

Richard J. Codey
Acting Governor

Jack Lettiere
Board Chairman

George D. Warrington
Executive Director

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

September 27, 2005

Dear Governor Codey:

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 Thursday, September 22, 2005.

Sincerely,



Gwen A. Watson
Board Secretary

Enclosures

Honorable Richard J. Codey
Acting 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 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 Thursday, September 22, 2005.

Present:

Jack Lettiere, Chairman
Myron P. Shevell, Vice Chairman
Verice Mason, Governor's Representative
Flora Castillo
Patrick Parkinson

George D. Warrington, Executive Director
Lynn Bowersox, Assistant Executive Director, Corporate Commun. & External Affairs
James Gigantino, Acting Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Mark Holmes, Deputy Attorney General
Jim Schworn, Acting Assistant Executive Director, Procurement & Support Services
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services
Richard Sarles, Assistant Executive Director, Capital Planning and Programs
H. Charles Wedel, Chief Financial Officer & Treasurer
Alma Scott-Buczak, Assistant Executive Director, Human Resources
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 litigation matters. A motion was made by Myron P. Shevell, seconded by Flora Castillo and unanimously adopted.

Chairman Jack Lettiere reconvened the Open Session at 10:07 am and asked for a motion to adopt the minutes of the July 27, 2005 meeting. A motion was made by Myron P. Shevell, seconded by Flora Castillo and adopted. There was one abstention by Patrick W. Parkinson.

Executive Director Warrington said NJ TRANSIT was the preferred transportation provider for the 87th PGA Championship held in August at Baltusrol Golf Club in Springfield.

Executive Director Warrington is pleased to report that 18 months of careful planning paid off, as NJ TRANSIT successfully transported nearly 60,000 people to the event at Summit station over the course of PGA week, with high-quality service that showcased the system.

Executive Director Warrington personally thanked Bill Duggan's team, particularly Caroline Mael who was the point person on the operating side, and Lynn Bowersox's team, especially Joe Arellano who led the partnership effort with the PGA, as well as Police Chief Joe Bober and his team for ensuring that all of the security aspects were well coordinated.

Executive Director Warrington also thanked Jim Redeker and the customer service representatives, as well as hundreds of employee volunteers who worked hard to ensure that travelers, many of them new to the system, were accommodated.

Executive Director Warrington said that each day there are on-going efforts to assist the victims of Hurricane Katrina. He said that days after the hurricane hit New Orleans, NJ TRANSIT, working with Office of Emergency Management and NJ State Police, sent eight bus operators and four cruiser buses to transport 200 New Jersey Police Officers to Louisiana to help with the relief effort.

Executive Director Warrington thanked Governor Codey and Colonel Fuentes for organizing this effort and for enabling NJ TRANSIT to be a part of it.

Executive Director Warrington also thanked Jim Gigantino and the bus operators who answered the Governor's call for their help. He said NJ TRANSIT has been working through the American Public Transportation Association (APTA) which has created a special website link that enables NJ TRANSIT employees to make financial contributions to displaced transit employees at sister agencies in the cities hit hardest by Katrina. He said NJ TRANSIT is partnering with the Red Cross to collect financial donations at bus, rail and light rail locations across the State. He said Red Cross representatives would be available from 3:00 to 6:00 pm today to accept donations at Newark Penn Station in the concourse area.

Executive Director Warrington said Fiscal Year 2005 is closed and he reported that the year ended with record ridership of more than 800,000 average weekday trips on our system, an increase of nearly 40,000 more trips a day across the system. He said it appears during the first two months of FY06, which began July 1, 2005, ridership demand continues to strengthen across the board.

Executive Director Warrington said that at next month's Board meeting he will review the first full quarter ridership results and trends, but it is clear that demand is strong and continues to grow in both northern and southern New Jersey.

Executive Director Warrington said the summer services to the shore and other recreational destinations like Great Adventure were up nearly seven percent over the same period a year ago. He said since Labor Day, the daily ridership through the Lautenberg Station averages about 10,300. In fact, one day last week ridership hit a record high of nearly 10,650 trips.

(NJT BOARD – 09/22/05)

He said NJ TRANSIT also experienced the highest weekday average on the River LINE with more than 7,600 daily trips in August, with the average coming in at 7,500 trips so far for the month of September. He said these demand trends are fueled by the new and expanded services NJ TRANSIT has put in place, a strong regional economy and job market and oil price increases.

Executive Director Warrington said that while NJ TRANSIT will continue to meet and anticipate growing demand with priority projects such as Access to the Region's Core (ARC), it has not taken the focus off of the basic state of good repair work to maintain the current system as evidenced by today's agenda.

Executive Director Warrington said NJ TRANSIT will repair concrete and masonry, replace expansion joints, drains and gutters and repair structural cracks at the Walter Rand Transportation Center in Camden, the busiest transit hub in Southern Jersey serving nearly 20,000 bus, River LINE and PATCO daily customers, to eliminate water damage at the facility.

Executive Director Warrington said NJ TRANSIT plans to rehabilitate the 83-year-old Beach Thorofare Drawbridge in Atlantic City, which carries 35 Atlantic City Rail Line trains and 3,000 weekday customers. He said work would include repair to underwater concrete piers, and the installation of new vinyl sheeting below the water line to protect the piers from erosion. The work is expected to begin next month and be completed by the end of winter to minimize impact to boaters.

Executive Director Warrington said Chairman Lettiere shares his personal commitment to improving communication at NJ TRANSIT stations.

The Board previously authorized NJ TRANSIT to undertake engineering for a new public address system at Newark Penn Station. Today he is seeking approval from the Board for engineering and design that would re-engineer the entire passenger communication system, with detailed design engineering at 13 rail stations, eight bus and rail terminals, and one light rail station. These facilities were prioritized based on passenger volume, intermodal connection, and condition of the existing network system. The action will be followed by final engineering for those facilities, which will create the system architecture for ultimate field installation across much of the network over the next several years.

Executive Director Warrington said NJ TRANSIT has already incorporated new communication technology in some of the new stations like Ramsey Route 17 and Montclair State University, and the technology is now routinely incorporated within design specs for all new station rehabilitations including Broad Street Station and Trenton.

Executive Director Warrington also highlighted a couple of items that improve service for customers with disabilities.

(NJT BOARD - 09/22/05)

He said NJ TRANSIT is seeking approval to replace 103 aging Access Link vehicles with more than 200,000 miles on them, and for an additional 81 minibuses to expand the fleet.

Executive Director Warrington said that NJ TRANSIT provides more than 2,000 daily Access Link curb-to-curb trips for customers with special needs throughout the State. These are State's most transit-dependent customers, who rely on the services to get to work, to doctor's appointments and to the pharmacy. Executive Director Warrington said the new vehicles would feature fixed, flip and foldaway seats to make room for up to three customers in wheelchairs and 12-seated passengers.

Executive Director Warrington thanked Chairman Lettiere and the Board for participating in the event marking the arrival of the multi-level prototype car. He said it is now at the Meadows Maintenance Complex (MMC) undergoing static testing of all of its operating systems, and over the next six months will undergo dynamic testing in New Jersey and at track speed in Pueblo, CO.

Executive Director Warrington said that NJ TRANSIT also placed into revenue service the first of the new PL42 diesel locomotives on the Pascack Valley line. The second locomotive will be in service early next month and NJ TRANSIT expects delivery of four more over the next 30 days, with the last of the 33 units on the property next April.

Executive Director Warrington said that Alstom's supply chain issues delayed delivery of the PL42's over the past year, but they assured NJ TRANSIT that these issues have been resolved, and has committed to complete the delivery on schedule. He said with respect to equipment looking forward, there is an item on the agenda that will enable NJ TRANSIT to develop concept plans and technical specifications for the next generation of diesel and electric rail equipment.

Executive Director Warrington said that NJ TRANSIT is preparing over the next several years to replace the fleet of 230 Arrow electric multiple unit cars, as well as more than 40 aging diesel locomotives. In preparation for ARC, NJ TRANSIT is seeking to expand the fleet and services with more flexible equipment using state-of-the-art technology and equipment that can operate in both electric and non-electric railroad territories. These technical specifications would give NJ TRANSIT the level of engineering expertise and detail necessary to develop both dual mode locomotives and dual mode cars.

Executive Director Warrington said as the benefits of ARC come on line over the next several years, NJ TRANSIT will be prepared on a parallel track to acquire the equipment needed to provide more service for customers in existing markets, as well as services in markets not yet served, with one-seat rail travel to Northern New Jersey and New York.

Suzanne Mack presented the Advisory Committee report to the Board. Ms. Mack said that the Advisory Committee is scheduled to meet later in the day. She said there

would be a working session to discuss Monmouth-Ocean-Middlesex (MOM). Ms. Mack commended NJ TRANSIT for its assistance to the victims of Hurricane Katrina.

Ms. Mack said the Advisory Board has received telephone calls from concerned commuters and citizens regarding the recent article in the Star Ledger about transportation funding.

Ms. Mack said customers would be pleased with the signage and communications systems. She also said the Access Link service provider item and the item to purchase vehicles are valuable services to senior citizens and people with disabilities.

Ms. Mack said she is pleased to see the amendment to the design, operate, build and maintain contract for the Hudson-Bergen Light Rail system. She said this renegotiation appears to be a cost saver.

Chairman Lettiere commented with regard to the federal transportation funding. He said he attended an AASHTO meeting and there was discussion about using highway funding for the victims of Hurricane Katrina.

Ms. Mack said she would understand if the funds were diverted for a national tragedy. She said NJ TRANSIT fought hard for the funding and asked if there would be additional funding sources.

Chairman Lettiere said he believes funding will be worked out for the victims of Hurricane Katrina and transportation.

There were no public comments on agenda items.

Executive Director Warrington presented the following Action Items for approval:

0509-75: RAIL ROLLING STOCK PROGRAM – ENGINEERING ASSISTANCE

In order to ensure that NJ TRANSIT accommodates forecasted demand reliably and is able to expand the markets it serves over the next 20 years, approval was requested for several contracts for engineering assistance to undertake a detailed assessment and evaluation of Comet III and IV cars in anticipation of major overhauls over the next several years, and to develop design specifications for Arrow electric fleet replacement as well as concept plans and specifications for diesel multiple unit and dual mode locomotives. Approval was requested to contract with STV Inc. to develop concept plans for diesel and dual mode locomotives at a cost not to exceed \$2.1 million plus five percent for contingencies. Approval was requested to contract with STV, Inc. to evaluate and develop an overhaul plan for the rehabilitation of 148 Comet III and Comet IV rail cars at a cost not to exceed \$2.1 million plus five percent. This work would also include extensive customer input as well as input from the operating and

mechanical crafts and employees. Approval was requested to contract with LTK Engineering Services to develop engineering plans for replacement of the fleet of 230 Arrow electric multiple unit cars which were originally manufactured by General Electric in 1976. Replacement would include a dual powered version of the car, which would permit direct service between non-electrified rail lines and Manhattan with construction of the Access to the Region's Core (ARC) tunnel. The proposed contract would not exceed \$3,560,000 plus five percent for contingencies. Approval was requested to contract with Booz Allen-Hamilton to develop concept plans and specifications for up to 20 diesel multiple unit, self powered cars which would be slated for the Passaic-Bergen and Northern Branch services at a cost not to exceed \$1.1 million plus five percent for contingencies.

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

0509-76: HUDSON-BERGEN LIGHT RAIL: AMENDMENT TO DESIGN, BUILD, OPERATE & MAINTAIN CONTRACT FOR OPERATIONS & MAINTENANCE

The original DBOM contract for the Hudson Bergen Light Rail line was awarded to 21st Century in 1996, including an agreement that 21st Century operate and maintain the system for 15 years. Subsequent alignment changes in Hoboken, segmentation of the project construction, NJ TRANSIT's assumption of security and electric utility costs, together with five years of successful operational experience allowed NJ TRANSIT to renegotiate the Operations & Maintenance contract. Approval was requested to add five years to the contract, through 2020, and to reduce the annual Operations & Maintenance payments by \$5 million to \$35 million, subject to contractual escalation.

Myron P. Shevell moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0509-77: SUBSTRUCTURE REHABILITATION OF BEACH THOROFARE WATERWAY DRAWBRIDGE ON ATLANTIC CITY RAIL LINE IN ATLANTIC CITY

The Beach Thorofare Drawbridge is a swing bridge on the Atlantic City Rail Line that was built in 1922 and is in need of structural restoration. It carries 35 trains daily with over 3000 passengers. Approval was requested to contract with Northeast REMSCO Construction to replace deteriorated timber sheeting with new vinyl sheeting under the water line and repair underwater voids and spalls in the concrete. The cost will not exceed \$1,469,000 plus five percent contingencies.

Verice Mason moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0509-78: WALTER RAND TRANSPORTATION CENTER – BUILDING REPAIRS: CONSTRUCTION CONTRACT AWARD

The Walter Rand Transportation Center is a key transfer point in the southern New Jersey transportation network, becoming more critical when the River LINE opened last year. Serving more than 20,000 customer's daily and almost 20 years old, the facility is in need of some repairs to the parking deck, gutters and stair towers due to water infiltration. Approval was requested to contract with RML Construction, Inc. for these repairs at a cost not to exceed \$1,189,450 plus five percent for contingencies.

Flora Castillo moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

0509-79: ACCESS LINK VEHICLE PURCHASE CONTRACT

The Americans with Disabilities Act (ADA) mandates that NJ TRANSIT provide paratransit service everywhere in New Jersey that fixed route local buses operates. Access Link service provides over 2000 daily curb-to-curb trips in an 18 county service area. The expected life of minibuses are approximately six years. Replacement buses are now required and approval is requested to purchase a total of 184 buses from American Bus and Coach during a four year period at a total cost not to exceed \$9,994,888 plus five percent for contingencies. The first year request is for 32 vehicles, but the multi-year contract allows NJ TRANSIT to lock in the price now for a total project savings of about \$750,000.

Patrick W. Parkinson moved the resolution, Verice Mason seconded it and it was unanimously adopted.

0509-80: ACCESS LINK SERVICE PROVIDER CONTRACT FOR REGION 3, NEW JERSEY

Region 3 of the Access Link service area includes Atlantic, Cape May, Cumberland and southern Ocean counties. In 2001, the Board authorized a six-year service provider contract with VanGo Transportation Inc. The company defaulted on the contract in June of this year. An emergency contract was let to provide service until December 9, 2005. Approval was requested for a new three-year contract with two two-year options for Region 3 ADA service. The proposed contract is with Laidlaw Transit Services for a total amount not to exceed \$25.1 million plus five percent for contingencies.

Flora Castillo moved the resolution, Verice Mason seconded it and it was unanimously adopted.

0509-81: NJ TRANSIT GRANT PROGRAMS SUPPORTING COORDINATED LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES AND RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

This item authorizes all of the grant programs for the development of coordinated community based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents and economically disadvantaged residents. Approval is requested to implement these programs for State Fiscal Year 2006 at a total program amount of \$34,352,000.

Patrick W. Parkinson moved the resolution, Verice Mason seconded it and it was unanimously adopted.

0509-82: DEMAND MODELING SERVICES: CONSULTANT CONTRACTS

NJ TRANSIT utilizes demand modeling to produce ridership forecasts to assist with planning, financing and implementing proposed or potential service expansions through complex computerized forecasting models that have been sanctioned by the Federal Transit Administration using census and passenger survey data. Historically, NJ TRANSIT has used specialized firms to provide these services. Approval is requested to contract with three firms to support ongoing service and project planning programs through these technical services on an as-needed basis, for a total authorization not to exceed \$1.1 million. The firms include AECOM Consult Inc., URS Corporation and Michael Baker, Jr. Inc.

Myron P. Shevell moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

0509-83: SELECTION OF SPECIAL COUNSEL

Given the extensive and complex array of real estate, development and property matters, the law firm of Hill Wallack was selected by the Attorney General to assist NJ Transit in the provision of legal services. The firm is currently litigating an environmental matter in which NJ TRANSIT has filed to recover environmental clean up costs from the successor to predecessor railroad operators. Approval is requested to authorize continuing engagement by the firm in this and several ongoing real estate transactions and negotiations. The firm of DeCotiis, Fitzpatrick, Cole & Wisler was previously designated by the Attorney General as special New

Jersey counsel for the Access to the Region's Core (ARC) and Trans Hudson Express Tunnel projects. With this authorization, the DeCotiis firm would provide legal services for real estate and financing transactions, real estate development and property acquisition and condemnation. Approval was requested for \$750,000 to compensate Hill Wallack and \$350,000 to compensate DeCotiis, Fitzpatrick, Cole and & Wisler, both as special counsel.

Myron P. Shevell moved the resolution, Patrick W. Parkinson seconded it and it was unanimously adopted.

Executive Director Warrington presented the following Consent Items for approval:

0509-84: SECAUCUS TRANSFER: SETTLEMENT OF CONDEMNATION LAWSUIT REGARDING ACQUISITION OF PROPERTY FOR THE MAIN/BERGEN CONNECTION FROM HARTZ MOUNTAIN ASSOCIATES

Authorization to settle the condemnation lawsuit to acquire Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, New Jersey containing 2.241 acres in fee simple and 3,777 square feet in permanent easements for a total cost not to exceed \$975,000. Authorization is sought to pay an additional amount of \$395,900, in addition to the \$579,100 previously deposited in the Superior Court Trust Fund, for a total of \$975,000 in the court case inclusive of interest.

0509-85: SYSTEMWIDE PASSENGER COMMUNICATIONS PROGRAM: ENGINEERING SERVICES CONTRACT AWARD

Authorization to contract (No. 05-052) with Parsons Transportation Group, Inc. of New York, NY for preliminary design services for the design of state-of-the-art passenger communications systems at selected locations, at a cost not to exceed \$846,253, plus five percent for contingencies.

0509-86: POLICE OPERATIONS AND INCIDENT MANAGEMENT COMPUTER SYSTEM CONSULTING

Authorization to contract (05-096) with RCC Consultants Inc. of Woodbridge, NJ to assemble requirements for a new Police dispatching system and to assist through the procurement and implementation phases for eighteen months at a total cost not to exceed \$350,000.

0509-87: FCC WIRELESS COMMUNICATIONS REBANDING PROJECT

Authorization to contract (No. 05-110) with RCC Consultants Inc. of

Woodbridge, NJ for professional services to reband NJ TRANSIT's communications system for an 18 month period at a cost not to exceed \$716,043 plus five percent for contingencies for the first phase.

0509-88: LEASE OF FUEL TANK SITE IN JERSEY CITY TO THE LEFRAK ORGANIZATION

Authorization to lease to NC Community Center Associates, a New Jersey partnership controlled by the Lefrak Organization of New York City, approximately 15,829 square feet (0.36 acre) of land on the southeast corner of Marin Boulevard and Eighteenth Street in Jersey City (known as Tax Block 19, Lot A-12). Consideration to NJ TRANSIT will be the tenant's demolition of the out-of-service fuel tank and appurtenances, as well as removal of hazardous soils associated with the tank removal, at its own cost, estimated to range from \$94,300 to \$110,200 which demolition and removal substitute for rent during the first six years of the rental period, \$25,000 per year from Year 7 through Year 11 of the rental period and \$30,000 per year from Year 12 through Year 15 of the rental period, resulting in payments of \$245,000 to NJ TRANSIT. Unless NJ TRANSIT requires the property for public transportation purposes, the tenant will have the option of two consecutive five-year renewals at rent equal to fair-market value to be determined by an appraisal.

The Consent Calendar was moved in its entirety by Myron P. Shevell, seconded by Flora Castillo and unanimously adopted.

There were four public comments on non-agenda items.

Margarite Anne Petrillo commented on the renovation of the police station in Newark Penn Station. She asked if the work had started yet and Chief Bober said the work had not started yet. Ms. Petrillo asked for a status of that contract since she thought it would be done about a year ago. Mr. Sarles said he would provide Ms. Petrillo with an update. Ms. Petrillo commented on the subway from Penn Station to Broad Street Station. She asked if the route is all underground. Mr. Sarles provided a brief explanation on the route. Ms. Petrillo commented about service from Atlantic City to Newark and asked if there was direct service. Chairman Lettiere said there is no direct service from Atlantic City to Newark. Ms. Petrillo commented that there are various projects federally funded and no matching NJ TRANSIT funds. Chairman Lettiere explained the funds allocated to the projects are funds already committed in FY 2005. Ms. Petrillo asked why there are no matching funds. Chairman Lettiere said there is a financial mechanism called soft match funds.

Albert Cafiero, on behalf of Senator Cardinale, commented on the Northern Branch project. He said NJ TRANSIT did not perform the steps stipulated in the Draft Scoping Document which are: distribute the MIS/DEIS, hold public hearings and issue a "locally

preferred alternative report". He said in May 2002 a meeting was held and NJ TRANSIT participated that discussed that the Hudson-Bergen Light Rail would run to Tenafly instead of ending at the Lombardi Park and Ride. Mr. Cafiero said throughout 2003, he called NJ TRANSIT about the status of the study and was told there was some delay and they were still working on the DEIS. Mr. Cafiero said in 2004, he heard that NJ TRANSIT wanted to use DMUs on the Northern Branch instead of extending the light rail from North Bergen to Tenafly. Mr. Cafiero urged the Board to complete the original Hudson-Bergen Light Rail northern extension.

Erik Lenander, Closter Borough, commented on the Northern Branch project. He said he agreed with most of Mr. Cafiero's comments. Mr. Lenander said Closter Borough was promised this extension and it has not happened. He said development has been expanding in Closter Borough. Mr. Lenander said the commuters are looking for a one-seat ride and urged the Board to complete the original Hudson-Bergen Light Rail northern extension.

Kenneth Vogel, Ulster County, thanked the Board for the completion of the Ramsey Station project and said he looks forward to the completion of the Wayne Park and Ride project. Mr. Vogel said he recently attended a meeting regarding the Tapanzee Bridge and there was discussion about putting in hi-speed rail service on the bridge. Mr. Vogel said West Shore could be a connection. Mr. Vogel said looking to the future, EZ pass would be on every interstate.

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

The meeting was adjourned at approximately 11:30 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**

SEPTEMBER 22, 2005

MINUTES

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ACTION ITEMS

0509-75: RAIL ROLLING STOCK PROGRAM: ENGINEERING ASSISTANCE 36664

Authorization to contract with STV, Inc. of New York, NY for the development of concept plans and technical specifications for diesel and dual mode locomotives at a cost not to exceed \$2,100,000, plus five percent for contingencies.

Authorization to contract with STV, Inc. of New York, NY for the development of concept plans and technical specifications for the rehabilitation of Comet III and Comet IV rail cars at a cost not to exceed \$2,100,000, plus five percent for contingencies.

Authorization to contract with LTK Engineering Services of Ambler, PA for the development of concept plans and technical specifications for electric and dual mode multiple unit, self powered rail cars at a cost not to exceed \$3,560,000, plus five percent for contingencies.

Authorization to contract with Booz Allen-Hamilton of Newark, NJ for the development of concept plans and technical specifications for diesel multiple unit, self- powered rail cars at a cost not to exceed \$1,100,000, plus five percent for contingencies.

- 0509-76: HUDSON-BERGEN LIGHT RAIL: AMENDMENT TO DESIGN, BUILD, OPERATE & MAINTAIN CONTRACT FOR OPERATIONS & MAINTENANCE 36668
- Authorization to amend the design, build, operate & maintain contract (No. 96CT001) with 21st Century Rail Corporation of Lyndhurst, NJ to operate and maintain Hudson-Bergen Light Rail service through April 2020 at a cost of \$35,000,000 annually, subject to escalation per the indices described in the contract, the availability of funds, and Board approval of future operating budgets.
- 0509-77: SUBSTRUCTURE REHABILITATION OF BEACH THOROFARE WATERWAY DRAWBRIDGE ON ATLANTIC CITY RAIL LINE IN ATLANTIC CITY 36671
- Authorization to contract (No. 05-1034) with Northeast REMSCO Construction, Inc., of Toms River, NJ, to perform the substructure rehabilitation of the Beach Thorofare Waterway Drawbridge on NJ TRANSIT's Atlantic City Rail Line, in Atlantic County, at a cost not to exceed \$1,469,000, plus five percent for contingencies.
- 0509-78: WALTER RAND TRANSPORTATION CENTER - BUILDING REPAIRS: CONSTRUCTION CONTRACT AWARD 36673
- Authorization to contract (No. 06-001X) with RML Construction, Inc. of Hasbrouck Heights, NJ for the construction of the proposed repairs to the Walter Rand Transportation Center at a cost not to exceed \$1,189,450 plus five percent for contingencies.
- 0509-79: ACCESS LINK VEHICLE PURCHASE CONTRACT 36676
- Authorization to contract (No. 05-072) with American Bus and Coach LLC for the purchase of 184 minibuses (103 replacement and 81 expansion) during a four-year contract period (one-year base and three one-year options) in an amount not to exceed \$1,728,104, \$1,034,688, \$3,418,536, and \$3,813,560 respectively for a total contract amount of \$9,994,888, plus five percent for contingencies.
- 0509-80: ACCESS LINK SERVICE PROVIDER CONTRACT FOR REGION 3, NEW JERSEY 36680
- Authorization to contract (No. 06-008) with Laidlaw Transit Services of Overland Park, KS for the continued provision of Access Link paratransit service in Region 3 - Atlantic, Cape May, Cumberland, and Southern Ocean Counties for a total amount not to exceed \$25,100,000 plus five

percent for contingencies for the period December 10, 2005 to November 9, 2012. This contract will span eight fiscal years, however, the contract term is seven years in total with a three-year base and two two-year options.

0509-81: NJ TRANSIT GRANT PROGRAMS SUPPORTING COORDINATED LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES AND RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS 36684

Authorization to submit grants and execute all appropriate contracts to implement the following programs:

Authorize agreements as necessary to implement the State Fiscal Year (SFY) 2006 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$34,352,000.

Adopt the SFY2006 Section 5311 Program and as set forth in Exhibit B; authorize all grant submittals and the execution of all contracts and agreements with subrecipients as necessary to implement the SFY2006 Section 5311 Program up to \$5,286,6161 of which \$1,265,734 is the NJ TRANSIT share.

Authorize execution of all contracts and agreements necessary to implement the Federal Fiscal Year (FFY) 2005 Rural Transit Assistance Program up to \$78,655 at no cost to NJ TRANSIT.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement the FFY05 Section 5310 Program at a cost not to exceed \$3,377,271 of which \$675,454 is the NJ TRANSIT share. A list of selected recipients is set forth in Exhibit C.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement the FTA FY06 Jobs Access and Reverse Commute Program at a cost not to exceed \$11,000,000 of which \$5,500,000 or 50% are federal funds. No NJ TRANSIT match is required in this program.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement various federally funded special projects under earmarks, CMAQ and Transit Village programs under the FTA06 budget at a cost not to exceed \$5,000,000. No NJ TRANSIT hard match is required with this program.

Authorize the procurement of all vehicles and related equipment necessary to implement these programs from the various funding described herein at a cost not to exceed \$8,500,000.

0509-82: DEMAND MODELING SERVICES: CONSULTANT CONTRACTS 36694

Authorization to contract for a two-year period with AECOM Consult, Inc. of Fairfax, VA (contract no. 05-108A), URS Corporation of Fort Washington, PA (contract no. 05-108B) and with Michael Baker Jr., Inc. of Princeton, NJ (contract no. 05-108C) to perform as-needed Demand Modeling consulting services for a total not to exceed \$1,100,000.

0509-83: SELECTION OF SPECIAL COUNSEL 36699

Authorization to continue to compensate Hill Wallack as special counsel for an amount not to exceed \$750,000 and to compensate DeCotiis, FitzPatrick, Cole & Wisler as special counsel for an amount not to exceed \$350,000.

CONSENT CALENDAR

0509-84: SECAUCUS TRANSFER: SETTLEMENT OF CONDEMNATION LAWSUIT REGARDING ACQUISITION OF PROPERTY FOR THE MAIN/BERGEN CONNECTION FROM HARTZ MOUNTAIN ASSOCIATES 36703

Authorization to settle the condemnation lawsuit to acquire Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, New Jersey containing 2.241 acres in fee simple and 3,777 square feet in permanent easements for a total cost not to exceed \$975,000. Authorization is sought to pay an additional amount of \$395,900, in addition to the \$579,100 previously deposited in the Superior Court Trust Fund, for a total of \$975,000 in the court case inclusive of interest.

0509-85: SYSTEMWIDE PASSENGER COMMUNICATIONS PROGRAM: ENGINEERING SERVICES CONTRACT AWARD 36707

Authorization to contract (No. 05-052) with Parsons Transportation Group, Inc. of New York, NY for preliminary design services for the design of state-of-the-art passenger communications systems at selected locations, at a cost not to exceed \$846,253, plus five percent for contingencies.

0509-86: POLICE OPERATIONS AND INCIDENT MANAGEMENT COMPUTER SYSTEM CONSULTING 36710

Authorization to contract (05-096) with RCC Consultants Inc. of Woodbridge, NJ to assemble requirements for a new Police dispatching system and to assist through the procurement and implementation phases for eighteen months at a total cost not to exceed \$350,000.

0509-87: FCC WIRELESS COMMUNICATIONS REBANDING PROJECT 36713

Authorization to contract (No. 05-110) with RCC Consultants Inc. of Woodbridge, NJ for professional services to reband NJ TRANSIT's communications system for an 18 month period at a cost not to exceed \$716,043 plus five percent for contingencies for the first phase.

0509-88: LEASE OF FUEL TANK SITE IN JERSEY CITY TO THE LEFRAK ORGANIZATION 36716

Authorization to lease to NC Community Center Associates, a New Jersey partnership controlled by the Lefrak Organization of New York City, approximately 15,829 square feet (0.36 acre) of land on the southeast corner of Marin Boulevard and Eighteenth Street in Jersey City (known as Tax Block 19, Lot A-12). Consideration to NJ TRANSIT will be the tenant's demolition of the out-of-service fuel tank and appurtenances, as well as removal of hazardous soils associated with the tank removal, at its own cost, estimated to range from \$94,300 to \$110,200 which demolition and removal substitute for rent during the first six years of the rental period, \$25,000 per year from Year 7 through Year 11 of the rental period and \$30,000 per year from Year 12 through Year 15 of the rental period, resulting in payments of \$245,000 to NJ TRANSIT. Unless NJ TRANSIT requires the property for public transportation purposes, the tenant will have the option of two consecutive five-year renewals at rent equal to fair-market value to be determined by an appraisal.

► 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 litigation matters and contract negotiations; and

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

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the July 27, 2005 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 August 1, 2005;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the July 27, 2005 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.

Richard J. Codey
Acting Governor

Jack Lettiere
Board Chairman

George D. Warrington
Executive Director



TO: BOARD OF DIRECTORS
 FROM: GEORGE D. WARRINGTON
 DATE: SEPTEMBER 22, 2005
 SUBJECT: EXECUTIVE DIRECTOR'S REPORT – SEPTEMBER 2005

In the wake of Hurricane Katrina, NJ TRANSIT quickly moved forward on a number of fronts to offer its support to the region affected by the storm. Working with the Office of Emergency Management and New Jersey State Police, we sent eight of our bus operators and four cruiser buses to transport 200 New Jersey police officers to Louisiana just days after the hurricane hit. I'd like to thank Governor Codey and Col. Fuentes for organizing this effort and enabling NJ TRANSIT to participate.

NJ TRANSIT has been working through the American Public Transit Association (APTA), which has created a special website link that enables NJ TRANSIT employees to make financial contributions to displaced transit employees at sister agencies in the cities hit hardest by Katrina. We are also working with APTA to identify displaced transit workers and match them to job openings at NJ TRANSIT.

NJ TRANSIT has also partnered with the American Red Cross to collect donations at bus, rail, and light rail stations across the state as part of our on-going efforts to assist the victims of Hurricane Katrina.

I'd like to thank the Board for participating in our event to unveil the first of 231 new multi-level rail cars. These cars will enable NJ TRANSIT to meet and anticipate ridership demand on its busiest rail lines, while providing an unprecedented level of comfort for customers. Each multi-level car offers 15-20 percent more seating capacity than single-level coaches and a number of customer amenities, including large tinted windows and indirect ceiling lighting; state-of-the-art heating, cooling and ventilation systems; and high-tech automated public address systems and LED destination screens.

Each car features an upper and lower seating level, as well as an open, intermediate "mezzanine" level at each end of the car—making the cars truly "multi-level." On the upper and lower levels, customers will find seats in a two-by-two configuration, which results in wider aisles that facilitate passenger boarding and alighting, while making it easier for customers and conductors to move about the train.

With the existing rail infrastructure reaching practical capacity during the peak periods, the purchase of multi-level rail cars is one of several near-term solutions to anticipate and meet surging ridership demand between New Jersey and New York. Following employee training and successful completion of a thorough testing program, the multi-level cars are targeted for revenue service in late 2006.

Finally, back in May, I committed to modifying the way we report on-time performance numbers in my monthly Board Report. This month, we are presenting data from July and August in the new format. You will notice that we are now delineating performance percentages for the peak and off-peak periods on a line-by-line basis, as well as providing bus and rail system-wide averages.

EXECUTIVE DIRECTOR'S MONTHLY REPORT SEPTEMBER 2005

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

HIGHLIGHTS

NJ TRANSIT unveils first multi-level rail car

NJ TRANSIT unveiled the first of 231 new multi-level rail cars on September 14 at an event at Newark Penn Station. The cars will enable NJ TRANSIT to meet and anticipate ridership demand on its busiest rail lines, while providing an unprecedented level of comfort for customers.

The Customer Design Team, comprised of 14 NJ TRANSIT commuters from around the system, followed the multi-level design process. In September 2003, the team traveled to Montreal to inspect firsthand a soft mock-up of the car at the manufacturing plant and provide feedback.

Each multi-level car offers 15-20 percent more seating capacity than single-level coaches. The 231-car multi-level fleet will ultimately provide a total of 31,447 seats.

The initial 100-car order, which was funded by the Port Authority of New York & New Jersey, consists of:

- 48 coach cars (without restrooms) with 142 seats
- 37 coach cars (with ADA restrooms) with 132 seats
- 15 cab cars (with ADA restrooms) with 127 seats

In July, NJ TRANSIT's Board of Directors authorized the purchase of an additional 131 rail cars, bringing the total order to 231. The 131-car order consists of:

- 64 coach cars (without restrooms) with 142 seats
- 49 coach cars (with ADA restrooms) with 132 seats
- 18 cab cars (with ADA restrooms) with 127 seats

The average cost per car is \$1.9 million.

Extensive Testing and Training Program Announced

The prototype that was displayed on September 14 is the first of seven coaches that will be provided to NJ TRANSIT for testing purposes. Three will be tested in New Jersey, while four will be sent to the Federal Railroad Administration test track in Pueblo, Co. Production cars, which will ultimately be used in revenue service, will only be mass-produced after extensive testing of the prototypes is advanced. The first production car is scheduled to arrive next spring.

NJ TRANSIT outlined a timeline for testing the equipment and providing training to the hundreds of employees—locomotive engineers, conductors, ticket collectors and mechanical personnel—who will use the new cars. Official training at NJ TRANSIT's Meadows Maintenance Complex (MMC) will begin in early 2006, although teams of mechanics have already begun to learn about the new car. Engineers, conductors and ticket collectors will follow, with training continuing through the winter and spring.

Following the training and successful completion of a thorough testing program, the multi-level cars are targeted for revenue service in late 2006 on NJ TRANSIT's busiest rail lines—especially on trains that operate to and from Penn Station New York on the Morris & Essex Lines, Northeast Corridor and North Jersey Coast Line. A formal operating plan will be developed over the next several months.

As the multi-level fleet enters revenue service, NJ TRANSIT will reassign modern Comet IV and V equipment to replace many 33-year-old Comet I-series cars, the oldest in the fleet. Currently, Comet I cars are used on the Raritan Valley, Main, Bergen County and Pascack Valley lines.

An array of amenities

The cars' interior design features large tinted windows, indirect ceiling lighting and soothing blue tones to produce a restful and spacious passenger environment. Each car features an upper and lower seating level, as well as an open, intermediate "mezzanine" level at each end of the car—making the cars truly "multi-level." The mezzanine features plenty of space for customers who opt to stand—complete with padded leaning stations—as well as areas for wheelchairs, carts, strollers and luggage. Fully accessible restrooms are found in this area on more than half of the cars and feature refined finishes and a generous amount of space.

On the upper and lower levels, customers will find seats in a two-by-two configuration—meaning that every seat is either a "window" or an "aisle." This design ensures that 100 percent of car's seats are usable. The two-by-two configuration also results in wider aisles that facilitate passenger boarding and alighting, while making it easier for customers and conductors to move about the train. Four doors on each side of the car will further expedite the boarding process.

The seats themselves received an extraordinary amount of attention from the Customer Design Team, which focused especially on improved lumbar support. In the end, the manufacturer

created new seats that are more comfortable, featuring generous amounts of legroom without compromising capacity.

The multi-level cars provide 25.27 inches of knee room—an inch more than NJ TRANSIT's Comet V single-level cars. The seats provide 19.75 inches of width per passenger—2.2 inches more than the Comet V.

On the upper level, luggage racks run the length of the car. On the lower level, however, the racks were omitted from the design in favor of retractable coat hooks.

Each car features state-of-the-art heating, cooling and ventilation systems for passenger comfort, as well as high-tech automated public address systems and LED destination screens to keep customers informed. Unlike existing rail cars, the multi-levels feature external public address speakers, enabling conductors to make announcements to customers on the platform.

Attention to detail is evident in every car. For example, waste receptacles feature levers so that customers don't have to touch the flap. Emergency intercoms are available throughout the car—including a call-for-assistance button in the restrooms—and improved anti-skid flooring is featured in the vestibules and restrooms to prevent slips.

The 68-ton stainless steel cars, which fully conform to all federal safety standards, are capable of being used anywhere on the NJ TRANSIT system and were custom designed to match the profile of the 100-year-old Amtrak-owned trans-Hudson tunnels. The NJ TRANSIT model is capable of serving both high-level and low-level platforms.

Access to the Region's Core

With the existing rail infrastructure reaching practical capacity during the peak periods, the purchase of multi-level rail cars is one of several near-term solutions to anticipate and meet surging ridership demand between New Jersey and New York. Other enhancements include installation of a high-density signal system between Newark and New York that now allows up to 23 trains per hour to operate through the existing two-track Amtrak-owned tunnel.

Ultimately, the advancement of the Access to the Region's Core project is required to address trans-Hudson demand, including construction of a new passenger rail tunnel called the Trans-Hudson Express (THE) Tunnel. The project is one of the highest priorities for NJ TRANSIT, and

includes platform extensions and capacity enhancements at the current Penn Station and a new station under 34th Street in Manhattan, as well as track connections to existing lines and rail storage facilities.

River LINE ridership reaches 3 million

Buoyed by increasing summer ridership, the River LINE welcomed its three millionth customer on September 12, roughly 18 months since it opened in March 2004. Since then, ridership has increased steadily, reaching a high of 7,600 average weekday trips last month.

River LINE monthly sales are increasing faster than any other NJ TRANSIT service, and the line already has the highest group sales within NJ TRANSIT.

Major summer events in Trenton, Camden and Philadelphia contributed to the strong ridership results. Adventure Aquarium, which reopened on May 5, and other attractions along the Camden Waterfront brought thousands of new customers aboard River LINE trains. In addition, major Fourth of July weekend events—including the Live 8 and Elton John concerts in Philadelphia and fireworks at the Battleship New Jersey—resulted in near record ridership levels.

Summer marketing efforts attracted even more customers, including a summer promotion with the Delaware River Port Authority that gave PATCO Speedline customers a free transfer to River LINE trains to the Camden Waterfront, as well as ongoing marketing partnerships with the Trenton Thunder, River Sharks, Battleship New Jersey, Madison Pub and merchants' groups in Burlington City and Bordentown.

River LINE ridership has also grown as a result of NJ TRANSIT's new fare policy, which took effect July 1. The policy enables customers holding a monthly or weekly commuter rail pass to ride the River LINE at no additional charge. Customers can park for free at most River LINE stations and connect to Northeast Corridor rail service in Trenton without incurring additional cost.

Since the River LINE opened on March 15, 2004, NJ TRANSIT has made several enhancements to the service:

- Introduced 15-minute peak-period service in June 2004

- Enhanced Capital Connection bus service in Trenton to provide better connections with River LINE trains in June 2004
- Launched new early morning service to Trenton from Florence and Roebling in September 2004, enabling customers to make earlier connections to Northeast Corridor trains
- Launched new early morning service from Cinnaminson to Camden in January 2005

Trans-Hudson Express Tunnel moves to next stage

The project to double rail capacity between New Jersey and New York took an important step forward on July 27, as the NJ TRANSIT Board of Directors approved the locally preferred alignment (LPA) of the Trans-Hudson Express (THE) Tunnel, moving the project into the next phase of federal scoping and advanced conceptual engineering. In addition, the North Jersey Transportation Planning Authority recently gave its unanimous approval to the project and the locally preferred alignment.

The cornerstone of the Access to the Region's Core program, THE Tunnel project consists of two new single-track rail tunnels to supplement the two Amtrak-owned tunnels that currently carry all Northeast Corridor commuter rail traffic from New Jersey into Midtown Manhattan. The project also includes a new multi-level station under 34th Street in Manhattan, which will connect with the existing New York Penn Station.

Woodbridge Station approved for reconstruction

State Assemblyman John S. Wisniewski and Woodbridge Mayor Frank G. Pelzman joined NJ TRANSIT Executive Director George D. Warrington on August 22 to announce that reconstruction of Woodbridge Station will begin in early September.

The \$23 million overhaul will result in a better commuting experience for the 1,600 daily commuters who board at the station.

The newly reconstructed Woodbridge Station will feature:

- **More comfort.** On the newly constructed platform, four new windscreen shelters with benches will provide customers with protection from the weather with push-button, on-demand heating. The platform canopy will triple in length to provide more shelter.

- **More accessibility.** The existing station building, which currently closes at 1 p.m., will be replaced with a larger waiting area and two additional ticket-vending machines that will be available to customers 24 hours a day. Also, two wheelchair-accessible restrooms will replace the one existing restroom.
- **More security.** New security cameras will be installed and connected to NJ TRANSIT's closed-circuit television network, which will allow police to have 24-hour surveillance of the station.

The project includes a new 800-foot center island high-level platform and rebuilt stairs to street level. The new high-level platform will replace the existing structure, and the current elevator to platform level will be preserved and incorporated as an element of the rebuilt facility. At the Pearl Street entrance, modifications will be made to the street level retail space.

To minimize inconvenience to customers, the station will remain open throughout all phases of construction. During the final phase, however, the elevator will be out of operation, and NJ TRANSIT will provide bus service to another accessible station for customers with disabilities.

The project is scheduled for completion in March 2007.

CUSTOMER AND COMMUNITY INITIATIVES

NJ TRANSIT and The Cancer Institute of New Jersey promote cancer awareness among members of the Hispanic Community

Noting that cancer is the second leading cause of death within the Hispanic community, on September 12, NJ TRANSIT, in partnership with The Cancer Institute of New Jersey (CINJ) launched the "Heritage of Health" Campaign, a statewide awareness effort to promote early cancer screening using hundreds of posters aboard NJ TRANSIT buses and light rail vehicles throughout the state. The posters were printed in English and Spanish and promote cancer awareness among New Jersey's Hispanic population.

As part of their partnership, NJ TRANSIT and CINJ promoted the importance of cancer screening and early detection in the Hispanic community and provided information about screening programs and opportunities at CINJ Network Hospitals and other locations across the state.

September 15-October 15 was designated National Hispanic Heritage Month in 1994 as a way to celebrate the contributions of people of Hispanic heritage to the history of the United States.

NJ TRANSIT offers college students free trial week

Between September 12 and September 18, college students were able to ride free on NJ TRANSIT buses, trains and light rail system just by showing their college ID.

NJ TRANSIT once again offered this travel option to encourage college students to use public transportation as an alternative to automobile travel. The week of free travel gave students the opportunity to experience how simple it is to use NJ TRANSIT to reach thousands of destinations throughout the state.

Last year, NJ TRANSIT began a partnership with several colleges and universities in New Jersey to offer a 25 percent discount off NJ TRANSIT's already discounted rate for monthly passes to students who purchase their pass online. The pilot program was developed to increase student awareness of NJ TRANSIT's services, to guide them in discovering off-campus activities that they can reach using public transportation and to alleviate parking shortages at many universities.

Participating universities include:

- Seton Hall University

- Montclair State University
- Drew University
- Rutgers-Camden
- Rutgers-New Brunswick
- Rutgers-Newark
- William Paterson University

The program includes rail, bus and light rail services. NJ TRANSIT has worked with participating universities to develop customized web pages with information on transit services near campus and links to the Itinerary Planner web page on www.njtransit.com.

Bus and River LINE to the rescue

When overhead power lines came down on August 3 on the Amtrak-owned Northeast Corridor in Bucks County, Pa., NJ TRANSIT staff took action to help thousands of impacted Amtrak and SEPTA customers, extending the hours of River LINE service by 90 minutes and running extra buses between Trenton and Philadelphia.

Working with Conrail, NJ TRANSIT extended River LINE light rail service between Trenton and Camden until 10:30 p.m. Hundreds of Amtrak and SEPTA customers were accommodated on light rail trains for alternate transportation to the Walter Rand Transportation Center in Camden, where connections to PATCO Hi-Speed Line trains could be made. NJ TRANSIT also provided extra bus service on the 409 line, including special express service from Trenton to Philadelphia. During the disruption, the River LINE and NJ TRANSIT bus service honored Amtrak and SEPTA tickets.

Thanks to unprecedented cooperation from Conrail, NJ TRANSIT provided an additional 90 minutes of service between Trenton and Camden, which proved to be an excellent alternative for hundreds of affected travelers. Under an operating agreement with Conrail, River LINE weekday service normally ends with the 9:05 p.m. departure from Trenton, which enables freight trains to operate in the overnight hours.

The service disruption, which began around 6:30 p.m., also caused train congestion between Princeton Junction and Trenton on the Northeast Corridor. To mitigate customer delays, NJ TRANSIT offered alternate shuttle bus service between Hamilton and Trenton.

River LINE extends service for two big summer concerts

NJ TRANSIT extended River LINE service until 11:30 p.m. on August 7 and August 12, allowing customers attending two huge concerts at the Camden Waterfront – a Cold Play concert and the “Warped Tour” – to take the light rail after the event.

Conrail, which operates freight train service on portions of the alignment, agreed to permit NJ TRANSIT to run special late night service between Camden and Trenton to accommodate customers attending the concerts. Normally, Friday service ends at 9 p.m.

Bus service improvements arrive September 3

Beginning September 3, NJ TRANSIT added bus trips on 36 routes to match growing demand, adjusted routes to accommodate customer requests, and reinstated school trips for the fall.

EMPLOYEE RECOGNITION

NJ TRANSIT bus operators assist Hurricane Katrina relief efforts

As part of NJ TRANSIT's support to the region affected by Hurricane Katrina, eight NJ TRANSIT bus operators transported nearly 200 New Jersey police officers to New Orleans to assist in the hurricane relief and recovery effort. The operators—representing Howell, Newton and Washington Township garages—rotated driving shifts to get the officers to the region as quickly as possible:

- Rocco Galluzzo of Howell Garage
- John Tracy of Howell Garage
- Richard Smith of Howell Garage
- Steve Charles of Howell Garage
- David Hendry of Newton Avenue Garage
- Lee Dale of Washington Township Garage
- James Gagnon of Washington Township Garage
- Brian Crawford of Washington Township Garage

NJTPD recognized for Bergen County traffic enforcement

Bergen County Executive Dennis McNerney has recognized the NJ TRANSIT Police Department for their efforts to promote traffic safety at grade crossings in the county. A certificate and glass plaque received this week honor NJ TRANSIT officers for their “dedication and commitment to highway traffic safety.”

Chief Bober said that his officers issued more than 500 citations last year for grade crossing traffic violations in Bergen County.

NJ TRANSIT employees bid farewell after outstanding careers

Thirteen NJ TRANSIT employees retired in August with careers ranging from 17 to 36 years of service:

1. Tiago S. Pinto (North Arlington) Big Tree Garage Mechanic – 36 years
2. George L. Santiago (Staten Island, NY) Central Maintenance Foreman – 31 years
3. Harry Simpson, III (Trenton) Hamilton Garage Depot Master – 29 years
4. William Matishen (Somerdale) Washington Township Garage Bus Operator – 28 years

5. Thomas R. Cooper (Yardley, PA) Hamilton Garage Serviceman – 27 years
6. James R. Lecher (Yardley, PA) Hamilton Garage Mechanic – 26 years
7. Loretta Curry (Paterson) Oradell Garage Cleaner – 25 years
8. Robert J. Rutherford (Maywood) Oradell Garage Depot Master – 25 years
9. Antonio Cavacas (Elizabeth) Central Maintenance Facility Mechanic – 24 years
10. David E. Fagan (Bridgeton) Egg Harbor Garage Bus Operator – 21 years
11. Roger Gengaro (Ringwood) Supervisor of Quality Assurance – 21 years
12. John R. Fisher (Englewood) Port Authority Bus Terminal Ticket Agent – 20 years
13. Jerry L. Smith (Millville) Egg Harbor Township Garage Bus Operator – 17 years

Thirteen NJ TRANSIT employees retired in September with careers ranging from 10 to 32 years of service:

1. Lorenzo Square, Sr. (Trenton) Hamilton Garage Bus Operator – 32 years
2. Leroy C. Whetstone (Trenton) Hamilton Garage Cleaner – 30 years
3. Mack Cribb, Jr. (Trenton) Hamilton Garage Bus Operator – 29 years
4. Woodson Hardy (Glassboro) Washington Township Garage Stock Clerk – 25 years
5. Jose A. Hernandez (Trenton) Hamilton Garage Serviceman – 25 years
6. Barbara J. Polite-Holmes (Somerset) City Subway Bus Operator – 25 years
7. San Jose Martinez (Newark) Big Tree Garage Bus Operator – 24 years
8. Johnnie Boyd (East Orange) Orange Garage Bus Operator – 23 years
9. Jane E. Hunter (Linden) Penn Plaza Contract & Procurement – 21 years
10. Frank J. Hopper (Middletown) Assistant Executive Director – 18 years
11. Zulma G. Jones (Willingboro) Southern Division Strategic Staffer – 18 years
12. Marie A. Shumaker (Blackwood) Washington Township Garage Bus Operator – 13 years
13. Jorge A. Cabrales (Fairview) General Office Building Clerk – 10 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$32,586,876 in federal funds was awarded during October through August of FY 05*. Disadvantaged Business Enterprises (DBEs) were awarded \$4,287,306 or 13.2 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$128,157,728 in state-funded contract dollars was awarded during July through August FY 06.** Of that total, Small Business Enterprises (SBEs) received \$12,073,368 or 9.4 percent. Category 1 SBEs received \$1,632,061 or 1.3 percent. Category 3 SBEs received \$8,124,302 or 6.3 percent. Category 4 SBEs received \$2,317,005 or 1.8 percent.***

Federal & State Contracts Total

For this reporting period, \$160,744,604 in federal and state contract dollars was awarded by NJ TRANSIT. Of that total, \$16,360,674 or 10.2 percent of federal and state contract dollars was won by DBEs and SBEs.

Hudson-Bergen Light Rail Transit System Project

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

* Fiscal year beginning October 1, 2004

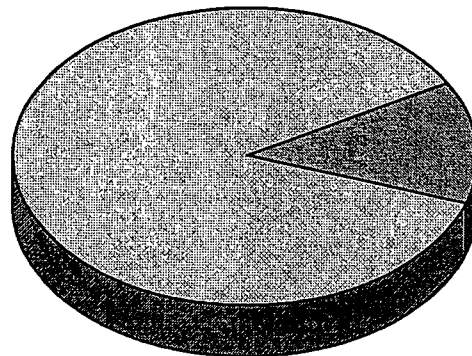
** Fiscal year beginning July 1, 2005

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

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

DBE PARTICIPATION FEDERAL CONTRACTS FEDERAL FYTD (THROUGH AUGUST 2005)

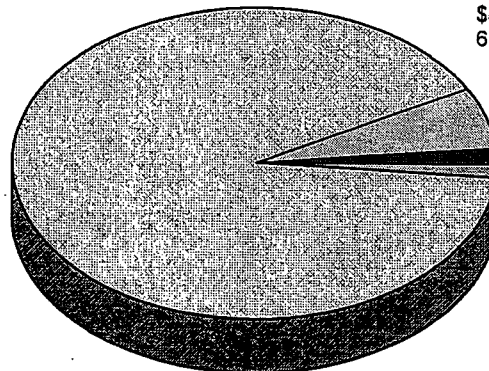
NON-DBE
FEDERAL
\$28,299,570
86.8%



DBE RACE
NEUTRAL &
RACE
CONSCIOUS
\$4,287,306
13.2%

SBE PARTICIPATION STATE CONTRACTS STATE FYTD (THROUGH AUGUST 2005)

NON-SBE STATE
\$116,084,360
90.6%



SBE-3
\$8,124,302
6.3%

SBE-4
\$2,317,005
1.8%

SBE-1
\$1,632,061
1.3%

PERFORMANCE MEASURES

ON-TIME PERFORMANCE

Beginning with the start of this fiscal year, July 1, 2005, NJ TRANSIT's on-time performance report has been improved to provide more information. In addition to the systemwide rail and bus averages, data is provided by line and time of day for rail and by major terminal for bus services. Recognizing that no averaged number fully captures every customer's experience, this reporting change is intended to provide a more detailed illustration of train and bus service reliability.

Rail

NJ TRANSIT strives to have every train arrive on time. However, with more than 720 NJ TRANSIT trains operating on an average weekday in the busiest commuter market in the country, delays do occur. The goal for systemwide on-time performance remains 95%, reflecting a composite score of all the rail lines. Rail on-time performance continues to be defined as the percentage of trains reported arriving within six minutes of their scheduled arrival time.

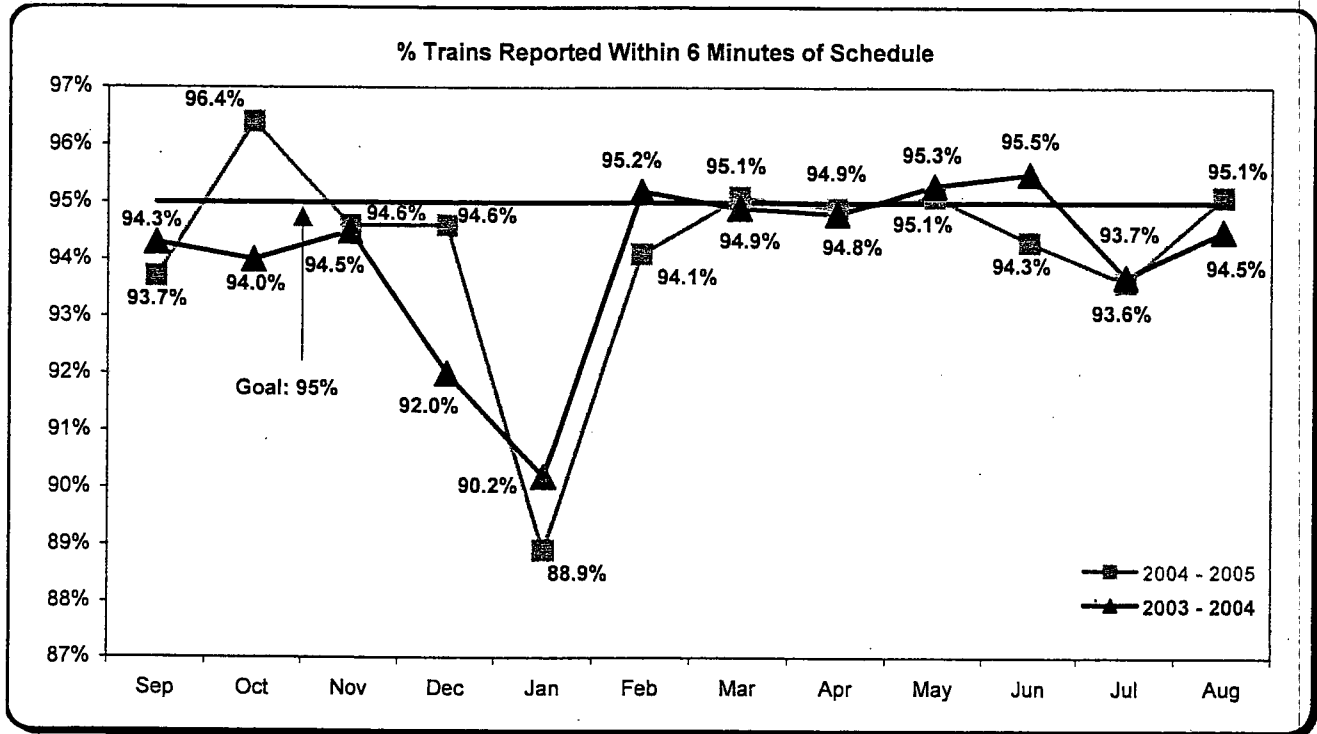
The July and August reports of on-time performance in the new format are attached. Following the systemwide results, two new pages provide breakouts by time of day for the overall rail system, performance of each rail line, as well as a breakout for each rail line by time period.

The format illustrates the distinctions between rail lines including differences in performance between Hoboken-bound trains and trains that use the Northeast Corridor to access Penn Station New York. New York-bound trains generally tend to under-perform compared to those operating exclusively over NJ TRANSIT assets, particularly during the peak periods. This differential is not a recent phenomenon, but a long-standing historical trend attributable to several factors including the number and frequency of trains operated, dependence on an aging Northeast Corridor infrastructure, and capacity constraints on the two-track railroad between Newark and New York as well as in the Penn Station New York track and platform complex. Data over the past decade confirm that on-time performance on services that use the Northeast Corridor have consistently been several points below the rest of the system.

Bus

NJ TRANSIT also strives to operate all buses on time. However, delays do occur, particularly due to weather, congestion, and traffic incidents. The goal for peak-period bus on-time performance is 92%. Bus on-time performance is measured in the peak-period, and is defined as the percentage of buses departing major terminals--Port Authority Bus Terminal (PABT), Newark Penn Station, Walter Rand Transportation Center, and Atlantic City Bus Terminal--within six minutes of their scheduled departure times. Beginning with the July and August reports, in addition to the systemwide rate, the new report format includes a chart showing the individual on-time performance of each of the major terminals.

NJ TRANSIT ON-TIME PERFORMANCE RAIL SEPTEMBER 2003 - AUGUST 2005



	2004	2005	# Change
August Comparison	94.5%	95.1%	0.6%

	2003 - 2004	2004 - 2005	# Change
12-Month Average September - August	94.1%	94.2%	0.1%

Analysis:

Systemwide, Rail On-Time Performance for August 2005 was 95.1%. Of the 19,871 trains that were scheduled to operate, 18,897 were on time, while 974 trains (or 4.9%) were delayed. Key causes of delay included:

A SEPTA train entangled in overhead wires near the Morrisville Yard on August 3rd;

Investigation of smoke in the tunnel leading from Penn Station New York on August 4th;

A disabled Amtrak train at the interlocking between Sunnyside Yard and Penn Station New York on August 15th;

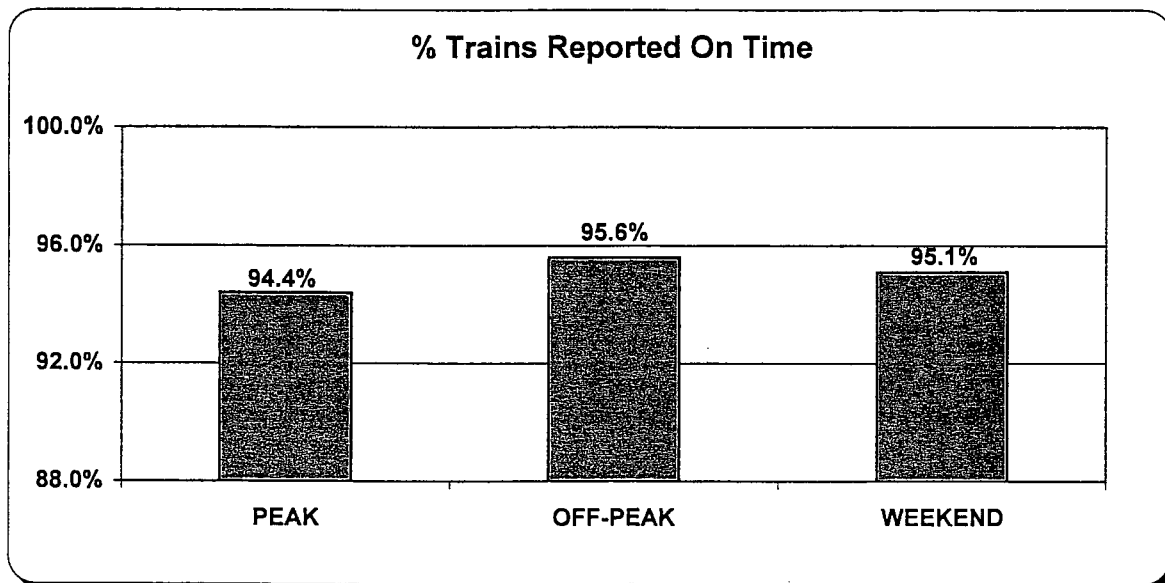
Amtrak's emergency maintenance of an overhead wire insulator in the tunnel leading to Penn Station New York on August 25th; and

A fire resulting from a tree brushing against overhead wires on the M&E line in Newark on August 29th.

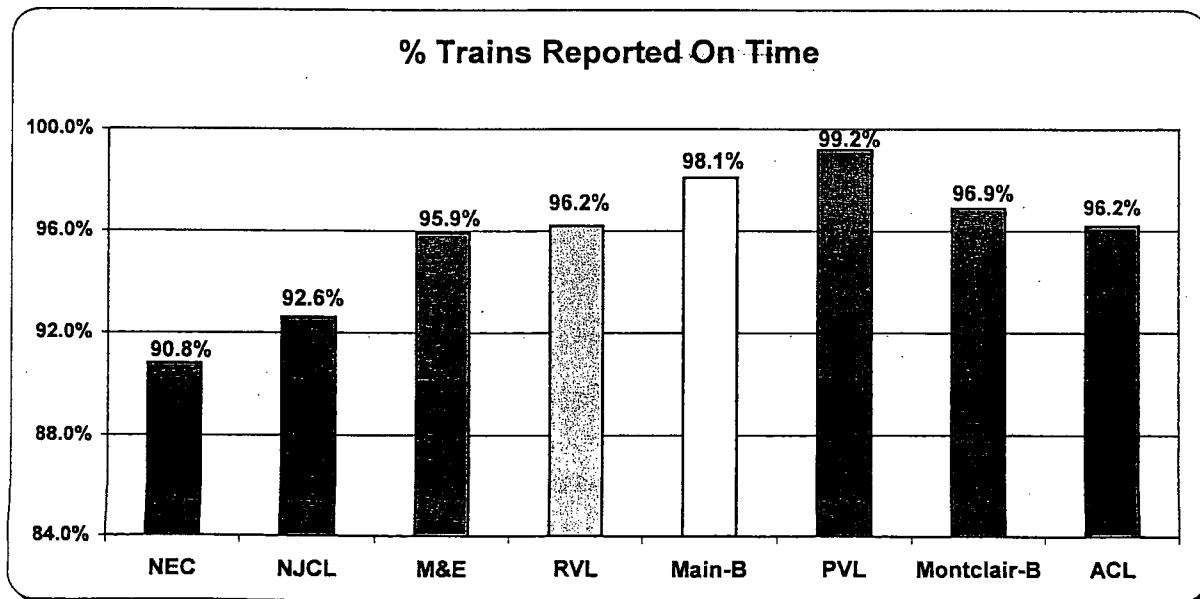
The 12-month average for Rail On-Time Performance systemwide for September 2004 - August 2005 was 94.2%, just ahead of the average for the previous 12-month period of 94.1%.

ON-TIME PERFORMANCE RAIL

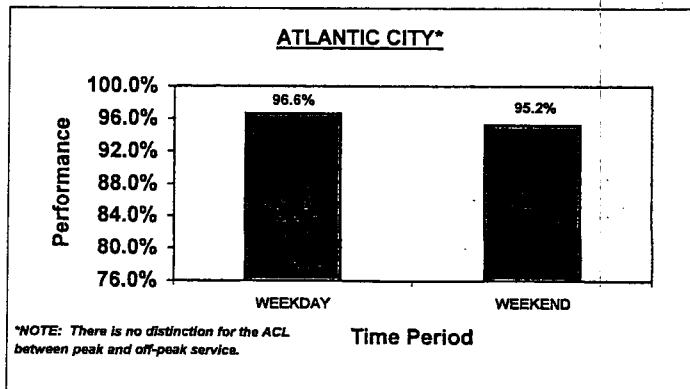
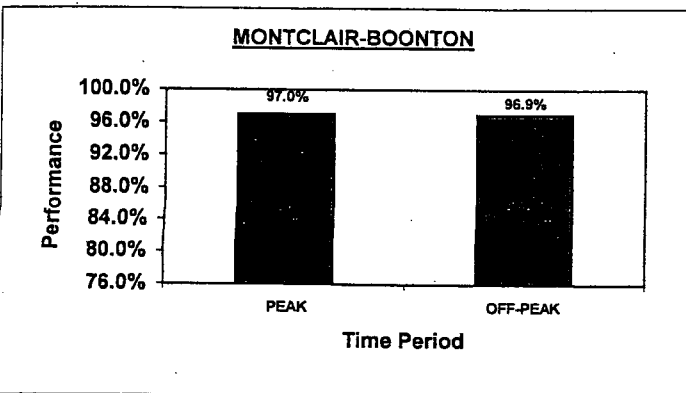
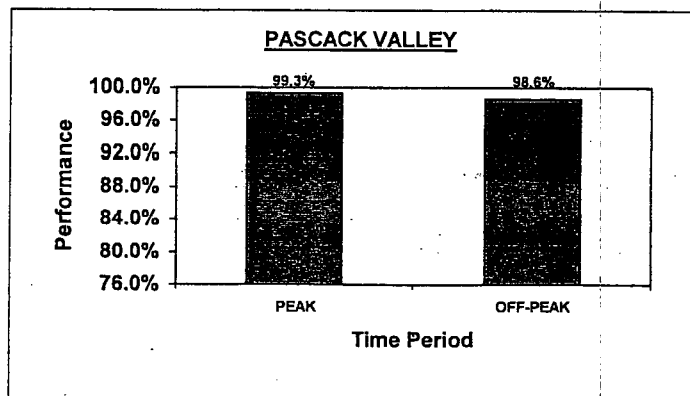
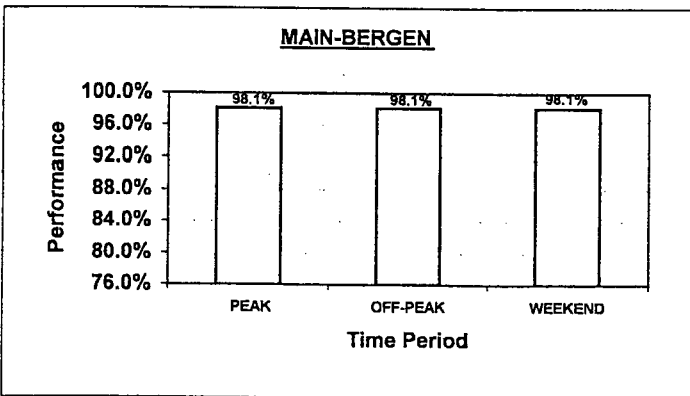
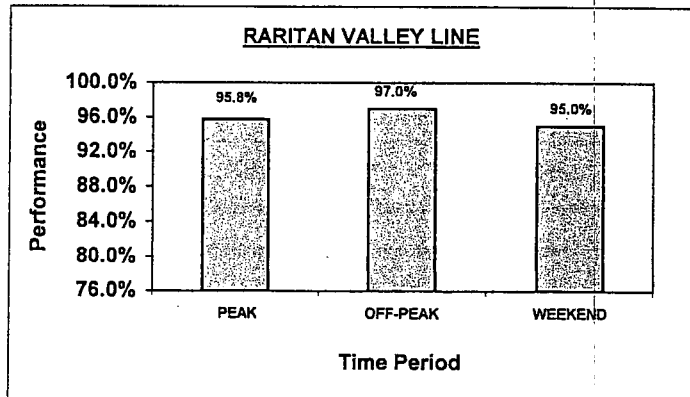
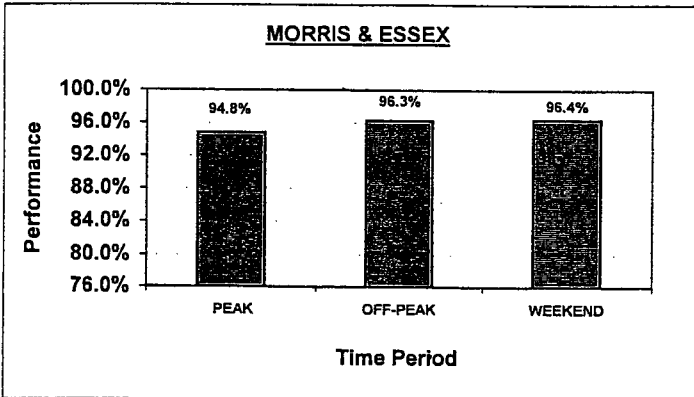
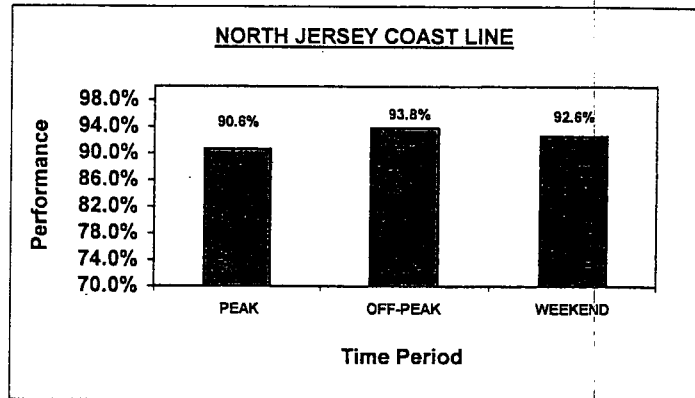
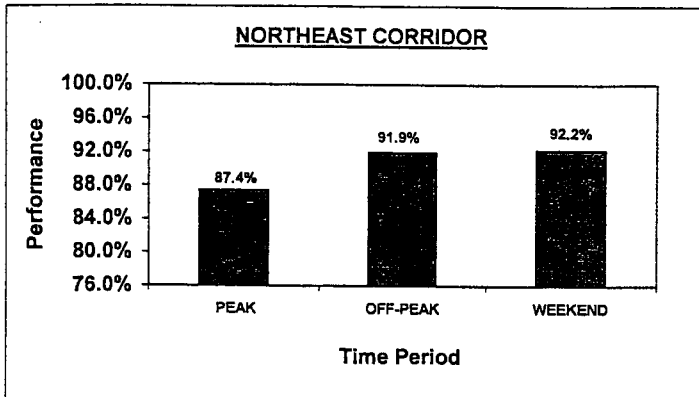
SUMMARY BY TIME PERIOD AUGUST 2005



SUMMARY BY LINE AUGUST 2005

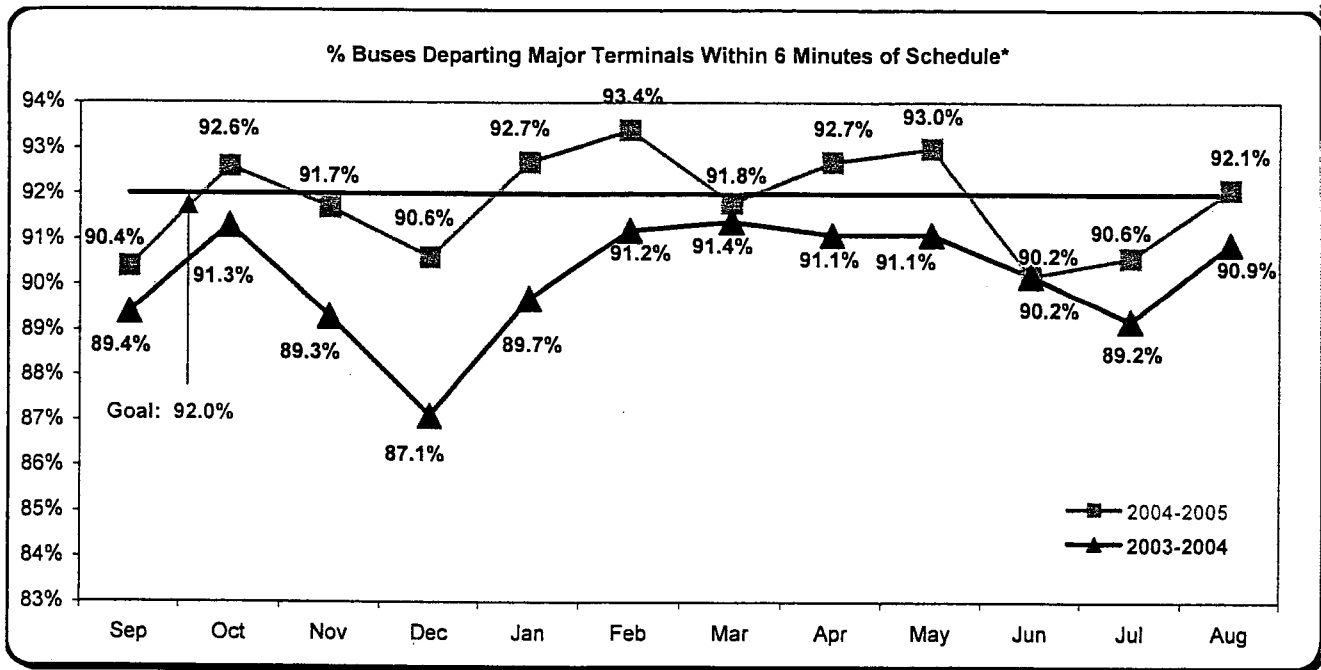


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD AUGUST 2005



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

NJ TRANSIT ON-TIME PERFORMANCE BUS SEPTEMBER 2003 - AUGUST 2005



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

	2004	2005	# Change
August Comparison	90.9%	92.1%	1.2%

	2003-2004	2004-2005	# Change
12-Month Average September - August	90.2%	91.8%	1.6%

Analysis:

Bus On-Time Performance for August 2005 was 92.1%, surpassing the goal of 92%. Of the 33,255 monitored departures, 2,645 (or 7.9%) experienced delays. Significant sources of delay included:

An accident in the south tube of the Lincoln tunnel on August 1st;

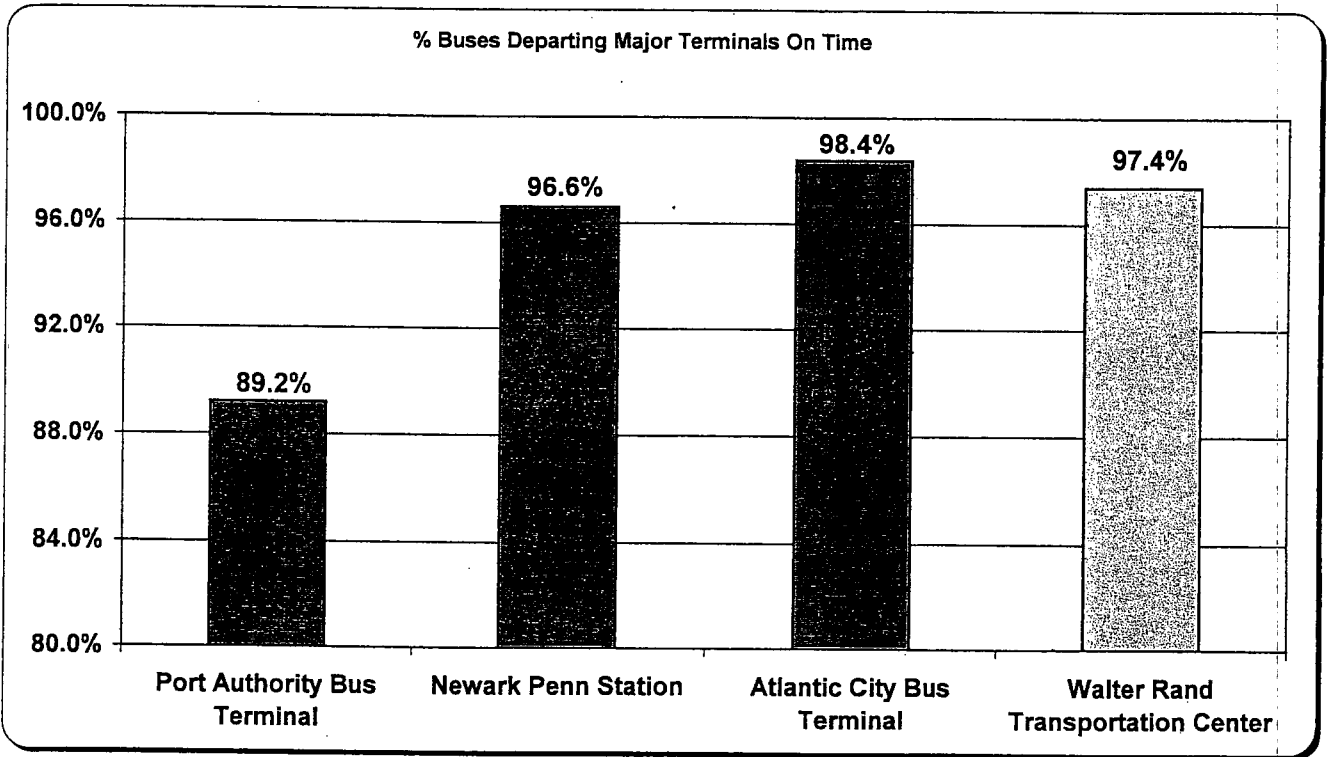
Diversions of inbound buses at 10th Avenue during the rush hours on August 11th; and

Heavy traffic in Center City Philadelphia during the rush hours on August 16th.

The 12-month average for Bus On-Time Performance for September 2004 - August 2005 was 91.8%, 1.6 percentage points above the average for the previous 12-month period.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL AUGUST 2005

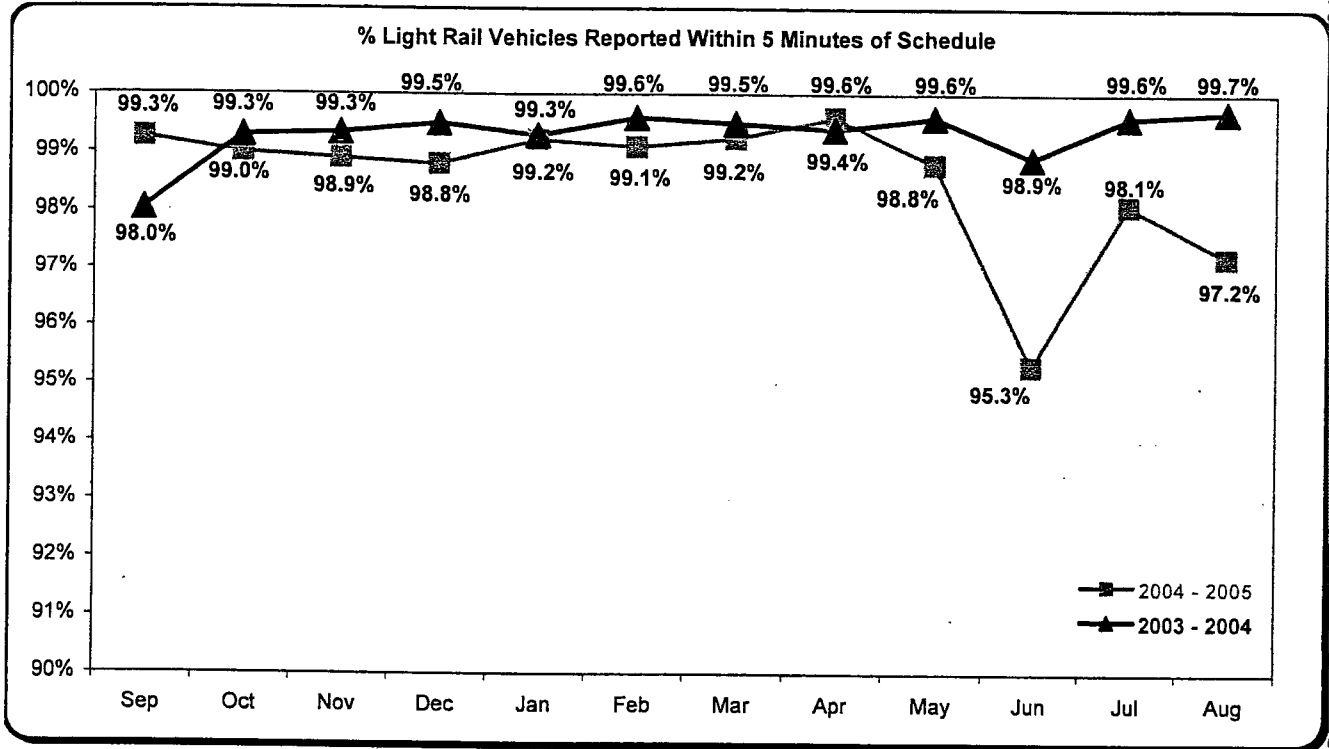


NJ TRANSIT

ON-TIME PERFORMANCE

HUDSON-BERGEN LIGHT RAIL

SEPTEMBER 2003 - AUGUST 2005



	2004	2005	# Change
August Comparison	99.7%	97.2%	-2.5%

	2003 - 2004	2004 - 2005	# Change
12-Month Average September - August	99.3%	98.5%	-0.8%

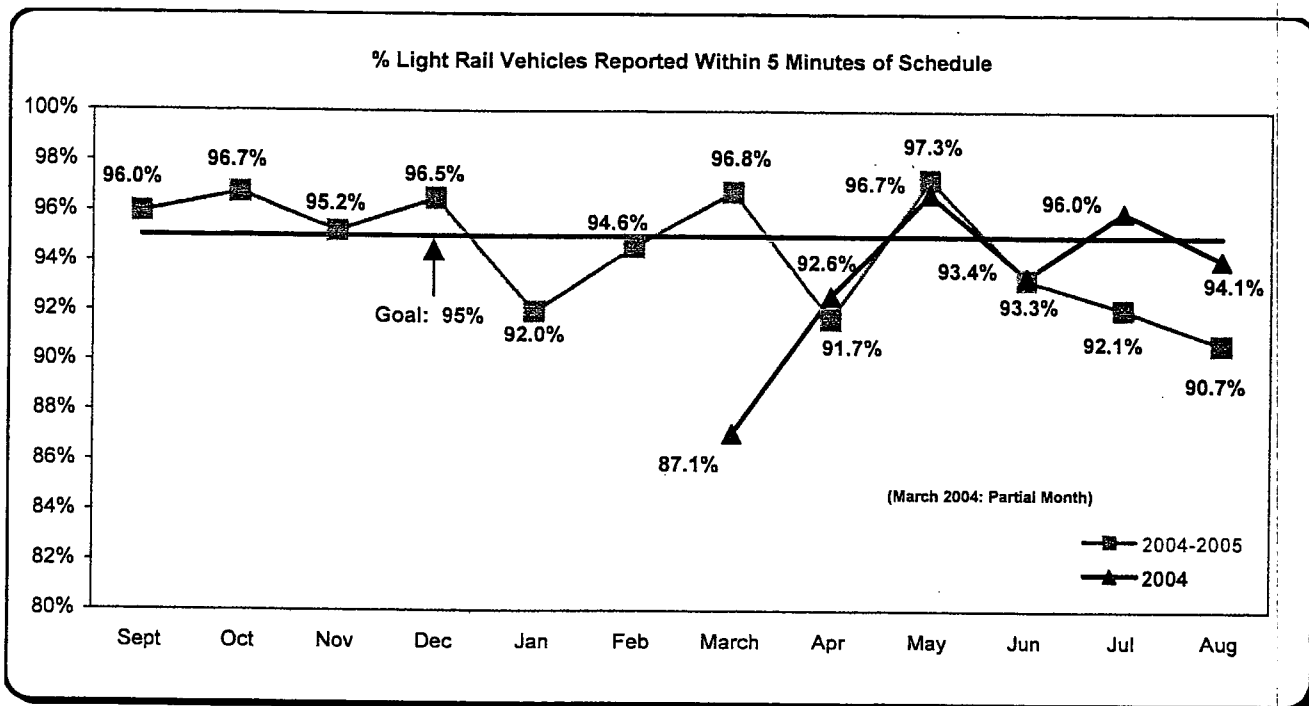
Analysis:

Hudson-Bergen Light Rail (HBLR) On-Time Performance for August 2005 was 97.2%, 2.5 percentage points below the rate of August 2004. Of the 16,548 scheduled trips for the month, 458 (or 2.8%) were delayed. Major causes of delay included:

- Scheduled maintenance on several days of the month;
- A catenary problem on August 5th; and
- A switch failure on August 29th.

The 12-month average for HBLR On-Time Performance for September 2004 - August 2005 was 98.5%, 0.8 of a percentage point below the average for the previous 12-month period.

NJ TRANSIT ON-TIME PERFORMANCE River LINE MARCH 2004 - AUGUST 2005



	2004	2005	# Change
August Comparison	94.1%	90.7%	-3.4%

	2004	2004 - 2005	# Change
12-Month Average September - August	N/A	93.6%	N/A

Analysis:

River LINE On-Time Performance for August 2005 was 90.7%, below the August 2004 level of 94.1%. Of the 3,031 trips scheduled for the month, 283 (9.3%) were delayed. Major causes of delay included:

High water in the Camden streets on August 8th;

A software failure at the control center on August 11th;

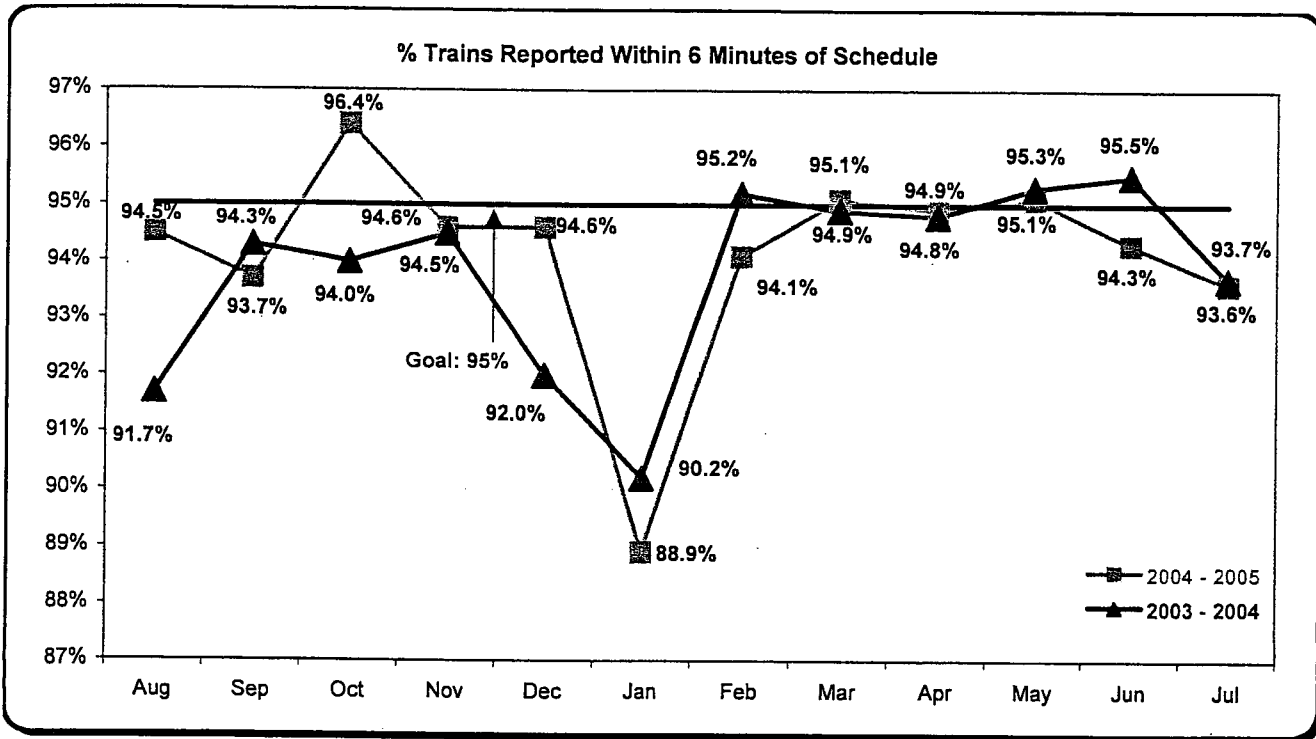
Heavy concert volume on August 12th;

A switch failure on August 15th; and

A vehicle malfunction on August 17th.

The 12-month average for River LINE On-Time Performance for September 2004 - August 2005 was 93.6%.

NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2003 - JULY 2005



	2004	2005	# Change
July Comparison	93.7%	93.6%	-0.1%

	2003 - 2004	2004 - 2005	# Change
12-Month Average August - July	93.8%	94.2%	0.4%

Analysis:

Systemwide, Rail On-Time Performance for July 2005 was 93.6%. Of the 18,558 trains that were scheduled to operate, 17,379 were on time, while 1,179 trains (or 6.4%) were delayed. Key causes of delay included:

A freight train derailment that blocked both tracks on the Main Line on July 12th;

A signal problem in the tunnel leading into Penn Station New York on July 18th and 19th;

An investigation of a suspicious package at Penn Station New York on July 24th; and

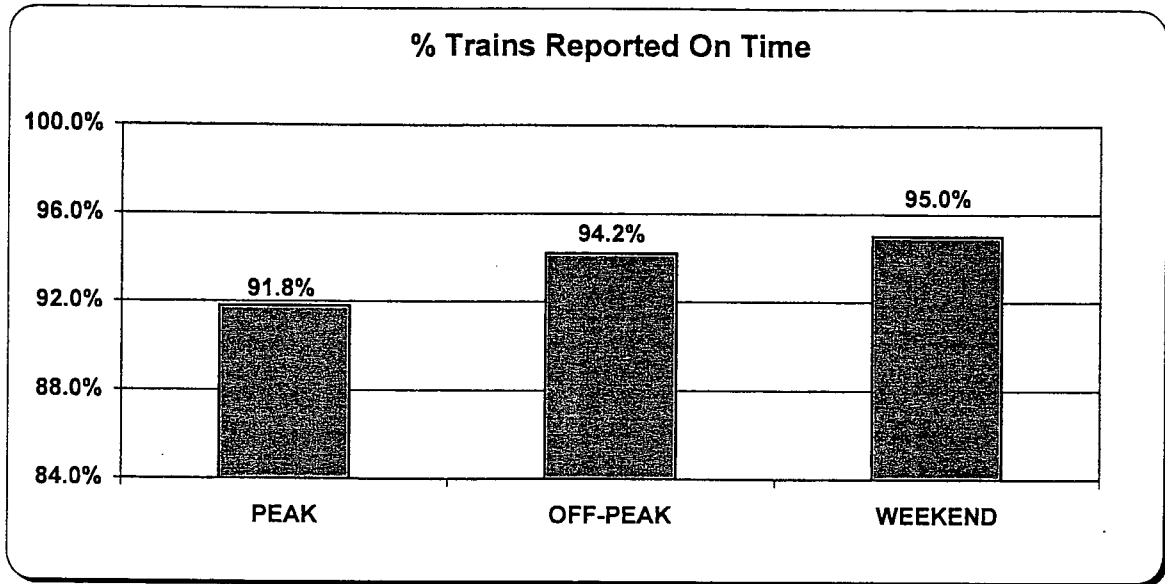
Fallen trees on tracks and overhead wires on the Montclair Boonton, Morris & Essex, Main/Bergen, and Pascack Valley lines, as a result of a storm on July 26th.

The 12-month average for Rail On-Time Performance systemwide for August 2004 - July 2005 was 94.2%, 0.6 of a percentage point above the average for the previous 12-month period.

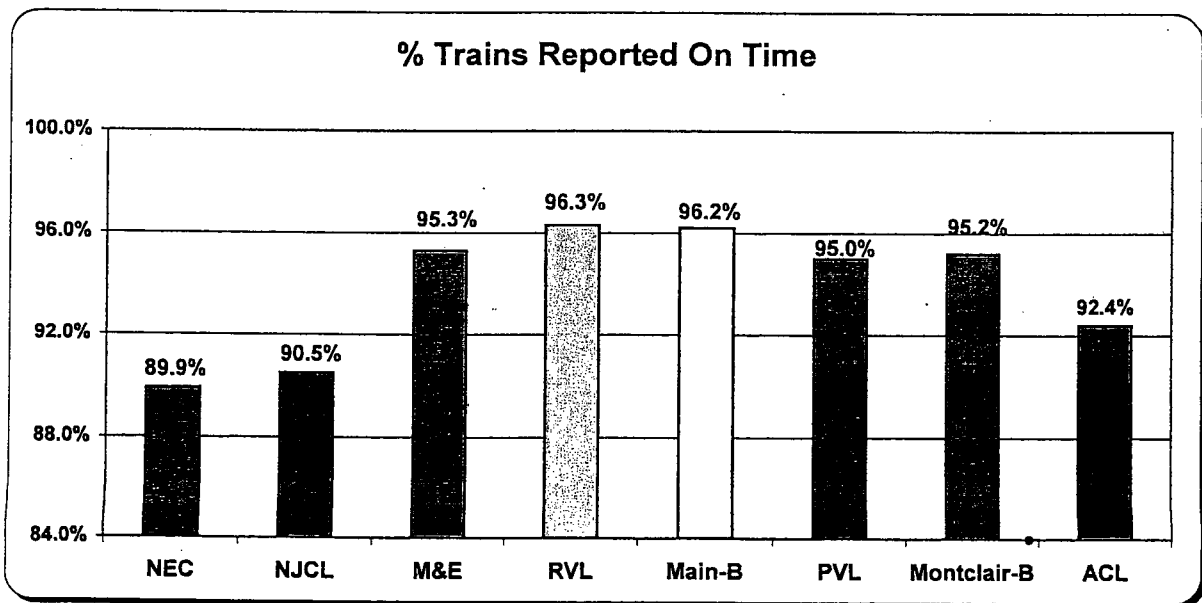
ON-TIME PERFORMANCE RAIL



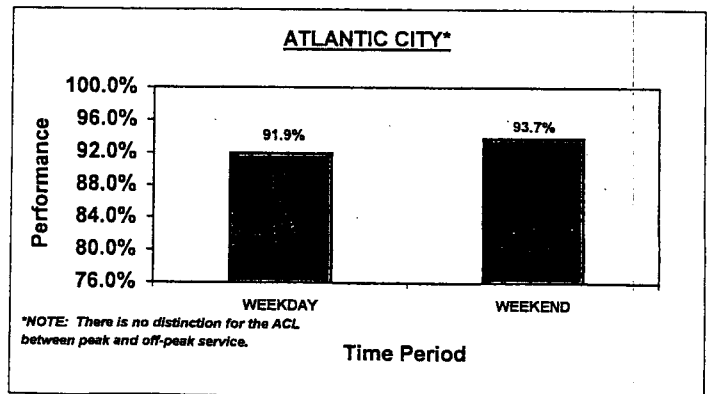
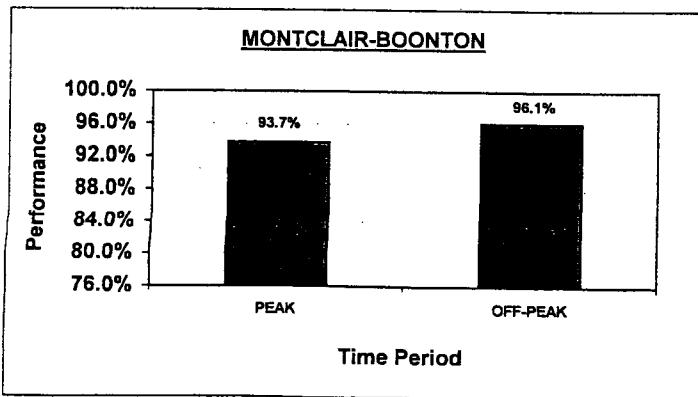
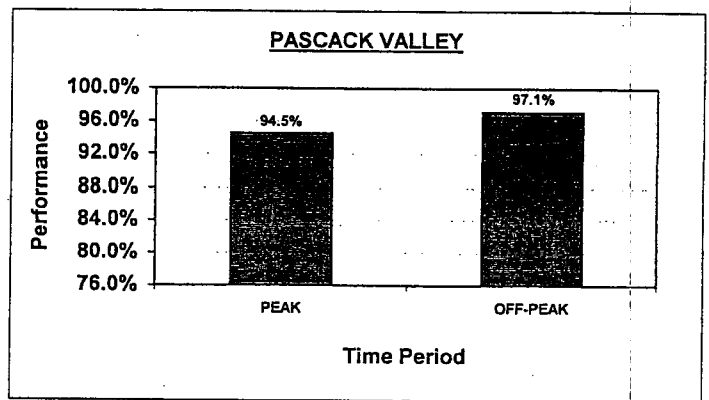
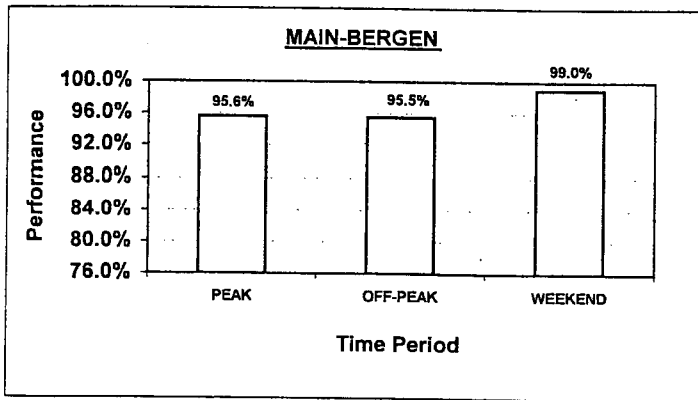
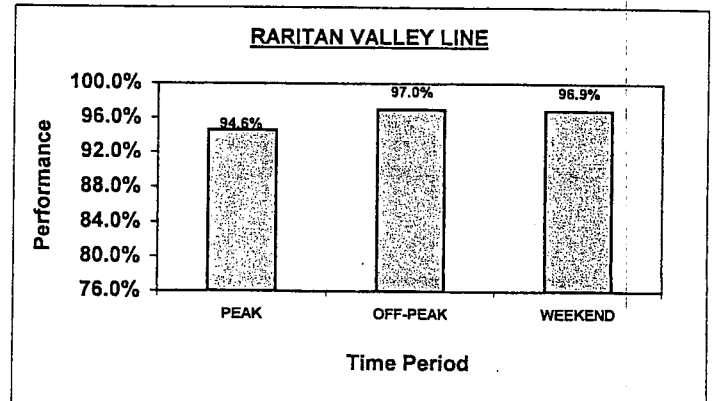
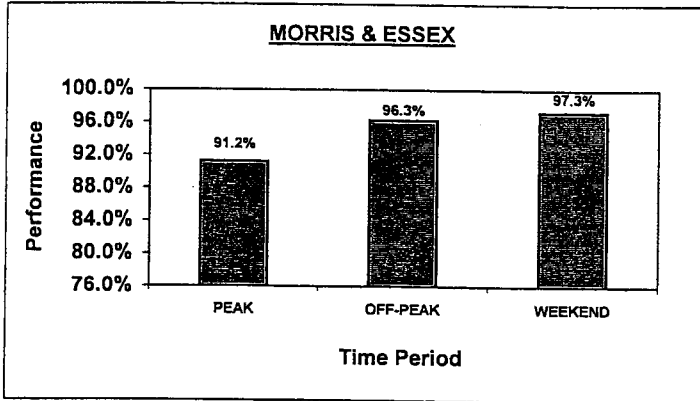
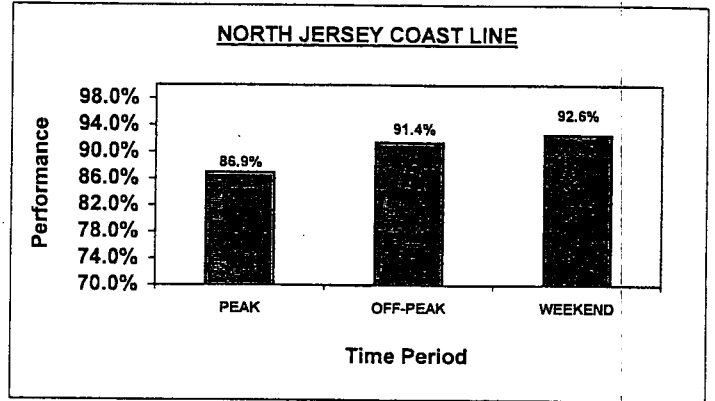
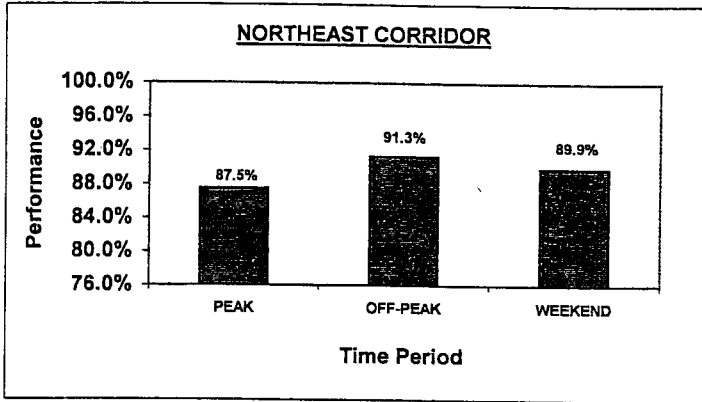
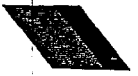
SUMMARY BY TIME PERIOD JULY 2005



SUMMARY BY LINE JULY 2005

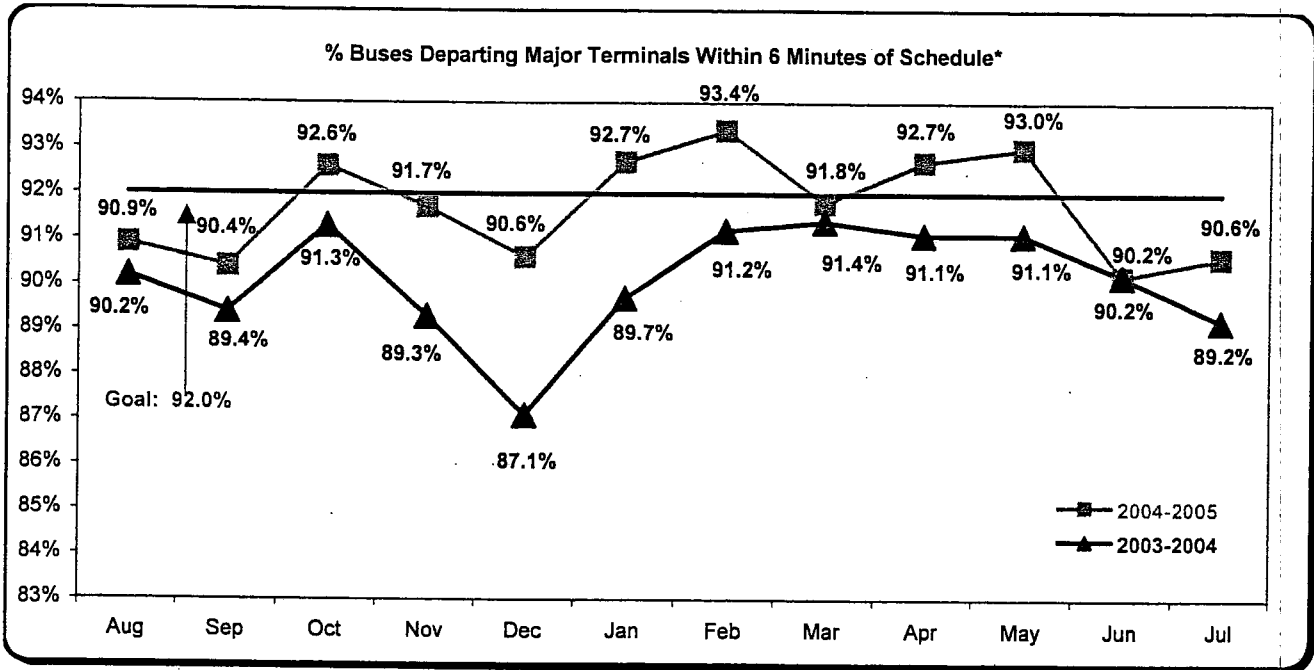


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY 2005



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

NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2003 - JULY 2005



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

	2004	2005	# Change
July Comparison	89.2%	90.6%	1.4%

	2003-2004	2004-2005	# Change
12-Month Average August - July	90.1%	91.7%	1.6%

Analysis:

Bus On-Time Performance for July 2005 was 90.6%, an increase of 1.4 percentage points over the July 2004 level of 89.2%. Of the 29,914 monitored departures, 2,808 (or 9.4%) experienced delays. Significant sources of delay included:

Heavy summer getaway traffic on Friday afternoons on Route 495 outside the PABT;

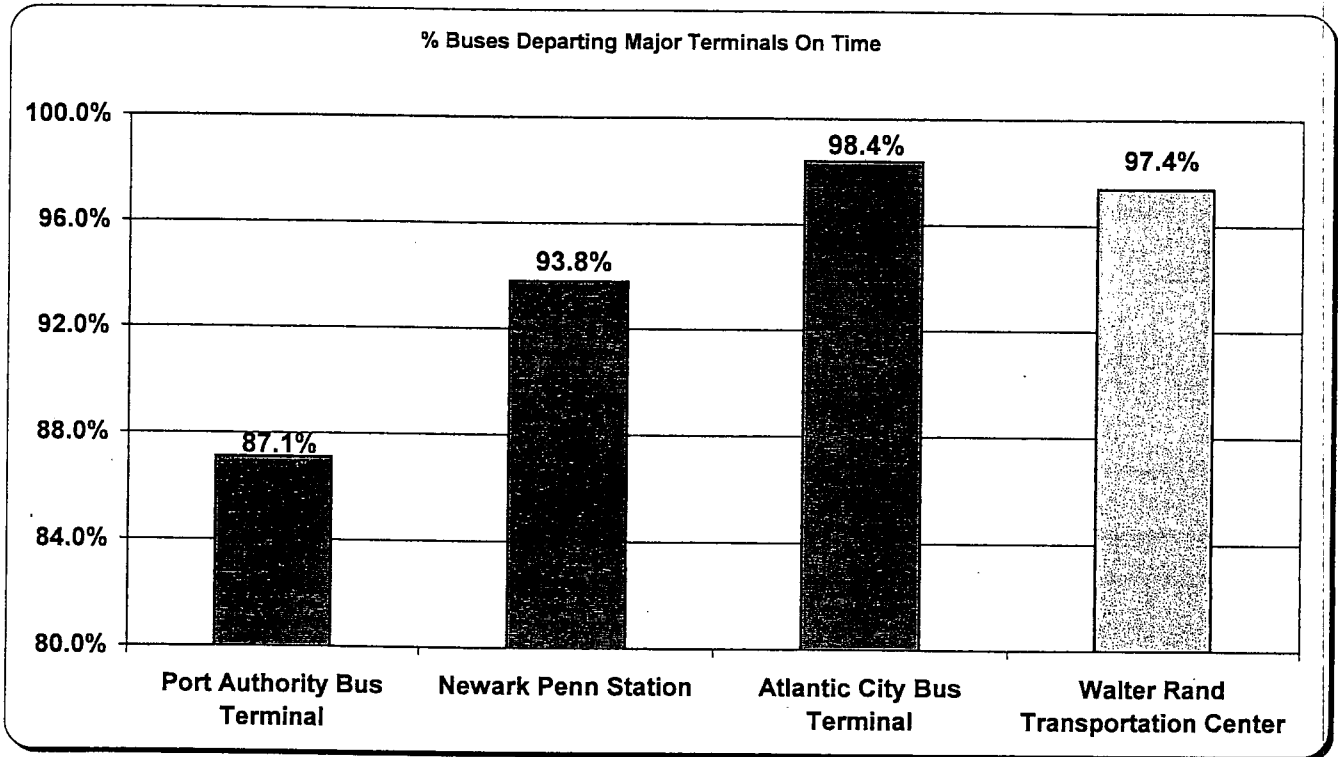
Heavy traffic to the shore areas, especially on weekends; and

Heavy rains in the Philadelphia area on July 1st and 15th.

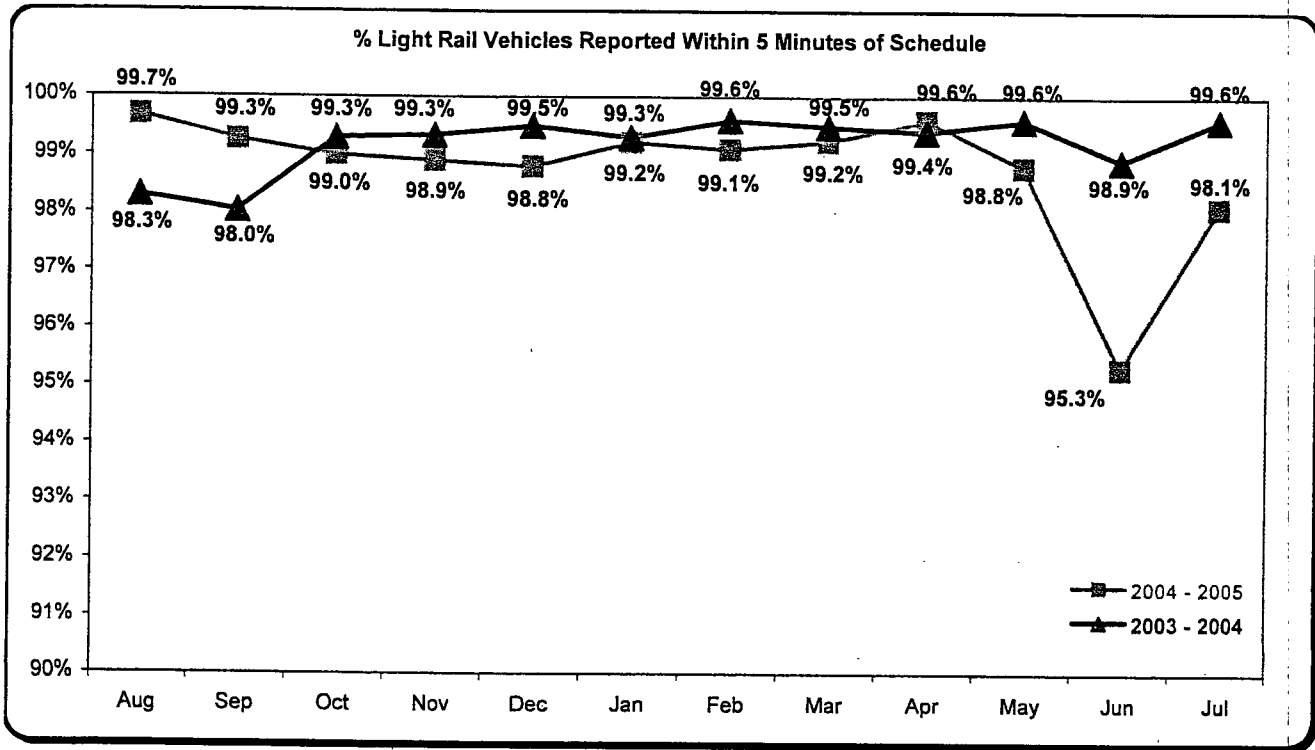
The 12-month average for Bus On-Time Performance for August 2004 - July 2005 was 91.7%, 1.6 percentage points above the average for the previous 12-month period.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JULY 2005



NJ TRANSIT ON-TIME PERFORMANCE HUDSON-BERGEN LIGHT RAIL AUGUST 2003 - JULY 2005



	2004	2005	# Change
July Comparison	99.6%	98.1%	-1.5%

	2003 - 2004	2004 - 2005	# Change
12-Month Average August - July	99.2%	98.8%	-0.4%

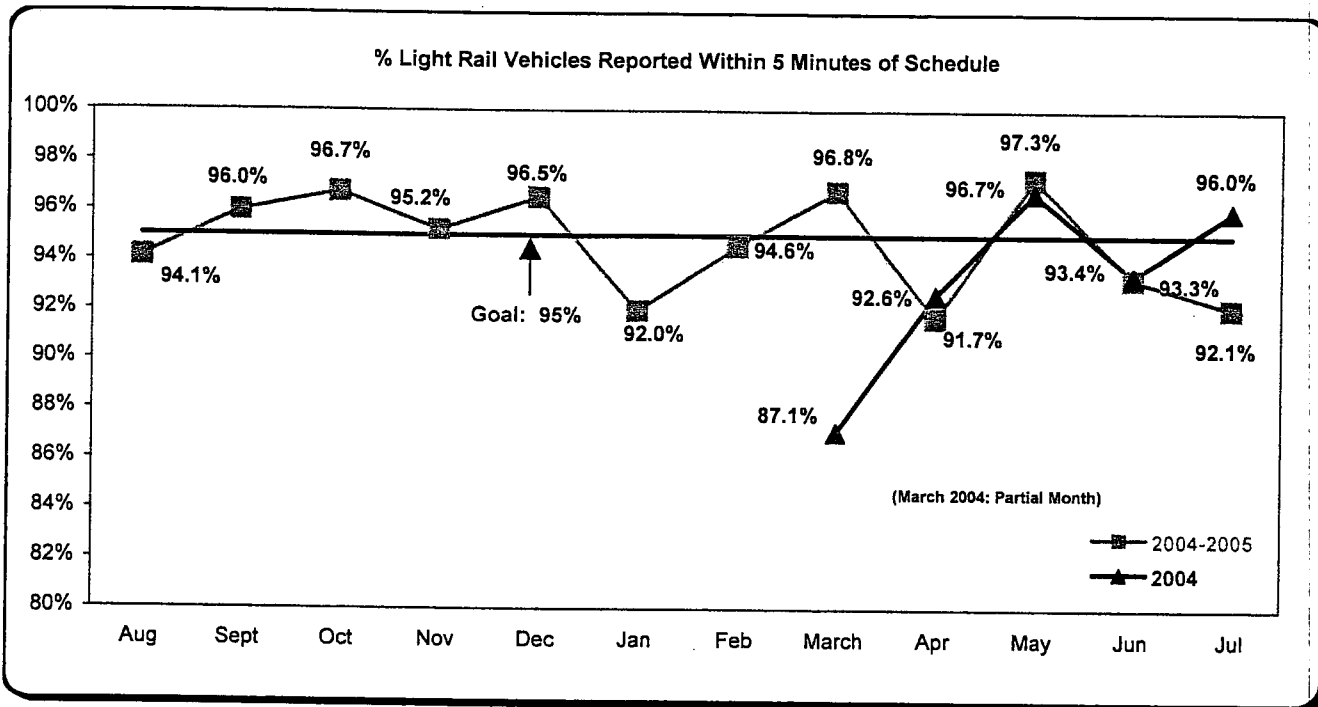
Analysis:

Hudson-Bergen Light Rail (HBLR) On-Time Performance for July 2005 was 98.1%, 1.5 percentage points below the rate of July 2004. Of the 16,290 scheduled trips for the month, 305 (or 1.9%) were delayed. Major causes of delay included:

- Equipment malfunctions on July 1st;
- The fatality of a trespasser on July 26th; and
- Speed restrictions on July 27th.

The 12-month average for HBLR On-Time Performance for August 2004 - July 2005 was 98.8%, 0.4 of a percentage point below the average for the previous 12-month period.

NJ TRANSIT ON-TIME PERFORMANCE River LINE MARCH 2004 - JULY 2005



	2004	2005	# Change
July Comparison	96.0%	92.1%	-3.9%

	2004	2004 - 2005	# Change
12-Month Average August - July	N/A	94.7%	N/A

Analysis:

River LINE On-Time Performance for July 2005 was 92.1%, below the July 2004 level of 96.0%. Of the 2,950 trips scheduled for the month, 233 (7.9%) were delayed. Major causes of delay included:

Weather-related problems during several days of the month including high water in the Camden streets on July 8th and a fallen tree blocking the tracks on July 27th; and

Heavy concert traffic in Camden on July 5th and 6th.

The 12-month average for River LINE On-Time Performance for August 2004 - July 2005 was 94.7%.

ACTION ITEMS

ITEM 0509-75: RAIL ROLLING STOCK PROGRAM – ENGINEERING ASSISTANCE

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, provide capacity for existing and new services, and equip the rail fleet with next generation dual mode powered equipment. The dual mode powered equipment in combination with THE Tunnel Project will provide one seat, direct rail service to New York City for Raritan Valley, Pascack Valley, Main and Bergen County Line commuters and new markets with the future expansion of the rail system.

Within the next few years, the program calls for the replacement of 230 Arrow III electric multiple unit cars, 42 diesel electric locomotives and the mid-life overhaul of 148 Comet III and IV coaches, and purchase of dual mode powered equipment. The new equipment will replace aging vehicles in the fleet and expand the fleet to prepare NJ TRANSIT to launch new services including the extension of rail lines to new markets. NJ TRANSIT has issued four requests for proposals to develop technical specifications and other contract documents with input from customers and employees.

PURPOSE

NJ TRANSIT requires engineering assistance to develop technical specifications and other contract documents for the new rail equipment. The next generation of rail cars and locomotives will continue to enhance the level of service reliability and customer comfort and will conform to the latest standards for safety and environmental quality.

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

ACTION (Capital Program Justification: Capacity)

Staff seeks authorization to contract with STV, Inc. of New York, NY for the development of concept plans and technical specifications for diesel and dual mode locomotives at a cost not to exceed \$2,100,000, plus five percent for contingencies.

Staff seeks authorization to contract with STV, Inc. of New York, NY for the development of concept plans and technical specifications for the rehabilitation of Comet III and Comet IV rail cars at a cost not to exceed \$2,100,000, plus five percent for contingencies.

Staff seeks authorization to contract with LTK Engineering Services of Ambler, PA for the development of concept plans and technical specifications for electric and dual mode multiple unit, self powered rail cars at a cost not to exceed \$3,560,000, plus five percent for contingencies.

Staff seeks authorization to contract with Booz Allen-Hamilton of Newark, NJ for the development of concept plans and technical specifications for diesel multiple unit, self- powered rail cars at a cost not to exceed \$1,100,000, 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:	<p>\$2,100,000 + 5% contingency Concept plans and technical specifications for diesel and dual mode locomotives</p> <p>\$2,100,000 + 5% contingency Concept plans and technical specifications for Comet III & Comet IV overhaul</p> <p>\$3,560,000 + 5% contingency Concept plans and technical specifications for electric and dual mode multiple unit rail cars</p> <p>\$1,100,000 + 5% contingency Concept plans and technical specifications for diesel multiple unit rail cars</p>
Total Project Cost:	\$10,410,000 (concept plans and technical specifications only)
Projected Date of Completion:	June 2007 (concept plans and technical specifications)
Anticipated Source of Funds:	TTF
DBE Goal:	20%

Related/Future Authorizations:

Design & Engineering Assistance

**Impacts on Subsequent
Operating Budgets:**

N/A

RESOLUTION

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

WHEREAS, dual mode powered equipment will be developed to eventually allow direct operation of rail service to New York City from the Raritan Valley, Main, Bergen County, and Pascack Valley Lines and new markets with the future expansion of the rail system; and

WHEREAS, staff requires engineering assistance for the development of concept plans and technical specifications for electric and dual mode multiple unit, self powered rail cars; and

WHEREAS, upon completion of a competitive procurement process, the selected firms were determined to be the highest ranked proposers; and

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with STV of New York, NY for the development of concept plans and technical specifications for diesel and dual mode locomotives at a cost not to exceed \$2,100,000 plus five percent for contingencies, subject to the availability of funds;

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is authorized to contract with STV of New York, NY for the development of concept plans and technical specifications for the rehabilitation of Comet III & Comet IV railcars at a cost not to exceed \$2,100,000 plus five percent for contingencies, subject to the availability of funds;

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is authorized to contract with LTK Engineering Services of Ambler, PA for the development of concept plans and technical specifications for electric and dual mode, multiple unit self-powered rail cars at a cost not to exceed \$3,560,000 plus five percent for contingencies, subject to the availability of funds;

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is authorized to contract with Booz Allen-Hamilton of Newark, NJ for the development of concept plans and technical specifications for diesel multiple unit self-powered railcars at a cost not to exceed \$1,100,000 plus five percent for contingencies, subject to the availability of funds.

ITEM 0509-76: HUDSON-BERGEN LIGHT RAIL – AMENDMENT TO DESIGN, BUILD, OPERATE & MAINTAIN CONTRACT FOR OPERATIONS & MAINTENANCE

BENEFITS

The contract amendment with the 21st Century Rail Corporation (TFCRC) of Lyndhurst, NJ will extend the operations & maintenance portion of the Design, Build, Operate & Maintain (DBOM) contract for Hudson-Bergen Light Rail by five years from April 2015 through April 2020. The contract amendment will also provide immediate cost savings to NJ TRANSIT when compared to the original contract terms.

PURPOSE

The first segment of the Hudson-Bergen Light Rail system opened from E. 34th Street in Bayonne and West Side Avenue in Jersey City to Exchange Place in Jersey City on April 15, 2000. Today, the system carries 24,000 customers every weekday and serves new stations in Bayonne, Jersey City, Hoboken, and Weehawken. This winter, the light rail system will be extended to three new stations ending at Tonnelle Avenue in North Bergen.

NJ TRANSIT has periodically negotiated expansion of light rail service as segments of the light rail line were completed and ready for service. Under this contract amendment, staff leveraged a five-year extension of the operations and maintenance portion of the DBOM contract to obtain a reduction in the contract amount for operation of light rail service to Tonnelle Avenue. This contract amendment will also address changes in route miles attributable to a modified light rail alignment, the assumption of system security by NJ TRANSIT Police, and direct purchase of utilities by NJ TRANSIT. These contract changes will allow NJ TRANSIT to achieve greater business efficiencies and cost savings.

The estimated cumulative effect of these contract changes will reduce operations and maintenance payments by about \$5,000,000 annually to \$35,000,000 annually when service commences to Tonnelle Avenue. TFCRC further agreed to renegotiate the operations and maintenance portion of the DBOM contract every five years and NJ TRANSIT retains full rights to terminate the contract at any time for convenience or cause.

ACTION (Justification: Operating Efficiency)

Staff seeks authorization to amend the design, build, operate & maintain contract (No. 96CT001) with 21st Century Rail Corporation of Lyndhurst, NJ to operate and maintain Hudson-Bergen Light Rail service through April 2020 at a cost of \$35,000,000 annually, subject to escalation per the indices described in the contract, the availability of funds, and Board approval of future operating budgets.

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

FISCAL IMPACTS

Requested Authorization:	\$35,000,000 Annually
Total Project Cost:	\$35,000,000 Annually subject to escalation
Projected Date of Completion:	April 2020
Anticipated Source of Funds:	Farebox revenues, annual operating budget
DBE Goal:	LRT Operation 15% LRT Maintenance 10% Professional Services 20%
Related/Future Authorization:	None
Impacts on Subsequent Operating Budget:	\$35,000,000 annually (2005 dollars subject to escalation per the contract)

RESOLUTION

WHEREAS, the Hudson-Bergen Light Rail service will be extended to three new stations ending at Tonnelle Avenue in North Bergen this winter; and

WHEREAS, staff leveraged a five-year extension of the operations and maintenance portion of the DBOM contract to obtain additional cost reductions for operating light rail service between Hoboken Terminal and Tonnelle Avenue; and

WHEREAS, the contract changes reassign responsibilities for some elements of the light rail system to NJ TRANSIT where NJ TRANSIT can achieve greater business efficiencies and cost savings; and

WHEREAS, the DBOM contractor, 21st Century Rail Corporation of Lyndhurst, NJ was previously selected by a competitive procurement process;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to amend the Design, Build, Operate, & Maintain contract with 21st Century Rail Corporation of Lyndhurst, NJ to operate and maintain Hudson-Bergen Light Rail service through April 2020 at a cost of \$35,000,000 annually, subject to escalation per the indices described in the contract, the availability of funds and Board approval of future operating budgets.

ITEM 0509-77: SUBSTRUCTURE REHABILITATION OF BEACH THOROFARE WATERWAY DRAWBRIDGE ON ATLANTIC CITY RAIL LINE IN ATLANTIC COUNTY

BENEFITS

Rehabilitation of the Beach Thorofare Waterway Drawbridge's substructure on the Atlantic City Rail Line will restore it to a "state-of-good repair," ensure public safety, and maintain reliable commuter services.

PURPOSE

Beach Thorofare Drawbridge is a swing bridge spanning the Beach Thorofare Waterway in Atlantic County that was built in 1922. This project will restore structural integrity to the bridge piers supporting the drawbridge. Scope of work includes repair of underwater voids and spalls in the concrete piers, removal of deteriorated protective timber sheeting, and installation of new vinyl sheeting below the water line. Rehabilitation is necessary to extend the service life of the bridge supporting structure as recommended by recent underwater inspection reports. Amtrak rehabilitated this structure in 1988 prior to the reactivation of the Atlantic City Rail Line.

ACTION (Justification: State-of-Good-Repair)

Staff seeks authorization to contract (No. 05-1034) with Northeast REMSCO Construction, Inc., of Toms River, NJ, to perform the substructure rehabilitation of the Beach Thorofare Waterway Drawbridge on NJ TRANSIT's Atlantic City Rail Line, in Atlantic County, at a cost not to exceed \$1,469,000, 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:	\$1,469,000 + 5% contingency
Total Project Cost:	\$ 1,800,000
Projected Date of Completion:	December 2005
Anticipated Source of Funds:	TTF
SBE Goal:	10%
Future/Related Authorization:	None

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the railroad bridge on its Atlantic City Line over Beach Thorofare Waterway, Atlantic County; and

WHEREAS, Beach Thorofare Drawbridge is a swing bridge spanning the Beach Thorofare Waterway in Atlantic County that was built in 1922; and

WHEREAS, repair of the underwater voids and spalls in the concrete piers will restore the structural integrity and prevent further deterioration; and

WHEREAS, removal of the deteriorated protective sheeting and replacement with new vinyl sheeting will protect the piers from erosion and return them to a state-of-good-repair; and

WHEREAS, upon completion of a competitive procurement process, Northeast REMSCO Construction, Inc. 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 Northeast REMSCO Construction, Inc. of Toms River, NJ, to perform the substructure rehabilitation of the Beach Thorofare Waterway Drawbridge on NJ TRANSIT's Atlantic City Rail Line, in Atlantic County, at a cost not to exceed \$1,469,000, plus five percent for contingencies, subject to the availability of funds.

ITEM 0509-78: WALTER RAND TRANSPORTATION CENTER – BUILDING REPAIRS: CONSTRUCTION CONTRACT AWARD

BENEFITS

Walter Rand Transportation Center in the City of Camden is a transportation hub for southern New Jersey serving bus, light rail, and PATCO customers. NJ TRANSIT owns and operates the facility and a parking deck adjacent to the transportation center. The proposed work will repair water damage to the facility and stop further water infiltration on the parking deck and stair towers. The work will also improve lighting at the facility for customer security.

PURPOSE

The parking deck and the main stair towers have experienced water damage in recent years that has led to deterioration of the staircases, doors, block glass windows, deck expansion joints and other building elements. The stair towers provide the primary egress from the parking deck to the terminal and are used by customers on a daily basis. Repairs to these areas will address these deficiencies and return them to a state of good repair.

ACTION (Capital Program Justification: State-of-Good-Repair)

Staff seeks authorization to contract (No. 06-001X) with RML Construction, Inc. of Hasbrouck Heights, NJ for the construction of the proposed repairs to the Walter Rand Transportation Center at a cost not to exceed \$1,189,450 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:	\$1,189,450 + 5% contingency
Total Project Cost:	\$1,620,000
Projected Date of Completion:	September 2006
Anticipated Source of Funds:	Transportation Trust Fund
DBE Goal:	21%, SBE 5%
Future Related Authorizations:	None

**Impacts on Subsequent
Operating Budgets:**

None

RESOLUTION

WHEREAS, NJ TRANSIT currently owns and operates the Walter Rand Transportation Center in the City of Camden; and

WHEREAS, the existing parking deck and stair towers within the terminal complex have deteriorated allowing water to infiltrate the facility; and

WHEREAS, correction of these conditions will return the facility to a state of good repair and facilitate use by NJ TRANSIT customers; and

WHEREAS, upon completion of a competitive procurement process, RML Construction, Inc. 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 RML Construction, Inc. of Hasbrouck Heights, NJ for the construction of the proposed repairs to the Walter Rand Transportation Center at a cost not to exceed \$1,189,450 plus five percent for contingencies, subject to the availability of funds.

ITEM 0509-79: ACCESS LINK VEHICLE PURCHASE CONTRACT**BENEFITS**

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

Contract approval allows NJ TRANSIT to work cooperatively with the private sector to deliver competitively procured paratransit service. Approval allows NJ TRANSIT to continue to deliver quality service for our customers while reducing maintenance cost incurred by maintaining aging equipment to NJ TRANSIT standards through purchasing replacement and expansion vehicles for Access Link service.

The contract incorporates recommendations from the Efficiency Study recently completed by TranSystems Corporation, which were to modify the vehicle mix of sedans and minibuses to include a higher percentage of minibuses. This will increase scheduling flexibility to respond to trips of all types.

PURPOSE

In July 1990, the ADA was signed into law. This federal law requires public entities operating fixed route transportation systems to provide unconstrained paratransit services for individuals with disabilities. It is expressly for those customers who cannot use the fixed route service because of their disability or a combination of environmental barriers and their disability or due to a lack of accessible equipment. Therefore, as required by the ADA, NJ TRANSIT must provide complementary paratransit service everywhere in the state where operating fixed route local bus transportation systems are available. Access Link currently provides over 2,000 trips per day in the 18-county service area.

ADA paratransit must be provided according to a strict set of federally mandated operating guidelines that continuously challenge the availability of resources. ADA paratransit is a curb to curb, demand responsive service reserved 1-14 days in advance and as such, new vehicle schedules are created daily to ensure the most efficient and productive service possible as dictated by the origin and destination requests of customers. As demanding and labor intensive as this type of service is, NJ TRANSIT is continuously seeking new ways to improve efficiency. Presently, a computerized reservations/scheduling/dispatching system is being implemented in phases to maximize productivity, enhance

customer service and to ensure that the service is as efficient as possible. Equipped with better tools, staff can better manage and administer the program including the rigors of an in-person assessment/eligibility process for new customers. Approximately 153 new assessments are conducted monthly and approximately 76 percent of all potential customers are found eligible for the service.

The demands upon the operation, due to the population carried, requires a higher level and a more personalized customer service relationship, specialized accessible vehicles for people using mobility devices, a higher degree of driver sensitivity and passenger assistance techniques. With on-time and ride time constraints coupled with a complex coordinated multi-region bus-to-bus transfer operation, much effort, attention to detail and resources are necessary to move customers with disabilities across a unique statewide service area.

NJ TRANSIT's plan for this service calls for contractors to provide service in different regions throughout the State. This vehicle purchase contract will enable NJ TRANSIT to purchase revenue minibuses for contractors so that they may continue providing reliable paratransit service for customers. The first year of this four-year contract calls for the purchase of 32 minibuses (20 replacement, 12 expansion vehicles).

ACTION (Justification: Mandate)

Staff seeks authorization to contract (No. 05-072) with American Bus and Coach LLC for the purchase of 184 minibuses (103 replacement and 81 expansion) during a four-year contract period (one-year base and three one-year options) in an amount not to exceed \$1,728,104, \$1,034,688, \$3,418,536, and \$3,813,560 respectively for a total contract amount of \$9,994,888, plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization: Not to exceed \$9,994,888 + 5% contingency (one year with three one-year options)

Total Project Cost: Not to exceed \$9,994,888 + 5% contingency (4 year contract - one-year base, three one-year options)

Projected Date of Completion: Project is ongoing.

Anticipated Source of Funds: FY's 2005-06-07-08 Capital Budgets

DBE Goal: 5%

Related/Future Authorization: Purchase of sedans anticipated later in FY06, for approximate cost of \$250,000 - \$300,000.

RESOLUTION

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

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

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

WHEREAS, upon completion of a competitive procurement process, American Bus and Coach LLC., Trenton, NJ 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 (No. 05-072) with American Bus and Coach LLC of Trenton, NJ for the purchase of 184 minibuses (103 replacement and 81 expansion) during a four-year contract period (one-year base and three one-year options) in an amount not to exceed \$1,728,104, \$1,034,688, \$3,418,536, and \$3,813,560, respectively, for a total contract amount of \$9,994,888, plus five percent for contingencies.

ITEM 0509-80: ACCESS LINK SERVICE PROVIDER CONTRACT FOR REGION 3, NEW JERSEY

BENEFITS

Authorization of this contract will ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the Americans with Disabilities Act (ADA) paratransit service to residents and visitors. It will enable people with disabilities, who are unable to use NJ TRANSIT's fixed route local bus service, to become more independent, productive and increase their community participation. Approval of this contract will continue support of NJ TRANSIT's initiatives in the critical area of serving customers. The contract contains enhanced standards for Access Link, regarding customer service, performance incentives, operator development, system efficiency, vehicle maintenance, and quality safeguards. The contract incorporates recommendations from the Efficiency Study recently completed by TranSystems Corporation.

Contract approval allows NJ TRANSIT to work cooperatively with the private sector to deliver competitively procured paratransit service. Growth and management over time facilitates higher productivity in delivering the service and longer contract terms enable economies of scale. This results in a lower cost per trip. (Average cost per trip including administrative costs in FY 2004 was \$53.00, approximate cost in FY 2005 was \$44.00).

PURPOSE

In July 1990, the ADA was signed into law. This federal law requires public entities operating fixed route transportation systems to provide unconstrained paratransit services for individuals with disabilities. It is expressly for those customers who cannot use the fixed route service because of their disability or a combination of environmental barriers and their disability or due to a lack of accessible equipment. Therefore, as required by the ADA, NJ TRANSIT must provide complementary paratransit service everywhere in the State where operating fixed route local bus transportation systems are available. Access Link currently provides over 2,000 trips per day in the 18-county service area.

ADA paratransit must be provided according to a strict set of federally mandated operating guidelines that continuously challenge the availability of resources. ADA paratransit is a curb-to-curb, demand responsive service reserved 1-14 days in advance and as such, new vehicle schedules are created daily to ensure the most efficient and productive service possible as dictated by the origin and destination requests of customers. As demanding and labor intensive as this type of service is, NJ TRANSIT is continuously seeking new ways to improve efficiency. Presently, a computerized reservations/scheduling/dispatching system is being implemented in phases to maximize productivity, enhance

customer service and to ensure that the service is as efficient as possible. Equipped with better tools, staff can better manage and administer the program including the rigors of an in-person assessment/eligibility process for new customers. Approximately 153 new assessments are conducted monthly and approximately 76 percent of all potential customers are found eligible for the service.

The demands upon the operation, due to the population carried, requires a higher level and a more personalized customer service relationship, specialized accessible vehicles for people using mobility devices, a higher degree of driver sensitivity and passenger assistance techniques. With on-time and ride time constraints coupled with a complex coordinated multi-region bus to bus transfer operation, much effort, attention to detail and resources are necessary to move passengers with disabilities across the unique statewide service area.

NJ TRANSIT's plan for this service calls for contractors to provide service in different regions throughout the State. This contract will enable NJ TRANSIT to contract with a service provider to continue service in Atlantic, Cape May, Cumberland and South Ocean Counties in New Jersey.

ACTION (Justification: Mandate)

Staff seeks authorization to contract (No. 06-008) with Laidlaw Transit Services of Overland Park, KS for the continued provision of Access Link paratransit service in Region 3 - Atlantic, Cape May, Cumberland, and Southern Ocean Counties for a total amount not to exceed \$25,100,000 plus five percent for contingencies for the period December 10, 2005 to November 9, 2012. This contract will span eight fiscal years, however, the contract term is seven years in total with a three-year base and two two-year options.

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

FISCAL IMPACTS

Requested Authorization: Not to exceed \$25,100,000 + 5% contingency
(Total contract) Three year base and two two-year options.

Total Project Cost: Not to exceed \$25,100,000 + 5% contingency
(7 year contract - 3-year base, two 2-year options)

Projected Date of Completion:	Project is ongoing
Anticipated Source of Funds:	FY's 2006-07-08-09-10-11-12-13 Operating Budgets
DBE Goal:	5%
Related/Future Authorization:	<p>In FY 05 \$2,000,000 has been provided to bring the Access Link Computer system in-house to the NJ TRANSIT Data Center, (currently hosted in Virginia by Bearing Point Consulting). This authorization will also maintain the computer system and support its growth. The total estimated cost of the new computer system is \$14,300,000 authorized by the Board in March 2000.</p> <p>In FY 2006, \$2,000,000 is authorized for the statewide purchase of 32 vehicles (sedans and vans) for fleet expansion and vehicle replacement.</p>

RESOLUTION

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

WHEREAS, the existing contract for Access Link paratransit service in Region 3 serves Atlantic, Cape May, Cumberland, and Southern Ocean Counties; and

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

WHEREAS, upon completion of a competitive procurement process, Laidlaw Transit Services was determined to be the highest ranked proposer;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Laidlaw Transit Services of Overland Park, KS for the continued provision of Access Link paratransit service in, Region 3, Atlantic, Cape May, Cumberland, and Southern Ocean Counties for a total amount not to exceed \$25,100,000 plus five percent for contingencies for the period December 10, 2005 to November 9, 2012, subject to the availability of funds. This contract will span eight fiscal years, however, the contract term is seven years in total with a three-year base and two two-year options.

ITEM 0509-81: NJ TRANSIT GRANT PROGRAMS SUPPORTING COORDINATED LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES AND RURAL AND ECONOMICALLY DISADVANTAGED RESIDENTS

BENEFITS

Board authorization for the grant programs herein described will allow NJ TRANSIT to apply, contract and administer a variety of federal and state grant programs dedicated to the development of coordinated community based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents and economically disadvantaged persons transitioning from welfare as well as special local transportation projects. The services funded through these grants provide non-emergency life enhancing transportation that include but are not limited to demand responsive, modified fixed-route services and community shuttles. NJ TRANSIT requires that grant subrecipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible. NJ TRANSIT also monitors subrecipients for compliance with relevant federal and State laws and regulations.

PURPOSE

NJ TRANSIT Service Planning and Development administers the state funded Senior Citizen and Disabled Resident Transportation Assistance Program, and four Federal programs funded by the Federal Transit Administration (FTA); Elderly and Persons with Disabilities Programs (Section 5310), Non-Urbanize (Rural) Transportation Programs (Section 5311), the Rural Transit Assistance Program (RTAP) and the Jobs Access and Reverse Commute Program. In addition, from time to time, local shuttle initiatives funded through a variety of federally funded sources including congressional earmarks, Congestion, Mitigation and Quality (CMAQ) 5307 and 5309, are applied for and administered by NJ TRANSIT on behalf of these local providers. These programs assist a variety of private non-profit organizations, all 21 counties, various municipalities, county improvement authorities and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, persons with disabilities, transportation disadvantaged and rural residents. Board authorization is sought to implement these programs for state fiscal year 2006.

ACTION

Staff seeks authorization to submit grants and execute all appropriate contracts to implement the following programs:

Authorize agreements as necessary to implement the State Fiscal Year (SFY) 2006 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of \$34,352,000.

Adopt the SFY2006 Section 5311 Program and as set forth in Exhibit B; authorize all grant submittals and the execution of all contracts and agreements with subrecipients as necessary to implement the SFY2006 Section 5311 Program up to \$5,286,6161 of which \$1,265,734 is the NJ TRANSIT share.

Authorize execution of all contracts and agreements necessary to implement the Federal Fiscal Year (FFY) 2005 Rural Transit Assistance Program up to \$78,655 at no cost to NJ TRANSIT.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement the FFY05 Section 5310 Program at a cost not to exceed \$3,377,271 of which \$675,454 is the NJ TRANSIT share. A list of selected recipients is set forth in Exhibit C.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement the FTA FY06 Jobs Access and Reverse Commute Program at a cost not to exceed \$11,000,000 of which \$5,500,000 or 50% are federal funds. No NJ TRANSIT match is required in this program.

Authorize all grant submittals and the execution of all contracts and agreements necessary to implement various federally funded special projects under earmarks, CMAQ and Transit Village programs under the FTA06 budget at a cost not to exceed \$5,000,000. No NJ TRANSIT hard match is required with this program.

Authorize the procurement of all vehicles and related equipment necessary to implement these programs from the various funding described herein at a cost not to exceed \$8,500,000.

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

FISCAL IMPACTS

Requested Authorization

Senior Citizen and Disabled Resident Transportation Assistance Program

100% Casino Revenue Tax Fund – Total \$34,352,000

Total Project Costs: N/A

Projected Date of Completion: December 31, 2006

Anticipated Source of Funds: Casino Revenue Funds, FTA'S Section 5310, 5311, RTAP, JARC, Federal Transit Earmarks, CMAQ, New Jersey

Dept. of Human Services, NJT
Operating and Capital Budget

DBE Goals/Participation:

Section 5310: Lowest bidder will be requested to make best reasonable effort. Section 5307, 5311 and Jobs Access – 10% goal.

Related/Future Authorizations:

N/A

**Impacts on Subsequent
Operating Budgets:**

Same or slight increase depending upon federal funds expended under Section 5311.

RESOLUTION

WHEREAS, the Senior Citizen and Disabled Resident Transportation Assistance Act provides 100 percent State funding for the counties or their designees to provide community based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties and to develop, provide and maintain accessible improvements to fixed route systems; and

WHEREAS, Section 5311 of the Federal Transit Act provides 80 percent of the non-operating assistance and 50 percent of operating assistance, with NJ TRANSIT providing one-half of the local match, to improve public transit services in rural areas; and

WHEREAS, the Federal Transit Administration (FTA) makes available, under Section 5311, additional funding through the Rural Transit Assistance Program (RTAP), which provides 100 percent of the funds for training and technical assistance to Section 5311 and Section 5310 recipients; and

WHEREAS, Section 5310 provides 80 percent of the purchase price, with NJ TRANSIT providing the 20 percent match, for vehicles that are purchased for private non-profit corporations and/or designated public bodies to transport senior and disabled residents; and

WHEREAS, the FTA will make available funds, under Jobs Access and Reverse Commute programs, which provides 50 percent of the funds for transit services that address the needs of low income and WORKFIRST NJ customers; and

WHEREAS, in order to implement some of these programs it will be necessary to purchase a variety of vehicle types in varying quantities;

NOW THEREFORE BE IT RESOLVED that the State Fiscal Year (SFY) 2006 Budget of the Senior Citizen and Disabled Resident Transportation Program, as set forth in Exhibit A, is hereby adopted, and the Chairman or Executive Director is hereby authorized to execute, extend or modify contracts to implement the SFY2006 Program subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is authorized to submit any grant applications and execute all appropriate agreements, contracts, and take all other steps necessary to implement the SFY2006 Section 5311 program set forth in Exhibit B, including the expenditure of funds for the local match, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chairman or Executive Director is hereby authorized to execute all appropriate contracts and agreements to submit to the FTA the FFY05 Rural Transportation Assistance Program; and

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is hereby authorized to submit any grant applications, and execute all appropriate agreements, contracts and take all other steps to implement the FTA FFY06 Jobs Access and Reverse Commute Program; and

BE IT FURTHER RESOLVED, that the Chairman or Executive Director is hereby authorized to enter into any contracts to purchase vehicles and related equipment in order to implement any of the programs described herein, at a cost not to exceed \$8,500,000.

EXHIBIT A

**SENIOR CITIZEN AND DISABLED RESIDENT
TRANSPORTATION ASSISTANCE PROGRAM**

<u>COUNTIES</u>	<u>FY'2005 ALLOCATION</u>	<u>FY'2006 ALLOCATION</u>
ATLANTIC	\$ 661,544	\$ 900,195
BERGEN	\$ 1,920,814	\$2,609,387
BURLINGTON	\$ 1,034,217	\$1,407,312
CAMDEN	\$ 1,214,283	\$1,652,337
CAPE MAY	\$ 434,060	\$ 583,984
CUMBERLAND	\$ 434,060	\$ 583,984
ESSEX	\$ 1,847,256	\$2,513,654
GLOUCESTER	\$ 575,122	\$ 782,587
HUDSON	\$ 1,362,440	\$1,853,942
HUNTERDON	\$ 434,060	\$ 583,984
MERCER	\$ 843,367	\$1,147,612
MIDDLESEX	\$ 1,771,752	\$2,410,912
MONMOUTH	\$ 1,484,716	\$2,020,327
MORRIS	\$ 1,092,201	\$1,486,213
OCEAN	\$ 1,920,814	\$2,609,387
PASSAIC	\$ 1,141,454	\$1,553,234
SALEM	\$ 434,060	\$ 583,984
SOMERSET	\$ 654,274	\$ 890,305
SUSSEX	\$ 434,060	\$ 583,984
UNION	\$ 1,365,336	\$1,857,882
WARREN	\$ 434,060	\$ 583,984
TOTAL COUNTIES	\$21,493,950	\$29,199,200
NJ TRANSIT	\$ 3,793,050	\$ 5,152,800
TOTAL	\$25,287,000	\$34,352,000

*100% State funds from the Casino Revenue Tax funds.

EXHIBIT B

**Rural Transportation Assistance
SFY 2006 Section 5311 Program**

	FEDERAL	STATE *	LOCAL *	TOTAL
<u>NORTHERN REGION</u>				
Morris County	\$170,392.00	\$ 85,196.00	\$ 85,196.00	\$ 340,784.00
Passaic County (West Milford)	\$58,498.00	\$ 29,249.00	\$ 29,249.00	\$ 116,996.0
Sussex County	\$384,484.00	\$ 164,942.00	\$ 164,942.00	\$ 714,368.00
Warren County	\$213,888.00	\$ 106,944.00	\$ 106,944.00	\$ 427,776.00
<u>CENTRAL REGION</u>				
Hunterdon County	\$ 238,551.00	\$ 119,276.00	\$ 119,276.00	\$ 477,103.00
Mercer County 1.	\$ 51,476.00	\$ 25,738.00	\$ 25,738.00	\$ 102,952.00
Middlesex County .	\$ 23,537.00	\$ 11,768.00	\$ 11,768.00	\$ 47,073.00
Monmouth County	\$ 100,492.00	\$ 49,346.00	\$ 49,346.00	\$ 199,184.00
Ocean County 1	\$ 60,132.00	\$ 30,066.00	\$ 30,066.00	\$ 120,264.00
Somerset County	\$ 68,146.00	\$ 26,604.00	\$ 26,604.00	\$ 121,354.00
<u>SOUTHERN REGION</u>				
Atlantic County	\$ 285,790.00	\$ 121,037.00	\$ 121,037.00	\$ 527,864.00
Burlington County	\$ 492,250.00	\$ 212,521.00	\$ 212,521.00	\$ 917,292.00
Camden County	\$ 11,768.00	\$ 5,884.00	\$ 5,884.00	\$ 23,536.00
Cape May County	\$ 107,047.00	\$ 47,746.00	\$ 47,746.00	\$ 202,539.00
Cumberland County	\$ 235,458.00	\$ 111,196.00	\$ 111,196.00	\$ 457,850.00
Gloucester County	\$ 125,424.00	\$ 54,313.00	\$ 54,313.00	\$ 234,050.00
Salem County 1.	\$ 127,815.00	\$ 63,908.00	\$ 63,908.00	\$ 255,631.00
TOTAL	\$2,755,148.00	\$1,265,734.00	\$1,265,7334.00	\$5,286,616.00

EXHIBIT B(continued)

CATEGORY	FEDERAL	STATE *	LOCAL **	TOTAL
Operating	\$2,456,909.00	\$1,228,454.00	\$1,228,454.00	\$4,913,817.00
<u>Non-Operating</u>				
Administration	\$ 225,439.00	\$ 28,180.00	\$ 28,180.00	\$ 281,799.00
Capital	\$ 72,800.00	\$ 9,100.00	\$ 9,100.00	\$ 91,000.00
Total SFY 2006 Program	\$2,755,148.00	\$1,265,734.00	\$1,265,734.00	\$5,286,616.00

- *Provided by NJ Transit Capital and operating budgets
- ** Provided by local recipient.

1. Mercer, Ocean and Salem Counties are currently an inactive project.

These requests for funding represents an applicant's annual request for new funding, funds available under an Intercity Bus Waiver set aside as required by law, previous contract balances rolled forward in anticipation of reprogramming and some unobligated balances yet to be applied to a specific project.

EXHIBIT C**SECTION 5310 SELECTED APPLICANTS FOR FY05 GRANT**

<u>COUNTY</u>	<u>AGENCY</u>	<u>EQUIPMENT</u>
Atlantic	Caring Inc	Minibus
	Disabilities Resource Center Inc	Extended Van
	South Jersey Against AIDS, Inc	Minivan
	The Arc of Atlantic County	Minivan
Bergen	New Concepts for Living, Inc	Extended Van
	Township of Mahwah	Minibus
Burlington	County of Burlington	Extended Minibus
	The Lester A Drenk Behavioral Health Center	Extended Van
Camden	Camden County Local Programs Support Inc NJARC	Minivan
	Personalized Independent Living Opportunities and Training Services Inc	Minibus
	Senior Citizens United Community Services Inc (SCUCS)	Vans
	Township of Cherry Hill	Extended Minibus
	Wiley Christian Adult Day Services	Extended Minibus
	County of Cumberland	Extended Minibus
	Catholic Health and Human Services	Extended Van
	Clara Maass Medical Center Foundation	Extended Minibus
	Daughters of Israel, Inc	Extended Minibus
	Irvington Hospital Foundation	Minivan
Essex	Newark AIDS Consortium Inc	Minivan
	Northwest Essex Community Healthcare Network Inc	Extended Minibus
	The First Occupational Center of NJ	Minibus
	County of Gloucester	Minibus
	The Arc of Gloucester	Van
	Town of Kearny	Extended Minibus
	County of Hunterdon	Extended Van
	County of Mercer	Minivans
	East Windsor Township	Medium Transit Bus
	The Arc of Mercer, Inc	Extended Minibus
Middlesex	Cerebral Palsy Association of Middlesex	Minibus
	South Brunswick Township	Extended Minibus
	YMCA of Metuchen	Minibus
Monmouth	County of Monmouth	Extended Minibus
	Pleasant Valley Adult Day Center Inc	Minibus
Morris	Affiliated Health Services	Extended Minibus
	PSCH - expansion Jersey Inc	Van
Morris	Township of Denville Dial-A-Ride	Minibus
	Community Medical Center Foundation	Extended Minibus
Ocean	The Arc, Ocean County Chapter	Extended Van

EXHIBIT C (continued)

Passaic	Community Options Inc County of Passaic Township of West Milford	Minibus Extended Minibus Radio Equipment
Salem	Salem County Board of Chosen Freeholders	Minibus
Somerset	Alternatives Inc	Minivan
Somerset	Community Options Inc County of Somerset The Matheny School and Hospital Inc	Minibus Extended Minibus Extended Minibus
Sussex	County of Sussex	Extended Minibus
Union	County of Union The Arc of Union County	Minibus Minibus
Warren	Abilities of Northwest Jersey Warren County Dept of Human Services	Extended Minibus Small Transit Bus-24 pass

ITEM 0509-82: DEMAND MODELING SERVICES: CONSULTANT CONTRACTS**BENEFITS**

Demand Modeling produces ridership forecasts and operating cost estimates for new service initiatives such as Hudson-Bergen Light Rail (HBLR), Secaucus, the proposed Middlesex-Ocean-Monmouth County Rail Line (MOM) and Access to the Region's Core (ARC). These forecasts facilitate the prioritization and selection of projects and help guide resource allocation so NJ TRANSIT can manage its business effectively. In addition, the forecasts are required by Federal Transit Administration, providing a base on which to make their decisions regarding which projects would receive funding.

The use of general on-call consultants has become standard practice in the industry and are used by SEPTA, MBTA (Boston), NYCTA, WMATA, NJ TRANSIT and many other agencies.

PURPOSE

Authorization of these contracts will allow for the continued development, maintenance and application of NJ TRANSIT's ridership forecasting models. It will also provide expertise in conducting research required to obtain forecast information. Ridership forecasts are necessary to assist with planning and implementation of new services. Studies of this nature under way or planned for the near future include Passaic-Bergen Rail line; HBLR extension, Newark City Subway extension; and Route 1 Bus Rapid Transit. Other studies will also be conducted as required.

NJ TRANSIT proposes to enter into agreements with three Demand Modeling Consultants that were selected through a competitive procurement process:

- AECOM Consult, Inc. of Fairfax, VA;
- URS Corporation of Fort Washington, PA; and
- Michael Baker, Jr., Inc. of Princeton, NJ

All three firms specialize in Transit Demand Modeling and have significant national and local experience in developing ridership forecast models. Additionally, AECOM specializes in developing transit performance measures such as transportation user benefits required by the FTA for new start projects. Michael Baker specializes in air quality impacts of transit and specialized application of the models. URS specializes in application of models for parking projects and integration of MPO models across New Jersey.

The expenditure limitations for Demand Modeling are \$450,000 per task for a total not to exceed \$1,100,000 over a two-year period.

Services will be requested as needed, for both planned work efforts and unanticipated needs. Each project assignment will be negotiated and authorized by NJ TRANSIT in writing.

ACTION (Justification: Business Efficiencies)

Staff seeks authorization to contract for a two-year period with AECOM Consult, Inc. of Fairfax, VA (contract no. 05-108A), URS Corporation of Fort Washington, PA (contract no. 05-108B) and with Michael Baker Jr., Inc. of Princeton, NJ (contract no. 05-108C) to perform as-needed Demand Modeling consulting services for a total not to exceed \$1,100,000, subject to the availability of funds.

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

FISCAL IMPACTS

Requested Authorization:	\$1,100,000 (Total of all contracts for two-year period).
Total Project Cost:	\$1,100,000 authorization requested for Demand Modeling Consulting (See Exhibit B for details)
Projected Date of Completion:	October, 2007
Anticipated Source of Funds:	Operating Budget Transportation Trust Fund (DHX) and Federal Funds of varying types.
DBE Goal/Participation:	15%
Future/Related Authorizations:	None
Impacts on Future Operating Budgets:	None

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, such forecasts are required to support new service expansions; and

WHEREAS, such forecasts are also required for transit projects to be considered eligible for federal funds;

WHEREAS, upon completion of a competitive procurement process, AECOM Consult, Inc., URS Corporation and Michael Baker Jr. were determined to be the highest ranked proposers;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with AECOM Consult, Inc. of Fairfax, VA; URS Corporation of Fort Washington, PA, and Michael Baker Jr., Inc. of Princeton, NJ to perform as-needed Demand Modeling consulting services for a total cost not to exceed \$1,100,000, subject to the availability of funds.

EXHIBIT ACompleted General Planning Consultant On Call Research Projects

Amount	Project	Consultant
\$34,213	Coding Year 2000 NY City Subway	AECOM Consult
\$23,768	Alternative specs for Lackawanna Service	AECOM Consult
\$9,389	Extracting VMT, VHT from NJTDFM for ARC Eon Impact Study	AECOM Consult
\$4,798	User Benefits for ARC (For Economic Impact Study)	AECOM Consult
\$103,458	ARC Ridership Forecasts & User Benefits	AECOM Consult
\$29,680	ARC - Prepare Year 2030 Forecasts	AECOM Consult
\$41,989	ARC - Section 5309 Preparation & Review	AECOM Consult
\$42,161	Update Spreadsheet Model for NJ Sports Complex	Michael Baker Jr., Inc
\$19,955	DVRPC Model Update	Michael Baker Jr., Inc
\$4,908	Analysis of Private Carriers and Market Surveying Software	Michael Baker Jr., Inc
\$49,610	Update NJTDFM Spreadsheet Model	Michael Baker Jr., Inc
\$50,058	Route 1 BRT Forecasts	URS CORPORATION
\$80,990	Route 1 BRT Forecasts	URS CORPORATION
\$33,923	Route 1 BRT Forecasts (Reallocation from Task 1)	URS CORPORATION
\$528,900	TOTAL	

EXHIBIT B

**Demand Modeling
Proposed 2005-2007 GPC Requirements**

Revalidate HBLR & South Jersey Coefficients & Forecasts	\$ 100,000
South Jersey & DVRPC Model Maintenance	50,000
Enhance DVRPC Model for Route 1 & other BRT Studies	100,000
Airport Forecasting: Trip Table Development & Revalidation	70,000
Update NJTDFM to incorporate 2005 Rail Surveys	200,000
Integrate NJTPA Model Data into NJTDFM	150,000
Parking Demand Studies	80,000
ARC Forecasting Support	100,000
CMAQ Air Quality Support	40,000
Support for Corridor Studies (I-78, PATCO, etc.)	70,000
NJTDFM Maintenance/Upgrade	40,000
To Be Determined	100,000
TOTAL	\$1,100,000

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

ITEM 0509-83: SELECTION OF SPECIAL COUNSEL**BENEFITS**

Outside legal counsel provide services that provide flexibility in the assignment of legal services and complement the services provided by the Transportation, Construction and Condemnation Section (TC&C) of the New Jersey Division of Law. New assignments, through individual retention letters, are made by the Attorney General.

It is anticipated that the legal services to be provided by DeCotiis, FitzPatrick, Cole & Wisler as Special Counsel will include, but not be limited to, the following areas:

- Real estate and financing transactions
- Real estate development
- Property acquisition and condemnation

The legal services currently provided by Hill Wallack as Special Counsel include:

- Environmental litigation and counseling
- Contract matters
- Real estate development, property acquisition and condemnation

PURPOSE

NJ TRANSIT requires significant and varied legal expertise in support of its day-to-day operations. Hill Wallack as Special Counsel has assisted NJ TRANSIT by providing various legal services relating to real estate development activities, including property acquisition and condemnation, environmental litigation and claims negotiations, construction contract claims analysis, and other contract matters. Legal services with regard to ongoing environmental litigation relate to a case where NJ TRANSIT has filed to recover environmental clean up costs at South Amboy yard from the successor to the previous owner/operator railroads. Recovery will set precedent with this successor company for environmental clean up exposure at other rail yards. Certain real estate development activities and contract support will also continue with this authorization.

Given the current fiscal budget constraints, it is critical that NJ TRANSIT identify opportunities to increase revenue from its commercial real estate holdings and various transit oriented development opportunities at rail stations. The DeCotiis firm will assist NJ TRANSIT in its property acquisition and condemnation and other real estate development activities.

The Attorney General has designated DeCotiis, FitzPatrick, Cole & Wisler and Hill Wallack as special counsel to NJ TRANSIT. The Decotiis firm was recently designated as New Jersey special counsel with regard to Access to the Regions Core (ARC) and THE Tunnel project. This authorization enables the Attorney General in conjunction with

NJ TRANSIT to allocate legal service requirements between the Division of Law and special counsel based on the specific expertise required and the availability of experienced staff. As new matters arise, individual retention letters will be issued by the Attorney General.

ACTION

Staff seeks authorization to continue to compensate Hill Wallack as special counsel for an amount not to exceed \$750,000 and to compensate DeCotiis, FitzPatrick, Cole & Wisler as special counsel for an amount not to exceed \$350,000 with respect to services listed above.

FISCAL IMPACTS

Requested Authorization:	Hill Wallack - \$750,000 DeCotiis, FitzPatrick, Cole & Wisler - \$350,000
Total Project Cost:	\$1,100,000
Anticipated Funding Source:	Operating Budget /Capital Program
Projected Date of Completion:	October 2006
DBE Goal:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT requires significant and varied legal expertise in support of its day-to-day operations; and

WHEREAS, the Attorney General has previously designated Hill Wallack as special counsel and, recently, designated DeCotiis, FitzPatrick, Cole & Wisler as special counsel, and

WHEREAS, NJ TRANSIT would continue to benefit from the selection of special counsel to assist in its real estate development activities as well as its environmental claim negotiation and litigation activities and contract matters;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to continue to compensate Hill Wallack as special counsel for an amount not to exceed \$750,000, and to compensate DeCotiis, FitzPatrick, Cole & Wisler as special counsel for an amount not to exceed \$350,000, subject to the availability of funds.

CONSENT CALENDAR

ITEM 0509-84: SECAUCUS TRANSFER: SETTLEMENT OF CONDEMNATION LAWSUIT REGARDING ACQUISITION OF PROPERTY FOR THE MAIN/BERGEN CONNECTION FROM HARTZ MOUNTAIN ASSOCIATES

BENEFITS

Settlement of the May 2004 condemnation court action entitled *New Jersey Transit Corporation v. Hartz Mountain Associates, et al.*, Docket No. HUD-L-002410-04, will allow NJ TRANSIT to pay significantly less for the property than the \$1.05M awarded on February 23, 2005 at the Commissioners' hearing. Settlement will also (1) avoid the risk that a jury would render an adverse verdict; (2) stop the accrual of interest from May 5, 2004 until October 1, 2005 on a final judgment in excess of NJ TRANSIT's original valuation of just compensation at \$579,100 deposited with the Court; and (3) save the taxpayers of New Jersey substantial court costs.

NJ TRANSIT originally appraised the property at \$579,100 and, after the Commissioners' Report ruled that a portion of the property was rendered landlocked, updated that appraisal to \$842,100 to include the landlocked portion of the property. The owner appraised the property at \$1,323,000. The settlement at \$975,000 is inclusive of any interest due.

NJ TRANSIT has undertaken the Urban Core Program to meet the future transportation needs of the residents of the State of New Jersey. The Secaucus Junction project is one of the major transit improvements of the program built in the Meadowlands area. The scope of the project also included the construction of the Main/Bergen Connection which enables all Bergen County and Pascack Valley trains to be rerouted to the Main Line, thereby creating a common point of entry for all Hoboken Division trains arriving at and departing from the Secaucus Transfer Station. The Hartz Mountain property is part of the Main/Bergen alignment.

PURPOSE

Authorization to settle the condemnation lawsuit for the acquisition of property known as Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, NJ, commonly known as 225, 333 and 425 Meadowlands Parkway, Secaucus, NJ is necessary for the Main/Bergen Connection. Permanent easements were required from Hartz Mountain Industries, Inc. to provide permanent access to adjoining property owners, Jersey City Water Supply and NJ TRANSIT. Acquisition of these easements provides access for maintenance of the Main/Bergen Connection by NJ TRANSIT. The easements will also allow the Jersey City Water Supply access to maintain its water main which is located adjacent to the Main/Bergen Connection.

NJ TRANSIT acquired a Right of Entry from Hartz Mountain Industries, Inc. which allowed for the construction and operation of the Main/Bergen Connection until the property acquisition negotiations could be finalized which ultimately required filing a condemnation lawsuit in May 2004. The Main/Bergen Connection became operational in August 2003. NJ TRANSIT's Special Counsel Hill Wallack appealed the February

2005 Commissioners' award of \$1.05 million on behalf of NJ TRANSIT and reached settlement with the owner/defendant in the amount of \$975,000 on the day jury trial was to commence. Due to the complicated nature of the case, the probability of obtaining a more favorable outcome through the jury trial process is uncertain. The Office of the Attorney General has approved this settlement.

ACTION (Capital Program Justification: System Expansion)

Staff seeks authorization to settle the condemnation lawsuit to acquire Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, New Jersey containing 2.241 acres in fee simple and 3,777 square feet in permanent easements for a total cost not to exceed \$975,000. Authorization is sought to pay an additional amount of \$395,900, in addition to the \$579,100 previously deposited in the Superior Court Trust Fund, for a total of \$975,000 in the court case inclusive of interest.

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

FISCAL IMPACTS

Requested Authorization:	\$975,000
Total Project Cost:	\$975,000
Projected Date of Completion:	Main/Bergen Connection is currently in service
Anticipated Source of Funds:	NJ Turnpike Authority Agreement and Transportation Trust Fund
DBE Goals:	N/A
Related/Future Authorizations:	None
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT has undertaken the Urban Core Program to meet the future mass transportation needs of the residents of the State of New Jersey; and

WHEREAS, NJ TRANSIT constructed a major public transit improvement known as the Secaucus Transfer Station in the Hackensack Meadowlands area as part of New Jersey's Urban Core Program; and

WHEREAS, the Main/Bergen Connection element of the Secaucus Junction project became operational in August 2003; and

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150, authorizes NJ TRANSIT to lease, purchase, sell, or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

WHEREAS, in the condemnation court action brought by NJ TRANSIT in the Superior Court of New Jersey, the Report of the Commissioners, on February 23, 2005, determined just compensation due to be \$1.05M; and

WHEREAS, Special Counsel Hill Wallack, with approval from the Office of the Attorney General, has been able to settle NJ TRANSIT's appeal of the condemnation Commissioners' Report for the amount of \$975,000; and

WHEREAS, a settlement was negotiated during a condemnation lawsuit to acquire the property for the Main/Bergen Connection owned by Hartz Mountain Associates, Inc. Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, NJ containing a 2.241 acres in fee simple for the track alignment and 3,777 square feet in permanent easements and maintenance access easements for NJ TRANSIT and the Jersey City Water Supply;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to settle the condemnation lawsuit to acquire Block 18, Lots 5.03, 5.04 and 5.05 located in the Town of Secaucus, County of Hudson, New Jersey containing 2.241 acres in fee simple

and 3,777 square feet in permanent easements for a total cost not to exceed \$975,000. Authorization is sought to pay \$395,900 in addition to the \$579,100 previously deposited in the Superior Court Trust Fund, for a total of \$975,000 in the court case inclusive of interest, subject to the availability of funds.

**ITEM 0509-85: SYSTEMWIDE PASSENGER COMMUNICATIONS PROGRAM:
ENGINEERING SERVICES CONTRACT AWARD****BENEFITS**

The program will upgrade communication systems including public address and dynamic and fixed signage at select bus and rail stations which will bring these NJ TRANSIT facilities into compliance with the Americans with Disabilities Act (ADA) for audio and visual communications and the new communication technology will prepare the system for improved transit service and passenger communications.

NJ TRANSIT is working with the Port Authority of New York and New Jersey to develop and implement a customer information system that would provide real-time arrival information for customers at the Port Authority Bus Terminal. The communication system upgrades will support this effort. Summit Station, Rahway Station and Hoboken Terminal are some of the first locations that will receive these communication improvements.

Parsons Transportation Group, Inc. of New York, NY was selected by a competitive procurement process based on technical criteria and prior experience. Parsons Transportation Group has effectively completed other technology and systems projects for the Southeastern Pennsylvania Transportation Authority (SEPTA) and New York City Transit.

PURPOSE

The proposed contract will authorize the preliminary engineering for new communications systems at selected bus and rail facilities. Future authorizations for final design, construction assistance and construction services for the installation of these state-of-the-art passenger communication systems are consistent with NJ TRANSIT's overall mission to improve customer communications and convenience.

ACTION (Justification: Customer Service Improvements)

Staff seeks authorization to contract (No. 05-052) with Parsons Transportation Group, Inc. of New York, NY for preliminary design services for the design of state-of-the-art passenger communications systems at selected locations, at a cost not to exceed \$846,253, plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization:	\$846,253 + 5% contingency
Total Project Cost:	\$27,300,000
Projected Date of Completion:	July 2006 - preliminary engineering
Anticipated Source of Funds:	Transportation Trust Fund
SBE Goal:	20%
Related/Future Authorizations:	Final Design, Construction Assistance and Construction Services
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT seeks to upgrade, improve and expand its passenger communications systems at selected bus and rail facilities; and

WHEREAS, the proposed improvements will allow for better routine and emergency communications with customers that comply with the requirements of the Americans with Disabilities Act; and

WHEREAS, the communication systems upgrades include new public address, variable message and fixed signage systems at selected locations throughout the state that are not already upgraded by another capital project; and

WHEREAS, upon completion of a competitive procurement process, Parsons Transportation Group, Inc. was determined to be the highest ranked proposer;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman or Executive Director is authorized to contract with Parsons Transportation Group, Inc. of New York, NY for preliminary design services for the design of state-of-the-art passenger communications systems at selected locations, at a cost not to exceed \$846,253, plus five percent for contingencies, subject to the availability of funds.

**ITEM 0509-86: POLICE OPERATIONS AND INCIDENT MANAGEMENT
COMPUTER SYSTEM CONSULTING****BENEFITS**

NJ TRANSIT's Police Department requires state-of-the-art computer systems to support its operations. A new computer management system will integrate telephone and emergency 911 calls, automate the dispatching of personnel and equipment, track the location of officers and vehicles, automate reporting and analysis of all incidents, and enhance the capability for crime analysis and efficient deployment of resources. The system will automate personnel and equipment records management. It will also enable the sharing of information with other law enforcement agencies and comply with State and Federal mandates for crime reporting. The new systems will increase efficiencies within the Police Department and improve safety by providing added capabilities during Police dispatching, reporting, information analysis and record keeping. The selected firm will develop comprehensive requirements for procuring the new computer system and will also assist the Police Department during the procurement and implementation of the new system.

PURPOSE

NJ TRANSIT Police Department computer dispatching software and hardware are outdated and can no longer be modified to accommodate the rapid change within the department. The NJ TRANSIT Police Department has grown 77 percent over the past three years providing statewide services throughout the system including Hudson-Bergen Light Rail, River LINE, Trenton, Secaucus as well as an increasing operation spanning into New York City and Philadelphia. In addition, the number of calls for service to the Police Department has grown from 2,000 to over 26,000 per year since 1985, and the system does not have the capacity to handle any additional growth. The NJ TRANSIT Police Department is committed to improving their preparedness in response to heightened security concerns and their mission to ensure a safe and orderly environment within the transit system. The purchase of a new computer system is a critical step in modernizing its operations.

ACTION (Justification: Operating Efficiencies)

Staff seeks authorization to contract (05-096) with RCC Consultants Inc. of Woodbridge, NJ to assemble requirements for a new Police dispatching system and to assist through the procurement and implementation phases for eighteen months at a total cost not to exceed \$350,000.

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

FISCAL IMPACTS

Requested Authorization:	\$350,000
Total Project Cost:	\$350,000
Projected Date of Completion:	June 30, 2007
Operating Budget Amount:	None
Anticipated Source of Funds:	Transportation Trust Fund
DBE Goals:	TBD
Related/Future Authorization:	None
Impacts of Subsequent Operating Budgets:	None

RESOLUTION

WHEREAS, outside professional services are recommended to assist in the collection of requirements for a new Police CAD system; and

WHEREAS, the selected firm will also assist during the procurement and installation of the system; and

WHEREAS, following the completion of a competitive procurement process, it was determined that RCC Consultants Inc. was the highest ranked proposer;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with RCC Consultants Inc. of Woodbridge, NJ to assemble requirements for a new Police dispatching system and to assist through the procurement and implementation phases for eighteen months at a total cost not to exceed \$350,000 subject to the availability of funds.

ITEM 0509-87: FCC WIRELESS COMMUNICATIONS REBANDING PROJECT**BENEFITS**

In order to comply with mandated Federal Communication Commission regulations, staff is recommending a professional services contract to assist NJ TRANSIT with compliance.

PURPOSE

Beginning in March 2006, NJ TRANSIT will have to enter FCC-mandated negotiations with NEXTEL Inc. for the purpose of reaching an agreement that will result in NJ TRANSIT having to reband the communications system used by the Newark City Subway, Hudson-Bergen Light Rail, the NJ TRANSIT Police Department, contract and independent bus operators and non-revenue bus vehicles and personnel. The cost is supposed to be borne by NEXTEL Inc. The funding and move itself have significant risk both short and long term if they are not appropriately coordinated. If this change is not planned and executed properly, our radio system could experience significant outages and cost reimbursement by Nextel could be jeopardized.

The effort to plan such a transition is significant and will take approximately five months of work. It is anticipated that, due to the age of our system, a large portion of the infrastructure and some of the mobile equipment will need replacement. Staff needs to identify all impacted infrastructure and needs to establish a baseline in preparation for negotiations with NEXTEL.

This first phase of work (Inventory, Analysis and Strategy) will determine the effort of the following phases – Implementation and then Acceptance. Once identified, staff will seek further Board authorization to extend this contract to complete phase two and three. Timing for completion of this mandated change is 18 months after commencement of negotiations with NEXTEL.

ACTION (Justification: Mandate)

Staff seeks authorization to contract (No. 05-110) with RCC Consultants Inc. of Woodbridge, NJ for professional services to reband NJ TRANSIT's communications system for an 18 month period at a cost not to exceed \$716,043 plus five percent for contingencies for the first phase.

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

FISCAL IMPACTS

Requested Authorization:	\$741,043 plus 5 percent contingencies
Projected Date of Completion:	July 2007 (All 3 phases)
Anticipated Source of Funding:	Transportation Trust Fund
DBE Goal:	TBD
Future/Related Authorization:	N/A
Impacts on Subsequent Operating Budgets:	None

RESOLUTION

WHEREAS, NJ TRANSIT utilizes mobile radio communications to support the Newark City Subway, Hudson-Bergen Light Rail, and the NJ TRANSIT Police Department; and

WHEREAS, contract and independent bus operators use NJ TRANSIT's radio network; and

WHEREAS, the FCC has mandated that frequencies in use at NJ TRANSIT must be rebanded; and

WHEREAS, staff has defined a work scope for phase 1 and will return to the Board for approval to complete phases 2 and 3; and

WHEREAS, upon completion of a competitive procurement process, RCC Consultants Inc. was determined to be the highest ranked proposer;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with RCC Consultant Inc. of Woodbridge, NJ for professional services to reband NJ TRANSIT'S communications system for an 18 month period at a cost not to exceed \$716,043 plus five percent for contingencies, subject to the availability of funds.

ITEM 0509-88: LEASE OF FUEL TANK SITE IN JERSEY CITY TO THE LEFRAK ORGANIZATION

BENEFITS

Demolish an above-ground fuel tank no longer required for rail operations at no cost to NJ TRANSIT, generate rental income from NJ TRANSIT's property, improve the aesthetic appearance of an unused NJ TRANSIT property, eliminate nuisance conditions, and reduce ongoing maintenance costs.

PURPOSE

Authorize execution of a lease between NJ TRANSIT as landlord and NC Community Center Associates, (a partnership controlled by the Lefrak Organization of New York City) as tenant for a parcel of approximately 15,829 square feet (0.36 acre) of land on the southeast corner of Marin Boulevard and Eighteenth Street in Jersey City (known as Tax Block 19, Lot A-12). NJ TRANSIT's property is adjacent to Lefrak's Newport Center.

The lease of the former freight railroad yard property will generate non-farebox revenue from land that currently provides no income and will relieve NJ TRANSIT of the financial and administrative burden of demolishing the out-of-service 300,000-gallon diesel fuel storage tank on the property and maintaining the property thereafter. The tenant's proposed removal of the tank at its cost and the tenant's proposed paving of the site solely for parking will improve the appearance of NJ TRANSIT's property.

ACTION (Capital Program Justification: Capacity, Customer Service Improvements, Economic Development)

Lease to NC Community Center Associates, a New Jersey partnership controlled by the Lefrak Organization of New York City, approximately 15,829 square feet (0.36 acre) of land on the southeast corner of Marin Boulevard and Eighteenth Street in Jersey City (known as Tax Block 19, Lot A-12). Consideration to NJ TRANSIT will be the tenant's demolition of the out-of-service fuel tank and appurtenances, as well as removal of hazardous soils associated with the tank removal, at its own cost, estimated to range from \$94,300 to \$110,200 which demolition and removal substitute for rent during the first six years of the rental period, \$25,000 per year from Year 7 through Year 11 of the rental period and \$30,000 per year from Year 12 through Year 15 of the rental period, resulting in payments of \$245,000 to NJ TRANSIT. Unless NJ TRANSIT requires the property for public transportation purposes, the tenant will have the option of two consecutive five-year renewals at rent equal to fair-market value to be determined by an appraisal.

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

FISCAL IMPACTS

Requested Authorization:	Approval of a lease
Total Project Cost:	NA
Projected Date of Completion:	NA
Anticipated Source of Funds:	NA
SBE Goal:	NA
Related/Future Authorizations:	None
Impacts on Subsequent Operating Budgets	None

RESOLUTION

WHEREAS, NJ TRANSIT owns a parcel of approximately 15,829 square feet (0.36 acre) of land at the southwest corner of Marin Boulevard and Eighteenth Street in Jersey City, which is situated on an above-ground fuel-storage tank no longer required for rail operations; and

WHEREAS, NJ TRANSIT has no current use for the land or the tank; and

WHEREAS, NJ TRANSIT has borne the cost of maintaining the site; and

WHEREAS, the Lefrak Organization, the adjacent property owner, through a partnership under its control, NC Community Center Associates, wishes to lease the property so that it can demolish the tank and pave the site for parking;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to take all actions necessary to lease to NC Community Center Associates, a New Jersey partnership controlled by the Lefrak Organization of New York City, approximately 15,829 square feet (0.36 acre) of land on the southeast corner of Marin Boulevard and Eighteenth Street in Jersey City (known as Tax Block 19, Lot A-12). Consideration to NJ TRANSIT will be the tenant's demolition of the out-of-service fuel tank and appurtenances, as well as removal of hazardous soils associated with the tank removal, at its own cost, estimated to range from \$94,300 to \$110,200 which demolition and removal substitute for rent during the first six years of the rental period, \$25,000 per year from Year 7 through Year 11 of the rental period and \$30,000 per year from Year 12 through Year 15 of the rental period, resulting in payments of \$245,000 to NJ TRANSIT. Unless NJ TRANSIT requires the property for public transportation purposes, the tenant will have the option of two consecutive five-year renewals at rent equal to fair-market value to be determined by an appraisal.