

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

Richard R. Sarles
Executive Director

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



June 12, 2008

Dear Governor Corzine:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the regularly scheduled meetings of the New Jersey Transit Corporation, NJ Transit Rail Operations, Inc., NJ Transit Bus Operations, Inc., and NJ Transit Mercer, Inc. Board of Directors held on Wednesday, June 11, 2008.

Sincerely,

Gwen A. Watson
Board Secretary

Enclosures .

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

Minutes of the actions taken at the Open Session of the regularly scheduled Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, June, 11, 2008.

Present:

Kris Kolluri, Chairman
James Carey, Jr., Governor's Representative
Patrick O'Connor, Treasurer's Representative
Myron P. Shevell
Kenneth E. Pringle
Susan Hayes
Flora Castillo (By Phone)

Richard R. Sarles, Executive Director
Gwen A. Watson, Board Secretary
Warren A. Hersh, Auditor General
Lynn Bowersox, Assistant Executive Director, Corporate Communications & External Affairs
James Gigantino, Vice President & General Manager, Bus Operations
William Duggan, Vice President & General Manager, Rail Operations
Kenneth Worton, Deputy Attorney General
James Redeker, Assistant Executive Director, Policy, Technology & Customer Services
Steve Santoro, Assistant Executive Director, Capital Planning and Programs
William McManimon, Acting Chief Financial Officer & Treasurer
Alma Scott-Buczak, Assistant Executive Director, Human Resources
Jan Walden, Assistant Executive Director, Diversity

Chairman Kris Kolluri convened the Open Session at 9:05 a.m. in accordance with the Open Public Meetings Act and asked for a motion to enter Executive Session to discuss contract negotiations and attorney-client, litigation and personnel matters. A motion was made by Myron P. Shevell, seconded by Patrick O'Connor and unanimously adopted.

Chairman Kolluri reconvened the Open Session at 9:20 a.m. and asked for a motion to adopt the minutes of the May 14, 2008 meeting. A motion was made by Myron P. Shevell, seconded by Patrick O'Connor and unanimously adopted.

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

Weather Issues

Executive Director Sarles said severe storms hit northern New Jersey last night impacting rail, bus and light rail service in the area. While crews worked throughout the night to make repairs, because of severity of damage, a total of 16 trees came down across the railroad. There was no service on the Montclair-Boonton Line this morning and up to two hour delays on Morris & Essex Lines.

On the bus side, because of downed trees, particularly in Essex County, buses were operating with 20 minute delays in Bergen, Passaic and Hudson counties. NJ TRANSIT is working hard to restore service on the Montclair-Boonton Line for this evening's rush hour and to run regular service on Morris & Essex Lines.

To assist customers last night and this morning, customer service shifts at Secaucus, Hoboken and New York Penn Station were extended and NJ TRANSIT Police patrolled stations to alert customers of the service impacts. Shuttle buses to assist stranded customers were provided and cross honoring was in effect last night and this morning. Emergency Response Team members were deployed to stations this morning.

Executive Director Sarles noted that on Northeast Corridor Line last night, due to the same storm, Amtrak reported low voltage power. Protocols in place since the 2006 power failure were implemented. Trains were taken to the nearest stations until full power was restored as a precautionary step to ensure no train/customer was stranded.

Executive Director Sarles thanked bus and rail employees for their hard work during and after the storm. Updates will be provided throughout the day.

Wesmont Station

Executive Director Sarles recognized Christopher Eilert, Chief of Staff to Senator Paul Sarlo who is a great advocate of transit. Executive Director Sarles said the Senator's district includes Wood-Ridge, where he is also Mayor. The agreement with Wood-Ridge Development LLC provides for a new station and parking on the Bergen County Line. It shares the costs of building the new train station, Wesmont Station, and customer parking on the former Curtiss-Wright industrial site and the proposal converts "brownfield" into a thriving community. This illustrates smart growth principles at the foundation of a State Development and Redevelopment Plan. Given gas prices, access to public transportation is increasingly an important consideration for homebuyers. Because of this arrangement, NJ TRANSIT will receive \$37 million in improvements and a new infrastructure maintenance facility.

Ridership

Executive Director Sarles said because of the high gas prices, NJ TRANSIT continues to see record trends. At \$4.00 gallon, commuters who switched to NJ TRANSIT are saving on average about \$1,450 per year by not driving. Before the latest surge to \$4.00, rail ridership was up 5.3 percent, bus ridership was up 2.5 percent, and light rail ridership was up 9.8 percent. April and May show bus and light rail growth even more pronounced. Weekend rail ridership growth is up 3.6 percent over last three months compared to 2007. Ridership is up about 6 percent for the weekend May 31-June 1 when NJ TRANSIT provided nearly 162,000 trips. Recognizing that NJ TRANSIT has new riders on the system, we are developing some commuting tips, including times when trains and buses are likely to be less crowded. This information will be distributed on June 19th which is APTA's national "dump the pump" day. A tip example: learn about

flex-time opportunities with employers that might allow employees to move their commutes to a less-busy time so customers can take an earlier departure train.

Executive Director Sarles said to accommodate demand, NJ TRANSIT is deploying more high-capacity multilevel railcars each month and redeploying single-level railcars as well as lengthening trains where needed. Approximately 140 out of an order of 279 have been delivered and Executive Director Sarles expects to bring to the Board a request to purchase another 50, bringing the total to 329. The Multilevel railcars are operating on the Northeast Corridor, North Jersey Coast Line and MidTOWN DIRECT lines.

Go Bus/Liberty Corridor

Executive Director Sarles said GO Bus was successfully launched in April on the No. 25 Route between Irvington and Newark. The second phase of Go Bus is in development as a component of the Liberty Corridor transportation plan. Liberty Corridor has an ambitious plan of interconnected transportation improvements involving bus, rail and roadway projects, and better access to airport and seaport terminals. It extends from Middlesex and Monmouth counties in central New Jersey through Essex and Hudson counties to the northeast.

Summer Schedule Changes

Executive Director Sarles said the tie replacement project is proceeding as planned and the next phase is expected to begin on schedule August 3. Phase II moves from the westbound track four to eastbound track one. This means people disembarking westbound will now alight onto platforms. The bridge boarding at Hamilton and Princeton Junction moves to eastbound side. Accordingly, train schedules will be adjusted to accommodate boarding changes and tie work. The good news is the peak period train for Jersey Avenue that was removed from the schedule in phase I returns in this schedule. NJ TRANSIT continues to work with Amtrak to minimize inconvenience. Customers should look for a new schedule in July that takes effect August 3, 2008. Also in those timetables, customers will see on the North Jersey Coast Line, Raritan Valley Line and Main/Bergen lines with respect to off-peak trains, including the consolidation of a pair of trains on each of the Morris & Essex branch lines in the off-peak. On the Raritan Valley Line, Sunday mornings, NJ TRANSIT is moving to a bi-hourly service, with alternative service in the off hours provided by the #113 bus that will operate close to the current rail schedule from Dunellen into New York. There is no extra charge to ride bus for Raritan Valley Line monthly rail passes holders travelling to New York. On the North Jersey Coast line, off-peak and reverse peak trains that operate in the early-morning and midday hours will be consolidated, with shuttle service offered between Long Branch and Bay Head. Through service to Hoboken continues in the peak travel hours. NJ TRANSIT is also removing a few seasonal late evening trains that were added for service to the Prudential Arena during hockey season. Even with these changes, this year NJ TRANSIT is adding more than 8,000 seats as of August to meet record demand, as crews and equipment are redeployed and multilevel railcars are added.

Web upgrade

Executive Director Sarles announced a Riders Platform pilot last month. More than 150 customers have registered and have provided 60 suggestions so far. Upgrades to njtransit.com were completed recently to make it easy for customers to contact NJ TRANSIT with suggestions or concerns via web-enabled portable communication devices such as Blackberries.

Suzanne Mack presented the Advisory Committee report. Ms. Mack welcomed William Wright back to the meeting after a brief illness. Ms. Mack commented on the stormy weather and said PATH trains were disrupted and thanked NJ TRANSIT for picking up the slack. Ms. Mack said there is a climate change and NJ TRANSIT will need to have a contingency plan in place when severe storms occur. Ms. Mack thanked Board Member Pringle for attending the Advisory Committee meeting and said the Committee appreciates having a Board Member on the panel. Ms. Mack said the agenda included discussions about the rail and bus service changes as well as the budget. Ms. Mack said the Committee appreciates being included in the budget discussions early in the process, especially with this economy. Ms. Mack mentioned the ceremony in Hoboken dedicating the clock tower to the memory of George Warrington and said it was a fitting tribute and a good choice of a monument to remember him. She appreciated being included in that event.

Board Member Flora Castillo presented the Administration Committee report to the Board. The Committee was updated on the item Sole/Single Source Vendors Purchase of Replacement Parts and Services. The operation and maintenance of NJ TRANSIT Bus, Rail and Headquarters requires the purchase of maintenance spare parts, services, modifications, upgrades and other programs which can only be obtained from approved sole and single source vendors. All vendors have been reviewed to verify that they are the only available source of supply for the items required. in accordance with NJ TRANSIT's procurement regulations and Executive Order No. 37.

Board Member Myron P. Shevell presented the Capital Planning, Policy & Privatization Committee report to the Board. This month, the committee reviewed the plans for a new Bergen County Line rail station at Wood-Ridge, as part of a transit oriented development that will include hundreds of residential units, along with commercial, school, recreational and retail uses to be built in phases.

The Executive Director updated the Committee on the Access to the Region's Core project and Jim Gigantino, Vice President/General Manager, Bus Operations, relayed the results of the Greater Newark Bus Study, the first comprehensive review of bus service in that area in 25 years. More access to Newark Airport from the Parkway as well as Hudson and Union counties was determined to be a critical need. The Committee will be following that progress.

There were two public comments on agenda items.

Christopher Eilert, on behalf of Senator Sarlo in his capacity as the Mayor of Wood-Ridge, was pleased to see item 0806-36, Agreement for New Bergen County Line

Station at Wood-Ridge and Relocated Maintenance Facility. This station will provide amenities to the community and redevelop brownfields. Mr. Eilert said this train station is vital for the developers to proceed with this project. He said the Board vote is a key component to transform the community. Mr. Eilert said he and Senator Sarlo appreciated working with Executive Director Sarles and former Executive Director Warrington. They are professionals who have shown innovation by partnering with a private entity and a community, which is a testament to their leadership.

David Peter Alan, Member of the Senior Citizens and Disabled Residents Transportation Advisory Committee, said he was deeply concerned about the transportation for persons with disabilities. Although he spoke for himself, Mr. Alan said he believes his colleagues would agree with what he has to say. Mr. Alan said he spoke to NJ TRANSIT staff who confirmed that the proposed procedure for acquiring the vehicles would result in a cost savings of approximately \$500,000 on the entire order and the vehicles could be procured quickly. Mr. Alan said he heard concerns from Access Link users about the reliability of the older vehicles now in use. Given those concerns, it is important to have new vehicles on the road to serve the people who need them. Mr. Alan concurred that the Access Link vehicle purchase should move forward.

Executive Director Sarles presented the following Action Items for approval:

0806-36: AGREEMENT FOR NEW BERGEN COUNTY LINE STATION AT WOOD-RIDGE AND RELOCATED MAINTENANCE FACILITY

NJ TRANSIT has long supported smart growth and transit oriented development by sponsoring planning studies for redevelopment around facilities and targeting capital investments in that property. Along those lines, the Borough of Wood-Ridge in Bergen County has selected Wood-Ridge Development LLC as master developer for a brownfields site, on a portion of which NJ TRANSIT owns and operates a rail maintenance facility. The opportunity exists to transform this underutilized 78 acre industrial property into a pedestrian-friendly neighborhood with NJ TRANSIT rail access. The developer will design and build a new train station and parking facility on the Bergen County Line with NJ TRANSIT acting as the procurement process facilitator for the station design and construction. The developer will also build a new maintenance facility in Clifton on the Main Line and NJ TRANSIT will, upon acceptance, relocate the maintenance facility from Wood-Ridge to Clifton, adjacent to the Main Line. NJ TRANSIT will transfer title for the Wood-Ridge facility to the developer. The Wood-Ridge development will include several hundred residential units, along with local commercial, school, recreational and retail to be built in phases. Authorization is requested to enter into an agreement with Wood-Ridge Development LLC providing for design, permitting, construction and provision of construction management and assistance for a new rail maintenance facility in Clifton and a new station and associated parking on the Bergen County Line. NJ TRANSIT's share for certain elements of the station project will not exceed \$10,350,000.

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Myron P. Shevell and Susan L. Hayes recused themselves from voting on item #0806-36. Kenneth E. Pringle moved the resolution, Flora Castillo seconded it and it was unanimously adopted.

0806-37: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)

Authorization is requested to contract with sole and single source vendors for components or parts needed to repair and maintain rolling stock equipment designed by the original equipment manufacturer for which the vendors have proprietary control as well as for services that have only one supply source. Included are items such as testing rail by induction and ultrasound, track laying machine services for concrete ties, Solari Board maintenance and brake shoes for 1111 daily passenger rail cars and locomotives NJ TRANSIT has culled the list and eliminated a good number of vendors, and reduced the cost by \$4 million annually since the last Board request. Approval is requested to enter into single or sole source procurements by exception contracts for materials and services from vendors listed in Exhibit A to support operations at a cost not to exceed \$18 million for the 12-month period.

Myron P. Shevell and Kenneth E. Pringle recused themselves from voting on item #0806-37. James Carey moved the resolution, Patrick O'Connor seconded it and it was unanimously adopted.

0806-38: RARITAN VALLEY LINE, REPLACEMENT OF RAILROAD BRIDGE OVER AMBROSE BROOK, MIDDLESEX COUNTY, NEW JERSEY

Each weekday, 62 passenger trains cross over the Ambrose Brook railroad bridge between Bound Brook and Dunellen on the Raritan Valley Line. The bridge was constructed in 1855 and has experienced significant deterioration over the years. Staff has determined that replacement rather than rehabilitation is more prudent and authorization is requested to contract with Rencor, Inc. to replace the bridge at a cost not to exceed \$4,464,275 plus five percent for contingencies.

Patrick O'Connor moved the resolution, Myron P. Shevell seconded it and it was unanimously adopted.

0806-39: ACCESS LINK VEHICLE PURCHASE PROCUREMENT-BY-EXCEPTION

Access Link, NJ TRANSIT's federally-mandated paratransit system, currently provides over 3000 passenger trips per day in its 18 county service area. There is a critical need to replace 60 minibuses during the next year because these vehicles have or will have exceeded 300,000 miles, and because this service has experienced double digit ridership

growth during the past several years. NJ TRANSIT has an opportunity to meet the immediate need before an imminent 11 percent price increase takes place by utilizing a publicly advertised and competitively bid State of New York contract. Authorization is requested to contract with Shepard Brothers Inc. for 60 minibuses at a cost of \$3,670,000 plus five percent for contingencies. .

Myron P. Shevell moved the resolution, Susan L. Hayes seconded it and it was unanimously adopted.

Executive Director Sarles presented the following Consent Items for approval:

0806-40: ROUTE 9 CORRIDOR COORDINATED SERVICE AGREEMENT

Authorization to take all actions necessary and consistent with this Board action to extend the agreement with Academy Lines, LLC to provide for the continuation of coordinated bus service on the Route 9 Corridor for a term of five years, and renewable for two five-year option periods, on such terms and conditions deemed appropriate.

0806-41: ANNUAL NOTICE OF MEETING

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2009.

0806-42: ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2009 and appoint the members of all Board Committees as set forth in Exhibit A.

The Consent Calendar was moved in its entirety by Flora Castillo and seconded by James Carey Jr.

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

Peter Pelissier, Business Administrator, City of Rahway, asked the Board to consider continuing the agreement for maintenance of the Rahway Train Station. For the past 10 years, there has been a business partnership with NJ TRANSIT and the Redevelopment Agency in Rahway. Mr. Pelissier said the City is being reinvented and 1500 new residences are being planned in the downtown area with approximately 7700 single family homes. He said an agreement for maintenance of the station that has been in place for years is now being bid out. Mr. Pelissier said Rahway has done an outstanding job in taking care of the station and asked the Board to consider extending that relationship even if the agreement has to be renegotiated so the City can provide

the exemplary cleaning service to platforms, elevators and graffiti. He said the station gives a first impression to the City of Rahway and the maintenance of that station is critical.

Executive Director Sarles said the procurement process has begun for station maintenance and he hopes that Rahway and NJ TRANSIT can work together.

Ray Mikell, Director Rahway Center Partnership asked the Board to reconsider discontinuing the cleaning services agreement with Rahway. Mr. Mikell said the late Richard Mariani was instrumental in drafting the maintenance service contract and disagreed that the contract should be put out to bid. Mr. Mikell said Rahway continues to grow and it is important to keep the NJ TRANSIT customers satisfied with a well maintained station. Mr. Mikell said the Municipal Council of the City of Rahway requests that NJ TRANSIT reconsider its decision to discontinue the contract for station cleaning services and carry on providing a clean, safe and comfortable station to the transit customers and community of the City of Rahway. Mr. Mikell read a Resolution into the record by Rahway Center Partnership, a copy of which is attached.

Chairman Kolluri thanked Mr. Mikell for his comments and said the bids will be reviewed.

Josh Donovan, Rahway Center Partnership, requested the Board to act on the sentiments of the previous two speakers and to consider the impact of this decision beyond the fiscal measure and more to the City of Rahway to meet the commitment to the station parking deck and downtown area.

Matt Dobrowolski, Chairman, Rahway Parking Authority, thanked NJ TRANSIT for the partnership with the City and the Parking Authority and wants to continue to see Rahway grow. He said there are plans to build another garage for more capacity. Mr. Dobrowolski commuted from Rahway Station for many years going into Manhattan and said the train station is magnificent compared to what was there. Several long time riders agreed with him. Mr. Dobrowolski understands the economic situation but said common sense should dictate that a two hour cleaning day does not compare to a 14 hour cleaning day. He said they watch the station because that is their house and they have the ability to maintain the level of service which is important to the Parking Authority. NJ TRANSIT ridership has increased because people are happy with the train service and the way the station looks. If the station is not maintained properly, commuters will go elsewhere. It is important to continue the maintenance contract with Rahway Center Partnership and hopes the Board will reconsider.

Joseph Clift, Regional Rail Working Group, commented on three issues regarding the Trans-Hudson Express Tunnel and Portal Bridge projects which together encompass the original Access to the Region's Core project. Mr. Clift is a resident of Manhattan and past Director of Planning for the Long Island Railroad. He is a member of the Regional Rail Working Group and Rail Advocacy Organizations intent on getting the Access to the Region's Core project back on track.

Mr. Clift said the cost of the Trans-Hudson Express and Portal Bridge projects is out of control, threatening their affordability and viability. Yet, no objective consideration has been given to proposals by rail advocates that would reduce costs while improving project performance. The projects are rapidly becoming New Jersey's version of Boston's infamous "Big Dig" project, where limited attention was paid to costs, which spiraled out of control. Mr. Clift distributed a chart (copy attached) to Board Members and said over the last three years, the combined cost of these two projects has increased by over 50 percent from \$6.1 billion to NJ TRANSIT's current estimate of \$9.3 billion, yet the project performance has decreased. The true funding shortfall for these projects, the amount of money that still must be raised by the State of New Jersey, has increased to \$2.8 billion in the same period, based on NJ TRANSIT estimates, or to \$3.9 billion based on the Regional Rail forecast. That is a very significant amount of State discretionary money in these tight economic times. Immediate objective consideration should be given to rail advocate proposals that would eliminate most of the shortfall.

Mr. Clift said the second issue is that both projects must be fully funded from clear, bankable sources, and not just claimed sources, before the Federal Transit Administration will execute a Full Funding Grant Agreement on the Trans-Hudson Express project, a critical step to NJ TRANSIT obtaining \$3 billion in New Start funds. He said the funding for the Portal Bridge project, whose \$1.7 billion cost has grown five-fold in the last three years, is a complete unknown to the public and the Portal Bridge project is an absolute prerequisite to the Federal Transit Administration investment in the Trans-Hudson Express project. Funding sources for the Portal Bridge project should be identified immediately and rail advocate proposals to substantially reduce the cost of Portal Bridge should be given immediate and objective consideration.

Mr. Clift said the third issue is that three months ago, George Haikalis spoke before the Board and asked Chairman Kolluri if he would meet with rail advocates regarding these two projects. The answer was affirmative, but since that day, on the half-dozen occasions when Mr. Haikalis has called Chairman Kolluri, there has been no response to the request and no call back received. Mr. Clift asked how someone gets past the gatekeeper to schedule a meeting.

Mr. Clift thanked the Board for the opportunity to speak and asked that his issues be given thoughtful, objective consideration.

Chairman Kolluri said that each and every call he receives is logged and he has not seen one call from Mr. Haikalis or Mr. Clift. After today's meeting Chairman Kolluri will provide Mr. Clift with his cell phone number.

David Peter Alan on behalf of the Lackawanna Coalition commented on the elimination of half of the weekend trains to and from Hoboken without notice in 2006. At that time, Mr. Alan predicted further service cuts and when management raised fares disproportionately in 2005, Mr. Alan predicted that management would use the excuse of declining ridership to eliminate service. Mr. Alan said with the stealth of a sneak attack essentially all weekend Hoboken service on the Morris & Essex Lines is eliminated which destroyed a rail and light rail connection. Mr. Alan said he was

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personally proud to have negotiated with Light Rail management to save riders 60 minutes when transferring from the Morris & Essex Lines to the Northeast Corridor Line on weekends.

Mr. Alan said he does not know which is worse, the severity of the cuts or the fact that NJ TRANSIT forced them upon commuters in secret. It makes no sense to cut weekday midday and evening service nearly in half when gasoline prices are at record highs. It makes even less sense to single out the Morris & Essex Lines for massive cuts while other lines enjoy service enhancements. Rail riders in Salt Lake City and Ogden, Utah enjoy half-hourly midday service while management now deprives commuters the same level of service which has benefited communities since the 1920s.

Mr. Alan said management uses lack of money as an excuse, but this is simply not credible. NJ TRANSIT's Customer Advocate said even if NJ TRANSIT gets the funding, it would still not get the historic level of service back. If NJ TRANSIT was so short of money, there would no longer be hourly express trains going non-stop from Newark to Princeton in the midday in addition to half hourly local service.

Mr. Alan said the Morris & Essex Lines service cuts are either retaliatory, as punishment for the opposition to the way NJ TRANSIT wishes to evict commuters from Penn Station as part of the Access to the Region's Core project, or else they have been implemented with reckless indifference to the mobility needs of people, including the transit-dependent who came to rely on the previously frequent rail service.

Mr. Alan said the service cuts are illegal. They were implemented in violation of N.J.S.A. 27:25-8(d), which requires public hearings in advance of an "elimination or substantial curtailment" of service. These service cuts are the most massive in NJ TRANSIT's history. The Coalition expects the level of rail service on the Morris & Essex Lines in effect May 11, 2008 to be immediately restored and public hearings conducted as prescribed by New Jersey's Administrative Procedure Act before any service cuts are implemented in the future.

Al Cafiero, on behalf of Senator Cardinale, complained about bus service. Mr. Cafiero was at the Port Authority Bus Terminal and noted the timetable indicated he had 15 minutes to get to the gate. Mr. Cafiero said there were no gate signs at the bus terminal. Mr. Cafiero said there should be signs announcing all routes and gates and asked Chairman Kolluri to look into this

Chairman Kolluri said he would see what the Port Authority of New York/New Jersey can do to make this situation better..

Michael Lattif, Transit Committee of Bergen County, said there are efforts to increase ferry service on both sides of the Hudson River. Mr. Lattif invited everyone for a tour on July 13 leaving Lincoln Harbor in Weehawkin to look at ferry crossings as a way to bring ferry service to communities.

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

The meeting was adjourned at approximately 10:10 a.m.

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

JUNE 11, 2008

MINUTES

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ACTION ITEMS

0806-36 AGREEMENT FOR NEW BERGEN COUNTY LINE STATION AT WOOD-RIDGE AND RELOCATED MAINTENANCE FACILITY 40034

Authorization to enter into an agreement with Wood-Ridge Development LLC of Lakewood, New Jersey, that provides for Wood-Ridge Development LLC to design, permit, construct and provide construction management and construction assistance services for a new rail maintenance facility on the Main Line in Clifton, and a new station and associated parking on the Bergen County Line in the Borough of Wood-Ridge. The agreement obligates NJ TRANSIT to pay Wood-Ridge Development LLC for certain elements of the station project at a cost not to exceed \$10,350,000 and to transfer title to Wood-Ridge Development LLC for the current maintenance facility property at One Passaic Street, Wood-Ridge, New Jersey, also known as Block 320, Lots 1.01, 1.04, 2 and 3 on the tax map of the Borough of Wood-Ridge, and valued at \$6,500,000.

0806-37 SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS) 40037

Authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved sole/single source vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail and Headquarters

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
REGULARLY SCHEDULED BOARD OF DIRECTORS MEETING
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operations at a total cost not to exceed \$18,000,000 for the period July 1, 2008 to June 30, 2009.

0806-38 RARITAN VALLEY LINE, REPLACEMENT OF RAILROAD BRIDGE OVER AMBROSE BROOK, MIDDLESEX COUNTY, NEW JERSEY 40045

Authorization to contract with Rencor, Inc. of Somerville, New Jersey to perform the replacement of the railroad bridge over Ambrose Brook on NJ TRANSIT's Raritan Valley Line, in Borough of Middlesex, Middlesex County at a cost not to exceed \$4,464,275, plus five percent for contingencies.

0806-39 ACCESS LINK VEHICLE PURCHASE PROCUREMENT-BY-EXCEPTION 40048

Authorization to enter into a procurement-by-exception contract with Shepard Brothers, Inc. of Canandaigua, New York for the purchase of 60 Ford diesel replacement minibuses per New York State contract. This is a one-year contract in amount not to exceed \$3,670,000 plus five percent for contingencies.

CONSENT CALENDAR

0806-40 ROUTE 9 CORRIDOR COORDINATED SERVICE AGREEMENT 40052

Authorization to take all actions necessary and consistent with this Board action to extend the agreement with Academy Lines, LLC to provide for the continuation of coordinated bus service on the Route 9 Corridor for a term of five years, and renewable for two five-year option periods, on such terms and conditions deemed appropriate.

0806-41 ANNUAL NOTICE OF MEETINGS 40055

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2009.

0806-42 ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION 40058

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2009 and appoint the members of all Board Committees as set forth in Exhibit A.

PUBLIC COMMENTS ON NON-AGENDA ITEMS

EXECUTIVE SESSION AUTHORIZATION

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

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

APPROVAL OF MINUTES

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

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the May 14, 2008, Board meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc. and NJ TRANSIT Mercer, Inc. were forwarded to the Governor on May 16, 2008;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the May 14, 2008 New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc. and NJ TRANSIT Mercer, Inc. Board of Directors' meetings are hereby approved.

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Board Chairman

Richard R. Sarles
Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, New Jersey 07105-2246
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TO: BOARD OF DIRECTORS
FROM: RICHARD R. SARLES 
DATE: JUNE 11, 2008
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – JUNE 2008

As we head into the summer, we continue to see record trends, in terms of both ridership and gasoline prices. With gas at four dollars per gallon, commuters who switched to NJ TRANSIT are saving on average about \$1,450 per year. Ridership in the third quarter—before the latest surge in gas prices—showed growth on the rail side of 5.3 percent, with 2.5 percent growth for bus and 9.8 percent for light rail. Early figures for April and May show even more pronounced growth for bus and light rail. Weekend rail ridership is also up, with 3.6 percent growth over the last three months compared to 2007.

Recognizing that we have new riders on the system, we are developing a guide for new and existing customers that will be distributed June 19—on APTA's national "Dump the Pump" day. The guide includes commuting tips such as traveling outside of the peak period for the most comfortable trip and making all seats available for fellow riders, as well as a list of station locations with available parking.

To accommodate this growing ridership demand, we are deploying more high-capacity multilevel vehicles each month, which enables us to redeploy single-level cars and lengthen trains where needed. Multilevel trains are now operating on our most heavily traveled rail lines—the Northeast Corridor, North Jersey Coast and MidTOWN DIRECT lines. To date, we have taken delivery of about 140 rail cars out of an order of 279.

Building on the success of Go Bus service between Irvington and Newark, we are developing the second phase of Go Bus as a component of the Liberty Corridor transportation plan. As you may know, Liberty Corridor is an ambitious plan of interconnected transportation improvements involving bus, rail and roadway projects, as well as better access to airport and seaport terminals, extending across Middlesex and Monmouth counties in central NJ through Essex and Hudson counties to the northeast. I would like to thank Senator Robert Menendez for his hard work on securing funding for this important initiative.

Amtrak's Northeast Corridor tie replacement project is proceeding as planned, with the next phase expected to begin as scheduled on August 3. At this time, work will move from track four to track one, which means customers getting off westbound trains at Hamilton and Princeton Junction stations will now use the regular platforms, while boarding via bridge plates will move to the eastbound side at those stations. New timetables will be available in July that take effect August 3, with schedules adjusted to accommodate boarding changes and tie work. We continue to work with Amtrak to minimize inconvenience.

The new timetables also reflect a handful of changes to off-peak trains on other lines. On the Raritan Valley Line, trains will operate bihourly service on Sunday mornings, with alternative service in the off hours provided by bus that will operate on the current rail schedule from Dunellen into New York. On the North Jersey Coast Line, some off-peak and reverse-peak trains with very low ridership that operate in the early morning and midday hours will be consolidated, with shuttle service offered between Long Branch and Bay Head. On the Morris & Essex Lines, changes include the consolidation of a pair of trains on each of the branch lines in the off-peak.

Finally, today the Board will consider an agreement with Wood-Ridge Development LLC that will share the cost of building a new Bergen County Line train station and customer parking on the former Curtiss-Wright industrial site. Senator Paul Sarlo—a great advocate of transit whose district includes Wood-Ridge, where he is mayor—has worked with NJ TRANSIT and the developer on plans to transform the site into a transit-friendly, mixed-use neighborhood to be served by the new Wesmont Station. The proposal converts an existing "brownfield" into a thriving community, illustrating the Smart Growth principles at the foundation of the State Development and Redevelopment Plan. As a result of this project, NJ TRANSIT will benefit from \$37 million in improvements, including a new station and new infrastructure maintenance facility.

EXECUTIVE DIRECTOR'S MONTHLY REPORT JUNE 2008

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

HIGHLIGHTS

NJ TRANSIT begins rail safety push

NJ TRANSIT is beginning public outreach this month in an effort to grab the attention of motorists and pedestrians regarding railroad safety.

Funded by a federal grant obtained by the NJ TRANSIT Police Department through the state Division of Highway and Traffic Safety, the program improves community policing, education and outreach to transit riders and motorists.

The outreach materials include police hand-outs that reference the dangers of ignoring warning devices at railroad crossings. Banners will be hung at local stations with grade crossings, and customers will receive information on their seats.

In addition to the community outreach, NJ TRANSIT is developing a pilot program on railroad safety to augment driver's education courses taught to high school students in New Jersey. NJ TRANSIT currently is working with six high schools to develop the workshop materials, including a New Jersey-specific PowerPoint presentation and a video supplied by the national rail safety organization, Operation Lifesaver.

The six schools are:

- Burlington City
- Palmyra
- Cinnaminson
- Bordentown
- Dr. Charles E. Brimm Medical Arts (Camden)
- Create Charter School (Jersey City)

NJ TRANSIT has a longstanding youth safety program in which officials visit more than 100 schools each year, making age-appropriate presentations on rail and light rail safety to students in grades K-12. In 2007, about 94,000 students attended a NJ TRANSIT safety presentation. To request a presentation, schools may call the NJ TRANSIT Rail Safety Education Program at 973-491-7953.

NJ TRANSIT set to improve historic Rutherford Station

On May 14, the NJ TRANSIT Board of Directors authorized work that will allow for the exterior restoration of the historic Rutherford Station on the Bergen County Line, kicking off the first phase of a two-phase project.

The Board awarded a \$1.4 million contract to DMR Construction Services Inc., of Waldwick, NJ to restore the original exterior condition of the historic station structure. Listed on the State and National Registers of Historic Places, Rutherford Station was constructed in 1898 and serves approximately 940 customers on a typical weekday.

The project will include design and restoration of masonry; thorough cleaning of brick, sandstone, limestone and bluestone; restoration of the copper-clad window enclosure; and repair and replacement of window sills, doors, exterior columns and soffits.

Construction on the project will begin this summer, with completion expected in 2009. A second phase of the project funded entirely with a \$1.9 million federal earmark will allow for the restoration of the station's interior in accordance with historical guidelines.

Customer communication upgrades approved for Paterson Station

Also on May 14, the NJ TRANSIT Board of Directors approved a contract to install new customer communication systems at Paterson Station in what will be the final phase of an extensive rehabilitation of the historic facility.

Under the contract, the station public address system will be improved and new LED and LCD customer information signs, with the capability to display up-to-the-minute service messages, will be installed at platform and street level for bus and rail customers. In addition, CCTV cameras will be upgraded and a new remote elevator monitoring and control system will be installed to enhance reliability.

The communications upgrades are part of NJ TRANSIT's ongoing commitment to maintain its equipment and facilities in a state of good repair. A \$1.4 million contract was awarded to Daidone Electric Inc. of Newark through a competitive bid process.

Work is expected to begin in July and be completed in early 2009. The same federal grant that paid for the earlier phases of the station rehabilitation is funding the current project.

Paterson Station is one of NJ TRANSIT's 35 key stations that were designated for accessibility improvements. When those improvements were made in the mid 1990s, the existing platform configuration, including a viaduct which dates back to about 1930, was preserved. The station now features a high-level, center island platform that accommodates customers with disabilities.

CUSTOMER AND COMMUNITY INITIATIVES

NJ TRANSIT pilots online suggestion box

NJ TRANSIT launched a pilot program on June 1 intended to produce customer-generated ideas on improving service through an open, online exchange of suggestions.

Customers are not only able to post their own suggestions that are reviewed by NJ TRANSIT management, but they are able to read what other customers are saying and vote on the ideas they like best.

Executive Director Richard Sarles said that some very good customer ideas have already been implemented and NJ TRANSIT wants to hear more. For example, a customer suggested diverting New York-bound buses off of the NJ Turnpike to Secaucus Junction or Newark Penn Station when there is severe congestion at the Lincoln Tunnel, giving bus customers rail service options to complete their trip instead of sitting in traffic. NJ TRANSIT has implemented this practice twice since February and expects to expand where appropriate to other bus services.

Customers can find a link on the NJ TRANSIT homepage at www.njtransit.com that will guide them through the log-in to the "Rider's Platform." At the end of June the pilot program will be evaluated.

NJ TRANSIT is the first public transportation agency to create an integrated, externally hosted customer relationship management system, giving management a powerful tool to track trends, monitor individual customer suggestions and respond in a timely manner.

NJ TRANSIT announces winner of Zipcar road trip sweepstakes

NJ TRANSIT has announced the winner of its Zipcar weekend road trip sweepstakes that includes free accommodations at a luxury bed and breakfast. In April, NJ TRANSIT teamed up with Zipcar—the nation's largest car-sharing company—to kick off a pilot program that adds the flexibility of car-rental service at five NJ TRANSIT locations across the state.

The sweepstakes winner, Stacy Mullen, of Montclair, NJ, will receive complimentary use of a Zipcar from any of the five NJ TRANSIT stations for a weekend getaway from August 1 through August 3, 2008 and free accommodations for two at the Martin Coryell House Bed and Breakfast in Lambertville. She and a guest will enjoy the sights of historic Lambertville and its

upscale shops, galleries and Zagat-rated restaurants, and will have a Zipcar to explore the countryside and its many attractions.

NJ TRANSIT's new partnership with Zipcar extends the reach of the NJ TRANSIT system by enabling customers to use a combination of rail service and rental car to reach their destinations. Using Zipcar, customers are able to access business meetings, run errands or reach leisure destinations that are outside the immediate area of a NJ TRANSIT station.

Customers can get behind the wheel of a Zipcar at:

- Liberty State Park Station (Hudson-Bergen Light Rail)
- Montclair State University Station (Montclair-Boonton Line)
- Metropark Station (Northeast Corridor)
- Princeton Junction Station (Northeast Corridor)
- Morristown Station (Morris & Essex Lines)

Zipcar enables members to reserve a vehicle online or by phone and pick it up at a reserved parking location of the driver's choice. Members are given an access card, called a "Zipcard," which will open the vehicle at the time of the reservation and also serves as the ignition key. Rental includes insurance, a gas card and reimbursements for typical car maintenance needs.

With service in Boston; New York; Washington, D.C.; Minneapolis; Portland, Ore.; Chapel Hill, N.C.; Oakland; San Francisco; Pittsburgh; Toronto; London; Chicago; Ann Arbor, Mich. and Vancouver, Zipcar is the world's largest car-sharing provider.

Safety on the Rails

On Thursday, May 22, NJ TRANSIT Rail Safety Department and the New Jersey Operations Lifesaver Committee presented a rail safety education program to 300 students (K-8) and their teachers from Lincoln School in Lyndhurst onboard a special roundtrip train ride traveling from Kingsland Station to Suffern, NY on the Main Line. Students learned about rail safety and observed warning devices at rail crossings from onboard the train.

Operation Lifesaver is a national program dedicated to reducing accidents, injuries and fatalities by increasing public awareness of railroad safety.

EMPLOYEE RECOGNITION

NJTPD Awards and Promotional Ceremony

In a ceremony on Friday, May 23, the NJ TRANSIT Police Department celebrated promotions and recognized exceptional men and women who received commendations for going above and beyond the call of duty. The day was an extraordinary and history-making day for the police department. For the first time since 1995, the Department has two Deputy Chiefs - Kevin Amberg (Administration) and Joseph D. Kelly III (Operations).

The day also marked for the first time in the history of the police department, the appointment of three Police Chaplains, who will, when requested, provide spiritual services to members of the department and their families, participate in department ceremonies, ride along with officers on duty, visit sick or injured employees and officiate at department funerals. They include: Officer Frank Gregory, Rabbi Yosef Carlebach, and Father Michael Drury.

Special commendations, for going above and beyond the call of duty, went out to the following: Fare Inspector Supervisor Paula Aiello was presented with a Civilian Commendation Award; Officer Daniel Claudy was presented with the Life Saving Award; Officer Daniel Whartnaby, Officer Osvaldo Acevedo, Jersey City Police Officer John Theodoroleas, Detective Michael Bavosa, Officer Dominic Imperiale, Officer Kevin Mooney, and Officer John Hennessy all were presented with the Excellent Police Service Awards.

Graduates from the Essex County Police Academy include: Kenneth Batiuk; Richard Buhowski; Erik Camuto; Daniel Celaya; Luis Goncalves; Pascal Gambardella; William Bowdler; David Osterhoudt; and Brian Rea.

Officers promoted include: Kevin Amberg, Deputy Chief; Joseph Kelly III, Deputy Chief; Edward Iandoli, Captain; Patrick Clark, Captain; Wayne Dawes, Lieutenant; Robert Noble, Lieutenant; Brian Armbruster, Lieutenant; Andrew Crowe, Lieutenant; Anthony Molinaro, Sergeant; Paul Weber, Sergeant; Kevin Mooney, Sergeant; Robert Gatchell, Sergeant; Matthew Coyle, Sergeant; Frank Castellano, Sergeant; Stephano Ottomanelli, Detective; Gerald D'Alessio, Detective; and Michael Bavosa, Detective.

Also sworn in were Fare Inspectors Marcus Edwards and Edward Choate.

Two Citizens Police Academy classes graduated, who are now considered assistants and advocates to the NJTPD family. The academy is an opportunity that is extended to all NJ TRANSIT employees and customers who are interested in attending the 14-week training

program to better understand the law enforcement profession. Graduates for both classes are as follows: Bibi Burke, Hope Commander, Gaeton DiNapoli, Ian Finn, Kenia Higuera, Denise Mahlstadt, Andy Mathisen, Alma Scott-Buzak, Paola Segura, Shakara Thorne, Justin Valente, Elmira Yasin, Thomas Cameron, Crystal Lofton, Charlene Pacheco, Janien Reeves, Cliff Rieder, Nicole Sundermier, Janice Turner, and Kirstie Venord.

NJ TRANSIT employees bid farewell after outstanding careers

Four NJ TRANSIT employees retired in May with careers ranging from 18 to 30 years of service:

1. Robert P. Stanley (Glendora) Newton Avenue Garage Depot Master – 30 years
2. Cornilus B. Moore (Camden) Newton Avenue Garage Bus Operator – 28 years
3. George W. Taylor (Trenton) Hamilton Garage Bus Operator – 26 years
4. Joseph Ruggiero (Nutley) Big Tree Garage Depot Clerk "B" – 18 years

DBE/MBE PROGRAM

NJ TRANSIT – Office of Business Diversity DBE/SBE Participation

Federally Funded Contracts

\$59,427,061 in federal funds were awarded during October through May of FY 08.* Disadvantaged Business Enterprises (DBEs) were awarded \$10,787,024 or 18.2 percent, which includes both race conscious and race neutral awards.

State Funded Contracts

\$133,549,334 in state-funded contract dollars were awarded during July through May FY 08. ** Of that total, Small Business Enterprises (SBEs) received \$29,997,362 or 22.5 percent. Category 1 SBEs received \$767,549 or 0.6 percent. Category 2 SBEs received \$3,044,845 or 2.3 percent. Category 3 SBEs received \$1,653,247 or 1.2 percent. Category 4 SBEs received \$1,061,915 or 0.8 percent. Category 5 SBEs received \$23,449,806 or 17.6 percent ***

Federal & State Contracts Total

\$192,607,887 in federal and state contract dollars were awarded by NJ TRANSIT during this reporting period. Of that total, \$40,784,386 or 21.2 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, 2007

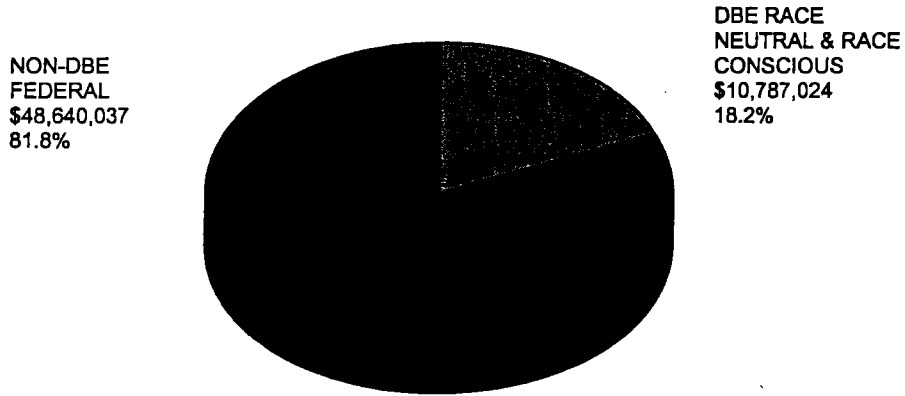
**Fiscal year beginning July 1, 2007

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

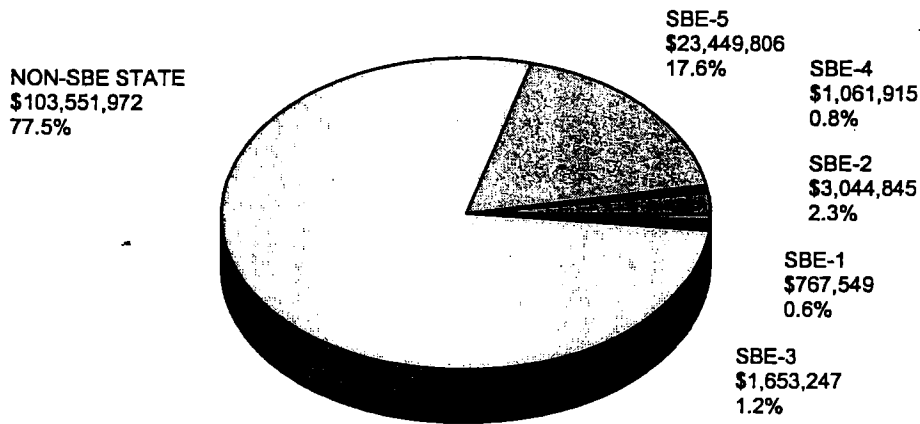
****This YTD figure reflects federal dollars expended on an annual basis; including change orders, for the period from December, 1996 through April 2005.

(Contract No. PBE08-610 for a Material and Technical Support Agreement in the amount of \$71,500,000 was not added into overall federal total because it is a procurement by exception project).

**DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD (THROUGH MAY 08)***



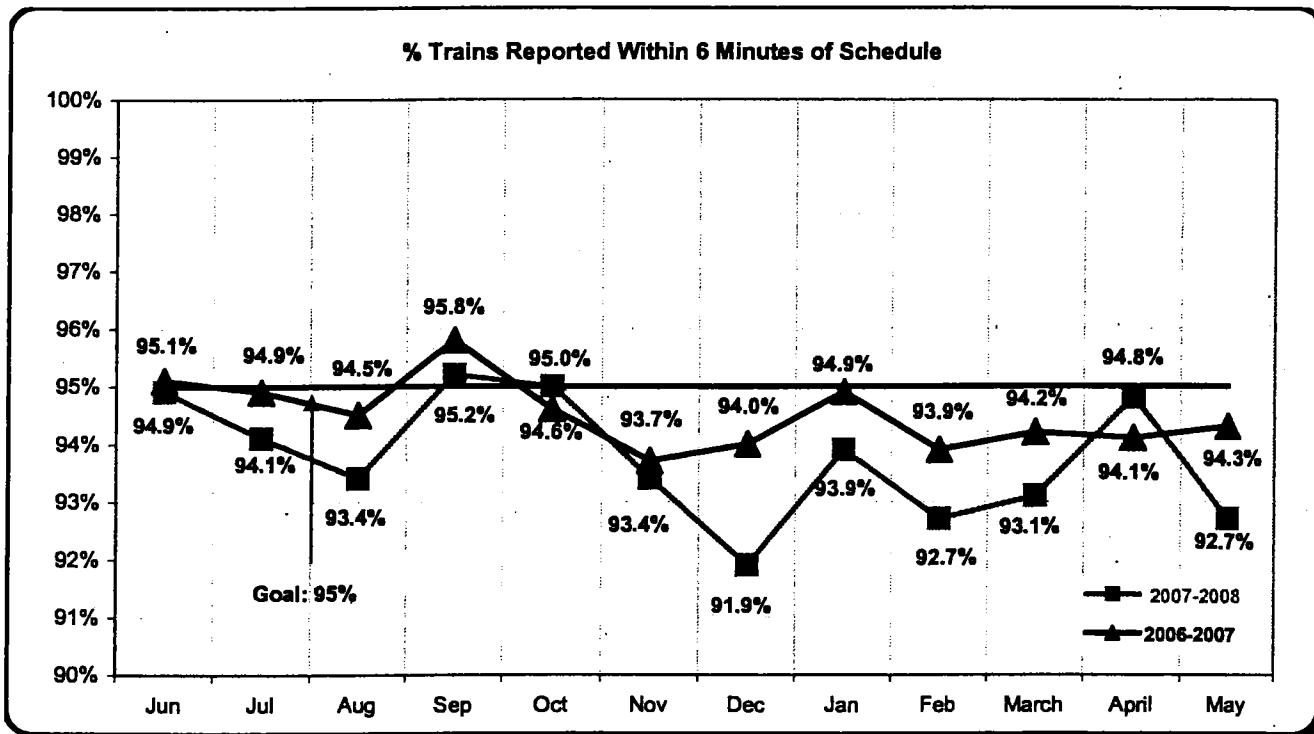
**SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD (THROUGH MAY 08)****



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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL JUNE 2006 - MAY 2008



	2007	2008	# Change
May Comparison	94.3%	92.7%	-1.6%
12-Month Average June-May	94.5%	93.8%	-0.7%

Analysis:

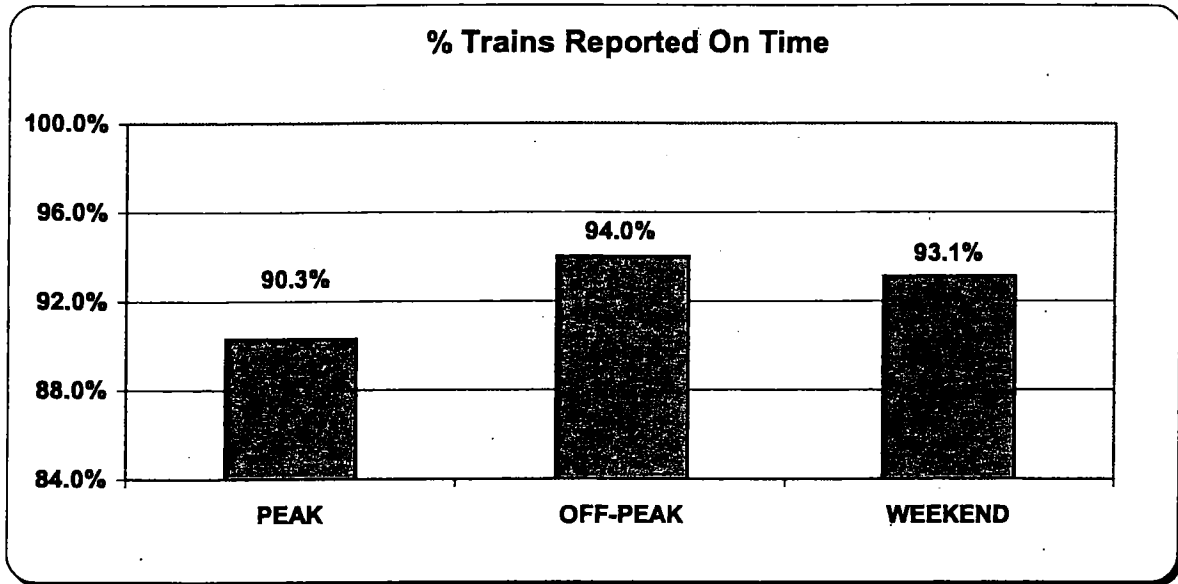
Rail On-Time Performance for May 2008 was 92.7%. Of the 19,791 trains that were scheduled to operate, 18,354 were on time, while 1,437 trains (or 7.3%) were delayed. Key causes of delay included:

- Ongoing speed restrictions due to Amtrak concrete ties showing premature wear.
- Amtrak equipment blocking the tunnel leading to Penn Station New York on May 19th.
- An Amtrak signal failure in the tunnel leading to Penn Station New York on May 27th.
- Damage to a NJ TRANSIT train's pantograph (the device that gathers power from the overhead wires) on May 28th.
- A NJ TRANSIT train that became disabled in the tunnel leading to Penn Station New York on May 30th.

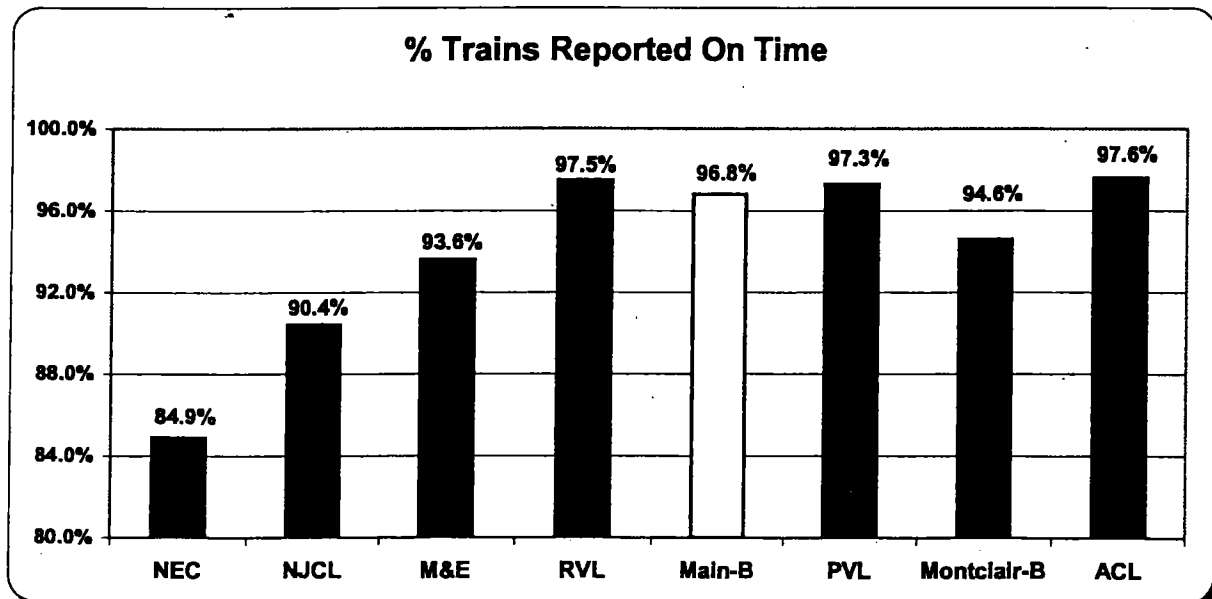
The 12-month average for Rail On-Time Performance for June 2007-May 2008 was 93.8%.

ON-TIME PERFORMANCE RAIL

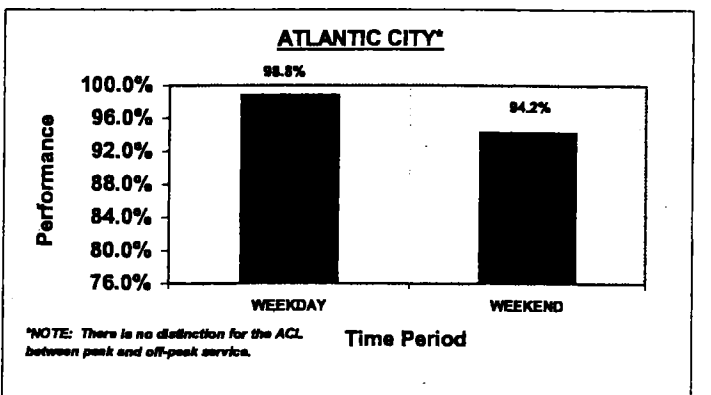
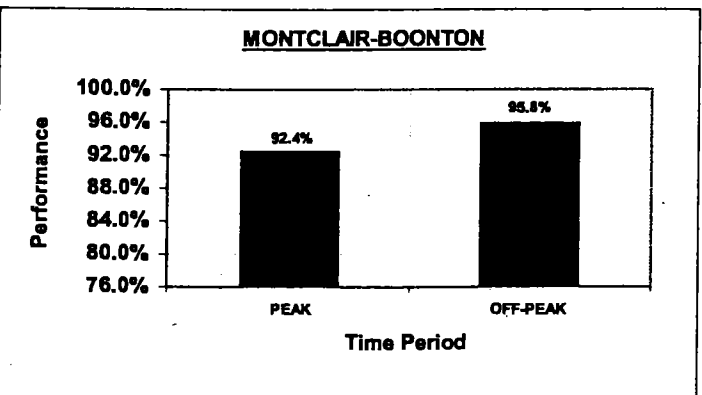
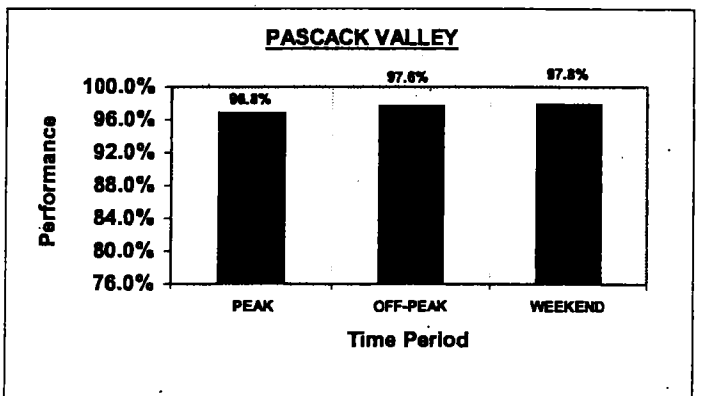
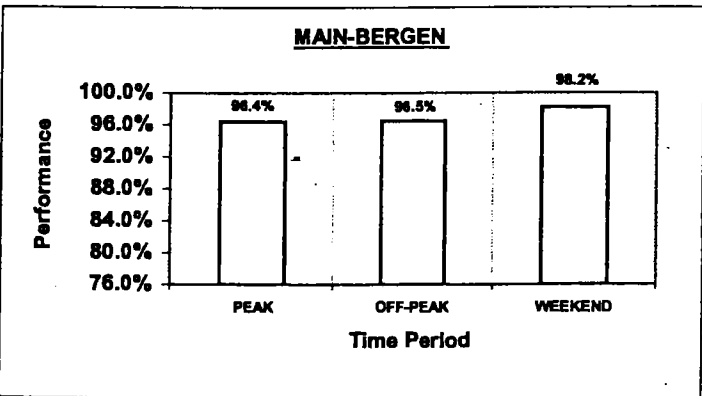
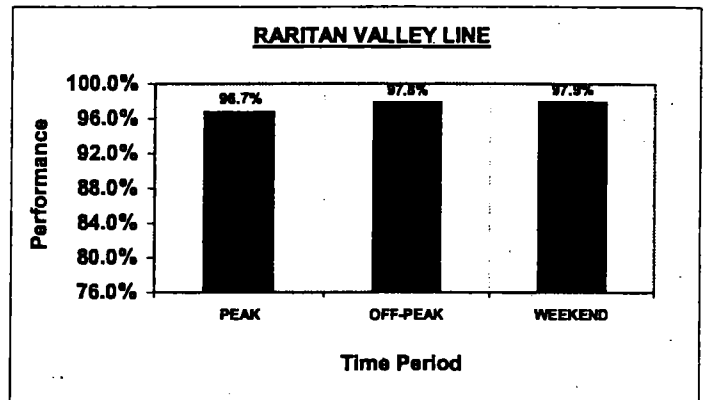
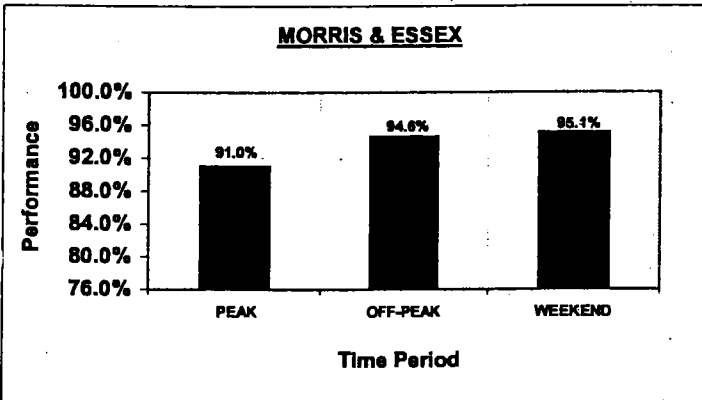
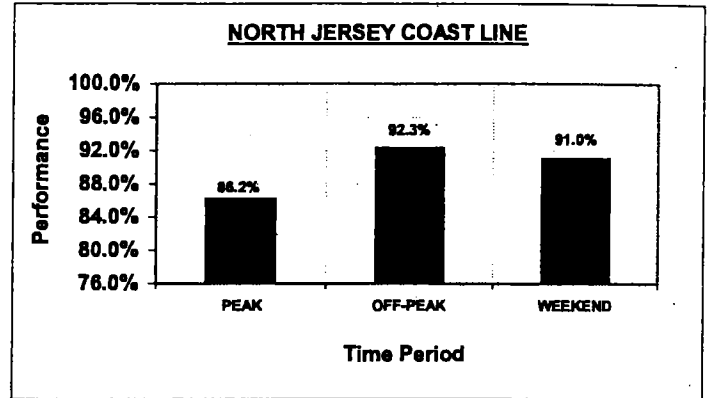
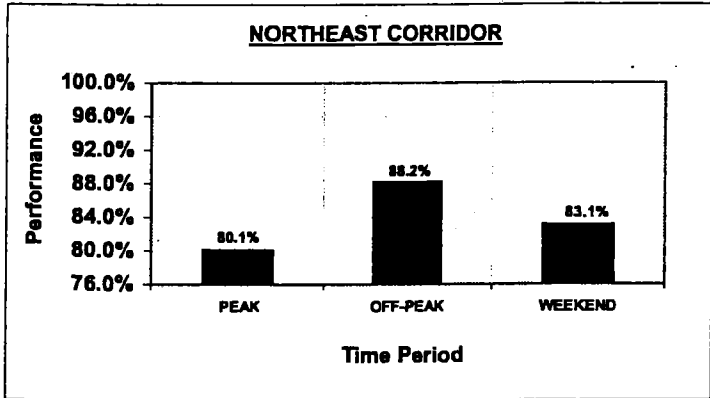
SUMMARY BY TIME PERIOD MAY 2008



SUMMARY BY LINE MAY 2008



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD May 2008



**NJ TRANSIT
ON-TIME PERFORMANCE
BUS
JUNE 2006 - MAY 2008**

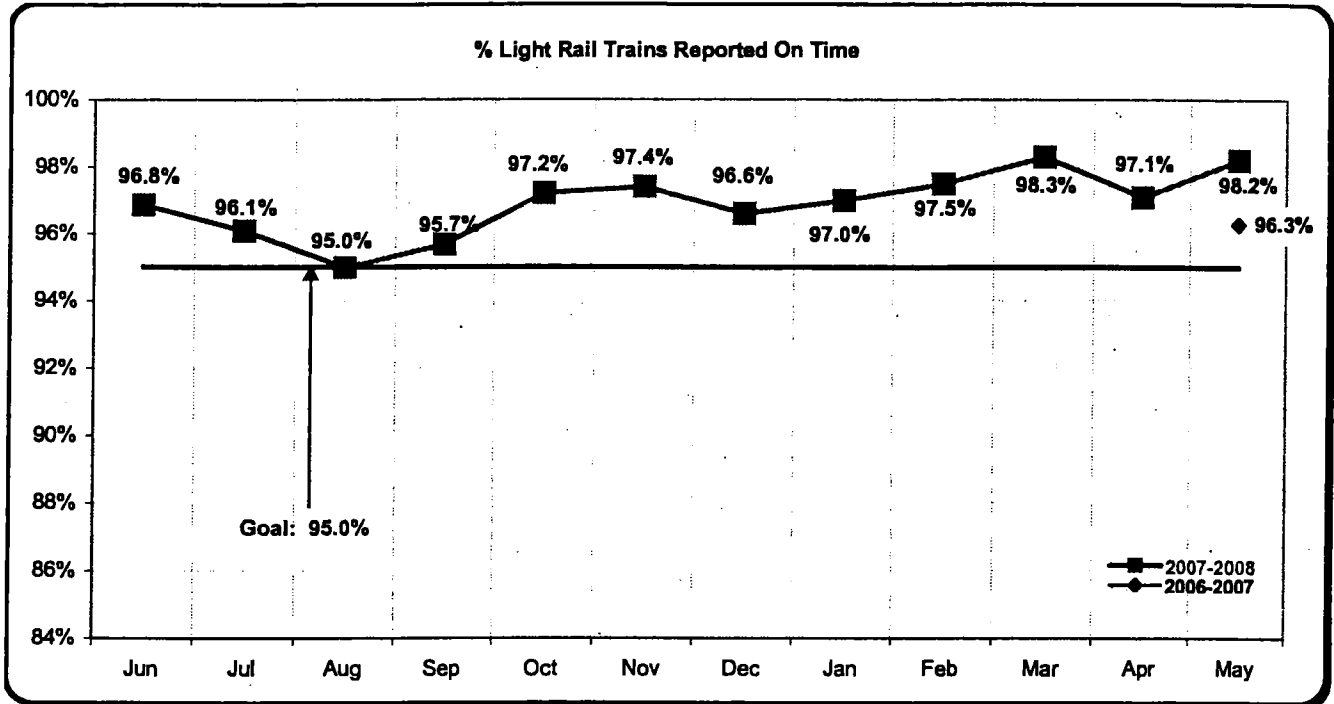
May 2007 On-Time Performance for Bus will be presented in July.

NJ TRANSIT

ON-TIME PERFORMANCE

LIGHT RAIL - SYSTEMWIDE

JUNE 2007-MAY 2008



	2007	2008	# Change
May Comparison	96.3%	98.2%	1.9%

	2006-2007	2007-2008	# Change
12-Month Average	N/A	96.9%	N/A

Analysis:

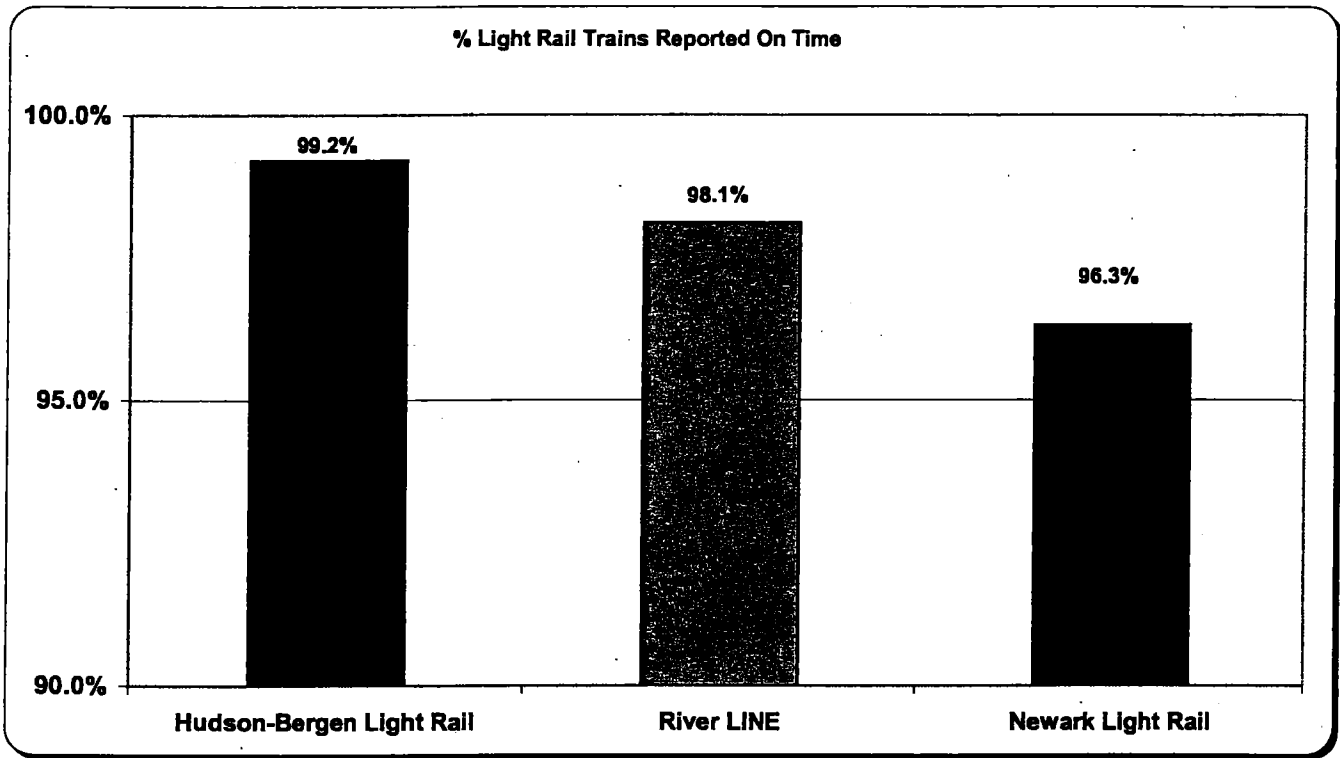
Light Rail On Time Performance systemwide was 98.2% for the month of May 2008. Of the 29,386 scheduled trains, 518 (or 1.8%) experienced delays. Causes of delay during the month included:

- Police activity near the Hudson-Bergen Light Rail on May 7th.
- A power problem on the Newark Light Rail on May 13th.
- Heavy traffic resulting from a concert in Camden on the River LINE on May 17th.

The 12-month average for Light Rail On-Time Performance for June 2007-May 2008 was 96.9%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE MAY 2008



ACTION ITEMS

ITEM 0806-36: AGREEMENT FOR NEW BERGEN COUNTY LINE STATION AT WOOD-RIDGE AND RELOCATED MAINTENANCE FACILITY

BENEFITS

The principles of smart growth and transit-oriented development call for returning inactive industrial properties, known as brownfields, to productive economic use with compact, mixed-use development. NJ TRANSIT has actively supported and encouraged this by sponsoring planning studies for redevelopment around transit facilities and targeting associated capital investments.

The Curtiss-Wright industrial site in Wood-Ridge, New Jersey, on which NJ TRANSIT operates a five-acre rail maintenance facility, offers an opportunity to transform an underutilized 78-acre industrial property into a pedestrian-friendly neighborhood with convenient access to NJ TRANSIT rail service. To that end, NJ TRANSIT, the Borough of Wood-Ridge, and the municipally-designated master developer, Wood-Ridge Development LLC of Lakewood, New Jersey, have worked together to develop a plan that will provide a new, fully-accessible rail station and parking facility on NJ TRANSIT's Bergen County Line from which to serve a new Transit-Oriented Development mixed use community. The new train station is expected to generate 800 daily trips by the year 2015.

The plan further provides the opportunity for NJ TRANSIT to benefit from the developer constructing a replacement rail maintenance facility on an NJ TRANSIT-owned site in Clifton, New Jersey, to which NJ TRANSIT forces would relocate, leaving the existing site free for mixed-use redevelopment by the developer.

PURPOSE

This authorization will allow NJ TRANSIT and Wood-Ridge Development LLC to enter into an agreement that defines the terms, including cost-sharing, by which Wood-Ridge Development LLC will design and build a new train station and parking facility on the Bergen County Line and a new rail maintenance facility adjacent to the Main Line in Clifton, New Jersey. Upon NJ TRANSIT's acceptance of, and relocation of operations to the new maintenance facility, NJ TRANSIT will transfer title for the current maintenance facility property at One Passaic Street, Wood-Ridge, New Jersey to the developer.

ACTION (Justification: Customer Service)

Staff seeks authorization to enter into an agreement with Wood-Ridge Development LLC of Lakewood, New Jersey, that provides for Wood-Ridge Development LLC to design, permit, construct and provide construction management and construction assistance services for a new rail maintenance facility on the Main Line in Clifton, and a new station and associated parking on the Bergen County Line in the Borough of Wood-Ridge. The agreement obligates NJ TRANSIT to pay Wood-Ridge Development LLC for certain elements of the station project at a cost not to exceed \$10,350,000 and to transfer title to

Wood-Ridge Development LLC for the current maintenance facility property at One Passaic Street, Wood-Ridge, New Jersey, also known as Block 320, Lots 1.01, 1.04, 2 and 3 on the tax map of the Borough of Wood-Ridge, and valued at \$6,500,000.

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

FISCAL IMPACTS

Requested Authorization: Authorization to enter into an agreement with Wood-Ridge Development LLC, of Lakewood, NJ

Total Project Cost: \$ 37,500,000 (New Station and MOW Facility)

Projected Date of Completion: June 2010 (station only)

Anticipated Source of Funds: Developer contribution
Transportation Trust Fund
Federal Transit Administration earmark

Diversity Goals: 20% DBE

Related/Future Authorizations: None

Impacts on Subsequent Operating Budgets:	Annual station maintenance	(\$ 150,000)
	Annual farebox revenue	<u>\$ 600,000</u>
	Annual operating budget impact	\$ 450,000

RESOLUTION

WHEREAS, the Borough of Wood-Ridge has approved plans for redevelopment of the former Curtiss-Wright industrial plant which includes a proposed train station and parking facility on NJ TRANSIT's Bergen County Line; and

WHEREAS, NJ TRANSIT currently operates a maintenance facility on portions of this property; and

WHEREAS, under certain circumstances, NJ TRANSIT and the developer agree to relocate the maintenance facility to an alternate site; and

WHEREAS, upon relocation of the maintenance facility to another site, NJ TRANSIT will transfer the title of the property in Wood-Ridge to the developer; and

WHEREAS, the parties have agreed to business terms by which to design and construct the proposed station and parking and the maintenance facility;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into an agreement with Wood-Ridge Development LLC of Lakewood, New Jersey, that provides for Wood-Ridge Development LLC to design, permit, construct and provide construction management and construction assistance services for a new rail maintenance facility on the Main Line in Clifton, and a new station and associated parking on the Bergen County Line in the Borough of Wood-Ridge; the agreement obligates NJ TRANSIT to pay Wood-Ridge Development LLC for certain elements of the station project at a cost not to exceed \$10,350,000 and to transfer title to Wood-Ridge Development LLC of the current maintenance facility property at One Passaic Street, Wood-Ridge, New Jersey, also known as Block 320, Lots 1.01, 1.04, 2 and 3 on the tax map of the Borough of Wood-Ridge, and valued at \$6,500,000.

ITEM 0806-37: SOLE/SINGLE SOURCE VENDORS PURCHASE OF REPLACEMENT PARTS AND SERVICES (BUS, RAIL, LIGHT RAIL AND HEADQUARTERS)

BENEFITS

Materials and services which are available from only one source of supply are exempt from competitive procurement under N.J.A.C. 16:72-1.5(d) and for the most part the vendors have proprietary control over the manufacture of parts and components needed for NJ TRANSIT equipment.

The need for NJ TRANSIT to exercise sole and single source authority relates to non-general areas of procurement. Specific areas include, but are not limited to, the following:

Replacement Parts from Original Equipment Manufacturers (OEMs)

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

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

Sole Supplier Services

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

Rail Rolling Stock Brake Shoes

NJ TRANSIT operates approximately 1,111 passenger rail cars and locomotives daily. Brake shoes are replaced on all in-service equipment approximately every 20 days depending on service demands and equipment cycling. The brake shoes are specialized equipment and are available from one source of supply. Based upon past experience and test results, these products alone have met the required acceptable stop distances, wheel heat generation and acceptable shoe and wheel wear.

Additional Bus, Rail and Light Rail Requirements

Over the past years, the Board has authorized sole/single approved source contracts for various materials and services. In each of the previous authorizations, the funding was predicated upon the anticipated volume of sole source purchases. Staff has developed, where feasible, specifications for several of the major components requiring heavy duty electrical repairs and other items such as passenger car brake pads, non-revenue vehicle repair services, train servicing, traction motor and gear unit repairs, etc.

A list of the sole/single source vendors is set forth in Exhibit A. The list is not inclusive but represents the best compilation of suppliers known to be in this category. Exhibit A may be revised by additions or deletions as needs change such as the delivery of new or rehabilitated equipment, extension of existing projects or services, warranty requirements, etc. Any new firms added to Exhibit A in Fiscal Year 2009 will be limited to a total of \$250,000 per vendor. For amounts in excess of \$250,000, additional Board authorization shall be requested.

PURPOSE

The operation and maintenance of NJ TRANSIT Bus, Rail and Headquarters requires the purchase of maintenance spares, services, modifications, upgrades and other programs, which can only be obtained from approved sole and single sources.

As such, it has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37.

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

Staff requests authorization to enter into sole or single source procurement-by-exception contracts for the purchase of materials and services from approved sole/single source vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail and Headquarters operations at a total cost not to exceed \$18,000,000 for the period July 1, 2008 to June 30, 2009.

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

FISCAL IMPACTS

Requested Authorization:	\$18,000,000
Total Project Cost:	\$18,000,000
Projected Date of Completion:	June 30, 2009

Anticipated Source of Funds:

Fiscal Year 2009 Operating Budget
Capital Budgets

Diversity Goals:

N/A

Related/Future Authorizations:

N/A

RESOLUTION

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

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

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

WHEREAS, it has been determined that the vendors utilized under this authorization are certified to be the sole/single sources for the purchase of materials and services in accordance with NJ TRANSIT Procurement Regulations N.J.A.C. 16:72-1.6 and Executive Order No. 37.,

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into sole/single source, procurement-by-exception, contracts for the purchase of materials and services from approved sole/single source vendors set forth in Exhibit A (subject to adjustments), to support Bus, Rail, Light Rail and Headquarters operations at a total cost not to exceed \$18,000,000 for the period July 1, 2008 to June 30, 2009, subject to the availability of funds.

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FISCAL YEAR 2009

PAGE 1 OF 4

VENDOR NAME	CITY	ST	NJ	SBE/DBE
ABB c/o Burgoyne Sales	Edison	NJ	X	
ABB Control Inc.	Wichita Falls	TX		
ABB Power T&D	St Louis	MO		
ABC-NACO	Lombard	IL		
ABM-American Building Maint	New York	NY		
AFA Protective Systems	No Brunswick	NJ	X	
Alstom Signaling (GRS)	Rochester	NY		
Alstom Transportation	Hornell	NY		
Anchor Brake Shoe Co	Park Ridge	IL		
Anixter Inc	Cranbury	NJ	X	
Atlantic Detroit Diesel	Lodi	NJ	X	
Axiom Technologies	La Pocatiere	CN		
B & R Manufacturing Inc	Elkhart	IN		
Bergen Auto Upholstery	So Hackensack	NJ	X	SBE
Bombardier Transportation	Ontario, Canada			
Camfil Farr Inc	Laval, Quebec	CN		
Carbone of America	Boonton	NJ	X	
Clever Devices	Syosset	NY		
CMI-Promex	Fredericktown	NJ	X	SBE
Columbus Steel Castings	Columbus	OH		
Cubic Transp Systems	New York	NY		
Cummins Metropower	Newark	NJ	X	MBE
Dialight Corp.	Farmingdale	NJ	X	
EB Rebosio S.R.L.	Greensburg	PA		
Faiveley Rail	Exton	PA		
Flender Corporation	Elgin	IL		
Foley - Caterpillar	Piscataway	NJ	X	
GE Transportation Parts	Latham	NY		
General Electric Energy	Philadelphia	PA		
Graham White Sales Corp.	Salem	VA		
Groupe Tekdata	Quebec, Canada			
Hanover Company	Broken Arrow	OK		
HARSCO Track Technologies	W.Columbia	SC		
Hegenscheidt Corp.	Sterling Heights	MI		
Hi Tran Corporation	Flemington	NJ	X	
HiRail Corporation	Lisbon	IA		

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FISCAL YEAR 2009

PAGE 2 OF 4

Honeywell, Inc	Marlton	NJ	X	
Hudson Machine Works	Brewster	NY		SBE
I/O Controls Corp	Plano	TX		SBE
Industrial Controls	Wanamassa	NJ	X	
Ingersoll-Rand Air Center	Edison	NJ	X	
J Harold Kelly Assoc	Marietta	GA		
Jala Equipment Co	Ft Lauderdale	FL		
Jamaica Bearings	New Hyde Park	NY		SBE
Jasper Engines & Trans	Jasper	IN		
JMA Rail Products	Carol Stream	IL		
Johnson & Towers	Mt Laurel	NJ	X	
Johnson Controls Inc	Union	NJ	X	
Kim Hotstart Mfg. Co.	Spokane	WA		
Knorr Brake Corp/NYAB	Westminster	MD		
Kupltec Corp	Branford	CT		SBE
Laird Plastics	Brooklyn	NY		SBE
Lapp Insulator	Syracuse	NY		
Liebert Global	Westerville	OH		
Lift-U-Inc.	Escalon	CA		
Lincoln Service & Equipment	Durham	CT		
Loram Maintenance of Way	Hamel	MN		
Luminator/Gulton Inc	Plano	TX		
Magic Ram Inc	Los Angeles	CA		
Matrix Railway Corp.	West Babylon	NY		SBE
MCI Service Parts	Schaumburg	IL		
Microphor Inc	Willits	CA		SBE
Moore Wallace NA	Edison	NJ	X	
Motion Industries	Elizabeth	NJ	X	
Muncie Reclamation Supply	Muncie	IN		
National Railway Supply	Savannah	GA		
NCR	Essex Fells	NJ	X	
Neopart	Honeybrook	PA		
North American Fabrics	Wyomissing	PA		
Online Ink Ltd.	Washington Twp	NJ	X	
Orgo-Thermit Inc	Lakehurst	NJ	X	
PACS Industries Inc	Great Neck	NY		
Pandrol USA	Bridgeport	NJ	X	
Plasser American	Chesapeake	VA		SBE
Precision Transmission	Colmar	PA		SBE

EXHIBIT A

SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FISCAL YEAR 2009

PAGE 3 OF 4

Prevost-Novabus Parts	Elgin	IL		
Quantum Engineering Inc	Orange Park	FL		
Rail Systems Inc	Houna	LA		
Railroad Friction Prod	Laurinburg	NC		
Rails Company	Maplewood	NJ	X	
Railway Equipment Co	Delanoo	MN		SBE
Recaro North America	Auburn Hills	MI		
Reinhausen Manufacturing	Humboldt	TN		
Robinette, Inc.	Medina	OH		
Ross Equipment	Elizabeth	NJ	X	
S.A.R. Automotive Equip	Collingswood	NJ	X	
Safetran Systems	Louisville	KY		SBE
SAFT Nife Inc	Cockeysville	MD		
Schunk Graphite Technology	Menimonee Falls	WI		
Simmons Machine Tool Corp.	Albany	NY		
Simplex Grinnell	Rockaway	NJ		
Smith Systems Inc	Brevard	NC		
Snyder Equipment Company	Nixa	MO		
Solari Corporation	New York	NY		
Sperry Rail Service	Danbury	CT		
Stavola Construction Materials	Bound Brook	NJ	X	
Sternberg Vintage Lighting	Niles	IL		SBE
Technologies LBBA	Quebec	CA		
Tennant Sales & Service Co.	Minneapolis	MN		
Thermo King East Inc	Carlstadt	NJ	X	
ThyssenKrupp Elevator	Cranford	NJ	X	
Transmark	Boulder	CO		
Transmatic Inc	Wilmington	NC		
Transtech of SC	Piedmont	SC		
Transtechnik Corp USA	Mahwah	NJ	X	
TTA Systems, LLC	Bath	NY		
Turtle & Hughes	Bridgewater	NJ	X	
TVSS Inc	Binghamton	NY		SBE
Union Switch & Signal	Batesburg	SC		
United Knitting Machine	Kulpsville	PA		SBE
USSC Group	King of Prussia	PA		
Utilcom Inc	Eatontown	NJ	X	
Vapor Rail (CANADA)	Quebec, Canada			MBE
Veeder Root Co	Simsbury	CT		

EXHIBIT A

**SOLE SOURCE/SINGLE SOURCE VENDORS NJ TRANSIT
FISCAL YEAR 2009**

PAGE 4 OF 4

Vericom Computers	Minnetonka	MN	
WABTEC Global Services	Columbia	SC	
WABTEC Locomotive Products	Wilmerding	PA	
WABTEC Passenger Transit	Spartanburg	SC	
WABTEC Railway Electronics	Germantown	MD	
Wayfarer Transit Systems	Elizabeth	NJ	X
Westcode Inc	West Chester	PA	
Western Cullen Hayes	Chicago	IL	
Whiting Corp.	Monee	IL	
ZF Industries	Vernon Hills	IL	

ITEM 0806-38: RARITAN VALLEY LINE, REPLACEMENT OF RAILROAD BRIDGE OVER AMBROSE BROOK, MIDDLESEX COUNTY, NEW JERSEY

BENEFITS

NJ TRANSIT owns and maintains the railroad bridge over Ambrose Brook on the Raritan Valley Line. Each weekday a total of 62 passenger trains utilize the bridge, which is located in Middlesex Borough between Bound Brook and Dunellen stations.

PURPOSE

Ambrose Brook Railroad Bridge, carrying two tracks, is a six-span stone arch bridge with concrete arch extensions and wingwalls on the north and south sides. The bridge is approximately 130-feet long and 63-feet wide. The original stone arch bridge was constructed circa 1855 and concrete additions and wingwalls were constructed circa 1908 and 1911. The bridge has experienced significant deterioration over the years and staff has determined that it would be more prudent to replace rather than rehabilitate this structure to meet state-of-good-repair initiatives.

This contract is to remove the existing deteriorated bridge, replace it in accordance with State Historic Preservation Office (SHPO) recommendations with the new historically similar four-arch bridge and foundation, inclusive of piers, abutments, wingwalls, waterproofing, ballast and ballast mat.

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

Staff seeks authorization to contract with Rencor, Inc. of Somerville, New Jersey to perform the replacement of the railroad bridge over Ambrose Brook on NJ TRANSIT's Raritan Valley Line, in Borough of Middlesex, Middlesex County at a cost not to exceed \$4,464,275, plus five percent for contingencies.

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

FISCAL IMPACT

Requested Contract Authorization:	\$4,464,275 + 5% contingency
Total Project Cost:	\$9,000,000
Anticipated Contract Start:	August 2008
Projected Date of Completion:	August 2010

Anticipated Source of Funds:

State

Diversity Goal:

25%

Related/Future Authorizations:

No

RESOLUTION

WHEREAS, NJ TRANSIT owns and maintains the railroad bridge on its Raritan Valley Line over Ambrose Brook in the Borough of Middlesex, Middlesex County; and

WHEREAS, Ambrose Brook Railroad Bridge is a six-span stone arch stone arch bridge with concrete arch extensions, carrying two tracks; and

WHEREAS, the bridge has experienced significant deterioration over the years and is in need of replacement; and

WHEREAS, upon completion of a competitive procurement process, it was determined that Rencor, Inc. of Somerville, New Jersey was the lowest responsive, responsible bidder;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to contract with Rencor, Inc. of Somerville, New Jersey to perform the replacement of NJ TRANSIT's Railroad Bridge over Ambrose Brook at a cost not to exceed \$4,464,275, plus five percent for contingencies.

ITEM 0806-39: ACCESS LINK VEHICLE PURCHASE PROCUREMENT-BY-EXCEPTION

BENEFITS

Procurement-by-exception authorization is requested to purchase 60 minibuses for the Access Link fleet. The purchase of these minibuses is consistent with the Access Link fleet plan and will enable NJ TRANSIT to remain in compliance with its federal obligation to provide the Americans with Disabilities Act (ADA) paratransit service to residents and visitors.

Procurement-by-exception approval allows NJ TRANSIT to continue to deliver quality service for our customers while reducing maintenance costs incurred by maintaining aging equipment to NJ TRANSIT standards through purchasing replacement and expansion vehicles for Access Link service.

PURPOSE

The Americans with Disabilities Act 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 local bus service because of their disabilities or a combination of environmental barriers and their disabilities 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 3,000 trips per day in the 18-county service area.

Access Link has a critical vehicle need to replace 60 minibuses during 2009 to address the replacement of vehicles that have, or will have, driven more than 300,000 miles and to assist in meeting the increased demands due to double-digit ridership growth in the past several years.

To meet the immediate vehicle replacement demands in 2009 and to take advantage of available vehicle pricing prior to an imminent 11 percent increase, authorization is requested to fund the purchase of 60 minibuses that will enable NJ TRANSIT to avoid spending an estimated \$1 million in Fiscal Year 2009 for extraordinary repairs on the vehicles with the highest mileage.

Staff has identified that Shepard Brothers, Inc. of Canandaigua, New York, can supply 60 Ford diesel minibuses per a publicly advertised and competitively bid New York State contract to meet this immediate vehicle replacement need in 2009, at an approximate cost of \$3,670,000. This procurement-by-exception vehicle purchase will enable NJ TRANSIT to purchase revenue minibuses for contractors so that they may continue providing paratransit service for customers.

ACTION (Justification: Mandate)

Staff seeks authorization to enter into a procurement-by-exception contract with Shepard Brothers, Inc. of Canandaigua, New York for the purchase of 60 Ford diesel replacement minibuses per New York State contract. This is a one-year contract in amount not to exceed \$3,670,000 plus five percent for contingencies.

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

FISCAL IMPACTS

Requested Authorization:	Not to exceed \$3,670,000 + 5% contingency
Total Project Cost:	Not to exceed \$3,670,000 + 5% contingency
Projected Date of Completion:	November 2008
Anticipated Source of Funds:	Fiscal Year 2009 Capital Budget
Diversity Goal:	5%
Related/Future Authorizations:	Purchase of vehicles anticipated later in Fiscal Year 2009.

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, NJ TRANSIT must comply with all applicable provisions of ADA; and

WHEREAS, Access Link must purchase new vehicles to replace vehicles which have reached their useful life, 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, the State of New York has a contract with Shepard Brothers, Inc. of Canandaigua, New York that was publicly advertised and competitively procured;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is authorized to enter into a procurement-by-exception contract with Shepard Brothers, Inc. of Canandaigua, New York, for the purchase of 60 Ford diesel replacement minibuses, per New York State Contract. This is a one-year contract in an amount not to exceed \$3,670,000 plus five percent for contingencies.

CONSENT CALENDAR

ITEM 0806-40: ROUTE 9 CORRIDOR COORDINATED SERVICE AGREEMENT

BENEFITS

NJ TRANSIT and the riding public have benefited from the coordination of service operated by NJ TRANSIT and private motorbus carriers on the Route 9 Corridor for the past 16 years. The Coordinated Service Agreements with Suburban Trails through December 2002 and with Academy Lines, LLC thereafter have enabled NJ TRANSIT to control the fares and service schedules, have provided riders with frequent dependable service along the Route 9 Corridor and into midtown Manhattan, and have enabled riders to ride either carrier's buses with NJ TRANSIT's tickets or passes. The current Coordinated Service Agreement with Academy Lines, LLC, will expire on June 27, 2008 and Academy Lines, LLC has requested that NJ TRANSIT extend the agreement. NJ TRANSIT staff has determined that the continuation of coordinated service on the Route 9 Corridor is in the best interest of NJ TRANSIT and the riding public.

PURPOSE

Authorization will continue the coordination of interstate bus service along the Route 9 Corridor and into midtown Manhattan between NJ TRANSIT and Academy Lines, LLC. The NJ TRANSIT Board of Directors authorized the existing Route 9 Corridor Coordinated Service Agreement with Academy Lines, LLC in December 2002. This agreement and the prior agreement with Suburban Trails have served to eliminate the destructive head-to-head competition between carriers on Route 9 that previously existed, improved the operating performance of the carriers, and resulted in improved service to the riding public. The continuation of a coordinated service agreement will ensure that the commuter market continues to be served effectively and efficiently.

The Surface Transportation Board of the United States Department of Transportation approved the current agreement with Academy Lines, LLC on June 9, 2003. This agreement contains more favorable terms than the prior agreement with Suburban, including a covenant not to compete for a period of 20 years following the term of the agreement and an increase in the number of peak period trips operated by NJ TRANSIT. The requested extension of the agreement provides for a further increase in NJ TRANSIT-operated trips.

ACTION (Justification: Business Efficiencies)

Staff seeks authorization to take all actions necessary and consistent with this Board action to extend the agreement with Academy Lines, LLC to provide for the continuation of coordinated bus service on the Route 9 Corridor for a term of five years, and renewable for two five-year option periods, on such terms and conditions deemed appropriate.

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

FISCAL IMPACTS

Requested Authorization:	Authorization to extend the coordinated service agreement with Academy Lines, LLC.
Total Project Cost:	None
Projected Date of Completion:	June 30, 2013, excluding option periods
Anticipated Source of Funds:	N/A
Diversity Goal:	N/A
Related/Future Authorizations:	N/A
Impacts on Subsequent Operating Budgets:	N/A

RESOLUTION

WHEREAS, NJ TRANSIT and the riding public have benefited from the coordination of interstate bus service along the Route 9 Corridor and into midtown Manhattan for the past 16 years; and

WHEREAS, the competition that existed between carriers on the Route 9 Corridor prior to the existence of a coordinated service agreement between carriers was inefficient and contrary to NJ TRANSIT's statutory mandate to provide a coherent and coordinated public transportation system; and

WHEREAS, the existing Coordinated Service Agreement with Academy Lines, LLC was approved in December 2002 and Academy Lines, LLC has provided satisfactory service during the term of the agreement; and

WHEREAS, NJ TRANSIT staff have determined that the continuation of coordinated service on the Route 9 Corridor is in the best interest of NJ TRANSIT and the riding public;

NOW, THEREFORE, BE IT RESOLVED that the Chairman or Executive Director is hereby authorized to take all actions necessary and consistent with this Board action to extend the agreement with Academy Lines, LLC to provide for the continuation of coordinated bus service on the Route 9 Corridor for a term of five years, and renewable for two five-year option periods, on such terms and conditions deemed appropriate.

ITEM 0806-41: ANNUAL NOTICE OF MEETINGS

BENEFITS

The By-Laws, as amended, for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc. and NJ TRANSIT Mercer, Inc. state that the regular meetings of the Board of Directors be held on the second Wednesday of each month. A list of the meetings schedule is approved at the June meeting each year. The Annual Notice of Meetings is then transmitted to newspapers, filed with the Secretary of State, posted at NJ TRANSIT headquarters and mailed to any person who requests it.

Unless otherwise noted in the annual notice (Exhibit A), or as otherwise modified by the Board during the year in accordance with the Open Public Meetings Law, meetings will be held on the second Wednesday of each month at NJ TRANSIT headquarters in Newark, New Jersey, with the exception of at least two of the meetings during Fiscal Year 2009 that may be held at different locations within the State.

PURPOSE

The Open Public Meetings Law, P.L. 1975, c.231 requires that the public be given adequate notice of meetings of public bodies. Section 13 specifically provides that at least once each year, within seven days following the annual organization or reorganization meeting, a public body must provide adequate notice of the schedule of regular meetings to be held during the succeeding year. The schedule must contain the location, to the extent known, the time and the date of each meeting.

ACTION

Adopt the Annual Notice of Meetings (Exhibit A) for all of the Board of Directors meetings during Fiscal Year 2009.

FISCAL IMPACTS

Requested Authorization:	Adopt Annual Notice of Meetings
Anticipated Source of Funds:	N/A
Projected Date of Completion:	June 30, 2009
Diversity Goal:	N/A

RESOLUTION

WHEREAS, pursuant to the Open Public Meetings Law, P.L. 1975, c.231, an annual notice of regular meetings of the Board of Directors must be disseminated; and

WHEREAS, the Annual Notice of Meetings must be prominently posted in one public place reserved for announcements of this type, transmitted to newspapers, filed with the Secretary of State, and mailed to any person who requests it; and

WHEREAS, the By-Laws, as amended, for the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., and NJ TRANSIT Mercer, Inc. provide that regular meetings shall be held on the second Wednesday of each month except as otherwise noted in the Annual Notice of Meetings; and

WHEREAS, the June meeting serves as the annual meeting;

NOW, THEREFORE, BE IT RESOLVED that the Annual Notice of Meetings, Exhibit A, is adopted; and

BE IT FURTHER RESOLVED that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Law, P.L. 1975, c.231.

EXHIBIT A

ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2009

**NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.**

In accordance with the "Open Public Meetings Law," P.L. 1975, c.231, the above organizations will hold regular meetings, open to the public, at 9:00 a.m. on the second Wednesday of each month for the period July 1, 2008 through June 30, 2009, except as noted below.

The June meeting will serve as the annual meeting.

Unless otherwise indicated, meetings will be held at NJ TRANSIT's corporate headquarters in Newark, New Jersey. The meetings will convene at 9:00 a.m. in the Board Room at NJ TRANSIT's Headquarters, One Penn Plaza East, Ninth Floor, Newark, NJ.

The specific dates are as follows:

July 9, 2008
August 13, 2008
September 10, 2008
October 15, 2008 (Third Wednesday)
November 12, 2008
December 10, 2008
January 14, 2009
February 11, 2009
March 11, 2009
April 8, 2009
May 13, 2009
June 10, 2009

ITEM 0806-42: ANNUAL DESIGNATIONS AND BOARD COMMITTEE MEMBERSHIP SELECTION

BENEFITS

NJ TRANSIT and its subsidiaries are governed by its statute, regulations and By-Laws. The New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 provides that the Commissioner of Transportation serve ex officio as Chairman of the New Jersey Transit Corporation Board of Directors, and the Vice Chairman and Board Secretary shall be selected annually, as stated in Article III, Section 2 of the NJ TRANSIT By-Laws.

Article II, Section 11 of the NJ TRANSIT By-Laws establish and structure the membership of the Board Committees so that they shall be composed of a Chairman of the Committee, who shall be appointed by the Chairman of the Board, and up to two additional members who shall be selected by and serve at the pleasure of the Chairman of the Board. Each committee consists of no more than three Board members with, in some cases, an alternate, and meets on a monthly or as-needed basis. The committees' membership is outlined in Exhibit A.

PURPOSE

The effect of this item is to fulfill the statutory and By-Law requirements of the annual designation of the Vice Chairman of the Board and the Secretary to the Board. Appointments are also being made to all Board Committees.

ACTION

Approval of this item will designate Myron P. Shevell to serve as Vice Chairman of the Board of Directors and Gwen A. Watson as Secretary of the Board of Directors through June 2009 and appoint the members of all Board Committees as set forth in Exhibit A.

FISCAL IMPACTS

Requested Authorization:	Designations of officers, committee membership authorization
Anticipated Source of Funds:	N/A
Projected Date of Completion:	June 30, 2009
Diversity Goal:	N/A

RESOLUTION

WHEREAS, the New Jersey Public Transportation Act of 1979, P.L. 1979, c.150 requires the annual designation by the NJ TRANSIT Board of Directors of a Vice Chairman of the Board and a Secretary to the Board; and

WHEREAS, Article III, Section 2 of the NJ TRANSIT By-Laws also provides that the Board Vice Chairman and Secretary be designated annually, and that the Commissioner of Transportation serve as Chairman; and

WHEREAS, the Chairman of the Board is charged with the selection of Board Committee members and recommendations to the committee membership are proposed in Exhibit A;

NOW, THEREFORE, BE IT RESOLVED that Myron P. Shevell is designated as Vice Chairman of the New Jersey Transit Corporation Board of Directors to serve a term through June 30, 2009 and Gwen A. Watson is designated as Secretary of the Board of Directors to serve a term through June 30, 2009; and

BE IT FURTHER RESOLVED that the membership of the Board Committees is adopted as set forth in Exhibit A.

EXHIBIT A

FISCAL YEAR 2009 BOARD COMMITTEES

Administration Committee

Flora Castillo, Chair
Treasurer's Representative
Governor's Representative

Audit Committee

Kenneth E. Pringle, Chair
Myron P. Shevell
Treasurer's Representative

Capital Planning, Policy and Privatization Committee

Myron P. Shevell, Chair
Kenneth E. Pringle
Susan L. Hayes

Customer Service Committee

Flora Castillo, Chair
Kenneth E. Pringle
Governor's Representative

RESOLUTION
CITY OF RAHWAY, NEW JERSEY

40060-A

No. AR-161-08

Date of Adoption _____

**A RESOLUTION REQUESTING NJ TRANSIT TO REINSTATE THE CONTRACT WITH
THE RAHWAY CENTER PARTNERSHIP FOR STATION CLEANING SERVICES OF THE
RAHWAY TRAIN STATION**

Factual Contents Certified to by _____

WHEREAS, NJ Transit has stated its intention to allow the current contract with the Rahway Center Partnership for station cleaning services to expire; and

WHEREAS, the Rahway Center Partnership, through the provisions of this contract, has provided 14hrs/ day, 365 days per year station cleaning services, keeping the station plaza, tunnel, elevators, stairways, waiting room, restrooms and platforms free of debris, graffiti, and other hazardous objects; and

WHEREAS, the current contract will conclude on June 30, 2008 and bring to an unseemly end a 10 year agreement between NJ Transit and the Rahway Center Partnership that established the Rahway Train Station as a premier example of a designated 'transit village' station that is both esthetically attractive and functional for over 3,000 daily commuters.

NOW, THEREFORE, BE IT RESOLVED that the Municipal Council of the City of Rahway requests that NJ Transit reconsider its decision to discontinue the contract for station cleaning services and carry on providing a clean, safe and comfortable station to the transit customers and community of the City of Rahway.

RESOLUTION
RAHWAY CENTER PARTNERSHIP
RAHWAY, NEW JERSEY

4005D-B

**A RESOLUTION REQUESTING NJ TRANSIT TO REINSTATE THE
CONTRACT WITH THE RAHWAY CENTER PARTNERSHIP FOR STATION
CLEANING SERVICES OF THE RAHWAY TRAIN STATION**

WHEREAS, NJ Transit has stated its intention to allow the current contract with the Rahway Center Partnership for station cleaning services to expire; and

WHEREAS, the Rahway Center Partnership, through the provisions of this contract, has provided 14hrs/ day, 365 days per year station cleaning services, keeping the station plaza, tunnel, elevators, stairways, waiting room, restrooms and platforms free of debris, graffiti, and other hazardous objects; and

WHEREAS, the current contract will conclude on June 30, 2008 and bring to an unseemly end a 10 year agreement between NJ Transit and the Rahway Center Partnership that established the Rahway Train Station as a premier example of a designated 'transit village' station that is both esthetically attractive and functional for over 3,000 daily commuters;

NOW, THEREFORE, BE IT RESOLVED that the Rahway Center Partnership requests NJ Transit to reconsider their decision to discontinue the contract for station cleaning services and carry on providing a clean, safe and comfortable station to the transit customers and community of the City of Rahway.

SIGNED:

Board of Trustees of the Rahway Center Partnership:

Paul Mulligan, Chairman

Ray Mikell, Executive Director

Josh Donovan, Vice Chair John Bowen, Vice Chair

Robin Gupta, Secretary Jane C. Weaver, Treasurer

Lawrence Cappiello, Director, Arts Guild of Rahway

Courtney Clarke, Rahway Redevelopment Agency

Matthew Dobrowolski

Don Godfrey, Sr. Vice President, RSI Bank

Hilda Judah, Commissioner, Rahway Parking Authority

Denise MacQuirk, Regional Field Rep., Elizabethtown Gas/AGL Resources

John Marcantonio, Director of Patient Satisfaction, Robert Wood Johnson University Hospital at Rahway

Alane McCahey, Branch Executive Director, YMCA of Eastern Union County, Rahway Branch

Lori McDarby

Tom McTamney, Owner/Principal, Liberty Harley Davidson/Buell of Rahway

Mark Ragan, Owner/Manager, Corey Ragan Funeral Home

Chief John Rodger, Rahway Police Department

Frank C. Ruggiero, CFO, City of Rahway

Nancy Saliga, Saliga/Markey Real Estate, Inc.

James Walker, Owner/Operator, Rahway's Finest Barber Shop

Access To the Regions's Core

Project Cost Estimates -- 2005 to June 2008

4005D - C

06/10/08

Capital Cost Estimates (Billions of \$'s)

	<u>Trans-Hudson Express (T.H.E.) Tunnel Project</u>	<u>Portal Bridge Capacity Enhancement Project (PBCEP)</u>	<u>Total</u>
<u>2005 Estimate</u>			
Locally Preferred Alternative (LPA) 08/05	<u>5.8</u>		
G. Warrington letter to NJ-ARP & Lack. Coalition (11/05)		<u>0.3</u>	
Total - 2005 Estimate	5.8	0.3	<u>6.1</u>
<u>Feb 2007 Estimate</u>			
ARC DEIS increase (02/07)	<u>1.6</u>		1.6
ARC DEIS Exec Summary - Increase to midpoint of range (02/07)		<u>0.5</u>	<u>0.5</u>
Total - Feb 07 Estimate	7.4	0.8	8.2
<u>March 2008 Estimate</u>			
ARC SDEIS - Increased costs	1.2		1.2
- Reduced scope	<u>(1.0)</u>		<u>(1.0)</u>
Total - June 07 Estimate	7.6	0.8	8.4
<u>June 2008 Estimate</u>			
PBCEP RCLC 06/10/08 - increase		<u>0.9</u>	<u>0.9</u>
Total - Current NJT Cost Estimate	7.6	1.7	<u>9.3</u>
increase over 2005	1.8	1.4	<u>3.2</u>
% Increase	31%	467%	<u>52%</u>
Impact of 10/07 MTA ESA Bid 30% over budget - assume 30% increase in 1/2 of T.H.E. Tunnel Project cost	<u>1.1</u>		<u>1.1</u>
Total - Current RRWG Cost Estimate	8.7	1.7	10.4
increase over 2005	2.9	1.4	4.3
% Increase	50%	467%	70%

Access To the Regions's Core

40050-D

Project Funding Shortfall Estimates -- Feb 2007 to June 2008

06/10/08

<u>Funding Sources</u>	<u>Funding Estimates (Billions of \$'s)</u>		
	<u>Feb 2007</u>	<u>Change</u>	<u>June 2008</u>
Port Authority	2.0	1.0	3.0
State (including \$1B borrowed from NJ Highway funds to be repaid from as yet unfunded Transportation Trust Fund)	<u>1.5</u>	<u>0.0</u>	<u>1.5</u>
Total State & Local Share	3.5	<u>1.0</u>	4.5
Federal Transit Admin. (FTA)	<u>3.6</u>	<u>(0.6)</u>	<u>3.0</u>
Total Estimated Funding	7.1	0.4	7.5
 <u>Project Cost Estimates - NJT</u>			
T.H.E. Tunnel Project	7.4	0.2	7.6
Portal Bridge Cap. Enhan. Project	<u>0.8</u>	<u>0.9</u>	<u>1.7</u>
Total Project Cost Estimates (NJT)	<u>8.2</u>	<u>1.1</u>	<u>9.3</u>
 <u>Funding Shortfall - with NJT Cost Estimates</u>			
Funding Excess (Shortfall)	(1.1)	(0.7)	(1.8)
Less - Borrowed NJ Highway Funds	<u>(1.0)</u>	<u>0.0</u>	<u>(1.0)</u>
Funding Excess (Shortfall) - NJT Cost Estimate, with no borrowed NJ Highway funds	(2.1)	(0.7)	(2.8)
 <u>Funding Shortfall - with June 08 RRWG Cost Estimate</u>			
Increased RRWG T.H.E. Tunnel cost estimate – impact of 10/07 MTA ESA Bid 30% over budget			(1.1)
Funding Excess (Shortfall) - RRWG Cost Estimate			(3.9)