5
6	2.25	2.50	1.00	1.00	4.00	4.25	2.00	1.75	65.00	71.00	49.00	53.00	20.00	22.00	22.50	25.00	6
7 & Secaucus	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	85.00	93.00	64.00	70.00	26.00	28.50	30.00	32.50	7 & Secaucus
8	3.50	3.75	1.50	1.50	5.75	6.25	3.00	2.75	96.00	106.00	72.00	80.00	29.00	32.00	35.00	37.50	8
9	4.00	4.25	1.75	1.75	7.00	7.75	3.50	3.25	114.00	125.00	86.00	94.00	34.50	38.00	40.00	42.50	9
10	4.25	4.75	2.00	2.00	7.50	8.25	3.75	3.75	122.00	134.00	92.00	101.00	37.00	40.50	42.50	47.50	10
11	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	140.00	154.00	105.00	116.00	43.00	47.50	50.00	55.00	11
12	5.50	6.00	2.50	2.75	9.25	10.25	4.50	5.00	151.00	166.00	113.00	125.00	46.00	50.50	55.00	60.00	12
13	6.00	6.50	2.75	3.00	10.25	11.25	5.25	5.75	169.00	186.00	127.00	140.00	51.50	56.50	60.00	65.00	13
14	6.50	7.25	3.00	3.25	11.00	12.25	5.50	6.00	180.00	198.00	135.00	149.00	55.00	60.50	65.00	72.50	14
15	7.00	7.75	3.25	3.50	12.00	13.25	6.00	6.50	198.00	218.00	149.00	164.00	60.00	66.00	70.00	77.50	15
16	7.25	8.00	3.25	3.50	12.50	13.75	6.25	6.75	207.00	227.00	155.00	170.00	62.50	68.50	72.50	80.00	16
17	7.50	8.25	3.50	3.75	13.00	14.25	6.50	7.25	212.00	233.00	159.00	175.00	64.50	71.00	75.00	82.50	17
18	7.75	8.50	3.50	3.75	13.25	14.50	6.50	7.25	217.00	239.00	163.00	179.00	66.00	72.50	77.50	85.00	18
19	7.75	8.50	3.50	3.75	13.25	14.50	6.50	7.25	217.00	239.00	163.00	179.00	66.00	72.50	77.50	85.00	19
20	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50	20
21	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50	21
22	8.50	9.25	3.75	4.00	14.25	15.75	7.25	7.75	235.00	259.00	176.00	194.00	71.50	78.50	85.00	92.50	22
23	8.50	9.25	3.75	4.00	14.25	15.75	7.25	7.75	235.00	259.00	176.00	194.00	71.50	78.50	85.00	92.50	23
Princeton	9.00	10.00	4.00	4.25	15.50	17.00	7.75	8.25	254.00	279.00	191.00	209.00	77.50	85.00	90.00	100.00	Princeton

INTRASTATE RAIL TO HOBOKEN (Hoboken Division)

Zone	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP		Zone
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
1	2.00	2.25	1.00	1.00	3.25	3.50	1.75	1.75	55.00	60.00	41.00	45.00	17.00	18.50	20.00	22.50	1
2	2.25	2.50	1.00	1.00	4.00	4.25	2.00	1.75	65.00	71.00	49.00	53.00	20.00	22.00	22.50	25.00	2
3	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	85.00	93.00	64.00	70.00	26.00	28.50	30.00	32.50	3
4	3.50	3.75	1.50	1.50	5.75	6.25	3.00	2.75	96.00	106.00	72.00	80.00	29.00	32.00	35.00	37.50	4
5	4.00	4.25	1.75	1.75	7.00	7.75	3.50	3.25	114.00	125.00	86.00	94.00	34.50	38.00	40.00	42.50	5
6	4.25	4.75	2.00	2.00	7.50	8.25	3.75	3.75	122.00	134.00	92.00	101.00	37.00	40.50	42.50	47.50	6
7	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	140.00	154.00	105.00	116.00	43.00	47.50	50.00	55.00	7
8	5.50	6.00	2.50	2.75	9.25	10.25	4.50	5.00	151.00	166.00	113.00	125.00	46.00	50.50	55.00	60.00	8
9	6.00	6.50	2.75	3.00	10.25	11.25	5.25	5.75	169.00	186.00	127.00	140.00	51.50	56.50	60.00	65.00	9
10	6.50	7.25	3.00	3.25	11.00	12.25	5.50	6.00	180.00	198.00	135.00	149.00	55.00	60.50	65.00	72.50	10
11	7.00	7.75	3.25	3.50	12.00	13.25	6.00	6.50	198.00	218.00	149.00	164.00	60.00	66.00	70.00	77.50	11
12	7.25	8.00	3.25	3.50	12.50	13.75	6.25	6.75	207.00	227.00	155.00	170.00	62.50	68.50	72.50	80.00	12
14	7.50	8.25	3.50	3.75	13.00	14.25	6.50	7.25	212.00	233.00	159.00	175.00	64.50	71.00	75.00	82.50	14
16	7.75	8.50	3.50	3.75	13.25	14.50	6.50	7.25	217.00	239.00	163.00	179.00	66.00	72.50	77.50	85.00	16
17	7.75	8.50	3.50	3.75	13.25	14.50	6.50	7.25	217.00	239.00	163.00	179.00	66.00	72.50	77.50	85.00	17
18	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50	18
19	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50	19
Newark Penn	2.25	2.50	1.00	1.00	4.00	4.25	2.00	1.75	65.00	71.00	49.00	53.00	20.00	22.00	22.50	25.00	Newark Penn

ATLANTIC CITY RAIL

	ONEWAY ADULT		ONEWAY REDUCED			MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		
	Current	Proposed	Current	Proposed		Current	Proposed	Current	Proposed	Current	Proposed	
Atlantic City to:												
Absecon	1.00	1.25	0.50	0.50		30.00	33.00	23.00	25.00	9.00	10.00	Absecon
Egg Harbor	2.25	2.50	1.00	1.00		65.00	71.00	49.00	53.00	20.00	22.00	Egg Harbor
Hammononton	3.50	3.75	1.50	1.50		96.00	106.00	72.00	80.00	29.00	32.00	Hammononton
Atco	3.50	3.75	1.50	1.50		96.00	106.00	72.00	80.00	29.00	32.00	Atco
Lindenwold	3.75	4.00	1.75	1.75		101.00	111.00	76.00	83.00	31.00	34.00	Lindenwold
Cherry Hill	4.75	5.25	2.25	2.50		133.00	146.00	100.00	110.00	40.50	45.00	Cherry Hill
Philadelphia	7.25	8.00	3.25	3.50		207.00	227.00	155.00	170.00	62.50	69.00	Philadelphia
Lindenwold to:												
Absecon	3.00	3.25	1.50	1.50		85.00	93.00	64.00	70.00	26.00	28.50	Absecon
Egg Harbor	3.00	3.25	1.50	1.50		85.00	93.00	64.00	70.00	26.00	28.50	Egg Harbor
Hammononton	2.00	2.25	1.00	1.00		55.00	60.00	41.00	45.00	17.00	19.00	Hammononton
Atco	1.00	1.25	0.50	0.50		30.00	33.00	23.00	25.00	9.00	10.00	Atco
Cherry Hill	1.25	1.50	0.50	0.50		34.00	37.00	26.00	28.00	10.50	11.50	Cherry Hill
Philadelphia	3.75	4.00	1.75	1.75		101.00	111.00	76.00	83.00	31.00	34.00	Philadelphia
Philadelphia to:												
Absecon	6.75	7.50	3.00	3.25		188.00	207.00	141.00	155.00	57.00	63.00	Absecon
Egg Harbor	6.75	7.50	3.00	3.25		188.00	207.00	141.00	155.00	57.00	63.00	Egg Harbor
Hammononton	5.50	6.00	2.50	2.75		151.00	166.00	113.00	125.00	46.00	51.00	Hammononton
Atco	4.75	5.25	2.25	2.50		133.00	146.00	100.00	110.00	40.50	45.00	Atco
Cherry Hill	3.00	3.25	1.50	1.50		85.00	93.00	64.00	70.00	26.00	28.50	Cherry Hill
Local Trip	1.00	1.25	0.50	0.50		30.00	33.00	23.00	25.00	9.00	10.00	Local Trip
Local Trip	1.50	1.75	0.75	0.75		40.00	44.00	30.00	33.00	12.00	13.00	Local Trip
Local Trip	2.25	2.50	1.00	1.00		65.00	71.00	49.00	53.00	20.00	22.00	Local Trip
Local Trip	2.50	2.75	1.25	1.25		69.00	76.00	52.00	57.00	21.00	23.00	Local Trip
Local Trip	2.75	3.00	1.25	1.25		77.00	85.00	58.00	64.00	23.50	26.00	Local Trip
Local Trip	3.00	3.25	1.50	1.50		85.00	93.00	64.00	70.00	26.00	28.50	Local Trip
Local Trip	3.25	3.50	1.50	1.50		88.00	97.00	66.00	73.00	26.50	29.00	Local Trip
Local Trip	4.25	4.75	2.00	2.00		122.00	134.00	92.00	101.00	37.00	40.50	Local Trip

LOCAL RAIL

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Local Trip	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	40.00	44.00	30.00	33.00	12.00	13.00	15.00	17.50
Local Trip	2.00	2.25	1.00	1.00	3.25	3.50	1.75	1.75	55.00	60.00	41.00	45.00	17.00	18.50	20.00	22.50
Local Trip	2.25	2.50	1.00	1.00	4.00	4.25	2.00	1.75	65.00	71.00	49.00	53.00	20.00	22.00	22.50	25.00
Local Trip	2.50	2.75	1.25	1.25	4.25	4.75	2.00	2.00	69.00	76.00	52.00	57.00	21.00	23.00	25.00	27.50
Local Trip	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	85.00	93.00	64.00	70.00	26.00	28.50	30.00	32.50
Local Trip	3.50	3.75	1.50	1.50	5.75	6.25	3.00	2.75	96.00	106.00	72.00	80.00	29.00	32.00	35.00	37.50
Local Trip	4.00	4.25	1.75	1.75	7.00	7.75	3.50	3.25	114.00	125.00	86.00	94.00	34.50	38.00	40.00	42.50
Local Trip	4.25	4.75	2.00	2.00	7.50	8.25	3.75	3.75	122.00	134.00	92.00	101.00	37.00	40.50	42.50	47.50
Local Trip	4.50	5.00	2.00	2.00	7.50	8.25	3.75	3.75	123.00	135.00	92.00	101.00	37.50	41.00	45.00	50.00
Local Trip	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	140.00	154.00	105.00	116.00	43.00	47.50	50.00	55.00
Local Trip	5.25	5.75	2.50	2.75	9.00	9.75	4.50	5.00	151.00	166.00	113.00	125.00	46.00	50.50	52.50	57.50
Local Trip	5.50	6.00	2.50	2.75	9.25	10.25	4.50	5.00	151.00	166.00	113.00	125.00	46.00	50.50	55.00	60.00
Local Trip	6.00	6.50	2.75	3.00	10.25	11.25	5.25	5.75	169.00	186.00	127.00	140.00	51.50	56.50	60.00	65.00
Local Trip	6.25	6.75	2.75	3.00	10.75	11.75	5.50	5.75	178.00	196.00	134.00	147.00	54.50	60.00	62.50	67.50
Local Trip	6.50	7.25	3.00	3.25	11.00	12.25	5.50	6.00	180.00	198.00	135.00	149.00	55.00	60.50	65.00	72.50
Local Trip	6.75	7.25	3.00	3.25	11.50	12.25	5.75	6.00	188.00	198.00	141.00	149.00	57.00	60.50	67.50	72.50
Local Trip	7.00	7.75	3.25	3.50	12.00	13.25	6.00	6.50	198.00	218.00	149.00	164.00	60.00	66.00	70.00	77.50
Local Trip	7.25	8.00	3.25	3.50	12.50	13.75	6.25	6.75	207.00	227.00	155.00	170.00	62.50	68.50	72.50	80.00
Local Trip	7.50	8.25	3.50	3.75	13.00	14.25	6.50	7.25	212.00	233.00	159.00	175.00	64.50	71.00	75.00	82.50
Local Trip	7.75	8.50	3.50	3.75	13.25	14.50	6.50	7.25	217.00	239.00	163.00	179.00	66.00	72.50	77.50	85.00
Local Trip	8.00	8.75	3.50	3.75	13.75	15.00	6.75	7.25	224.00	246.00	168.00	185.00	68.00	74.50	80.00	87.50
Local Trip	8.50	9.25	3.75	4.00	14.25	15.75	7.25	7.75	235.00	259.00	176.00	194.00	71.50	78.50	85.00	92.50
Local Trip	9.00	10.00	4.00	4.25	15.50	17.00	7.75	8.25	254.00	279.00	191.00	209.00	77.50	85.00	90.00	100.00

PASCACK VALLEY RAIL

Indicated *Fares* are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Montvale, Park Ridge, Woodcliff Lk to:																
NY Penn	7.25	7.50	3.25	3.50	11.75	11.75	6.00	6.00	207.00	217.00	155.00	162.00	62.50	66.25	71.50	71.50
Hoboken	6.00	6.50	2.75	3.00	10.25	10.25	5.25	5.25	164.00	180.00	123.00	135.00	50.50	55.50	57.50	63.00
Zone 3	3.50	3.75	1.50	1.50	5.75	6.25	3.00	2.75	95.00	104.00	71.00	78.00	29.00	32.00	34.50	37.50
Zone 4	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	84.00	92.00	63.00	69.00	26.00	28.50	30.00	32.50
Zone 8	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	39.00	43.00	29.00	32.00	12.00	13.00	14.50	16.00
Zone 9	1.50	1.50	0.75	0.75	2.25	2.25	1.25	1.25	33.00	36.00	25.00	27.00	10.50	11.50	12.50	13.50
Zone 10	1.50	1.50	0.75	0.75	2.25	2.25	1.25	1.25	33.00	36.00	25.00	27.00	10.50	11.50	12.50	13.50
Hillsdale, Westwood to:																
NY Penn	7.00	7.50	3.25	3.50	11.75	11.75	6.00	6.00	198.00	217.00	149.00	162.00	60.00	66.00	70.00	71.50
Hoboken	6.00	6.50	2.75	3.00	10.25	10.25	5.25	5.25	164.00	180.00	123.00	135.00	50.50	55.50	57.50	63.00
Zone 8	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	40.00	44.00	30.00	33.00	12.00	13.00	15.00	16.75
Zone 9	1.50	1.50	0.75	0.75	2.50	2.25	1.25	1.25	40.00	40.00	30.00	30.00	12.00	12.50	15.00	14.25
Zone 10	1.50	1.50	0.75	0.75	2.25	2.25	1.25	1.25	33.00	36.00	25.00	27.00	10.50	11.50	12.50	13.50
Emerson to:																
NY Penn	6.50	7.00	3.00	3.25	11.00	11.75	5.50	6.00	180.00	198.00	135.00	149.00	55.00	60.50	65.00	70.00
Zone 9	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	40.00	44.00	30.00	33.00	12.00	13.00	15.00	16.75
Zone 10	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	39.00	43.00	29.00	32.00	12.00	13.00	14.50	16.00

Montvale,
Park Ridge,
Woodcliff Lk

to:

NY Penn

Hoboken

Zone 3

Zone 4

Zone 8

Zone 9

Zone 10

Hillsdale,
Westwood

to:

NY Penn

Hoboken

Zone 8

Zone 9

Zone 10

Emerson
to:

NY Penn

Zone 9

Zone 10

MAIN LINE BERGEN COUNTY RAIL*Indicated Fares* are in lieu of fares appearing in other tables

These fares have been impacted by current and previous pricing agreements with Metro North RR

	ONEWAY ADULT		ONEWAY REDUCED		OFF-PEAK RT		OFF-PEAK RT CHILD		MONTHLY PASS		SCHOOL PASS		WEEKLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Suffern, Mahwah to: NY Penn Hoboken	9.50	10.00	4.25	4.75	14.75	15.25	7.50	7.50	260.00	265.00	195.00	199.00	80.00	81.75	94.00	96.50
Zone 1	6.25	6.75	2.75	3.00	10.75	11.75	5.50	5.75	178.00	196.00	134.00	147.00	55.00	60.50	65.50	72.00
Zone 2	6.00	6.50	2.75	3.00	10.25	10.25	5.25	5.25	129.00	142.00	97.00	107.00	40.00	44.00	60.00	66.00
Zone 3	5.50	6.00	2.50	2.75	9.25	9.50	4.50	4.75	123.00	135.00	92.00	101.00	38.00	42.00	56.50	62.00
Zone 4	5.00	5.50	2.25	2.50	8.50	9.00	4.25	4.50	117.00	129.00	88.00	97.00	36.00	39.50	52.50	57.50
Zone 5	4.25	4.75	2.00	2.00	7.50	8.25	3.75	3.75	109.00	120.00	82.00	90.00	34.00	37.50	49.00	54.00
Zone 6	4.00	4.25	1.75	1.75	7.00	7.50	3.50	3.25	102.00	112.00	77.00	84.00	31.50	34.50	42.50	47.50
Zone 7	3.50	3.75	1.50	1.50	5.75	6.25	3.00	2.75	95.00	104.00	71.00	78.00	29.50	32.00	40.00	42.50
Zone 8	3.00	3.25	1.50	1.50	5.25	5.75	2.50	2.75	88.00	97.00	66.00	73.00	27.50	30.00	35.00	37.50
Zone 14	1.50	1.75	0.75	0.75	2.50	2.75	1.25	1.25	82.00	90.00	62.00	68.00	25.50	28.00	30.00	32.50
Route 17, Ramsey to: NY Penn Hoboken	8.50	9.25	3.75	4.00	14.25	15.25	7.25	7.50	37.00	41.00	28.00	31.00	11.50	12.50	14.50	16.00
Zone 1	5.50	6.00	2.50	2.75	9.25	10.25	4.50	5.00	235.00	259.00	176.00	194.00	71.50	78.50	85.00	92.50
Zone 2	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	178.00	196.00	134.00	147.00	55.00	60.50	65.50	72.00
Zone 3	4.25	4.75	2.00	2.00	7.50	8.25	3.75	3.75	129.00	142.00	97.00	107.00	40.00	44.00	55.00	60.00
Zone 4	4.00	4.25	1.75	1.75	7.00	7.75	3.50	3.25	123.00	135.00	92.00	101.00	38.00	42.00	50.00	55.00
Allendale to: Hoboken	7.00	7.75	3.25	3.50	11.75	11.75	6.00	6.00	117.00	129.00	88.00	97.00	36.00	39.50	42.50	47.50
Zone 1	5.00	5.50	2.25	2.50	8.50	9.25	4.25	4.75	109.00	120.00	82.00	90.00	34.00	37.50	40.00	42.50
Waldwick, Ho-Ho-Kus to: Hoboken	6.50	7.25	3.00	3.25	11.00	11.75	5.50	6.00								

Gladstone-Peapack Special School Pass

	SCHOOL PASS	
	Current	Proposed
Student	31.00	34.00

Change-In-Terminal Fee

	Current	Proposed
NWK Division	When difference between NY Penn and Newark Penn OW Adult fares is \$2.25 or less	2.00 2.25
	When difference between NY Penn and Newark Penn OW Adult fares is greater than \$2.25	3.00 3.25
HOB Division	When difference between NY Penn and Hoboken OW Adult fares is \$2.25 or less	2.00 2.25
	When difference between NY Penn and Hoboken OW Adult fares is greater than \$2.25	3.00 3.25

Newark Airport Rail Station

	ONEWAY ADULT		OW SENIOR & PWD		ONEWAY CHILD		MONTHLY PASS		TEN TRIP	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Facility Access Fee										
NY Penn	8.00	8.00	8.00	8.00	8.00	0.00	40.00	40.00	69.00	69.00
Other Stations	5.50	5.50	5.50	5.50	5.50	0.00	40.00	40.00	44.00	44.00

Combination Rail + Access Fee

Direct Routing & Connecting at Newark Penn

NY Penn	14.00	15.00	11.00	11.25	11.00	3.25
1	10.50	11.00	7.75	8.00	7.75	2.50
2						
Newark Penn	7.50	7.75	6.50	6.50	6.50	1.00
3						
4						
5	7.50	7.75	6.50	6.50	6.50	1.00
6	7.75	8.00	6.50	6.50	6.50	1.00
7	8.50	8.75	7.00	7.00	7.00	1.50
8	9.00	9.25	7.00	7.00	7.00	1.50
9	9.50	9.75	7.25	7.25	7.25	1.75
10	9.75	10.25	7.50	7.50	7.50	2.00
11	10.50	11.00	7.75	8.00	7.75	2.50
12	11.00	11.50	8.00	8.25	8.00	2.75
13	11.50	12.00	8.25	8.50	8.25	3.00
14	12.00	12.75	8.50	8.75	8.50	3.25
15	12.50	13.25	8.75	9.00	8.75	3.50
16	12.75	13.50	8.75	9.00	8.75	3.50
17	13.00	13.75	9.00	9.25	9.00	3.75
18	13.25	14.00	9.00	9.25	9.00	3.75
19	13.25	14.00	9.00	9.25	9.00	3.75
20	13.50	14.25	9.00	9.25	9.00	3.75
21	13.50	14.25	9.00	9.25	9.00	3.75
22	14.00	14.75	9.25	9.50	9.25	4.00
23	14.00	14.75	9.25	9.50	9.25	4.00
Princeton	14.50	15.50	9.50	9.75	9.50	4.25

Combination Rail + Access Fee

Connecting at Secaucus Jct

2	10.50	11.00	7.75	8.00	7.75	2.50
3	10.50	11.00	7.75	8.00	7.75	2.50
4	10.50	11.00	7.75	8.00	7.75	2.50
5	10.50	11.00	7.75	8.00	7.75	2.50
6	10.75	11.25	8.00	8.25	8.00	2.75
7	11.50	12.00	8.25	8.50	8.25	3.00
8	12.00	12.50	8.50	8.75	8.50	3.25
9	12.50	13.00	8.75	9.00	8.75	3.50
10	12.75	13.50	8.75	9.00	8.75	3.50
11	13.50	14.25	9.00	9.25	9.00	3.75
12	14.00	14.75	9.25	9.50	9.25	4.00
13						
14	15.00	16.00	9.75	10.25	9.75	4.75
15						
16	15.75	16.75	10.25	10.75	10.25	5.25
17	16.00	17.00	10.25	10.75	10.25	5.25
18						
19	16.25	17.25	10.25	10.75	10.25	5.25

4-10-07 AT

Combination Rail + Access Fee
Direct Routing & Connecting at Newark Penn

NY Penn	129.00	139.00
1	94.00	99.00
2		
Newark Penn	64.00	66.50
3		
4		
5	64.00	66.50
6	66.50	69.00
7	74.00	76.50
8	79.00	81.50
9	84.00	86.50
10	86.50	91.50
11	94.00	99.00
12	99.00	104.00
13	104.00	109.00
14	109.00	116.50
15	114.00	121.50
16	116.50	124.00
17	119.00	126.50
18	121.50	129.00
19	121.50	129.00
20	124.00	131.50
21	124.00	131.50
22	129.00	136.50
23	129.00	136.50
Princeton	134.00	144.00

Combination Rail + Access Fee

Connecting at Secaucus Jct

2	94.00	99.00
3	94.00	99.00
4	94.00	99.00
5	94.00	99.00
6	96.50	101.50
7	104.00	109.00
8	109.00	114.00
9	114.00	119.00
10	116.50	124.00
11	124.00	131.50
12	129.00	136.50
13		
14	139.00	149.00
15		
16	146.50	156.50
17	149.00	159.00
18		
19	151.50	161.50

**ITEM 0704-21: PASSAIC-BERGEN RAIL SERVICE: CONTRACT
AMENDMENT FOR FINAL ENGINEERING**

BENEFITS

Passaic-Bergen Rail Service is a component of the Tri-County Rail Plan that NJ TRANSIT developed in 2004 in response to the growing transportation needs of the Passaic, Bergen and Hudson county region. The plan leverages existing rail infrastructure with new construction to create an integrated passenger rail network for some of New Jersey's most populated communities. The expanded rail network will provide travel alternatives to congested roadways and improve access to employment and recreational destinations.

Passaic-Bergen Rail Service will provide service between Hawthorne and Hackensack, serving up to nine new stations along the New York, Susquehanna & Western Railway (NYS&W) Main Line rail corridor. The proposed rail service will offer new public transit options with a direct transfer to NJ TRANSIT's Main Line. The service also is expected to support economic investment in the communities along its route.

The new service will demonstrate the use of diesel multiple-unit (DMU) rail cars compliant with Federal Railroad Administration standards that allow the vehicles to share the railroad right-of-way with freight trains.

Future expansion of this service to the east and to the west will have significant regional benefits. Expansion of the service to the east will connect commuters with jobs along the Hudson River waterfront and expansion to the west will introduce rail service to an area of the state that is only served by highways.

PURPOSE

Transit Link Consultants, previously selected through a competitive procurement process, will prepare final engineering plans and construction bid documents for the Passaic-Bergen Rail Service project.

ACTION (Justification: System Expansion)

Staff seeks authorization to amend the contract (05-117) with Transit Link Consultants of Bloomfield, New Jersey, a joint venture of Parsons Brinckerhoff of Newark, New Jersey, and SYSTRA Consulting of Bloomfield, New Jersey, for professional services for final design and bid document preparation for the Passaic-Bergen Rail Service project between Hawthorne and Hackensack at a cost not to exceed \$5,700,000, plus five percent for contingencies, for a total contract authorization of \$11,760,000, subject to the availability of funds.

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

FISCAL IMPACT

Requested Authorization:	\$ 5,700,000	+5%	This Authorization
	\$ 11,760,000		Total Authorization

Total Project Cost: \$ 156,000,000 (includes vehicles)

Projected Date of Completion: 2010

Anticipated Source of Funds:

Design and Construction	Transportation Trust Fund
Vehicles	Transportation Trust Fund
	Federal Railroad Administration

Diversity Goal: SBE 20% (for engineering)

Future Related Authorizations: Memorandum of Understanding with NYS&W
Construction Agreement with NYS&W
Construction Management
Construction Assistance
Operation/Maintenance Agreement with NYS&W

Impact on Future Operating Budgets: \$5,100,000 annually (estimated)

RESOLUTION

WHEREAS, NJ TRANSIT is working to improve the quality and expand the availability of the public transit system to make it the preferred choice for travel in New Jersey; and

WHEREAS, the Passaic-Bergen Rail Service project will provide new rail passenger service between Hawthorne and Hackensack and intermediate points along the New York, Susquehanna & Western Railway (NYS&W) Main Line; and

WHEREAS, the Passaic-Bergen Rail Service is expected to support economic investment in the communities along its route; and

WHEREAS, the service can be expanded in the future to provide rail service into northwestern Passaic County which is an area currently served only by highways; and

WHEREAS, NJ TRANSIT previously contracted with Transit Link Consultants for the preliminary engineering for the Passaic-Bergen Rail Service project;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the contract (05-117) with Transit Link Consultants of Bloomfield, New Jersey, a joint venture of Parsons Brinckerhoff of Newark, New Jersey, and SYSTRA Consulting of Bloomfield, New Jersey, for professional services for final design and bid document preparation for the Passaic-Bergen Rail Service project between Hawthorne and Hackensack at a cost not to exceed \$5,700,000, plus five percent for contingencies, for a total contract authorization of \$11,760,000, subject to the availability of funds.

ITEM 0704-22: NORTHERN BRANCH RAIL SERVICE: ENVIRONMENTAL IMPACT ANALYSIS CONSULTANT CONTRACT AMENDMENT AND PRELIMINARY ENGINEERING CONSULTANT CONTRACT AWARD

BENEFITS

The Northern Branch Rail Service project will reintroduce rail service between Tenafly in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and, to a lesser extent, the Hudson County waterfront, and Northern Branch service will provide a public transit alternative in areas underserved by the roadway network.

PURPOSE

This authorization will expand the Draft Environmental Impact Statement for the Northern Branch Rail Service project to include an alternatives analysis of two modes – Federal Railroad Administration-compliant diesel multiple unit (DMU) rail service and an extension of the Hudson-Bergen Light Rail service, temporally separated with freight service. The amended contract will also include concept planning and design, review of environmental impacts, development of capital and operating costs, and public hearings. NJ TRANSIT previously contracted with Edwards & Kelcey, Inc. by a competitive procurement process to prepare the environmental impact analysis for the Northern Branch as part of the West Shore Region environmental studies.

Gannett Fleming/HNTB will undertake design activities in support of the Draft Environmental Impact Statement. These activities, such as surveying and mapping, are common to all alternatives under consideration.

ACTION (Justification: System Expansion)

Staff seeks authorization to amend the contract (No. 95CRO62) with Edwards & Kelcey, Inc. of Morristown, New Jersey, for preparation of the Draft Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$950,000, plus five percent for contingencies, for a total contract authorization of \$7,315,782, subject to the availability of funds.

Staff also seeks authorization to award a contract (No. 07-005) to Gannett Fleming/HNTB, a Joint Venture Partnership, of Newark, New Jersey, for limited preliminary engineering of the Northern Branch Rail Service project, at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$3,150,000, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization:	Edwards & Kelcey, Inc.	\$	950,000	+ 5%
	Total Authorization	\$	7,315,782	

	Gannett Fleming/HNTB	\$	3,000,000	+ 5%
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Total Project Cost:	
Northern Branch EIS	\$ 5,682,000

Projected Completion Date:	(Preliminary engineering 2008)
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Anticipated Source of Funds:	Federal Transit Administration Transportation Trust Fund CMAQ
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Diversity Goal:	
Northern Branch DEIS	DBE 35%
Preliminary Engineering	DBE 20%
	SBE 10%

Related/Future Authorizations:	Authorization to complete the Final Environmental Impact Statement and preliminary engineering, land acquisition, final engineering, construction, construction management, and construction assistance
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RESOLUTION

WHEREAS, NJ TRANSIT is working to improve the quality and expand the availability of the public transit system to make it the preferred choice for travel in New Jersey; and

WHEREAS, the Northern Branch Rail Service project will introduce rail service between Tenafly and North Bergen to improve regional mobility, mitigate traffic congestion, and foster economic investment; and

WHEREAS, the environmental impact analysis will evaluate use of two modes on the Northern Branch: Federal Railroad Administration-compliant diesel multiple unit rail cars and Hudson-Bergen Light Rail cars; and

WHEREAS, NJ TRANSIT previously contracted with Edwards & Kelcey, Inc. to undertake the environmental impact analysis for the Northern Branch as part of the West Shore Region environmental studies; and

WHEREAS, upon completion of a competitive procurement process it was determined that Gannett Fleming/HNTB submitted the most advantageous proposal for limited preliminary engineering 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 amend the contract (No. 95CRO62) with Edwards & Kelcey, Inc. of Morristown, New Jersey, for preparation of the Draft Environmental Impact Statement for the Northern Branch Rail Service project at a cost not to exceed \$950,000, plus five percent for contingencies, for a total contract authorization of \$7,315,782, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to award a contract (No. 07-005) to Gannett Fleming/HNTB, a Joint Venture Partnership, of Newark, New Jersey, for limited preliminary engineering of the Northern Branch Rail Service project, at a cost not to exceed \$3,000,000, plus five percent for contingencies, for a total contract authorization of \$3,150,000, subject to the availability of funds.

ITEM 0704-23: PURCHASE OF 67 CRUISER BUSES**BENEFITS**

NJ TRANSIT recently completed an evaluation of the bus fleet and its ability to serve ridership and meet rigorous daily service demands throughout the State. Staff identified the need to replace 46 Metro B suburban-style buses manufactured in 1989, which are beyond their useful life. The new equipment will ensure that NJ TRANSIT is able to continue to provide comfortable and reliable service and will also feature more seats per bus. The new equipment is essential as NJ TRANSIT ridership continues to grow on many bus routes, especially on New York commuter routes to the Port Authority Bus Terminal and traffic congestion continues to affect equipment availability, especially during the peak periods.

The purchase of 67 cruiser buses will change the fleet make-up, replacing some suburban-style buses with cruiser buses. The new buses will also replace 20 cruiser buses leased in 2006 to provide additional service. The new cruiser buses will be similar to NJ TRANSIT's existing fleet of cruiser buses in operation throughout the state, which have proven to be reliable and easy to maintain.

PURPOSE

To ensure consistency and compatibility with the current fleet of cruiser buses, staff recommends a sole-source procurement with Motor Coach Industries, Inc., of Schaumburg, Illinois, for this equipment. The buses will meet NJ TRANSIT's specifications for dynamic signage and customer accessibility and will be equipped to meet or exceed the latest environmental standards. This action, in addition to providing fleet compatibility, will allow for cost avoidance in the areas of operator and maintenance training, parts inventory costs and availability, as well as special shop equipment needed to maintain a different style cruiser bus. This contract will allow NJ TRANSIT to acquire new equipment in less than 12 months in conjunction with other ongoing bus purchases.

Motor Coach Industries, Inc. has been determined to be the only vendor capable of complying with the contract performance requirements and is therefore certified to be the sole source for cruiser buses in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37.

ACTION (Justification: Capacity, Operating Efficiencies)

Staff seeks authorization to enter into a Procurement-by-Exception contract with Motor Coach Industries, Inc. of Schaumburg, Illinois for the purchase of up to 67 new cruiser buses at a cost not to exceed \$32,946,467, plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorizations:	\$32,946,467 plus five percent for contingencies
Total Project Cost:	\$32,946,467 plus five percent for contingencies
Projected Date of Completion:	February 2008
Anticipated Source of Funds:	State COPS
Diversity Goal:	The Federal Transit Administration certifies MCI as an approved transit vehicle manufacturer meeting business diversity goals.
Future Related Authorizations:	None
Impacts on Subsequent Operating Budgets:	None. The buses approximately replace the same number of vehicles. No change in expenses or revenues are anticipated.

RESOLUTION

WHEREAS, NJ TRANSIT recently completed an evaluation of the bus fleet and its ability to serve growing ridership and meet rigorous daily service demands throughout the State; and

WHEREAS, staff identified the need to add cruiser buses to the fleet to meet anticipated ridership growth, allow for schedule adjustments, and provide operating flexibility; and

WHEREAS, the purchase of 67 cruiser buses via a sole-source procurement with Motor Coach Industries, Inc., of Schaumburg, Illinois, will ensure the new vehicles are compatible with the current fleet; and

WHEREAS, Motor Coach Industries, Inc. has been determined to be the only vendor capable of complying with the contract performance requirements and is therefore certified to be the sole source for cruiser buses in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a procurement-by-exception contract with Motor Coach Industries, Inc. of Schaumburg, Illinois for the purchase of up to 67 new cruiser buses at a cost not to exceed \$32,946,467, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0704-24: ACCESS LINK VEHICLE PURCHASE CONTRACT
MODIFICATION TO AMEND PREVIOUS BOARD
AUTHORIZATION NO. 0509-79**

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 five additional minibuses for the foreseeable future.

Access Link has a critical vehicle shortage due to the need to replace 99 minibuses during 2007 that have or will have driven more than 250,000 miles, coupled with the need for additional vehicles to handle ridership growth of more than 10 percent annually. Staff has identified that Transit Plus, Inc. of Atlantic Beach, FL can supply 79 Chevrolet diesel-powered minibuses to meet this immediate vehicle replacement need in 2007, at an approximate cost of \$4,680,993.

ACTION (Justification: Mandate)

Staff seeks authorization to contract with Transit Plus, Inc. of Atlantic Beach, FL for the purchase of 79 Chevrolet diesel-powered minibuses, per Florida state contract, at a cost not to exceed \$4,680,993, plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization: Not to exceed \$4,680,993 + 5% contingency

Total Project Cost: Not to exceed \$9,994,888 + 5% contingency

Projected Date of Completion:	Project is ongoing.
Anticipated Source of Funds:	Transportation Trust Fund
DBE Goal:	5%
Related/Future Authorization:	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 a competitive procurement process, it was determined that American Bus and Coach LLC., Trenton, NJ was the most responsive, responsible bidder, but is unable to supply the full order of vehicles needed in 2007 due to a Ford Motor Company manufacturing stoppage;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Transit Plus, Inc. of Atlantic Beach, FL for the purchase of 79 Chevrolet diesel-powered minibuses in 2007 at an approximate cost of \$4,680,993, plus five percent for contingencies, subject to availability of funds.

**ITEM 0704-25: GLADSTONE LINE CATENARY POLE REPLACEMENT:
CONSTRUCTION CONTRACT AWARD****BENEFITS**

The Gladstone Branch serves communities in Somerset, Morris, and Union counties and offers commuters direct service to Penn Station New York, Hoboken, and intermediate points. Today, nearly 3,300 customers use Gladstone Branch service each weekday.

Electric power for Gladstone Branch trains is provided by overhead catenary wire supported by wood poles. The existing support poles were installed about 25 years ago with the re-electrification of the Morris & Essex Lines. Some of these support poles have deteriorated and now require reinforcement to maintain wire tension. Replacement of the most decayed 143 of the 920 support poles will secure the infrastructure for approximately five years, and reduce maintenance costs and the potential for loss of power and associated service disruptions. Additional construction contracts will be advertised in the future to replace other catenary support poles as needed.

PURPOSE

Authorization of this contract will allow replacement of the 143 most deteriorated wooden Catenary support poles along the Gladstone Branch. The work requires extended track outages in order to install the foundations and catenary poles and the project will be constructed in two phases over the 2007 and 2008 summer seasons to minimize disruptions to service and customers. The new steel catenary support poles will be installed on concrete foundations. The design life of the new steel support poles is expected to be about 80 years.

ACTION (Justification: State of Good Repair)

Staff seeks authorization to contract (07-053X) with Case Foundation Company of Broomall, Pennsylvania for procurement and installation of 143 steel catenary support poles and foundations along the Gladstone Branch of the Morris & Essex Lines in the amount of \$11,992,900, 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: \$11,992,000 + 5% contingency

Total Project Cost: \$20,100,000

Projected Date of Completion: Aug 2008

Anticipated Source of Funds: TTF

Diversity Goal: SBE 20%

Future/Related Authorizations: None

**Impact on Subsequent
Operating Budgets:** Reduced catenary support pole maintenance

RESOLUTION

WHEREAS, the Gladstone Branch serves communities in Somerset, Morris, and Union counties and nearly 3,300 customers each weekday; and

WHEREAS, electric power for Gladstone Branch trains is provided by overhead catenary wire supported by wood poles; and

WHEREAS, some of the existing support poles have deteriorated and require replacement to maintain service reliability; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Case Foundation Company of Broomall, Pennsylvania was the lowest responsive, responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (07-053X) with Case Foundation Company of Broomall, Pennsylvania for procurement and installation of 143 steel catenary support poles and foundations along the Gladstone Branch of the Morris & Essex Lines in the amount of \$11,992,900, plus five percent for contingencies, subject to the availability of funds.

ITEM 0704-26: TRACK LAYING MACHINE SERVICE**BENEFITS**

Track Laying Machine (TLM) Services will provide our forces with the proper equipment to replace wooden ties with concrete ties and new continuous welded rail (CWR) over large stretches of NJ TRANSIT territory. Utilizing this equipment is the most safe, efficient, and cost effective means for installing concrete ties and CWR, and will minimize disruption to our passengers and our on-time performance.

Concrete ties provide advantages such as track stability, increased rail life, less frequent track maintenance, a smoother train ride, and reduced fuel consumption. Replacing old CWR with new CWR along with concrete ties is both cost effective and beneficial due to fewer service disruptions for rehabilitation work. The resulting associated expense for dispatchers, block operators, alternate bus service and public notification for train detours are minimized.

PURPOSE

Infrastructure track rehabilitation is a basic requirement of railroad operations. In general, track rehabilitation is seasonal and is scheduled; weather permitting, for late spring, summer and early fall. In order to perform major rehabilitation, tracks must be removed from service requiring train detours or alternate bus service. Without a TLM, only 500' per weekend could be rehabilitated. In contrast, the TLM can rehabilitate up to one mile in a weekend.

The base scope of work for 2007 will include both tracks on the Bergen County Line between HX Drawbridge and Pascack Junction and the westbound track of the Morristown Line between Chatham and Denville for a total of 45,440 ties and 10 miles of CWR. The second year option, 2008, will include the single track on the Montclair Line between Towaco and Denville and the westbound track of the Main Line between Kingsland and Delawanna for total of 31,300 ties and six miles of CWR.

TLM services also include the leasing of tie rack cars for the transportation of concrete ties (purchased under a separate contract). Transportation and delivery of concrete ties are critical elements of the TLM program. At present, there is limited commercial availability of tie rack cars.

Board Item 0606-35 granted Procurement-By-Exception authorization to enter into Contract No. 06-609 with Harsco Track Technologies of West Columbia, South Carolina to provide tie rack cars and track laying machine services. Harsco Track Technologies is the original equipment manufacturer of the track-

laying machine and solely owns its tie rack cars. There are no other vendors offering TLM services at this time.

Due to seasonal schedule restrictions, limited availability of tie rack cars and the discontinuation of TLM services by other vendors, Harsco Track Technologies has been determined to be the only vendor capable of complying with the contract performance requirements and is therefore certified to be the sole source for TLM services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37.

ACTION

Staff seeks authorization to amend Contract No. 06-609 with Harsco Track Technologies of West Columbia, South Carolina for the lease of tie rack cars and the services of a track laying machine with associated labor to install new concrete ties, remove and dispose of existing wooden ties, and install new CWR or reinstall existing rail at a cost of \$2,260,488 in 2007 and \$1,583,205 in 2008 for a total cost not to exceed \$3,843,693 plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization: \$3,843,693 plus 5% Contingency

Total Project Cost: \$17,013,000 plus 5% Contingency

Projected Date of Completion: December 30, 2008

Anticipated Source of Funds: FTA, TTF

DBE Goals: N/A

Related Authorizations: N/A

RESOLUTION

WHEREAS, NJ TRANSIT is required to maintain the track infrastructure as a basic requirement of railroad operations for safe and on-time passenger train operations; and

WHEREAS, track outages on the Morristown Line, Bergen County, Montclair and the Main Line are already difficult to obtain; and

WHEREAS, long term capital life cycle replacement costs for concrete ties along with CWR are much less than wood ties and require fewer service disruptions for routine track maintenance operations; and

WHEREAS, due to seasonal schedule restrictions, limited availability of tie rack cars and the discontinuation of TLM services by other vendors, Harsco Track Technologies has been determined to be the only vendor capable of complying with the contract performance requirements and is therefore certified to be the sole source for TLM services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend Contract No. 06-609 with Harsco Track Technologies of West Columbia, South Carolina for the lease of tie rack cars and the services of a track laying machine with associated labor to install new concrete ties, remove and dispose of existing wooden ties, and install new CWR or reinstall existing rail at a cost of \$2,260,488 in 2007 and \$1,583,205 in 2008 for a total cost not to exceed \$3,843,693, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

**ITEM 0704-27: ADDITIONAL INVESTMENT MANAGERS FOR COMPANY
OPERATING FUNDS****BENEFITS**

This authorization will enable NJ TRANSIT to increase the number of its short-term investment managers in order to maximize the return on the company's short-term investments.

PURPOSE

Article IX of NJ TRANSIT's By-Laws requires Board authorization to obtain a new or sever an existing financial relationship. As a result of an advertised RFP process in January 2007, seven financial institutions were approved and are being recommended to offer their short-term investment services to NJ TRANSIT. This authorization will allow NJ TRANSIT to enter into agreements to provide additional opportunities and diversification to increase its return on short-term investments.

ACTION (Justification: Business Efficiencies)

Staff seeks authorization to contract (No. 07-049) with the following companies to provide investment opportunities.

American Beacon Advisors, Inc.
Commerce Asset Management
Evergreen Investment Management Company, LLC
Mellon Financial Markets, LLC
Morgan Stanley
Smith, Graham & Company Investment Advisors, L.P
Wells Fargo Institutional Brokerage and Sales

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

FISCAL IMPACTS

Requested Authorization:	Contracts for short-term investment
Total Project Cost:	\$0
Projected Date of Completion:	N/A
Anticipated Source of Funds:	N/A
DBE Goals:	N/A

RESOLUTION

WHEREAS, Article IX of the By-Laws requires Board authorization to obtain a new or sever an existing financial relationship; and

WHEREAS, NJ TRANSIT staff has identified opportunities to obtain improved financial returns on assets; and

WHEREAS, upon completion of a competitive procurement process, it was determined that American Beacon Advisors, Inc, Commerce Asset Management, Evergreen Investment Management Company, LLC, Mellon Financial Markets, LLC, Morgan Stanley, Smith, Graham & Company Investment Advisors, L.P, and Wells Fargo Institutional Brokerage and Sales submitted the most advantageous proposals to NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract (No. 07-049) with American Beacon Advisors, Inc, Commerce Asset Management, Evergreen Investment Management Company, LLC, Mellon Financial Markets, LLC, Morgan Stanley, Smith, Graham & Company Investment Advisors, L.P, and Wells Fargo Institutional Brokerage and Sales to provide investment opportunities.

Budget and Fare Plan FY 2008

April 18, 2007

Bottom Line Analysis

- Expenses of \$1.587 billion
- Revenues of \$1.527 billion
- Net Operating Need of about \$60 million
 - Bus Service Growth
 - Rail Service Expansion
 - New Stations

FY 2008 Budget Considerations

- Basic 3% Inflation = \$45 million
- New & Expanded Services
 - Service growth/system expansion needs of \$17 million
 - Maintain 120 MLVs/ 30,000 rail seats
 - 200,000 more rail car miles
 - New and reconstructed rail stations: Mt Arlington, Trenton, Newark Broad
 - Parking added at Edison, North Hackensack, Montclair
 - Bus service increase of 40,000 hours
 - PVL and RVL expansion
 - River Line service growth of 11 daily trips
- Extraordinary Costs (>3%)

FY 07 Year-to-Date Expense Update

- The FY 2007 budget reflected belt tightening and management controls which contained costs and achieved \$30 million in savings from:
 - Benefit savings
 - Targeted headcount reductions
 - Reduced administrative expenses
 - Reduced outside consultants and advertising
 - Technology efficiencies
- Looking for additional opportunities to reduce costs and grow commercial revenue

State Support

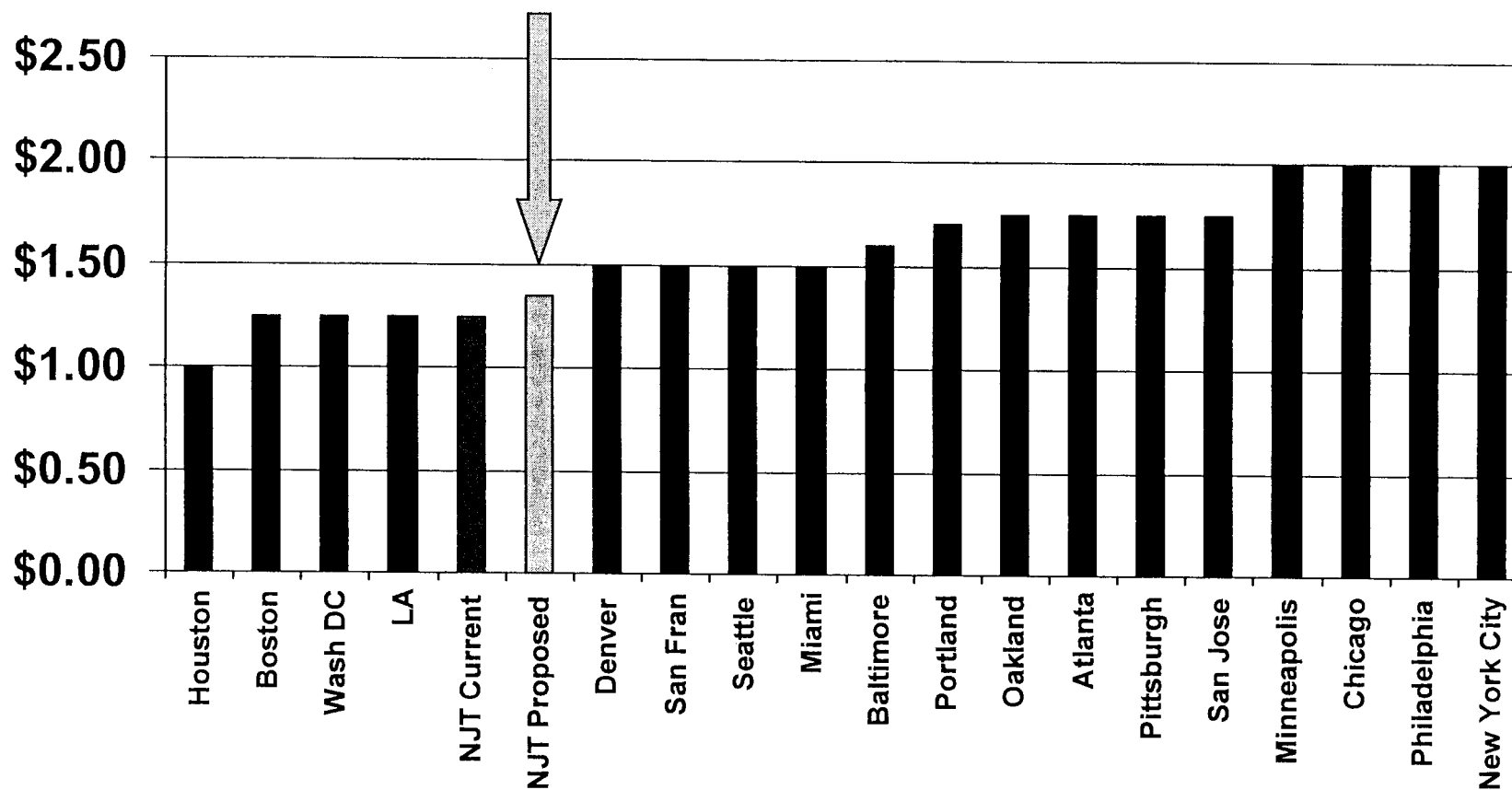
Budget assumes about \$300 million in state support

Proposed Fare Adjustment

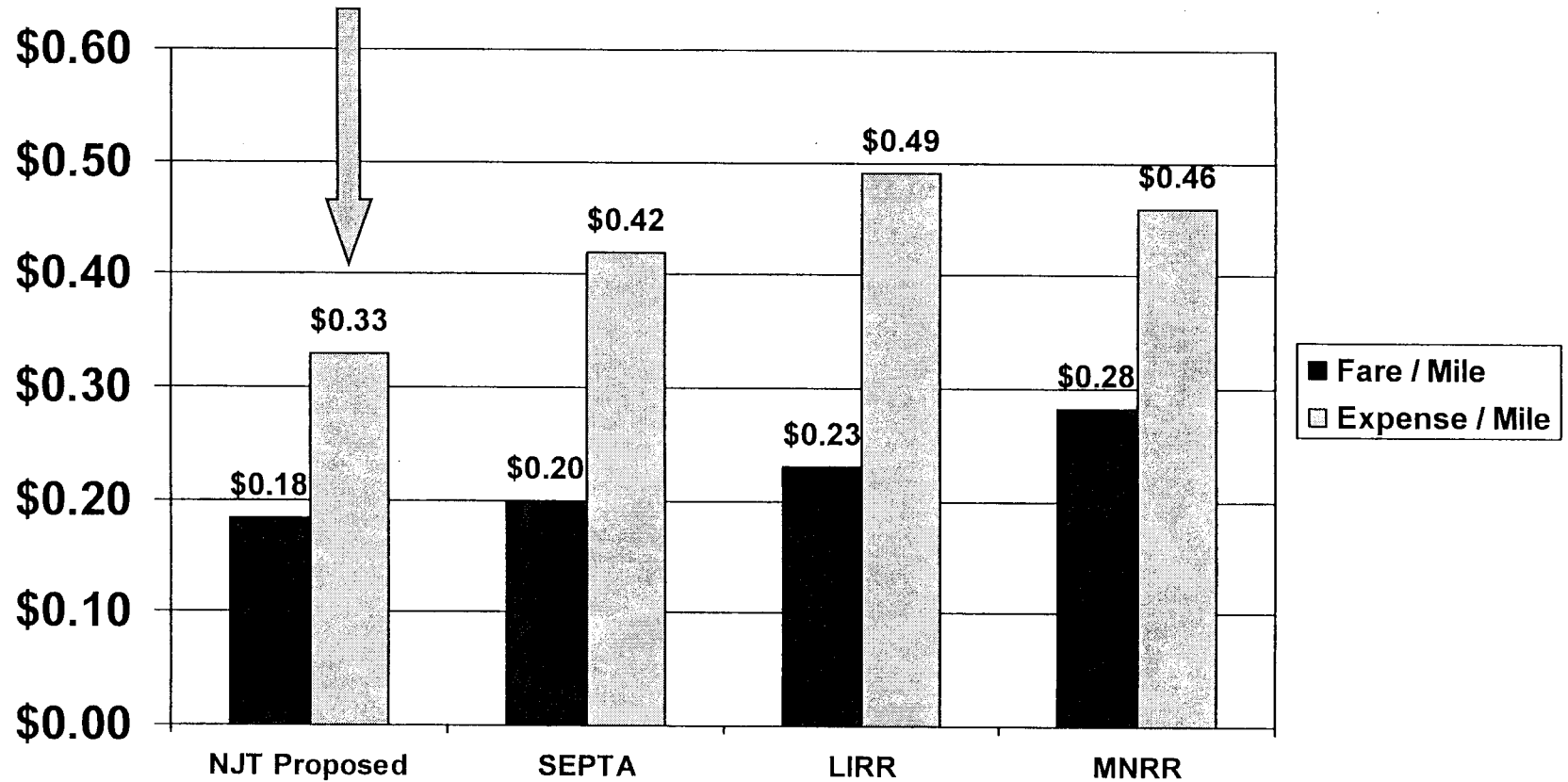
To address the outstanding need of \$60M, management has proposed a system-wide average fare increase of 9.6%.

	Rail	Interstate	Local Bus	City Subway	River LINE	HBLR
Single Ride & Round Trip	9.9%	9.9%	8.0% \$1.35 one zone 9.9% other zones	8.0% \$1.35 one zone 8.3% \$0.65 Downtown Fare	8.0% \$1.35 one zone	8.6% \$1.90 Oneway
Monthly Pass & Multi-Ride	9.9%	9.9%	8.9% \$49 one zone North 9.8% \$45 one zone south 9.9% other zones	8.9% \$49 one zone	9.8% \$45 one zone	9.4% \$58 Monthly Pass
Summary	9.6% Average				\$60 M 13-month Yield	

Bus Fares – Single Ride



Rail Fares & Rail Operating Costs Average Per Passenger Mile Traveled



Public Input on the Fare Proposal

- **13 Public Hearings and Information Sessions**
 - Trenton
 - Camden
 - Newark
 - Atlantic City
 - Hoboken
 - Paterson
 - New York
 - New Brunswick
 - Manalapan
 - Toms River
 - Somerville
 - Summit
 - Hackensack
- **125 comments received at public hearings**
- **2,155 total comments received (hearings, Website, U.S. Mail)**

Public Input - Themes

- **Affordability of transit services**
- **Pace of fare adjustments**
- **Need for long-term, stable funding source**
- **Need for more frequent service**
- **More destinations**
- **Customer service improvements**

Additional Trains for Discount

- **Modify morning peak-period to begin at 7 a.m.**
- **16 additional trains available for off-peak round trip discount fares**
- **Encourages travel on earlier trains when more capacity is available**

Final Fare Proposal

- **Modify morning peak period to begin at 7 a.m.**
 - Makes 16 more trains available for discounted travel
- **“Via Secaucus” tickets accepted on Newark Light Rail**
 - Benefits rail customers traveling between Hoboken Division and Newark Division trains
- **Review Newark Airport issues**
- **Systemwide average fare increase = 9.6%**
- **Effective June 1, 2007**



Bergen-Passaic Light Rail Commuter Line

**Passaic County
Presentation before the
New Jersey Transit Board of Directors
One Penn Plaza East, Newark, New Jersey**

April 18, 2007

Invited Guests and Speakers

Freeholder Director Eleese Evans
Major Jose Torres, City of Paterson
Congressman William J. Pascrell, Jr.: Representative
Gloria Martini, President, North Jersey Regional Chamber of Commerce
Jamie Dykes, President, Greater Paterson Chamber of Commerce
Mark Rabson, President, Barnert Hospital Foundation, President Paterson AM Rotary

Letters of Support

Mayor Jose Torres, City of Paterson
City of Paterson, City Council Resolution to be adopted
Mayor John Murrin, Borough of Pompton Lakes
Borough of Pompton Lakes, City Council Resolution
Mayor Randy George, North Haledon
North Haledon City Council Resolution
Greater Paterson Chamber of Commerce
North Jersey Regional Chamber of Commerce
Tri-County Chamber of Commerce
Passaic County Community College
Paterson AM Rotary
Barnert Hospital
St. Joseph's Hospital and Medical Center
Mountain Development Corporation
Paterson Habitat for Humanity
St. Paul's Community Development Corporation

Staff in Attendance

Michael La Place, Director of Planning, County of Passaic
Deborah Hoffman, Director of Economic Development, County of Passaic
Tom Davis, Planner, Department of Planning, County of Passaic
Mike Lysicatos, Planner, Department of Planning, County of Passaic
Justin Riemersma, Planner, Department of Planning, County of Passaic

Bergen-Passaic Light Rail Commuter Line

**New Jersey Transit Board of Directors
One Penn Plaza East, Newark, New Jersey**

April 18, 2007

**Remarks By
Freeholder Director Elease Evans, Passaic County New Jersey**

Good morning, I am Freeholder Director Elease Evans.

The Passaic County Board of Chosen Freeholders have worked diligently over the last several years, in partnership with representatives from Bergen County, and our federal, state and municipal leaders, to develop the Bergen-Passaic Light Rail Commuter Line. The Board is so determined to make this Commuter Line a reality, that we have committed \$5 million toward the implementation of this project. The Commuter Line will provide enhanced transportation services to Passaic County and Bergen County residents. The first phase of this new transit service is proposed to operate from Hackensack to Hawthorne and is estimated to attract approximately 1 to 2 million trips per annum.

The new Commuter Line will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to Northern New Jersey and New York City destinations.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right of way. According to a study by the Alan M. Voorhees Transportation Center, Edward J. Bloustein School of Planning and Public Policy in their April 2006 analysis of the economic impact of the Hudson Bergen Light Rail Transit System, the "benefits of transit-oriented development are wide-ranging. Large quantities of underutilized land along the rail line are being reclaimed for productive use. As a result, property values and ratables have grown exponentially. A large amount of housing (over 4,000 units) has been created within walking distance to the stations, with many more units under construction or approved. These new residents are increasing ridership. And as the landscape becomes more attractive, more businesses and institutions desire to locate in the communities, creating more job opportunities and offering more services to residents."

These remarkable economic results can be accomplished in Passaic County! The Bergen-Passaic Light Rail Commuter Line will serve as the necessary catalyst to encourage new development that will be focused on access to commuter transit linking the rider to employment opportunities throughout the Bergen-Passaic corridor including the cities of Hackensack and Paterson, with connections to the Secaucus rail terminal. Today, over 30,000 people are employed within a one half-mile radius of the proposed Commuter Line. It is anticipated that both employment opportunities and new residential units will be created for the communities located along our new Commuter Line corridor. In addition, today over \$500 million in ratables are located within one-half mile of the Bergen-Passaic Light Rail Commuter

Line. Mirroring the experience of the Hudson-Bergen Light Rail Transit System, the Bergen-Passaic Line should have a significant positive impact on ratable growth in Passaic County.

A broad spectrum of stakeholders from across Passaic County join me here today. They fully understand the critical importance of moving forward with the final design and implementation of the Bergen-Passaic Light Rail Commuter Line. We have provided copies of correspondence and municipal resolutions that underscore the importance of this project to all of our Passaic County communities, major employers and community organizations.

The establishment of a Bergen-Passaic Commuter Line service will provide new alternatives and transportation options for Passaic County residents; will provide new opportunities for employment; will reduce automobile traffic on congested state, county and municipal roadways; and will serve as the catalyst for new development along the right-of-way.

Passaic County is anxious to work with the Board of Directors of New Jersey Transit to develop the Bergen-Passaic Light Rail Commuter Line, a mass transit system that will propel the County into enhanced economic growth and stability.

Thank you for your time this morning.



City Hall
155 Market Street
Paterson, New Jersey 07505
Phone: (973) 321-1600
Fax: (973) 321-1555

April 12, 2007

José "Joey" Torres
Mayor

Mr. Kris Kolluri
Chairman
NJ Transit Board of Directors
1 Penn Plaza East
Newark, NJ 07105

Dear Chairman Kolluri: *Kris*

I am writing to urge the New Jersey Transit Board of Directors to approve the operating lease agreement with the NYS&W and a contract amendment necessary to complete the final design for Passaic - Bergen Rail Project at your April 18, 2007 meeting. This project will provide much-needed rail transit service between Hawthorne and Hackensack with multiple station stops in Paterson.

As the second most densely populated city in America, Paterson needs mass transit to provide the city's 160,000 households with access to jobs. This new rail service will help to eliminate road congestion, improve our air quality and, perhaps most importantly, spur economic development in the neighborhoods along the line.

The line will cross major employers and residential areas of the city. Thousands of Patersonians will now be able to walk to mass transportation giving them greater access to job centers throughout North Jersey and greater access to commuter lines. Paterson's neighbors will now have greater access to the "Silk City". Property values have already begun to rise in anticipation of this service and major redevelopments of neighborhoods surrounding potential station sites are being planned.

Paterson has stood by and watched development take off in other New Jersey cities like Trenton, Newark, Camden, Jersey City, Hoboken and Bayonne, where millions were invested to build light rail service. The cost of this project is approximately \$140 million, a fraction of the costs of other rail projects throughout the state. Bringing this type of transit service to the state's third largest city is long overdue.

Once Again, I urge you to approve the proposed agreement with the NYS&W and to allocate the necessary funding to complete the final design of the Passaic-Bergen rail project, a top priority for the City of Paterson.

Sincerely,

Jose "Joey" Torres
Mayor, City of Paterson



JOHN E. MURRIN
MAYOR

BOROUGH OF POMPTON LAKES

25 Lenox Avenue, Pompton Lakes, New Jersey 07442

(973) 835-0143
Fax (973) 839-8132

April 13, 2007

Michael La Place, Director of Planning
Passaic County
930 Riverview Drive
Totowa, New Jersey 07512

**Re: Borough of Pompton Lakes
Support for the Bergen-Passaic Commuter Light Rail Line**

Dear Mr. La Place:

We recently received a letter from Elease Evans, Freeholder Director soliciting support for the Bergen-Passaic Commuter Light Rail Line. Mayor Murrin has aggressively supported this concept for years and was instrumental in participating in the "Colorado" light rail car demonstration project about two years ago.

The Mayor and Council support the project not only on the basis of the general principal that mass transit is the preferable way to improve the commuting woes faced by many of our citizens but also because the subject rail lines owned by the N.Y.S. & Western R.R. Co. also travel through the Borough of Pompton Lakes. It is the Borough's desire not only that the present project be approved but also that several more stops *including the Borough of Pompton Lakes* be added to the project. We recognize the effort to expand this project will take years but it is, in our view, needed for the region as a whole and important to the citizens of the Borough of Pompton Lakes.

We wish you the best of luck at the N.J. Transit Board of Directors meeting next week and are enclosing a resolution of support in this effort. Please do not hesitate to contact us if we can be of any further support in this important effort.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Pollex", is written over a circular embossed seal. The seal contains the text "BOROUGH OF POMPTON LAKES" and "NEW JERSEY".

Lawrence Pollex,

Borough Administrator

Cc. William J. Pascrell, Jr., Congressman 8th Congressional District
Members of the 26th Legislative District
Elease Evans, Passaic County Freeholder Director ✓
John Murrin, Mayor

**RESOLUTION SUPPORTING APPROVAL OF THE BERGEN-PASSAIC
COMMUTER LIGHT RAIL LINE**

WHEREAS, Officials representing Passaic County and Bergen County have worked in cooperation with Congressman William J. Pascrell, Jr. and Congressman Steven Rothman to develop the Bergen Passaic Commuter Light Rail Line to enhance transportation services to Passaic County and Bergen County residents that is presently planned to run from Hackensack to Hawthorne; and

WHEREAS, over 30,000 residents are within a one half-mile radius of the proposed Light Rail Line that will improve transportation services and reduce the need for more passenger vehicles to share the already crowded roadway corridor; and

WHEREAS, New Jersey Transit will hold a public hearing in Newark at One Penn Plaza East in the 9th Floor Board Room on April 18th, 2007 from 9:00 a.m. to 10:30 a.m. to address necessary issues before construction may commence on this project; and

WHEREAS, the Mayor and Council of the Borough of Pompton Lakes desire to express their support of this worthy project and believe it would be in the best interests of the residents of the Borough of Pompton Lakes for the commuter rail service ultimately to be extended along the very same tracks to include commuter rail services to the residents of Pompton Lakes

**NOW, THEREFORE, IT IS RESOLVED BY THE MAYOR AND
COUNCIL OF THE BOROUGH OF POMPTON LAKES IN THE COUNTY OF
PASSAIC THAT**

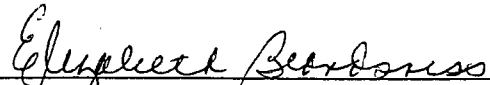
The Board of Directors of New Jersey Transit be furnished with a copy of this Resolution to advise them of the support of the Borough for the establishment of the Bergen-Passaic Commuter Light Rail Line and to urge that this service be extended along the existing N.Y. S. & Western railroad tracks to include commuter rail services to the residents of the Borough of Pompton Lakes as soon as it is feasible to do so.

APPROVED:



JOHN MERRIN, MAYOR

ATTEST:



ELIZABETH BRANDSNESS
DEPUTY MUNICIPAL CLERK

DATED: April 11, 2007

(NJT Board-04/18/07)

38720

RANDY GEORGE
MAYOR

OFFICE OF THE MAYOR

BOROUGH OF NORTH HALEDON
103 Overlook Avenue
North Haledon, New Jersey 07508
(973) 427-4129
(973) 427-1846 Fax
mayor@northhaledonnj.com

April 13, 2007

Mr. Michael La Place
Director of Planning
Passaic County
930 Riverview Drive
Totowa, NJ 07512

Dear Mr. La Place:

I would like to commend the Passaic and Bergen County Freeholders, Congressmen Paserelli and Rothman and Bergen County Executive McNerney for their diligence over the last few years to develop the Bergen-Passaic Commuter Light Rail Line to provide enhanced transportation services to Passaic County and Bergen County residents.

As I'm sure you are aware, anything we as public officials can do to eliminate automobile traffic on our highways and promote public transportation should be one of our top priorities. Convincing the public to use mass transit will only work if it is made convenient and user friendly for everyone. After reading all the information and speaking to the Passaic County Director of Economic Development, Deborah Hoffman, it certainly appears to me that the proposed Light Rail Line will accomplish that goal.

I would like to lend my support to the project and encourage the New Jersey Transit Board of Directors to approve this request on behalf of the residents of Bergen and Passaic County and ultimately the residents of the entire state from decreasing the dependency on fossil fuel.

Very truly yours,

BOROUGH OF NORTH HALEDON


Randy George
Mayor

RGjg

 St. Joseph's
Regional Medical Center

April 17, 2007

Office of the President
703 Main Street
Paterson, New Jersey 07503
973.754.2010 Direct

The Honorable Eleese Evans
Freeholder Director, County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

St. Joseph's Regional Medical Center is a high-quality, academic-oriented medical center with virtually every medical and pediatric specialty, a trauma center, a children's hospital and teaching programs for medical students, nursing and a variety of other students. Most importantly, it serves the needs of its community in a comprehensive, caring and mission-oriented fashion. St. Joseph's is also the largest employer in Passaic County, serving six counties of Northern New Jersey or approximately, 500,000 residents with its staff of over 6,500 employees and physicians.

As the major employer of this region we are pleased to support the Bergen-Passaic Light Rail Commuter Line. It is imperative that industry work together to provide enhanced transportation services to Passaic County residents.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

We are confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,


William A. McDonald
President and CEO



680 Broadway, Paterson, New Jersey 07514-1472
Tel. (973) 977-6600 • Fax. (973) 742-6248
www.barnarthospital.org

April 12, 2007

Hon. Eleese Evans
Freeholder Director - County of Passaic
401 Grand Street
Paterson, NJ 07505

I have been asked to write a letter of support for the Bergen-Passaic Light rail and it is my pleasure to do so.

As President and CEO of Barnert Hospital and as someone who grew up in New York City in the Borough of the Bronx I am strong believer in public transportation and I know first hand the benefit good mass transit provides.

Prior to coming to Barnert Hospital I served as Executive Director of Jacobi Medical Center and a majority of our employees and many consumers of health care services arrived at our facility via subway, Metro North and surface public transit. I often used the subway to travel downtown to meetings of the New York Health and Hospital Corporation and I am a firm believer in mass transit for convenient travel that is very cost effective and environmentally correct.

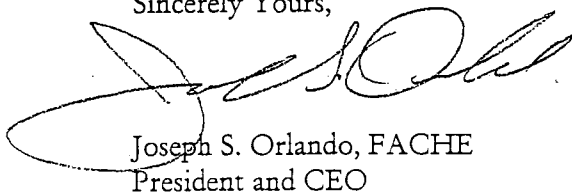
As a member of the Board of Directors of the Greater Paterson Chamber of Commerce we have discussed this topic at our meetings and I am sure that the light rail will create positive economic growth. I am familiar with the economic growth that Jersey City, Bayonne, Hoboken and other communities have experienced when light rail was added to their transportation mix.

As one of the largest employers in the Paterson area I see this a positive step for our employees and the community as a whole. Good transportation creates sustainable employment growth, which stimulates small business and stables the housing market. This is important to our hospital and the community at large.

Another positive will be the reduction in the need for employee and visitor parking at our hospital as we develop our long-range plan.

Thus it is my pleasure to endorse this project.

Sincerely Yours,



Joseph S. Orlando, FACHE
President and CEO



PASSAIC COUNTY COMMUNITY COLLEGE • 973 684-5900
ONE COLLEGE BOULEVARD, PATERSON, N.J. 07505-1179

OFFICE OF THE PRESIDENT

April 11, 2007

Ms. Elease Evans
Freeholder Director
Passaic County Board of Chosen
Freeholders
401 Grand Street
Paterson, NJ 07505

Dear Ms. Evans:

On behalf of Passaic County Community College (PCCC) and its Board of Trustees, I am writing in support of the Bergen-Passaic Commuter Light Rail Line. Many of our students and staff are dependent on public transportation and this vital service would be most beneficial. A copy of our Board of Trustees' Resolution is enclosed endorsing the same.

Please feel free to contact me if I can provide any additional information.

Sincerely,

A handwritten signature in black ink, reading "Steven M. Rose".

Steven M. Rose, Ed.D.
President

/smr

Enclosure

pc: Michael LaPlace, Director of Planning
Deborah Hoffman, Director or Economic Development

PASSAIC COUNTY COMMUNITY COLLEGE
RESOLUTION #3-Bergen-Passaic Commuter Light Rail Line

Offered by NUTTER Seconded by GOURLEY

Board of Trustees	Yes	No	Abstain	Absent
Ayala	X			
Esquiche	X			
Farkas	X			
Giancola	X			
Gilmartin	X			
Gourley	X			
McKinney	X			
Nutter	X			
Yancey				X
Tanis	X			
Sumter				X

WHEREAS Passaic County Community College is dependent on the public transportation system for its students and staff; and

WHEREAS to ensure that the New Jersey Transit (NJT) moves forward with the adoption agreement with the NY Southern and Western Railroad (NYS&W) and the completion of the final design; now, therefore be it

RESOLVED that the Board of Trustees of Passaic County Community College hereby supports the adoption of such agreement with NYS&W and the completion of the final design.

DATED: April 9, 2007

100 Delawanna Avenue

Suite 100
P.O. Box 1069
Clifton, New Jersey 07014-1069
973-279-9000 (fax:-973-279-3269)

April 10, 2007

Mr. Michael La Place
Director of Planning
Passaic County
930 Riverview Drive
Totowa, New Jersey 07512

Re: Bergen-Passaic Commuter Light Rail Line

Dear Mr. La Place:

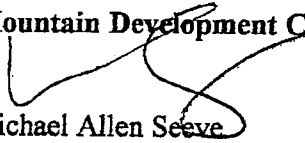
We understand that you are holding a hearing to consider the above-captioned project. We're a substantial commercial landlord and investor in the Bergen Passaic region and thus want to share our thoughts with you and be of record.

We're strongly in favor of the new proposed line. We salute all of the work which has gone into this project to date and we very much hope that this important project proceeds as planned. We regularly speak with companies who are contemplating relocating to our buildings from out of the region and state and one of the most consistent concerns which we hear are reservations and about vehicular traffic and commuting times. This new rail line would do a lot to make the region more competitive and attractive to major employers and businesses and certainly would result in increased career and professional opportunities for residents in the region. Setting aside the foregoing, we think it is a very worthy project and that the myriad quality of life benefits for residents from public transportation are already well established and need no further comment.

Thank you.

Very truly yours.

Mountain Development Corp.


Michael Allen Seeve
President

MAS:sam

Greater Paterson Chamber of Commerce

April 12, 2007

Hon. Eleese Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

On behalf of The Greater Paterson Chamber of Commerce and its Board of Directors, I am writing in support of the Bergen-Passaic Light Rail Commuter Line. It is imperative that we work together to provide enhanced transportation services to Passaic County residents.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor; and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

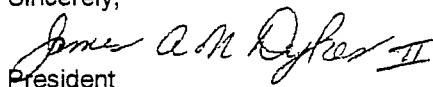
As nearly 40% of Passaic County's undeveloped land now lies within the Highlands preservation zone it becomes even more imperative that we rationally and systematically evaluate the land area of Passaic County that could potentially be impacted by the implementation of the light rail. Given the fact that the lower part of Passaic County is fully built out but the population of Paterson, the State's third largest City, and surrounding suburbs continues to grow. There is no more available land, nor is it environmentally desirable, to build the new roads and infrastructure that are needed to transport our residents and the goods and services they need. Exacerbated by transport pollution from the Mid-West, New Jersey continues to fight for breathable air making it imperative that we reduce our dependence on individual automobiles. A reliable and convenient Public Mass Transit system is the only option that makes sense to help make our area congestion manageable while retaining a quality of life for our residents and commuters.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

We are also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,


President



April 12, 2007

Hon. Elise Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

On behalf of the North Jersey Regional Chamber of Commerce and our Board of Directors, I am writing to express our support for the Bergen-Passaic Light Rail Commuter Line. Our Chamber represents over 500 companies located in Passaic, Bergen and Essex Counties. We feel it is important for us to work together to provide enhanced transportation services that will benefit both residents and the business community in Passaic County.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor; and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

We are also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,

Gloria Martini
President



April 16, 2007

Hon. Eleese Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

On behalf of Tri-County Chamber of Commerce and its Board of Directors, I am writing in support of the Bergen-Passaic Light Rail Commuter Line. It is imperative that we work together to provide enhanced transportation services to Passaic County residents.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor; and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

We are also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,

Kathe Crimmins



April 16, 2007

Hon. Eleese Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

On behalf of Paterson Habitat for Humanity and its Board of Directors, I am writing in support of the Bergen-Passaic Light Rail Commuter Line. It is imperative that we work together to provide enhanced transportation services to Passaic County residents.

As described, the Bergen-Passaic Light Rail Commuter Line will be essential link to riders seeking employment opportunities throughout the Bergen-Passaic Corridor.

Moreover, the possibility of development along the entire Bergen-Passaic Light Rail Commuter Line will be a welcomed catalyst for development along the entire corridor -- bringing under-utilized and vacant properties located along the Commuter Line right-of-way back to useful purposes which means a growth in property values and ratables in Passaic County.

We are also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

Paterson Habitat has focused on providing affordable housing to over 190 families in the past 23 years. However, unless there are increased employment opportunities and improved communities, the impact to the quality of life for Habitat families and the future for their children will not be a change for the better.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,

Barbara Dunn

Barbara Dunn
Executive Director

Paterson Habitat for Humanity
PO Box 2585, Paterson, NJ 07509
973-595-6868
www.patersonhabitat.org



St. Paul's Community Development Corporation

451 Van Houten Street • Paterson, NJ 07501
Tel: (973) 278-7900 • Fax: (973) 684-0686

"Hope for Today ... Building for Tomorrow"

Clifford Schneider
Executive Director

April 17, 2007

Hon. Elease Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

On behalf of St. Paul's Community Development Corporation, I am writing in support of the Bergen-Passaic Light Rail Commuter Line. It is imperative that we work together to provide enhanced transportation services to Passaic County residents.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor; and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

As you know, we are involved with "welfare to work" and partner with the Workforce Investment Board to enhance skills necessary for people to become active in the job "market place". One of the biggest obstacles for people trying to find jobs is transportation. It is extremely difficult for prospective employees to get to where the better paying jobs are located. This new light rail system will definitely assist with access to some of the jobs that pay "living wages" with benefits.

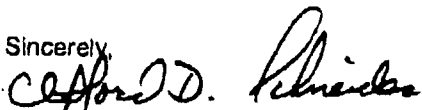
Also, this new station will be one block away from our offices and we have been following this project or proposal very closely for at least three years. We are involved with "community development" and have been working on a plan for strengthening the 5th Ward of Paterson. This new light rail system will not only provide transportation to new job opportunities but will have a new train station and potentially new business opportunities along with some potential for new housing opportunities. It will definitely strengthen the 5th Ward of Paterson.

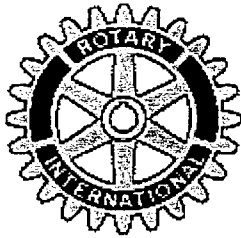
In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

We are also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,


Clifford D. Schneider



**PATERSON AM ROTARY
MEETING EVERY WEDNESDAY AT 7:45 AM
BARNERT HOSPITAL EMPLOYEE CAFETERIA
680 BROADWAY
PATERSON, NEW JERSEY 07514**

April 12, 2007

Hon. Elease Evans
Freeholder Director
County of Passaic
401 Grand Street
Paterson, NJ 07505

Dear Freeholder Director Evans:

Two years ago I had the privilege to take the ride on the prototype version of the light rail train from Paterson to Pompton Lakes, NJ with Congressman Pascrell, Congressman Rothman and other political and business leaders. The ride was easy, quick and scenic. While I drive to work every day I would certainly consider taking the light rail. I feel that is imperative that we work together to provide enhanced transportation services to Passaic and Bergen County residents.

Thus as President of the Paterson AM Rotary Club it is my pleasure to send this letter of endorsement for the Bergen Passaic Light Rail Line. I am the official spokesman of the 32-member service club and we discussed this project our Board of Directors meeting with our membership agreeing this would be beneficial to the Greater Paterson Community.

As described, the Bergen-Passaic Light Rail Commuter Line will link riders to employment opportunities throughout the Bergen-Passaic Corridor; and will permit seamless transfers to the Main Line, Pascack Valley Line, and the Hudson Bergen Light Rail Transit System operated by New Jersey Transit, linking passengers to the Secaucus train station and New York City destinations.

In addition, it is anticipated that the Bergen-Passaic Light Rail Commuter Line will provide the necessary catalyst for development along the entire corridor, promoting the redevelopment of under-utilized and vacant properties located along the Commuter Line right-of-way, ultimately resulting in the growth of property values and ratables in Passaic County.

I am also confident that the development of the Bergen-Passaic Light Rail Commuter Line will encourage additional businesses and institutions to locate in the communities hosting the Commuter Rail Line, creating additional employment opportunities and offering additional services to local residents something that our club feels is very important.

We enthusiastically endorse the creation of the Bergen-Passaic Light Rail Commuter Line and urge the Board of Directors of New Jersey Transit to proceed with the design, development and implementation of this important transportation enhancement for Passaic County.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Rabson".

Mark Rabson
President - Paterson AM Rotary

P.O. Box 283
Millburn, NJ 07041

Lackawanna
Coalition

Spring 2007

*...An independent organization
advocating for better transit*

RAILGRAM

Second Fare Increase in Two Years to Take Effect June 1

By PAUL BUBNY

For the second time in as many years, New Jersey Transit (NJT) is raising fares across the board, with rail advocates noting that the increase comes after cuts in service on the Morris & Essex Lines. The new fares take effect June 1.

The Lackawanna Coalition and other rider advocacy groups oppose the increase, on grounds that riders have been asked repeatedly to dig deeper into their pockets while the state's Motor Fuels Tax—the third lowest in the nation—has stayed the same since 1988, and because the new fare structure will maintain the relatively high cost of travel during off-peak hours.

As the fare increase of approximately 10 percent was proposed, transit advocates renewed their call for a dedicated source of funding for NJT—something which every other major transit agency in the U.S. already has. In a statement to NJT's board at the board's February meeting, the Lackawanna Coalition pointed out, "Highways are never shut down for budgetary reasons, and the gasoline tax is never increased. There always seems to be enough money to keep the highways going."

William Wright, director of the New Jersey Association of Rail Passengers, said, "A fare increase is a tax increase. If the Legislature won't raise the tax on the motorists and truckers, they have no business doing it to transit riders for the fifth time since the gas tax reached its current level."

When fares were increased in July 2005, off-peak rail fares went up by 25 percent, while peak-hour and commutation fares increased by only 10 percent. The Coalition believes that such sharp increases in off-peak fares were to blame for the "declining ridership" that NJT cited last year in cutting weekend service on the M&E into Hoboken by half, and cutting weekend service on the southern part of the North Jersey Coast line by 25 percent.

The Coalition also wrote to Gov. Jon S. Corzine, asking him to find room in the budget to fund NJT without another fare increase. The Coalition expressed the opinion that raising transit fares without a substantial increase in the gasoline tax is unfair and unjust to transit riders, environmentally unfriendly, and economically counterproductive.

Warrington Steps Down at NJT; Sarles Assumes Top Post

By PAUL BUBNY

George Warrington, executive director of New Jersey Transit (NJT) since 2002, has left the agency to form a consulting firm with two partners. Richard Sarles has been named as Warrington's successor.

Warrington's partners in the new venture will be Jamie Fox, formerly chief of staff under Gov. Jim McGreevey and deputy

executive director of the Port Authority of New York and New Jersey, and Eric Shuffler, formerly a top aide in the McGreevey and Codev administrations. The partnership will be known as Warrington, Fox and Shuffler, with offices in New York and Washington, and will focus on transportation and economic development initiatives.

A cofounder of NJT who served as president of Amtrak before returning to New Jersey, Warrington drew sharp criticism from advocates during his tenure as NJT's executive director. Chief among these criticisms were that he sidetracked many capital projects statewide in favor of the Trans-Hudson Express (T.H.E.) Tunnel—which the Lackawanna Coalition has opposed as a boondoggle—and that he did not attempt to make a serious case before the state legislature for a source of stable funding, instead implementing service cuts and fare increases.

Coalition member Albert L. Papp Jr., secretary of the National Association of Rail Passengers, cited the "Faustian bargain" that NJT management struck with New York City's Metropolitan Transportation Authority (MTA) after MTA refused to allow NJT trains access to Grand Central Terminal (GCT), as originally proposed in the Access to the Region's Core project. NJT dropped the idea of improved East Side access for New Jersey riders and proposed instead to add more tracks under the Hudson and a costly "deep cavern" station under West 34th Street in midtown Manhattan. "We had hoped—in vain at this time—that political leadership in both Trenton and Albany could overcome this jurisdictional bickering between the two states' operating agencies," said Papp. "Alas, at this time, the dream of regional co-operation remains just that—and as elusive as ever."

To help justify the added trackage and "deep cavern" station, Papp said, Warrington decided to re-route Bergen County trains through the T.H.E. Tunnel into New York Penn Station (NYP)—despite the fact that these trains already stop at Secaucus Junction, which was built (at a cost of \$600 million) as a transfer point to New York-bound trains. Projects such as restoration of service on the Lackawanna Cut-Off from Scranton, PA, and electrification on the Montclair-Boonton Line between Great Notch and Denville, have been delayed "and delayed again" under Warrington's tenure, Papp pointed out.

"Yes, we know we don't live in a perfect world, but the everlasting conflict and conundrum remains at all state funded and operated transit agencies: Who is it run for—the riders or the agency?" said Papp. "We'll let you—and history—decide whether Mr. Warrington did the 'right thing' for New Jersey Transit passengers."

NJT's board, which did not name any rider advocates to the search committee for Warrington's successor, voted in early April to name Sarles as executive director. He has served as NJT's assistant executive director for capital programs and planning since 2002. The Coalition welcomes Sarles as he takes his new post, and we hope to continue meeting with him as we have done in the past. However, we are also concerned that he will continue the policies established by Warrington, some of which do not favor the interests of riders.

HELP MAKE A DIFFERENCE!

Come to a Lackawanna Coalition meeting!

Fourth Monday of the month, 7:30 p.m., Millburn Town Hall. (The "May" meeting will be Monday, June 4.)
Find out how you can get involved!

Report from the Chair

By DAVID PETER ALAN, Chair

George Warrington spent most of his career at New Jersey Transit. He was one of the original NJT managers in 1979 and, after a few years as president of Amtrak, returned to NJT in the spring of 2002. During his five years as executive director at NJT, Warrington's performance varied from one line to another.

Personally, George Warrington and I got along well. He was willing to come to a Coalition meeting and report to us, usually about once a year. He was also available to talk with me at NJT, when I had comments, questions or concerns for him. This sort of interaction between senior management and rider advocates has become customary at NJT, but is unheard of in most of our cities with major transit systems.

As a transit executive, Warrington performed best on the Northeast Corridor Line, where he added service, and on the Main/Bergen Lines, where he nearly doubled weekend service from the level offered five years ago. For the Morris & Essex and Montclair-Boonton Lines, he did not do nearly as well. Our editor, Paul Bubny, has summarized Warrington's recent tenure at NJT as a "lengthy litany of broken promises" to the riders.

On the Montclair-Boonton Line, he spoke of electrifying the portion west of Montclair, so that riders on that part of the line could enjoy much more frequent service than they now have. This was not done. He also refused to offer weekend service on the line, when such service could have started running to and from Hoboken at any time.

On the M&E Lines, he cut weekend service to and from Hoboken in half, to every two hours or less, without prior notice to the public. He also cut service on weekdays, on the "shoulder" of the peak hour.

System-wide, he raised off-peak rail fares by 25 percent, while peak-hour service (which is more expensive to provide) had a fare increase of only 10 percent. This discourages riding the train when there is unused capacity. He over-relied so strongly on the deep-cavern station that he wants to build at the New York end of his proposed new tunnel that other capital projects that are necessary are not being built. On the M&E Lines, this includes the Cutoff Project (for service to the Pocono Mountains and Scranton), improved signals between Summit and Morristown, and more passing tracks on the Gladstone Line that would improve operations.

Different leaders have different styles and emphasize different projects. While some other lines fared well under Warrington's leadership, the M&E suffered losses in service, and the Montclair-Boonton Line has yet to reach its potential for full-time service. NJT now has a new leader. We hope he will be able to help to improve operations and service on our lines (the Montclair-Boonton and the M&E), so more people will ride our line, and will do so enthusiastically.

Portal Bridge Project: Why You Should Care

By JOSEPH CLIFT

A short primer on the Portal Bridge Capacity Enhancement Project and why M&E & Montclair-Boonton riders should be extremely concerned about how the project is being conducted:

Portal Bridge is the two-track span across the Hackensack River on the North East Corridor between Newark & Secaucus Junction. The bridge entered service in 1910. All NJT trains traveling into New York must use the bridge, including our MidTOWN DIRECT service. Many of us remember May 12, 2005, when the wooden "fenders" at the bridge base caught fire, disrupting service and providing graphic pictures on the evening news.

The "About the Project" page of the project Website, portalbridgenec.com, describes the project as an evaluation of alternatives for extending the life and increasing capacity of the bridge—necessary to "allow for planned future infrastructure improvements to support regional growth and mobility."

Sounds like a good, thoughtful infrastructure project on an important rail line, doesn't it?

What the project description fails to mention and why you should be concerned: The "planned future infrastructure improvements"—the Trans-Hudson Express Tunnel Project (T.H.E.)—is well ahead of the Portal Bridge project in planning and funding, and if it is completed first, according to NJT planners, **M&E and Montclair-Boonton peak-hour trains will have close to 10 minutes added to each trip!** Without the Portal

Bridge project, **there will simply be no room for current MidTOWN DIRECT peak-hour trains on the direct route to New York, forcing trains onto a slower indirect route.**

The problem: NJT established the Portal Bridge project as a separate project, despite the admitted problems for M&E and Montclair-Boonton riders. If the Portal Bridge project were instead incorporated into the larger T.H.E. project, this problem would disappear—Portal Bridge improvements would be completed before the new tunnels to New York are put into service.

If you are concerned, make plans to attend the project's next Regional Citizen's Liaison Committee meeting scheduled for Thursday, April 26 at 6 p.m., at NJT's Newark headquarters. RSVP to cmarcella@hshassoc.com. Prior to that, the Lackawanna Coalition will discuss the Portal Bridge project at its next meeting, Monday, April 26 at Millburn Town Hall, beginning at 7:30 p.m.

Railgram

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Gladstone Pole Upgrade to Force Service Outages

By BRAD PAYEUR

If you ride on the Gladstone Branch, you're probably aware that your trains are powered by electricity that comes from an overhead wire. But, unlike the other electrified routes of NJ Transit which use steel beams and girders to support the wires, the Gladstone Branch uses wooden telephone poles (920 poles to be exact). Many of these poles have deteriorated due to weather-related decay and other natural effects, and require replacement. The most decayed poles have required additional physical support and extraordinary maintenance in order to maintain proper wire tension.

NJ Transit is planning to replace the 143 worst poles during the summers of 2007 and 2008 with steel poles mounted on concrete bases. This will secure the infrastructure for a five-year time frame, and reduce maintenance costs and the potential for the loss of power and associated service disruptions. Half of the poles will be replaced during the summer of 2007 with work beginning on or about June 1, and the rest will be changed in the summer of 2008. This work will necessitate the suspension of train service on Saturdays and Sundays plus four hours on mid-day weekdays with buses serving all stations on the branch. Rush-hour service will not be affected. New schedules with the temporary bus substitution will be available on June 1.

Hoboken Terminal Celebrates 100th Birthday

By DAVID PETER ALAN, Chair

Hoboken Terminal celebrated one hundred years of service to the riding public on Friday, Feb. 23. New Jersey Transit and the City of Hoboken participated in an event to mark the anniversary, although the audience was small. Hoboken mayor David Roberts and others addressed early commuters on their way home, although the Frank Sinatra imitator and the man in an antique-style baseball uniform who recited *Casey at the Bat* appeared to receive more attention than the speakers. Baseball was first played in Hoboken in the 1840s.

The Lackawanna Railroad built the present terminal between 1904 and early 1907, following a fire that destroyed the former wooden terminal on the same site. The terminal originally hosted trains on the Morris & Essex and Boonton Lines, as well as long-distance trains that rode over Lackawanna rails. Passengers went into New York City on connecting ferries. PATH trains came the next year, 1908.

Today, Hoboken Terminal remains a busy place, especially during peak hours. NJT has restored the beautiful and historic waiting room, commuter trains and PATH are still there, and the ferries to Lower Manhattan are back. More restoration is in progress, and it is slated for completion next year.