

ARC - PE

General Information:

Description: This project involves preliminary engineering for the Access to the Region's Core (ARC) project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas. Major elements of ARC includes a new two-track Hudson River rail tunnel, expanded passenger facilities in the New York and other related infrastructure changes that support full utilization of the new tunnel's capacity.

Background: The Northeast Corridor is a four-track railroad between Trenton and Newark that narrows to two tracks between Newark and New York, creating a bottleneck for NJ TRANSIT's New York services. THE Tunnel will provide additional capacity for these services, new services, and redundancy in trans-Hudson rail operations. Scope: This project involves preliminary engineering for the ARC project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas.

The project will create a four-track right-of-way between Secaucus Junction and New York City. Two tracks will connect to the existing Hudson River tunnels and two tracks will connect to the proposed tunnels, descending and turning southward under The Palisades through North Bergen, Union City and Hoboken. Track connections are planned to provide full flexibility between the existing tunnels and the new tunnels, to facilitate emergency operations and periodic tunnel closure for maintenance.

The project will introduce one-seat ride service to New York City on the North Jersey Coast Line from Bay Head, Montclair-Boonton Line west of Montclair, Maitland, Bergen County, Pascack Valley and Raritan Valley Lines. A new multi-level station is proposed under 34th Street in Manhattan, with connections to the Broadway, Sixth, Seventh and Eighth Avenue subway stations and PATH station. The station will connect with PSNY via underground pedestrian concourses.

Benefit: THE Tunnel project will open new opportunities for direct and increased rail service from the existing commuter rail system to Midtown Manhattan and build upon recent transit investments in New Jersey, including Secaucus Junction, Midtown Direct and the Montclair Connection. The project will further provide capacity to support other rail expansion projects in development. Impacts: Increased ridership on the railroad will overburden the current system and make travel much more difficult. Without the new tunnels and station, no additional New York Mid-town trains can be accommodated on the existing infrastructure in peak hours.

Milestone:

Milestone Description	Completion
12 - Advertise Primary Contract Preliminary Engineering	12/1/2005
13 - Board Approval Primary Contract Preliminary Engineering	8/1/2006
14 - NTP Primary (Contract or In-House) Preliminary Engineering	9/1/2006
18 - 50 Complete Preliminary Engineering	6/1/2007
19 - Project Complete Preliminary Engineering	3/1/2008
20 - Closeout Complete Preliminary Engineering	4/1/2008

Issues:

Anticipate FTA approval to enter final design January 2008.

Transit Activities:

THE Partnership mobilized project's management staff and initiated mobilization of project support staff. Conducted project kick-off meeting. Established inter-organizational document control system. Develop draft project schedule, Project Management Plan, Configuration Management Plan, and Quality Management Plan. Awarded Hudson River / Manhattan geotechnical exploration program. Initiated cost validation effort. Continue to hold Weekly Progress and other management & technical meetings. THE Partnership mobilized staff. Relocated NJ TRANSIT's Project Management Staff to project office at Two Gateway Center. Finalized baseline project schedule. Completed draft Quality Management Plan. Continued to identify property impacts. Continued review of DEIS right-of-way database. Continue utility data collection. Initiated site exploration test borings and field exploration program in Manhattan and Hudson River. Initiated the identification of permits required for construction. Continued to develop the track alignments, profiles and sections. Continued to evaluate vertical and horizontal track alignments. Developed conceptual dimensioning of 34th Street cavern design. Coordinated layout of fan plant design at Con Edison site with Hudson River and Manhattan TBM access shafts. Initiated station space planning concepts and pedestrian flow analyses. Continued to develop and assess locations and sizes of supply and return air ducts in station. Reviewed NFPA 130 requirements and design criteria and coordinated with tunnel ventilation group. Completed initial Computational Fluid Dynamics simulations for the ventilation system. Developed white paper to present the issues associated with implementing an independent traction power system for the Northeast Corridor, tunnel and 34th Street station. Conducted workshops to review Kearny Yard alternative layouts. Initiated development of Interface Management Plan. Awarded geotechnical and environmental explorations contract for NJ work. Drafted white paper to feed the fan plants with dual electrical feeds. Continued to hold Weekly Progress and other management & technical meetings. Completed review of Technical Proposals, conducted oral presentation, and negotiated cost proposal for the Project Control and Construction Management Services (PCCM) contract. Provide Subsurface Conditions Survey and Risk Mitigation Plan to FTA. Interviewed for positions for Director of Construction and QA/QC.

ARC - PSNY Early Action Items Track 1-4 Pltfrm Ext

General Information:

Description: This project includes the construction of the following elements designed to improve commuter access and train operation within Penn Station New York. Work phases are:

- 1) Eastward Extension of Platforms 1 and 2.
- 2) Westward Extension of Platforms 1 and 2 and Reconfiguration of "U" and "M" Ladders.
- 3) West End Concourse Extension and Stairways to platforms 1 and 2.
- 4) Hilton Corridor Connection over Platform 3.

Train operations within the station will be improved by increasing the platform length in order to accommodate 2 additional coaches on tracks 1-4. This will there greatly improve operations flexibility throughout the station by providing platform loading for a locomotive and 10 coaches.

Background: This project is part of the early action items associated with Access to the Region's Core (ARC). The Penn Station Capacity Enhancements include within this project will improve operational flexibility and passenger egress. Scope: The scope of this project is to advance the referenced work elements to the 3 design level.

Benefit: The benefits of this project are improved operational flexibility within Penn Station New York as full- length trains (one locomotive and 10 coaches) will be able to serve platforms 1 and 2.

Additional passenger egress will also be provided by the stairway access at the west end of platforms 1 and 2 exiting to the proposed West End Concourse.

Milestone:

Milestone Description	Completion
1 - Concept Planning Complete	3/1/2006
3 - Board Approval Design Contract	4/1/2006
4 - NTP Design (Contract or In-House)	4/1/2006
5 - Design 30 Complete	3/1/2007
6 - Environmental Complete	4/1/2007
7 - Design 100 Complete	12/1/2007
11 - NTP Early Action (Contract or In-House) Long Lead Material	12/1/2007
12 - Advertise Primary Contract	6/1/2008
13 - Board Approval Primary Contract	10/1/2008
14 - NTP Primary (Contract or In-House)	12/1/2008
18 - 50 Complete	12/1/2010
19 - Project Complete	12/1/2012
20 - Closeout Complete	6/1/2013

Issues:

The access agreement from Amtrak (environmental and subsurface testing) needs to be obtained in order to advance environmental and geotechnical borings within Amtrak property limits.

Transit Activities:

Advanced 30% design and continued with the development of the Categorical Exclusion Document (CE).

Study and Dev - ARC DEIS

General Information:

Description: This project involves the Draft Environmental Impact Statement (DEIS) for the Access to the Region's Core (ARC) project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas. Major elements of ARC includes a new two-track Hudson River rail tunnel, expanded passenger facilities in the New York and other related infrastructure changes that support full utilization of the new tunnel's capacity.

The Port Authority of New York and New Jersey is our planning partner in this study, which continues the work conducted during the previous and separate FTA required Major Investment Study (MIS).

Background: This project continues the work of the Access to the Region's Core (ARC) Major Investment Study (MIS). It continues some conceptual planning and refinements to alternatives and moves the work effort into and through the DEIS stage. The predecessor study was co-sponsored by NJ TRANSIT, the MTA, and the PANY&NJ. This project phase is being carried out jointly by NJ TRANSIT and the PANY&NJ. Scope: Preparation of a Draft Environmental Impact Statement in accordance with federal guidelines. Alternatives: Major elements of the long-term improvement will be a "Secaucus Loop" track connection and a new trans-Hudson rail tunnel. Impacts: Passenger demand for peak period travel to/from Manhattan will exceed available service capacity within the next decade without the type and magnitude of capacity expansion being considered here. The economic well-being of the region would suffer accordingly.

Milestone:

Milestone Description	Completion
12 - Advertise Primary Contract Receive proposals	5/1/2003
13 - Board Approval Primary Contract Attain authorization	6/1/2003
14 - NTP Primary (Contract or In-House) Initiate consultant work	9/1/2003
18 - 50 Complete Provide draft DEIS report to FTA	9/1/2005
19 - Project Complete Final DEIS report and R.O.D.	4/1/2007
20 - Closeout Complete Project closeout	6/1/2007

Issues:

The DEIS was submitted to FTA on September 16, 2005 for review and comment prior to public release. Comments were received and discussed and a revised DEIS was submitted to FTA on March 31, 2006. The New Starts application was submitted on October 21, 2005 to enable permission for NJ TRANSIT to initiate PE. That application is being reviewed by FTA. NJTPA approved the LPA on September 12, 2005 and inclusion of the project in fiscally constrained LRP. NYMTC included ARC in their fiscally constrained LRP in March 2006. FTA approved NJ TRANSIT's PE submitted in August 2006. NJ TRANSIT issued an NTP in August 2006 for PE. FTA provided additional comments on the DEIS in September 2006. NJ TRANSIT provided the completed DEIS for final thumb through at the end of 2006. Anticipate public hearings early next year.

Transit Activities:

A revised DEIS was submitted to FTA in October 2006. NJT reviewed it with FTA, made additional revisions and resubmitted the DEIS in late December. FTA is now reviewing the latest version. The hope is that this will be the last version and it will be released to the public very soon.

T87 Hudson-Bergen LRT System MOS I

Counties: Hudson

Municipalities Jersey City Bayonne City Hoboken City

This funding covers the MOS-I capital lease payments for light rail vehicles for service on the Hudson-Bergen Light Rail System, annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail MOS I alignment.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Total Project cost of Hudson-Bergen MOS I is \$992 million.

PROJECT COMPONENTS:

Hudson-Bergen LRT - MOS I
Hudson-Bergen LRT - Signaling

Hudson-Bergen LRT - MOS I

General Information:

Description: The Hudson-Bergen Light Rail (HBLR) is a vital connection that links the growing cities of the Hudson River Waterfront. The service corridor extends through some of the nation's most densely populated municipalities -- a region noted for its significant dependence on public transit. The first Minimum Operable Segment (MOS I) is a 9.3-mile section that includes 16 stations, 3 major intermodal transfer sites, and 4 regional Park-and-Rides providing approximately 2,700 parking spaces. The MOS I was constructed in three phases: Phase I from 34th Street, Bayonne to Exchange Place, Jersey City and the West Side extension Phase II from Exchange Place to Pavonia/Newport, Jersey City, and, Phase III from Pavonia /Newport to Hoboken Terminal. The system entered revenue service in April 2000.

Issues:

On critical path for closeout is documentation from contractor that viaduct meets NJ TRANSIT's standard for design.

Transit Activities:

Continue project closeout. Delay in closeouts have pushed out punch list to April 2007.

Hudson-Bergen LRT - Signaling

General Information:

Description: With post-9/11 increases in vehicular traffic, combined with significant road and building construction in downtown Jersey City, light rail riders were experiencing an approximately 10% increase in travel times. This project will entail a traffic study, which will determine the adjustments that will be necessary in order to improve travel times on the HBLRT. Some of the changes put forth in the draft traffic study include improved priority traffic signaling and traffic signal preemption where necessary. Gangemi Drive, Hudson and Essex Streets and Johnston Avenue are all traffic light equipped intersections that will receive major modifications. Track Circuit changes will also be considered near Harborside Financial Center Station, which will cut back on stop-and-go operations, and near Johnston Avenue, in order to raise track speeds between the Jersey Avenue and Liberty State Park Stations. The adjustments to be made at these locations include modifications to the method used to place calls for the traffic lights with both adjusted and new Train to Wayside Communications (TWC's), modified traffic signal timings and enhancements to the rail signal circuits. All of these changes will be made within Jersey City, with the exception of minor track circuit changes near Hoboken Terminal on the Jersey City-Hoboken border. Work associated with this project will be accomplished in multiple phases and at present the scope of work has not been finalized.

Background: The HBLRT operates in a "street running" mode through numerous intersections that are controlled by traffic signals. At present, the HBLRT car is treated as a motor vehicle and must obey these traffic signals, resulting in a stop-start operation through busy Jersey City streets. At several points on the system, increased street traffic has adversely impacted the operation, adding increased running time due to traffic delays. Riders in the peak hours have experienced a 10% increase in their travel time. By modifying the operation of traffic lights to allow light rail vehicles to trigger green lights as they approach, multiple stops and starts can be eliminated, thus returning trip times between stations, and from one end of the system to the other, to previous levels.

Scope: Scope is being jointly developed by NJ TRANSIT & 21st Century Rail with the assistance of STV Inc. This project entails enhancements to the traffic signal interface and LRT signal system with the Hudson-Bergen Light Rail (HBLR) MOS I system at points along the alignment.

Benefit: By modifying the operation of traffic lights to allow light rail vehicles to trigger green lights as they approach, multiple stops and starts can be eliminated, thus returning trip times between stations, and from one end of the system to the other, to previous levels. Impacts: Continued slower speeds along the right of way.

Milestone:	
Milestone Description	Completion
1 - Concept Planning Complete Data Collection	12/1/2004
4 - NTP Design (Contract or In-House) Phase 2 Design	5/1/2006
7 - Design 100 Complete Phase 2 Design	9/1/2006
11 - NTP Early Action (Contract or In-House) Signal System Phase 1	4/1/2006
14 - NTP Primary (Contract or In-House) Phase 2	11/1/2006
18 - 50 Complete Signal Construction Complete Phase 1	12/1/2006
19 - Project Complete Construction Complete Phase 1 & 2	8/1/2007
20 - Closeout Complete Phase 1 & 2	3/1/2008

Transit Activities:

Decision was made to defer one Phase 1 task to Phase 2 for further study/implementation. All remaining Phase 1 work was completed, and NJ TRANSIT is awaiting final invoicing for Phase 1. NTP issued for initial Phase 2 work. Also received proposal from TFCR for the last portion of the Phase 2 work, which is being evaluated by NJ TRANSIT's signaling consultant. Overall project is 50% complete.

T89 Hudson-Bergen LRT System MOS II

Counties: Hudson **Municipalities** North Bergen Twp. Jersey City Weehawken Twp.

This funding covers the anticipated costs of the 6.2-mile second Minimal Operating Segment (MOS II) of Hudson-Bergen Light Rail from Hoboken Terminal to Port Imperial Ferry Station in Weehawken, 34th Street to 22nd Street in Bayonne and from Port Imperial to Tonnelles Avenue. Funding is requested for ongoing construction and capital lease payments for light rail vehicles. Annual State funding is provided as part of 1999B NJ EDA debt service payments required through FY10.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Total Project cost of Hudson-Bergen MOS II is \$1.215 billion.

PROJECT COMPONENTS:

Hudson-Bergen LRT - MOS II

Hudson-Bergen LRT - MOS II

General Information:

Description: The Hudson-Bergen Light Rail (HBLR) is a vital connection that links the growing cities of the Hudson Waterfront. The service corridor extends through some of the nation's most densely populated municipalities - a region noted for its significant dependence on public transit. The second Minimum Operable Segment (MOS II) is a 7 station, 6.1-mile extension of MOS I, extending north from Hoboken Terminal to the Tonnelles Avenue Park and Ride in North Bergen and south to 22nd Street in Bayonne. MOS II will provide an additional 950 parking spaces at the new terminals - 22nd Street and Tonnelles Avenue. It will also provide an underground station at Bergenline Avenue in Union City as well as an elevator at the Jersey City/Hoboken border to connect residents of communities along the Palisades to the light rail station located at the cliff's base at the foot of 9th Street in Hoboken.

Issues:

Negotiations with the contractor are on the critical path.

Transit Activities:

The Bergenline Plaza work has been completed. Final DCA inspections will be in January. The weekday ridership average for this quarter is 36,911.

T95 Newark Light Rail

Counties: Essex

Municipalities Newark City

Funding is provided for Newark Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements and other infrastructure rehabilitation improvements. This funding also covers the capital lease payments for light rail vehicles for service on the Newark City Subway System. Funding is also provided for Bloomfield Avenue Station ADA improvements.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

NCS Newark Penn Sta. Elevator 30
NCS Penn, Wash, Branch Brook ADA Improvements
NCS Vehicle Base Facility

NCS Newark Penn Sta. Elevator 30

General Information:

Description: This project was separated from the Newark Penn Station NCS Accessibility Improvements project due to a variety of technical and contractor issues. The project involves selective demolition of an existing dumbwaiter shaft between the City Subway mezzanine level and the main concourse, reconfiguration of certain structures and installation of an elevator to provide full accessibility to the Newark City Subway.

Background: This project was separated from the Newark Penn Station NCS Accessibility Improvements project due to a variety of technical and contractor issues. NJ TRANSIT management decided to complete this portion of the work as a separate project to eliminate some of the difficulties involved with construction as part of the station ADA project. Scope: The project includes Selective demolition of an existing dumbwaiter shaft between the City Subway mezzanine level and the main concourse, reconfiguration of certain structures and installation of an elevator to provide full accessibility to the Newark City Subway. Other items included ancillary to the elevator are mechanical work, electrical work, installation of a sump pump for pit dewatering and reconfiguration of the Greyhound employees restroom.

Benefit: Completion of this elevator will make the Newark City Subway terminal at Penn Station fully accessible for persons with disabilities and bring NJ TRANSIT into compliance with its voluntary compliance agreement with the FTA. Impacts: NJ TRANSIT will be found non-compliant with the voluntary compliance agreement with the FTA. This could result in imposition of sanctions by the FTA. Furthermore, as other NCS stations have become accessible, it is necessary to have the largest station on the system and the downtown terminal be fully accessible. General Project Notes: Project complete, open to the public.

Milestone:

Milestone Description	Completion
4 - NTP Design (Contract or In-House) Elevator	12/1/2004
7 - Design 100 Complete Elevator	4/1/2005
12 - Advertise Primary Contract Elevator	8/1/2005
13 - Board Approval Primary Contract Elevator	8/1/2005
14 - NTP Primary (Contract or In-House) Elevator	9/1/2005
18 - 50 Complete Elevator	5/1/2006
19 - Project Complete Elevator	10/1/2006
20 - Closeout Complete Elevator	2/1/2007

Transit Activities:

Received CO, elevator is in use, project completed.

NCS Penn, Wash, Branch Brook ADA Improvements

General Information:

Description: The Newark City Subway ADA Upgrades project features major improvements to Newark Penn Station, Washington Street and the new Branch Brook Park Station. The project includes the design and construction of raised platforms, elevators, tactile edges and other accessibility improvements to these three key stations. As part of the project, the Heller Parkway and Franklin Avenue stations were consolidated into a single location at the Branch Brook Park Station. The improvements at Penn Station will also serve passengers with disabilities who will be using the new Newark City Subway Extension, which is currently under construction.

Background: In 2001 NJ Transit introduced the low floor Light Rail Vehicle (LRV) into revenue service on the Newark City Subway (NCS). By this time the syst infrastructure required to support the use of LRV's and comply with the stipulations of the Americans with Disabilities Act was well underway. Penn Station, Washington St. Station and Franklin Avenue Station had been designated in NJ TRANSIT's Key Station Plan as the key stations for the NCS. As such they we given priority to receive accessibility upgrades that worked in conjunction with the new LRV's. Scope: The project currently involves various improvements to th three key stations on the NCS for accessibility by persons with disabilities. Among the improvements are: increase in platform height to 14" above top of rail to accommodate level boarding into the new low floor cars anticipated for revenue service on the system; installation of tactile platform edging at all stations; accessible telephones and information display terminals at all stations; other related improvements including but not limited to curb ramps, parking facilities and station improvements; and installation of elevators at all underground and below grade stations.

Benefit: This project will, in addition to providing accessibility for passengers with disabilities, generally provide for an enhanced passenger facility at each stati as construction is completed.

Passengers will have level boarding with the new cars eliminating a possible safety hazard and decreasing dwell time at the station. Completion of the project wi also provide improved lighting and security benefiting all passengers on the system. General station upgrades will modernize and preserve an important historic resource. Impacts: If this amendment were not approved the schedule for implementation of LRV's on the NCS would be seriously impacted. The ability to commence revenue service without significant disruption to the passengers and NJ TRANSIT Bus Operations hinges upon approval of this amendment. Failure approve the contract amendment would necessitate procurement of a catenary contractor in a competitive advertised bid and extension of M-Track's contract w NJ TRANSIT at significant cost for extended overhead and delays. General Project Notes: Branch Brook Park: Project closed out. Penn Station: Work is completed except punch list and warrantied escalator repairs. Washington St. Station: Project closed out.

Milestone:

Milestone Description	Completion
7 - Design 100 Complete ADA Project	6/1/2002
9 - Advertise Early Action Contract Advertise Construction	8/1/1998
11 - NTP Early Action (Contract or In-House) Begin Construction	3/1/1999
12 - Advertise Primary Contract ADA Project	4/1/2001
13 - Board Approval Primary Contract Award contract	7/1/2001
14 - NTP Primary (Contract or In-House) Notice to Proceed	8/1/2001
15 - Advertise Other Contract	12/1/1999
17 - NTP Other (Contract or In-House) Construction	5/1/2000
18 - 50 Complete ADA Project	7/1/2003
19 - Project Complete	6/1/2006
20 - Closeout Complete	7/1/2007

Issues:

Liquidated damages are being withheld to cover extraordinary expenses. Resolving liquidated damages is delaying contract close out. Branch Brook Park Station: None.

Penn Station: Escalator warranty repairs ongoing.

Washington St. Station: Contract is closed out.

Transit Activities:

Punch list work continued. Warranty repairs of escalator 35 substantially completed, awaiting long-lead parts for final repairs. Met with contractor to resolve outstanding pay issues.

NCS Vehicle Base Facility

General Information:

Description: The construction of a .9 mile extension of the existing City Subway and a new maintenance and storage facility at the terminus in Bloomfield. The facility is approximately 43,000 square feet and is capable of handling all heavy repairs as well as wheel truing, painting, car washing and general maintenance. The project also features the creation of two new stations in Belleville and Bloomfield. Also included is a new Park and Ride facility in Bloomfield with approximately 140 spaces. The Newark City Subway operation utilizes the same light rail vehicles as are running on the HBLR.

Transit Activities:

Work on the remaining two items concluded: 1) Project Environmental Compliance was turned over to NJ Transit's internal environmental group for ongoing monitoring and compliance. This issue is closed; and, 2) Payment of final invoice with Verizon was pursued for closeout of utility relocations. A closeout letter was sent to Verizon. This issue is closed. No further updates will be made on this project and this is the final report.