

 James E. McGreevey  
Governor

Jack Lettiere  
Board Chairman

George D. Warrington  
Executive Director

**N TRANSIT**  
One Penn Plaza East  
Newark, New Jersey 07105-2246



November 12, 2004

Dear Governor McGreevey:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc. Board of Directors held on Wednesday, November 10, 2004.

Sincerely,



Gwen A. Watson  
Board Secretary

Enclosures

Honorable James E. McGreevey  
Governor, State of New Jersey  
State House  
Trenton, NJ 08625

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation (NJ TRANSIT), NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, November 10, 2004.

**Present:**

Jack Lettiere, Chairman  
Myron P. Shevell, Vice Chairman  
Keith Barrack, Governor's Representative  
Flora Castillo  
John McGoldrick  
Patrick W. Parkinson  
Robert Smartt

George D. Warrington, Executive Director  
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs  
James Gigantino, Acting Vice President & General Manager, Bus Operations  
Glenn Sullivan, Acting Vice President & General Manager, Rail Operations  
Mark T. Holmes, Deputy Attorney General  
Frank J. Hopper, Assistant Executive Director, Procurement & Support Services  
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services  
Richard Sarles, Assistant Executive Director, Capital Planning and Programs  
Alma Scott-Buczak, Assistant Executive Director, Human Resources  
H. Charles Wedel, Chief Financial Officer & Controller  
Gwen A. Watson, Board Secretary  
Robert Guarnieri, Auditor General

Chairman Jack Lettiere 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-privileged matters. A motion was made by John McGoldrick, seconded by Patrick W. Parkinson and unanimously adopted.

Chairman Jack Lettiere reconvened the Open Session at 10:00 am and asked for a motion to adopt the minutes of the October 14, 2004 meeting. A motion was made by Myron P. Shevell, seconded by Patrick Parkinson and unanimously adopted.

Executive Director George Warrington highlighted the following from his monthly business report.

Executive Director Warrington said that at last month's Board Meeting, NJ TRANSIT recognized Flora Castillo and the members of the Conference of Minority Transportation Officials/COMTO for receiving the "Best Membership Recruitment and Retention Activities Award," and for Flora's reappointment to the COMTO Board.

Executive Director Warrington asked Julie Cunningham, Executive Director of COMTO's national office, to officially present the awards to Flora Castillo and Larry Hamm, President of the New Jersey Chapter and a member of the Disadvantaged Business Enterprise Program. Executive Director Warrington congratulated Flora Castillo and Larry Hamm and thanked Julie Cunningham for attending the Board Meeting.

Executive Director Warrington said the holiday season is right around the corner and it is a period when NJ TRANSIT tends to generate substantial new ridership and additional travel across the system.

In preparation, NJ TRANSIT is adjusting some bus, rail and light rail services, and increasing customer service staffing to meet demand. On the Wednesday before Thanksgiving, buses will leave earlier in the afternoon from the Port Authority Bus Terminal to accommodate early exits.

NJ TRANSIT will also run more bus service into New York on Thanksgiving for people traveling to the parade and offer additional service to the major malls in North and South Jersey on Friday and throughout the weekend.

On the rail side, on Wednesday between 1:00 p.m. and 4:00 p.m., NJ TRANSIT will operate longer trains and additional service out of New York to accommodate the early quits. On Thursday and Friday, NJ TRANSIT will operate extra trains to accommodate people going to the parade and into New York to shop.

In addition, Executive Director Warrington said extra customer service staff will be on hand to assist riders, particularly those who may be on the system for the first time. NJ TRANSIT will open an extra ticket window in New York Penn Station dedicated to airport tickets sales to accommodate customers going to the airport. This will help first-time and occasional riders. On the airport side, NJ TRANSIT will add staff to help customers get through the fare gates so that they can meet their connecting flights or trains.

Executive Director Warrington said that NJ TRANSIT is working on developing the Fiscal Year 2006 operating and capital budgets and briefed the Board on the status of the financial planning. The Fiscal Year 2006 operating budget includes the annualized costs associated with new services including: Secaucus Transfer Rail Station, River Line Light Rail Service, Extension of HBLR service and general increases in rail/bus service levels in response to demand.

Executive Director Warrington said that over the last four years, rail service levels have increased by approximately 30 percent or 15 million car miles annually and bus service has increased by approximately 3 million miles annually. At the same time, the agency is faced with escalating costs including: fuel price increases: NJ TRANSIT used 33 million gallons of fuel a year and every penny increase means \$330,000. This will result in an annual incremental increase of \$15 million in Fiscal Year 2005.

Further, Executive Director Warrington said that health costs have grown at about 18 percent annually over the last three years and unprecedented security costs including an increase in the Police budget of \$13 million over four years – nearly doubled the budget from \$15 to \$28 million since September 11, 2001. Executive Director Warrington said it should be noted that, while security efforts have increased dramatically over the years, federal support for homeland security has been minimal. In addition, general inflation has been approximately three percent annually.

Executive Director Warrington said over the last three years, much of the cost has been offset by more than \$50 million in internal business efficiencies that NJ TRANSIT has achieved – particularly in administrative and overhead areas. In addition, Executive Director Warrington said NJ TRANSIT used leverage lease transactions to cover \$48 million in costs over the last four years and an \$85 million increase in State operating assistance last year allowed NJ TRANSIT to balance the Fiscal Year 2005 Budget.

Executive Director Warrington said that looking ahead to Fiscal Year 2006 and a substantially constrained State budget, NJ TRANSIT couldn't assume an operating subsidy increase exceeding the current appropriation of \$279 million.

Executive Director Warrington said the two tools that NJ TRANSIT traditionally used to cover inflation and new service costs are no longer available. The first is leveraged leases. Executive Director Warrington said the federal government made a policy decision that precludes NJ TRANSIT from using this important budget tool going forward – a tool that has netted NJ TRANSIT \$48 million dollars in non-fare revenues.

Executive Director Warrington said the second tool, historically, was to increase the capital to operating transfer. NJ TRANSIT froze the transfer level in the Fiscal Year 2005 budget and resisted any effort to divert more funds from state of good repair needs to fund operating costs in the future.

Further, Executive Director Warrington said the net effect of projected cost increases coupled with the uncertainty of historical non-fare revenue offsets leaves the agency with a projected budget gap in the range of \$55 to \$65 million.

Executive Director Warrington said NJ TRANSIT will continue to refine cost estimates, and will work aggressively to identify additional cost savings, business efficiencies, overhead reductions and new commercial revenue sources, however, those efforts alone will not close a budget gap of this magnitude.

Executive Director Warrington said the absence of two historical remedies – leveraged leases and capital transfers – means that NJ TRANSIT must consider fare increases as a gap closing option. In inflation-adjusted dollars, NJ TRANSIT fares are near all-time lows and have increased by only 10 percent over the last 14 years (vs. a 48 percent increase in the Consumer Price Index (CPI)).

Executive Director Warrington said that as an action of last resort, NJ TRANSIT would consider increasing fares by an average of 15 percent, which could produce \$55 million on an annual basis. Struggling with comparable financial outlooks, major metropolitan transit systems across the country have already implemented or are considering substantial fare increases including:

In 2004:

- Washington – up five percent (bus) –10 percent (rail) on top of nine percent in 2003
- Los Angeles MTA – 24 percent on multi-trip passes
- Chicago CTA – base fares went from \$1.50 to \$1.75 – up about 16 percent

This year:

- Philadelphia/SEPTA – currently proposes a 25 percent fare hike, with service cuts
- Metro North & Long Island Railroad – propose fare increases of five to eight percent, on top of 25 percent increases in 2003.

Executive Director Warrington said that in January 2005, NJ TRANSIT would present final budget assumptions, including the timing and scope of a Fiscal Year 2006 fare increase, in advance of a public hearing process that will begin in February. Executive Director Warrington said NJ TRANSIT would continue to refine the budget numbers and assumptions, present the case to Treasury officials and the Administration in Washington on leverage leases and identify every possible cost savings or revenue enhancement. Once NJ TRANSIT concludes the budget process and incorporated the findings of public hearings, Executive Director Warrington expects to return to the Board in the spring with a final recommendation on the Fiscal Year 2006 fare proposal.

Executive Director Warrington expressed his gratitude and bid farewell to Board Member Flora Castillo. Executive Director Warrington said in 1999, Board Member Castillo became the youngest and the first Latina to join NJ TRANSIT's Board. During the five years that she has served, Board Member Castillo has been a staunch transportation advocate; not only for the nearly 800,000 daily commuters who use the system, but also for the more than 10,000 NJ TRANSIT employees who make the system run every day.

Executive Director Warrington said Board Member Castillo's list of accomplishments at NJ TRANSIT is lengthy. Among the many accomplishments, she resurrected the New Jersey Chapter of the Conference of Minority Transportation Officials or COMTO. Today, this chapter is not only the youngest, but also the largest chapter under the national organization. In addition, Executive Director Warrington said that he and Board Member Castillo were recently at the Walter Rand Transportation Center in Camden where they launched the "Transit Academy." It was Board Member Castillo's vision to bring young people together to learn about what public transportation has to offer.

Executive Director Warrington thanked Board Member Castillo for all that she has done for the Corporation, the customers and the employees. A Resolution was presented to Board Member Castillo.

Chairman Lettiere, Board Members McGoldrick, Shevell, Parkinson and Smartt commented that Ms. Castillo's perseverance, enthusiasm, dedication, sincerity, customer service and leadership abilities were an asset to the Board of Directors, the Corporation and the public and they thanked her for her service.

Board Member Castillo thanked the Board of Directors, Executive Director Warrington and the management team and Julie Cunningham, Executive Director of COMTO's national office for helping to make her journey as a Board Member a positive, educational, and inspirational experience.

Board Member McGoldrick commented on NJ TRANSIT's financial situation. He said it is a serious matter to face a prospect of a fare increase. He said 15 percent seemed high and asked NJ TRANSIT to look at all possible alternatives. Regarding leveraged leases, Board Member McGoldrick said NJ TRANSIT has a long history of saving money for the rider/taxpayer. He said that leveraged leases from foreign investors do not deplete the U.S. Treasury and he hopes the Federal government will allow NJ TRANSIT to use leveraged leases in the future. Chairman Lettiere assured the Board that every cost saving effort would be made.

Suzanne Mack reported for the North Jersey Transit Advisory Committee. Ms. Mack thanked Board Member Castillo for her service and said she has always been a strong advocate for the public, especially children. Ms. Mack said the Advisory Committee realizes that NJ TRANSIT is in a budget crisis and offered their support and assistance. Ms. Mack commended NJ TRANSIT for bringing the matter of a fare increase to the public's attention early in the process.

Ms. Mack also discussed the situation with the Ferry Service in Hudson County and New York. Ms. Mack said that New York Waterways, an independent carrier that operates 16 routes in New York Harbor, is experiencing fiscal problems which may result in a possible reduction in routes. With a \$36 million investment in the Ferry Terminal and a public-private partnership, this issue is significant.

There was one public comment on agenda items.

Rose Heck, Consultant for New Jersey Association of Railroad Passengers (NJARP), congratulated and thanked Board Member Castillo for all of the work she has done and continues to do for public transportation. Ms. Heck commented on the item, Agreements with the New Jersey Sports and Exposition Authority and New Jersey Department of Transportation for Funding and Construction of the Meadowlands Railroad and Roadway Improvement Project. Ms. Heck said she is pleased that NJ TRANSIT is involved with the Meadowlands Rail Spur Project.

Executive Director Warrington presented the following Action Items for approval:

0411-66: AGREEMENTS WITH THE NEW JERSEY SPORTS AND EXPOSITION AUTHORITY AND NEW JERSEY DEPARTMENT OF TRANSPORTATION FOR FUNDING AND CONSTRUCTION OF THE MEADOWLANDS RAILROAD AND ROADWAY IMPROVEMENT PROJECT

The Meadowlands region will see a major new development project, which will be a job center and leisure travel destination in the years to come. The Xanadu project alone is expected to create 20,000 new permanent jobs, along with the increasing need to bring rail access to one of the nation's top sports and entertainment complexes. Authorization is sought to enter into a multi-agency agreement to oversee the Meadowlands Rail Spur project for the funding, design, construction and management of the project. The agreements are with the New Jersey Sports and Exposition Authority and the NJ Department of Transportation, with NJ TRANSIT providing project management and technical support. NJ TRANSIT has secured a \$5 million grant from the Port Authority, which has pledged funding for the entire \$150 million project in its 2004-2008 capital spending plan. NJ TRANSIT will own, operate and maintain the rail infrastructure improvement and provide operations support for the new Meadowlands Sports Complex Station. This project is scheduled for completion at the end of 2007 and will complement the Access to the Region's Core project, as well as other planned regional projects.

John McGoldrick moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

0411-67: HAMILTON STATION PARKING DECK GROUND LEASE

Hamilton Station is on the Northeast Corridor and currently has a 1900 space surface parking lot, with a wait list for monthly permits approaching 600. There is no additional land available for expansion. The township has an interest in promoting smart growth through mixed-use, transit-oriented development on the property, which would increase non-farebox revenue through rentals and other forms of economic benefit. A 2000 space multi-level parking deck would be constructed, freeing up about 27 acres for future transit-oriented development. An additional 600 spaces of surface parking would also be constructed. Approval is sought to contract with Hamilton Station Park & Ride, an affiliate of Nexus Properties, Inc, to design, construct and finance the parking deck, which should be completed by September, 2006. NJ TRANSIT has had good experience with Nexus, which currently operates Hamilton, Metropark Trenton and Union stations parking. Nexus would manage and operate the facility for 37 ½ years, and during the first 24 years NJ TRANSIT would receive as

rent 60 percent of the net profits. In years 25 through 37 ½, NJ TRANSIT will receive 75 percent of the net profits, with unencumbered ownership at the end of the lease. In addition, approval is sought to reimburse Nexus \$225,000 should, through no fault of the developer, the project not proceed.

Patrick W. Parkinson moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0411-68: NEWARK CITY SUBWAY BROAD STREET EXTENSION CONTRACT 7  
– TUNNEL AND STATION EMERGENCY VENTILATION  
IMPROVEMENTS: CONSTRUCTION CONTRACT AMENDMENT

The installation of a new tunnel and station emergency ventilation system for the Newark City Subway is well underway and is about 40 percent complete. The existing control and data acquisition system is old, causing delays in relaying information about the power system and train operations, and is also proprietary, resulting in higher maintenance costs. As operational complexities increase with new service patterns and train frequencies, a new system is required to control tunnel ventilation, power distribution and train operations. Approval is sought to amend the contract with the existing contractor for the tunnel and ventilation improvements, Daidone Electric, for proposed installation of this new system at a cost not to exceed \$849,000 plus five percent for contingencies.

Patrick W. Parkinson moved the resolution, John McGoldrick seconded it and it was unanimously adopted.

0411-69: AMENDMENT OF HEALTH BENEFIT AND PENSION PLANS  
CONSISTENT WITH THE DOMESTIC PARTNERSHIP ACT

New Jersey's Domestic Partnership Act went into effect in July 2004. The law establishes the rights and responsibilities of domestic partners in the State, and extends certain health and pension benefits to same sex domestic partners of New Jersey state employees. Approval is sought to amend the Employee Retirement Plan and pension plans for NJ TRANSIT Bus as well as NJ TRANSIT's health benefit plans to recognize the same sex domestic partners as eligible for the same dependent benefits provided to employees' spouses, consistent with the Domestic Partnership Act. The pension plan amendment must also be approved by the various pension committees.

John McGoldrick moved the resolution, Keith Barrack seconded it and it was unanimously adopted.

0411-70: AMENDMENT OF BOARD ITEM 0210-113 SOUTH AMBOY RAIL STATION ACCESSIBILITY IMPROVEMENTS - NEW PEDESTRIAN OVERPASS AND PLAZA: CONSTRUCTION CONTRACT AWARD AND AMENDMENT OF CONTRACT TO ADD CONSTRUCTION ASSISTANCE SERVICES

This item will correct a staff miscalculation approved by the Board in the fall of 2003 for Accessibility Improvements to South Amboy Rail Station. The contract was with Vollmer Associates for construction assistance and, although the \$227,314 funding approval was accurate, the total contract amount should have been \$6,752,869. Approval is sought to amend Board item 0210-113.

Keith Barrack moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

The Consent Calendar was moved by Robert Smartt, seconded by Patrick W. Parkinson and unanimously adopted as follows:

0411-71: HUDSON-BERGEN LIGHT RAIL MOS-2: TEMPORARY EMPLOYMENT SERVICES FOR THE ADMINISTRATION OF DISADVANTAGED BUSINESS ENTERPRISES SUPPORT CENTER

Authorization to continue funding the DBE Assistance Services Contract (No. 04-104) through June 2006, with Express Personnel Services of Jersey City, NJ, in an amount not to exceed \$400,000 to manage the processes for DBE certification, compliance monitoring and outreach services associated with the project. Total contract authorization will be \$650,000.

The following public comments were heard on non-agenda items:

Gary Johnson commented on the ticket vending machines. Mr. Johnson said all NJ TRANSIT customers should be able to buy all types of tickets (bus, rail, light rail) at any ticket vending machine. Mr. Johnson suggested unified ticket vending machines systemwide. Executive Director Warrington replied that Mr. Johnson's comment is consistent with NJ TRANSIT's objectives and this is a project that is currently in progress.

Rose Heck, Consultant for New Jersey Association of Railroad Passengers (NJARP), commented that the NJARP supports the continuation of the Transportation Trust Fund for public transportation projects. Chairman Lettiere thanked Ms. Heck for their support on this critical issue.

John Del Colle, United Spinal Association, thanked NJ TRANSIT for the high level platforms at Ridgewood Station. Mr. Del Colle said Ridgewood Station was designated a key station under the Americans with Disabilities Act and he was pleased with the

result. Mr. Del Colle commented that he is pleased with the work NJ TRANSIT did to assist passengers with disabilities to get on and off the Ferries. Mr. Del Colle also thanked Board Member Castillo for her strong advocacy for people with disabilities.

Board Secretary Watson said that David Peter Alan was unable to attend the Board Meeting but said he was very pleased that NJ TRANSIT decided not to implement the additional step-up charge.

Chairman Lettiere, Board Members, Executive Director Warrington and staff expressed good wishes and a Happy Birthday to Board Member Mike Shevell who will turn 70 years old on November 25, 2004.

Chairman Lettiere wished everyone a very happy holiday and Happy Thanksgiving.

Since there were no further comments or business, the Chairman called for adjournment and a motion to adjourn was made by Mike Shevell, seconded by Patrick W. Parkinson and unanimously adopted.

The meeting was adjourned at approximately 11:15 am.

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS INC.  
NJ TRANSIT RAIL OPERATIONS INC.  
NJ TRANSIT MERCER INC.  
REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING

35772

NOVEMBER 10, 2004

MINUTES

- ▶ EXECUTIVE SESSION AUTHORIZATION
- ▶ APPROVAL OF MINUTES OF PREVIOUS MEETINGS
- ▶ EXECUTIVE DIRECTOR'S MONTHLY REPORT
- ▶ ADVISORY COMMITTEE REPORTS
- ▶ PUBLIC COMMENTS ON AGENDA ITEMS

ACTION ITEMS

- 0411-66: AGREEMENTS WITH THE NEW JERSEY SPORTS AND EXPOSITION AUTHORITY AND NEW JERSEY DEPARTMENT OF TRANSPORTATION FOR FUNDING AND CONSTRUCTION OF THE MEADOWLANDS RAILROAD AND ROADWAY IMPROVEMENT PROJECT

Authorization to execute agreements with the New Jersey Sports and Exposition Authority and New Jersey Department of Transportation to establish terms for the funding, design, construction, and management of the proposed Meadowlands Rail Spur Project and supporting roadway improvements and to allow NJ TRANSIT staff to provide technical support for the project on an as needed basis.

- 0411-67: HAMILTON STATION PARKING DECK GROUND LEASE

Authorization to enter into all necessary agreements with, and take all necessary actions with regard to, Hamilton Station Park & Ride, LLC, an affiliate of Nexus Properties, Inc. Lawrenceville, NJ, under which it will lease approximately 2½ acres of NJ TRANSIT's property adjacent to Hamilton Station, finance the cost of the project, including the cost of design and construction, construct a commuter parking deck for approximately 2,000 vehicles upon the demised premises and, for 37½ years after the deck is ready for occupancy, manage, operate and maintain the parking deck, with NJ TRANSIT receiving as rent 60 percent of all net profits during Years 1-24 and 75 percent of all net profits during Years 25-37½; and under which NJ TRANSIT is required to reimburse Nexus for actual demolition and soft costs up to \$225,000 if, through no fault of Nexus, the project does not proceed.

- 0411-68: NEWARK CITY SUBWAY BROAD STREET EXTENSION CONTRACT 7 – TUNNEL AND STATION EMERGENCY VENTILATION IMPROVEMENTS: CONSTRUCTION CONTRACT AMENDMENT

Authorization to amend the contract (No. 03-078) with Daidone Electric of Newark, NJ for construction of the Newark City Subway Broad Street Extension tunnel and ventilation improvements to add power distribution and train operations control to the new SCADA system at a cost not to exceed \$849,000, plus five percent for contingencies for total of \$19,299,000.

0411-69: AMENDMENT OF HEALTH BENEFIT AND PENSION PLANS CONSISTENT WITH THE DOMESTIC PARTNERSHIP ACT

Authorization to amend the NJ TRANSIT Employee Retirement Plan (NJTERP), and the pension plans for the Amalgamated Transit Union (ATU), Transport Workers' Union and United Transportation Union (TWU/UTU), Mercer Employees', and Utility Co-Worker's Association (UCA) and NJ TRANSIT's health benefit plans to recognize the same-sex domestic partners as eligible for the same dependent benefits as are provided to spouses consistent with the DPA. The amendments to the pension plans are subject to the approval of the applicable Pension Committee.

0411-70: AMENDMENT OF BOARD ITEM 0210-113 SOUTH AMBOY RAIL STATION ACCESSIBILITY IMPROVEMENTS – NEW PEDESTRIAN OVERPASS AND PLAZA: CONSTRUCTION CONTRACT AWARD AND AMENDMENT OF CONTRACT TO ADD CONSTRUCTION ASSISTANCE SERVICES

Authorization to amend Board Item 0210-113 to revise the total contract authorization amount from \$5,538,314 to \$6,752,869 with Vollmer Associates of New York, NY, for construction assistance for a new pedestrian overpass and plaza at South Amboy Rail Station. This authorization corrects the previously misstated contract amount in the original Board Item.

**CONSENT CALENDAR**

0411-71: HUDSON-BERGEN LIGHT RAIL MOS-2: TEMPORARY EMPLOYMENT SERVICES FOR THE ADMINISTRATION OF DISADVANTAGED BUSINESS ENTERPRISES SUPPORT CENTER

Authorization to continue funding the DBE Assistance Services Contract (No. 04-104) through June 2006, with Express Personnel Services of Jersey City, NJ, in an amount not to exceed \$400,000 to manage the processes for DBE certification, compliance monitoring and outreach services associated with the project. Total contract authorization will be \$650,000.

► PUBLIC COMMENTS ON NON-AGENDA ITEMS

**EXECUTIVE SESSION AUTHORIZATION**

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss contract negotiations and attorney-client privileged 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 litigation and 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 14, 2004 Board meeting 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 22, 2004;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the October 14, 2004 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.


(NJ TRANSIT BOARD - 11/10/04)  
James E. McGreevey  
Governor

Jack Lettiere  
Board Chairman

George D. Warrington  
Executive Director

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

35776

**TO:** BOARD OF DIRECTORS  
**FROM:** GEORGE D. WARRINGTON   
**DATE:** NOVEMBER 10, 2004  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT - NOVEMBER

The holiday season is right around the corner. During this time of the year, NJ TRANSIT generates substantial new ridership and sees additional travel across the system. In preparation, we are making adjustments to our bus, rail and light rail services, as well as to our customer service staffing, to support the additional demand.

Starting with the Wednesday before Thanksgiving and continuing all the way through the holiday weekend, we will have dozens of additional employees on duty to assist customers. We will be ready for commuters leaving early on the Wednesday before the holiday with longer trains and extra service from New York Penn Station, and additional bus departures from the Port Authority Bus Terminal. We will run extra bus and rail service into New York on Thursday (Thanksgiving) for customers traveling to the parade and on Friday for the busiest shopping day of the year. For customers opting to do their shopping closer to home, we will offer additional bus service to our major shopping malls throughout the weekend. We will even open a special ticket window in New York Penn Station dedicated to selling tickets to the airport, which will benefit first-time and occasional riders.

This is also a good opportunity for me to highlight the "shoppers express" trains that are available to our customers throughout this holiday season. With our schedule change that took effect October 31, we added a total of sixteen extra express trains to our weekend schedules—eight on the Northeast Corridor and eight on the Morris & Essex Lines—especially for customers who want to visit New York City. These trains shave as much as 18 minutes off of the travel time in each direction, making them a great option whether taking in a show, visiting Rockefeller Center or getting in a day of shopping.

In other news, on the customer service front, we introduced a new system earlier this week at the Vince Lombardi Park/Ride facility that enables customers to pay for parking and transportation in a single, simple transaction. In addition, customers now have the ability to prepay using a convenient, refillable stored value card, eliminating the need to use cash or credit cards every day.

Less than seven months since service began on the River LINE, we welcomed our one-millionth customer last month—Ms. Veronica Rementer of Haddenfield. Meanwhile, our two other light rail lines—the Newark City Subway and Hudson-Bergen Light Rail—continue to expand their ridership base. In fact, both lines broke their all-time ridership records last fiscal year.

We achieved a major milestone in our efforts to add parking to the system last month when I joined MSU President Susan Cole to officially open the MSU Station at Little Falls and its 1500-spot parking deck. The facility provides welcome relief to the parking shortage that has plagued Montclair for so long.

Finally, I would also like to take this opportunity to express my gratitude and bid farewell to Board Member Flora Castillo. In her five years of service on the Board, Flora has been a staunch transportation advocate for not only the 800,000 daily commuters who use our system, but for the more than 10,000 NJ TRANSIT employees who make the system run. Her enthusiasm and determination will be missed.

# EXECUTIVE DIRECTOR'S MONTHLY REPORT

## **I. HIGHLIGHTS**

NJ TRANSIT's Top Stories

## **II. CUSTOMER AND COMMUNITY INITIATIVES**

Customer and Community Projects

## **III. EMPLOYEE RECOGNITION**

NJ TRANSIT Employees Recognized

## **IV. DBE/MBE PROGRAM**

A review of DBE and MBE Programs

## **V. PERFORMANCE MEASURES**

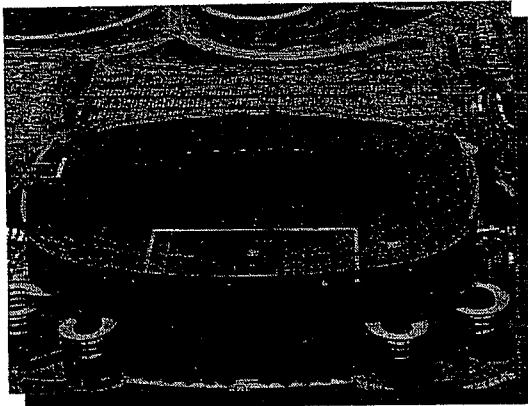
NJ TRANSIT's Operational Performance During the Past Month

# HIGHLIGHTS

### **Meadowlands Rail Link Moves Forward**

NJ TRANSIT's Board of Directors will consider authorizing a series of multi-agency agreements to oversee the Meadowlands Rail Spur project, which will bring rail access to one of the nation's top sports and entertainment complexes.

Approval of the measure will allow NJ TRANSIT to establish formal relationships with the New Jersey Sports and Exposition Authority (NJSEA) and the New Jersey Department of Transportation (NJDOT) to handle funding, design, construction and management issues regarding the spur project.



Under the agreement, NJ TRANSIT will create a project management team that will include NJSEA and NJDOT staff. The NJSEA will assume responsibility for procuring professional and construction services; NJ TRANSIT and NJ DOT will approve design/ construction documents and work with regulatory agencies to acquire permits.

In addition, NJ TRANSIT will provide technical expertise and manage project funding provided by the Port Authority of New York and New Jersey (PANYNJ). In September, NJ TRANSIT secured a \$5 million grant from PANYNJ, which has pledged funding for the entire \$150 million project. During its October meeting, the PANYNJ Board of Commissioners authorized the transfer of an additional \$9 million to NJ TRANSIT.

NJ TRANSIT will own, operate and maintain the rail infrastructure improvements and provide support for operation of the new rail station that will be built at the Meadowlands Sports Complex. NJSEA will provide all maintenance and security for the station.

The \$150 million Meadowlands Rail Spur project also will include new railroad tracks connected to NJ TRANSIT's Pascack Valley Line (PVL), supporting infrastructure and roadway improvements to integrate access to the station with the adjacent roadway network.

Rail service to the Meadowlands is scheduled to begin by the end of 2007.

### **Construction of Hamilton Parking Deck Moves a Step Closer**

NJ TRANSIT Board of Directors today will consider a lease agreement with Hamilton Station Park & Ride, LLC to construct a 2,000-space commuter parking deck adjacent to Hamilton Station.

Under the agreement, Hamilton Station Park & Ride LLC – an affiliate of Nexus Properties, Inc., of Lawrenceville – will build the commuter deck on 2.5 acres of NJ TRANSIT property. The company will also manage, operate and maintain the deck for approximately 37 years, with NJ TRANSIT receiving 60 percent of net profits for the first 24 years and 75 percent of net profits up to its 37<sup>th</sup> year of operation.



Hamilton Station is one of the busiest stations on the Northeast Corridor Line, and the demand for parking at the facility has grown each year since its 1999 opening. The development of this parking deck will increase commuter parking to meet existing demand and will make available a significant portion of the remaining surface lot for transit oriented development and future parking expansion.

Hamilton Station is the centerpiece for the municipality's transit-oriented redevelopment project. Earlier this year, the community adopted a redevelopment plan that incorporated NJ TRANSIT property at the station, which promotes mixed-use development that follows smart growth principles. NJ TRANSIT is currently drafting a Response For Proposal with Hamilton to select a qualified developer for this project.

NJ TRANSIT constructed Hamilton Station and a 1,700-space surface parking lot for commuters in 1999. To satisfy growing demand for parking, more than 200 spaces were added in 2002.

### **MSU Station and Parking Deck Officially Opens**

On October 20, Montclair State University President Dr. Susan A. Cole joined Transportation Commissioner Jack Lettiere and NJ TRANSIT Executive Director George D. Warrington to welcome a new addition to the campus—the MSU Station and its 1,500-space parking deck.



To promote the station's new parking deck, NJ TRANSIT has launched an aggressive marketing campaign under the umbrella theme of "See More Spots." This campaign centers on "See More" the

Dalmatian who, with his white coat and black spots, is the perfect “spokespuppy” for the many parking spots now available to Montclair-Boonton Line commuters.

NJ TRANSIT is offering introductory discount rates for commuters who purchase parking passes before April 1, 2005. MSU Station commuters may purchase an annual pass for \$480—\$120 less than the cost of buying 12 individual monthly passes. Also offered is a six-month pass for \$240 and a three-month pass for \$135. Standard parking fees at the new facility are \$3 on weekdays and \$50 for a monthly pass.

“This is a very creative approach that gets people thinking about how easy it is to park their cars at MSU Station, and not worry about trying to find a parking spot at other locations,” Mr. Warrington said.

“Throughout the NJ TRANSIT system, parking is at a premium as more residents discover the benefits of using public transportation and leave their cars behind.”

In some parts of NJ TRANSIT’s system—including Montclair—customers endure years on waiting lists before a spot becomes available. In fact, Montclair’s waiting list has more than 3,000 people on it. NJ TRANSIT is conducting a direct marketing campaign, specifically targeting these 3,000 commuters.

In addition to more parking spots, the station also offers a host of amenities for commuters to enjoy including:

- An elevated pedestrian overpass serving the deck and the center island platform.
- Four elevators – two inside the parking deck, one connecting the deck and the platform, and one that provides access to dormitories on the opposite side of the station.
- A climate-controlled pedestrian overpass.
- A coffee and pastry shop.

### **River LINE Welcomes Its One-millionth Customer**

Haddenfield resident Veronica Rementer became a local celebrity on October 8<sup>th</sup> when she stepped aboard the River LINE and became its one-millionth rider. She bought her ticket to ride the light rail system that Friday morning, and was expecting an uneventful trip to Trenton to catch a New York-bound train. Instead, she became a local celebrity for a day when it was announced she was the River LINE’s one-millionth rider.



Stepping off the light rail vehicle in Trenton, Rementer was greeted by local news reporters, photographers and local television crews wanting to capture her “15-minutes of River LINE fame.” Along with the balloons and confetti, she received a basket filled with gift

certificates from local merchants, NJ TRANSIT collectible items and a River LINE monthly pass.

"I admit I was suspicious about the whole thing and then surprised," Rementer said. "This was my first time taking the River LINE. I was curious about it and I was considering starting to use it to get to work."

Rementer was using the River LINE service to connect to NJ TRANSIT Northeast Corridor service to midtown Manhattan. She and her best friend, Rosemary Lutz, were planning on attending a tag sale fundraiser event in Central Park.

Since its March debut, River LINE ridership has increased by 64 percent and has the highest overall customer satisfaction of any NJ TRANSIT service. At a \$1.10 per ride, the system is an inexpensive alternative to automobiles.

NJ TRANSIT continues to look for ways to enhance River LINE service and customer satisfaction. In June, 15-minute departures were introduced for the morning and evening peak periods. And in September, the River LINE began early morning service at Florence and Roebling stations for customers to make earlier connections to Northeast Corridor trains.

# **CUSTOMER AND COMMUNITY INITIATIVES**

### **Working with Communities to Maximize River LINE Economic Benefits**

Burlington City Mayor Darlene Scocca and NJ TRANSIT Executive Director George D. Warrington hosted the River LINE's first economic symposium on October 21 at Burlington City Hall. The symposium, part of NJ TRANSIT's broader River LINE Economic Opportunity Project, was organized to help communities served by the River LINE maximize the economic benefits associated with the light rail line.



"While there is a traditional role for NJ TRANSIT—running trains, buses and light rail— there are times when we are obligated to step outside of that traditional role," Executive Director Warrington told the mayors. "In this case, it was important for us to take a proactive step to assist you with realizing the full economic potential of your communities."

Earlier this year, Mr. Warrington assigned NJ TRANSIT staff to reach out to River LINE communities and provide resources for development.

"We are pleased to be working with the River LINE communities as part of our 'Transit-Friendly Planning' program, which provides technical assistance to municipalities interested in fostering transit-oriented development around transit facilities," said Vivian E. Baker, NJ TRANSIT Principal Planner. "We look forward to continuing to support their efforts to grow responsibly and revitalize the region's economy."

The symposium included a review of economic findings and forecasts from the consulting firm A. Nelessen Associates, followed by reports from the communities of Pennsauken, Riverside and Burlington. Several River LINE communities reported that the light rail line had already attracted development and expansion of local businesses.

Mr. Warrington told the audience that in the next phase of the project, "developers will be brought to the table." The group plans to reconvene December 2 at Rutgers-Camden, with NJ TRANSIT working to connect communities with developers to attract investment over the long-term.

### **New Way To Pay at Vince Lombardi Park/Ride Lot**

A new system that enables customers to pay for parking and transportation in a single, simple transaction came online at the Vince Lombardi Park/Ride on Monday, November 8.

Customers now have the ability to prepay for parking and transportation using "stored value cards," up to a maximum of \$200. Customers may add value to their card at any pay station, or by authorizing automatic billing to their credit card when their balance is low.

In addition, customers using stored value cards receive their transportation tickets as they enter the parking lot, without leaving their vehicle, by simply inserting their card into the reader. Parking and transportation are paid in a single, simple transaction – without depositing cash or using credit cards.

Pay stations will continue to accept U.S. coins and bills, credit cards and debit cards for payment. Non-drivers, carpoolers and individuals who require transportation only can obtain their transportation tickets from the same pay station machines, which are conveniently located throughout the parking lot and available 24 hours a day.

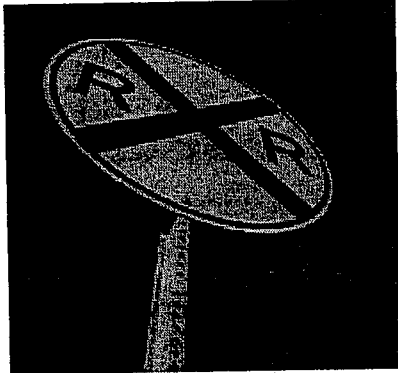
Tickets that are currently sold at the Vince Lombardi Park/Ride will not be accepted when the new system becomes operational on November 8. Customers may submit refund requests to NJ TRANSIT Bus/Light Rail Refund Department, One Penn Plaza East, Newark, NJ 07105.

A detailed brochure entitled “A New Way to Pay” is available at the Vince Lombardi ticket office for customers interested in the benefits of using a stored value card.

# **EMPLOYEE RECOGNITION**

### **Rail safety's Betsy Stern recognized in national training video**

Operation Lifesaver Inc. (OLI) has recognized NJ TRANSIT's Betsy Stern as one of the top rail-safety presenters nationwide by including her in an upcoming training video, an honor reserved for only the best.



Marmie Edwards, vice president of communications for Operation Lifesaver, said Betsy has done an excellent job speaking to key audiences. Edwards said the 20-minute video, which shows Betsy in action with grade-school children, would be used to train new OLI presenters.

While Stern has spoken to law enforcement and driver's education students, she focuses on getting the message out to K-8 students. In a recent 12-month period, she spoke at 105 schools and reached 38,000 students statewide.

### **NJ TRANSIT's Jim Holman wins CTAA President's Award**

Jim Holman was recently presented with the Community Transportation Association of America's (CTAA) President's Award at the annual CTAA Expo and National Paratransit Rodeo. The award honored Jim for his 15 years of dedicated service and commitment to community transportation and his work with the National Paratransit 'Rodeo.' Jim, who is manager of mini bus support and technical programs under Bus Service Planning and Development, is nationally recognized as an expert in community transportation training and safety, and he recently concluded a term as Chairman of the National Rural Transit Assistance Program (RTAP) Advisory Committee.

### **Edwin 'Electric' Negrón wins international Bus 'Rodeo'**

NJ TRANSIT bus operator Edwin "Electric" Negrón has won the American Public Transportation Association's prestigious 29<sup>th</sup> International 'Bus Rodeo' in Atlanta. The individual victory was a first for NJ TRANSIT Bus Operations.

Negrón, a NJ TRANSIT employee for 19 years, scored 594 out of 650 points to claim first place and earn the title of best bus operator in North America. This year's victory was Negrón's first in six appearances at the international competition. His previous best finish was seventh place.

For his accomplishment, Negrón was honored during NJ TRANSIT's Board of Directors meeting in October and during a luncheon in observance of Hispanic Heritage Month.

To compete at the international level, bus operators must win the state competition, which Negron has done six times. Within seven minutes, operators must drive a one-mile course around cones. Points are deducted any time an operator makes contact with a cone and for every minute over the time limit.

"I had an idea that I had a good run," said Negron, who won the 40-foot competition even though he drives a 65-foot articulated bus.

Currently, Negron operates a bus on the 13 Broad Street-Clinton Avenue line, which runs between Irvington and Clifton. Since winning the international competition, Negron has been provided exclusive use of "his" bus, which is now decorated with first-place decals. When he is not working, the bus is used as an emergency backup at Big Tree Garage in Nutley.

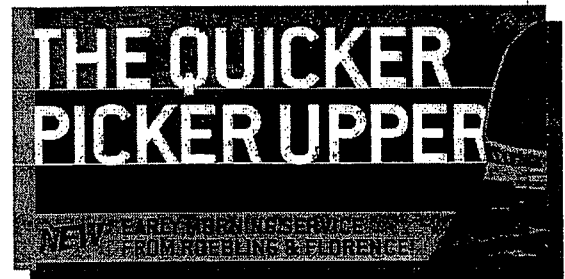
Asked why he has the nickname "electric", which was given by a former supervisor, Negron responded, "I move around a lot."

Dubbed the "Bus Olympics" among participants, the annual competition attracts top bus operators and mechanic teams from various countries including Canada and Australia. More than 120 bus operators and 40 mechanic teams participated in this year's event.

Negron lives in Kearny with his wife, Magali, and his stepson, Keven, 11. Negron also has two sons, Edwin Jr., 33, and Carlos Ivan, 32, and one daughter, Wined, 25.

### **River LINE campaign wins three regional JASPER awards**

NJ TRANSIT's Marketing Department recently won a gold award from the Jersey Shore Public Relations and Advertising Association for its promotional "The Way to Go" video and the River LINE's "15-Minute Pickup Line" radio campaign. The staff also won a silver award for the Pickup Line's special website, or "microsite," which is located at [www.15minutepickup.com](http://www.15minutepickup.com).



The promotional video gives viewers a glimpse of the commuting experience that we offer our customers. Whether you prefer the Manhattan skyline, the Statue of Liberty, the shore during the day or Atlantic City at night, we provide all those images – and more – with a train ticket. The message: "NJ TRANSIT is the way to go. Enjoy the experience."

The Pickup Line campaign promoted the River LINE's new 15-minute rush hour departures, which debuted in June. The new schedule increased light rail service from 76 to 105 roundtrips each weekday. More than 1,100 people have visited the interactive microsite and more than 100 entered their best pickup line for a chance to win prizes.

### **NJ TRANSIT Bus & Light Rail Select Award Winners**

NJ TRANSIT Executive Director George Warrington recently presented 40 Bus & Light Rail Operations employees with the first Distinguished Service Award for performance above and beyond the call of duty.

The winners needed to meet at least one of the following criteria:

- Use knowledge and expertise to quickly solve problems relative to service
- Act as team player and encourage teamwork
- Exhibit high degree of professionalism to customers
- Perform duties above and beyond expectations
- Play a key role in remedying an extraordinary situation
- Provide service outside the scope of normal work duties
- Complete a challenging task with little supervision that advances the company's mission
- Display exemplary leadership qualities in delivery of service

From more than 270 nominations, the 40 selected winners follow:

- Kevin Little, Bus Operator, Big Tree
- Charlie Davis, Bus Operator, Big Tree
- Pamela Poussaint, Bus Operator, Hilton
- Allen Gibson, Bus Operator, Hilton
- Lonnie J. Williams, Mechanic A, Market Street
- Fred Shandler, Chief Regional, GOB Control Center
- Kevin Chase, Foreman I, Bloomfield
- Tommie Johnson, Inspector B, Port Authority Bus Terminal
- Mike Kilcoyne, Director of Transportation., Bus Operations
- John Kruty, Special Maintenance Man, Central Maintenance Facility
- Dan Petitt, Chief Instructor, Operations Training
- Ankush Karnik, Transportation Systems Analyst, Penn Plaza
- Larry Tell, Bus Operator, Ironbound
- Steven Rosenberg, Bus Operator, Oradell
- Ed Panick, Senior Maintenance. Instructor, Bloomfield
- Harold Campanell, Bus Operator, Washington Twp.

- Earl Bargerhuff, Bus Operator, Wasington Twp.
- James Davidson, Bus Operator, Washington Twp.
- William Hagan, Bus Operator, Washington Twp.
- Betty Harris, Bus Operator, Wasington Twp.
- Shawn McGarrigle, Ticket Agent, Walter Rand Transportation Center
- Gabe Sullivan, Inspector B, Walter Rand Transportation Center
- Alfred Pastoriza, Cleaner, Walter Rand Transportation Center
- Xiomara Gavlin, Bus Operator, Fairview
- Eduardo Morales, Bus Operator, Oradell
- Bernice Platter, Starter, Port Authority Bus Terminal
- Cebert Swaby, Jr., Bus Operator, Orange
- Gregory Godfrey, Starter, Port Authority Bus Terminal
- Jorge Velazquez, Bus Operator, Meadowlands
- Ralph Rivera, Bus Operator, Wayne
- Joe Butterfield, Supervisor, Atlantic City Terminal
- Nathan Sweeting, Bus Operator, Oradell
- Joseph Donadio, Special Mechanic/Welder, Central Maintenance Facility
- Ron Marks, Foreman I, Orange
- Genaro Cabacab, Bus Operator, Wayne
- Clemmie Livingston, Bus Operator, Hamilton
- Henry Cribb, Bus Operator, Hamilton
- Eddie Erm, Superintendent, Big Tree
- Joe Ventresca, Bus Operator, Newton Avenue
- Robert Jacobs, Regional Supervisor, Newton Avenue Annex

**NJ TRANSIT Employees Bid Farewell After Outstanding Careers**

Seven NJ TRANSIT employees retired in October after careers ranging from 10 years to 34 years of service with the Corporation and its predecessor companies.

The senior member of the retiree group is Edward R. Mason of Paterson with 34 years of service. Mason was a janitor from the Market Street Garage. Other retirees include:

- Hamilton Garage Bus Operator Paul Massenat of Trenton (29 years)
- Meadowlands Garage Bus Operator Willie C. Timmons of Rahway (18 years)
- Washington Township Garage Bus Operator Robert Hussey of Willingboro (17 years)
- Oradell Garage Cleaner Evoria Hagans of Paterson (16 years)

- Egg Harbor Township Garage Bus Operator Bertha Judson of Galloway (15 years)
- Howell Garage Bus Operator Christopher MacCracken of Freehold. (10years)

# **DBE / MBE PROGRAM**

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

### **Federally Funded Contracts**

In the federal funds category, \$2,866,350 was awarded during October 2004\*; of that total \$1,020,970 or 35.6 percent was awarded to DBE firms went towards meeting our Race Conscious Goal (21%).\*

### **State Funded Contracts**

\$16,817,002 was awarded in state-funded contract dollars during July through October 2004,\*\* of that total, Small Business Enterprises received \$834,174 or 5 percent. Category 1 SBEs received \$78,798 or 0.5 percent. Category 2 SBEs received \$131,875 or 0.8 percent. Category 3 SBEs received \$113,354 or 0.7 percent. Category 4 SBEs received \$510,147 or 3 percent.\*\*\*

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

Of \$19,683,352 in federal and state contract dollars awarded by NJ TRANSIT (federal and state fiscal years combined), \$1,020,970 or 35.6 percent of federal contract dollars was won by Disadvantaged Business Enterprises (DBEs). Small Business Enterprises (SBEs) received \$588,945 or 3.5 percent of state contract dollars. \$1,609,915 was won by DBEs and SBEs. (Does not include small purchases dollars for July, August, September, & October) as no reports were issued for those months).

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

Of \$1,196,602,892 in contract dollars awarded for the Hudson-Bergen Light Rail Transit System project\*\*\*\*, \$168,230,634 or 14.1 percent has been received by DBEs. Of the \$168,230,634, 6.8 percent or \$80,805,960 has been won by Women Business Enterprises (WBEs) who are classified as DBEs.

\* Fiscal year beginning October 1, 2004

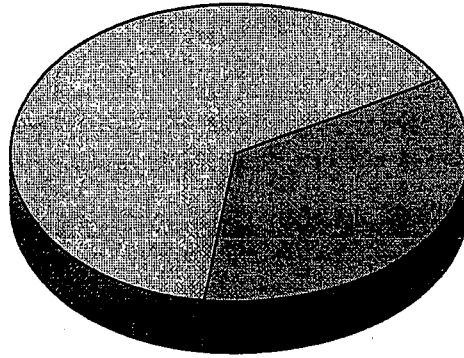
\*\* Fiscal year beginning July 1, 2004

\*\*\* 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

\*\*\*\* This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through September 2004

**DBE PARTICIPATION  
FEDERAL CONTRACTS  
FEDERAL FYTD (THRU OCTOBER 2004)**

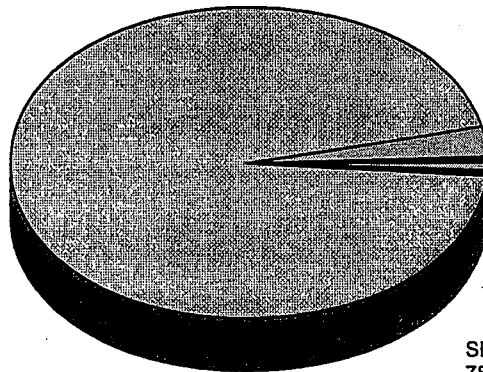
NON-FEDERAL  
1,845,380  
64.4%



DBE RACE  
CONSCIOUS  
1,020,970  
35.6%

**SBE PARTICIPATION  
STATE CONTRACTS  
STATE FYTD (THRU OCTOBER 2004)**

NON-SBE STATE  
15,982,833  
95%



SBE-4  
510,147  
3%

SBE-3  
113,354  
0.7%

SBE-2  
131,875  
0.8%

SBE-1  
78,798  
0.5%

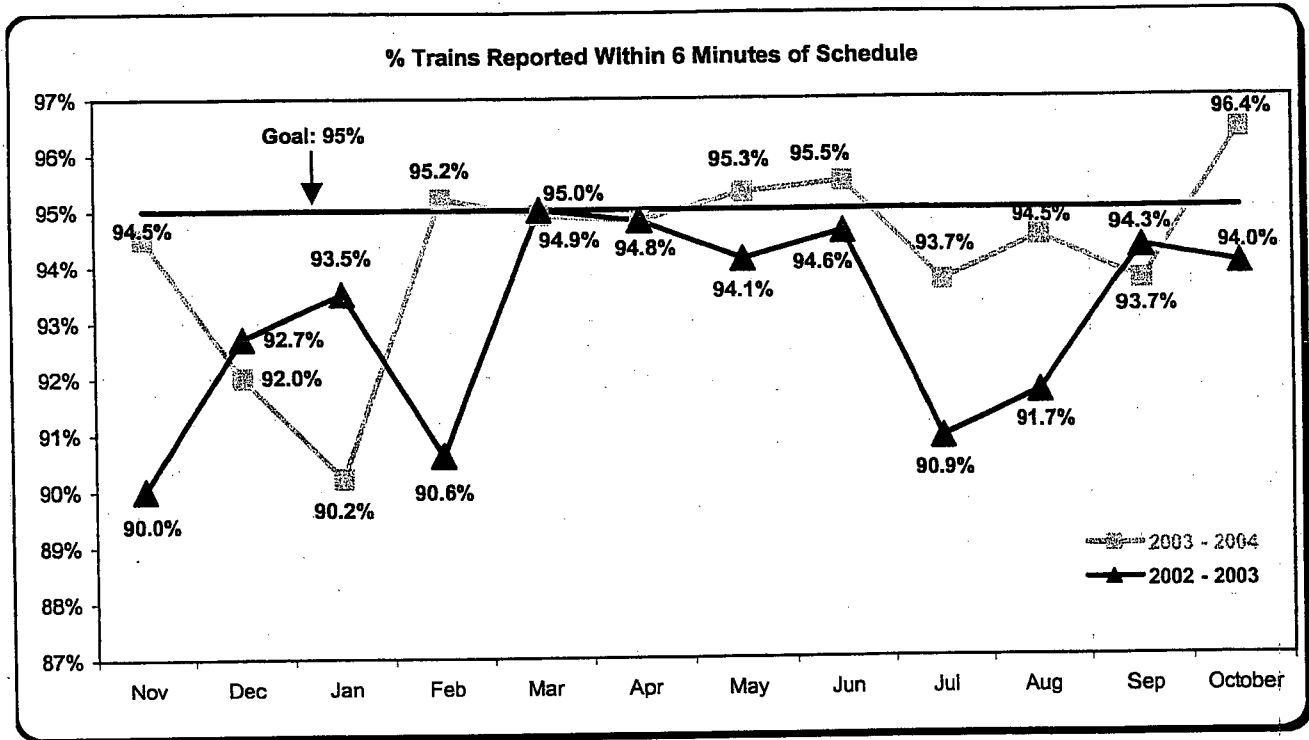
\* Does not include small purchases dollars for July, August, September and October as no reports were issued for those months.

# **PERFORMANCE MEASURES**

# NJ TRANSIT ON TIME PERFORMANCE RAIL

35796

## NOVEMBER 2002 - OCTOBER 2004



	2003	2004	# Change
<b>October Comparison</b>	94.0%	96.4%	2.4%

	2002 - 2003	2003 - 2004	# Change
<b>12-Month Average November - October</b>	93.1%	94.2%	1.1%

**Analysis:**

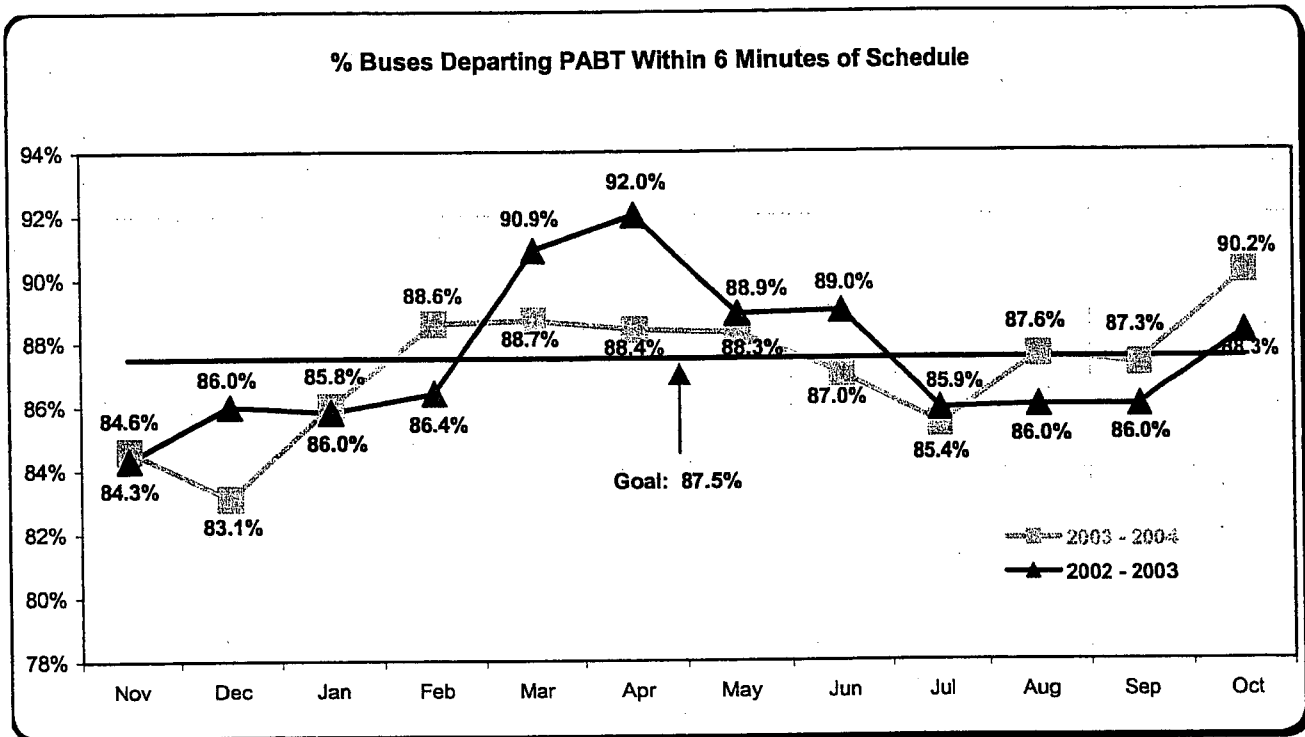
Rail On Time Performance (OTP) for October 2004 was 96.4%, exceeding the 95% goal, and representing the best October performance since Rail Operation's inception in 1983. Of the 18,050 trains that were scheduled to operate, 17,403 were on time, while 647 trains (or 3.6%) were delayed.

The only significant event affecting October's OTP took place on October 1st, when a suspicious vehicle was reported underneath a railroad bridge just outside of the Hoboken Terminal, resulting in the delay of 30 trains.

The 12-month average for Rail On Time Performance for November 2003 - October 2004 was 94.2%, 1.2 percentage points above the average for the previous 12-month period.

# NJ TRANSIT ON TIME PERFORMANCE BUS - PABT DEPARTURES NOVEMBER 2002 - OCTOBER 2004

35797



	2003	2004	# Change
October Comparison	88.3%	90.2%	1.9%

	2002 - 2003	2003 - 2004	# Change
12-Month Average November - October	87.5%	87.1%	-0.4%

### Analysis:

Bus On Time Performance for October 2004 was 90.2%, 1.9 percentage points above the 88.3% rate of October 2003. Of the 20,224 PABT PM Peak departures, 1,977 (or 9.8%) experienced delays.

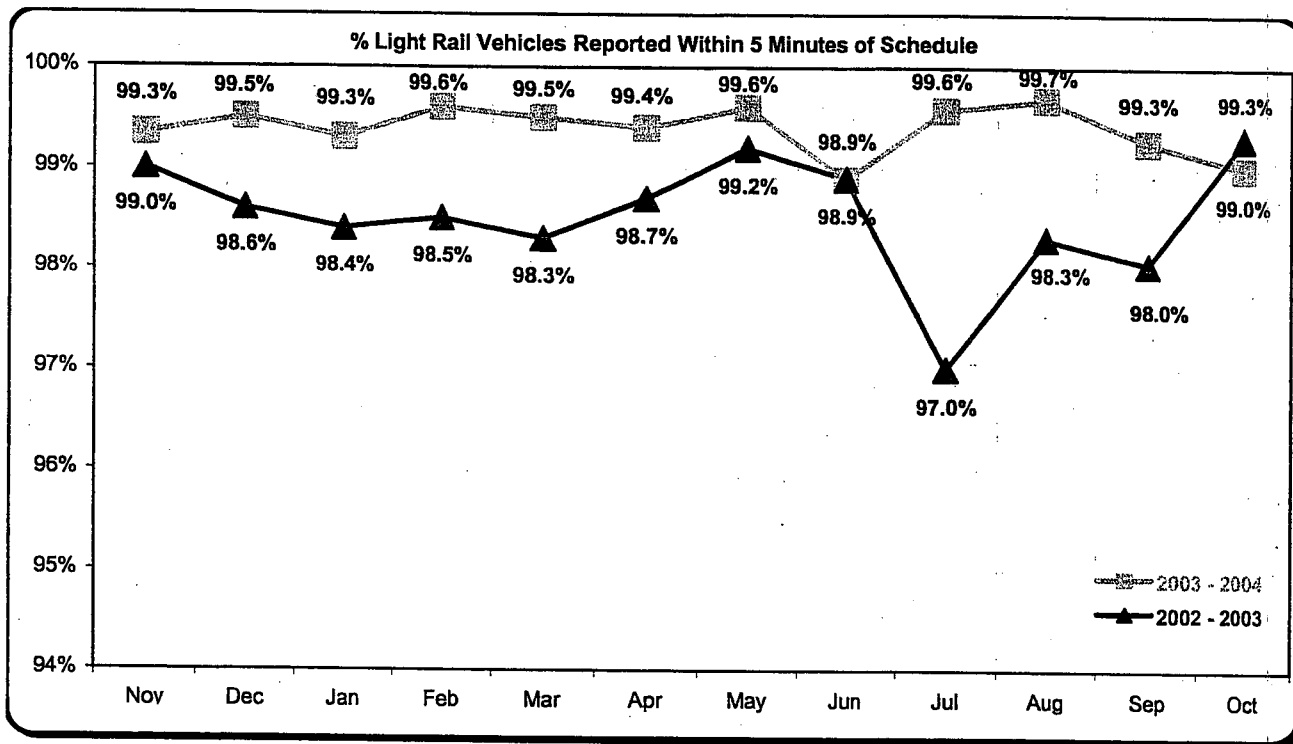
### Significant sources of delay included:

- Heavy traffic on both the eastern and western spurs of the New Jersey Turnpike on October 1st;
- Heavy traffic volumes, which led to buses being detoured to 10th Avenue, on October 6th;
- Heavy inbound and outbound traffic volumes throughout most of the peak rush hour on October 11th; and
- Inclement weather, which caused rush hour bus delays on October 15th.

The 12-month average for Bus On Time Performance for November 2003 - October 2004 was 87.1%, just below the 87.5% average for the previous 12-month period.

# NJ TRANSIT ON TIME PERFORMANCE HUDSON BERGEN LIGHT RAIL NOVEMBER 2002 - OCTOBER 2004

35798



	2003	2004	# Change
October Comparison	99.3%	99.0%	-0.3%

	2002 - 2003	2003 - 2004	# Change
12-Month Average November - October	98.5%	99.4%	0.9%

### Analysis:

Hudson Bergen Light Rail (HBLR) On Time Performance for October 2004 was 99.0%, 0.3 percentage points below the 99.3% rate of October 2003. Of the 16,370 trips that were operated during October 2004, there were a total of 164 delayed trips. Significant sources of delay during the month included:

A suspicious van parked by Hoboken Terminal on October 1st;

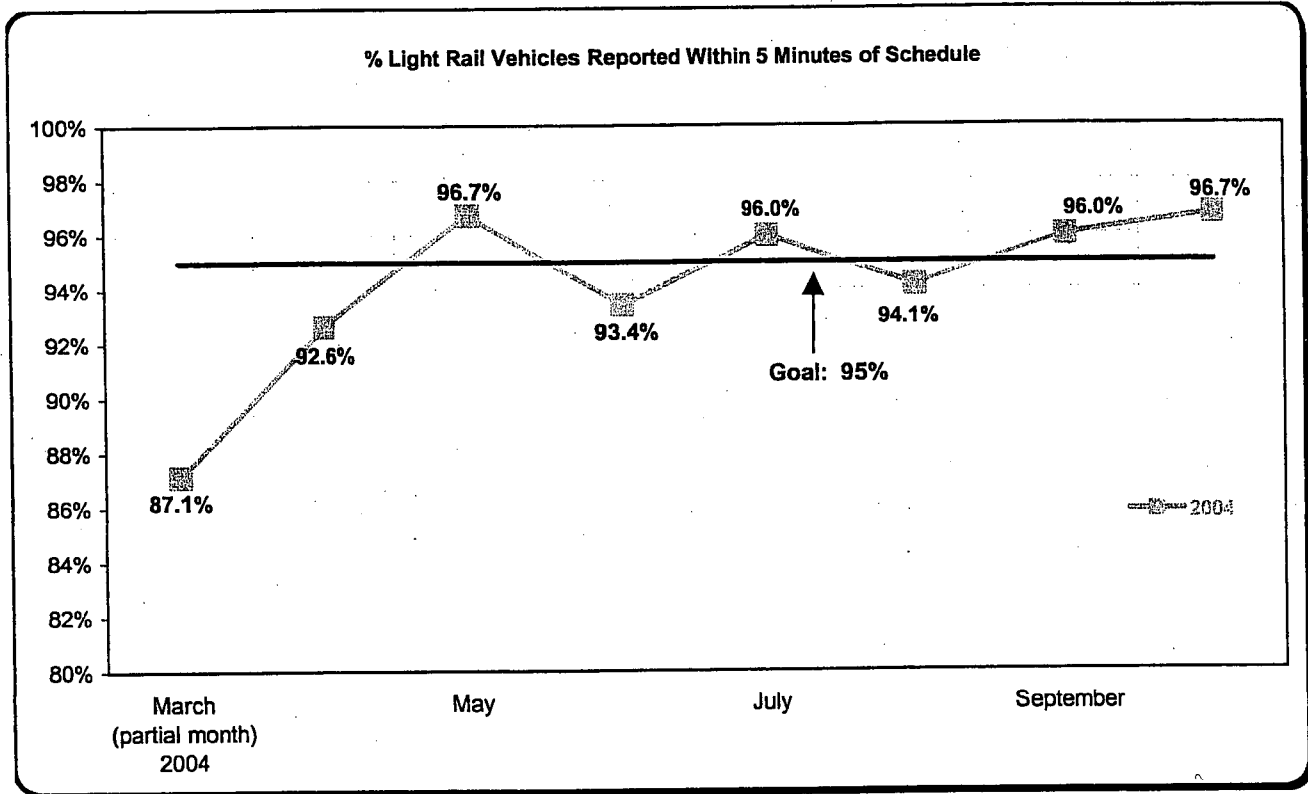
Police activity at Hoboken Station on October 15th; and

Vehicle malfunction on October 28th.

The 12-month average for HBLR On Time Performance for November 2003 - October 2004 was at 99.4%, 0.9 of a percentage point above the average for the previous 12-month period.

# NJ TRANSIT ON TIME PERFORMANCE RIVER LINE LIGHT RAIL MARCH 2004 - OCTOBER 2004

35799



OTP Monthly Comparison	2004		# Change
	September	October	
	96.0%	96.7%	0.7%

OTP - Year To Date 94.6%

**Analysis:**

River LINE On Time Performance for October 2004 was 96.7%, 0.7 percentage points above the 96.0% On Time Performance for September 2004. Of the 2,975 trips scheduled for the month, 97 trip delays were reported. Major sources of delay included:

Equipment malfunctions on October 7th and 14th;

A CONRAIL derailment on October 18th; and

A control center computer malfunction on October 28th.

Year-to-date On Time Performance for River LINE is 94.6%, approaching the goal of 95.0%.

# **ACTION ITEMS**

**ITEM 0411-66: AGREEMENTS WITH THE NEW JERSEY SPORTS AND EXPOSITION AUTHORITY AND NEW JERSEY DEPARTMENT OF TRANSPORTATION FOR FUNDING, DESIGN, CONSTRUCTION, AND MANAGEMENT OF THE MEADOWLANDS RAIL SPUR PROJECT**

**BENEFITS**

The Meadowlands Rail Spur Project will provide regional rail access to the Meadowlands Sports Complex in East Rutherford, NJ and future economic development known as Xanadu. The Port Authority of New York & New Jersey (PANYNJ) has pledged funding for the estimated \$150 million cost of the project in its 2004-2008 capital spending plan and authorized release of \$5 million to NJ TRANSIT for preliminary and final design at the August 4, 2004 meeting of its Board of Commissioners. The PANYNJ Board of Commissioners subsequently authorized transfer of an additional \$9 million to NJ TRANSIT at its meeting on October 21, 2004.

Authorization of this Item will allow NJ TRANSIT to enter into agreements with the New Jersey Sports and Exposition Authority and New Jersey Department of Transportation to set terms for the funding, design, construction, and management of the Meadowlands Rail Spur Project.

**PURPOSE**

The proposed Meadowlands Rail Spur Project includes a new rail station at the Meadowlands Sports Complex, new railroad tracks connected to NJ TRANSIT's Pascack Valley Line (PVL), supporting infrastructure such as track switches, communications and signaling systems, and roadway improvements to integrate the rail spur into the adjacent roadway network.

The proposed authorization will establish NJ TRANSIT's relationship with the New Jersey Sports and Exposition Authority (NJSEA) and New Jersey Department of Transportation (NJDOT) for funding, design, construction, and management of the Meadowlands Rail Spur improvements.

Under terms of the agreement, NJ TRANSIT will establish a project management team consisting of NJSEA, NJ TRANSIT, and NJDOT staff. The NJSEA will assume all responsibility for procuring professional and construction services for the project. NJ TRANSIT and NJDOT will review and approve design and construction documents and will work with regulatory agencies to acquire permits for their respective project components. NJ TRANSIT staff will provide technical expertise for the duration of the project and will manage PANYNJ funding for the project by reviewing and approving NJSEA invoices for payment.

NJ TRANSIT will own, operate and maintain the rail infrastructure improvements and provide support for operation of the new rail station. NJSEA will provide all maintenance and security for the station.

**ACTION (Capital Program Justification: System Expansion)**

Staff seeks authorization to execute agreements with the New Jersey Sports and Exposition Authority and New Jersey Department of Transportation to establish terms for the funding, design, construction, and management of the proposed Meadowlands Rail Spur Project and supporting roadway improvements and to allow NJ TRANSIT staff to provide technical support for the project on an as needed basis.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Execute agreements with NJSEA and NJDOT
<b>Total Project Cost:</b>	\$150,000,000
<b>Projected Date of Completion:</b>	December 2007
<b>Anticipated Source of Funds:</b>	PANYNJ
<b>DBE Goals/Participation:</b>	N/A
<b>Related/Future Authorizations:</b>	None
<b>Impacts on Subsequent Operating Budgets:</b>	TBD

**RESOLUTION**

**WHEREAS**, The New Jersey Sports and Exposition Authority (NJSEA) is the owner, operator and manager of sports and entertainment properties in the Hackensack Meadowlands of East Rutherford, NJ; and

**WHEREAS**, NJSEA has recently entered into agreements which will allow for additional economic development at these properties; and

**WHEREAS**, NJSEA proposes to construct public transit improvements, known collectively as the "Meadowlands Rail Spur Project", to enhance regional access to the existing sports and entertainment properties and future economic development at the site; and

**WHEREAS**, funding to design, manage and construct the project will be provided by the Port Authority of New York and New Jersey (PANYNJ); and

**WHEREAS**, responsibility for the management of the PANYNJ funds to design and construct the project will be set forth by agreements between NJSEA, NJ TRANSIT and New Jersey Department of Transportation (NJDOT);

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is hereby authorized to execute agreements with the New Jersey Sports and Exposition Authority and New Jersey Department of Transportation to establish terms for the funding, design, construction, and management of the proposed Meadowlands Rail Spur Project and supporting roadway improvements and to allow NJ TRANSIT staff to provide technical support for the project on an as needed basis.

**ITEM 0411-67: HAMILTON STATION PARKING DECK GROUND LEASE****BENEFITS**

Approval of this item will benefit NJ TRANSIT's customers by expanding commuter-parking capacity through construction of a parking deck at the Hamilton Station in Mercer County on the Northeast Corridor Line. The commuter parking deck will accommodate NJ TRANSIT customers and will free a significant land area for future construction of transit-oriented, mixed-use development at Hamilton Station. The transit-oriented development will be in accordance with the Township of Hamilton's redevelopment plan, embody the principles of smart growth and will generate additional non-farebox revenue in the form of ground-lease rent and other payments to NJ TRANSIT.

**PURPOSE**

NJ TRANSIT faces excess demand for the 1,926 surface parking spaces at Hamilton Station, which opened with 1,700 spaces in 1999. NJ TRANSIT solicited proposals from developers and parking operators to lease from NJ TRANSIT approximately 2½ acres of NJ TRANSIT's 65-acre parcel and to design, construct, manage, operate and maintain (DBOM) a multilevel commuter parking deck containing approximately 2,000 spaces on that portion of NJ TRANSIT's property.

Concentrating commuter parking in a parking deck will expand commuter parking by 600 spaces and will offer commuters the benefit of weather-protected parking adjacent to the station. Concentrating commuter parking in a smaller footprint also will free approximately 27 acres (now used exclusively for surface parking) for future transit-oriented, mixed-use development and expanded commuter parking that would be consistent with the Township of Hamilton's redevelopment plan for the station and surrounding area. NJ TRANSIT has worked closely with Hamilton Township in creating a vision plan for the station that calls for smart-growth development surrounding NJ TRANSIT's transit hub. Transit-oriented development should increase passenger boardings and non-farebox revenue in the form of ground-lease rent and other payments from lessees of NJ TRANSIT's property. In addition to building the deck, NJ TRANSIT will also maintain up to 600 surface spaces to address existing parking demand.

The purpose of this item is to seek authorization for NJ TRANSIT to enter into a ground lease with the qualified developer-parking operator, an affiliate of Nexus Properties, Inc. known as Hamilton Station Park & Ride, LLC, (Nexus), which will design and construct the facility and finance the project, including the cost of design and construction. Nexus will manage, operate and maintain the commuter parking facility for 37½ years starting when the deck is ready for occupancy. During the first 24 years of deck operation, NJ TRANSIT will receive as rent 60 percent of net profits (profits net of a management fee, other operating expenses and debt service). During Year 25 through Year 37½, NJ

TRANSIT will receive as rent 75 percent of net profits. At the end of the lease, NJ TRANSIT will have unencumbered ownership of the property and parking deck and will receive all parking revenue. The ground lease commits NJ TRANSIT to pay up to \$225,000 as reimbursement for actual demolition and soft costs if, through no fault of Nexus, the project does not proceed.

**ACTION (Justification: Commuter Parking Expansion/Capacity)**

Staff seeks authorization to enter into all necessary agreements with, and take all necessary actions with regard to Hamilton Station Park & Ride, LLC, an affiliate of Nexus Properties, Inc. of Lawrenceville, NJ, under which it will lease approximately 2½ acres of NJ TRANSIT's property adjacent to Hamilton Station, finance the cost of the project, including the cost of design and construction, construct a commuter parking deck for approximately 2,000 vehicles upon the demised premises and, for 37½ years after the deck is ready for occupancy, manage, operate and maintain the parking deck, with NJ TRANSIT receiving as rent 60 percent of all net profits during Years 1-24 and 75 percent of all net profits during Years 25-37½; and under which NJ TRANSIT is required to reimburse Nexus for actual demolition and soft costs up to \$225,000 if, through no fault of Nexus, the project does not proceed.

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

**FISCAL IMPACTS**

**Requested Authorization:**

Authorization to enter into all agreements necessary with Hamilton Station Park & Ride, LLC (Nexus) for the lease of property at Hamilton Station for the design, construction, operation and maintenance of a commuter parking deck upon the demised premises, including the payment to Nexus of up to \$225,000 as reimbursement for actual demolition and soft costs if, through no fault of Nexus, the project does not proceed

**Total Project Cost:**

Lessee expects to finance construction of deck for approximately \$25 million with no NJ TRANSIT contribution

**Projected Date of Completion:**

Completion of deck: September 2006; expiration of ground lease: 37½ years after deck is ready for occupancy

**Anticipated Source of Funds:** NJ TRANSIT parking revenues will be applied to debt service

**SBE Goal:** 20% SBE goal

**Related/Future Authorizations:** NA

**Impacts on Subsequent Operating Budgets** Loss of parking revenue applied to debt service will be partially offset by ground rent from the next phase of mixed-use development

## RESOLUTION

**WHEREAS**, NJ TRANSIT constructed 1,700 surface parking spaces for commuters at its Hamilton Station in 1999 and has expanded surface parking for commuters to achieve the current capacity of 1,926 spaces; and

**WHEREAS**, NJ TRANSIT continues to experience excess demand for the available spaces; and

**WHEREAS**, NJ TRANSIT solicited proposals for qualified developers and parking operators to design and construct a multilevel parking facility on a portion of NJ TRANSIT's land at Hamilton Station, to finance the cost of the project, including the cost of design and construction, and to manage, operate and maintain that commuter parking facility for NJ TRANSIT; and

**WHEREAS**, NJ TRANSIT selected through a competitive bidding process a qualified developer-parking operator who submitted a responsive proposal to NJ TRANSIT, and

**WHEREAS**, construction of the proposed commuter deck will add an additional 600 spaces to meet existing demand and free the remaining land for future transit-oriented development and expanded commuter parking;

**NOW, THEREFORE, BE IT RESOLVED**, that the Chairman or Executive Director is authorized to enter into all necessary agreements with, and take all necessary actions with regard to Hamilton Station Park & Ride, LLC, an affiliate of Nexus Properties, Inc., of Lawrenceville, NJ, under which Hamilton Station Park & Ride, LLC will lease approximately 2½ acres of NJ TRANSIT's property adjacent to Hamilton Station, design and construct a commuter parking deck on the site for approximately 2,000 vehicles, finance the cost of the project, including the cost of design and construction, and, for 37½ years after the deck is ready for occupancy, manage, operate and maintain the parking deck, with NJ TRANSIT receiving as rent 60 percent of all net profits during Years 1-24 and 75 percent of all net profits during Years 25-37½; and under which NJ TRANSIT is required to reimburse Nexus for actual demolition and soft costs up to \$225,000 if, through no fault of Nexus, the project does not proceed.

**ITEM 0411-68: NEWARK CITY SUBWAY BROAD STREET EXTENSION  
CONTRACT 7 - TUNNEL AND STATION EMERGENCY  
VENTILATION IMPROVEMENTS: CONSTRUCTION CONTRACT  
AMENDMENT**

**BENEFITS**

The proposed construction contract amendment will add power distribution and train operations functions to the Newark City Subway (NCS) Supervisory Control and Data Acquisition (SCADA) system established for tunnel ventilation under the existing contract. The migration of these systems to the new, Windows-based SCADA platform will enhance safety, maximize performance, and improve operational efficiencies.

**PURPOSE**

The controls for power distribution and train operations reside on an older, proprietary SCADA platform that lacks real-time information on power distribution and train operations, requires substantial routine maintenance and vendor support for modifications. The existing construction contract for the Newark City Subway Broad Street Extension - Tunnel and Station Emergency Ventilation Improvements includes a new SCADA system for tunnel ventilation.

With extension of service to Broad Street Station, there will be additional service patterns and train frequencies, mixed operations with vehicular traffic, and other increased operational complexities that require operations personnel to have current information on the power system and train locations. The migration of power distribution and train operations control to the new SCADA system will satisfy these operational requirements.

The proposed SCADA system upgrades include the following:

- Full remote control for train signal, track switches, catenary de-energizing and traction power distribution equipment.
- Real-time, automatic data collection and information displays for traction power substation conditions including the status of breakers, transformers, disconnects and other devices.
- Real-time, automatic data collection and displays for train location, routing information, track occupancy, train identification, schedule information and on-time performance.
- Application testing and system integration.

**ACTION (Capital Program Justification: New System Expansion)**

Staff seeks authorization to amend the contract (No. 03-078) with Daidone Electric of Newark, NJ for construction of the Newark City Subway Broad Street Extension tunnel and ventilation improvements to add power distribution and train operations control to

the new SCADA system at a cost not to exceed \$849,000, plus five percent for contingencies for total of \$19,299,000.

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

**FISCAL IMPACTS**

**Requested Authorization:** \$849,000 + 5% contingency (Amendment)  
\$19,299,000 (Total Contract)

**Total Authorized** \$150,569,910

**Total Project Cost:** \$225,000,000

**Projected Date of Completion:** June 2006

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

**DBE Goal:** 18%

**Future Related Authorizations:** None anticipated at this time.

**Impacts on Subsequent  
Operating Budgets:**

Analysis conducted as part of the business plan development process, performed in 2004 indicates that the NCS-BSE will generate an operating cost of \$1.6 million in annual Newark City Subway Operating Costs. Ridership and revenue projections for the first year of operation are expected to generate \$0.7 million in new revenue

**RESOLUTION**

**WHEREAS**, NJ TRANSIT has contracted with Daidone Electric to improve passenger, employee and emergency service worker safety by installation of an emergency ventilation system in the existing subway tunnel and new tunnel for the Newark Rail Link MOS-1; and

**WHEREAS**, this amendment will provide a new Supervisory Control and Data Acquisition (SCADA) system to meet Newark City Subway operational needs for power distribution and train operations; and

**WHEREAS**, the new SCADA system will enhance safety, maximize performance, and improve operational efficiencies for management of the power distribution system and train operations on the Newark City Subway;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend the contract (No. 03-078) with Daidone Electric of Newark, NJ for construction of the Newark City Subway Broad Street Extension tunnel and ventilation improvements to add power distribution and train operations controls to the new SCADA system at an additional cost not to exceed \$849,000 plus five percent of contingencies for a total authorization of \$19,299,000, subject to the availability of funds.

**ITEM 0411-69: AMENDMENT OF HEALTH BENEFIT AND PENSION PLANS  
CONSISTENT WITH THE DOMESTIC PARTNERSHIP ACT**

**BENEFITS**

This authorization will provide an opportunity for same-sex domestic partners to be recognized as eligible for the same dependent pension and health benefits as are provided to spouses.

**PURPOSE**

New Jersey's Domestic Partnership Act ("DPA") became effective in July 2004. In addition to establishing the rights and responsibilities of domestic partners in the State of New Jersey, the Act extends certain health and pension benefits to the same-sex domestic partners of New Jersey State employees. Although not required to do so, NJ TRANSIT elects to provide pension and health benefits to same-sex domestic partners of eligible employees consistent with the DPA.

This will allow amendment of NJ TRANSIT's health benefit plans and sponsored and administrated defined benefit pension plans to provide recognition of same-sex domestic partners as eligible for the same dependent benefits as are provided to spouses. Said amendments will provide Non-Agreement and Bus Union employees with the same dependent benefits as are currently provided to spouses in each of the respective pension plans. Said amendments will also provide all eligible Bus, Rail, Police and Non-Agreement employees with the same dependent benefits as are currently provided to spouses in each of the respective health benefit plans. Domestic partnerships must meet the requirement of the DPA (Chapter 246, P.L. 2003) and an employee must furnish a Certificate of Domestic Partnership, obtained from the State of New Jersey as provided in the above statute.

**ACTION**

Staff seeks authorization to amend the NJ TRANSIT Employee Retirement Plan (NJTERP), and the pension plans for the Amalgamated Transit Union (ATU), Transport Workers' Union and United Transportation Union (TWU/UTU), Mercer Employees', and Utility Co-Worker's Association (UCA) and NJ TRANSIT's health benefit plans to recognize the same-sex domestic partners as eligible for the same dependent benefits as are provided to spouses consistent with the DPA. The amendments to the pension plans are subject to the approval of the applicable Pension Committee.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	Amend NJTERP, ATU, UCA, UTU/TWU and Mercer pension plans and NJ TRANSIT's health benefit plans to recognize same-sex domestic partners as eligible for the same dependent benefits as are provided to spouses
<b>Total Project Cost:</b>	N/A
<b>Projected Date of Completion:</b>	Ongoing
<b>Anticipated Source of Funds:</b>	Operating Funds
<b>DBE Goal:</b>	N/A
<b>Related/Future Authorization:</b>	N/A
<b>Impacts on Subsequent Operating Budgets:</b>	\$300,000

## RESOLUTION

**WHEREAS**, NJ TRANSIT has elected to provide pension and health benefits to same-sex domestic partners of eligible employees and future retirees consistent with the Domestic Partnership Act; and

**WHEREAS**, under provisions of the Domestic Partnership Act, NJ TRANSIT is authorized to recognize same-sex domestic partners of employees, as defined by the Act, as eligible for the same dependent benefits as are provided to spouses under NJ TRANSIT health benefit plans and sponsored and administrated pension plans; and

**WHEREAS**, amendments to recognize said pension benefits are required for the NJ TRANSIT Employee Retirement Plan (NJTERP), and the pension plans for the Amalgamated Transit Union (ATU), Transport Workers' Union and United Transportation Union (TWU/UTU), Mercer Employee's, and Utility Co-Worker's Association (UCA); and

**WHEREAS**, amendments to recognize such health benefits are required for the applicable Bus, Rail, Police and Non-Agreement employees health benefit plans; and

**WHEREAS**, Domestic partnerships must meet the requirement of the Domestic Partnership Act and an employee must furnish a Certificate of Domestic Partnership, obtained from the State of New Jersey as provided in the statute;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to take all actions necessary to amend the provisions of the various NJ TRANSIT sponsored defined benefit pension plans and health benefit plans to recognize same-sex domestic partners as eligible for the same dependent benefits as are provided to spouses.

**ITEM 0411-70: AMENDMENT OF BOARD ITEM 0210-113 SOUTH AMBOY RAIL STATION ACCESSIBILITY IMPROVEMENTS – NEW PEDESTRIAN OVERPASS AND PLAZA: CONSTRUCTION CONTRACT AWARD AND AMENDMENT OF CONTRACT TO ADD CONSTRUCTION ASSISTANCE SERVICES**

**BENEFITS**

South Amboy is the fifth of nine stations on the North Jersey Coast Line to receive accessibility improvements. Ridership at the station is over 1,000 daily passengers. Improvements in the first phase will consist of a new 16 foot wide pedestrian overpass with two elevators, spanning from the existing east bound parking lot to the new transit plaza on the west bound side fronting on Broadway.

Construction of the new pedestrian overpass and plaza will provide a safer means of cross track access, eliminate the need to use the existing grade crossing at Augusta Street and enhance access to the station.

Overall, facility appearance will be enhanced with the new overpass and plaza and will serve as the primary means of passenger access to the new center island platform and station building planned for the second phase of improvements.

**PURPOSE**

Authorization of the proposed amendment to Board Item 0210-113 will revise the previously misstated total contract authorization.

The original procurement process for the consultant services contract was designed to select a firm for three tasks: Phase I, Preliminary Engineering; Phase II – Final Design and Phase III – Construction Assistance. Phases I and II were completed for this location.

Construction Assistance Services are necessary to complete the project. Construction Assistance includes services during the bid process such as preparing responses to bidder questions on the design. During the construction process, these services include shop drawing and material submittal review and approval, responding to design related questions and evaluating requests for approval of alternative products and methods.

**ACTION (Capital Program Justification: Safety)**

Staff seeks authorization to amend Board Item 0210-113 to revise the total contract authorization amount from \$5,538,314 to \$6,752,869 with Vollmer Associates of New York, NY, for construction assistance for a new pedestrian overpass and plaza at South Amboy Rail Station. This authorization corrects the previously misstated contract amount in the original Board Item.

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

**FISCAL IMPACTS**

<b>Requested Authorization:</b>	\$227,314 + 5% contingency (Construction Assistance) for a total contract of \$6,752,869
<b>Total Project Cost:</b>	\$22,000,000
<b>Projected Date of Completion:</b>	December 2003 (Phase I) December 2005 (Phase II – Future work)
<b>Anticipated Source of Funds:</b>	FTA Funds Transportation Trust Fund
<b>DBE Goal:</b>	10% - Construction 14% - Construction Assistance
<b>Future Related Authorizations:</b>	Platform and Station
<b>Impacts on Subsequent Operating Budgets:</b>	Elevator Maintenance - \$12,500/year

## RESOLUTIONS

**WHEREAS**, construction of the new pedestrian overpass and plaza at the South Amboy Station will provide a safe means of cross track access; and

**WHEREAS**, the new overpass and plaza will serve as the primary means of passenger access to the future center island platform; and

**WHEREAS**, it is necessary to have Construction Assistance Services to complete the project; and

**WHEREAS**, Board Item 0210-113 authorized a construction assistance contract with Vollmer Associates of New York, NY, for a new pedestrian overpass and plaza at South Amboy Station, but misstated the total contract authorization of \$5,538,314;

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman or Executive Director is authorized to amend Board Item 0210-113 to fund Phase III of the professional services contract with Vollmer Associates of New York City, NY for Construction Assistance in support of a new pedestrian overpass and plaza at South Amboy Rail Station at a cost not to exceed \$227,314, plus five percent for contingencies, for a revised total contract authorization of \$6,752,869, including contingencies, subject to the availability of funds.

# CONSENT CALENDAR

**ITEM 0411-71: HUDSON-BERGEN LIGHT RAIL MOS-2: TEMPORARY EMPLOYMENT SERVICES FOR THE ADMINISTRATION OF DISADVANTAGED BUSINESS ENTERPRISES SUPPORT CENTER**

**BENEFITS**

The continuation of this contract through December 2005, will afford NJ TRANSIT the opportunity to continue to draw upon the expertise and knowledge of the Hudson-Bergen Light Rail (HBLR) Disadvantaged Business Enterprise (DBE) Support Services Staff for compliance and certification activities in accordance with United States Department of Transportation (USDOT) Regulation 49 CFR Parts 23 and 26. Continuation will ensure that NJ TRANSIT remains in compliance with Federal Transit Administration guidelines and requirements.

**PURPOSE**

Extending the contract will allow Express Personnel Services, the current temporary staffing agency, to continue to provide HBLR Support Services Staff for the duration of the HBLR Second Minimum Operable Segment (MOS-2) until the project is completed.

The focus of the DBE compliance monitoring has changed during the Second Minimum Operable Segment (MOS-2) to include more comprehensive reviews and audits of DBE firms and sites.

**ACTION (Justification: Business Efficiencies)**

Staff seeks authorization to continue funding the DBE Assistance Services Contract (No. 04-104) through June 2006, with Express Personnel Services of Jersey City, NJ, in an amount not to exceed \$400,000 to manage the processes for DBE certification, compliance monitoring and outreach services associated with the project. Total contract authorization will be \$650,000.

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

**FISCAL IMPACTS**

**Requested Authorization:** This Authorization: \$400,000  
Total Authorization: \$650,000

**Total Project Cost:** MOS-2 - \$1,215,400,000

**Projected Date of Completion:** June 2006

**Anticipated Source of Funds:**

FTA Grants and Transportation Trust Fund  
FTA Full Funding Grant Agreement  
Economic Development Agency Bonds

**DBE Goal:**

100% (Express Personnel is a DBE firm)

**Impact on Subsequent  
Operating Budget:**

N/A

**RESOLUTION**

**WHEREAS**, NJ TRANSIT contracted with Express Personnel Services of Jersey City, NJ, to provide Disadvantaged Business Enterprise (DBE) assistance services for the Hudson Bergen Light Rail (HLBR); and

**WHEREAS**, the focus of the DBE compliance monitoring has changed during the HBLR Second Minimum Operable Segment (MOS-2) to include more comprehensive reviews and audits of DBE firms and sites; and

**WHEREAS**, there continues to be a need for DBE outreach, technical assistance, certification assistance and mentoring services;

**NOW, THEREFORE, BE IT RESOLVED** the Chairman or Executive Director is hereby authorized to extend the HBLR DBE assistance services contract with Express Personnel Services of Jersey City, NJ, in an amount not to exceed \$400,000, through June 2006 for a total contract authorization of \$650,000, subject to the availability of funds.