

**NJ TRANSIT BOARD MEETING
MINUTES
OPEN SESSION
5/12/2010**

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

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

May 14, 2010

Dear Governor Christie:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc., Board of Directors held on Wednesday, May 12, 2010.

Sincerely,



Gwen A. Watson
Board Secretary

Enclosures

Honorable Chris Christie
Governor, State of New Jersey
State House
Trenton, NJ 08625

May 14, 2010

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Sincerely,

A handwritten signature in black ink that reads "Gwen A. Watson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Gwen A. Watson
Board Secretary

Enclosures

Honorable Chris Christie
Governor, State of New Jersey
State House
Trenton, NJ 08625

**NJ TRANSIT BOARD MEETING
NARRATIVE
OPEN SESSION
5/12/2010**

(NJT Board – 05/12/2010)

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, May 12, 2010.

Present:

James S. Simpson, Chairman
 Myron P. Shevell, Vice Chairman
 Johanna Barba Jones, Governor's Representative
 Steve Petrecca, Treasurer's Representative
 Flora Castillo (By Telephone)
 Kenneth E. Pringle

James Weinstein, Executive Director
 Gwen A. Watson, Board Secretary
 Penny Bassett-Hackett, Acting Assistant Executive Director, Communications & Customer Service
 Stan Wrobel, Acting Vice President & General Manager, Bus Operations
 William Duggan, Vice President & General Manager, Rail Operations
 Kim Vaccari, Chief Financial Officer & Treasurer
 Steve Santoro, Assistant Executive Director, Capital Planning & Programs
 Alma Scott-Buczak, Assistant Executive Director, Human Resource
 Leotis Sanders, Vice President, Diversity
 Warren A. Hersh, Auditor General
 Kenneth Worton, Deputy Attorney General

Chairman James S. Simpson convened the Open Session at 9:10 a.m. in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations, attorney-client, litigation and personnel matters. A motion was made by Kenneth E. Pringle, seconded by Johanna Barba Jones and unanimously adopted.

Chairman Simpson reconvened the Open Session at 9:25 a.m. and asked for a motion to adopt the minutes of the April 14, 2010 meetings. A motion was made by Steve Petrecca and seconded by Johanna Barba Jones and adopted.

Executive Director James Weinstein highlighted the following from his monthly business report.

Fare Increase

Executive Director Weinstein said the new fares took effect May 1, 2010 and thanked the customers for their continued patronage. There has been no significant change in ridership within the first week since the fare change was implemented. Through this past weekend, there has been an overall diversion of riders of approximately 2.6 percent since the fare change, which is within the levels anticipated. While these preliminary figures indicate that ridership is holding steady, the final impacts may not be clear for weeks or months.

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Rail Schedules

Executive Director Weinstein said new rail schedules take effect May 23, 2010 and include service reductions previously announced as part of the budget plan that was presented during the public hearing process in March. To minimize impacts to customers, NJ TRANSIT made several adjustments on the rail system to change stopping patterns or departure times in an effort to accommodate riders on trains that are being eliminated. Details are outlined on www.njtransit.com, and he encouraged customers to review new timetables which will be issued shortly.

Ironbound Drop-Off Area

Executive Director Weinstein mentioned a few improvements on the system which he hopes will please customers. First, there is a new passenger pick-up and drop-off area at Newark Penn Station. The new Ironbound Drop-Off Area, located on the east side of the station on Commerce Street, between Raymond Plaza East and Market Street, provides convenient access to the main concourse with 11 spaces for short-term parking (15-minutes). The new drop-off area will help relieve traffic congestion and pedestrian impacts during upcoming construction work on Raymond Plaza West to improve traffic flow around Newark Penn Station. For customers who are picked up or dropped off at the station, the new area offers a more convenient option, especially for those with luggage and those who need help getting into the station.

DepartureVision

Executive Director Weinstein mentioned two improvements as part of NJ TRANSIT's ongoing effort to put technology to work for customers. First, starting this morning, DepartureVision has been expanded to include New York Penn Station and Hoboken Terminal, which means that the service is now available at all train stations in our system. DepartureVision, which launched last year as part of the new, improved www.njtransit.com, displays train departure screens on the desktop computer or web-enabled mobile device and includes departure times, train status and track assignments. Customers can now view real-time travel information for the entire NJ TRANSIT rail system while on the go or from the convenience of their homes or offices.

The second improvement is the launch of a new Developer Resources section of njtransit.com, which will provide third-party developers with direct access to NJ TRANSIT service data for use in creating new trip-planning software applications, or "apps" as they are commonly known. This section of the web is designed to encourage innovation among developers, who can use the schedule data to create new tools such as mobile and desktop applications to improve customer access to travel information. Following a simple registration process, developers can download free schedule data in a general format with just a few mouse-clicks. Executive Director Weinstein looks forward to seeing the innovations that come about.

Meadowlands/Summer Services

Executive Director Weinstein said NJ TRANSIT is gearing up for a busy schedule of events served by the Meadowlands Rail Line. This year's service was kicked off with

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trains to and from the Mexico vs. Ecuador soccer game on Friday, May 7, 2010. The slate of events includes concerts and pre-season football games this summer, as well as regular season football in the fall. The Meadowlands Rail Line, which opened last year, provides convenient, statewide access to the Meadowlands Sports Complex from 11 of 12 NJ TRANSIT rail lines, with connections at Secaucus Junction and Hoboken Terminal. Executive Director Weinstein reminded the regular commuters, particularly traveling out of New York and through Secaucus Junction, that they will notice an increase in ridership on event days and that trains may be subject to boarding changes on the lower level of Secaucus. In addition to Meadowlands service, NJ TRANSIT is preparing for the summer season with a slate of discounted transportation packages to destinations around the state, including Great Adventure, Monmouth Park and several beaches along the North Jersey Coast Line. A recent poll conducted by Monmouth University and Gannett News found that 69 percent of New Jersey families plan to visit the Jersey Shore this summer, a 10 percent increase from last year.

Advisory Committee

Suzanne Mack presented the Advisory Committee report. Ms. Mack thanked Executive Director Weinstein and Ron Monaco for attending the North Jersey Advisory Committee meeting. She said everything is getting back to normal; the fare increase is implemented and the schedule changes will go into effect soon. The Committee discussed the ticket vending machines throughout the light rail system and members are pleased that this technology has come on board. Also, summer programs were discussed. Ms. Mack said the state budget hearing process has concluded and she hopes that NJ TRANSIT's budget will hold firm. She said two big issues that will continually be heard are the Access to the Region's Core project and the Transportation Trust Fund. The next South Jersey Committee meeting is scheduled for May 28, 2010.

Board Committee Reports

Board Member Kenneth E. Pringle presented the Capital Planning, Policy and Privatization Committee report to the Board. At this month's meeting, the Committee discussed the study of an extension of the Hudson Bergen Light Rail system from West Side Avenue in Jersey City to a redevelopment site near Route 440 which may include 8000 housing units, 600,000 square feet of retail space and another 1 million square feet of office space. The Committee reviewed the structural repairs to the train shed at Hoboken Terminal and had an update from Art Silber on the progress on the Access to the Region's Core. Board Member Pringle asked staff to explore new ways of finding additional forms of financing to take the pressure off of riders. He said there are different programs such as local revenue sharing and increased ratables to help support long term operating costs for transit. He suggested looking at every option, but not to create new taxes.

Board Member Johanna Barba Jones presented the Administration Committee report to the Board. The Committee discussed the sole and single source vendors item for the purchase of replacement parts and services for bus, rail and light rail and headquarters. The original equipment manufacturers generally have proprietary control over the manufacture of parts and components to repair and maintain rolling stock. The total

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requested authorization for this item is \$18,000,000 which is the same as last year's authorization.

Public Comments on Agenda Items

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

David Peter Alan, Lackawanna Coalition, commented on the Hoboken Terminal agenda item. Mr. Alan said money is scarce in New Jersey so it is important that NJ TRANSIT get as much competent work as possible for the outlay of funds. Mr. Alan appreciates the historical integrity of the Hoboken Terminal and considers it vital that any work done respect the historic look and function of the facility.

The Lackawanna Coalition strongly endorses the concept of maintaining the Hoboken Terminal in the sort of condition that would support its presence as a historic place in the Hoboken community as well as its function as an integral part of New Jersey's transportation network and as a hub for transportation to New York City.

Hoboken Terminal is part of the heritage of the Lackawanna Coalition, NJ TRANSIT and the Hoboken community. It must be kept in top condition and used for its original purpose as much as possible. The Coalition looks toward a day when there will be more trains serving Hoboken and they see the potential benefits of a trans-Hudson rail routing through Hoboken to Manhattan. In addition, the proposed Lackawanna Cutoff service to Scranton could form the basis of a restored intercity rail service to Binghamton, Syracuse and Buffalo along the southern tier of New York State.

Keeping Hoboken Terminal in top condition and retaining its historic function as part of the rail network serving New Jersey and part of New York State is an important component of a program to keep this beautiful and historic resource available to the rail riding community for another century or more.

Joseph Clift commented that he hopes staff is looking hard for alternate vendors with regard to the Sole/Single Source Vendors Purchase of Replacement Parts and Services item.

With regard to the Hudson-Bergen Light Rail Route 440 Extension item, Mr. Clift said \$549,000 is a large increase compared to the base number.

Mr. Clift commented on the Hoboken Ferry Terminal Rehabilitation item and said state-of-good-repair comes in second and safety is first. He said the rehabilitation is important work but cautioned about spending money now and displacing other projects later. Mr. Clift mentioned that New York is in a similar situation funding large projects and displacing others.

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Executive Director Weinstein presented the following Action Items for approval:

1005-18: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)

Materials and services which are available from only one source of supply are exempt from competitive procurement. For the most part, the vendors have proprietary control over the manufacture of parts and components and the provision of technical services for NJ TRANSIT equipment. For example, there is only one industry-recognized provider of rail testing by induction and ultrasound, only one qualified source providing automated installation of concrete ties, and only one qualified source for the repair of Solari display units at our stations. Staff continually seeks to develop specifications to reduce reliance on sole source vendors. Authorization is requested to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A in the agenda package, subject to adjustments, to support Bus, Rail, Light Rail and Headquarters operations at a cost not to exceed \$18,000,000 for a 12 month period. The Board will be notified of new firms whose aggregate spending exceeds \$250,000 within the fiscal year.

Myron P. Shevell and Kenneth E. Pringle recused themselves from voting on this item. Flora Castillo moved the resolution, Johanna Jones seconded it and it was adopted.

Board Member Shevell suggested looking at different options to replace some of the captive items and asked for a report on a monthly or a quarterly basis that shows the captive items and what has been done to replace them. Board Member Shevell said more diligence is needed to find other sources whose quality is equally good but prices are 20 to 30 percent lower. Board Member Pringle agreed.

1005-19: HOBOKEN FERRY TERMINAL REHABILITATION – TRAIN SHED REPAIRS: CONSTRUCTION CONTRACT AWARD

Hoboken Terminal was built in 1907 over the Hudson River, and the years of tides and dampness have contributed to the deterioration of many structural components supporting the train shed. A couple of years ago, the concrete canopies on the train shed began spalling and large pieces of concrete fell onto the equipment and platforms. Emergency repairs were made at that time. Authorization is requested to contract with Hall Construction Co., Inc. to complete structural repairs and stabilization of the canopies, columns and other structural components. The contract amount will not exceed \$2,147,000 plus five percent for contingencies.

Myron P. Shevell moved the resolution, Johanna Barba Jones seconded it and it was unanimously adopted.

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Executive Director Weinstein presented the following Consent Calendar for approval:

**1005-20: HUDSON-BERGEN LIGHT RAIL ROUTE 440 EXTENSION:
AMENDMENT TO CONSULTANT SERVICES CONTRACT FOR
ALTERNATIVES ANALYSIS PHASE II**

Authorization to amend the existing professional services contract (No. 09-121) with AKRF, Inc. of New York, New York, for consultant services to fully fund the completion of the Hudson-Bergen Light Rail Route 440 Extension Alternatives Analysis at a cost not to exceed \$549,000 for a total contract authorization of \$800,000, subject to the availability of funds.

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

At this point, Flora Castillo left the meeting.

Public Comments on Non-Agenda Items

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

David Peter Alan, Lackawanna Coalition said there is concern about the magnitude of the recent fare increase, especially for customers who ride outside of peak commuting hours. The price of three tickets last month will now buy only two. That is an enormous price increase and it is an unconscionable one. Off-peak fares are now out of line.

Mr. Alan said senior management said only five percent of the riders are expected to stop taking the train, but he has not heard the basis for such a figure, nor does he have a breakdown of what percentage of commuters or peak-hour riders will be diverted from the trains, as opposed to the percentage of off-peak riders, whose fare increase was almost double that suffered by peak-hour riders. Mr. Alan said he cannot give credence to the number provided without further evidence.

He said the Executive Director said management will monitor ridership on the rail line in light of the latest fare increase. Mr. Alan requests the base ridership and fare assumptions, both under the old fares and under the new fares for Fiscal Year 2010 and Fiscal Year 2011. This includes all analysis, data, models and calculations and resulting ridership and revenue for both fiscal years, at both previous and increased fare levels. He expects the numbers to be broken down to the most detailed level analyzed, by ticket type, distance, branch line, temporal period (peak, off-peak, weekday, Saturday, Sunday) etc.

Mr. Alan also requests figures for the changes in ridership and revenue due to the fare increase for Fiscal Year 2010 and Fiscal Year 2011, also broken down to the most detailed level analyzed by ticket type, distance, branch line, temporal period, etc. He

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also asked for similar data from 2005 and 2006 when off-peak rail fares rose far more sharply than peak hour and commutation fares.

Mr. Alan further requested detailed plans for the promised monitoring of the impact of the recent fare increases on specific ridership groups, especially off-peak riders. He also requested all monitoring reports and schedule, including initial report date, follow-up monthly or other periodic reports and final report, all comparing expected vs. actual changes in ridership and revenue.

Mr. Alan said these new fares, including the nearly 50 percent (and for local fares 64 percent) increase for off-peak rail riders, were forced upon riders suddenly and the riders have a right to know how management expects ridership and revenue to change. Mr. Alan expects the requested information to be provided in writing and he filed an official Open Public Records Act request for these documents.

James T. Raleigh said the recent Times Square incident and other discussions have prompted concerns regarding the proposed 175 foot deep cavern 34th Street terminal, particularly evacuating passengers from the station in a peak evening rush and evacuating heavy gases from the deep station. The design of the new Access to the Region's Core 34th Street terminal with a 150 foot deep mezzanine and the exhaust fan plants is intended to meet current National Fire Protection Association standards for both passenger safety and air quality. The concerns for the terminal are two-fold: the absolute depth and the location of the deepest part of the system.

Mr. Raleigh said there was a recent experience at Penn Station New York where the east end of Track 1 was cleared. When an NJ TRANSIT train arrived on Track 1, people were directed through the existing exit concourse with temporary and changing exit signage. The movement of people was slow despite the minimal vertical distances of just 14 feet to the commuter level and 28 feet to the Amtrak level of the station. There is concern about evacuating an evening peak rush going down a 150 foot mezzanine. Someone would have to stop the rush of people into the station, evacuate passengers on the upper and lower track levels to the mezzanine and also evacuate all the passengers on the way down to the mezzanine, all within the National Fire Protection Association time standards. It is the last group of passengers that are a concern in this case with smoke rising up and trying to evacuate people up to the street who were previously in the process of riding escalators on a 150 foot downward journey.

Mr. Raleigh said the Times Square incident is of particular concern because of the timing, location and contents of the van. A highly visible location in a high pedestrian, bus, truck and car traffic area is not unexpected. Of more concern is the nature of the contents of the van, which included a combustible gas. Given that the proposed station is the deepest part of the plan, consideration should be given not only to the evacuation of smoky air, as envisioned by the National Fire Protection Association standards, but also the evacuation of heavy gases that will collect at the lowest point of the physical system, the station, with gases going down while attempting to evacuate passengers up.

Mr. Raleigh asked for an opportunity to discuss these matters in a smaller venue.

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Joseph Clift commented on off peak travel to New York City and the cost of rail versus auto. In April 2010, the cost of taking the train from Rockaway, New Jersey to New York City for two people was \$46.50 and the same trip in May costs \$64.00. The cost of driving would be \$44.00. Mr. Clift suggested that NJ TRANSIT look at the off-peak fares with regard to cross elasticity.

Adjournment

Since there were no further comments or business, Chairman Simpson called for adjournment and a motion to adjourn was made by Myron P. Shevell seconded by Kenneth E. Pringle and unanimously adopted. The meeting was adjourned at approximately 10:05 a.m.

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

MAY 12, 2010

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➤ ADVISORY COMMITTEE REPORTS	-
➤ BOARD COMMITTEE REPORTS	-
*Capital Planning, Policy & Privatization Committee	
*Administration Committee	
➤ PUBLIC COMMENTS ON AGENDA ITEMS	

ACTION ITEMS

1005-18	SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)	42224
	<i>Authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$18,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.</i>	
1005-19	HOBOKEN FERRY TERMINAL REHABILITATION – TRAIN SHED REPAIRS: CONSTRUCTION CONTRACT AWARD	42231
	<i>Authorization to contract (No. 10-064X) with Hall Construction Co., Inc. Farmingdale, New Jersey, for the construction of Hoboken Terminal Train Shed Repairs at a cost not to exceed \$2,147,000, plus five percent for contingencies, subject to the availability of funds.</i>	

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS' MEETINGS
MAY 12, 2010
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CONSENT CALENDAR

1005-20 HUDSON-BERGEN LIGHT RAIL ROUTE 440 EXTENSION: 42235
AMENDMENT TO CONSULTANT SERVICES CONTRACT FOR
ALTERNATIVES ANALYSIS PHASE II

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PUBLIC COMMENTS ON NON-AGENDA ITEMS

EXECUTIVE SESSION AUTHORIZATION

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

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.

APPROVAL OF MINUTES

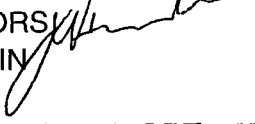
WHEREAS, the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the April 14, 2010, 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 April 15, 2010;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the April 14, 2010 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.

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

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

TO: BOARD OF DIRECTORS 
FROM: JAMES W. WEINSTEIN
DATE: MAY 12, 2010
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MAY 2010

As you know, new fares took effect May 1, and we want to thank our customers for their continued patronage. Through this past weekend, we've seen an overall diversion of riders of approximately 2.6 percent since the fare change, which is within the levels we anticipated. While these preliminary figures indicate that ridership is holding steady, the final impacts may not be clear for weeks or months.

This month, the new rail schedules take effect May 23, including service reductions we previously announced as part of our budget plan that were presented during our public hearing process in March. To minimize impacts to our customers, we have made several adjustments on the rail system to change stopping patterns or departure times in an effort to accommodate riders on trains that are being eliminated. We encourage customers to review new timetables, which are already available on njtransit.com.

Recently, we opened a new passenger pick-up and drop-off area at Newark Penn Station, located on the east side of the station on Commerce Street, between Raymond Plaza East and Market Street. The new Ironbound Drop-Off Area provides convenient access to the main concourse with 11 spaces for short-term parking. It will help relieve traffic congestion and pedestrian impacts during upcoming construction work on Raymond Plaza West and offers a more convenient option for customers who are getting picked up or dropped off at the station, especially for those with luggage and those who need help getting into the station.

We have also made two improvements as part of our ongoing effort to put technology to work for our customers. First, DepartureVision has been expanded to include New York Penn Station and Hoboken Terminal, which means that the service is now available at all of our train stations. DepartureVision, which launched last year as part of the new, improved njtransit.com, displays train departure screens on your desktop computer or web-enabled mobile device and includes departure time, train status and track assignment. Now customers can view real-time travel information for the entire NJ TRANSIT rail system while on the go or from the convenience of their home or office.

The second improvement is the launch of a new Developer Resources section of njtransit.com, which will provide third-party developers with direct access to NJ TRANSIT service data for use in creating new trip-planning software applications—or “apps” as they are commonly known. This section of the web is designed to encourage innovation among developers, who can use our schedule data to create new tools, such as mobile and desktop applications, to improve customer access to travel information. Following a simple registration process, developers can download free schedule data in a general format with just a few mouse-clicks. We look forward to seeing the innovations that come about.

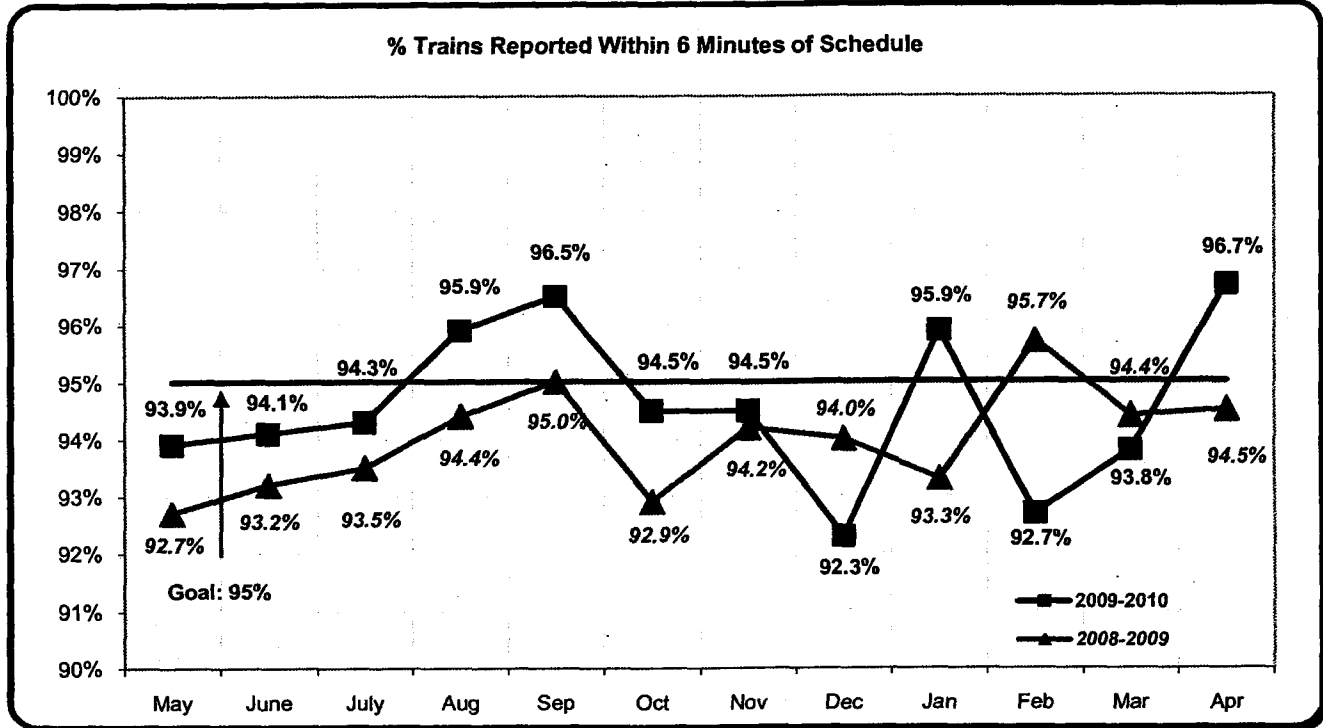
This month, we are gearing up for a busy schedule of events served by the Meadowlands Rail Line. We kicked off this year's service with trains to and from the Mexico vs. Ecuador soccer game on Friday, May 7. The slate of events includes concerts and pre-season football games this summer, as well as regular season football in the fall. In addition to Meadowlands service, we are preparing for the summer season with a slate of discounted transportation packages to destinations around the state, including Great Adventure, Monmouth Park, and several beaches along the North Jersey Coast Line. A recent poll conducted by Monmouth University and Gannett New Jersey found that sixty-nine percent of New Jersey families plan to visit the Jersey Shore this summer—a 10 percent increase from last year—so we are ready.

EXECUTIVE DIRECTOR'S MONTHLY REPORT MAY 2010

- 1. PERFORMANCE MEASURES**
- 2. DBE/MBE PROGRAM**

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MAY 2008 - APRIL 2010



	2009	2010	# Change
April Comparison	94.5%	96.7%	2.2%

	2008-2009	2009-2010	# Change
12-Month Average May - April	94.0%	94.6%	0.6%

Analysis:

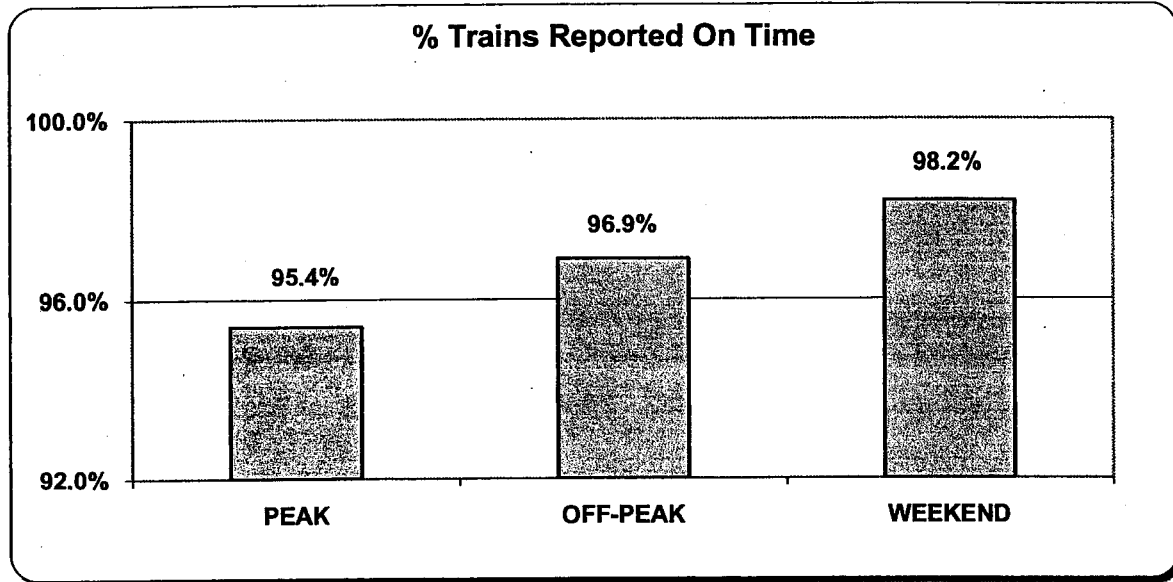
Rail On-Time Performance was 96.7% for April 2010. Of the 18,929 trains that were scheduled to operate, 18,298 were on time, while 631 trains (or 3.3%) were delayed. Key causes included:

- Congestion in New York Penn Station on April 1 caused by suspension of Amtrak service between New York and Boston due to severe weather.
- Amtrak signal and switch problems on April 15.
- Signal problems in New York Penn Station on April 22.

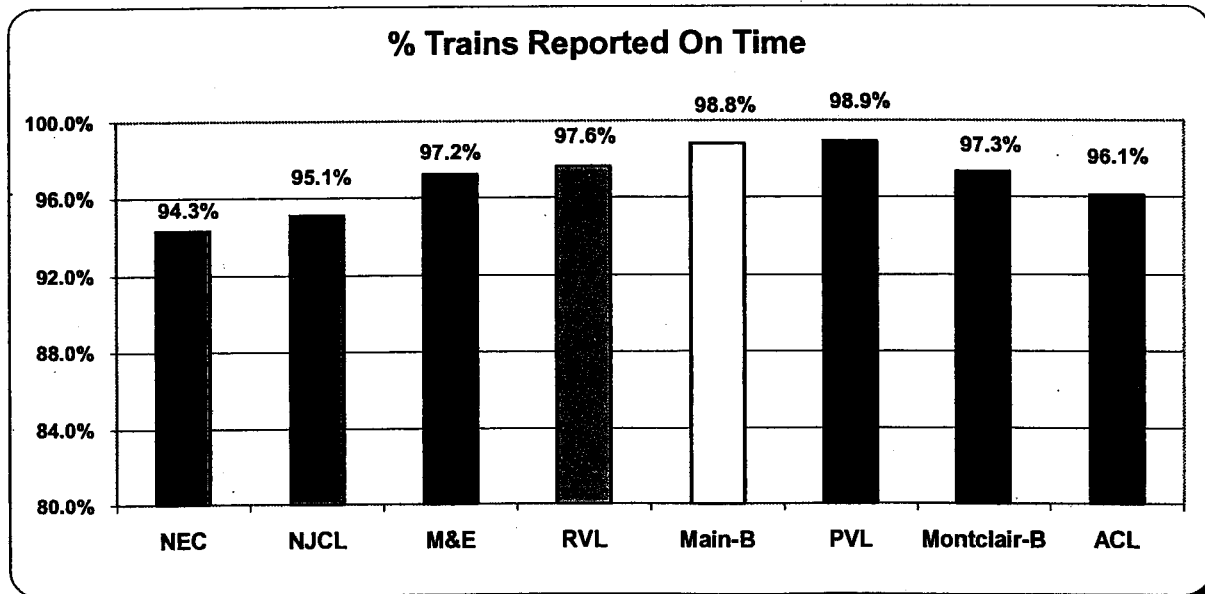
The 12-month average for Rail On-Time Performance for May 2009 - April 2010 was 94.6%.

ON-TIME PERFORMANCE RAIL

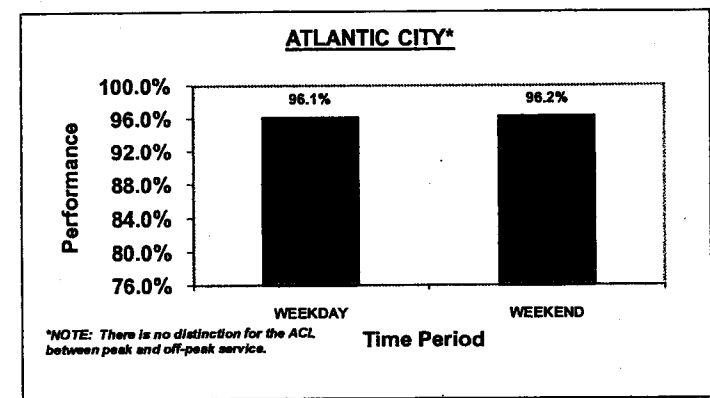
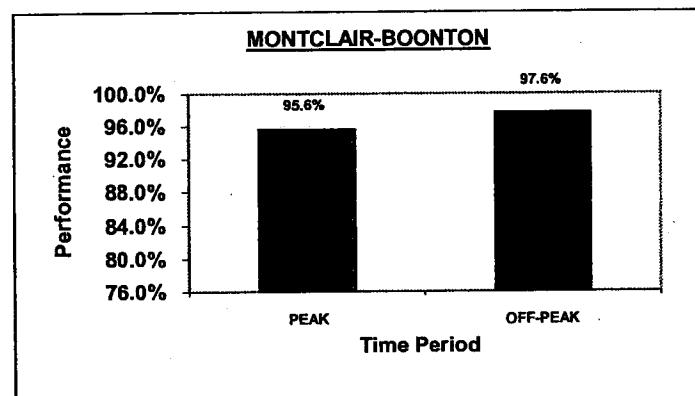
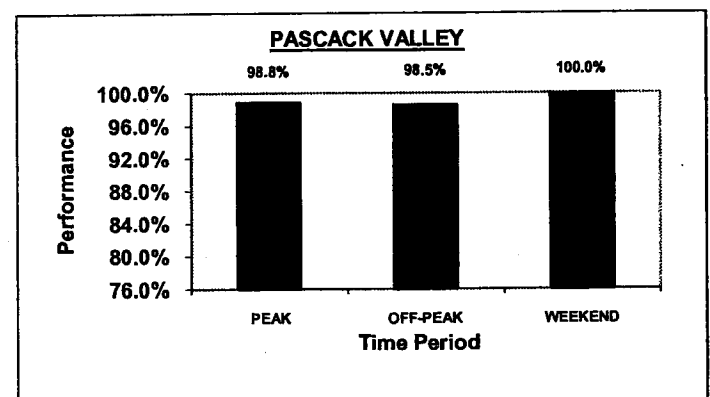
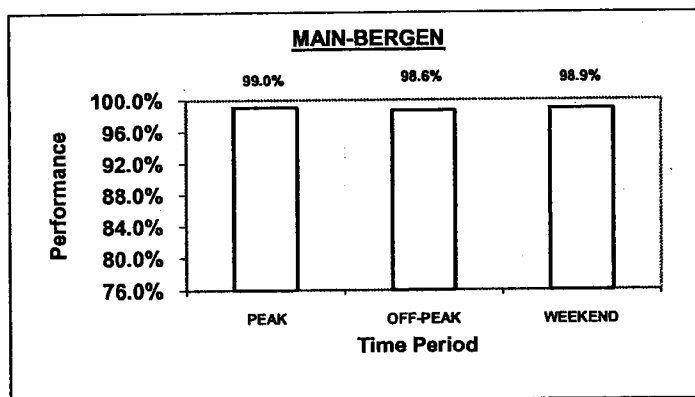
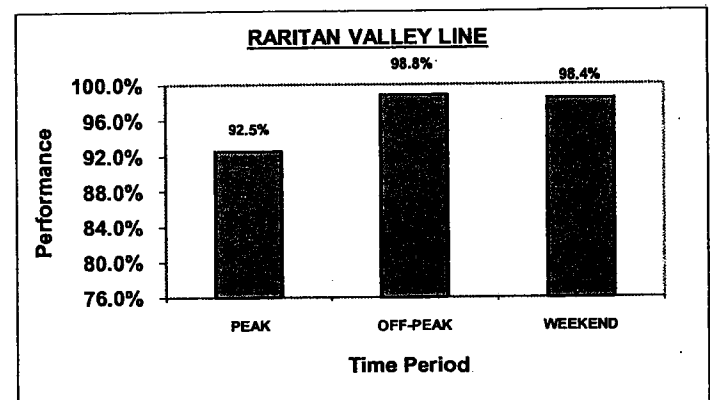
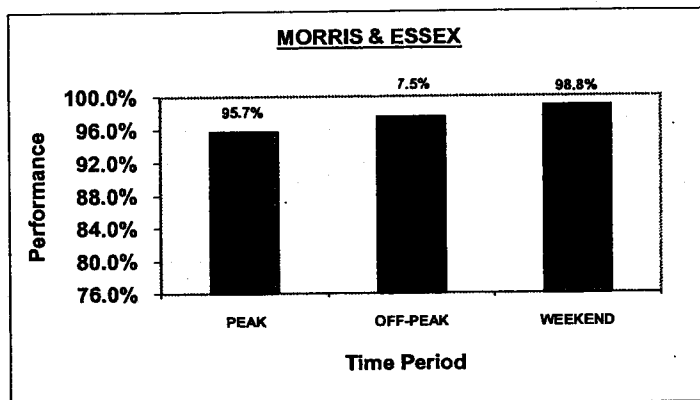
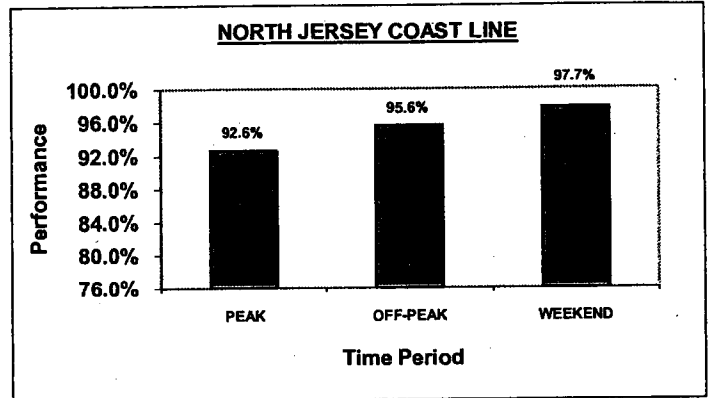
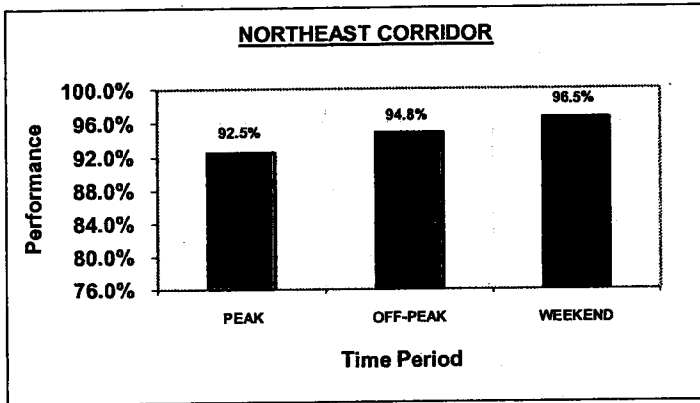
SUMMARY BY TIME PERIOD APRIL 2010



SUMMARY BY LINE APRIL 2010

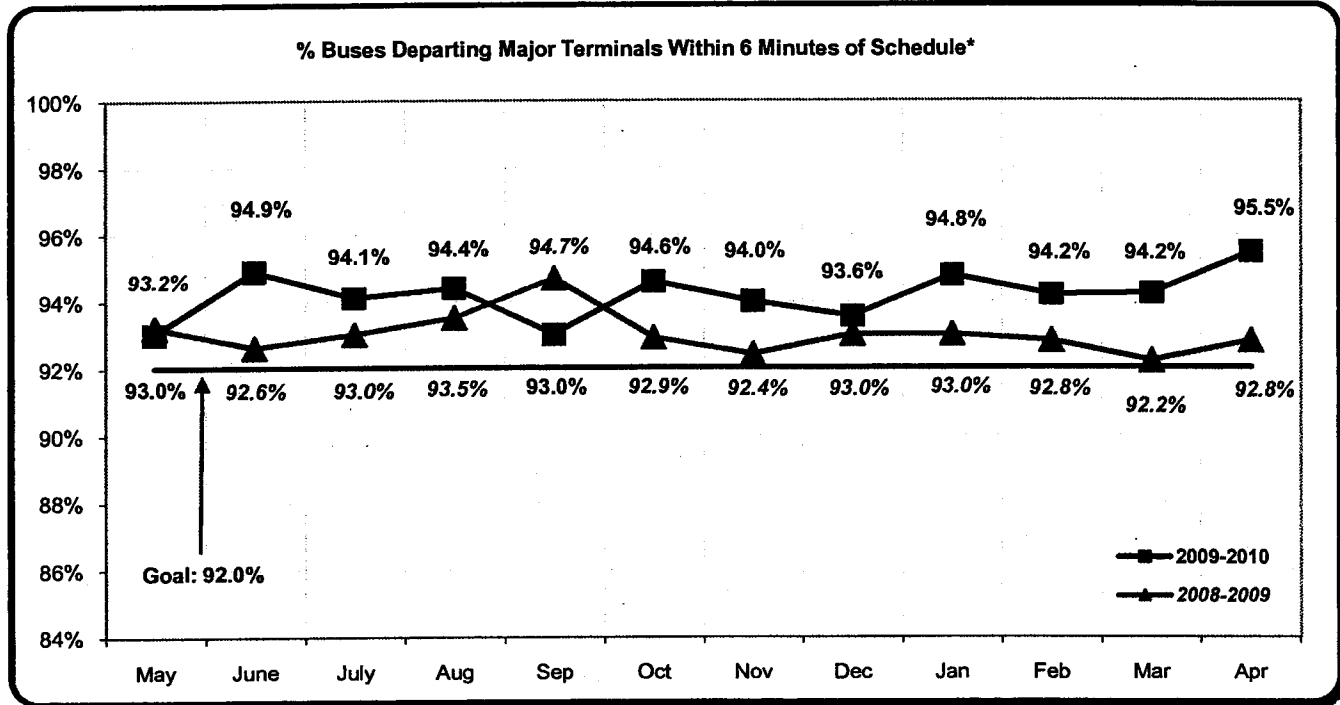


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL 2010



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

NJ TRANSIT ON-TIME PERFORMANCE BUS MAY 2008 - APRIL 2010



*Note: Includes the Walter Rand Transportation Center, Atlantic City Bus Terminal, Port Authority Bus Terminal, Newark Penn Station, and, as of July, 2008, Hoboken Terminal.

	2009	2010	% Change
April Comparison	92.8%	95.5%	2.7%

	2008-2009	2009-2010	% Change
12-Month Average May - April	93.0%	94.2%	1.2%

Analysis:

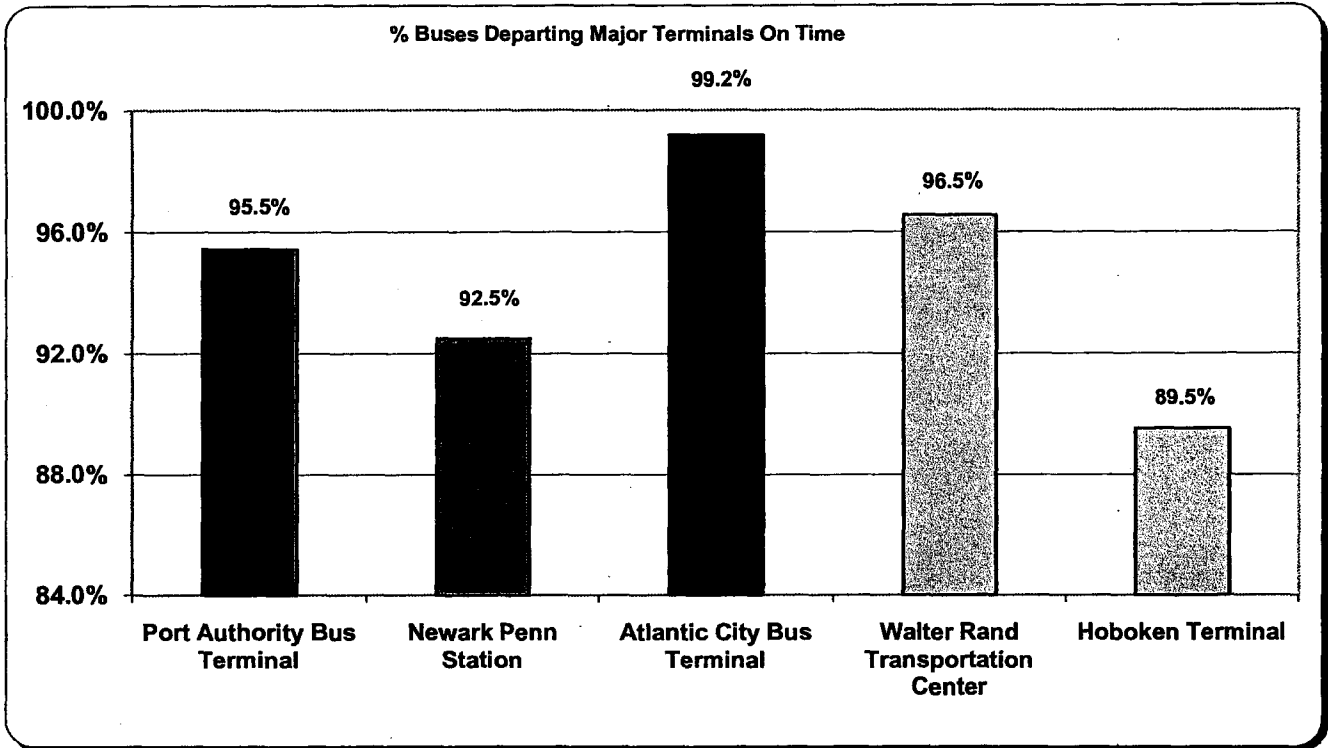
Bus On-Time Performance was 95.5% for April 2010. Of the 35,416 monitored departures, 1,602 (or 4.5%) experienced delays. Key causes included:

- Heavy traffic on April 16 impacting Port Authority Bus Terminal buses.
- Mechanical issues affecting Newark Penn Station buses on April 30.
- Traffic on the Ben Franklin Bridge delaying Walter Rand Transportation Center service on April 5.

The 12-month average for Bus On-Time Performance for May 2009 - April 2010 was 94.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL APRIL 2010

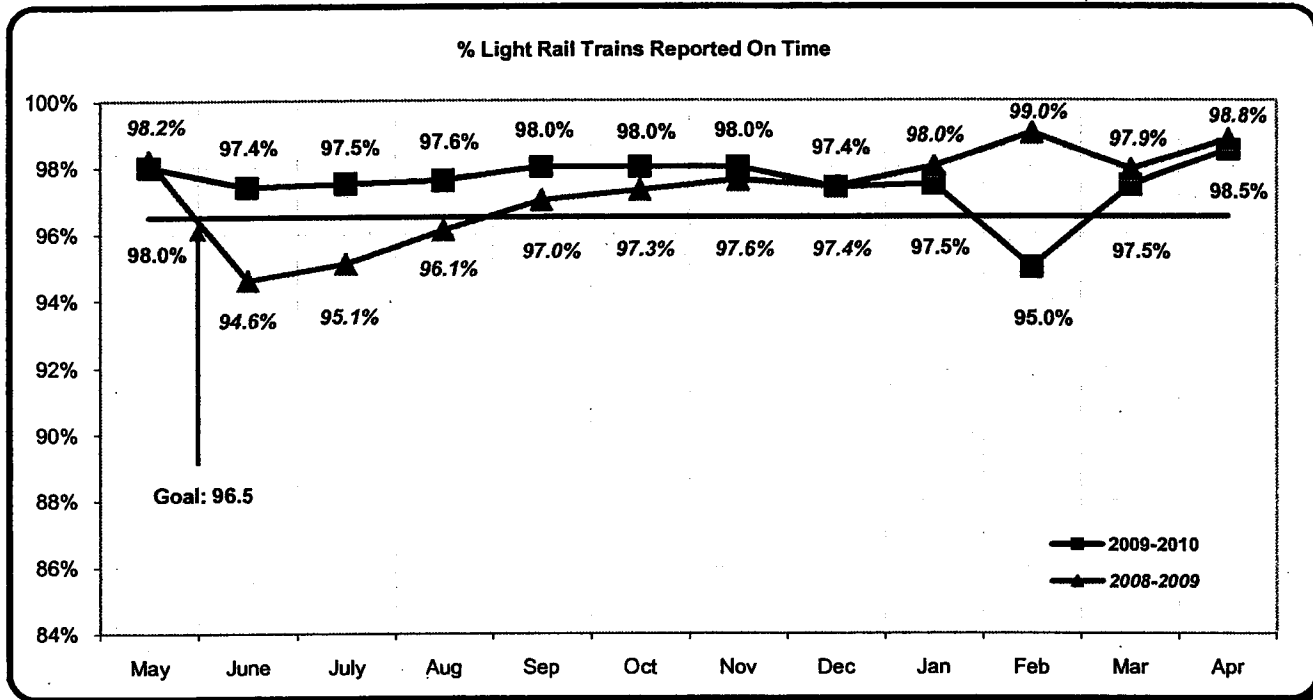


NJ TRANSIT

ON-TIME PERFORMANCE

LIGHT RAIL - SYSTEMWIDE

MAY 2008 - APRIL 2010



*Note: Starting May 2007

	2009	2010	# Change
April Comparison	98.8%	98.5%	-0.3%

	2008-2009	2009-2010	# Change
12-Month Average May - April	97.3%	97.5%	0.2%

Analysis:

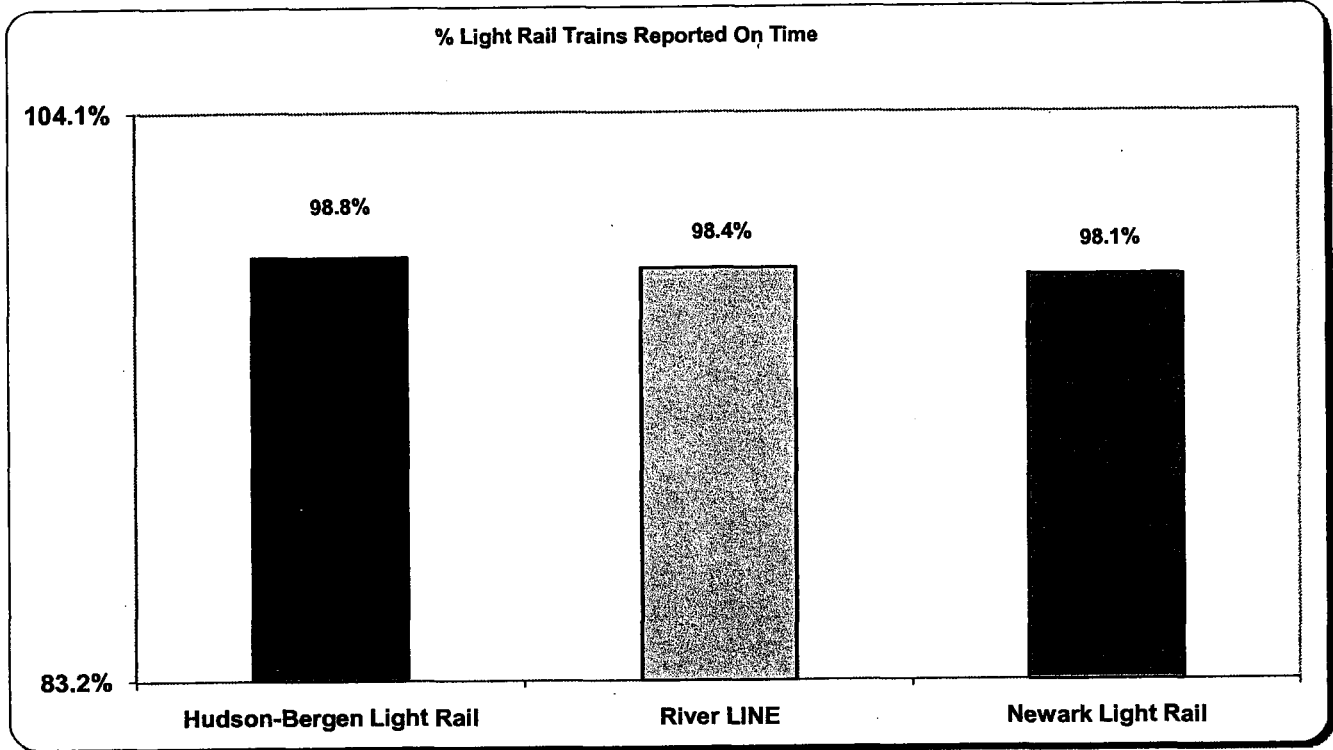
Light Rail On-Time Performance systemwide was 98.5% for the month of April 2010. Of the 29,684 scheduled trains, 457 (or 1.5%) experienced delays. Key causes included:

- Equipment failure impacting Newark Light Rail service on April 6.
- An auto/light rail accident delaying River Line trains on April 14.
- An auto/light rail accident delaying HBLR trains on April 30.

The 12-month average for Light Rail On-Time Performance for May 2009 - April 2010 was 97.5%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE APRIL 2010



DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$83,292,370 in federal funds were awarded during October through April of FY 10.* Disadvantaged Business Enterprises (DBEs) were awarded \$12,368,451 or 14.8 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$82,376,643 in state-funded contract dollars were awarded during July through April FY 10. ** Of that total, Small Business Enterprises (SBEs) received \$20,984,921 or 25.5 percent. Category 1 SBEs received \$703,750 or 0.9 percent. Category 2 SBEs received \$2,741,789 or 3.3 percent. Category 3 SBEs received \$1,885,392 or 2.3 percent. Category 4 SBEs received \$1,884,596 or 2.3 percent. Category 5 SBEs received \$13,733,734 or 16.7 percent. Category 6 SBEs received \$35,000 or 0.04 percent.***

Federal & State Contracts Total

\$165,669,013 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$33,353,372 or 20.1 percent of federal and state contract dollars was won by DBEs and SBEs.

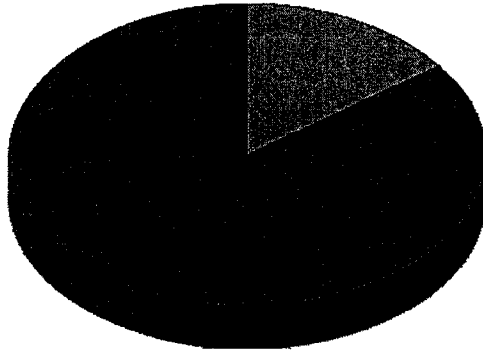
*Fiscal year beginning October 1, 2009

**Fiscal year beginning July 1, 2009

***Cat 1-Less than \$500,000 gross revenues, Cat 2-Less than \$5 million, Cat 3-Less than \$12 million, Cat 4 (construction)-Less than \$1 million, Cat 5 (construction)-Less than \$17,420,000, Cat 6 (construction)-Up to \$33.5 million

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

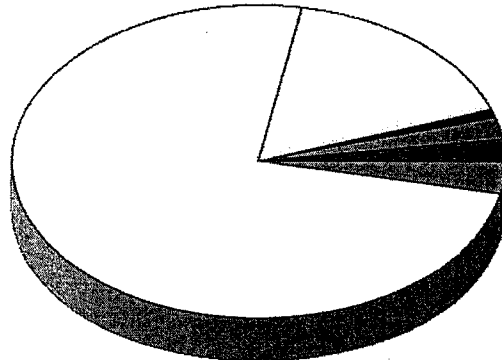
NON-DBE
FEDERAL
\$70,923,919
85.2%



DBE RACE
NEUTRAL & RACE
CONSCIOUS
\$12,368,451
14.8%

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

NON-SBE STATE
\$61,391,722
74.5%



SBE-5
\$13,733,734
16.7%

SBE-1
\$703,750
0.9%

SBE-4
\$1,884,596
2.3%

SBE-3
\$1,885,392
2.3%

SBE-2
\$2,741,789
3.3%

SBE-6
\$35,000
0.04%

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

ACTION ITEMS

ITEM 1005-18: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)

BENEFITS

Materials and services, which are available from only one source of supply, are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d) and Executive Order No. 37. Sole source vendors generally have proprietary control over the manufacture of parts and components and the provision of technical services for NJ TRANSIT equipment.

Rail, bus, and light rail rolling stock and equipment is manufactured by a relatively small number of industrial producers using proprietary designs to meet the particular performance requirements and physical environment of individual transit systems and railroads. The equipment is not mass-produced, but manufactured to order.

The equipment is capital intensive, long-lived and, if properly maintained, can operate safely for decades. However, the spare parts, material and technical services needed to maintain this uniquely engineered equipment in many cases is available only from the original equipment manufacturer (OEM), or a successor company with proprietary rights to the original design.

A list of Fiscal Year 2011 sole/single source vendors is set forth in Exhibit A. For the purpose of transparency, this list includes all sole and single source vendors that NJ TRANSIT may need to use in the coming fiscal year, regardless of whether they were used in the previous fiscal year. Should a new vendor need to be added to Exhibit A in FY11, as a result of a newly identified critical operating need, staff will notify the Board if the aggregate amount exceeds \$250,000.

Staff continually seeks, where feasible, to develop specifications and reduce reliance on sole source vendors and will continue to do so. Examples of items that have been removed from prior authorizations include Comet Passenger Car brake pads and rotors, non-revenue vehicle repair services, train servicing and traction motor and gear unit repairs. However, staff has demonstrated, through numerous unsuccessful competitive efforts, that there are no qualified and responsible commercial alternatives to many suppliers, and since 1987 the Board has annually authorized this item to ensure efficient and continuous provisioning of our maintenance operations. All items or services purchased on a sole/single source basis are subject to price or cost analysis to ensure the reasonableness of the prices quoted.

PURPOSE

The need for NJ TRANSIT to exercise sole and single source authority relates to specific areas of procurement, including, but not limited to, the following:

Replacement Parts from Original Equipment Manufacturers (OEMs)

These OEM parts or components are needed to repair and maintain rolling stock and other equipment specifically designed by the OEM manufacturer, where available technical data does not assure that a part or component supplied by another vendor will adequately perform the same function it replaces.

Examples of major sole source vendors include Bombardier Transportation, Rail Systems, Inc., (EMD), ALSTOM Transportation, Kinkisharyo Inc., WABTEC Passenger Transit, MCI Service Parts, NeoPart, and Prevost-Nova Bus.

Sole Supplier Services

Certain apparatus can only be serviced and/or tested by sole/single source vendors. For example, Sperry Rail Services is the only industry-recognized source capable of simultaneously testing rail by induction and ultrasound methods; Harsco Track Technologies is the only qualified source to provide Track Laying Machine Services for the automated installation of concrete ties; and Solari Corporation is the only qualified source for the repair of Solari display units.

Rail Brake Shoes

NJ TRANSIT operates approximately 1,200 passenger rail cars and locomotives daily. Brake shoes and pads are replaced on all in-service equipment through periodic and daily inspections. Electric and Diesel Locomotive and Multilevel Passenger Car brake shoes and pads are specialized equipment and are available from only one source of supply. Based upon past experience and test results, these products alone meet the required acceptable stop distances, wheel heat generation limits and acceptable shoe and wheel wear tolerances.

Summary

The operation and maintenance of NJ TRANSIT Bus, Rail, Light Rail and Support functions requires the purchase of OEM parts, maintenance spares, services, modifications, upgrades and other programs, which can only be obtained from sole and single qualified sources.

As such, it has been determined that the vendors listed within this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.5 and Executive Order No. 37.

ACTION

Staff requests authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved vendors

set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$18,000,000. The Board will be notified of new firms whose aggregate spend exceeds \$250,000 within the fiscal year. This request will cover a 12-month period.

FISCAL IMPACTS:

Requested Authorization:	\$18,000,000
Total Project Cost:	\$18,000,000
Projected Date of Completion:	June 30, 2011
Anticipated Source of Funds:	FY 2011 Operating Budget Capital Budgets
Diversity Goals:	N/A
Related Authorization:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT requires maintenance items and services to support the operation of various major equipment; and

WHEREAS, it is necessary to obtain these required maintenance items and services from sole or single sources; and

WHEREAS, pursuant to N.J.A.C. 16:72 competitive procurement requirements may be waived in instances where only one source of supply is available;

WHEREAS, it has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and 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 enter into sole/single source, procurement-by-exception contracts for the purchase of parts and services from approved sole/single source vendors set forth in Exhibit A, subject to adjustments and Board notification of new firms whose aggregate spend exceeds \$250,000, at a total cost not to exceed \$18,000,000 for the period July 1, 2010 to June 30, 2011, subject to the availability of funds.

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FY 2011

	VENDOR NAME	CITY	STATE	SBE/MBE
1	ABB C/O Burgoyne Sales	Edison	NJ	
2	ABB Control, Inc.	Wichita Falls	TX	
3	ABB Power T&D	St Louis	MO	
4	ABM - American Building Maint.	New York	NY	
5	AFL Comm./Dossert Corp.	Duncan	SC	
6	Alstom Signaling (GRS)	Rochester	NY	
7	Alstom Transport Service NA	Lisle	IL	
8	Amerex Corp.	Trussville	AL	
9	Anchor Brake Shoe Co.	Park Ridge	IL	
10	Anixter, Inc.	Cranbury	NJ	
11	Assetworks, Inc.	Wayne	PA	
12	Atlantic Detroit Diesel	Lodi	NJ	
13	Atlantic Import & Export Corp.	Branchburg	NJ	
14	Bombardier Inc/Aftermarket	Ontario	Canada	
15	Carbone of America	Boonton	NJ	
16	C-K Composites	Mt. Pleasant	PA	
17	Cleveland Price	Trafford	PA	
18	Clever Devices	Syosset	NY	
19	CMI-Promex	Pedricktown	NJ	SBE
20	Columbus Steel Castings	Columbus	OH	
21	Comet Communications, Inc.	Kansas City	MO	
22	Cooper Bearings, Inc.	Georgetown	DE	
23	Cubic Transp. Systems	Tulahoma	TN	
24	Cummins Metropower	Newark	NJ	MBE
25	Drivecam, Inc.	San Diego	CA	
26	Dustcontrol, Inc.	Wilmington	NC	
27	Dynatech Systems, Inc.	Burlington	NJ	
28	Faiveley Rail	Exton	PA	
29	Federal Metal Products	Ferndale	PA	
30	Ferraz Shawmut, Inc.	Newburyport	MA	
31	Foley, Inc.	Piscataway	NJ	SBE
32	Gar-Ren Tool & Machine Co.	Prospect Park	PA	WBE
33	GE Global Signals	Hingham	MA	
34	GE Transportation Parts LLC	Erie	PA	
35	General Electric Energy	Philadelphia	PA	
36	Goyal Industries, Inc.	Mansfield	OH	
37	Graham White Sales Corp.	Salem	VA	
38	Harsco Track Technologies	West Columbia	SC	
39	Hi Tran Corporation	Flemington	NJ	

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FY 2011

	VENDOR NAME	CITY	STATE	SBE/MBE
40	Hirail Corporation	Lisbon	IA	
41	Hoffman Services, Inc.	Newark	NJ	
42	Holdsworth USA	Indianapolis	IN	
43	Honeywell, Inc.	Marlton	NJ	
44	Imtech/Activu Corp.	Denville	NJ	
45	Industrial Machine Corporation	Paterson	NJ	
46	Ingersoll-Rand Air Center	Edison	NJ	
47	Inter Swiss Ltd.	Chicago	IL	
48	ISE Research Corp.	Poway	CA	
49	Jala Equipment Co.	Ft Lauderdale	FL	
50	Jamaica Bearings	New Hyde Park	NY	
51	JMA Rail Products	Carol Stream	IL	
52	Johnson Controls, Inc.	Edison	NJ	
53	Kim Hotstart Mfg. Co.	Spokane	WA	
54	Kinkisharyo International, LLC	Jersey City	NJ	
55	Knorr Brake Corp/NYAB	Westminster	MD	
56	LBBA Technologies	Quebec	CA	
57	Liebert Corporation	Edison	NJ	
58	Lift-U-Inc.	Escalon	CA	
59	Lincoln Service & Equipment	Durham	CT	
60	Luminator-A Mark IV Industries	Plano	TX	
61	Matrix Railway Corp.	West Babylon	NY	
62	MCI Service Parts	Schaumburg	IL	
63	Microphor, Inc.	Willits	CA	
64	Modern Track Machinery	Elgin	IL	
65	Moore Wallace NA	Edison	NJ	
66	Morbern, Inc.	Toronto	Canada	
67	Motive Equipment	New Berlin	WI	
68	National Railway Supply	Savannah	GA	
69	North American Bus Industries	Delaware	OH	
70	North American Specialty Glass	Trumbauersville	PA	
71	Orgo-Thermit, Inc.	Manchester	NJ	
72	ORX Railway Corporation	Tipton	PA	
73	Pandrol USA	Bridgeport	NJ	
74	Penn Machine Company	Carnegie	PA	
75	Portec, Inc. RMP	Pittsburgh	PA	
76	Precision Transmission	Colmar	PA	
77	Prevost-Novabus Parts	Elgin	IL	
78	Pyle Connector Corp.	Sidney	NY	

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FY 2011

	VENDOR NAME	CITY	STATE	SBE/MBE
79	Qual-Tran Corporation	Blue Bell	PA	
80	Quantum Engineering, Inc.	Orange Park	FL	
81	Quester Tangent	Saanichton B.C.	Canada	
82	Rail Systems, Inc.	Houma	LA	
83	Railroad Friction Prod.	Laurinburg	NC	
84	Rails Company	Maplewood	NJ	
85	Rosbro Engineering	Blainville, QC	Canada	
86	RTR Technologies, Inc.	Stockbridge	MA	
87	Safetran Systems	Louisville	KY	
88	Saft America, Inc.	Cockeysville	MD	
89	Scantron Corporation	Irvine	CA	
90	Siemens Building Tech.	Pine Brook	NJ	
91	Siemens Energy & Automation	Elgin	IL	
92	Simmons Machine Tool Corp.	Albany	NY	
93	Simplex Grinnell	Rockaway	NJ	
94	Sperry Rail Service	Danbury	CT	
95	Stavola Construction	Bound Brook	NJ	
96	Tessco Technologies	Hunt Valley	MD	
97	Transtech of SC	Piedmont	SC	
98	Transtech Corp USA	Mahwah	NJ	
99	TSS (Bonatrans)	New Freedom	PA	
100	Turtle & Hughes	Bridgewater	NJ	
101	Union Switch & Signal	Batesburg	SC	
102	United Knitting Machine	Kulpsville	PA	
103	VAE Nortrak, Inc.	Birmingham	AL	
104	Vapor Rail	Quebec	Canada	
105	Wabtec Passenger Transit	Spartanburg	SC	
106	Wabtec/Stone Air	Columbia	SC	
107	Warner Radiator	Paducah	KY	
108	Wayfarer Transit Systems	Elizabeth	NJ	
109	Whiting Corp.	Monee	IL	

ITEM 1005-19: HOBOKEN FERRY TERMINAL REHABILITATION – TRAIN SHED REPAIRS: CONSTRUCTION CONTRACT AWARD

BENEFITS

Hoboken Terminal was originally constructed in 1907 and is built over the Hudson River. The effect of tides and proximity to the river have contributed to the deterioration of many structural components supporting the train shed, which are in need of stabilization and repair. This project is included in NJ TRANSIT's master plan to rehabilitate and restore all facilities at Hoboken Terminal for customer comfort and convenience, to maintain reliable operations, and to protect and enhance historic assets.

Hoboken Terminal offers direct connections to and from NJ TRANSIT's rail, light rail, and bus systems as well as the PATH system. The rehabilitation will maintain the historic ferry facility for continued use as a multi-modal transportation facility.

PURPOSE

Authorization of this construction contract will allow for the structural repairs and stabilization needed to prevent further deterioration of the train shed. The scope of work includes structural, concrete and roof membrane repairs, lead abatement, repairs to various columns, structural steel bracing and support members, and new concrete slabs.

ACTION (Justification: State of Good Repair)

Staff seeks authorization to contract (No. 10-064X) with Hall Construction Co., Inc. Farmingdale, New Jersey, for the construction of Hoboken Terminal Train Shed Repairs at a cost not to exceed \$2,147,000, 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: \$ 2,147,000 + 5% contingency

Total Project Cost: \$ 4,330,000

Projected Date of Completion: April 2011

Anticipated Source of Funds: Transportation Trust Fund

Diversity Goal: 18% SBE

NJ Build Amount: \$ 10,735

Future/Related Authorizations: None

**Impact on Subsequent
Operating Budget: \$ 0**

RESOLUTION

WHEREAS, the restoration of the Hoboken Ferry Terminal Building will continue NJ TRANSIT's work to stabilize and improve the historic Hoboken Terminal Complex for operational reliability and customer convenience; and

WHEREAS, the construction of the Train Shed Repairs project will stabilize and repair the train shed from further deterioration; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Hall Construction Co., Inc. was the lowest responsive, responsible bidder for the Train Shed Repairs;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to contract (No. 10-064X) with Hall Construction Co., Inc. Farmingdale, New Jersey, for the construction of Hoboken Terminal Train Shed Repairs at a cost not to exceed \$2,147,000, plus five percent for contingencies, subject to the availability of funds.

CONSENT CALENDAR

**ITEM 1005-20: HUDSON-BERGEN LIGHT RAIL ROUTE 440 EXTENSION:
AMENDMENT TO CONSULTANT SERVICES CONTRACT FOR
ALTERNATIVES ANALYSIS PHASE II**

BENEFITS

The existing Hudson-Bergen Light Rail (HBLR) West Side Avenue service terminates at West Side Avenue Station in Jersey City. The municipality is planning significant new residential, commercial, and retail development approximately one-half mile west of the existing West Side Avenue HBLR station in the vicinity of State Route 440. Up to 8,000 housing units, the expansion of New Jersey City University, and additional commercial and retail space are planned. The proposed density levels will require the study of improved transit options to support this development. There are also existing residential communities in the area that would benefit from the HBLR extension.

HBLR has been in operation since April 2000. Since then, a series of system expansions have been completed. The system is a success, with over 40,000 average weekday passenger trips. This project will analyze the utility and effectiveness of extending the system to the redevelopment area west of State Route 440, while ensuring that HBLR continues to provide efficient and effective service.

Congressman Albio Sires has secured federal funding to advance the Alternatives Analysis.

PURPOSE

The contract for professional services for the HBLR Route 440 Extension Alternatives Analysis was awarded to AKRF, Inc. after the completion of a competitive procurement process, and approved by the Board at its September 2009 meeting. In October 2009, a limited notice to proceed was issued (Phase I) up to the limit of the funding available at that time. Additional funding was subsequently secured to complete the study.

The authorization of Phase II of this contract will provide professional services for the completion of a Federal Transit Administration (FTA)-compliant Alternatives Analysis for the extension of HBLR to the vicinity of State Route 440 in Jersey City to serve planned and existing residential, commercial, and retail development. Phase II will include analysis of rail operations; estimation of transportation benefits; analysis of environmental, transportation, and social impacts; continuation of public involvement; development of funding and financing strategies; and evaluation of the alternatives and selection of the Locally Preferred Alternative.

ACTION (Capital Program Justification: New System Start)

Staff seeks authorization to amend the existing professional services contract (No. 09-121) with AKRF, Inc. of New York, New York, for consultant services to fully fund the completion of the HBLR Route 440 Extension Alternatives Analysis at a cost not to

RESOLUTION

WHEREAS, extensive new residential, commercial, and retail development is planned in western Jersey City in the vicinity of State Route 440; and

WHEREAS, NJ TRANSIT seeks to complete an Alternatives Analysis for the extension of the Hudson-Bergen Light Rail system to this development as part of the federal environmental process; and

WHEREAS, NJ TRANSIT previously selected AKRF, Inc. through a competitive procurement process to undertake the Alternatives Analysis for the Hudson-Bergen Light Rail Extension to Route 440; and

WHEREAS, additional work is needed to complete Phase II of the Alternatives Analysis, including analysis of rail operations; travel demand forecasting and estimation of transportation benefits; analysis of environmental, transportation, and social impacts; continuation of public involvement; development of funding and financing strategies; and evaluation of the alternatives and selection of the Locally Preferred Alternative;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to amend the existing professional services contract (No. 09-121) with AKRF, Inc. of New York, New York, for consultant services to fully fund the completion of the Hudson-Bergen Light Rail Route 440 Extension Alternatives Analysis at a cost not to exceed \$549,000 for a total contract authorization of \$800,000, subject to the availability of funds.