

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

Richard R. Sarles
Executive Director

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



November 21, 2007

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the 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 Monday, November 19, 2007.

Sincerely,

Gwen A. Watson
Board Secretary

Enclosures

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

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 Monday, November 19, 2007.

Present:

Kenneth E. Pringle, Acting Vice Chairman
Robert Shane, Governor's Representative
Robert Smartt, Treasurer's Representative
Susan Hayes
Flora Castillo

Richard R. Sarles, Executive Director
Gwen A. Watson, Board Secretary
Warren A. Hersh, Acting Auditor General
Lynn Bowersox, Assistant Executive Director, Corporate Communications & External Affairs
James Gigantino, Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Mala Narayanan, Deputy Attorney General
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
Ernest Williams, Acting Assistant Executive Director, Diversity

Acting Vice Chairman Kenneth E. Pringle convened the Open Session at 9:15 am in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Robert Smartt, seconded by Flora Castillo and unanimously adopted.

Acting Vice Chairman Kenneth E. Pringle reconvened the Open Session at 9:35 am and asked for a motion to adopt the minutes of the October 10, 2007 meeting. A motion was made by Flora Castillo, seconded by Susan Hayes and unanimously adopted.

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

Executive Director Sarles apologized to all passengers and commuters for yesterday's disruption in service on the Northeast Corridor due to damaged overhead electrical wires. Executive Director Sarles said Amtrak repaired the wire and service resumed. Executive Director Sarles said he looks forward to the day when Access to the Region's Core is built since it will result in less service disruptions for customers.

Hackensack Bus Terminal

Executive Director Sarles said Board Member Susan Hayes joined him for the reopening of the renovated Hackensack Bus Terminal on River Street earlier this month. He said this is an important community asset that serves 12 routes with 681 bus arrivals and departures and 3,400 customers every day. The renovations include clean, well-lit, new restrooms and cameras and underscores a commitment to bus improvements.

Prudential Center

Executive Director Sarles was pleased to work with the City of Newark to ensure success of the Prudential Center. He received good feedback from customers on the new Market Street entrance. He said on average, nearly 4,000 people chose NJ TRANSIT to get to the arena the first 11 nights, with a record 7,000 people for the last Bon Jovi concert.

Solar Panels at Meadows Maintenance Complex

Executive Director Sarles said an item on today's board agenda is a solar power system for use at Meadows Maintenance Complex. He said the system is a renewable, clean source of energy that saves money, helps stabilize utility bills, benefits the environment, and is in line with Governor Corzine's energy initiative. Solar panels placed on the roof of the Meadows Maintenance Complex will produce 800,000 kilowatt-hours of electricity per year. It is built at no cost to NJ TRANSIT and the project includes a rebate through the State's Clean Energy Program and NJ TRANSIT is contracting with a company to design, finance, build, operate and maintain the system. He said the company will sell NJ TRANSIT the electricity for a fraction of what is paid for the same amount of commercial power. It is estimated that there will be a savings of about \$90,000 per year.

Idling

Executive Director Sarles said NJ TRANSIT strives to be a good neighbor working with communities to respond to concerns about noise near train yards. Earlier this year, NJ TRANSIT implemented a no idling policy when outdoor temperatures were 40 degrees or above. Working with maintenance crews to progress a new set of procedures will allow NJ TRANSIT to safely turn off diesel engines in all weather down to zero degrees without compromising reliability of service. Executive Director Sarles said the new policy of no idling applies to Raritan, Port Morris, Bay Head, Port Jervis, Spring Valley and Suffern yards. Diesel noise cannot be completely eliminated as trains will continue to pull into and out of yards as part of normal operations, but, the benefits will be especially noticeable in overnight hours. The new procedure will reduce noise and reduce fuel consumption.

William Wright presented the Advisory Committee Report. Mr. Wright said the Committee is looking forward to the challenges of next year such as increasing ridership and obtaining State support for NJ TRANSIT. Mr. Wright complimented Governor

Corzine for obtaining monies for the Transportation Trust Fund. He said efforts should be concentrated on all modes of transportation. Mr. Wright said NJ TRANSIT has had five fare increases but there has not been an increase in the gas tax. Everyone should act to increase the use of transportation.

Acting Vice Chairman Kenneth E. Pringle presented the Capital Planning, Policy & Privatization (CP3) report to the Board. The committee is pleased to recommend the appointment of Warren Hersh as Auditor General. Mr. Hersh hit the ground running and brings a fresh perspective to the work and the Board looks forward to working with him.

The Committee also heard that the Corporation continues to focus on its infrastructure with an item being presented today on the rehabilitation of the Lower Hackensack Bridge over the Hackensack River. As discussed, these types of upgrades are vital to keeping the system in a state-of-good-repair.

Board Member Flora Castillo presented the Administration Committee report to the Board. The Committee discussed a number of items with a particular focus on one item before the Board today, a new solar power system to support the Meadows Maintenance Complex facility. The new system will enable NJ TRANSIT to acquire five percent of its electricity from on-site green power generation. She said not only is solar power more environmentally friendly, this system is expected to greatly reduce the Meadows Maintenance Complex's power costs over the next two decades.

The Committee is pleased that staff is working closely with the Governor's office to achieve the State's objectives of moving to green power sources.

There were three public comments on agenda items.

David Peter Alan commented on the item ALP-44 Electric Locomotive Overhaul: Engineering Assistance Contract Award. He said there is congestion on the railroad and if engines had more speed, there would be less dwell time at the station and that would mitigate congestion on the railroad. Mr. Alan and his colleagues are available to meet with anyone with suggestions.

Joseph M. Clift commented on the item Phase I Construction Contract Rehabilitation of Undergrade Bridge 2.64, Lower Hack Lift Bridge over Hackensack River and Contract Amendment to Perform Phase III – Construction Support Services. Mr. Clift said it is difficult to get infrastructure work done. He said it will cost approximately \$16 million to complete Phase I as compared to the higher cost to complete the Portal Bridge. Mr. Clift said rehabilitation is far more cost efficient than brand new construction.

Mr. Clift commented about the rail outage this past weekend and said there are other transportation alternatives when there is a rail outage but those alternatives are not mentioned in news reports. Mr. Clift suggested NJ TRANSIT tell the news media specifically what other transportation alternatives are available.

Acting Vice Chairman Pringle asked Lynn Bowersox if NJ TRANSIT provides the news media with alternative transportation options and Ms. Bowersox said that information is

provided to the media. Some news reports include transportation alternatives. She said this past weekend PATH and NJ TRANSIT Bus Operations both cross-honored rail tickets.

James T. Raleigh commented on the item Extension of Time Authorization for Demand Modeling Consultant Contracts. Mr. Raleigh said he is very unhappy with demand modeling on the Monmouth-Ocean-Middlesex project, particularly the AECOM study. He said there are several problems with the study. The study justifies what Monmouth County wants which are not necessarily Monmouth-Ocean-Middlesex issues. The study totally failed to answer the question of how much traffic (bus/car/truck) will be diverted from Route 9.

Mr. Raleigh said he is in favor of the item Meadows Maintenance Complex: Photovoltaic Solar Power System. He is a user of a solar power system which reduced his electricity bill by two-thirds.

Executive Director Sarles told Mr. Raleigh that he will have an opportunity to comment further in the coming months. Executive Director Sarles said this will be presented to the counties and then to the Citizen Liaison Committee and there will be further opportunity to comment and provide input on this issue.

Executive Director Sarles presented the following Action Items for approval:

0711-74: ALP-44 ELECTRIC LOCOMOTIVE OVERHAUL: ENGINEERING ASSISTANCE CONTRACT AWARD

NJ TRANSIT's fleets of 20 ALP-44 locomotives have been in service for 12-17 years and require a mid-life overhaul. Technology advances during the last decade will allow for the design and remanufacture of more modern and reliable equipment to ensure state-of-good-repair, customer comfort and to provide capacity for existing and new services. Authorization is requested to contract with Interfleet Technology, Inc. of Philadelphia, Pennsylvania for the development of concept plans, contract documents which will include technical specifications and for specialized engineering support during the overhaul of 20 ALP-44 locomotives. The cost will not exceed \$2,107,385, plus five percent for contingencies.

Flora Castillo moved the resolution, Susan Hayes seconded it and it was unanimously adopted.

0711-75: MEADOWS MAINTENANCE COMPLEX: PHOTOVOLTAIC SOLAR POWER SYSTEM

The continuing effort to stabilize energy costs while advancing clean air goals has unveiled an unique opportunity to install a solar photovoltaic power plant on the roof of the Meadows Maintenance Complex which will produce 'green' power at significant savings during the next 20 years. The New Jersey State Board of Public Utilities will contribute a \$1.570 million

one-time rebate for construction and installation of the system. All remaining costs to design, build, operate and maintain this system will be borne by a contractor earning its return on investment from state and federal tax credits, accelerated depreciation, state rebates and sale of the energy. Authorization is requested to contract with Conti Group and its Alternity Power Division of South Plainfield, New Jersey to design, finance, build, operate and maintain a photovoltaic solar power system at the Meadows Maintenance Complex and to purchase electricity from that contractor for the next 20 years at a per kWh output price of \$.01 with annual inflation adjustment of two percent. NJ TRANSIT currently pays 12.25 cents per kWh and will now be paying 1 cent for that same energy, for an annual savings of over \$90,000. Authorization is also requested for approval to file the necessary request for funding from the New Jersey Board of Public Utilities to offset the project costs for installation of the solar power system.

Acting Vice Chairman Kenneth E. Pringle recused himself from voting on item #0711-75. Flora Castillo moved the resolution, Susan Hayes seconded it and it was adopted.

0711-76: PHASE I CONSTRUCTION CONTRACT REHABILITATION OF UNDERGRADE BRIDGE 2.64, LOWER HACK LIFT BRIDGE OVER HACKENSACK RIVER AND CONTRACT AMENDMENT TO PERFORM PHASE III – CONSTRUCTION SUPPORT SERVICES

The Lower Hack Lift Bridge is a single span, steel vertical lift bridge which was erected in 1927 and carries three active tracks on the Morristown Line over the Hackensack River in Hudson County. The bridge is in need of rehabilitation in order to maintain reliable commuter service and to improve the bridge functionality. The first two phases of design, preliminary and final, have been completed and the rehabilitation work is ready to begin. Authorization is requested to contract with IEW Construction Group to perform Phase I construction at a cost not to exceed \$16,377,510, plus five percent for contingencies. Phase I construction work will remove and replace all stairways and ladders, renew the bridge machinery and operator's house and perform a detailed inspection of the bridge's sheaves. Authorization is also requested to amend the professional service contract with Clough, Harbour & Associates, LLP of Parsippany, New Jersey to perform Construction Support Services to assist during construction activities for Phase I construction at a cost not to exceed \$185,000.

Susan Hayes moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0711-77: CUSTOMER COMMUNICATION SERVICES CONTRACT

NJ TRANSIT educates and informs current and potential customers about new and expanding services, schedule changes, service disruptions due to construction and capital projects, discounted fares, public hearings and employment opportunities. A specialized vendor offers communications services that achieve significant cost efficiencies by purchasing newspaper, radio and cable television in bulk for multiple clients and securing competitive pricing among various media outlets. Following a competitive procurement process, authorization is requested to contract with Brushfire Incorporated of Cedar Knolls, New Jersey to secure media placements for a fee not to exceed \$21,150 for a period of one year with an option for annual renewals for two, one year periods not to exceed \$21,750 each year. Pass through costs directly to the media outlets for procured space and air time for the first year will not exceed \$705,000, plus five percent for contingencies and \$725,000 plus five percent for contingencies for the two renewal years.

Executive Director Sarles presented the following Consent Items for approval:

0711-78: ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE

Authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months, from January 1, 2008 through June 30, 2008, at a total cost not to exceed \$942,000, plus five percent for contingencies.

0711-79: EXTENSION OF TIME AUTHORIZATION FOR DEMAND MODELING CONSULTANT CONTRACTS

Authorization to extend the professional services contracts for a three-year period with AECOM Consult of Fairfax, Virginia (Contract No. 05-108A), URS Consulting of Fort Washington, Pennsylvania (Contract No. 05-108B) and with Michael Baker Jr., Inc. of Princeton, New Jersey (Contract No. 05-108C) for the purpose of performing as-needed Demand Modeling consulting services for a total cost not to exceed the previously authorized \$1.1 million, subject to the availability of funds.

0711-80: APPOINTMENT OF AUDITOR GENERAL

In accordance with the NJ TRANSIT By-Laws, the Board of Directors appoints Warren A. Hersh to the position of Auditor General of NJ TRANSIT effective November 19, 2007 at an annual salary of \$149,435.

The Consent Calendar was moved in its entirety by Susan Hayes, seconded by Flora Castillo and unanimously adopted.

There were eight public comments on non-agenda items.

David Peter Alan, on behalf of the Lackawanna Coalition, complimented NJ TRANSIT on inaugurating off-peak service on the Pascack Valley Line. He said this is the first time off-peak trains have run on the line since 1939 and the rider advocacy community hopes that the new service becomes popular with the riding public. Mr. Alan hopes it becomes popular enough that the passing sidings that were planned and not built will be added to the line, so the level of off-peak service can approach that on other lines. Mr. Alan said the Coalition looks forward to weekend service on the Montclair-Boonton Line so that all of NJ TRANSIT Rail will be a true seven day a week system.

Mr. Alan wished he could say that all new project proposals were good for the riders. There are some proposed projects that would bring rail service to places that have also had none for decades such as the Lackawanna Cutoff, Monmouth-Ocean-Middlesex, Bergen-Passaic, Phillipsburg and others. These new starts all have one thing in common, their financial viability and eventual operation are all jeopardized by the enormous price tag associated with the currently proposed tunnel project that will deny east side access to NJ TRANSIT riders and even evict Morris & Essex and Montclair-Boonton Line riders from the existing Penn Station and force people into a dead-end dungeon nearly 20 stories below 34th Street.

Mr. Alan said he is aware that the Port Authority has agreed to spend another billion dollars on the tunnel project and expressed concern that there will not be enough money to pay for it as the cost grows faster than available funding. There are better and less expensive ways to provide needed capacity into midtown Manhattan, while providing both east side and west side access and that means the existing Penn Station. Mr. Alan said NJ TRANSIT should take a close look at the effects of the proposed Port Authority toll hike and PATH fare increase. As reported in the New York Times, the additional billion dollars recently announced by the Port Authority of New York and New Jersey for the proposed project will be raised by increasing the trans-Hudson tolls from \$6.00 to \$8.00 as well as increasing the PATH fare from a \$1.50 to a \$2.00 base fare.

Mr. Alan said if Mayor Bloomberg's proposed congestion pricing for automobile use in Manhattan takes effect, the proposed \$8.00 toll will include a credit for trans-Hudson tolls paid to the Port Authority. This means that the proposed "congestion" toll will not be collected from New Jersey motorists. NJ TRANSIT can expect little diversion from automobile use to transit from New Jersey due to the congestion toll, rendering it essentially useless for achieving its purpose with respect to New Jersey motorists.

Mr. Alan said the proposed PATH fare increase is not only unfair to transit riders, but it is also counterproductive. It will place additional strain on Penn Station capacity compared to now. PATH riders, whether they use NJ TRANSIT or not, will be forced to pay a higher fare for the express purpose of contributing toward the unnecessarily high cost of the proposed tunnel project. For PATH riders who do not ride on NJ TRANSIT, such an increase gives them no benefit and is unfair and unjust. For PATH riders who also use NJ TRANSIT, the extra dollar a day, even if the amount is slightly less with a MetroCard, will add to the price of going to Hoboken, while the price of a Penn Station

trip will stay the same as it is now. This is an absolute economic disincentive for riders to commute to Hoboken. Since Hoboken is an alternative to Penn Station, the net effect will be to divert Hoboken commuters to Penn Station, further increasing the pressure on Penn Station's existing and limited capacity. Under no circumstances does this make good transit sense.

Mr. Alan said in his opinion, the proposed Port Authority action is counterproductive and makes no sense whatsoever. He urged the Board and management at NJ TRANSIT to use whatever influence they have to prevent the Port Authority plan, which holds no benefits for transit riders.

In closing, Mr. Alan said New Jersey received a compliment that he wanted to pass along. Mr. Alan spoke to James Oberstar, Chairman, House Transportation and Infrastructure Committee and Mr. Oberstar said New Jersey is the poster State for having ten percent of its population riding transit. Mr. Alan relayed that Mr. Oberstar said if ten percent of all of the State's population took mass transit, there would not be any need for foreign oil. Mr. Alan said this is a compliment not only for transit riders but also to NJ TRANSIT for doing a great job.

Mayor Rose Heck said she continues to promote light rail. She said last week it was reported in the news that Senators Schumer and Clinton secured \$225,000 for the Staten Island Light Rail. Mayor Heck distributed the news article which quoted Senator Clinton saying "This investment puts us on the path to a smarter and cleaner transportation system". Mayor Heck said that was also true when Hudson-Bergen Light Rail began. She said it is unfortunate that Bergen is still not on the light rail scene. Mayor Heck is pleading with Executive Director Sarles and Assistant Executive Director Santoro to open their minds in completing this project.

Mayor Heck expressed concern about the dangerous traffic situation on Route 17. She said the Police Chief in Hasbrouck Heights wants to meet with NJ TRANSIT to discuss a remedy to this problem.

Gwen Franklin, Valley Community Watch, expressed concern about the Highland Avenue Train Station. She said she met with the Mayor, Town of Orange and his staff to try to solve the issue of debris and other problems at the train station. She said people do not feel secure at the train station and will not take the train for that reason. She said the community wants to clean up the debris and graffiti.

Executive Director Sarles said NJ TRANSIT needs the community's help. He said some of the debris is on NJ TRANSIT property and some is not. Executive Director Sarles said NJ TRANSIT spent \$700,000 for the station building and there are plans for improved lighting. He said NJ TRANSIT will clean up the debris but said it is important for the community to help in finding the person(s) who are responsible for dumping the debris and to notify the NJ TRANSIT or local police departments. Ms. Franklin said she is trying to get the community and local officials involved.

Owen Urbay, Valley Community Watch and property owner said the Town of Orange is planning for property redevelopment and he asked if NJ TRANSIT was included in

those discussions. He said he was surprised that the answer was no and he said transportation is needed to sustain redevelopment.

Mr. Urbay distributed several documents that included a report entitled "Broken Windows" by James Q. Wilson and George L. Kelling, a press release dated June 8, 2007 "declaring war on litter in Orange", several photographs depicting graffiti and a map of the City of Orange (which are on file and available upon request).

Mr. Urbay said people are afraid to go to the Highland Avenue Train Station and urged NJ TRANSIT to provide better lighting and to clean up the debris and graffiti. He said improvements could be made for little cost such as painting the station.

Joseph Clift commented on the cost of the Trans-Hudson Express Tunnel. He said the June 2007 project cost estimate was \$7.5 billion and the November 2007 project cost estimate is now \$9.8 billion, which is 30 percent overbudget. Mr. Clift said the Port Authority is adding \$1 billion more. He said the costs are far higher than anticipated and this project is becoming very expensive.

Mr. Clift said \$10 billion does not have to be spent on this project. He suggested that Alternative G be reconsidered which would go into Grand Central Terminal. He said if the project is done in segments it would be more affordable. Mr. Clift said Rail Advocates agree that Grand Center Terminal, which would provide east and west side access, is the way to go on this project.

Barton Lee, New Jersey Association of Railroad Passengers, said this is the first Board meeting he has attended and is impressed with the way it is run. Mr. Lee thanked the Board for the off-peak service on the Pascack Valley Line.

Mr. Lee asked if there will be a quiet zone in Park Ridge. Executive Director Sarles said a meeting is scheduled with elected officials to discuss quiet zone options.

Mr. Lee suggested that a sign be posted at train stations near the train schedules to let people know that there is a \$5.00 surcharge if a ticket is purchased on-board the train. Mr. Lee said many people are unaware of the surcharge. Executive Director Sarles said that is a good idea and will look into it further.

Mr. Lee asked if there is any way to make Hoboken Terminal ADA compliant by lowering the tracks. Executive Director Sarles said Hoboken Terminal is an historic station and there would be a major concern regarding lowering the tracks. Executive Director Sarles said there have been station improvements for ADA accessibility.

Mr. Lee said he has a concern that the 1219 train that leaves Hoboken at 7:45 am terminates at Waldwick rather than Suffern. Executive Director Sarles said the Rail Scheduling Department would contact Mr. Lee.

Mr. Lee asked if there were any plans to add double decker train cars on the Pascack Valley Line. Executive Director Sarles said the double decker trains are put in high

capacity areas such as the Northeast Corridor in order to allow additional single car trains to be used on other lines.

James Raleigh commented on the Access to the Region's Core project, AECOM study. Mr. Raleigh asked who did the traffic study when the train station location was changed. Mr. Raleigh said if Access to the Region's Core project went to Grand Central, service would be increased because there would be less subway travel for New Jersey residents to get to east side jobs. He said there was no planning for Access to the Region's Core because it does not include any planning for train storage.

Mr. Raleigh commented on the Monmouth-Ocean-Middlesex project and the ill fated Major Investment Study. He said it is a three county study (Monmouth-Ocean-Middlesex) and there is opposition to having trains traveling through the historic Monmouth Battlefield.

Al Cafiero thanked Jim Gigantino for a copy of a letter that Mr. Gigantino sent to the Port Authority addressing Mr. Cafiero's comments at the last Board Meeting regarding the George Washington Bridge. Mr. Cafiero said Senator Cardinale sent a similar letter but did not receive a response. Mr. Cafiero said the Port Authority responds to the Governors of New York and New Jersey and urged the Acting Vice Chairman to ask the Governor of New Jersey to send a letter to the Port Authority seeking relief for the George Washington bridge riders and the need for an express bus lane across the bridge.

Mr. Cafiero said an increase in the gas tax should be enacted. He said a sales tax on gas would compensate for inflation.

Since there were no further comments or business, the Acting Vice Chairman called for adjournment and a motion to adjourn was made by Robert Smartt, seconded by Susan Hayes and unanimously adopted.

The meeting was adjourned at approximately 10:35 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**

NOVEMBER 19, 2007

MINUTES

	<u>PAGE</u>
➤ EXECUTIVE SESSION AUTHORIZATION	39326
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	39327
➤ EXECUTIVE DIRECTOR'S MONTHLY REPORT	39328
➤ ADVISORY COMMITTEE REPORTS	
➤ BOARD COMMITTEE REPORTS	
➤ BOARD ADMINISTRATION COMMITTEE	
➤ BOARD CAPITAL PLANNING, POLICY AND PRIVATIZATION COMMITTEE	
➤ PUBLIC COMMENTS ON AGENDA ITEMS	

ACTION ITEMS

0711-74	ALP-44 ELECTRIC LOCOMOTIVE OVERHAUL: ENGINEERING ASSISTANCE CONTRACT AWARD	39359
---------	---	-------

Authorization to contract (No. 08-030) with Interfleet Technology, Inc. of Philadelphia, Pennsylvania for the development of concept plans and contract documents, including technical specifications, and for engineering support during the overhaul of 20 ALP-44 locomotives at a cost not to exceed \$2,107,385, plus five percent for contingencies, subject to the availability of funds.

0711-75	MEADOWS MAINTENANCE COMPLEX: PHOTOVOLTAIC SOLAR POWER SYSTEM	39362
---------	---	-------

Authorization to contract (No. 07-117X) with the Conti Group and its Alternity Power Division of South Plainfield, New Jersey, to design, finance, build, operate and maintain a photovoltaic solar power system at the Meadows Maintenance Complex and to purchase electricity from that contractor for the next 20 years at a per kWh output price of \$.01 with annual inflation adjustment of two percent, for an

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS INC.
NJ TRANSIT RAIL OPERATIONS INC.
NJ TRANSIT MERCER INC.
RE-SCHEDULED BOARD OF DIRECTORS MEETING
NOVEMBER 19, 2007
MINUTES
PAGE 2

approximately average annual savings of \$90,000. Authorization is also requested to file the necessary request for funding from the New Jersey Board of Public Utilities to offset project costs for installation of this Meadows Maintenance Complex Solar Power System.

0711-76 PHASE I CONSTRUCTION CONTRACT REHABILITATION OF UNDERGRADE BRIDGE 2.64, LOWER HACK LIFT BRIDGE OVER HACKENSACK RIVER AND CONTRACT AMENDMENT TO PERFORM PHASE III – CONSTRUCTION SUPPORT SERVICES 39365

Authorization to contract (No. 07-098XR) with IEW Construction Group of Trenton, New Jersey to perform Phase I construction of the Lower Hack Lift Bridge over Hackensack River on NJ TRANSIT's Morristown Line, in Jersey City, Hudson County at a cost not to exceed \$16,377,510 plus five percent for contingencies, subject to the availability of funds.

Authorization to amend the Professional Service Contract (No. 03-014) with Clough, Harbour, & Associates, LLP of Parsippany, New Jersey to perform Phase III – Construction Support Services to assist during construction activities for the Phase I - Rehabilitation of Lower Hack Lift Bridge over the Hackensack River in Jersey City, Hudson County on NJ TRANSIT's Morristown Line, at a cost not to exceed \$185,000 plus five percent for contingencies, subject to the availability of funds.

0711-77 CUSTOMER COMMUNICATION SERVICES CONTRACT 39368

Authorization to enter into a professional service contract (No. 06-099) with Brushfire Incorporated of Cedar Knolls, New Jersey to procure media for a fee not to exceed \$21,150 for a period of one year with an option for annual renewals for two, one-year periods not to exceed \$21,750 for each renewal year. Pass through costs directly to the media outlets for procured space and air time for the first year will not exceed \$705,000, plus five percent contingencies and up to \$725,000 plus five percent annual contingencies for the two renewal years, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS INC.
NJ TRANSIT RAIL OPERATIONS INC.
NJ TRANSIT MERCER INC.
RE-SCHEDULED BOARD OF DIRECTORS MEETING
NOVEMBER 19, 2007
MINUTES
PAGE 3

CONSENT CALENDAR

0711-78 ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE 39372

Authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months, from January 1, 2008 through June 30, 2008, at a total cost not to exceed \$942,000, plus five percent for contingencies.

0711-79 EXTENSION OF TIME AUTHORIZATION FOR DEMAND MODELING CONSULTANT CONTRACTS 39374

Authorization to extend the professional services contracts for a three-year period with AECOM Consult of Fairfax, Virginia (Contract No. 05-108A), URS Consulting of Fort Washington, Pennsylvania (Contract No. 05-108B) and with Michael Baker Jr., Inc. of Princeton, New Jersey (Contract No. 05-108C) for the purpose of performing as-needed Demand Modeling consulting services for a total cost not to exceed the previously authorized \$1.1 million, subject to the availability of funds.

0711-80 APPOINTMENT OF AUDITOR GENERAL 39379

In accordance with the NJ TRANSIT By-Laws, the Board of Directors appoints Warren A. Hersh to the position of Auditor General of NJ TRANSIT effective November 19, 2007 at an annual salary of \$149,435.

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 October 10, 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 October 11, 2007;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the October 10, 2007 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors' meetings are hereby approved.

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

Richard R. Sarles
Executive Director

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



TO: BOARD OF DIRECTORS
FROM: RICHARD R. SARLES *Richard Sarles*
DATE: NOVEMBER 19, 2007
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – NOVEMBER 2007

Earlier this month, we celebrated the grand re-opening of the newly renovated Hackensack Bus Terminal, which features customer amenities such as a new waiting area, ADA-compliant restrooms, a modern heating and air conditioning system and new passenger communications technology. The new facility underscores NJ TRANSIT's commitment to improving our bus system, by providing a more comfortable and convenient commute for the 3,400 customers who use it each day to travel to Newark, Jersey City, New York and communities throughout Bergen and Passaic counties.

Last month marked the opening of the new Prudential Center arena in downtown Newark. So far, we have received positive feedback from customers about the new Market Street access, which provides a direct route to the arena. In addition, the employee ambassadors who volunteered their time to assist customers in and around Newark Penn Station made a great impression on those that were first-time riders. More than 50,000 people chose NJ TRANSIT to get to the arena during the first two weeks.

Today, the Board will consider an item to create a solar power system for use at the Meadows Maintenance Complex (MMC) in Kearny that will provide a renewable, clean source of energy for the facility where our locomotives and rail cars are maintained. The project calls for contracting with a company to design, finance, build, operate and maintain a photovoltaic solar-power system on the roof of the MMC building, which will produce 800,000 kilowatt-hours of electricity per year—about five percent of the power needs at the 78-acre facility. In addition to building the system at no cost to NJ TRANSIT, the company will sell us the electricity for a fraction of what we pay for the same amount of commercial power, resulting in an estimated savings of about \$90,000 per year. By providing a renewable, "green" source of energy, this project will benefit the environment and help to stabilize NJ TRANSIT's utility bills, consistent with Governor Corzine's energy initiative.

NJ TRANSIT strives to be a good neighbor and has been working with communities to respond to concerns about noise in our train yards. Earlier this year, we implemented a "no idling" policy that calls for diesel locomotive engines to be turned off when dwelling in the yard for an hour or more, if the outdoor temperature is 40 degrees or above. I am pleased to report that we have worked with our maintenance crews to progress even further. A new set of procedures—which applies to Raritan, Port Morris, Bay Head, Port Jervis, Spring Valley and Suffern yards—will allow us to turn off diesel engines in all weather conditions down to zero degrees.

This new policy will help to reduce noise in our rail yards, as well as fuel consumption and emissions by our locomotive engines. While we are unable to completely eliminate diesel engine noise, as trains will continue to pull into and out of yards as part of our normal operations, the benefits of the "no idling" policy will be especially noticeable in the overnight hours.

EXECUTIVE DIRECTOR'S MONTHLY REPORT NOVEMBER 2007

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

HIGHLIGHTS

(NJ TRANSIT BOARD – 11/19/2007)

NJ TRANSIT and City of Hackensack celebrate completion of new bus terminal

NJ TRANSIT Board Member Susan Hayes and NJ TRANSIT Executive Director Richard Sarles joined Hackensack Mayor Jorge Meneses and Bergen County Executive Dennis McNerney on November 5 to celebrate the grand re-opening of the newly renovated Hackensack Bus Terminal. The new facility features customer amenities such as a new waiting area, ADA-compliant restrooms, a modern heating and air conditioning system and new passenger communications technology.

Constructed in the 1970's, Hackensack Bus Terminal is an important New Jersey transportation hub serving approximately 3,400 passengers daily.

NJ TRANSIT worked closely with the City of Hackensack on the project, which produced a completely renovated interior space at the facility by reconfiguring the passenger waiting area and concession space and equipping the terminal with ADA-compliant restrooms, new lighting and a modern heating and air conditioning system. Exterior improvements were made as well, including the replacement of the building roof and facade.

In addition, the terminal features new passenger communications technology and security upgrades, including a digital bus departure sign, a flat-screen monitor displaying live bus arrivals at the River Road stop and a new closed-circuit camera system.

With the opening of the new Hackensack Bus Terminal, NJ TRANSIT has extended the hours of operation of the facility to 5 a.m. to midnight on weekdays (previously 5:30 a.m. to 11 p.m.), 7 a.m. to 11 p.m. on Saturdays (previously 7 a.m. to 9 p.m.) and 8 a.m. to 6 p.m. on Sundays (previously 8:30 a.m. to 5:30 p.m.).

The NJ TRANSIT Board of Directors awarded the \$1.6 million contract to renovate the terminal to RML Construction, of Hasbrouck Heights, in March 2006. Construction on the project began last fall.

Hackensack Bus Terminal is served by the following bus routes:

- 76 Newark-Hackensack
- 83 Jersey City-Hackensack
- 178 Hackensack-New York (George Washington Bridge Bus Station)

(NJT BOARD – 11/19/2007)

- 182 Hackensack-New York (George Washington Bridge Bus Station)
- 712 Hackensack-Willowbrook
- 751 Edgewater-North Bergen-Paramus
- 752 Oakland-Hackensack
- 755 Edgewater-North Bergen-Paramus
- 762 Paramus-Hackensack
- 770 Hackensack-Paterson
- 772 New Milford-Secaucus
- 780 Passaic-Englewood

NJ TRANSIT unveils new courtesy posters to help customers spread word to fellow riders

On October 10, NJ TRANSIT unveiled an innovative public service campaign intended to provoke discussion about customer courtesy issues and improve the on-board experience following discussions with riders. The campaign, dubbed "We're all in this together," addresses courtesy issues such as loud talking, inconsiderate cell phone use, taking up more than one seat, and littering.

About 50 percent of the courtesy complaints NJ TRANSIT receives can be attributed to cell phone use and loud talking. Other common courtesy-related complaints include taking up too many seats and littering.

To gain further understanding of courtesy issues from a customer perspective, NJ TRANSIT conducted two customer focus groups this summer, consisting of regular commuters, as well as occasional leisure travelers. Customers provided feedback on several proposed courtesy campaigns and selected "We're all in this together" for its bold graphics and effective messages.

Through of a series of posters appearing in stations and aboard trains, customers will be exposed to striking images and strong text that ask them to be mindful of how their behavior affects other passengers.

The campaign consists of a series of three different posters, each featuring a single provocative image that catches the eye, along with a strong headline to capture attention. The poster that addresses loud talking, for example, features the headline, "I Can't Take the Noise!" paired with the image of a man in a business suit plugging his ears with his fingers.

(NJ TRANSIT BOARD – 11/19/2007)

Each poster features a prominent black and white graphic against a bold, purple and green background. In the poster that addresses noise, it simply reads, "Please keep your voice, cell phone & music low."

"How Many Seats Do You Need?" a poster that addresses the issue of taking up more than one seat, features a line of text that reads, "Seats are for people, please stow your stuff." An image of a woman that appears to be screaming in frustration drives home the message for customers to avoid using the seat next to them as their personal storage space for coats and bags.

To remind customers to take their trash with them when leaving the train, the poster with the headline, "Clean Your Room," features a stern-looking man with his arms folded across his chest who seems to be glaring at his audience. The short, to-the-point text reads, "Your dad was right. Please take your trash off the train."

The first 750 posters were installed on trains throughout the system last month. Plans are underway to introduce a similar campaign on buses and light rail vehicles.

NJ TRANSIT previews new service on Pascack Valley Line

NJ TRANSIT Board Member Susan Hayes and NJ TRANSIT Executive Director Richard Sarles joined Metro-North Railroad and elected officials on Sunday, October 21, for a whistle-stop tour aboard a Pascack Valley Line (PVL) train to announce expanded service featuring 121 additional trains per week—including full weekend service for the first time in more than 60 years.

As part of NJ TRANSIT's efforts to promote the enhanced service, Sarles announced a "Bring Friends and Family" special offer to promote the new weekend service to Bergen County residents. During the first two weekends of December (Dec. 1 and 2 and Dec. 8 and 9), monthly passholders can bring a friend for free and single-ticket purchasers will get a second ticket free.

Four recently completed passing tracks allow trains to travel in both directions on the single-track line as of October 28. The capacity for bi-directional service will yield even greater benefits with future improvements linking the line to the new trans-Hudson commuter rail tunnel, enabling PVL trains to directly access New York Penn Station. Construction of the tunnel is expected to begin in 2009.

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

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

New Weekend Service

With the start of the new service on Sunday, October 28, customers have 23 trains to choose from on Saturdays and 23 on Sundays. Regular Sunday service has not been offered on the line since 1940.

The first inbound weekend train departs Spring Valley, N.Y. at 6:07 a.m., with the last inbound departure at 8:11 p.m. The first outbound train departs Hoboken Terminal at 8:15 a.m., with the last departure from Hoboken at 12:43 a.m.

New Weekday Service

With 15 more trains each weekday for a total of 38 trains, customers have new bi-directional off-peak travel options and new later service in both directions.

The first inbound trip departs Spring Valley at 5:05 a.m., as it does under the current schedule, but the last Spring Valley departure of the day departs at 9:10 p.m. Previously, the final inbound train departed Spring Valley at 8:06 a.m. The first outbound trip departs Hoboken at 8:55 a.m., about five hours earlier than the previous first departure. The last outbound train departs Hoboken at 12:43 a.m., nearly two hours later than the previous 10:55 p.m. departure.

NJ TRANSIT unveils its transportation plan for Prudential Center and Newark downtown venues

On October 9, Newark Mayor Cory A. Booker joined NJ TRANSIT Executive Director Richard Sarles, Port Authority of New York and New Jersey Deputy Executive Director Susan Bass

Levin and Prudential Center officials at Newark Penn Station to unveil new public transit options for Newark with convenient service to the new arena, which opened Thursday, October 25.

In response to growing ridership in Newark, NJ TRANSIT has added new late-evening express service on several rail lines, which also provides arena guests more convenient travel options after concerts, Devils games and other sporting and entertainment events.

In addition, a major improvement project—known as Market Street Access—gives NJ TRANSIT customers an improved experience as they travel between Newark Penn Station and the Prudential Center, located two blocks west of the station via Market Street.

The improvements also benefit Newark residents, employees who work in the city's Central Business District and visitors to Newark's other downtown destinations, including the New Jersey Performing Arts Center and Newark Bears Stadium. Twenty-five percent of people traveling to and throughout Newark take public transportation.

To meet growing demand and to provide additional travel options for customers returning home from evening events, NJ TRANSIT added new late-evening weekday express service on the Northeast Corridor and North Jersey Coast Line (NJCL) with new timetables effective October 28.

Innovations in Passenger Communications

To ensure that arena visitors have up-to-the-minute train information for their return trip, NJ TRANSIT has worked with the Prudential Center to provide real-time departure information for Newark Penn and Newark Broad Street stations within the arena. The departure information is displayed on LCD screens on the arena concourse, enabling guests to check the status of their train and determine the track number prior to walking to the station.

Additional Customer Service and Security

During major arena events, including the Bon Jovi concerts and Devils games in the first 10 days of arena operations, NJ TRANSIT is activating its "Newark Operations Center," or "NOC," which will serve as the nexus of customer service, police and operations personnel.

NJ TRANSIT Police (NJTPD) are providing additional patrols in and around Newark Penn and Newark Broad Street stations, as well as additional fare inspectors on Newark Light Rail.

NJTPD has coordinated their safety plans with the Newark Police Department, as well as Gateway Security, which provides security services for Prudential Center.

To ensure that customers can get directions, information and general assistance, NJ TRANSIT has recruited a team of more than 100 employee volunteers to serve as “customer service ambassadors” during the first several weeks of Prudential Center events. Equipped with two-way radios and wearing bright yellow jackets, the ambassadors have been greeting arena guests as they arrive at Newark Penn or Newark Broad Street stations, answering questions and distributing downtown maps and post-event train schedules. The program has been integrated with similar ambassador programs staffed by the City and Prudential Center.

NJ TRANSIT has also extended the hours of operation for the ticket windows, information booth and waiting room at Newark Penn Station. The ticket windows and information booth now remain open until 11 p.m. nightly, an hour later than previously, while the waiting room remains open until midnight.

Improved Access between Newark Penn Station and Market Street

Last month, NJ TRANSIT reopened the stairways that connect the platform level of Newark Penn Station with Market Street. These stairways are expected to be the primary point of egress for thousands of arena guests as they walk the short distance between the station and Prudential Center.

The stairways were closed since May as NJ TRANSIT crews have worked to install new lighting, customer communication systems, new doors, marquees over each doorway, new signage, train information boards, closed-circuit cameras and other enhancements between Newark Penn Station and the arena.

With completion of the project, NJ TRANSIT buses have resumed service to the regular bus stop on eastbound Market Street, under the railroad trestle. During construction, customers used a temporary bus stop on Ferry Street.

Newark “SlowGo Traffic Advisories”

Mayor Booker announced on October 9 that the City would issue an alert to motorists—called a “SlowGo Traffic Advisory”—on certain days when the confluence of arena events and normal downtown traffic could result in significant traffic congestion. On these days in particular, the Mayor said, motorists would be urged to use public transportation to access Newark’s Central

Business District, an area bound by Newark Penn Station, Newark Broad Street Station, Broad Street and Market Street.

CUSTOMER AND COMMUNITY INITIATIVES

Rail service enhancements effective October 28

Customers are benefiting from new travel options on several NJ TRANSIT rail lines—including expanded service on the Pascack Valley and Raritan Valley lines, and additional late-evening service on the Northeast Corridor and North Jersey Coast lines—as a result of new timetables that took effect October 28.

In addition, minor adjustments were made to several trains across the system. NJ TRANSIT encouraged customers to review new timetables, available at customer service offices, online at www.njtransit.com or by calling 1-800-772-2222.

New bi-directional, off-peak and weekend Pascack Valley Line service

Pascack Valley Line customers now benefit from 121 new trains per week, including bi-directional, off-peak and weekend rail service for the first time—courtesy of four "passing sidings" constructed along the alignment. NJ TRANSIT offers 15 new trains each weekday, as well as 23 Saturday and 23 Sunday trains.

As part of this schedule change, NJ TRANSIT added a stop at Oradell Station to Train 1610. In addition, the last train from Hoboken now departs at 12:43 a.m. every night, providing consistent late-night service.

Extended service on the Raritan Valley Line

On the Raritan Valley Line, NJ TRANSIT added service between Raritan and High Bridge by extending eight trains—four in each direction—thanks to the completion of a new passing track near White House Station. Customers benefit from earlier morning peak-period service originating in High Bridge and later evening service west of Raritan, as well as new mid-day service between Raritan and High Bridge.

Additional service to meet demand

In response to growing ridership in Newark, NJ TRANSIT added new late-evening express service on the Northeast Corridor and North Jersey Coast Line, which also provides arena guests more convenient travel options after concerts, Devils games and other sporting and entertainment events.

- Four new express trains have been added to the Northeast Corridor schedule after 9:20 p.m., serving Newark Liberty International Airport, then expressing to New Brunswick, Princeton Junction, Hamilton and Trenton.

- Three new express trains to Long Branch have been added to the North Jersey Coast Line schedule, in addition to local trains terminating in South Amboy. Between 9 p.m. and 10:30 p.m., NJCL customers will now enjoy at least two departures per hour from New York and Newark. Currently, NJ TRANSIT operates one train per hour after 9 p.m.

These new trains originate at New York Penn Station, benefiting customers returning home from late-evening activities in Manhattan, and operate Monday through Friday.

Other service change highlights across the system:

- **Northeast Corridor:** A new, mid-morning New Brunswick express train has been added, departing Trenton at 10:30 a.m. This train connects with a new local train that will begin at New Brunswick.
- **North Jersey Coast Line:** An additional morning peak period shuttle train has been added from Bay Head to Long Branch, closing a 42-minute gap in service for customers between Bay Head and Long Branch.
- **Montclair-Boonton Line:** A new MidTOWN DIRECT train is being offered from New York Penn Station at 12:34 a.m. on weekdays, providing later service out of New York. Customers may transfer at Newark Broad Street Station for travel to Summit, Gladstone, Dover and intermediate points.
- **Morris & Essex Lines:** A new MidTOWN DIRECT train to Dover is being offered from New York at 10:13 p.m. on weekdays, serving customers returning from late-night events. Two morning peak and two evening peak period Dover trains have been extended to Lake Hopatcong.
- **Main/Bergen County Line:** Several midday and evening trains now begin and end their trips at Ridgewood or Waldwick stations. Some customers traveling from Suffern, Mahwah, Ramsey Route 17, Ramsey and Allendale stations may have to adjust their trips.
- **Atlantic City Line:** Train 4619 now operates 10 minutes later from Philadelphia in response to customer requests.

NJ TRANSIT steps up safety outreach in advance of new Pascack Valley Line service

NJ TRANSIT has reached out to nearly 100 schools located near the Pascack Valley Line as part of an expansive safety outreach effort in advance of significant rail service enhancements that took effect October 28.

As part of its rail safety education program, NJ TRANSIT invited 60 public and private schools in New Jersey and 32 schools in New York to participate in a presentation for students that highlights important safety rules for trains, railroad tracks and grade crossings. Several age-appropriate rail safety education programs have already been presented in schools and others are scheduled for the coming weeks.

The free program is held in about 100 schools each year, reaching 30,000 students annually. During the 2006-2007 school year, NJ TRANSIT Safety Program Specialist Betsy Stern visited 13 schools in Bergen County—including three schools along the Pascack Valley Line—reaching more than 3,000 students.

As part of this safety outreach effort, NJ TRANSIT has also offered public service announcements to cable television stations serving the Pascack Valley Line area in Bergen and Rockland counties. The announcements are produced for NJ TRANSIT and other railroads by Operation Lifesaver, a national non-profit railroad safety organization.

With the theme of “Look, Listen and Live,” the video announcements illustrate the need to stay safe and alert around railroad tracks—as a pedestrian or motorist—and to observe all warning signs and safety-related equipment such as crossing gates and flashing lights.

Contractors invited to learn about Access to the Region’s Core project opportunities

NJ TRANSIT Executive Director Richard Sarles and Port Authority of New York and New Jersey First Deputy Executive Director Susan Bass Levin welcomed contractors from throughout the region to a conference to explore opportunities associated with Access to the Region’s Core (ARC), the \$7.5 billion project to double commuter rail capacity between New Jersey and New York.

The free Contractor Outreach and Networking Conference, on Tuesday, October 16, was co-sponsored by NJ TRANSIT and The Port Authority of New York and New Jersey, which are partnering on the ARC project. Featured speaker was author and historian Jill Jonnes, whose new book, “Conquering Gotham: A Gilded Age Epic: The Construction of Penn Station and its Tunnels,” details the complexity of that undertaking a century ago.

The conference was held at the New Jersey Performing Arts Center in Downtown Newark, accessible via Newark Light Rail from Newark Broad Street Station and Newark Penn Station.

Contractors learned about contracting opportunities related to tunneling and heavy civil construction. Other topics included geotechnical studies, contract phasing and packaging, insurance, bonding and Disadvantaged Business Enterprise (DBE) efforts. The conference also featured a question-and-answer session and encouraged contractors to offer comments and suggestions.

Ms. Jonnes' insights into the contributions of architects, engineers and contractors whose stunning achievement resulted in the two single-track trans-Hudson tunnels and New York Penn Station that remain in use today and upon which the ARC project builds additional capacity, was a highlight of the conference.

Access to the Region's Core, a \$7.5 billion project that will play a crucial role in providing mobility for a growing economy, includes building nine miles of tunnels under the New Jersey Palisades, the Hudson River and Manhattan; expanding New York Penn Station; and construction of such elements as a rail yard, rail bridge structures, a new station entrance and fan plants.

The project's preliminary engineering phase is nearing 90 percent completion and construction is expected to begin in 2009.

NJ TRANSIT offers frequent service to Monmouth Park for Breeders' Cup

NJ TRANSIT offered convenient transportation to and from Monmouth Park for this year's Breeders' Cup horse races, with North Jersey Coast Line trains making a total of 77 Monmouth Park Station stops over the four-day meet.

On Wednesday, October 24 through Friday, October 26, eastbound trains from Bay Head or Long Branch started serving Monmouth Park at 11:50 a.m., with a total of 15 eastbound trains stopping at the station until 12:27 a.m. The first westbound train from New York arrived at the park at 11:03 a.m., with a total of 18 westbound trains serving the station until the 12:07 a.m. departure from the park.

Train service to and from the park on Saturday consisted of at least one train per hour in each direction throughout the day.

For ease of travel to and from Monmouth Park, NJ TRANSIT offered special Breeders' Cup passes that were valid for travel to and from Monmouth Park Station on all NJ TRANSIT transportation modes.

EMPLOYEE RECOGNITION

NJ TRANSIT website wins national award

NJ TRANSIT's website was identified as one of the five best transit agency websites in the country by More Riders Magazine, a publication dedicated to chronicling the best practices in transit marketing and communications. A comprehensive study in July and August looked at more than 150 transit agency websites, judging them in four categories: basic system information, time-sensitive information, community/rider engagement, and ease of access.

Matt Hardigree, editor of More Riders, said that njtransit.com is on the cutting-edge of rider-engagement and personalization with its My Transit feature, allowing users to create schedules and notifications customized to their needs. The website received specific commendation for its Station Information section, station-to-station train schedules, and New York landmark trip planning, as well as the My Transit service and homepage scrolling news section.

Congratulations to the Website Development, OT and Planning Systems, and Interactive Services groups for this achievement.

Employee efforts contribute to Smart Growth Award

The New Jersey Chapter of the American Planning Association has selected the Somerville Transit-Oriented Development Visioning and Redevelopment Plan as a recipient of the 2007 NJAPA awards for planning in the Smart Growth Award category. The award was presented November 2, at the NJAPA annual conference in New Brunswick.

Congratulations to Vivian Baker, Assistant Director of Transit-Friendly Land Use & Development; Jack Kanarek, Senior Director of Project Development; Jim Zullo, Senior Director of Real Estate and Economic Development; and Michael Murphy, Project Manager of Property Development for their work on this project, which focuses in part on the area surrounding NJ TRANSIT's Somerville Station.

NJ TRANSIT employees bid farewell after outstanding careers

Five NJ TRANSIT employees retired in October with careers ranging from 16 to 32 years of service:

1. John Flannery (Tinton Falls) Penn Plaza Senior Director – 32 years
2. Daniel Mattonelli (Trenton) Hamilton Garage Maintenance - Class "A" – 32 years

3. George Jozefczyk (Lodi) MMC Technical Services Specialist – 30 years
4. Daniel J. Petitt (Parlin) Ferry Street Chief Instructor – 28 years
5. Romell Ragwin (Hanburg) Wayne Garage Bus Operator –16 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$4,713,100 in federal funds were awarded during October of FY 08.* Disadvantaged Business Enterprises (DBEs) were not awarded any federal-funded contract dollars during this period from either race conscious and race neutral awards.

State Funded Contracts

\$130,312,722 in state-funded contract dollars were awarded during July through October FY 08. ** Of that total, Small Business Enterprises (SBEs) received \$10,016,685 or 7.7 percent. Category 1 SBEs received \$570,010 or 0.4 percent. Category 2 SBEs received \$1,004,372 or 0.8 percent. Category 3 SBEs received \$285,400 or 0.2 percent. Category 4 SBEs received \$0.00 or 0.0 percent. Category 5 SBEs received \$8,156,903 or 6.3 percent ***

Federal & State Contracts Total

\$135,025,822 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$10,016,685 or 7.4 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, 2007

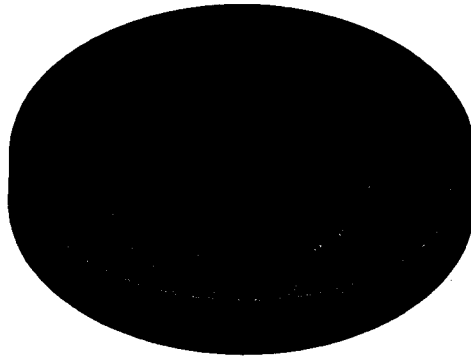
**Fiscal year beginning July 1, 2007

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

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

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (THROUGH OCTOBER 07)***

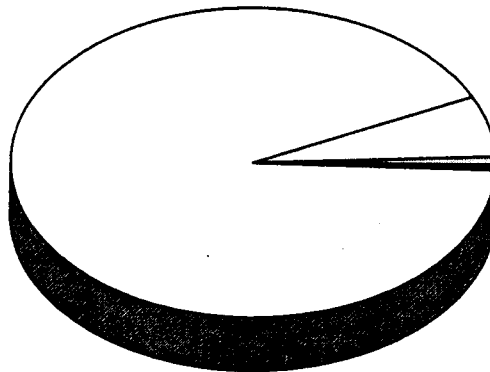
NON-DBE
FEDERAL
\$4,713,100
100%



DBE RACE
NEUTRAL &
RACE
CONSCIOUS
\$0.00
0.0%

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

NON-SBE STATE
\$120,296,037
92.3%



SBE-5
\$8,156,903
6.3%

SBE-2
\$1,004,372
0.8%

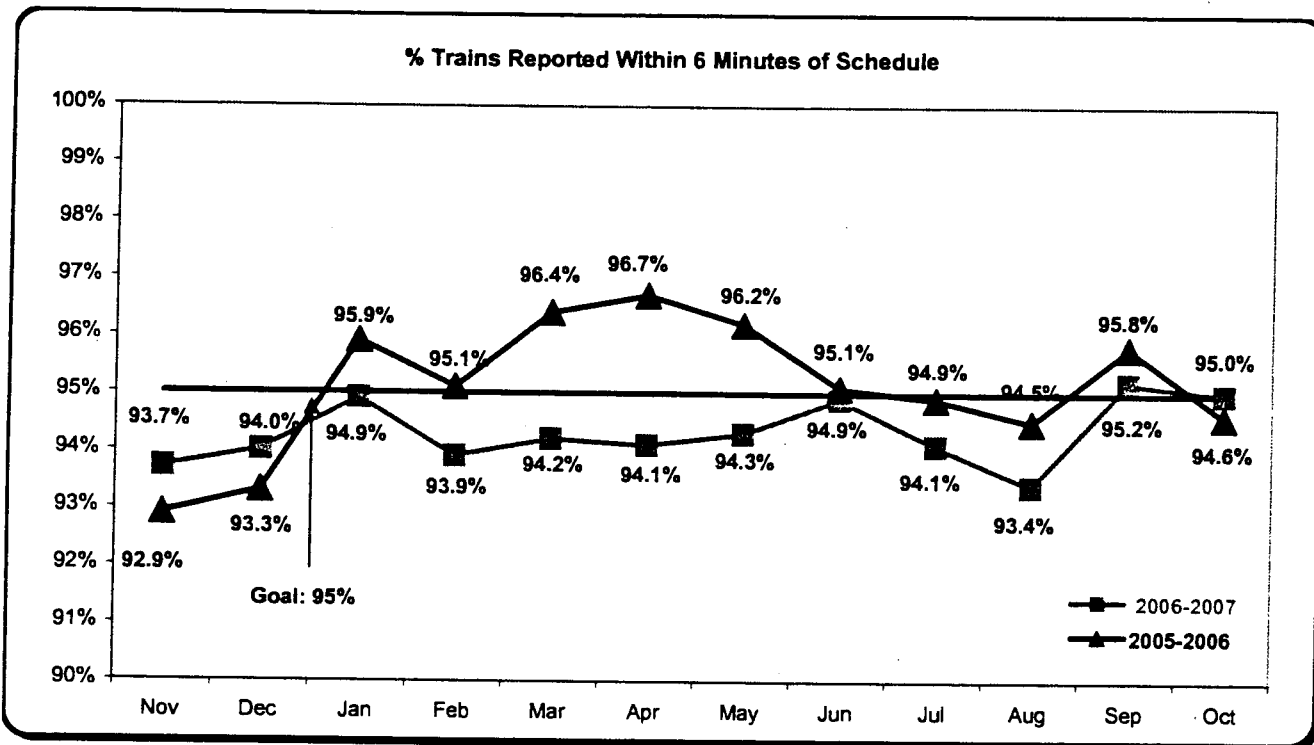
SBE-1
\$570,010
0.4%

SBE-3
\$285,400
0.2%

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL NOVEMBER 2005 - OCTOBER 2007



	2005-2006	2006-2007	# Change
October Comparison	94.6%	95.0%	0.4%

	2005-2006	2006-2007	# Change
12-Month Average November-October	95.1%	94.3%	-0.8%

Analysis:

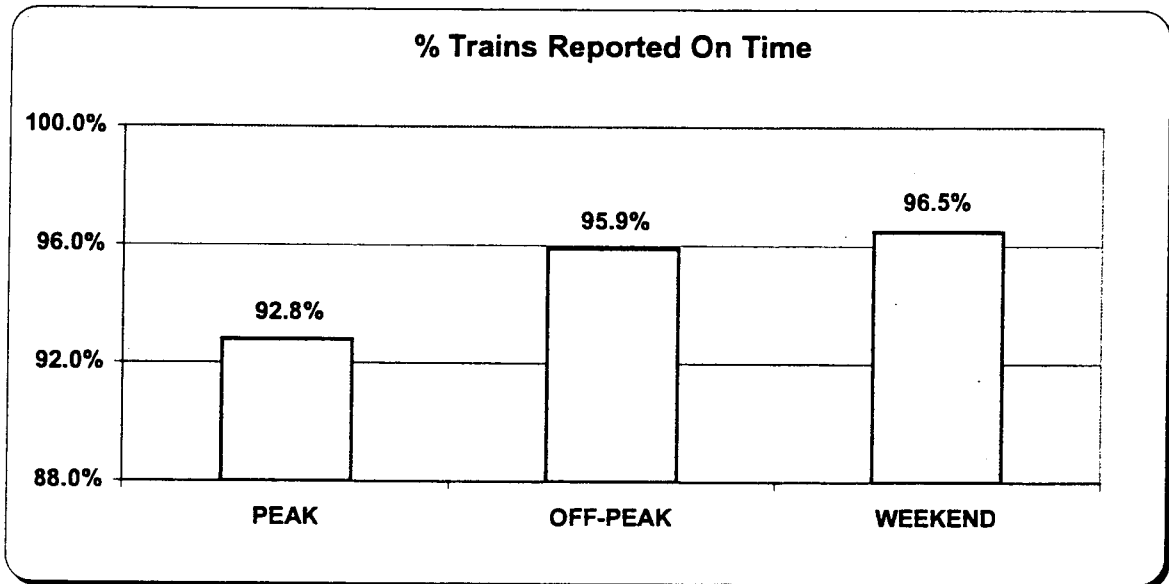
Rail On-Time Performance for October 2007 was 95.0%. Of the 19,906 trains that were scheduled to operate, 18,917 were on time, while 954 trains (or 5.0%) were delayed. Key causes of delay included:

- The opening of the Portal Bridge during the morning rush hour on October 26th.
- The derailment of a non-revenue train in Hoboken Terminal at the start of the evening rush hour on October 30th.

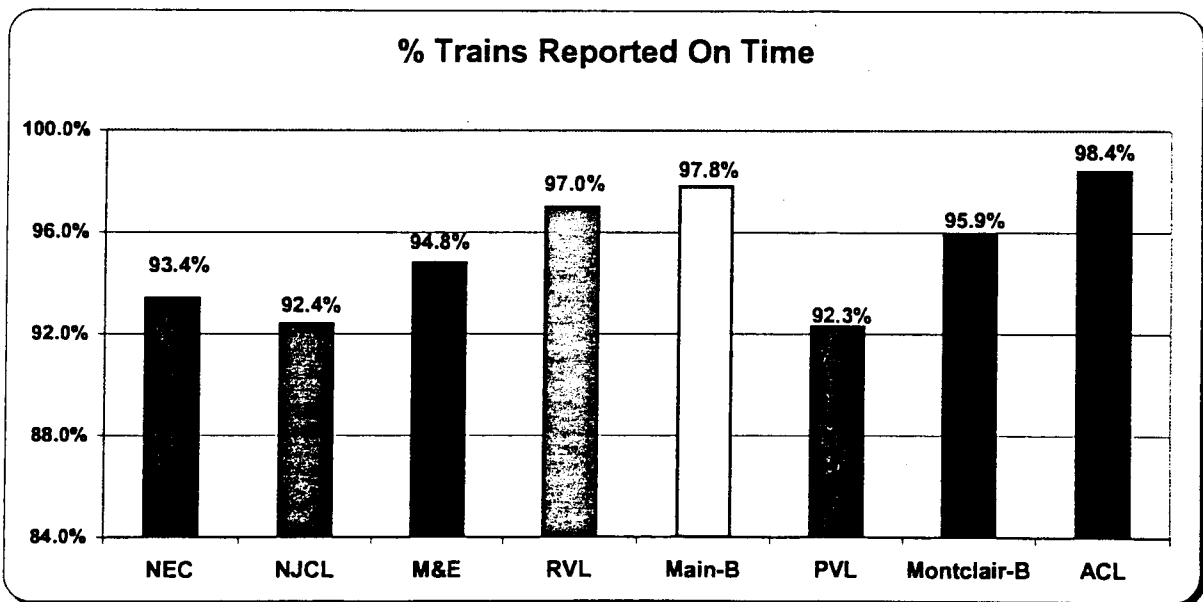
The 12-month average for Rail On-Time Performance for November 2006-October 2007 was 94.3%.

ON-TIME PERFORMANCE RAIL

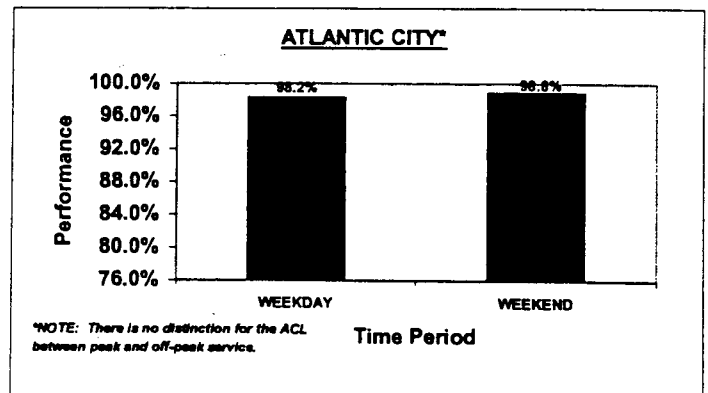
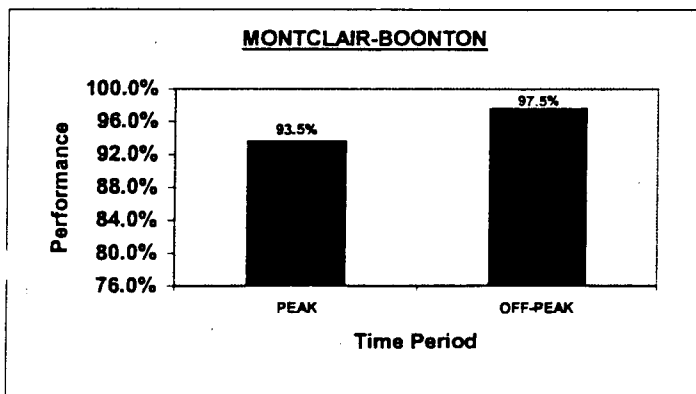
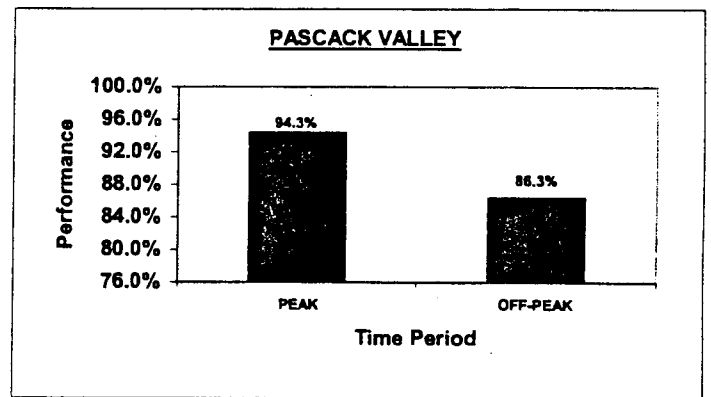
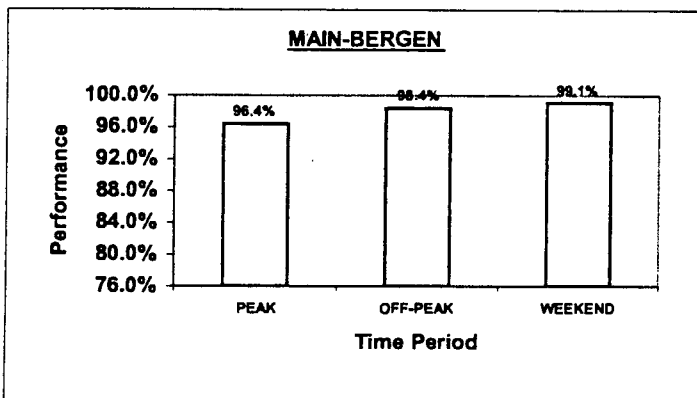
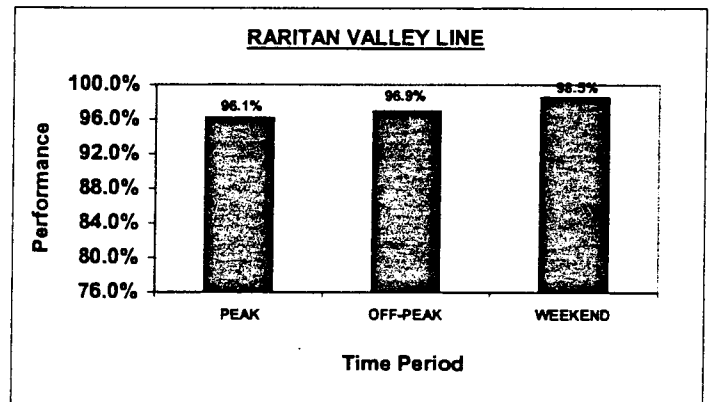
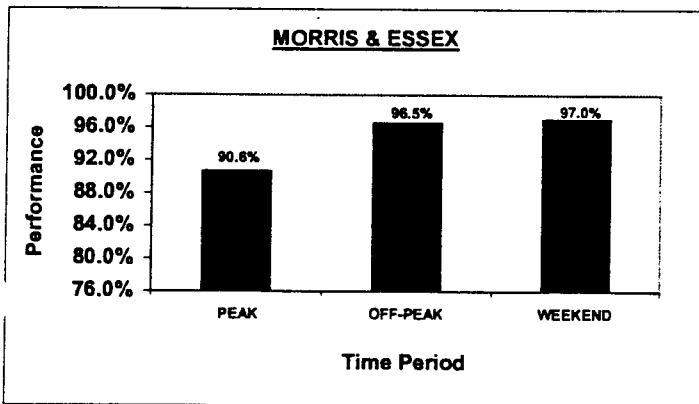
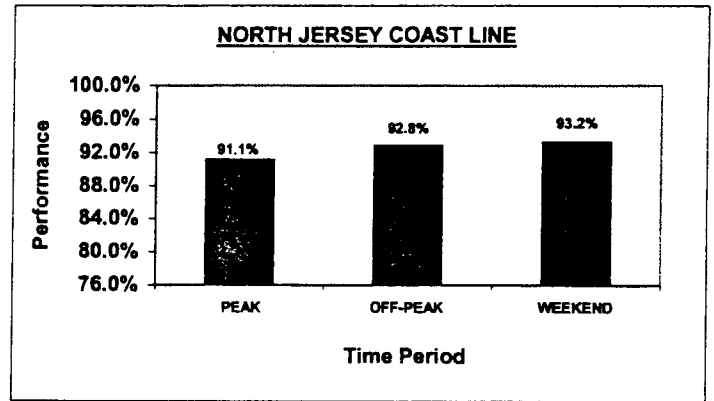
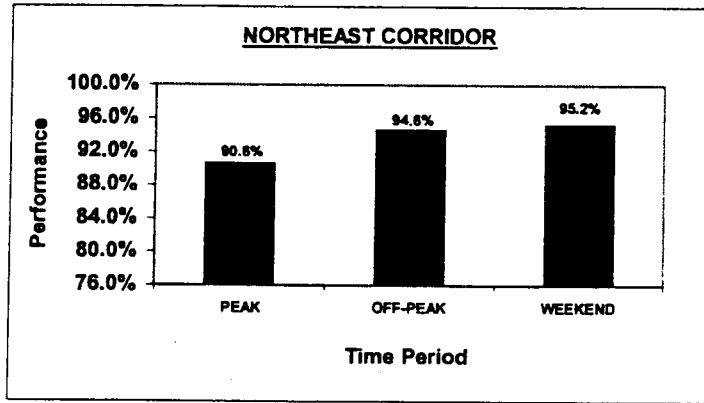
SUMMARY BY TIME PERIOD OCTOBER 2007



SUMMARY BY LINE OCTOBER 2007

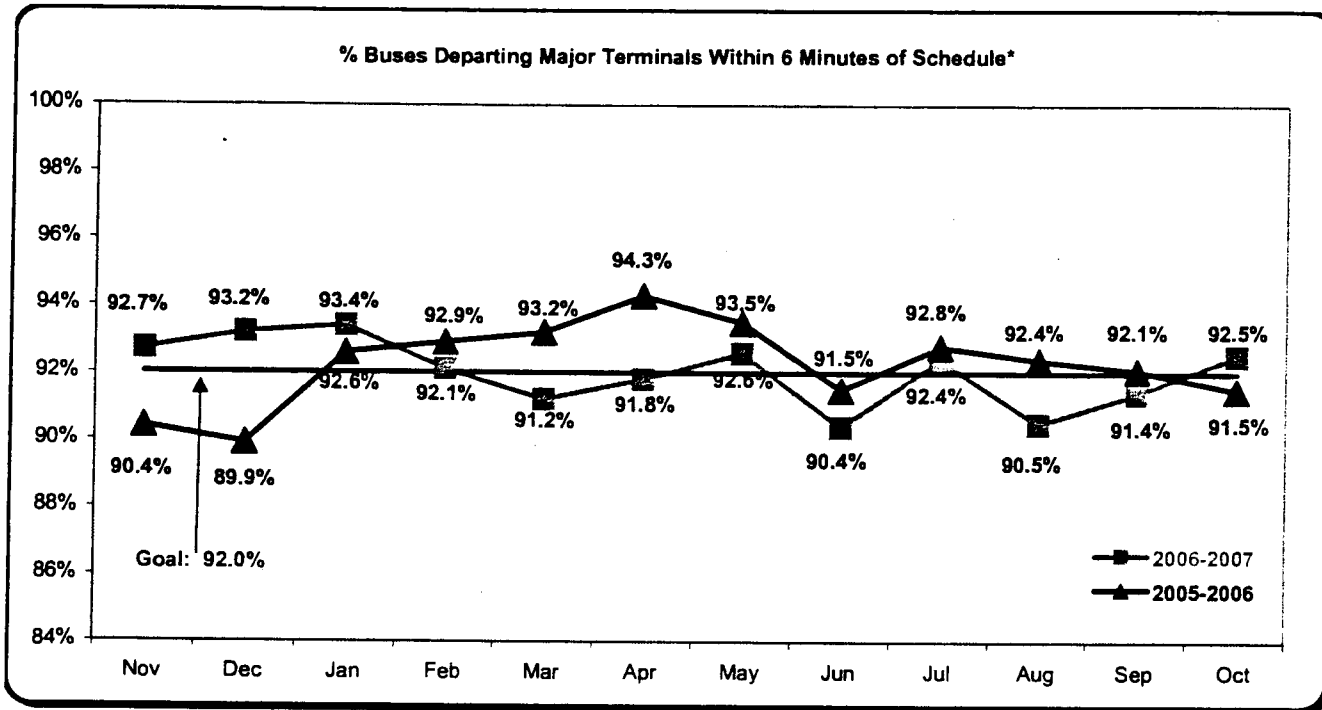


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD October 2007



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

NJ TRANSIT ON-TIME PERFORMANCE BUS NOVEMBER 2005-OCTOBER 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
October Comparison	91.5%	92.5%	1.0%

	2005-2006	2006-2007	# Change
12-Month Average November-October	92.3%	92.0%	-0.2%

Analysis:

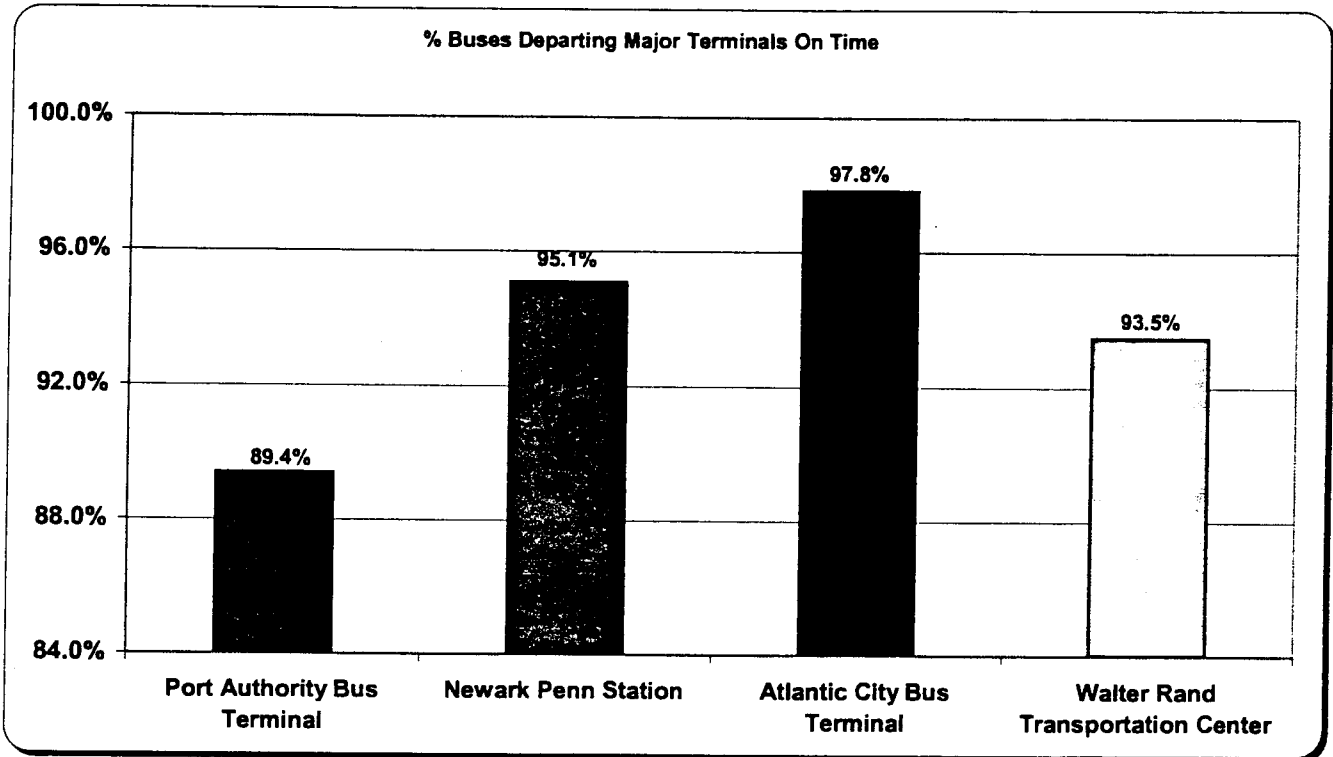
Bus On-Time Performance for October 2007 was 92.5%. Of the 33,753 monitored departures, 2,518 (or 7.5%) experienced delays. Significant sources of delay included:

- Three separate incidents of disabled automobiles in the Lincoln Tunnel during rush hour on October 5th, 16th, 18th.
- Traffic congestion on River Road in Camden and the Ben Franklin Bridge on several days during the month.

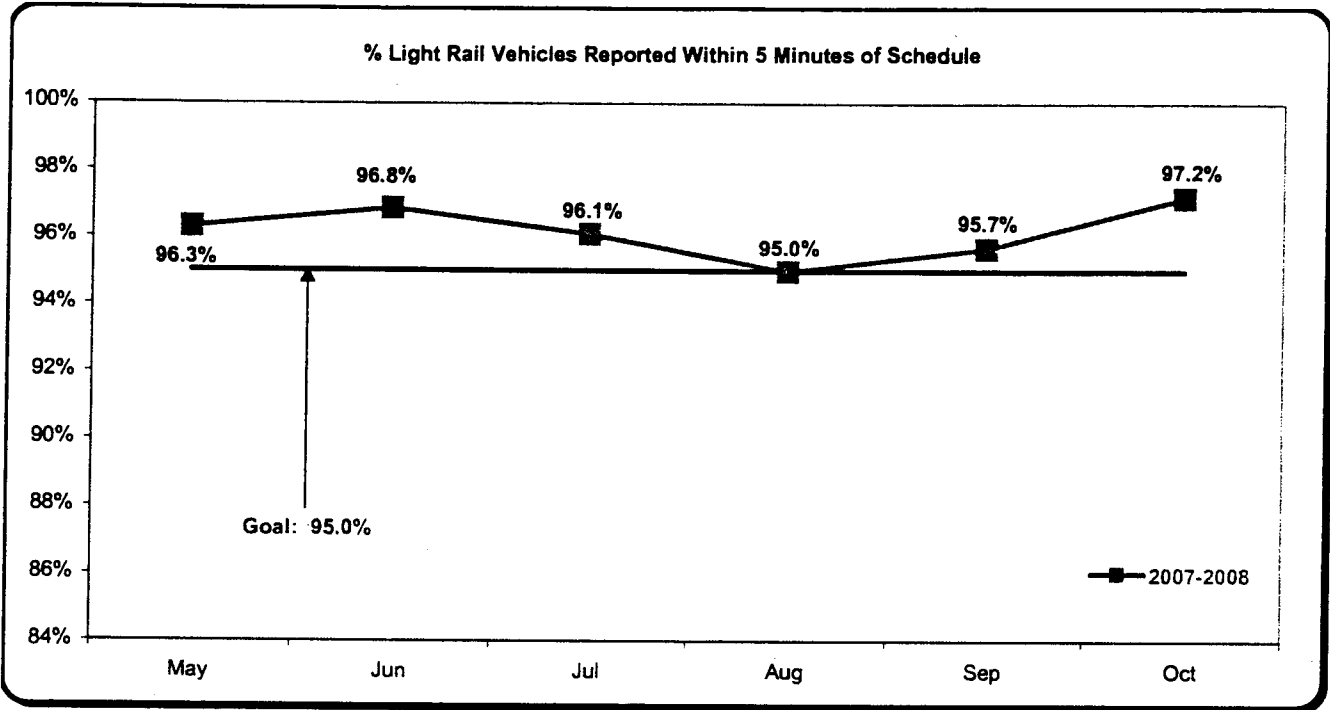
The 12-month average for Bus On-Time Performance for November 2006-October 2007 was 92.0%, just meeting the goal.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL OCTOBER 2007



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL - SYSTEMWIDE MAY 2007-OCTOBER 2007



*Note: Starting May 2007

	2006-2007	2007-2008	# Change
October Comparison	N/A	97.2%	N/A

	2006-2007	2007-2008	# Change
12-Month Average May-October	N/A	N/A	N/A

Analysis:

NJ TRANSIT is now able to report a systemwide total for On Time Performance (OTP) for Light Rail, reflecting the combined performance of Hudson Bergen Light Rail (HBLR), River LINE, and Newark Light Rail (NLR). For the month of October 2007, Light Rail OTP was 97.2%. Of the 36,057 departures, 1,009 (or 2.8%) experienced delays.

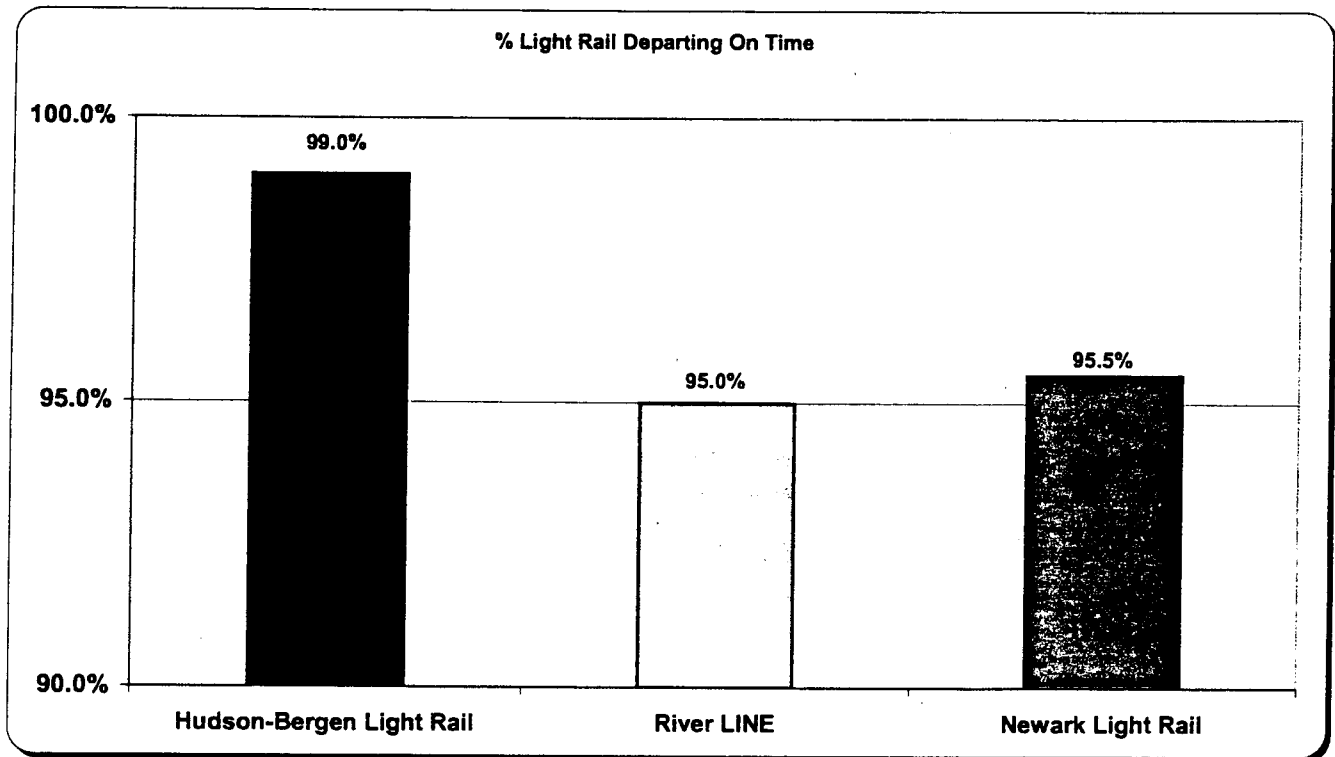
It is worth noting that between October 21st and 24th, HBLR operated without a single delay, for a total of 2,507 consecutive on-time trips.

Causes of delay during the month included:

- A fire in Jersey City adjacent to the HBLR right-of-way on October 8th.
- Programmed maintenance on the Newark Light Rail between Grove Street and Branch Brook Park on October 20th.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE OCTOBER 2007



ACTION ITEMS

ITEM 0711-74: ALP-44 ELECTRIC LOCOMOTIVE OVERHAUL: ENGINEERING ASSISTANCE CONTRACT AWARD

BENEFITS

NJ TRANSIT'S rail rolling stock program is designed to maintain the rail fleet in a state-of-good-repair for service reliability and customer comfort and to provide capacity for existing and new services.

In support of the program, NJ TRANSIT issued a Request for Proposals from engineering consultant firms for assistance in developing technical specifications and to provide engineering support for the mid-life overhaul of 15 ALP 44 "O" and 5 ALP 44 "E" locomotives to begin in 2008. The ALP-44 overhaul will allow the locomotives to continue to provide safe, reliable and comfortable service.

PURPOSE

NJ TRANSIT requires engineering assistance to develop technical specifications and to provide engineering support for the ALP-44 "O" and "E" locomotive overhaul. The selected consultant will inspect the locomotives and, in conjunction with NJ TRANSIT, develop the technical requirements and contract documents to competitively procure a contractor for the overhaul work. The consultant will also provide engineering services during the overhaul of the locomotives and take part in all delivery acceptance and testing activities.

The selected firm will provide NJ TRANSIT with specialized support for concept development, engineering, vehicle production, acceptance, and testing.

ACTION (Capital Program Justification: Capacity)

Staff seeks authorization to contract (No. 08-030) with Interfleet Technology, Inc. of Philadelphia, Pennsylvania, for the development of concept plans and contract documents, including technical specifications, and for engineering support during the overhaul of 20 ALP-44 locomotives at a cost not to exceed \$2,107,385, 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: \$2,107,385 + 5% contingency

Total Project Cost: \$48,280,000 (without interest)

Projected Date of Completion: September 2010

Anticipated Source of Funds: Federal Transit Administration

Diversity Goal: 25% DBE

Related/Future Authorizations: None

**Impacts on Subsequent
Operating Budgets:** None

RESOLUTION

WHEREAS, the rehabilitation, replacement, and expansion of the rail fleet is necessary to maintain operational reliability and customer comfort and to provide capacity for existing and new services; and

WHEREAS, staff requires engineering assistance to develop concept plans and technical specifications and to supply engineering support for the rehabilitation of the ALP 44 "O" and "E" locomotives; and

WHEREAS, upon completion of a competitive procurement process, Interfleet Technology, Inc. of Philadelphia, Pennsylvania was determined to be the most responsive and responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Interfleet Technology, Inc. of Philadelphia, Pennsylvania for the development of concept plans and contract documents, including technical specifications, and for engineering support during the overhaul of 20 ALP-44 locomotives at a cost not to exceed \$2,107,385, plus five percent for contingencies, subject to the availability of funds.

ITEM 0711-75: MEADOWS MAINTENANCE COMPLEX: PHOTOVOLTAIC SOLAR POWER SYSTEM**BENEFITS**

The installation of a 700 kW DC Photovoltaic Solar Power System at the Meadows Maintenance Complex will further NJ TRANSIT's objective to advance New Jersey's goals for use of "green" or clean energy; i.e., energy generated from renewable resources. This solar power system installation will allow NJ TRANSIT to purchase approximately five percent of its electricity needs at the Meadows Maintenance Complex from on-site green power generation at a significantly lower amount for the next 20 years. Installation of this solar power system will also advance the State of New Jersey's initiative to procure electric power from renewable sources to help meet the state's energy and environmental policy goals.

PURPOSE

NJ TRANSIT has actively pursued opportunities to stabilize its energy costs while advancing efforts to purchase clean energy. Installation of a 700 kW solar power/ photovoltaic system at the Meadows Maintenance Complex meets both of these objectives. The estimated annual output of the system is 800,000 kWh. The system will be located on the roof of the Meadows Maintenance Complex. This contract results in cost savings in that NJ TRANSIT will pay substantially less for the purchased power than it would have paid for an equivalent amount of power from Public Service Electric and Gas Company.

The installation of this system will also advance the State of New Jersey's goals to purchase clean electricity from renewable sources to meet the clean air and energy policy objectives. The State of New Jersey is assisting in this effort through the Board of Public Utilities which will contribute approximately \$1,570,000 in a one-time rebate for the construction and installation of this system through the New Jersey Clean Energy Program. All remaining costs to design, finance, build, operate, and maintain the system will be borne by Altermity Power, a Division of Conti Group of South Plainfield, NJ, who will sell the system electrical output to NJ TRANSIT for \$.01 per kWh plus escalation at two percent per year over the next 20 years resulting in annual savings of approximately \$90,000 over this period.

ACTION (Justification: Business Efficiencies)

Staff seeks authorization to contract (No. 07-117X) with Altermity Power, a Division of Conti Group of South Plainfield, New Jersey, to design, finance, build, operate, and maintain a photovoltaic solar power system at the Meadows Maintenance Complex and to purchase electricity from that contractor for the next 20 years at a per kWh output price of \$.01 with annual inflation adjustment of two percent, for an approximately average annual cost of \$10,000 and authorization to file the necessary request for

funding from the New Jersey Board of Public Utilities to offset some of the project costs for installation of this Meadows Maintenance Complex Solar Power System.

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

FISCAL IMPACTS

Requested Authorization: Approximately \$10,000 per year for 20 years

Projected Date of Completion: July 14, 2008

Anticipated Source of Funds: State TTF

Diversity Goal: None

Related/Future Authorization: None

RESOLUTION

WHEREAS, NJ TRANSIT seeks to lower its operating costs for electricity as well as seeks to promote the use of “green” energy; and

WHEREAS, installation of this solar power system will also advance the State of New Jersey’s initiative to procure electric power from renewable sources to help meet the state’s energy and environmental policy goals; and

WHEREAS, the New Jersey Board of Public Utilities (NJBPU) has established an incentive of approximately \$1,570,000 towards project costs for solar photovoltaic projects and governmental entities using Power Purchase Agreements for projects sized at 700 kW; and

WHEREAS, NJ TRANSIT requested bids to design, finance, install, and operate a 700 kW photovoltaic solar power system at the Meadows Maintenance Complex and it was determined that Altermity Power, a Division of the Conti Group of South Plainfield, New Jersey, was the lowest responsive, responsible bidder; and

NOW, THEREFORE, BE IT RESOLVED that the Chairman or the Executive Director is authorized to contract (No. 07-117X) with Altermity Power, a Division of the Conti Group of South Plainfield, New Jersey, to design, finance, build, operate, and maintain a photovoltaic solar power system at the Meadows Maintenance Complex and to purchase electricity from that contractor for the next 20 years at a per kWh output price of \$.01 with annual inflation adjustment of two percent, for an approximately average annual cost of \$10,000; and

BE IT FURTHER RESOLVED, that the Chairman or the Executive Director is authorized to file the necessary request for funding from the New Jersey Board of Public Utilities to offset some of the project costs for installation of this Meadows Maintenance Complex Solar Power System.

ITEM 0711-76: PHASE I CONSTRUCTION CONTRACT REHABILITATION OF UNDERGRADE BRIDGE 2.64, LOWER HACK LIFT BRIDGE OVER HACKENSACK RIVER AND CONTRACT AMENDMENT TO PERFORM PHASE III - CONSTRUCTION SUPPORT SERVICES

BENEFITS

NJ TRANSIT owns and maintains the Lower Hack Lift Bridge over the Hackensack River on the Morristown Line at Mile Post 2.64. Phase I of the Rehabilitation of Lower Hack Lift Bridge will restore the structure to the “state of good repair.” The rehabilitation will maintain reliable commuter service, improve functionality, and conform to Occupational Safety and Health Administration standards.

PURPOSE

Authorization of this construction contract will allow Phase I of a two phase rehabilitation project on the Lower Hack Lift Bridge to proceed. The scope of work in Phase I includes restoration of the operator and machinery houses, replacement of severely deteriorated access stairs and ladders, and sheave inspection.

The original procurement process for this project selected Clough, Harbour, & Associates, LLP of Parsippany, NJ to perform three tasks: Phase I – Preliminary Engineering; Phase II – Final Design; and Phase III – Construction Support Services. Phase I was authorized by the Board in July 2003. Phase II was authorized in June 2004. Final design was completed in March 2007. Staff is now seeking authorization for Phase III – Construction Support Services, to assist during the construction effort.

ACTION (Justification: State of Good Repair and Safety)

Staff seeks authorization to contract (No. 07-098XR) with IEW Construction Group of Trenton, New Jersey to perform Phase I construction of the Lower Hack Lift Bridge over Hackensack River on NJ TRANSIT’s Morristown Line, in Jersey City, Hudson County at a cost not to exceed \$16,377,510 plus five percent for contingencies, subject to the availability of funds.

Staff also seeks authorization to amend the Professional Service Contract (No. 03-014) with Clough, Harbour, & Associates, LLP of Parsippany, New Jersey to perform Phase III – Construction Support Services to assist during construction activities for the Phase I - Rehabilitation of Lower Hack Lift Bridge over the Hackensack River in Jersey City, Hudson County on NJ TRANSIT’s Morristown Line, at a cost not to exceed \$185,000 plus five percent for contingencies, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Contract Authorization:

(Phase I Construction)

\$16,377,510 + 5% contingency

(Phase III Construction Support Services)

\$ 185,000 + 5% contingency
(amendment)

Total Estimated Design Cost of 3 Phases:

\$1,467,000

Total Project Cost:

\$ 40,000,000

Projected Date of Completion:

July 2009

Anticipated Source of Funds:

TTF

Future/Related Authorizations:

Phase II Construction Services

\$21,855,490 Phase II

Constructions Support Services

\$300,000

Diversity Goal:

20% SBE

**Impacts on Subsequent
Operating Budgets:**

None

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the railroad bridge on its Morristown Line at Milepost 2.64 over Hackensack River in the Jersey City, Hudson County; and

WHEREAS, bridge access to maintain operations is through a system of stairways, handrails, and platforms that are severely deteriorated, and repairs will improve the safety of the railroad, employees; and

WHEREAS, the rehabilitation will restore the Lower Hackensack Lift Bridge to a state-of-good-repair, improve safety and functionality, conform to current OSHA standards, and improve the reliability of train operations; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Clough, Harbour, & Associates was the firm providing the most advantageous proposal and was previously awarded Phase I – Preliminary Design Services; and Phase II – Final design; and

WHEREAS, Phase III - Construct Support Services is now required to assist during construction activities; and

WHEREAS, upon completion of a competitive procurement process, it was determined that IEW Construction Group was the lowest responsive, responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with IEW Construction Group of Trenton, New Jersey to perform of rehabilitation of NJ TRANSIT's Lower Hackensack Lift Bridge over Hackensack River at a cost not to exceed \$16,377,510 plus five percent for contingency, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to fund Phase III of Professional Services contract with Clough Harbour & Associates, LLP of Parsippany, New Jersey for construction support services for capital improvements to the Lower Hackensack Lift Bridge at a cost not to exceed \$185,000 plus five percent for contingency, subject to the availability of funds.

ITEM 0711-77: CUSTOMER COMMUNICATION SERVICES CONTRACT

BENEFIT

NJ TRANSIT educates and informs current and potential customers about new and expanding services; schedule changes; service disruptions due to construction and capital projects; discounted fares (opportunities to try underutilized and off-peak services); public hearings and employment opportunities.

NJ TRANSIT requires a vendor to purchase newspaper, radio, and cable television placements for informational and educational outreach to mass audiences. Specialized vendors offer communication services that achieve significant cost efficiencies by purchasing media in bulk for multiple clients and secure competitive pricing among various media outlets.

As background, NJ TRANSIT in-sourced its communication efforts and reduced marketing expenses in FY07 and no longer retains an advertising agency to develop outreach materials, resulting in net savings of nearly \$1,000,000. However, a vendor is required to procure print space and air time with media outlets at discounted rates to place the communication campaigns developed by staff.

PURPOSE

To enter into an agreement with a vendor who provides communications placement services.

ACTION (Justification: Customer Service)

Staff seeks authorization to enter into a professional service contract (No. 06-099) with Brushfire Incorporated of Cedar Knolls, New Jersey to procure media for a fee not to exceed \$21,150 for a period of one year with an option for annual renewals for two, one-year periods not to exceed \$21,750 for each renewal year. Pass through costs directly to the media outlets for procured space and air time for the first year will not exceed \$705,000, plus five percent contingencies and up to \$725,000 plus five percent annual contingencies for the two renewal years, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization: Contract for communication placement services at a cost not to exceed \$726,150 plus five percent for contingencies and up to \$746,750 plus five percent annual contingencies for the two renewal years subject to the availability of funds.

Total Project Cost:	N/A
Projected Date of Completion:	September 30, 2010
Anticipated Source of Funds:	Fiscal Year 2008 –2010 Operating Budgets
Diversity Goal:	20% SBE
Related/Future Authorization:	N/A
Impact on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT has a need for a company to provide communication placement services; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Brushfire Incorporated of Cedar Knolls, New Jersey submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT;

NOW THEREFORE, IT BE RESOLVED that the Chairman or Executive Director is authorized to enter into a professional service contract with Brushfire Incorporated of Cedar Knolls, New Jersey to procure media for a fee not to exceed \$21,150 for a period of one year with an option for annual renewals for two, one-year periods not to exceed \$21,750 for each renewal period. Pass through costs directly to the media outlets for procured space and air time for the year will not exceed \$705,000, plus five percent contingencies and up to \$725,000 plus five percent annual contingencies for the two renewal years, subject to the availability of funds.

CONSENT CALENDAR

ITEM 0711-78: ATLANTIC CITY RAIL TERMINAL SHUTTLE SERVICE

BENEFITS

Atlantic City Rail Line riders rely on connecting shuttle bus service between various hotel and casino locations and the Atlantic City Rail Terminal and Convention Center. The Atlantic City Jitney Association (ACJA) has provided the shuttle service under contract with NJ TRANSIT since July 1998. Continuation of this service is important to Atlantic City Rail Line riders and to the Atlantic City community.

PURPOSE

Authorization will continue operation of the Atlantic City Rail Terminal shuttle service past December 31, 2007 when the current agreement with ACJA expires. The shuttle service meets each arriving and departing train and operates 23 hours per day and 365 days per year.

ACTION (Justification: Cost Efficiencies)

Staff seeks authorization to extend the existing agreement with the Atlantic City Jitney Association for the operation of Atlantic City Rail Terminal shuttle service for up to six months, from January 1, 2008 through June 30, 2008, at a total cost not to exceed \$942,000, 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:	\$942,000 (6-month operations), plus 5% for contingencies
Total Project Cost:	N/A
Projected Date of Completion:	June 30, 2008
Anticipated Source of funds:	Fiscal Year 2008 Operating Budget
Diversity Goal:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	None

RESOLUTION

WHEREAS, the Atlantic City Jitney Association (ACJA) has provided shuttle bus service between various hotel and casino locations in Atlantic City and the Atlantic City Rail Terminal and Convention Center since July 1998; and

WHEREAS, NJ TRANSIT recognizes that the Atlantic City community and Atlantic City Rail Line riders benefit from the rail terminal shuttle service; and

WHEREAS, an extension of the current agreement with ACJA will continue operation of the Atlantic City Rail Terminal shuttle service past December 31, 2007 when the current agreement with ACJA expires;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to execute all agreements and to take other actions necessary consistent with this Board action to extend the current contract with the Atlantic City Jitney Association for the operation of the Atlantic City Rail Terminal shuttle service for up to six months, at a cost not to exceed \$942,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 0711-79: EXTENSION OF TIME AUTHORIZATION FOR DEMAND MODELING CONSULTANT CONTRACTS

BENEFITS

NJ TRANSIT utilizes demand modeling consultants to produce ridership forecasts, user benefits and operating cost estimates for new project initiatives. These forecasts facilitate the prioritization and selection of alternative projects and help guide resource allocation decisions. These forecasts are required by federal transportation funding agencies as a basis for receiving federal funding.

On September 22, 2005, the Board authorized \$1.1 million over a two-year period for on-call demand modeling consultant contracts with AECOM Consult of Fairfax, Virginia, URS Consulting of Fort Washington, Pennsylvania and Michael Baker, Jr. Inc. of Princeton, New Jersey. To date, this authorization has been used for the following projects:

- Update the North Jersey Transit Demand Forecasting Model (NJTDFM);
- Prepare ridership forecasts and user benefits for ARC in support of the application for federal financing; and
- Analyze a proposed Route #1 BRT system.

PURPOSE

The existing contract authorization will expire in December 2007. Of the \$1.1 million authorized, only \$303,460 has been expended during the past two years. This item seeks a three year cost extension of these contracts to allow for the continued development, maintenance and application of NJ TRANSIT's ridership forecasting models. In addition, as new services are planned and implemented, ridership forecasts will be employed to assist with planning and implementation.

Anticipated projects over the next three years include:

- Updating and maintaining the South Jersey Travel Demand Forecasting Model;
- Revalidating and updating the Airport Model;
- Incorporating recent passenger surveys into the North Jersey Travel Demand Model; and
- Parking demand and other corridor studies.

ACTION (Justification: Business Efficiencies)

Staff seeks authorization to extend the professional services contracts for a three-year period with AECOM Consult of Fairfax, Virginia (Contract No. 05-108A), URS Consulting of Fort Washington, Pennsylvania (Contract No. 05-108B) and with Michael Baker Jr., Inc. of Princeton, New Jersey (Contract No. 05-108C) for the purpose of performing as-needed Demand Modeling consulting services for a total cost not to exceed the previously authorized \$1.1 million, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization:	Three year time extension of general planning contracts number 05-108A, 05-108B and 05-108C.
Total Project Cost:	\$1,100,000 authorization requested for Demand Modeling Consulting (See Exhibit A for details)
Projected Date of Completion:	December, 2010
Anticipated Source of Funds:	Operating Budget Transportation Trust Fund (HAN) and Federal Funds of varying types.
Diversity Goal:	15%
Related/Future Authorizations:	0
Impacts on Subsequent Operating Budgets:	0

RESOLUTION

WHEREAS, NJ TRANSIT has an ongoing need for consultant services for Demand Modeling; and

WHEREAS, the availability of on-call general consultants on an as-needed basis in this discipline area will broaden and deepen NJ TRANSIT staff capabilities; and

WHEREAS, on September 22, 2005 the Board authorized the Executive Director to enter into three on-call consulting contracts for demand modeling for 1.1 million and only \$303,460 has been expended to date; and

WHEREAS, the existing contracts for demand modeling on-call consultants will expire in December, 2007;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to extend for an additional three year period three existing professional services contracts with AECOM Consulting of Fairfax, Virginia; URS Consultants of Blue Bell, Pennsylvania and Michael Baker Jr., Inc. of Princeton, New Jersey for on-call consulting services for a total cost not to exceed the existing total authorization of \$1.1 million, subject to the availability of funds.

EXHIBIT A

**EXTENSION OF TIME AUTHORIZATION FOR DEMAND
MODELING CONSULTANT CONTRACTS**

Proposed General Planning Contracts

Project	Budget
Update NJTDFM to incorporate 2005 Rail Surveys	200,000
ARC Forecasting Support	100,000
South Jersey & DVRPC Model Maintenance	50,000
Airport Forecasting: Trip Table Development & Revalidation	70,000
Integrate NJTPA Model Data into NJTDFM	150,000
Parking Demand Studies	80,000
CMAQ Air Quality Support	40,000
NJTDFM Maintenance/Upgrade	40,000
Unanticipated project needs	66,540
TOTAL	\$ 796,540

Note: This list is representative. Actual expenditures may vary depending on project needs.

EXHIBIT B

**EXTENSION OF TIME AUTHORIZATION FOR DEMAND
MODELING CONSULTANT CONTRACTS**

Expenditures 2005 – 2007

Project	Consultant	Budget
ARC FEIS Travel Forecasting	AECOM Consulting	\$ 96,467
ARC FEIS Support, incl. Production of Section 5309 New Starts Report	AECOM Consulting	\$ 69,737
Jersey City-specific enhancements to NJTDFM	AECOM Consulting	\$ 62,216
Production & Analysis of North & South Brunswick Ridership estimates	URS Consultants	\$ 39,716
Update and install South Jersey Travel Demand Forecasting Model	Michael Baker, Jr. Inc.	\$ 35,324
TOTAL		\$303,460

ITEM 0711-80: APPOINTMENT OF AUDITOR GENERAL

BENEFITS

NJ TRANSIT's By-Laws direct the appointment of an Auditor General. The Auditor General reports directly to the NJ TRANSIT Board of Directors through the Audit Committee. This action will approve the selection of Warren A. Hersh as Auditor General of NJ TRANSIT.

PURPOSE

In July 2007, the position of Auditor General became vacant. Warren A. Hersh has served as Acting Auditor General since that time. The Board of Directors has offered this position on a permanent basis to Warren A. Hersh and he has agreed to accept that offer. Warren A. Hersh has been Acting Auditor General since August 2007 and has been selected as the person whose qualifications best meet the agency's needs. The Auditor General is responsible for reviewing and monitoring the reliability of financial statements, adequacy of financial controls and evaluating audit performance and monitoring the implementation of and compliance with policies set by the Board of Directors and the Executive Director.

ACTION

In accordance with the NJ TRANSIT By-Laws, the Board of Directors appoints Warren A. Hersh to the position of Auditor General of NJ TRANSIT effective November 19, 2007 at an annual salary of \$149,435.

Requested Authorization: Appointment of Auditor General of NJ TRANSIT

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

RESOLUTION

WHEREAS, the position of Auditor General has been vacant since July 2007; and

WHEREAS, the Board of Directors has offered this position on a permanent basis to Warren A. Hersh and he has agreed to accept that offer; and

WHEREAS, Warren A. Hersh, has been Acting Auditor General since August 1, 2007 and has been selected as the person whose qualifications best meet the agency's needs;

NOW, THEREFORE, BE IT RESOLVED that as directed in the NJ TRANSIT By-Laws the Board of Directors appoints Warren A. Hersh to the position of Auditor General of NJ TRANSIT to be effective November 19, 2007 at an annual salary of \$149,435.